

STATE OF NEW JERSEY

Forty-Eighth Annual Report
OF THE
Board of
Public Utility Commissioners

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HON. ROBERT B. MEYNER

Governor

FOR THE YEAR 1957

TRENTON, NEW JERSEY

STATE OF NEW JERSEY
BOARD OF PUBLIC UTILITY COMMISSIONERS
DEPARTMENT OF PUBLIC UTILITIES

EDWARD J. HART, *President*

D. LANE POWERS, *Commissioner*

RALPH L. FUSCO, *Commissioner*

RICHARD F. GREEN, *Secretary*

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JACK SCHWARTZ, *Assistant Executive Officer*

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DIVISION OF RAILROADS

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TRENTON OFFICE: MARIE M. DROPELA, *Head Clerk*

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STATE OF NEW JERSEY
DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS
STATE HOUSE ANNEX, TRENTON 25, N. J.

February 24, 1958

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-eighth Annual Report of the Board of Public Utility Commissioners for the year 1957.

Respectfully submitted,

EDWARD J. HART, *President*

D. LANE POWERS, *Commissioner*

RALPH L. FUSCO, *Commissioner*

Attest:

RICHARD F. GREEN, *Secretary*

CHAPTER I

GENERAL MATTERS

Jurisdiction

At the end of the year 1957, the jurisdiction of the Board extended to 848 public utilities serving customers in this State. Of these, 646 were owned by private corporations or individuals, and 202 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	8	....
Telephone	9	....
Water	134	191
Sewer	31	1 ²
Railroad	42	....
Express	1	....
Autobus	412	....
Telegraph	1	....
Total	646	202

The 412 autobus enterprises operated 4,708 autobuses on 508 approved routes. In addition to the foregoing, there were also 148 enterprises whose 710 buses operated in intrastate or interstate chartered service. The last group is subject to the Board's jurisdiction only for insurance, maintenance of equipment and safety of operations.

There were also four 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 electric or gas service to customers outside their municipal areas are subject to the Board's jurisdiction as to rates and service.³

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

¹ Includes one combination electric and gas company.

² Bridgeton Municipal Sewer Department.

³ City of Trenton, Trenton Water Works, is the sole municipal water utility subject to the Board's jurisdiction as to rates and service.

Thirty trolley cars on one route, approximately four miles in length, continue operations as a minor part of the street transportation service furnished by Public Service Coordinated Transport.

The Board's authority also extends to 25 operating railroads and to 17 nonoperating railroads, and to certain other public utility undertakings such as pipe lines, and to intrastate toll bridges, of which there are none at the present time.

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 and adequacy 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 (a) has issued rules and regulations relating to standards of utility service, (b) has 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 these 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 law requires that such hearings must be concluded and the Board's decision issued within six months. The Board's policy in rate cases is that the utility must comply with the statutory requirement to 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 1957, the Board determined 113 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 two instances; to allow a lesser increase than applied for in 50 instances and to allow, in full, the increases as applied for in 52 instances. Nine applications brought no rate changes or reduced rates to customers.

Voluntary rate reductions for service accompanying enlargements of telephone exchange rate areas made by New Jersey Bell Telephone Company during 1957, and accepted by the Board, have resulted in estimated annual savings to customers aggregating \$116,425.

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,

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

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.

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.

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. On the other hand, a day's work by a member of the staff may supply the information needed by the Board in a particular case.

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 1957, the Attorney General designated 14 State Rate Counsel who participated in 17 utility rate cases before the Board.

Classification of Board's Decisions, Orders and Certificates

The Board issued 663 decisions, orders and certificates in formal cases during 1957. This includes Board actions on applications and proceedings carried over from the previous year.

The decisions, orders and certificates in cases decided during 1957 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 693 matters is shown on the tabulation. Of this total, 30 matters were covered in decisions that also dealt with other matters, hence the actual number of Board decisions, orders and certificates was 663. It should also be noted that the Board may take several formal actions in 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</i>		<i>Service Matters</i>	<i>Utility Facilities</i>	<i>Railroad</i>	<i>Miscel- laneous</i>	<i>Total</i>
		<i>Trans- actions</i>	<i>Municipal Consents</i>			<i>Highway Crossings</i>		
Electric .....	....	54	....	....	35	....	1	90
Gas	1	17	1	....	5	....	....	24
Telephone	2	11	7	....	3	....	5	28
Water	27	34	12	....	3	....	15	91
Railroad	17	200	....	27	5	10	3	262
Motor Carriers	8	101	57	10	....	....	1	177
Sewer .....	....	8	7	....	....	....	....	15
Telegraph .....	....	....	....	....	....	....	....	....
Pipelines .....	....	....	....	....	....	....	....	....
Total	55	425	84	37	51	10	25	687

Notes: (1) Does not include 6 financial transactions of a combination electric and gas utility.

(2) 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 autobus fare applications. See chapter on Motor Carriers.

Service Activities

All inquiries and informal complaints relating to service supplied by railroad, autobus, trolley, gas, electric, water, sewer, telephone and telegraph companies are referred to engineers or inspectors who are specially 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 Board's representatives, 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, 1,016 informal complaints affecting electric, gas, water, telephone and sewer utilities were received and processed during 1957. Data pertaining to complaints and inquiries affecting railroads and autobuses are given in the chapters relating to those utilities.

ANALYSIS OF INFORMAL COMPLAINTS RECEIVED DURING 1957

(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	32	29	169	2	17	36	285
Gas	14	24	107	7	14	6	172
Water	78	63	73	10	103	6	333
Telephone	28	42	98	....	31	8	207
Sewer	1	11	2	2	2	1	19
Total	153	169	449	21	167	57	1,016
% of Total	15.1	16.6	44.2	2.1	16.4	5.6	100.0

Annual and Other Reports

During the year 1957, the filing of annual reports, reflecting the results of operations for the year 1956, was required of all the various utilities which, at any time during 1956, were subject to the jurisdiction of the Board. A classification of the public utilities required to file such reports follows:

<i>Privately Owned</i>	<i>Number of Reports</i>
Electric	8
Gas	8
Water	134
Sewer	25
Telephone	9
Railroads	43
Autobus	431
	<hr/>
Total Private Utilities	658
<i>Municipally Owned</i>	
Electric	10
Water	189
Sewer	1
	<hr/>
Total Municipal Utilities	200
Total Utilities	<hr/> 858

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 2 electric, 3 gas, 19 water and 59 autobus utilities, and monthly reports by 1 telephone, 3 gas, 3 electric, 2 autobus and 1 combination electric and gas utility, with respect to their operations during 1957. 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 each customer's meter periodically for accuracy and report the results of such tests to the Board. Customers' meters in service throughout the State during 1957 included 2,053,875 watt hour meters, 1,491,837 gas meters and 420,817 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 1957, the Highway Department issued 23 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 utility.

Pursuant to that directive, the Board in 1957 received 34 such notices. These notices concerned 107 rearrangements of the facilities of both 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 252 applications relating to such matters which involved an aggregate consideration of \$3,211,547. These transactions are referred to by classes of utilities in subsequent chapters of this report.

Franchises and Municipal Ordinances

Twenty-eight applications for approval of franchises and municipal ordinances were approved by the Board in 1957. These are classified as follows:

Gas Utilities	1
Water Utilities	11
Telephone Utilities	12
Sewer Utilities	4

Municipal consents relating to autobus operations are reported in the chapter on Motor Carriers.

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 public carriers of property on the highway doing

business in this State. These carriers 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 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
For the fiscal year ending June 30, 1955	64,812.02
For the fiscal year ending June 30, 1956	66,177.97
For the fiscal year ending June 30, 1957	65,190.49

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 handles the routine business affairs of the Board and supervises 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 changes of routes, processing of applications for approval of discontinuance or suspension of service, regular inspections of auto bus 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,¹ 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 fa-

¹ See "Interstate Commerce Commission Applications" in Chapter VII.

cilities, 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 at 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 grades 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., resident field inspection during construction, audit of all bills calling for payments chargeable to the State's 85 per cent share of the cost, examination and certification of 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, R. S. 48:2-21.1, 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.

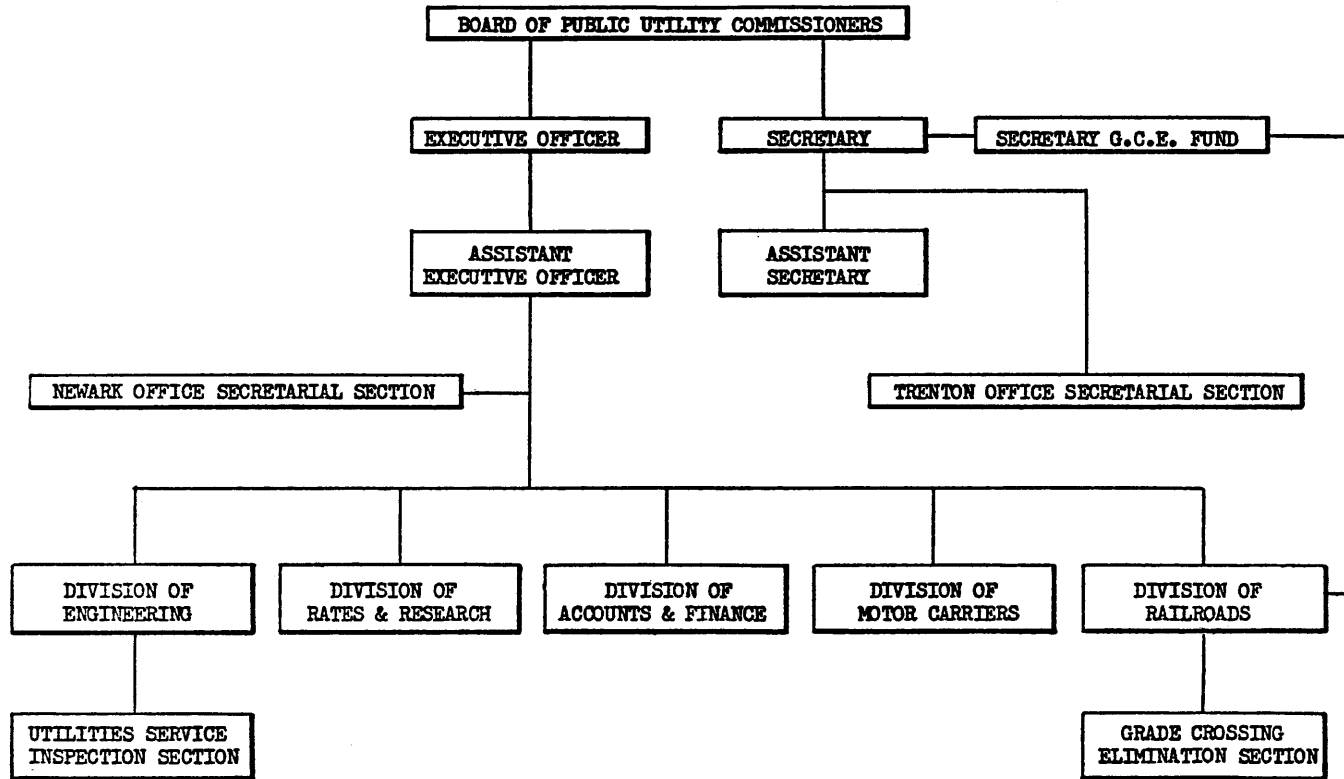
Because of the handicap of certain shortages in personnel the Board has not been able to undertake all of the tasks that we feel are desirable and necessary in the public interest. For the same reason there have been unavoidable delays in disposing of some applications and petitions that have been referred to us. Nevertheless, we believe that most of the essential requirements of our many duties and responsibilities have been fulfilled. In order to accomplish this, various members of our staff have put in uncompensated overtime which is measured by 87 man days of overtime work and 638 man days of vacation leave that could not be taken.

One of our personnel problems, especially in the secretarial and clerical positions, is the protracted absence on sick leave with pay of some of our people. So long as such employees continue to receive their regular pay, funds are not available to employ temporary substitutes. The resulting deficiency in the work force has a detrimental impact on our output of work. It would be highly desirable if the Legislature would provide a way whereby conditions of this kind could be adequately dealt with.

In addition to the legal and administrative personnel, the staff at the end of the year was composed of six utility engineers, 13 utility accountants, two rate analysts, five structural engineers, four inspectors of utility service, 19 inspectors of autobus equipment and service, five inspectors of railroad operations, and 33 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, to whom the Commissioners extend their appreciation.

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CHAPTER II

ELECTRIC UTILITIES

In 1957 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 the Board's jurisdiction.

Rate Proceedings

There were no formal proceedings before the Board during 1957 that affected electric rates.

Trend of Electric Rates

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

TREND OF AVERAGE PRICE PAID PER KILOWATT HOUR BY ALL CLASSES
OF CUSTOMERS 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
1955	2.25	2.44
1956	2.25	2.42
1957	2.27	2.42

Only the general trend of these average prices over a long period is significant. The proportions of service sold to various classes of customers affect the results. Industrial power service is supplied at relatively lower rates than the rates available to other classes of customers. 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 on the following table for the period 1935 through 1957. For 1957, the table shows a continuation of the decline in the average price for residential service.

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

<i>All Com- panies</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
1955	104,003,467	3,386,099	3.07
1956	112,403,942	3,720,832	3.02
1957	120,892,573	4,038,115	2.99

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
1955	37,897,654	1,258,730	3.01
1956	41,713,134	1,417,146	2.94
1957	45,101,104	1,543,624	2.92

The changes from 1934 to 1957 in average kilowatt hours per residential customer and the average unit prices paid for the service are shown separately in the following table for each of the 4 largest electric utilities in the State.

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

	<i>Average Kwbr per Customer</i>			<i>Average Cents per Kwbr</i>		
	1934	1957	<i>Increase</i>	1934	1957	<i>Decrease</i>
New Jersey Power & Light Company	582	3,257	2,675	6.7	2.7	4.0
Atlantic City Electric Company	490	3,272	2,782	6.6	2.8	3.8
Jersey Central Power & Light Company	551	3,009	2,458	7.4	3.0	4.4
Public Service Electric and Gas Company	511	2,098	1,587	6.7	3.0	3.7

The comparisons of average prices paid per kilowatt hour by the customers of these companies carry no implication as to the reasonableness or the unreasonableness of the rates charged. Such comparisons are meaningless and improper unless the similarities and variations in the conditions affecting the cost of supplying service in the compared areas are known. Variations in density of population, in amount of seasonal business, in amount of typical consumption, in amount of underground construction, and in taxes paid, are among the numerous factors which commonly make comparisons of rates or average prices futile as a test of reasonableness.

The decline in average price for residential electric service over the years has not been due entirely to rate reductions. The rate schedules are generally of the type under which successive blocks of service are available at progressively lower rates. The foregoing tabulations show that customers have increased their individual use, and hence an increasing proportion of the kilowatt hours consumed is priced at the lower "trailing" rates. The average price per kilowatt hour as shown above would have declined to some extent even without rate reductions.

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, 1957, 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 Kwbr		100 Kwbr		250 Kwbr	
	1932	1957	1932	1957	1932	1957
Atlantic City Electric Company	\$2.25	\$1.60	\$ 9.00	\$4.63	\$10.00	\$8.38
Jersey Central Power & Light Company	2.63	1.62	6.68	4.98	11.18	8.43
New Jersey Power & 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	9.00
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 1957 there has been a marked decline in the prices at which given amounts of service are available to residential electric customers.

Interchange Power Agreement

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

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 from private owners of land without difficulty. However, when an owner and the utility are unable to negotiate a transaction, the utility may, under the law,

apply to the Board for authority to exercise the power of eminent domain. During 1957, the Board's Engineering Division reviewed and processed 31 such applications. These applications, in most instances, were brought to hearing before the Board.

Electric Generating Facilities

During 1957, the Board's Engineering Division reviewed its 1956 survey of the generating facilities of the electric utilities in New Jersey and checked future construction programs planned by the utilities to meet the prospective demands of present and future customers.

Four hundred and seventy-three thousand KW of new electric generating facilities went into service in New Jersey in 1957. Construction in progress pointed to increased generating capacity in New Jersey amounting to 204,000 KW in 1958, 580,000 KW in 1959 and 320,000 KW in 1960. A site for one new generating station has been acquired. An order for a 320,000 KW generator has been placed for this station and it is expected to go into operation in 1960.

Electric Meters

The number of customers' electric meters in New Jersey at the end of 1957 was 2,053,875.

Sales of Property

In 1957 the Board approved the sale of \$251,924 of electric utility property in 53 proceedings.

CHAPTER III

GAS UTILITIES

Gas utilities subject to the Board's jurisdiction at the end of 1957 comprised 8 privately-owned gas companies, one of which was the gas department of a combination company.

Rate Proceedings

WARREN COUNTY GAS COMPANY—DOCKET NO. 10328

On September 25, 1957, Warren County Gas Company filed with the Board increased rates, which were designed to increase annual operating revenues by \$5,300. The Board suspended the proposed increased rates. This matter was pending at the close of 1957.

Distribution of Natural Gas in New Jersey

Natural gas used in New Jersey is supplied by Texas Eastern Transmission Corporation, Transcontinental Gas Pipe Line Corporation, Algonquin Gas Transmission Company and Tennessee Gas Transmission Company.

Natural gas allocations to New Jersey gas utilities effective during 1957 totaled 511 million cubic feet per day. Consumption of natural gas during 1957 was approximately 145 billion cubic feet, for the six gas utilities using natural gas. Five of these six gas utilities distribute straight natural gas throughout their territories. The sixth company, Public Service Electric and Gas Company, has received permission from the Board to distribute straight natural gas in certain areas of its territory. At the end of 1957, this Company supplied straight natural gas to about 213,000 of its 1,068,000 gas customers, and it plans to supply straight natural gas to an additional 110,000 customers in 1958.

The remaining two gas utilities, which are seventh and eighth in size of the eight New Jersey gas utilities, distribute propane-air gas and straight propane gas, respectively.

Gas Meters

The number of customers' gas meters in New Jersey as of the end of 1957 was 1,491,837.

Sales of Property

In 1957 there were no sales of gas utility property.

CHAPTER IV

TELEPHONE AND TELEGRAPH UTILITIES

In 1957 nine privately-owned telephone companies and one privately-owned telegraph company were under the Board's jurisdiction.

Rate Proceedings

NEW JERSEY BELL TELEPHONE COMPANY—DOCKET NO. 10049

On April 26, 1957, New Jersey Bell Telephone Company filed a petition with the Board for increased rates. It was estimated that the increase applied for by the Company would produce additional annual operating revenues of \$14,148,000. The Board suspended the proposed rates and, after hearing, issued a Decision on December 30, 1957. The Board permitted the Company to file tariffs, effective January 1, 1958, which would produce net additional earnings from operations of \$5,657,800.

UNITED TELEPHONE COMPANY OF NEW JERSEY—(NO DOCKET NUMBER)

United Telephone Company of New Jersey filed a revision of its tariff with the Board effective July 10, 1957, which eliminated toll charges between Andover and Newton in both directions. Both municipalities are located in Sussex County. This resulted in an estimated annual saving to customers of \$5,425.

Savings to Customers due to Rate Reductions

The following table shows estimated annual savings due to voluntary telephone rate reductions during 1957:

<i>Effective Date</i>	<i>Company</i>	<i>Local Exchange Tariff</i>	<i>Estimated Annual Savings</i>
1/13/57	New Jersey Bell Telephone Co.	Berlin	\$1,200.00
2/3/57	New Jersey Bell Telephone Co.	Rumson-Sea Bright....	1,250.00
3/4/57	New Jersey Bell Telephone Co.	Pleasantville	2,920.00
3/17/57	New Jersey Bell Telephone Co.	Ewing	7,300.00
4/1/57	New Jersey Bell Telephone Co.	Red Bank	7,200.00
4/1/57	New Jersey Bell Telephone Co.	Bridgeton	3,575.00
4/13/57	New Jersey Bell Telephone Co.	Burlington	825.00
5/1/57	New Jersey Bell Telephone Co.	Asbury Park	940.00
5/10/57	New Jersey Bell Telephone Co.	Linden	1,475.00
5/20/57	New Jersey Bell Telephone Co.	Butler	1,740.00
5/20/57	New Jersey Bell Telephone Co.	Berlin	720.00
7/21/57	New Jersey Bell Telephone Co.	New Brunswick	1,620.00
7/22/57	New Jersey Bell Telephone Co.	Hammonton	3,340.00
7/22/57	New Jersey Bell Telephone Co.	Williamstown	2,660.00
8/1/57	New Jersey Bell Telephone Co.	New Egypt	1,040.00
8/1/57	New Jersey Bell Telephone Co.	Point Pleasant	24,045.00
8/1/57	New Jersey Bell Telephone Co.	Princeton	6,255.00

<i>Effective Date</i>	<i>Company</i>	<i>Local Exchange Tariff</i>	<i>Annual Savings Estimated</i>
8/4/57	New Jersey Bell Telephone Co.	Camden	130.00
9/9/57	New Jersey Bell Telephone Co.	Wyckoff	1,050.00
10/15/57	New Jersey Bell Telephone Co.	Vincentown	3,350.00
10/25/57	New Jersey Bell Telephone Co.	Succasunna	4,200.00
10/25/57	New Jersey Bell Telephone Co.	Netcong	175.00
11/1/57	New Jersey Bell Telephone Co.	South River	3,400.00
11/1/57	New Jersey Bell Telephone Co.	Medford	14,730.00
11/3/57	New Jersey Bell Telephone Co.	Moorestown	11,800.00
11/7/57	New Jersey Bell Telephone Co.	Bordentown	1,390.00
11/27/57	New Jersey Bell Telephone Co.	Bound Brook	1,375.00
11/29/57	New Jersey Bell Telephone Co.	Glassboro	2,775.00
12/1/57	New Jersey Bell Telephone Co.	Hightstown	3,110.00
12/9/57	New Jersey Bell Telephone Co.	Egg Harbor	835.00
Total			<u><u>\$116,425.00</u></u>

The above-listed estimated annual savings of \$116,425 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>
Dec. 31, 1950	693,710	42.3	947,168	57.7	1,640,878
Dec. 31, 1951	649,850	37.1	1,102,270	62.9	1,752,130
Dec. 31, 1952	642,578	34.6	1,212,229	65.4	1,854,807
Dec. 31, 1953	614,991	31.1	1,364,796	68.9	1,979,787
Dec. 31, 1954	567,844	27.0	1,532,905	73.0	2,100,749
Dec. 31, 1955	487,995	21.6	1,765,734	78.4	2,253,729
Dec. 31, 1956	426,577	17.7	1,980,561	82.3	2,407,138
Dec. 31, 1957	317,127	12.5	2,230,562	87.5	2,547,689

* Does not include mobile telephones.

Sales of Property

There were four sales for \$80,000 of private telephone and telegraph utility property in 1957.

CHAPTER V

WATER UTILITIES

Water utilities under the Board's jurisdiction in 1957 comprised 134 privately-owned water companies and 191 municipal water departments.

Rate Proceedings

HACKENSACK WATER COMPANY—DOCKET NOS. 9473 AND 9592

As reported for 1956, this Company filed petitions for both permanent and negotiated rate increases estimated to produce \$2,500,000 of additional annual revenue. The Board, in its letter dated January 18, 1957, decided by negotiation (Docket No. 9592) to accept for filing a schedule of rates that would produce approximately \$1,000,000 of additional annual revenue instead of the \$2,500,000 proposed by the Company. Petition for permanent rate relief (Docket No. 9473) will be determined subsequently.

COMMONWEALTH WATER COMPANY—DOCKET NO. 9727

Commonwealth Water Company on December 5, 1956, filed schedules of increased rates to become effective January 15, 1957. It was estimated by the Company that the increased rates would produce additional annual revenues of approximately \$735,000. The Board suspended the proposed rates and, after hearing, issued a decision on May 8, 1957. The Board found that an increase in operating revenues of \$654,500 would produce a just and reasonable return, and allowed the Company to file rates effective June 1, 1956, designed to produce an increase of that amount.

PLAINFIELD-UNION WATER COMPANY—DOCKET NO. 9523

Plainfield-Union Water Company on July 26, 1956 filed schedules of increased rates, which the Company estimated would produce increased annual revenues of approximately \$550,000. The Board after hearing, adopted the Report and Recommendations of the Hearing Examiner as the Decision of the Board. This Decision, dated April 24, 1957, permitted the Company to file a schedule of rates which would produce \$249,600 in additional annual revenue.

The Company on April 2, 1957 filed a petition for negotiation of rates under R.S. 48:2-21.1 and for extension of time for the filing of exceptions to the Examiner's Report. The Board in its letter to the Company dated April 25, 1957 decided that the Company's argument did not make out a case that would justify the exercise of the power granted to it under the provisions of R.S. 48:2-21.1. The Board further noted that the relief sought in this petition was

the same as that recommended by the Hearing Examiner in the Company's permanent petition which the Board adopted as its Decision in the matter.

Other Water Rate Proceedings

Action on the filings made by the following water companies was taken by the Board during 1957:

<i>Applicant</i>	<i>Docket No.</i>	<i>Annual Increase Applied for</i>	<i>Annual Increase Granted</i>
Grenloch Real Estate Company	9650	\$ 2,545	\$ 648
The Bernards Water Company	9766	57,240	48,680
Medford Water Company	9782	5,584	5,584
Frenchtown Water Company	9873	5,700	4,630
The Hopatcong West Shore Water Co.	9937	1,200	600
Long Valley Water Company	9950	1,450	450
West Jersey Water Service, Inc.	9994	2,890	None
Lake Mohawk-Sparta Water Company	10106	32,500	12,500
Hamilton Square Water Company	10113	40,000	31,800
Neptunus Water Company	10173	4,573	3,760

Water Meters

The number of customers' water meters installed by private utilities in New Jersey as at the end of 1957 was 420,817.

Sales of Property

In 1957 the Board approved the sale of \$195,000 of water utility property in 8 proceedings.

CHAPTER VI

RAILROADS

Railroads under the Board's jurisdiction in 1957 included 23 operating railroads, 17 non-operating railroads, and 2 operating electric railways, all privately owned.

The Board's Division of Railroads took part in a total of 285 formal cases which came before the Board during the year. Among these were 201 cases which involved the sale or transfer of real estate by railroad companies, 27 proceedings for proposed changes in the status of railroad stations, 18 formal applications for changes or curtailment of passenger train service, and 21 requests for the establishment, improvement or relocation of grade crossings. There were also 4 cases before the Board involving the elimination of grade crossings and 5 proceedings for the reconstruction of existing bridges. One freight rate case was before the Board during 1957, and cases involving passenger fares on 12 railroads were considered. One express rate increase was also considered.

The informal cases which come before the Board are settled, if possible, by negotiation and conference and are brought to formal public hearing only when a satisfactory settlement cannot be reached by other means. The Board's Division of Railroads handled 1,347 informal investigations, inspections, complaints, etc., during the year. The Railroads forwarded 3,109 freight and passenger tariffs to the Board for examination and filing. In addition to the cases directly before the Board, action was taken in certain cases before the Interstate Commerce Commission which concerned the State of New Jersey.

There follows a description of the Board's activities in some of the more important matters it has dealt with in 1957.

Rate Proceedings

PASSENGER FARES—COMMUTATION

During 1957 the Board had before it the matters of increased intrastate commutation fares on The Pennsylvania Railroad Company (Docket No. 9931), Lehigh Valley Railroad Company (Docket No. 9929), The New Jersey and New York Railroad Company (Horace Banta, Trustee) (Docket No. 9930), Reading Company (Docket No. 9932), New York, Susquehanna and Western Railroad Company (Docket No. 10337), The Central Railroad Company of New Jersey (Docket No. 10478) and The New York and Long Branch Railroad Company (Docket No. 10479). The Board allowed increased commutation fares effective January 1, 1958, in all of these cases, except that increases became effective November 11, 1957, on New York, Susquehanna and Western Railroad Company.

PASSENGER FARES—BASIC

Lehigh Valley Railroad, New York Central Railroad, the Pennsylvania Railroad, Pennsylvania-Reading Seashore Lines and Reading Company on January 2, 1957 requested a 5% increase in basic passenger fares. On January 7, 1957 the railroads asked for a conference to negotiate the increases. Authority was granted on January 8, 1957 and the new fares became effective on January 9, 1957.

The Central Railroad Company of New Jersey, Erie Railroad Company, The New Jersey and New York Railroad, and The Delaware, Lackawanna and Western Railroad Company and The New York and Long Branch Railroad Company on January 28, 1957 asked for a 5% increase in basic passenger fares. After negotiation the Board authorized the increases on January 31, 1957 to become effective on February 2, 1957.

On May 6, 1957 the Pennsylvania, Lehigh Valley, New York Central, and Pennsylvania-Reading Seashore Lines and Reading Company asked that the 5% increase granted on January 8, 1957 be made permanent and that the first class (Pullman) fares be increased an additional 15%. The railroads on June 21, 1957 asked for negotiation and a conference was set for September 11, 1957. The increases were allowed on September 24, 1957 to be made effective in 15 days.

The Central Railroad Company of New Jersey, The New York and Long Branch Railroad Company, Erie Railroad, The New Jersey and New York Railroad Company and The Delaware Lackawanna and Western Railroad Company, on October 21, 1957, asked that the 5% increase be made permanent. After negotiation on November 20, 1957, the fares were made permanent on November 21, 1957.

HUDSON AND MANHATTAN RAILROAD—INCREASE IN FARES (DOCKETS NO. 10257 AND 10334)

Hudson and Manhattan Railroad Company filed tariffs to increase its one way intrastate fare from 10 cents to 15 cents effective September 21, 1957. The increase was suspended on August 27, 1957 and hearing was set for October 2, 1957. During the course of the hearing the Railroad and the Board negotiated an increase from 10 cents to 12 cents which was accepted by the railroad on December 10, 1957. A further suspension order was issued on December 16, 1957. The hearings have been completed in connection with the request for a 15 cent fare but a final determination is pending.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD (NO DOCKET NUMBER)

On July 17, 1957, New York, Susquehanna and Western Railroad Company filed tariffs for increases in basic fares to the same level as on other railroads. The Susquehanna fares had not been increased since July 1948 while the other railroads had received three general increases during that time. The Board allowed the increases to be made in the fares to Jersey City on August 17, 1957 and to all points in New Jersey on January 1, 1958.

FREIGHT RATES—EX PARTER 206—(BOARD'S DOCKET NO. 10100)

On May 8, 1957, the New Jersey Railroads petitioned the Board for increased freight rates in New Jersey. The rates proposed would increase the rates to the level allowed by the Interstate Commerce Commission and it was requested that action be delayed until the Interstate Commerce Commission had acted.

The Interstate Commerce Commission allowed certain freight rates to be increased by order of August 6, 1957. The increase was 7% and was allowed to be made effective on August 26, 1957. The railroads, on August 9, 1957 asked the Board to allow the same increases to be made effective for intrastate New Jersey freight traffic. The Board, on August 16, 1957, allowed the increases to be made effective on August 26, 1957.

RAILWAY EXPRESS RATES (No docket number)

Railway Express Agency filed tariffs on June 28, 1957, showing an increase of about 10.6 percent in express rates to be made effective July 31, 1957. The tariffs were allowed to become effective as proposed. The Interstate Commerce Commission allowed corresponding increases in interstate rates, effective July 15, 1957.

Freight and Passenger Tariffs (Informal)

The railroad companies are required to file with the Board tariffs showing all charges and regulations for passenger travel and freight shipments in the State of New Jersey. Normally tariffs are filed 30 days before the effective date but this period may be reduced under special conditions.

The number and type of tariffs filed during 1957 which were allowed to become effective are as follows:

<i>Type of Tariff</i>	<i>Filed to become effective in</i>						<i>Total</i>
	<i>30 Days</i>	<i>15 Days</i>	<i>10 Days</i>	<i>5 Days</i>	<i>3 Days</i>	<i>1 Day</i>	
<i>Passenger</i>	119	41	21	81	8	84	354
<i>Freight</i>	2,606	93	99	119	22	170	3,109
	<u>2,487</u>	<u>52</u>	<u>78</u>	<u>38</u>	<u>14</u>	<u>86</u>	<u>2,755</u>

Tariffs on which there is a question may be suspended for not more than 6 months and brought before the Board in formal hearing for a determination as to whether they are just and reasonable.

Interstate Commerce Commission Cases

THE NEW YORK CENTRAL RAILROAD,
ABANDONMENT OF WEEHAWKEN FERRY
(FINANCE DOCKET NO. 18781)

The New York Central Railroad Company in connection with its applications to New Jersey and New York for discontinuance of passenger train service on the River Division also applied to the Interstate Commerce Commission for abandonment of the ferry service between Weehawken and New York City.

The application was filed on December 15, 1954 and on December 29, 1954 the State of New Jersey and the Board asked permission to intervene. This permission was granted and the case was brought to hearing on July 19, 1955. Hearings continued through August 2, 1955. On December 20, 1955 the Interstate Commerce Commission accepted the Board's decision in the train discontinuance case as an exhibit. On March 27, 1956 the Interstate Commerce Commission examiner recommended that the ferry abandonment be allowed if the railroad provided a rail connection to provide a direct route to New York City. Oral argument was set for July 12, 1956. The Commission, on September 27, 1956, ruled that the abandonment would be allowed without the establishment of an alternate route.

The State of New Jersey and this Board, on October 31, 1956 petitioned for reconsideration.

On November 6, 1956 the Commission stayed the effective date of the Order and on January 28, 1957 the case was re-opened. Oral argument was set for April 3, 1957 and on May 15, 1957 the Commission ruled to sustain the previous decision and to allow abandonment of the ferry on August 15, 1957. The Board appealed to the United States District Court on June 7, 1957. The Court issued a temporary restraint on August 6, 1957 and continued the operation of the ferry. The Interstate Commerce Commission on August 9, 1957 postponed the effective date of its Order until further order of the Commission.

The United States District Court on December 10, 1957 held that the Certificate of May 15, 1957 in which the Interstate Commerce Commission allowed abandonment was in excess of the statutory powers of the Commission. The ferry continued in operation and no further action has been taken.

ERIE RAILROAD COMPANY, ABANDONMENT OF JERSEY CITY FERRY
(I.C.C. FINANCE DOCKET NO. 19247) (BOARD DOCKET NO. 10204)

On February 10, 1956 Erie Railroad Company applied to the Interstate Commerce Commission for permission to abandon its ferry between Jersey City and New York. On May 7, 1956 New York, Susquehanna and Western Railroad Company asked to be relieved of its obligation to provide ferry service and on May 21, 1956 the trustee of the New Jersey and New York Railroad Company made a similar request. Hearing was held on April 23, 1956 through April 26, 1956. In view of the petitions of the New York, Susquehanna and Western Railroad and the New Jersey and New York Railroad the matter was re-opened and hearing was held on July 23, 1956.

On November 13, 1956 the hearing examiner recommended that Erie Railroad Company be permitted to abandon its ferry service. Oral argument was set for May 21, 1957 and on June 26, 1957 the Interstate Commerce Commission granted permission to abandon the ferry on August 15, 1957.

The Attorney General of the State of New Jersey, on July 29, 1957, asked that the Board issue an order to Erie Railroad to show cause why public convenience and necessity do not require the ferry operation and directing continuance of the ferries. The Order was issued on July 30, 1957 and hearing

was called for August 7, 1957. The Railroad moved for dismissal of the case and the motion was denied by the Board on August 9, 1957.

The State of New Jersey stated that the Interstate Commerce Commission Decision did not bind the Board and that the proposed discontinuance was a curtailment and not an abandonment. The Board, after hearing, in Decision and Order of August 12, 1957, directed the continued operation of the ferries.

The State and the Board, on August 11, 1957, petitioned the Interstate Commerce Commission for reconsideration and modification of the effective date for the discontinuance. The Interstate Commerce Commission affirmed its earlier decision on August 14, 1957.

Erie Railroad Company applied to the United States District Court for an interlocutory injunction to restrain the State and the Board from proceeding with the Show Cause Order. A three judge court denied Erie's application.

On application of the Board the Court granted a preliminary injunction against the Interstate Commerce Commission which restrained the effectiveness of the Order dated June 26, 1957. The Interstate Commerce Commission therefore, on August 16, 1957 postponed the effective date of its Order. The Board agreed to suspend all action in Docket No. 10204 pending the final determination by the Federal Court.

On December 10, 1957 the United States District Court ruled that the Interstate Commerce Commission is without jurisdiction in a matter of ferry discontinuance and that its Order of August 14, 1957 is in excess of the statutory powers of the Commission. No further action was taken at the end of the year.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY
ABANDONMENT OF THE HANFORD BRANCH,
I.C.C. FINANCE DOCKET NO. 19923

New York, Susquehanna and Western Railroad Company, on September 9, 1957 applied to the Interstate Commerce Commission for permission to abandon the Hanford Branch, which extends for a distance of 13.92 miles from Franklin, N. J., to the New Jersey-New York State Line at Hanford, where it connects with the Middletown and New Jersey Railway. This latter line connects with the Erie Railroad at Middletown, New York. At the request of the Board the Interstate Commerce Commission held a public hearing on December 3, 1957, at Newark. The Board, the Attorney General and various shippers were represented at the hearing. No decision was issued by the end of 1957.

Senate Concurrent Resolution Number 20

During the early months of 1957 the Senate and General Assembly adopted Senate Concurrent Resolution Number 20 which became effective when it was filed with the Secretary of State on April 3, 1957.

The Resolution set forth the following:

"That the public interest of the State requires that there be no further abandonment or curtailment of passenger rail service in New Jersey pend-

ing the presentation of the final report of the New York-New Jersey Metropolitan Rapid Transit Commission to the Governors and Legislatures of New York and New Jersey"; and "That the foregoing shall be the declared policy of the Legislature of New Jersey for the guidance of all State Departments concerned with applications for abandonment or curtailment of rail service as aforesaid."

At the time the Resolution was passed several applications were before the Board for the discontinuance or curtailment of passenger train and station service. In accordance with the policy set forth in the Resolution the Board issued Decisions in Docket 9277 (New York, Susquehanna and Western Railroad Company) and Docket 9752 (Delaware, Lackawanna and Western Railroad Company) which suspended all further proceedings on the applications until the submission of the final report of the Metropolitan Rapid Transit Commission.

On May 29, 1957, The Pennsylvania Railroad Company advised the Board of certain schedule changes proposed to be made in its passenger service on June 30, 1957. The Board on July 2, 1957, issued an Order to Show Cause which set the date of hearing for July 15, 1957, and which directed the Railroad to continue operating the trains. (Docket No. 10167). Similar action was taken by the Board on a schedule change proposed for October 27, 1957.

The Board's action in all of these cases was based on the policy set forth in the Resolution and all of the cases were appealed to the Superior Court. The Court on November 25, 1957, declared that the Board did not exercise its discretion but deemed itself obliged to yield to the legislative opinion. The Orders in Dockets No. 9277 and No. 9752 were reversed and the cases remanded to the Board for further proceedings. The appeal in the Pennsylvania Railroad case of the October 27 schedule was dismissed by stipulation but no further action has been taken in the matter of the June 30 schedules.

Several other cases on which no decisions were rendered were delayed by the Legislative Policy set forth in the Resolution.

Discontinuance of Passenger Train Service (Formal Cases)

THE BALTIMORE AND OHIO RAILROAD COMPANY, DISCONTINUANCE OF ALL NEW YORK-WASHINGTON PASSENGER SERVICE—DOCKET NO. 10419

The Baltimore and Ohio Railroad Company, on November 14, 1957, announced that it intended to discontinue its passenger train service between New York and Washington. The service consists of 6 trains in each direction and serves Jersey City, Elizabeth and Plainfield in New Jersey. No local passengers are carried in New Jersey and the trains are considered to be operated by Reading Company and The Central Railroad of New Jersey as they pass through the State. No application for the proposed change was made to the Board and on November 25, 1957 a Show Cause Order was issued by the Board which set a hearing for December 11, 1957. Hearings were continued to 1958.

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY,
BOONTON BRANCH—DOCKET NO. 9752

The Delaware, Lackawanna and Western Railroad Company, on December 14, 1956, asked permission to use a new schedule for passenger trains on the Boonton Branch including the Washington Line and the Sussex Branch.

The Railroad proposed to operate one round trip between Hoboken and Washington and three round trips between Hoboken and Dover Mondays through Fridays. All service was proposed to be discontinued on Saturdays and Sundays. All passenger service was to be eliminated on the Sussex Branch between Netcong and Branchville and 15 passenger stations were to be closed.

Hearings were held on February 14, March 14 and April 29, 1957. In conformity with the policy of Senate Concurrent Resolution No. 20 the Board on July 17, 1957 suspended all further proceedings.

The Board's decision was appealed and on November 25, 1957 the New Jersey Supreme Court reversed the decision and remanded the matter to the Board for further proceedings. The Court found that the Board did not exercise its discretion but deemed itself bound by the Resolution.

During the course of the hearings the Railroad Company and the Boonton Line Transportation Association agreed on a schedule of passenger train service for the Boonton line of the railroad. The Board, on December 18, 1957, permitted the railroad to place the new schedule in effect on 15 days notice. The changes became effective on January 6, 1958.

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY,
MONTCLAIR AND SOUTH ORANGE SERVICE—DOCKET NO. 9481

The Delaware, Lackawanna and Western Railroad Company, on July 10, 1956, asked permission to discontinue and consolidate certain trains between Hoboken and Montclair or South Orange. After hearings, the hearing examiner, on April 3, 1957 recommended that the railroad be permitted to curtail service by consolidation of trains as follows: 116 into 114; 126 into 128; 134 into 132; 172 into 170; 163 into 159; 167 into 165; 200 into 600; 231 into 229 and 235 into 233. The Board on December 11, 1957 accepted the recommendations and permitted the changes to be placed in effect on January 6, 1958.

LEHIGH VALLEY RAILROAD COMPANY, DISCONTINUANCE OF MOTOR BUS
SERVICE, FLEMINGTON TO FLEMINGTON JUNCTION—DOCKET NO. 9221

The Lehigh Valley Railroad Company, on April 20, 1956, requested permission to discontinue the motor bus service operated in substitution for rail service on the Flemington Branch between Flemington and Flemington Junction. After hearing on July 2, 1956 action was delayed to await an opinion of the State Court on a similar case involving The Central Railroad of New Jersey. A determination by the Board was further delayed by the adoption of Senate Concurrent Resolution No. 20. The case had not been decided by the end of 1957.

THE NEW JERSEY AND NEW YORK RAILROAD COMPANY,
TRAIN No. 613—DOCKET No. 5659

The New Jersey and New York Railroad Company on May 6, 1950 advised the Board that it proposed to discontinue train No. 613. The Board denied the request and after various actions before the Courts and the Interstate Commerce Commission the Board's ruling was not upset.

On November 2, 1956 the Railroad filed a complaint in the District Court for the District of New Jersey.

The Court, on May 13, 1957 dismissed the complaint and there was no action pending on this matter at the end of 1957.

THE NEW YORK CENTRAL RAILROAD COMPANY,
RIVER DIVISION—DOCKET No. 9750

The Board on December 17, 1956 issued an Order to Show Cause in regard to passenger train service on the West Shore Railroad section of the New York Central Railroad and called a hearing for December 27, 1956. Hearings were held. After several postponements the next hearing has been set to be held in 1958.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY,
DISCONTINUANCE OF ALL TRAIN SERVICE—DOCKET No. 9277

New York, Susquehanna and Western Railroad Company on April 12, 1956 applied to the Board for permission to discontinue the operation of all passenger train service. Hearings were held on 13 days in 1956 and on 10 days in 1957. Three hearings were held at Paterson, Wyckoff and Hackensack in order that the persons who use the service might be heard.

While this application was before the Board the Senate and General Assembly adopted Senate Concurrent Resolution No. 20 which is described earlier in this report. In accordance with the provisions of the Resolution the Board, on July 3, 1957, suspended all further proceedings. The Decision was appealed and on November 25, 1957 the New Jersey Supreme Court remanded the matter to the Board for further action.

The Board by Decision of December 11, 1957 directed New York, Susquehanna and Western Railroad Company to prepare and submit a new schedule of 12 trains daily in each direction Mondays through Fridays, and a smaller schedule of operation on Saturdays, Sundays and holidays. The new schedule was approved on December 20, 1957. The proposed operation of the new schedule starting December 29, 1957 was delayed when the Board's Decision and Order were appealed to the New Jersey Superior Court.

THE PENNSYLVANIA RAILROAD COMPANY, TRAIN No. 710,
BAYHEAD JUNCTION TO JERSEY CITY—DOCKET No. 9653

The Pennsylvania Railroad Company on September 13, 1956 reported the proposed discontinuance of train No. 710. The Board directed continued operation of the train and brought the matter to hearing. The examiner's report

was filed on August 6, 1957 and recommended that the Board deny the permission to discontinue the train. The Board on September 18, 1957 accepted the examiner's recommendation and denied permission to discontinue train No. 710.

THE PENNSYLVANIA RAILROAD COMPANY, JAMESBURG-PERTH AMBOY—
DOCKET NO. 10101

The Pennsylvania Railroad Company on May 22, 1957 applied for permission to discontinue trains No. 2500 and No. 2509 and to substitute motor bus service. These trains provide one round trip between Jamesburg and Perth Amboy and represent all of the rail passenger service between these points. On June 28, 1957 the Board advised the Railroad that all proceedings for curtailment of train service were being suspended and that hearings would not be scheduled until after submission of the final report of the Metropolitan Rapid Transit Commission. No further action has been taken.

THE PENNSYLVANIA RAILROAD COMPANY,
CAMDEN—PEMBERTON—DOCKET NO. 9528

The Pennsylvania Railroad Company, on July 31, 1956, advised the Board that it expected to discontinue week-day trains Nos. 988 and 997 and the operation of train No. 984 on Saturdays between Camden and Pemberton. Hearings were held. After completion of the hearings action was deferred and the matter was pending at the close of 1957.

THE PENNSYLVANIA RAILROAD COMPANY,
TRENTON—PHILLIPSBURG—DOCKET NO. 9562

The Pennsylvania Railroad Company, on August 14, 1956, advised the Board of the proposed discontinuance of trains No. 2359 and No. 2372 which provide all of the passenger service operated between Trenton and Phillipsburg. Hearings were held and on April 3, 1957 the Board denied permission to discontinue the trains.

The Board's decision was appealed to the New Jersey Superior Court and the decision was affirmed on December 27, 1957.

THE PENNSYLVANIA RAILROAD COMPANY,
TRENTON—RED BANK—DOCKET NO. 9944

The Pennsylvania Railroad Company, on March 4, 1957, asked approval of the discontinuance of trains No. 805 and No. 812. These trains provide a round trip between Trenton and Red Bank and represent all of the rail passenger service between these two stations. The Railroad proposed substitute bus service between Trenton and Asbury Park.

Hearings were held. From the hearing it appeared that a caboose or box car had been operated at the rear of the train (a single self-propelled coach) to assist in operating the signals. It was claimed that this practice was in violation of the New Jersey Statutes. The Prosecutors of the affected Counties were advised of the alleged violation and the case is pending at the end of the year. No criminal action has been started by the Counties. Docket No. 9944 was pending at the end of 1957.

THE PENNSYLVANIA RAILROAD COMPANY, PROPOSED CHANGES IN PASSENGER TRAIN SCHEDULES TO BE MADE EFFECTIVE JUNE 30, 1957—DOCKET NO. 10167

The Pennsylvania Railroad Company, on June 4, 1957, advised the Board of certain schedule changes proposed to be made effective June 30, 1957. In accordance with the provisions of Senate Concurrent Resolution No. 20, the Board, on June 24, 1957, directed the continued operation of the trains. The Railroad Company, however, made the changes in its passenger train schedules. The Board issued a Show Cause Order on July 2, 1957 and brought the matter to hearing. After investigation prior to hearing, the Board determined that some of the proposed changes were not discontinuances or curtailments, and on July 12, 1957 the Order of July 2, 1957 was amended to exclude mere changes in the schedule times of trains. After hearing, the Board on July 23, 1957 ruled that the changes proposed in trains Nos. 25, 261, 101, 103, 233, 3747, 24 and 150 were without authority of the Board, and the Railroad was ordered to restore their operation. Request for a stay by the Board was denied on July 25, 1957.

On August 5, 1957 the Railroad obtained a Superior Court stay of the Board's Order. The stay was continued during the pendency of the Railroad's appeal to the New Jersey Superior Court, but at the end of the year no ruling had been made.

THE PENNSYLVANIA RAILROAD COMPANY—PROPOSED CHANGES IN PASSENGER TRAIN SCHEDULES TO BE MADE EFFECTIVE OCTOBER 27, 1957

The Pennsylvania Railroad Company, on September 9, 1957 advised the Board of changes proposed to be made in the passenger train schedules on October 27, 1957.

After investigation it appeared that some of the changes involved curtailment of passenger train service and the Board, by letter of October 18, 1957, directed the Railroad Company to continue operation of the trains. On October 24, 1957 the Railroad applied to the Board for a stay of its Order. The request was denied on the same date and an appeal was made to the New Jersey Superior Court. A temporary stay was obtained from the Court, but in view of the Court rulings in related cases the appeal was dismissed by stipulation of December 9, 1957. On December 5, 1957 the Board notified the Railroad that there would be no objection to the proposed changes.

PENNSYLVANIA-READING SEASHORE LINES:
CAMDEN-MILLVILLE—DOCKET NO. 9536

Pennsylvania-Reading Seashore Lines, on August 6, 1956 asked approval of the discontinuance of week-day passenger trains No. 750 and No. 759 and the operation of train No. 769. At the hearing a motion was made for dismissal of the case. The motion was referred to the Board by the hearing examiner and oral argument was heard on November 1, 1956. The motion to dismiss was denied on January 30, 1957. The Railroad submitted a brief in opposition on March 12, 1957 and the case is pending at the end of the year.

PENNSYLVANIA-READING SEASHORE LINES:
WILDWOOD—DOCKET NO. 9387

Pennsylvania-Reading Seashore Lines on June 11, 1956 asked permission to discontinue all passenger train service on the Wildwood Branch except between June 15 and September 15, and to discontinue all passenger train service at West Wildwood, Andrews Avenue and Wildwood Crest Stations. Hearings were held.

On November 13, 1956 the City of Wildwood petitioned for the elimination of the railroad in Wildwood except to the main station at Oak Avenue. In answer filed on November 28, 1956 the Railroad claimed that the Board could not order elimination of the tracks in Wildwood. The Railroad further offered to operate service to the Oak Avenue station throughout the year. The case was pending at the end of 1957.

THE PENNSYLVANIA RAILROAD COMPANY AND PENNSYLVANIA-READING
SEASHORE LINES, NEW YORK-ATLANTIC CITY—DOCKET NO. 9561

The Pennsylvania Railroad Company and Pennsylvania-Reading Seashore Lines, on August 1, 1956 advised that they proposed to discontinue trains Nos. 1073, 1077, 1070 and 1078 between New York and Atlantic City by way of Burlington. These trains provide one round trip daily and are the only through trains operated between these points. After hearing the matter was removed from the calendar.

THE PENNSYLVANIA RAILROAD COMPANY AND PENNSYLVANIA-READING
SEASHORE LINES, NEW YORK-ATLANTIC CITY
THROUGH SERVICE—DOCKET NO. 10103

The Pennsylvania Railroad Company and Pennsylvania-Reading Seashore Lines on May 15, 1957 proposed to substitute train service between Trenton and Atlantic City with connections to New York-Trenton trains for the through service between New York and Atlantic City. Hearings were held on July 8 and November 19, 1957. On November 19, the Railroad withdrew its application and the record was closed. The through train service continues in operation.

Investigation of Railroad Accidents (Informal Cases)

The Division of Railroads makes investigations of all accidents which involve deaths or injuries to passengers or serious damage to tracks or structures. No railroad passengers were killed in train accidents during 1957. One passenger was killed as he alighted at a station and was hit by a train while he was crossing the track. The more serious accidents were as follows:

HUDSON AND MANHATTAN RAILROAD COMPANY

On January 22, 1957 a collision of trains near caisson 3, Jersey City, caused injuries to 10 passengers.

HUDSON AND MANHATTAN RAILROAD COMPANY

On September 16, 1957 Hudson and Manhattan train 439 from Journal Square to 33rd Street was stopped by signal H-24. Train 03784 from Newark to Hudson Terminal was following train 439 and passed signal H-26 to collide with train 439. Several passengers were injured and 3 cars were damaged. The accident occurred during a time when the signal system failed due to failure of a power line. Service was delayed for about one hour.

LEHIGH VALLEY RAILROAD COMPANY

At 4:30 A.M. on April 10, 1957 a broken truck frame caused the derailment of 22 freight cars at the Front Street grade crossing in South Plainfield. There were no personal injuries but damage amounted to about \$40,000.

THE NEW YORK AND LONG BRANCH RAILROAD COMPANY, AVON STATION

On December 16, 1957, as a passenger was alighting from southbound Pennsylvania Railroad train 733 at Avon Station, he was struck and fatally injured by northbound Pennsylvania Railroad train 812. At Avon all passengers are handled from the northbound side of the railroad and there is no platform on the southbound side. On investigation it was found that the engineer of train 812 had violated the rule which prohibits a northbound train from passing through the station while a southbound train is stopped at the station and that the operator of a nearby signal tower had failed to set a restricting signal against train 812.

THE PENNSYLVANIA RAILROAD COMPANY

At 5:30 A.M. on January 25, 1957, 21 cars of eastbound freight train CG-2-CNY-2 were derailed at Union Interlocking immediately west of the Rahway station. Four of the six main line tracks were blocked and eastbound local passenger train 3750 which had been following the freight train was derailed at a damaged rail joint about 1/2 mile west of the freight derailment.

The derailment was caused by a broken journal on the 23rd car of the freight train. Many trains were delayed, but there were no personal injuries.

At 8:50 P.M. on the same day, as passenger train 154 was passing one of the wrecked freight cars there was not sufficient clearance and the freight car scraped the locomotive and 12 cars of the passing train. Three employees and one passenger were injured.

THE PENNSYLVANIA RAILROAD COMPANY

On April 3, 1957 westbound extra train 4892 consisting of locomotive and eight cars stopped at about 10:58 P.M. on the main line at Secaucus to allow the crew to determine the cause of sparks from underneath the train. About six minutes later, the standing train was struck by westbound passenger train 3797 consisting of six multiple unit cars. Several minutes later eastbound train 158 struck one of the cars of train 4892 which had been derailed and thrown toward the eastbound track. The engineer of train 3797 was killed and 56 persons including three employees were injured. Considerable damage to

equipment resulted from the accident. The cause of the accident was improper protection of the train which was stopped and improper operation of the following train.

Informal Investigations—Safety

Condition of railroad track, structures and equipment

Regular and special inspections of railroad tracks and bridges are made each year by qualified members of the staff to determine the condition of the railroads and their ability to handle the type and volume of traffic presented.

During 1957, a total of 180 regular and 15 special inspections were made of track and bridges. Except for the necessity for minor repairs, the railroads were found to be in a safe condition and satisfactory for the traffic handled.

Mechanical inspections are made of the railroad equipment and shops to determine the condition of the equipment and the methods used in making repairs. A total of 82 mechanical and shop inspections were made during 1957.

Accidents at Railroad-Highway Grade Crossings

During 1957 the railroad companies reported 152 grade crossing accidents involving railroad trains and highway vehicles. In connection with these accidents 54 investigations were made to check the effectiveness of the protection and the conditions at the crossing.

The accidents were reported as follows:

<i>Type of Accident</i>	<i>Total Number</i>	<i>Persons Killed</i>	<i>Persons Injured</i>	<i>Investigation</i>
Train struck motor vehicle	109	10	51*	38
Motor vehicle struck train	43	2	29	16
	<hr/> 152	<hr/> 12	<hr/> 80	<hr/> 54

*Includes three railroad passengers.

In addition to the accidents listed above a total of 6 pedestrians were killed at grade crossings, 2 persons were injured in train-bicycle collisions and 8 trespassers were killed and 2 injured. These latter accidents did not occur at grade crossings.

Protection of Railroad-Highway Grade Crossings (Informal Cases)

The Board's Division of Railroads makes continuous study of grade crossing protection and its relation to the highway and railroad traffic. During 1957 a total of 729 inspections and checks were made.

The informal cases in connection with grade crossing protection covered 16 locations as follows.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY-MOUNTAIN AVENUE AND CEDAR AVENUE, MIDDLESEX

The Central Railroad of New Jersey on March 21, 1957, asked permission to install automatic gates at the Mountain Avenue grade crossing in Middlesex.

During the investigation of this matter the conditions at the Cedar Avenue crossing of the Central Railroad and the Lehigh Valley Railroad were checked. The railroads were requested to consider the installation of automatic gates at Cedar Avenue.

On October 31, 1957, the installation of automatic gates at Mountain Avenue was approved. The matter of the protection at Cedar Avenue was pending at the end of 1957.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY AND THE NEW YORK AND LONG BRANCH RAILROAD COMPANY—CHESTNUT STREET, RED BANK

The Central Railroad of New Jersey and The New York and Long Branch Railroad on April 15, 1957, asked permission to substitute manually controlled electric gates for the existing manual gates at the grade crossing of Chestnut Street and the tracks of the two railroads in Red Bank. Permission was granted on June 6, 1957. The gates are controlled from the interlocking tower at Red Bank and were placed in service on November 13, 1957.

LEHIGH VALLEY RAILROAD—NYE AVENUE, IRVINGTON

Lehigh Valley Railroad Company on December 12, 1957, asked permission to discontinue the protection by part-time watchman at the Nye Avenue grade crossing in Irvington. Permission was granted on January 3, 1958, subject to the provision that protection be provided by a member of the train crew.

THE NEW YORK AND LONG BRANCH RAILROAD COMPANY—
POINT PLEASANT BEACH

The New York and Long Branch Railroad and the Borough of Point Pleasant Beach on April 17, 1957, asked for the installation of automatic gates at seven grade crossings (Broadway, Arnold Avenue, Forman Avenue, Atlantic Avenue, New Jersey Avenue, Washington Avenue, and Ocean House Road). Permission was granted on June 24, 1957, and the new protection was placed in service during October, 1957.

THE NEW YORK CENTRAL RAILROAD COMPANY AND
NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY—
BERGEN TURNPIKE, LITTLE FERRY

The New York Central and New York, Susquehanna and Western Railroads on April 3, 1957, asked permission to install automatic gates in substitution for manual gates at the Bergen Turnpike grade crossing at Little Ferry. Permission was granted on June 7, 1957, but the installation had not been completed by the end of the year.

THE NEW YORK CENTRAL RAILROAD COMPANY AND NEW YORK,
SUSQUEHANNA AND WESTERN RAILROAD COMPANY—
MOUNT VERNON STREET, RIDGEFIELD PARK

The New York Central and New York, Susquehanna and Western Railroads on April 3, 1957, asked permission to install automatic gates in substitution for manual gates at the Mount Vernon Street grade crossing in Ridge-

field Park. Permission was granted on October 24, 1957, but the installation had not been completed by the end of the year.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY—
EAST 31ST STREET AND 20TH AVENUE, PATERSON

On March 27, 1957, New York, Susquehanna and Western Railroad Company requested permission to install automatic gates at the grade crossing of East 31st Street and 20th Avenue in Paterson.

Permission was granted on August 23, 1957, and the new protection was placed in service in October, 1957.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY—
PARK AVENUE, BUTLER

New York, Susquehanna and Western Railroad Company, on September 30, 1957, asked permission to install automatic gates in substitution for part-time manual gates at the grade crossing of Park Avenue in Butler. Permission was granted on October 24, 1957, but the installation had not been completed by the end of 1957.

THE PENNSYLVANIA RAILROAD COMPANY—MAIN STREET, MILFORD

The Pennsylvania Railroad Company, on December 7, 1956, asked permission to discontinue the part-time watchman protection which supplements the flashing lights at the Main Street grade crossing in Milford. Permission was granted on May 8, 1957, subject to the installation of an automatic warning bell. The changes were made effective on June 6, 1957.

Establishment of New Grade Crossings (Formal Cases)

Except in unusual cases the Board has opposed the establishment of new grade crossings and has limited its approval to the construction of new crossings which will carry a small volume of traffic.

The formal cases before the Board during 1957 for the establishment of new grade crossings were as follows:

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY,
SECOND STREET AND SEVENTH STREET, LAKEWOOD—DOCKET No. 10361

The Township of Lakewood on October 21, 1957 requested the establishment of grade crossings over the Central Railroad of New Jersey at Second Street, Lakewood. Hearing was held and the next hearing is scheduled for 1958.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY,
GREEN POND ROAD, ROCKAWAY TOWNSHIP—DOCKET No. 10114

The Central Railroad of New Jersey on May 21, 1957 asked permission to construct an industrial side track at grade across Green Pond Road in Rockaway Township to serve Central-Morris Industrial Park. Permission was granted on September 25, 1957, subject to protection of train movements by "Stop and Flag."

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY, FORD ROAD,
MORRIS AVENUE, GREEN POND ROAD, ROCKAWAY AND DENVILLE
TOWNSHIPS AND BOROUGH OF ROCKAWAY—DOCKET NO. 10279

The New Jersey State Highway Department on August 16, 1957 asked permission to widen the grade crossing of Ford Road, to establish a new crossing at Morris Avenue and to close the grade crossing at Green Pond Road. These crossings are over a side track from the Hibernia Mine Branch and the changes are to be made in connection with the construction of Freeway Route No. 101. Permission was granted on December 11, 1957 subject to protection of train movements by "Stop and Flag."

ERIE RAILROAD COMPANY:
WILLARD STREET, POMPTON LAKES—DOCKET NO. 8206

The Borough of Pompton Lakes, in 1954, requested the establishment of a public grade crossing at Willard Street and the Erie Railroad. Hearings have been postponed to allow negotiation between the Borough and the Railroad.

ERIE RAILROAD COMPANY:
SAMWORTH ROAD, ALLWOOD—DOCKET NO. 9884

Erie Railroad Company on January 23, 1957 asked permission to construct an industrial track at grade across Samworth Road in the Allwood section of Clifton to serve Allwood Investment Associates. Permission was granted on January 30, 1957 subject to protection of train movements by "Stop and Flag."

LEHIGH VALLEY RAILROAD COMPANY:
GRADE CROSSINGS OF STATE HIGHWAY ROUTE 169, 30TH ST. AND
PROSPECT AVE., BAYONNE—DOCKET NO. 10056

The State Highway Department on March 7, 1957 applied for permission to construct route 169 across the National Docks Branch of Lehigh Valley Railroad and to reconstruct the grade crossings at 30th Street and Prospect Avenue in Bayonne. Action has been withheld pending final agreement between the Railroad and the Highway Department.

LEHIGH VALLEY RAILROAD COMPANY:
MANVILLE—DOCKET NO. 10371

The Borough of Manville, by petition filed on October 21, 1957, asks that Lehigh Valley Railroad Company be required to construct an additional passage over, under or across the railroad. The Railroad Company denied that an ad-

ditional passage is necessary and the matter was brought to hearing. Further hearing is set in 1958.

THE NEW JERSEY AND NEW YORK RAILROAD COMPANY:
DIVISION STREET AND 13TH STREET, CARLSTADT—DOCKET NO. 10020

Horace Banta, Trustee of the property of The New Jersey and New York Railroad Company on April 8, 1957 asked permission to construct a side track at grade across Division Street and 13th Street in the Borough of Carlstadt to serve American Alkyd Industries Inc. Permission was granted on May 1, 1957, provided that train speeds are limited to 5 miles per hour and that protection is provided by "Stop and Flag."

THE NEW JERSEY AND NEW YORK RAILROAD COMPANY:
RAILROAD STREET, HASBROUCK HEIGHTS—DOCKET NO. 10309

Horace Banta, Trustee of the property of The New Jersey and New York Railroad Company on September 12, 1957 asked permission to construct a side track at grade across Railroad Street to serve Ark, Inc. in Hasbrouck Heights. Permission was granted on October 30, 1957, subject to protection of train movements by "Stop and Flag."

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY:
MAYHILL STREET AND SAMPSON STREET, SADDLE BROOK—DOCKET NO. 9151

The Township of Saddle Brook, in 1956, requested permission to establish grade crossings at Mayhill and Sampson Streets. Hearings were held during 1956 and 1957. The matter has been delayed and further hearing postponed to 1958 to allow study of the location of new highways in the vicinity.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY:
MADISON AVE., PATERSON—DOCKET NO. 5137

The Board on January 17, 1951 authorized the establishment of a grade crossing over the tracks of New York, Susquehanna and Western Railroad in Paterson by the extension of Madison Avenue. The project was not completed and Madison Avenue was not extended. On April 10, 1957 the City and the Railroad asked for a change in the approved plan for the extension of Madison Avenue. The request was granted on June 19, 1957 without hearing. Construction and protection of the crossing by automatic gates were substantially completed by the end of the year.

THE PENNSYLVANIA RAILROAD:
FINESVILLE ROAD, RIEGELSVILLE—DOCKET NO. 10271

The Pennsylvania Railroad Company in application filed on October 25, 1957 asked permission to remove a timber bridge which carries Finesville Road over the Belvidere-Delaware Branch and to substitute a grade crossing. Hearing has been scheduled for March 3, 1958.

PENNSYLVANIA-READING SEASIDE LINES:
CORSO STREET, BUENA VISTA TOWNSHIP—DOCKET NO. 9777

The Township of Buena Vista on January 2, 1957 requested permission to re-establish a grade crossing of Corso Street and the Newfield Branch of Pennsylvania-Reading Seashore Lines. The crossing had been closed in 1947 and the Board granted permission to re-open the crossing in Certificate of February 11, 1957. The Railroad was directed to provide "Stop and Flag" protection.

PENNSYLVANIA-READING SEASHORE LINES:
ELAINE AVENUE, BLACKWOOD—DOCKET NO. 10254

The Township of Gloucester on August 16, 1957 asked permission to establish a grade crossing of Elaine Avenue and the Grenloch Branch of the railroad in Blackwood. Hearing was held on November 27, 1957 and the matter was pending at the end of the year.

RAHWAY VALLEY RAILROAD:
COLFAX AVENUE, KENILWORTH—DOCKET NO. 10269

The Borough of Kenilworth on August 21, 1957 asked that the Rahway Valley Railroad be required to construct a grade crossing at Colfax Avenue. Investigation showed that Colfax Avenue is located both in Kenilworth and Roselle Park and that the establishment of the grade crossing should be the subject of a joint application. At the end of 1957 the proper application had not been received.

Formal Complaints

THE PENNSYLVANIA RAILROAD COMPANY:
SERVICE TO BAKER AND CO. INC., NEWARK—DOCKET NO. 9704

Baker and Co. Inc. of Newark, in formal complaint filed on November 7, 1956 claimed that The Pennsylvania Railroad Company, on September 25, 1956 had served notice that service on the Baker private siding would be terminated on November 30, 1956. At a prehearing conference on December 14, 1956 it was agreed that studies of alternate service and facilities would be made. Results of the studies were not forwarded to the Board and on October 18, 1957 the attorney for Baker and Co. Inc. was requested to advise the Board of the status of the case. No further action has been taken in this matter.

ERIE RAILROAD COMPANY:
NORTHERN BRANCH AND NEW YORK, SUSQUEHANNA
AND WESTERN RAILROAD COMPANY

Formal Complaint of Northern Valley Commuters Organization, Susquehanna Transit Commuters Association and Others to require the operation of Northern Branch and Susquehanna trains to the Hoboken Terminal—Docket Nos. 9872 and 10127.

The Northern Valley Commuters Organization and 4 municipalities by

formal complaint filed on December 26, 1956 asked that Erie Railroad Company be compelled to operate its Northern Branch passenger trains to and from the Hoboken terminal of the Lackawanna Railroad. Hearing was held. Erie Railroad moved to dismiss the complaint on the grounds that the Interstate Commerce Commission has jurisdiction and that the proper parties were not included. The hearing examiner referred the case to the Board and in Order of May 7, 1957 the Board deferred a ruling on the motion, remanded the case to the hearing examiner and made The Delaware, Lackawanna and Western Railroad Company, New York, Susquehanna and Western Railroad Company and The Pennsylvania Railroad Company parties to the proceedings. Hearing was set for June 6, 1957.

At the hearing on June 6, 1957, Counsel for the complainants offered an amendment to the petition asking for an Order by the Board directing the railroads to apply to the Interstate Commerce Commission for necessary track-age rights and extensions if it is found that the Board's jurisdiction does not extend to all parts of the case. He further asked that a petition of the Susquehanna Transit Commuters Association be consolidated with the petition of the Northern Valley Commuters.

The hearing was continued to June 13 and at that time the Railroads moved for rejection of the amendment on the grounds that the Board had no jurisdiction.

The petition of the Susquehanna Transit Commuters Association was filed on June 13, 1957. The Association asked the Board to order New York, Susquehanna and Western Railroad to operate its trains to Hoboken rather than to Jersey City. The petition was assigned Docket No. 10127.

The hearing examiner on September 23, 1957 certified the record to the Board for a ruling on the motion to dismiss the petition and amendment in Docket No. 9872.

The Board, on September 25, 1957 consolidated the two cases for further hearing on October 15, 1957 but did not rule on the motion to dismiss.

A further hearing was held on November 14 but hearings scheduled for December 1957 were postponed to 1958.

Informal Complaints—Condition or Protection of Grade Crossings

During 1957, a total of 26 informal complaints were received and investigated in connection with the condition of railroad-highway grade crossings or the protection provided.

Elimination of Railroad-Highway Grade Crossings (Formal Cases)

During 1957 no actual construction for the elimination of grade crossings was performed. However, bids were received for one project which is expected to be started early in 1958.

The following projects are now included on the Board's list of grade crossing eliminations:

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY:
DUNELLEN-PLAINFIELD—DOCKET NO. 3914

Construction work for the elimination of 5 grade crossings in Dunellen and Plainfield was completed in 1956, but the accounting has not yet been closed.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY:
BOROUGH OF RARITAN—DOCKET NO. 7525

Application for the elimination of the grade crossing of First Avenue and the main line of the Central Railroad of New Jersey was filed by the Borough of Raritan in 1953, but no action has been taken in connection with this project.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY:
GARWOOD—DOCKET NO. 5172

The Borough of Garwood, in 1950, petitioned for the elimination of the Center Street grade crossing and the main line of the Central Railroad of New Jersey. Hearings were held in 1955 and 1956, but no further action has been taken.

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY:
THE PORT READING RAILROAD, PORT READING—DOCKET NO. 4455

The Board, in 1951, ordered the elimination of the grade crossings of Woodbridge Avenue and Turtle Brook Road in Port Reading. No further action has been taken and construction has been postponed.

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY:
UNAUTHORIZED CROSSINGS OVER THE SUSSEX BRANCH
AT CRANBERRY LAKE—DOCKET NO. 10243

Following an accident on July 27, 1957 the Board on August 27, 1957 issued an Order to Show Cause why two pedestrian grade crossings over the Sussex Branch at Cranberry Lake should not be closed. Hearings were held on October 3 and 29 and December 12, 1957. No further action has been taken.

ERIE RAILROAD COMPANY:
GLEN ROCK—DOCKET NO. 4826

The elimination of 2 grade crossings on Rock Road in Glen Rock was ordered by the Board in 1938. The Borough of Glen Rock asked for reconsideration of the order in 1949, but no action has been taken.

ERIE RAILROAD COMPANY:

RUTHERFORD AND EAST RUTHERFORD—DOCKET NO. 3604

The Boroughs of Rutherford and East Rutherford, in 1948, requested the elimination of the Park Avenue grade crossing on the main line of the Erie Railroad. No action has been taken on this project.

LEHIGH VALLEY RAILROAD COMPANY:

SOUTH PLAINFIELD—DOCKET NO. 9365

The Borough of South Plainfield, in 1956, petitioned for the elimination of the grade crossing of Hamilton Boulevard and the main line of Lehigh Valley Railroad. Hearings were held during 1956 and 1957, but no decision has been issued in this matter.

THE PENNSYLVANIA RAILROAD COMPANY:

ADAMS—DOCKET NO. 1863

Construction work for the elimination of the grade crossing of Franklin Park Road and the main line of The Pennsylvania Railroad was completed in 1956. All other matters in connection with this project were completed during 1957.

THE PENNSYLVANIA RAILROAD COMPANY:

PLAINSBORO AND SOUTH BRUNSWICK—DOCKET NO. 4265

Construction for the elimination of the grade crossings of Schalk's Road and Turkey Island Road and the main line of the Pennsylvania Railroad was completed in 1949. All accounting was completed in 1957.

THE PENNSYLVANIA RAILROAD COMPANY:

MONMOUTH JUNCTION—DOCKET NO. 7007

Construction for the elimination of the grade crossing of New Road and the main line of the Pennsylvania Railroad was completed in 1953. The accounting was closed in 1957.

THE PENNSYLVANIA RAILROAD COMPANY:

METUCHEN—DOCKET NO. 1867

The Board, in 1940, initiated proceedings for the elimination of the grade crossing of Grove Avenue and the main line of the Pennsylvania Railroad. On February 20, 1941 the Railroad Company was ordered to eliminate the grade crossing by the construction of a highway underpass. Construction work was delayed and on June 30, 1943 the Board approved the temporary closing of the grade crossing.

The case was re-opened in 1955 and hearings were held in 1955 and 1956. By Order of July 25, 1956 the Board directed the elimination by the construction of a railroad bridge immediately north of the present tracks with a depression of the roadway and relocation of the railroad.

The Metuchen Resident Owners Association, in September 1956, appealed the Board's Decision and Order to the Appellate Division of the Superior

Court of New Jersey. The Court affirmed the Board's Order on April 12, 1957. The Board then issued an Order on June 12, 1957 directing that the work be completed by August 15, 1958.

Bids were received on November 29, 1957, but at the end of the year no contract had been awarded.

PENNSYLVANIA-READING SEASHORE LINES:
CAMDEN—DOCKET NO. 4074

Relocation of the Cooper's Point Branch of Pennsylvania-Reading Seashore Lines to eliminate 14 grade crossings was completed in 1954. Agreement on the financial contributions of certain parties involved in the project has not yet been completed although all of the construction accounting is finished.

Relocation or Widening of Grade Crossings (Formal Cases)

THE CENTRAL RAILROAD COMPANY OF NEW JERSEY, RELOCATION OF
ROANOKE AVENUE GRADE CROSSING, NEWARK—DOCKET NO. 9648

The Central Railroad Company of New Jersey on October 9, 1956 asked to relocate the grade crossing of Roanoke Avenue and the Passaic River Extension Branch to the new location of the street. Permission was granted on November 6, 1957, subject to a speed restriction of 6 miles per hour for all trains.

THE PENNSYLVANIA RAILROAD COMPANY, ROUTE 27, FRANKLIN TOWNSHIP
AND SOUTH BRUNSWICK TOWNSHIP—DOCKET NO. 10335

The New Jersey State Highway Department on August 30, 1957 asked approval of improvement of grade crossing of Route 27 and the Rocky Hill Branch of the Pennsylvania Railroad. Approval was granted on December 4, 1957, subject to protection of train movements by "Stop and Flag."

THE PENNSYLVANIA RAILROAD COMPANY, CHESTER AVENUE, RIVERSIDE
AND DELSAN TOWNSHIPS—DOCKET NO. 10043

The County of Burlington, on April 24, 1957 asked that the Chester Avenue grade crossing be widened. Hearing was held and when some question was raised as to the requirements at the crossing, further hearing was postponed without date to allow negotiation. No further action was taken by the end of 1957.

THE PENNSYLVANIA RAILROAD COMPANY, STEVENS STATION ROAD,
BURLINGTON TOWNSHIP—DOCKET NO. 10044

The County of Burlington on April 24, 1957 asked that the grade crossing of Stevens Station Road be widened. Hearing was held and further hearing was postponed to allow negotiation and agreement as to the changes required. No further action was taken by the end of 1957.

THE PENNSYLVANIA RAILROAD COMPANY, ROUTE 39,
COLUMBUS—DOCKET No. 10165

The State Highway Department on June 18, 1957 asked approval of the widening of the grade crossing of Route 39 and the Kinkora Branch at Columbus. The changes were approved on September 11, 1957 without hearing, provided that protection by flashing light signals be relocated to the new width of the road.

PENNSYLVANIA-READING SEASHORE LINES, ROUTE 45, SALEM—
DOCKET No. 10336

The State Highway Department on August 30, 1957 asked approval of the widening and improvement of the grade crossing of Route 45 (Market Street) in Salem. Permission was granted, without hearing, on December 4, 1957. Protection is to be provided by "Stop and Flag."

Reconstruction of Existing Bridges (Formal Cases)

THE PENNSYLVANIA RAILROAD COMPANY, FOUNDRY STREET, NEWARK—
DOCKET No. 3851

The City of Newark, in 1948, asked for an order requiring The Pennsylvania Railroad Company to reconstruct the bridge which carries the railroad over Foundry Street. Hearing was held. On June 18, 1956 the City amended its petition and asked that the bridge be rebuilt as part of the approaches to State Highway Route 25. On March 5, 1957 the Railroad asked that decision be delayed until after final disposition of the appeal in the "Deep Cut" bridge case. No further action was taken by the end of 1957.

THE PENNSYLVANIA RAILROAD COMPANY, GROVERVILLE ROAD,
BORDENTOWN—DOCKET No. 9457

The Township of Bordentown, in 1956, asked that the Railroad Company be required to rebuild bridge No. 29.27, which carries Groveville Road over the railroad.

The Railroad Company suggested that the bridge be removed and a grade crossing substituted. Negotiations were started for the elimination of the bridge and the case was brought to hearing. The hearing examiner, on December 26, 1957, filed a recommendation that the Board approve the substitution of a grade crossing for the bridge and that the crossing be protected by flashing light signals. No further action was taken in 1957.

THE PENNSYLVANIA RAILROAD COMPANY, MAIN STREET, SAYREVILLE,
(DEEP CUT BRIDGE)—DOCKET No. 9049

The County of Middlesex, the Borough of Sayreville and the City of South Amboy, on November 23, 1955, asked that The Pennsylvania Railroad Company and Public Service Coordinated Transport be required to reconstruct the "Deep Cut" bridge over the railroad between Sayreville and South Amboy. Hearings were held in 1956 and on July 25, 1956 the Board dismissed the

complaint against Public Service Coordinated Transport and ordered the Railroad Company to rebuild the bridge.

The Pennsylvania Railroad Company asked the Board to modify its Order. The request was denied on September 6, 1956.

On September 20, 1956 the matter was appealed to the Superior Court. The Court, on March 8, 1957, affirmed the Board's Order.

The Railroad, on March 26, 1957, asked the Supreme Court to review the case. The Court heard a re-argument of the case but no final decision had been rendered by the end of the year.

LEHIGH VALLEY RAILROAD COMPANY, BRIDGE OVER CONANT STREET,
HILLSIDE—DOCKET NO. 10178

The Township of Hillside on July 5, 1957 applied to the Board for an order directing Lehigh Valley Railroad to widen the Conant Street underpass. The Railroad denied the necessity for changing the bridge and the matter was brought to hearing on October 16, 1957. Hearing was completed on November 18, 1957, but no decision had been reached by the end of the year.

Reconstruction of Existing Bridges (Informal Cases)

THE PENNSYLVANIA RAILROAD COMPANY, OVERHEAD BRIDGE No. 43.36
AT UNION VALLEY ROAD, CRANBURY

Overhead timber bridge No. 43.36 at Cranbury was struck by a high load on a freight car on January 24, 1956 and damaged so that it could not be used by highway traffic. The bridge was closed and the Railroad applied for permission to substitute a temporary grade crossing while repairs were being made. Permission was granted on February 2, 1956.

On April 16, 1956 the Railroad advised that negotiations were in progress with the Board of Freeholders of Middlesex County for abandonment of the bridge and substitution of a permanent grade crossing.

On January 10, 1957 the Township of Cranbury informed the Railroad that the grade crossing could not be substituted for the bridge and requested that the bridge be repaired.

The Railroad on February 7, 1957 advised the Board that it was proceeding with repairs to the bridge. The bridge was repaired and restored to service on May 3, 1957 and the grade crossing was closed.

Informal Complaints—Service or Station Facilities

During 1957 informal complaints in connection with service or station facilities were received as follows:

The Delaware, Lackawanna and Western Railroad Company	3
Erie Railroad Company	10
Hudson and Manhattan Railroad Company	1
The New York and Long Branch Railroad Company	5
New York, Susquehanna and Western Railroad Company	8
The Pennsylvania Railroad Company	19

Investigations were made in each of these matters and explanations or corrections made as required.

Informal Complaints—Changes in Train Schedules or Curtailment of Passenger Train Service

During 1957, the Board's Division of Railroads investigated 12 complaints of improper service or schedules as follows:

The Baltimore and Ohio Railroad Company	1
The Delaware, Lackawanna and Western Railroad Company	1
Erie Railroad Company	1
The New York Central Railroad Company	2
The Pennsylvania Railroad Company	7

In each case explanations or corrections were made as required.

Informal Complaints—Passenger and Freight Tariffs

During 1957 investigations were made of 47 complaints received regarding alleged improper charges by the railroad companies. Many of these complaints were concerned with alleged payment for service that was not received or used and 17 of these complaints were of a general nature directed against the practices of several railroad companies.

Miscellaneous Informal Matters

During 1957, the Board's Division of Railroads acted on 130 miscellaneous requests for information, protests, etc. in connection with railroad operation, fares or charges. Investigation and response were made in each case.

Sales of Real Estate

During 1957 the Board approved the sale of \$1,695,448 of railroad real estate in 166 proceedings.

CHAPTER VII

MOTOR CARRIERS

At the close of 1957 motor carrier utilities subject to the Board's full jurisdiction as to their rates, service and safety, comprised 370 privately-owned street transportation enterprises operating on 508 approved routes. There were also 42 autobus enterprises which did not operate in 1957, but which were under the Board's jurisdiction. One autobus enterprise also operated 30 trolley cars on one route, using the Newark City Subway facilities.

A Certificate of Compliance is issued by the Board to cover each autobus operated in New Jersey which has been found by rigid inspection to comply with the Board's regulations and specifications as to construction and maintenance. The following table shows the classification of these Certificates.

CERTIFICATES OF COMPLIANCE OUTSTANDING

As of December 31, 1957

	<i>No. of Autobus Enterprises</i>	<i>Certificates of Compliance Outstanding</i>
Under full Board jurisdiction	370	4,708
Special, contract or charter service— intrastate and interstate	148	710
Total		5,418

NOTE: Autobus enterprises engaged exclusively in contract or charter service, or which are under the jurisdiction of the Interstate Commerce Commission, are subject to the Board's jurisdiction with respect to insurance and construction of autobuses.

Fare Proceedings

During the year 1957 the Board completed negotiations, under R.S. 48:2-21.1 on 87 applications for increased autobus fares. Two such applications were pending at the end of 1957.

CAMDEN AND BURLINGTON COUNTIES BUS COMPANY—DOCKET NO. 10087

On May 9, 1957, this Company filed a revised schedule of fares with the Board, which would have increased annual operating revenues by approximately \$9,800. The Board suspended the proposed fares and, after hearing, in its Decision of August 21, 1957, found that the revised schedule of fares, including a provision for student fares, was just and reasonable and accepted it for filing, to become effective on September 8, 1957.

Applications

During the year the Board received 96 applications for approval of changes in autobus operations classified as follows:

Municipal consents for new routes	5
Municipal consents for change or extension	40
Municipal consents for additional buses .....	....
Transfer of municipal consents	12
Modification of restrictions	1
Discontinuance of service or portion of service .....	....
Formal complaints	1
Interstate Commerce Commission applications	28
Miscellaneous	9
	—
Total	96
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The continuing downward trend in the number of bus riders is reflected in the decline in the number of applications for new routes. Of the five applications for new routes filed during 1957, two were for transportation to New Jersey race tracks, one was to replace a bus service which had been discontinued, one was denied by the Board for lack of proof of convenience and necessity, and one was still before the Board at the end of the year. Twenty-one of the remaining applications involved controversial matters which required prehearing conferences between the interested parties. At these conferences all relevant facts were developed and the issues were narrowed, thus expediting the proceedings at time of formal hearing.

Of the 9 miscellaneous applications, 5 were "Orders to Show Cause" on the Board's own motion, against 5 autobus utilities ordering them to show cause why the Board's approval of their municipal consents should not be revoked for failure to continue to maintain safe, adequate and proper service.

Interstate Commerce Commission Applications

Twenty-eight applications before the Interstate Commerce Commission were assigned by that agency for hearing before Joint Boards, over which proceedings the director or an assistant director of the Board's Division of Motor Carriers presided. Through such Joint Board proceedings, the State of New Jersey participates in decisions involving interstate regulation of passenger transportation on the highways. Were it not for such participation in Joint Board pro-

ceedings, examiners of the Interstate Commerce Commission would preside, and, since in many instances they would have little or no knowledge of local conditions, their decisions could adversely affect New Jersey transportation utilities. It may be noted that the New Jersey representatives on Joint Boards have gained the confidence of the Interstate Commerce Commission to the extent that for the past several years it has not assigned its own examiner to sit with and advise the New Jersey Joint Board members. Such action by the Interstate Commerce Commission serves as an assurance to passenger motor carriers on the highway in the New Jersey area that their operating authorities will not be adversely affected by unfair competition.

Accident Reports

Operators of autobuses and street railways are required to report all accidents involving personal injury or property damage. During the year a total of 6,228 such reports of accidents were filed with the Board. The following statistics were compiled from the accident reports received:

Total number of accident reports examined	6,228
Number of persons injured	2,433
Number of fatalities resulting from accidents	14
Cases of property damage reported, \$25 or more	2,140
Cases of property damage reported under \$25	1,763
Number of accidents involving personal injury only	1,751
Number of accidents involving property damage only	3,902
Number of accidents involving both property damage and personal injury	275
Number of accidents in which details not given	297
Number of accidents reported by inspectors	31

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 that might be taken to prevent their recurrence. The Board has continued to accelerate its maintenance inspection program where operators are found to have a poor maintenance program. Such operators are put on a monthly inspection basis until such time as an improved maintenance program has been adopted and put into effect.

Conferences have been continued with police officials, with various municipal and state agencies and with the bus utilities, with the aim of minimizing contributory causes of bus accidents. Members of the Board's staff continued to attend safety meetings in order to assist in transportation matters.

Safety Activities

During the year the Board's staff continued its efforts to eliminate unsafe factors affecting bus operations in this State. Maintenance inspections were made of numerous out-of-state autobuses that were found operating frequently into or through the State of New Jersey from states not covered by reciprocity agreements. Concurrently, it was ascertained that proper insurance as required by statute was in full force on the vehicles so inspected.

New Equipment

During the year 1957, 349 new autobuses were purchased and placed in regular operation. In addition, 202 used buses were rehabilitated and placed in service. The number of new buses bought during the year 1957 was 55 less than the number bought in 1956. The revenues of some of the smaller autobus enterprises fail to pay operating expenses, let alone provide for the purchase of relatively high cost new equipment. When such operators are in need of additional or replacement equipment, they buy used autobuses, which are rehabilitated so as to meet the Board's specifications and standards of maintenance for autobuses.

Maintenance

During 1957 the Board's inspectors made 9,842 safety inspections of buses. In making these inspections every accepted test for safety and proper maintenance was applied to each autobus.

Traffic Investigations

Investigations have continued of the service furnished and the equipment operated by both street railway and autobus operators. Over two hundred traffic checks and surveys were made during the year, on the Board's initiative, or in connection with the investigation of 231 service complaints. In all but a few cases the complainants were interviewed and, when appropriate, action was taken to correct the condition which caused the complaint. During the year, 818 letters requesting information or advice concerning miscellaneous transportation matters involving autobuses were received and answered.

Operating Schedules

All autobus operators are required to keep their current operating schedules on file with the Board. When major changes in an operating schedule are proposed which would substantially reduce the service or materially alter headways, the schedules are accepted subject to protest of any interested parties. When a protest is received, an informal conference with the autobus utility and the complainant is promptly arranged by the Board's Division of Motor Carriers. Such conferences during 1957 resulted either in the autobus utility withdrawing the proposed operating schedules, or in a compromise that was acceptable to the Board, to the autobus utility and to the complainants.

Insurance

All autobus operators are required by law to carry insurance against liability for property damage and personal injury, as set forth in the statutes. Each operator is required to file with the Board evidence of such insurance. During

1957, 1,645 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 Notices of Cancellation received	125
Number of letters received	147
Notices of expiration dispatched	254
Notices of cancellations dispatched	58
Number of letters dispatched	627
Number of questionnaires dispatched	803

Revision of Specifications

During 1957, after conferences with the autobus utilities and the manufacturers of autobuses, and after public hearing, the Board adopted a revision of its Regulation B-7, which concerns specifications applying to autobuses. This revision was in keeping with advances in design and construction of autobuses, such as the advent of the 40 foot bus, which, because of its greater length, provided for greater seating capacity and more comfortable and roomier seating arrangement.

Use of School Buses in Charter Operations

During 1957, the New Jersey Motor Bus Association, an association of autobus operators, continued to be unsuccessful in its effort to prevent the use of school buses in charter bus operation. Counsel for the New Jersey Motor Bus Association have proposed legislation to regulate this type of operation. Conferences on this matter were held between members of the New Jersey Motor Bus Association, its counsel, members of the Board's staff and representatives of the Attorney General. The proposed legislation is to be submitted to the New Jersey legislature for its consideration.

Reciprocity Agreements

The staff, under instructions from the Board, has continued to work on agreements of reciprocity between New Jersey and adjoining states, so as to permit a free flow of autobus traffic between such states as can reach agreement. During 1957, the groundwork continued to be laid for the signing of such agreements. The Board was represented at conferences on this matter during 1957.

Survey of Autobus Routes

During 1957, a survey was continued by the Board's staff of all autobus routes and operations thereover. Where non-compliance with operating rights was found, the operators were ordered to return their buses to their approved routes, or to obtain new municipal consents and the Board's approval thereof.

Sales of Property

In 1957, the Board approved the sale of \$989,175 of autobus utility real property in 20 proceedings. In addition, the Board approved the sale of 152 autobuses for \$461,789 in 31 proceedings.

CHAPTER VIII

SEWERAGE UTILITIES

In 1957 thirty-one privately-owned sewerage companies and one municipal sewer department were under the Board's jurisdiction.

Rate Proceedings

There were no sewer rate proceedings before the Board in 1957.

Sales of Property

In 1957 there were no sales of private sewerage utility property.

CHAPTER IX

UTILITY FINANCE

Issuance of Securities

PROCEDURE ON SECURITY ISSUES

The Board's approval is required before a New Jersey utility may issue any securities. Applications for 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 many of the investigations and studies.

TYPES OF APPLICATIONS

During 1957, 98 applicants seeking approval of the issuance or refinancing of various types of evidences of indebtedness, and the issuance or transfer of capital stock were received from utilities subject to the Board's jurisdiction. 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>
Preferred Stock .....	....	1	1
Common Stock	2	12	14
Combination Bonds and Stock .....	....	2	2
Transfer of Capital Stock	4	5	9
Mortgage Bonds	1	7	8
Debenture Bonds .....	....	3	3
Promissory Notes	7	3	10
Promissory Notes and Chattel Mortgages	7	1	8
Mergers and Consolidations	1	....	1
Conditional Sale Contracts	15	....	15
Applications Withdrawn	2	2
Miscellaneous	1	3	4
Heldover to 1958	9	12	21
Total	49	49	98
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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 1957

<i>Class of Utility</i>	<i>Capital Stock Dollars</i>	<i>Bonds Principal Amount</i>	<i>Notes, etc. Dollars</i>	<i>Total</i>
Electric	\$ 7,000,000	\$ 25,300,000	\$.....	\$ 32,300,000
Gas	529,658	4,082,500	150,000	4,762,158
Combination Electric and Gas	25,000,000	110,000,000	.....	135,000,000
Telephone	90,550,000	30,300,000	.....	120,850,000
Water	911,500	3,035,000	5,152,000	9,098,500
Sewer	103,536	127,000	.....	230,536
Autobus	2,000	58,400	2,309,653	2,370,053
	<u>\$124,096,694</u>	<u>\$172,902,900</u>	<u>\$7,611,653</u>	<u>\$304,611,247</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 1957. This tabulation shows the dividend or interest rates, the amounts authorized, and the purpose for which the funds were sought by the utilities.

Financing of Electric and Gas Utilities Expansion

During 1957, Public Service Electric and Gas Company continued its large-scale construction activities. The Board, in three separate proceedings, authorized this Company to issue an aggregate of \$135,000,000 of securities. These construction activities, and the issuance of securities to finance them, reflected the increase in investment in utility facilities in New Jersey. This, in turn, reflected the continuing demand for utility facilities and services. Other electric and gas utilities in New Jersey were similarly active during 1957. However, since Public Service Electric and Gas Company operates a combination electric and gas system which serves approximately 80 percent of the State's population, its plant additions are of special significance.

In deciding upon approval of securities issues, the Board must be satisfied, after thorough investigation and hearing, that the plant construction to be financed by the proceeds of the issue is actually required to maintain, extend and improve the service to the public, and that the costs incurred are reasonable. The price received from the immediate underwriters or purchasers of such securities, the conditions of the transactions, and the commitments to which the issuing utility becomes subject must be such as to promote, or which at least will not impair, the financial soundness of the utility.

PUBLIC SERVICE ELECTRIC AND GAS COMPANY—DOCKET NOS. 9890, 10036
AND 10206.

In Docket No. 9890, the Board authorized this Company to execute an Indenture dated March 1, 1957 to the Chase Manhattan Bank, Trustee; and to issue thereunder, through competitive bidding, \$50,000,000 principal amount of its 4 $\frac{3}{8}$ % Debenture Bonds, due 1977. The Debenture Bonds were sold at a premium of 0.6199%, the Company therefore obtaining an aggregate selling price of \$50,309,950. They were purchased by a group of sixty-seven underwriters represented by The First Boston Corporation. The underwriters then resold these securities to a number of investors, including insurance companies, pension funds, investment trusts and individuals.

In Docket No. 10036, this Company was authorized to offer for sale, through negotiations, 250,000 shares of \$100-par value Cumulative Preferred stock, in the total par amount of \$25,000,000. The Board's original approval provided that the transaction was to be consummated by July 31, 1957. After the issuance of the original approval, however, the financial market became less favorable to the issuance of securities on so large a scale. The Company, therefore, decided that it would be financially more advantageous to defer the consummation of the transaction until the financial market would improve. Accordingly, the Company requested and obtained from the Board several extensions of the final date for exercising the authority granted in the original Certificate, and the matter remained pending at the end of 1957. Although the issuance of preferred stock was pending, it was deemed appropriate that this Company should issue additional securities of the debt type, in order to finance its continuing construction program.

In Docket No. 10206 the Board authorized this Company to execute a Supplemental Indenture, to be dated September 1, 1957, to Fidelity Union Trust Company, Trustee; and to issue thereunder and sell, at competitive bidding, \$60,000,000 principal amount of its 4 $\frac{7}{8}$ % Series First and Refunding Mortgage Bonds, due in 1987. The bonds were sold at a premium of 0.27999%, or a total selling price of \$60,167,994, to a group of seventy-six underwriters represented by The First Boston Corporation. These securities were resold to a variety of investors, primarily insurance companies and investment trusts.

JERSEY CENTRAL POWER & LIGHT COMPANY—DOCKET NOS. 9986 AND 10095

In Docket No. 9986 the Board authorized this Company to issue 700,000 shares of its \$10-par value Common Stock to its parent company, General Public Utilities Corporation, at a selling price equal to the par value, or an aggregate selling price of \$7,000,000. The greater portion of the proceeds was to be used to repay outstanding short-term notes which had theretofore been issued to finance plant additions and construction. The balance was to be used to finance further construction projects for the remainder of the year 1957.

In Docket No. 10095 the Board authorized this Company to execute a Sixth Supplemental Indenture, to be dated July 1, 1957, to City Bank Farmers

Trust Company, Trustee; and to issue thereunder and sell, through competitive bidding, \$15,000,000 principal amount of its 5% First Mortgage Bonds, due 1987. The bonds were sold at a premium of 0.57%, or an aggregate selling price of \$15,085,500, to a group of twelve underwriters represented by White, Weld & Co. The underwriters resold the bonds to a variety of investors.

NEW JERSEY NATURAL GAS COMPANY—DOCKET NO. 10284.

In Docket No. 10284 the Board authorized this Company to issue to its common stockholders 8,457 shares of its \$10-par value Common Stock, in the total par amount of \$84,570, as a stock dividend. This represented a 2 percent dividend on its outstanding common stock, and was to be issued on the basis of one share for each 50 shares held on the date of record. As a result, the Company capitalized permanently a portion of its retained earnings of prior years, which earnings had been expended for additions to its utility plant. The Company also capitalized an additional sum of \$126,855 by transferring such amount from its Earned Surplus Account to its Premium on Capital Stock Account. This amount represented earnings of prior years which had also been expended for plant additions.

* * * * *

The cases heretofore described represent some of the larger securities issues approved during 1957. However, a considerable amount of construction and financing activity was also approved with respect to a number of the smaller electric and gas companies under the Board's jurisdiction. While these cases are not separately described, they may be found in Table 18 in the appendix.

SOUTH JERSEY GAS COMPANY—DOCKET NO. 10066.

In Docket No. 10066 the Board authorized this Company to issue and sell \$4,000,000 principal amount of its 5% Sinking Fund Debentures, due in 1982. The Debentures were sold at a selling price equal to their principal amount, or an aggregate selling price of \$4,000,000, in varying amounts, to six insurance companies. The greater amount of the proceeds was to be used for the repayment of outstanding short-term notes which had theretofore been issued to finance plant construction projects, and the balance was to be used to finance construction projects for the remainder of 1957.

SOUTH JERSEY GAS COMPANY STOCK OPTION PLAN—DOCKET NO. 9666.

The Board's Annual Report for 1956 described a case, pending at the close of the year, which involved a stock option plan of this Company. That case was the first of its kind in New Jersey regulatory history, in that the stock was to be issued and sold to certain executive and other key employees. The plan is intended to instill an incentive to ownership among such employees as are responsible for the development and future standing of the Company. The Board deferred final action on this matter, pending presentation of evidence by the Company that the plan conformed to the public utility statutes, and likewise to all other legal requirements pertaining to the sale of stock to employees,

as set forth in R.S. 14:9-1 and R.S. 14:9-2. The Company presented evidence in this matter which appeared to the Board to conform with the requirements of the laws. Consequently, the Board, in Docket No. 9666, authorized the Company to issue 16,700 shares of its \$5-par value Common Stock, under the terms of a Restricted Stock Option Plan for Key Employees, at a price of \$25.65 per share, or an aggregate selling price of \$428,355. The price per share was shown to represent 95% of the closing bid price on the Philadelphia-Baltimore Stock Exchange on April 23, 1957, the time of the granting of the options in accordance with the terms of the plan. The proceeds from the issuance of the stock were to be used for construction of new utility facilities and for the improvement of existing facilities.

The Board retained jurisdiction generally in this matter, as in the case of all securities issues; but particularly with respect to the following:

1. any subsequent changes, amendments or supplements to the plan;
2. subsequent disposition of shares authorized to be issued under the plan, but not purchased by those designated thereunder.

NEW JERSEY NATURAL GAS COMPANY—DOCKET NO. 10081

The above-captioned matter was another stock option plan resembling the plan heretofore described with respect to South Jersey Gas Company.

In Docket No. 10081 the Board authorized New Jersey Natural Gas Company to issue 9,282 shares of its \$10-par value Common Stock under the terms of a Restricted Stock Option Plan. The stock was sold to key employees of this Company at a price of \$24.25 per share, or an aggregate selling price of \$225,088.50; the price per share having been shown to represent 95% of the bid price on the New York "over-the-counter market" on April 8, 1957, the time of the granting of the options in accordance with the terms of the plan. The Board approved this plan after evidence had been presented that all statutory requirements had been or were to be observed. The Board retained jurisdiction in this matter, as is usual for all securities issues, on the same basis as in the case involving South Jersey Gas Company.

The proceeds from the issuance of this stock were to be used for the construction of new facilities and the betterment of existing facilities.

Water Supply and Sewerage Service Utilities Expansion and Financing

The increase in the growth of water and sewerage utilities is an immediate reflection of the development of newly-populated areas. These utilities often issue securities whose purpose, at least in part, is the financing of new facilities in place of old facilities. However, the largest part of such financing is for construction of new distribution mains (in the case of water utilities), new collecting mains (in the case of sewerage utilities), new transmission mains, and new pumping facilities. New service areas may eventually require extension of facilities. In such instances new sources of water supply must be developed, or new sewage treatment and disposal facilities must be provided.

HACKENSACK WATER COMPANY—DOCKET NO. 10069.

In Docket No. 10069 the Board authorized this Company to issue, and renew from time to time, a series of ninety-day unsecured promissory notes, in an aggregate outstanding face amount not to exceed \$5,000,000 at any one time. These notes were to be issued under the terms of an informal credit agreement with five Banks located in New Jersey and in New York, and were to bear interest at the New York prime rate at the time of the issuance or renewal of the note involved. Under the Board's approval, no note was to be issued to mature later than September 15, 1958.

The proceeds from the issuance of these promissory notes were to be applied, to the extent of \$3,600,000, to the purchase of securities of Spring Valley Water Works and Supply Company, a subsidiary of Hackensack Water Company, located in the State of New York. Spring Valley Water Works and Supply Company was to use the proceeds from the sale of its securities to Hackensack Water Company to pay the cost of completing an impounding reservoir in New York State, which reservoir was to be of mutual benefit to both Companies. The proceeds from any additional promissory notes to be issued by Hackensack Water Company under the credit agreement was to be used to finance, in part, its own construction program during the years 1957 and 1958.

Newly Organized Water and Sewerage Companies

During 1957 the development of new housing areas resulted in the organization of new water service and sewerage service companies. This was usually due to the inability of the developers of such new housing areas to obtain extensions of service from existing water or sewerage utilities. The existing utilities are unsure of the return that can be expected on the necessary additional investment.

During 1957, the Board approved the issuances of securities by six new water utilities under the provisions of Chapter 19 of Title 48 of the Revised Statutes, involving an aggregate plant investment of \$35,900. The Board also approved the issuances of securities by six new sewerage service utilities, under the provisions of Chapter 13 of Title 48 of the Revised Statutes, involving an aggregate plant investment of \$145,536. In most instances the proceeds from such securities issues were used to defray initial legal fees and other organization costs. The utility plant was acquired by a donation of the developer of the new housing, or was subsequently financed by a separate securities issue.

Financing of Telephone Utility Plant

NEW JERSEY BELL TELEPHONE COMPANY—DOCKET NO. 10161.

New Jersey Bell Telephone Company's construction, expansion and financing during 1957 reflected increased demand for telephone service in New Jersey. Some of the smaller telephone companies in the State engaged in some utility plant construction and financing during the year. However, New Jersey Bell Telephone Company's plant additions are of special significance, since this Company serves all but a small percentage of the State's population.

In Docket No. 10161 the Board authorized New Jersey Bell Telephone Company:

- (a) to execute an Indenture to be dated September 1, 1957, to The First National Bank of Jersey City, Trustee;
- (b) to issue under the Indenture and sell, at competitive bidding, \$30,000,000 principal amount of its Thirty-six Year $4\frac{7}{8}\%$ Debentures, due September 1, 1993; and
- (c) to issue and sell, to American Telephone and Telegraph Company, its parent, 900,000 shares of its \$100-par value Common Stock, in the aggregate par amount of \$90,000,000.

The stock was to be sold at a price equivalent to its par value, or at an aggregate selling price of \$90,000,000.

The Debentures were sold at a premium of 1.2899%, or at an aggregate selling price of \$30,386,970, to a group of thirty-six underwriters represented jointly by White, Weld & Co. and Shields & Company. The underwriters resold the Debentures to a variety of investors, including insurance companies, trusts and individuals.

The proceeds from the sale of these securities were to be used, in part, to redeem \$10,000,000 face amount of short-term promissory notes due American Telephone and Telegraph Company for advances obtained during the two-month period ended May 31, 1957, the funds having been applied to additions to New Jersey Bell Telephone Company's plant and equipment. The balance of the proceeds was to be applied to the cost of acquisition and construction of telephone plant extensions and improvements. The actual sale of the Common Stock was to be accomplished at intervals, from time to time, but prior to April 1, 1959, as the need for such additional funds was to present itself during the progress of the Company's utility plant construction and expansion program.

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*

	Number of Companies Reporting for Year			Increase or (Decrease)	
	1941	1956	1957	1957 Over 1941	1957 Over 1956
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	7	7	(2)	....
Total	12	8	8	(4)	....
Telephone Companies: ²	8	6	6	(2)	....
Water Companies: ³					
Class A, B and C Companies	42	59	61	19	2
Class D Companies	47	65	64	17	(1)
Total	89	124	125	36	1
Local Transportation Companies:					
Public Service Coordinated Trans- port	3	1	1	(2)	....
Other Class A Bus Operators ⁴	33	59	57	24	(2)
Class B Bus Operators	39	44	49	10	5
Class C Bus Operators	369	324	316	(53)	(8)
Total	444	428	423	(21)	(5)
Sewerage Companies:	8	25	31	23	6
Total All Companies	570	597	599	29	2

*Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission and the Federal Communications 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 10 Water Utilities with annual operating revenues less than \$1,000.

⁴ Does not include American Bus Lines, Inc. or The Greyhound Corporation 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*

	Number of Customers Served During the Year			Increase or (Decrease)	
	1941	1956	1957	1957 Over 1941	1957 Over 1956
Electric Utilities:¹					
Public Service Electric and Gas Company	1,038,144	1,335,411	1,360,632	322,488	25,221
Other Companies	339,040	545,392	562,871	223,831	17,479
Total	1,377,184	1,880,803	1,923,503	546,319	42,700
Gas Utilities:					
Public Service Electric and Gas Company	831,262	1,061,035	1,081,993	250,731	20,958
Other Companies	245,502	333,839	347,636	102,134	13,797
Total	1,076,764	1,394,874	1,429,629	352,865	34,755
Telephone Utilities:²					
New Jersey Bell Telephone Company	796,370	2,372,801	2,448,083	1,651,713	75,282
Other Companies	12,937	33,637	35,302	22,365	1,665
Total	809,307	2,406,438	2,483,385	1,674,078	76,947
Water Utilities:³					
Hackensack Water Company	81,848	122,000	129,000	47,152	7,000
Other Companies	196,441	318,895	337,323	140,882	18,428
Total	278,289	440,895	466,323	188,034	25,428
Local Transportation Utilities:⁴					
Public Service Coordinated Transport	442,453,509	309,923,916	304,121,081	(138,332,428)	(5,802,835)
Other Class A Bus Operators ⁵	102,640,351	107,374,825	104,379,671	1,739,320	(2,995,154)
Class B Bus Operators	21,633,303	20,897,236	20,315,091	(1,318,212)	(582,145)
Total	566,727,163	438,195,977	428,815,843	(137,911,320)	(9,380,134)

*Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission and the Federal Communications Commission. Does not include 31 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 10 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 1956 and 1957.

⁵ Does not include American Bus Lines, Inc. or The Greyhound Corp., 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>		
	1941	1956	1957
Electric Utilities:¹			
Public Service Electric and Gas Company	\$ 352,097,248	\$ 724,759,124	\$ 833,428,943
Other Companies	137,025,756	370,033,184	409,422,477
Total	\$ 489,123,004	\$ 1,094,792,308	\$ 1,242,851,420
Gas Utilities:			
Public Service Electric and Gas Company	\$ 159,586,499	\$ 338,559,660	\$ 357,612,096
Other Companies	50,881,527	85,814,834	93,811,006
Total	\$ 210,468,026	\$ 424,374,494	\$ 451,423,102
Telephone Utilities:²			
New Jersey Bell Telephone Company	\$ 226,261,368	\$ 753,266,229	\$ 830,193,637
Other Companies	3,855,439	10,913,216	12,094,024
Total	\$ 230,116,807	\$ 764,179,445	\$ 843,287,661
Water Utilities:³			
Hackensack Water Company	\$ 32,152,820	\$ 54,560,051	\$ 56,599,256
Other Companies	49,005,861	105,518,760	116,616,940
Total	\$ 81,158,681	\$ 160,078,811	\$ 173,216,196
Local Transportation Utilities:⁴			
Public Service Coordinated Transport	\$ 135,502,984	\$ 73,698,717	\$ 75,405,528
Other Class A Bus Operators ⁵	22,655,167	25,777,913	26,083,118
Class B Bus Operators	2,195,506	2,227,241	2,524,709
Total	\$ 160,353,657	\$ 101,703,871	\$ 104,013,355
Grand Total	\$ 1,171,220,175	\$ 2,545,128,929	\$ 2,814,791,734

*Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission and the Federal Communications Commission. Does not include 31 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 10 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 1956 and 1957.

⁵ Does not include American Bus Lines, Inc. or The Greyhound Corp., 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*

	Total Operating Revenues for Year		
	1941	1956	1957
Electric Utilities:¹			
Public Service Electric and Gas Company	\$ 88,411,667	\$203,450,847	\$220,925,778
Other Companies	28,962,251	87,970,757	95,450,874
Total	\$117,373,918	\$291,421,604	\$316,376,652
Gas Utilities:			
Public Service Electric and Gas Company	\$ 29,918,424	\$ 96,433,637	\$101,563,161
Other Companies	8,659,544	35,790,324	39,221,715
Total	\$ 38,577,968	\$132,223,961	\$140,784,876
Telephone Utilities:²			
New Jersey Bell Telephone Company ..	\$ 57,943,158	\$252,767,578	\$275,359,165
Other Companies	639,934	3,031,760	3,287,970
Total	\$ 58,583,092	\$255,799,338	\$278,647,135
Water Utilities:³			
Hackensack Water Company	\$ 4,088,739	\$ 8,391,406	\$ 9,800,423
Other Companies	6,733,141	15,908,750	18,604,476
Total	\$ 10,821,880	\$ 24,300,156	\$ 28,404,899
Local Transportation Utilities⁴			
Public Service Coordinated Transport ..	\$ 29,751,011	\$ 51,673,767	\$ 52,115,405
Other Class A Bus Operators ⁵	21,367,294	32,405,897	33,529,508
Class B Bus Operators	1,906,559	2,684,270	3,006,674
Total	\$ 53,024,864	\$ 86,763,934	\$ 88,651,587
Grand Total	\$278,381,722	\$790,508,993	\$852,865,149

*Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission and the Federal Communications Commission. Does not include 31 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 10 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 1956 and 1957.

⁵ Does not include American Bus Lines, Inc. or The Greyhound Corp., 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 OPERATIONS*

	<i>Total Operating Expenses** for Year</i>		
	1941	1956	1957
Electric Utilities:¹			
Public Service Electric and Gas Company	\$ 37,973,365	\$117,531,144	\$130,455,624
Other Companies	14,178,830	51,967,000	56,399,146
Total	\$ 52,152,195	\$169,498,144	\$186,854,770
Gas Utilities:			
Public Service Electric and Gas Company	\$ 17,166,563	\$ 66,685,186	\$ 70,818,309
Other Companies	5,852,269	23,142,668	25,750,785
Total	\$ 23,018,832	\$ 89,827,854	\$ 96,569,094
Telephone Utilities:²			
New Jersey Bell Telephone Company ..	\$ 38,097,332	\$166,311,172	\$183,778,455
Other Companies	385,157	2,044,037	2,243,118
Total	\$ 38,482,489	\$168,355,209	\$186,021,573
Water Utilities:³			
Hackensack Water Company	\$ 1,200,874	\$ 4,022,980	\$ 4,672,775
Other Companies	2,991,269	8,209,634	9,541,822
Total	\$ 4,192,143	\$ 12,232,614	\$ 14,214,597
Local Transportation Utilities⁴			
Public Service Coordinated Transport ..	\$ 23,545,772	\$ 46,184,727	\$ 46,631,811
Other Class A Bus Operators: ⁵	17,208,527	30,580,142	31,390,757
Class B Bus Operators	1,690,412	2,480,143	2,791,981
Total	\$ 42,444,711	\$ 79,245,012	\$ 80,814,549
Grand Total	\$160,290,370	\$519,158,833	\$564,474,583

*Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission and the Federal Communications Commission. Does not include 31 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 10 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 1956 and 1957.

⁵ Does not include American Bus Lines, Inc. or The Greyhound Corporation 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*

	Total Taxes Charged For Year		
	1941	1956	1957
Electric Utilities:¹			
Public Service Electric and Gas Company	\$25,418,425	\$ 51,178,019	\$ 52,420,502
Other Companies	4,926,283	18,290,495	19,295,379
Total	\$30,344,708	\$ 69,468,514	\$ 71,715,881
Gas Utilities:			
Public Service Electric and Gas Company	\$ 5,173,183	\$ 18,607,128	\$ 19,126,697
Other Companies	1,392,655	7,958,652	8,525,872
Total	\$ 6,565,838	\$ 26,565,780	\$ 27,652,569
Telephone Utilities:²			
New Jersey Bell Telephone Company ..	\$910,81,380	\$ 52,351,306	\$ 56,023,232
Other Companies	98,989	477,049	498,580
Total	\$11,080,369	\$ 52,828,355	\$ 56,521,812
Water Utilities:³			
Hackensack Water Company	\$ 1,572,836	\$ 2,718,760	\$ 3,180,432
Other Companies	1,637,320	4,434,033	5,054,932
Total	\$ 3,210,156	\$ 7,152,793	\$ 8,235,364
Local Transportation Utilities⁴			
Public Service Coordinated Transport ..	\$ 3,425,641	\$ 4,454,644	\$ 4,673,116
Other Class A Bus Operators ⁵	2,440,156	1,643,667	1,848,100
Class B Bus Operators	139,277	155,872	162,416
Total	\$ 6,005,074	\$ 6,254,183	\$ 6,683,632
Grand Total	\$57,206,145	\$162,269,625	\$170,809,258

*Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission and the Federal Communications Commission. Does not include 31 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 10 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 1956 and 1957.

⁵ Does not include American Bus Lines, Inc. or The Greyhound Corporation, 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*

	Operating Income for Year		
	1941	1956	1957
Electric Utilities:¹			
Public Service Electric and Gas Company	\$25,019,877	\$ 34,741,684	\$ 38,049,652
Other Companies	9,857,138	17,713,262	19,756,349
Total	\$34,877,015	\$ 52,454,946	\$ 57,806,001
Gas Utilities:			
Public Service Electric and Gas Company	\$ 7,578,678	\$ 11,141,323	\$ 11,618,155
Other Companies	1,414,620	4,689,004	4,945,058
Total	\$ 8,993,298	\$ 15,830,327	\$ 16,563,213
Telephone Utilities:²			
New Jersey Bell Telephone Company ..	\$ 8,864,446	\$ 34,105,100	\$ 35,557,478
Other Companies	155,789	510,674	546,272
Total	\$ 9,020,235	\$ 34,615,774	\$ 36,103,750
Water Utilities:³			
Hackensack Water Company	\$ 1,315,029	\$ 1,649,666	\$ 1,947,216
Other Companies	2,104,552	3,265,083	4,007,722
Total	\$ 3,419,581	\$ 4,914,749	\$ 5,954,938
Local Transportation Utilities⁴			
Public Service Coordinated Transport ..	\$ 2,779,598	\$ 1,034,396	\$ 810,478
Other Class A Bus Operators ⁵	1,718,611	182,088	290,651
Class B Bus Operators	76,870	48,255	52,277
Total	\$ 4,575,079	\$ 1,264,739	\$ 1,153,406
Grand Total	\$60,885,308	\$109,080,535	\$117,581,308

*Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under the jurisdiction of the Interstate Commerce Commission and the Federal Communications Commission. Does not include 31 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 10 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 1956 and 1957.

⁵ Does not include American Bus Lines, Inc. or The Greyhound Corporation, 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 1957*

Thousands of Kilowatt Hours

	<i>Atlantic City El. 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>	<i>Total</i>	<i>Percent of Total Supply</i>
INTRASTATE ENERGY SUPPLY								
Net Generation in Own Plants								
Other Intrastate Sources of Supply	1,409,734	1,928,721	708,537	.....	9,920,201	.....	13,967,193	89.13
Purchased from Intrastate Utilities .....	.....	16,493	78,906	.....	1,217	.....	96,616	0.62
Purchased from Non-Utility Sources	63,905	21	7,637	.....	854	.....	72,417	0.45
Total	63,905	16,514	86,543	.....	2,071	.....	169,033	1.07
Total Intrastate Supply	1,473,639	1,945,235	795,080	.....	9,922,272	.....	14,136,226	90.20
ENERGY IMPORTED FROM OTHER STATES								
Transactions with Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	13,066	.....	179,938	193,004	1.23
Interchange Contracts .....	.....	.....	181,357	.....	.....	.....	181,357	1.16
Total .....	.....	.....	181,357	13,066	.....	179,938	374,361	2.39
Transactions with Non-Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	.....	.....	.....	.....	.....
Interchange Contracts	63,927	.....	219	.....	1,096,932	.....	1,161,078	7.41
Total	63,927	.....	219	.....	1,096,932	.....	1,161,078	7.41
Total Imports	63,927	.....	181,576	13,066	1,096,932	179,938	15,671,665	100.00
Total Supply	1,537,566	1,945,235	976,656	13,066	11,019,204	179,938	15,671,665	100.00

(Continued on Page 86)

TABLE 8
SOURCE AND DISPOSITION OF ENERGY SUPPLY OF PRIVATELY OWNED ELECTRIC
UTILITIES IN NEW JERSEY FOR THE YEAR 1957*

Thousands of Kilowatt Hours								Percent of Total Supply
<i>Atlantic City El. 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>	<i>Total</i>		
INTRASTATE DISPOSITION OF ENERGY								
Sales to Ultimate Consumers	1,284,112	1,560,616	770,472	11,298	9,935,728	156,470	13,718,696	87.54
Sales to other Utilities for Resale	3	184,642	5,988	.....	27,339	6,932	224,904	1.43
Used for Own Purposes	6,189	4,529	4,416	.....	57,884**	80	73,098	0.47
Line Losses and Unaccounted For	164,411	195,448	122,660	1,768	998,253	16,456	1,4948,996	9.56
Total Intrastate Disposition	1,454,715	1,945,235	903,536	13,066	11,019,204	179,938	15,515,694	99.00
ENERGY EXPORTED TO OTHER STATES								
Transactions with Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	.....	.....	.....	.....	.....
Interchange Contracts .....	.....	.....	61,192	.....	.....	.....	61,192	0.39
Total .....	.....	.....	61,192	.....	.....	.....	61,192	0.39
Transactions with Non-Affiliated Interests								
Firm Power Contracts .....	.....	.....	.....	.....	.....	.....	.....	.....
Interchange Contracts	82,851	.....	11,928	.....	.....	.....	94,779	0.61
Total	82,851	.....	11,928	.....	.....	.....	94,779	0.61
Total Exports	82,851	.....	73,120	.....	.....	.....	155,971	1.00
Total Disposition	1,537,566	1,945,235	976,656	13,066	11,019,204	179,938	15,671,665	100.00

*Does not include 2 Rural Electric Cooperatives.

**Includes 4460 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

	TOTAL SALES		
	<i>Energy (Thousands of Kwbr)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Average Revenue per Kwbr (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	113,495	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
1955	11,737,963	264,505	2.25
1956	12,756,953	286,948	2.25
1957	13,715,056	311,383	2.27

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 (Thousands of Kwbr)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Average Revenue per Kwbr (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
1955	3,131,950	76,483	2.44
1956	3,502,402	84,597	2.42
1957	3,779,327	91,481	2.42

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 (Thousands of Therms)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Aver. Revenue (Cents per 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
1955	689,312	113,386	16
1956	822,198	131,203	16
1957	893,095	139,753	16

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 (Thousands of Therms)</i>	<i>Revenue (Thousands of Dollars)</i>	<i>Aver. Revenue (Cents per 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	26,951	16
1955	183,729	29,808	16
1956	232,285	35,154	15
1957	268,290	38,572	14

TABLE 13
CASUALTIES DUE TO TRAIN SERVICE ACCIDENTS ON RAILROADS IN NEW JERSEY
YEAR 1957

	<i>Killed</i>	<i>Injured</i>
COLLISIONS:		
Employees	1	6
Passengers .....	....	68
Others .....	....	3
DERAILMENTS:		
Employees .....	....	1
Passengers .....	....	....
Others .....	....	....
AT STRUCTURES:		
Employees .....	....	12
Passengers .....	....	....
Others .....	....	....
STRUCK BY LOCOMOTIVES OR CARS:		
Employees	4	10
Passengers	1	....
Others	33	10
GETTING ON OR OFF CARS:		
Employees .....	....	114
Passengers .....	....	157
Others .....	....	1
COUPLING AND SWITCHING:		
Employees	1	47
Passengers .....	....	....
Others .....	....	4
OTHER CAUSES:		
Employees .....	....	222
Passengers .....	....	72
Others .....	....	13
Totals for 1957	<u>40</u>	<u>740</u>
Totals for 1956	33	772

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>	
	1956	1957	1956	1957	1956	1957
Gates—Automatic	18	16	3	2	7	4
Gates—Manual	8	7	....	1	3	5
Flagman	26	23	2	....	16	7
Flashing Light Signals or Auto- matic Signals	43	51	9	9	51	23
Other Audible or Visible Signals	7	1	1	1	9	....
Standard Crossing Signs	47	51	8	2	27	40
Total	<u>149</u>	<u>149</u>	<u>23</u>	<u>15</u>	<u>113</u>	<u>79</u>
Private Crossings, not subject to Board's jurisdiction	11	9	1	....	4	3

TABLE 15
 ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE
 GRADE CROSSINGS IN 1957

The Central Railroad Company of New Jersey

<i>Central Division, Main Line</i>	
Bells Avenue, Glen Gardner	2 Back to back flashers installed.
Bay Shore Branch No. 1, No. 0.11, Doremus Avenue, Newark	2 Reflectorized P. U. signs installed.
Newark & New York Branch, Hawkins Street, Newark	2 Reflectorized advance signs installed.
High Bridge Branch, Academy Street, Califon	{ 2 Reflectorized P. U. and 2 reflectorized advance signs.

Southern Division, Main Line

Chestnut Street, Red Bank	{ Electrically operated short arm gates with flashing lights and bell con- trolled manually from Red Bank Signal Tower. Reflectorized P. U. "Stop on Red Signal" sign and 2 "5 Track" signs. Includes N. Y. & L. B. R. R. Crossing No. 16.57.
Asbury Road, West of Earle	{ 2 Reflectorized P. U. signs and 2 reflec- torized advance signs installed.
Allaire Road, West of Farmingdale	2 Reflectorized P. U. signs.
Maxim Road, Maxim	{ 2 Reflectorized P. U. signs and 3 reflec- torized advance signs.
Victory Road, West of Maxim	{ 2 Reflectorized P. U. signs and 2 reflec- torized advance signs.
Wooleys Road, West of Maxim	{ 2 Reflectorized P. U. signs and 2 reflec- torized advance signs.
Haystack Road, West of Maxim	{ 2 Reflectorized P. U. signs and 2 reflec- torized advance signs installed.
Main Avenue, Vineland	1 Reflectorized P. U. sign.
Barnegat Branch, West Bay Street, Barnegat	1 Additional P. U. sign.
Seashore Branch, Church Street, Belford	2 Back to Back flashers.

The New York and Long Branch Railroad Company

Gelhaus Road, Cliffwood	2 Reflectorized advance signs installed.
Chestnut Street, Red Bank	{ Electrically operated short arm crossing gates with flashing lights and bell con- trolled manually from Red Bank Sig- nal Tower. This includes Chestnut Street of Southern Division C. R. R. of New Jersey.

TABLE 15—Continued
 ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE
 GRADE CROSSINGS IN 1957

Central Avenue, Spring Lake	{ 2 Reflectorized P. U. and 2 reflectorized advance signs.
Broadway, Point Pleasant Beach	Automatic gates and bell.
Arnold Avenue, Point Pleasant Beach	Automatic gates and bell.
Forman Avenue, Point Pleasant Beach	Automatic gates and bell.
Atlantic Avenue, Point Pleasant Beach	Automatic gates and bell.
New Jersey Avenue, Point Pleasant Beach	Automatic gates and bell.
Washington Avenue, Point Pleasant Beach	Automatic gates and bell.
Ocean House Road, Point Pleasant Beach	Automatic gates and bell.

The Delaware, Lackawanna and Western Railroad Company

Orchard Street, Dover	{ Automatic gates and bell with superimposed manual control.
South Morris Street, Dover	{ Automatic gates and bell with superimposed manual control.
Snyder Avenue, Berkeley Heights	{ Lunar flashing white light added to flashing light type signals.
Berkshire Valley Road, Kenvil	{ New crossing for Universal Conorets Pipe Co. protected by manually operated flashing lights and bell.

Erie Railroad Company

Main Line, Fifth Avenue, Paterson	{ Automatic gates and bells. 8 reflectorized signs.
Northern R. R. Forest Avenue, Englewood	{ 2 flashing lights with back lights. 6 reflectorized signs.
Northern R. R. Englewood Avenue, Englewood	{ 2 flashing lights with back lights and bell. 6 reflectorized signs.
Northern R. R. Palisade Avenue, Englewood	{ Automatic gates and bells. 4 reflectorized signs.
New Jersey & New York R. R., Madison Avenue, Park Ridge	{ 2 P. U. signs with reflectorized aluminum. 1 automatic bell.

TABLE 15—Continued
 ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE
 GRADE CROSSINGS IN 1957

The Lehigh and Hudson River Railway Company

Rutherford Farm Private Crossing at
 Allamuchy { 1 Set of flashing lights installed on
 south side of track.

Lehigh Valley Railroad Company

Chapel Avenue, Jersey City, Natl. Docks
 Br. Automatic flashers.
 Chapel Avenue, Jersey City, Connecting
 track Caven Point Br. to Natl. Docks
 Br. Acct. New Jersey Turnpike Automatic flashers.
 Linden Avenue, Jersey City, Caven
 Point Br. Acct. New Jersey Turnpike Automatic flashers.
 Calco. Chemical Co., Bound Brook,
 Private Crossing Special automatic warning signals.
 Bristol-Myers Co., Hillside, Private
 Crossing Automatic gates.

New York, Susquebanna and Western Railroad Company

12th Avenue, Paterson Automatic gates, signs and bell.
 Governor Street, Paterson Automatic gates, signs and bell.
 Van Winkle Avenue, Hawthorne Flashing lights, signs and bell.
 Central Avenue, Hawthorne Flashing lights, signs and bell.
 Moore Street, Hackensack Automatic gates, signs and bell.
 Main Street, Hackensack Automatic gates, signs and bell.
 East 31st Street and 20th Avenue,
 Paterson Automatic gates, signs and bell.
 Between Route 17 and Market Street,
 Lodi Private Crossing on Lodi Branch.

The Pennsylvania Railroad Company

South Trenton Branch

Perry Street, Trenton, West of Bel.-
 Del. Junction { Automatic flashing lights and bell.
 Replaced full time watchman.
 E. State Street, Trenton, West of
 Bel.-Del. Junction { Automatic flashing lights and bell.
 Replaced full time watchman.

TABLE 15—Continued
 ADDITIONAL PROTECTIVE DEVICES INSTALLED AT PUBLIC AND PRIVATE
 GRADE CROSSINGS IN 1957

Belvidere-Delaware Branch

Byram Road, Byram	1 Reflectorized Cross Buck added.
Grant Street, Washington Crossing	{ Automatic flashers and warning bell added.
Bridge Street, Washington Crossing	{ Automatic flashers and warning bell added.
Main Street, Milford	{ Warning bell added, replacing part time watchman.

Freehold Branch

Eddingers Road, E. of Freehold	{ Standard Cross Bucks replaced with reflectorized.
Howell Road, E. of Freehold	{ Standard Cross Bucks replaced with reflectorized.
Fairfield Road, W. of Farmingdale	{ Standard Cross Bucks replaced with reflectorized.
Yellow Brook Road, W. of Farmingdale	{ Standard Cross Bucks replaced with reflectorized.
Glendale Road, E. of Farmingdale	{ Standard Cross Bucks replaced with reflectorized.

Pennsylvania-Reading Seashore Lines

Elmer Street, (Millville Br.) Vineland	{ Added 1 one way flasher and 1 changed by adding back lights.
Mays Landing Road, Folsom	{ Automatic crossing bell added. Flashers relocated to conform to single-track operation.
North Main Street, Richland	{ Automatic crossing bell added. Back light added to each side.
Harding Highway, Richland	{ Flashers on south side moved in to conform to single track operation.
South Main Street, Richland	{ Automatic crossing bell added. Back lights added to each side.
Cumberland Avenue, Milmay	{ Automatic crossing bell added. Back lights added to each side.
Miller Avenue, Dorothy	{ Automatic crossing bell added. Back light added to south side.
Eleventh Street, Dorothy	Automatic crossing bell added.
Spruce Street, Risley	{ Automatic crossing bell added. Back lights added to each side.

Trenton-Princeton Traction Company

Spruce Street, Prospect Heights	Cross Bucks replaced rectangular signs.
Eggerts Road, Lawrence Township	Cross Bucks replaced rectangular signs.
Denows Road, Lawrenceville	Cross Bucks replaced rectangular signs.
Pennington Road, Lawrence Township	Cross Bucks replaced rectangular signs.
Green Avenue, Lawrenceville	Cross Bucks replaced rectangular signs.
Titus Avenue, Lawrenceville	Cross Bucks replaced rectangular signs.
Graves Lane, Lawrenceville	Cross Bucks replaced rectangular signs.
Phillips Avenue, Lawrenceville	Cross Bucks replaced rectangular signs.
Gordon Avenue, Lawrenceville	Cross Bucks replaced rectangular signs.

TABLE 16
 CHANGES IN SIGNALS AND TRACKS
 PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1957 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>
D. L. & W. R. R. Lake Hopatcong to Pennsylvania state line	8/12/57	Change signals and interlockings in connection with removal of one of the two main tracks on the New Jersey cut-off.	After hearing in Dkt. No. 10268, the Board permitted removal of the track on 10/30/57.	Approved 11/8/57.
D. L. & W. R. R. Milepost 16 to milepost 28 on Boonton branch	7/15/57	Change signals and interlockings in connection with removal of portions of one of the two main tracks between milepost 16 at Paterson and milepost 28 at Boonton.	After hearing in Dkt. No. 10256, the Board permitted removal of the track on 10/30/57.	Approved 11/14/57.
97 D. L. & W. R. R. Orange interlocking	6/3/57	Discontinue interlocking system at Orange on the Morristown line.	Offered no objection.	Approved 7/30/57.
Erie R. R. Jersey City terminal	7/11/57	Modify signals and interlockings in connection with reduction of Erie main line from 4 tracks to 1 track at Jersey City terminal and removal of all but 4 terminal tracks in the passenger station.	Offered no objection.	Approved 9/23/57.
New York Central R. R. Willow Ave., Hoboken interlocking	6/20/57	Discontinue interlocking system at Willow Ave., Hoboken.	Offered no objection.	Approved 8/9/57.
Reading Company Trenton	8/23/57	Proposed abandonment of part of the Trenton branch at Warren St. passenger station, Trenton. The tracks are no longer needed since passenger service ceased on April 15, 1954.	On 10/25/57, offered no objections.	Pending.

TABLE 17

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1957

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Central R. R. of N. J.	9734	East 22nd St., Bayonne	From Non-Ag. pass. and Ag. Frt. to Non-Ag. pass. and frt. and to substitute a shelter for the station building. Agent at West 8th St. to serve all Bayonne freight stations.	Approved
Central R. R. of N. J.	9739	Clinton Ave. station, Plainfield	Substitute a shelter for the station building.	Approved
Central R. R. of N. J.	10292	East 45th Street, Bayonne	Substitute a shelter shed for the station building.	Approved
Central R. R. of N. J.	10305	Freehold	Abandon passenger station building and sell the building and the land on which it is located.	Approved
Central R. R. of N. J.	10295	Van Nostrand Place, Jersey City	Substitute a shelter shed for the station building.	Approved
Central R. R. of N. J.	10394	Union Beach	Substitute a shelter shed for the station building.	Approved
D. L. & W. R. R.	10418	Lake Hopatcong	Ag. to Non-Ag.; discontinue all freight service; remove passenger station building.	Pending
D. L. & W. R. R.	10414	Lyndhurst	Ag. to Non-Ag.	Pending
D. L. & W. R. R.	9894	Millburn	Abandon Millburn frt. station and convey it and adjacent land to the Township of Millburn.	Approved
D. L. & W. R. R.	10481	Mount Tabor	Discontinue stopping passenger trains and remove the station building.	Pending

TABLE 17—Continued

DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1957

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
D. L. & W. R. R.	10417	Mountain Lakes	Ag. to Non-Ag.	Pending
D. L. & W. R. R.	10426	Mountain View	Ag. to Non-Ag.; discontinue all frt. service except outbound carload shipments, prepaid inbound carload shipments and less-than-carload freight handled in pickup and delivery service.	Pending
D. L. & W. R. R.	10415	Passaic	Ag. pass. to Non-Ag. pass.; remove station building on westbound side.	Pending
D. L. & W. R. R.	10416	Towaco	Ag. to Non-Ag.; discontinue all services except outbound carload frt.; prepaid inbound carload frt. and less-than-carload frt. in pickup and delivery; remove station building on west side of the railroad.	Pending
Erie	9697	Glen Ridge	Ag. pass. to Non-Ag. pass.	Denied
Erie	9706	Glen Rock	Ag. pass. to Non-Ag. pass.	Denied
N. J. & N. Y. R. R.	9710	Woodcliff Lake	Remove station building at this non-agency station.	Adjourned without date to allow negotiation with the municipality.
N. Y. & L. B. R. R.	10437	Mansquan; Spring Lake; Bradley Beach; Little Silver.	Curtailement of agency service at these stations.	Pending
N. Y. S. & W. R. R.	10249	Sparta	Abandon and retire station building at this non-agency frt. station.	Approved

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TABLE 17—Continued
DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1957

<i>Railroad</i>	<i>Docket No.</i>	<i>Station</i>	<i>Proposed Change</i>	<i>Disposition</i>
Pennsylvania R. R.	10221	Alling St., Newark	Abandon Non-Ag. frt. station.	Approved
Pennsylvania R. R.	10387	Stockton	Ag. to Non-Ag.; change from Ag. passenger, baggage and freight to Non-Ag. pass. and freight.	Pending
Pennsylvania R. R.	10324	Freehold	Construction of a new frt. station at a new location; sale of the existing frt. station.	Approved
Pennsylvania R. R.	9891	Menlo Park	Abandon Non-Ag. passenger station.	Pending
Pennsylvania R. R.	9893	South Elizabeth	Abandon Non-Ag. passenger station.	Pending
Pa.-Rdg. Seashore Lines	10210	Sea Isle City	Ag. to Non-Ag.; discontinue station facilities.	Pending
Pa.-Rdg. Seashore Lines	10099	Millville	Relocate pass. and frt. station facilities.	Approved
Reading Company	10378	Ewing	Abandon Non-Ag. frt. station.	Pending

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TABLE 18

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, IN 1957

<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>
Atlantic City Electric Company: 4½% First Mortgage Bonds, due 1987	9719	10,000,000	.....	.....	Payment of Short-term Notes, Plant Additions.
City Gas Company of New Jersey: 5½% Non-Voting Cumulative Preferred Stock, \$25 Par Value	9991	.....	70,000	.....	Payment of Short-term Notes, and Associated Company Advances.
City Gas Company of Phillipsburg, N. J.: 5½% Non-Voting Cumulative Preferred Stock, \$25 Par Value	10196	.....	75,000	.....	Payment of Short-term Notes, Associated Company Advances, Plant Additions.
101 5% Sinking Fund Notes, due 1976	10196	.....	.....	150,000	Same
Commonwealth Water Company: 4½% First Mortgage Bonds, Series E, due 1981	9682	1,800,000	.....	.....	Payment of Short-term Notes.
Common Stock, \$25 Par Value	9682	.....	1,328,125 par value; 1,700,000 selling price	.....	Same
DeCamp Bus Lines: 5½% Conditional Sale Contract, due by Monthly Installments, by 1962	9914	.....	.....	354,000	Toward Purchase of 13 New Buses
6% Promissory Note, due by Monthly Installments by 1959, and Chattel Mortgage	9914	.....	.....	60,000	Toward Down Payment on Above-Described Purchase.
Delaware River Water Company: 5¾% First Mortgage Bonds, Series B, due 1982	10310	310,000	.....	.....	Payment of Short-term Notes, Plant Additions.

TABLE 18—Continued
 PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, IN 1957

<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: Series of 90-Day Unsecured Promissory Notes, Under a Credit Agreement, at Prime interest Rates, all to Mature by September 15, 1958; Maximum at any time, \$5,000,000				5,000,000	Purchase of Securities of Out-of-State Subsidiary to Finance Completion of Common Benefit Facilities. Additions to Hackensack Water Company's own Plant.
Hamilton Square Water Company: Common Stock, \$50 Par Value	9709	.....	200,000	.....	Payment of Short-term Notes, Acquisition of Land, Plant Additions.
102 Jersey Central Power & Light Company: Common Stock, \$10 Par Value	9986	.....	7,000,000	.....	Payment of Short-Term Notes, Plant Additions.
5% First Mortgage Bonds, due 1987 ...	10095	15,000,000	.....	.....	Payment of Short-Term Notes, Plant Additions.
Laurel Springs Water Works Company: 5¾% First Mortgage Bonds, Series C, due 1982	10437	400,000	.....	.....	Payment of Short-Term Notes, Parent Company Advances, Plant Additions.
Manhattan Transit Company: 3-6% Conditional Sale Contracts, due by Monthly Installments, by 1962 ...	9962	.....	.....	101,028	Toward Purchase of 3 New Buses.
5-6½% Conditional Sale Contracts, due by Monthly Installments by 1962	10366	.....	.....	116,753	Toward Purchase of 5 New Buses.
New Jersey Bell Telephone Company: 4⅞% Debentures, due 1993	10161	30,000,000	.....	.....	Payment of Parent Company Advances, Plant Additions.

TABLE 18—Continued
 PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, IN 1957

<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>
Common Stock, \$100 Par Value	10161	.....	90,000,000	.....	Payment of Parent Company Advances, Plant Additions.
New Jersey Natural Gas Company: Common Stock, \$10 Par Value	10081	.....	92,820 par value; 225,088 selling price	.....	Plant Additions and Improvements.
New Jersey Telephone Company: Common Stock, \$25 Par Value	10313	.....	550,000	.....	Payment of Parent Company Advances.
Orange and Rockland Electric Company of New Jersey: 4½% First Mortgage Bonds, due 1976	9874	300,000	.....	.....	Payment of Short-Term Notes.
Pennsgrove Water Supply Company: Unsecured Promissory Notes, aggregate to \$100,000 to December 31, 1957	9778	.....	.....	100,000	Payment of Short Term Notes, Plant Additions.
People's Water Company: 4⅞% First Mortgage Bonds, Series A, due 1982	10190	300,000	.....	.....	Plant Additions.
Public Service Electric and Gas Company: 4⅞% Debenture Bonds due 1977—% Cumulative Preferred Stock, \$100 Par Value	9890 10036	50,000,000 .....	..... 25,000,000 par value	..... .....	Plant Additions. Plant Additions.
(Offer for sale by negotiation authorized. Sale not yet consummated by close of year. Extension of time granted to March 31, 1958) 4⅞% First and Refunding Mortgage Bonds, due 1987	10206	60,000,000	Payment of Short-Term Notes, Plant Additions.

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TABLE 18—Continued

PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, IN 1957

Name of Company and Description of Securities	Docket Number	Bonds Principal Amount Dollars	Stock Dollars	Notes, etc. Dollars	Purpose of Issue
The Riverton and Palmyra Water Company: 5¾% First Mortgage Bonds, Series B, due 1982	10299	225,000	.....	.....	Payment of Short-Term Notes, Plant Additions.
South Jersey Gas Company: Common Stock, \$5 Par Value	9666	.....	83,500 par value; 428,355 selling price	.....	Plant Additions and Improvements.
5% Sinking Fund Debentures, due 1982....	10066	4,000,000	.....	.....	Payment of Short-Term Notes, Plant Additions.
Trenton Transit: 5% Promissory Note, due by Monthly Installments by 1962, and Conditional Sale Contract	10430	.....	206,765	.....	Toward Purchase of 9 New Buses.
Warwick Valley Telephone Company: 5¼% First Mortgage Bonds, Series B, due 1982	10031	300,000	.....	.....	Payment of Short-Term Notes, Plant Additions.
Westwood Transportation Lines, Inc.: 3-6% Conditional Sale Contracts, due by Monthly Installments, by 1962	9971	.....	101,028	.....	Toward Purchase of 3 New Buses.
5-6½% Conditional Sale Contracts, due by Monthly Installments, by 1962	10367	116,753	Toward Purchase of 5 New Buses.

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