

*State Auditor Copy*  
**ANNUAL REPORT 1958**

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*Board of Public Utility Commissioners  
State of New Jersey*

EDWARD J. HART, *President*

D. LANE POWERS, *Commissioner*

RALPH L. FUSCO, *Commissioner*

RICHARD F. GREEN, *Secretary*



STATE OF NEW JERSEY

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FORTY-NINTH ANNUAL REPORT

of the

BOARD OF PUBLIC UTILITY COMMISSIONERS

to

HON. ROBERT B. MEYNER

Governor

FOR THE YEAR 1958

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Trenton, New Jersey

STATE OF NEW JERSEY

BOARD OF PUBLIC UTILITY COMMISSIONERS

DEPARTMENT OF PUBLIC UTILITIES

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Edward J. Hart, President

D. Lane Powers, Commissioner

Ralph L. Fusco, Commissioner

Richard F. Green, Secretary

Richard A. Roberto, Assistant Secretary



BOARD OF PUBLIC UTILITY COMMISSIONERS



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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, 1959.

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-ninth Annual Report of the Board of Public Utility Commissioners for the year 1958.

Respectfully submitted,

(Signed) 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 1958, the jurisdiction of the Board extended to 861 public utilities serving customers in this State. Of these, 648 were owned by private corporations or individuals, and 213 were municipally owned and operated. The classification of these public utilities is as follows:

	<u>Private</u>	<u>Municipal</u>
Electric <sup>1/</sup>	6	10
Gas <sup>1/</sup>	8	-
Telephone	9	-
Water	140	203
Sewer	32	-
Railroad	37	-
Express	1	-
Autobus	414	-
Telegraph	<u>1</u>	<u>-</u>
Total	<u>648</u>	<u>213</u>

The 414 autobus enterprises operated 4,346 autobuses on 496 approved routes. In addition to the foregoing, there were also 147 enterprises whose 980 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 which furnish electric or gas service to customers outside their municipal areas are subject to the Board's jurisdiction as to rates and service.<sup>2/</sup>

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1/ Includes one combination electric and gas company.

2/ Under provisions of R.S. 40:62-85.1 the Board has been invested with jurisdiction over the rates charged by the City of Trenton in supplying water service beyond its municipal limits. Under R.S. 40:62-49(f) as interpreted by our Supreme Court in Woodside Homes, Inc. v. Morristown 26 N.J. 529, this Board appears to have jurisdiction over outside-of-municipal limit extensions of service made by municipal water systems which are supplying other municipalities as a result of acquisition of the facilities of a private water company.

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

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 12 nonoperating railroads, and to certain other public utility undertakings such as pipe lines and 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 numerous problems involved in the regulation of public utility enterprises, in accordance with the statutes of New Jersey. These activities cover such matters as rates charged for service, the quality and adequacy of service, safety and adequacy of facilities, and the issuance of securities. In the discharge of its regulatory duties, the Board maintains a 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 or tariffs 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 changes for utility services other than those provided in the tariffs accepted by the Board for filing, are not lawful.

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

#### RATE ACTIVITIES

All proposals by utility companies to increase rates or fares, or otherwise increase charges to customers, are made the subject of public hearings in order to afford an opportunity for the various interested parties to be heard. The Board's policy in rate cases is that the utility must comply with the statutory requirement 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."<sup>1/</sup>

During 1958, the Board determined 459 petitions 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 18 instances, to allow a lesser increase than applied for in 20 instances and to allow, in full, the increases as applied for in 36 instances. Twenty-three petitions resulted either in no rate changes or in rate reductions to customers. One formal complaint relating to rates was dismissed. The Board dismissed 361 petitions for increased rates under R.S. 48:2-21, after these matters were disposed of in accordance with the negotiation statute R.S. 48:2-21.1. Some of these cases are discussed in subsequent chapters of this report.

Voluntary rate reductions for telephone service accompanying enlargements of exchange rate areas made by New Jersey Bell Telephone Company during 1958, and accepted by the Board, have resulted in estimated annual savings to customers aggregating \$38,691.

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<sup>1/</sup> Public Service Coordinated Transport v. State, 5 N.J. 225.



## 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 percent 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 1958, the Attorney General designated 26 State Rate Counsel who participated in 78 utility rate cases before the Board.

## 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 decision.

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

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

## 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 a petition, and parties opposing the petition 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 petitioner and the objectors.

#### FORMAL PROCEDURE

Each petition to the Board is examined when received and the petitioner may be required to correct any deficiencies in form or content before the petition is processed by the staff.

Ordinarily, petitions 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 petition 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. Formal cases initiated by the Board are generally based on staff investigation and report.

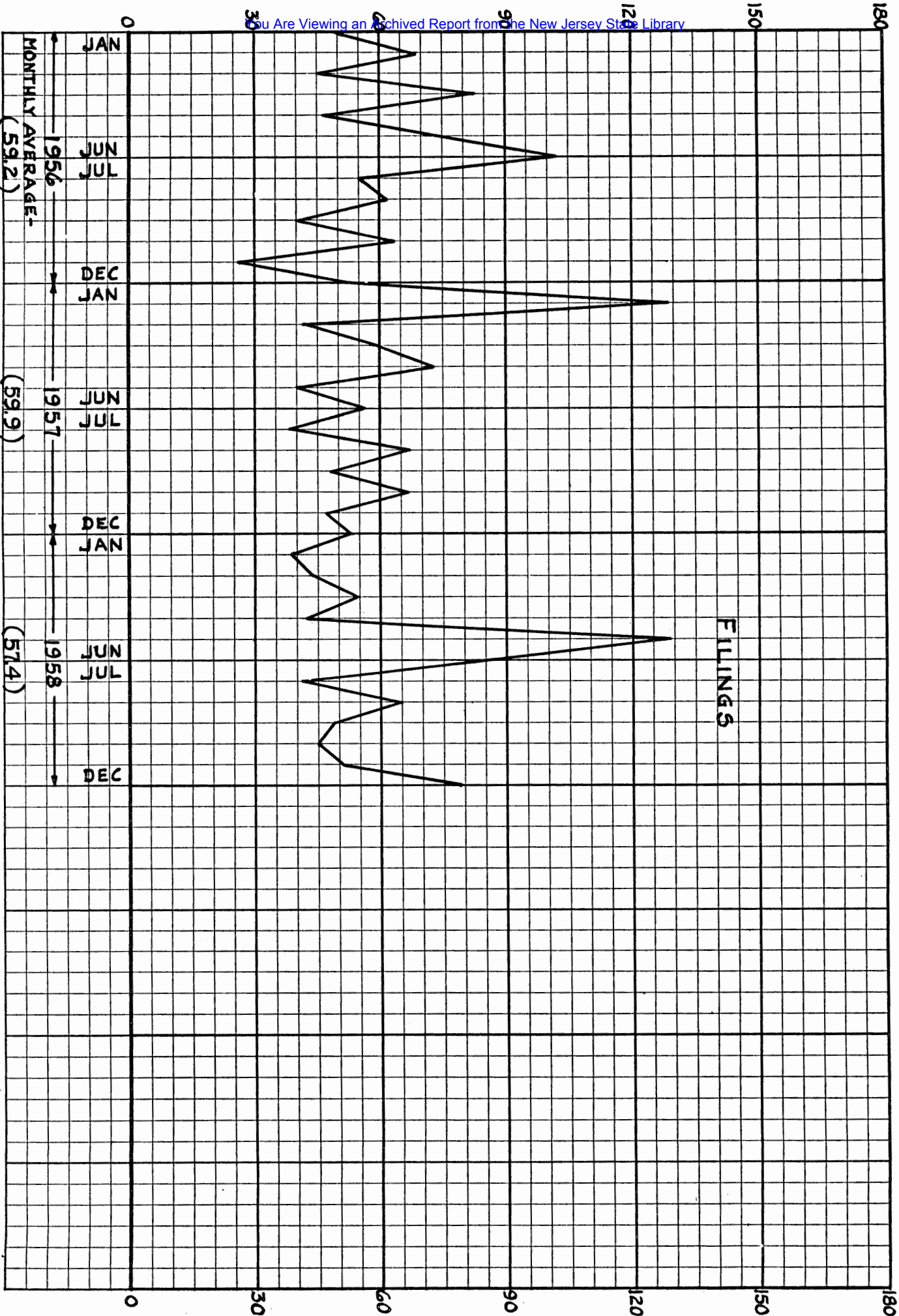
After the Board's order or decision is issued, field inspections may be necessary to determine compliance with the order or decision. In such cases, appropriate reports to the Board are prepared and submitted by the staff.

The amount of both staff and Board work required in individual proceedings varies widely. A petition 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. The staff also devotes considerable time to conferences with parties concerning current policies and practices of the Board as to particular types of petitions.

#### COMPARISON OF FORMAL PROCEDURE ACTIVITY WITH PRIOR YEARS

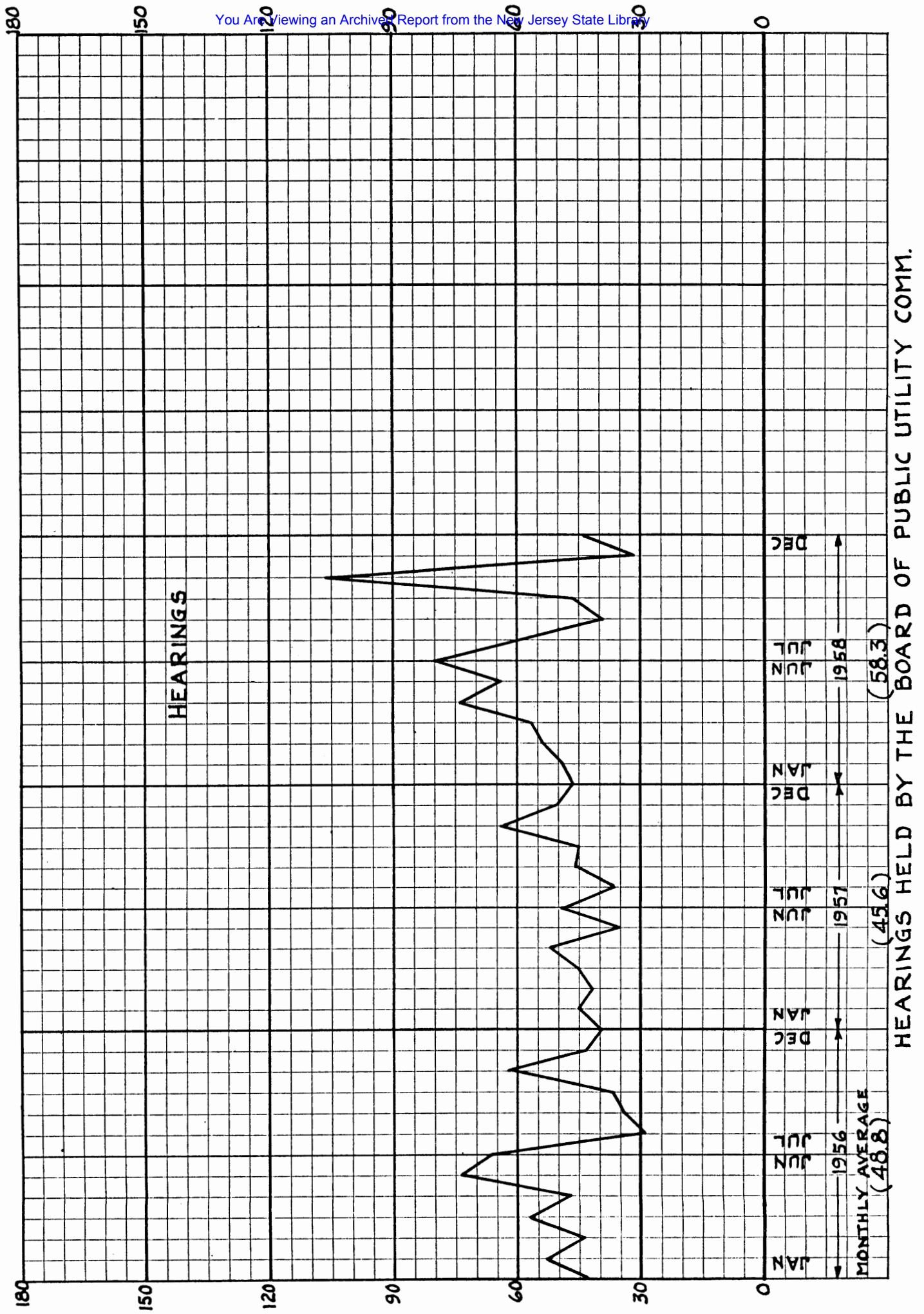
There follow three charts which reflect the level and trend for the years 1956 to 1958 inclusive, of the number of formal filings, hearings held and decisions issued. These charts show no material change in the number of formal filings received. There was, however, a significant increase in the number of hearings held and a sharp increase in the decisions issued this year as a result of accelerated activity in disposing of matters carried over from prior years.

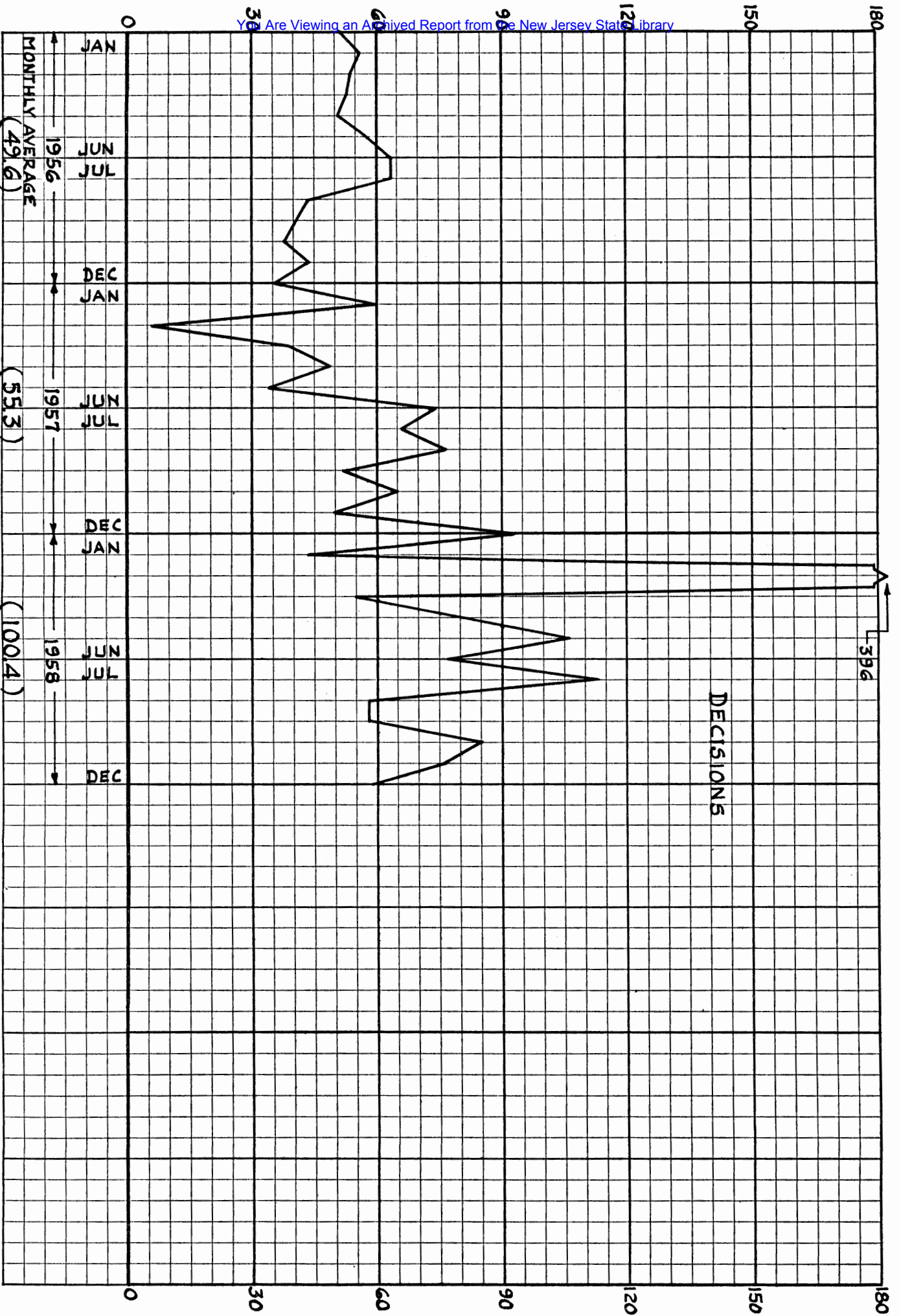
FILINGS



PROCEEDINGS FILED FOR DETERMINATION BY THE BOARD OF PUBLIC UTILITY COMM.









CLASSIFICATION OF BOARD'S DECISIONS AND ORDERS

The Board issued 1,289 decisions and orders in formal cases during 1958. This includes Board actions on petitions and proceedings carried over from previous years.

The decisions and orders in cases decided during 1958 have been classified according to type of proceeding and tabulated. This tabulation appears on the next page.

FORMAL MATTERS DISPOSED OF BY THE BOARD IN 1958

<u>TYPE OF UTILITY</u>	<u>Rates or Fares</u>	<u>Financial Transac- tions</u>	<u>Municipal Consents</u>	<u>Service Matters</u>	<u>Utility Facilities</u>	<u>Railroad Highway Gr. Xg.</u>	<u>Miscel- laneous</u>	<u>Total</u>
Electric and Gas Combined		6						6
Electric	4	64	1	3	41	1	5	119
Gas	10	11		1			1	23
Telephone	3	8	4		7		2	24
Water	33	43	12		2		10	100
Railroad	15	174		113	3	47	15	367
Motor Carriers	457	61	83	2			2	605
Sewerage	4	13	12				1	30
Telegraph	2							2
Pipelines					5			5
General Misc.							8	8
Totals	528	380	112	119	58	48	44	1289

## REVISION OF BOARD'S RULES, PROCEDURES AND ADMINISTRATIVE ORDERS

The Board has been operating under Rules of Practice promulgated shortly after the Board was created in 1911 as amended and supplemented by Conference Rulings and Orders adopted from time to time.

For some time the Board, the industry, and members of the bar practicing before the Board have alike appreciated that there was need for a revision and codification of its manifold rules and conference rulings and orders pertaining to practice and procedure, as well as conference rulings and orders pertaining to other matters.

Under authority vested in it by R.S. 48:2-12 the Board undertook such a revision and codification. A tentative draft of rules to govern practice and procedure before this Board was prepared.

There was also prepared, as a separate part of this draft, a section headed "Suggested Forms and Procedures", as well as a separate part which contained under the heading "Administrative Orders", a revision of conference rulings and orders which relate to matters other than practice and procedure.

The draft aforementioned was submitted for comment and criticism to members of our courts, the Attorney General, Bar Associations, members of the Bar who practice before the Board, Deans of law schools in this area, and members of the industry. This tentative draft elicited many constructive suggestions.

The Board thereafter, namely on July 28, 1958, held a public hearing on this matter. Over one thousand individual notices of this hearing were mailed to various parties including the persons previously alluded to and others who may have an interest in such matters. The notice of this hearing was also widely publicized in the press and ample and convenient opportunity was afforded anyone who might have an interest to examine a copy of the tentative draft.

As a result of this hearing the Board received numerous additional suggestions for changes in the tentative draft. The Board, after careful consideration of the suggestions and comments received, prepared and ordered the adoption of the revised Rules of Practice.

A second volume was prepared containing Suggested Forms and Procedures which the Board believed to be helpful to those who have occasion to appear or practice before it. It should be understood that this volume is merely in the nature of a suggestion and does not have the force of a Rule.

A third volume contains the Administrative Orders which are largely of a non-procedural nature.

A fourth volume which will contain Regulations for various types of utilities, has been distributed for comment and criticism and will be issued following further review after public hearing.

Arrangements were made for the printing of the Rules of Practice, as well as the volumes containing the Suggested Forms and Procedures and the Administrative Orders to make them available to those governed by them before they become effective on January 1, 1959.

During this year the Board also instituted activities having for their objective the revision of its Rules and Regulations applicable to various classes of utilities. Public hearings relating to such rules and regulations have not as yet been completed.

#### SERVICE ACTIVITIES

All inquiries and informal complaints relating to service supplied by railroad, street transportation, gas, electric, water, sewer, telephone and telegraph companies are referred to engineers or inspectors who are especially qualified by training and experience to deal with such matters. Although the utility is immediately called upon to answer a customer's complaint, it is frequently 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. If either the complainant or the company is dissatisfied with the results of the informal processing of a complaint, a petition may be filed with 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, 1,324 informal complaints affecting electric, gas water, telephone and sewer utilities were received and processed during 1958. 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 1958**  
(Nontransportation Utilities)

<u>Type of Utility</u>	<u>Service Extensions</u>	<u>Application of Rate Schedules</u>	<u>Billing and Commercial Practices</u>	<u>Meter Tests</u>	<u>Quality of Service</u>	<u>Misc.</u>	<u>Total</u>
Electric	41	42	195	9	98	39	424
Gas	11	7	173	28	24	5	248
Water	53	63	92	8	49	12	277
Telephone	20	60	240	-	34	7	361
Sewer	2	8	2	-	2	-	14
Total	127	180	702	45	207	63	1,324
% of Total	9.6	13.6	53.0	3.4	15.6	4.8	100.0

ANNUAL AND OTHER REPORTS

During the year 1958, the filing of annual reports, reflecting the results of operations for the year 1957, was required of all the various utilities which, at any time during 1957, were subject to the jurisdiction of the Board. A classification of the public utilities required to file such reports follows:

<u>Privately Owned</u>	<u>Number of Reports</u>
Electric	8
Gas	8
Water	135
Sewer	30
Telephone	9
Railroads	42
Autobus	424
Total Private Utilities	656
<u>Municipally Owned</u>	
Electric	10
Water	191
Total Municipal Utilities	201
Total Utilities	<u>857</u>



Annual reports on file at the Board's office are public records, open to public inspection. 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 Board also required the filing of quarterly reports by two electric, three gas, 19 water and 55 autobus utilities, and monthly reports by one telephone, three gas, three electric and two autobus utilities and one combination electric and gas utility with respect to their operations during 1958. 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 1958 included 2,113,720 electric meters, 1,514,981 gas meters and 436,658 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 1958, the Highway Department issued 17 orders for the removal and relocation of a variety of utility facilities. The Board examined and approved these orders.

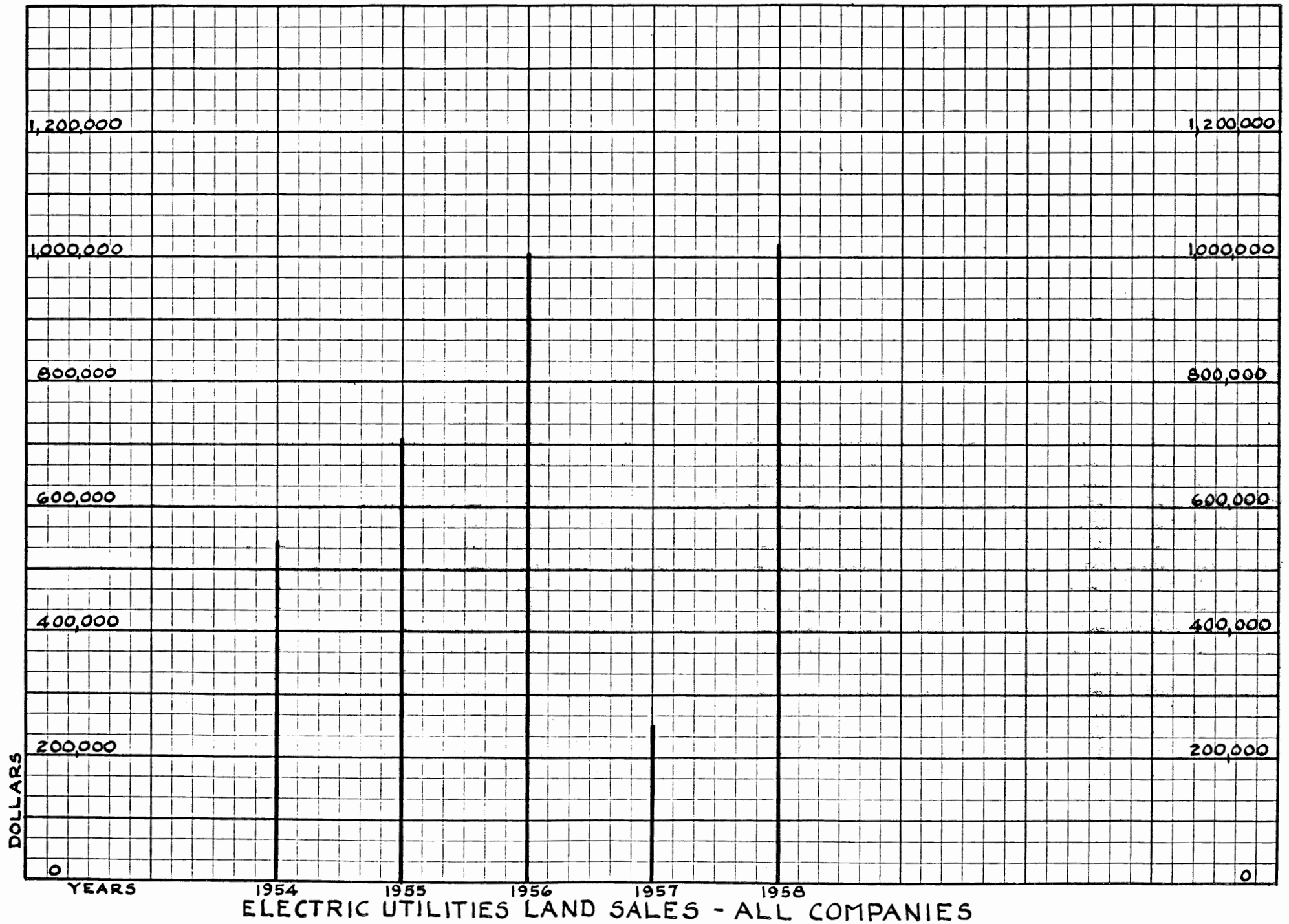
#### REARRANGEMENT OF UTILITY FACILITIES

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.

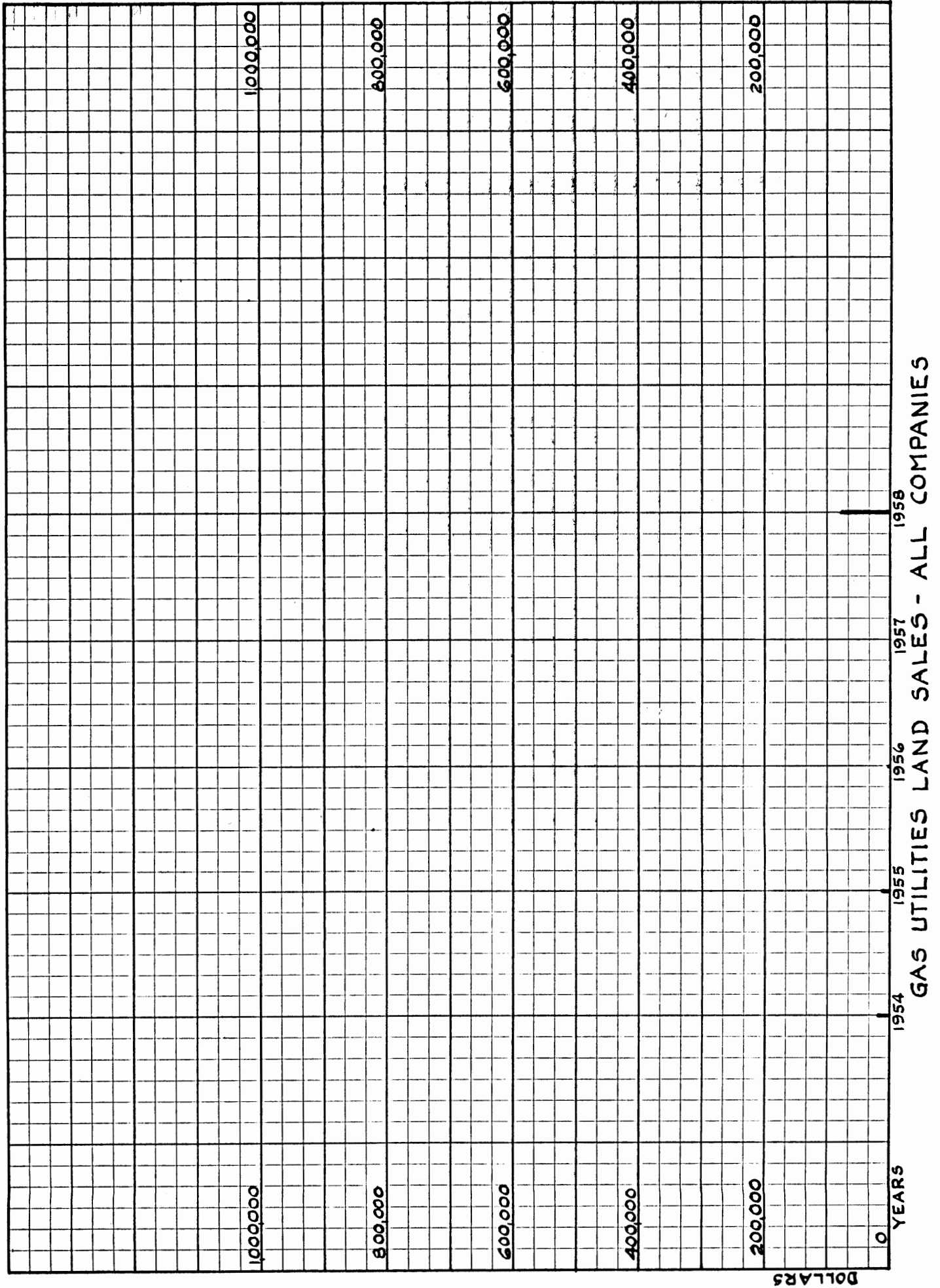
Pursuant to that directive, the Board in 1958 received 25 such notices. These notices concerned 77 rearrangements of the facilities of both privately owned and municipal utilities. The Board has no jurisdiction over the latter. The Board made appropriate inquiry of each privately owned utility as to 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.

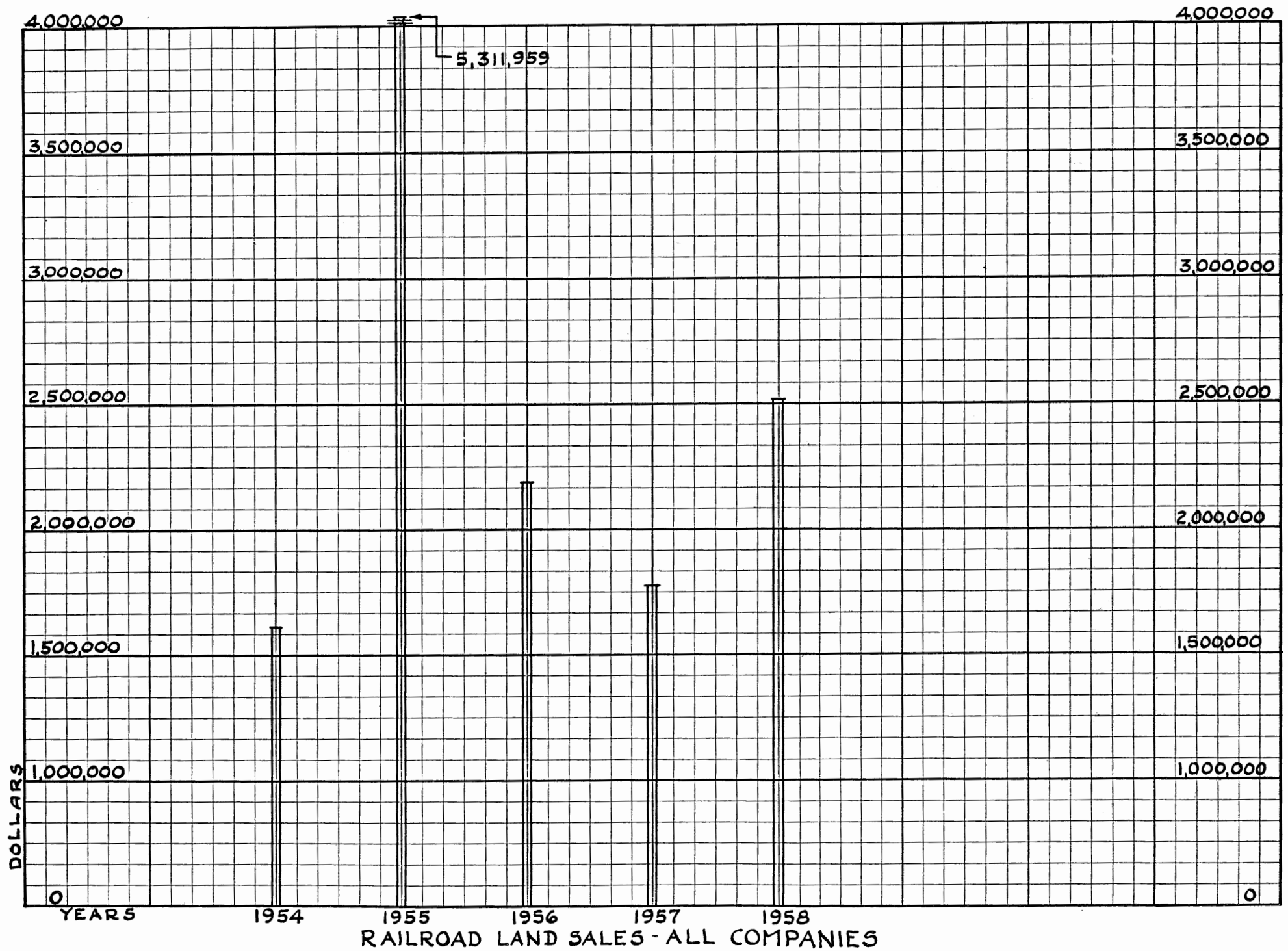
### SALES AND LEASES OF UTILITY PROPERTY

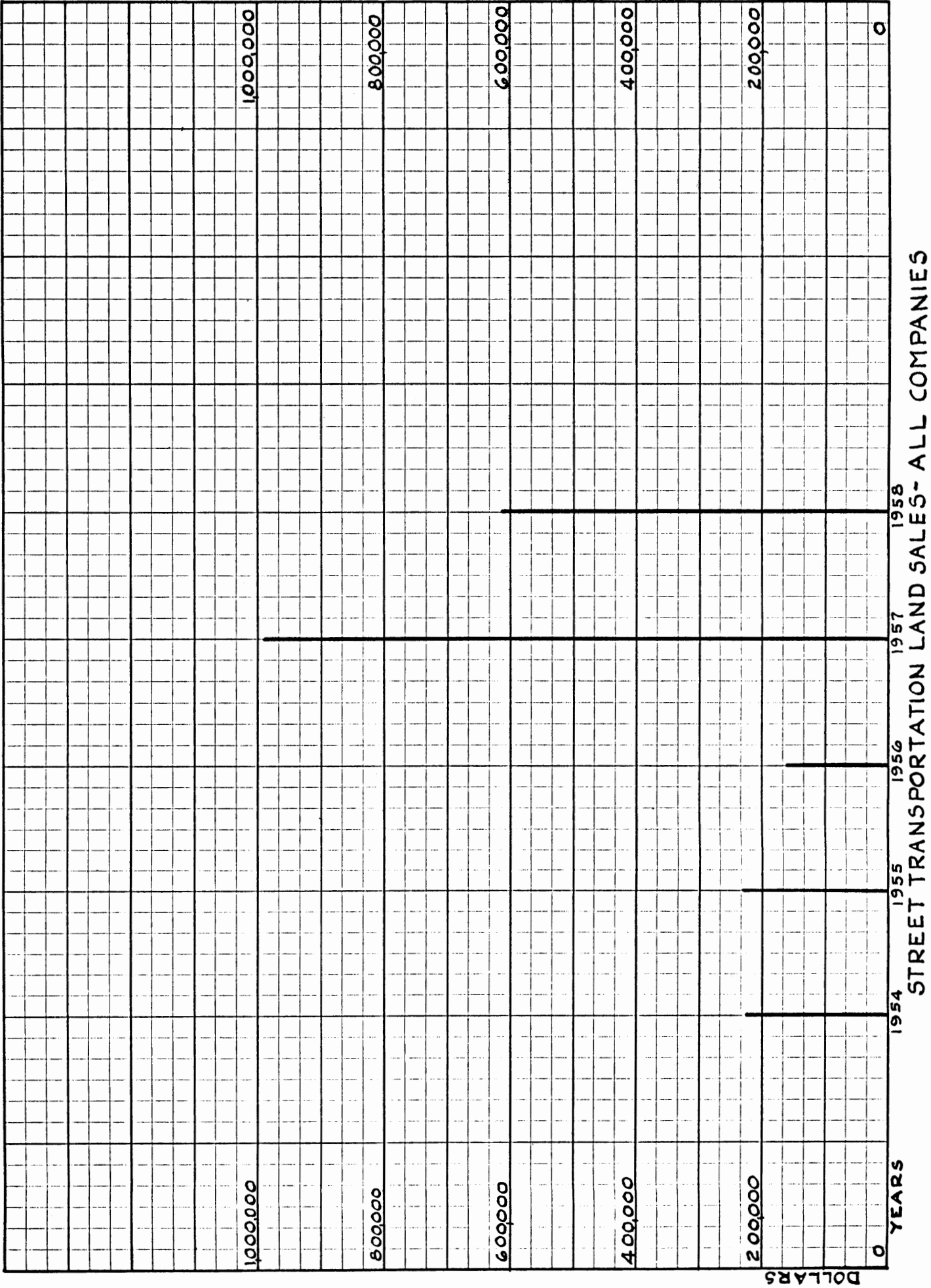
In accordance with the provisions of R.S. 48:3-7, sales and leases of property by public utilities are subject to the Board's approval. During the year the Board approved 203 petitions relating to such matters which involved an aggregate consideration of \$5,296,627. These transactions are referred to by classes of utilities in subsequent chapters of this report and involved to a large extent the sale of surplus land, that is, land no longer deemed used or useful for utility purposes. For the past five years such sales aggregated approximately \$21,025,057. Utility funds tied up in land not required for the rendering of utility services can be effectively used in helping to meet the cost of expansion and improvement programs and thus tends to reduce the amount of new capital which the utilities would otherwise be required to obtain. On succeeding pages there appear a group of charts showing the trend of transactions of this type for the past five years.





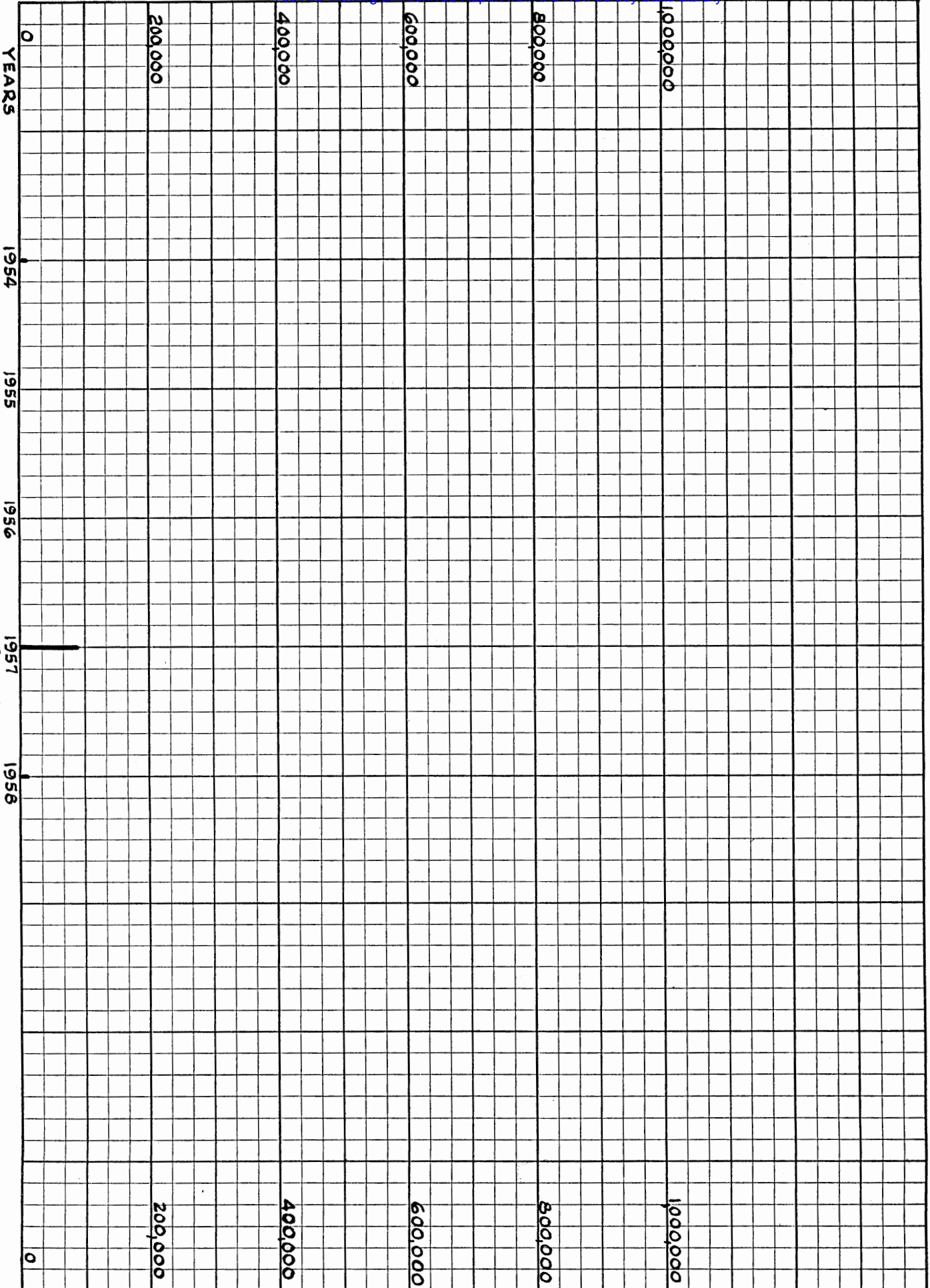








DOLLARS





## FRANCHISES AND MUNICIPAL ORDINANCES

Seventy-one petitions for approval of franchises and municipal ordinances were approved by the Board in 1958. These are classified as follows:

Electric Utilities	1
Telephone Utilities	4
Water Utilities	12
Sewer Utilities	8
Street Transportation Utilities	46

The petitions pertaining to Street Transportation Utilities include petitions relating to municipal consents for new routes, for changes or extensions of existing routes, as well as for approval of transfers of municipal consents. The breakdown between the various categories is 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

Pursuant to R.S. 48:2-53, the Board is required to charge certain fees for filing petitions, 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 years 1955 to 1958 inclusive:

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
For the fiscal year ending June 30, 1958 . . . . .	\$67,580.58



## PERSONNEL

The Board is composed of three Commissioners who are appointed by the Governor subject to confirmation by the State Senate. One of the Commissioners is designated as President of the Board by the Governor.

The Attorney General is under the law the Board's legal representative. He has assigned three deputy attorneys general 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 has a Secretary and an Assistant Secretary, who handle the routine business affairs of the Board and supervise its formal records. The Secretary's office is at Trenton, where the Board maintains an office of record with the necessary 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 petitions 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, processing of petitions for sale or lease of property and for exercise of the right of eminent domain, 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 petitions for approval of municipal consents and transfers thereof, of changes of routes, of discontinuance or suspension of service; regular inspections of autobus equipment and checks on adequacy of insurance coverage; conducting and analyzing 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;<sup>1/</sup> 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. There follows a classification of these activities under two headings:

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<sup>1/</sup> See "Interstate Commerce Commission Applications" in Chapter VIII.



Matters relating to railroad operation and service

Under this heading the activities include: annual inspection of track and way structures, including bridges; periodic inspection of all physical facilities, including rolling stock and locomotives; investigation of petitions 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.

Matters relating to elimination of grade crossings

Under this heading the activities include: investigation of physical and traffic conditions prevailing at railroad-highway crossings at grade which are under consideration for elimination, development of original plans and estimates of cost for a feasible elimination project, analysis of elimination plans and cost estimates proposed by others; processing of petitions for the elimination of grade crossings, participation in formal proceedings before the Board in relation to petitions 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 percent share of the cost, examination and verification of final "as built" plans, preparation of reports and drafts of documents as required by the Board, etc.

During this year construction was in progress for the elimination of the crossing at grade of Grove Avenue, Metuchen and the Main Line of the Pennsylvania Railroad. This and other activity of the Board in regard to elimination of grade crossings is reported in detail in the chapter on Railroads.

An important decision was rendered by our Supreme Court in 1958, relating to the responsibility of a railroad and the State with respect to the expense of reconstructing an existing bridge where the grade crossing had already been eliminated by reason of such existing bridge. The Court, after an exhaustive review of the history of applicable legislation, held that under the circumstances here involved the railroad must assume the entire cost and that the provisions of R.S. 48:12-26 respecting division of expenses between the State and the railroad for the elimination of grade crossings would not be applicable, Sayreville v. Pennsylvania Railroad Company, 26 N.J. 197 (1958).

## 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.

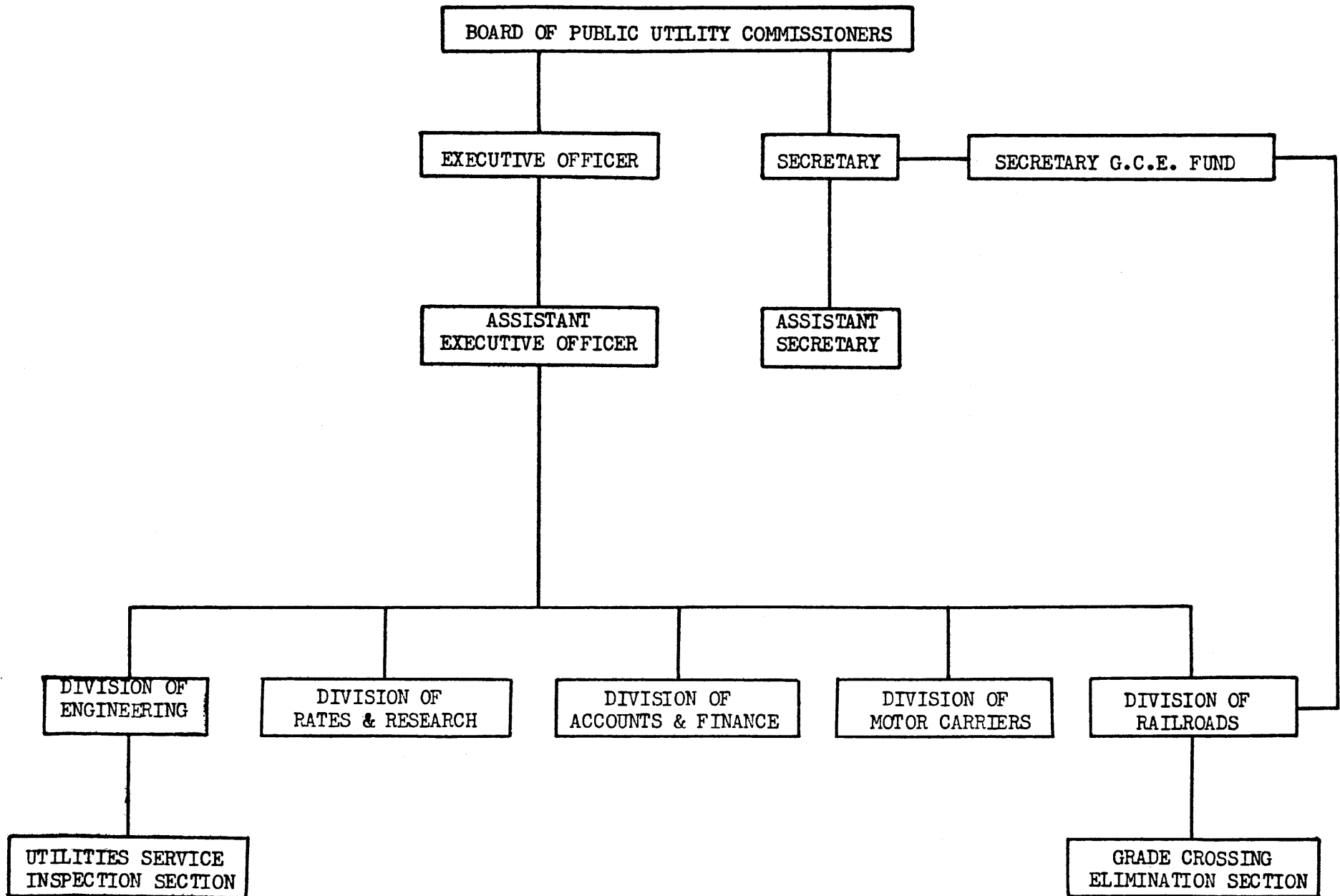
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Because of the handicap of certain shortages in personnel, which the Board has been actively attempting to overcome, the Board has not undertaken all of the tasks which it feels are desirable and necessary in the public interest. For the same reason, there have been unavoidable delays in disposing of some petitions before the Board. Nevertheless, it is believed that most of the essential requirements of our many duties and responsibilities have been fulfilled. In order to meet this standard, the staff has put in time represented by 630 man days of vacation leave that could not be taken.

One of our personnel problems continues to be 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 dealt with adequately.

In addition to the legal and administrative personnel, the staff at the end of the year was composed of an executive officer, 8 utility engineers, 13 utility accountants, 2 rate analysts, 3 structural engineers, 4 inspectors of utility service, 19 inspectors of autobus equipment and service, 9 inspectors of railroad operations and 40 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.



## CHAPTER II

### ELECTRIC UTILITIES

In 1958 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. A list of the electric utilities referred to above follows:

#### Private Electric Companies

Atlantic City Electric Company	Public Service Electric
Jersey Central Power & Light Company	and Gas Company
New Jersey Power & Light Company	
Orange & Rockland Electric	Rockland Electric Co.
Company of N. J.	

#### Rural Electric Cooperatives

Sussex Rural Electric Cooperative	Tri-County Rural Electric Co., Inc.
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#### Municipal Electric Departments

Butler Municipal Electric Light & Power Dept.	Pemberton Borough Electric Light Dept.
Lavellette Municipal Electric Dept.	Perth Amboy Municipal Electric Light Dept.
Madison Municipal Electric Dept.	Seaside Heights Borough Electric Dept.
Milltown Borough Municipal Elec- tric Dept.	South River Borough Board of Public Works
Park Ridge Borough Electric Light Dept.	City of Vineland Electric Dept.

#### RATE PROCEEDINGS

Borough of Milltown vs. Public Service Electric and Gas Company  
Docket No. 9555.

This matter involved a dispute relating to the right of Public Service Electric and Gas Company to impose upon the Borough certain charges, service limitations and deposit requirements as a condition precedent to the installation of additional facilities needed to supply the increasing service requirements of the Borough. Following extensive public hearings

and protracted efforts by the parties to resolve their differences, the Board, on April 2, 1958, ordered the Company to supply the additional service to the Borough without the requirement of a deposit.

Public Service Electric and Gas Company - Docket No. 10646.

On November 13, 1958, the company filed a supplement to its petition, as amended, in Docket No. 10646, relating to increased gas rates (as described in the chapter on Gas Utilities), to provide for an increase in electric rates. The company estimated that the proposed rates would produce \$21,400,000 in additional annual revenue. The Board, on November 26, 1958, suspended the proposed increased rates until March 15, 1959. The Board also directed the company to prepare direct testimony and exhibits in this matter to be served on the parties no later than February 6, 1959.

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**

<u>Year</u>	<u>All Electric Utilities (Cents)</u>
1922	5.12
1923	4.69
1924	4.74
1925	4.52
1926	4.50
1927	4.41
1928	4.35
1929	4.08
1930	4.09
1931	4.08
1932	4.13
1933	3.91
1934	3.82
1935	3.56
1936	3.33
1937	3.12
1938	3.23
1939	3.05
1940	2.86
1941	2.60
1942	2.44
1943	2.15
1944	2.15
1945	2.29
1946	2.43
1947	2.36
1948	2.44
1949	2.50
1950	2.41
1951	2.33
1952	2.30
1953	2.28
1954	2.30
1955	2.25
1956	2.25
1957	2.27
1958	2.26



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 1958. For 1958, 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

<u>All Companies</u>	<u>Revenues from Sales</u>	<u>Kilowatt Hours Sold (Thousands)</u>	<u>Average Price per Kilowatt Hour (Cents)</u>
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
1958	127,795,120	4,318,737	2.96



The changes from 1934 to 1958 in average annual 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

	<u>Average Kwhr per Customer</u>			<u>Average Cents per Kwhr</u>		
	<u>1934</u>	<u>1958</u>	<u>Increase</u>	<u>1934</u>	<u>1958</u>	<u>Decrease</u>
New Jersey Power & Light Company	582	3,436	2,854	6.7	2.7	4.0
Atlantic City Electric Company	490	3,305	2,815	6.6	2.8	3.8
Jersey Central Power & Light Company	551	3,162	2,611	7.4	3.0	4.4
Public Service Electric and Gas Company	511	2,197	1,686	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, 1958, 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)**

	<u>25 Kwhr</u>		<u>100 Kwhr</u>		<u>250 Kwhr</u>	
	<u>1932</u>	<u>1958</u>	<u>1932</u>	<u>1958</u>	<u>1932</u>	<u>1958</u>
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	9.80
Public Service Electric and Gas Company	2.20	1.42	5.60	3.61	10.10	7.11
Rockland Electric Company	2.75	1.80	7.48	5.05	13.48	9.70

This table shows that over the period from 1932 to 1958 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 interconnected to permit interchange of power. An agreement dated September 26, 1956, provided for the interchange of power between certain New Jersey electric utilities and several electric utilities in neighboring states. 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 1958, the Board's Engineering Division reviewed and processed 16 such applications. These applications, in most instances, were brought to hearing before the Board.

### ELECTRIC GENERATING FACILITIES

During 1958, the Board's Engineering Division reviewed its 1957 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.

Two hundred and seventeen thousand KW of new electric generating facilities went into service in New Jersey in 1958. Construction in progress pointed to increased generating capacity in New Jersey amounting to 580,000 KW in 1959 and 320,000 KW in 1960. Orders for new generators were placed in 1958 as follows: 320,000 KW for operation in 1961, 125,000 KW for operation in 1963 and 138,000 KW for operation in 1965.

### ELECTRIC METERS

The number of customers' electric meters in New Jersey at the end of 1958 was 2,113,720.

### SALES OF PROPERTY

In 1958 the Board approved the sale of \$1,279,455 of electric utility property in 36 proceedings. Included in this amount was \$917,000 realized from the sale of Tri-County Rural Electric Company, Inc., on December 23, 1958, to Jersey Central Power & Light Company in Docket No. 10954. This resulted in the dissolution of Tri-County Rural Electric Company, Inc., and reduced the number of rural electric cooperatives under the Board's jurisdiction from two to one.

### CHAPTER III

#### GAS UTILITIES

During 1958 the Board's jurisdiction extended to 8 privately-owned gas companies, one of which was the gas department of a combination company. A listing of the gas utilities referred to above follows:

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

#### RATE PROCEEDINGS

##### Public Service Electric and Gas Company - Docket No. 10646

On April 18, 1958, Public Service Electric and Gas Company filed schedules of increased rates for gas service, to become effective on May 18, 1958. It was estimated that the increased rates would produce additional annual revenues of approximately \$15,000,000. The Board suspended the proposed rates and set the matter for hearing. During the course of the hearings, State Rate Counsel made a motion which, in substance, proposed that the operating results of the electric department should be considered along with those of the gas department. The Board, in its decision and order on the motion, dated August 18, 1958, ordered the Company to amend its petition to include all pertinent data relating to the operation of its electric department.

On October 28, 1958, the Company filed a request asking that the Board negotiate with it, under R.S. 48:2-21.1, for an adjustment of the rates and charges for gas service. Hearing on the request for negotiation was held on November 19, 1958, and the matter was pending at the close of 1958.

During 1958 public hearings in this Docket were held on 26 days.

##### Warren County Gas Company - Docket No. 10328

As reported for 1957, this Company filed a petition for increased rates estimated to produce \$5,300 of additional annual revenue. The Board, after hearing, in its Decision of January 8, 1958, accepted the revised tariff of rates, and it went into effect on February 1, 1958.



### Public Service Electric and Gas Company - Purchased Gas Adjustment

On July 2, 1958, Public Service Electric and Gas Company submitted a plan to distribute \$50,300 to its customers, to reflect the effect of refunds received from suppliers on the operation of an adjustment clause in its tariff. The Board, by letter dated July 25, 1958, approved the proposal.

### DISTRIBUTION OF NATURAL GAS IN NEW JERSEY

Natural gas used in New Jersey is furnished through pipe lines owned by Texas Eastern Transmission Corporation, Transcontinental Gas Pipe Line Corporation, Algonquin Gas Transmission Company, Tennessee Gas Transmission Company, Penn Jersey Pipe Line Company and Texas Eastern-Penn Jersey Transmission Corporation.

Natural gas allocations to New Jersey gas utilities effective during 1958 totaled 600 million cubic feet per day. Consumption of natural gas during 1958 was approximately 104 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 1958, this Company supplied straight natural gas to about 332,000 of its 1,110,000 gas customers, and it plans to supply straight natural gas to an additional 120,000 customers in 1959.

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 1958 was 1,514,981.

### South Jersey Gas Company - Docket No. 10786

On September 11, 1958, the Board by Decision, after hearing, allowed South Jersey Gas Company to test customer's gas meters once every ten years instead of once every six years, as previously required by the Board, subject to a proviso which assures the customer a proper adjustment of his bills if the meter measuring his use of service is found to be registering fast beyond the allowable limits of accuracy.

### SALES OF PROPERTY

In 1958, the Board approved the sale of \$67,500 of gas utility property in 2 proceedings.



## CHAPTER IV

### TELEPHONE AND TELEGRAPH UTILITIES

In 1958 nine privately-owned telephone companies and one privately-owned telegraph company were under the Board's jurisdiction. A listing of these telephone and telegraph companies follows:

#### Telephone Companies

Delaware Valley Telephone Co.	New Jersey Bell Telephone Co.
Farmers Union Telephone Company	Tri-State Associated Telephone Co.
Hillsborough and Montgomery Telephone Co.	United Telephone Co. of N. J.
New Jersey Telephone Co.	Warwick Valley Telephone Co.
	West Jersey Telephone Co.

#### Telegraph Companies

Western Union Telegraph Company

### RATE PROCEEDINGS

#### New Jersey Bell Telephone Company - Docket No. 10049

This matter was reported in the Board's 1957 Report. Following the Board's Decision of December 30, 1957, it granted petitions by State Rate Counsel, the Attorney General, and others, for rehearing in the matter of the rates for foreign exchange service between adjacent exchange areas. On January 28, 1958, after hearing, the Board issued an order establishing temporary rates for this service, retroactively effective to January 1, 1958.

On February 13, 1958, State Rate Counsel and the Attorney General filed an appeal in the Superior Court of New Jersey, Appellate Division, from the whole of the Board's Decision of December 30, 1957, excepting as it pertained to foreign exchange rates. On February 28, 1958, the Company applied to the Superior Court of New Jersey, Appellate Division, for a remand of the entire matter to the Board. By Order dated March 17, 1958, the Appellate Division remanded the proceeding to the Board. After hearing, the Board, on June 19, 1958, issued its Decision and Order, in which the temporary foreign exchange rates were made permanent, and the remainder of the rates were approved and affirmed in accordance with its Decision of December 30, 1957. An appeal from the Board's Decision of June 19, 1958 was pending in our courts at the close of the year.

West Jersey Telephone Company - Docket No. 10131

On June 11, 1957, West Jersey Telephone Company filed new tariff schedules to become effective August 1, 1957, which would have the effect of increasing annual revenues by \$124,000. The Board suspended the proposed changes and, after notice, hearings were held on the matter. The Board, by its Decision of March 19, 1958, permitted the Company to file a schedule of rates designed to produce additional annual revenues of \$25,250.

Western Union Telegraph Company - Docket No. 10823

On July 15, 1958, Western Union Telegraph Company filed increased intrastate rates to become effective on August 22, 1958. The proposed rates were estimated to produce an increase in annual intrastate operating revenues of \$31,868. The Board suspended the proposed rates and, after hearing, permitted the revised tariff to become effective on October 26, 1958.

SAVINGS TO CUSTOMERS DUE TO RATE REDUCTIONS

The following table shows estimated annual savings due to voluntary telephone rate reductions during 1958:

<u>Effective Date</u>	<u>Company</u>	<u>Local Exchange Tariff</u>	<u>Estimated Annual Savings</u>
10/1/58	New Jersey Bell Telephone Co.	Bound Brook	\$ 1,090
10/1/58	New Jersey Bell Telephone Co.	Butler	2,136
10/1/58	New Jersey Bell Telephone Co.	Hightstown	4,402
10/1/58	New Jersey Bell Telephone Co.	Lawrenceville	1,243
10/1/58	New Jersey Bell Telephone Co.	Oakland	780
10/1/58	New Jersey Bell Telephone Co.	Pennsville	8,374
10/1/58	New Jersey Bell Telephone Co.	Phillipsburg	6,240
10/1/58	New Jersey Bell Telephone Co.	Pitman	2,280
10/1/58	New Jersey Bell Telephone Co.	Rockaway	2,040
10/1/58	New Jersey Bell Telephone Co.	Salem	5,336
10/1/58	New Jersey Bell Telephone Co.	Somers Point	1,870
12/15/58	New Jersey Bell Telephone Co.	(Matawan- (South Amboy- (South River	<u>2,900</u>
Total			<u>\$38,691</u>

The above-listed estimated annual savings of \$38,691 were attributable to the expansion of base rate areas of local telephone exchanges, as well as revisions of exchange area boundaries, 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:

	<u>Manual Stations</u>	<u>% of Total</u>	<u>Dial Stations</u>	<u>% of Total</u>	<u>Total* Stations</u>
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
Dec. 31, 1958	241,088	9.0	2,428,812	91.0	2,669,900

\* Does not include mobile telephones.

## SALES OF PROPERTY

The Board approved two sales of telephone utility property in 1958 for an aggregate price of \$90,001.

## CHAPTER V

### WATER UTILITIES

Water utilities under the Board's jurisdiction in 1958 comprised 141 privately-owned water companies and 192 municipal water departments. A listing of these water utilities (not including municipal water departments) follows:

Aldrich Water Co.	General Water Co.
Atlantic County Water Co.	Glen Gardner Water Co.
Awwemi Corporation	Gloucester Water Utility Co.
Barnegat Water Co.	Gravity Water Supply Co.
Basset Park Assn.	Green-Fields Water Co.
Bell's Lake Water Co.	Grenloch Water Co.
Bernards Water Co.	H. and H. Water Co.
Blackwood Water Co.	Hackensack Water Co.
Blair Academy Water Dept.	Hager Water Co.
Bogota Water Co.	Hamilton Square Water Co.
Bound Brook Water Co.	Hampton Hills Water Co.
Brooklawn Farms Water Co.	Hampton Lakes Water Co.
Browntown Water Company	Harding Lakes Water Co.
Brunswicktown Water Co.	Highland Lakes Improvement Co.
Buckhorn Springs Water Co.	Hillsborough Water Co.
Califon Water Co.	Hillwood Manor Water Co.
Camp Meeting Assn. of the Newark	Hopatcong-West Shore Water Co.
Conf. of the M. E. Church	Ideal Beach Water Co.
A. Lewis Burns	Jamesburg Water Co.
Mr. Earl Cleveland	Junction Water Co.
Cliffwood Beach Water Co.	Kingston Water Co.
Colonial Manor Water Co.	Lake Hopatcong Water Co.
Columbus Water Co.	Lake Mohwak-Sparta Water Co.
Commonwealth Water Co.	The Lakes Water Co.
Cooper Village Water Utility Co.	Lakeside Park Water Co., Inc.
Corson's Inlet Water Co.	Lake Tamarack Water Co.
Joseph J. Steiner, t/a	Lakewood Water Co.
Crestmont Park Water Co.	Lambertville Water Co.
Crosswicks Water Co.	Laurel Springs Water Works Co.
Delaware River Water Co.	Laurence Harbor Water Co.
The Ecloss Co., Inc.	Lawrenceville Water Co.
Edenwood Water Co.	Lenape Water Co.
Elmer Water Co.	Lincoln Park Water Co.
Elizabethtown Water Co. Cons.	Long Beach Water Co.
Chas. N. Evans Dev. Water Co.	Long Valley Water Co.
Ewing Water Supply Co.	Lopatcong Water Co.
Fayson Lake Water Co.	Lower Township Water Co.
Flanders Water Co.	Lumberton Light, Water & Sewerage Co.
Fortescue Realty Co., Inc.	Madison Water Co.
Frenchtown Water Co.	Mantua Water Co.
Garden State Water Co., Inc.	Medford Water Co.
L. H. Garrison	Middlesex Water Co.



Midtown Water Co.	Prospect Point Water Co.
Mine Hill Water Co.	Rancocas Woods Water Co.
Monmouth Consolidated Water Co.	Randolph Water Co.
Morris and Sussex Water Service, Inc.	Ridge Water Co.
Mt. Arlington Water Co.	Ridgedale Water Co.
Mt. Holly Water Co.	Ringwood Company
Mountain View Water Works, Inc.	Riverton & Palmyra Water Co.
Neptune Water Co.	Roxbury Water Co.
New Egypt Water Co.	Seaview Water Co.
New Jersey Conference Camp Meeting Assn.	Sewell Water Co.
New Jersey Water Co.	Shark River Hills Water Co., Inc.
New Jersey Water Service Co.	Shore Hills Water Co.
Oak Valley Water Co.	Shore Water Co.
Ocean City Water Service Co.	Somerville Water Co.
Ocean County Water Co.	South Jersey Water Supply Co.
Packanack Utilities Co.	Sparta Mountain Water Co.
Parkway Water Co.	Stewartsville Water Co.
Penns Neck Water Service	Stonewald Park Assn.
Pennsgrove Water Supply Co.	Sunbury Village Water Co.
Peoples Water Co.	Toms River Water Co.
Peoples Water Co. of Grenloch	Tuckerton Water Works
Pine Brook Water Co.	Vincentown Water Co.
Pine Grove Improvement Assn.	Washington Water Co.
Pine Valley Water Works	West Keansburg Water Co.
Pinecrest Improvement Assn.	West Jersey Water Service, Inc.
Plainfield-Union Water Co.	White Meadow Water Co.
Pottersville Water Co.	Willingboro Water Co.
Princeton Junction Water Co.	J. T. Wilson
Princeton Water Co.	Windbeam Water Co.
	Woodbine Water Co.

#### RATE PROCEEDINGS

##### Hackensack Water Company - Dockets Nos. 9473 and 9592

As reported for 1956 and 1957, this Company filed for permanent and negotiated rate increases, on June 28th and July 30, 1956, respectively, estimated to produce \$2,500,000 of additional annual revenue. The Board on January 18, 1957, after negotiation (Docket No. 9592), permitted the filing of a schedule of rates that would produce approximately \$1,000,000 of additional annual revenue. These rates were permitted to become effective on February 1, 1957, subject to a proviso that they remain in effect for at least one year.

On December 27, 1957, the Company requested that Docket No. 9473 be reopened for the purpose of either permitting the schedule of rates filed by the Company on June 28, 1956, to go into effect on February 1, 1958, or of fixing a time and place for further hearings. After hearings in Docket No. 9473, the Board issued its Decision dated August 27, 1958, which permitted the Company to file a schedule of rates designed to produce \$1,000,500 of additional annual revenue.



The schedule of rates so filed was approved and became effective on September 19, 1958. An appeal from this decision was pending in our courts at the year's end.

Laurel Springs Water Works Company - Docket No. 9155

As reported for 1956, this Company was permitted to file a schedule of temporary rates which was to terminate on December 31, 1957. The Company requested extension of the termination date. The Board granted this request and set the matter of the determination of permanent rates for hearing. The Board by Decision dated July 23, 1958 ordered effective August 15, 1958 rates which were lower than those theretofore in effect.

Middlesex Water Company - Docket No. 10241

On August 8, 1957, Middlesex Water Company filed increased rates to become effective on September 9, 1957. It was estimated that the increased rates would produce additional annual revenues of approximately \$728,000. The Board suspended the proposed rates. After hearing, the Board, in its Decision issued September 9, 1958, found that an increase in operating revenues of \$194,500 would provide a just and reasonable return to the Company. The Board approved a schedule of rates designed to produce this increase effective on October 22, 1958.

Plainfield-Union Water Company - Docket No. 10538

On January 31, 1958 this Company filed a new tariff, showing increased rates, to become effective on March 3, 1958. The Company estimated that the proposed rates would increase operating revenues by \$428,891 on an annual basis. The Board suspended the proposed rates and, after hearing, issued its Decision on August 26, 1958. The Board found that an increase in operating revenues of \$201,245 would produce a just and reasonable return and allowed the Company to file rates, effective on September 3, 1958, designed to produce that amount. An appeal from this Decision was pending in our courts at the end of the year.

Monmouth Consolidated Water Company - Docket No. 10633

Monmouth Consolidated Water Company filed a schedule of rates estimated to produce increased annual revenues of \$517,142. Public hearings were held on five days between June 16th and August 8th, 1958. State Rate Counsel and Counsel representing the municipalities made a motion to dismiss on the basis that the Company did not sustain the burden of proof required of it in a rate proceeding. The Board, on September 9, 1958, granted the motion, without prejudice to the right of the Company to request the reopening of the record to submit further proofs pertaining to the reasonableness of the proposed change in rates or to request that the evidence in this docket be made a part of the record by reference in any further proceeding it may institute. On October 8, 1958,

the Company requested that the record be reopened. The Board approved the request and scheduled further hearings on the matter. The Company petitioned, on November 14, 1958, to negotiate pursuant to R.S. 48:2-21.1 for an increase in rates in the amount originally requested. This matter was pending at the close of the year.

#### OTHER WATER RATE PROCEEDINGS

Action on the filings made by the following water companies was taken by the Board during 1958:

<u>Applicant</u>	<u>Docket No.</u>	<u>Annual Increase Applied For</u>	<u>Annual Increase Granted</u>
Lakeside Park Water Company	10427	\$ 6,000	\$ 3,148
West Jersey Water Service, Inc.	10484	1,560	1,560
Lakewood Water Company <sup>1/</sup>	10493	20,350	12,250
Cliffwood Beach Water Company	10675	19,450	11,600
Lawrenceville Water Company	10840	4,560	4,000

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1/ Shows water rate increases. For sewer rate increases in the same Docket, see chapter on Sewerage Utilities. An appeal in this matter was pending in our courts at the end of the year.

#### WATER METERS

The number of customers' water meters installed by private water utilities in New Jersey as of the end of 1958 was 436,658.

#### SALES OF PROPERTY

In 1958, the Board approved the sale of \$301,060 of water utility property in five proceedings.

## CHAPTER VI

### SEWERAGE UTILITIES

In 1958 thirty-three privately-owned sewerage companies were under the Board's jurisdiction. A listing of these sewerage utilities follows:

Atlantic City Sewerage Co.	Hollybrook Sanitary Imp. Co.
Awwemi Corp.	La Gorce Square Sewerage Corp.
Bayshore Sewerage Co.	Lakewood Water Co.
Bell's Lake Sanitation Co.	Laurel Sanitation Co.
Bordentown Sewer Co.	Laurel Mills Sewerage Corp.
Brierwood Sanitation Co.	Mar-Dale Manor Sewerage Corp.
Buckingham Utilities Inc.	Medford Lakes Sewerage Corp.
Catalina Hills Sewerage Co.	Monmouth Sanitation Co.
Cooper Village Sewerage Utility Co.	Oak Valley Sewerage Co.
Delaware Twp. Sewerage Corp.	Ocean City Sewer Service Co.
Edenwood Sewer Co.	Packanack Utilities Co.
Georgetowne Sewerage Corp.	Southampton Sewerage Co.
Gibbsboro Sewerage Corp.	South Brunswick Sewer Co.
Gloucester Sewerage Utility Co.	Stafford Sewerage Corp.
Green-Field's Sanitary Imp. Co.	Sunbury Village Sewer Company
Hillsborough Sewage Co.	Woodbury Terrace Sewerage Corp.
	Woodcrest Sewerage Corp.

### RATE PROCEEDINGS

#### Lakewood Water Company - Docket No. 10493

On January 9, 1958, Lakewood Water Company filed increased rates for sewer service to become effective on February 15, 1958. The Company estimated that the proposed rates would increase annual sewer revenues by \$55,000. The Board suspended the proposed tariff and, after hearing, issued its Decision on June 12, 1958. The Board decided that the Company was entitled to increased revenues, although not to the full extent proposed. The Company was permitted to file a tariff effective on July 1, 1958, designed to increase annual sewer revenues by \$25,000. An appeal in this matter was pending in our courts at the end of the year.

### SALES OF PROPERTY

In 1958 the Board approved the sale of \$406,175 of sewerage utility property in two proceedings.

## CHAPTER VII

### RAILROADS

Railroads under the Board's jurisdiction in 1958 included 23 operating railroads, 12 non-operating railroads, and 2 operating electric railways, all privately owned. A listing of these railroads follows:

#### Operating Railroad and Railway Companies

Central Railroad of New Jersey	New York & Long Branch Railroad Co.
Delaware, Lackawanna & Western Railroad Co.	New York, Susquehanna & Western Railroad Co.
East Jersey Railroad & Terminal Co.	Penna. & Atlantic Railroad Co.
Erie Railroad Company	Pennsylvania Railroad
Hoboken Shore Railroad	Pennsylvania-Reading Seashore Lines
Hudson & Manhattan Railroad Co.	Rahway Valley Co.
Lehigh & Hudson River Railway Co.	Raritan River Railroad Co.
Lehigh & New England Railroad Co.	Reading Co.
Lehigh Valley Railroad Co.	Staten Island Rapid Transit Rwy. Co., The
Morristown & Erie Railroad Co.	Trenton-Princeton Traction Co.
Mount Hope Mineral Railroad Co.	Union Transportation Co.
New Jersey & New York Railroad Co.	Wharton & Northern Railroad Co.
New York Central Railroad Co.	

#### Non-Operating Railroads

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

The Board's Division of Railroads took part in a total of 367 formal cases which came before the Board during the year, as summarized in the first chapter of this report. This Division also handled 1,486 informal investigations, inspections, complaints, etc., during the year. Informal railroad matters are settled, where possible, by negotiation and conference and are brought to formal public hearing only when satisfactory settlement cannot be reached by other means. Freight and passenger tariffs examined and filed during 1958 totaled 2,959.



The Board, with the assistance of personnel in its Division of Railroads, also participated in various cases before the Interstate Commerce Commission and collaborated with the Attorney General in actions before state and federal courts.

There follows a description of Board activities in some of the more important matters dealt with in 1958.

#### RATE PROCEEDINGS

##### Increased Basic Fares - Docket No. 10540

On December 31, 1957, the Pennsylvania, Jersey Central, Lehigh Valley, New Jersey and New York and the New York Central Railroads asked for a negotiated increase of 5% in intrastate basic passenger fares under R.S. 48:2-21.1. Hearing was held on March 12, 1958, and the Board authorized the requested 5% increase, but did not permit the minimum fare to be raised from its existing level of 26¢. The increase became effective on March 23, 1958.

##### Increased Basic Fares - Docket No. 10984

By petition of November 4, 1958, the Pennsylvania, Pennsylvania-Reading Seashore Lines, New York Central and Reading Railroads asked for a negotiated fare increase in passenger basic fares of 5% in coaches and 15% in first class fares. Hearing was held December 22, 1958, for a negotiated fare in accordance with R.S. 48:2-21.1. No determination had been made by the end of the year.

##### Hudson and Manhattan Railroad - Increase in Fares - Dockets No. 10257 and 10334

As noted in our 1957 Annual Report the Board on the Company's petition for an increase in one-way intrastate fares from 10¢ to 15¢ negotiated an increase to 12¢ (Docket No. 10334) and Decision was pending at the end of 1957 on the Company's petition for a permanent fare increase (Docket No. 10257). In a Decision dated March 20, 1958 in the latter Docket, the Board approved the 12¢ fare aforementioned as just and reasonable. On April 23, 1958 the Railroad petitioned the Interstate Commerce Commission under Section 13 of the Interstate Commerce Act for an investigation of this fare. The Interstate Commerce Commission undertook the investigation requested by the Railroad and at the conclusion thereof issued a Decision under date of September 24, 1958 permitting a 15¢ fare in place of the 12¢ fare allowed by this Board. The Board, which had actively participated in the Interstate Commerce Commission proceeding aforementioned in opposition to the position taken by the Railroad, petitioned the Interstate Commerce Commission under date of October 24, 1958 for a reconsideration of its Decision. This matter was not finally disposed of as of the end of the year.

Increased Freight Rates - I.C.C. Ex Parte No. 212,  
Board's Docket No. 10552

The Interstate Commerce Commission, in its Order issued on February 11, 1958, permitted increases in interstate freight rates to be made effective on February 15, 1958, subject to the outcome of an investigation by the Commission.

The Railroads filed tariffs with the Board showing similar increased intrastate freight rates, proposed to be made effective on February 1, 1958. They were permitted to be made effective on February 15, 1958, when the interstate rates became effective.

On September 9, 1958 the Interstate Commerce Commission issued a final Order permitting interstate increases which were somewhat different from those in the previous order. These rates were placed in effect on September 15, 1958, and the Board permitted similar changes in intrastate rates to become effective on the same date.

Railway Express Agency - Docket Nos. 11019 and 11020

The Railway Express Agency filed tariffs setting forth certain increases in express rates to become effective on November 28, 1958 (Docket No. 11019) and other increases to become effective on January 1, 1959 (Docket No. 11020). On November 26, 1958, the Board suspended the increased rates, and set December 29, 1958, as the date for commencement of public hearings. This matter was not concluded as of the end of the year.

PASSENGER AND FREIGHT TARIFFS (Informal)

The Board requires all railroads to file tariffs showing the charges and regulations for passenger travel and freight shipments in the State of New Jersey. Tariffs are to be filed at least 30 days before the effective date unless filings on shorter notice are permitted by the Board under special conditions.

The number and type of tariffs filed and permitted to become effective during 1958 were as follows:

<u>Type of Tariff</u>	<u>Filed to become effective in</u>						<u>Total</u>
	<u>30 Days</u>	<u>15 Days</u>	<u>10 Days</u>	<u>5 Days</u>	<u>3 Days</u>	<u>1 Day</u>	
Passenger	130	17	21	74	8	27	277
Freight	2035	37	74	58	26	452	2682

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

#### INFORMAL COMPLAINTS - PASSENGER AND FREIGHT TARIFFS

During 1958, a total of 70 informal complaints of alleged improper charges by railroad companies were received and investigated. The majority of the complaints were in connection with increases in commutation fares.

#### THE NATIONAL TRANSPORTATION ACT OF 1958

On August 12, 1958 federal legislation was enacted which was designed to grant certain types of relief to the railroads. Among other things this legislation gives the Interstate Commerce Commission jurisdiction over some interstate train and ferry service abandonment cases which were formerly regarded to be within the jurisdiction of state commissions. This Act appears to vest in the Interstate Commerce Commission authority, on thirty (30) days notice from the railroad, to permit service abandonments either with or without public hearing.

The discontinuance or abandonment of intrastate train operations still remains under the jurisdiction of state commissions but under the provisions of the new Federal Act, if a state fails to determine such a matter within one hundred and twenty (120) days, or if it determines the matter adversely to the railroad, the latter may take the case before the Interstate Commerce Commission.

In some instances, railroads have resorted to the provisions of the new Federal Act in ferry and train abandonment matters which would otherwise have been dealt with by this Board. In connection with ensuing litigation, both the State and this Board have challenged the constitutionality of the new Federal Act. As of the end of this year, an appeal to the United States Supreme Court was still pending.

#### INTERSTATE COMMERCE COMMISSION CASES

##### The New York Central Railroad Company, Abandonment of the Weehawken Ferry (Finance Docket No. 18781)

Proceedings in this matter through the end of 1957 were detailed in our Annual Report for that year and it was noted that ferries were still running at the end of the year as a result of the United States District Court ruling on December 10, 1957, which upheld the contention of the State and this Board that the Interstate Commerce Commission had exceeded its statutory powers in permitting the railroad to abandon its ferry service.



Following the passage of the National Transportation Act of 1958 aforementioned, which widened the Interstate Commerce Commission's jurisdiction in matters of this kind, the railroad again sought Interstate Commerce Commission permission to abandon its ferries and receive said permission without public hearing being held in the matter. The State and the Board appealed this action and the United States District Court, in a Decision dated November 25, 1958, upheld the action of the Interstate Commerce Commission in permitting the discontinuance of the ferries. As of the end of the year this matter was under appeal to the United States Supreme Court and the ferries were still in operation under a stay pending the outcome of the appeal.

Erie Railroad Company, Abandonment of the Jersey City  
Ferry (Interstate Commerce Commission Finance Docket  
No. 19247) (N.J. Board Docket No. 10204)

Our 1957 Annual Report contains a summary of the proceedings in this matter through the end of that year and it was observed in that report that the ferries were still in operation at the end of the year because the United States District Court ruled under date of December 10, 1957, that the State and the Board were correct in their contention that the Interstate Commerce Commission had exceeded its jurisdiction in authorizing the abandonment of the ferries.

After the 1958 Transportation Act became effective, the railroad again obtained Interstate Commerce Commission approval to abandon the ferries. The ferry service from "Erie" Jersey City to New York City was actually discontinued on December 12, 1958. In the meantime and prior to the discontinuance aforementioned, this Board took action to require the railroad to change its terminal point from "Erie" in Jersey City to Lackawanna Terminal in Hoboken from which point there continues to be ferry service to New York.

The Central Railroad of New Jersey, Abandonment of Portion  
of Seashore Branch. Interstate Commerce Commission  
Finance Docket No. 20047

The Central Railroad Company of New Jersey, on January 8, 1958, filed an application with the Interstate Commerce Commission for approval of abandonment of 3.6 miles of the Seashore Branch between Atlantic Highlands and Highlands, New Jersey. Hearing was held on May 29, 1958. The State, the Board and a number of municipalities and commuters actively participated in the proceedings. The Commission, on October 7, 1958, permitted the abandonment. The line was discontinued on November 30, 1958.



The Delaware, Lackawanna and Western Railroad,  
Abandonment of the Hampton Branch, Interstate  
Commerce Commission Finance Docket No. 20075

The Delaware, Lackawanna and Western Railroad Company, by petition of January 30, 1958, requested permission of the Interstate Commerce Commission for abandonment of the Hampton Branch. The line is 4.9 miles long and extends from Hampton to Washington. A public hearing was held in this matter at the request of the Board. The Board and the Attorney General were represented. No patrons of the railroad appeared in opposition. Permission for abandonment was granted by the Interstate Commerce Commission on July 2, 1958, and the line was subsequently taken out of service.

New York, Susquehanna and Western Railroad,  
Abandonment of the Hanford Branch, Inter-  
state Commerce Commission 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 13.92 miles of the Hanford Branch between Franklin, New Jersey and the New York State line at Hanford. At the request of the Board, a hearing was held on December 3, 1957. The Board, the Attorney General and various shippers were represented at the hearing. The abandonment was opposed by shippers who used the line. The Interstate Commerce Commission granted permission for abandonment on April 15, 1958, to be effective on May 20, 1958. The effective date was extended to June 25, 1958, to permit negotiation for sale of the line. The sale was not completed and the line was abandoned.

Pennsylvania-Reading Seashore Lines, Abandonment  
of a Portion of the Newfield Branch, Interstate  
Commerce Commission Finance Docket No. 20128

Pennsylvania-Reading Seashore Lines and West Jersey and Seashore Railroad Company, on March 19, 1958, filed a joint application for abandonment of 15.53 miles of the Newfield Branch between Newfield and Mays Landing. Hearing was held on May 28, 1958. The abandonment was opposed by 3 shippers, who claimed that the railroad was essential to their businesses. The State and the Board were represented at the hearing. The Interstate Commerce Commission Hearing Examiner recommended that abandonment be permitted, and one of the shippers offered to subsidize the operation to the extent of \$5,000 per year. The Interstate Commerce Commission, on December 31, 1958, permitted the abandonment effective February 10, 1959, noting that its order is permissive only, and that the line could be kept in operation through agreement and subsidy.

Pennsylvania-Reading Seashore Lines, Abandonment  
of a Portion of the Wildwood Branch, Interstate  
Commerce Commission Finance Docket No. 20201.

The Railroad applied to the Interstate Commerce Commission for permission to abandon 3.94 miles of the Wildwood Branch. Passenger service on this section of the branch had been previously discontinued. There was no opposition and, on August 27, 1958, the abandonment was approved and the line has been taken out of service.

Pennsylvania-Reading Seashore Lines, Abandonment  
of a Portion of the Ocean City Branch, Inter-  
state Commerce Commission Finance Docket No. 20116.

Pennsylvania-Reading Seashore Lines, on March 10, 1958, applied to the Interstate Commerce Commission for abandonment of 1.09 miles of the Ocean City Branch in Ocean City. Hearing was held on May 27, 1958. The State, the Board and the City were represented. While several commuters opposed the abandonment, it also appeared that a portion of the right of way proposed to be abandoned would be used by the City to augment its recreational facilities. Permission was granted on August 7, 1958, and the line was abandoned in September, 1958.

CURTAILMENT OF FERRY SERVICE (FORMAL CASES)

The New York Central Railroad Company - Ferry  
Service - Weehawken to New York - Docket No. 10592.

The municipalities served by the River Division of the New York Central Railroad petitioned on March 18, 1958, for an investigation in regard to the discontinuance of ferry service between 12:10 A.M. and 5:55 A.M. Prior to the scheduled hearing date in this matter, the petitioners asked for a dismissal and no reason to the contrary appearing, the Board dismissed the case on June 5, 1958.

The New York Central Railroad Company - Curtailment of  
Ferry Service - Docket No. 10815.

Acting on petition of the Attorney General alleging that the Railroad intended to curtail ferry service without having received this Board's permission so to do, the Board issued an Order to Show Cause on July 16, 1958, and brought the matter to hearing on July 17, 1958. The proceeding resulted in an order by the Board requiring the continuation of the ferry service. The Railroad appealed the order. The Superior Court, on August 1, 1958, upheld the Board's order. On August 4, 1958, the Railroad's petition for a stay was denied by the Appellate Division of the Superior Court, and the ferries continued in operation.

The Central Railroad Company of New Jersey - Suspension  
of Ferry Service in Heavy Fog. Docket No. 10998.

The Central Railroad Company of New Jersey, on October 31, 1958, announced that it would discontinue the operation of its ferries during periods of heavy fog. The announcement failed to include any standards to determine when operation would be suspended and the Board, on November 14, 1958, issued an Order to Show Cause and called a hearing for December 17, 1958. The matter was not concluded as of the end of the year.

DISCONTINUANCE AND CURTAILMENT OF PASSENGER TRAIN SERVICE (FORMAL CASES)

The Baltimore and Ohio Railroad Company - Discontinuance of  
all New York-Washington Passenger Service - Docket No. 10419.

This matter was initiated in 1957, and the proceedings to the end of that year were set forth in the 1957 Annual Report.

Hearings in this matter were concluded during 1958, and the Board by Decision dated April 16, 1958, permitted the discontinuance of the six trains in each direction, which served New Jersey. The railroad obtained permission from Pennsylvania, Delaware and Maryland to discontinue the service rendered in those states and, on April 27, 1958, all Baltimore and Ohio passenger service was discontinued between New York and Baltimore.

The Central Railroad Company of New Jersey - Revision  
of Passenger Train Schedules - Docket No. 10495.

The Central Railroad Company of New Jersey, on January 13, 1958, applied for permission to revise its passenger train schedule on the main line and branches. The revision proposed train discontinuances and schedule curtailments. After extensive public hearings, the Board on April 7, 1958, permitted the placing into effect of the proposed main line schedule. In denying certain other aspects of the railroad's proposal, the Board required that service on the Sound Shore Branch be continued to Carteret, that service on the Seashore Branch be continued to Highlands, and that stops in addition to those proposed by the railroad be made at Perth Amboy. The new schedule, subject to the modifications aforementioned, was placed in effect on April 27, 1958.



The Delaware, Lackawanna and Western Railroad Company - Revision of  
Schedules on Main Line and Montclair Branch - Docket No. 10581.

The Delaware, Lackawanna and Western Railroad Company applied, on March 5, 1958, for curtailment and adjustment of passenger train service on the Main Line through Morristown and on the Montclair Branch. Hearings were held on April 3, May 1 and 9, 1958. The Board, on June 6, 1958, ruled that the proposed schedules would not meet the requirements of public convenience and necessity, unless three trains were added to the proposed main line schedule, and unless the interval between non-rush hour trains on the Montclair Branch was set at 90 minutes, instead of 3 hours as proposed. The new schedules, subject to the modifications aforementioned, were permitted to become effective on June 26, 1958.

The Delaware, Lackawanna and Western Railroad Company -  
Curtailment of Interstate Trains - Docket No. 10637.

The Delaware, Lackawanna and Western Railroad Company advised the Board that certain of its interstate trains would be discontinued on April 27, 1958. The Brotherhood of Railroad Trainmen petitioned for a stay of the discontinuance of service, and for hearing before the Board. The Board denied the stay but held a hearing on June 5, 1958. On July 30, 1958, the petition was dismissed and the reduced schedule was permitted to remain in effect.

The Delaware, Lackawanna and Western Railroad Company - Curtailment  
of Passenger Service during the Summer of 1958 - Docket No. 10708.

The Delaware, Lackawanna and Western Railroad Company, on May 15, 1958, applied for permission to reduce passenger service on the Morristown Line and on the Montclair Branch, during the Summer of 1958. The railroad proposed the discontinuance of 2 westbound trains and 3 eastbound trains on the Morristown Line, and 1 round trip on the Montclair Branch, between June 30 and September 2, 1958. The railroad's proposal also included adjustment of the schedules of several other trains. Hearing was held on June 19, 1958, and the permission requested was granted on June 26, 1958. The schedules were restored on September 2, 1958.

The Delaware, Lackawanna and Western Railroad Company -  
Discontinuance of Passenger Trains on the Boonton Branch -  
Docket No. 11059.  
Discontinuance of Passenger Trains on the Main Line, Glad-  
stone Branch and Montclair Branch - Docket No. 11060.

The Delaware, Lackawanna and Western Railroad Company, on December 29, 1958, filed petitions for the discontinuance of 4 trains Mondays through Fridays and 2 trains on Saturdays on the Boonton Line,



and the discontinuance of 10 eastbound and 5 westbound trains Mondays through Fridays on the Morristown Line (Main Line), 4 eastbound and 3 westbound trains Mondays through Fridays on the Gladstone Branch, and 2 trains in each direction Mondays through Fridays on the Montclair Branch. The Railroad's petition also proposed reduction in Saturday service on the Main Line by elimination of one round trip on the Gladstone Branch by elimination of 3 eastbound and 2 westbound trains, and on the Montclair Branch by elimination of 12 eastbound and 12 westbound trains. Sunday service is proposed to be reduced by 1 westbound train on the Main Line, 2 westbound trains on the Gladstone Branch and, on the Montclair Branch, the Sunday service is proposed to be reduced from 12 round trips to 6 round trips. No action has been taken in this matter, pending public hearing which is scheduled for February 24, 1959.

Erie Railroad Company - Discontinuance of Trains on the Main Line  
and Newark Branch - Docket No. 10679.

Erie Railroad Company, on May 7, 1958, requested approval of a revision in passenger train schedules on the Main Line, the Newark Branch and the Bergen County Branch. Under the Railroad's proposal service on the Main Line (including Bergen County Branch) Mondays through Friday, would be reduced from 47 eastbound and 45 westbound trains to 29 round trips; Saturday service would be reduced from 27 eastbound and 30 westbound trains to 13 eastbound and 15 westbound trains; and service on Sundays would be reduced from 18 to 11 trips in each direction. Newark Branch service, which consists of 4 eastbound and 5 westbound trips, was proposed to be reduced to 2 trains in each direction.

Hearings were held on several days in 1958, and further hearing is scheduled for 1959.

Erie Railroad Company - Discontinuance of Saturday Service on the  
Northern Branch - Docket No. 10599.

Erie Railroad Company, on March 13, 1958, asked permission to discontinue Saturday passenger service on the Northern Branch. This service consisted of 2 round trips. The record of the public hearing held on April 23, 1958, showed that only 26 passengers used the eastbound trains and 15 passengers used the westbound trains. The Hearing Examiner, on July 1, 1958, recommended that the railroad's request be granted, and the Board, on July 17, 1958, adopted the Hearing Examiner's recommendation.

Hudson and Manhattan Railroad Company - Curtailment of Service  
to be made Effective on April 27, 1958 - Docket No. 10595.

The Trustee of the Hudson and Manhattan Railroad Company, on March 14, 1958, asked approval of a new schedule, to be placed in effect on April 27, 1958. The proposed schedule called for a reduction

of service by increasing the headway between trains, and by decreasing the length of the rush hour periods. Hearings were held on March 31, and April 7, 1958. The Hearing Examiner, on May 7, 1958, recommended that the railroad be permitted to place the new schedule in effect. The Board, on July 14, 1958, granted this permission, and the new schedule was placed in effect on September 7, 1958.

Lehigh Valley Railroad Company - Consolidation of Trains 25 & 9  
and 26 and 10 in New Jersey - Docket No. 10596.

Lehigh Valley Railroad Company, in a petition filed on March 18, 1958, requested permission to consolidate westbound passenger trains No. 25 and No. 9 and eastbound passenger trains No. 26 and No. 10. The trains in question operated in interstate service, but made certain station stops in New Jersey. Hearings were held on March 28, and April 2, 1958. The Hearing Examiner recommended that the consolidation be permitted, and the Board granted this permission, effective May 2, 1958.

Lehigh Valley Railroad Company - Discontinuance of Motor Bus Service -  
Flemington to Flemington Junction - Docket No. 9221.

The proceedings in this Docket were initiated prior to this year and the details of the proceedings to the end of 1957 are reported in our 1957 Annual Report. The Board, on January 15, 1958, denied the petition. On February 6, 1958, the railroad company petitioned for rehearing and reconsideration and hearing on this petition was held on April 8, 1958. The Board, on June 11, 1958, denied the petition for reconsideration and directed continued operation of the bus service.

The New York Central Railroad Company - Discontinuance of  
5 Passenger Trains on the River Division - Docket No. 10831.

The New York Central Railroad Company, by petition filed on July 24, 1958, requested permission to discontinue trains Nos. 950, 964, 971, 993 and 965 between Weehawken, N. J. and West Haverstraw, N. Y. Hearings were held on August 28, and October 1, 2, and 3, 1958. A motion to dismiss the proceedings having been made at the hearing, the Hearing Examiner pursuant to regular practice in such instances, certified the matter to the Board for determination. The Board, on November 19, 1958, denied the petition and directed the continued operation of the trains.

The New York Central Railroad Company - River Division Train Service  
Docket No. 9750.

The proceedings in this matter were instituted prior to this year on the Board's own motion and prior year activities are alluded to in our 1957 Annual Report. Some schedule revisions were instituted and tried out in actual service during the pendency of the proceedings and the Board by Order of May 21, 1958, terminated the proceedings.



New York, Susquehanna and Western Railroad Company -  
Discontinuance of all Passenger Train Service -  
Docket No. 9277

This is a carry-over Docket and the prior year proceedings are detailed in our 1957 Annual Report in which it is pointed out that the Board by Decision dated December 11, 1957 denied the Railroad's request for discontinuance of all train service and directed the continued operation of certain trains. The Board's action was appealed to the Superior Court which during 1958 referred the matter back to the Board for the taking and consideration of further testimony. Further hearings were held and the Board submitted its report thereon to the court. As of the end of this year, the court had not decided the matter.

The Pennsylvania Railroad Company - Changes in Passenger  
Train Service Effective April 27, 1958 - Docket  
No. 10593

The Pennsylvania Railroad Company, on March 11, 1958, filed a statement of changes proposed to be made in passenger train schedules on April 27, 1958. The proposal was brought to hearing on April 2, 23, 24, 28 and May 27, 1958. The Board permitted the new schedules to become effective July 26, 1958, with certain modifications which required operation of two local and two express trains on the main line in addition to those proposed by the railroad.

The Pennsylvania Railroad Company - Jamesburg-Perth  
Amboy - Docket No. 10101

This is a carry-over Docket in which permission is requested to discontinue passenger trains No. 2500 and No. 2509 between Jamesburg and Perth Amboy, and to substitute service by motor bus. The status of this matter as of the end of 1957 is set forth in our 1957 Annual Report. After public hearing, the Hearing Examiner, on June 11, 1958, recommended that the change be permitted, provided that the bus service comply with all Federal, State and local laws and regulations. The Board, on July 17, 1958, permitted the substitution but, as at the end of the year, the railroad had not obtained the necessary municipal consents for the operation of motor buses and the trains continued in operation.

The Pennsylvania Railroad Company - Camden-Pemberton -  
Docket No. 9528

This is a carry-over Docket which has been reported on as far as proceedings to the end of 1957 are concerned in our 1957 Annual Report. In this proceeding, the railroad requested permission to discontinue certain weekday and Saturday trains between Camden and Pemberton. After public hearing, the Hearing Examiner recommended that the petition be granted as far as the Saturday service is concerned, but denied as to weekday service. After consideration of exceptions filed, the Board, on July 30, 1958, adopted the Hearing Examiner's recommendations.

The Railroad, on August 14, 1958, petitioned for reconsideration, and further hearing on this petition was held on October 23, 1958. Several objectors moved for dismissal of the petition for reconsideration. The Board, on November 5, 1958, granted the motion to dismiss and terminated the proceedings.

The Pennsylvania Railroad Company - Trenton to Camden and  
North Philadelphia - Docket No. 10812

The Pennsylvania Railroad Company, on July 15, 1958, filed a request for permission to discontinue trains 2591 and 2594 between Trenton and North Philadelphia via Burlington, and trains 2559 and 2570 between Trenton and Camden. Hearings were held on September 25 and October 17, 1958. Trains 2591 and 2594 furnish all of the service on this route between Trenton and North Philadelphia. Two round trips are operated between Trenton and Camden. The Hearing Examiner, on November 25, 1958, recommended the discontinuance of the service to North Philadelphia and continuation of the service between Trenton and Camden. The Board adopted the Examiner's recommendations on December 18, 1958, and permitted the discontinuance of the Trenton-North Philadelphia service effective on January 12, 1959.

The Pennsylvania Railroad Company - Trenton-Red Bank -  
Docket No. 9944 and Docket No. 11039

Docket No. 9944 is a matter carried over from the previous year and relates to a petition by the Railroad to discontinue passenger train service between Red Bank and Trenton and to substitute therefor bus service between Asbury Park and Trenton. The details of proceedings to the end of 1957 are set forth in our 1957 Annual Report.

On May 14, 1958, the Hearing Examiner recommended that the petition be denied. The Board, on July 30, 1958, adopted the Examiner's recommendation and denied the petition. The railroad company, on August 14, 1958, filed a petition for reconsideration but, on October 15, 1958, the petition was withdrawn. The Board, on October 21, 1958, permitted the withdrawal and dismissed the petition for reconsideration.

The Pennsylvania Railroad Company, on December 12, 1958, filed a new petition (Docket No. 11039) for discontinuance of the train service, without offering substitute bus operation. Hearing on this matter is to be held in 1959.



The Pennsylvania Railroad Company - Complaints of  
Bordentown, Newark and Railroad Brotherhoods on dis-  
continuance of interstate trains - Docket Nos.  
10167, 10620 and 10608.

Docket No. 10167 is a matter carried over from the prior year and relates to a proposal by the Railroad to discontinue certain interstate trains which provided service in New Jersey. Proceedings to the end of 1957 are set forth in our 1957 Annual Report.

Following the termination of related litigation in our state courts, the Board on February 26, 1958 issued an Order requiring the continued operation of certain trains which the railroad proposed to discontinue. Thereafter, two petitions complaining about the discontinuance of the trains were filed. The petition in Docket No. 10608 was filed on March 12, 1958, and petition in Docket No. 10620 was filed on April 16, 1958. The Board, on June 25, 1958, ordered that Dockets Nos. 10620 and 10608 be consolidated. Hearing was held on October 28, 1958, and at the hearing the railroad moved for dismissal of both complaints. The motions to dismiss were not opposed and were granted by the Board on November 7, 1958 and the proceedings were closed.

The Pennsylvania Railroad Company - Discontinuance of  
Passenger Service between Trenton and Phillipsburg -  
Docket No. 10999

The Pennsylvania Railroad Company, in petition filed on November 17, 1958, requested permission to discontinue trains Nos. 2359 and 2372, which provide all of the passenger train service on the Belvidere-Delaware Branch between Trenton and Phillipsburg. Hearing in this matter is to be held in 1959.

Pennsylvania-Reading Seashore Lines - Timetables effective  
April 27, 1958 - Docket No. 10594

Pennsylvania-Reading Seashore Lines, on March 6, 1958, advised the Board of changes proposed to be made in passenger train service on April 27, 1958. The proposed changes included a schedule for summer operation as well as the discontinuance of certain trains between Atlantic City and Camden and Philadelphia as well as between Cape May and Camden and Philadelphia.

After hearing the Board, on May 26, 1958, permitted a summer schedule to be placed in effect, but did not permit the proposed discontinuance of trains.

Pennsylvania-Reading Seashore Lines - Discontinuance of  
Trains on the Millville Branch - Dockets No. 9536 and 10605

Docket No. 9536 is a case carried over from the prior year and the proceedings to the end of 1957 are set forth in our Annual Report for that year. Prior to a determination of this matter by the Board, the railroad filed a new petition on May 9, 1958 which was assigned Docket No. 10605. In this petition the railroad proposed discontinuance of trains in addition to those proposed to be discontinued in Docket No. 9536. Under the proposal in the new petition, the only remaining service would consist of one round trip Mondays through Fridays. The Board consolidated the proceedings in the two Dockets. After public hearing, the Hearing Examiner on October 3, 1958 recommended that the railroad be required to operate 3 round trips Mondays through Fridays. The Board, on November 7, 1958, accepted the recommendation for the operation of 3 trains in each direction Mondays through Fridays but, in addition, required the operation of one round trip on Saturdays. The changes were made effective on December 1, 1958.

Pennsylvania-Reading Seashore Lines - Wildwood - Docket No. 9387

This is a carry over case from the prior year and the proceedings to the end of 1957 are detailed in our Annual Report for that year.

On March 7, 1958, the Hearing Examiner recommended that passenger service between Oak Avenue and Wildwood Crest be discontinued, that one round trip be operated to Oak Avenue during the winter and that all trains operate to Oak Avenue in the summer. The Board, on April 2, 1958, adopted the Examiner's recommendations. The changes became effective on April 27, 1958.

Pennsylvania-Reading Seashore Lines - Timetable Proposed  
to be made effective April 26, 1959 - Docket No. 11056

Pennsylvania-Reading Seashore Lines, in petition filed on December 29, 1958, requested permission to discontinue two trains from Philadelphia to Atlantic City, two trains from Atlantic City to Philadelphia, one train from Camden to Atlantic City, one train from Atlantic City to Camden, two trains from Philadelphia to Cape May County stations, two trains from Cape May County stations to Philadelphia and one round trip Sundays between Camden and Cape May County stations. Hearing in this matter has been scheduled in 1959.

Reading Company - Discontinuance of Trains Nos. 656 and 657,  
Trenton to Bound Brook - Docket No. 10834

Reading Company and The Central Railroad Company of New Jersey, in petition filed on July 29, 1958, requested permission to discontinue the operation of passenger trains Nos. 656 and 657 between West Trenton and Bound Brook. Hearing was held on September 5, 1958. On October 6, 1958, the Hearing Examiner recommended that the petition be granted. The Board adopted the Hearing Examiner's recommendation on October 29, 1958, and permitted the discontinuance. The change in operation was made effective on November 24, 1958.

Reading Company - Discontinuance of Train No. 606 and to  
Substitute Train No. 614 - Docket No. 10597

Reading Company and The Central Railroad Company of New Jersey, in petition of March 21, 1958, asked permission to discontinue Train No. 606 operating eastbound in the morning from Philadelphia to New York and to substitute afternoon Train No. 614. Hearing was held on March 28, 1958 and the Hearing Examiner, on April 18, 1958, recommended that the change be permitted. The Board, on April 23, 1958, allowed the change and the substitution was made effective April 28, 1958.

Reading Company - Discontinuance of Train No. 1613 -  
Docket No. 10981

Reading Company and The Central Railroad Company of New Jersey, in a petition filed on November 6, 1958, requested permission to discontinue Saturday Train No. 1613 between New York and Philadelphia. Hearing was held on December 23, 1958, and no further action was taken as at the end of the year.



# INVESTIGATION OF INTERRUPTIONS OF SERVICE (FORMAL)

## The Pennsylvania Railroad Company - Delays due to Snow - February 1958 - Docket No. 10558.

This proceeding was instituted on the Board's own motion following extensive, protracted service breakdowns during and immediately after a snow storm in February. Hearings were held on February 20, 21, 24 and on May 26, 1958. It appeared that fine snow was carried with the cooling air into the traction motors, and the excess moisture resulted in failures of the electric locomotives. Snow screens were not effective under the conditions, and many locomotives failed a second time after repairs were made.

As a result of the Board's action, the Railroad carried on a series of experiments to correct the difficulty, and analyzed its programs for operation during storms.

The Board, on November 10, 1958, directed the Railroad to equip all of its electric passenger locomotives with discs to control the volume of air to the motors, to provide proper and sufficient personnel to properly supervise its operations, to improve its methods of informing the public of any deviations from published schedules, and to continue its experiments aforementioned. On December 4, 1958, the Railroad advised the Board that the locomotives had been equipped with regulating discs, and that the remainder of the program would be carried out.

## INFORMAL COMPLAINTS - CHANGES IN TRAIN SCHEDULES OR CURTAIL- MENT OF PASSENGER TRAIN SERVICE.

During 1958 the Board investigated 249 informal complaints of improper service or schedules as follows:

The Baltimore and Ohio Railroad Company	5
The Central Railroad Company of New Jersey	39
The Delaware, Lackawanna and Western Railroad Company	12
Erie Railroad Company	64
Hudson and Manhattan Railroad Company	3
Lehigh Valley Railroad Company	7
The New York and Long Branch Railroad Company	3
The New York Central Railroad Company	13
New York, Susquehanna and Western Railroad Company	13
The Pennsylvania Railroad Company	68
Pennsylvania-Reading Seashore Lines	20
Reading Company	2
Total	<u>249</u>

In each case explanation or corrections were made as required.



### CHANGES IN RAILROAD TRACKS AND SIGNALS (FORMAL AND INFORMAL)

Changes in railroad tracks and signals are controlled jointly by the Board and the Interstate Commerce Commission. The Interstate Commerce Commission, under Section 26 of the Interstate Commerce Act, has jurisdiction over the installation, inspection and maintenance of signal systems and other devices to promote the safety of railroad operation. The Board under R.S. 48:2-23 may require any public utility to furnish safe, adequate and proper service and to maintain its property and equipment in condition to do so.

When a railroad proposes to make changes in tracks or signals, it applies to the Interstate Commerce Commission for approval of the modifications in the signal system. This Board is also notified of the proposed action. The Board, after investigation, may set the matter down for public hearing or may offer no objection to the proposed changes or take such other action as the facts and circumstances may warrant.

Appendix Table 14 to this Report is a tabulation of applications before the Interstate Commerce Commission in 1958, concerning changes in signals and tracks, which also involved Board action.

### DISCONTINUANCE OR CURTAILMENT OF STATION SERVICE OR FACILITIES (FORMAL)

Changes in service requirements not infrequently lead to petitions by a railroad company for abandonment of a station or a change in the character of service furnished at the station. Such petitions are brought before the Board in public hearing for formal determination. Cases of this type initiated by Railroads during 1958 are listed in Appendix Table 15.

### FORMAL COMPLAINTS RELATING TO SERVICE OR FACILITIES

#### The Pennsylvania Railroad Company, Service to Baker and Co. Inc. - Newark - Docket No. 9704.

This is a carry over Docket from the prior year and the details of the proceedings to the end of 1957 were reported in our 1957 Annual Report. Upon failure of the complainant to prosecute its complaint, the matter was dismissed on May 2, 1958, and the case was closed.

Erie Railroad-Northern Branch, New York, Susquehanna and  
Western Railroad - Operation of trains to Hoboken Terminal,  
Docket Nos. 9872 and 10127

The proceedings in these dockets, which were initiated in prior years, were detailed to the end of 1957 in our Annual Report for that year. Following the completion of hearings in these matters in 1958, the Hearing Examiner on August 21, 1958 recommended that the Erie Railroad operate the Northern Branch trains into Hoboken in accordance with an offer made during the proceedings and, that the New York, Susquehanna and Western Railroad also be ordered to operate its trains into Hoboken and that it apply to the Interstate Commerce Commission for the necessary rights to do so. Exceptions and briefs in support of the exceptions to the Hearing Examiner's Report and Recommendations were filed. After due consideration, the Board, on December 3, 1958, adopted the Report of the Hearing Examiner and directed the operation of the trains to Hoboken. Operation of the Northern Branch trains into Hoboken was started on December 15, 1958. The New York, Susquehanna and Western Railroad trains continued to operate into Jersey City pending the outcome of an appeal taken from the Board's Decision.

The New York, Susquehanna and Western Railroad Company -  
Passenger Service to Franklin Lakes, Oakland and  
Wyckoff. Docket No. 10374

This is a carry-over Docket from the prior year and involves a complaint by the municipalities above mentioned for changes and additions to passenger service. After hearing, the Board dismissed the proceedings since it had already ruled upon adequate train service on this railroad in Docket No. 9277 which case is on appeal to our courts.

The New York Central Railroad, Extension of service  
from Weehawken to Jersey City. Docket No. 10992

The Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Engineers in petition of November 13, 1958 requested the Board to Order the New York Central Railroad and the Pennsylvania Railroad to operate the New York Central trains to Exchange Place Station in Jersey City if the New York Central ferries are abandoned. This matter is scheduled for hearing in 1959.

### INFORMAL COMPLAINTS - SERVICE OR FACILITIES

During 1958 complaints in connection with train or station service or facilities were received as follows:

The Central Railroad Company of New Jersey	18
The Delaware, Lackawanna and Western Railroad Company	13
Erie Railroad Company	8
Hudson and Manhattan Railroad Company	1
The Lehigh and Hudson River Railway Company	4
The New York and Long Branch Railroad Company	7
The New York Central Railroad Company	1
New York, Susquehanna and Western Railroad Company	10
The Pennsylvania Railroad Company	47
Pennsylvania-Reading Seashore Lines	2
Reading Company	1
Total	<u>112</u>

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

### INVESTIGATION OF RAILROAD ACCIDENTS (FORMAL)

#### The Central Railroad Company of New Jersey - Investigation of Accident to Train No. 3314 at the Newark Bay drawbridge. Docket No. 10920

On September 15, 1958, Train No. 3314 of the Central Railroad of New Jersey passed over the end of the open drawbridge at Newark Bay, and two locomotives and three passenger cars plunged into the Bay. The engineer, fireman, conductor and 45 passengers were killed. Investigations were started by County, State and Federal authorities to determine the cause and other circumstances of this accident.

The Board's investigation included hearings on September 22, 23, 24, 25, 26 and October 6, 1958, in addition to numerous inspections and interviews.

On November 7, 1958, the Board directed the Railroad to install various safety devices, including additional signals, automatic train control, "dead man" controls, and smashboards, and in addition ordered the Railroad to observe various safety precautions in the operation of the drawbridge. The Order also provided that an engineer, who was disqualified for medical reasons, could not act as fireman in passenger service. The Railroad proceeded with the installation of added signals and other safety devices, but asked for reconsideration of some requirements. Hearing is scheduled for 1959.



## INVESTIGATION OF RAILROAD ACCIDENTS (INFORMAL CASES)

The Board's Division of Railroads conducts an informal investigation of all railroad accidents which involve deaths or injuries to passengers or serious damage to tracks or structures.

In addition to the accident at the Newark Bay Bridge, which resulted in the formal investigation hereinabove mentioned, there were two other passenger train accidents during the year. Both were on the Hudson and Manhattan Railroad. On May 7th a derailment occurred when a train was operated past a stop signal at the Hoboken terminal. No injuries were reported. The second accident was on December 14th when two trains collided east of Journal Square station. Twenty-eight passengers and two employees were injured. The accident resulted from excessive speed and slippery rails which caused sliding when the brakes were applied.

## SAFETY OF RAILROAD FACILITIES AND OPERATION (FORMAL CASES)

### Safety Devices at Railroad Drawbridges - Docket No. 10986

The Board, on November 13, 1958, called upon the eleven passenger carrying railroads in New Jersey to send representatives to conferences to discuss the safety features and methods of operation at all drawbridges which carry passenger trains. It developed that three of the railroads owned and controlled no drawbridges. The remaining eight companies presented 69 exhibits covering 31 drawbridges. As of the end of the year, the investigation was not concluded.

### Installation of "Dead Man" Controls on Railroad Passenger Locomotives and Cars - Docket No. 10918

The Board, under date of September 17, 1958, after consideration of the use of safety devices in railroad service, directed all of the railroads in the State to install a "Dead Man Control" in all locomotives or other power units in passenger service.

The railroads advised the Board that they would promptly proceed to make the directed installation and by the end of the year nearly all passenger units had been so equipped.



## INFORMAL INVESTIGATIONS - SAFETY

### Inspections of Railroad Track, Bridges and Structures

Regular and special inspections of railroad tracks, roadbed, bridges, etc. are made each year by qualified members of the staff to determine the conditions and the ability of the facilities to carry the traffic handled.

During 1958 a total of 175 regular inspections were made. In addition, several re-inspections and special inspections were made. The principal special inspections were made on the New York and Long Branch Railroad at Red Bank and Manasquan, on the Pennsylvania Railroad at "Deep Cut", Sayreville, and on New York, Susquehanna and Western Railroad at Edgewater. For the most part the structures were found to be in satisfactory condition. Where, however, corrective action was required, prompt steps to that end were undertaken.

### Inspections of Railroad Shops and Equipment

Mechanical inspections are made to determine the condition of equipment and shop inspections are conducted to check the methods followed in making repairs. A total of 31 mechanical and shop inspections were made in 1958. When necessary, appropriate recommendations are made.

## ACCIDENTS AT RAILROAD - HIGHWAY GRADE CROSSINGS

During 1958 there were 150 accidents involving railroad trains and highway vehicles at grade crossings. Investigations were conducted in connection with 63 of the accidents to check the conditions at the crossings and the effectiveness of the protection.

These accidents are summarized as follows:

<u>Type of Accident</u>	<u>Total Number</u>	<u>Persons Killed</u>	<u>Persons Injured</u>	<u>Number of Investigations</u>
Train struck motor vehicle	112	14	51	52
Motor Vehicle struck train	38	3	20	11

In addition there were 11 accidents involving pedestrians including five persons who were trespassing on railroad property. These accidents resulted in the death of nine persons and injuries to two persons. Two accidents involving trains and bicycles resulted in injuries to two persons.

SURVEY OF RAILROAD - HIGHWAY GRADE CROSSINGS  
DOCKET NO. 11032

On December 3, 1958, requests for information and cooperation in the undertaking of a survey of all grade crossings in the State were forwarded to County Prosecutors and railroad officials to supplement an investigation being conducted by the Board's Division of Railroads. The information includes a description of the conditions at the crossing with recommendations, if any, for improvement of protection or other conditions. Work on this survey was underway at the end of the year and will be continued in 1959. All crossings in the State are to be included.

SURVEY OF RAILROAD STATIONS - DOCKET NO. 11031

Following an accident at the Avon station of the New York and Long Branch Railroad the Monmouth County Grand Jury, on May 5, 1958, recommended that the Board make a survey of the railroad stations in the State. With the cooperation of the County Prosecutors and Police Departments, the Board conducted a survey of the 520 passenger stations on 11 railroads. Recommendations for the improvement of safety at 52 stations were made. Corrective action is already underway in 27 cases where immediate attention was warranted.

PROTECTION OF AND CONDITIONS AT RAILROAD -  
HIGHWAY GRADE CROSSINGS (INFORMAL CASES)

The Board's Division of Railroads makes continuous study of grade crossing protection and its relation to highway and railroad traffic. During 1958, a total of 550 inspections and checks were made.

During the year, the Board's Division of Railroads acted upon informal requests covering changes in protection at 24 railroad-highway crossings. It also investigated and acted upon 30 informal complaints in connection with the protection and condition of railroad-highway grade crossings.

ESTABLISHMENT OF NEW GRADE CROSSINGS (FORMAL CASES)

The Board has opposed the establishment of new grade crossings, except in unusual cases or where the volume of rail and highway traffic is small.

Seventeen formal cases completed in 1958 pertaining to petitions for the establishment of new grade crossings are listed below. Many of the petitions for new grade crossings are for the construction of industrial sidings to provide rail service to an industry. Unless otherwise indicated, the establishment of the new grade crossings was permitted.

The Central Railroad Company of New Jersey

Second Street and Seventh Street, Lakewood -	Docket No. 10361
Pier Streets, Bayonne -	Docket No. 10820

Erie Railroad Company

Willard Street, Pompton Lakes (Dismissed by Board) -	Docket No. 8206
Railroad Avenue, Closter -	Docket No. 10621
Nordhoff Place, Englewood -	Docket No. 10611

Lehigh Valley Railroad Company

13th Avenue, Manville -	Docket No. 10371
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The Pennsylvania Railroad Company

Finesville Road, Riegelsville -	Docket No. 10721
Front Street, Delran Twp. -	Docket No. 10628
Lamberton Road, Hamilton Twp. -	Docket No. 10927
North Coles Avenue, Maple Shade -	Docket No. 10808

Pennsylvania-Reading Seashore Lines

Elaine Avenue, Blackwood -	Docket No. 10254
Atlantic Avenue, Camden -	Docket No. 10625
Penn Street and Howell Street, Salem -	Docket No. 10746
West Wildwood (Denied by Board) -	Docket No. 10640
16th Street, Ocean City -	Docket No. 10923

Rahway Valley Company

Colfax Avenue, Kenilworth (Denied by Board) -	Docket No. 10269
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Raritan River Railroad Company

Ryder's Lane, Milltown -	Docket No. 10839
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PEDESTRIAN CROSSINGS - (FORMAL CASES)

The Delaware, Lackawanna and Western Railroad Company  
at Cranberry Lake (Byram Township) - Docket No. 10243.

This is a carry-over proceeding which was initiated on the Board's own motion in 1957 following fatal accidents to pedestrians at two unauthorized pedestrian crossings at the above location. After public hearings which were concluded in 1958, the Hearing Examiner on July 10, 1958, recommended that the crossings should be removed, unless the Railroad and the residents of the area enter into an agreement for the establishment of a grade crossing, with automatic protection. The Board, on August 1, 1958, issued a Decision and Order adopting the Examiner's recommendations, and directed the removal of the crossings, unless an agreement is reached.

On September 19, 1958, a petition for reconsideration and rehearing was filed by the local residents. Further hearing is scheduled for 1959.

PROTECTION AT GRADE CROSSINGS - (FORMAL CASES)

The Central Railroad Company of New Jersey, - Poole  
Avenue and Florence Avenue, Union Beach -  
Docket No. 10632.

The Borough of Union Beach filed a formal complaint on March 26, 1958, regarding the protection at the grade crossings of Poole Avenue and Florence Avenue. The matter was brought to hearing on May 16, 1958, and in Decision of June 11, 1958, the Board directed the installation of flashing lights and bells to protect each crossing. The improved protection was placed in service on November 14, 1958.

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

This is a carry-over complaint proceeding which had been initiated by The Bart Manufacturing Corporation and Bart-Messing Corporation relating to the protection at the grade crossing of Manchester Place and the Orange Branch of the Erie Railroad in Newark. There having been failure to move the complaint for a considerable period of time, the Board on notice to the parties and without objection dismissed the complaint on June 3, 1958.



The Pennsylvania Railroad Company - Perkins Lane,  
Edgewater Park, Docket No. 10512

E. Ross Blyler Jr., et al., on January 13, 1958, filed a complaint regarding the protection at Perkins Lane in the Township of Edgewater Park, and asked that flashing lights be installed. The complaint was withdrawn on June 3, 1958.

The Pennsylvania Railroad Company - Park Avenue,  
Burlington Township - Docket No. 10553

Hugh R. Frost et als., in petition filed on January 30, 1958, asked that the Pennsylvania Railroad be directed to install flashing light protection at the Park Avenue grade crossing in Burlington Township. Hearing was held on July 15, 1958. On August 7, 1958, the Hearing Examiner found that traffic and other circumstances did not warrant a change in protection and he recommended that the petition be dismissed. The Board, on September 9, 1958, adopted the Hearing Examiner's recommendation and dismissed the case.

The New York and Long Branch Railroad Company -  
Roosevelt Avenue, Ocean Township - Docket No. 11053

The Township of Ocean, Monmouth County, in petition filed on December 22, 1958, requested that the protection at the Roosevelt Avenue grade crossing be changed to gates instead of flashing lights. Hearing in this matter is to be held in 1959.

ELIMINATION OF RAILROAD - HIGHWAY GRADE CROSSINGS  
(FORMAL CASES)

During the year 1958, construction was in progress for the elimination of one grade crossing. Details of the grade crossing elimination projects before the Board in 1958 are as follows:

The Central Railroad Company of New Jersey - Dunellen - Plainfield  
(Docket No. 3914)

Construction work for the elimination of five grade crossings in Dunellen and Plainfield was completed in 1956. All accounting was completed and the project closed during 1958.

The Central Railroad Company of New Jersey - Borough of  
Raritan - Docket No. 7525

This is a carry-over proceeding which was described in our 1957 Annual Report. Hearings were held in this matter on June 25, and August 4, 1958. On September 30, 1958, the Hearing Examiner recommended that the petition be denied, on the basis of insufficient traffic and hazard to warrant the expenditure of public money. The Board denied the petition on October 30, 1958.

The Central Railroad Company of New Jersey - Garwood  
Docket No. 5172.

This is a carry-over case and the proceedings therein to the end of 1957 are set forth in our 1957 Annual Report. The Hearing Examiner, on April 10, 1958, recommended the elimination of the crossing by the construction of a highway underpass. The Board, on April 29, 1958, directed the elimination, but deferred the start of construction until further order of the Board. Sufficient funds have not as yet been provided by the State to pay for its share of the cost of the elimination in question.

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

The Board, by Order issued in 1951, directed the elimination of grade crossings of Woodbridge Avenue and Turtle Brook Road in Port Reading. Several modifications of the Order were issued to change certain details of the original order. On March 26, 1958, the Board granted a petition of the Railroad for an extension of the construction period to June 1, 1959. Since 85% of the funds for the elimination are provided by the State and since it appeared that there were insufficient State funds available for this purpose, the Board issued a modification of its Order directing the Railroad to refrain from starting the work pending further Order of the Board.

Erie Railroad Company - Rutherford and East Rutherford -  
Docket No. 3604.

This is a carry-over proceeding described in our 1957 Annual Report. The parties in interest having filed a stipulation to the discontinuance of the proceeding, the Board on September 24, 1958 dismissed the proceeding.

Lehigh Valley Railroad Company - South Plainfield -  
Docket No. 9365.

This is a carry-over proceeding described in our 1957 Annual Report. On May 9, 1958, the Board issued a Decision directing the Railroad to eliminate the grade crossing by carrying Hamilton Boulevard over the tracks on a viaduct, but ordered that construction be deferred until further Order of the Board, due to the unavailability of funds to cover the State's portion of the cost of the project.

The Pennsylvania Railroad Company - Metuchen  
Docket No. 1867.

This is a carry-over case and the proceedings to the end of 1957 are set forth in our Annual Report for 1957. Construction was

started in January, 1958. By December, 1958, one of the sidewalks was open for pedestrian traffic, but completion of the roadwork was deferred until the Spring of 1959.

The Railroad, on July 2, 1958, asked for an extension of time to complete the work. After hearing, on July 22, 1958, the Board, by Order dated July 31, 1958, extended the time to December 1, 1958. A further request for extension of time for completion was made on October 22, 1958, and hearing was held on December 23, 1958. Decision was pending at the end of the year.

Pennsylvania-Reading Seashore Lines - Camden  
Docket No. 4074

The relocation of the Cooper's Point Branch of Pennsylvania-Reading Seashore Lines to eliminate 14 grade crossings in the City of Camden was completed in 1954. The construction accounting has been completed, but the division of the cost between the Board and the State Highway Department was still pending as at the end of the year.

RELOCATION OR WIDENING OF GRADE CROSSINGS (FORMAL CASES)

The Central Railroad Company of New Jersey - Meadow Avenue,  
Lakewood - Docket No. 10962

The County of Ocean, on October 15, 1958 asked approval of the widening of the grade crossing of Meadow Avenue and the Central Railroad of New Jersey in Lakewood. Hearing was held on November 18, and December 4, 1958. On December 15, 1958, the Board ordered the widening of the crossing, subject to an agreement between the parties as to the division of the cost.

Erie Railroad Company, Riverdale Road, Riverdale -  
Docket No. 10610

The County of Morris applied on March 20, 1958, for the relocation of the grade crossing of Riverdale Road and the Erie Railroad at Riverdale. The matter was brought to hearing on May 7, 1958, and the petition was granted on May 14, 1958, subject to relocation of the present flashing lights to conform with the new location of the crossing.

Erie Railroad Company, Rock Road (Main Line) - Glen  
Rock - Docket No. 10635

Erie Railroad Company, in petition of April 10, 1958, asked permission to increase the width of the main line grade crossing of Rock Road in Glen Rock from 30' to 60'. Permission was granted on May 1, 1958, subject to provision for relocation of the existing automatic gates.



The New York Central Railroad Company - Old Hook Road,  
Closter, Docket No. 10915

The New Jersey State Highway Department, on September 10, 1958, asked approval of the widening of the Old Hook Road grade crossing in Closter. Permission was granted on October 2, 1958, subject to relocation of the protection at the crossing to conform to the increased width of the road.

The Pennsylvania Railroad Company - Chester Avenue,  
Riverside and Delran Townships, Docket No. 10043

This is a case which was instituted in 1957 and proceedings to the end of that year are set forth in our 1957 Annual Report. Hearings were resumed on June 17, 1958. On July 31, 1958, the Hearing Examiner recommended that the crossing be increased in width, subject to agreement between the parties on the division of cost. The Board, on August 25, 1958, adopted the Hearing Examiner's recommendation and directed the widening of the crossing.

The Pennsylvania Railroad Company - Stevens Station  
Road, Burlington Township, Docket No. 10044

A petition for the widening of the crossing referred to was filed by the County of Burlington in 1957. The details of the proceeding to the end of 1957 are set forth in our Annual Report for that year. Further hearing was held on June 10, 1958. On July 30, 1958, the Board directed improvement of the crossing by the construction of two paved sidewalks, as indicated in an agreement between the Railroad and the County. The vehicular crossing and the protection were not to be changed.

The Pennsylvania Railroad Company - New Albany Road,  
Moorestown - Docket No. 10948

The Township of Moorestown, on October 10, 1958, filed a petition for the widening of the grade crossing and relocation of the protection at New Albany Road and the Pennsylvania Railroad. The Township and the Railroad reached an agreement on the construction and the Board approved the changes on October 20, 1958.

Pennsylvania-Reading Seashore Lines - Berlin-Cross Keys  
Road, Winslow Township, Docket No. 10896

The County of Camden, by petition of August 28, 1958, asked for the widening of the grade crossing of Berlin-Cross Keys Road over the Clementon Line of Pennsylvania-Reading Seashore Lines. Permission



was granted by the Board on October 16, 1958, subject to relocation of the existing protection.

Pennsylvania-Reading Seashore Lines - Linden Avenue -  
Laurel Springs. Docket No. 10585

The Borough of Laurel Springs, on March 4, 1958, filed a petition covering the widening and improvement of the Linden Avenue grade crossing. The Borough, the County of Camden and the Railroad entered an agreement on November 18, 1957, for the proposed changes and division of the cost. Hearing was held on May 5, 1958, and, on July 29, 1958, the Hearing Examiner recommended that improvement of the crossing be permitted. The Board granted the permission on July 30, 1958.

Reading Company - Louellen Street - Hopewell - Docket No. 10642

The Borough of Hopewell, on April 5, 1958, applied for approval of the widening and improvement of the Louellen Street grade crossing. The Borough is widening Louellen Street and asked that the width of the grade crossing be increased to conform with the new street width. Permission was granted on June 18, 1958, and, on October 2, 1958, the Railroad advised the Board that an agreement had been reached with the Borough on the division of cost of the improvement.

RECONSTRUCTION OF EXISTING BRIDGES (FORMAL CASES)

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

This is a carry-over Docket involving a petition by the City of Newark for an order requiring the Pennsylvania Railroad to reconstruct the bridge over Foundry Street. Proceedings in this matter to the end of 1957 are set forth in our 1957 Annual Report. As of the end of the year, there was pending in our courts litigation relating to the responsibility of a railroad for the reconstruction of an existing bridge. The New Jersey Supreme Court, on February 24, 1958, ruled that the Railroad Company is responsible for the entire cost of bridge reconstruction and, on March 12, 1958, the Board directed the Railroad to reconstruct the bridge to provide an underclearance of 14 feet. The Railroad, on April 3, 1958, requested reconsideration and rehearing, pending appeal to the United States Supreme Court. A formal application for rehearing and a stay was filed on April 23, 1958. The Board, on June 26, 1958, granted rehearing on the responsibility for payment, but directed that the construction proceed without delay. The United States Supreme Court dismissed the appeal and, on November 5, 1958, the Board reaffirmed its Order of March 12, 1958.

The Pennsylvania Railroad Company - Main Street, Sayreville -  
("Deep Cut" Bridge) - Docket No. 9049.

This is a carry-over docket involving a petition by the County of Middlesex, the Borough of Sayreville and the City of South Amboy, for an order requiring the reconstruction of the "Deep Cut" bridge over the railroad between Sayreville and South Amboy. Proceedings to the end of 1957 are detailed in our Annual Report for that year. As previously alluded to, there was pending in our courts as at the end of 1957 litigation relating to the responsibility of a railroad for the cost of reconstructing an existing bridge.

Construction work on the bridge was completed on February 3, 1958. The New Jersey Supreme Court, on February 24, 1958, ruled that the Railroad is responsible for the entire cost of the construction. The Railroad appealed to the United States Supreme Court which, on October 13, 1958, dismissed the appeal for lack of a substantial Federal question.

The Pennsylvania Railroad Company - Groveville Road, Bordentown -  
Docket No. 9457.

This is a carry-over docket involving a petition by the Township of Bordentown for an order directing the Railroad 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. Proceedings in this matter to the end of 1957 are set forth in our Annual Report for that year.

The Board granted permission for the substitution of a grade crossing for the bridge on February 26, 1958, subject to protection by automatic flashing lights and bell. The new crossing was placed in service on August 20, 1958.

Lehigh Valley Railroad Company - Reconstruction of Bridge  
over Conant Street, Hillside - Docket No. 10178.

The Township of Hillside, in petition filed on July 5, 1957, requested the Board to order Lehigh Valley Railroad Company to widen its bridge over Conant Street and to increase the underclearance. Hearing was held October 16, 1957 and November 18, 1957. The Hearing Examiner found that the width and underclearance of the bridge are adequate and recommended that the petition be dismissed. No exceptions were filed and, on July 1, 1958, the Board dismissed the petition.

New York, Susquehanna and Western Railroad Company  
Reconstruction of River Road Bridge, Edgewater -  
Docket No. 10752

The County of Bergen, by petition filed on June 5, 1958, requested the Board to direct the Railroad Company to make necessary repairs and improvements to the bridge which carries River Road over the Edgewater Branch of the Railroad. The matter was brought to hearing on November 13, 1958, and briefs were submitted by the County and the Railroad. The matter was subsequently restored to the calendar for further hearing in 1959.

STATE HIGHWAY PROJECTS INVOLVING CHANGES IN RAILROAD  
FACILITIES

During 1958 the Board acted on the following State Highway Department projects which involved changes in railroad tracks or crossings over railroad property:

Mount Hope Mineral Railroad - Construction of Freeway  
Route 101 - Wharton

Wharton and Northern Railroad - Construction of Freeway  
Route 101 - Roxbury Township

Raritan River Railroad - Changes in Route 25 - North  
Brunswick Township

New York, Susquehanna and Western Railroad - Changes to  
Routes 1 and 3 - North Bergen Township

Erie Railroad - Changes to Route 1 and 3 - North Bergen  
Township

Lehigh Valley Railroad - Construction of Freeway Route  
104 - Bridgewater Township

Delaware, Lackawanna and Western Railroad - Construction  
of Freeway Route 82 - Roxbury Township

Reading Company - Construction of Route 104 - Bridgewater  
Township.

Central Railroad of New Jersey - Changes to Route 28 -  
Bloomsbury.

Central Railroad of New Jersey - Construction of Freeway  
Route 104 - Bridgewater Township.

Lehigh Valley Railroad - Construction of Freeway Route 102 -  
Bethlehem Township.

MISCELLANEOUS INFORMAL MATTERS

During 1958 the Board acted on 216 miscellaneous requests for information, protests, etc. in connection with railroad service, fares or charges. Each of the matters was investigated and response made.

SALES OF REAL ESTATE

During 1958 the Board approved the sale of \$2,536,736 of railroad real estate in 144 proceedings.



## CHAPTER VIII

### MOTOR CARRIERS

At the close of 1958 motor carrier utilities subject to the Board's full jurisdiction as to their rates, service and safety, comprised 338 privately-owned street transportation enterprises operating on 496 approved routes. This included one company which operated 30 trolley cars on one route using the Newark City Subway facilities. There were also 76 autobus utilities which did not operate in 1958, but which were under the Board's jurisdiction. A listing of the motor carrier utilities follows:

A & A Bus Co., Inc.	Bee Five Bus Co.
A. M. Bus Co.	Bee Four Corp.
A. & W. Bus Co., Inc.	B-Eleven Bus Co., Inc.
Academy Bus Company, Inc.	Bell's Bus Service
Ace Bus Transportation Corporation	Bergen & Central Bus Company
Acme Bus Co., Inc.	Bert Kay Bus Co., Inc.
Aklaw Bus Co., Inc.	Beviano Chartered Service
Alco Bus Co.	Bill's Bus Line
American Bus Lines, Inc.	Blacher, Victoria
Annello, John t/a Annello Bus Lines	Bloom Bus Company, Inc.
Arc Bus Company, Inc.	Blue Bus Lines
Associated Bus Company	Blue Diamond Lines, Inc.
Atlantic Brigantine Coach Co.	Bond Bus Corp.
Atlantic Bus Company, Inc.	Boro Busses Company
Atlantic City Transportation Company	Boro Busses Ltd.
Atlas Bus Corp.	Boro Busses-Rollo Transit Corp.
B-6 Bus Company, Inc.	Boulevard Bus Inc.
B-7 Bus Corp.	Bowitz, Albert and Lillian
B 125 - Bus Co., Inc.	Brandes, Henry A.
B. & M. Bus Company, Inc.	Bridgeton Transit
B. & P. Bus Co., Inc.	Broadway Transport Co., Inc.
Babs Bus Company, Inc.	Browell Bus Co.
Baker & Warren Bus Co., Inc.	Bryant and Shelton Company
Balgen Bus Company, Inc.	Budka, Felix and Lapinski, Adam
Bannon, Lester T., Bus Company, Inc.	Budlik Bus Company, Inc.
Baram Transportation Co., Inc.	Bus Operating Co.
Bauer, Albert F. Inc.	Byrnes, Matthew
Baum Bus Company, Inc.	Camden & Burlington Counties Bus Co.
Bauman Bus Corporation	Cape Bus Company, Inc.
Bayonne Bus Company, Inc.	Cappitelli, Anthony
Bays Bus Co., Inc.	Car Bus Corp.
Bayshore Bus Company	Cardone, Edward
Bee Eight Bus Company	Carll, William t/a Lenape Stages
	Carmella Bus Co., Inc.
	Casper Bus Company Inc.

Cassell Bus Co. Inc.  
 Castellano Motor Transportation Co.  
 Cavaliere Bus Company  
 Charner Bus Corporation  
 Chok, Ida, Administratrix of the  
 Estate of Felix Chok  
 Cisko Bus Co.  
 City Service Transit Co.  
 Claremont Transportation Company  
 Clinton Avenue Bus Company  
 Coast Cities Coaches, Inc.  
 Colapinto Bus Co., Inc.  
 Colden Bus Company, Inc.  
 Consolidated Bus Lines, Inc.  
 Consolidated Shore Lines, Inc.  
 Corson, Lawrence F.  
 Costa Bus Co. Inc.  
 Cottage Bus Company, Inc.  
 Crane Transportation Co. Inc.  
 Crosby, Honora  
 Culver Bus Company, Inc.  
 D.G. Bus Co. Inc.  
 D.I.R. Bus Corporation  
 Dahlstrom, Charles  
 D'Arcangelo Bus Co.  
 Dare Bus Corp.  
 Daguila Bus Corp.  
 DeCamp Bus Lines  
 DeCorso, Michael  
 Dee Bus Company, Inc.  
 Delaware River Coach Lines, Inc.  
 Delaware Valley Bus Lines, Inc.  
 Del Elizabeth Jitney Co. Inc.  
 Dern, Inc., I.  
 DeSpazio, Dominick  
 Di Croce & Head, Inc.  
 Di Domenico Bus Company Inc.  
 Dikros Bus Co. Inc.  
 Dilley, Fred J.  
 Dover-Mt. Hope-Picatinny Bus Line  
 Downtown Bus Co.  
 Drogen Bus Co.  
 Duco Bus Co. Inc.  
 Eagle Bus Co. Inc.  
 E. & A. Bus Co.  
 E. and M. Bus Corp.  
 E. D. J. Bus Company, Inc.  
 Effkay Bus Co. Inc.  
 Ekay Bus Co. Inc.  
 Elizabeth Bus Company  
 Elizabeth Transit Corp.

Elizabeth-Union-Hillside-  
 Irvington Line, Inc.  
 Eljay Transportation Corp.  
 Elliott Bus Corp.  
 Ellis Bus Corp.  
 Ellmas Bus Co.  
 Empire Bus Company, Inc.  
 Englehardt, Kenneth  
 Englehardt, Ronald A.  
 Errico, Michael  
 Es-Holt Bus Co.  
 Esor Bus Co. Inc.  
 Eureka Transportation Co., Inc.  
 Evanchyk, Michael, T/A West  
 Wildwood Bus Co.  
 F.D.&D.S. Bus Company, Inc.  
 Fairlawn Transportation, Inc.  
 Fairview Bus Co., Inc.  
 Farnum Bus Corp.  
 Felz Bus Company  
 Federal Bus Company, Inc.  
 Fencor Bus Co., Inc.  
 Ferrell Bus Co. Inc.  
 Ferry Bus Co. Inc.  
 Filida Bus Corporation  
 Fine Bus Transportation Co., Inc.  
 Five Mile Beach Electric Railway  
 Company  
 Fleming Bus Co., Inc.  
 Four-Eight Four Corporation  
 Frankowski, Bus Co., Inc.  
 Friedman Transportation Co.  
 Fulton Bus Co., Inc.  
 G. and F. Bus Corp.  
 G. & W. Bus Company, Inc.  
 Gabrian, Michael & Estate of  
 Peter Gabrian  
 Garfield-Passaic Bus Company  
 Garfield & Passaic Transit Co.  
 Gatti Bus Co.  
 Gearty Bus Co., Inc.  
 Gendzvil Bus Co., Inc.  
 Gershkowitz, Abraham  
 Gershkowitz, Eva  
 Gertz Bus Company, Inc.  
 Gloria Bus Company, Inc.  
 Goldsmith Bus Company, Inc.  
 Goldstein, Sam and Karter,  
 Albert  
 Gorben Bus Transportation  
 Corp.

Grand Bus Corp.	Kaunas Bus Co.
Graope Transportation Co., Inc.	Keane Bus Company
Grasso Brothers, Inc.	Keisling, Richard C.
Grasso Bus Co.	Kennedy, E. J., Inc.
Green Flyer, Inc.	Keogan Bus Company
Greenville Bus Company	Key City Bus Co., Inc.
Greyhound Corporation, The	Kima Bus Company, Inc.
Grodrud Bus Company, Inc.	Kirslo Bus Company, Inc.
Grossman Bus Company, Inc.	Koll Motor Transportation
Grossman Transport, Inc.	Company
Gun Tal Bus Co. Inc.	Korud Bus Company, Inc.
H. & E. Bus Co.	Kowalski, Stephen and Betty
H & R Bus Co., Inc.	Krebs Bus Company
Habermann Bus Co. Inc., Anthony	Krebs, George C., Inc.
and Fred	Kunzelman, Mary
Haflin Bus Co.	L & T Bus Company, Inc.
Hanus, Joseph and Wanda, t/a J. &	Lackawanna Bus Corporation
W. Hanus	Ladney Bus Co. Inc.
Harmon & Regalia, Inc.	La Forgia, Estate of Salvatore,
Hermine Bus Co. Inc.	N. La Forgia, Executor
Heslin Bus Corporation	Lakeland Bus Lines, Inc.
Hild Bus Co. Inc.	Lake Region Coach Co. Inc.
Hill Bus Company	Le Fante, Vincenza
Hoboken Transportation Co.	Lefante Bus Company, Inc.,
Hohorst, Incorporated	Joseph J.
Hohorst, Henry, Jr.	Leo Bus Inc., The
Holt Enderlein Bus Company	Lesta Bus Co. Inc.
Homestead Transit Co. Inc.	Levender Bus Company, Inc.
Hudson Bus Transportation Co.,	Libby Bus Company, Inc.
The Inc.	Lincoln Bus Co.
Hudson Transit Lines, Inc.	Lincoln Transit Co. Inc.
Hughes, Ben, Inc.	Linden Bus Co.
Inter City Bus Co., Inc.	Lucci Bus Co.
Intercity Transportation Co., Inc.	Lycal Bus Company, Inc.
Irving Transit Company	M. & G. Bus Co., Inc.
Italiano La Spada Co., Inc.	M.-M. Bus Corporation
J. & H. Bus Company, Inc.	M.S. Boulevard Bus Co. Inc.
J. & J. Bus Co.	Maday Bus Transportation Co.
J. & L. Bus Co.	Maday and Sons, Inc.
J. & M. Bus Co., Inc.	Magliato, Dominick
J.R.M. Bus Co.	Mahar & Villani, Inc.
J. S. Bus Corporation, Inc.	Malley Bus Corporation
Jad Bus Company, Inc.	Manhattan Transit Company
Jelly, Wm. H. & Co., Inc.	Marathon Bus Line, Inc.
Jimac Bus Co. Inc.	Maresca Bus Company
Jordan, Thomas	Maria Transportation
Kauderer, Charles F.	Company



Marion Bus Transportation Co.  
Martucci Bus Company  
Marveth Bus Corporation  
Masi, James Bus Corp.  
Massa Bus Company, Inc.  
Matlin Bus Corporation  
McIntyre, Inc., Robert J.  
Meehan, Harry J.  
Meeker, Eugene  
Meltzer Bus Company, Inc.  
Merikle, G. H., Inc.  
Merrell, Robert W.  
Mile Square Transportation Co.  
Millstone Bus Line, Inc.  
Minotto, Benjamin  
Minotto Bus Company, Inc.  
Minuslin Bus Co., Inc.  
Molmar Bus Transportation Corporation  
Montgomery Bus Corporation  
Moore, Raymond t/a Arrow Motor Bus Co.  
Morris Bus Corp.  
Morris, Charles L., Jr. t/a Warren  
Bus Service  
Morris, Inc., Will  
Mountain Coaches, Inc.  
Mount Bethel Bus Service, Inc.  
Murphy & Perrit Company  
Neptune Bus Company, Inc.  
Newark & Caldwell Bus Co.  
New York, Keansburg, Long Branch  
Bus Line, Inc.  
Niklu Bus Company  
North Boulevard Transportation Co.  
North and South Jersey Bus Company  
North Bergen Bus Co., Inc.  
Northend Bus Co.  
Number 22 Bus Co.  
Nunner Bus Company, Inc.  
Occum Transit Company  
Ocean Drive Tours, Inc.  
Olympic Bus Line, Inc.  
Orange & Black Bus Lines, Inc.  
P. J. Bus Co.  
P. Z. Bus Company  
Pacific Bus Company, Inc.  
Page Bus Corp.  
Pakenham Bus Company  
Palace Bus Company

Palangio, Patsy  
Paparelli Bus Company  
Passaic-Athenia Bus Co., Inc.  
Paterson Suburban Bus Corp.  
Peller, Selma, Administratrix  
Peninsula Bus Company  
Perno Bus Co., Inc.  
Philip Bus Corporation  
Phillips, Esther & Benjamin  
Rosenwasser  
Picardi Bus Company, Inc.  
Pierro Bus Co., G. & D.  
Pierro & Son, Inc.  
Pisano Bus Co.  
Plainfield Transit Inc.  
Polizzano Transportation  
Company  
PolICASTRO, John A. Ltd.  
Praetorius, Richard E. and  
Howard C.  
Preis Bus Corp.  
Presby, Daniel and William  
Press, Grace A.  
Prime Bus Company, Inc.  
Prince Bus Corporation  
Public Service Coordinated  
Transport  
R.A.M. Bus Co.  
R.J.S. & A.L.Z. Bus Corporation  
Raimondo, Inc., Dominick  
Ramo Bus Corporation  
Randolph Bus Company, Inc.  
Rex Bus Co.  
Rialto Bus Co.  
Riccio Bus Co.  
Riccio, Frank & Sons Inc.  
Richmond Bus Lines, Inc.  
Ride Line, Inc.  
Rockland Coaches, Inc.  
Rockland Transit Corporation  
Rogow, Stella  
Rollo Transit Corporation  
Roman Bus Co., Inc.  
Roslyn Bus Co.  
Rossmeier & Weber Bus Lines, Inc.  
Royal Blue Coaches, Inc.  
Rubenstein Bus Co.  
Ruch Brothers, Inc.  
Ryan, Margaret J.



S. and A. Bus Corporation	Sturtz, Edward, Bus Co., Inc.
S & G Bus Company, Inc.	Suburban Transit Corp.
S. & T. Bus Company, Inc.	Superior Bus Co.
Safeway Trails, Inc.	Sweeney, Edward, Inc.
Saffron Bus Company, Inc.	Takrab Bus Company, Inc.
Saks Bus Transport Company, Inc.	Tedesco Bus Company, Inc.
Salem County Coach Co.	Terrace Bus Corporation
Salmic Bus Co.	Terry Bus Company, Inc.
Sarnella Transportation Co., Inc.	Theresa Transportation Co.
Scerbo Bus Company	Thirty-Three, Inc.
Schultz, Meyer, Inc.	Tomaszewski, Edward
Seidler, William	Trackless Transit, Inc.
Serec Bus Company, Inc.	Trans-Bridge Lines, Inc.
Serv-Well Bus Co.	Trau, John & Margaret
Shannon, E. J. Bus Co., Inc.	Travelers Transportation, Inc.
Sharp, Jacob	Trenton Transit
Shinn, Barzilliar G.	Tufano Bus Corporation
Siegel, Frederick E. and Siegel,	Unity Bus Company, Inc.
Mary Ann, t/a North Haledon	Urciuolli, Edward
Transit Co.	Vailsburg Bus Co.
Silver Bus Co.	Valeriote Bus Co. Inc.
Sivad Transportation Co.	Van Buren Bus Company
Smith, Edward D. Bus Company, Inc.	Vanderhoof, E. & Sons
Smith, Harvey E.	Villani Bus Company, Inc.
Sokar Bus Co., Inc.	Vistar Bus Company
Sokolow & Glick, Inc.	Weiner Bus Company, Inc.
Solcot Bus Co.	Wendt Bus Co., Inc.
Somerset Bus Co., Inc.	Wernicki, John L.
Sommer Bus Company	Wernicki, John L. & Edward
Sostman Bus Corporation	Wernicki
South Jersey Coach Lines	West Side Bus Corporation
South Orange Avenue Bus Company	Westwood Transportation Lines,
Squier, Randall H. and Branson,	Inc.
George W., t/a Twinbrook Coaches, Inc.	White Way Tours, Inc.
Standard Bus Corporation	Winterfield, Leo
Starr Transit Co., Inc.	Wohlgemuth Bus Co., Inc.
Strang Bus Lines, Inc.	Wood, G. R., Inc.
Streetways, Inc.	Woods & Costa, Inc.
Struble, Gorman	Zrenner, Casper Bus Co., Inc.

#### CERTIFICATES OF COMPLIANCE

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

Certificates of Compliance Outstanding  
As of December 31, 1958

	<u>No. of Autobus Enterprises</u>	<u>Certificates of Compliance Outstanding</u>
Under full Board jurisdiction	338	4,346
Special, contract or charter service intrastate and interstate	<u>147</u> 485	<u>980</u> 5,326

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

Public Service Coordinated Transport - Docket No. 10570

On March 3, 1958, Public Service Coordinated Transport filed schedules of increased fares, to become effective on April 2, 1958. The fares sought were a 15¢ basic first zone fare (an increase of 3¢) and 5¢ for each additional zone (no increase) with a 5% increase on fares in excess of 60¢, student fares of 9¢ for the first zone (a 3¢ increase), and 3¢ for each additional zone (no increase). The Company estimated that the increased annual revenues derived from the proposed fares would amount to \$4,712,811. The Board suspended the proposed increases and, after notice, held hearings on the matter. In its Decision of November 10, 1958, the Board allowed a lower schedule of fares than that applied for by the Company viz: a 14¢ basic first zone fare and 5¢ for each additional zone, and student fares of 8¢ basic first zone fare and 3¢ for each additional zone. These fares went into effect on November 23, 1958.

NEGOTIATED FARE PROCEEDINGS

During the year 1958 the Board completed negotiations under R.S. 48:2-21.1 on 58 petitions for increased autobus fares. Thirty-four such petitions were pending at the end of 1958.

On February 26, 1958, the Board dismissed 359 pending petitions for autobus fare increases under R.S. 48:2-21, since the matters involved had, in effect, already been acted upon by the Board in fare negotiation proceedings under R.S. 48:2-21.1, and the petitioners had accepted and filed the fares fixed by negotiation.

#### PETITIONS RELATING TO MATTERS OTHER THAN FARES

During the year 1958 the Board received 93 petitions pertaining to the following aspects of autobus operations:

Municipal consents for new routes. . . . .	4
Municipal consents for change or extension . . . . .	34
Municipal consents for additional buses. . . . .	-
Transfer of municipal consents . . . . .	8
Modification of restrictions . . . . .	6
Discontinuance of service or portion of service. . . . .	6
Formal Complaints. . . . .	6
Interstate Commerce Commission applications. . . . .	16
Miscellaneous. . . . .	<u>13</u>
Total	93

#### INTERSTATE COMMERCE COMMISSION APPLICATIONS

Sixteen applications submitted to the Interstate Commerce Commission were assigned for hearing before Joint Boards, over which proceedings the Director or an Assistant Director of the Board's Division of Motor Carriers was designated to preside. These Joint Board proceedings represent for the State of New Jersey participation in decisions involving Federal regulation in the motor carrier transportation field. Were it not for such participation in these proceedings, the presiding officers would be Examiners of the Interstate Commerce Commission who, in many instances, have no knowledge of local conditions, or the effect their decisions might have upon New Jersey transportation utilities.

#### 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 6,253 such reports of accidents were filed with the Board. The following statistics were compiled from the accident reports received:

Number of persons injured. . . . .	2,556
Number of fatalities resulting from accidents. . . . .	18
Cases of property damage reported, \$25 or more.. . . .	2,477
Cases of property damage reported, under \$25 . . . . .	1,518
Number of accidents involving personal injury only . . . .	1,744
Number of accidents involving property damage only . . . .	3,999
Number of accidents involving both property damage and personal injury. . . . .	323
Number of accidents in which details are not given . . . .	174

Accidents resulting in a fatality, accidents of an unusual nature, or accidents wherein it was presumed that there was a failure of equipment, were investigated by members of the Board's staff to determine their cause and the measures to be taken to prevent their recurrence.

#### SAFETY ACTIVITIES

During the year the Board continued its efforts to eliminate unsafe factors affecting autobus operations in New Jersey. Through its field investigators the Board impresses upon autobus utilities the importance of improved maintenance programs and practices as an aid to motor vehicle accident prevention. Many autobus utilities now regularly conduct safety meetings for their personnel, at which safety films are shown and at which pamphlets containing safe driving suggestions are distributed. Some autobus utilities have safety incentive plans with cash bonuses or other remuneration for employees with good safety records.

#### NEW EQUIPMENT

During the year 1958, 410 new autobuses were purchased and placed in regular operation. In addition, 142 used buses were purchased, completely rehabilitated, and placed in service. The number of new buses purchased in 1958, was 61 more than the number purchased in 1957. The autobus utilities generally continued to experience unfavorable economic results and some of the smaller operators could not afford to buy new equipment. Instead of purchasing new equipment, they often purchased used autobuses which were rehabilitated so as to meet the Board's specifications and standards of maintenance.

#### MAINTENANCE

During 1958 the Board's field investigators made 9,871 safety inspections of autobuses, representing approximately the same number of inspections as was made in 1957. In making these inspections every accepted test for safety and proper maintenance was applied to each vehicle. In the regular course of these inspections, the Board's field investigators discovered that ten of the larger autobus utilities were having trouble in the maintenance of rear air suspension supports on autobuses newly purchased



from a large manufacturer. It developed that these were basic defects in the supports in question which could affect safe and proper operations. These findings were at once called to the attention of the manufacturer's automotive engineers. The manufacturer quickly replaced the defective units and took steps to eliminate the underlying cause of the defect.

#### TRAFFIC INVESTIGATIONS

Investigations have continued of the service furnished and the equipment operated by both street railway and autobus utilities. In 1958, more than two hundred traffic checks and surveys were made on the Board's initiative, or in connection with the investigation of 237 complaints. In all but a few cases the complainants were interviewed and, when appropriate, action was taken to correct the conditions which caused the complaint. During the year, 1,122 letters requesting information or advice concerning miscellaneous transportation matters involving autobuses were received and answered.

#### OPERATING SCHEDULES

All autobus utilities are required to keep their current operating schedules on file with the Board. These operating schedules, when received, are examined and filed. When major changes in an operating schedule are proposed which would substantially reduce the service or materially alter headways, acceptances for filing of such schedules are subject to protest of any interested parties. When a protest is received, an informal conference with the utility and the complainant is promptly arranged by the Board's staff. Such conferences usually result either in the utility withdrawing its proposed operating schedule, or in a compromise being reached that is acceptable to the Board, to the utility and to the complainants. As a result during 1958 only two disputed changes in operating schedules went to formal hearing. Each operating schedule filed is also studied to determine whether the autobus driver has sufficient running time to comply with the laws limiting speeds. Where doubt arises as to whether a schedule allows ample time, such schedule is rejected and a revised operating schedule must be submitted. No such violations were found in 1958.

#### INSURANCE

All autobus operators are required by law to carry insurance against loss and liability for property damage and personal injury, as set forth in the statutes R.S. 48:4-35, et seq. Each operator is required to file with the Board evidence of such insurance. During 1958, 1,745 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 tabulation is indicative of the volume of clerical activity associated with insurance matters:

Number of cancellation notices received. . . . .	243
Number of cancellation notices dispatched. . . . .	92
Number of letters received . . . . .	86
Number of notices of expiration dispatched . . . . .	383
Number of letters dispatched . . . . .	596
Number of questionnaires dispatched. . . . .	914

The present statutes require that insurance policies covering autobuses shall be conditioned for the payment of a minimum liability on any one judgment and a maximum liability on any one judgment as herein below set forth:

- (a) Autobuses having a seating capacity of not more than 12 passengers, minimum \$5,000, maximum \$25,000.
- (b) For each autobus having a seating capacity of not less than 13, nor more than 20 passengers a minimum liability of \$5,000 and a maximum liability of \$50,000.
- (c) For each autobus having a seating capacity of not less than 21 nor more than 30 passengers a minimum liability of \$5,000 and a maximum liability of \$100,000.
- (d) For each autobus having a seating capacity in excess of 30 passengers a minimum of \$5,000 and a maximum of \$150,000.

Inasmuch as economic conditions have materially changed since the statute prescribing present insurance requirements was passed in 1935, consideration is being given to the proposal of new legislation to increase the insurance requirements to more realistic levels.

#### REVISION OF AUTOBUS SPECIFICATIONS

In 1957, the Regional Committee on uniform autobus inspection standards, a subcommittee of the Council of State Governments, changed the specifications for fire extinguishers to read as follows:

"After July 30, 1959, each autobus shall be equipped with at least one portable fire extinguisher, two pounds dry chemical or four pounds carbon dioxide capacity, or equivalent, which shall be of a type approved by a recognized underwriters laboratory under classification B or C, utilizing an extinguishing agent in requiring protection from freezing.

Extinguishers shall be properly filled and kept in serviceable condition at all times and so placed as to be plainly visible or readily located and easily removed from position."

A meeting of the Regional Committee is scheduled for February, 1959 to consider some aspects of the aforementioned revision in specifications. Following this meeting the Board will decide whether its specifications for autobuses should be revised to conform with the aforementioned Regional Committee revision.

#### STUDY BY LEGISLATURE OF NEW JERSEY AUTOBUS UTILITIES

Under the provisions of Senate Concurrent Resolution Number 22, filed December 16, 1958, the Legislature authorized the establishment of a commission to study and report to the Legislature on the ability of the autobus utilities of New Jersey to continue to render safe, adequate and proper intrastate service to the public under private ownership. The Resolution requests the President of the Board or a representative designated by the Board to serve on the Legislative commission. The Board made the requested designation and will actively participate in the study assigned to the Legislative commission.

#### RECIPROCITY AGREEMENTS

The Board has continued its work in 1958 on reciprocity agreements between New Jersey and other states to eliminate duplication of autobus inspections and permit a freer flow of autobus traffic between the states. Thus far our state has entered into reciprocity agreements in this respect with New York, Pennsylvania, Connecticut, New Hampshire, Delaware and the District of Columbia. In addition, indications of interest in joining such reciprocity arrangements have recently been manifested by Rhode Island, North Carolina and South Carolina.

#### SURVEY OF AUTOBUS ROUTES

In 1958 the Board continued its surveys of autobus routes and operations. Where non-compliance with operating rights was found, the Board ordered the non-complying autobus utilities to return to their approved routes or to obtain new municipal consents and the Board's approval of such municipal consents.

#### SALES OF PROPERTY

In 1958, the Board approved the sale of \$615,700 of autobus utility real property in 13 proceedings. In addition, the Board approved the sale of 36 autobuses for \$192,900 in 9 proceedings.



## 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. Petitions 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.

Before approving any security issues, the Board satisfies itself, after due investigation and hearing, that the proceeds are to be applied to necessary plant additions, or other proper purposes, and that the issuing utility is able to carry the additional commitment without impairing its financial stability. Attention to these factors assures the maintenance and improvement of utility service, and protects the long-range public interest.

##### Types of Petitions

During 1958, 60 petitions seeking approval of the issuance of securities were received from utilities under the Board's jurisdiction. Following is a classification of these petitions by primary proposals in the petition:

<u>Types of Petition</u>	<u>Number of Petitions</u>
Common Stock	15
Preferred Stock	2
Combination Bonds and Stock	7
Transfer of Capital Stock	2
Stock Dividends	2
Mortgage Bonds	9
Debenture Bonds	1
Promissory Notes	4
Promissory Notes and Chattel Mortgages	6
Conditional Sales Contracts	10
Miscellaneous	2
Total	<u>60</u>

Board action on 56 of these petitions was concluded in 1958. Proceedings on four of the petitions were not concluded as at the end of the year.



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 1958

<u>Class of Utility</u>	<u>Capital Stock Dollars</u>	<u>Bonds Principal Amount</u>	<u>Notes, etc. Dollars</u>	<u>Total</u>
Electric	\$16,280,000	\$19,500,000	\$12,500,000	\$48,280,000
Gas	10,210	2,250,000	-0-	2,260,210
Combination Electric and Gas	25,732,000	60,000,000	-0-	85,732,000
Telephone	800,000	30,750,000	-0-	31,550,000
Water	5,513,750	7,984,000	352,000	13,849,750
Sewerage	125,200	375,800	-0-	501,000
Autobus	<u>11,800</u>	<u>-0-</u>	<u>1,206,614</u>	<u>1,218,414</u>
	<u>\$50,472,850</u>	<u>\$120,859,800</u>	<u>\$14,058,614</u>	<u>\$183,391,374</u>

The appendix to this Report tabulates companies which received authorization from the Board to issue securities in the amount of \$100,000 or over during 1958. This tabulation shows the dividend or interest rates, the amounts authorized, and the purpose for which the funds were sought by the utilities.

ELECTRIC AND GAS UTILITIES FINANCING

Public Service Electric and Gas Company  
Dockets Nos. 10036, 10779 and 10945.

In 1957, in Docket No. 10036, the Board authorized Public Service Electric and Gas Company 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 proceeds to be applied to plant investment. Because of unfavorable market conditions for preferred stocks at the time of that approval, the Company requested and obtained a number of extensions of time within which to consummate the transaction. During 1958, the company consummated this transaction by selling the stock on a 5.05% dividend basis to a group of 84 underwriters represented by Merrill, Lynch, Pierce, Fenner and Smith, who planned to resell to various investors. The Company realized a premium of 0.1% on the sale, the total selling price being \$25,025,000.

In Docket No. 10779, the Board authorized the Company to execute a Supplemental Indenture, dated August 1, 1958, to Fidelity Union Trust Company, Trustee; and to issue thereunder, through competitive bidding, \$60,000,000 principal amount of its First and Refunding Mortgage Bonds, 4-5/8% Series due 1988. The Bonds were sold at a premium of 1.1699%, or a total selling price of \$60,701,940, to a group of 78 underwriters represented by The First Boston Corporation, for purposes of resale.

In Docket No. 10945, the Company was authorized to issue, through negotiations, 700,000 shares of its Common Stock without nominal or par value. The stock was sold at a price of \$36.76 per share, or a total selling price of \$25,732,000, to a group of 145 underwriters represented by Merrill, Lynch, Pierce, Fenner & Smith, for resale purposes.

Atlantic City Electric Company - Docket No. 10568

Atlantic City Electric Company serves a large area in southern New Jersey. It was authorized in Docket No. 10568 to:

- (a) Execute, to Irving Trust Company, Trustee, an Indenture to be dated as of April 1, 1958, supplemental to an existing mortgage;
- (b) Issue, through competitive bidding, \$10,000,000 principal amount of its First Mortgage Bonds, 3-7/8% Series due 1988;
- (c) Issue, through negotiations, 50,000 shares of its 4.75% Cumulative Preferred Stock of the par value of \$100 per share; and
- (d) Issue, through negotiations, 120,000 shares of its Common Stock of the par value of \$6.50 per share.

The Bonds were sold at a premium of 1.61%, or a total selling price of \$10,161,000, to a group of underwriters represented by Kuhn, Loeb & Co., for resale purposes. The Preferred Stock was sold at a price equivalent to its par value, or an aggregate selling price of \$5,000,000, to a group of 8 underwriters represented by Eastman Dillon, Union Securities & Co., for resale purposes. The Common Stock was sold, at a price of \$32 per share (a premium of \$25.50 per share), or a total selling price of \$3,840,000, to a group of 32 underwriters, also represented by Eastman Dillon, Union Securities & Co., for resale. The securities authorized in this Docket were issued for the purpose of securing funds to pay for plant additions and to replace short term notes originally issued for the same purpose.

Jersey Central Power & Light Company  
Docket Nos. 10655 and 10925.

Jersey Central Power & Light Company operates mainly in the central and shore areas and in a small portion of the north-central area of New Jersey.

In Docket No. 10655, the Company was authorized to issue a series of promissory notes, in the maximum aggregate principal amount of \$12,500,000 to Irving Trust Company, Bankers Trust Company, Fidelity Union Trust Company and The Summit Trust Company, under a Credit Agreement dated March 6, 1958. Interest rates were to be determined on the basis of the prime commercial rates and the length of each note as issued. Proceeds were to be applied to the Company's plant construction program extending through 1960.

In Docket No. 10925, the Company was authorized to issue 850,000 shares of its \$10 par value common stock. The stock was sold at a price equal to the par value, or an aggregate selling price of \$8,500,000, to its parent company, General Public Utilities Corporation. Proceeds were to be applied to plant investment.

New Jersey Power & Light Company  
Docket No. 10567

New Jersey Power & Light Company serves a large part of the northwestern area of New Jersey. Like Jersey Central Power & Light Company, it is a wholly owned subsidiary of the General Public Utilities Corporation. The management of both New Jersey Companies is integrated.

In Docket No. 10567, New Jersey Power & Light Company was authorized to execute a Sixth Supplemental Indenture, dated May 1, 1958, to Guaranty Trust Company, Trustee; and to issue thereunder, through competitive bidding, \$7,500,000 principal amount of its First Mortgage Bonds, 4-1/8% Series due 1988. The bonds were sold at a premium of 1.573%, or a total selling price of \$7,617,975, to a group of 3 underwriters represented by Kuhn, Loeb & Co., for resale. Proceeds were to be applied to plant investment.

New Jersey Natural Gas Company  
Docket No. 10433

New Jersey Natural Gas Company serves a portion of the east-central and shore areas of New Jersey.

In Docket No. 10433, the Company was authorized to execute a First Supplemental Indenture, dated February 1, 1958, to Harris Trust and Savings Bank of Chicago, as Trustee; and to issue thereunder \$2,250,000 principal amount of its First Mortgage Bonds, 5% Series B due 1983. The bonds were sold, at a price equal to their principal amount, to Howard Savings Institution. The proceeds were to be applied to plant investment.



## WATER UTILITIES FINANCING

### Hackensack Water Company Dockets Nos. 10649 and 10784.

Hackensack Water Company is the largest privately-owned water utility in New Jersey. It provides water service to approximately 53 municipalities, located mostly in Bergen County, with some located in Hudson County.

In Docket No. 10649 this Company was authorized to issue 30,000 shares of its \$100 Par Value Cumulative Preferred Stock, 5% Series. The stock was sold at a price equal to its par value, or a total selling price of \$3,000,000, to Investors Syndicate of America, Inc., and to Investors Mutual, Inc., both of Minneapolis, Minnesota, each of which purchased 15,000 shares. The proceeds were applied to plant investment, and to the purchase of the securities of a subsidiary water utility located in New York State, with which subsidiary Hackensack Water Company jointly operates a reservoir for the benefit of both companies.

In Docket No. 10784 Hackensack Water Company was authorized to execute a Supplemental Indenture, dated July 1, 1958, to Hudson Trust Company, Trustee; and to issue thereunder \$4,000,000 principal amount of its First Mortgage Bonds, 4% Series due 1988. The bonds were sold, at a price equal to their principal amount, to six investors. The proceeds were to be applied to plant investment, and to the purchase of additional securities of the Company's New York subsidiary.

### Commonwealth Water Company Docket Nos. 10941 and 10972.

Commonwealth Water Company is one of a group of New Jersey water utilities controlled by American Water Works Company, Inc., through stock ownership. The Company serves 15 municipalities, located in the Counties of Essex, Union and Morris.

In Docket No. 10941 the Company was authorized to issue 15,000 shares of its First Preferred Stock, 5-1/4% Series of 1958, having a par value of \$100 per share. The stock was sold at a price equal to its par value, or a total selling price of \$1,500,000, to six institutional investors, in accordance with a contract between the Company and the investors. The proceeds were to be used for the repayment of short-term loans previously made by the Company for plant investment purposes.



In Docket No. 10972 the Company was authorized to execute a Fifth Supplemental Indenture, dated November 1, 1958, to City Bank Farmers Trust Company, Trustee; and to issue thereunder \$3,000,000 principal amount of its First Mortgage Bonds, Series F, 5%, due 1983. The bonds were to be sold privately, through negotiations, at a price equal to their principal amount, to eight institutional investors. The proceeds were to be applied to plant investment.

#### TELEPHONE UTILITY FINANCING

##### New Jersey Bell Telephone Company Docket No. 10526.

New Jersey Bell Telephone Company, the principal supplier of telephone service in New Jersey, provides service in all but a relatively few sections of the State.

In Docket No. 10526 New Jersey Bell Telephone Company was authorized to execute an Indenture, dated April 1, 1958, to The First National Bank of Jersey City, as Trustee; and to issue thereunder, through competitive bidding, \$30,000,000 principal amount of Thirty-Five Year, 3-7/8% Debentures, due 1993. The Debentures were sold at a premium of 0.1799%, or an aggregate selling price of \$30,053,970, to a group of 52 underwriters, represented by Halsey, Stuart & Co., Inc., for resale. The proceeds were used to redeem, prior to maturity, the Company's outstanding Thirty-Six Year 4-7/8% Debentures, which were issued in 1957. By this refinancing operation the Company reduced its annual interest costs by approximately \$300,000.

#### MERGERS

##### Merger of Rockland Electric Company and Orange and Rockland Electric Company of New Jersey - Docket No. 10431.

In Docket No. 10431 the Board authorized the acquisition by Rockland Electric Company (Rockland) of all of the outstanding common stock of Orange and Rockland Electric Company of New Jersey (O & R), and the merger of O & R into Rockland. Simultaneously two New York State electric utilities which controlled the two New Jersey utilities aforementioned were also merged. The surviving New Jersey utility, Rockland, is now controlled by the surviving New York utility, now known as Orange and Rockland Utilities, Inc.

The former O & R served approximately 5900 customers in the northern portion of Passaic County. The former Rockland served approximately 21,000 customers in northern portions of Bergen County, and in a small area of Sussex County. The merged Company, Rockland, obtains its electric energy, as before the merger, from its parent company. The merger is expected to make possible a coordination of operational, maintenance and construction activities, and the elimination of certain functional duplications.

### NEWLY ORGANIZED WATER AND SEWERAGE UTILITIES

The continuation of considerable activity in residential construction in former rural areas was this year again accompanied with the establishment of new water and sewerage utilities in those areas where satisfactory arrangements could not otherwise be effected for providing these services.

Six new water companies organized under the provisions of Chapter 19 of Title 48 and three new sewer companies organized under the provisions of Chapter 13 of Title 48, were authorized to issue securities with an aggregate face or stated value of \$325,000. The proceeds from these securities were used partly for organization purposes and partly for the construction or acquisition of facilities.

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	1957	1958	1958 Over 1941	1958 Over 1957
Electric Companies: <sup>1/</sup>					
Electric Department of					
Combination Company	3	1	1	(2)	-
Other Electric Companies	<u>6</u>	<u>5</u>	<u>5</u>	<u>(1)</u>	<u>-</u>
Total	9	6	6	(3)	-
Gas Companies:					
Gas Department of					
Combination Company	3	1	1	(2)	-
Other Gas Companies	<u>9</u>	<u>7</u>	<u>7</u>	<u>(2)</u>	<u>-</u>
Total	12	8	8	(4)	-
Telephone Companies: <sup>2/</sup>	8	6	6	(2)	-
Water Companies: <sup>3/</sup>					
Class A, B and C Companies	42	61	63	21	2
Class D Companies	<u>47</u>	<u>64</u>	<u>69</u>	<u>22</u>	<u>5</u>
Total	89	125	132	43	7
Local Transportation Companies:					
Public Service Coordinated Transport	3	1	1	(2)	-
Other Class A Bus Operators <sup>4/</sup>	33	57	52	19	(5)
Class B Bus Operators	39	49	47	8	(2)
Class C Bus Operators	<u>369</u>	<u>316</u>	<u>312</u>	<u>(57)</u>	<u>(4)</u>
Total	444	423	412	(32)	(11)
Sewerage Companies:	<u>8</u>	<u>31</u>	<u>34</u>	<u>26</u>	<u>3</u>
Total All Companies	570	599	598	28	(1)

\* Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under Federal jurisdiction.

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	1957	1958 **	1958 Over 1941	1958 Over 1957
<b>Electric Utilities:</b> <sup>1/</sup>					
Public Service Electric and Gas Company	1,038,144	1,360,632	1,378,943	340,799	18,311
Other Companies	<u>339,040</u>	<u>562,871</u>	<u>592,162</u>	<u>253,122</u>	<u>29,291</u>
Total	1,377,184	1,923,503	1,971,105	593,921	47,602
<b>Gas Utilities:</b>					
Public Service Electric and Gas Company	831,262	1,081,993	1,106,998	275,736	25,005
Other Companies	<u>245,502</u>	<u>347,636</u>	<u>355,751</u>	<u>110,249</u>	<u>8,115</u>
Total	1,076,764	1,429,629	1,462,749	385,985	33,120
<b>Telephone Utilities:</b> <sup>2/</sup>					
New Jersey Bell Telephone Company	796,370	2,448,083	2,560,561	1,764,191	112,478
Other Companies	<u>12,937</u>	<u>35,302</u>	<u>37,046</u>	<u>24,109</u>	<u>1,744</u>
Total	809,307	2,483,385	2,597,607	1,788,300	114,222
<b>Water Utilities:</b> <sup>3/</sup>					
Hackensack Water Company	81,848	129,000	130,549	48,701	1,549
Other Companies	<u>196,441</u>	<u>337,323</u>	<u>358,936</u>	<u>162,495</u>	<u>21,613</u>
Total	278,289	466,323	489,485	211,196	23,162
<b>Local Transportation Utilities:</b> <sup>4/</sup>					
Public Service Coordinated Transport	442,453,509	304,121,081	294,503,210	(147,950,299)	(9,617,871)
Other Class A Bus Operators <sup>5/</sup>	102,640,351	104,379,671	94,586,566	(8,053,785)	(9,793,105)
Class B Bus Operators	<u>21,633,303</u>	<u>20,315,091</u>	<u>20,703,109</u>	<u>(930,194)</u>	<u>(388,018)</u>
Total	566,727,163	428,815,843	409,792,885	(156,934,278)	(19,022,958)

\* Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under Federal jurisdiction. Does not include 34 Sewerage Utilities.

\*\* Estimated for twelve month period on the basis of latest available reports received from these 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 1957 and 1958.

5/ Does not include American Bus Lines, Inc. or The Greynound Corporation 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\*

		Plant and Equipment as at December 31		
		1941	1957	1958**
Electric Utilities: <sup>1/</sup>				
Public Service E&G Company	\$	352,097,248	\$ 833,428,943	\$ 926,749,374
Other Companies		<u>137,025,756</u>	<u>409,422,477</u>	<u>447,606,219</u>
Total	\$	\$ 489,123,004	\$ 1,242,851,420	\$ 1,374,355,593
Gas Utilities:				
Public Service E&G Company	\$	159,586,499	\$ 357,612,096	\$ 372,784,907
Other Companies		<u>50,881,527</u>	<u>93,811,006</u>	<u>99,247,163</u>
Total	\$	\$ 210,468,026	\$ 451,423,102	\$ 472,032,070
Telephone Utilities: <sup>2/</sup>				
New Jersey Bell Telephone Co	\$	226,261,368	\$ 830,193,637	\$ 885,071,039
Other Companies		<u>3,855,439</u>	<u>12,094,024</u>	<u>13,401,388</u>
Total	\$	\$ 230,116,807	\$ 843,287,661	\$ 898,472,427
Water Utilities: <sup>3/</sup>				
Hackensack Water Company	\$	32,152,820	\$ 56,599,256	\$ 57,848,163
Other Companies		<u>49,005,861</u>	<u>116,616,940</u>	<u>126,654,992</u>
Total	\$	\$ 81,158,681	\$ 173,216,196	\$ 184,503,155
Local Transportation Util's <sup>4/</sup>				
Public Service Coordinated Transport	\$	135,502,984	\$ 75,405,528	\$ 66,961,446
Other Class A Bus Operators <sup>5/</sup>		22,655,167	26,083,118	30,859,535
Class B Bus Operators		<u>2,195,506</u>	<u>2,524,709</u>	<u>2,683,008</u>
Total	\$	\$ 160,353,657	\$ 104,013,355	\$ 100,503,989
Grand Total	\$	<u>\$ 1,171,220,175</u>	<u>\$ 2,814,791,734</u>	<u>\$ 3,029,867,234</u>

\* Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under Federal jurisdiction. Does not include 34 Sewerage Utilities.

<sup>1/</sup> Does not include 2 Rural Electric Cooperatives.

<sup>2/</sup> 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.

<sup>3/</sup> Does not include 10 Water Utilities whose annual operating revenues are less than \$1,000.

<sup>4/</sup> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1957 and 1958.

<sup>5/</sup> Does not include American Bus Lines, Inc. or The Greyhound Corporation, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission.

\*\* Estimated on the basis of latest available reports received from these utilities.

TABLE 4

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

	Total Operating Revenues for Year		
	1941	1957	1958**
Electric Utilities: <sup>1/</sup>			
Public Service Elec. & Gas Co.	\$ 88,411,667	\$220,925,778	\$228,029,470
Other Companies	<u>28,962,251</u>	<u>95,450,874</u>	<u>101,415,699</u>
Total	\$117,373,918	\$316,376,652	\$329,445,169
Gas Utilities:			
Public Service Elec. & Gas Co.	\$ 29,918,424	\$101,563,161	\$112,761,154
Other Companies	<u>8,659,544</u>	<u>39,221,715</u>	<u>44,520,884</u>
Total	\$ 38,577,968	\$140,784,876	\$157,282,038
Telephone Utilities: <sup>2/</sup>			
New Jersey Bell Telephone Co.	\$ 57,943,158	\$275,359,165	\$301,633,754
Other Companies	<u>639,934</u>	<u>3,287,970</u>	<u>3,565,803</u>
Total	\$ 58,583,092	\$278,647,135	\$305,199,557
Water Utilities: <sup>3/</sup>			
Hackensack Water Company	\$ 4,088,739	\$ 9,800,423	\$ 9,696,526
Other Companies	<u>6,733,141</u>	<u>18,604,476</u>	<u>19,208,617</u>
Total	\$ 10,821,880	\$ 28,404,899	\$ 28,905,143
Local Transportation Utilities: <sup>4/</sup>			
Public Service Coord. Trans.	\$ 29,751,011	\$ 52,115,405	\$ 51,386,247
Other Class A Bus Operators <sup>5/</sup>	<u>21,367,294</u>	<u>33,529,508</u>	<u>35,132,086</u>
Class B Bus Operators	<u>1,906,559</u>	<u>3,006,674</u>	<u>3,179,858</u>
Total	\$ 53,024,864	\$ 88,651,587	\$ 89,698,191
Grand Total	<u>\$278,381,722</u>	<u>\$852,865,149</u>	<u>\$910,530,098</u>

\* Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under Federal jurisdiction. Does not include 34 Sewerage Utilities.

\*\* Estimated for twelve-month period on the basis of latest available reports received from these 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.

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 1957 and 1958.

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 5

OPERATING EXPENSES OF NEW JERSEY UTILITY  
ENTERPRISES CLASSIFIED AT TIME OF OPERATION\*

	Total Operating Expenses For Year**		
	1941	1957	1958 ***
Electric Utilities <sup>1/</sup>			
Pub.Serv. E. and G. Co.	\$ 37,973,365	\$130,455,624	\$132,295,820
Other Companies	<u>14,178,830</u>	<u>56,399,146</u>	<u>62,273,657</u>
Total	<u>\$ 52,152,195</u>	<u>\$186,854,770</u>	<u>\$194,569,477</u>
Gas Utilities			
Pub.Serv. E. and G. Co.	\$ 17,166,563	\$ 70,818,309	\$ 78,938,681
Other Companies	<u>5,852,269</u>	<u>25,750,785</u>	<u>29,018,836</u>
Total	<u>\$ 23,018,832</u>	<u>\$ 96,569,094</u>	<u>\$107,957,517</u>
Telephone Utilities <sup>2/</sup>			
New Jersey Bell Tel.Co.	\$ 39,097,332	\$183,778,455	\$185,609,703
Other Companies	<u>385,157</u>	<u>2,243,118</u>	<u>2,425,459</u>
Total	<u>\$ 39,482,489</u>	<u>\$186,021,573</u>	<u>\$188,035,162</u>
Water Utilities <sup>3/</sup>			
Hackensack Water Co.	\$ 1,200,874	\$ 4,672,775	\$ 4,554,197
Other Companies	<u>2,991,269</u>	<u>9,541,822</u>	<u>10,036,156</u>
Total	<u>\$ 4,192,143</u>	<u>\$ 14,214,597</u>	<u>\$ 14,590,353</u>
Local Transport.Utilis. <sup>4/</sup>			
Pub. Serv.Coord.Transp.	\$ 23,545,772	\$ 46,631,811	\$ 47,623,293
Other Class A Bus Oper. <sup>5/</sup>	<u>17,208,527</u>	<u>31,390,757</u>	<u>32,240,248</u>
Other Class B " "	<u>1,690,412</u>	<u>2,791,981</u>	<u>2,948,682</u>
Total	<u>\$ 42,444,711</u>	<u>\$ 80,814,549</u>	<u>\$ 82,812,223</u>
Grand Total	<u><u>\$160,290,370</u></u>	<u><u>\$564,474,583</u></u>	<u><u>\$587,964,732</u></u>

\* - Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under Federal jurisdiction. Does not include 34 Sewerage Utilities.

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

\*\*\* - Estimated for twelve-month period on the basis of latest reports received from these utilities.

1/ Does not include 2 Rural Electric Cooperatives.

2/ Does not include Delaware Valley Tel. Co., Warwick Valley Tel. Co. and Tri-State Assoc. Tel. 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 operat. revenues under \$25,000) have not been compiled for 1957 and 1958.

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 6**

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

	Total Taxes Charged for Year		
	1941	1957	1958**
<b>Electric Utilities:</b> <sup>1/</sup>			
Public Service Elec. & Gas Co.	\$25,418,425	\$ 52,420,502	\$ 53,921,190
Other Companies	<u>4,926,283</u>	<u>19,295,379</u>	<u>17,804,556</u>
Total	<u>\$30,344,708</u>	<u>\$ 71,715,881</u>	<u>\$ 71,725,746</u>
<b>Gas Utilities:</b>			
Public Service Elec. & Gas Co.	\$ 5,173,183	\$ 19,126,697	\$ 21,258,732
Other Companies	<u>1,392,655</u>	<u>8,525,872</u>	<u>9,858,678</u>
Total	<u>\$ 6,565,838</u>	<u>\$ 27,652,569</u>	<u>\$ 31,117,410</u>
<b>Telephone Utilities:</b> <sup>2/</sup>			
New Jersey Bell Telephone Co.	\$10,981,380	\$ 56,023,232	\$ 68,816,962
Other Companies	<u>98,989</u>	<u>498,580</u>	<u>551,273</u>
Total	<u>\$11,080,369</u>	<u>\$ 56,521,812</u>	<u>\$ 69,368,235</u>
<b>Water Utilities:</b> <sup>3/</sup>			
Hackensack Water Company	\$ 1,572,836	\$ 3,180,432	\$ 3,190,060
Other Companies	<u>1,637,320</u>	<u>5,054,932</u>	<u>5,161,781</u>
Total	<u>\$ 3,210,156</u>	<u>\$ 8,235,364</u>	<u>\$ 8,351,841</u>
<b>Local Transportation Utilities:</b> <sup>4/</sup>			
Public Service Coord. Trans.	\$ 3,425,641	\$ 4,673,116	\$ 3,879,274
Other Class A Bus Operators <sup>5/</sup>	<u>2,440,156</u>	<u>1,848,100</u>	<u>1,936,334</u>
Class B Bus Operators	<u>139,277</u>	<u>162,416</u>	<u>178,390</u>
Total	<u>\$ 6,005,074</u>	<u>\$ 6,683,632</u>	<u>\$ 5,993,998</u>
<b>Grand Total</b>	<u><u>\$57,206,145</u></u>	<u><u>\$170,809,258</u></u>	<u><u>\$186,557,230</u></u>

\* Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under Federal jurisdiction. Does not include 34 Sewerage Utilities.

\*\* Estimated for twelve-month period on the basis of latest reports received from these 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.

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 1957 and 1958.

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	1957	1958**
<b>Electric Utilities:</b> <sup>1/</sup>			
Public Service Electric and Gas Company	\$25,019,877	\$38,049,652	\$41,812,460
Other Companies	<u>9,857,138</u>	<u>19,756,349</u>	<u>21,337,486</u>
Total	<u>\$34,877,015</u>	<u>\$57,806,001</u>	<u>\$63,149,946</u>
<b>Gas Utilities:</b>			
Public Service Electric and Gas Company	\$ 7,578,678	\$11,618,155	\$12,563,741
Other Companies	<u>1,414,620</u>	<u>4,945,058</u>	<u>5,643,370</u>
Total	<u>\$ 8,993,298</u>	<u>\$16,563,213</u>	<u>\$18,207,111</u>
<b>Telephone Utilities:</b> <sup>2/</sup>			
New Jersey Bell Telephone Company	\$ 8,864,446	\$35,557,478	\$47,207,089
Other Companies	<u>155,789</u>	<u>546,272</u>	<u>589,071</u>
Total	<u>\$ 9,020,235</u>	<u>\$36,103,750</u>	<u>\$47,796,160</u>
<b>Water Utilities:</b> <sup>3/</sup>			
Hackensack Water Company	\$ 1,315,029	\$ 1,947,216	\$ 1,952,269
Other Companies	<u>2,104,552</u>	<u>4,007,722</u>	<u>4,010,680</u>
Total	<u>\$ 3,419,581</u>	<u>\$ 5,954,938</u>	<u>\$ 5,962,949</u>
<b>Local Transportation Utilities:</b> <sup>4/</sup>			
Public Service Coordinated Transport	\$ 2,779,598	\$ 810,478	(\$ 116,320)
Other Class A Bus Operators <sup>5/</sup>	<u>1,718,611</u>	<u>290,651</u>	<u>955,504</u>
Class B Bus Operators	<u>76,870</u>	<u>52,277</u>	<u>52,786</u>
Total	<u>\$ 4,575,079</u>	<u>\$1,153,406</u>	<u>\$ 891,970</u>
Grand Total	<u>\$60,885,308</u>	<u>\$117,581,308</u>	<u>\$136,008,136</u>

\* Does not include Railroads, American Telephone and Telegraph Company, and Western Union Telegraph Company, all of whose operations are primarily under Federal jurisdiction. Does not include <sup>3</sup>/<sub>4</sub> Sewerage Utilities.

<sup>1</sup>/<sub>1</sub> Does not include <sup>2</sup>/<sub>2</sub> Rural Electric Cooperatives.

<sup>2</sup>/<sub>2</sub> 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.

<sup>3</sup>/<sub>3</sub> Does not include <sup>10</sup>/<sub>10</sub> Water Utilities whose operating revenues are less than \$1,000.

<sup>4</sup>/<sub>4</sub> Data for Class C Bus Operators (annual operating revenues under \$25,000) have not been compiled for 1957 and 1958.

<sup>5</sup>/<sub>5</sub> Does not include American Bus Lines, Inc. or The Greyhound Corporation, whose operations are primarily under the jurisdiction of the Interstate Commerce Commission

\*\* Estimated for twelve-month period on the basis of latest reports received from these utilities.

TABLE 8

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## SOURCE AND DISPOSITION OF ENERGY SUPPLY OF PRIVATELY OWNED ELECTRIC UTILITIES IN NEW JERSEY FOR THE YEAR 1958\*

----- T H O U S A N D S O F K I L O W A T T H O U R S -----

	Atlantic City Elec. Co.	Jersey Central Pr.&Lt.Co.	New Jersey Power & Light Co.	Orange & Rockland** El.Co.ofNJ	Public Serv.El. &Gas Co.	Rockland El. Co.	Total	Percent of Total Supply
<u>INTRASTATE ENERGY SUPPLY</u>								
Net Generation in Own Plants	1,425,447	1,867,735	644,519	-	10,901,967	-	14,839,668	91.23
Other Intrastate Sources of Supply								
Purchased from Intrastate Utilities	-	128,146	49,380	-	9,858	-	187,384	1.15
Purchased from Non-Utility Sources	51,234	23	6,850	-	1,794	-	59,901	0.37
Total	51,234	128,169	56,230	-	11,652	-	247,285	1.52
Total Intrastate Supply	1,476,681	1,995,904	700,749	-	10,913,619	-	15,086,953	92.75
<u>ENERGY IMPORTED FROM OTHER STATES</u>								
Transactions with Affiliated Interests								
Firm Power Contracts	-	-	-	3,398	-	195,277	198,675	1.22
Interchange Contracts	-	-	282,015	-	-	-	282,015	1.73
Total	-	-	282,015	3,398	-	195,277	480,690	2.95
Transactions with Non-Affiliated Interests								
Firm Power Contracts	-	-	-	-	-	-	-	-
Interchange Contracts	75,157	-	58	-	624,486	-	699,701	4.30
Total	75,157	-	58	-	624,486	-	699,701	4.30
Total Imports	75,157	-	282,073	3,398	624,486	195,277	1,180,391	7.25
Total Supply	1,551,838	1,995,904	982,822	3,398	11,538,105	195,277	16,267,344	100.00
<u>INTRASTATE DISPOSITION OF ENERGY</u>								
Sales to Ultimate Consumers	1,334,219	1,717,222	808,608	3,001	10,417,193	168,397	14,448,640	88.82
Sales to Other Utilities for Resale	-	55,248	10,555	-	29,158	7,834	102,795	0.63
Used for Own Purposes	6,234	4,830	4,441	-	44,862***	126	60,493	0.37
Line Losses and Unaccounted For	172,941	218,604	112,154	397	1,046,892	18,920	1,569,908	9.65
Total Intrastate Disposition	1,513,394	1,995,904	935,758	3,398	11,538,105	195,277	16,181,836	99.47
<u>ENERGY EXPORTED TO OTHER STATES</u>								
Transactions with Affiliated Interests								
Firm Power Contracts	-	-	-	-	-	-	-	-
Interchange Contracts	-	-	45,091	-	-	-	45,091	0.28
Total	-	-	45,091	-	-	-	45,091	0.28
Transactions with Non-Affiliated Interests								
Firm Power Contracts	-	-	-	-	-	-	-	-
Interchange Contracts	38,444	-	1,973	-	-	-	40,417	0.25
Total	38,444	-	1,973	-	-	-	40,417	0.25
Total Exports	38,444	-	47,064	-	-	-	85,508	0.53
Total Disposition	1,551,838	1,995,904	982,822	3,398	11,538,105	195,277	16,267,344	100.00

\* Does not include 2 Rural Electric Cooperatives.

\*\* Absorbed, through merger, by Rockland Electric Company, as of March 31, 1958.

\*\*\* Includes 4328 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**

<b>Total Sales</b>			
	<b>Energy (Thousands of Kwhr.)</b>	<b>Revenue (Thousands of Dollars)</b>	<b>Average Revenue per Kwhr. (Cents)</b>
1922 . . . . .	663,872	\$ 33,963	5.12
1923 . . . . .	827,499	38,772	4.69
1924 . . . . .	911,079	43,205	4.74
1925 . . . . .	1,105,280	49,959	4.52
1926 . . . . .	1,314,275	59,077	4.50
1927 . . . . .	1,506,206	66,380	4.41
1928 . . . . .	1,705,405	74,224	4.35
1929 . . . . .	2,005,625	81,806	4.08
1930 . . . . .	2,104,529	86,053	4.09
1931 . . . . .	2,161,179	88,193	4.08
1932 . . . . .	2,030,587	83,956	4.13
1933 . . . . .	2,042,840	79,773	3.91
1934 . . . . .	2,156,689	82,470	3.82
1935 . . . . .	2,327,326	82,740	3.56
1936 . . . . .	2,611,663	86,897	3.33
1937 . . . . .	2,958,016	92,300	3.12
1938 . . . . .	2,870,742	92,854	3.23
1939 . . . . .	3,260,490	99,553	3.05
1940 . . . . .	3,638,560	104,241	2.86
1941 . . . . .	4,367,359	113,455	2.60
1942 . . . . .	4,819,466	117,496	2.44
1943 . . . . .	5,801,243	124,875	2.15
1944 . . . . .	5,994,435	128,787	2.15
1945 . . . . .	5,668,262	129,596	2.29
1946 . . . . .	5,602,504	136,075	2.43
1947 . . . . .	6,235,164	147,011	2.36
1948 . . . . .	6,637,495	161,731	2.44
1949 . . . . .	6,750,196	168,476	2.50
1950 . . . . .	7,723,278	186,018	2.41
1951 . . . . .	8,646,208	201,311	2.33
1952 . . . . .	9,298,142	213,957	2.30
1953 . . . . .	10,087,083	229,564	2.28
1954 . . . . .	10,609,409	243,797	2.30
1955 . . . . .	11,737,963	264,505	2.25
1956 . . . . .	12,756,953	286,948	2.25
1957 . . . . .	13,715,056	311,383	2.27
1958 . . . . .	14,283,899	322,904	2.26

TABLE 10

**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.

	<u>Total Sales</u>		
	<u>Amount of Gas (Thousands of Therms)</u>	<u>Revenue (Thousands of Dollars)</u>	<u>Aver. Revenues (Cents per Therm)</u>
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
1958 . . . . .	1,012,605	156,023	15



**TABLE 11**  
**CASUALTIES DUE TO TRAIN SERVICE ACCIDENTS ON**  
**RAILROADS IN NEW JERSEY**  
**IN 1958**

	<u>Killed</u>	<u>Injured</u>
<b>COLLISIONS:</b>		
Employees		10
Passengers		28
Others		-
<b>DERAILMENTS:</b>		
Employees		2
Passengers		-
Others		-
<b>BRIDGES AND STRUCTURES:</b>		
Employees		6
Passengers		-
Others		-
<b>STRUCK BY LOCOMOTIVES OR CARS:</b>		
Employees	2	5
Passengers	-	4
Others	20	10
<b>GETTING ON OR OFF CARS:</b>		
Employees		58
Passengers		88
Others		2
<b>COUPLING AND SWITCHING:</b>		
Employees		25
Passengers		-
Others		-
<b>OTHER CAUSES:</b>		
Employees	4	182
Passengers	46	109
Others	-	5
<b>Totals for 1958</b>	<b>72</b>	<b>534</b>
<b>Totals for 1957</b>	<b>40</b>	<b>740</b>

TABLE 12

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

<u>Public Crossings by Type of Protection</u>	<u>Accidents</u>		<u>Killed</u>		<u>Injured</u>	
	<u>1957</u>	<u>1958</u>	<u>1957</u>	<u>1958</u>	<u>1957</u>	<u>1958</u>
Gates - Automatic	16	13	2	2	4	2
Gates - Manual	7	7	1	-	5	5
Flagman	23	22	-	-	7	12
Flashing Light Signals or Automatic Signals	51	55	9	5	23	33
Other Audible or Visible Signals	1	5	1	-	-	4
Standard Crossing Signs	<u>51</u>	<u>47</u>	<u>2</u>	<u>11</u>	<u>40</u>	<u>19</u>
Total	<u>149</u>	<u>149</u>	<u>15</u>	<u>18</u>	<u>72</u>	<u>75</u>
Private Crossings, not subject to Board's Jurisdiction.	9	12	-	2	3	7

TABLE 19

ADDITIONAL PROTECTIVE DEVICES INSTALLED AT  
PUBLIC AND PRIVATE GRADE CROSSINGS IN 1958

The Central Railroad Company of New Jersey

Mountain Avenue, Middlesex	(Automatic gates with flashing lights installed.
Cedar Avenue, Middlesex	(Automatic gates with flashing lights and 1 advance sign installed.
Pacific Avenue, Jersey City	(1 pair flashers installed.
Sycamore Avenue, Shrewsbury	(2 back to back flashers with reflectorized signs installed.
Morton Avenue, Rosenhayn	(2 back to back flashers with reflectorized signs installed.
State Highway Route 39, Atsion	(2 back to back flashers with reflectorized signs installed.
Township Road, Fairfield Township	(2 back to back flashers with reflectorized signs installed.
Florence Avenue, Union Beach	(2 back to back flashers with reflectorized signs and bell installed.
Poole Avenue, Union Beach	(2 back to back flashers and 1 flasher for side road with reflectorized signs and bell installed.
Leonardo Avenue, Leonardo	(2 reflectorized P.U. signs installed.
Cities Service Oil Co., Warners	(2 back to back flashers and 1 bell installed.

The New York and Long Branch Railroad Company

Gelhaus Road, Cliffwood	(2 reflectorized P.U. signs installed.
W. Bergen Place, Red Bank	(1 reflectorized P.U. sign installed.
Phillips Avenue, Deal	(1 bell installed.
Thirteenth Avenue, Belmar	(1 pair of additional flashing lights for side road.
Sixteenth Avenue, Belmar	(1 pair of additional flashing lights for side road.

TABLE 13 - Concluded

ADDITIONAL PROTECTIVE DEVICES INSTALLED AT  
PUBLIC AND PRIVATE GRADE CROSSINGS IN 1958

New York, Susquehanna and Western Railroad Company

Madison Avenue, Paterson	(Automatic gates, signs (and bell installed.
Ellison Pl. & Madison Ave., Ext., Paterson	(Automatic gates, signs (and bell installed.
Vail Station Road, Vail	(2 flasher lights installed.
Paulina Road, Blairstown Township	(2 reflectorized cross bucks and (2 advance signs installed.
Lake Susquehanna Road, Blairstown Township	(2 advance signs installed.
Sipley Road, Blairstown Township	(2 advance signs installed.
Crissman Road, Blairstown Township	(3 advance signs installed.
Park Place, Butler	(Automatic gates, signs (and bell installed.
Goffle Road, Midland Park	(Automatic gates, signs (and bell installed.

The Pennsylvania Railroad Company

West Side Avenue, Jersey City	(Third trick flagman added.
Bridge Street, Frenchtown	(1 bell installed.
Mulberry Street, Trenton	(Flashing lights and (bell installed.
Hermitage Avenue, Trenton	(Automatic gates, flashers (and bell installed.
Willow Street, Trenton	(Automatic gates, flashers (and bell installed.
Warren Street, Trenton	(Automatic gates, flashers (and bell installed.
No. Broad Street, Trenton	(Automatic gates, flashers (and bell installed.
Maple Avenue, Hainesport Twp.	(Flashing Lights installed



TABLE 14

## CHANGES IN SIGNALS AND TRACKS

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1958 WHICH  
INVOLVED ACTION BY THE NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS

<u>Railroad and Location</u>	<u>Date of Appli- cation to I.C.C.</u>	<u>Proposed Changes in Signals and Track</u>	<u>Board Action Taken</u>	<u>Disposition of Application by I.C.C.</u>
Central R.R. of N.J. Newark Bay Bridge	10/8/58	Relocation of home signals at the drawspans to provide longer distances between the signals and the bridge.	Application to I.C.C. was in accordance with Board's Order of 11/7/58 in Dkt. No. 10920.	Approved 11/24/58
Central R.R. of N.J. Newark Bay Bridge	11/12/58	Installation of mechanical trip type train stop devices and smashboard signals on the bridge approaches.	Application to I.C.C. was in accordance with Board's Order of 11/7/58 in Dkt. No. 10920.	Approved 12/17/58
Central R.R. of N.J. Jersey City Terminal	6/20/58	Modification of interlocking systems at the Jersey City Terminal, since certain switch and signal facilities were no longer needed because of the change from steam to diesel power and the discontinuance of Baltimore and Ohio passenger service.	After investigation, offered no objection.	Approved 7/21/58
D.L.&W.R.R. Morristown Passenger Station	5/19/58	Changes in signals and switch locks at the Morristown Station.	After investigation, offered no objection.	Approved 7/21/58
D.L.&W.R.R. New drawbridge at Secaucus	3/20/58	Changes in signals and interlocking of a new single track drawbridge to carry the Boonton Branch over the Hackensack River at Secaucus, in replacement of the existing 2-track drawbridge in 1959.	After investigation and consideration of the train schedules, offered no objection.	Approved 5/16/58

TABLE 14 - Continued

## CHANGES IN SIGNALS AND TRACKS

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1958 WHICH  
INVOLVED ACTION BY THE NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS

<u>Railroad and Location</u>	<u>Date of Appli- cation to I.C.C.</u>	<u>Proposed Changes in Signals and Track</u>	<u>Board Action Taken</u>	<u>Disposition of Application by I.C.C.</u>
D. L.&W.R.R. Phillipsburg	8/5/58	Remove a fixed signal near the junction with the C.R.R. of N. J. at Phillipsburg	Since D.L.&W.R.R. track in this area is located within the yard limits and requires slow speed operation, no objection was offered.	Approved 9/22/58
H.&M.R.R. Hoboken	9/29/58	Changes at Hoboken interlocking including removal of a de-rail on one of the terminal tracks.	After investigation, offered no objection.	Approved 11/24/58
L.&H. R.Ry. and P.R.R. Belvidere	4/14/58	Changes in signals at the junction of the 2 railroads in Belvidere.	No passenger service is involved, and after investigation, no objection was offered.	Approved 6/9/58
L.&H.R.Ry. Andover	12/29/58	Relocation of a switch and change in type of switch at junction with D.L.&W.R.R. at Andover.	Pending.	Pending
N.Y.C.R.R. North Bergen	10/8/58	Removal of signals and track connections at North Bergen.	The Board in Dkt.No.10706 permitted the removal of 2-main line tracks in this area and therefore offered no objection.	Pending

TABLE 14 - CONCLUDED

## CHANGES IN SIGNALS AND TRACKS

PROCEEDINGS BEFORE THE INTERSTATE COMMERCE COMMISSION IN 1958 WHICH INVOLVED ACTION IN THE NEW JERSEY BOARD OF PUBLIC UTILITY COMMISSIONERS

<u>Railroad and Location</u>	<u>Date of Appli- cation to I.C.C.</u>	<u>Proposed Changes in Signals and Track</u>	<u>Board Action Taken</u>	<u>Disposition of Application by I.C.C.</u>
N.Y.C.R.R. Little Ferry	9/8/58	Removal of signals and track connections at Little Ferry in connection with the change from 4-main tracks to 2-main tracks between North Bergen and Dumont.	The Board in Dkt. No. 10706 permitted removal of the track, and so offered no objection.	Approved  10/22/58
N.Y.C.R.R. Dumont	10/23/58	Changes in signals and track connections at Dumont.	Since all passenger trains operate to W. Haverstraw, N.Y. certain yard tracks and facilities at Dumont are no longer needed. Also, Board permitted removal of excess main tracks in Dkt.No. 10706, and so offered no objection.	Approved 12/2/58
N.Y.C.R.R. National Junction to Weehawken	12/9/58	Change signals and interlocking upon removal of one main track of N.J. Jct. Branch between Nat. Jct., Jersey City and Weehawken.	Pending.	Pending
P.R.R. Birmingham to Toms River	11/26/58	Discontinuance of signals on Birmingham secondary track between Birmingham and Toms River, a distance of 26.67 miles.	No passenger service is involved, and the Board offered no objections.	Pending

TABLE 15

## DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1958

<u>Railroad</u>	<u>Docket No.</u>	<u>Station</u>	<u>Proposed Change</u>	<u>Disposition</u>
Central R.R.of N.J.	10530	Lorraine Station, Roselle	Replace the station building with a shelter.	Permitted 5/7/58
Central R.R.of N.J.	10667	Landisville	Discontinue services of freight agent and make sta- tion non-agency.	Permitted 7/1/58
Central R.R.of N.J.	10877	Kenvil	Change freight station from agency to non-agency.	Pending
Central R.R.of N.J.	10973	Long Valley	Change freight station from agency to non-agency.	Pending
Central R.R.of N.J.	10974	Califon	Change freight station from agency to non-agency.	Pending
Central R.R.of N.J.	11007	Sewaren	Replace the station build- ing with a shelter	Permitted 12/23/58
D.L.&W.R.R.	10414	Lyndhurst	Discontinue services of an agent	Permitted 6/18/58
D.L.&W.R.R.	10415	Passaic	Discontinue services of an agent and remove station building on westbound side.	Permitted agency discontinuance but directed con- tinued mainte- nance of station building-6/18/58



TABLE 15 - CONTINUED

## DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1958

<u>Railroad</u>	<u>Docket No.</u>	<u>Station</u>	<u>Proposed Change</u>	<u>Disposition</u>
D.L.&W.R.R.	10416	Towaco	Discontinue services of an agent, remove westbound passenger station building, and restrict freight service to certain CL freight, and to LCL freight in pickup and delivery service. Passenger train service not changed.	Permitted 6/18/58
D.L.&W.R.R.	10417	Mountain Lakes	Discontinue services of an agent.	Denied 6/18/58
D.L.&W.R.R.	10418	Lake Hopatcong	Discontinue agency and all freight service and remove station building.	Permitted 7/14/58
D.L.&W.R.R.	10426	Mountain View	Discontinue services of an agent and all freight service except outbound CL shipment, prepaid inbound CL shipments and LCL shipments in P & D service.	Denied 6/18/58
D.L.&W.R.R.	10481	Mount Tabor	Discontinue passenger train service and remove the station building.	Permitted removal of station building with shelter shed to replace it, but required continued passenger train service by a reduced number of trains. 8/14/58

TABLE 15 - CONTINUED

## DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1958

<u>Railroad</u>	<u>Docket No.</u>	<u>Station</u>	<u>Proposed Change</u>	<u>Disposition</u>
D.L.&W.R.R.	10899	Mountain View	Same as in Docket No.10426 above, except that tickets would be sold on the first and last working days of each month and on the first working day of each week.	Pending
D.L.&W.R.R.	10900	Mountain Lakes	Same as in Docket No.10417 above, except that tickets would be sold on the first and last working days of each month and on the first working day of each week.	Permitted subject to proviso that a one-way fare paid on the train would be credited toward the purchase of a commutation ticket. 12/24/58
Erie R.R.	10673	Glen Ridge	Discontinue the sale of tickets and all agency service.	Railroad and Glen Ridge agreed on discontinuance of agent provided a cash fare paid on the train would be applied toward purchase of a commutation ticket and provided waiting room was available to passengers between 7 and 9 A.M. Board permitted discontinuance of agency service, provided agreement terms became effective. 11/14/58
Erie R.R.	10867	West Orange	From agency to non-agency and retire the station building.	Permitted 10/31/58

TABLE 15 - CONTINUED

## DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1958

<u>Railroad</u>	<u>Docket No.</u>	<u>Station</u>	<u>Proposed Change</u>	<u>Disposition</u>
Erie R.R.	11005	Wayne	From agency to non-agency, discontinue the sale of tickets and handling of LCL freight.	Pending
L.&H.R.Ry.	10622	Monroe	Discontinue all service and abandon this non-agency freight station.	Permitted 5/28/58
L.&H.R.Ry.	10735	Vernon	From agency to non-agency and discontinue handling LCL freight.	Denied 9/25/58
L.&H.R.Ry.	10878	Belvidere	Abandon Belvidere freight station.	Permitted 12/10/58
N.J.&N.Y.R.R.	9710	Woodcliff Lake	Remove station building at this non-agency station.	Petition withdrawn 1/6/58. Board dismissed proceedings 1/29/58
N.Y.&L.B.R.R.	10437	Manasquan, Spring Lake, Bradley Beach, Little Silver.	Curtailement of agency service.	Permitted discontinuance of second track agents at the 4 stations except during the summer at Bradley Beach, Spring Lake, and Manasquan 7/11/58
N.Y.&L.B.R.R.	10501	Morgan	Abandon the station and discontinue all service.	Permitted 4/23/58
N.Y.&L.B.R.R.	10944	Belmar	From agency to non-agency at the Belmar freight station.	Pending
N.Y.S.&W.R.R.	10488	Stillwater	Remove station building.	Permitted 3/19/58

TABLE 15 - CONTINUED

## DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1958

<u>Railroad</u>	<u>Docket No.</u>	<u>Station</u>	<u>Proposed Change</u>	<u>Disposition</u>
N.Y.S.&W.R.R.	10489	Blairstown	Remove station building	Permitted 3/19/58
N.Y.S.&W.R.R.	10754	Bogota	Discontinue sale of tickets and all agency service and transfer freight agency transactions to Hackensack, but retain passenger waiting room at Bogota.	Permitted 8/25/58
N.Y.S.&W.R.R.	10829	Ogdensburg	Discontinue services of an agent, but retain agency through use of a traveling agent.	Permitted 9/9/58
N.Y.S.&W.R.R.	10843	East Paterson	Discontinue services of an agent, transfer agency activities to Vreeland Ave. station, but retain passenger waiting room at East Paterson.	Permitted provided a cash fare from E. Paterson can be applied toward the purchase of a commutation ticket and tickets are sold at a convenient central point. 11/14/58
N.Y.S.&W.R.R.	10856	Oakland	Discontinue services of an agent, but retain passenger waiting room at Oakland.	Permitted provided a cash fare from Oakland can be applied toward the purchase of a commutation ticket and tickets are sold at a convenient central point. 11/13/58



TABLE 15 - CONTINUED

## DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1958

<u>Railroad</u>	<u>Docket No.</u>	<u>Station</u>	<u>Proposed Change</u>	<u>Disposition</u>
N.Y.S.&W.R.R.	10940	Ridgefield Park, Little Ferry	Eliminate all train stops at these stations.	Pending
P.R.R.	9891	Menlo Park	Abandon this non-agency pas- senger station.	Permitted 1/29/58
P.R.R.	9893	South Elizabeth	Abandon this non-agency pas- senger station.	Denied 2/26/58
P.R.R.	10387	Stockton	Discontinue agency service and change station to non-agency passenger and freight.	Permitted 5/7/58
P.R.R.	10589	Carpenterville	Abandon this non-agency freight station.	Permitted 5/7/58
P.R.R.	10788	Cranbury	Change this freight station from agency to non-agency, and trans- fer all agency transactions to Hightstown.	Denied 11/25/58
P.R.R.	10789	Edison	Change this station from agency to non-agency, and transfer agency transactions to New Brunswick.	Pending
P.R.R.	10824	Frenchtown	Discontinue sale of passenger ti- ckets, but continue agency freight service.	Permitted 9/22/58
P.R.R.	10905	Belvidere	Change this freight station from agency to non-agency.	Denied 12/31/58

TABLE 15 - CONCLUDED

## DISCONTINUANCES AND CURTAILMENTS OF RAILROAD STATION AGENCIES IN 1958

<u>Railroad</u>	<u>Docket No.</u>	<u>Station</u>	<u>Proposed Change</u>	<u>Disposition</u>
P.R.R.	10908	Princeton Junction	Change this station from agency passenger and freight to agency passenger and non-agency freight, with freight agency services transferred to Princeton.	Permitted 12/31/58
P.R.R.	10909	Ringoes	Change this station from agency to non-agency.	Denied 12/5/58
P.R.R.	10978	Helmetta	Change this station from agency to non-agency.	Pending
P.R.R.	11046	Palmyra	Change this station from agency passenger and non-agency freight to non-agency passenger and freight.	Pending
P.R.S. L.	10210	Sea Isle City	Change the passenger station from agency to non-agency and discontinue the station facilities.	Permitted 2/5/58
P.R.S. L.	10743	Elmer	Discontinue services of passenger agent and the sale of tickets, but no change in agency freight service.	Permitted 8/1/58
Reading Co.	10378	Ewing	Abandon this non-agency freight station, and handle freight at West Trenton, with no change in freight service.	Permitted 1/8/58
Reading Co.	10939	East Trenton	Discontinue handling less than carload shipments.	Permitted 12/5/58

TABLE 16

## PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 AND OVER, DURING 1958

<u>Name of Company and Description of Securities</u>	<u>Docket Number</u>	<u>Bonds Principal Amount Dollars</u>	<u>Stock Dollars</u>	<u>Notes, etc. Dollars</u>	<u>Purpose of Issue</u>
Atlantic City Electric Company:					
4.75% Cumulative Preferred Stock \$100 Par Value	10568		\$ 5,000,000		) Payment of Short Term Notes, Plant Additions.
Common Stock, \$6.50 Par Value	10568		780,000		
			par value;		
			3,840,000		
3-7/8% First Mortgage Bonds, due 1988	10568	\$10,000,000			) selling price
Bayshore Sewerage Company:					
Common Stock, \$100 Par Value	10836		113,700		Payment of Loans, Acquisition of Plant.
Browntown Water Company:					
Common Stock, \$500 Stated Value	10825		100,000		Payment of Organization Expenses, Plant Construction.
Commonwealth Water Company:					
5-1/4% First Preferred Stock, Series of 1958, \$100 Par Value	10941		1,500,000		Payment of Short-Term Notes.
5% First Mortgage Bonds, Series F, due 1983	10972	3,000,000			Payment of Short-Term Notes, Plant Additions.
Green-Field's Sanitary Improvement Company:					
Non-Interest Bearing Bond and Warrant, due by Semi-Annual Installments, by 1998; and Mortgage	10753	181,800			Acquisition of Plant.
Green-Field's Water Company:					
Common Stock, \$100 Stated Value	10351		10,000		Payment of Organization Expenses, Working Capital, Repayment of Advances toward Plant Acquisition.
6% Debenture Bonds due 1979	10928	70,000			Refinance Loans toward Plant Acquisition.
Common Stock, \$100 Stated Value	10928		150,000		Plant Acquisition.
Hackensack Water Company:					
Cumulative Preferred Stock 5% Series, \$100 Par Value	10649		3,000,000		Payment in part of Short Term Bank Loans.
First Mortgage Bonds, 4% Series due 1988	10784	4,000,000			Payment in part of Short Term Bank Loans. Plant Additions.
Hamilton Square Water Company:					
4 1/2% Promissory Notes, due by 1964 under a Credit Agreement	10750			\$ 100,000	Payment of Demand Notes, Plant Additions.
Common Stock, Class B, \$50 Par Value	10750		104,150		Refund Advances for Plant Construction.

TABLE 16 -- continued

## PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 and OVER, DURING 1958

<u>Name of Company and Description of Securities</u>	<u>Docket Number</u>	<u>Bonds Principal Amount Dollars</u>	<u>Stock Dollars</u>	<u>Notes, etc. Dollars</u>	<u>Purpose of Issue</u>
<b>Jersey Central Power &amp; Light Company:</b>					
Promissory Notes in Series, under Credit Agreement, due by 1962					
Variable Interest Rates According to Prime Rate	10655			\$125,000,000	Payment of Short Term Notes, Plant Construction.
Common Stock \$10 Par Value	10925		\$ 8,500,000		Payment of Short-Term Notes, Plant Construction.
<b>Lincoln Transit Co. Inc:</b>					
6½% Conditional Sale Contracts, due by Monthly Installments, by 1963	10520			433,632	Toward Purchase of 10 New Buses.
<b>Lower Township Water Company:</b>					
5% Promissory Notes, in Series, due by 1969	10846			152,000	Plant construction.
<b>New Jersey Bell Telephone Company:</b>					
3-7/8% Thirty-Five Year Debentures due 1993	10526	\$30,000,000			Redemption prior to maturity of outstanding thirty-six year 4-7/8% Debentures due 1993.
<b>New Jersey Natural Gas Company:</b>					
First Mortgage Bonds, 5% Series B due 1983	10433	2,250,000			Payment of Short Term Notes.
<b>New Jersey Power &amp; Light Company:</b>					
First Mortgage Bonds, 4-1/8% Series due 1988	10567	7,500,000			Payment of Short Term Loans. Plant Additions.
<b>New Jersey Telephone Company:</b>					
5-1/4% Thirty Year Bonds, Series F, due 1988	10517	750,000			Payment of Short Term Notes. Plant Additions.
<b>New Jersey Water Service Company:</b>					
First Mortgage 4-5/8% Bonds Series B, due 1983	10795	200,000			Payment of Short Term Notes and Demand Notes, Plant Additions.
<b>Oak Valley Sewerage Company:</b>					
5½% First Mortgage Bonds, Series of 1958 due 1998	10429	145,000			Repayment of Advances for Plant Additions Working Capital.
<b>Oak Valley Water Company:</b>					
5½% First Mortgage Bonds, Series of 1958 due 1998	10404	125,000			Repayment of Advances for Plant Additions, Working Capital.



TABLE 16 -- continued

## PRINCIPAL AUTHORIZATIONS OF SECURITIES, \$100,000 and OVER, DURING 1958

<u>Name of Company and Description of Securities</u>	<u>Docket Number</u>	<u>Bonds Principal Amount Dollars</u>	<u>Stock Dollars</u>	<u>Notes, etc. Dollars</u>	<u>Purpose of Issue</u>
Parkway Water Company: Common Stock, \$2070 Stated Value	10956		\$ 207,000		Payment of organization expenses, plant construction, working capital.
Public Service Electric and Gas Company: First and Refunding Mortgage Bonds 4-5/8% Series due 1988	10779	\$60,000,000			Payment of Short-Term Bank Loans, Plant Construction.
Common Stock, No nominal par or stated value. Selling Price \$36.76	10945		25,732,000		Plant Construction.
Rockland Electric Company: First Mortgage Bonds, 4-5/8% Series B, due 1988	10756	2,000,000			) Payment of Short Term Notes Payable, ) Plant Additions.
Common Stock, \$100 Par Value	10756		2,000,000		
Shore Hills Water Company: 5% Ten-Year Notes, due 1968	10555			\$ 100,000	) Acquisition of Plant Previously Operated ) Under Lease.
Common Stock \$100 Stated Value	10555		150,000		
United Telephone Company of New Jersey: Common Stock, \$10 Par Value	10304		800,000		Repayment of Advances for Plant Additions.
The Washington Water Company: First Mortgage Bonds, Series "A", 5-3/4%, due 1983	10544	200,000			Payment of Short-Term Notes Payable.
West Keansburg Water Company: First Mortgage Bonds, 5-1/2% Series A, due 1978	10975	300,000			) Repayment of Loans, Plant Additions. )
Capital Stock, \$100 Par Value	10975		238,600		



