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DEPARTMENT OF PUBLIC UTILITIES  
BOARD OF  
PUBLIC UTILITY COMMISSIONERS  
101 COMMERCE STREET  
NEWARK 2

185 W. State Street  
Trenton, N. J.

*W. F. Hyland*

To: HONORABLE RICHARD J. HUGHES, GOVERNOR  
From: BOARD OF PUBLIC UTILITY COMMISSIONERS  
Subject: MONTHLY REPORT -- OCTOBER, 1964

I am pleased to submit the Board's monthly report which is here summarized:

New fare schedules for Public Service Coordinated Transport were approved, after extensive public hearings. In general, the new fares provide for a 5¢ increase in the first riding zone. Transfer and exchange privileges will minimize the effect of the increase on multi-zone rides.

Twenty-five independent bus operators in the greater Newark area were given similar relief. In all the above cases, the relief was not excessive in view of the need for a fair return and the burden of public duties on the utilities.

A wooden bridge over the Port Reading Railroad Company tracks will be replaced in South Plainfield, Middlesex County. A hazardous grade crossing in the Boroughs of Spring Lake and Spring Lake Heights, Monmouth County, will be barricaded, involving the New York and Long Branch Railroad Company. A "private crossing" will be converted to a public crossing with protective signs by cooperation between the Pennsylvania-Reading Seashore Lines and Gloucester Township, Camden County.

The City Gas Company of Newton, New Jersey, will extend service to the Townships of Wantage, Hampton and Vernon and the Borough of Sussex, all in Sussex County.

*William F. Hyland*  
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President.

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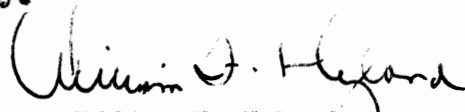
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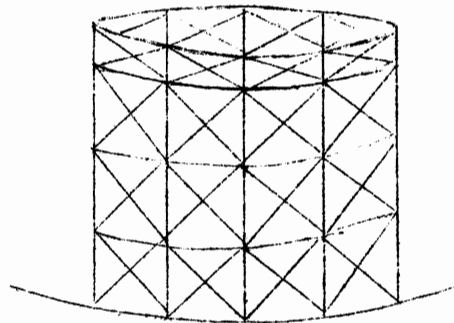
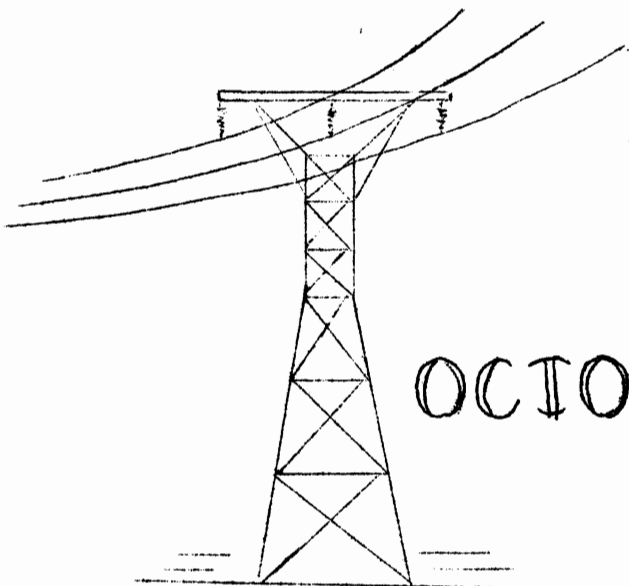
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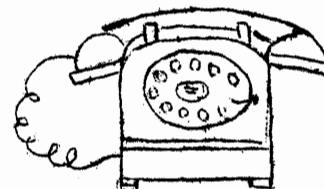
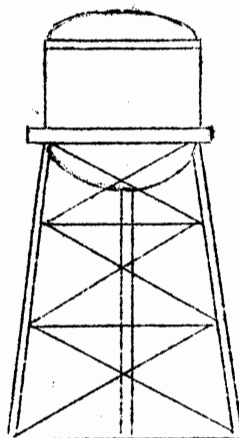
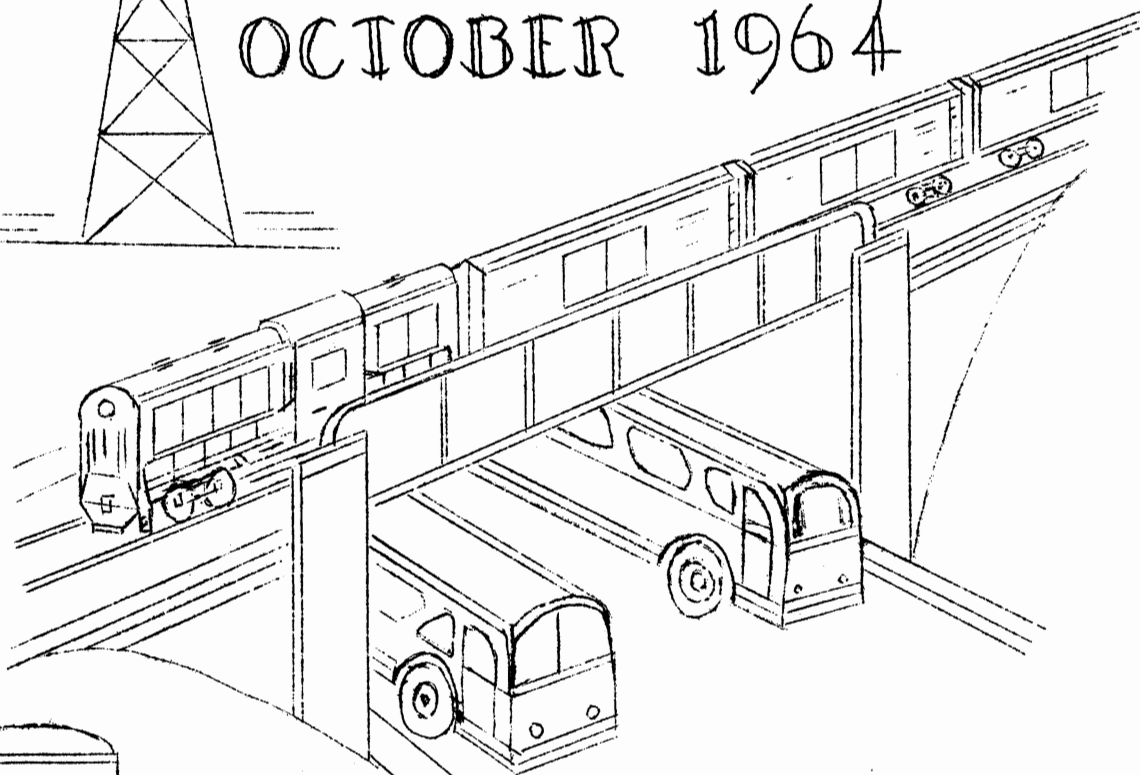
  
William F. Hyland,  
President.

WFH:mdk  
Enclosure

# MONTHLY REPORT



OCTOBER 1964



NEW JERSEY  
BOARD OF PUBLIC UTILITY COMMISSIONERS

REPORT TO GOVERNOR RICHARD J. HUGHES  
FOR THE MONTH OF OCTOBER, 1964

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ACTIVITIES

Decision Issued	72
Petitions Filed	80
Formal Hearings	47
Informal Proceedings	2,673

REVENUES

	<u>1963</u>	<u>1964</u>
Filing Fees and Other Sources for the Month of October	\$11,673.20	\$12,683.19
Filing Fees and Other Sources for the Months of July - October	\$97,148.57	\$82,002.95

PSCT - INCREASED FARES, TRANSFER & EXCHANGE PRIVILEGES AUTHORIZED

New fares went into effect November 5, 1964, for Public Service bus rides. The first-zone fare was increased 5¢, resulting in one, two and three zone charges of 20¢, 25¢ and 30¢, respectively. Student fares also went up 4¢, and now will amount to 60% of the related 1-way adult fare. A 5¢ paid transfer is provided for passengers using 2 buses within a single fare area to reach a single destination, and similar exchange tickets are now available for passengers using 2 buses to reach a single point. For long-run intercity rides (e.g.; Newark to Atlantic City), on which the rates are not zone based, there will be a 10% fare rise.

Fare relief was necessary so that PSCT could render adequate service in accord with its public duties and earn a reasonable rate of return.

This is the first initial zone fare increase since April 17, 1960. The last fare increase, August 12, 1962, boosted the multi-zone fare. A labor contract negotiated with its employees after a 16-day strike in 1964 will increase the company's operating expenses some \$4.4 million over 2 years. The new rates will produce about \$2.45 million annual intrastate revenues affecting roughly 75% of the 1 million daily riders. Interstate fares were adjusted by the I.C.C. in May, 1964 and are not affected by these changes.

#### TRANSFER & EXCHANGE PRIVILEGES

The introduction of these privileges will result in a lower fare for many multi-bus riders. For example, if a rider uses 2 buses to reach his destination, he will now pay a 20¢ fare, plus 5¢ for a transfer. The earlier fare was 30¢. Transfer and exchange tickets will also be available to students.

Board approval was granted to execute agreements with other motor bus operators for participation in use of the tickets. PSCT, the State's largest bus company, will set up a clearing house for the transfer and exchange system.

#### PROCEDURE

The PSCT petition was filed on April 10, 1964 and 13 public hearings were held between May 13 and July 23. Additionally, in deciding the case, the Board studied 1,220 pages of testimony, 61 exhibits and written briefs by the parties.

## 25 INDEPENDENT BUS COMPANIES

In 25 separate negotiation Orders, after 28 days of hearings, bus utilities operating 9 bus lines in the greater Newark area were awarded a 5¢ fare increase for 1-zone rides and given permission to coordinate transfer and exchange privileges with PSCT where connecting service is available. This will minimize the effect of the fare increase for many passengers.

Riders on 6 independent buses on a North Newark line will find the 10¢ fare still in effect. The operators of these buses have resisted fare boosts as PSCT led the way to 15¢ fares in 1960 and still have made no move to hike fares in the face of the new increase. All other fares in Essex County are in line with PSCT. There are also a handful of independent buses in Hudson County, Camden and New Brunswick still charging 15¢.

## RATE REQUEST REDUCED BY BOARD

### BOUND BROOK WATER COMPANY

The company, which serves water to 4,120 customers in the Boroughs of Bound Brook, South Bound Brook and the Townships of Bridgewater and Franklin (Somerset County) and in Middlesex Borough (Middlesex County), sought to increase annual revenues by \$112,503, or a 35% increase in total revenues. Present rates in effect since 1952, produced a 3.5% rate of return which the Board found was unreasonable and allowed a 6.2% return or additional annual revenues of \$72,763. The new rates are effective November 1, 1964 and are to be refunded if a \$249,810 construction program included in rate base is not completed by July 15, 1965.

## BUS, TELEPHONE, WATER RATES GO UP

LINCOLN TRANSIT CO., INC., whose financial condition indicated a need for fare relief, was allowed to increase fares to produce annual revenue estimated at \$24,600 while, at the same time, reducing certain fare zones on one of its routes--New York to Atlantic City.

DELAWARE VALLEY TELEPHONE COMPANY, serving in the northwestern corner of New Jersey, was granted authority to increase its rates to realize an additional \$4,944 a year or a 5.42% rate of return, as compared to an existing rate of return of 1.81%.

HEDDEN WATER COMPANY, operating in Mine Hill Township, Morris County, will change its billing method from fixture to a metered basis thereby realizing additional annual revenue of \$5,400.

## RAILROAD GRADE CROSSINGS

### BRIDGE REPLACEMENT

A timber bridge carrying a county road in South Plainfield, Middlesex County, over the single track line of the freight-carrying Port Reading Railroad Company will be replaced by single-span steel structure on or before September 1, 1965, by Order of the Board. It was found that the 21' 6" roadway width was a traffic impediment, that the load carrying capacity was less than that required for modern highway vehicles and that substantial motor traffic used the bridge. The roadway width will be increased to 40', the concrete parapet on each side will be topped by a pipe railing and a 5' sidewalk will be set up on one side.

## ELIMINATION

The Board will pay 85% of The New York and Long Branch Railroad Company 15% to abandon a grade crossing erecting a barricade in the Boroughs of Spring Lake and Spring Lake Heights (Monmouth County). A new highway will be opened in place of the one vacated. Similar action was taken by the Board involving the same railroad at a crossing in the Borough of Manasquan (Monmouth County).

## ESTABLISHMENT

Even though the crossing over the single-track of the Pennsylvania-Reading Seashore Lines in Gloucester Township, Camden County is classified as "private", the roadway on either side was dedicated to the public and was used at will. Accordingly the Board, acting on the Township's petition, ordered the placement of reflector-type crossbuck warning signs by the railroad and advance warning signs by the Township. It was further agreed by the railroad and Township that the latter will pay for the signs and will repair and maintain the street paving over the crossing. The installation should be completed by December 31, 1964.

## EXPANDED GAS SERVICE

A grant was issued to the City Gas Company of Newton, N.J., serving in Newton, Sussex County, to (1) construct a new pipeline to transport natural gas, (2) convert to natural gas from propane-air gas, (3) revise its tariff to reflect natural gas service and (4) serve new service area in the Townships of Wantage, Hampton and Vernon and the Borough of Sussex, all in Sussex County.