

FIFTY-FIFTH ANNUAL REPORT 1964



*Board of
Public Utility Commissioners
State of New Jersey*

WILLIAM F. HYLAND, President

D. LANE POWERS, Commissioner

RAYMOND J. OTIS, Commissioner

EDWARD E. HANMILL, Commissioner



STATE OF NEW JERSEY

DEPARTMENT OF PUBLIC UTILITIES
BOARD OF PUBLIC UTILITY COMMISSIONERS
State House Annex, Trenton 25, N. J.

Honorable Richard J. Hughes
Governor
State of New Jersey
Trenton, New Jersey

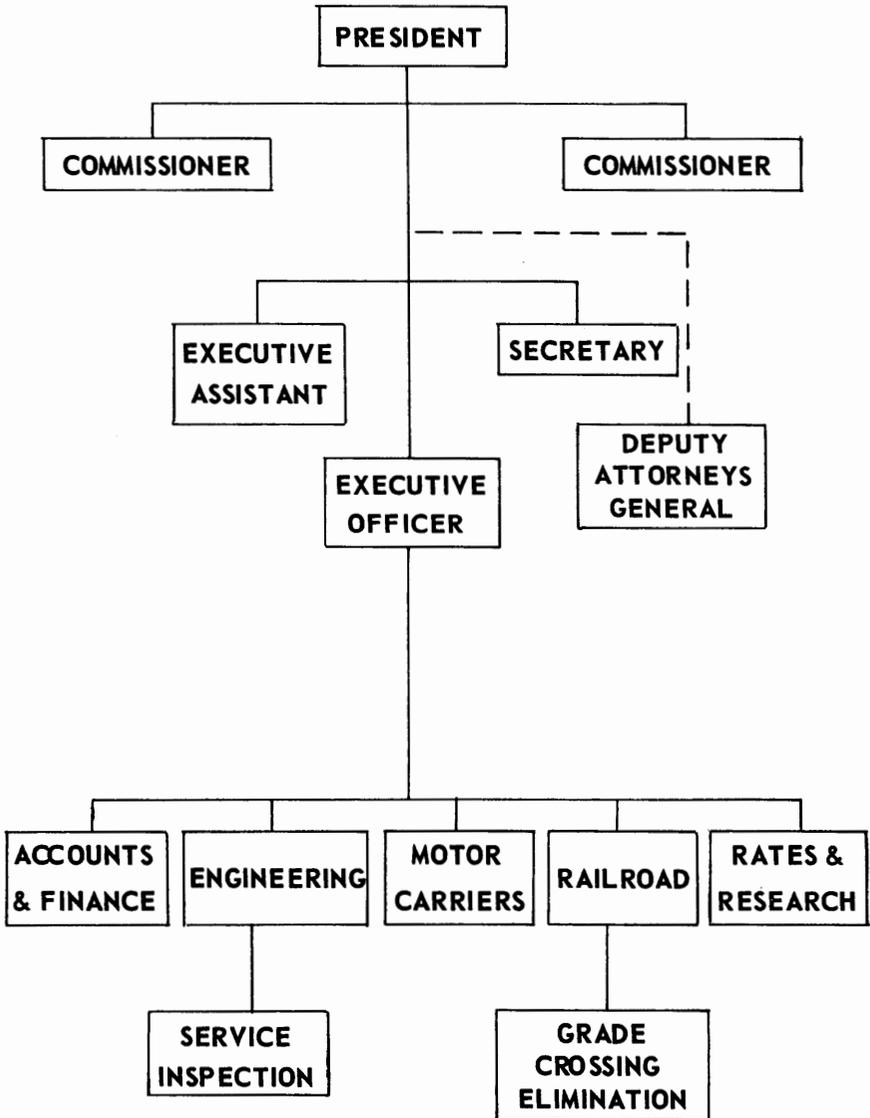
Dear Governor Hughes:

The Board of Public Utility Commissioners herewith respectfully submits to you the Fifty-fifth Annual Report, in accord with N.J.S.A. 48:2-11, respecting the activities of the Board and its staff during the calendar year 1964.

As the report can only be a summary of the numerous statutory activities of the Board, a complete record of specific matters is available in the case files at the Board's office.

Respectfully submitted,
William F. Hyland, President
D. Lane Powers, Commissioner
Raymond J. Otis, Commissioner

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Deputy Attorneys General

William Gural

Maria D. Stroumtsos

Richard F. Green

Gary A. Kroop

Peter J. Schwartz

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Jack Schwartz

Assistant Executive Officer

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Division of Rates and Research

Andrew V. Farley, Director
Vaughn M. Donovan, Asst. Director

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I. GENERAL

BOARD ACTIVITIES

Since its creation 54 years ago, the Board of Public Utility Commissioners has been charged with assuring the public that utility services are provided in a safe, adequate and proper manner. For this purpose, the Board maintains a staff of 125 skilled personnel, including lawyers, accountants and engineers. This staff operates offices in Trenton, Newark and Camden.

The public utilities regulated by the Board in 1964 included:

- 5 Electric
- 7 Gas
- 1 Combination Electric & Gas
- 8 Telephone
- 1 Telegraph
- 148 Water
- 44 Sewerage
- 34 Railroad
- 1 Railway Express
- 366 Autobus

The law also permits the regulation of subway companies, but the only such company in New Jersey is Public Service Coordinated Transport, which operates an underground electric trolley line in Newark in connection with its extensive bus system.

In fulfilling its role of supervising public utility operations, the Board's inspectors range over the entire State. Supplementing its routine investigations, the Board also acts on citizen's complaints which average 345 per month.

New Jersey's tremendous growth continues to challenge those utilities supervised by the Board. Accordingly, the use of electricity increased 7.8% over 1963; gas usage increased 7.48%; and water usage increased approximately 8%. The number of telephones in service increased by 4%.

SOME GENERAL FACTS ABOUT UTILITIES

Keeping pace with New Jersey's general growth during 1964, services supplied by most of the public utilities increased substantially over those of 1963.

The various investor-owned utilities constructed new plants, purchased new equipment and replaced older equipment. The following dollar amounts are approximate for 1964:

Autobus	\$ 4,000,000
Electric	153,360,000
Gas	29,691,000
Telephones	90,000,000
Water	16,000,000

In connection with these acquisitions, the Board approved the following financial matters during 1964:

Capital Stock	\$ 2,824,099
Bonds, including Debentures	96,400,000
Notes, including short-term notes	45,299,392
Security Agreements in connection with the purchases of new autobuses	611,895
Total	\$145,735,386

Revenues from utility services generally increased during 1964, as did operating expenses (including accruals for depreciation) and taxes. In many cases these additional costs exceeded the augmented revenues received during the year from new customers and increased usage.

Type of Utility	Per Cent Increase over 1963		
	Revenues	Operating Expenses	Taxes
Autobus	+ 3.29%	+ 4.0%	1.21%
Electric	+ 5.40%	+ 4.65%	8.18%
Gas	+ 6.68%	+ 7.82%	10.67%
Telephone	+ 7.00%	+ 7.95%	3.50%
Water	+ 5.60%	+ 6.50%	3.25%

**Security Issues \$1,000,000 or More
1964**

Name of Utilities	Principal or Face Amounts
Atlantic County Water Company	\$ 1,010,000
Bernards Water Company	1,147,000
Commonwealth Water Company	5,080,000
Delaware River Water Company	1,386,000
Lakewood Water Company	1,027,000
Laurel Water Works	1,356,000
Monmouth Consolidated Water Co.	9,791,000
New Jersey Water Company	5,544,000
Riverton & Palmyra Water Company	1,088,000
New Jersey Power & Light Co.	4,220,000
Middlesex Water Company	4,800,000
Elizabethtown Water Company	4,500,000
New Jersey Power & Light Co.	6,000,000
Monmouth Consolidated Water Company	6,750,350
Public Service Electric & Gas Company	60,000,000
Jersey Central Power & Light Co.	23,000,000
Hillsborough & Montgomery Telephone Co.	1,040,000
New Jersey Telephone Company	1,800,000
United Telephone Company	1,350,000
New Jersey Natural Gas Company	3,000,000
	\$143,889,350

RATE TRENDS

After conferences initiated by the Board, utilities of this State initiated rate reductions, refunds and tariff revisions which resulted in consumer savings of \$7,615,000.

TOTAL REDUCTIONS, REFUNDS & OTHER SAVINGS TO CUSTOMERS BY COMPANIES DURING 1964*

New Jersey Bell Telephone Company	\$3,218,000
Public Service Electric & Gas Co.—Electric	2,030,000
Public Service Electric & Gas Co.—Gas	2,065,000
Atlantic City Electric Co.	3,200
Rockland Electric	168,500
Jersey Central Power & Light	24,900
New Jersey Power & Light	13,900
New Jersey Telephone Co.	35,500
West Jersey Telephone Co.	19,500
City Gas Co. of Phillipsburg	3,500
Sussex Rural Electric	33,000
	<hr/>
Total	\$7,615,000

*Figures rounded to nearest 000's.

Rate increases which the Board found necessary in order to afford the utilities a fair return on investment, amounted to \$4,213,000. The State's utility consumers therefore realized a net savings in utility charges of \$3,400,000.

II. MOTOR CARRIERS OF PASSENGERS

SAFETY AND INSPECTION OF VEHICLES

Safe operation of utilities is of principal concern to the Board. The safety inspection of passenger carrying vehicles in New Jersey is done by the Board's Motor Carrier Division. During 1964, 10,291 autobuses underwent maintenance inspection. A total of 534 new and rebuilt buses were also inspected.

4,037 new certificates evidencing the maintenance of liability insurance were received and processed. Unless this evidence of insurance is filed with the Board indicating that the bus is fully covered by insurance as provided by statute, the autobus is removed from service.

SCHOOL BUSES

At present the Board has no jurisdiction over buses used to transport children to and from school. It is felt that maximum safety of operation requires that these buses be subjected to the same rigid standards of inspection and insurance as those bus operations already regulated by the Board.

PASSENGER SERVICE

The Division of Motor Carriers has responsibility for the checking of bus service and investigation of complaints. In determining whether or not bus service is adequate, staff members check all schedules filed by the various carriers, check surveys and various routes, and make and analyze numerous traffic studies.

404 letters of complaint were received last year from the public, dealing with matters such as inadequacy of service, discourtesy of bus drivers, changes in operating schedules, dissatisfaction with the location of bus stops, and smoking on autobuses. These complaints receive thorough investigation including interviews of complainants and utility personnel. The findings of each investigation are customarily summarized in a release letter.

Complaints relating to smoking on buses continue to concern the Board. State law prohibits smoking on buses. However, the statute leaves implementation of its provisions to the State's law enforcement agencies, not to the Board. President Hyland has conferred with these various agencies to solicit their assistance in taking positive action to curb violations. It is

hoped that the concerted efforts of interested parties will lead to a solution of the problem.

PUBLIC CONVENIENCE

In some instances petitions are initiated by applicants for certificates as passenger carriers, for extension of service routes, or for the establishment of new service routes. Sixteen new route petitions were received by the Board, the majority of which sought to operate to day camps and factories in special operations. Thirty-three petitions were received and processed concerning the approval of municipal consents for changes and extensions of routes and one concerning the operation of additional autobuses. Changes and extensions of bus service are designed to serve newly developed areas or to conform with municipal traffic patterns. In all instances, however, the petitioner must give evidence which substantiates the need for route changes, route extensions or the establishment of new routes.

The Board received sixty-five applications from bus utilities seeking authority from the Interstate Commerce Commission for the operation of autobuses into or through the State of New Jersey in Interstate Commerce. Staff members were designated to sit on "Joint Boards" of the Interstate Commerce Commission and participate in reviewing these applications.

STRIKE OF PUBLIC SERVICE COORDINATED TRANSPORT EMPLOYEES

On March 9, 1964 the operating and mechanical employees of Public Service Coordinated Transport, the largest bus utility in the State, went on strike after a breakdown of contract negotiations between labor representatives and the company. All bus service provided by this company was suspended as of that date and was not resumed until March 25, 1964. During the period of the strike, certificates of inspection on approximately 200 buses of Public Service had expired, and as these buses were necessary for the operation of a full bus schedule by that company's resumption of service on March 25, 1964, investigators of this division were assigned to the various garages of the company as of midnight, March 24-25 to inspect and renew the certificates of the inspection.

AUTOBUS FARES — PUBLIC SERVICE

Public Service Coordinated Transport filed schedules of increased fares together with a proposal to introduce transfer and exchange privileges. The petitioner estimated that its proposal would increase annual intrastate passenger revenues by \$2,456,000. The proposed changes included:

1. Increases to 20¢, 25¢, and 30¢ of fares for rides in one, two, and three zones, respectively.
2. Increases in student ticket fares to 60% of the related one-way adult fares.

3. A 5¢ transfer for passengers using two buses within a single fare area to reach a single destination, and similar exchange tickets for passengers using two buses to reach a single destination while traveling in more than one fare area on one bus and in only one fare area on the other bus.
4. Increases of approximately 10%, rounded to the next higher multiple-trip fares, and in related children fares on certain longer routes.

The Board concluded that the petitioner's financial condition indicated that fare relief was necessary in order to enable the petitioner to provide safe, adequate and proper service in accordance with its public duty. It was also noted that the schedule of fares proposed by petitioner, modified to make available transfer and exchange privileges to student ticket riders at the non-student transfer or exchange rate, would not produce an excessive return. The Board specifically retained jurisdiction over the transfer and exchange privileges and the subject of the appropriateness of petitioner's fare zones.

The company was directed to undertake a study of its zones and submit a report by July 1, 1965. This report is to contain recommendations for proposed changes in zones, which the company had testified in some cases were inequitable, or to offer reasons that justified the retention of the present zones.

AUTOBUS FARES — INDEPENDENT OPERATORS

The Board completed action on sixty-two (62) petitions for increases in autobus fares.

The Board issued Negotiation Orders on the petition of twenty-five (25) Independent Operators serving nine (9) bus lines in the greater Newark area for an increase from 15¢ to 20¢ in the first fare zone and the introduction of transfer and exchange privileges similar to that proposed by Public Service Coordinated Transport. The petitioners also requested that student ticket fares be increased to 60% of the related one-way adult fares. The Board accepted for filing the petitioners' fare proposal, except that transfer and exchange privileges are made available to student ticket riders at the non-student transfer or exchange rate. The Board specifically retained the jurisdiction over the transfer and exchange privileges and over the subject of the appropriateness of petitioner's fare zones.

MISCELLANEOUS

The Board is considering specifications which are to be applied to sedan and small buses. Consideration of these specifications will occur after public hearing, on notice, to all interested parties.

The Board is reviewing Administrative Order 14:212 "In the Matter of Specifications Applying to Autobuses," because of an attack on the validity of the Order initiated by Greyhound, et als. On appeal, the Order was remanded to the Board by the Supreme Court of New Jersey.

III. RAILROAD ACTIVITIES

The Division of Railroads carried on an extensive program designed to insure the safety and convenience of the public. Included in this program are grade crossing elimination, bridge construction, grade crossing protection, equipment and property inspection, control of the establishment of new grade crossings and the control of changes in the classification of railroad stations and private grade crossings. In addition to preventive measures, 156 accidents and 152 complaints were investigated during the course of the year.

GRADE CROSSING ELIMINATION

One of the major concerns of the Board has been that of increasing protection against grade crossing accidents. Because of increasing population and increase in vehicular traffic, the problem of grade crossing accidents would be more acute if it were not for this program which involves replacing ground level grade crossings with bridges or underpasses or by abandoning these crossings completely. Order for eliminating grade crossings are issued by the Board when evidence is uncovered revealing public safety is being endangered and public convenience is being curtailed by the presence of particular ground level grade crossings.

The following grade crossings have been ordered to be eliminated:

1. Spring Lake — Prospect Avenue and New York and Long Branch Railroad Company.
2. Manasquan — Colby Avenue and New York and Long Branch Railroad Company.
3. Raritan — First Avenue and the Central Railroad Company of New Jersey.

Construction has been completed for the elimination of eighteen grade crossings— fifteen located in Passaic and one each in Hamilton Township, Garwood and Manasquan.

RECONSTRUCTION OF EXISTING BRIDGES

Another aspect of the grade crossing program is that of improving existing bridges by ordering their reconstruction. The following bridges have been ordered to be improved:

1. Kearny—Schuyler Avenue-Erie Lackawanna Railroad Company.
2. Matawan — Lloyd Road-New York and Long Branch Railroad Company.
3. Jutland — Bridge #61 — Lehigh Valley Railroad Company.

4. Fanwood — Central Crossing — The Central Railroad Company.
5. Edison — Pierson Avenue — Lehigh Valley Railroad Company.
6. South Plainfield — Hamilton Boulevard-Reading Railroad Company.

Bridges in Berlin, Piscataway Township and Lawrence Township have also been considered for possible reconstruction. However, hearings were extended into 1965 in order that additional information relating to these matters may be gathered.

Construction has been completed, except for minor paving, on the Maple Street-Erie-Lackawanna Railroad Company in New Providence.

GRADE CROSSING PROTECTION

Continued efforts have been sustained by the Board to modernize and improve existing grade crossings. In instances when it was determined advantageous to do so, railroad companies were directed to install automatic gates, automatic flashing lights or other safety and warning devices at grade crossings. On occasion, the Board has permitted railroad companies to convert grade crossing protection from manual to automatic. Other improvements in grade crossing protection will result from the Board's decisions to declare certain private grade crossings as public. This is done when it is established that such crossings, even though they were previously classified as "private," have been open to the public. By declaring the reclassification of these grade crossings as "public," the Board acquires jurisdiction over them and is able to enhance the public safety by insuring that adequate protection is provided.

STATUS CHANGE FOR STATIONS

Passenger service of railroad companies continues to exhibit a steady decline as a result of the public utilizing other conveyances. No condition documents this more clearly than the many requests of railroad companies for permission to discontinue agency services at various passenger stations and a total of fourteen such requests were approved by the Board. Seven more, submitted by the Erie-Lackawanna Railroad Company, were held pending until a survey could be made to determine whether or not this action would cause an excessive burden on the Hoboken agency, which is in the affected area.

A decline in the freight handling of railroad companies in certain areas is illustrated by petitions of these companies to change the status of several freight stations from agency to non-agency or, in some instances, to abandon the station entirely. Three freight stations were allowed to be abandoned.

SAFETY OF RAILROAD OPERATION AND SERVICE INTERLOCKING PLANTS

Following a train collision at Hudson Tower in Harrison in July, 1963, the Board conducted a thorough investigation and held several hearings and conferences on the cause of the accident. Since this accident took place on an interlocking plant, methods of improving safety of operation in

these areas were also discussed. In December, 1964, the railroads were directed to mark each location where rusty rails might prohibit the operation of automatic switches and signals and to require better coordination between train crews and tower operators during the time that a train is in or near an interlocking plant.

MISCELLANEOUS PETITIONS

Clifton Station:

The Board denied a petition of the City of Clifton for a new passenger station to replace the present Erie-Lackawanna station on grounds that insufficient parking facilities are provided. In its decision the Board took the position that it had jurisdiction over facilities adjoining railroad stations.

Atlantic City Improvements:

Pennsylvania-Reading Seashore Lines proposes to abandon its Atlantic City passenger terminal, conveying all of its holdings in Atlantic City to the City for construction of the Atlantic City Expressway. Passenger service will be provided on a portion of the property to be leased back. The Board has approved the relocation of several grade crossings but is withholding its approval of the relocation of passenger facilities until the question of the possible refund of State money involved in the existing station has been settled.

Kirkwood Plan:

The establishment of a rapid transit system required action by the Board in several matters including the following: Relocation and change in status of the Haddonfield Station, the abandonment of portions of the Pennsylvania-Reading Seashore Lines, and the relocation of railroad facilities and the establishment of temporary grade crossings. The Board in each case cooperated with the Railroad, the Delaware River Port Authority and the City of Camden to expedite the proposed construction.

Aldene Plan:

The New Jersey State Highway Department is sponsoring a plan to operate trains on the main line of the Central Railroad of New Jersey into Newark rather than Jersey City. The plan proposes a connection between the Central Railroad and Lehigh Valley Railroad at Aldene, the use of Lehigh Valley tracks to Newark and the operation of the trains into Pennsylvania Station in Newark. The Board has cooperated in the relocation of a grade crossing, in modifications of signals, and in preliminary conferences for the elimination of five grade crossings on the Lehigh Valley Railroad.

Excursion Railroads:

The Black River and Western Railroad and the Morris County Central Railroads have been organized to operate educational and amusement excursion trips utilizing steam-engines. Many conferences have been held between the Board's staff and representatives of these companies as public utilities. Each company owns equipment and expects to operate over the tracks of another railroad. Their status is now pending before the Board.

STATIONS

One of the most difficult problems connected with railroads is that of providing safe, convenient and sanitary waiting rooms for railroad patrons. The situation is especially troublesome in larger cities where unauthorized and undesirable persons, who may molest or inconvenience the railroad patrons, make use of the railroad stations as meeting and resting places. The Board has neither the authority nor the personnel to police these areas for undesirables on a day to day basis. This is the function of local law enforcement which provides no protection on railroad property, that is private property, without specific request.

Following inspections by members of the Board's staff and complaints by railroad passengers, the conditions at the Newark and Trenton stations of the Pennsylvania Railroad were investigated. The Railroad requested an increase in police protection at both stations, and augmented the lighting at the Newark Station. The main waiting room at Trenton is now closed during the early morning hours. The Trenton platform is to be repaired, and it is expected that the station will be painted early in 1965.

IV. WATER UTILITIES

EXPANSION OF SERVICES

The rapid increase in the State population has resulted in many new housing developments being constructed on lands that had previously been farmland, meadows or woods. Since the newly developed areas are often located in areas where the presently operating water companies do not supply service, it often becomes necessary for the existing water companies to those affected areas to expand their services.

In other instances it is necessary to establish a new water utility which will service newly developed areas. During 1964 three new water companies began operation. They are: South Lakewood Water Company, Mount Arlington Service Company, and West Windsor Water Company.

SAFE AND ADEQUATE SERVICE

Members of the staff of the Engineering Division have the responsibility of checking the water service that is being provided by the water utilities. While much of this work is done by investigating complaints made by water utility customers, the staff also works with the companies in instances where no complaint has been issued. This aspect of the Board's obligation is accentuated during years when excessive demands are made on water utilities because of unusual weather. Such was the case last year when the extended drought of the summer caused the safety and adequacy of service by many water companies to be jeopardized.

In a specific instance the Blackwood Water Company was issued a Show Cause Order as the result of customer complaints directed to the State Department of Health concerning the failure and inadequacy of water service. The Board's Decision and Order ordered the company to immediately apply to the State Department of Health and the Department of Conservation and Economic Development for the approval of plans and specifications, for the construction and operation of a proposed well and standpipe, for the approval of water diversion rights, and for the construction of the aforementioned facilities. It was also directed to proceed immediately to take steps necessary to enable it to restrict non-essential use of water by customers during the shortage of water and to proceed to do anything necessary to adequately provide sufficient water at sufficient pressure. Bi-weekly reports were to be submitted to the Board by the water company relating the progress of the construction and improvements.

There were other instances in which the Board received complaints concerning the adequacy of service. They involved Hamilton Square Water

Company, New Jersey Water Company, Shark River Hills Water Company, Toms River Water Company and West Keansburg Water Company. All companies were contacted to ascertain steps to be taken to improve service and were directed to notify customers to restrict their use of water for non-essential purposes during emergencies.

FRANCHISE REVOKED

The Board issued its Decision and Order in the matters of the petition of the Township of Freehold to revoke all franchises of Freehold Water & Utility Company and the petition of the company for an extension of time to meet the conditions of the Board's previous Order, in which approval of an extension of its service area was granted by the Board. The Board denied the extension of time and revoked its franchise approvals previously granted to the company except for those areas in which the company is actually serving customers, has contracts for extension of service, and has applications for service pending, all as of the date of the Decision and Order. This matter is presently on appeal in the courts.

BOARD'S JURISDICTION QUESTIONED

The Township of Randolph filed a petition which stated, among other things, that in 1956, by a resolution, the township's governing body granted permission for the organization of a water company to operate in certain areas of the township, which areas were permitted to be enlarged by subsequent resolutions of the township. These resolutions were approved by the Board in 1956 and 1957. In June, 1960 and March, 1961, the Township Committee adopted three resolutions rescinding the consents theretofore granted to the company in certain areas of the township wherein no installations or services of the company have been located. The petition requested that the Board hold a hearing and revoke the municipal consents granted to the company.

Public hearing in this matter was held, and at that time the attorney for the company objected to the jurisdiction of the Board in this matter and, for this and other reasons, moved that the petition be dismissed.

A decision in this matter was issued, stating that the Board determined that it does have jurisdiction in this matter and can, as a matter of fact, revoke its approval of municipal consents. Accordingly, it denied the company's motion to dismiss. In order to reach a conclusion as to whether the Board's approval of all, or a part of, the municipal consents granted by the Township of Randolph to the Randolph Water Company should or should not be withdrawn, revoked or rescinded, the Board set this matter for a further hearing, but such hearing has not been held pending the possible sale of the utility to the municipality.

FIRST EMINENT DOMAIN FILING

The first petition filed by a water company under the revised Title 48 (1962) for the right to exercise the power of eminent domain was submitted by the Hackensack Water Company. The company desired to acquire an in-

terest in certain lands of Robert W. McLaughlin and Angela C. McLaughlin, his wife, in the Borough of Old Tappan, County of Bergen. The company required this interest for use as part of a water supply reservoir, which is necessary for the service, accommodation, convenience and safety of the public. The Board granted approval in this matter.

FORMAL WATER MATTERS

The Board processed a number of formal water matters during the year. Following is a discussion of several important cases.

CITY OF TRENTON, TRENTON WATER WORKS

The Board issued a Negotiation Order on the petition of the City of Trenton, Trenton Water Works to increase rates by 20% to the residents and users of water in the Townships of Hamilton, Ewing and Lawrence. The Board concluded that Trenton's financial condition warranted the rate relief proposed and accepted the proposed rates for filing. The new rates are expected to produce approximately \$211,000 of additional annual revenue from service provided in the Townships.

HAMILTON SQUARE WATER COMPANY

The petitioner's request for an increase of \$40,000 in annual operating revenues was disallowed. Instead, the Board accepted the Hearing Examiner's Report and Recommendations which permitted the Hamilton Square Water Company to increase its annual operating rates to produce additional operating revenue of \$11,710. A requirement for the completion of a proposed construction program was made a part of the Decision.

THE BERNARDS WATER COMPANY

Edwin C. Landis, Jr., a customer of the Bernards Water Company submitted a petition seeking a merger of Bernards and Commonwealth Water Company. As a result, respondents filed a motion to dismiss the petition. The Board issued its Decision and Order on Motion to Dismiss and found that nothing had been brought to its attention in this proceeding upon which it could be determined that the Board has the authority, implied or otherwise, to order a merger of these companies.

Another petition of the Bernards Water Company was received involving a request for increased rates. The increase was estimated to produce additional annual revenues of \$47,363. The Board concluded that the petitioner was entitled to an increase in rates that would produce additional annual revenues of \$37,784. The Board conditioned the increased rates authorized upon the completion of its capital improvement program by July 15, 1965.

BOUND BROOK WATER COMPANY

The Board issued a Decision on petition of Bound Brook Water Company for increased rates. The proposed increase was estimated to produce additional annual revenues of \$112,503. The petitioner was entitled to an increase in rates that would produce additional revenues of \$72,763, the Board concluded. Approval of this new rate scale was conditioned by the stipulation that the petitioner complete its capital improvement program by July 15, 1965.

V. ELECTRIC UTILITIES

RATE CHANGES

Public Service Electric and Gas Company submitted a revision of its electric tariff. The filing provided for a reduction of \$2,030,000 in electric rates, estimated to result in annual savings to approximately 95% of the company's electric customers. The Board accepted the proposal.

In May, November and December, the Board approved three filings by Rockland Electric Company providing for new service classification rates and the application of the fuel adjustment provisions. These revisions totaled annual reductions of \$168,500 to affected customers.

EXPANSION OF SERVICE

Electric utilities under the Board's jurisdiction have experienced an ever-increasing demand for electric service. It is anticipated that this trend will continue for many years due to the population explosion and industrial growth. To meet this demand, large generating stations are planned and being constructed. Usually these generating stations are located on sites remote from areas of concentrated population, where the demand exists. Thus, it is necessary to transmit large amounts of electricity from the sources of generation to these demand areas, commonly known as load areas.

KEYSTONE PROJECT

Keystone, an interstate project involving 18 electric companies, including Public Service and Jersey Central, is to be a \$350,000,000 coordinated power plant construction program with high voltage transmission lines—one of the largest projects of its kind ever undertaken by the electric industry. The 600 miles of new 500,000 volt transmission lines will run from West Virginia to terminals near Philadelphia, North Jersey and the New York metropolitan area.

The program, when finished, will make available large blocks of low-cost energy to utilities in New Jersey, Maryland, Pennsylvania, and through an interconnecting transmission system to utilities in Ohio, West Virginia, Virginia and New York.

A highlight of the program is the Keystone station, under construction in the virtually untapped coal fields of western Pennsylvania near Johnstown. It will contain two 900,000 kilowatt generating units, owned jointly by Public Service, Jersey Central, Atlantic City Electric, Philadelphia Electric, Pennsylvania Power and Light and Baltimore Gas and Electric Co. The

first unit is scheduled to be operational in 1967 and the second in 1968. Jersey Central, to carry the new load of electric power, will continue the expansion of its 230,000 volt transmission system.

The Yards Creek plant in North Jersey is 90% complete and expected to go into service in mid 1965. Located in the Kittatinny Mountains near Blairstown, Warren County, New Jersey, it is being built by the Public Service Electric and Gas Company and the Jersey Central Power and Light Company. Additional 330,000 kilowatts will be furnished to supply the needs of about 90% of the state's population being served by the two utilities. The ambitious project will eventually provide more than 1,300,000 kilowatts of electricity by combining Yard Creek reservoirs with other reservoirs atop Kittatinny Mountain and with power plants on the Delaware River.

OYSTER CREEK PROJECT

A construction program for a nuclear fueled electric generating plant at Oyster Creek in Lacey Township, Ocean County, under the auspices of the Jersey Central Power & Light Company and involving the Atomic Energy Commission, was started in 1964 with a tentative 1967 completion date. When completed at an estimated cost of \$67,000,000, it will be the first commercial nuclear generating plant in New Jersey and possibly the largest investor-owned nuclear station in the world.

OTHER ELECTRIC UTILITY CONSTRUCTION

Sussex Rural Electric Cooperative, owned jointly by the power users, received Board approval for a \$200,000 federal construction loan, previously permitted by the federal Rural Electrification Administration, the money to be spent for new electric transmission and distribution lines in rural Sussex and adjoining counties. The 40 miles of power lines will serve some 400 potential customers, and the utility will pay an annual interest of 2% for 35 years.

Public Service Electric and Gas Company installed a 400,000 KW steam turbine generator in Jersey City that cost some \$70,000,000, it being the largest in the state and increasing the company's electric system capacity to 4,635,000 kilowatts. The unit operates on superheated high pressure steam and is more economical than low pressure generators.

RECOMMENDATION

The accelerated demand for electricity has accentuated the need for new transmission facilities. The result is that electric utilities have increased the number of petitions filed with the Board for the right to exercise the power of eminent domain. Because of this, it is recommended that a study be made of the existing statutes and procedures with respect to eminent domain. The ultimate goal of this study would be a possible revision of the statutes.

A suggested approach would be to hold a conference between the utility's representatives and the Board's engineering staff to review the

route of the proposed right-of-way prior to negotiations with property owners. This would enable the staff to become familiar with the overall problems and to possibly suggest deviations in the route, with a view toward minimizing the difficulties encountered in negotiating with individual property owners.

VI. GAS UTILITIES

RATE CHANGES

Public Service Electric and Gas Company submitted a revision of its gas tariff. The filing provides for reductions of \$1,300,000 in gas rates, estimated to result in annual savings to approximately 55% of its gas customers. The Board accepted the proposal.

A proposal by Public Service Electric and Gas Company was processed whereby the company returned approximately \$765,000 to its gas customers during August and September. This action came as a result of refunds received by the company from its gas suppliers under rate adjustments ordered by the Federal Power Commission.

EXPANSION OF SERVICE

Informal conferences were held with representatives of the Colonial Pipeline Company prior to completion of 90.836 miles of 30 inch pipeline intended to transmit petroleum in New Jersey from the point where it crosses the Delaware River in Gloucester County, south of Woodbury, to Linden. Although the Board has not to date assumed jurisdiction over this pipeline, the company cooperated in furnishing the Board with details of design, construction standards and testing procedures in order that the Engineering Division could consider the safety aspects of the line. The question of the Board taking jurisdiction over the pipeline relative to safety was the subject of discussions with the legal staff of the Board. In addition, a member of the staff attended the hearings held by the Public Utility Commission of Pennsylvania, relative to the construction of the pipeline in that state. In anticipation of the passage of Assembly Bill 562 (Petroleum Pipeline Utilities Act), the staff prepared a tentative draft of an Administrative Order which would promulgate rules relative to the safety of construction and operation of such facilities.

The Board also authorized the City Gas Company of Newton, N. J. to convert its operation from the distribution of propane gas to natural gas and to construct a new pipeline for the purpose of making the natural gas available. It also approved the revision of the company's tariff on file with the Board to reflect the reduction in cost.

PIPELINE TESTS

Administrative Order 14:295 states in part: "The test pressures shall be maintained wherever possible for a period of 24 hours, but in no event for a period less than 12 hours." The practice of the Division has been to

have a member of the staff witness the test at the start and again 24 hours later at the conclusion of the test.

There have been several instances where relatively short sections of pipeline have been relocated due to changes in the location of highways and other reasons. It is the belief of the Engineering Division that whenever these tests are made and the staff is familiar with the procedures of the company making the test, two trips to witness the tests are unnecessary. The Engineering Division believes that, after consultation with the company whose pipeline is to be tested and an understanding relative to the method of testing is reached, it should be advised as to the time the test will start. Arrangements can then be made for a member of the staff to be at the test station at least one hour before the time the test will be completed. Then, by observing the test, checking the chart on the recording manometer and the log kept by the person in charge of the test, the staff member can verify whether or not the test is satisfactory.

GAS METER TESTS

Public Service Electric and Gas Company filed a petition with the Board for authorization pursuant to Regulation 14:44-2 to extend the period of testing gas meters from six to ten years. A hearing in this matter was held and the Board's Decision and Order will be issued in 1965.

GAS EXPLOSION ORDERS

On January 17, 1964, following apparent gas explosions which caused fatalities, the Board, after public hearings, forwarded to each of the gas companies in New Jersey, namely City Gas Company of Phillipsburg, New Jersey and of Newton, New Jersey; New Jersey Natural Gas Company, South Gas Company, and the Warren County Gas Company, copies of the interim orders issued on January 14, 1964, arising out of the investigation in the service areas of Public Service Electric and Gas Company and Elizabethtown Consolidated Gas Company. In the accompanying letter to each of the six companies, the Board stated that it expected each to conform their distribution, transmission and service practices to those provided for in the interim orders. The directive in the orders included improvements in leak detection techniques, adoption of odor measuring devices and acceleration of replacement and rehabilitation of older gas mains.

The orders were issued after a total of 13 days of public hearings, during which officials and experts of Public Service Electric and Gas Company and Elizabethtown Gas Company, as well as representatives of pipe manufacturers and independent experts called by the Board, gave extensive testimony.

After the 13-month probe by the Board, subsequent to the ten explosions in the two service areas, final orders were issued on May 6, 1964, on a record which included 77 exhibits and 1,134 pages of testimony. In addition to tightening procedures on detection and reporting of gas leaks, there will be: 1. intensified education of consumers on the reporting of leaks. 2. periodic calibration for accuracy of leak detection devices used by servicemen and 3. frequent inspection of service pipes in crawl spaces,

this information to be included in monthly statements to the Board for one year. The programs required by the interim orders: improvements in leak detection techniques, adoption of odor measuring devices, etc., shall become a permanent part of the utilities' operating procedures.

Some accidents were accounted for by pipe corrosion, by settlement of backfill and pressure from above on the pipe, and by contractor excavation; in others the evidence was insufficient to make a finding of causation. When the backfill settles, it appears that the external forces acting on the ground surface crack the pipe, the escaping gas does not vent, due to the above-frosted ground, rather, it seeps into buildings, collects to an explosive mixture and is ignited by various means.

VII. SEWER UTILITIES

NEW COMPANIES AND EXTENDED SERVICE

Two new sewer utilities were approved by the Board—South Lakewood Sewer Company and Freehold Sewer Company. South Lakewood will service a portion of Lakewood Township, in Ocean County, while Freehold Sewer Company has rights in the streets of Freehold Township, Monmouth County.

Valley Road Sewerage Company received Board approval to service additional areas in Hillsborough Township, Somerset County. The Board also approved municipal consent granted by Manalapan Township, Monmouth County, to the Pine Brook Sewer Company to serve parts of that Township.

DISCONTINUED PRIVATE UTILITY SERVICE

Utility operations changed hands in several instances: The Delaware Township Sewerage Corporation operation was transferred to Cherry Hill Township; Mar-Dale Manor Sewerage Corporation became a part of the Gloucester Township Sewerage Authority operation in Camden County. The South Jersey Utilities Corporation sold its sewerage operation in Mount Laurel Township, Burlington County, to the Mount Laurel Sewerage Corporation.

VIII. COMMUNICATIONS UTILITIES

COMMUNICATIONS RATES

The Board processed fifty-five (55) formal telephone and telegraph filings, the majority of which consisted of filings by New Jersey Bell Telephone Company relating to the offering of additional types of equipment and expansion and adjustments of base rate areas, resulting in improved service and savings to affected customers totaling approximately \$118,000 annually.

As a result of conferences initiated by the Board, the Board accepted a proposal of New Jersey Bell Telephone Company that contained revisions of its tariff. The tariff revisions provided for:

1. Elimination of toll charges on 114 routes.
2. Modification of Season Service treatment, so as to withdraw said treatment from eleven exchanges and reduce the minimum monthly rate in thirteen other affected exchanges.
3. Reduction in nonrecurring charges on standard color hand combined telephones to a flat charge of \$4.00 per instrument.
4. Reduction in charges for Temporary Suspension of Service.
5. Liberalization of the daily guarantee treatment applicable to semi-public telephone service.

The revisions will result in savings to customers of approximately \$2,700,000 annually.

New Jersey Bell Telephone Company submitted a second revision of its tariff, which was also accepted by the Board. This revision provided for a time change in the message toll rate schedules for regular station-to-station service. The old schedules provided for lower tolls after 9:00 P. M., which was changed to after 8:00 P. M. This change is also extended to all day Sunday for the same type of regular station-to-station calls. A further revision provides that the previous night schedule for regular station-to-station calls included in the after 9:00 P. M. schedule be changed to 8:00 P. M. and to all day on Saturdays. It is estimated that the revisions will result in annual savings of approximately \$400,000 to New Jersey customers.

DEPRECIATION

The New Jersey Bell Telephone Company was permitted to change its depreciation rates and, based on the depreciable plant balance of July, 1964, will increase operating income by \$940,000 after considering the income tax effect.

EMINENT DOMAIN CASES

Farmers Union Telephone Company filed a petition with the Board for the right to exercise the power of eminent domain to acquire an interest in certain lands of Harry J. Morrison and Eileen Morrison, his wife, in the Borough of Sussex, Sussex County. The company desired this easement to install and maintain underground telephone facilities which were installed in connection with plant improvements. All other necessary easements had been obtained. This petition was the first filed by a telephone company under the revised Title 48 (1962) for the right to exercise the power of eminent domain. Approval was granted.

New Jersey Bell Telephone Company filed a petition with the Board for the right to exercise the power of eminent domain to acquire an interest in certain lands of Pierpont Associates, Inc., in the Township of Weehawken, Hudson County. The interest sought was an easement for a right-of-way to accommodate telephone facilities which have been in existence for the past 50 years. Public hearings in this matter were held, and the Board issued its Order approving the petition as being in the public interest.

IX. COURT CASES

To collect fees due for auditing of municipal utility annual reports, the Board brought suit against the City of Newark, whose account, along with several other municipalities, was unpaid. In support of its construction of New Jersey Statute 48:2-56 as authority for the charge, the Board is armed by a formal opinion of the Attorney General. Other delinquent municipalities are Essex Fells, Bloomfield, Kearny, Montclair, Vineland and the Passaic Valley Water Commission.

The Bordentown Sewer Company is in receivership, with the New Jersey Chancery Court, along with the Board, supervising its operations. The matter began when efforts were made by the Board to have the utility correct offensive odors.

Agreeing with the Board that Super Service Bus Co. should cease and desist from continuing bus operations between Madison Township, Middlesex County and Jersey City, Hudson County, without municipal consents approved by the Board, the Appellate Division of the New Jersey Superior Court upheld the Board order on appeal. The Board had held that the service was not exempt from the municipal consent requirement as a "charter bus" operation, because the buses made trips over the same fixed route, at the same fixed time, between fixed termini 5 days a week.

In the Safeway-Greyhound v. P.U.C. matter in the New Jersey Supreme Court, a mandate was issued reversing a Board Order, a petition for rehearing was denied, and on remand the Board will take further action on bus specifications—particularly, the emergency door, aisle bar and partition, contained in Board Administrative Order 14:212.

A Board Order of November 20, 1963, from which an appeal was taken and subsequently remanded to the Board by the Appellate Division of the Superior Court, was modified so that Ocean City Sewer Service Co. customer charges will increase 18.2 percent less than previously authorized. The utility's construction costs, included in rate base, were reduced after a plant-leasing arrangement with the City of Ocean City, permitted by a 1964 law, N.J.S.A. 40:63-31.1.

FEDERAL ADMINISTRATIVE COURT — I. C. C. P.R.R. — N.Y. CENTRAL MERGER

Neither the state nor the Board are opposed to the proposed merger of the two rail lines, the Pennsylvania Railroad and the New York Central, if the interests of all New Jersey railroads are protected and provision is made for railway labor. Because of the connection with the Norfolk & Western Railway—New York, Chicago and St. Louis R.R. merger case, it was urged by both the State and the Board that the hearings be consolidated, and further, that the New York Susquehanna and Western and the Erie-Lackawanna Railroads be particularly considered for inclusion in both cases.

X. NEW UTILITY LAWS

LAW INVOLVING GAS PIPES

A law for which the Board fought over two years was passed by the Legislature and was signed by the Governor. Effective May 12, 1964, it prohibits the discharge of explosives in the ground or the excavation in a street, highway or public place within a distance of 200 feet of any pipe distributing or transmitting manufactured, mixed or natural gas unless, among other things, the person doing such work serves written notice on the person engaged in the transmission or distribution of the gas, who, in turn, must state whether any pipes are within the prescribed area. This law does not apply to work done by or on behalf of the New Jersey Highway Department, New Jersey Highway Authority or New Jersey Turnpike Authority. The terms "excavation," "excavating," "or "excavation," as used in the law, do not include the opening of the surface and the disturbance of the subsoil thereunder of any street, highway or public place for the purpose of installing or replacing poles and their appurtenances used or to be used in connection with the supplying to the public of electricity for light, heat or power or of communication services. The provision is classified, not in the public utility law, but in the Disorderly Persons Act as N.J.S.A. 2A:170-69.4.

SALE OR LEASE OF MUNICIPALLY OWNED FACILITIES BY PRIVATELY OWNED PUBLIC UTILITY

On April 29, 1964, N.J.S.A. 40:63-31.1 was signed into law. This statute permits the sale or lease of municipal sewer facilities to a privately-owned public utility provided that:

- (a) An Ordinance shall be duly adopted by the governing body of the municipality approving the terms and conditions of the agreement of lease or sale and authorizing the execution thereof, and
- (b) The terms and conditions of the agreement of lease or sale shall be approved by the Board.

XI. UTILITIES UNDER THE FULL JURISDICTION OF THE BOARD AS OF DECEMBER 31, 1964

Auto Buses

A. & A. Bus Co., Inc.
A. J. H. Bus Corp.
A. M. Bus Co.
A & W Bus Co., Inc.
Aben Bus Corp.
Academy Bus Company, Inc.
Ace Bus Transportation Corporation
Acme Bus Co., Inc.
Agresta Bus Co.
Aklaw Bus Co., Inc.
American Bus Lines, Inc.
Annello Bus Lines
Arc Bus Company, Inc.
Associated Bus Company
Associated Bus Company of
Hawthorne
Associated Bus Company of
North Haledon
Atlantic Brigantine Coach Co.
Atlantic Bus Company, Inc.
Atlantic City Transportation Co.
Atlantic Motor Tours, Inc.
Atlas Bus Corp.

B-6 Bus Co., Inc.
B-7 Bus Corporation
B-125 Bus Co., Inc.
B. & M. Bus Company, Inc.
B. & P. Bus Co., Inc.
Babs Bus Co., Inc.
Baker & Warren Bus Co., Inc.
Balgen Bus Co., Inc.
Bannon, Lester, T. Bus Co., Inc.
Baram Transportation Co.
Bauer, Albert F. Inc.
Baum Bus Co., Inc.
Bauman Bus Corporation
Bayonne Bus Company, Inc.

Auto Buses

Bays, W. J. Bus Co., Inc.
Bayshore Bus Co., Inc.
Bee Eight Bus Co.
Bee Five Bus Co.
Bee Four Bus Corp.
B-Eleven Bus Co., Inc.
Bell's Bus Service
Bergen & Central Bus Co.
Beviano Chartered Service
Bloom Bus Company, Inc.
Blue Bus Lines
Boro Busses Company
Boro Busses-Rollo Transit Corp.
Boulevard Bus Inc.
Bowitz, Albert and Lillian
Breza Bus Service, Inc.
Bridgeton Transit
Broadway Transport Co., Inc.
Browell Bus Co.
Bryant and Shelton Co.
Budlick Bus Co., Inc.
Bus Operating Co., Inc.

Cape Bus Co., Inc.
Capital Transit
Cappitelli, Anthony, T.
Car Bus Corp.
Carll, William d/b/a Lenape Stages
Carmella Bus Corp., Inc.
Casper Bus Co., Inc.
Cassell Bus Co., Inc.
Cavaliere Bus Co.
Charner Bus Corp.
Chok, Ida
Cisko Bus Co.
Claremount Transportation Co.
Clinton Avenue Bus Company
Coast Cities Coaches, Inc.

Auto Buses

Colapinto Bus Co., Inc.
Columbia Transit Company
Community Bus Lines, Inc.
Conrad, George T.
Consolidated Shore Lines, Inc.
Costa Bus Co., Inc.
Cottage Bus Co., Inc.
Crane Transportation Co., Inc.
Crosby, Honora T., Joseph Moran,
Administrator
Culver Bus Company, Inc.

D. I. R. Bus Corp.
D'Arcangelo Bus Co.
Dare Bus Corp.
Daquella Bus Corp.
DeCamp Bus Lines
DeCorso, Michael
Dee Bus Co.
Delaware River Coach Lines, Inc.
Del. Elizabeth Jitney Co.
Dern, I., Inc.
Di Croce & Head, Inc.
Di Dominico Bus Co., Inc.
Dikros Bus Co., Inc.
Dilley, Fred J.
Dormar Bus Co.
Dover-Mt. Hope-Picatinny Bus Line
Downtown Bus Co.
Drogin Bus Company
Duco Bus Co., Inc.

E. & A. Bus Co.
E. & M. Bus Corp.
E. D. J. Bus Company, Inc.
Efkay Bus Co., Inc.
Ekay Bus Co., Inc.
Elizabeth Bus Co.
Elizabeth Transit Corp.
Elizabeth-Union-Hillside-Irvington
Line, Inc.
Elliott Bus Corp.
Ellis Bus Corporation
Ellmas Bus Co.
Elvio Bus Company, Inc.
Empire Bus Company, Inc.
Englehardt, Kenneth
Englehardt, Ronald, A.

Auto Buses

Englewood Bus Transportation
Co., Inc.
Errico, Michele
Esor Bus Co., Inc.
Es-Holt Bus Co.
Eureka Transportation Co., Inc.
Evankchyk, Michael, t/a West
Wildwood Bus Co.

F. D. & D. S. Bus Co., Inc.
Fairlawn Transportation Inc.
Farnum Bus Corp.
Federal Bus Company, Inc.
Felz Bus Co.
Fencor Bus Co., Inc.
Ferrell Bus Co., Inc.
Filida Bus Corporation
Fine Bus Transportation Co., Inc.
Five Mile Beach Electric Railway Co.
Fleming Bus Co., Inc.
Four Eight Four Corp.
Frankowski Bus Co., Inc.
Friedman Transportation Co.
Fulton Bus Co., Inc.

G. & F. Bus Corp.
G. & W. Bus Co., Inc.
Gabrian, Michael & Peter
Garfield-Passaic Bus Co.
Garfield & Passaic Transit Co.
Gearty, T. A. Bus Co., Inc.
Gendzvill Bus Co., Inc.
Gershkovitz, Eva, Inc.
Gertz Bus Co., Inc.
Gloria Bus Co., Inc.
Goldcor Transport Corp.
Goldsmith Bus Co., Inc.
Graope Transportation Co., Inc.
Grasso Bros., Inc.
Grasso, Joseph, Bus Co.
Greenville Bus Company
Greyhound Lines, Inc.
Grodrud Bus Company, Inc.
Grossman Bus Company, Inc.
Grossman Transport, Inc.
Gun-Tal Bus Co., Inc.

H. & E. Bus Co.
H. & R. Bus Co

Auto Buses

Haberman Bus Co., Inc.
Anthony and Fred
Haffin Bus Co., Inc.
Hale Bus Corp.
Hanus, Wanda
Harman Bus Company, Inc.
Heit, Joan
Helvira Bus Company, Inc.
Henray Bus Company, Inc.
Hermine Bus Co., Inc.
Herv Bus Company, Inc.
Heslin Bus Co., Inc.
Hild Bus Co., Inc.
Hill Bus Company
Hoboken Transportation
Hohorst, Henry
Holt-Enderlein Bus Company
Homestead Transit Co., Inc.
Hudson Bus Transportation Co.,
Inc., The
Hudson Transit Lines, Inc.
Hughes, Ben, Inc.

Inter-City Trans. Co., Inc.
Irving Transit Company

Jackson Transit Co.
J. & H. Bus Co., Inc.
J. & J. Bus Company
J. & L. Bus Company
J. & M. Bus Company
J. R. M. Bus Company
J. S. Bus Corporation, Inc.
Jad Bus Co., Inc
Jelly, Wm. H. & Co., Inc.
Jimac Bus Co., Inc.
Jocham Bus Co., Inc.
Jordan, Thomas

Kaunas Bus Co.
Keane Bus Company
Keisling, Richard C.
Kennedy, E. J. Inc.
Keogan Bus Co.
Key City Bus Company, Inc.
Kima Bus Company, Inc.
Kirslo Bus Co., Inc.
Klyde, Judith
Koll Motor Transportation Co.

Auto Buses

Korud Bus Company, Inc.
Kowalski, Stephen and Betty
Krebs Bus Company

L. & T. Bus Co., Inc.
Lackawanna Bus Corporation
Ladney Bus Co.
Lakeland Bus Lines, Inc.
Lake Region Coach Co., Inc.
Leo Transit Corp.
Le Fante Bus Co.
Le Fanto Bus Company, Inc.,
Joseph J.
Leo Bus Inc., The
Lesta Bus Co., Inc.
Levender Bus Co., Inc.
Lincoln Bus Company
Lincoln Transit Co., Inc.
Linden Bus Co.
Lockbourne Manor, Inc.
Lucci Bus Co.
Lycal Bus Co., Inc.

M.A.B. Corporation
M. B. Bus Co.
M. & G. Bus Co., Inc.
M. & M. Bus Corporation
M. S. Boulevard Bus Co., Inc.
M. & W. Bus Co.
Maday Bus Transportation
Maday and Sons, Inc.
Magliato, Dominick
Malley Bus Corporation
Manhattan Transit Company
Marathon Bus Lines, Inc.
Maresca Bus Company
Maria Transportation Company
Martucci Bus Company
Marveth Bus Corp.
Masi, James, Bus Corp.
Massa Bus Company, Inc.
Matlin Bus Corp.
McIntyre, Robert D., Inc.
Meehan, Harry J.
Meltzer Bus Co., Inc.
Merikle, G. H., Inc.
Middlesex Bus Company
Mile Square Transportation Co.
Millstone Bus Line, Inc.

Auto Buses

Minotto, Ben, Inc.
Minotto Bus Company, Inc.
Molmar Bus Transportation Corp.
Morris, Will, Inc.
Mountain Coaches, Inc.
Mount Bethel Bus Service, Inc.

Neptune Bus Co., Inc.
New York-Keansburgh-Long Branch
Bus Lines, Inc.
Niklu Bus Company
North Boulevard Transportation Co.
North & South Jersey Bus Co.
Northeast Coach Lines
Northend Bus Co.
Novello, Inc., Phillip J.
Number 22 Bus Co.
Nunner Bus Co., Inc.

Occum Transit Company
Ocean Drive Tours
Orange & Black Bus Lines, Inc.

P. J. Bus Co.
P. Z. Bus Company
Pacific Bus Company, Inc.
Page Bus Corporation
Pakenham Bus Company
Palace Bus Co.
Palangio, Patsy
Passaic-Athenia Bus Co., Inc.
Peller, Selma, Administratrix of
Estate of Pauline Peller
Peninsula Bus Company
Perno Bus Corp.
Philboro Coach Corp.
Phillip Bus Corp.
Picardi Bus Company, Inc.
Pierro, G. & D., Bus Co., Inc.
Pierro & Sons, Inc.
Pisano Bus Co.
Plainfield Transit, Inc.
Policastro, John A., Ltd.
Polizzano Transportation Company
Pompeo, Roy d/b/a Allied Bus
Company

Auto Buses

Preis Bus Company
Prime Bus Company, Inc.
Prince Bus Corporation
Public Service Coordinated
Transport

R. & W., Inc.
R. J. S. & A. L. Z. Bus Corp.
Raimondo, Dominick, Inc
Ramo Bus Corporation
Red Arrow Lines, Inc.
Rex Bus Co.
Riccio, Frank & Sons, Inc.
Richmond Bus Lines, Inc.
Rockland Coaches, Inc.
Roman Bus Co., Inc.
Roslyn Bus Co.
Rossmeyer & Weber Bus Lines, Inc.
Rubenstein Bus Co.
Ru-Mor Bus Co., Inc.
Ryan, Margaret J.

S. & A. Bus Corp.
S. & G. Bus Company, Inc.
S. & T. Bus Company, Inc.
Safeway Trails, Inc.
Saffron Bus Co., Inc.
Saks Bus Transport Co., Inc.
Salmic Bus Company
Sarnella Transportation Company
Scerbo Bus Co.
Schultz, Meyer, Inc.
Seidler, William
Serec Bus Company, Inc.
Serv-Well Bus Co.
Shannon, E. J., Bus Co., Inc.
Sharp, Jacob
Sharp, Nina
Silver Bus Co., Inc.
Silberfein, Jane E.
Sivad Transportation Co.
Smith, Edward D., Bus Co., Inc.
Smith, Harvey
Sokar Bus Company
Sokolow & Glick, Inc.
Solcot Bus Co.
Somerset Bus Co., Inc.
Sommer Bus Co., Inc.

Auto Buses

Sostman Bus Corp.
South Orange Avenue Bus Co., Inc.
Standard Bus Corp.
Starr Transit Co., Inc.
Storoh Bus Company, Inc.
Struble, Gorman, t/a Swartswood
Bus Service

Sturtz, Edward, Bus Co., Inc.
Suburban Transit Corp.
Superior Bus Co.
Sweeney, Edward, Inc.

Takrab Bus Company, Inc.
Tedesco Bus Co., Inc.
Terrace Bus Corporation
Terry Bus Company, Inc.
Theresa Transportation Co.
Tomaszecki, Amelia
Trackless Transit, Inc.
Trans-Bridge Lines, Inc.
Travelers Transportation, Inc.
Tufano Bus Corporation

Unity Bus Co., Inc.

Vailsburg Bus Co.
Valeriotte Bus Co., Inc.
Van Buren Bus Company
Vanderhoff, E. & Sons
Villani Bus Company
Vistar Bus Company, Inc.

Warwick, Greenwood Lake and
New York Transit, Inc.
Weiner Bus Company, Inc.
Wendt Bus Company, Inc.
Wernicki, John L.
Wernicki, Edward S.
West Side Bus Corporation
Westwood Transportation Lines, Inc.
Winterfield, Leo
Wohlgemuth Bus Co., Inc.
Wood, G. R., Inc.
Woods & Costa, Inc.

Electric

Atlantic City Electric Company
Jersey Central Power & Light
Company

Electric

New Jersey Power & Light Company
Public Service Electric and Gas
Company
Rockland Electric Co.
Sussex Rural Electric
Cooperative, Inc.

Express

Railway Express Company

Gas

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

Railroads

Passenger-Operating Railroads

Central Railroad of New Jersey
Erie-Lackawanna Railroad Company
New Jersey & New York Railroad Co.
(Horace Banta, Trustee)
New York & Long Branch
Railroad Co.
New York, Susquehanna
& Western Railroad Co.
Penna. & Atlantic Railroad Co.
Pennsylvania Railroad Co.
Pennsylvania-Reading Seashore
Lines
Reading Company

Non-Operating Companies

Bay Shore Connecting Railroad
Delaware & Bound Brook
Railroad Co.
Dover & Rockaway Railroad Co.
Hoboken Railroad Warehouse &
Steamship Connecting Co.

Non-Operating Companies

Port Reading Railroad Company
Rahway Valley Line
Rahway Valley Railroad Company
Rahway Terminal &
Transportation Co.
Penna. Tunnel & Terminal R.R. Co.
Pennel Company
United New Jersey Railroad &
Canal Co.
West Jersey & Seashore Railroad Co.

Freight Only

East Jersey Railroad & Terminal Co.
Hoboken Shore Railroad
Lehigh & Hudson River Railway Co.
Lehigh Valley Railroad Co.
Morristown & Erie Railroad Co.
Mount Hope Mineral Railroad Co.
New York Central Railroad Co.
Rahway Valley Co. Lessee
Rahway River Railroad Co.
Raritan River Rapid Transit
Rwy., Co., The
Trenton-Princeton Traction Co.
Union Transportation Co.
Wharton & Northern Railroad Co.

Sewerage

Atlantic City Sewerage Co.
Awwemi Corp.
Bayshore Sewerage Co.
Bell's Lake Sanitation Co.
Berkeley Sanitation Co.
Birch Hill Park Disposal Co.
Bordentown Sewer Company
Brierwood Sanitation Co.
Buckingham Utilities, Inc.
Delran Sewerage Corp.
Edenwood Sewer Company
Freehold Sewer Company
Gibbsboro Sewerage Corp.
Green-Field's Sanitary Imp. Co.
Harmony Sewer Company, Inc.
High Ridge Sewer Co.
Hillsborough Sewerage Company
Hollybrook Sanitary Imp. Co.
Jackson Sewer Company

Sewerage

La Gorce Square Sewerage
Corporation
Lakewood Water Company
Laurel Sanitation Co.
Lynpark Utility Company
Marlton Sewerage Corporation
Maxim Sewerage Corp.
Medford Lakes Sewerage Corp.
Mid-Jersey Sewerage Company, Inc.
Monmouth Sanitation Co.
Mount Laurel Sewerage Corp.
Mystic Isles Sewerage Corp.
Ocean City Sewer Service Co.
Pine Brook Sewer Company, Inc.
Public Sewerage Corp.
Ridgeview Sewerage Co.
Southampton Sewerage Co.
Southern Gulf Sewerage Company
South Jersey Utilities Corp.
South Lakewood Sewer Company
Sunbury Village Sewer Company
Valley Road Sewerage Company
Washington Valley Sewerage
Company
West Windsor Sewerage Co.
Woodbury Terrace Sewerage Corp.
Woodcrest Sewerage Corp.
Wynnewood Sewerage Utility
Company

Subway

Public Service Coordinated
Transport

Telephone

Delaware Valley Telephone Company
Farmers Union Telephone Company

Telephone

Hillsborough and Montgomery
Telephone Company
New Jersey Bell Telephone Company
New Jersey Telephone Company
United Telephone Company of
New Jersey
Warwick Valley Telephone Company
West Jersey Telephone Company

Telegraph

Western Union Telegraph Company

Water

Private Companies

Aldrich Water Company
Atlantic County Water Co.
Awwemi Corporation

Barneгат Water Company
Bayville Water Co.
Bell's Lake Water Co.
Berkeley Water Co.
Bernards Water Company
Birch Hill Park Water Co.
Blackwood Water Company
Blair Academy Water Dept.
Bound Brook Water Company
Brookwood-Musconetong River
Property Owners Association
Buckhorn Springs Water Co.

Califon Water Co.
Camp Meeting Assn. of the Newark
Conf. of the M. E. Church
Cedar Heights Water Co.
Cliffwood Beach Water Co.
Columbus Water Company
Commonwealth Water Company
Corson's Inlet Water Company
Crestmount Park Water Co.
Crosswicks Water Company

Delaware River Water Co.

Edenwood Water Company
Elizabethtown Water Co.
Evans, Chas. N., Dev. Water Co.
Ewing Water Supply Co.

Fayson Lake Water Company
Flanders Water Co.
Forsgate Water & Utility Co.
Fortescue Realty Co., Inc.
Freehold Water & Utility Co.
Frenchtown Water Company

Glen Acres Water Company
Glen Gardner Water Co.

Water

Gloucester Water Utility Company
Gordon's Corner Water Company
Gravity Water Supply Company
Green-Field's Water Company

Hackensack Water Co.
Hager Water Co.
Hall Spring Supply Co.
Hamilton Square Water Company
Hampton Hills Water Company
Hampton Lakes Water Company
Harding Lakes Water Company
Hedden Water Company
High Crest Lake Water Co.
Highland Lakes Improvement Co.
Highland Water Company
High Ridge Water Co.
Hillsborough Water Co.
Hollywood Manor Water Company
Hopatcong-West Shore Water Co.

Ideal Beach Water Company
Ivy Stone Water Works

Jackson Water Company
Jamesburg Water Company
Junction Water Company, Inc.

Kingston Water Co.

Lake Hopatcong Water Corporation
Lake Lenape Water Company
Lake Mohawk-Sparta Water
Company
Lakes Water Co., The
Lakeside Park Water Co., Inc.
Lake Tamarack Water Co.
Lakewood Water Company
Lambertville Water Company
Laurel Springs Water Works
Company
Laurence Harbor Water Company
Lawrenceville Water Company
Lincoln Park Water Co.
Long Beach Water Company
Long Valley Water Co.
Lopatcong Water Company, The
Lower Township Water Company

Water

Lumberton Light, Water & Sewerage
Company

Madison Water Company
Mantua Water Company
Medford Water Company
Middlesex Water Company
Mid-Jersey Water Co.
Midtown Water Company
Mine Hill Water Co.
Monmouth Consolidated Water
Company
Morris & Sussex Water Service, Inc.
Mountain View Water Work, Inc.
Mt. Arlington Water Co.
Mt. Holly Water Company
Mt. Laurel Water Corporation
Mystic Isles Water Company, Inc.

Neptunus Water Company
New Egypt Water Co.
New Jersey Water Company
New Jersey Water Service Company

Ocean City Water Service Company
Ocean County Water Co.

Parkway Water Co.
Pennsgrove Water Supply Company
Penns Neck Water System
Peoples Water Company, The
Peoples Water Company of Grenloch
Pinecrest Improvement Association
Pineland Water & Utility Company
Pineland Water Co.
Pine Brook Water Co.
Post Brook Water Company
Pottersville Water Company
Princeton Junction Water Co.
Princeton Water Company, The
Prospect Point Water Company
Public Water Corporation

Rancocas Woods Water Company
Randolph Water Company
Ridgedale Water Co.
Ridge Water Company
Ringwood Company

Water

Riverton & Palmyra Water
Company, The
Roxbury Water Company

Seaview Water Company
Sewell Water Company
Shark River Hills Water Co., Inc.
Shore Hills Water Company
Shore Water Company
Silverton Water Co.
Somerville Water Company, The
Southern Gulf Water Company
South Jersey Water Supply Co.
South Lakewood Water Company
Sparta Mountain Water Company
Stafford Water Co.
Stewartsville Water Co.
Stonewald Park Assn.
Strathmore Water Company
Sunbury Village Water Company

Toms River Water Company
Tri-Corner Realty Co.
Tuckerton Water Works Co.

Vincetown Water Company

Washington Valley Water Company
Washington Water Company, The
Westbury Water Company
West Jersey Water Service, Inc.
West Keansburg Water Company
West Windsor Water Company
Wilson, J. T.
Windbeam Water Company
Woodbine Water Company