

FIFTIETH ANNUAL REPORT

1959



Board of Public Utility Commissioners State of New Jersey

RALPH L. FUSCO, President

D. LANE POWERS, Commissioner

EDWARD J. HART, Commissioner

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

February 15, 1960

Honorable Robert B. Meyner
Governor
State of New Jersey
Trenton, New Jersey

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Dear Governor Meyner:

On behalf of the Board of Public Utility Commissioners of the State of New Jersey I have the honor to submit to you the Fiftieth Annual Report of this Commission, covering the calendar year of 1959, in accordance with N.J.S.A. 48:2-11.

In the interest of brevity this report is merely a highlight of the many varied activities requiring the Board's attention.

Complete information concerning specific cases is available at the Board's office.

Respectfully submitted,

A handwritten signature in cursive script, reading "Ralph L. Fusco".

Ralph L. Fusco, President

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GENERAL MATTERS

TO HIS EXCELLENCY ROBERT B. MEYNER

New Jersey's Board of Public Utility Commissioners closed out one of its busiest years in 1959.

Population and industrial growth in the State has forged ahead at such a rapid pace that the facilities of the Board were taxed to the utmost. Additional personnel, working space and funds must be acquired in the near future if the Board is to continue its regulatory role for which it was created.

By the end of 1960 activities will have increased a hundred-fold over the workload in 1910 when the first Board of Commissioners was established. There are now 10,000 buses in the state which have to be inspected for safe operation; 6,000 railroad grade crossings which must be surveyed; and five and a half million utility consumers to be satisfied.

During the past year 950 petitions were filed and thousands of man-hours spent by Hearing Examiners, resulting in 1079 decisions, which is an average of 40 more a month than five years ago.

The passage of the Transportation Act of 1958, and the United States Supreme Court's Decision upholding its constitutionality, has probably delivered the biggest single blow to New Jersey's sovereignty and protective rights over the railroads, in that it has whittled state jurisdiction down to practically nothing. A stop-gap measure at best is all the Board has left to prevent railroads from indiscriminate train abandonments. Abandonment of the West Shore or River Division on December 9th proves this conclusively. When the Act came in, the trains went out. When the Board gave a 12-cent basic fare increase to the Hudson and Manhattan Railroad instead of the 15 cents the Company asked for, the Company appealed to the Interstate Commerce Commission which ruled in its favor. Jurisdiction must be returned to the Public Utility Commission if New Jersey is to correct its rail crisis. Need for vigorous action to amend this Federal statute is an immediate necessity. It is unnatural to think a state should aid a railroad without having some assurance that it will continue to operate passenger service.

The railroads have undertaken a three-pronged approach: Applications to the Board for relief, demands for financial assistance from the State, and where neither is to their satisfaction, recourse to the Interstate Commerce Commission which usually grants the railroad's request.

Even working under the handicap of the Transportation Act of 1958, the Board resisted abandonments in matters where it felt that they were *not* in the public interest. When the Lackawanna Railroad told its passengers it was either going to obtain financial relief or abandon its electric

passenger service, the Board stepped in and saved those trains which were required in order to furnish adequate service.

The Board fully supports the Governor's theory that the commuter problem is part of a national transportation pattern and the Federal government should aid in finding a solution. Demands for railroad curtailments have a broad effect on 131,000 daily rail passengers in the state of whom 75,000 are commuters.

The Commission is constantly vigilant in its endeavor to protect the safety of the public. Although railroads indicate that they are in financial straits, they have complied with Board orders to install automatic devices that will increase maximum safety. These include safety devices at drawbridges which it is hoped will prevent a drawbridge train disaster similar to the one on September 15, 1958.

In other phases of safety, the Board is continuing a probe of the "run-away diesel" incident which jeopardized lives and property of New Jersey citizens. The diesel, unmanned, left the Jersey City freight yards of the Jersey Central Railroad at night on November 12th and raced out of control 22 miles to South Amboy before it could be stopped.

The Board, in conjunction with the Federal Bureau of Investigation and County prosecutors, is investigating the possibility of sabotage. Also the Board is considering a mechanical lock system whereby a locomotive could not be put into motion unless an engineer or other responsible party is there to operate it.

Grade crossing eliminations, another element of safety, are progressing slowly because of lack of funds. Only recently, the Board requested the Legislature to appropriate more money so this work can be accomplished. Because of budget limitation only one elimination is presently underway.

In line with future planning the Board has advocated legislation for full time Hearing Examiners to cope with the ever increasing workload. Municipal officials have been urging night hearings on matters affecting their communities. These were held whenever possible, but because of heavy administrative duties, some requests for night hearings could not be met. It is believed that if favorable legislation in this field is approved, a more efficient method of disposition of cases will result.

The Commission also feels that buses used in the transportation of school children should come under its jurisdiction. At present, school bus operators are not required to meet the rigid standards imposed on passenger buses nor are they subject to the same insurance requirements. The Board proposes that legislation be passed increasing the minimum insurance coverage to the amounts required of passenger buses. It is believed that this program could be effectively supervised, insuring the maximum protection to school children, by the appropriation of \$100,000 for administrative and clerical personnel and field inspectors.

As a result of legislation sponsored by the Board, a new fee bill was

finally passed last year. Heretofore under the law the Board collected an average of 65 to 70 thousand dollars a year in fees. During this fiscal year, it is estimated the Board will collect \$210,000, and in the near future this figure will be approximately \$300,000, so that more than half of the cost of continuing the vital work of the Public Utility Commission will be derived from revenues collected.

Other utilities under the Board's jurisdiction are faced with new problems due to the development of major highways and the growth of population with the trend toward suburban living.

Monmouth Consolidated Water Company sought a 50% rate increase to finance a multi-million dollar expansion program at the shore. The Company maintained because of an increase in population and industrial development in the area, it would not be able to supply enough water to meet consumer demands in another seven years. The Board found that a 28% increase was reasonable.

Plainfield-Union Water Company sought an 18% rate increase last year because of the need to expand water reservoirs and facilities. Mayors from various municipalities served in the company's territory supported the hike and the Board responded with a 9% increase in 1958 and an additional 3% increase in 1959.

Recognizing the population trend, gas and telephone utilities have embarked on major expansion programs in order to be prepared for increased future demands for its services. Similarly the electric companies have spread their power lines into rural areas formally not served. The location of an international jetport in New Jersey might well open the door to a major overhaul of transportation facilities. This is no idle dream. The principal question remaining unanswered appears to be one of location. Planning for the future is encouraged by the Board and must be continued if adequate service is to be made available to the public.

Steps by utilities in nuclear development in comparison to gas lighting which was still extensively used when the Board was first established is one of the highlights of the 50th Anniversary of our creation. The Commission has endeavored during its existence to provide the public with utility service at a minimum cost and at the same time allow the utilities an opportunity to maintain a healthy financial position to enable them to meet the continuing demands for service.

The Board intends to pursue the same objective program during the years to come, thus insuring the public that their interests will continue to be faithfully served.

IMMEDIATE AND FUTURE NEEDS

Additional personnel is of primary importance to enable the Board's various divisions to maintain depth in order to minimize the current de-

pendence upon individual employees. A larger staff of qualified personnel to permit the Commission to initiate, develop and conclude a thorough study of problems confronting the several utilities will better enable the Board to present affirmative suggestions to these utilities as a means of improving the adequacy and safety of services rendered.

It is hoped that the request for additional space in the Newark building will be met, thus eliminating present overcrowded conditions.

The adoption of suggested legislation to permit the Board, within its delegated area, to insure safe, adequate service to the public is of utmost importance. Consideration should be given to the Revision of Title 48, as well as legislation to protect New Jersey users who are dependent upon mass inter-city transportation within our State and from our neighboring states of New York and Pennsylvania.

Appropriation of funds for additional grade crossing eliminations is of equal importance. To enhance the safety of school bus operations, legislation placing this type of transportation under the Commission's jurisdiction is recommended. Provisions to enable the Board to take emergency action when circumstances are such that a hearing cannot be held immediately are necessary.

A control over all utilities, such as now exists in railroad matters of discontinuances, curtailments and abandonments, would enable the Board to provide more regulatory effectiveness.

The creation of a corps of Hearing Examiners, whose primary duties will be to preside at hearings, will free the staff to perform the technical work of the Board.

CHARTS

The following charts show the increased workload of the Board since 1956. Chart I indicates the monthly average of proceedings filed, and Chart II and Chart III respectively, reflect similar trends in the number of hearings held and decisions issued.

CHART I

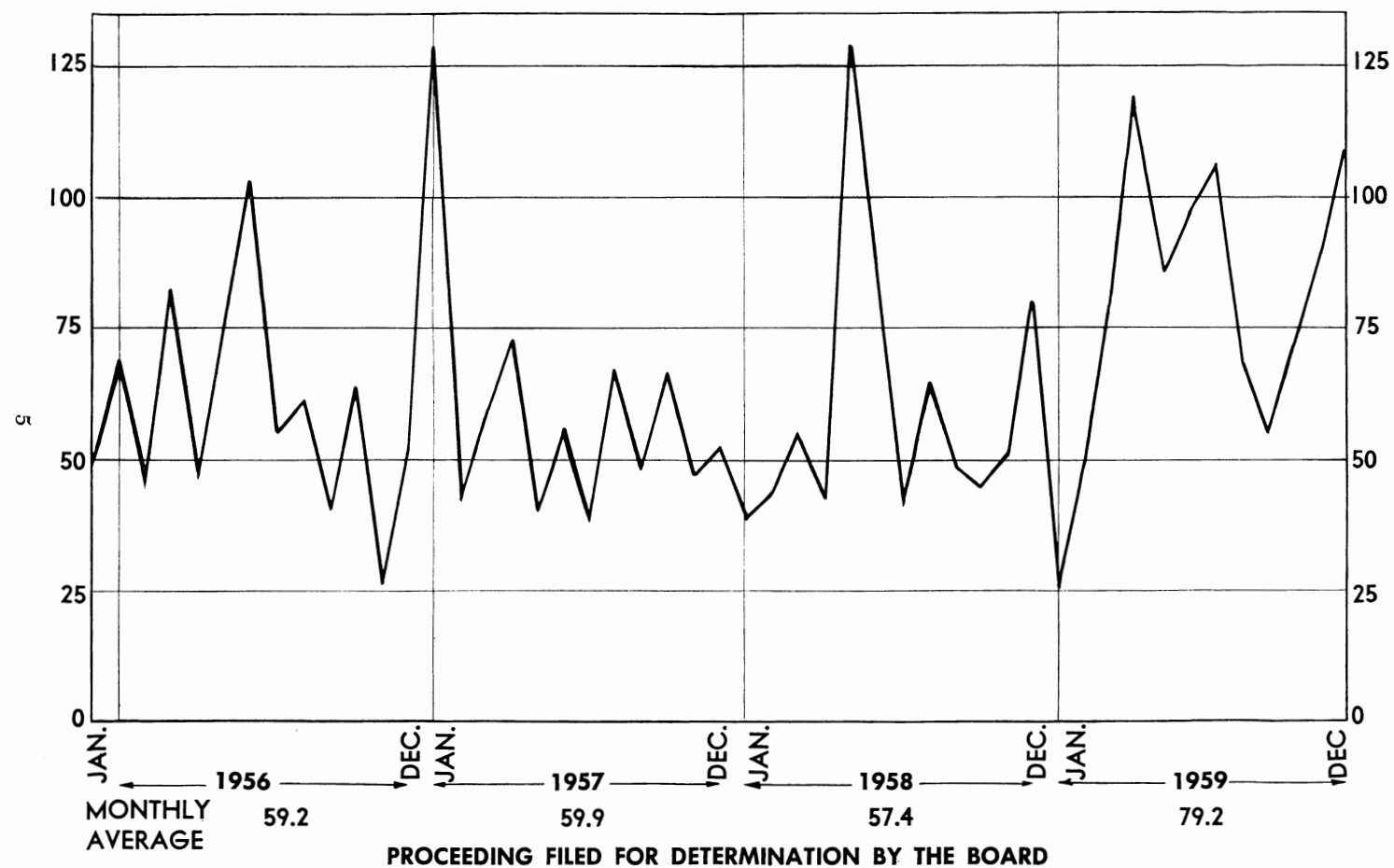
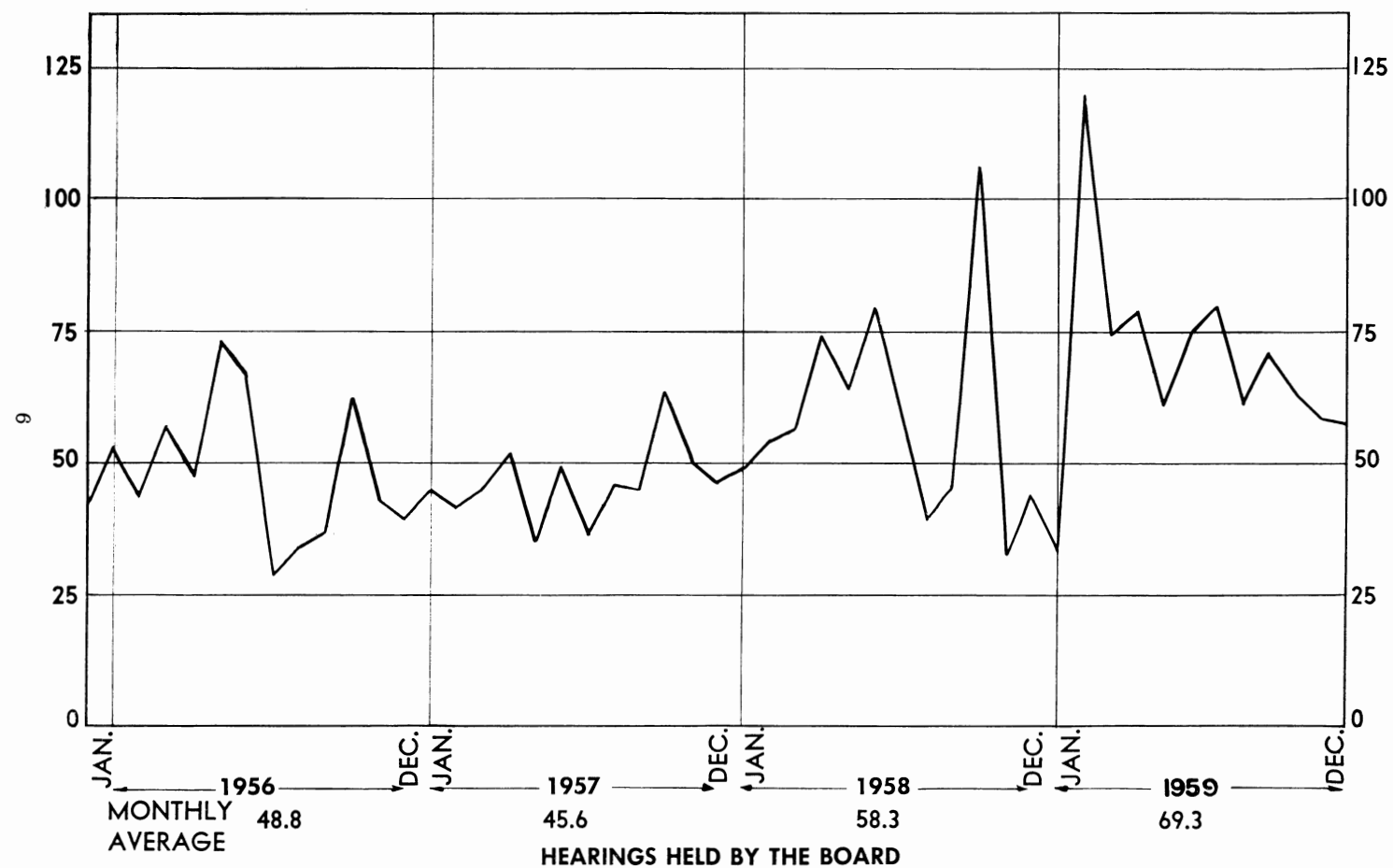
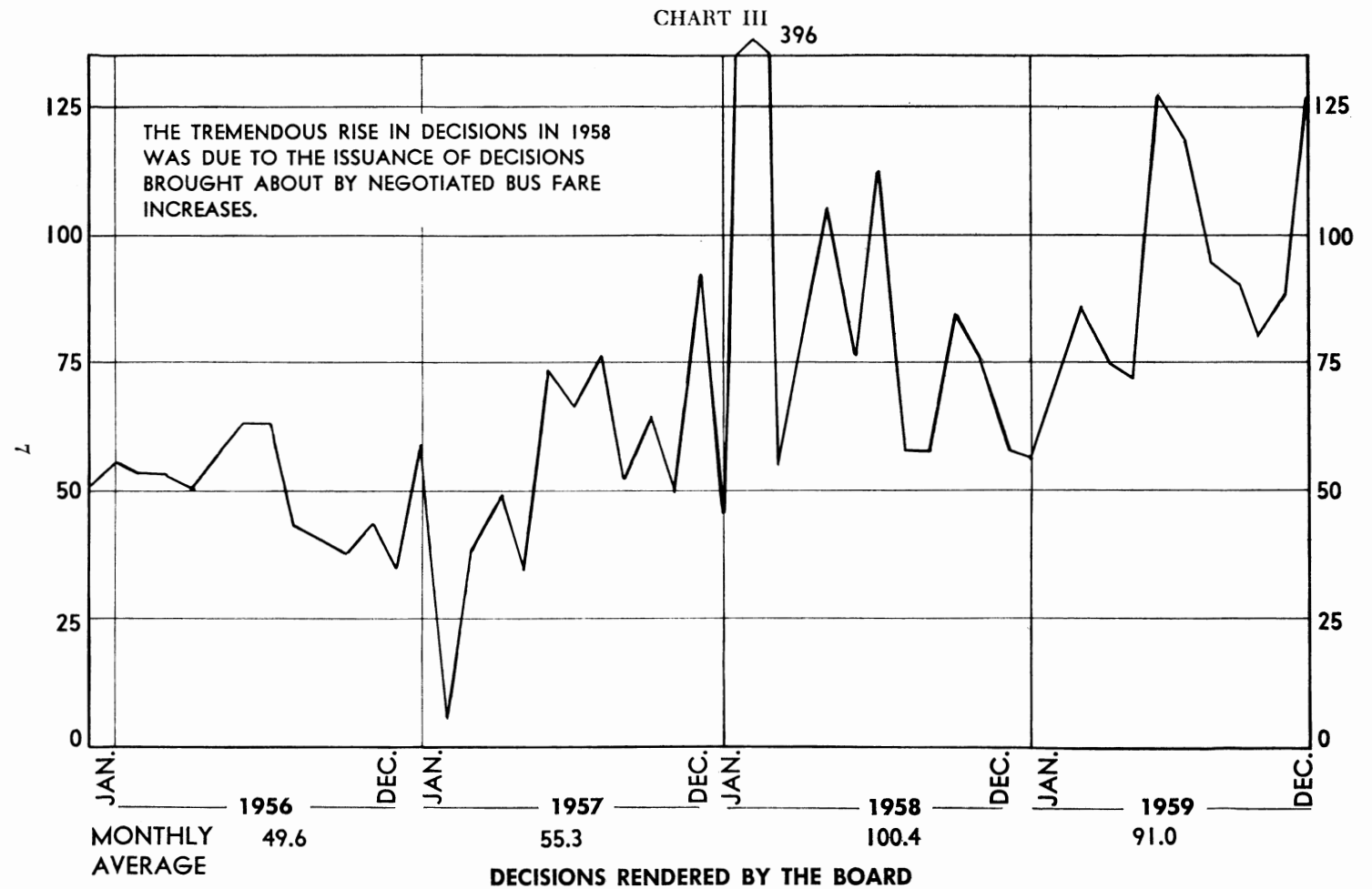
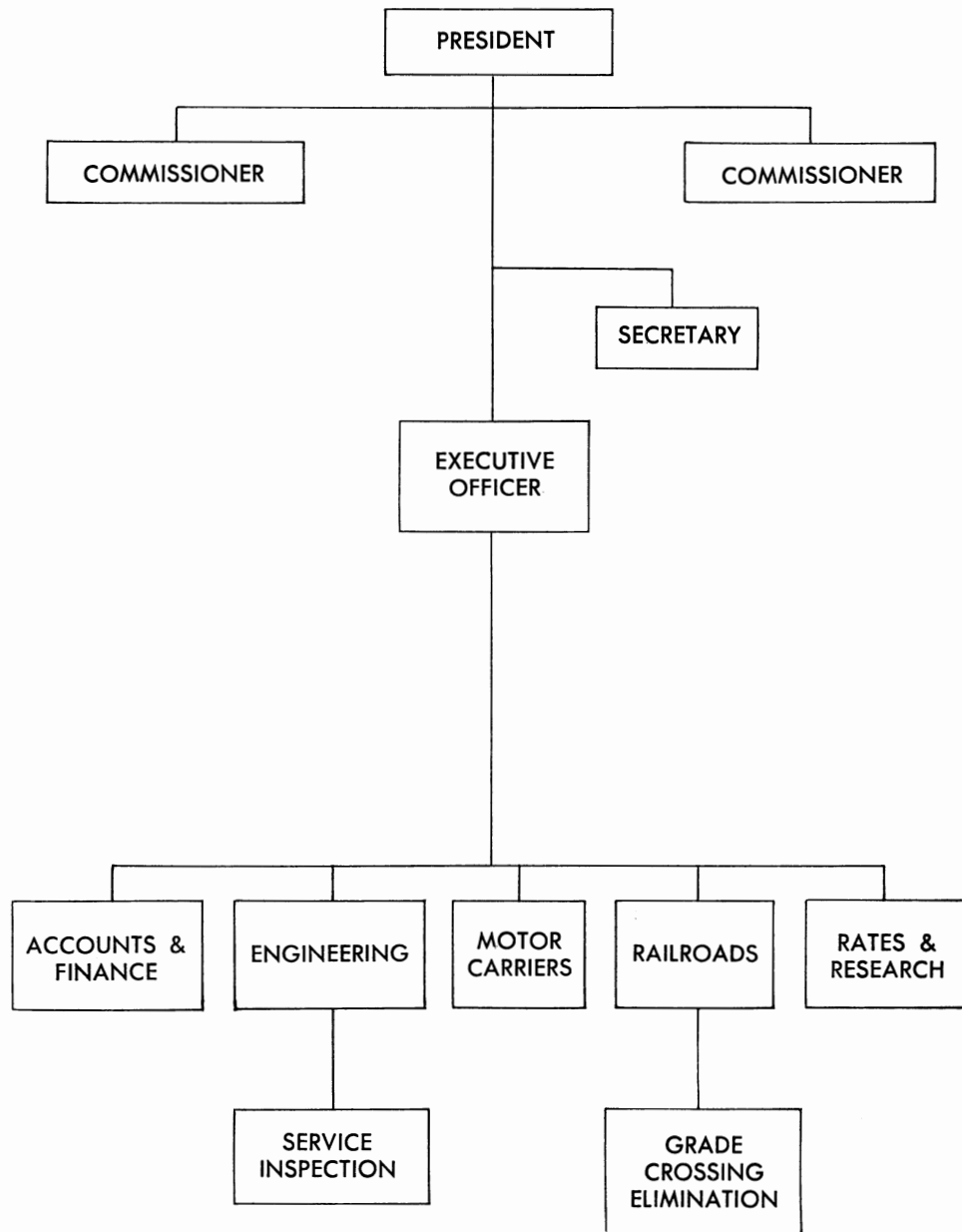


CHART II





ORGANIZATION



ACCOUNTS AND FINANCE

Principal activities of this division include examination and studies of utility accounting, mergers, petitions for approval of security issues, and sales of property.

Attention to these factors assures continuous availability of data pertaining to the financial conditions of various utility enterprises in this State. Such data is a necessary tool for effective regulations.

This division, although it has fallen behind in some of its routine activities, has been able to maintain current or nearly so the formal cases assigned to it, as shown in the following table.

	<i>Petitions Filed</i>	<i>Decided</i>	<i>Pending End of Year</i>
Bus	38	35	3
Electric	8	8	—
Gas	7	6	1
Electric & Gas	3	2	1
Sewer	6	6	—
Telephone & Telegraph	3	3	—
Water	21	19	2
Totals	86	79	7

Dollar Value of Security Issues

The effect of recent increases in the cost of obtaining new capital upon utility financing was demonstrated by a reduction in the dollar amount of long term securities for which approval was requested as compared with 1958. Total amount decreased 43%, while fixed income securities such as bonds, debentures, promissory notes, were down 48%. The reduction in the issuance of new long-term securities does not necessarily mean that construction of new utility facilities declined a like amount, as many of the utilities turned to short-term financing to avoid higher interest costs of long-term securities, while waiting to see if present high capital costs might level-off, or decline after their rapid rise. The larger utilities pushed their construction of new plant facilities so as to have available, against anticipated demands, adequate reserves of production and distribution facilities, which must be ready to provide safe and adequate service at times of peak demand.

Security Issues Authorized

<i>Class</i>	<i>Capital Stock</i>	<i>Bonds and Notes</i>	<i>Total</i>
Electric	\$ 6,866,600	\$13,260,000	\$ 20,126,600
Gas	89,854	—	89,854
Combination Gas and Electric	28,200,000	50,000,000	78,200,000
Telephone	—	1,050,000	1,050,000
Water	670,965	2,405,000	3,075,965
Sewerage	58,040	694,537	752,577
Autobus	24,800	1,788,858	1,813,658
Totals	\$35,910,259	\$69,198,395	\$105,108,654

ENGINEERING

This division handles the technical matters that pertain to all utilities except railroads. These include appraisals, studies pertaining to adequacy and safety of service, accuracy of meters, depreciation rates, rate base, investigation of both formal and informal complaints concerning utilities, processing of petitions for sale or lease of property, and for the exercise of eminent domain.

During the year the Service Inspection Section of this division processed over 1,100 informal complaints and analyzed approximately 700 reports pertaining to service matters that the various utilities are required to file under the Board's Rules and Regulations.

Property sales processed by this division and approved by the Board during 1959 had a value of \$4,037,509. The table below summarizes such activities for the years 1956-1959 inclusive.

PROPERTY SALES

	<i>1956</i>	<i>1957</i>	<i>1958</i>	<i>1959</i>
Electric	\$1,107,640	\$ 251,923	\$1,279,455	\$ 538,165
Gas	850	—	67,500	15,750
Railroads	2,170,267	1,755,491	2,511,975	2,961,212
Street Transportation	168,692	989,175	615,700	282,100
Telephone	—	80,000	90,000	50,000
Water and Sewer	222,677	195,000	687,235	190,282
Totals	\$3,670,126	\$3,271,589	\$5,251,865	\$4,037,509

The Division's recommendation that New Jersey Power and Light Company and Jersey Central Power and Light Company be permitted to participate in nuclear research activities was adopted by the Board. These companies will join with utilities in other states in building an experimental

nuclear generating plant at Saxton, Pennsylvania. After the utility aspects of the research activities are concluded, it is planned to turn the facilities over to educational or scientific groups engaged in atomic research for peaceful purposes.

While the following table indicates that this division has been able to keep abreast of formal cases assigned to it, routine matters calling for technical advice have increased during the year, making the need for additional personnel imperative.

<i>Class</i>	<i>Petitions</i>	<i>* Decided</i>	<i>Pending End of Year</i>
Electric	40	30	10
Gas	7	4	3
Telephone & Telegraph	5	3	2
Water	18	17	1
Sewer	17	17	—
Land Sales	208	273	—
Miscellaneous	59	59	—
Totals	354	403	16

* Includes action on 1958 carry over matters.

LEGAL

Under the statutes, the Board is represented by the Attorney General in all legal matters. The heavy workload in 1959 necessitated the assignment of five deputy attorneys general and one law clerk, compared with three deputies in previous years.

A summary of the matters handled by the legal staff assigned to the Board is as follows:

Decisions and Orders examined and approved	1079
Number of cases participated in by counsel	348
Number of matters before the Interstate Commerce Commission	31
Number of Court actions	20

MOTOR CARRIERS

This division processes all matters subject to this Board's jurisdiction pertaining to adequacy and safety of autobus operations. The division concurs wholeheartedly in the recommendation that buses used to transport school children should be under the jurisdiction of the Board. It is believed that in order to insure the maximum protection to school children, the same rigid standards regarding equipment and insurance coverage should be required.

During the past year this division initiated a study to determine the

feasibility of requiring vehicles with "push-out" windows also to be equipped with emergency exit doors. This study should be completed in the near future.

The following is a brief resume of the activities of the division during 1959.

INSPECTIONS

New Buses	265
Rebuilt Buses	273
Maintenance	9,739
Total	<u>10,277</u>

INVESTIGATIONS

Traffic	206
Accidents	30
Complaints	238
Total	<u>474</u>

MISCELLANEOUS

Routes surveyed	516
Accident Reports reviewed	6905
Insurance filings	3753
Requests for information	1189
Total	<u>12,363</u>

RAILROADS

During 1959, the Railroad Division participated in 312 formal cases and 803 informal matters requiring investigation. In addition, 2,552 freight and passenger tariffs were examined, and 145 railroad real estate transactions totaling \$2,961,212 were investigated.

Continued efforts of various railroads to curtail or discontinue passenger service cast a heavy burden upon this division, as well as upon the Board and the Attorney General, to effectively protect the public interest. Activities included participation in matters of this kind, not only at the State Court level but also before the Interstate Commerce Commission and the Federal courts. The Board's effectiveness in this regard has been sharply curtailed by the provisions of the 1958 Transportation Act enacted by our Federal government. An outstanding example of this is the action of the Interstate Commerce Commission in permitting complete abandonment of passenger service on the West Shore Division of the New York Central Railroad as of December 9, 1959, when this Board still had actively before it, consideration of matters pertaining to ways and means of preserving all or part of the passenger service provided. The Board and the State have petitioned the Interstate Commerce Commission to reconsider its decision. Action on that petition is still pending.

Last year grade crossing eliminations came to a virtual standstill due to lack of funds. Although orders were issued for eight eliminations, there

was only sufficient funds to permit one to be started. This is at Port Reading.

When crossings were found to warrant additional safety devices, these were ordered as a means to reducing the amount of grade crossing accidents. During 1959 there were 148 accidents in which 80 were injured and 23 persons killed. The Board is making every attempt possible to obtain additional safety devices at crossings but the public must be educated to observe the various warning signals at grade crossings if accidents are to be reduced.

In a further effort to provide safer service the Board has ordered the various railroads to install tripper-type train stops and derails on draw-bridge approaches.

A summary of the major activities of this division are as follows:

	<i>Number of Matters received</i>	<i>Number Disposed of</i>	<i>Pending</i>
Land Sales	153	145	8
Train curtailments	46	37	9
Station facility curtailments	51	45	6
Miscellaneous	85	68	17
Informal matters	4443	4405	38
Totals	<u>4778</u>	<u>4700</u>	<u>78</u>

RATES AND RESEARCH

New Jersey's industrial expansion is continuing at a pace which shows confidence in the future.

Public Service Electric and Gas Company and the New Jersey Bell Telephone Company, largest Jersey utilities in their field, plan enormous investments.

In 1959 Public Service budgeted 160 million dollars for new construction. This was the fourth consecutive year this utility earmarked over 100 million dollars for expansion and this high level of construction is expected to continue in 1960.

New Jersey Bell's construction program for 1959 approximated 90 million dollars and in 1960 is expected to exceed this level.

The following table summarizes action taken by the Board on the 111 rate filings which came before this division in 1959.

	Petitions	Ap- proval	Partial Approval	Denials	Reduc- tions	Total Decided	Pending
Bus Fares	81	22	8	17	3	50	31*
Electric	2	1	—	—	—	1	1
Gas	2	—	1	—	—	1	1
Telephone & Telegraph	10	4	1	1	3	9	1
Water	15	5	4	3	—	12	3
Sewer	1	—	1	—	—	1	—
Totals	111	32	15	21	6	74	37

* 27 of these matters were filed at the end of December 1959.

Appellate Proceedings

Eight of the Board's 1079 decisions in 1959 were appealed to the courts.

In re Marion Bus Transportation Co. 53 N.J. Super 308 (App. Div. 1958) the Board approved certain municipal consents. The Board's decision was appealed and remanded by the Appellate Division of Superior Court for further findings. On July 9, 1959, the Board issued a supplemental decision which was affirmed by the court.

The case of *Susquehanna Transit Comm. Asso. et al & N.Y.S. & W. RR Co. v. Bd of P.U.C.* 55 N.J. Super 377 (App. Div. 1959) involving train discontinuances was appealed by the Railroad Brotherhoods and the Susquehanna Transit Association. This matter was remanded for further findings and was concluded by the Board's order of December 11, 1959.

In *N.Y.S. & W. RR Co. v. Bd. of P.U.C.* 29 N.J. 513 (1959) the Board ordered certain railroads to combine their operations into Hoboken so that the public convenience and necessity would be served. The decision was appealed by the railroads. The Supreme Court affirmed the Board's findings but remanded the matter so the Board could work out with the railroads certain technical matters involved in the combination of trackage rights for submission to the Interstate Commerce Commission.

In *N.Y.S. & W. RR Co. v. Bd. of P.U.C.* (Appeal Docket No. 3063) decided December 12, 1959 the Board ordered the railroad to reconstruct and replace an inadequate bridge. This matter was appealed by the railroad and was remanded to the Board for further findings. This matter was still pending at the end of the year.

The remaining four cases involved utility rates. In *Lakewood v. Lakewood Water Co.* 54 N.J. Super 371 (App. Div. 1959) the court affirmed the Board's action as to rates but remanded the matter for further finding as to service. On July 1, 1959 the Board issued a supplemental decision affirming its previous position which was in turn affirmed by the court on November 2, 1959.

A decision permitting New Jersey Bell Telephone Company to increase rates on January 1, 1958 was appealed by the Attorney General in *State v. N.J. Bell Tel. Co.* 30 N.J. 16 (1959). The Supreme Court having certified this matter to itself issued a decision in which it affirmed the Board's order except that portion of the decision relating to an allowance in rate base for inflation and attrition. This was remanded for further findings as to the propriety of the allowance. The Board issued its decision on remand December 7, 1959 affirming its prior action. No further action was taken by any party within the time specified by the Supreme Court in its decision. Therefore the proceedings before the Board and the Court are terminated.

In Plainfield-Union Water Company the Board permitted increased rates. The decision was appealed by both the Company and Rate Counsel. This matter was remanded by the Appellate Division in *Plainfield-Union Water Co. v. Bd. of P.U.C.* 57 N.J. Super 158 (App. Div. 1959). The remand required further findings regarding the rate base and return. Prior to the issuance of a supplemental decision by the Board, the appeal was voluntarily dismissed.

In *Hackensack Water Co. v. Bd. of P.U.C.* 57 N.J. Super 180 (App. Div. 1959) the Attorney General and the Company appealed the decision of the Commission which permitted increased rates. The court remanded the matter to the Board for further findings to support the inclusion in operating expenses of an item representing the cost of operating a New York reservoir owned by an affiliate of the utility. On December 29, 1959 the Board issued a supplemental decision in this matter which affirmed its prior decision. This matter was still in the courts pending at the close of the year.

UTILITIES UNDER THE FULL JURISDICTION OF THE BOARD

AUTO BUSES

A & A Bus Co., Inc.
A.M. Bus Co.
A. & W. Bus Co., Inc.
Academy Bus Company, The
Ace Bus Transportation Corporation
Acme Bus Co., Inc.
Aklaw Bus Co., Inc.
Alco Bus Co.
American Bus Lines, The
Anello, John t/a Anello Bus Lines
Arc Bus Company, The
Associated Bus Company
Associated Bus Company of Hawthorne
Atlantic Brigantine Coach Co.
Atlantic Bus Company, The
Atlantic City Transportation Company
Atlas Bus Corp.

B-6 Bus Company, The
B-7 Bus Corp.
B-125-Bus Co., The
B. & M. Bus Company, Inc.
B. & P. Bus Co., Inc.
Babs Bus Company, Inc.
Baker & Warren Bus Co., Inc.
Balgen Bus Company, Inc.
Bannon, Lester, T., Bus Company, Inc.
Baram Transportation Co., Inc.
Bauer, Albert F. Inc.
Baum Bus Company, Inc.
Bauman Bus Corporation
Bayonne, Bus Company, Inc.
Bays Bus Co., Inc.
Bayshore Bus Company
Bee Eight Bus Company
Bee Five Bus Co.
Bee Four Corp.
B-Eleven Bus Co., Inc.
Bell's Bus Service
Bergen & Central Bus Companies
Bert Kay Bus Co., Inc.
Beviano Chartered Service
Blacher, Victoria
Bloom Bus Company, Inc.
Blue Bus Lines
Blue Diamond Line, The
Bond Bus Corp.
Boro Busses Company
Boro Busses-Rollo Transit Corp.
Boulevard Bus Inc.
Bowitz, Albert and Lillian
Bridgeton Transit
Broadway Transportation Co., Inc.
Browell Bus Co.
Bryant and Shelton Company
Budka, Felix and Lapinski, Adam

AUTO BUSES

Budlik Bus Company, Inc.
Bus Operating Co.
Byrnes, Matthew
Camden & Burlington Counties Bus Co.
Cape Bus Company, Inc.
Capital Transit Co.
Cappitelli, Anthony
Car Bus Corp.
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
Cisco 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.
Community Bus Lines
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.
DeCamp Bus Lines
Daquilla Bus Corp.
DeCorso, Michael
Dee Bus Company, Inc.
Delaware River Coach Lines, Inc.
Del. Elizabeth Jitney Co., Inc.
Delaware Valley Bus Lines, 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.
Drogin Bus Co.
Duco Bus Co., Inc.
E. & A. Bus Co.
E. & M. Bus Corp.
E.D.J. Bus Company, Inc.

AUTO BUSES

Effkay Bus Co., Inc.
 Ekay Bus Co., Inc.
 Elizabeth Bus Company
 Elizabeth Transit Corp.
 Elizabeth-Union-Hillside-Irvington
 Line, Inc.
 Elliott Bus Corp.
 Ellis Bus Corp.
 Ellman Bus Co.
 Empire Bus Company, Inc.
 Englehardt, Kenneth
 Englehardt, Ronald A.
 Errico, Michael
 Es-Holt Bus Co.
 Eureka Transportation Co., Inc.
 Evanchyk, Michael, t/a West Wildwood
 Bus Co.
 F. D. & D. S. Bus Company, Inc.
 Fairlawn Transportation, Inc.
 Farnum Bus Corp.
 Federal Bus Company, Inc.
 Felz Bus Company
 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. & W. Bus Company, Inc.
 G. & F. Bus Corp.
 Gabrian, Michael & Estate of
 Peter Gabrian
 Garfield-Passaic Bus Company
 Garfield & Passaic Transit 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.
 Graope Transportation Co., Inc.
 Grasso Bros., Inc.
 Grasso Bus Co., Joseph
 Green Flyer, Inc.
 Greenville Bus Company
 Greyhound Corporation, The
 Grodrud Bus Company, Inc.
 Grossman Bus Company, Inc.
 Grossman Transport, Inc.
 Gun Tal Bus Co., Inc.
 H. & E. Bus Co.
 H & R Bus Co., Inc.
 Habermann Bus Co., Inc.,
 Anthony and Fred

AUTO BUSES

Haflin Bus Co.
 Hanus, Joseph and Wanda,
 t/a J. & W. Hanus
 Hermine Bus Co., Inc.
 Heslin Bus Corporation
 Hild Bus Co., Inc.
 Hill Bus Company
 Hoboken Transportation Co.
 Hohorst, Incorporated
 Hohorst, Henry, Jr.
 Holt Enderlein Bus Company
 Homestead Transit Co., Inc.
 Hudson Bus Transportation Co., The Inc.
 Hudson Transit Lines, Inc.
 Hughes, Pen, Inc.
 Inter-City Trans. Co., Inc.
 Inter-County Lines, Inc.
 Irving Transit Company
 J. & H. Bus Company
 J. & J. Bus Co.
 J. & L. Bus Co.
 J. & M. Bus Co., Inc.
 J.R.M. Bus Co.
 J. S. Bus Corporation, Inc.
 Jad Bus Company, Inc.
 Jelly, Wm. H. & Co., Inc.
 Jimas Bus Co., Inc.
 Jochman Bus Co., Inc.
 Jordan, Thomas
 Kauderer, Charles F.
 Kaunas Bus Co.
 Keane Bus Company
 Kennedy, E. J., Inc.
 Keogan Bus Company
 Key City Bus Co., Inc.
 Kima Bus Company, Inc.
 Kirslo Bus Company, Inc.
 Koll Motor Transportation Company
 Korud Bus Company, Inc.
 Kowalski, Stephen and Betty
 Krebs Bus Company
 Krebs, George C., Inc.
 Kunzelman, Mary
 L. & T. Bus Company, Inc.
 Lackawanna Bus Corporation
 Ladney Bus Co., Inc.
 La Forgia, Estate of Salvatore, N.
 LaForgia, Executor
 Lakeland Bus Lines, Inc.
 Lake Region Coach Co., Inc.
 Le Fante, Vincenza
 Lefante Bus Company, Inc., Joseph J.
 Leo Bus Inc., The
 Lesta Bus Co., Inc.
 Levender Bus Company, Inc.
 Libby Bus Company, Inc.
 Lincoln Bus Co.
 Lincoln Transit Co., Inc.
 Linden Bus Co.
 Lucci Bus Co.
 Lycal Bus Company, Inc.
 M. & G. Bus Co., Inc.
 M. M. Bus Corporation

AUTO BUSES

M. S. Boulevard Bus Co., Inc.
 Maday Bus Transportation Co.
 Maday and Sons, Inc.
 Magliato, Dominick
 Mahar & Villani, Inc.
 Malley Bus Corporation
 Manhattan Transit Company
 Marathon Bus Line, Inc.
 Maresca Bus Company
 Maria Transportation 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.
 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.
 Minuskin Bus Co., Inc.
 Molmar Bus Transportation Corp.
 Montgomery Bus Corporation
 Monumental Motor Tours, Inc.
 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.
 New York, Keansburg, Long Branch
 Bus Line, Inc.
 Niklu Bus Company
 North Boulevard Transportation Co.
 North and South Jersey Bus Co.
 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.
 Pat and Gordon, Inc.

AUTO BUSES

Peller, Selma, Administratrix
 Peninsula Bus Company
 Permo 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 Company
 R. & W., Inc.
 R. J. S. & A. L. Z. Bus Corporation
 Raimondo, Inc., Dominick
 Ramo Bus Corporation
 Rex Bus Company
 Rialto Bus Company
 Riccio Bus Company
 Riccio, Frank & Sons, Inc.
 Richmond Bus Lines, Inc.
 Rockland Coaches, Inc.
 Rockland Transit Corporation
 Rogow, Stella
 Rollo Transit Corporation
 Roman Bus Company, Inc.
 Roslyn Bus Company
 Rossmeyer & Weber Bus Lines, Inc.
 Royal Blue Coaches, Inc.
 Rubenstein Bus Company
 Ruch Brothers, Inc.
 Ryan, Margaret J.

 S. & A. Bus Corporation
 S. & G. Bus Company
 S. & T. Bus Company, Inc.
 Safeway Trails, Inc.
 Saffron Bus Company, Inc.
 Saks Bus Transport Company, Inc.
 Salem County Coach Company
 Salmic Bus Company
 Sarnella Transportation Co., Inc.
 Scerbo Bus Company
 Schultz, Meyer, Inc.
 Seidler, William
 Serec Bus Company, Inc.
 Serv-Well Bus Company
 Shannon, E. J., Bus Co., Inc.
 Sharp, Jacob
 Shin, Barzilliar G.
 Siegel, Frederick E. and Siegel, Mary Ann,
 t/a North Haledon Transit Co.
 Silver Bus Co.
 Sivad Transportation Co.
 Smith, Edward D., Bus Company, Inc.

AUTO BUSES

Smith, Harvey E.
Sokar Bus Co., Inc.
Sokolow & Glick, Inc.
Solcot Bus Co.
Somerset Bus Co., Inc.
Sommer Bus Company
Sostmant Bus Corporation
South Orange Avenue Bus Company
Standard Bus Corporation
Starr Transit Co., Inc.
Strang Bus Lines, Inc.
Struble, Gorman
Sturtz, Edward, Bus Co., Inc.
Suburban Transit Corp.
Superior Bus Company
Sweeney, Edward, Inc.

Takrab Bus Company, Inc.
Tedesco Bus Company, Inc.
Terrace Bus Corporation
Terry Bus Company, Inc.
Theresa Transportation Co.
Thirty-three, Inc.
Tomaszewski, Amelia
Trackless Transit, Inc.
Trans-Bridge Lines, Inc.
Trau, John & Margaret
Travelers Transportation, Inc.
Tufano Bus Corporation

Unity Bus Company, Inc.

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

Weiner Bus Company, Inc.
Wendt Bus Company, Inc.
Wernicki, John L. & Edward
Wernicki, John L. & Edward
Wernicki
West Side Bus Corporation
Westwood Transportation Lines, Inc.
Winterfield, Leo
Wohlgemuth Bus Co., Inc.
Wood, G. R., Inc.
Woods & Costa, Inc.

Zrenner, Casper Bus Co., Inc.

ELECTRIC

Atlantic City Electric Company
Jersey Central Power & Light Company
New Jersey Power & Light Company
Public Service Electric & Gas Company
Rockland Electric Company
Sussex Rural Electric Cooperative

GAS

City Gas Company of N. J.
City Gas Company of Newton, 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.
Warren County Gas Company

RAILROADS

Passenger-Operating Railroads

Central Railroad of New Jersey
Delaware, Lackawanna & Western Railroad Co.
Erie Railroad Company
Hudson & Manhattan Railroad Co.
Lehigh Valley Railroad Co.
New Jersey & New York Railroad Co.
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

RAILROADS

Non-Operating Companies

Bay Shore Connection Railroad
Delaware & Bound Brook Railroad Co.
Dover & Rockaway Railroad Co.
Hoboken R.R. & Warehouse & Steamship Co.
Penndel Company

Freight Only

East Jersey Railroad & Terminal Co.
Hoboken Shore Railroad
Lehigh & Hudson River Railway Co.
Lehigh & New England Railroad Co.
Morristown & Erie Railroad Co.
Mount Hope Mineral Railroad Co.
New York Central Railroad Co.
Rahway Valley Co.
Raritan River Railroad Co.
Staten Island 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.
Bordentown Sewer Co.
Brierwood Sanitation Co.
Buckingham Utilities, Inc.
Catalina Hills Sewerage Co.

SEWERAGE

Cooper Village Sewerage Utility Co.
Cromwell Hills Utility Co.
Delaware Twp. Sewerage Co.
Edenwood Sewer Co.
Georgetown Sewerage Corp.
Gibbsboro Sewerage Corp.
Gloucester Sewerage Utility Co.
Green-Field's Sanitary Imp. Co.
Hillsborough Sewerage Co.
La Gorce Square Sewerage Corp.
Lakewood Water Co.
Laurel Sanitation Co.
Laurel Mills Sewerage Corp.
Mar-Dale Manor Sewerage Corp.
Marlton Sewerage Co.
Medford Lakes Sewerage Corp.
Monmouth Sanitation Co.
Oak Valley Sewerage Co.
Ocean City Sewer Service Co.
Public Sewerage Corp.
Ridgeview Sewerage Co.
Southampton Sewerage Co.
South Brunswick Sewer Co.
Stafford Sewerage Corp.
Sunbury Village Sewer Company
Woodbury Terrace Sewerage Corp.
Woodcrest Sewerage Corp.

TELEPHONE

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

TELEGRAPH

Western Union Telegraph Company

TROLLEY

Public Service Coordinated Transport

WATER

Aldrich Water Co.
Atlantic County Water Co.
Awwemi Corporation
Barnegat Water Co.
Basset Park Assn.
Bell's Lake Water Co.
Bernards Water Co.
Blackwood Water Co.
Blair Academy Water Dept.

WATER

Bogota Water Co.
Bound Brook Water Co.
Brooklawn Farms Water Co.
Browntown Water Company
Brunswicktown Water Co.
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.
Colonial Manor Water Co.
Columbus Water Co.
Commonwealth Water Co.
Cooper Village Water Utility Co.
Corson's Inlet Water Co.
Crestmont Park Water Co.
Crosswicks Water Co.
Delaware River Water Co.
Ecloss Co., Inc., The
Edenwood Water Co.
Elmer Water Co.
Elizabethtown Water Co. Cons.
Evans, Chas. N., Dev. Water Co.
Ewing Water Supply Co.
Fayson Lake Water Co.
Flanders Water Co.
Fortescue Realty Co., Inc.
Frenchtown Water Co.
Garden State Water Co., Inc.
General Water Co.
Glen Gardner Water Co.
Gloucester Water Utility Co.
Gravity Water Supply Co., Inc.
Green-Fields Water Co.
Grenloch Water Co.
H. and H. Water Co.
Hackensack Water Co.
Hager Water Co.
Hamilton Square Water Co.
Hampton Hills Water Co.
Hampton Lakes Water Co.
Harding Lakes Water Co.
Highland Lakes Improvement Co.
Hillsborough Water Co.
Hill Spring Supply Co.
Hillwood Manor Water Co.
Hopatcong-West Shore Water Co.
Ideal Beach Water Co.
Jamesburg Water Co.
Junction Water Co.
Kingston Water Co.
Lake Hopatcong Water Co.
Lake Mohawk-Sparta Water Co.
Lakes Water Co., The
Lakeside Park Water Co., Inc.
Lake Tamarack Water Co.
Lakewood Water Co.

WATER

Lambertville Water Co.
Laurel Springs Water Works Co.
Laurence Harbor Water Co.
Lawrenceville Water Co.
Lenape Water Co.
Lincoln Park Water Co.
Long Beach Water Co.
Long Valley Water Co.
Lopatcong Water Co.
Lower Township Water Co.
Lumberton Light, Water & Sewerage Co.

Madison Water Co.
Mantua Water Co.
Medford Water Co.
Middlesex Water Co.
Midtown Water Co.
Mine Hill Water Co.
Monmouth Consolidated Water Co.
Morris and Sussex Water Service, Inc.
Mt. Arlington Water Co.
Mt. Holly Water Co.
Mountain View Water Works, Inc.

Neptunus Water Co.
New Egypt Water Co.
New Jersey Conference Camp Meeting Assn.
New Jersey Water Co.
New Jersey Water Service Co.

Oak Valley Water Co.
Ocean City Water Service Co.

Packanack Utilities Co.
Parkway Water Co.
Penns Grove Water Service
Penns Grove Water Supply Co.
Peoples Water Co.
Peoples Water Co. of Grenlock
Pinecrest Improvement Assn.
Pine Grove Improvement Assn.
Pine Valley Water Works

WATER

Pineland Water Co.
Plainfield-Union Water Co.
Pottersville Water Co.
Princeton Colonial Park Water Co.
Princeton Junction Water Co.
Princeton Water Co.
Prospect Point Water Co.
Public Water Co.

Rancocas Woods Water Co.
Randolph Water Co.
Ridgedale Water Co.
Ridge Water Co.
Ringwood Company
Riverton & Palmyre Water Co.
Roxbury Water Co.

Seaview Water Co.
Sewell Water Co.
Shark River Hills Water Co., Inc.
Shore Hills Water Co.
Shore Water Co.
Somerville Water Co.
South Jersey Water Supply Co.
Sparta Mountain Water Co.
Stewartsville Water Co.
Stonewald Park Assn.
Sunbury Village Water Co.

Toms River Water Co.
Tuckerton Water Works

Vincentown Water Co.

Washington Water Co.
West Jersey Water Service, Inc.
West Kearsburg Water Co.
White Meadow Water Co.
Willingboro Water Co.
Wilson, J. T.
Windbeam Water Co.
Woodbine Water Co.

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