

SEVENTEENTH ANNUAL REPORT

OF THE

Board of  
Public Utility Commissioners

FOR THE

STATE OF NEW JERSEY

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For the Year 1926

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NEW JERSEY STATE  
PRISON PRINT  

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1927



# REPORT

*To the Honorable A. Harry Moore, Governor of the State of New Jersey:*

SIR—The Board of Public Utility Commissioners respectfully submits herewith its report for the year ending December 31st, 1926.

## RATE ADJUSTMENTS

In its report for the year 1924, the Board directed attention to adjustments in charges for electricity and gas during that year resulting in an annual saving to consumers of approximately \$2,665,000. The greater part of this came from reductions in rates for gas and electricity by the Public Service Electric and Gas Company.

During the present year an analysis of the receipts and operating expenses of this company indicated that a further reduction should be made in the electric rates. The company took exception to this, claiming that the net revenue did not exceed a reasonable return on the value of the property used to supply electric energy, but after numerous conferences, finally agreed to a reduction of certain rates. The estimated saving to consumers from this reduction is \$1,069,000 per year. This added to the reductions of 1924 makes a total reduction in two years of more than \$3,600,000 in annual charges for gas and electric service. This has been brought about as a result of analyses of earnings related to the value of property, and without the prolonged and expensive proceedings involved in formal rate cases.

A valuation of the property of the Public Service Electric and Gas Company used in the manufacture and distribution of gas has been completed during the year. Studies of earnings as related to the valuation thus made have not indicated a return in excess of that to which the company is lawfully entitled, and no reduction has been made in the rates for gas. The company recently submitted a schedule providing for a minimum charge of \$1.00 per month for gas. This has been suspended by the Board and is to be made the subject of hearing at an early date.

The Jersey Central Power and Light Company has submitted several rate adjustments during the year applying to different parts of its territory. These have followed conferences with representatives

of the company and not only have the result of simplifying the company's rate schedules, but result in reductions on an annual basis of approximately \$49,000 for electric and \$14,000 for gas.

The year has been marked by continued litigation with respect to the rates and service of the Middlesex Water Company. This Company submitted to the Board a schedule of increased rates, which, after investigation involving a number of hearings, the Board, in a decision filed July 24th, 1924, held to be unreasonable. The Board, however, found that the conditions warranted additional revenue and fixed a schedule of rates which in its opinion would afford the company a reasonable return upon the value of its property, commensurate with the value of the service rendered. This was unsatisfactory to the company which applied to the United States District Court for an injunction to prevent the Board enforcing its rates. In accordance with the usual procedure by the federal courts in such cases, a master was appointed and testimony taken. On the report of the master, the injunction prayed for was granted. The Board has appealed to the United States Supreme Court from the decree of the District Court and the case is now before the Supreme Court.

The company, following the issuance by the District Court of its order made effective the rates which the Board disapproved. There had been no finding by any tribunal that these rates were reasonable. In the Board's opinion they would not be justified even though the United States Supreme Court should sustain the District Court. The Board, though estopped from enforcing the rates previously fixed by it, felt that pending final determination by the higher court it was not deprived of authority to fix rates consistent with the finding of the District Court and this has been done.

The service afforded by the company has been the cause of much complaint and is admitted by the management to be defective and inadequate. An order was issued by the Board to construct a new transmission main which if carried out would materially relieve the situation. The company has appealed to the Supreme Court from this order and the question whether the order shall be enforced is now before the Court.

#### AUTO BUSES

Changes in the law at the last session of the Legislature have increased materially the Board's duties with respect to bus regulation. Prior to this year the Board's jurisdiction was limited to the operation of buses, the routes of which, in whole or part, were parallel on the same streets with the tracks of street railways. Of the buses with such routes those were excluded which operated under permits granted by municipalities prior to the 15th day of March, 1921. The law

as amended brings all intra-state bus operations under the Board's jurisdiction. Following enactment of this law a complete survey was made of all auto-bus operations, particularly in intrastate traffic.

This survey included such details as listing the owners of buses and routes, rates of fare, schedules of operation, registration and municipal license numbers, types of equipment, and insurance.

In making the survey various methods of operation were classified as follows:

*Class A*—All routes with operations between fixed termini under regularly established all day schedules.

*Class B*—Routes operated during only a portion of each day, as during rush hours only, and on some occasions additional service on Saturdays.

*Class C*—Routes operated only during certain seasons of the year.

As of October 1st, 1926, under the various classifications referred to above, the number of buses in service was as follows:

Class A .....	2005
Class B .....	37
Class C .....	7
	2049
Total .....	2049

The amendment to the law which brought within the scope of the Board's jurisdiction a large number of buses, does not require the Board's approval as a condition of continued operation.

With respect to additional operations municipal consents given therefor require the Board's approval to be valid, and such approval cannot be lawfully given except after hearing and upon proof of public convenience and necessity. The Board's approval is also required where there is a transfer of ownership from one operator to another. In many cases, where approval was given of new operations conditions were imposed to prevent unnecessary duplications on parts of routes already adequately supplied with service. Beginning but a few years ago with the operation of ordinary touring cars by individual operators the business of bus transportation has developed into a public utility of great and increasing importance. Touring cars have been replaced by buses, each with carrying capacity for a number of passengers. In many cases, individual operators have formed corporations and now operate a number of modern buses on routes where a few years ago there was doubt whether the operation of one bus would be profitable. In other cases individual operators have sold their buses to corporations and have gone out of business. Of the companies now engaged in bus transportation the Public Service Transportation Company (affiliated with the Public Service Railway Company) is much the largest.

This company has in operation 985 units, of which a number are operated on routes where until recently no local transportation facilities were provided. Other street railway companies, either directly or through affiliated companies, as well as independent operators have established additional routes which in a number of cases have been co-ordinated with street railway service.

The Board under existing law has no jurisdiction over the operation of buses used exclusively in interstate traffic. Information collected by the Board's traffic department shows approximately 80 interstate routes, with more than 400 buses operating thereon. It is the Board's opinion that legislation should be enacted to subject the interstate buses to regulation. The Supreme Court of the United States has decided that a state cannot limit the number of buses operating in interstate traffic to what in the judgment of the state authorities may be required to serve reasonably the public convenience. While the authority of the state is limited it does not follow that it is without power to provide for reasonable regulation in the interest of the public safety.

Under the law of the State, no bus carrying passengers between points in New Jersey is permitted to operate unless insurance is carried. The Board has adopted regulations applying to buses subject to its jurisdiction which require rear emergency doors, the equipment of buses with fire extinguishers, prohibit the location of gasoline tanks inside the bodies of buses, require that the tank be separated from the bus body by fireproof material and protection of the floor directly over the tank with such material. The regulations cover a number of other details designed to promote safe operation. The Board has no authority to bring inter-state operations within the scope of these regulations and is of the opinion that, in the interest of public safety, the law should be amended to vest it with such authority.

#### STREET RAILWAYS

The Public Service Railway Company has submitted recently a petition to the Board in which it directs attention to the five cent fare in the larger municipalities made effective in 1923 in accordance with a suggestion by the Board. The company states that since then it has added \$2,300,000. to its investment in tracks and equipment; that one thousand seven hundred cars have been rebuilt, and that the company is operating over 1200 cars on 827 miles of track. The company claims that it has effected all possible economies within its power, but that since the inauguration of the five cent fare it has failed to pay operating expenses and fixed charges by approximately \$1,500,000. The company asserts that it cannot be expected this state of affairs should continue and that it should be relieved of paving obligations; of expenditures for sprinkling and oiling streets, and removal of snow

and that taxes should be reduced if a low rate of fare is to be maintained. These matters are subjects for consideration by the legislature and municipal authorities and are not within the Board's jurisdiction.

The company has applied jointly with the Public Service Transportation Company for an adjustment of fare zones for buses, to be made coextensive with the five cent zones of the street railway as well as with the boundary lines of the larger municipalities and has submitted a number of changes in fares to apply at points where it is claimed discrepancies exist. The changes proposed would result in increased fares and protests are being made to the Board against their approval. The matter will be made the subject of hearing by the Board at an early date.

During the year trolley service has been discontinued by the Burlington County Transit Company operating between Burlington and Moorestown and bus service substituted. An agreement was entered into between the Cumberland Traction Company and the Millville Traction Company, whereby the operation of the latter was taken over by the former. The effect of this has been to improve service on both properties, particularly in that it has resulted in the operation of through service between the terminals of both companies. The property of the North Jersey Rapid Transit Company, operating from Paterson, New Jersey to Suffern, New York just beyond the New Jersey—New York State line has been purchased, at receiver's sale, by the Public Service Railway Company and is being operated as part of its system.

Numerous inspections have been made of the service furnished and the equipment of street railways. Traffic checks and surveys have been made both on the Board's initiative and in the investigation of complaints and appropriate action has been taken when necessary for betterment of service.

The Board's staff has devoted much time and attention to the design and equipment of one-man cars in such a manner that the safety, convenience and comfort of the passengers may be properly conserved. Special devices and apparatus necessary to accomplish this end have been required to be installed on cars which have been remodeled for one-man operation. One-man cars purchased new have also been required to be so equipped. Inspection of this apparatus, particularly such as relate to the safety of operation, are frequently made by the Board's staff in order to assure that it is maintained in proper operating condition.

Every effort appears to be made by the companies to improve this character of equipment in order to eliminate the causes of complaints which followed their inauguration. An experiment is now being tried by one of the larger companies in the operation of De Luxe one-man cars. The measure of success of this operation will depend largely upon the popularity of these cars with the traveling public.

IMPORTANT PLANT DEVELOPMENTS

During the year several changes and additions of major importance have been made in the plants of utilities subject to the Board's jurisdiction. Expenditures for such purposes are capitalized by issues of securities which require the Board's approval, and as the amount of the issue is directly related to the cost of the improvement it is the Board's practice to have its engineers keep in touch with important construction during its progress. By so doing checks may be made with greater accuracy of statements of cost submitted by the utilities. Among the more important work of construction during the year has been the completion of power plants at Kearny and Harrison by the Public Service Electric and Gas Company. The same company has begun the construction of a transmission line connecting its three generating plants between Newark and Jersey City with a sub-station at Athenia. This in turn will be connected with transmission lines to power plants in Passaic, Union and Middlesex Counties.

The Jersey Central Power and Light Company has in process of construction a new power plant at Whippany.

Gas distribution mains of the Public Service have been extended into upper Bergen County, making gas service available in Waldwick and Allendale. Extensions of mains have been made also to Hightstown and Cranbury. The plants of the Tintern Manor Water Company and Monmouth County Water Company have been connected by a twenty inch main which makes available for use in the entire territory of the Monmouth Consolidated Water Company, the supply at Swimming River. The New Jersey Water Company has installed new wells and pumping equipment, which combined with additional transmission capacity has enabled this company to meet the demands of a rapidly growing territory.

INTER-CONNECTION BY ELECTRIC COMPANIES

New Jersey has shared to a marked degree in the recent progress in the development of facilities for the generation and distribution of electric energy.

In its last annual report, the Board referred to the inter-connection of high efficiency generation plants, from which it was stated residents of Northern New Jersey were beginning to receive some benefits.

The time has long since passed when the electric utility was a local enterprise affording service in a single municipality. Progress in the art showed the feasibility and economy of supplying a number of municipalities from a single central station. Notwithstanding this the plants with the exception of a few companies were small, and while municipal boundaries did not limit the distribution, the district served in most cases was not of great extent and restricted to the capacity of a comparatively small generating plant.

Recently many of the smaller companies have been merged or consolidated with larger units and these in turn maintain relations with other companies which provide for a joint use of facilities. As a result, not only municipal but state lines are crossed. There is now a daily interchange of power between plants in Pennsylvania, through New Jersey, with plants in New York State. This is done through the medium of the New Jersey Power and Light and the Adirondack Power Companies. An agreement has been entered into between the Public Service Electric and Gas Company, the Philadelphia Electric and Pennsylvania Power and Light Company, (the later serving north-western Pennsylvania) providing for inter-connection of the systems of these companies.

The advantages of the progressive development of this important industry are many. Those remote from districts where water power is available and hydro-electric plants are constructed may obtain some of the benefits from this method of producing electric energy. At resorts, plants are maintained with capacities to meet the seasonal demand. Not infrequently, at the time when the demand on a resort plant is at the minimum, an inter-connected company may face its maximum demand, and the surplus facilities of the resort plants may be used to advantage.

Because of inter-connections, the construction of additional generating facilities may be in many cases postponed, resulting in a saving of fixed charges. Emergencies resulting from delays in deliveries of fuel, due to weather conditions or strikes affecting one plant, may be better met by the availability of the facilities of other plants not similarly affected.

The material benefit to the public from the progress in the electric industry is apparent from the fact that the charge of the largest company in the State for electric lighting is less than it was before the World War, notwithstanding the material increases since then in costs of labor and materials.

The Board has had brought before it many important problems in connection with the changes taking place in this industry. Its approval must be obtained if it is proposed to effect a merger of different companies or if one company seeks to control another by a purchase of a majority of its stock. Agreements providing for use of the facilities of one company by another also require the Board's approval. High power transmission lines are constructed on and across private property. Where there is failure to agree, the utility may resort to condemnation proceedings, but this cannot be done unless and until the Board decides that the use of the land is reasonably necessary for the purpose, and Board has a number of cases pending in which this question is involved, that the construction proposed will serve the public interest. The

COMPETITION BETWEEN ELECTRIC UTILITIES

Rivalries between companies tending to unwise and uneconomic competitive construction led at the last session of the Legislature to the enactment of a law giving the Board authority to determine questions in dispute as to territories to be served. In a number of cases, the Board has been called upon to act under this statute and after hearing the parties in interest fixed territories to be served by companies whose operations tended to conflict.

STEAM RAILROADS

During the year the co-operation of the Board of Public Utility Commissioners has been requested by the Interstate Commerce Commission in connection with the valuation of railroad properties in New Jersey. In this as in all other valuations the ascertainment of property in existence and determination of prices properly applicable thereto are largely matters of engineering practice. In valuing an extensive property engineers usually are in agreement as to many details. It was the aim of the Interstate Commerce Commission to ascertain the extent to which representatives of the railroad companies and the public were in agreement as to the properties in New Jersey and to reconcile differences where this could be done with proper regard for the public interest.

In response to the Commission's request engineers of the Board experienced in appraisal work attended conferences with the Commissioner in charge of the valuation, engineers of the Commission and representatives of the railroad companies. The Board's engineers as a result of their knowledge of local conditions were able to be of much assistance in this connection.

The values of the railroad properties as finally determined will be used to judge the reasonableness of the return from freight and passenger rates between points in New Jersey and those in other states, and while these rates are not subject to the Board's jurisdiction it was deemed important to co-operate with the Interstate Commerce Commission in determining a fair value.

The Board receives comparatively few formal complaints with requests for hearings and the issuance of orders applying to railroad rate schedules. It does receive many complaints of an informal nature in which it is contended overcharges have been made and investigation by the Board is solicited. In most cases so submitted, investigations have shown just cause for the complaints; refunds were recommended which were accepted by the carriers and rates more reasonably adapted to the conditions were made effective.

Informal complaints are received frequently as to details of service all of which are investigated and where the conditions appear to warrant it recommendations for corrections are made.

Inspections are made regularly under the direction of the Board's engineer of the conditions of railroad tracks and bridges. Reports of these inspections, with attention directed to such defects as are disclosed, are sent to the railroad companies and subsequent checks are made to see that the defects are corrected.

#### GRADE CROSSINGS

Progress is being made continually in the elimination of the more dangerous grade crossings in the State. The most important of this work now under way is the elimination of the crossings of the Erie Railroad at Paterson. The Board's order requiring the elimination of these crossings divided the work into four sections designated A, B, C, and D., it being intended that the sections should be completed in this order, with times fixed for the completion of each section. Subsequently a joint petition was submitted by the City of Paterson and the Erie Railroad Company asking for a change in the order of work on account of changes and improvements along the line of the railroad in the city. This request was complied with and the order of construction was changed to make section "C" first; to be followed in order by sections B, A, and D.

The work on section "C" has been completed. That on section "B" was begun according to the schedule of the Board's order, February 15th, 1926, and is to be completed by May 15th, 1927.

In addition to the crossing elimination work in Paterson by the Erie Railroad, Marshall Street at the crossing of the tracks of the Delaware, Lackawanna and Western Railroad Company is being carried under the railroad, and an agreement has been reached between this company and the City which will eliminate the crossings at Barclay, Van Winkle and Mill Streets. The Lackawanna is also eliminating the crossing of Bloomfield Avenue in Passaic.

The elimination of crossings of the Central Railroad of New Jersey in Perth Amboy, ordered by the Board, is more than half accomplished. The order called for completion of the work by June 1st, 1927.

The Board has ordered eliminated the crossings of the Jersey Central at Union and Lincoln Avenues, Cranford and Garwood. Construction is to be begun April 1st, 1927.

Plans have been developed or are under consideration for the elimination of a number of other crossings of different railroads in various parts of the state.

While the separation of the grades of highways and railroad tracks is the only certain preventative of crossing accidents, the amount of the work of this kind that can be done at any one time is limited, not only because of the expense involved but also because of the effect on traffic, which must be continued during construction. In the meantime the provision of proper protection at crossings is a matter of great impor-

12 PUBLIC UTILITY COMMISSIONERS' REPORT

tance. Conditions change with developments of communities and improvements of highways so that crossings, over which travel has been light, have an increased hazard. During the year the protection afforded at 145 crossings has been increased, ranging from the installation of approach and conspicuous warning signs to the installation of gates and flagmen.

AUTOMATIC TRAIN CONTROL

Recent accidents in passenger train operation which probably would have been averted if automatic train control had been installed, emphasize the importance of this device as a means of protection on railroads where traffic conditions cause the frequent operation of trains on schedules with but short intervals between. This is a matter within the jurisdiction of the Interstate Commerce Commission, but it is gratifying to note that substantial progress is being made in New Jersey. Automatic train control has been installed on the Reading from Camden to Atlantic City; the Lehigh Valley from Phillipsburg to Newark and on the Southern Division of the Jersey Central from Red Bank to Winslow Junction. The installation on the steam line of the Pennsylvania from Camden to Atlantic City is nearing completion and should be in service in the Spring of 1927.

RECEIPTS AND OPERATING EXPENSES OF PUBLIC UTILITIES

Reports are made to the Board annually by the utilities subject to its jurisdiction. The Board receives from the railroad companies duplicates of reports filed by them with the Interstate Commerce Commission. Much the greater part of their receipts comes from interstate traffic not subject to the Board's jurisdiction. As the fiscal year coincides with the calendar year, reports for the year 1926 will not be received until after the first of the coming year.

The following compiled from reports for the year 1925 of the utilities named below is submitted:

	<i>Operating Revenues.</i>	<i>Operating Expenses and Taxes.</i>	<i>Per Cent Expenses and Taxes Are of Revenue.</i>
25 Gas Companies .....	\$31,951,905	\$23,063,949	72.2
26 Electric Companies .....	50,964,359	33,722,925	66.2
10 Sewer Companies .....	635,938	352,786	55.5
18 Street Ry. Companies .....	34,563,987	25,343,193	73.3
23 Telephone Companies .....	32,946,874	25,628,430	77.8
94 Water Companies .....	9,138,236	6,059,216	66.3
196 Total.....	\$160,201,299	\$114,170,499	71.3

ISSUES OF SECURITIES

During the year, issues of securities by public utilities have been approved in a total amount of \$83,135,393. Of this amount \$30,544,733 is the face value of bonds, \$8,901,000 of which were for refunding. The balance of \$52,590,660 is represented by issues of stock, and of this amount \$32,724,760. was for stock of no par value. Each application to the Board is the subject of investigation, and approval of the issue is based upon approval of its purpose. Reports are required half yearly of the extent to, and, in detail, the manner in which the proceeds of the issues have been disbursed.

RECOMMENDATION

The Board recommends that the law be amended giving it power to prescribe regulations with respect to the carrying of liability insurance and to promote safety of operation by interstate bus lines within the State.

Dated—December 31st, 1926.

Respectfully submitted,

JOS. F. AUTENRIETH, *President.*

F. W. GNICHTEL, *Commissioner.*

CHARLES BROWNE, *Commissioner.*

ALFRED N. BARBER, *Secretary.*

ORDINANCES

The following lists the applications to the Board during the year for approvals of ordinances passed by municipalities granting privileges to municipalities. In addition to these there were filed with the Board a number of resolutions adopted by municipalities providing merely for a change in the mode of exercising the privileges previously granted. The Board requires the filing of such resolutions, but does not regard them as grants of privileges requiring its approval to be valid.

**Ordinances.**

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Feb. 16, 1926	New York Telephone Co. ....	For approval of an ordinance of the Borough of Metuchen, Middlesex County, N. J. granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways and part thereof, in the Borough of Metuchen, both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems, in connection with the transaction of its business, and prescribing the manner of so doing.
Mar. 11, 1926	New York Telephone Co. ....	For approval of an ordinance of the Township of Raritan, granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues, and highways and parts thereof in the Township of Raritan, Middlesex County, N. J. both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems, in connection with the transaction of its business, and prescribing the manner of so doing.
July 29, 1926	The Orange and Rockland Elec. Co. of N. J. ....	For approval of franchise granted to it by the Township of West Milford, Passaic County, N. J. authorizing the Orange and Rockland Electric Company of New Jersey to use the public roads and highways in the Township of West Milford for the purpose of erecting posts or poles, to sustain necessary wires and fixtures and stringing wires and place fixtures on such poles and the laying of conduits under said roads or highways for the purpose of furnishing electric light, heat and power in said Township.
Sept. 8, 1926	Long Branch Sewer Co. ....	For approval of an ordinance of the City of Long Branch passed by the Board of Commissioners of said city granting to the Long Branch Sewer Co., its successors and assigns, the right, privilege, permission and franchise to lay, make, construct, maintain, restore and replace, when necessary, sewer mains, sewer pipes and connections therewith, and the appurtenances and appliances thereto belonging in and beneath the public roads, streets and highways in the City of Long Branch, for the purpose of disposing of sewerage matters from the houses and buildings near the city limits that are or may be hereafter connected with its sewer system.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Sept. 14, 1926	New York Telephone Co. ....	For approval of an ordinance passed by the Board of Commissioners of the County of Bergen, May 26th, 1926, giving and granting permission and consent to the New York Telephone Company, its successors and assigns, to use the Moffit Bridge over the Passaic River, in the Counties of Bergen and Passaic, and the approaches thereto and the abutment walls thereof located in the Borough of Fairlawn, County of Bergen, State of New Jersey, below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems, in accordance with the transaction of its business, and prescribing the manner of so doing.
Sept. 14, 1926	New York Telephone Co. ....	For approval of an ordinance of the County of Passaic, passed by the Board of Commissioners of the County of Passaic, July 14th, 1926, giving and granting permission and consent to the New York Telephone Co., its successors and assigns, to use the Moffit Bridge over the Passaic River, in the Counties of Passaic and Bergen, State of New Jersey, and the approaches thereto and the abutment walls thereof located in the City of Paterson, County of Passaic, State of New Jersey below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems, in connection with the transaction of its business, and prescribing the manner of so doing.
Sept. 30, 1926	Public Service Railway Co. ....	For approval of an ordinance of the Board of Commissioners of the City of Newark, dated June 15th, 1926, granting consent and permission to the Public Service Railway Company, its successors and assigns, to locate, construct, operate and maintain the following extension of its street railway system, being a double track street railway in Washington Street between Clinton Avenue and West Kinney Street in the City of Newark, Essex County, N. J.
Sept. 30, 1926	Public Service Railway Co. ....	For approval of an ordinance of the City of Newark, Essex County, N. J. passed June 15th, 1926, granting consent and permission to Public Service Railway Company, its successors and assigns, to locate, construct, operate and maintain the following extension to its street railway system, being a double track extension from existing tracks in Washington Street, south of Central Avenue over Washington Street to and connecting with existing tracks in Broad Street north of Bridge Street and in Bridge Street east of Broad Street in the City of Newark, Essex County, N. J.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Oct. 14, 1926	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance passed by the Council of the Borough of Ship-Bottom-Beach Arlington, Ocean County, N. J. July 17th, 1926, authorizing the Delaware and Atlantic Telegraph and Telephone Co., its successors and assigns, to maintain and operate its present aerial and underground works, to erect, construct, reconstruct, lay and maintain additional aerial and underground works, consisting of poles, crossarms, cables, etc., and all other necessary fixtures and appliances for its local and through lines, in, upon, along, over, across and under each and every of the public roads, streets, avenues, alleys, and highways in the Borough of Ship Bottom-Beach Arlington, County of Ocean, State of New Jersey; and regulating the manner of constructing and maintaining the said aerial and underground works; to use the aerial and underground works of others and to permit others to use its aerial and underground works upon such arrangements as may be agreed to; and regulating the use of the said public roads, streets, avenues, alleys and highways by said company.
Nov. 16, 1926	New York Telephone Co. ....	For approval of an ordinance of the Borough of Caldwell, Essex County, N. J. passed by the Mayor and Council August 3rd, 1926, granting permission and consent to the New York Telephone Co., its successors and assigns, to use the various streets, roads, avenues and highways and parts thereof in the Borough of Caldwell, Essex County, N. J. both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems in connection with the transaction of its business and prescribing the manner of so doing.
Nov. 16, 1926	New York Telephone Co. ....	For approval of an ordinance of the Borough of North Caldwell, Essex County, N. J. passed by the Mayor and Council, August 11th, 1926, granting permission and consent to the New York Telephone Company, its successors and assigns, to use the various streets, roads, avenues and highways and parts thereof in the Borough of North Caldwell, Essex County, N. J. both above and below the surface thereof, for the construction, maintenance and operation of its local and through lines and systems in connection with the transaction of its business and prescribing the manner of so doing.

ORDINANCES

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Nov. 23, 1926	Delaware & Atlantic Tel. & Tel. Co...	For approval of an ordinance passed by the Mayor and Borough Council of the Borough of Tuckerton, Ocean County, N. J. September 9th, 1926, amending an ordinance authorizing the Delaware and Atlantic Telephone and Telegraph Co. to establish and maintain a telephone exchange in the Borough of Tuckerton, and for that purpose granting them the privilege to erect and maintain poles and conduits, and place wires therein and on, on the streets, lanes or alleys within the limits of said Borough.
Nov. 29, 1926	Jersey Central Pr. & Lt. Co. ....	For approval of ordinance No. 69 passed by the Board of Commissioners of the City of Sea Isle City, authorizing and empowering the Jersey Central Pr. and Lt. Co. a corporation of the State of New Jersey, its successors and assigns, in so far as the Board of Commissioners of the City of Sea Isle City, in the County of Cape May, State of New Jersey, have the right to do so, to lay and maintain gas mains, pipes, conduits and service pipes in, through and under the surface of certain roads, streets, avenues, alleys and highways, in the said City of Sea Isle City, County of Cape May, State of New Jersey.
Nov. 29, 1926	Jersey Central Pr. & Lt. Co. ....	For approval of ordinance No. 70 passed by the Board of Commissioners of the City of Sea Isle City, authorizing and empowering the Jersey Central Pr. and Lt. Co. a corporation of the State of New Jersey, its successors and assigns, in so far as the Board of Commissioners of the City of Sea Isle City, in the County of Cape May, State of New Jersey, have the right to do so, to lay and maintain gas mains, pipes, conduits and service pipes, in, through and under the surface of any or all of the roads, streets, avenues, etc. now existing or hereafter opened, altered or changed, in th said City of Sea Isle City, County of Cape May, State of New Jersey.
Nov. 29, 1926	Jersey Central Pr. & Lt. Co. ....	For approval of an ordinance of the Mayor and Council of the Borough of Mantoloking, passed September 17th, 1926, authorizing and empowering the Jersey Central Pr. and Lt. Co., a corporation of the State of New Jersey, its successors and assigns, to lay and maintain gas mains, pipes, conduits, and service pipes, in, through, upon and under the surface of any or all of the roads, streets, avenues, etc. now existing or hereafter opened, altered or changed, in the said Borough of Mantoloking, County of Ocean and State of New Jersey.

APPLICATIONS FOR APPROVAL OF ISSUES OF SECURITIES, MORTGAGES  
AND TRANSFERS OF CAPITAL STOCK

The following pages contain in tabular form a record of applications granted during the year, for the Board's approval of issues of securities, mortgages and transfers of capital stock:

All certificates approving issues of securities are subject to Conference Order Number Seven which provides for semi-annual reports of the disposition of the proceeds realized therefrom.

**Applications for Approval of Issues of Securities, Mortgages and Transfers of Capital Stock.**

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
Jan. 21, 1926	New Jersey Telephone Co. ....	\$12,000 capital stock ....	To be issued at par value.
Feb. 9, 1926	Barnegat Water Co.....	\$4,000 1st mtg. bonds ...	To be issued at not less than 90% of par value. The Board hereby revokes its certificate of Jan. 6, 1926 approving the issuance at par value.
Feb. 11, 1926	Boonton Gas Light & Improvement Co. ....		For approval of transfer on its books of all its outstanding capital stock to the New Jersey Power & Light Co.
Feb. 25, 1926	Jersey Central Power & Light Co. ....	\$400,000 1st mtg. & re-funding sinking fund 5.5% bonds. \$120,000 cumulative preferred 7% stock .....	Bonds to be issued at not less than 90% of par value. Stock to be issued at par value.
Feb. 25, 1926	New Jersey Gas & Elec. Co. ....		For approval of the sale of all its outstanding capital stock to the New Jersey Power & Light Co.
Mar. 4, 1926	Motor Transport Co. ....	\$10,000 capital stock ....	Application was for approval of the issuance of \$30,000 capital stock in lieu of which the Board approved the issuance of \$10,000.
Mar. 9, 1926	County Gas Company ...	\$210,000 cumulative non-voting preferred stock.	Application was for approval of the issuance of \$300,000 capital Stock, in lieu of which the Board approved the issuance of \$210,000 at par value.
Mar. 11, 1926	Washington Gas Co. ....		For the approval of the transfer on its books of all its capital stock to the New Jersey Power & Light Company.
Mar. 11, 1926	Landisville Electric Co...	\$31,000 preferred stock 1900 shares non par value common stock ..	Preferred stock to be issued at par. The Board revokes its certificates of approval of October 2, 1924 and November 12, 1925 for the issuance of \$50,000 common stock.

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
Mar. 11, 1926	Bloomsbury Water Co...		For the sale of its property to the Borough of Bloomsbury.
Mar. 16, 1926	Commonwealth Water Co. ....	\$210,000 1st mtg. 5% Gold Bonds \$80,000 Common Stock .....	Bonds to be issued at not less than 90% of par value. Stock to be issued at par value.
Mar. 30, 1926	Cranbury Water Co. ....	\$6,500 first and refunding mtg. 5% bonds .....	To be issued at par.
Apr. 1, 1926	Ocean City Water Co. ..	\$2,000,000 general and refunding 5% mortgage.	Bonds to the amount of \$650,000 under this mortgage approved of which \$200,000 to be issued for refunding an equal principal amount of first mortgage bonds and \$450,000 to be sold at not less than 90% of par value.
Apr. 1, 1926	Toms River Water Co..	\$35,000 capital stock .....	To be issued at par.
Apr. 8, 1926	Laurel Springs Water Supply Co. ....	\$28,200 first mortgage 6% bonds. \$1,800 capital stock .....	Application was for approval of the issuance of \$40,000 first mortgage 6% bonds in lieu of which the Board approved the issuance of \$28,200 to be issued at not less than 95% of par value. Stock to be issued at par.
Apr. 8, 1926	New Jersey Water Co. ..	\$200,000 first mortgage 5% bonds \$30,000 preferred stock \$20,000 common stock ...	Bonds to be issued at not less than 85% of par value. Stock to be issued at par value.
Apr. 8, 1926	Jersey Central Power & Light Co. ....	\$300,000 5.5% Gold Bonds \$3,984,733.70 5.5% Gold Bonds or 7% preferred Stock. 30,000 shares of non par value common stock ..	Bonds to be issued at not less than 90% of par value. Preferred stock to be issued at par value. Common stock to be issued at \$10 per share. The amount of bonds common and preferred stock approved to be inclusive of the issue of \$1,400,000 7% preferred stock and \$328,500 principal amount of 5.5% Gold Bonds covered by certificates dated October 13, 1925 and December 17, 1925.

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
Apr. 8, 1926	Boonton Gas Light & Improvement Co. ....		For approval of the transfer on its books of all its capital stock and \$79,900 principal amount of bonds to the Fitkin Utilities, Inc.
Apr. 8, 1926	Easton Gas Works.....	\$310,000 5% second mortgage bonds .....	To be sold at not less than 80% of par value.
Apr. 8, 1926	Delaware & New Jersey Transportation Co. ...	\$240,000 7% cumulative preferred stock. 5,000 shares non par value .....	Preferred stock to be sold at par value.
Apr. 15, 1926	Wildwood Gas Company.		For approval of the transfer on its books of a majority of its Capital stock, to the amount of \$56,925. out of a total outstanding of \$75,000 to the Southern Gas & Power Corporation.
Apr. 22, 1926	New Jersey Power & Light Co. ....	\$1,900,000 first mortgage 5% gold bonds \$80,000 Cumulative preferred 7% stock .....	Bonds to be issued and pledged at not less than 85% of par value, for no longer period than one year from date of this order and in case of default of such pledge to be sold at not less than 92% par value. Stocks to be sold at par value.
Apr. 22, 1926	Atlantic City Elec. Co...	\$976,000 first mortgage 5% bonds. 3,253 shares non-par value common stock ..	Bonds to be sold at not less than 90% of par value. Stock to sold at \$100. per share.
Apr. 26, 1926	Eastern New Jersey Pr. Co. ....	\$1,350,000 first mortgage 5.5% gold bonds .....	To be issued at not less than 90% par value upon the execution and recording of this third supplemental mortgage dated March 1, 1926 to the American Exchange—Pacific National Bank as Trustee.

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
Apr. 26, 1926	New Jersey Water & Light Co. ....	\$37,000 first mortgage bonds. \$23,000 Common Stock...	Bonds to be issued at not less than 90% par value upon the execution and recording of the supplemental mortgage dated March 1, 1926 to the American Exchange—Pacific National Bank as Trustee. Stock to be issued at par value and transferred on its books to the Eastern New Jersey Power Company.
Apr. 27, 1926	Princeton Water Company .....	\$40,000 first and rfg. 6% mortgage bonds. \$25,000 capital stock ....	Bonds and stocks to be sold at par value.
Apr. 29, 1926	Middlesex Bus Owners' Association .....	150 shares non-par value common stock .....	To be sold at \$20. per share.
Apr. 29, 1926	Somerset Bus Company Inc. ....	\$25,000 Cumulative Preferred 8% stock .....	To be sold at par value of \$10. per share.
May 20, 1926	Shaffer & Layton Bus Co.	\$15,000 capital stock ....	
May 25, 1926	Monmouth Consolidated Water Co. ....	\$187,500 Cumulative preferred 7% stock 10,000 non par value Common.	Application made by Tintern Manor Water Company and Rumson Improvement Company to merge and consolidate, forming the Monmouth Consolidated Water Company.
May 27, 1926	Plainfield Union Water Company .....	\$500,000 first mortgage 5% twenty year bonds.	To be issued at not less than 97.5% of par value.
May 27, 1926	Paterson & Ramapo R. R. Co. ....		For approval of the transfer on its books of all or a majority of its capital stock to the Erie R. R. Co.

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
May 27, 1926	Public Service Electric & Gas Co. ....	2,500,000 shares non par value common stock ..	To be sold at \$10. per share.
June 3, 1926	Wildwood Gas Company.		For approval of the transfer on its books of all or substantially all of its capital stock to the Jersey Central Power & Light Co.
June 8, 1926	Absecon Bus Company...	\$50,000 preferred stock. 1,500 shares non par value common stock ...	Preferred to be issued at par value.
June 10, 1926	Atlantic City Gas Co. ...	\$582,000 promissory Preferred Stock—Common Stock .....	The issuance of preferred and common stock of a like amount now outstanding of the Atlantic City Gas Co. and the Pleasantville Gas Company to be exchanged share for share to effect consolidation.
June 10, 1926	Peoples Gas Co. ....	\$480,700 Cumulative Preferred 6% stock .....	To be exchanged share for share for the present outstanding 7% cumulative preferred stock amounting to \$341,050 and one and one third shares of the 6% cumulative preferred to be given in exchange for each share of 5% cumulative preferred to the amount of \$139,650.
June 14, 1926	Jersey Central Power & Light Company .....	\$106,000 first mortgage Refunding 5.5% bonds \$121,600 cumulative preferred 7% stock .....	Bonds to be issued at not less than 90% of par value. Stock to be issued at par value.
June 14, 1926	Mountain Water Service Company .....	\$550,000 first mortgage \$6,000 preferred stock. 3,250 shares non par value common stock .....	Bonds to be sold at not less than 86% of par value. Preferred stock to be exchanged at par value of \$1 per share for outstanding 6,000 shares of Capital Stock of Little Falls Water Company. Common stock to be exchanged for the outstanding stock of the Butler Water Company amounting to \$101,300.

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
June 14, 1926	Jersey Central Power & Light Co. ....	\$464,000 first and refunding mortgage 5.5% bonds. \$175,000 cumulative 7% preferred stock .....	Bonds to be issued at not less than 90% of par value. Stock to be issued at par value.
June 14, 1926	Boonton Gas Light & Improvement Company ..		For approval of transfer on its books of all or substantially all of its Capital Stock to the Jersey Central Power & Light Company.
June 14, 1926	Delaware River Water Co. ....	\$250,000 General Mortgage 5.5% bonds .....	To be issued at not less than 86.22% of par value. Approval of October 19th, 1925, insofar as it relates to a similar amount of bonds is hereby rescinded.
June 16, 1926	Eastern New Jersey Power Company .....	\$400,000 preferred 7% stock. 4,000 shares non value common stock .....	Preferred to be sold at par value. Common to be sold at \$40 per share.
June 17, 1926	Ocean City Water Service Company	\$800,000 first mortgage bonds. \$405,000 Capital Stock ...	Bonds to be sold at not less than 86% of par value. Stock to be sold at par value and both issues to be exchanged for the now outstanding bonds and stocks of the Ocean City Water Company.
June 17, 1926	Ocean City Sewer Service Company	\$400,000 first mortgage bonds. \$205,000 Capital Stock ...	Bonds to be sold at not less than 86% of par value. Stocks to be sold at par value and both issues to be exchanged for the now outstanding bonds and stocks of the Ocean City Sewer Company.
June 17, 1926	Atlantic City Sewerage Company .....	75,000 shares non par value capital stock .....	To be exchanged for its present outstanding capital stock.

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
July 1, 1926	Electric Company of New Jersey .....	\$605,000 first mortgage 5% gold bonds. \$45,000 preferred 7% stock.	Bonds to be issued at not less than 85% of par value. Stock to be issued at par value.
July 1, 1926	Monmouth Consolidated Water Company .....	\$2,500,000 first mortgage 5% gold bonds .....	To be issued at par value.
July 1, 1926	Ocean City Water Co. Ocean City Sewer Service Company and the Mountain Water Service Co. ....		For approval to transfer all or a majority of their capital stock to the Union Water Service Company.
July 7, 1926	Public Service Transportation Company .....	\$2,900,000 Serial Mortgage notes .....	To be issued and used for acquiring 333 gas-electric buses.
July 15, 1926	New Jersey Power & Light Company .....	\$950,000 first mortgage 5% gold bonds .....	To be issued and pledged at not less than 85% of face value in case of a sale or default in repayment not to be issued at less than 92% of par value.
July 23, 1926	Community Power & Light Company .....	12 shares Capital Stock..	
July 23, 1926	Community Power & Light Company .....		For approval to transfer its 12 shares of capital stock and the sale and conveyance of its property to the New Jersey Power & Light Company.
July 23, 1926	Kennedy Electric Light Company .....		For the sale and conveyance of its property and the transfer of 76 shares of capital stock to the Califon Electric Light and Power Company.

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
July 27, 1926	Atlantic City Gas Co...	\$1,044,000 first mortgage 5% bonds. \$436,200 preferred stock..	Bonds to be issued at not less than 93½% of par value. Stock to be issued at par.
July 27, 1926	Jersey Central Power & Light Co. ....	\$2,302,000 first and re-funding 5½% sinking fund gold bonds \$690,700 cumulative preferred 7% Stock .....	Bonds to be issued at not less than 90% of par value. Stock to be issued at par.
July 29, 1926	County Gas Company	\$67,500 Common Stock ..	To be issued at par value.
Sept. 9, 1926	Hawthorne Transit Cor..	\$12,000 Capital Stock ....	
Sept. 23, 1926	Atlantic City Sewerage Company .....	\$1,500,000 first mortgage sinking fund 6% gold bonds.	To be sold at not less than 92% of par value and to be used in part for the retirement of the now outstanding bonds due April 1927, to the amount of \$850,000.
Sept. 27, 1926	Jersey City & Lyndhurst Bus Co. ....	\$6,000 capital common stock .....	
Oct. 11, 1926	Parsippany Water Co....	\$1,000 capital stock .....	
Oct. 21, 1926	Greenbrook and North Caldwell Water Co. ....	\$10,000 capital stock ....	To be issued at par value.
Oct. 21, 1926	Central Transportation Company .....	\$105,000 equipment trust notes, Series "C" .....	
Oct. 21, 1926	Cramer, Meeres, Petagno, Inc. ....	\$5,500 capital stock .....	
Oct. 21, 1926	Keane Bus Co. ....	\$3,400 capital stock ....	

APPLICATIONS FOR APPROVAL

DATE OF APPROVAL	NAME OF APPLICANT	AMOUNT AND KIND OF SECURITY APPROVED	REMARKS
Oct. 21, 1926	Gautier Transportation Co. ....	\$4,000 capital stock ....	
Oct. 28, 1926	New Jersey Power & Light Co. ....	19,000 shares preferred 6% stock non par value. 75,000 shares non par value common stock ..	Preferred stock to be sold at \$94 per share.
Nov. 5, 1926	Englewood Sewerage Co..	\$50,000 capital stock ....	To be sold at par value.
Nov. 16, 1926	Public Service Electric & Gas Co. ....	1,500,000 cumulative preferred 6% stock .....	To be sold at par value.
Nov. 17, 1926	Salem Gas Light Co. ...		For approval of the transfer of all or substantially all of its capital stock to the United Utilities & Service Corporation.
Nov. 17, 1926	Mount Holly Water Co...	\$200,000 first mortgage 20 years .....	For approval of \$100,000 5.5% bonds thereunder to be sold at not less than 90% of par value. This certificate annuls and supercedes certificate dated September 23rd, 1926, for approval of issuance of a general and refunding mortgage and bonds to amount of \$100,000.
Nov. 24, 1926	West Keansburg Water Co. ....	\$1,000 capital stock	
Dec. 2, 1926	New Jersey Power & Light Co. ....	\$6,000,000 mortgage 5% bonds. 1,100 shares of preferred \$6 non par value stock.	Bonds to be issued at not less than 95.5% of par value in part to redeem \$2,689,000 principal amount of bonds now outstanding. Stock to be issued at \$94 per share.
Dec. 2, 1926	New Jersey Power & Light Co. ....	4,900 shares preferred \$6 non par value .....	To be issued at \$94 per share.

DATE OF APPROVAL	NAME OF APPLICANT	SECURITY APPROVED AMOUNT AND KIND OF	REMARKS
Dec. 2, 1926	Cliffwood Beach Water Co. ....	\$53,800 mortgage. \$24,000 capital stock ....	Non-negotiable, non-interest bearing certificates face value to be sold at not less than 80%. Approval was requested for issuance of mortgage amounting to \$67,250 and issuance of capital stock to the amount of \$25,000 in lieu of which the Board granted approval to the amount of \$53,800 mortgage and \$24,000 capital stock.
Dec. 10, 1926	Ocean Gas Co.....	\$165,000 mortgage bonds. \$110,000 capital stock ....	Bonds to be issued at not less than 92% of par value. Stock to be issued at par value. Application was made for the issuance of \$275,000 mortgage bonds and \$100,000 of capital stock, in lieu of which the Board approved the issuance of \$165,000 mortgage bonds and \$110,000 of capital stock.
Dec. 30, 1926	Peoples Gas Company...	\$189,000 mortgage bonds 634 shares preferred stock .....	Bonds to be issued at not less than 91% of par and Stock to be issued at par.
Dec. 30, 1926	Atlantic City Gas Co. ...	\$188,000 first mortgage 5% bonds. 332 shares preferred stock .....	Bonds to be issued at not less than 93.5% of par and Stock to be issued at par.
Dec. 30, 1926	Passaic Cons. Water Co.	Transfer of stock	Application made and approval given for the transfer of all of its stock excepting directors' shares now held by the New Jersey General Security Co. to the Passaic Holding Company by the Passaic Cons. Water ompany.

APPLICATIONS FOR APPROVAL

**Leases, Agreements and Sales of Property.**

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Jan. 5, 1926	Pennsylvania R. R. Co., Lessee of the United New Jersey R. R. & Canal Co. ....	For approval of the sale of a parcel of land situate on the northerly side of Broad Street, in the City of Elizabeth, Union County, N. J.
Jan. 5, 1926	Pennsylvania R. R. Co., Lessee of the United New Jersey R. R. & Canal Co. ....	For approval of the sale of a parcel of land extending along the southwesterly side of De Hart Place, from the southeasterly side of Rahway Avenue, to the northwesterly side of Fay Avenue, in the City of Elizabeth, Union County, N. J.
Jan. 5, 1926	Pennsylvania R. R. Co., Lessee of the United New Jersey R. R. & Canal Co. ....	For approval of the sale of land situate southeast of the right of way on the main line in the City of Newark, Essex County, N. J.
Jan. 7, 1926	Blair Academy .....	For approval of the sale of all its electric property and business to the New Jersey Power and Light Company.
Jan. 14, 1926	Ventnor City & West Jersey & Sea-Shore Railroad Co. ....	For approval of an agreement entered into on the 28th day of December, 1922, providing for the modification of an agreement between the parties named.
Jan. 21, 1926	Belvidere Delaware Railroad Co. ....	For approval of the sale of a parcel of land situate in the City of Trenton, Mercer County, N. J. to the Adath Israel Congregation.
Jan. 21, 1926	Passaic Cons. Water Co. ....	For approval of the purchase of an additional parcel of land located in the Borough of West Paterson from the Highland Water Company.
Jan. 21, 1926	Pennsylvania Tunnel and Terminal R. R. Co. and Pennsylvania R. R. Co....	For approval of an agreement dated December 30th, 1925, between the said companies, which provides for the extension for a period of eleven months from January 31, 1926, until December 31, 1926, of an agreement between said companies dated March 20th, 1925, providing for the operation of the railroad appurtenances of the Pennsylvania Tunnel & Terminal R. R. Co. by the Pennsylvania Railroad Company as agent from the 31st day of October 1917 until and including the 30th day of September 1918, which agreement was approved by the Board October 23rd, 1917.
Jan. 26, 1926	Harry B. Bossard and the New Jersey Pr. & Lt. Co. ....	For approval of the sale by the said Harry B. Bossard to the New Jersey Power and Light Company of all the electric property and business in the Town of Belvidere.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Feb. 4, 1926	Del. & Atl. Tel. & Tel. Co. ....	For approval of an agreement dated December 10th, 1925, with the Ace Motor Company, Inc., for the lease by the former to the latter of lot on the north-easterly corner of Curtiss Avenue and Hendry's Court, in the City of Woodbury, Gloucester County, N. J.
Feb. 16, 1926	Pennsylvania R. R. Co. Lessee of the United New Jersey R. R. and Canal Co. ....	For approval of the sale of a parcel of land extending along the southeast side of Burnet Street between Cherry Street and Rahway Avenue in the City of Elizabeth, Union County, N. J.
Feb. 25, 1926	Del. & Atl. Tel. & Tel. Co. ....	For approval of the sale of a parcel of land to Jos. H. Van Meter and Christian A. Van Meter, Jr. in the Borough of Collingswood.
Feb. 25, 1926	New Jersey Gas & Elec. Co. ....	For approval of the sale of its gas property and business to the Jersey Central Fr. and Lt. Co.
Mar. 11, 1926	Bloomsbury Water Co. ....	For approval of the sale of its plant and property to the Borough of Bloomsbury.
Mar. 16, 1926	Tuckahoe Light & Fuel Co. ....	For approval of the sale of land in Tuckahoe, Upper Township, Cape May County, N. J. to James J. Davis.
Mar. 30, 1926	Public Service Ry. Co. and Bergen Turnpike Co. ....	For approval of the sale of land in the Borough of Ridgefield, Bergen County, N. J. to Harry F. Smith.
Mar. 30, 1926	Delaware River Railroad and Bridge Co. ....	For approval of the sale of land at Westmont, Haddon Township, Camden County, N. J.
Apr. 6, 1926	Pennsylvania R. R. Co. Lessee of the United New Jersey R. R. and Canal Co. ....	For approval of the sale of land in the City of South Amboy, Middlesex County, N. J.
Apr. 15, 1926	Central Railroad Co. of New Jersey..	For approval of the sale of a parcel of land situate in the City of Newark, Essex County, N. J. to Mars-Realty Corporation.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Apr. 22, 1926	Del. & Atl. Tel. & Tel. Co. ....	For approval of an agreement dated January 22nd, 1926, between the New Jersey Pr. & Lt. Co. and the said Del & Atl Tel. & Tel. Co. providing for the joint use and joint ownership of each other's poles located in the Counties of Hunterdon, Mercer, and Warren in the State of New Jersey.
Apr. 27, 1926	Main Street Bus Owners' Ass'n. Inc...	For approval of the sale of a parcel of land to E. Fairclough Coal Co., Inc. in the City of Paterson, Passaic County, N. J.
Apr. 27, 1926	The Jersey Electric Co. and the New Jersey Pr. & Lt. Co. ....	For approval of the sale of the electric property and business of the former to the latter.
Apr. 27, 1926	Hunterdon Elec. & Pr. Co. and the New Jersey Pr. & Lt. Co. ....	For approval of the sale of all the electric property and business to the New Jersey Pr. and Lt. Co.
Apr. 29, 1926	Public Service Ry. Co. ....	For approval of the sale of a parcel of land in the City of Paterson, New Jersey.
Apr. 29, 1926	Public Service Ry. Co. and New Jersey & Hudson River Ry. and Ferry Co. ....	For approval of the sale to the Holland Holding Corporation of a parcel of land in the Borough of Leonia, Bergen County, N. J.
May 13, 1926	Egbert Water Co. ....	For approval of the sale of its plant and property to the New Jersey Water Company.
May 13, 1926	The Passaic Cons. Water Co. ....	For approval of the sale to Public Service Elec. and Gas Co. two parcels of land in Clifton, N. J.
May 13, 1926	Public Service Elec. & Gas Co. and the Paterson & Passaic Gas & Elec. Co. ....	For approval of the sale of a parcel of land situate in the City of Paterson to Max Thomson.
May 13, 1926	Westville & Newbold Water Co. ....	For approval of the sale of its plant and property to the Borough of Westville.
May 18, 1926	New York Telephone Co. ....	For approval of an agreement dated March 27th, 1926, with Julius Kissling for the lease by the former to the latter of the premises known as 141 Prospect St., City of Passaic, Passaic County, N. J.
May 18, 1926	Belvidere Delaware Railroad Co. ....	For approval of the sale of land in the Township of Delaware, Hunterdon County, N. J.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
May 18, 1926	Pennsylvania R. R. Co. Lessee of the United New Jersey R. R. and Canal Co. ....	For approval of the sale of a parcel of land in Delaware Township, Hunterdon County, N. J.
May 20, 1926	Merchantville Water Co. ....	For approval of the sale of its plant to the Merchantville-Pensauken Water Comission.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the Town of Newton, Sussex County, N. J. to Harry R. Snyder.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the City of Passaic, Passaic County, N. J. to John H. McGuire.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the Township of Lyndhurst, Bergen County, N. J. to the Lyndhurst Township School Board.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the Borough of Madison, Morris County, N. J. to Wm. F. Headley.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the Borough of Madison, Morris County, N. J. to Frank Sorow.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the City of Orange, Essex County, N. J. to Louis Zullo.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of two parcels of land situate in the Township of Knowlton, Warren County, N. J. to Florence M. Klein.
June 3, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the City of Orange, Essex County, N. J. to Alfred S. Clark.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
June 3, 1926	Reading Company .....	For permission to discontinue station agency at Glen Moore, Mercer County, N. J.
June 10, 1926	Clementon Spring Water Co.....	For approval of the sale of its water property and franchises to the Borough of Clementon.
June 10, 1926	Delaware & Atlantic Tel. & Tel. Co...	For approval of an agreement dated, April 27th, 1926, with the New Jersey Pr. & Lt. Co. and the Postal Telegraph Cable Co. providing for the joint use of each other's poles located in the Township of Delaware, Hunterdon County, N. J.
June 15, 1926	Kennedy Elec. Co. ....	For approval of the sale of its electric property to the New Jersey Pr. and Lt. Co.
June 17, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate at the corner of Lackawanna Place and Lumber Street, in the City of Morristown, Morris County, N. J.
June 29, 1926	Pennsylvania & Atlantic Railroad Co.	For approval of the sale of a parcel of land situate in the Borough of Lavallette, Ocean County, N. J.
June 29, 1926	Pennsylvania & Atlantic Railroad Co.	For approval of the sale of two parcels of land situate in the Borough of Lavellette, Ocean County, N. J.
July 8, 1926	Delaware, Lackawanna & Western R. R. Co. ....	For approval of the sale of a parcel of land situate in the Borough of Madison, Morris County, N. J. to Wm. F. Headley.
July 8, 1926	Union Transportation Co. ....	For permission to sell its railway passenger motor car.
July 15, 1926	Morristown & Erie Railroad Co. ....	For approval of the sale of a parcel of land situate in the Township of Hanover, Morris County, N. J. to Jos. J. Garland.
July 15, 1926	Morristown & Erie Railroad Co. ....	For approval of the sale of a parcel of land in the Township of Hanover, Morris County, N. J. to Standard Oil Company.
July 15, 1926	Morristown & Erie Railroad Co. ....	For approval of the sale of two parcels of land in the Town of Morristown, Morris County, N. J. to C. W. Ennis & Co.
July 20, 1926	New York Telephone Co. ....	For approval of an agreement dated June 10th, 1926, with Louis Goldstein, for the lease by the former to the latter of the premises known as 76 Hamilton Avenue in the City of Paterson, Passaic County, N. J.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
July 23, 1926	New Jersey Power & Light Co. and Roderick D. Donaldson .....	For approval of contract for the sale and transfer of stock and property of Community Pr. & Lt. Co., Inc. to New Jersey Pr. and Lt. Co., and the sale and transfer of stock and property of Kennedy Elec. Lt. Co. to Califon Elec. Lt. & Pr. Co.
July 27, 1926	Public Service Electric & Gas Co. and the Gas & Elec. Co. of Bergen County .....	For approval of the sale of a parcel of land in the City of Englewood, N. J. to Sadye I. Stone.
July 29, 1926	Califon Electric Lt. & Pr. Co. ....	For approval of the sale of its electric property and business to the Interstate Transmission Corporation.
July 29, 1926	Del. & Atl. Tel. & Tel. Co. ....	For approval of an agreement dated June 1st, 1926, with the City of Ocean City, Cape May County, N. J. for the sale by the former and the purchase by the latter of eight poles located in the City of Ocean City, Cape May County, N. J.
July 29, 1926	New Jersey Pr. & Lt. Co. ....	For approval of the exchange of land with Anna Flynn in the Borough of Hampton, Hunterdon County, N. J.
Aug. 26, 1926	Delaware, Lackawanna & Western Railroad Co. Lessee of the Newark and Bloomfield Railroad Co. ....	For approval of the exchange of land in the Town of Bloomfield, Essex County, N. J. with Ella Maguire.
Aug. 26, 1926	Delaware, Lackawanna & Western Railroad Co. Lessee of the Newark and Bloomfield Railroad Co. ....	For approval of the exchange of a parcel of land situate in the Borough of Glen Ridge, Essex County, N. J. from Martha C. Gallagher and Katherine L. Marston.
Aug. 26, 1926	Delaware, Lackawanna & Western Railroad Co. Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of a parcel of land situate in the Delawanna Section of the City of Clifton, Passaic County, N. J.
Aug. 26, 1926	Central Railroad Co. of New Jersey..	For approval of an agreement dated June 21st, 1926 with the Town of Westfield covering the lease of the westbound station grounds of the railroad company at Westfield to the Town of Westfield for a term of five years from June 21st, 1926, and thereafter until terminated on sixty days written notice.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Aug. 26, 1926	Penhorn Creek Railroad Co. The Long Dock Company and the Erie Railroad Co. as lessee of the Long Dock Co. ....	For approval of the sale of certain parcels of land and the creation of certain easements pursuant to an agreement dated July 10th, 1925, with the State Highway Commission of the State of New Jersey, which agreement covers the purchase of the said parcels of land and creation of certain easements therein mentioned.
Aug. 30, 1926	New York & New Jersey Rapid Transit Co. ....	For approval of the sale of certain tracts of land in the City of Paterson, County of Passaic to Jacob Fabian and Rose Fabian.
Sept. 2, 1926	The Long Dock Company and Erie Railroad Co. ....	For approval of the execution of a proposed agreement and lease between said companies and the Seaboard Terminal and Refrigeration Co. dated July 31st, 1926, of a parcel of land in the City of Jersey City, Hudson County, N. J.
Sept. 2, 1926	The Penhorn Creek Railroad Co. and the Erie Railroad Co. ....	For approval of the execution of a proposed agreement and lease between said companies and the Seaboard Terminal and Refrigeration Co. dated July 31st, 1926, of a parcel of land and easements in the City of Jersey City, Hudson County, N. J.
Sept. 2, 1926	The Long Dock Co. ....	For approval of exchange of lands with the Erie Land and Improvement Co., in the City of Jersey City, Hudson County, N. J.
Sept. 9, 1926	Delaware, Lackawanna & Western Railroad Co. Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale of two parcels of land situate on the northerly side of Seventh Ave., east and west of North Twelfth St., in the City of Newark, Essex County, N. J. to Stephen H. Billington & Simon Greenhouse.
Sept. 13, 1926	Delaware, Lackawanna & Western Railroad Co. Lessee of the Morris & Essex Railroad Co. ....	For approval of the sale and conveyance of a parcel of land situate in the City of Jersey City, Hudson County, N. J. to the Long Dock Co. in exchange for a parcel of land to be conveyed by Erie Land and Improvement Co. and Erie Railroad Co.
Sept. 14, 1926	Public Service Electric and Gas Co...	For approval of the sale of a parcel of land situate in the City of Newark, to Julius E. Benedict.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Sept. 14, 1926	Public Service Electric and Gas Co...	For approval of the sale of a parcel of land situate in the City of Newark to Julius E. Benedict.
Sept. 14, 1926	Pennsylvania R. R. Co. Lessee of the United New Jersey R. R. and Canal Co. ....	For approval of the sale of a parcel of land situate in the Town of Harrison, Hudson County, N. J.
Sept. 14, 1926	Pennsylvania Railroad Co. Lessee of the United New Jersey Railroad and Canal Co.....	For approval of the sale of three parcels of land situate in North Brunswick Township, Middlesex County, N. J.
Sept. 14, 1926	West Jersey & Seashore Railroad Co..	For approval of the sale of land situate in the City of Atlantic City, Atlantic County, N. J.
Sept. 14, 1926	West Jersey & Seashore Railroad Co..	For approval of the sale of a parcel of land situate in the City of Camden, Camden County, N. J.
Sept. 14, 1926	Del. & Atl. Tel. & Tel. Co. ....	For approval of the sale of a parcel of land located in the City of Margate City, to John W. Risley.
Sept. 24, 1926	Public Service Railway Co. ....	For approval of the sale to Public Service Electric and Gas Co. of a parcel of land in City of Jersey City, N. J.
Sept. 24, 1926	Public Service Electric Power Co. and Public Service Elec. and Gas Co. Lessee .....	For approval of the exchange of lands in the Town of Kearny, N. J. with the United New Jersey Railroad and Canal Co. to Pennsylvania Railroad Co., Lessee.
Sept. 24, 1926	Public Service Railway Co. ....	For approval of the sale of a parcel of land to Boyton Real Estate Co. in Woodbridge Township, N. J.
Sept. 30, 1926	The Lehigh Valley Harbor Terminal Railway Co. and the Lehigh Valley Railroad Co. ....	For approval of a lease by the said Lehigh Valley Harbor Terminal Railway Co. to the Lehigh Valley Railroad Co. of its railroad and terminal and other property in the Greenville Section of Jersey City, N. J.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Sept. 30, 1926	New York Telephone Co. ....	For approval of an agreement dated August 20th, 1925, with Louis Neubert for the lease by the former to the latter of premises known as 360 Washington Avenue Grantwood, Borough of Cliffside Park, Bergen County, N. J.
Sept. 30, 1926	Morris County Traction Co. ....	For approval of an agreement dated September 9th, 1926, with the Public Service Railway Co. for the operation of cars of the Morris County Traction Co. over the tracks of the Public Service Railway Co. between the terminus of the tracks of the former in Maplewood, N. J. and the Public Service terminal in the City of Newark,
Oct. 7, 1926	New York Telephone Co. ....	For approval of an agreement dated August 31st, 1926, with Norman D. Wolfstein for the lease by the former to the latter of premises known as 364 Washington Avenue, Grantwood, Borough of Cliffside Park, Bergen County N. J.
Oct. 21, 1926	Pennsylvania R. R. Co. Lessee of the United New Jersey R. R. and Canal Co. ....	For approval of the sale of a parcel of land situate in the Borough of Metuchen, Middlesex County, N. J.
Oct. 21, 1926	Pennsylvania R. R. Co. Lessee of the United New Jersey R. R. and Canal Co. ....	For approval of the sale of a parcel of land situate in the City of Trenton, Mercer County, N. J.
Nov. 1, 1926	Henry H. Parmelee, Receiver of the North Jersey Rapid Transit Co. ...	For approval of the sale of the property of North Jersey Rapid Transit Co. including the franchise thereof, to the Public Service Railway Co. or its nominees.
Nov. 4, 1926	Atlantic City Sewerage Co. ....	For approval of the conveyance of land, right of way and water rights in Atlantic City.
Nov. 18, 1926	Public Service Railway Co. ....	For approval of the sale of two tracts of land in the Borough of Englewood Cliffs to Englewood Stone Co.
Nov. 18, 1926	Public Service Railway Co. ....	For approval of the sale to the Mayor and City Council of Clifton of a parcel of land in the City of Clifton.
Nov. 18, 1926	Paterson and State Line Traction Co.	For approval of the sale to J. Calvin Bogert of a parcel of land partly in the Borough of Midland Park and partly in the Village of Ridgewood.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Nov. 24, 1926	Springfield Avenue Bus Co. ....	For approval of the sale of property located at 1389 Springfield Avenue, Irvington, N. J.
Nov. 24, 1926	Springfield Avenue Bus Co. ....	For approval of the sale of one bus to the Public Service Transportation Co.
Nov. 24, 1926	New York Telephone Co. ....	For approval of an agreement dated August 11th, 1926, between the Eastern New Jersey Pr. Co. and the said New York Telephone Co. providing for the joint use of 91 poles located in the Townships of Hanover and Pemberton, Burlington County, N. J.
Nov. 29, 1926	New York Telephone Co. ....	For approval of the sale of property to James A. O'Connell in the City of New Brunswick, N. J.
Dec. 1, 1926	Perth Amboy & Woodbridge Railroad Co. ....	For approval of the sale of land in the City of Perth Amboy, Middlesex County, N. J. to the Port of New York Authority, and of the granting to the same purchaser of an easement to construct and maintain a highway bridge and piers therefor on land in the said Perth Amboy.
Dec. 9, 1926	Public Service Railway Co. ....	For approval of the sale to Plainfield-Union Water Co. of a parcel of land in the Borough of Roselle.
Dec. 9, 1926	Lehigh Valley Railroad Co. and Lehigh Valley Railroad Co. of New Jersey .....	For approval of the sale of lands situate in the City of Perth Amboy, Middlesex County, to the Port of New York Authority.
Dec. 14, 1926	Pennsylvania R. R. Co. Lessee of the United New Jersey R. R. and Canal Co. ....	For approval of the sale of a parcel of land in the City of Trenton, Mercer County, N. J.
Dec. 14, 1926	West Jersey & Seashore Railroad Co.	For approval of the sale of a plot of land situate in the Borough of Absecon, Atlantic County, N. J.
Dec. 16, 1926	Central Railroad Co. of New Jersey..	For approval of the sale of a plot of land situate in the Borough of Somerville, Somerset County, N. J. to Samuel S. Falk.
Dec. 16, 1926	Central Railroad Co. of New Jersey..	For approval of the sale of a parcel of land situate in the City of Jersey City, Hudson County, N. J. to the American Can Company.

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Dec. 30, 1926	New Jersey Power & Light Co. ....	For approval of the sale of four tracts of land in the Town of Belvidere to S. W. Gardner.
Dec. 30, 1926	Easton Gas Works .....	For approval of the lease and sale of a parcel of land in Phillipsburg to Franklin R. Tinsman, Charles T. Tinsman and Emily B. Libe, co-partners as Tinsman Brothers.

**Mergers**

DATE OF APPROVAL	NAME OF APPLICANT	NATURE OF PETITION
Feb. 25, 1926	New Jersey Gas & Elec. Co. ....	For approval of the sale of its gas property and business to the Jersey Central Pr. and Lt. Co.
Apr. 27, 1926	The Hunterdon Elec. & Pr. Co. & the New Jersey Pr. & Lt. Co. ....	For approval of the sale of the electric property and business of the former to the latter.
Apr. 27, 1926	The Jersey Electric Co. & New Jersey Pr. & Light Co. ....	For approval of the sale of the electric property and business of the former to the latter.
May 13, 1926	The Egbert Water Co. ....	For approval of the sale of its plant and property to the New Jersey Water Co.
May 25, 1926	Tintern Manor Water Co., Monmouth County Water Co. & Rumson Improvement Co. ....	For approval of consolidation agreement forming the Monmouth Cons. Water Co.
June 10, 1926	Atlantic City Gas Co. ....	For approval of a consolidation agreement by and between Atlantic City Gas Co. and Pleasantville Gas Co. forming the Atlantic City Gas Co.
June 14, 1926	Mountain Water Service Co. (Formerly Butler Water Co.) ....	For approval of merger and consolidation agreement with the Little Falls Water Co.
June 15, 1926	Kennedy Electric Co. ....	For approval of the sale of its electric property to the New Jersey Pr. & Lt. Co.
June 16, 1926	Eastern New Jersey Pr. Co. ....	For approval of a merger agreement between Brown's Mills Elec. Lt. & Pr. Co., New Egypt Light, Heat, Power and Water Co. and Eastern New Jersey Pr. Co.
Oct. 14, 1926	Community Pr. & Lt. Co. ....	For approval of the sale of its electric property, business and franchises, except its franchise to be a corporation to the New Jersey Pr. & Lt. Co.
Oct. 28, 1926	New Jersey Pr. & Lt. Co., Newton Gas Co. & Washington Gas Co. ....	For approval of merger agreement dated September 27th, 1926, forming New Jersey Pr. & Lt. Co.

MERGERS

**New Crossings at Grade**

DATE OF PERMISSION	NAME OF APPLICANT	NATURE OF PETITION	CONDITIONS
Jan. 21, 1926	Harris Structural Steel Co. ....	For permission to construct two tracks at grade across New Market Ave. in the Township of Piscataway, Middlesex County, N. J. to connect with tracks of the Lehigh Valley Railroad Co.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding be limited to a speed of not more than six miles per hour.</li> <li>2. That standard grade crossing signs be placed on the northeast and southwest corners of the proposed crossing.</li> <li>3. That all train movements over said siding be protected by a flagman stationed in the highway.</li> </ol>
Jan. 21, 1926	Lehigh and New England Railroad Co. ....	For permission to construct a siding track at grade across Brookside Ave. in the Borough of Sussex, Sussex County, N. J. to connect with an existing track on the Sussex Branch of the said Lehigh and New England Railroad Co.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding be limited to a speed of not more than six miles per hour.</li> <li>2. That an additional grade crossing sign be installed on the southwest corner.</li> <li>3. That all train movements over said siding be protected by a flagman stationed in the highway.</li> </ol>
Mar. 4, 1926	Central Railroad Co. of New Jersey .....	For temporary re-establishment of crossing at grade over New Brunswick Ave. in the City of Perth Amboy, Middlesex County, N. J. which crossing was eliminated by the construction work carried on at that place in accordance with order of the Board in the matter of the application of the City of Perth Amboy for the alteration of grade crossings on the lines of the Central R. R. of N. J. and Lehigh Valley Railroad Co. of N. J.	<ol style="list-style-type: none"> <li>1. That said crossing be protected by gates for all train movements.</li> </ol>

DATE OF PERMISSION	NAME OF APPLICANT	NATURE OF PETITION	CONDITIONS
Mar. 11, 1926	Elizabeth Sash, Door and Supply Co. ....	For permission to construct two tracks at grade across Linden Road in the Borough of Roselle Park, Union County, N. J. to connect with tracks of the Central Railroad Co. of N. J.	<ol style="list-style-type: none"> <li>1. That all train movements be limited to a speed of not more than six miles per hour.</li> <li>2. That flag protection be afforded for all train movements thereover.</li> <li>3. That derail be located on trestle track at a point to prevent accidental shifting of a car fouling the highway.</li> </ol>
Mar. 16, 1926	Bayway Terminal .....	For permission to construct a siding track at grade across Laurel St. in the City of Elizabeth, Union County, N. J. to connect with the Sound Shore Division of the Central Railroad Co. of N. J.	<ol style="list-style-type: none"> <li>1. That all train movements be limited to a speed of not more than six miles per hour.</li> </ol>
Mar. 16, 1926	Young Sand & Gravel Co. ....	For permission to construct a siding track across Haven Ave. in the City of Ocean City, N. J. to connect with tracks of the Atlantic City Railroad Co.	<ol style="list-style-type: none"> <li>1. That all train movements over said track be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over said track be protected by a flagman stationed in the highway.</li> </ol>
Mar. 16, 1926	Stone Harbor Railroad Co. ....	For permission to construct a siding track at grade across Stone Harbor Boulevard, Middle Township, Cape May County N. J. to connect with the property of the Stone Harbor Lumber Co.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over said siding be protected by a flagman stationed in the highway.</li> <li>3. That standard grade crossing signs be erected at the crossing.</li> </ol>
Mar. 16, 1926	Wm. Sharrock & Co. ....	For approval of new crossing grade across Mayran Ave., Somer Point, N. J. over the tracks of the West Jersey & Seashore Railroad Co.	
Mar. 16, 1926	Reading Co. ....	For permission to construct an additional track across Marion St., in the City of Trenton, Mercer County, N. J.	

DATE OF PERMISSION	NAME OF APPLICANT	NATURE OF PETITION	CONDITIONS
Mar. 23, 1926	Emily J. DeForest .....	For permission to construct a siding track at grade across Old Road, Oakland Ave., and Broad St. in the Township of Woodbridge, Middlesex County, N. J. to connect with the main line of the Elizabethport and Perth Amboy Branch of the Central Railroad Co. of N. J.	<ol style="list-style-type: none"> <li>1. That all train movements be limited to a speed of not more than six miles per hour.</li> <li>2. That flag protection be afforded by flagman stationed in the center of the highways before movements are made thereover.</li> <li>3. That standard grade crossing signs be erected at the north and south approaches of Old Road.</li> </ol>
May 20, 1926	Diebold Lumber Co. ....	For permission to construct a siding track at grade across Tremont Ave. in the City of Pleasantville, Atlantic County, N. J. to connect with north-bound main track of the Somers Point Branch of the West Jersey & Seashore Railroad Co.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding track be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over said siding track be protected by a flagman stationed in the highway.</li> <li>3. That flashing light signals be installed at both approaches to the main tracks.</li> </ol>
May 27, 1926	Town of Kearny .....	For permission to construct highway over tracks of Central Railroad Co. of N. J. at Central Ave. in the Town of Kearny, Hudson County, N. J.	<ol style="list-style-type: none"> <li>1. That when the highway is constructed train movements over the crossing be limited to six miles per hour.</li> <li>2. That all train movements over said highway be protected by a flagman.</li> <li>3. That standard grade crossing signs be erected at the northerly side of the most northerly track and south of the most southerly siding track.</li> </ol>

DATE OF PERMISSION	NAME OF APPLICANT	NATURE OF PETITION	CONDITIONS
June 17, 1926	West Jersey & Seashore Railroad Co. ....	For permission to construct siding tracks at grade across Delaware Ave. and track of Public Service Railway Co. between Arch and George Sts., to connect with the property of the Campbell Soup Co. in the City of Camden, Camden County, N. J.	<ol style="list-style-type: none"> <li>1. That all locomotives and train movements shall stop fifty feet north and south of the intersection of the extended track on Delaware Avenue and the siding tracks and proceed only upon signal from a flagman on the crossing indicating trolley car or traffic on the highway is not approaching; also that locomotive bell or whistle be sounded before locomotive or train starts from stop position.</li> <li>2. That the proposed tracks on Delaware Avenue shall not be used for railroad purposes other than movements to and from the plant of the Campbell Soup Co.</li> <li>3. That the crossing of the highway and Public Service tracks shall not be blocked by any locomotive or car for a period exceeding six minutes.</li> <li>4. That girder type of rails shall be used for track construction within the limits of Delaware Avenue.</li> </ol>
July 20, 1926	Board of Commissioners of the City of Sea Isle City .....	For permission to construct temporary highways at grade across the tracks of the West Jersey & Seashore Railroad Co. at Otway, Shelley, and Prince Sts. in the City of Sea Isle City.	
July 29, 1926	Louis A. Vine .....	For permission to construct a siding track at grade across Cortlandt St. in the City of Trenton, Mercer County, N. J. to connect with tracks of Pennsylvania Railroad.	<ol style="list-style-type: none"> <li>1. That all train movements over the crossing be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over the crossing be protected by a flagman stationed in the highway.</li> </ol>
July 29, 1926	West Jersey & Seashore Railroad Co. ....	For permission to construct a siding track at grade across Charles St. in the City of Gloucester, Camden County, N. J. to connect with property of the Hinde and Dauch Paper Co.	<ol style="list-style-type: none"> <li>1. That all train movements over the crossing be limited to speed of not more than six miles per hour.</li> <li>2. That all train movements over the crossing be protected by a flagman stationed in the center of the highway.</li> </ol>

NEW CROSSINGS AT GRADE

DATE OF PERMISSION	NAME OF APPLICANT	NATURE OF PETITION	CONDITIONS
Aug. 18, 1926	Department of Institutions and Agencies .....	For permission to construct a siding track at grade across Vreeland Ave. in the Borough of Totowa, Passaic County, N. J.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding track be limited to a speed of not more than six miles per hour.</li> <li>2. That standard grade crossing signs be erected at the crossing.</li> <li>3. That all train movements over said siding track be protected by a flagman stationed in the highway.</li> </ol>
Aug. 26, 1926	The Morristown & Erie Railroad Co. ....	For approval of change in the route of the Malapard Branch of the said railroad and permission to construct a new crossing at grade over the Newark & Mt. Pleasant Turnpike in the Township of Hanover, Morris County, N. J.	
Aug. 26, 1926	West Jersey & Seashore Railroad Co. ....	For permission to construct a siding track at grade across 11th St. in the Town of Hammonton, Atlantic County, N. J. to furnish additional facilities for handling freight and passenger movements on the Atlantic Division.	<ol style="list-style-type: none"> <li>1. That all train movements over the crossing be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over the crossing be protected by a flagman stationed in the center of the highway.</li> </ol>
Aug. 26, 1926	Whitehead Bros. Co. ....	For permission to construct a siding track at grade across a public road at Smithville in the Township of Eastampton, Burlington County, N. J. to connect with tracks of the Pennsylvania Railroad Co.	<ol style="list-style-type: none"> <li>1. That all train movements over said siding track be limited to a speed of not more than six miles per hour.</li> <li>2. That a grade crossing sign be placed at the crossing.</li> <li>3. That all train movements over said siding track be protected by a flagman stationed in the highway.</li> </ol>
Sept. 2, 1926	The Penhorn Creek Railroad Co., The Long Dock Railroad Co. and the Erie Railroad Co. ....	For permission to construct six siding tracks at grade across Monmouth St. in the City of Jersey City, Hudson County, N. J. to connect with tracks of said companies.	

DATE OF PERMISSION	NAME OF APPLICANT	NATURE OF PETITION	CONDITIONS
Nov. 23, 1926	James J. Bickleman .....	For permission to construct a siding track at grade across Hendee Road in the Township of Landis, Cumberland County, N. J. to connect with tracks of the Central Railroad Co. of N. J.	<ol style="list-style-type: none"> <li>1. That all train movements over the crossing be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over the crossing be protected by a flagman stationed in the center of the highway.</li> </ol>
Dec. 1, 1926	Pennsylvania Railroad Co. ....	For permission to construct an additional track at grade across the intersection of Rose St. and Jellif Ave. in the City of Newark, Essex County, N. J.	<ol style="list-style-type: none"> <li>1. That standard signs be substituted for those now at the crossing.</li> <li>2. That all train movements over the crossing be limited to a speed of not more than six miles per hour.</li> <li>3. That all train movements over the crossing be protected by a flagman stationed in the center of the highway.</li> </ol>
Dec. 8, 1926	West Jersey & Seashore Railroad Co. ....	For permission to construct a siding at grade across a public road in Upper Penns Neck Township, Salem County, N. J. to connect with property of the Standard Oil Co. of N. J.	<ol style="list-style-type: none"> <li>1. That all train movements over the crossing be limited to a speed of not more than six miles per hour.</li> <li>2. That all train movements over the crossing be protected by a flagman stationed in the center of the highway.</li> </ol>
Dec. 16, 1926	Delaware, Lackawanna & Western Railroad Co. ....	For permission to construct a temporary crossing at grade over the tracks of its Boonton Branch at Factory St., in the City of Passaic, Passaic County, N. J.	

## Statement Covering Additional Protection at Grade Crossings

From December 31, 1925 to December 31, 1926.

### NEW YORK & LONG BRANCH RAILROAD

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
West End Avenue	Point Pleasant	Extension of gate protection from 16 hours to 24 hours.
Arnold Avenue	West End	Extension of watchman's hours from 10 hours to 11 hours.
Brighton Avenue	West End	Extension of gate protection from 16 hours to 24 hours.
Bangs Avenue	Asbury Park	Extension of gate protection from 16 hours to 24 hours.
Summerfield Avenue	Asbury Park	Extension of watchman's hours from 16 hours to 24 hours.
Monroe Avenue	Asbury Park	Extension of watchman's hours from 16 hours to 24 hours.
Warren Avenue	Spring Lake	Extension of gate protection from 16 hours to 24 hours.
Monmouth Avenue	Spring Lake	Extension of protection by watchman from 16 hours during Summer to 16 hours all year.
Celhaus Crossing	Cliffwood	Two 300-foot approach Signs.
Washington Boulevard	Sea Girt	Under consideration for elimination.
State Route	Matawan	Under consideration for elimination.
Broadway	Long Branch	Under consideration for elimination.

### LEHIGH & HUDSON RIVER RAILROAD

Green Spot Road	500' East of Franklin	Under consideration for elimination.
Roxbury Road	Belvidere	Under consideration for elimination.

### DELAWARE, LACKAWANNA & WESTERN RAILROAD

Station Crossing	Stewartsville	Flashing light signals.
Franklin Road	Denville	Flashing light signals.
Delawanna Avenue	Delawanna	Eliminated by under pass.
Broad Street	Clifton	Eliminated.
Bloomfield Avenue	Passaic	In process of elimination.
Barclay Street	Paterson	Under consideration for elimination.
Van Winckle Street	Paterson	Under consideration for elimination.
Mill Street	Paterson	Under consideration for elimination.

### ATLANTIC CITY RAILROAD

Eleventh Street	Hammonton	Flashing light signals.
North Street	Blue Anchor	Flashing light signals.
Central Avenue	Blue Anchor	Flashing light signals.
Berlin and Sicklertown Road	Williamstown Junction	Flashing light signals.
Fifteenth Street	Rosedale	Flashing light signals.
South Seaville Road	South Dennis	Flashing light signals and two 300 foot approach signs.
Weymouth Road	Da Costa	Flashing light signals.
Ninth Street	Barnard	Flashing light signals.
Browning Road	Bellmawr	Flashing light signals.
Mullica Hill Road	Sherwin	Flashing light signals.
Lincoln Avenue	Magnolia	Flashing light signals.
Five Point Road	Pine Valley	Flashing light signals.
Gibbs Road	Clementon	Flashing light signals.
Laurel Road	Stratford	Watchman placed from 6 A. M. to 10 P. M. daily.
Evesham Avenue	Magnolia	Extension of watchman's hours 6 A.M. -10 P.M. to 5:25 P.M.-12:25 A.M.
Doughty Road	Pleasantville	Automatic bell.
Broadway and King Street	Gloucester	Traffic light placed at crossing.
Cumberland Avenue	Risley	Two 300 foot approach signs.
Jimmy Lee Road	Risley	Two 300 foot approach signs.
Woodbury Road	Glendora	Speed of trains limited to 6 miles per hour.

READING RAILROAD

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
Pennington Avenue	Trenton	Flashing light signals.
River Road	Ewing Township	Flashing light signals.
Plainsville Road	Montgomery Township	Gates installed and operated 24 hours.
Blair Road	Woodbridge Township	Flashing light signals.
Old Raritan Avenue	East of Bound Brook	Under consideration for elimination.

CENTRAL RAILROAD

Center Street	Garwood	Extension of gate protection from 13 hours to 24 hours.
Lamont Avenue	Bound Brook	Flashing light signals.
Vosseler Avenue	Bound Brook	Flashing light signals.
Anderson Avenue	Raritan	Flashing light signals.
Thompson Avenue	Raritan	Flashing light signals.
Chestnut Street	Dunellen	Flashing light signals.
First Highway	East of Matawan	One standard crossing sign.
Lloyds Road	East of Matawan	One standard crossing sign.
Broad Street	Keyport	One standard crossing sign.
Fulton Street	Keyport	One standard crossing sign.
Florence Avenue	Keyport	One standard crossing sign.
Poole Street	Keyport	One standard crossing sign.
Highway Crossing	Natco	One standard crossing sign.
Laurel Street	Keansburg	One standard crossing sign.
Waycake Road	Keansburg	Two standard crossing signs.
Church Street	Keansburg	One standard crossing sign.
Thompson Avenue	Keansburg	One standard crossing sign.
Keansburg-Port Monmouth Rd.	Port Monmouth	One standard crossing sign.
Shore Road	Port Monmouth	One standard crossing sign.
Church Street	Belford	One standard crossing sign.
East Road	Belford	One standard crossing sign.
Appleton Avenue	Leonardo	One standard crossing sign.
Leonard Avenue	Leonardo	One standard crossing sign.
Avenue D	Atlantic Highlands	One standard crossing sign.
Thompson Avenue	Leonardo	Eliminated by abandonment.
Thorn's Crossing (Private)	Forked River	Eliminated by abandonment.
Three Crossings		Two 300 foot approach signs.
Caven Point Road	Jersey City	Under consideration for elimination.
Union Avenue	Cranford	Under consideration for elimination.
Lincoln Avenue	Cranford	Under consideration for elimination.
Center Street	Garwood	Under consideration for elimination.
Fifteen City Streets	Elizabethport	Under consideration for elimination.
Three Railroad Crossings		

PENNSYLVANIA RAILROAD

TRENTON DIVISION

Kugler's Road	West of Byram	Flashing light signals.
Bridge Street	Frenchtown	Flashing light signals.
Stiles Road	Maple Shade	Flashing light signals.
Thompson Street	Burlington	Eliminated by abandonment.
Hulme Street	Burlington	Eliminated by abandonment.

PENNSYLVANIA RAILROAD

ATLANTIC AND CAMDEN TERMINAL DIVISIONS

McNeal Street	Millville	Gates installed and operated 5:45 A. M. to 9:45 P. M.
Rio Grande Avenue	Rio Grande	Flashing light signals.
Lake Road	Forest Grove	Flashing light signals.
Mount Vernon Avenue	West Haddonfield	Gates installed.
Main Street	Haddonfield	Vertical color lights replaced by Flashing light signals.
Illinois Avenue	Atlantic City	Annunciator bells.
Two Crossings	Malaga	Under consideration for elimination.
Four Crossings	Pleasantville	Under consideration for elimination.
Fifteen City Streets	Camden	Under consideration for elimination.
Brownings Road	Brooklawn	Under consideration for elimination.
Broadway	North Woodbury	Under consideration for elimination.
Five Crossings	Between Brooklawn and North Woodbury	Under consideration for elimination.
Shore Road	Absecon	Under consideration for elimination.
Oak Street	South Glassboro	Under consideration for elimination.
Main Street	South Glassboro	Under consideration for elimination.
Union Street	South Glassboro	Under consideration for elimination.
Swedesboro Road	Franklinville	Under consideration for elimination.
Still Run Road	Franklinville	Under consideration for elimination.
Porchtown Road	Franklinville	Under consideration for elimination.

PUBLIC UTILITY COMMISSIONERS REPORT

NEW YORK DIVISION

<i>Crossing.</i>	<i>Location.</i>	<i>Protection Installed.</i>
China Hill Road	Colonia	Under consideration for elimination.
Sucker Brook Road	Iselin	Under consideration for elimination.

ERIE RAILROAD

Colfax Avenue	Athenia	Flashing light signals.
Crescent Avenue	Allendale	Flashing light signals.
West Allendale Avenue	Allendale	Additional automatic flagman.
Midland Avenue	Passaic Junction	Flashing light signals.
Lodi Road	Garfield	Flashing light signals.
Central Avenue	East Rutherford	Flashing light signals.
Lock Road	Glen Rock	Flashing light signals.
Davis Avenue	Harrison	Extension of gate protection from 7 A. M. 11 P. M. to 6 A. M.-12:30 A. M.
Holmes Street	Belleville	Extension of gate protection from 5:45 A. M.-7 P. M. to 5:45 A. M.-1 A. M.
Grant Avenue	Nutley	Extension of gate protection from 7 A. M.-9 P. M. to 5:45 A. M.-1 A. M.
Highfield Lane	Nutley	Extension of gate protection from 7 A. M.-9 P. M. to 5:00 A. M.-1 A. M.
Willian and John Streets	Belleville	Change from joint gate operation to separate gate operation.
Pompton Turnpike	Pequanock	Flashing light signals.
Little Street	Belleville	Flashing light signals.
Willett Street	Bloomfield	Flashing light signals.
Eight Crossings		300 foot approach signs.
Kip Avenue	Clifton	Eliminated by overhead bridge.
Franklin Street	Paterson	Eliminated by overhead bridge.
Ackerman Avenue	Glen Rock	Eliminated by underpass.
Madison Avenue	Paterson	Elimination under way.
Bond Street	Paterson	Elimination under way.
Market Street	Paterson	Elimination under way.
Ellison Street	Paterson	Elimination under way.
Van Houten Street	Paterson	Elimination under way.
Broadway	Paterson	Elimination under way.
Fair Street	Paterson	Elimination under way.
Hamilton Street	Paterson	Elimination under way.
Keen Street	Paterson	Elimination under way.
Warren Street	Paterson	Elimination under way.
River Street	Paterson	Elimination under way.
Hoboken Avenue	Jersey City	Under consideration for elimination.
Twelve City Streets	Passaic	Under consideration for elimination.
Hohokus Road	Hohokus	Under consideration for elimination.
Park Avenue and Union Ave.	Rutherford	Under consideration for elimination.

NORTHERN RAILROAD

Edgewater Avenue	Ridgefield	Extension of watchman's hours from 10 to 16 hours.
Jay Street	Tenafly	Flashing light signals.

NEW JERSEY AND NEW YORK RAILROAD

Essex Street	Hackensack	Additional crossing sign.
Sussex Street	Hackensack	Additional crossing sign.
Atlantic Avenue	Hackensack	Additional crossing sign.
Beach Street	Hackensack	Additional crossing sign.
Central Avenue	Hackensack	Additional crossing sign.
Clay Street	Hackensack	Additional crossing sign.
Berry Street	Hackensack	Additional crossing sign.
Passaic Street	Hackensack	Additional crossing sign.
Anderson Street	Hackensack	Additional crossing sign.
Maple Avenue	Hackensack	Additional crossing sign.
Clinton Avenue	Hackensack	Additional crossing sign.
Euclid Avenue	Hackensack	Additional crossing sign.
Poplar Avenue	Hackensack	Additional crossing sign.
Main Street	Hackensack	Additional crossing sign.
Temple Avenue	Hackensack	Additional crossing sign.
Grand Avenue	North Hackensack	Additional crossing sign.
Main Street	North Hackensack	Additional crossing sign.
Bridge Street	River Edge	Additional crossing sign.
Oradell Avenue	Oradell	Additional crossing sign.
Veldran Place	Oradell	Additional crossing sign.
Linwood Avenue	Emerson	Additional crossing sign.
Kinderkamack Road	Emerson	Additional crossing sign.
Jefferson Avenue	Westwood	Additional crossing sign.
Grand Avenue	Westwood	Additional crossing sign.

STATEMENT COVERING ADDITIONAL PROTECTION

NEW JERSEY AND NEW YORK RAILROAD (Cont'd.)

Crossing.	Location.	Protection Installed.
Irvington Place .....	Westwood .....	Additional crossing sign.
Hillside Avenue .....	Hillside .....	Additional crossing sign.
Orchard Street .....	Hillside .....	Additional crossing sign.
Park Avenue .....	Hillside .....	Additional crossing sign.
Hillside Manor Crossing .....	Hillside .....	Additional crossing sign.
Volyer Crossing .....	Park Ridge .....	Additional crossing sign.
Saddle River Crossing .....	Woodcliff Lake .....	Additional crossing sign.
Madison Avenue .....	Park Ridge .....	Additional crossing sign.

NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD

Maywood Avenue .....	Maywood .....	Flashing Light Signals.
Wycoff Road .....	Wycoff .....	Flashing Light Signals.
Paulis Avenue .....	Campgaw .....	Flashing Light Signals.
Moore Street .....	Hackensack .....	Flashing Light Signals.
Wanaque Avenue .....	Pompton Lakes .....	Automatic Flagman.

BALTIMORE AND NEW YORK RAILWAY

Chestnut Street .....	Roselle .....	Flashing Light Signals.
Fifth Avenue .....	Roselle .....	Under consideration for elimination.

NEW YORK CENTRAL RAILROAD

Harriett Avenue .....	Harrington Park .....	Flashing Light Signals.
Main Street .....	Bergenfield .....	Gate protection extended from 12 hours to 24 hours.
Clinton Street .....	Bergenfield .....	Gates installed and operated from 8 A.M. to 4 P.M.
West Englewood Avenue .....	West Englewood .....	Elimination under way.
Fort Lee Road .....	Bogota .....	Under consideration for elimination.
Howarth Drive .....	Howarth .....	Under consideration for elimination.
Hoboken Road .....	Jersey City .....	Under consideration for elimination.
Madison Avenue .....	Dumont .....	Under consideration for elimination.

LEHIGH VALLEY RAILROAD

Central Avenue .....	Picton .....	Flashing Light Signals.
Terill Road .....	Goodmans .....	Flashing Light Signals.
Six Crossings .....		300-foot Approach Signs.
North Broad Street .....	Hillside .....	Under consideration for elimination.
Walnut Street .....	Cranford .....	Under consideration for elimination.
Lexington Avenue .....	Cranford .....	Under consideration for elimination.
Plainfield Avenue .....	South Plainfield .....	Under consideration for elimination.
Frelinghuysen Avenue .....	Newark .....	Under consideration for elimination.
Peddie Street .....	Newark .....	Under consideration for elimination.
Camplain Road .....	Royce Valley .....	Under consideration for elimination.
Bridge Street (State Highway) .....	Royce Valley .....	Under consideration for elimination.
Caven Point Road .....	Jersey City .....	Under consideration for elimination.

**Additional Protection Installed at Grade Crossings.**

From December 31st, 1925, to December 31st, 1926.

Standard Approach Signs.....	21
Audible Visible Signals.....	50
Watchman Protection .....	7
Standard Grade Crossing Signs.....	50
Slow and Stop Order.....	1
Gate Protection .....	14
Annunciator Bells .....	1
Bell Protection .....	1
Crossing Eliminations Under Consideration.....	94
Crossings Eliminated .....	5
Crossing Eliminations Underway .....	28
Private Crossings Abandoned.....	1
Public Crossings Abandoned.....	3

**Accidents—Street Railways.**

December 1st 1925, to November 30th 1926, Inclusive.

<i>Character of Accidents.</i>	<i>No. of Accidents.</i>	<i>Number Killed.</i>			<i>Number Injured.</i>		
		<i>Passengers.</i>	<i>Employees.</i>	<i>Others.</i>	<i>Passengers.</i>	<i>Employees.</i>	<i>Others.</i>
Car Collisions .....	32	0	0	0	94	14	0
Vehicle Collisions .....	246	0	0	9	52	15	398
Pedestrian Collisions .....	166	0	0	11	0	2	160
Derailments .....	20	0	0	0	30	1	1
Boarding and Alighting....	27	0	0	0	28	0	0
Miscellaneous .....	16	1	0	2	13	2	0
Falling from Cars.....	4	0	0	0	4	0	0
Injured on Cars.....	33	0	0	0	34	0	0
Grade Crossings .....	11	0	0	0	8	1	6
Car Equipment Burnouts....	4	0	0	0	10	1	0
<b>Total.....</b>	<b>559</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>273</b>	<b>36</b>	<b>565</b>

**Accidents on Steam Railroads.**

December 5th, 1925 to November 27th, 1926.

	<i>Killed</i>	<i>Injured.</i>
<b>Collisions:</b>		
Passengers .....	..	11
Employees .....	3	43
Others .....	..	8
<b>Crossing Track at Highway:</b>		
Passengers .....	..	..
Employees .....	..	..
Others .....	74	214
<b>Derailments:</b>		
Passengers .....	1	45
Employees .....	4	16
Others .....	2	2
<b>At Bridges and Tunnels:</b>		
Passengers .....	2	1
Employees .....	2	13
Others .....	2	..
<b>Struck by Locomotives or Cars:</b>		
Passengers .....	9	9
Employees .....	45	49
Others .....	11	16
<b>Getting On or Off Trains:</b>		
Passengers .....	4	100
Employees .....	2	103
Others .....	1	10
<b>Coupling or Uncoupling Cars:</b>		
Passengers .....	..	..
Employees .....	2	56
Others .....	..	..
<b>Trespassing on Right of Way:</b>		
Passengers .....	..	..
Employees .....	1	..
Others .....	89	46
<b>Other Causes:</b>		
Passengers .....	3	72
Employees .....	17	692
Others .....	3	13
	277	1520

## INDEX

Accidents on Steam Railroads, List of.....	54
Accidents on Street Railways, List of.....	53
Agreements, Leases, Approvals of.....	30-40
Bonds, Stocks, Mortgages, Approvals of.....	20-29
Grade Crossing Protection.....	48-52
Leases, Agreements Approvals of.....	30-40
Mergers, Approvals of.....	41
Mortgages, Approvals of.....	20-29
New Crossings at Grade, Approvals of.....	42-47
Ordinances, Approvals of.....	15-18
Protection at Grade Crossings.....	48-52
Sales of Land, Facilities, Approvals of.....	30-40
Securities, Approvals of.....	20-29









