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Division of Motor Vehicles
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FORTY-THIRD

ANNUAL REPORT

OF THE

DIRECTOR OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1948



ARTHUR W. MAGEE
Director

WILLIAM J. DEARDEN
Deputy Director

DEPARTMENT OF LAW AND PUBLIC SAFETY

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Disorder

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ANNUAL REPORT

April 1, 1949.

To His Excellency the Governor and the Legislature:

In accordance with sections 39:2-12 and 39:4-6 of the Revised Statutes, there is submitted herewith a report of the activities of the Division of Motor Vehicles for the year 1948.

New Jersey's contribution to the national motor vehicle traffic accident toll of 32,000 during the calendar year was 597 fatalities, a decrease of 41 deaths, or 6 per cent below the 1947 total of 638. It was the lowest state death toll in 26 years.

The death rate per 100,000,000 vehicle miles was reduced to 4.23, or 43 per cent lower than the rate of ten years ago. New Jersey remained well under the 1948 national death rate of 8.1 per 100,000,000 vehicle miles. Only three states had a lower mileage death rate than New Jersey. They were Massachusetts 3.8; North Dakota 4 and Rhode Island 2.7.

While fatalities dropped to a new low, total reportable accidents reached a record high of 60,022, a 21 per cent increase over 1947. The number of persons non-fatally injured rose slightly, totaling 25,632, or 7 per cent above the previous year.

Vehicle registrations, the number of licensed drivers and Division revenue all exceeded any previous year's record. Highly significant was the fact that new car sales numbered 164,311, 11 per cent greater than the year before and the highest yearly total in the history of the State.

The economic loss from the year's accidents was \$34,582,200, a tremendous price to pay for errors in judgment and carelessness. This represents a per capita loss of \$8.30.

LEADING ACCIDENT CAUSES

Every traffic mishap is the result either of an error in judgment or an act of carelessness on the part of the driver or the pedestrian. These acts cover a wide range but, year after year, there are six that stand out prominently as the leading causes of accidents. They are:

1. Followed too closely.
2. Violated right of way.
3. Driving on wrong side of road.
4. Speeding.
5. Improper turn.
6. Failed to signal or improper signal.

TRAFFIC CONDITIONS

With reference to traffic conditions generally, it is stated that some 30 per cent of the State's reported accidents, together with a comparable percentage of motor vehicle travel, happen on the State Highway System. It is plain, therefore, that traffic is largely a municipal problem.

In many sections of the State, motorists are not conscious of the fact that they have travelled across several community boundaries with the result that, more and more, political boundary lines are becoming dissolved with respect to motor vehicle transportation. It is increasingly important therefore that community officials co-ordinate their efforts to produce desired and effective results. No longer is a community sufficiently isolated to solve, in all respects, its traffic problem without comparable and effective action on the part of adjoining communities.

THE PEDESTRIAN

Perhaps the outstanding safety achievement of the year was the reduction in pedestrian casualties. Pedestrian fatalities not only decreased 19 per cent over 1947 but the number of walkers injured likewise dropped nearly one per cent. Compared with ten years ago (1939), pedestrian deaths in 1948 were 38 per cent lower.

It was the first year in many that pedestrian deaths did not represent 50 per cent or more of total traffic fatalities. The percentage in 1948 was 43.5.

Middle-aged and elderly pedestrians were the principal problem of enforcement agencies. This age group comprised 64 per cent of all pedestrian fatalities. Three in every five pedestrian deaths occurred while the pedestrian was crossing or standing between street intersections.

MOTOR VEHICLE INSPECTIONS

Besides paying big safety dividends, the motor vehicle inspection program, now in its twelfth year, directly benefited the car owner by bringing to his attention mechanical defects which would have entailed heavy repair charges if left uncorrected. The need for State control is seen in the fact that despite two inspections annually, each inspection period finds approximately one-third of the vehicles rejected on initial inspection.

When a vehicle is subject to the inspection law and its owner, for some reason, cannot present it for inspection, it is required that the registration card and license plates be surrendered at any inspection station. A registration thus voluntarily surrendered is received without prejudice and filed in the Trenton office. Later, if the owner is ready to present his vehicle for inspection, the registration is returned upon request. Altogether, 46,113 registrations were surrendered during the year and 5,157 were returned upon request.

In addition to New Jersey, there are 24 States and the District of Columbia that recognize motor vehicle inspections as an effective medium of accident prevention. These States are Delaware, Washington, Utah, Colorado, New Mexico, Mississippi, Virginia, Pennsylvania, Vermont, Maine, New Hampshire, Massachusetts, Maryland, Oregon, Montana, Nebraska, Minnesota, Iowa, Illinois, Ohio, Tennessee, Alabama and Florida. Connecticut has voluntary inspection.

Legislation authorizing the adoption of motor vehicle inspection programs is now pending in five other States, namely, California, Indiana, Wisconsin, Missouri and New York.

NEW DRIVERS

The Division examined 149,612 applicants for drivers' licenses during the year, placing the stamp of approval on 124,918 who met the driving, written and eye tests. The present driver test, while conforming to American Association of Motor Vehicle Administrators standards, is still not the most desirable method of determining the qualifications of applicants seeking the motor vehicle driving privilege.

For the best results, the examination should be augmented to include tests for reaction time, field of vision, depth perception, glare recovery and last, but not least, attitude. This would require additional personnel and permanent examination quarters.

ENFORCEMENT

Enforcement, as measured by the number of arrests for moving violations of the traffic and motor vehicle laws, fell off one per cent in 1948 over 1947. These arrests totaled 94,418 of which 37,186, or 39 per cent were for speeding.

The average fine in traffic cases, exclusive of mandatory fines, was \$6.35. In 1947 the average fine was \$6.05. Token fines between \$3 and \$5 were imposed in 46 per cent of the cases during the year.

Municipal and county police were responsible for slightly more than 49 per cent of total arrests.

Results of the new no-fix summons which went into effect on January 1, 1949 will be discussed in the 1949 report of the Division.

FINANCIAL RESPONSIBILITY LAW

Enforcement of the Financial Responsibility Law continued to be of material benefit to the public. This law compels owners and drivers convicted of serious violations of the motor vehicle laws and those failing to pay judgments resulting from their negligent operation of motor vehicles, to give evidence of their financial responsibility if they desire to continue driving on the public highways.

The law's judgment feature alone is worthy of mention. During the year, unsatisfied judgments arising from traffic accidents totaling \$920,434.75 were reported to the Division and, as the result of subjecting the defendants to the requirements of the Financial Responsibility Law, proof of payments totaling \$504,608.63 was subsequently filed. In cases where the judgment debtor did not satisfy the judgment, the driver's license and registration privileges were revoked until such time as the judgments are paid. In addition to the unsatisfied judgments reported, there were many cases where the mere threat of revocation was enough to force prompt settlement of claims and judgments.

MECHANICAL TURN SIGNAL

The one common factor in all automobile accidents is the car itself. It falls upon the automotive industry therefore, to build into its products every tried device that will help drivers to operate safely and avoid accidents.

One of the leading causes of New Jersey traffic accidents is the failure of drivers to use hand signals when about to execute left or right hand turns. The mechanical turn signal, at present, equipment only in medium and higher priced cars, is the answer. It is recommended that the Legislature give consideration to a statute that would require the mechanical turn signal in all new cars.

SAFETY EDUCATION

The winning of three awards in 1948 for safety accomplishments in New Jersey in 1947 is seen as indicating the fruits of extensive efforts in educational, engineering and enforcement through the co-ordinated activities at the State, county and municipal levels. This was the first time that the State gained triple honors in a single year.

In the National Traffic Safety Contest of the National Safety Council, New Jersey tied with Massachusetts for second place in the Eastern States group. This was the thirteenth award to the State since the start of the contest in 1932.

New Jersey was also honored by the American Automobile Association, winning first place in the AAA National Pedestrian Protection Contest, being tied with Massachusetts in its State group.

The third honor was a meritorious award from the Association of Casualty and Surety Companies for achievement in high school driver education.

During 1948 the Division continued its safety educational programs in three major fields: schools (elementary, secondary and teacher colleges); general public education, and county and municipal official safety committees. The last are an outgrowth of the Governor's Highway Safety Conference. By the end of 1948, organizations had been formed in every county, though two have not yet completed county committee organization. In addition, the Division was most active and co-operative in plans to organize non-official groups devoted to public support program recommendations.

Since individuals of all age groups were reached by all possible media of public information on a State-wide basis, the Division is indebted to the press, the radio and the theatres of the State for co-operative efforts to support the highway safety program during 1948. The New Jersey Press Association conducted a three-month program stressing highway safety and members of the association and others aided in all-year activities. As an example, the *Newark News* not only gave generous space to the cause of traffic safety but reprinted another edition of its pamphlet, "It's Your Life".

Newspaper stories and activities, radio dramatizations and announcements and the showing of safety films in public theaters have helped to expose the average citizen of New Jersey to safety education all around the clock throughout the year.

RE-EXAMINATION OF DRIVERS

The need for re-examining all drivers at stated intervals becomes more apparent by the record of accidents and deaths resulting from physical defects in operators that make it unsafe for them to operate a motor vehicle on the public highways.

LAW AMENDMENT RECOMMENDED

It is again recommended that R. S. 2:138-9, the killing by motor vehicle statute, be amended by eliminating the words "willful and wanton" from the text. Such amendment will make the law less difficult to enforce and assure proper punishment for drivers who, while violating the motor vehicle laws, become involved in fatal accidents. Strengthening of this law would greatly increase the safety consciousness of all drivers.

REVENUE, REGISTRATIONS, LICENSES

The gross revenue of the Division for 1948 was \$31,203,193.90, an increase of 8.5 per cent over 1947.

Motor vehicle registrations totaled 1,377,740, a rise of 8.5 per cent. Passenger vehicle registrations numbered 1,108,522 as compared with 1,018,395 in the previous year, an increase of 8.8 per cent, while commercial vehicle registrations were 174,932, an increase of 7.2 per cent.

The Division issued 1,682,969 driver's licenses, a rise of 5.0 per cent over the year 1947.

Revenue, Registrations, Licenses

	1948 Items	1947 Items	1948 Fees	1947 Fees
Passenger vehicles	1,108,522 ✓	1,018,395	\$13,099,230.70	\$11,948,933.20
"No Fee" registrations to Motor Vehicle, state and local police departments and amputee veterans	873	719		
"No Fee" registrations of state, county, federal and municipally owned vehicles	14,548 ✓	13,649		
Commercial vehicles	174,932 ✓	163,252	6,754,113.00	6,273,811.50
Farmer truck vehicles	17,594 ✓	17,291	324,597.25	308,999.00
Undertaker vehicles	738 -	710	19,174.00	18,479.00
Omnibus vehicles	10,603 ✓	10,661	459,649.25	454,095.50
Trailer registrations	23,975 ✓	22,685	1,217,071.50	1,119,672.50
Motor cycles	10,572 ✓	9,936	21,144.00	19,872.00
Dealers (auto and M. C.)	3,437	3,128	92,900.00	84,075.00
Agricultural tractors	3,155	4,070	15,465.00	12,210.00
Farm use registrations	6,547	5,355	6,547.00	5,355.00
Contractor's equipment—intransit	244	186	6,101.00	4,651.00
TOTAL REGISTRATIONS	1,377,740	1,270,037	22,015,492.70	
Duplicate certificates	39,021	35,829	39,021.00	35,829.00
Transfers and exchanges	240,999	190,142	659,766.40	548,656.70
Duplicate tags (auto and M. C.)	30,968	35,149	30,927.00	35,346.00
Auto driver's licenses	1,682,969	1,602,210	5,048,907.00	4,806,630.00
Farm vehicle driver's licenses	582	587	582.00	587.00
Certificate of Ownership Bureau	852,510	731,116	1,351,674.75	1,323,188.50
Motor cycle driver's licenses	8,679	8,081	8,679.00	8,081.00
Learner's permits	288,516	269,537	288,516.00	221,591.50
Duplicate driver's licenses (armed forces)	23	167	23.00	167.00
"No Fee" issues (to state, county and municipal governments)				
Auto driver's licenses	306	425		
Motor cycle driver's licenses	891	899		
Transfers	1,503	1,497		
Duplicate tags	121	80		
Duplicate driver's licenses	2	3		
Duplicate certificate (registrations)	18	12		
TOTAL ITEMS ISSUED BY AGENTS	4,525,148	4,145,771		
Fines Bureau			383,418.35	384,459.76
Certified copies			7,337.34	4,926.62
Junk Yard Bureau			1,650.00	1,850.00
Commercial permits			9,519.24	7,287.96
Registration permits			180.00	107.50
Power of attorney fees			6,496.00	5,082.00
Miscellaneous receipts			17,072.06	8,324.48
Excise Bureau			109,180.56	107,104.81
Vehicle Inspection Bureau			1,224,231.50	1,017,207.50
			\$31,203,193.90	\$28,766,580.33

22.
\$9.2 million

TRAFFIC ACCIDENT STATISTICS

Traffic accident fatalities totaled 597 in 1948, the lowest in 26 years.

Total accidents, however, were the highest in the State's history numbering 60,022, an increase of 21 per cent over the previous year.

Non-fatal injuries reached 25,632, increasing 7 per cent over the 23,909 reported in the year 1947.

There were 165 accidents daily, on the average, as compared with 136 in the previous year.

On the average, there were less than two fatalities daily (1.6) as against 1.7 daily in 1947.

The death rate per one hundred million vehicle miles of travel was also the lowest in history. The rate was 4.23.

Year	Accidents	Deaths	Injured	Death Rate
1948	60,022	597	25,632	4.23
1947	49,513	638	23,909	4.76
1946	38,321	712	21,908	5.75
1945	28,521	630	16,893	7.27
1944	24,120	609	15,252	7.69
1943	22,007	682	14,176	9.22
1942	33,597	771	20,384	7.83
1941	48,734	971	30,415	7.73

Economic Loss

The economic loss suffered from the year's accidents was \$34,582,200. This figure includes the calculable costs of traffic accidents such as wage loss, medical expense, overhead cost of insurance and property damage.

The estimate is based upon \$18,200 for each death; \$660 for each nonfatal injury and \$160 for each property damage accident.

Year	Economic Loss
1948	\$34,582,200
1947	22,180,000
1946	20,930,000
1945	16,900,000
1944	15,150,000
1943	15,300,000
1942	26,000,000
1941	27,000,000

Leading Accident Causes

There are six driver actions that stand out prominently, year after year, as the leading causes of traffic accidents in New Jersey. These actions are:

	Number Accidents
1. Followed too closely	8,691
2. Violated right of way	7,231
3. Driving on wrong side of road	7,140
4. Speeding	6,010
5. Improper turn	3,544
6. Failed to signal or improper signal	2,707
	35,323

FOLLOWED TOO CLOSELY: About half (50.5%) of these accidents happen at street intersections and in 98 per cent of the cases the offending drivers are travelling in the same direction as the vehicles with which they are involved. Dry road conditions prevail in three out of five accidents. Fifty-three per cent happen in daylight.

VIOLATED RIGHT OF WAY: A great percentage of right of way accidents (87%) happen at street intersections. Ninety-two per cent concerning right angle collisions; 59 per cent happen on dry road surfaces and 57 per cent in daylight.

DRIVING ON WRONG SIDE OF ROAD: Two-thirds (67%) of these accidents occur between intersections and, in 85 per cent of the cases, involve conflict with vehicles travelling in the opposite direction. Fifty-eight per cent occur on dry road surfaces and 57 per cent at night.

SPEEDING: A large majority of speed accidents (74%) happen at street intersections; 60 per cent are right-angle collisions. Sixty-three per cent occur on dry road surfaces and 51 per cent in daylight.

IMPROPER TURN: Four in every five of these accidents happen at street intersections and slightly more than 50 per cent in daylight. Thirty-eight per cent are right-angle collisions, 25 per cent same direction accidents and 28 per cent opposite direction accidents.

FAILED TO SIGNAL OR IMPROPER SIGNAL: Approximately three in every five of these accidents (57%) happen at street intersections; 90 per cent are same direction accidents; 65 per cent occur on dry road surfaces and 57 per cent in daylight.

Speed

Speed was the leading violation reported in fatal accidents. In all accidents, however, it was fourth on the list of causes.

There were 37,186 arrests for speeding during the year and 6,010 accidents in which this violation was the principal factor. It was the cause of 123 fatal accidents.

Drivers in the age group 20 to 29 years were the principal offenders. While comprising 26.26 per cent of total licensed drivers, they figured in 13,337 speed arrests (38.4%) and 1,961 speed accidents (40.2%).

Drivers under 20 years represent approximately 5.78 per cent of licensed drivers. They were concerned in 1,831 speed arrests (5.2%) and 575 accidents (11.8%) caused by speed.

Statistics covering speed arrests and speed accidents follow:

Age Groups	Per cent licensed drivers	Number of speed arrests	Per cent speed arrests	Number of speed accidents	Per cent speed accidents (stated ages)
Under 20	5.78	1,831	5.2	575	11.8
20 to 29	26.26	13,337	38.4	1,961	40.2
30 to 39	27.91	9,984	28.6	1,156	23.7
40 to 49	21.52	6,237	18.	634	13.
50 to 64	15.46	3,166	9.1	487	10.
65—over	3.07	239	.7	67	1.3
Unknown .....	...	2,392	...	1,130	...
	100.00	37,186	100.0	6,010	100.00

Hours of Occurrence

More accidents occurred between 4 and 5 P. M. than during any other hour of the day. The most dangerous hour for fatal accidents was 6 to 7 P. M.

Days of Week

Friday was the day of the week that accounted for most accidents. In 1947, Saturday was the heaviest accident day.

Urban—Rural

Two-thirds of total accidents happened in urban communities of over 10,000 population, the same as in the previous year. Less than half (45%) of the fatal accidents and 62 per cent of the pedestrian fatalities occurred in urban areas. The latter was an increase from 55.7 per cent in 1947.

TOTAL ACCIDENTS

	1948	1947
Urban	39,921 (67%)	33,231 (67.1%)
Rural	20,101 (33%)	16,282 (32.9%)
	<u>60,022</u>	<u>49,513</u>

FATAL ACCIDENTS

	1948	1947
Urban	245 (45%)	265 (44.5%)
Rural	200 (55%)	330 (55.5%)
	<u>545</u>	<u>595</u>

PEDESTRIAN FATALITIES

	1948	1947
Urban	161 (62%)	180 (55.7%)
Rural	99 (38%)	143 (44.3%)
	<u>260</u>	<u>323</u>

Population Groups

Accident types and casualties in five distinct population groups were as follows:

	ACCIDENTS			Property damage	DEATHS	INJURED
	Total	Fatal	Non-fatal			
100,000—over	16,533	91	4,885	11,557	97	6,702
25,000-100,000	13,246	73	3,561	9,612	75	4,959
10,000-25,000	10,142	81	2,699	7,362	85	4,135
2,500-10,000	13,349	171	3,634	9,544	195	6,021
Under 2,500	6,752	129	2,201	4,422	145	3,815
	<u>60,022</u>	<u>545</u>	<u>16,980</u>	<u>42,497</u>	<u>597</u>	<u>25,682</u>

Fatalities—Vehicles—Drivers

Year	Traffic Fatalities	Motor Vehicles Registrations	Drivers Licensed
1948	597	1,377,740	1,682,969
1947	638	1,270,037	1,602,210
1946	712	1,175,172	1,538,270
1945	630	1,074,430	1,342,038
1944	609	1,022,918	1,184,616
1943	682	1,041,759	1,210,297
1942	771	1,137,392	1,363,052
1941	971	1,182,824	1,447,751
1940	911	1,117,320	1,365,036
1939	814	1,045,604	1,300,795
1938	865	1,024,096	1,259,016
1937	1,278	1,008,909	1,224,557
1936	1,107	956,482	1,155,214
1935	1,188	900,164	1,097,072
1934	1,227	875,978	1,065,990
1933	1,185	851,502	1,043,185
1932	1,180	860,769	1,054,588
1931	1,302	869,613	1,063,062
1930	1,269	852,703	1,024,166
1929	1,275	832,102	965,242
1928	1,088	765,730	881,552
1927	1,042	712,402	814,593
1926	856	651,416	739,519
1925	845	579,978	661,306
1924	850	504,516	581,472
1923	759	427,166	501,518
1922	527	342,266	410,700
1921	397	272,994	348,886
1920	322	227,737	294,438
1919	243	190,873	251,539
1918	197	163,519	201,022
1917	245	134,964	177,568
1916	215	104,341	137,855
1915	241	78,232	100,126
1914	...	60,248	70,313
1913	...	49,458	55,246
1912	...	43,919	51,145
1911	...	43,056	44,341
1910	...	49,931	34,936
1909	...	35,552	28,178
1908	...	21,948	20,545
1907	...	17,619	18,085
1906	...	13,759	15,269

Traffic Accident Death Rate

Death per 100 Million Vehicles Miles

Year	Traffic Fatalities	Gasoline Consumption	Death per 100 Million Vehicle Miles
1948	597	1,082,274,076 gal.	4.23
1947	638	984,986,413 gal.	4.76
1946	712	909,252,696 gal.	5.75
1945	630	666,189,791 gal.	7.27
1944	609	609,006,228 gal.	7.69
1943	682	568,936,842 gal.	9.22
1942	771	758,204,477 gal.	7.83
1941	971	965,206,065 gal.	7.73
1940	911	896,948,010 gal.	7.81
1939	814	847,809,887 gal.	7.38
1938	865	810,952,855 gal.	8.21
1937	1,278	795,554,193 gal.	12.35
1936	1,107	719,568,890 gal.	11.83
1935	1,188	631,601,466 gal.	14.47
1934	1,227	567,838,694 gal.	16.62
1933	1,185	546,819,642 gal.	16.67
1932	1,180	554,319,929 gal.	16.37
1931	1,302	570,801,964 gal.	17.54
1930	1,269	546,685,108 gal.	17.85
1929	1,275	498,063,808 gal.	19.68
1928	1,075	422,346,478 gal.	19.58

Mileage Death Rate

The mileage death rate for 1948, or deaths per hundred million vehicle miles of travel, was 4.23 as compared with the national rate of 8.1. Public Roads Administration computations put the mileage rate at 13.12 miles per gallon, as compared with 13.7 miles per gallon in 1947, 13.6 miles per gallon in 1946, and 13 miles per gallon in previous years.

Twenty years ago, in 1928, the State's mileage death rate was 19.58.

Light—Weather—Road Conditions

Fifty-eight per cent of the fatal accidents happened during hours of darkness; 80 per cent in clear weather, and 74 per cent on dry road surfaces.

A study of all accidents show that 62 per cent happened during daylight hours; 75 per cent in clear weather, and 59 per cent on dry roads.

Road Location—Surface

More than half (56%) of total accidents took place at street intersections and 4.4 per cent at alley or driveway intersections. Thirty-nine per cent of all accidents happened between intersections. In the matter of fatal accidents, 38 per cent took place at intersections and 57 per cent between intersections.

Fifty-four per cent of all accidents took place on asphalt pavement and 32 per cent on concrete.

The Pedestrian

Great strides were made in pedestrian safety during the year.

Of the 597 persons who died in traffic accidents in the State, 260 were pedestrians, or 43.5 per cent of total deaths. In the previous year the percentage was 50.6.

Numerically, pedestrian fatalities were 63 fewer than in 1947, a reduction of 19 per cent.

In addition to the pedestrian fatalities, there were 4,734 pedestrians injured, or 18.4 per cent of the total injured in all accidents. This compares with the 1947 record of 4,768 pedestrians injured or a .7 per cent drop over that year.

In the past 17 years, 8,029 pedestrians have been killed and 104,111 injured in traffic accidents in New Jersey.

Here are the facts on the year's 260 pedestrian fatalities:

AGES OF VICTIMS: Death struck heaviest among middle age and elderly pedestrians. One hundred sixty-six, or 64 per cent were in this age group and 45, or 17.3 per cent, were under 15 years of age.

	Deaths	Per Cent
0 to 4	14	5.4
5 to 14	31	11.9
15 to 20	5	1.9
21 to 50	44	16.8
51—over	166	64.
	<hr/> 260	<hr/> 100.0

SEX: 205 were males; 55 were females.

DAY: More pedestrian fatalities happened on Sunday than any other day of the week. Wednesday had the fewest pedestrian deaths.

TIME: The most dangerous hour of the day for pedestrian fatalities was 6 to 7 P. M. Two-thirds of the fatal pedestrian accidents occurred between 3 P. M. and midnight.

LIGHT CONDITIONS: Sixty-two per cent of the fatal accidents happened in darkness.

WEATHER CONDITIONS: Three in every four accidents occurred in clear weather.

ROAD LOCATION: Three in every five pedestrians were killed while crossing or standing between intersections.

PEDESTRIAN ACTIONS: While pedestrians are charged with the responsibility of crossing and walking the streets in a careful manner, there is a greater responsibility on the part of drivers to do everything possible to avoid contact with a person afoot. Records show that in approximately 70 per cent of the pedestrian fatalities, the pedestrian contributed in some manner to the accident. But it cannot be emphasized too strongly that the penalty for a little mistake should not be death. And every motor vehicle operator should remember every minute he is at the wheel that the license to drive gives him no right to impose the penalty of injury or death upon the one who makes a little mistake—even if he is absolved legally.

Out of the 260 pedestrian victims, there is record of 187 having committed some mistake that contributed to their accidents, as follows:

- 14 were crossing the intersection against the signal.
- 19 were crossing the intersection, not on the crosswalk.
- 34 stepped from behind parked cars.
- 70 were crossing between intersections.
- 19 were walking in the roadway with traffic.
- 12 were playing in the roadway.
- 8 were lying in the road.
- 5 were standing in the road.
- 4 ran from sidewalk into street.
- 1 was getting on or off other vehicle.
- 1 was hitching on vehicle.

Pedestrian Casualties

Year	Fatalities			Injured		
	Total Deaths	Pedestrian Deaths	Per Cent Pedestrian Deaths	Total Injured	Pedestrian Injured	Per Cent Pedestrian Injured
1948	597	260	43.5	25,632	4,734	18.4
1947	638	323	50.6	23,909	4,768	19.9
1946	712	360	50.5	21,905	4,940	22.5
1945	630	378	60.	16,893	4,241	26.
1944	609	346	56.8	15,252	4,030	26.4
1943	682	382	56.	14,176	4,480	31.4
1942	771	406	52.6	20,384	5,285	25.9
1941	971	472	48.6	30,415	6,219	20.4
1940	811	436	47.8	27,718	6,162	22.2
1939	814	422	51.8	26,214	6,137	24.3
1938	865	425	49.1	24,918	6,069	24.3
1937	1,278	691	54.	28,835	7,308	25.3
1936	1,107	607	54.8	26,185	7,207	27.5
1935	1,188	604	50.8	26,579	6,936	27.1
1934	1,227	661	53.8	27,754	7,991	26.7
1933	1,185	644	54.3	28,158	8,411	29.8
1932	1,180	612	51.8	31,246	9,213	29.4
17 yrs.	15,365	8,029		414,153	104,111	

Intoxicated Pedestrians

Every fourth adult pedestrian killed in traffic during the year was under the influence of alcoholic beverages. There were 49 such fatalities.

There were 257 intoxicated pedestrians non-fatally injured by automobiles as compared with 55 deaths and 249 injured in the previous year. In the past 16 years there have been 1,108 fatalities involving pedestrians under the influence of alcohol.

The age groups of the year's 49 victims were:

25 to 44	13
45 to 50	6
51 to 64	16
65—over	14
	<hr/>
	49

Alcohol and Accidents

Seventy persons lost their lives and 1,140 persons were injured during the year in accidents in which the drivers "had been drinking."

One in every 12 drivers in fatal accidents and one in every 59 operators in all accidents were reported as being under the influence of intoxicating beverages. Eleven per cent of the offending drivers were non-residents.

More such accidents happened on Sunday than on any other day of the week and there were more offenders between 30 and 39 years than in any other age group. (See Statistical Summary.) Seventy-one per cent of the accidents happened at night.

The leading violation, as in previous years, was driving on the wrong side of the road, with speeding second. Speeding, however, was the leading cause of fatal accidents.

The majority of the drivers were males. Only 37 per cent of the vehicles involved in these accidents were covered by liability insurance.

Year	Accidents	Deaths	Injured
1948	1,921	70	1,140
1947	1,844	97	1,183
1946	1,596	80	1,123
1945	1,001	64	714
1944	914	64	624
1943	892	66	692
1942	1,458	96	1,628
1941	2,038	82	1,390
1940	1,846	89	1,285

Manner of Collision

One-fourth of all the accidents were right-angle collisions; 14.1 per cent were opposite direction accidents, and 31.1 per cent were same direction (rear end and sideswipe) accidents.

Collision Types	Per Cent 1948	Per Cent 1947	Per Cent 1946
Right angle	25.1	25.9	26.8
Same direction—rear end	17.9	18.	16.8
Same direction—other	13.2	11.9	10.8
Opposite direction—head on	10.4	8.2	8.2
Opposite direction—left turn	3.7	4.	3.9
Fixed object	5.4	7.	6.6
Pedestrian	7.9	9.7	13.1
Other	16.4	15.3	13.8
	100.0	100.0	100.0

Bicycle Accidents

Thirteen cyclists were killed and 508 injured during the year in the 520 accidents involving motor vehicles and bicycles. The record:

Year	Accidents	Deaths	Injured
1948	520	13	508
1947	520	12	526
1946	440	20	433
1945	298	14	308
1944	299	9	313
1943	298	15	286
1942	495	22	474
1941	813	24	762
1940	810	18	748

Hit and Run Drivers

Hit and run driving increased 23 per cent over the previous year, the number of operators reported in violation jumping from 1,499 in 1947 to 1,847.

In 44 of these cases fatalities resulted. In the previous year there were 60 hit and run drivers in fatal accidents.

What Drivers Were Doing

Fifty-four per cent of the drivers involved in accidents were travelling straight ahead; 7,162 were making left turns; 3,029 were making right turns; 747 U-turns; 9,499 skidded and 222 reported their tires blew out.

Classification of Victims

Following is a classification of the victims of fatal accidents and nonfatal injury accidents. It will be observed that almost half of the individuals injured fatally were pedestrians.

	Killed	Per Cent Killed	Injured	Per Cent Injured
Drivers	145	24.3	7,095	27.7
Passengers	154	25.9	12,869	50.3
Pedestrians	260	43.5	4,734	18.4
Bicyclists	13	2.2	508	1.9
Motorcycle drivers	24	4.	401	1.6
Others	1	.1	25	.1
	597	100.0	25,632	100.0

Vehicle Types

A total of 114,481 vehicles were involved in the year's 60,022 accidents. Of this number, 93,346, or 82 per cent were passenger cars and 15,746, or 14 per cent were commercial vehicles. There were 2,533 busses concerned in traffic mishaps, as compared with 2,247 in the previous year.

Sex of Drivers

Ninety-one per cent of the drivers involved in the year's accidents were males. In fatal accidents, males comprised 93.5 per cent of the drivers involved.

Blow-Outs

On the basis of 1948 accidents, tires were more than twice as safe as they were ten years ago—at least from the danger of blow-outs.

Ten years ago, a tire blow-out was the cause of one in every 114 accidents in New Jersey. In 1948 the ratio was one blow-out accident in every 270 accidents.

Following is a ten-year record of the ratio of blow-out accidents to total accidents:

Year	Ratio
1939	One in every 114
1940	One in every 141
1941	One in every 133
1942	One in every 146
1943	One in every 140
1944	One in every 124
1945	One in every 144
1946	One in every 131
1947	One in every 184
1948	One in every 270

Residence of Drivers

Eleven per cent of the drivers involved in accidents were non-residents. Eighty-nine per cent were residents.

Records also reveal that 37 per cent of the resident drivers lived in the communities where their accidents happened. (See Statistical Summary.)

Multi-Death Accidents

The year's worst traffic accident occurred in White Township, Warren County, when a car, on the wrong side of the road, collided head-on with a vehicle coming from the opposite direction. Six persons were killed and three seriously injured as a result.

There were 36 multi-death accidents in 1948 resulting in 88 deaths. In 1947 there were the same number of accidents but 78 deaths. About three in every four of these accidents happened in rural communities (under 10,000 population).

	1948	1947	1946	1945
Two-death accidents	29	32	34	22
Three-death accidents	1	3	4	5
Four-death accidents	4	..	1	..
Five-death accidents	1	1	1	..
Six-death accidents	1	..	1	..
	<u>36</u>	<u>36</u>	<u>41</u>	<u>27</u>

Insured Cars

Approximately three in every five vehicles involved in accidents during the year were covered by liability insurance, according to reports submitted by their owners. It was the highest rate of insured accident vehicles in history.

The following record of insured accident vehicles shows how more and more owners have assumed liability for mishaps over the last ten-year period:

Year	Per Cent Cars Insured	Per Cent Cars Not Insured	Per Cent Insurance Status Unknown
1948	59.7	16.	24.3
1947	55.4	17.3	27.3
1946	51.	20.	29.
1945	46.	21.	33.
1944	43.4	24.4	32.2
1943	39.6	25.6	34.8
1942	43.3	25.3	31.4
1941	42.	25.8	32.2
1940	36.6	26.3	37.1
1939	30.2	23.4	46.4

Manpower Loss

Directly and indirectly, traffic accident fatalities affect industry. Industry may not bear the direct costs of such tragedies but informed management is well aware of the hidden and indirect costs resulting from lost time and shattered morale which accompany these tragic occurrences.

A list of the occupations of the 597 killed during the year in traffic accidents follows:

	1948	1947	1946	1945
Unskilled labor	117	130	170	156
Skilled labor	97	97	121	65
Truck drivers	25	26	24	27
Students—children	73	92	91	111
Factory workers	54	24	16	27
Retired	61	49	53	59
Military—merchant marine	9	5	19	31
Housewives—at home	81	66	70	51
Farm workers	21	22	29	20
Office workers	15	24	19	14
Merchants—manufacturers	21	22	17	14
Executive—professional	6	20	32	9
Salesmen	9	13	6	5
Musicians—stage	2	2	1	3
Public employees	6	4	..	..
Supervisors	7	11	..	..
Criminals .....	..	..	5	..
Unemployed	13	31	39	38
	<u>597</u>	<u>638</u>	<u>712</u>	<u>630</u>

Widows—Dependents

When the life of a sole bread winner is snuffed out in a traffic accident, the aftermath is usually tragic. The 89 widows and 87 minor dependent children who were among the survivors of the year's accident victims, will attest to this statement.

Sledding Accidents

Three deaths occurred during the year from collisions, on the public highways, between snow sleds and moving motor vehicles. In the past eight years there have been 29 sledding fatalities in the State.

Year	Fatalities
1948	3
1947	3
1946 .....	..
1945	8
1944	7
1943	3
1942	5
	<hr/> 29

Holiday Deaths

Legal holidays were relatively safer during 1948 than in other years with but 16 fatalities as compared with 22 in the previous year. The two most dangerous holidays from a fatality standpoint were Memorial Day and Labor Day.

A six-year holiday death record follows:

	1948	1947	1946	1945	1944	1943
New Year's Day	2	1	3	3	10	7
Easter Sunday	2	3	4	3	1	1
Memorial Day	4	2	1	1	..	2
Independence Day	2	1	2	..	2	2
Labor Day	3	3	1	4	2	3
Thanksgiving Day	1	5	4	1	1	3
Christmas Day	2	7	2	1	2	5
	<hr/> 16	<hr/> 22	<hr/> 17	<hr/> 13	<hr/> 18	<hr/> 23

Railroad Crossing Accidents

Deaths from accidents involving collisions between motor vehicles and railroad trains jumped from 11 in 1947 to 27 in 1948, an increase of 145 per cent. There are approximately 2,640 railroad grade crossings in the State, the majority of which are safeguarded with manually-operated gates, watchmen, flashing red signals, bells and standard crossing signs.

The record:

Year	Accidents	Killed	Injured
1948	122	27	52
1947	91	11	59
1946	77	21	44
1945	80	25	42
1944	63	24	72
1943	77	34	68
1942	76	21	59
1941	90	21	69
1940	70	22	57

Ages of Vehicles in All Accidents

Ages of Vehicles	Per Cent 1948	Per Cent 1947	Per Cent 1946	Per Cent 1945	Per Cent 1944
1 year	23.17	19.47	6.	1.14	.3
2 years	9.78	.74	.3	.11	5.9
3 years .....	.69	.35	.1	6.01	20.1
4 years .....	.29	.08	5.4	19.44	14.5
5 years .....	.07	4.5	18.	14.52	11.4
6 to 10 years ..	42.33	55.92	57.1	51.03	41.9
Over 10 years.	23.67	18.94	13.1	7.25	5.9
	100.00	100.00	100.0	100.00	100.0

Youth—Early Morning Accidents

Emphasis is again stressed on the need for stricter parental control over youthful drivers and their use of motor vehicles in the early morning hours.

During 1948 there were 23 fatal accidents and 24 deaths in accidents after midnight, involving junior drivers under 21 years of age. Of the 24 deaths, 11 were junior drivers, one the driver of another vehicle, 5 were occupants and 7 were pedestrians.

The following three-year record shows how accidents of this type are increasing:

	Accidents	Fatalities
1948	23	24
1947	21	21
1946	10	13

A description of the year's 23 accidents follows:

3:30 A.M., a 19-year-old driver fell asleep at the wheel, ran off the road into a tree, killing self and injuring young lady passenger.

5:30 A.M., a 19-year-old driver, alone in car, fell asleep, ran off road into tree, killing self.

2:50 A.M., an 18-year-old driver ran down and killed an adult male pedestrian. The victim was survived by his widow and two small children.

12:40 A.M., an 18-year-old driver collided with another car at an intersection, killing occupant of other vehicle and injuring two others.

2:30 A.M., a 20-year-old driver ran down three pedestrians, killing one and seriously injuring the other two.

4:00 A.M., a 20-year-old driver ran down and killed a pedestrian.

2:20 A.M., a 20-year-old driver collided with a truck-trailer and was killed. A passenger was injured.

3:35 A.M., a 20-year-old driver, under the influence of alcohol, skidded, overturned in a ditch at the roadside and was killed.

5:00 A.M., a 20-year-old driver ran into a motorist who was repairing a tire at the road's edge, killing the latter.

12:40 A.M., a 20-year-old driver, rounding a curve at too fast a speed, ran off the road, struck a pole and was killed. Two passengers were injured.

1:47 A.M., a 17-year-old driver lost control of his car, struck a tree resulting in death of passenger and injury to self.

3:00 A.M., a 19-year-old driver fell asleep at the wheel, drove off the road into a tree, killing passenger and injuring self seriously.

1:45 A.M., an 18-year-old driver, riding alone and speeding, ran off road into tree and was killed.

12:05 A.M., a 19-year-old driver, speeding, skidded into another vehicle killing passenger in latter car.

4:00 A.M., two cars in charge of 18- and 19-year-old drivers, while returning from a party, collided, resulting in death of the 18-year-old operator and injury to two passengers.

12:45 A.M., a 20-year-old driver, speeding, ran off road into a field, causing death to self and 19-year-old passenger.

2:00 A.M., an 18-year-old driver, on the wrong side of the road, collided head-on with another vehicle killing driver of other car.

1:10 A.M., a 19-year-old driver ran down and killed an elderly pedestrian and then left the scene of the accident. He was later apprehended and jailed.

3:15 A.M., a 19-year-old driver riding down a mountain road lost control of his car, struck a tree and was killed.

1:05 A.M., a 20-year-old driver travelling at a high rate of speed failed to make turn in the road and landed against a tree, killing a female passenger and injuring five occupants.

1:20 A.M., a 17-year-old driver ran down and killed a pedestrian.

2:00 A.M., a 20-year-old driver, speeding, failed to execute curve in roadway and collided against tree, killing self.

12:30 A.M., a 20-year-old driver, travelling through foggy region, struck and killed a pedestrian.

ROLL OF HONOR

A total of 318 municipalities completed the year 1948 without a traffic accident fatality. They were:

ATLANTIC COUNTY (10): Absecon, Brigantine, Corbin City, Estelle Manor, Linwood, Longport, Margate City, Northfield, Port Republic and Weymouth.

BERGEN COUNTY (40): Alpine, Cresskill, Demarest, Dumont, Edgewater, Emerson, Fairview, Franklin Lakes, Glen Rock, Harrington Park, Haworth, Hillsdale, Lyndhurst, Mahwah, Maywood, Midland Park, Montvale, Moonachie, New Milford, Northvale, Norwood, Oradel, Old Tappan, Palisade Park, Paramus, Park Ridge, Ridgefield Park, River Edge, Riverside, Rochelle Park, Rockleigh, Saddle River Borough, South Hackensack, Teterboro, Upper Saddle River, Waldwick, Wallington, Washington, Westwood and Wyckoff.

BURLINGTON COUNTY (31): Bass River, Beverly, Bordentown City, Bordentown Township, Chesterfield, Delanco, Easthampton, Edgewater Park, Evesham, Fieldsboro, Florence, Hainesport, Maple Shade, Medford, Medford Lakes, Moorestown, Mt. Holly, New Hanover, Palmyra, Pemberton Borough, Pemberton Township, Riverside, Riverton, Shamong, Southampton, Tabernacle, Washington, Westhampton, Willingboro, Woodland and Wrightstown.

CAMDEN COUNTY (21): Audubon Park, Barrington, Bellmawr, Berlin Township, Brooklawn, Chesilhurst, Clementon, Gibbsboro, Haddonfield, Hi-Nella, Laurel Springs, Lindenwald, Magnolia, Mt. Ephraim, Oaklyn, Pine Hill, Pine Valley, Runnemede, Somerdale, Stratford and Tavistock.

CAPE MAY COUNTY (13): Avalon, Cape May City, Dennis, Lower, Middle, North Wildwood, Ocean City, Sea Isle City, Stone Harbor, West Cape May, West Wildwood, Wildwood and Woodbine.

CUMBERLAND COUNTY (9): Deerfield, Downe, Greenwich, Hopewell, Lawrence, Maurice River, Shiloh, Stowe Creek and Vineland.

ESSEX COUNTY (10): Caldwell Borough, Caldwell Township, Cedar Grove, Essex Fells, Glen Ridge, Livingston, Millburn, North Caldwell, Roseland and Verona.

GLOUCESTER COUNTY (11): Clayton, Deptford, East Greenwich, Harrison, Newfield, Pitman, South Harrison, Swedesboro, Wenonah, Westville and Woodbury Heights.

HUDSON COUNTY (1): East Newark.

HUNTERDON COUNTY (20): Alexandria, Bethlehem, Bloomsbury, Califon, Clinton Town, Delaware, East Amwell, Flemington, Franklin, Frenchtown, Glen Gardner, Hampton, High Bridge, Holland, Lambertville, Lebanon Borough, Lebanon Township, Milford, Stockton and Tewksbury.

MERCER COUNTY (3): Hopewell Borough, Pennington and West Windsor.

MIDDLESEX COUNTY (8): Carteret, Helmetta, Highland Park, Metuchen, Milltown, Plainsboro, South Amboy and Spotswood.

MONMOUTH COUNTY (28): Allenhurst, Allentown, Atlantic Township, Avon, Bradley Beach, Deal, Englishtown, Farmingdale, Freehold Borough, Freehold Township, Holmdel, Interlaken, Keyport, Little Silver, Manasquan, Matawan Borough, Matawan Township, Monmouth Beach, Neptune City, Oceanport, Red Bank, Roosevelt, Rumson, Sea Girt, Shrewsbury Borough, Spring Lake, Union Beach and West Long Branch.

MORRIS COUNTY (24): Boonton Town, Boonton Township, Butler, Chatham Borough, Chester Borough, Chester Township, Dover, Hanover, Harding, Jefferson, Kinnelon, Lincoln Park, Mendham Borough, Mendham Township, Montville, Morris Plains, Mountain Lakes, Mt. Arlington, Mt. Olive, Passaic Township, Riverdale, Rockaway Borough, Washington Township and Wharton.

OCEAN COUNTY (27): Barnegat City, Bayhead, Beach Haven, Beachwood, Brick, Eagleswood, Harvey Cedars, Island Beach Borough, Island Heights, Lacey, Lakehurst, Lavalette, Little Egg Harbor, Long Beach, Manchester, Mantaloking, Ocean Township, Ocean Gate, Pine Beach, Plumsted, Pt. Peasant Beach, Seaside Heights, Seaside Park, Ship Bottom, South Toms River, Surf City and Union Township.

PASSAIC COUNTY (6): Bloomingdale, North Haledon, Ringwood, Totowa, Wanaque and West Milford.

SALEM COUNTY (5): Elmer, Lower Alloway Creek, Oldmans, Penns Grove and Woodstown.

SOMERSET COUNTY (12): Bedminster, Bernards, Bound Brook, East Millstone, Far Hills, Hillsboro, Manville, Millstone, North Plainfield, Peapack, Raritan and Warren.

SUSSEX COUNTY (15): Andover Borough, Branchville, Byram, Green, Hamburg, Hampton, Hopatcong, Lafayette, Montague, Newton, Ogdensburg, Sandyston, Stillwater, Sussex and Walpack.

UNION COUNTY (10): Clark, Fanwood, Garwood, Hillside, Kenilworth, New Providence Borough, New Providence Township, Scotch Plains, Summit and Winfield.

WARREN COUNTY (14): Allamuchy, Alpha, Franklin Township, Frelinghuysen, Hardwick, Hope, Independence, Liberty, Mansfield, Oxford, Pahaquarry, Pohatcong, Washington Borough and Washington Township.

STATE HIGHWAY ACCIDENTS

Slightly more than one in every four (27.5%) accidents during the year occurred on the State Highway system. The number of accidents on these routes was 16,518 compared with 13,496 in 1947.

Of the State's 597 traffic fatalities, 241, or 40 per cent, happened on State routes and 8,386 of the 25,632 persons non-fatally injured.

Accident records of the four leading State routes follow:

Year	Accidents	Fatalities	Injured
ROUTE 25			
1948	3,587	49	1,876
1947	2,879	35	1,582
ROUTE 6-			
1948	1,264	23	576
1947	932	20	475
ROUTE 4			
1948	1,199	15	658
1947	873	18	527
ROUTE 29			
1948	924	9	417
1947	833	13	396

STATE HIGHWAY ACCIDENTS AND CASUALTIES

ROUTE	ACCIDENTS			DEATHS			INJURED		
	1948	1947	1946	1948	1947	1946	1948	1947	1946
1	666	432	312	7	8	5	298	188	189
S-1	54	44	17	..	..	2	30	10	14
S-1A	15	21	4	..	..	2	2	10	5
3	264	223	129	1	1	1	99	96	79
S-3	40	33	6	..	..	..	13	15	3
Alt. 4	1,199	873	608	15	18	22	658	527	474
S-4	45	27	..	..	..	..	8	21	..
4N	10	7	2	..	..	..	4	3	..
5	192	156	107	2	3	1	78	71	51
5N	27	31	12	..	..	..	11	12	8
5N	28	17	24	1	1	..	3	8	8
S-5	4	1	..	..	..	..	..	..	..
6	1,264	932	654	23	20	16	576	475	379
6A	36	28	17	..	1	..	18	16	12
S-6	13	8	3	..	..	..	9	..	..
7	113	108	112	1	..	3	35	39	63
8	23	24	27	1	..	3	21	8	31
8N or 84	12	9	7	..	1	..	9	14	8
10	234	165	117	10	4	3	130	91	67
12	18	21	23	1	2	..	16	14	14
17	627	550	349	5	6	11	284	294	209
21	359	318	239	2	1	1	111	128	133
23	381	239	207	4	6	3	157	144	136
24	466	419	247	4	7	6	163	152	138
S-24	225	189	126	1	4	2	60	67	84
25	8,587	2,879	2,356	49	35	39	1,876	1,582	1,405
25M	99	88	32	1	..	..	41	30	25
S-25 & 25A	7	1	5	..	..	..	1	..	6
26	233	182	152	3	5	4	130	117	88
26A	3	..	..	..	..	..	..	..	..
S-26	5	6	8	..	1	1	5	8	7
27	557	500	391	1	6	4	265	262	237
28	585	547	384	14	15	13	274	261	251
28A	12	..	..	..	..	..	13	..	..
S-28	88	56	36	..	..	1	36	50	24
29	924	833	522	9	13	10	417	398	278
29A	143	144	102	1	1	4	79	78	52
30	173	176	135	1	5	5	123	111	80
S-31	26	38	34	..	1	1	14	22	22
32	141	86	62	1	..	1	45	28	29
33	188	170	164	9	6	6	132	111	133
34	120	143	79	1	2	4	62	96	80
35	713	576	394	14	9	14	377	383	281
36	109	119	81	3	6	4	75	79	60
37	188	148	96	1	4	2	79	62	59
38	108	75	49	1	1	..	46	36	37
39	83	81	67	..	5	4	62	45	47
S-39	16	13	8	..	1	2	12	9	15
40	180	119	83	2	10	3	119	74	54
S-40	27	18	7	1	1	..	20	18	7
41	21	26	15	..	1	..	18	21	18
S-41	59	64	33	2	6	2	57	67	14
42	257	247	183	10	11	15	231	221	133
43	357	352	277	7	10	13	270	252	216
44	233	193	136	13	11	10	121	95	90
S-44	4	3	..	1	..	..	4	4	..
45	317	256	215	4	8	5	158	155	148
46	39	38	44	2	3	1	34	21	30
47	239	167	169	6	5	4	135	124	109
48	196	159	111	3	..	5	144	108	115
49	93	61	51	1	7	2	58	46	47
S-49	13	13	8	..	..	1	17	20	9
50	35	30	24	1	..	..	24	34	18
51	4	2	2	..	..	..	1	2	..
52	7	6	9	..	..	..	1	4	2
54	13	6	10	1	1	..	17	3	8
35-4N Connections	..	..	..	..	..	..	..	..	..
	16,518	13,496	9,884	241	273	261	8,886	7,439	6,340

Ages of Drivers in FATAL Accidents

Age Groups	Per Cent 1948	Per Cent 1947	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943
Under 20	7.9	5.6	6.	7.8	6.7	7.7
20 to 24	23.7	18.7	19.9	12.7	11.4	11.8
25 to 29	12.5	16.8	16.6	14.	13.1	17.1
30 to 39	23.8	24.2	26.3	29.2	29.4	30.6
40 to 49	15.5	18.	17.1	19.3	22.4	18.9
50 to 64	12.5	14.4	12.1	13.9	15.	11.3
65—over	4.1	2.3	2.	3.1	2.	2.6
	100.0	100.0	100.0	100.0	100.0	100.0

Ages of Drivers in ALL Accidents

Age Groups	Per Cent 1948	Per Cent 1947	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943
Under 20	7.3	6.9	6.6	8.5	7.2	8.2
20 to 24	18.1	18.5	18.3	9.1	9.7	11.1
25 to 29	17.	16.8	16.	13.4	14.1	14.9
30 to 39	25.	24.6	24.8	28.9	28.8	28.7
40 to 49	16.8	17.2	18.3	22.4	23.1	21.8
50 to 64	13.6	13.5	13.6	15.5	15.	13.6
65—over	2.2	2.5	2.4	2.2	2.1	1.7
	100.0	100.0	100.0	100.0	100.0	100.0

Age Groups, All Persons Killed and Injured

Age Groups	KILLED			INJURED		
	1948	1947	1946	1948	1947	1946
0 to 4	16	25	26	1,048	989	920
5 to 14	43	45	44	2,901	2,631	2,556
15 to 20	42	54	57	2,709	2,520	2,215
21 to 24	71	47	55	2,673	2,682	2,335
25 to 44	135	158	163	8,091	7,297	6,676
45 to 50	38	40	61	1,746	1,651	1,532
51 to 64	109	143	162	2,696	2,613	2,385
65—over	143	126	144	1,072	1,069	1,061
Age unknown .....	...	...	...	2,696	2,457	2,225
Total	597	638	712	25,632	23,909	21,905

Age Groups, Pedestrians Killed and Injured

Age Groups	KILLED			INJURED		
	1948	1947	1946	1948	1947	1946
0 to 4	14	22	22	457	478	493
5 to 14	31	33	28	1,595	1,522	1,582
15 to 20	5	13	9	193	215	195
21 to 24	6	4	7	143	132	141
25 to 44	25	40	38	639	629	674
45 to 50	13	19	28	291	236	298
51 to 64	56	92	105	608	671	662
65—over	110	100	123	415	477	503
Age unknown .....	...	...	...	393	408	392
Total	260	323	360	4,734	4,768	4,940

Traffic Fatalities by Counties

County	1948	1947	1946	1945	1944	1943	1942	1941
Atlantic	28	31	34	23	22	14	35	52
Bergen	48	44	67	56	58	56	59	90
Burlington	17	32	30	27	23	35	35	48
Camden	49	30	52	39	43	47	59	72
Cape May	3	6	7	12	5	4	13	9
Cumberland	14	22	18	28	23	25	20	30
Essex	64	69	100	83	97	113	122	109
Gloucester	28	38	30	20	24	27	20	37
Hudson	48	48	55	56	53	72	73	75
Hunterdon	10	10	16	12	10	8	9	16
Mercer	42	45	44	20	28	30	39	42
Middlesex	50	56	44	53	44	47	45	80
Monmouth	41	33	50	37	41	39	39	62
Morris	26	23	17	16	16	13	29	51
Ocean	9	18	16	10	7	16	10	14
Passaic	24	48	38	34	48	39	45	53
Salem	19	14	19	15	5	11	15	26
Somerset	15	21	13	18	8	15	17	25
Sussex	14	8	10	8	6	9	14	6
Union	29	31	39	51	42	55	60	58
Warren	19	11	13	12	6	7	13	16
	597	638	712	630	609	682	771	971

Traffic Fatalities by Month

Month	1948	1947	1946	1945	1944	1943	1942	1941
January	28	54	83	52	53	66	99	88
February	35	30	63	47	52	37	75	65
March	44	61	58	45	66	58	76	61
April	33	48	56	42	28	49	45	49
May	47	45	42	30	38	52	53	81
June	61	45	40	41	37	38	52	57
July	47	48	50	51	46	52	54	80
August	59	57	61	53	45	53	61	100
September	61	59	50	46	39	62	56	84
October	53	46	75	67	49	69	55	85
November	63	65	54	90	64	63	65	109
December	66	80	80	66	92	83	80	112
	597	638	712	630	609	682	771	971

Accidents by Month

Month	1948	1947	1946	1945	1944	1943	1942	1941
January	5,970	3,770	2,757	2,582	2,245	1,733	4,615	4,022
February	5,275	3,871	2,782	2,441	2,128	1,716	3,282	3,479
March	4,083	3,711	2,757	1,683	2,136	2,009	3,588	3,571
April	3,754	3,528	2,702	1,675	1,872	1,771	2,764	3,024
May	4,767	4,082	3,112	1,946	1,699	1,699	2,657	3,968
June	4,730	4,194	3,014	1,984	1,778	1,425	2,358	3,986
July	4,683	3,775	3,097	2,121	1,762	1,510	2,344	4,607
August	5,130	4,266	3,477	2,308	1,822	1,772	2,301	4,410
September	4,611	4,131	3,408	2,356	1,678	1,745	2,064	3,866
October	4,731	4,147	3,347	2,655	2,036	2,265	2,025	4,365
November	5,142	4,762	3,558	3,123	2,184	2,006	2,353	4,372
December	7,148	5,276	4,310	3,647	2,780	2,386	3,246	5,046
	60,022	49,513	38,321	28,521	24,120	22,007	33,597	48,734

Persons Injured by Counties

County	1948	1947	1946	1945	1944	1943	1942	1941
Atlantic	897	555	598	366	326	162	275	744
Bergen	2,325	2,177	1,849	1,381	1,123	1,023	1,552	2,449
Burlington	728	622	545	397	344	425	555	904
Camden	1,796	1,637	1,599	1,206	1,208	1,065	1,661	2,287
Cape May	262	260	176	123	108	81	150	230
Cumberland	385	348	262	145	121	88	193	293
Essex	4,947	4,685	4,687	4,493	4,329	4,098	5,492	7,415
Gloucester	556	512	469	298	313	289	356	602
Hudson	2,619	2,461	2,347	1,906	1,608	1,608	2,421	2,839
Hunterdon	269	281	266	146	138	109	150	316
Mercer	926	971	787	568	526	532	682	1,325
Middlesex	1,643	1,618	1,298	884	662	588	995	1,734
Monmouth	1,342	1,250	1,122	667	598	423	613	1,213
Morris	875	758	704	520	376	345	632	932
Ocean	557	398	359	231	137	145	185	413
Passaic	1,899	1,908	1,882	1,315	1,435	1,315	1,793	2,339
Salem	261	176	190	155	102	112	101	296
Somerset	594	560	462	294	229	228	405	624
Sussex	177	196	186	119	88	62	115	201
Union	2,315	2,318	1,911	1,509	1,360	1,372	1,864	2,922
Warren	259	218	206	170	121	106	214	337
Total	25,632	23,909	21,905	16,893	15,252	14,176	20,384	30,415

ACCIDENTS, DEATHS, INJURED, TRAFFIC ARRESTS AND ENFORCEMENT INDICES BY MUNICIPALITIES FOR YEAR 1948

The following tables show the total number of traffic accidents reported for each municipality broken down according to the number occurring on local streets and State highways; fatalities and persons injured; traffic law arrests as reported by magistrates and the enforcement indices of the municipalities. An adequate enforcement index is one that reflects 10 arrests for moving violations (parking excluded) for every personal injury accident.

ATLANTIC COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Absecon	22	19	41	..	..	1	17	79	6.5
Atlantic City	794	..	794	4	..	135	166	158	.6
Brigantine	2	..	2	..	..	..	3	4	2.
Buena Vista	30	21	51	..	2	2	49	114	4.5
Corbin City	1	3	4	..	..	1	1	8	4.
Egg Harbor City	8	11	19	1	..	..	19	70	8.7
Egg Harbor Twp.	46	51	97	2	2	..	71	354	8.6
Estelle Manor	2	9	11	..	..	..	6	2	.4
Folsom	7	15	22	..	1	1	12	208	26.
Galloway Twp.	16	65	81	..	3	2	74	652	15.
Hamilton Twp.	27	83	110	1	3	3	105	2,215	41.
Hammonton	30	21	51	1	1	1	46	132	5.
Linwood	5	6	11	..	..	..	4	39	13.
Longport	3	..	3	..	..	..	1	42	42.
Margate	46	..	46	..	..	3	22	173	10.8
Mullica	7	43	50	..	2	2	45	350	18.4
Northfield	28	9	37	..	..	..	21	101	8.4
Pleasantville	107	71	178	1	..	18	49	108	2.2
Port Republic .....	..	2	2	..	..	..	3	..	..
Somers Point	6	5	11	1	..	..	8	44	8.8
Ventnor	9	..	9	2	1	1	4	123	24.6
Weymouth	3	..	3	..	..	..	1	4	2.
TOTAL	1,199	434	1,633	13	15	170	727	4,980	8.5

BERGEN COUNTY

Allendale	25	2	27	1	..	..	9	86	12.2
Alpine	3	64	67	..	..	2	39	264	13.8
Bergenfield	116	..	116	2	..	13	23	295	8.9
Bogota	85	..	85	1	..	4	24	8	.4
Carlstadt	58	28	86	..	1	..	19	43	2.5
Cliffside Park	165	..	165	2	..	11	16	18	.7
Closter	95	..	95	1	..	4	25	57	2.7
Cresskill	24	..	24	..	..	2	11	19	1.9
Demarest	17	..	17	..	..	..	14	14	2.3
Dumont	66	..	66	..	..	8	6	64	4.9
E. Paterson	52	55	107	3	2	..	39	211	6.8
E. Rutherford	74	61	135	2	1	2	47	133	3.8
Edgewater	32	5	37	..	..	3	14	58	5.2
Emerson	17	..	17	..	..	1	3	14	4.6
Englewood City	250	57	307	2	2	23	97	341	3.9
Englewood Cliffs	4	23	27	..	1	..	21	130	14.4
Fair Lawn	159	90	249	1	2	15	104	777	10.3
Fair View	21	28	49	..	..	7	23	38	2.3
Fort Lee	66	136	202	2	..	13	60	215	4.5
Franklin Lakes	9	..	9	..	..	..	4	25	12.5
Garfield	275	6	281	1	..	7	79	118	2.
Glen Rock	57	..	57	..	..	2	21	48	2.8
Hackensack	433	46	479	1	..	34	112	200	1.9
Harrington Park	11	..	11	..	..	..	2	..	..
Hasbrouck Hghts.	123	126	249	2	1	7	74	237	3.9
Haworth	13	..	13	..	..	..	11	14	2.8
Hillsdale	45	..	45	..	..	7	14	26	1.6
Hohokus Boro.	22	9	31	..	1	..	9	136	22.6
Leonia	88	..	88	..	4	4	11	158	14.3
Little Ferry	18	57	75	2	2	1	47	140	5.
Lodi	51	49	100	1	..	1	37	171	6.8

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Lyndhurst	154	50	204	..	..	10	59	107	2.4
Mahwah	75	52	127	..	..	5	40	500	16.1
Maywood	65	2	67	..	..	5	10	81	6.2
Midland Park	28	..	28	..	..	..	12	40	5.7
Montvale	25	..	25	..	..	..	4	20	6.6
Moonachie	19	..	19	..	..	..	..	27	9.
New Milford	87	..	87	..	..	3	16	6	.6
No. Arlington	80	56	136	..	1	12	46	6	.1
Northvale	5	..	5	..	..	..	..	21	..
Norwood	13	..	13	..	..	..	9	46	9.2
Oakland	23	..	23	..	..	..	2	70	35.
Old Tappan	10	..	10	..	..	..	8	35	11.6
Oradell	62	..	62	..	1	..	6	49	6.1
Palisades Park	116	103	219	..	..	3	54	231	5.2
Paramus	187	258	395	..	..	12	174	2,280	21.9
Park Ridge	28	..	28	..	..	1	11	24	4.
Ramsey	35	36	71	..	1	3	29	272	16.
Ridgefield	36	72	108	1	..	3	39	309	10.3
Ridgefield Park	107	70	177	..	..	13	63	287	4.7
Ridgewood	190	30	220	..	1	11	56	318	6.4
River Edge	62	20	82	..	..	1	21	206	12.7
Rivervale	10	..	10	..	..	..	4	18	6.
Rochelle Park	25	14	39	..	..	2	9	115	14.3
Rockleigh	1	..	1	..	..	..	..	..	..
Rutherford	216	55	271	1	..	12	55	106	2.4
Saddle River	17	17	34	..	..	..	16	1,199	133.3
Saddle River Twp.	18	13	31	..	1	..	13	99	11.
So. Hackensack	12	6	18	..	..	..	1	11	11.
Tenack	327	57	384	1	..	27	75	646	8.
Tenafly	96	13	109	1	..	3	34	105	3.7
Teterboro	4	45	49	..	..	..	12	58	7.2
Upper Saddle River ..	16	13	29	..	..	..	13	15	1.5
Waldwick	21	19	40	..	..	2	23	364	22.7
Wallington	57	..	57	..	..	2	12	22	2.
Washington	14	..	14	..	..	..	..	12	..
Westwood	69	..	69	..	..	3	22	168	9.3
Woodcliff Lake	29	..	29	..	1	..	12	4	.4
Wood-Ridge	46	33	79	1	..	4	29	168	7.6
Wyckoff	34	..	34	..	..	1	8	62	8.8
TOTAL	4,793	1,876	6,669	29	10	309	2,016	12,165	7.61

BURLINGTON COUNTY

Bass River	1	7	8	..	..	1	1	93	46.5
Beverly	7	..	7	..	..	..	5	..	..
Bordentown City	15	16	31	..	..	..	10	128	18.2
Bordentown Twp.	14	107	121	1	1	3	79	560	11.4
Burlington City	60	60	120	..	3	10	35	79	2.2
Burlington Twp.	15	23	38	..	..	1	28	800	47.
Chesterfield	11	..	11	..	..	..	7	10	2.
Cinnaminson	4	47	51	1	1	1	28	1,530	95.6
Delanco	5	2	7	..	..	3	..	7	2.3
Delran	11	38	49	1	..	..	30	162	7.7
Easthampton	2	5	7	..	..	..	8	8	1.6
Edgewater Park	5	11	16	..	..	..	11	12	1.5
Evesham Twp.	5	27	32	..	..	1	25	171	13.
Fieldsboro	1	..	1	..	..	..	..	6	..
Florence	22	36	58	..	..	3	25	194	11.4
Hainesport	12	3	15	..	..	3	18	17	1.7
Lumberton	11	10	21	..	2	..	10	25	2.7
Mansfield Twp.	12	43	55	..	3	..	32	1,226	55.7
Maple Shade	16	33	49	..	..	2	20	49	4.4
Medford Twp.	23	13	36	..	..	2	22	35	2.3
Medford Lakes	1	..	1	..	..	..	2	..	..
Moorestown	68	10	78	..	..	4	32	3	.1
Mt. Holly	54	3	57	..	..	4	16	230	15.3
Mt. Laurel Twp.	16	15	31	..	2	2	19	68	4.8
New Hanover Twp.	20	..	20	..	..	..	10	32	3.2
No. Hanover Twp.	18	..	18	..	1	..	13	38	3.8
Palmyra	26	8	34	..	..	2	10	102	11.3
Pemberton Boro.	3	3	6	..	..	..	..	183	..
Pemberton Twp.	41	..	41	..	..	5	26	214	10.7
Riverside Twp.	21	..	21	..	..	..	6	20	5.
Riverton	6	..	6	..	..	1	3	4	2.
Shamong	4	8	12	..	..	..	13	17	2.1
Southampton Twp.	12	28	40	..	..	1	32	75	4.6
Springfield Twp.	17	18	35	..	1	..	35	99	5.5
Tabernacle	2	3	5	..	..	..	8	26	6.5
Washington	2	..	2	..	..	..	2	2	2.
Westhampton	11	..	11	..	..	..	13	27	4.5
Willingboro	3	27	30	..	..	2	27	56	4.3
Woodland Twp.	5	9	14	..	..	..	16	28	4.6
Wrightstown	10	..	10	..	..	..	..	155	..
TOTAL	592	613	1,205	-3	14	51	677	6,491	14.5

CAMDEN COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Audubon Boro.	14	18	32	2	..	..	23	55	5.
Audubon Park	1	1	2	..	..	..	1	18	..
Barrington	6	1	7	..	..	..	1	15	15.
Bellmawr	11	14	25	..	..	3	15	13	1.
Berlin Boro.	15	40	55	1	4	1	34	291	12.1
Berlin Twp.	13	7	20	..	..	..	16	179	44.7
Brooklawn	2	22	24	..	..	..	9	32	4.5
Camden	1,235	174	1,409	8	3	261	518	272	4
Chesilhurst .....	..	6	6	..	..	1	5	54	27.
Clementon	12	6	18	..	..	..	9	78	19.5
Collingswood	125	114	239	..	2	9	79	23	3
Delaware Twp.	56	115	171	..	4	5	112	166	2.8
Gibbsboro	2	..	2	..	..	..	2	1	1.
Gloucester City	55	18	73	3	..	3	70	79	2.7
Gloucester Twp.	15	23	38	2	1	2	28	421	24.7
Haddon Twp.	36	72	108	1	1	3	57	107	3.2
Haddonfield	51	..	51	..	..	3	21	24	1.3
Haddon Hghts.	15	13	28	..	1	1	9	66	9.4
Hi-Nella .....	..	..	..	..	..	..	..	..	..
Laurel Springs	1	1	2	..	..	..	1	..	..
Lawnside	5	13	18	..	2	1	18	13	1.1
Lindenwold	9	11	20	..	..	1	14	58	8.2
Magnolia	1	13	14	..	..	..	10	17	2.8
Merchantville	107	..	107	1	..	6	22	34	1.4
Mt. Ephraim	10	15	25	..	..	1	19	22	2.7
Oaklyn	8	27	35	..	..	1	7	7	1.
Pennsauken	189	334	523	4	1	18	213	231	1.5
Pine Hill	15	..	15	..	..	1	5	40	10.
Pine Valley .....	..	..	..	..	..	..	..	..	..
Runnemede	6	36	42	..	..	2	33	36	1.8
Somerdale	2	11	13	..	..	..	..	40	6.6
Stratford	2	11	13	..	..	..	11	66	8.2
Tavistock .....	..	..	..	..	..	..	..	..	..
Voorhees Twp.	11	6	17	1	..	..	13	22	2.4
Waterford	13	22	35	..	1	3	27	98	5.4
Winslow	58	14	52	1	4	2	54	247	8.8
Woodlynn	2	3	5	..	1	..	7	..	..
TOTAL	2,083	1,161	3,244	24	25	328	1,468	2,825	2.4

CAPE MAY COUNTY

Avalon	9	..	9	..	..	..	2	6	3.
Cape May City	13	..	13	..	..	..	1	39	39.
Cape May Pt.	1	..	1	..	1	..	..	..	1.
Dennis Twp.	3	30	33	..	..	1	30	55	3.
Lower Twp.	14	8	22	..	..	..	19	41	4.5
Middle Twp.	34	46	80	..	..	2	48	323	10.4
No. Wildwood	24	..	24	..	..	1	18	11	1.5
Ocean City	92	7	99	..	..	5	41	199	6.6
Sea Isle City	12	..	12	..	..	..	6	19	6.3
Stone Harbor	12	..	12	..	..	..	5	17	8.5
Upper Twp.	13	17	30	..	1	..	34	86	6.1
W. Cape May	5	..	5	..	..	1	2	22	7.3
W. Wildwood .....	..	..	..	..	..	..	..	2	..
Wildwood City	109	..	109	..	..	8	29	50	1.7
Wildwood Crest	9	..	9	..	1	..	7	4	2.
Woodbine	7	..	7	..	..	1	1	12	6.
TOTAL	357	108	465	..	3	19	243	886	5.7

CUMBERLAND COUNTY

Bridgeton	24	12	36	2	..	4	23	255	10.6
Commercial	24	..	24	..	1	..	14	46	5.1
Deerfield	15	..	15	..	..	..	13	58	7.2
Downe	14	..	14	..	..	2	4	26	8.6
Fairfield	12	6	18	1	1	1	14	117	19.5
Greenwich	3	..	3	..	..	..	2	14	7.
Hopewell	11	3	14	..	..	..	10	17	2.8
Landis	128	48	176	3	3	3	142	431	4.7
Lawrence	20	..	20	..	..	1	7	41	6.8
Maurice River	4	19	23	..	..	2	10	374	37.4
Millville	90	89	179	..	1	14	74	361	6.3
Shiloh .....	..	3	3	..	..	..	4	7	2.3
Stowe Creek	1	1	2	..	..	..	2	8	8.
Upper Deerfield	26	19	45	2	..	4	25	143	6.8
Vineland	26	..	26	..	..	..	10	54	7.7
TOTAL	398	200	598	8	6	31	354	1,952	8.

ESSEX COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Belleville	242	66	308	1	2	7	84	351	5.3
Bloomfield	510	..	510	1	1	45	141	169	1.2
Caldwell Boro.	79	..	79	..	..	8	16	209	12.2
Caldwell Twp.	22	91	113	..	..	3	65	133	4.2
Cedar Grove	23	60	83	..	..	3	31	256	11.9
East Orange	1,077	5	1,077	1	1	87	257	1,001	3.8
Essex Fells	10	..	10	..	..	..	..	16	..
Glen Ridge	132	..	132	..	..	6	42	539	16.8
Irrington	716	..	716	5	1	67	216	211	.9
Livingston	121	51	172	..	..	6	69	252	5.6
Maplewood	181	57	238	1	2	15	63	279	5.2
Millburn	157	17	174	..	..	6	36	274	9.1
Montclair	644	..	644	..	1	52	166	1,131	6.9
Newark	7,091	1,015	8,106	26	13	1,012	1,909	3,046	1.3
No. Caldwell	16	..	16	..	..	1	7	35	4.3
Nutley	210	36	246	1	..	22	65	408	6.
Orange	377	..	377	1	1	31	90	122	1.3
Roseland	30	..	30	..	..	1	2	55	18.3
So. Orange	252	..	252	2	..	15	79	289	4.4
Verona	93	24	117	..	..	8	42	293	7.9
West Caldwell	46	..	46	..	1	3	12	113	10.2
West Orange	358	23	381	1	1	23	134	365	3.3
TOTAL	12,387	1,440	13,827	40	24	1,421	3,526	9,547	2.5

GLOUCESTER COUNTY

Clayton	3	14	17	..	..	1	8	84	14.
Deptford	41	30	71	..	..	5	48	161	5.
E. Greenwich	29	..	29	..	..	1	15	45	4.
Elk Twp.	13	3	16	1	1	2	14	43	3.5
Franklin Twp.	29	55	84	..	4	4	63	461	12.1
Glassboro	37	35	72	..	1	1	57	208	8.6
Greenwich	14	29	43	..	2	3	15	238	14.8
Harrison Twp.	12	16	28	..	..	..	18	54	6.
Logan Twp.	4	31	35	1	1	2	15	199	16.5
Mantua Twp.	35	11	46	..	1	4	24	100	5.2
Monroe Twp.	37	44	81	1	2	2	67	1,102	29.
National Park	3	..	3	..	1	..	7	22	7.3
Newfield	2	1	3	..	..	..	..	6	..
Paulsboro	30	38	68	1	..	5	26	95	3.8
Pitman	33	1	34	..	..	2	18	129	14.3
So. Harrison Twp.	3	4	7	..	..	1	8	15	3.
Swedesboro	19	..	19	..	..	1	6	33	6.6
Washington	6	28	34	..	1	2	24	724	51.7
Wenonah	4	..	4	..	..	..	4	19	19.
W. Deptford Twp.	11	64	75	2	5	6	42	146	4.4
Westville	4	14	18	..	..	1	7	4	.6
Woodbury City	41	25	66	1	1	4	21	60	3.
Woodbury Hghts.	4	3	7	..	..	..	6	17	8.5
Woolwich Twp.	13	3	16	..	1	..	16	43	4.3
TOTAL	427	449	876	7	21	47	509	4,008	11.4

HUDSON COUNTY

Bayonne	779	6	785	3	..	127	224	216	.8
E. Newark	21	..	21	..	..	..	3	12	4.
Guttenberg	28	..	28	1	..	3	13	3	1.2
Harrison	162	3	165	2	..	18	46	67	1.3
Hoboken	456	..	456	3	..	94	102	157	1.
Jersey City	1,980	675	2,655	11	8	354	911	274	.3
Kearny	331	154	485	2	..	23	205	285	2.
No. Bergen	258	164	422	5	2	17	186	223	1.8
Secaucus	32	67	99	2	1	5	29	46	1.5
Union City	345	9	354	4	..	59	94	107	.8
Weehawken	116	9	125	..	2	6	37	134	4.7
West New York	164	..	164	1	1	21	42	22	.4
TOTAL	4,672	1,087	5,759	34	14	727	1,892	1,546	.8

HUNTERDON COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Alexandria	14	..	14	..	..	1	6	9	1.2
Bethlehem	8	22	25	..	..	1	19	106	7.5
Bloomsbury .....	..	1	1	..	..	..	..	1	..
Califon	3	..	3	..	..	..	1	2	2.
Clinton Town	3	24	27	..	..	1	11	40	4.4
Clinton Twp.	13	59	72	..	1	..	38	395	16.4
Delaware	13	..	13	..	..	1	1	9	4.5
East Amwell	4	11	15	..	..	1	4	24	4.8
Flemington	26	10	36	..	..	1	4	43	10.7
Franklin Twp.	6	1	7	..	..	..	6	4	1.
Frenchtown	9	1	10	..	..	..	8	10	3.3
Glen Gardner	1	8	9	..	..	..	8	15	3.
Hampton	3	4	7	..	..	..	3	11	11.
High Bridge	11	..	11	..	..	..	..	14	..
Holland	13	..	13	..	..	..	4	8	2.6
Kingwood	10	7	17	1	..	..	14	27	5.4
Lambertville	14	3	17	..	..	..	7	173	34.6
Lebanon Boro.	1	12	13	..	..	..	5	9	2.2
Lebanon Twp.	12	7	19	..	..	1	8	17	2.1
Milford	3	..	3	..	..	..	2	7	3.5
Raritan	21	47	68	2	..	2	40	104	3.4
Readington	14	49	63	..	1	3	38	305	12.7
Stockton	2	..	2	..	..	1	..	2	2.
Tewksbury	7	..	7	..	..	..	5	9	4.5
Union Twp.	6	28	34	..	4	3	19	126	8.4
West Amwell	2	12	14	1	..	..	7	29	4.8
TOTAL	214	306	520	4	6	16	253	1,499	8.1

MERCER COUNTY

East Windsor	17	60	77	2	1	1	43	131	4.3
Ewing	98	37	135	1	1	12	67	60	1.2
Hamilton Twp.	257	193	450	4	3	38	162	410	2.7
Hightstown	11	15	26	..	4	3	6	39	8.5
Hopewell Boro.	12	..	12	..	..	3	1	23	5.7
Hopewell Twp.	26	29	55	1	2	..	32	170	6.8
Lawrence	57	126	183	1	2	7	92	204	4.
Pennington	5	8	13	..	..	..	6	13	3.2
Princeton Boro.	54	32	86	1	1	4	28	97	4.4
Princeton Twp.	32	12	44	1	..	..	15	56	5.6
Trenton	990	..	990	12	2	148	191	772	2.7
Washington Twp.	16	61	77	..	3	2	40	688	20.8
West Windsor	22	42	64	..	..	..	25	885	44.2
TOTAL	1,597	615	2,212	23	19	218	708	3,548	5.1

MIDDLESEX COUNTY

Carteret	74	..	74	..	..	5	23	59	2.6
Cranbury	13	61	74	..	2	1	37	964	43.8
Dunellen	33	25	58	1	..	6	18	172	10.1
E. Brunswick	50	49	99	..	3	..	40	135	4.6
Helmetta	2	..	2	..	..	6	..	51	..
Highland Park	59	73	132	..	..	5	42	123	3.6
Jamesburg	5	..	5	..	2	..	3	29	29.
Madison	31	92	123	2	..	5	54	454	11.
Metuchen	46	18	64	..	..	2	25	146	8.5
Middlesex	17	17	34	..	1	..	12	266	26.6
Milltown	18	..	18	..	..	2	4	39	7.7
Monroe	21	8	29	..	3	..	22	33	2.2
New Brunswick	476	98	574	2	..	32	124	185	1.5
No. Brunswick	14	158	172	..	9	2	115	1,320	20.9
Perth Amboy	319	46	365	1	..	67	131	111	.7
Piscataway	94	..	94	..	1	..	51	96	3.2
Plainsboro	6	18	24	..	..	1	14	49	5.4
Raritan	161	296	457	..	6	18	251	766	5.1
Sayreville	62	115	177	..	3	5	142	355	5.
So. Amboy	21	45	66	..	..	..	27	38	2.1
So. Brunswick	17	91	108	..	3	2	57	1,356	32.2
So. Plainfield	68	..	68	..	1	2	25	113	6.2
So. River	104	..	104	..	1	10	12	76	3.4
Spotswood	14	..	14	..	..	..	9	32	10.6
Woodbridge	188	368	556	4	5	13	221	1,952	12.6
TOTAL	1,913	1,578	3,491	10	40	184	1,459	8,920	8.3

MONMOUTH COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Allenhurst	8	2	10	..	..	..	4	104	26.
Allentown	6	..	6	..	..	..	2	10	10.
Asbury Park	148	39	187	..	1	15	72	428	7.2
Atlantic Twp.	16	35	51	..	..	1	21	310	28.1
Atlantic Highlands ..	20	6	26	1	2	..	7	8	1.
Avon	11	7	18	..	..	..	16	61	6.1
Belmar	117	51	168	..	2	9	33	52	1.5
Bradley Beach	25	17	42	..	..	..	12	28	4.
Brielle	6	32	38	..	1	..	24	47	4.2
Deal	13	19	32	..	..	1	4	99	19.8
Eatontown	18	33	51	..	1	..	13	115	11.5
Englishtown	15	..	15	..	..	1	3	52	17.3
Fair Haven	14	..	14	1	..	2	10	86	14.3
Farmingdale	16	..	16	..	..	1	7	10	2.5
Freehold Boro.	30	24	54	..	..	2	18	93	13.2
Freehold Twp.	34	74	108	..	..	6	46	456	14.7
Highlands	10	2	12	..	1	2	2	3	1.
Holmdel	2	20	22	..	..	..	20	50	5.5
Howell Twp.	40	83	123	1	1	1	89	377	7.3
Interlaken	11	..	11	..	..	..	6	75	25.
Keansburg	36	9	45	1	1	3	12	43	3.5
Keyport	61	60	121	..	..	2	65	339	9.4
Little Silver	21	..	21	..	..	..	4	4	1.3
Long Branch	99	9	108	1	1	6	47	82	2.7
Manalapan	29	27	56	..	1	1	24	173	10.1
Manasquan	23	4	27	..	..	1	10	140	17.5
Marlboro	16	35	51	..	2	1	36	175	9.2
Matawan Boro.	33	23	56	..	..	3	10	227	25.2
Matawan Twp.	7	29	36	..	..	..	13	262	29.1
Middletown	83	125	208	2	2	13	108	261	3.2
Millstone	30	6	36	..	1	1	31	50	2.6
Monmouth Beach	4	..	4	..	..	..	..	..	..
Neptune Twp.	66	34	100	1	1	7	69	136	3.2
Neptune City	17	43	60	..	..	2	21	197	16.4
Ocean Twp.	21	34	55	2	1	1	43	115	5.
Oceanport	27	..	27	..	..	..	8	19	2.7
Raritan Twp.	9	32	41	..	1	2	31	177	8.8
Red Bank	261	40	301	..	..	19	77	60	.9
Roosevelt	5	..	5	..	..	..	6	13	6.5
Rumson	57	..	57	..	..	2	24	47	2.7
Sea Bright	7	5	12	..	2	..	8	8	2.
Sea Girt	15	..	15	..	..	..	5	8	2.7
Shrewsbury Boro.	12	30	42	..	..	..	14	75	7.5
Shrewsbury Twp.	49	3	52	..	2	1	27	174	10.8
So. Belmar	3	..	3	1	..	..	..	71	71.
Spring Lake Boro.	29	..	29	..	..	..	22	16	1.6
Spring Lake Hghts. ...	6	22	28	1	..	..	11	85	8.5
Union Beach	9	8	17	..	..	..	8	10	2.5
Upper Freehold Twp. ...	33	2	35	..	1	2	13	35	2.6
Wall Twp.	38	73	111	1	3	2	70	200	5.
West Long Branch ...	11	4	15	..	..	..	8	19	19.
TOTAL	1,677	1,101	2,778	13	28	110	1,232	5,685	6.9

MORRIS COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Boonton Town	133	..	133	..	..	8	15	19	1.1
Boonton Twp.	10	..	10	..	..	..	5	13	3.2
Butler	11	13	24	..	..	..	9	75	12.5
Chatham Boro.	44	42	86	..	..	6	23	155	7.7
Chatham Twp.	28	..	28	..	1	..	15	81	11.5
Chester Boro.	2	1	3	..	..	..	2	16	16.
Chester Twp.	8	6	14	..	..	..	5	17	4.2
Denville	26	48	74	1	..	3	20	155	9.6
Dover	125	93	218	..	..	15	65	55	.9
E. Hanover Twp.	18	28	46	..	1	2	36	31	1.3
Florham Park	26	..	26	..	1	..	7	46	11.5
Hanover	34	44	79	..	..	3	27	224	18.7
Harding Twp.	7	11	18	..	..	1	12	8	1.1
Jefferson	32	23	55	..	..	..	16	43	3.5
Kinnelon Boro.	4	1	5	..	..	..	..	4	..
Lincoln Park	14	..	14	..	..	..	1	63	63.
Madison Boro.	49	36	85	1	1	2	34	282	13.4
Mendham Boro.	9	..	9	..	..	..	2	38	38.
Mendham Twp.	15	..	15	..	..	..	7	42	8.4
Mine Hill Twp.	5	20	25	1	..	..	16	124	13.7
Montville	36	32	68	..	..	..	31	660	47.1
Morris Twp.	65	36	101	..	1	5	48	218	6.6
Morris Plains	9	23	37	..	..	1	8	102	14.5
Morristown	123	103	226	1	..	19	59	119	2.
Mountain Lakes ..	30	13	43	..	..	2	23	30	2.
Mt. Arlington	7	..	7	..	..	..	2	6	6.
Mt. Olive	8	40	48	..	..	..	27	132	9.2
Netcong	8	30	38	1	..	4	16	51	3.6
Parsippany	53	117	170	1	3	2	84	402	8.3
Passaic Twp.	34	..	34	..	..	1	21	47	3.6
Pequanock	13	13	26	..	1	..	9	210	35.
Randolph	37	37	74	1	4	1	48	634	23.4
Riverdale	14	11	25	..	..	..	6	196	49.
Rockaway Boro.	26	24	50	..	..	2	8	31	3.8
Rockaway Twp.	43	24	67	..	2	1	26	128	8.5
Roxbury	28	67	95	..	4	2	37	376	17.9
Washington Twp.	26	4	30	..	..	..	20	16	1.3
Wharton	12	5	17	..	..	..	5	30	7.5
TOTAL	1,173	950	2,123	7	19	80	795	4,879	8.9

OCEAN COUNTY

Barnegat City	2	..	2	..	..	1	..	1	1.
Bayhead	6	4	10	..	..	..	7	103	20.6
Beach Haven	16	..	16	..	..	..	4	82	20.5
Beachwood	5	17	22	..	..	2	5	97	16.1
Berkeley	7	26	33	..	1	..	48	285	15.
Brick	27	37	64	..	..	4	43	253	8.1
Dover Twp.	40	126	172	..	2	5	100	852	14.7
Eagleswood	1	6	7	..	..	..	4	67	22.3
Harvey Cedars	5	..	5	..	..	..	2	..	..
Island Beach Boro. ....	..	..	..	..	..	..	..	..	..
Island Hghts	5	3	8	..	..	..	5	1	.3
Jackson Twp.	47	..	47	..	2	1	40	85	3.5
Lacey Twp.	4	14	18	..	..	1	15	648	92.5
Lakehurst	14	11	25	..	..	..	3	29	9.6
Lakewood	57	69	116	1	..	2	64	223	5.4
Lavalette .....	..	7	7	..	..	1	6	45	11.3
Little Egg Harbor	2	9	11	..	..	..	5	86	21.5
Long Beach	7	..	7	..	..	1	6	5	1.6
Manchester	7	15	22	..	..	2	32	77	6.4
Mantoloking	1	5	6	..	..	..	..	66	..
Ocean Twp.	5	7	12	..	..	1	9	113	18.8
Ocean Gate	2	..	2	..	..	..	..	..	..
Pine Beach	6	1	7	..	..	..	8	1	.2
Plumsted	14	..	14	..	..	1	12	30	3.
Pt. Pleasant Boro.	25	14	39	..	1	1	24	107	7.1
Pt. Pleasant Beach ...	38	28	66	..	..	2	26	43	2.1
Seaside Hghts.	18	12	30	..	..	..	10	51	12.7
Seaside Park	19	..	19	..	..	..	7	105	21.
Ship Bottom	6	..	6	..	..	..	2	18	9.
So. Toms River	5	11	16	..	..	2	5	14	2.8
Stafford Twp.	10	30	40	1	..	..	23	302	21.5
Surf City	5	..	5	..	..	..	..	2	..
Tuckerton	6	10	16	..	1	1	6	25	4.1
Union Twp.	2	9	11	..	..	3	5	300	42.8
TOTAL	420	461	881	2	7	31	526	4,116	12.6

PASSAIC COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Bloomingtondale	11	..	11	..	..	..	1	10	10.
Clifton	730	193	923	1	2	50	256	560	2.6
Haledon	41	..	41	..	1	3	5	23	3.2
Hawthorne	146	..	146	1	1	3	44	180	4.8
Little Falls	49	44	93	1	..	1	15	122	7.6
No. Haledon	28	..	28	..	..	1	12	77	7.
Passaic	997	..	997	3	2	129	271	496	1.6
Paterson	2,061	141	2,202	3	2	281	546	322	5.
Pompton Lakes	49	..	49	..	1	1	12	101	14.4
Prospect Park	89	..	89	2	..	12	25	56	1.8
Ringwood	20	..	20	..	..	..	11	13	2.6
Totowa	17	28	45	..	..	..	20	97	8.
Wanaque	34	..	34	..	..	..	12	145	24.1
Wayne	200	168	368	2	2	7	119	421	5.1
West Milford	59	38	97	..	..	3	45	312	10.7
West Paterson	35	3	38	..	..	1	13	46	5.7
TOTAL	4,566	615	5,181	13	11	492	1,407	2,991	2.1

SALEM COUNTY

Alloway	16	..	16	1	1	..	17	13	1.5
Ehner	6	1	7	..	..	..	1	12	12.
Elsinboro	8	..	8	1	2	..	15	53	8.8
L. Alloway Cr.	6	..	6	..	..	1	2	3	1.
L. Penns Neck	18	34	52	2	2	..	34	117	6.1
Mannington	11	17	28	1	1	..	18	46	3.8
Oldmans	8	23	31	..	..	..	29	258	16.1
Pennsgrove	19	9	28	..	..	2	2	158	52.6
Pilesgrove	6	22	28	..	2	..	20	159	15.9
Pittsgrove	20	2	22	..	1	3	18	154	15.4
Quinton	6	10	16	..	1	..	14	28	3.5
Salem	25	9	34	..	1	2	12	438	48.6
U. Penns Neck	8	49	57	..	2	4	39	523	23.6
U. Pittsgrove	22	7	29	1	..	2	25	65	3.8
Woodstown	3	8	11	..	..	..	1	36	36.
TOTAL	182	191	373	6	13	14	247	2,065	13.9

SOMERSET COUNTY

Bedminster	7	13	20	..	..	..	14	332	66.4
Bernards Twp.	27	1	28	..	..	..	6	52	10.4
Bernardsville	18	18	36	..	2	2	7	14	1.3
Bound Brook	139	49	179	..	..	13	41	231	5.5
Branchburg	10	36	46	..	3	1	33	478	22.6
Bridgewater	69	198	267	..	3	8	158	1,302	13.
E. Millstone	5	..	5	..	..	1	..	..	..
Far Hills	4	4	8	..	..	..	4	51	23.5
Franklin Twp.	74	20	94	..	1	5	32	106	3.9
Green Brook Twp.	8	43	51	1	..	3	20	414	29.5
Hillsboro	37	32	69	..	..	3	40	65	2.
Manville	46	..	46	..	..	..	9	193	32.1
Millstone	5	..	5	..	..	1	..	3	3.
Montgomery	23	23	46	1	..	1	17	46	3.
No. Plainfield	74	74	148	..	..	7	52	889	22.2
Peapack	5	4	9	..	..	..	4	8	2.6
Raritan Town	9	9	18	..	..	2	1	7	2.3
Rocky Hill	1	..	1	..	1	..	..	3	3.
Somerville	95	65	160	1	..	11	46	390	10.
So. Bound Brook	17	..	17	..	1	1	3	200	40.
Warren	43	..	43	..	..	1	25	38	2.5
Watchung	32	16	48	..	1	..	24	123	9.4
TOTAL	748	596	1,344	3	12	60	534	5,005	12.3

SUSSEX COUNTY

	Accidents on		Total	Deaths		Injured		Number Traffic Arrests	Enforce- ment Index
	Local Sts.	State Hwys.		Peds.	Others	Peds.	Others		
Andover Boro.	2	7	9	..	..	..	5	17	5.6
Andover Twp.	18	7	20	..	2	..	14	32	4.
Branchville	1	4	5	..	..	1	2	3	1.
Byram	3	18	21	..	..	1	12	24	2.8
Frankford	7	12	19	..	3	..	6	80	11.4
Franklin Boro.	17	12	29	1	..	..	6	20	2.8
Fredon	2	10	12	..	1	..	12	13	2.1
Green	5	..	5	..	..	..	2	6	6.
Hamburg ....	..	17	17	..	..	..	7	54	9.
Hampton ....	..	3	3	..	..	..	1	42	42.
Hardyston	6	18	24	..	2	..	10	122	15.2
Hopatcong	3	..	3	..	..	..	1	51	51.
Lafayette	4	5	9	..	..	..	9	14	2.8
Montague	5	9	14	..	..	..	12	13	2.1
Newton	41	..	41	..	..	3	7	39	4.8
Ogdensburg	2	..	2	..	..	..	..	24	..
Sandyston	5	3	8	..	..	..	..	80	..
Sparta	32	4	36	..	2	..	4	95	15.8
Stanhope	8	6	14	..	1	..	5	8	1.8
Stillwater	2	..	3	..	..	2	..	10	10.
Sussex	7	6	13	..	..	..	3	49	49.
Vernon	17	..	17	..	1	..	12	12	1.4
Walpack	4	..	4	..	..	..	3	5	2.5
Wantage	15	30	45	..	1	1	31	88	3.5
TOTAL	202	171	373	1	13	8	169	901	7.2

UNION COUNTY

Clark	61	..	61	..	..	1	10	144	14.4
Cranford	123	25	148	..	1	10	77	299	5.3
Elizabeth	714	457	1,171	6	3	151	420	1,608	3.9
Fanwood	21	15	36	..	..	3	10	85	7.7
Garwood	27	19	46	..	..	4	12	127	11.5
Hillside	181	116	297	..	..	16	91	174	2.3
Kenilworth	26	..	26	..	..	..	5	59	19.6
Linden	343	600	943	2	1	40	405	534	1.8
Mountainside	14	93	107	1	..	..	39	422	16.2
N. Providence Boro.	33	..	33	..	..	2	11	21	2.3
N. Providence Twp.	18	..	18	..	..	1	1	183	91.5
Plainfield	764	..	764	2	..	50	186	1,967	11.7
Rahway	146	222	368	2	3	24	150	382	3.1
Roselle Boro.	208	48	256	..	1	12	98	364	4.9
Roselle Park	61	66	127	1	..	4	17	183	10.1
Scotch Plains	76	85	161	..	..	6	82	287	5.4
Springfield	83	151	234	..	1	9	40	784	21.7
Summit	206	24	230	..	..	5	47	633	15.8
Union	404	334	738	2	1	35	177	1,014	6.5
Westfield	162	29	191	2	..	10	52	80	1.6
Winfield	7	..	7	..	..	2	..	14	7.
TOTAL	3,678	2,284	5,962	18	11	385	1,930	9,364	5.8

WARREN COUNTY

Allamuchy	5	..	5	..	..	..	1	6	6.
Alpha	6	1	7	..	..	2	1	17	5.6
Belvidere	9	..	9	..	1	..	1	32	16.
Blairstown	3	7	10	1	..	1	6	29	5.8
Franklin Twp.	3	22	25	..	..	3	7	43	5.3
Frelinghuysen	3	2	5	..	..	..	4	17	5.6
Greenwich	3	26	29	..	4	2	11	63	6.3
Hackettstown	16	21	37	..	1	2	7	49	5.4
Hardwick	5	..	5	..	..	..	2	4	2.
Harmony	14	..	14	..	1	1	13	24	4.
Hope	5	..	5	..	..	..	..	7	..
Independence ....	..	23	23	..	..	4	12	40	4.
Knowlton	2	18	20	..	1	1	10	45	4.5
Liberty ....	..	6	6	..	..	..	3	30	15.
Lopatcong	11	29	40	..	1	..	40	77	4.5
Mansfield	4	18	22	..	..	1	9	16	1.7
Oxford	4	7	11	..	..	1	6	143	47.6
Pahaquarry	1	..	1	..	..	..	..	3	..
Phillipsburg	88	17	105	..	1	15	18	53	1.8
Pohatcong	15	10	25	..	..	..	10	72	9.
Washington Boro.	10	21	31	..	..	..	10	99	19.8
Washington Twp.	11	18	29	..	..	..	17	77	7.7
White	8	36	44	1	7	..	38	99	4.7
TOTAL	226	282	508	2	17	33	226	1,045	6.
GRAND TOTAL	43,504	16,518	60,022	260	337	4,734	20,898	94,418	5.3

VEHICLE INSPECTIONS

The eleventh year of statutory inspections of New Jersey registered motor vehicles in the State-operated inspection stations commenced on March 1, 1948. The second of the semi-annual inspection periods was still in progress at the time of this report.

The Vehicle Inspection Bureau continued the enforcement of numerous sections of Title 39 of the Revised Statutes applying to the design, construction and certain performances of motor vehicles and vehicle equipment. As shown in an appended report of vehicles inspected, the annual total of violations found and required to be corrected runs into millions. This rather amazing volume of enforcement was handled on an assembly-line basis at a very low unit cost and largely by persuasive rather than by punitive means.

Despite the great numerical increase of registered motor vehicles in the past eleven years, the inspection facilities continued to consist of 28 inspection stations with a total of 45 inspection lanes. Much effort has been made to secure several more badly needed inspection stations. So far only one additional station is in prospect.

To maintain fullest use of available facilities, the station personnel was stepped up to a total of 359 examiners. Production objectives were set and daily work quotas were made up and met in most of the stations despite the latitude taken by some owners. The increase in personnel enabled more prompt action against delinquents than heretofore. One result was that a higher percentage of inspections were completed by any given date than ever before.

When a vehicle is subject to the inspection law, and its owner for some reason cannot present it for inspection, it is required that the registration card and license plates be surrendered at any motor vehicle inspection station. A registration thus voluntarily surrendered is received without prejudice and filed at Trenton. Later, if the owner is ready to present the vehicle for inspection, the registration is returned promptly upon request. Altogether 46,113 registrations (certificates and license plates) were surrendered during the period under report and 5,157 of these were returned upon request.

The principal method of enforcement of the inspection law is accomplished by reference to the inspection station records. Indicated delinquencies disclosed by the station files led to the mailing of over 375,000 warning notices and notices of proposed revocation. While the preparation and mailing of such notices runs into time and expense, this follow-up produces results in a high percentage of cases. Patrolling members of the Inspector Force of the Division issued summonses to 2,796 violators of the inspection law. The subsequent hearings were held in the Trenton office. In 4,490 revocation cases it was necessary to issue orders to pick up the corresponding certificates and license plates in the field.

There were no notable changes in inspection requirements and inspection methods during the year. The inspection requirements in force were classified as follows:

CLASS (A)

Requirements which have a vital bearing on safety and the prevention of loss of life, limb and property. Rejections under these requirements require re-examination at an inspection station.

CLASS (B)

Requirements covering items required by law but which are something less than vitally important to safety. When a vehicle or its equipment does not comply with any such requirement, the resulting Class (B) rejection does not require that the vehicle be brought back for reinspection. However, the owner or driver is told that the vehicle will be operated in violation of the law if the requirement in question is not met by an adjustment, correction or repair.

A table of inspection results is appended. It is important to note that the table cannot be compared item by item with the published results of the inspection periods prior to 1944 because of certain differences in statistical reporting. A direct comparison can be made with the corresponding tables for 1944-1947. In the appended table, the accounting procedure pertaining to inspection cards issued, inspection fees collected and windshield decalomania affixed made it necessary to omit from the table a large total of Class (B) rejections on vehicles approved on initial examination. By the end of the inspection year, the number of Class (B) rejections not shown will total about 225,000 for each of the two inspection periods.

Taking both Class (A) and (B) rejections into consideration, approximately 50 per cent of the vehicles inspected were found to be in an unlawful or unsafe condition for one or more reasons.

1948 INSPECTION YEAR REPORT OF VEHICLES INSPECTED

March 1, 1948 to April 30, 1949

DISTRIBUTION

	1st Period	2nd Period
Approved on initial examination	740,046	759,820
Approved on re-examination	375,947	364,392
Rejected on initial examination	394,991	380,904
Rejected on re-examination	91,522	87,811
"No Fee" vehicles approved	6,904	7,043
"No Fee" vehicles rejected	1,070	991
Total number of vehicles handled	1,610,480	1,600,961

Number of Individual Cars

Approved on initial examination	65.20%	740,046	66.61%	759,820
Rejected on initial examination	34.80%	394,991	33.39%	380,904
Totals		1,135,037		1,140,724

Approvals

Approved on initial examination	740,046	759,820
Approved on re-examination	375,947	364,392
Totals	1,115,993	1,124,212

Handlings

1st Period	1,610,480
2nd Period	1,600,961
Totals	3,211,441

1st Semi-annual inspection period commenced March 1.
 2nd Semi-annual inspection period commenced September 1.

Reasons for Rejections

		1st Period		2nd Period	
			Per Cent		Per Cent
(B)	1. Credentials, license cards	9,257	.94	8,283	.80
(A)	2. Steering alignment	53,033	4.84	49,371	4.76
(A)	3. Steering operation	80,456	7.34	75,716	7.30
	4.				
(B)	5. Identification marks (plates) ...	25,778	2.35	23,928	2.30
(B)	6. Examination of all glass	50,169	4.58	49,114	4.74
(A)	7. Obstruction to vision	18,923	1.70	18,010	1.74
(A)	8. Horn	9,816	.89	8,524	.82
(B)	9. Windshield cleaners	7,318	.67	7,478	.72
(A)	10. Rear-view mirror	4,620	.42	3,971	.38
(B)	11. Exhaust system	8,576	.78	9,082	.88
	12. Miscellaneous	35,414	3.23	33,519	3.24
(A)	13. Headlights	243,218	22.20	227,610	21.95
(B)	14. Auxiliary driving lights	11,189	1.02	10,559	1.02
(B)	15. Light output	61,323	5.60	47,017	4.54
(B)	16. Parking lights	20,998	1.92	18,010	1.74
(A)	17. Red tail light	36,505	3.33	35,867	3.46
(B)	18. Other rear lights	83,989	7.67	78,083	7.54
(B)	19. Wiring and switching	35,089	3.20	21,534	2.08
	20. Beam indicator light	8,624	.79	8,218	.79
	21.				
(A)	22. Service brake	72,376	6.60	82,188	7.93
(A)	23. Parking brake	37,063	3.38	40,980	3.95
(A)	24. Brake equalization	129,675	11.85	120,804	11.66
(A)	25. Pedal and lever reserve	51,652	4.70	58,612	5.66
Totals		1,095,061		1,036,478	

TRAFFIC LAW VIOLATIONS

Traffic and motor vehicle law arrests for moving violations (parking excluded) during the year totaled 94,418 as compared with 95,586 arrests in the previous year, a decrease of one per cent.

Parking arrests in 1948 numbered 4,433. In 1947 parking arrests totaled 4,533.

Year	Moving Violations	Parking Violations
1948	94,418	4,433
1947	95,586	4,533
1946	89,245	4,418
1945	53,074	3,785
1944	48,588	2,326

Rural—Urban

Nearly 70 per cent of the State's traffic and motor vehicle violations occurred in so-called rural communities (under 10,000 population).

Number of Municipalities	Population Groups	Number of Arrests	Per Cent Arrests
6	100,000 and over	6,304	6.7
24	25,000 to 100,000	11,163	11.8
45	10,000 to 25,000	11,767	12.5
173	2,500 to 10,000	38,326	40.6
320	Under 2,500	26,858	28.4

Leading Violations

Out of the scores of traffic and motor vehicle law violations there were five that appeared most frequently in the records and this group accounted for 71 per cent of all arrests. Speeding was the most prevalent violation, comprising 37,186 arrests, or 39 per cent of all apprehensions.

Type of Violations	Number Violations
Speeding	37,186
Careless driving	16,233
Ignoring traffic signal	6,233
Driving without a license	4,347
Failure to exhibit driver's license or registration certificate	3,464
Total	67,484

REVENUE FROM FINES

Under the statutes, all fines imposed and collected from complaints made by motor vehicle inspectors and State police for violations of Title 39, Revised Statutes, are paid into the State Treasury. These fines totaled \$383,418.35 for the year.

Year	Fines Collected
1948	\$383,418.35
1947	384,439.76
1946	358,176.25
1945	247,001.92
1944	197,543.59
1943	222,956.50
1942	214,580.02
1941	262,114.37

Ages of Speed Violators

Drivers in the age group 20 to 29 years were the most numerous offenders of speed regulations. Comprising 26.26 per cent of total licensed operators, this group was involved in 38.4 per cent of all speed arrests.

Age Group	Per Cent Licensed Drivers	Number Arrests	Per Cent Arrests (Stated Ages)
Under 20	5.78	1,831	5.2
20 to 29	26.26	13,337	38.4
30 to 39	27.91	9,984	28.6
40 to 49	21.52	6,237	18.
50 to 64	15.46	3,166	9.1
65 and over	3.07	239	.7
Unknown .....	....	2,392	..
	<hr/> 100.00	<hr/> 37,186	<hr/> 100.0

Severity of Fines Imposed

The average fine imposed during the year (exclusive of cases where a mandatory penalty is prescribed by law) was \$6.35.

Nearly half of those fined (46%), were assessed a nominal penalty between \$3 and \$5 while 28 per cent of the offenders were fined between \$6 and \$10.

Nature of Fines	Per Cent Fines Imposed
Costs only .....	.1
\$1	1.7
\$2	9.8
\$3 to \$5	46.0
\$6 to \$10	27.9
\$11 to \$15	5.9
\$16 to \$25	5.3
\$26 to \$50	1.6
\$51 to \$100 .....	.7
Over \$100	1.0
	<hr/> 100.0

NON-RESIDENT VIOLATORS

Thirty-five per cent of the traffic and motor vehicle law violators were non-residents.

State Highway Route 25, extending from Jersey City to Camden for a distance of 87 miles, accounted for 12.3 per cent of the total arrests on all streets and highways in the State. There were 11,621 violations on this route, or slightly more than one-fifth of the violations on all State highways.

Ages of All Violators

As in speeding violations, drivers between 20 and 29 years were the principal offenders of all traffic and motor vehicle law violations. Of the 94,418 total violators, 33,901, or 39.4 per cent were in this group.

Age Groups	Per Cent Licensed	Per Cent Violators
Under 20	5.78	6.80
20 to 29	26.26	39.39
30 to 39	27.91	26.14
40 to 49	21.52	16.23
50 to 64	15.46	10.12
65 and over	3.07	1.32
	100.00	100.00

DISPOSITION OF CASES

Ninety-seven out of every hundred persons charged with traffic and motor vehicle law offenses during the year were adjudged guilty. Only 3 per cent of the cases were dismissed.

Dispositions

	Number Cases	Per Cent
Fined	79,962	84.7
Suspended sentence	8,515	9.0
Dismissed	2,697	2.8
Revoked	288	.3
Jailed	827	.9
Revoked and fined	1,575	1.7
Revoked and jailed	286	.3
Others	268	.3
	94,418	100.0

NEW JERSEY DEPARTMENT OF
LAW & PUBLIC SAFETY
Division of Motor Vehicles
Arthur W. Magee, Director

NEW JERSEY STATISTICAL SUMMARY OF MOTOR VEHICLE VIOLATIONS

IN

New Jersey
State, County or City

DURING January to December, (Incl.) 1948
Month or Year

VIOLATIONS OF TITLE 39 R. S.							
Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4...	1488	3-80...	8	4-58...	22	4-97.....	16233
3-10...	4347	3-81...	2	4-62...	2	4-98.....	37186
3-11...	307	3-82...	3	4-63...	6	4-105	
3-12...	64	4-10		4-64...	13	to	
3-17...	700	to		4-65...	36	4-121....	554
3-19...	2	4-14...	24	4-66...	5	4-122....	92
3-29...	3464	4-15		4-67...	176	4-123....	105
3-33...	647	to		4-70...	6	4-125....	36
3-34...	41	4-25...	15	4-71...	73	4-126....	242
3-35...	140	4-26		4-73...	69	4-127....	24
3-36...	119	to		4-75...	2	4-128....	176
3-37...	55	4-30...	18	4-76...	1	4-129....	895
3-38...	16	4-32		4-77...	59	4-130....	5
3-39...	674	to		4-79...	3	4-135	
3-40...	434	4-37...	46	4-80...	220	to	
3-49...	45	4-38		4-81...	6254	4-138....	* 3587
3-53...	38	to		4-82...	383	4-141....	4083
3-56...	214	4-45...	410	4-83...	62	Chap. 6...	3
3-61...	254	4-46...	184	4-84...	139	Chap. 8...	25
3-62...	* 846	4-48...	261	4-85...	2248	Chap. 9...	
3-64...	13	4-49...	74	4-86...	1470	2-138-9...	122
3-67...	137	4-50...	1176	4-87...	434	2-145-6...	10
3-69...	82	4-52...	29	4-88...	872	Misc...	1475
3-70...	133	4-53...	16	4-89...	35	4-128-1	2351
3-71...	64	4-54...	14	4-90...	129		
3-72...	8	4-55...	3	4-91...	24		
3-73...		4-56...	58	4-92...	61		
3-74...	5	4-57...	235	4-96...	1930	TOTAL...	94418

VIOLATIONS OCCURRING ON STATE HIGHWAYS					
Route	Violators	Route	Violators	Route	Violators
1....	387	37....	522	S-1.....	1
3....	93	38....	106	S-1-A.....	
4....	5807	39....	255	S-3.....	60
5....	14	40....	395	S-4.....	
6....	3388	41....	17	S-4-A.....	
7....	23	42....	4492	S-6.....	3
8....	45	43....	1843	S-24.....	390
10....	981	44....	1196	S-25.....	
12....	25	45....	343	S-26.....	6
17....	4200	46....	127	S-28.....	100
21....	104	47....	836	S-31.....	186
23....	1353	48....	572	S-39.....	8
24....	892	49....	472	S-40.....	81
25....	11621	50....	85	S-41.....	365
26....	2104	51....		S-44.....	2
27....	497	52....		S-49.....	183
28....	2280	54....	6		
29....	3538	84....	20		
30....	368	4-N.....	309		
31....	361	5-N.....	62		
32....	310	13-E.....			
33....	376	25-M.....	66		
34....	640	29-A.....	2	Municipal and	
35....	1688	45-M.....	1	County roads	39883
36....	307	A-6....	1	TOTAL	94418

HOURS OF OCCURRENCE	
12 to 1 A.M.	2470
1 to 2 A.M.	2364
2 to 3 A.M.	2291
3 to 4 A.M.	1215
4 to 5 A.M.	602
5 to 6 A.M.	540
6 to 7 A.M.	1001
7 to 8 A.M.	2774
8 to 9 A.M.	3374
9 to 10 A.M.	4377
10 to 11 A.M.	6680
11 to 12 A.M.	6117
12 to 1 P.M.	4168
1 to 2 P.M.	5718
2 to 3 P.M.	7522
3 to 4 P.M.	8213
4 to 5 P.M.	6815
5 to 6 P.M.	4412
6 to 7 P.M.	3241
7 to 8 P.M.	3884
8 to 9 P.M.	3716
9 to 10 P.M.	3401
10 to 11 P.M.	3138
11 to 12 P.M.	2744
Unknown...	3641
TOTAL	94418

AGES OF VIOLATORS	
1. Under 17 years.	107
2. 17 years	744
3. 18 years	2137
4. 19 years	2867
5. 20 years	3484
6. 21 to 24 years	14895
7. 25 to 29 years	15522
8. 30 to 39 years	22493
9. 40 to 49 years	13967
10. 50 to 64 years	8708
11. 65 and over	1134
12. Unknown	8360
TOTAL	94418

SCALE OF FINES IMPOSED	
1. Costs only	67
2. \$1	1417
3. \$2	7964
4. \$3 to \$5	37477
5. \$6 to \$10	22744
6. \$11 to \$15	4820
7. \$16 to \$25	4291
8. \$26 to \$50	1309
9. \$51 to \$100	598
10. \$101 to \$150	7
11. \$151 to \$200	812
12. \$201 and over	31
TOTAL	81537

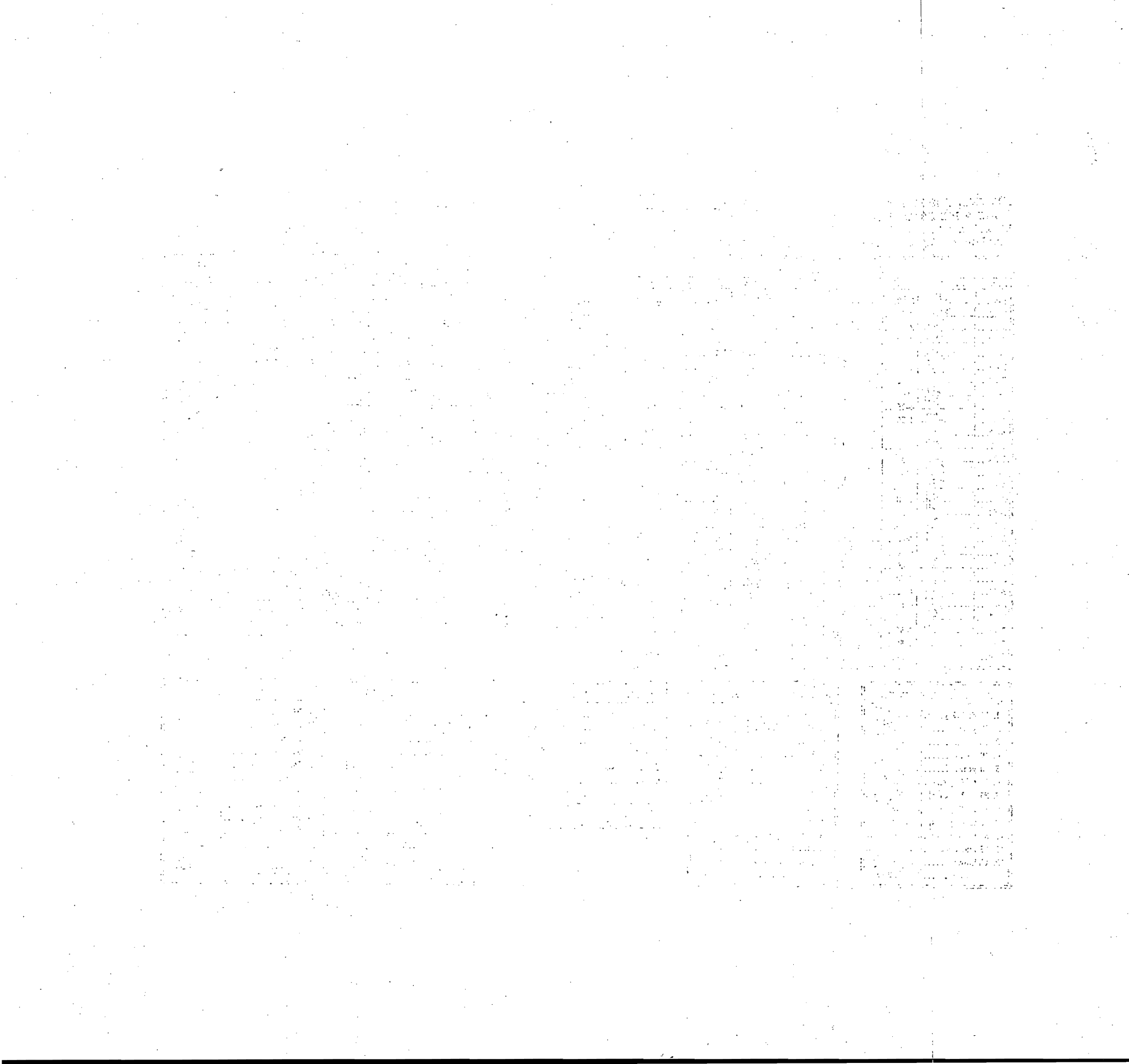
COMPLAINTS MADE BY	
1. M. V. Inspectors	15616
2. State Police	28933
3. Local Officers	46519
4. Private Citizens	3348
5. P. U. Inspectors	
6. Others	2
TOTAL	94418

* Parking violations are not included in totals.

RESIDENCE OF VIOLATORS	
1. New Jersey	61569
2. New York	14471
3. Pennsylvania	10901
4. Other States	7469
5. Unknown	8
TOTAL	94418

SEX	
1. Male	89650
2. Female	4768
TOTAL	94418

DISPOSITION	
1. Fined	79962
2. Suspended	8515
3. Dismissed	2697
4. Revoked	288
5. Jailed	827
6. Revoked and fined	1575
7. State appeal	19
8. Local appeal	88
9. Failed to pay	43
10. Grand jury	111
11. Revocation and jail	286
12. Unknown	7
TOTAL	94418



CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS AFFECTING MOTOR VEHICLE REGISTRATION, ENACTED BY THE 1948 SESSION OF THE LEGISLATURE

- CHAPTER 178—Increases amount of liability insurance required to be carried by motor busses.
- CHAPTER 284—Exempts from laws regulating juvenile delinquency, motor vehicle violations by children over 17 years of age who hold drivers' licenses; regulates fingerprinting of juveniles between ages 17 and 19 charged with indictable offenses.
- CHAPTER 28—Provides free motor vehicle registration certificates for World War II veterans operating special motor vehicles because of war injuries.
- CHAPTER 342—Forbids parking in "No Parking" districts established by State Highway Commissioner.
- CHAPTER 452—Forbids passing in "No Passing" zones established by State Highway Commissioner.
- CHAPTER 198—Permits counties and municipalities to create parking authorities to provide off-street parking; permits charging of fees for such parking service.
- CHAPTER 439—Makes the Department of Motor Vehicles a part of the Department of Law and Public Safety.
- CHAPTER 132—Fixes penalties for motorists who failed to stop for a school bus that is stopped for the purpose of taking on or discharging school children.
- CHAPTER 133—Provides special warning lights and special marking devices for school busses.
- CHAPTER 264—Provides for the establishment of a new court system which includes trials of all cases for violations of the Motor Vehicle Law.
- CHAPTER 422—Permits traffic signals to be suspended from cables. Specifies manner in which signals are located for clear visibility.

SERVICE OF PROCESS ON NON-RESIDENTS

The Division collected the sum of \$6,210.00 in carrying out the provisions of Chapter 7, Title 39, of the Revised Statutes, providing for the service of process on non-residents in automobile litigation.

The following is a list of the monthly fees collected:

January	\$378.00
February	596.00
March	574.00
April	560.00
May	448.00
June	496.00
July	534.00
August	524.00
September	658.00
October	526.00
November	600.00
December	316.00
Total	<u>\$6,210.00</u>

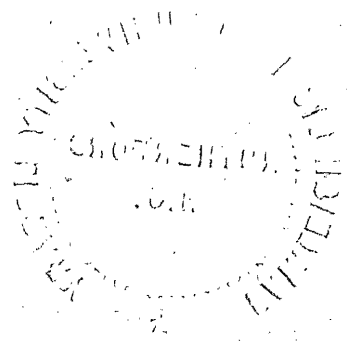
Respectfully submitted,

A. W. MAGEE, *Director,*
Division of Motor Vehicles.

99903

Types of Requests Handled by Information Bureau During 1948

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Letters regarding duplicate and renewal licenses	4,354	6,142	8,961	7,239	7,145	6,609	6,317	5,395	5,537	4,734	4,669	4,927	72,029
Regular information letters	3,723	3,797	4,749	4,824	5,174	5,267	4,526	4,118	3,983	3,862	3,771	3,562	51,856
Certified copies, special deliveries and registered mail	1,499	1,414	1,707	1,421	1,569	1,245	1,219	1,216	1,103	1,329	1,248	1,329	16,299
Lists and miscellaneous lookups	12,769	12,984	14,526	14,968	15,521	19,274	17,841	15,632	14,975	12,991	13,062	13,174	177,717
People appearing at office in person for information	1,106	1,683	2,448	1,641	1,242	1,037	950	789	777	804	833	731	14,041
Telephone and telautograph calls 1 a.m. to 9 a.m.—Local	903	1,034	1,391	1,375	1,312	1,526	1,633	1,793	1,520	1,432	1,619	1,628	17,166
Telephone and telautograph calls 1 a.m. to 9 a.m.—Long distance	1,217	1,227	1,421	1,595	1,471	1,349	1,511	1,269	1,311	1,297	1,251	1,259	16,178
Telephone and telautograph calls 9 a.m. to 5 p.m.—Local	5,239	6,259	6,351	4,972	3,238	3,316	3,281	2,840	3,269	3,245	2,638	2,946	47,594
Telephone and telautograph calls 9 a.m. to 5 p.m.—Long distance	3,211	3,873	4,997	4,783	3,785	3,348	2,305	2,354	2,947	2,388	2,642	2,437	39,070
Telephone and telautograph calls 5 p.m. to 1 a.m.—Local	945	2,863	3,156	2,310	2,320	2,185	2,193	2,127	2,379	2,188	2,415	2,211	27,287
Telephone and telautograph calls 5 p.m. to 1 a.m.—Long distance	2,444	2,302	2,684	2,162	2,487	2,279	2,428	2,218	2,274	2,236	2,231	2,148	28,493
Record checks	1,671	1,451	1,116	1,519	1,314	1,423	1,808	1,245	1,286	1,243	1,205	1,084	15,865
TOTAL	39,081	45,629	53,507	48,809	46,578	48,858	45,512	40,996	41,361	37,744	37,584	37,436	523,095



INFORMATION SERVICE

An important public service rendered by the Division of Motor Vehicles is the Information Bureau through which data concerning registered motor vehicles, licensed drivers, etc., are supplied twenty-four hours a day. This service ties indirectly with the State and local police and has proved, through the years, of great value in connection with criminal and alien investigation.

An idea of the great volume of queries at the Information Bureau is seen in the fact that 523,095 requests for information were handled during the calendar year.

A breakdown showing the types of requests handled by the Bureau is as follows:

BUS EXCISE

Section 48:4-20 to 34, inclusive, of the Revised Statutes, provides for the payment of an excise by owners or operators of busses transporting passengers for hire interstate. The tax is one-half cent for each mile operated within the State; however, the operator is exempt from the payment of the tax for the miles covered in municipalities to which there is paid a 5 per cent gross receipts tax.

Since 1943 there has been a steady increase in bus operation; 1948 marked the nearest approach to pre-war figures.

Month	1948			
	Total Miles	Exempt Miles	Taxable Miles	Amount
January	2,033,957	598,162	1,435,795	\$7,179.08
February	2,060,662	599,123	1,461,539	7,317.84
March	2,223,197	697,119	1,526,078	7,630.45
April	2,148,356	692,953	1,455,403	7,277.16
May	2,463,547	749,487	1,714,060	8,570.51
June	2,647,768	665,522	1,982,246	9,911.41
July	3,161,027	730,869	2,430,158	12,150.97
August	3,263,597	697,327	2,566,270	12,831.47
September	2,711,572	648,122	2,063,450	10,317.52
October	2,021,415	453,630	1,567,785	7,839.66
November	2,968,352	970,157	1,998,195	9,975.67
December	2,281,966	647,302	1,634,664	8,178.82
Totals ...	29,985,416	8,149,773	21,835,643	\$109,180.56

MULTILITH BUREAU

The Division of Motor Vehicles maintained its own bureau where applications, certificates, pamphlets and all forms used in the administration of the Motor Vehicle and Traffic Acts were printed, numbered, perforated, etc. During the year the Multilith Bureau handled 46,049,490 operations in the process of keeping the various bureaus supplied with working material.

Following is a breakdown of the activities and the bureau for which the work was performed:

	Sheets	Imprints	Items	Items Numbered	Perforated	Total Operations
Bookkeeping	6,000	6,000	6,000	.....	.....	6,000
Central Agency	19,000	19,000	21,500	.....	.....	21,500
Certificate of Ownership	458,000	511,500	860,300	10,000	.....	870,300
Excise Tax	9,500	9,500	15,000	.....	.....	15,000
Files	5,000	5,000	50,000	.....	6,000	56,000
Financial Responsibility	145,200	210,700	202,700	4,000	20,000	226,700
Fines	52,000	84,000	137,000	.....	.....	137,000
Information	36,750	57,750	158,000	.....	.....	158,000
Inspectors	313,170	440,940	606,980	.....	.....	606,980
Main office	23,700	35,400	24,200	.....	.....	24,200
Safety Education	294,550	573,100	560,600	.....	.....	560,600
Shipping Room	415,300	595,400	1,355,500	30,000	80,000	1,465,500
Testing	364,800	464,400	460,600	.....	.....	460,600
Traffic	23,100	23,100	113,600	.....	.....	113,600
Applications	1,384,410	1,542,760	8,306,460	.....	.....	8,306,460
Certificates	1,582,105	2,146,175	15,821,050	15,630,000	1,570,000	33,021,050
TOTALS	5,132,585	6,724,725	28,699,490	15,674,000	1,676,000	46,049,490
Mimeograph—all bureaus						1,100,000
Addressograph—all bureaus						450,000

JUNK YARD SUPERVISION

Chapter 11, Title 39 of the Revised Statutes of New Jersey provides that motor vehicle junk yards adjacent to or visible from State Highways be under the supervision of the Division of Motor Vehicles. There were 31 such yards licensed and supervised during the year and fees totaling 1,650 were collected and turned over to the State Treasurer.

The object of the law is to insure junk yards being maintained in a clean and orderly manner, that their appearance shall cause no unreasonable depreciation of surrounding property.

Location of the 31 junk yards under Division supervision were as follows:

County	Number
Atlantic	2
Bergen	6
Burlington	1
Camden	2
Cape May	2
Gloucester	2
Hudson	4
Hunterdon	2
Monmouth	1
Morris	1
Ocean	3
Passaic	1
Somerset	2
Union	2
Total	31

Following is a record of the monthly fees collected under the Junk Yard Law:

Month	License Fees	Inspection Fees	Totals
January	\$250	..	\$250
February	100	..	100
March	200	..	200
April	50	..	50
May .....	..	..	..
June	100	..	100
July	100	..	100
August	300	\$50	350
September	50	..	50
October	50	..	50
November	100	..	100
December	300	..	300
Totals	\$1,600	\$50	\$1,650

Fees collected during the past five years were as follows:

1944	1945	1946	1947	1948
\$1,801	\$1,876.50	\$1,825	\$1,850	\$1,650

date he is made subject to the law. For failure to comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

Total judgment cases certified during 1948	1,016
Representing	\$920,434.73
Judgments secured against New Jersey residents in another State	13
New Jersey judgments secured against non-residents	80
*Judgments later paid	\$504,608.63
Revocations	989
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	667
Pending, inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys	6
Pending, sufficient time has not elapsed for case to be completed	46

* Had it not been for the enforcement of the Financial Responsibility Law, these judgments might have been uncollectible, and the injured plaintiffs would not have received compensation for the injuries suffered.

REVOCATIONS.

Total revocations for failure to comply with the Financial Responsibility Law	7,918
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RESTORATIONS.

Total restorations, after establishing financial responsibility	4,713
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FILE SEARCHING.

Files were searched to determine whether or not there was a record in 45,781 cases. This figure does not include phone calls nor the file searching, etc., in connection with the regular office procedure in handling cases.

ABSTRACTS.

The law requires that the Director of Motor Vehicles shall furnish, upon request, a certified abstract of the operating record of any person, and shall charge a fee of one dollar for each abstract.

Total number of abstracts furnished	5,748
5,472 certified abstracts @ \$1.00	\$5,472.00
4 certified abstracts @ \$1.06	4.24
1 certified abstract @ \$1.10	1.10
1 certified abstract @ \$1.50	1.50
1 certified abstract @ \$2.00	2.00
Total Fees Collected	\$5,480.84
Certified Abstracts Furnished "No Fee"	173
Certified Abstracts "Voided"	96

cidents. Index cards for each driver concerned in every accident have been filed in the Drivers Record File. The original accident reports were transferred to the Traffic Bureau where detailed statistics covering accidents were compiled. Complete statistics covering these accidents will be found in the statistical report of accidents.

HABITUAL VIOLATORS.

Habitual violators required to comply with Financial Responsibility Law	1,095
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MAGISTRATE REPORTS.

Reports of magistrates received during 1948 covering single convictions of certain sections of the Motor Vehicle Law which are set forth by the New Jersey Financial Responsibility Law are classified as follows:

Title 39, Chapter 4, Section 96	1,759
Title 39, Chapter 4, Section 129	565
Title 39, Chapter 4, Section 50	1,120
Fatal accidents	117
Defendants made subject for other reasons originating in office of Director	915
Three-year period extended because of conviction other than those normally required under the law	278
Total cases—evidence of financial responsibility requested as result of convictions where sufficient time has not elapsed for a certificate to be filed or case completed	Pending cases 61

CANCELLATIONS.

Insurance companies are required to advise this office ten days in advance of the cancellation of any policy for which a certificate is filed.

Cancellation notices received and the parties notified of the requirements of the law	2,699
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	19

EXPIRATIONS.

This law requires that evidence of financial responsibility shall remain on file for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. The Division maintains a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed; the cases checked, and the parties advised of the necessity of having a renewal certificate filed.

Certificates received during 1948	18,151
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JUDGMENTS.

The law requires that the Division shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$25 within 30 days after the date that the judgment becomes final. Upon receipt of a certification from a court showing an unsatisfied judgment which comes within the scope of the law, defendant is advised of the proposed suspension of all his licenses, unless he satisfies the requirements of the law within a reasonable length of time. The defendant must immediately satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this Division evidence of his financial responsibility for future accidents for a period of three years after the

FINANCIAL RESPONSIBILITY

The administration of the judgment feature of this law proved to be of material benefit to the public. Unsatisfied judgments totaling \$920,434.73 were reported to the Division and as a result of subjecting the defendants to the requirements of the Financial Responsibility Law, proof of payment was subsequently filed totaling \$504,608.63. Had it not been for the requirements of the law these judgments might have been uncollectible. In the cases where the judgment debtor did not pay the judgment, the driver's license and registration privileges were revoked and the debtors will never again be permitted to own or operate motor vehicles in the State of New Jersey unless these judgments, caused by their negligence, are satisfied. In addition to the unsatisfied judgments actually reported, there were many cases in which the mere threat of revocation was sufficient to force prompt settlement of claims and judgments. This information was gained from correspondence, interviews with attorneys and from those who were concerned in accidents.

In 1938 the Division added to the regular accident reports the question, "Is your vehicle insured?" Of the accidents reported during the year 1938 only 27 per cent of the total vehicles involved were reported as insured. The statistics covering accidents reported during the year 1948 disclose that 59.7 per cent of the vehicles involved were insured. There is no authentic data as to the number of motor vehicles registered in New Jersey that are covered by insurance. However, the number of vehicles involved in accidents is a good sample and covers a fair cross-section of the total vehicles registered. It is interesting to note the increase in insured motor vehicles in the State of New Jersey.

	In All Accidents	In Fatal Accidents
Car insured	59.7%	47.6%
Car not insured	16.	16.3
Insurance status unknown	24.3	36.1
Total	100.0	100.0

ACCIDENTS.

Title 39, Chapter 4, Section 130 of the Revised Statutes of New Jersey, makes it obligatory for the driver of any vehicle involved in an accident resulting in injuries or death to any person or damage to property to the apparent extent of \$25 or more, to forward a report of such accident to the Division of Motor Vehicles within 48 hours.

Of the accident reports received, 12,950 were originally reported in letter form. Numerous accidents are reported over the telephone or by persons who call personally at the office. Upon receipt of these reports a regular report form is sent to each party concerned in the accident, requesting that the report be filled in and returned to the office.

During the year, the Division answered thousands of inquiries regarding accidents, advising names and addresses, etc., of the applicants whose license numbers have been quoted, and explaining the procedure to be followed by law in order to make a complaint or to collect damages. Numerous inquiries over the telephone are answered daily, and persons are interviewed who desire information regarding ac-

CERTIFICATES OF OWNERSHIP

More new motor vehicles were sold and registered in the State in 1948 than in any year since 1931 when records were first maintained by the Division of Motor Vehicles. New car sales totaled 164,311, as compared with 147,671 in 1947, an increase of 11.2 per cent. The previous new car sale peak year was 1941 when 151,881 new vehicle sales were recorded.

The Division licensed 3,182 dealers, 635 of which were new applicants, the latter comprising 212 new and used car dealers and 423 used car dealers. The number of dealer licenses that were voluntarily surrendered either because of cessation of business or by reason of revocation proceedings, was 98. This total of 3,182 licensed dealers represents an increase of 195 over the previous year.

In a test case instituted by the New Jersey Used Car Trade Association during the year, the Superior Court, Chancery Division, ruled unconstitutional those provisions of R. S. 39:10-19 and 39:10-20, requiring the "maintenance and establishment of a permanent building and the installation of servicing equipment; and the revocation of the license for failure to comply."

Complaints about the operation of motor vehicle junk yards and the manner in which the proprietors were carelessly handling title papers, made necessary the assignment of a motor vehicle inspector to supervise these places of business and to instruct in the matter of Certificate of Ownership Law compliance. This investigation furnished evidence that the transfer of motor vehicles as prescribed by law was not being followed by the new and used, and used, motor vehicle dealers. Corrective action resulted not only in proper law compliance but in the collection of additional revenue.

A new and serious problem is that of rebuilt motors. Firms engaged in this business activity are turning out a tremendous number of rebuilt motors while automobile manufacturers are shipping great quantities of new motors to their dealers in the State.

Existing statutes require the recording of both the manufacturer's body serial number and the engine number. A person, therefore, who replaces a worn-out motor with a new or rebuilt motor is required to make application for a change of motor title and transfer of registration. This law is not being fully observed with the result that many persons are operating their vehicles illegally. Inasmuch as the same situation exists in other States, there is a national trend toward elimination of the motor number as a vehicle identification number and the substitution of a single manufacturer's vehicle identification number. Legislation, however, will be necessary to correct this condition.

Total revenue for the year amounted to \$1,327,911.00, which is an increase of 13.8 per cent over 1947, when the revenue totaled \$1,166,936.75.

Absolute certificates (A)	408,372	@	\$1.50	\$612,558.00
Encumbered certificates (B)	145,846	@	2.00	291,692.00
Contract satisfactions (C)	151,853	@	.25	37,963.25
Dealers certificates (D)	170,287	@	.50	85,143.50
Duplicate certificates (E)	14,260	@	1.00	14,260.00
Foreign or defective title, motor change (F)	94,355	@	2.00	188,710.00
Repossessions (G)	2,696	@	1.50	4,044.00
Penalties (H)	5,821	@	5.00	29,105.00
Dealers licenses	635	@	100.00	63,500.00
Photostats				422.75
Information and miscellaneous				512.50

\$1,327,911.00

seen, therefore, that New Jersey's traffic accident problem is largely a municipal problem which collectively makes up the State-wide problem. More and more, political boundary lines are becoming dissolved with respect to motor vehicle transportation. Motorists travelling through many sections of the State are not conscious of the fact that their trip may have crossed several community boundaries. It is increasingly important, therefore, that governmental agencies of the several political jurisdictions of the State co-ordinate their efforts to produce the desired and effective results. No longer is a community in New Jersey sufficiently isolated to solve in all respects its traffic problem without comparable and effective action on the part of adjoining communities.

It is the responsibility of the State Government, with the aid of local governments, to establish the basic fundamental uniform principles of procedure required for modern highway transportation but the mere creation of these rules without active participation on the part of local governments would be of no avail.

To assist in the creation of local traffic programs, the State Government, through its Highway Safety Co-ordinating Committee, has initiated a program of organizing local and county official co-ordinating committees throughout the State. To date 20 counties and 460 municipalities have participated and have officially appointed co-ordinating committees. Which are now engaged in the adoption and application of a concerted program.

Local governments are the front lines of any highway improvement campaign backed by State and county governments as policy making and co-ordinating agencies. Higher levels of government also have the responsibility of aiding smaller communities, technically and otherwise, in those matters where it is economically unsound to continuously maintain direct community services. All communities, however, have a stake in the problem and in a proportion commensurate with their need.

The primary function of the traffic engineering facilities of the Traffic Control and Regulation Bureau, of the Division of Motor Vehicles, is that of a State-wide authority performing engineering activities dealing with the control and regulation of street and highway transportation to the end that such traffic may move expeditiously and with safety.

During the year such activities were increasingly utilized by local governments, including requests for approval of the installation and operation of regulatory devices, as well as requests for assistance in alleviating traffic difficulties at specific locations.

During the year the Bureau received 489 such requests of which 194 were approved as follows:

Traffic control signals approved	42
Flashing signals approved	17
Resolutions approved	10
Ordinances approved	125

The above data are not indicative of the man-days required by personnel of the Bureau in the conduct of the field surveys and studies for each of the above mentioned requests. Each study involved a survey of traffic and physical conditions, driver behavior studies and an analysis of accident experience in order that proper and adequate recommendations be presented. The recommendations frequently included suggestions beyond the immediate problem under investigation.

There is no magic formula for traffic expedition and safety. A co-ordinated effort, based upon a factual approach including engineering, as well as enforcement and education, intelligently and continuously applied and backed by a well-informed public, will produce the desired results.

TRAFFIC ENGINEERING

The past year was one of unprecedented growth in motor vehicle registration and resultant increase in the highway transportation problem.

Motor vehicle travel during 1948 was the highest in New Jersey's history and represents an increase of almost 10 per cent over 1947 and slightly more than 12 per cent over the previous peak year of 1941.

The growth of New Jersey's highway transportation problem is more apparent from the following data:

In 1906 there were registered in New Jersey 13,759 vehicles and in 1948, more than 1,360,000—nearly one hundred times that of the early 1900's. These data may be more meaningful if placed on a population basis. In 1906 there were approximately 156 persons residing in New Jersey for every registered motor vehicle, while in 1948 there were slightly more than three persons for each vehicle registered or about one registered motor vehicle for each New Jersey family.

The increase in gasoline consumption, an approximate measure of vehicle use, is even more startling. In 1928, the first year of recording gasoline consumed for highway purposes, indicates a total consumption of more than 422,000,000 gallons, while in 1948, twenty years later, gasoline consumption for highway use more than doubled and exceeded 1,000,000,000 gallons.

Accurate data are not available for a comparable period which is indicative of the increase in miles of streets and highways of the State and also improvement in their type. During this period there has been considerable face lifting in highway surfaces, as well as the construction of many miles of multi-lane highways. By and large, however, the State's highway transportation system has not kept step with the rapid increase in motor vehicle growth and use. Basically, therefore, the problem is one of attempting to move present-day traffic on a roadway network conceived and constructed many years ago.

The motor vehicle has without question been an asset to modern living, both economically and socially. Unfortunately, however, the by-products—traffic congestion and traffic accidents—are liabilities of increasing importance.

Factual data are not necessary to substantiate the existence of traffic congestion. Daily experience and observations in many cities of the State, particularly in concentrated commercial areas and similarly along heavily-travelled intercity and interstate highways, as well as on many of the so-called resort highways, bear evidence of this fact. The State Highway Department has stated that one-third of the State Highway system is now subject to vehicular traffic volumes beyond the designed capacity. Continued increase in motor vehicle volume without comparable improvement in highway facilities will worsen this condition and eventually adversely affect the economic welfare of the State and many of its cities.

Despite the tremendous growth in motor vehicle density and use, and more or less comparable increase in the use of the highways by out-of-State vehicles, resulting in a continuing increase in motor vehicle accidents, there is one bright spot in New Jersey's accident picture. In 1928 the death rate per one hundred million vehicle miles of travel equalled 19.58 compared with a death rate of 4.2 in 1948, a decrease of 79 per cent. When it is stated, however, that in the year 1948, 597 persons lost their lives and 25,000 others were injured in more than 60,000 motor vehicle accidents that year, resulting in an economic loss of more than 34,582,200, it is obvious that much remains to be accomplished.

The State Highway system is the scene of some 30 per cent of the State's recorded accidents and a comparable percentage of motor vehicle travel. It may be

SPECIAL PROGRAMS.

During the year the Division participated in 106 special programs. These included lectures, demonstrations and tests, for organizations of bus drivers, fire and police bodies, military personnel and related groups.

SCHOOL PROGRAMS.-

1. ELEMENTARY SCHOOLS

Conferences	10
Lectures	162 (attendance of 82,439)
Films shown or loaned	201 (attendance of 96,696)

2. SECONDARY SCHOOLS

Conferences	23
Demonstrations	57 (attendance of 5,351)
Lectures	9 (attendance of 723)
Film loaned	2,002 showings (attendance of 93,518)
Examinations conducted	133
Students certificates issued	14,498

3. TEACHERS COLLEGE

As in previous years representatives of the Division assisted in conducting teacher training courses at Montclair and Trenton State Teachers Colleges.

During 1948 five courses were given. Three were for 16 periods and two for 34 periods. These courses were completed by 113 teachers.

In addition to the loans of films to organizations outside of the State, as indicated above, there were 42 prints of Division films purchased by such groups. The Division's prize winning film of 1944, "X Marks the Spot," continued in high popularity and accounted for 39 of the 42 sales made. Purchase orders came from New Zealand, South Africa and Canada as well as other States and the United States Army and Navy.

Motion picture theatres co-operated whole-heartedly in the safety education program, especially in conjunction with the activity of the New Jersey Press Association. The 1948 showings included "Driven to Kill" and a reissue of "Drunk Driving." The Division also co-operated with theatre groups in presenting other safety subjects.

DIRECT MAIL.

During 1948 approximately 250,000 pieces of direct mail were sent by the Division in the interest of safety promotion.

EXHIBITS.

There were six exhibits of various types covering 41 exhibition days. Motion pictures were shown to an actual audience of 34,600 more than double that of the previous year. Only the limited size of the motion picture exhibition spaces prevented showings to an even greater number of persons. It is no exaggeration to state that the Division's films were one of the most popular attractions at the New Jersey State Fair in September. There was a constant line-up of those seeking to see "Traffic With the Devil," which was projected twice an hour, ten hours a day.

SAFETY MATERIALS DISTRIBUTED.

1-2-3 Go buttons	82,658
1-2-3 Go leaflets	82,658
Pedestrian Problem	10,000
Educating the Pedestrian	300
Bike Quiz	15,300
Bike Law	14,800
Assorted Bike Kits	500
Skillful Driver	540
Urgent	360
Time to Take Stock	250
An Appeal to Reason	265,000
Pedestrian Warnings	10,000
Behind the Wheel	3,400
M. V. Driving Practices	7,000
User's Guide	8,000
When the Wheels Revolve	7,600
Brochure—Man and the Motor Car	500
A Car Traveling People	560
Kits	279
Building Testing Devices	200
Brake Manual	4,220
Support Program	1,000
County and Municipal Program	2,400
Film Lists	500
Teaching Aids and Related Forms	1,640
Charts	13,700
Tests	16,635
Man and the Motor Car	804
Traffic Safety	24,000
Pedestrian Bulletin	4,000
Annual Report	6,000
Driver's Manual	182,694
Law Books	6,200
Power Goes to Work	120
Horses to Horsepower	200
Don't Let It Happen to You	2,098,128
Total	2,879,446

It is interesting to note that New Jersey, in innovating this medium for traffic safety education, has co-operated with other States through the American Association of Motor Vehicle Administrators.

The actual broadcast time donated by New Jersey stations for "Highways to Safety" totalled 195 hours in 1948, an increase over 1947. During 1948 there were 21,000 "spot" announcements distributed on a weekly release schedule to the following stations:

New Jersey	New York	Pennsylvania
WAAT	WCBS	KYW
WAWZ	WNBC	WCAU
WBAB	WHN	WIP
WCAM	WINS	WPEN
WCAP	WJZ	WFIL
WCTC	WMCA	WDAS
WFPG	WNEW	WIBG
WHOM	WOR	WBUD
WPAT	WBNX	WEST
WSNJ	WOV	
WTTM	WQXR	
WWBZ	WEVD	
WMID		
WNJR		
WJLK		
WHBI		
WDHN		
WTNJ		
WSOU		
WMTR		
WKDN		
WVNJ		

This list represents a gain of 10 stations over that of 1947.

SAFETY MEETINGS.

Division personnel conducted more than 276 safety meetings during 1948 at which safety talks and motion pictures were presented as a part of the regular public information program. These meetings drew an attendance of 49,875 persons, nearly double that in 1947 and indicates the growing interest in the cause of safety education.

MOTION PICTURES AND FILM LIBRARY.

Motion pictures were, as in previous years, an important part of the educational program for all age groups. The Division's film library consists of motion pictures on 55 traffic safety subjects, a gain of 9 over 1947, and slide films on eight related subjects. Total number of motion picture prints in use is 260, a gain of some 25 per cent in a year.

Film activity during 1948 included actual projection of films by Division personnel as well as films that were mailed out to organizations for their use.

The following indicates the widespread use of the film library during the year:

2,710 film showings 264,982 attendance.

These showings included:

Adults' groups	415 showings	62,038
Elementary schools	201 showings	96,696
Secondary schools	2,002 showings	93,518
Out of State	92 showings	*12,730

* Figures incomplete.

SAFETY EDUCATION

The Division's safety educational activities were extended in three major fields during 1948: the general public, schools, and official safety organizations.

As an outgrowth of Governor Driscoll's Highway Safety Conference in 1947, the work of organizing and broadening the activities of county and municipal committees for co-ordinating traffic safety measures with the New Jersey Highway Safety Co-ordinating Committee was continued.

By the end of the year, 18 county organizations had been formed, and committees were organized in 462 municipalities. Organizational efforts are continuing in the remainder. In this connection 14 county-wide conferences were held and 281 organizations of municipal officials were formed as a result of personal contacts by members of the State Police and Motor Vehicle Division.

An outstanding example of a county committee activity, resulting from such organization, was furnished by Gloucester in initiating a series of six weekly lectures on enforcement in the Court House at Woodbury late in 1948. Certificates of completion were awarded to 123 law enforcement officials and police who attended the talks. This blazed the trail for other counties for the coming year.

Plans were made in 1948 for the issuance of two new publications. One, "*Highway Safety Action*," was aimed at publicizing the program and accomplishments of the various county and municipal safety committees along the 3-E formula. The other, "*Driver Education*," was planned as a medium for the dissemination of information in connection with driver education.

NEWSPAPERS.

Since the Governor's Conference there has been a particularly active response from the publishers of the State's 250 daily and weekly newspapers. Releases were prepared and sent to newspapers in connection with safety meetings, training courses and related activities. In addition, the press gave effective coverage and co-operation in all phases of the public educational program. Besides the regular State releases, the Division supplied sample stories for county committees in Gloucester, Bergen, Middlesex and Monmouth.

An outstanding newspaper activity was the 12-week safety program conducted from September to December by the New Jersey Press Association in co-operation with the co-ordinated safety program.

RADIO.

Through the co-operation of New Jersey stations and those in adjoining States covering New Jersey, the radio was used as an effective means of public education. Each week there were 15-minute dramatizations of actual accident case histories in the series, "*Highways to Safety*," broadcast by 15 stations on a regular schedule.

The following is the list of New Jersey stations broadcasting "*Highways to Safety*" and indicates a wide geographical distribution and listening audience:

WAAT (Newark)	WHOM (Jersey City)	WWBZ (Vineland)
WAWZ (Zarephath)	WPAT (Paterson)	WMID (Atlantic City)
WCAM (Camden)	WSNJ (Bridgeton)	WNJR (Newark)
WCAP (Asbury Park)	WTTM (Trenton)	WJLK (Asbury Park)
WCTC (New Brunswick)	WTNJ (Trenton)	WEST (Easton, Pa.)

Summary

	Regular	Patrol	Total
Warnings	4,223	4,060	8,283
Summonses	12,281	7,222	19,503
Arrests	12,281	7,222	19,503
Fines	\$108,146.75	\$52,473.50	\$160,620.25
Investigations	17,200	881	18,081
Registrations collected	\$5,436.80	\$3,083.65	\$8,520.45
Driver's licenses collected	\$921.00	\$333.00	\$1,254.00
Days off	4,691	1,456	6,147
Vacation	1,453	413	1,866
Sick days	1,132	230	1,362
Gasoline (gallons)	102,304.8	57,756	160,060.8
Oil (quarts)	2,751	1,354	4,105
Miles	1,537,023	789,157	2,326,180
Travel	Hours 25,666 $\frac{1}{4}$	.....	25,666 $\frac{1}{4}$
Patrol	143,621 $\frac{1}{4}$	6,256 $\frac{3}{4}$	149,878
Investigation	28,080	.....	28,080
Check-up	342 $\frac{1}{4}$	.....	342 $\frac{1}{4}$
Scale	11 $\frac{1}{2}$	.....	11 $\frac{1}{2}$
Examinations	55,331 $\frac{1}{2}$	.....	55,331 $\frac{1}{2}$
Court	4,803 $\frac{1}{2}$	1,265 $\frac{3}{4}$	6,069 $\frac{1}{4}$
Safety education	5,315 $\frac{1}{4}$	.....	5,315 $\frac{1}{4}$
Stolen cars	349 $\frac{1}{2}$	.....	349 $\frac{1}{2}$
Special detail	11,349	.....	11,349
Traffic engineering	9 $\frac{1}{2}$	.....	9 $\frac{1}{2}$
Administration	6,384	.....	6,384
Miscellaneous	3,512 $\frac{1}{4}$	.....	3,512 $\frac{1}{4}$
Total	284,775 $\frac{3}{4}$	7,522 $\frac{1}{2}$	292,298 $\frac{1}{4}$
Inspectors	95	28	123
Resignations	2	.....	2
Retirements	2	.....	2
Deaths	1	.....	1
Appointments	13	.....	13
Transfer to other division	3	.....	3
Gasoline—average miles	15	13.6	14.5
Oil—average miles	558.7	582.8	566.6

	Must Wear Glasses Passed	Rejected	Total
January	615	87	702
February	609	90	699
March	2,008	273	2,281
April	2,333	396	2,729
May	2,246	388	2,634
June	2,273	381	2,654
July	2,236	338	2,574
August	2,262	389	2,651
September	2,028	293	2,321
October	1,855	273	2,128
November	1,399	244	1,643
December	1,288	185	1,473
	21,152	3,337	24,489

Re-examination of Persons Involved in Accidents

(Drivers 65 years of age and over)

	1948	1947	1946
Drivers' licenses revoked	244	409	182
Drivers' license endorsed "conditional"	459	531	269
No action taken	298	534	113
Total number examined	1,001	1,474	564

Reasons for Revocation

Heart	3	2	2
Vision	24	81	62
St. Vitus Dance	1	..	..
Arteriosclerosis	1	..	..
Spastic paralysis	1	..	..
Blood pressure	2	..	..
Epilepsy	5	..	..
Mentally unfit	4	..	..
Diabetes	1	..	..
Road test	13	47	47
Written test	7	53	28
Oral test	6	..	..
Road and vision .....	..	36	..
Revoked by default .....	..	162	31
Failed to appear	117	..	..
Miscellaneous	59	28	12

Classified Eye Rejections According to Age

	17 to 21	22 to 30	31 to 35	36 to 40	41 and over
January	37	21	9	2	18
February	28	17	15	7	23
March	96	74	15	16	72
April	149	114	38	19	76
May	167	107	29	27	58
June	160	90	34	21	76
July	147	93	24	13	61
August	151	112	38	16	72
September	109	70	30	29	55
October	80	77	24	29	63
November	102	52	30	16	44
December	70	42	23	6	44
	1,296	869	309	201	662

"For Hire" licenses: issued 14,829
 "For Hire" licenses: rejected 62

	Re-exams Passed	Rejected	Total
January	45	12	57
February	49	12	61
March	126	14	140
April	73	10	83
May	67	20	87
June	110	18	128
July	103	17	120
August	66	10	76
September	88	10	98
October	84	10	94
November	64	7	71
December	72	8	80
	<u>947</u>	<u>148</u>	<u>1,095</u>

	Motor cycle Passed	Rejected	Total
January	19	5	24
February	18	1	19
March	156	20	176
April	339	30	369
May	326	32	358
June	325	33	358
July	316	32	348
August	333	31	364
September	234	15	249
October	193	20	213
November	134	12	146
December	62	5	67
	<u>2,455</u>	<u>236</u>	<u>2,691</u>

1948	Farm Use Passed	Rejected	Total
January	9	0	9
February	21	0	21
March	47	0	47
April	49	1	50
May	50	3	53
June	40	13	53
July	59	8	67
August	61	4	65
September	22	2	24
October	28	8	36
November	37	4	41
December	23	0	23
	<u>446</u>	<u>43</u>	<u>489</u>

	Bus for Hire Passed	Rejected	Total
January	48	2	50
February	86	6	92
March	65	10	75
April	109	10	119
May	84	6	90
June	73	3	76
July	94	15	109
August	117	17	134
September	158	17	175
October	97	13	110
November	57	12	69
December	47	12	59
	<u>1,035</u>	<u>123</u>	<u>1,158</u>

1948	Males		Females	
	Passed	Rejected	Passed	Rejected
January	3,269	544	569	38
February	3,116	569	548	39
March	9,650	1,722	2,536	296
April	10,158	2,175	4,351	509
May	8,596	2,077	4,628	621
June	8,509	1,952	4,972	750
July	8,187	1,921	5,279	793
August	7,799	2,079	5,280	897
September	6,877	1,657	4,723	712
October	6,394	1,612	3,968	647
November	5,414	1,312	2,811	446
December	5,181	1,063	2,103	263
	<u>83,150</u>	<u>18,683</u>	<u>41,768</u>	<u>6,011</u>

	Passed	Rejected
Males	83,150	18,683
Females	41,768	6,011
	<u>124,918</u>	<u>24,694</u>

Classes of Rejections

Illiteracy	2,154
Impaired vision	3,337
Driving test	11,393
Written test and miscellaneous	7,810
	<u>24,694</u>

	Illiterates		Total
	Passed	Rejected	
January	75	73	148
February	69	74	143
March	141	172	313
April	167	184	351
May	203	242	445
June	210	235	445
July	195	207	402
August	178	226	404
September	182	228	410
October	197	232	429
November	183	129	312
December	147	152	299
	<u>1,947</u>	<u>2,154</u>	<u>4,101</u>

1948	Specials		Total
	Passed	Rejected	
January	103	0	103
February	33	0	33
March	98	0	98
April	96	0	96
May	102	1	103
June	106	3	109
July	85	2	87
August	67	2	69
September	76	0	76
October	45	0	45
November	42	2	44
December	35	0	35
	<u>888</u>	<u>10</u>	<u>898</u>

The Force continued its assistance during the year in the work of the Bureau of Safety Education and Traffic Engineering.

Statistical tables showing the work of the Force follows:

Drivers' Examinations According to Location

	Passed	Rejected	Total
Asbury Park	3,114	452	3,566
Atlantic City	3,125	813	3,938
Bridgeton	1,494	511	2,005
Burlington	802	121	923
Camden	8,685	1,804	10,489
Cape May Court House	938	181	1,119
Dover	1,790	367	2,157
Elizabeth	9,730	1,818	11,548
Englewood	6,916	1,161	8,077
Flemington	629	83	712
Freehold	1,743	337	2,080
Hackettstown	795	148	943
Hammonton	776	194	970
Jersey City	10,349	2,442	12,791
Morristown	2,099	363	2,462
Mount Holly	827	144	971
Newark	25,520	5,563	31,083
New Brunswick	3,373	567	3,940
Newton	864	160	1,024
Ocean City	1,228	187	1,415
Passaic	3,613	794	4,407
Paterson	7,756	1,568	9,324
Perth Amboy	1,669	226	1,895
Phillipsburg	870	229	1,099
Plainfield	2,792	313	3,105
Red Bank	2,746	359	3,105
Ridgewood	4,146	569	4,715
Salem	1,354	417	1,771
Somerville	2,938	494	3,432
Summit	1,496	135	1,631
Sussex	211	54	265
Toms River	1,060	126	1,186
Trenton	7,182	1,449	8,631
Woodbury	2,288	545	2,833
	124,918	24,694	149,612

Drivers' Examinations According to Month

January	3,838	582	4,420
February	3,664	608	4,272
March	12,186	2,018	14,204
April	14,509	2,684	17,193
May	13,224	2,698	15,922
June	13,481	2,702	16,183
July	13,466	2,714	16,180
August	13,079	2,976	16,055
September	11,600	2,369	13,969
October	10,362	2,259	12,621
November	8,225	1,758	9,983
December	7,284	1,326	8,610
	124,918	24,694	149,612

INSPECTOR FORCE

The Inspector Force, with its full authorized complement of a chief inspector, 8 deputy chief inspectors and 114 inspectors reports the following highlights of its year's activities:

- Issued 19,503 summonses to violators of the motor vehicle and traffic laws, netting the State a return of \$160,620.25 in fines.
- Completed 18,081 investigations.
- Issued 8,283 written warnings to motorists.
- Recovered 102 stolen cars having an estimated value of \$153,000.
- Travelled 2,326,180 miles on road patrol.
- Examined 149,612 applicants for driver licenses.
- Supervised the examination of 14,829 applicants for special "for hire" driver licenses.
- Re-examined 1,001 registered drivers who had been involved in accidents.

Personnel changes during the year included two resignations, two retirements, one death and three transfers to other bureaus. Thirteen new appointments were made.

Emphasis is again placed on the necessity for improving the driver license examination which, although in conformity with standards approved by the American Association of Motor Vehicle Administrators and otherwise ahead of the examination used in other States, can be altered to produce more desirable results. With additional personnel and permanent examination quarters, the examination could be augmented to include tests for reaction time, field of vision, depth perception, glare recovery and last, but not the least important, an attitude test.

A system of re-examination of all drivers, at stated intervals, is again recommended in the interest of accident prevention. Industry's experiments in the re-examination of workers assigned to the operation of moving machinery together with the limited experience of the Division of Motor Vehicles in the re-testing of senior drivers involved in accidents, lends support to the suggested program for the re-examination of all motor vehicle operators.

Selective patrol of State highways where and when records showed the existence of danger spots has been most effective. (See Statistical Section.)

The Force continued the enforcement of the Junk Yard Law and again expresses the need for changes in the act that would bring all junk yards within control of the State.

As in previous years, the Force made investigations of all fatal accidents occurring during 1948 and instituted proceedings against those drivers found to be in violation of the laws at the time of their accidents. With additional personnel, this activity could be widened to include the investigation of all personal injury accidents.

Several members of the Force were assigned exclusively to investigations of stolen cars, a type of law violation that is on the increase. Nearly all of these cases are the work of professional thieves attracted by the present high value of cars. The investigations have involved full co-operation with other enforcement agencies concerned with the problem.

In the early part of the year the Force completed its In-Service Training School for inspectors. The training given has already shown good results in promoting uniformity in operations.

Since 1933, the Division has sent out 42,912 warning letters, conducted 12,113 hearings and ordered 9,704 license revocations. Results of this activity have been that an average of only one in every twenty receiving warning letters continued to drive contrary to law. Only one in every 77 brought in for hearings, violated the law again.

	1948	1947	1946	1945	1944
Warning letters	6,286	3,849	3,420	1,810	1,747
Revoked following hearing	731	824	475	358	300
Warned following hearing	196	188	134	126	75
Revocation by default	364	256	238	193	191
	<u>7,577</u>	<u>5,117</u>	<u>4,267</u>	<u>2,487</u>	<u>2,313</u>

FATAL ACCIDENT HEARINGS

Every fatal accident is investigated by the Division and whenever evidence is found indicating the driver or drivers in violation of the motor vehicle laws, the latter are brought in for hearing. This procedure is independent of whatever action may be taken against the defendants in the county criminal courts.

During the year there were 117 such hearings held. The results were 67 revocations plus 50 which were entered by default when the drivers failed to contest the proceedings. Fifty of the cases were dismissed.

HEARINGS

The Division, under the direction of Deputy Director William J. Dearden, conducted 1,307 hearings during the year. These cases included fatal accident drivers, *habitual* drivers, drivers physically unfit, those committing crimes with the aid of an automobile as well as other offenses within the jurisdiction of the Division. While the law invests municipal magistrates with the power to suspend licenses, more than 50 per cent of total revocations were initiated and completed by the Division.

The right of the Director of Motor Vehicles to discipline the faulty driver and to conduct hearings, which has been law since 1906, is a powerful influence that figures prominently among the reasons for the State's fine safety record.

Counties Where Violators Arrested

	1948	1947	1946	1945	1944
Atlantic	71	91	33	22	16
Bergen	45	61	64	45	46
Burlington	30	26	18	14	12
Camden	97	114	93	35	42
Cape May	16	15	25	8	6
Cumberland	28	27	35	16	16
Essex	105	88	87	71	74
Gloucester	28	33	26	19	21
Hudson	60	56	59	43	58
Hunterdon	6	12	11	7	2
Mercer	42	53	39	31	30
Middlesex	85	65	49	43	59
Monmouth	67	70	51	23	21
Morris	40	49	35	25	26
Ocean	30	25	17	9	4
Passaic	30	39	55	41	34
Salem	56	59	47	38	22
Somerset	28	30	34	16	24
Sussex	7	13	7	7	8
Union	137	134	117	80	89
Warren	9	7	7	2	7
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
New Jersey residents arrested in other States	1,017	1,067	909	600	617
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL	1,120	1,185	998	644	659

Age Group Drinking Drivers

	1948 Per Cent	1947 Per Cent	1946 Per Cent	1945 Per Cent	1944 Per Cent
Under 20	1.3	1.9	1.7	1.0	.4
20-24	9.5	12.0	8.4	3.3	4.7
25-29	14.9	12.0	11.9	8.3	11.7
30-39	30.9	28.5	28.4	30.2	31.8
40-49	25.9	28.5	32.7	32.4	34.9
50-64	16.2	16.3	15.5	22.2	15.3
65 and over	1.3	.8	1.4	2.6	1.2
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	100.0	100.0	100.0	100.0	100.0

HABITUAL VIOLATORS

Ever since 1933, the Division has invoked disciplinary action against habitual violators of the motor vehicle laws. The procedure consists of a warning letter to the operator whose record reveals a second conviction of the motor vehicle laws and a division hearing upon third conviction. Incidentally, the records collected over the years disclose that, as a general rule, a driver with a record of traffic convictions usually has a record of accidents.

Few Women Violators

Only a very small percentage of the operators convicted of driving while under the influence of intoxicating liquor are women.

	1948	1947	1946	1945	1944
Males	1,094	1,151	977	621	641
Females	26	34	21	23	18
TOTAL	1,120	1,185	998	644	659

Following is a record of the county residences of the violators and the counties in which the convictions occurred:

Counties Where Violators Reside

	1948	1947	1946	1945	1944
Atlantic	48	52	27	15	6
Bergen	56	70	74	61	51
Burlington	36	29	21	20	12
Camden	82	88	66	32	36
Cape May	16	13	14	6	4
Cumberland	31	29	38	21	15
Essex	146	136	126	87	98
Gloucester	23	35	25	19	17
Hudson	55	62	51	36	47
Hunterdon	8	10	7	10	4
Mercer	49	53	44	30	31
Middlesex	75	74	60	38	47
Monmouth	55	65	43	20	20
Morris	41	47	30	24	29
Ocean	29	21	16	7	6
Passaic	30	43	47	35	34
Salem	43	52	42	34	18
Somerset	24	27	29	11	20
Sussex	9	9	9	6	9
Union	133	107	107	71	69
Warren	6	6	4	5	8
	995	1,028	880	593	581
Non-residents arrested in New Jersey	125	157	118	51	78
TOTAL	1,120	1,185	998	644	659

Residents Arrested Out of the State

	1948	1947	1946	1945	1944
New York	9	17	11	3	6
Pennsylvania	22	19	14	9	11
Virginia	7	5	6	2	3
Massachusetts	12	5	5	4	3
North Carolina	7	9	5	0	1
Connecticut	2	5	7	1	2
Maryland	7	7	8	5	2
South Carolina	4	3	2	1	0
Florida	12	12	5	2	3
Georgia	0	0	1	0	0
Michigan	0	0	1	1	0
New Hampshire	1	5	3	0	1
Delaware	7	3	8	0	3
Maine	4	6	2	1	4
Rhode Island	1	1	0	0	0
District of Columbia	0	0	0	1	0
West Virginia	1	1	0	0	0
California	1	5	3	2	0
Texas	2	1	1	0	0
Colorado	0	1	1	0	1
Minnesota	0	0	0	0	1
Washington	1	1	0	0	1
Illinois	0	0	0	2	0
New Mexico	0	1	1	0	0
Montana	0	0	1	0	0
Indiana	0	1	2	0	0
Alabama	2	4	1	0	0
Iowa	0	1	1	0	0
Vermont	0	1	0	0	0
Nebraska	1	0	0	0	0
TOTAL	103	114	89	34	42

Non-Resident Violators and Where They Reside

	1948	1947	1946	1945	1944
Pennsylvania	73	78	70	24	29
New York	30	33	33	10	30
Florida	4	4	1	2	1
Virginia	0	3	0	3	3
Maryland	5	4	3	3	3
Delaware	3	6	2	1	3
Connecticut	1	2	1	0	0
District of Columbia	2	3	1	0	0
North Carolina	2	5	0	3	2
Massachusetts	0	3	0	0	0
South Carolina	0	1	2	0	1
Ohio	1	1	0	1	2
Washington	0	0	0	0	1
Tennessee	1	0	0	0	1
Nebraska	1	0	0	0	1
Kansas	1	0	0	0	1
Rhode Island	0	0	0	1	0
Alabama	0	0	0	1	0
Kentucky	0	0	1	0	0
California	0	3	2	0	0
Michigan	0	1	1	0	0
Missouri	0	1	1	0	0
Wyoming	0	1	0	0	0
Illinois	1	0	0	0	0
TOTAL	125	149	118	49	78

DRUNKEN DRIVERS

As in previous years, the leading cause of driver revocations during 1948 was driving while under the influence of intoxicating liquor. There were 1,120 revocations for this cause, a decrease of 5.5 per cent over 1947.

The penalty for conviction under this law is the strongest in the country, consisting of a mandatory minimum fine of \$200 or a jail sentence of 30 days, or both, the revocation of driving privileges for two years plus compliance with the Financial Responsibility Law for three years. Seventy-eight per cent of the year's offenders paid the mandatory minimum \$200 fine, 13 per cent served time in default of the fine and the remaining 9 per cent received direct jail sentences ranging from 30 to 90 days.

There were 60 second offenders of the drunken driving law who received mandatory jail terms of 90 days and the permanent loss of their driving privileges.

Drunken Driver Revocations by Years

Year	Revocations	Year	Revocations
1918	135	1933	1,227
1919	115	1934	1,443
1920	314	1935	1,305
1921	430	1936	1,534
1922	352	1937	1,690
1923	832	1938	1,425
1924	971	1939	1,256
1925	1,155	1940	1,295
1926	1,259	1941	1,454
1927	1,640	1942	1,208
1928	1,952	1943	633
1929	2,044	1944	659
1930	2,095	1945	644
1931	2,089	1946	998
1932	1,432	1947	1,185
		1948	1,120
		TOTAL	35,891

Place of Arrest

	1948	1947	1946	1945	1944
New Jersey residents arrested in New Jersey	764	775	646	473	456
New Jersey residents arrested in other States	103	114	89	34	42
New Jersey residents not holding driver's licenses placed upon prohibitory list	128	143	145	88	83
Nonresidents arrested in New Jersey	125	153	118	49	78
TOTAL	1,120	1,185	998	644	659

HEARINGS—LICENSE REVOCATIONS

A total of 6,508 driving privileges were revoked by the courts and the Division of Motor Vehicles during the year for infractions of the motor vehicle laws. This total is exclusive of those revoked under the Financial Responsibility Law.

Yearly Record of Revocations

Year	Revocations	Year	Revocations
1918	702	1933	3,294
1919	707	1934	2,863
1920	770	1935	3,281
1921	956	1936	4,125
1922	931	1937	5,876
1923	2,080	1938	5,336
1924	2,429	1939	4,980
1925	2,886	1940	5,700
1926	2,750	1941	6,231
1927	3,987	1942	7,629
1928	3,657	1943	4,762
1929	4,991	1944	4,715
1930	4,949	1945	3,350
1931	4,993	1946	4,490
1932	4,034	1947	6,702
		1948	6,508
		TOTAL	120,664

Causes for License Revocations

	1948	1947	1946	1945	1944
Driving while intoxicated	1,120	1,185	998	644	649
Reckless driving	350	447	349	166	205
Fatal accidents	117	163	153	122	128
Speeding	335	342	262	97	115
Careless driving	220	281	204	81	107
Leaving the scene of accident	78	82	79	60	42
Habitual violators	1,095	1,080	713	451	491
Physically or mentally unfit	133	143	208	228	193
Defective vision	36	48	46	30	52
Commission of crime involving motor vehicle	185	152	190	188	170
Driving without a license	57	140	206	305	73
Driving under age	80	...	...	...	...
Obtained license while on revoked list	122	139	60	25	95
Failure to appear in answer to summonses	662	645	456	306	424
Failure to pay fine	27	9	9	8	18
Misstatement of fact in application for license	9	3	9	15	13
Personal injury accident while driving in violation ..	107	113	74	148	305
Failure to report change of address	103	62	64	34	60
Fraud at examination of new licenses	62	64	64	34	34
Parolees	1,172	1,083	...	...	...
Failure to appear for re-examination	167	...	...	...	...
*Emergency regulation (2 speeding convictions) ....	...	...	...	157	1,227
All others	271	521	346	251	304
TOTAL	6,508	6,702	4,490	3,350	4,715

* The cause for this revocation discontinued during early part of year 1945.

SPECIAL STUDY OF SERIOUS VIOLATIONS

In order to show how the courts dispose of the more serious violations, a breakdown was made of the magistrates' reports covering all cases of speeding, careless driving, driving while intoxicated and reckless driving.

This study reveals that 99.7 per cent of those charged with speeding are adjudged guilty; careless driving, 92.2 per cent; driving while intoxicated, 89.8 per cent and reckless driving, 87.3 per cent.

Following is a record of the dispositions of these four offenses:

Dispositions

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined	35,395	13,356	1,245	....
Suspended sentence ..	1,319	1,341	45	....
Dismissed	86	1,262	238	119
Revoked	99	64	52	....
Jailed	37	32	51	....
Revoked and fined ...	240	159	255	759
Revoked and jailed ..	2	1	28	238
Others	8	18	16	60
	<u>37,186</u>	<u>16,233</u>	<u>1,930</u>	<u>1,176</u>

Where speeding violators were found guilty and paid a fine, 42 per cent were assessed penalties between \$3 and \$5 and 38.7 per cent between \$6 and \$10.

With careless drivers, 51.7 per cent were fined between \$6 and \$10.

The seriousness of the reckless driving violation resulted in higher penalties than for either speeding or careless driving. Here, 23.5 per cent of the reckless drivers were fined between \$6 and \$10, while 32.9 per cent paid fines ranging between \$16 and \$25.

In cases of drunken driving, 76.1 per cent paid the minimum penalty of \$200.

Fines Imposed

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Costs only	8	15	....	....
\$1	60	153	....	....
\$2	1,331	1,483	22	....
\$3 to \$5	14,973	6,984	151	....
\$6 to \$10	13,779	3,352	352	....
\$11 to \$15	3,091	927	244	....
\$16 to \$25	2,051	545	493	....
\$26 to \$50	342	56	178	....
\$51 to \$100 .....	....	....	55	....
Over \$100 .....	....	....	....	759
	<u>35,635</u>	<u>13,515</u>	<u>1,500</u>	<u>759</u>

STATISTICAL SUMMARY OF MOTOR VEHICLE ACCIDENTS

DURING YEAR 1948
Month or Year

IN NEW JERSEY
State, County or City

TYPE OF ACCIDENT		NUMBER OF ACCIDENTS				Total Killed	Total Injured	AGE AND SEX OF KILLED AND INJURED PERSONS																	
		Total Accidents	Fatal	Non-Fatal	Property Damage			ALL PERSONS						PEDESTRIANS			BICYCLISTS			PERSONS INJURED					
		Total Accidents	Fatal	Non-Fatal	Property Damage	ALL PERSONS						PEDESTRIANS			BICYCLISTS			PERSONS INJURED							
		Total Accidents	Fatal	Non-Fatal	Property Damage	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female		
Collision of Motor Vehicle with—		4,708	251	4,457	3,973	260	1,734																		
1. Pedestrian.....		4,983	137	995	3,973	159	1,723																		
2. Other motor vehicle.....		29	3	26	20	27	13																		
3. Horse drawn vehicle.....		122	19	103	70	27	52																		
4. Railroad train.....		520	13	481	26	13	508																		
5. Bicycle.....		3,258	73	1,336	184	84	2,090																		
6. Fixed object.....		401	16	176	209	17	267																		
7. Overturned in roadway.....		675	25	286	364	26	431																		
8. Ran off roadway.....		302	11	207	84	10	236																		
9. Other non-collision.....		176	3	173	1	1	78																		
10. Miscellaneous.....		60022	545	16979	42498	597	25632																		
TOTAL.....		60022	545	16979	42498	597	25632																		

PEDESTRIAN ACTIONS												CLASSIFICATION OF VICTIMS												VEHICLES			
PEDESTRIANS KILLED AND INJURED												CONDITION OF PEDESTRIAN												TYPE OF VEHICLE			
AGE												LIGHT CONDITIONS												CONDITION OF VEHICLE			
SEX												AGE OF VEHICLE												VIOLATIONS INDICATED			
ROAD LOCATION												SEX OF DRIVERS												DAIVING EXPERIENCE			
MANNER OF COLLISION												RESIDENCE OF DRIVERS												CONDITION OF DRIVERS			
PROPERTY DAMAGE												VISION OBSCURED												FINANCIAL RESPONSIBILITY			
ROAD CHARACTER												TOTAL												TOTAL			
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PEDESTRIAN ACTIONS

PEDESTRIAN ACTIONS BY AGE SEX AND LIGHT CONDITIONS	Total Pede- trians Killed	PEDESTRIANS KILLED AND INJURED																	
		AGE										SEX		LIGHT CONDITIONS					
		0-4	5-14	15-20	21-24	25-44	45-59	51-64	65-Over	Not Stated	Male	Female	Daylight	Dusk	Dark- ness	Not Stated			
1. Crossing at intersection—with signal.....	173	6	3	17	7	6	27	15	46	37	15	85	88	90	16	66	1		
2. Same—against signal.....	273	14	3	51	17	7	17	16	59	44	29	174	99	132	18	122	1		
3. Same—no signal.....	1068	43	45	262	42	23	182	77	189	151	97	680	389	536	65	463	4		
4. Same—not on crosswalk.....	203	19	6	33	5	6	32	28	37	35	21	133	70	83	9	111	1		
5. Coming from behind parked car at intersection.....	282	5	23	116	10	1	31	19	30	27	25	175	107	199	15	68	1		
6. Coming from behind parked car not at intersection.....	828	29	140	105	19	16	54	31	73	46	31	560	269	614	54	160	1		
7. Crossing between intersections.....	901	70	94	296	31	25	113	53	118	108	63	597	301	516	52	333	1		
8. Cutting on or off other vehicle.....	68	1	2	10	4	6	21	6	7	3	9	42	26	43	3	28	1		
9. Playing in roadway.....	288	12	48	217	10	2	5	1	1	1	1	244	144	231	22	35	1		
10. Running from sidewalk into street.....	264	4	84	157	1	3	3	2	1	3	10	183	81	218	17	28	1		
Walking in Roadway																			
11. With traffic—sidewalks.....	54	6	5	7	1	7	8	18	6	2	40	14	19	8	26	1			
12. With traffic—no sidewalks.....	87	13	7	15	10	14	6	12	16	7	66	23	15	2	70	1			
13. Against traffic—sidewalks.....	13	2	1	4	1	4	1	5	2	2	10	3	2	1	10	1			
14. Against traffic—no sidewalks.....	15	8	5	5	2	6	7	9	9	2	36	9	9	1	33	2			
15. Hitting on vehicle.....	10	1	2	5	1	1	1	3	4	1	2	8	2	2	5	1			
16. Lying in roadway.....	113	5	1	1	1	1	1	1	2	2	12	1	2	1	11	1			
17. Standing in road.....	79	7	2	6	8	20	53	11	12	9	21	118	24	57	11	74	1		
18. Working in roadway.....	164	3	16	22	9	9	33	9	23	19	24	100	64	109	4	50	1		
19. Not on roadway.....	164	3	16	22	9	9	33	9	23	19	24	100	64	109	4	50	1		
20. Other actions.....	39	4	2	11	2	5	3	2	6	4	8	28	11	26	3	10	1		
TOTAL PEDESTRIANS.....	4994	260	471	1626	198	143	664	304	664	525	393	3369	1625	2952	305	1726	11		

CLASSIFICATION OF VICTIMS

				TYPE OF VEHICLE		In All Accidents	In Fatal Accidents	
	Killed Current Month	Killed Since Jan. 1	Injured Current Month	Injured Since Jan. 1				
1. Drivers.....		145		7095	1. Passenger car.....	9329	485	
2. Passengers.....		260		12769	2. Passenger car with trailer.....	1381	118	
3. Pedestrians.....		13		508	3. Truck.....	1902	17	
4. Bicyclists.....		24		401	4. Truck with trailer.....	1059	6	
5. Motorcycle drivers.....		1		101	5. Taxicab-livery.....	2533	32	
6. Motorcycle passengers.....		1		25	6. Bus.....	33	1	
7. Others.....		597		25532	7. School bus.....	64	1	
8. Not known.....					8. Military vehicle.....	581	28	
TOTAL.....					9. Motorcycle.....	96	2	
					10. Emergency vehicle (ambulance, police wagon, etc.).....	1040	5	
CONDITION OF PEDESTRIAN				Total	Killed	Injured		
1. Had been drinking.....		306	49	257	11. Station wagon.....			
2. Physical defect.....		42	17	25	12. Type unknown.....			
3. Confused by traffic.....		171	7	164	TOTAL.....	11481	724	
4. Attention diverted.....		883	39	844				
5. Condition normal.....		3592	148	3444	CONDITION OF VEHICLE			
6. Not known.....		4994	260	4734				
AGE OF VEHICLE				VEHICLES				
			In All Accidents	In Fatal Accidents	1. Defective brakes.....	1425	18	
1. Current year.....		7809	40	7809	2. Improper headlights.....	372	16	
2. 1-year old.....		1369	23	1369	3. Taillight out or obscured.....	258	2	
3. 2-years old.....		3072	93	3072	4. Defective steering gear.....	306	6	
4. 3-years old.....		605	11	605	5. Other defects.....	111665	681	
5. 4-years old.....		272	5	272	6. No unusual condition.....	11481	724	
6. 5-years old.....		69	1	69	TOTAL.....			
7. 6 to 10 years old.....		39302	261	39302				
8. Over 10 years old.....		21872	168	21872				
9. Age unknown.....		11481	724	11481				
TOTAL.....								

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12:01 A.M. to 1 A.M.....	1848	28	1. Sunday.....	9678	99	1. At intersection.....	33072	198	1. Under 17 years.....	77	14	1. Licensed in State.....	37075	172	1. Exceeding lawful speed.....	6010	123
2. 1:01 A.M. to 2 A.M.....	1530	28	2. Monday.....	7718	89	2. Alley or driveway intersection.....	2661	8	2. 17 years.....	1762	14	2. Local resident.....	61029	372	2. On wrong side of road.....	7110	52
3. 2:01 A.M. to 3 A.M.....	1159	31	3. Tuesday.....	7444	60	3. Between intersections.....	23363	309	3. 13 years.....	2199	17	3. Elsewhere in State.....	211	9	3. Cutting in.....	1327	1
4. 3:01 A.M. to 4 A.M.....	876	20	4. Wednesday.....	5161	55	4. Bridge, underpass.....	804	11	4. 19 years.....	2477	23	4. Resident—No license.....	235	20	4. Passing on hill.....	61	89
5. 4:01 A.M. to 5 A.M.....	408	14	5. Thursday.....	7917	73	5. Railroad crossing.....	122	19	5. 20 years.....	2762	32	5. Local resident.....	235	20	5. Passing on curve.....	2707	1
6. 5:01 A.M. to 6 A.M.....	375	15	6. Friday.....	9819	76	6. Unknown.....	60022	545	6. 21 to 24 years.....	13360	150	6. Non-resident—no license.....	211	9	6. Failure to signal or improper signal.....	3544	5
7. 6:01 A.M. to 7 A.M.....	871	12	7. Saturday.....	9198	95	TOTAL.....			7. 25 to 29 years.....	1507	86	7. Pennsylvania.....	3732	48	7. Improper turn.....	1787	27
8. 7:01 A.M. to 8 A.M.....	2676	14	8. Sunday.....	87	87				8. 30 to 39 years.....	2282	153	8. Elsewhere in State.....	86	3	8. Improper crossing.....	7231	50
9. 8:01 A.M. to 9 A.M.....	2445	6	9. Unknown.....	87	87				9. 40 to 49 years.....	11931	107	9. Non-resident—no license.....	86	3	9. Violated right of way.....	1746	14
10. 9:01 A.M. to 10 A.M.....	2650	20	TOTAL.....	60022	545				10. 50 to 54 years.....	11931	107	10. New York State.....	6063	32	10. Disregarded Stop sign.....	1742	2
11. 10:01 A.M. to 11 A.M.....	2817	13				MANNER OF COLLISION.....			11. 55 to 59 years.....	11931	107	11. Pennsylvania.....	3732	48	11. Disregarded Stop and Go light.....	51	1
12. 11:01 A.M. to 12 noon.....	3019	17	ROAD CONDITION.....			1. Right angle.....	15048	47	12. 60 years and over.....	11931	107	12. Resident—No license.....	3544	26	12. Disregarded police officer.....	2540	1
13. 12:01 noon to 1 P.M.....	3019	17	1. Dry.....	35229	405	2. Same direction—rear end.....	10588	13	TOTAL.....	114481	724	13. Other states.....	3544	26	13. Improper starting from parked position.....	821	6
14. 1:01 P.M. to 2 P.M.....	3214	14	2. Wet.....	12266	98	3. Same direction—front.....	7370	7				14. Tennessee.....	114481	724	14. Improper parking.....	2150	1
15. 2:01 P.M. to 3 P.M.....	1385	20	3. Muddy.....	28	28	4. Opposite direction—head on.....	6521	41				15. Total.....			15. Backing too closely.....	1807	44
16. 3:01 P.M. to 4 P.M.....	4024	28	4. Snowy.....	3763	11	5. Opposite direction—left turn.....	2186	9	SEX OF DRIVERS.....			CONDITION OF DRIVERS.....			16. Backing carelessly.....	532	2
17. 4:01 P.M. to 5 P.M.....	5153	32	5. Icy.....	8737	31	6. Fixed object.....	3258	73	1. Male.....	104403	677	1. Had been drinking.....	1947	61	17. Hit and run.....	35	1
18. 5:01 P.M. to 6 P.M.....	4851	35	9. Unknown.....	60022	545	7. Pedestrian.....	4798	251	2. Female.....	10078	47	2. Sleepy, fatigued, etc.....	891	24	18. Passing on wrong side.....	64297	378
19. 6:01 P.M. to 7 P.M.....	3092	41	TOTAL.....			8. Other.....	981	50	9. Unknown.....	114481	724	3. Physical defect.....	389	7	19. Overcrowded, passengers.....	35	1
20. 7:01 P.M. to 8 P.M.....	2544	31				TOTAL.....	60022	545	TOTAL.....			4. Blinded by headlights.....	194	32	20. No violation indicated.....	114481	724
21. 8:01 P.M. to 9 P.M.....	2105	32	ROAD SURFACE.....									5. Attention diverted.....	2330	19	WHAT DRIVERS WERE DOING.....		
22. 9:01 P.M. to 10 P.M.....	1932	27	1. Concrete.....	18923	219	PROPERTY DAMAGE.....			DRIVING EXPERIENCE.....			6. No unusual condition.....	108134	601	1. Making right turn.....	3029	14
23. 10:01 P.M. to 11 P.M.....	1921	19	2. Asphalt.....	32352	215	1. \$25.....	2492	22	1. Learner under instruction.....	233	3	TOTAL.....	114481	724	2. Making left turn.....	7162	28
24. 11:01 P.M. to 12 midnight.....	1154	19	3. Brick.....	1187	2	2. \$25 to \$50.....	12199	97	2. Licensed less than three months.....	697	6			3. Making U turn.....	747	3	
25. Unknown.....	60022	545	4. Wood block.....	86	2	3. \$50 to \$100.....	16700	51	3. Three to six months.....	813	4	VISION OBSCURED.....		4. Going straight ahead.....	62360	540	
TOTAL.....			5. Wood block.....	505	13	4. \$100 to \$250.....	16822	59	4. Six to 12 months.....	1429	8	1. Rain, snow, etc., on windshield.....	1496	47	5. Slowing down, stopping.....	6173	2
			6. Gravel.....	5317	52	5. \$250 to \$500.....	2108	28	5. 1 to 5 years.....	11650	129	2. Cracked windshield.....	28	1	6. Turning.....	22	2
			7. Macadam.....	1198	9	6. \$500 to \$1,000.....	164	8	6. 6 to 10 years.....	11568	107	3. Dirty windshield, windows.....	113	1	7. Forward from parking space.....	2712	2
			8. Granite block, etc.....	179	2	7. \$1,000 or more.....	1803	15	7. 11 years or more.....	4780	362	4. Trees, crops, etc.....	619	10	8. Backward from parking space.....	673	1
			9. Other.....	179	2	9. Not known.....	60022	545	8. Experience unknown.....	114481	724	5. Building.....	541	2	9. Other backing.....	1410	1
			TOTAL.....	60022	545				TOTAL.....			6. Embankment.....	385	7	10. Stopped in traffic lane.....	6203	7
												7. Signboards.....	10	1	11. Parked.....	7568	24
												8. Parked cars.....	1954	42	12. Skidding.....	9499	38
												9. Moving cars.....	851	16	13. Tire blew out.....	222	1
												10. Vision unobscured.....	105012	598	14. Avoiding vehicle, object or pedestrian.....	2138	23
												TOTAL.....	114481	724	15. Emerging from alley or driveway.....	1488	2
														19. Unknown.....			
														TOTAL.....	114481	724	
														FINANCIAL RESPONSIBILITY.....			
														1. Car insured.....	68353	304	
														2. Car not insured.....	18321	118	
														9. Unknown.....	27807	252	
														TOTAL.....	114481	724	

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12.01 A.M. to 1 A.M.	16		1. Sunday	45		1. At intersection	101		1. Under 17 years			1. Licensed in State			1. Exceeding lawful speed		16
2. 1.01 A.M. to 2 A.M.	12		2. Monday	42		2. Alley or driveway intersection	2		2. 17 years	4		1. Local resident	82		2. On wrong side of road		5
3. 2.01 A.M. to 3 A.M.	9		3. Tuesday	27		3. Between intersections	151		3. 18 years	7		2. Elsewhere in State	110		3. Cutting in		
4. 3.01 A.M. to 4 A.M.	5		4. Wednesday	34		4. Bridge, underpass	4		4. 19 years	9		Resident—No license			4. Passing on hill		
5. 4.01 A.M. to 5 A.M.	2		5. Thursday	23		5. Railroad crossing			5. 20 years	17		3. Local resident	2		5. Passing on curve		
6. 5.01 A.M. to 6 A.M.	2		6. Friday	43		6. Unknown	258		6. 21 to 24 years	18		4. Elsewhere in State	3		6. Failure to signal or improper signal		
7. 6.01 A.M. to 7 A.M.	2		7. Saturday	39		TOTAL			7. 25 to 29 years	27		5. Non-resident—no license	1		7. Improper turn		
8. 7.01 A.M. to 8 A.M.	2		8. Sunday	258		MANNER OF COLLISION			8. 30 to 39 years	63		6. New York State	9		8. Drove off roadway		
9. 8.01 A.M. to 9 A.M.	2		9. Unknown			1. Right angle	1		9. 40 to 49 years	39		7. Pennsylvania	10		9. Violated right of way		
10. 9.01 A.M. to 10 A.M.	4		TOTAL			2. Same direction—rear end	1		10. 50 to 64 years	27		8. Other states	25		10. Disregarded Stop Sign		
11. 10.01 A.M. to 11 A.M.	2		ROAD CONDITION			3. Same direction—other	1		11. 65-over	10		9. Residence unknown	276		11. Disregarded Stop and Go light		
12. 11.01 A.M. to 12 noon	2		1. Dry	182		4. Opposite direction head on			TOTAL	276		TOTAL			12. Disregarded police officer		
13. 12.00 noon to 1 P.M.	2		2. Wet	52		5. Opposite direction—left turn			SEX OF DRIVERS			CONDITION OF DRIVERS			13. Improper starting from parked position		
14. 1.01 P.M. to 2 P.M.	1		3. Muddy			6. Facing object	1		1. Male	263		1. Had been drinking	10		14. Improper parking		
15. 2.01 P.M. to 3 P.M.	9		4. Snowy	9		7. Pedestrian	251		2. Female	13		2. Sleepy, fatigued, etc.	2		15. Following too closely		
16. 3.01 P.M. to 4 P.M.	16		5. Ice	15		8. Other	258		9. Unknown	276		3. Physical defect	2		16. Backing carelessly		
17. 4.01 P.M. to 5 P.M.	17		9. Unknown	258		TOTAL			TOTAL			4. Blinded by headlights	5		17. Hit and run		
18. 5.01 P.M. to 6 P.M.	23		ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE			5. Attention diverted	5		18. Passing on wrong side		
19. 6.01 P.M. to 7 P.M.	19		1. Concrete	87		1. \$25.	83		1. Learner under instruction	1		9. No unusual condition	248		19. Overcrowded passengers		
20. 7.01 P.M. to 8 P.M.	20		2. Asphalt	137		2. \$25 to \$50.	16		2. Licensed less than three months	3		TOTAL	276		20. No violation indicated		
21. 8.01 P.M. to 9 P.M.	20		3. Brick	3		3. \$50 to \$100.	16		3. Three to six months			VISION OBSCURED			TOTAL		
22. 9.01 P.M. to 10 P.M.	20		4. Wood block	1		4. \$100 to \$250.	3		4. Six to 12 months			1. Rain, snow, etc., on windshield	24		1. Making right turn		13
23. 10.01 P.M. to 11 P.M.	19		5. Gravel	22		5. \$250 to \$500.	5		5. 1 to 5 years	57		2. Cracked windshield			2. Making left turn		8
24. 11.01 P.M. to 12 midnight	12		6. Macadam	4		6. \$500 to \$1,000.	4		6. 6 to 10 years	42		3. Dirty windshield, windows			3. Making U turn		225
25. Unknown			7. Granite block, etc.	1		7. \$1,000 or more	132		7. 11 years or more	130		4. Trees, crops, etc.	1		4. Going straight ahead		
TOTAL	258		8. Other	258		9. Not known	258		9. Experience unknown	276		5. Building	3		5. Slowing down, stopping		
LIGHT CONDITIONS			TOTAL			TOTAL			TOTAL			6. Embankment	3		6. Overtaking		6
1. Daylight	85		ROAD CHARACTER			1. Straight road	223		1. Learner under instruction	1		7. Signboards			7. Forward from parking space		
2. Dusk	13		1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3		8. Parked cars	42		8. Backward from parking space		
Darkness with			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months			9. Moving cars	12		9. Other backing		2
3. Street lights	37		3. Other curves	9		4. Grade	22		4. Six to 12 months			TOTAL	276		10. Stopped in traffic lane		
4. No street lights			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57		1. Rain, snow, etc., on windshield	24		11. Parked		1
9. Unknown			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42		2. Cracked windshield			12. Skidding		8
TOTAL	258		6. Circle			7. Grade separation			7. 11 years or more	130		3. Dirty windshield, windows			13. Tire blew out		2
WEATHER CONDITIONS			7. Grade separation			8. Unknown	258		9. Experience unknown	276		4. Trees, crops, etc.	1		14. Avoiding vehicle, object or pedestrian		
1. Clear	204		8. Unknown	258		TOTAL			TOTAL			5. Building	3		15. Emerging from alley or driveway		
2. Raining	44		TOTAL			1. Straight road	223		1. Learner under instruction	1		6. Embankment	3		19. Unknown		
3. Snowing	4		1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3		7. Signboards			TOTAL		276
4. Fog	6		2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months			8. Parked cars	42		FINANCIAL RESPONSIBILITY		
9. Unknown			3. Other curves	9		4. Grade	22		4. Six to 12 months			9. Moving cars	12		1. Car insured		160
TOTAL	258		4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57		TOTAL	276		2. Car not insured		85
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42					9. Unknown		51
			6. Circle			7. Grade separation			7. 11 years or more	130					TOTAL		276
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months								
			3. Other curves	9		4. Grade	22		4. Six to 12 months								
			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57							
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42							
			6. Circle			7. Grade separation			7. 11 years or more	130							
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months								
			3. Other curves	9		4. Grade	22		4. Six to 12 months								
			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57							
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42							
			6. Circle			7. Grade separation			7. 11 years or more	130							
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months								
			3. Other curves	9		4. Grade	22		4. Six to 12 months								
			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57							
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42							
			6. Circle			7. Grade separation			7. 11 years or more	130							
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months								
			3. Other curves	9		4. Grade	22		4. Six to 12 months								
			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57							
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42							
			6. Circle			7. Grade separation			7. 11 years or more	130							
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months								
			3. Other curves	9		4. Grade	22		4. Six to 12 months								
			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57							
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42							
			6. Circle			7. Grade separation			7. 11 years or more	130							
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months								
			3. Other curves	9		4. Grade	22		4. Six to 12 months								
			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57							
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42							
			6. Circle			7. Grade separation			7. 11 years or more	130							
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn	5		3. Other curves	9		3. Three to six months								
			3. Other curves	9		4. Grade	22		4. Six to 12 months								
			4. Grade	22		5. Hillcrest	2		5. 1 to 5 years	57							
			5. Hillcrest	2		6. Circle			6. 6 to 10 years	42							
			6. Circle			7. Grade separation			7. 11 years or more	130							
			7. Grade separation			8. Unknown	258		9. Experience unknown	276							
			8. Unknown	258		TOTAL			TOTAL								
			TOTAL			1. Straight road	223		1. Learner under instruction	1							
			1. Straight road	223		2. Sharp curve or turn	5		2. Licensed less than three months	3							
			2. Sharp curve or turn</														

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12:01 A.M. to 1 A.M.	84		1. Sunday	504		1. At intersection	224		1. Under 17 years	3		Licensed in State			1. Exceeding lawful speed	34	
2. 1:01 A.M. to 2 A.M.	68		2. Monday	678		2. Alley or driveway intersection	97		2. 17 years	69		1. Local resident	2167		2. On wrong side of road	25	
3. 2:01 A.M. to 3 A.M.	53		3. Tuesday	661		3. Between intersections	2215		3. 18 years	109		2. Elsewhere in State	2034		3. Cutting in		
4. 3:01 A.M. to 4 A.M.	15		4. Wednesday	627		4. Bridge, underpass	12		4. 19 years	118		Resident—No license			4. Passing on hill		
5. 4:01 A.M. to 5 A.M.	15		5. Thursday	627		5. Railroad crossing	1		5. 20 years	130		3. Local resident	5		5. Passing on curve	1	
6. 5:01 A.M. to 6 A.M.	15		6. Friday	781		6. Unknown	4569		6. 21 to 24 years	609		4. Elsewhere in State	8		6. Failure to signal or improper signal	1	
7. 6:01 A.M. to 7 A.M.	39		7. Saturday	756		TOTAL			7. 25 to 29 years	685					8. Drove off roadway	3	
8. 7:01 A.M. to 8 A.M.	91		8. Sunday	5		MANNER OF COLLISION			8. 30 to 39 years	1135		5. Non-resident—no license			9. Violated right of way	58	
9. 8:01 A.M. to 9 A.M.	123		9. Unknown	4569		1. Right angle	24		9. 40 to 49 years	719		6. New York State	110		10. Disregarded Stop Sign	29	
10. 9:01 A.M. to 10 A.M.	112		ROAD CONDITION			2. Same direction rear end	7		10. 50 to 59 years	555		7. Pennsylvania	105		11. Disregarded Stop and Go light	4	
11. 10:01 A.M. to 11 A.M.	160		1. Dry	3226		3. Same direction other	3		11. 60-over	71		8. Other states	46		12. Disregarded police officer	21	
12. 11:01 A.M. to 12 noon	238		2. Wet	835		4. Opposite direction-head on	9		12. Ages unknown	368		9. Residence unknown	4590		13. Improper starting from parked position		
13. 12:00 noon to 1 P.M.	256		3. Muddy			5. Opposite direction-left turn	17		TOTAL	4590		CONDITION OF DRIVERS			14. Improper parking	156	
14. 1:01 P.M. to 2 P.M.	227		4. Snowy	158		6. Fixed object	4457		SEX OF DRIVERS			1. Had been drinking	22		15. Following too closely		
15. 2:01 P.M. to 3 P.M.	214		5. Icy	350		7. Pedestrian	4457		1. Male	4259		2. Sleepy, fatigued, etc.	13		16. Backing carelessly	70	
16. 3:01 P.M. to 4 P.M.	138		6. Unknown	4569		TOTAL	4569		2. Female	331		3. Physical defect	32		17. Hit and run	2	
17. 4:01 P.M. to 5 P.M.	522		ROAD SURFACE			PROPERTY DAMAGE			9. Unknown	4590		4. Blinded by headlight	24		18. Passing on wrong side		
18. 5:01 P.M. to 6 P.M.	493		1. Concrete	980		1. \$25			TOTAL	4590		5. Attention diverted	4498		19. Overcrowded, passengers	4137	
19. 6:01 P.M. to 7 P.M.	379		2. Asphalt	3007		2. \$25 to \$50			DRIVING EXPERIENCE			6. No unusual condition	4590		20. No violation indicated	4590	
20. 7:01 P.M. to 8 P.M.	219		3. Brick	105		3. \$50 to \$100			1. Learner under instruction	6		VISION OBSCURED			TOTAL		
21. 8:01 P.M. to 9 P.M.	179		4. Wood block			4. \$100 to \$250			2. Licensed less than three months	25		1. Rain, snow, etc., on windshield	201		1. Making right turn	153	
22. 9:01 P.M. to 10 P.M.	134		5. Gravel	318		5. \$250 to \$500			3. Physical defect	27		2. Dirty windshield, windows	1		2. Making left turn	264	
23. 10:01 P.M. to 11 P.M.	112		6. Blacktop	116		6. \$500 to \$1,000			4. Six to 12 months	711		3. Other backing	118		3. Making U turn	3564	
24. 11:01 P.M. to 12 midnight	79		7. Granite block, etc.			7. \$1,000 or more			5. 1 to 5 years	1892		4. Going straight ahead	62		4. Going straight ahead		
25. Unknown	4569		8. Other	4569		8. Not known			6. 6 to 10 years	1892		5. Slowing down, stopping	62		5. Slowing down, stopping		
TOTAL			TOTAL			TOTAL			7. 11 years or more	1196		6. Overtaking	15		6. Overtaking		
LIGHT CONDITIONS			ROAD CHARACTER			VEHICLES			9. Experience unknown	4590		7. Forward from parking space	15		7. Forward from parking space		
1. Daylight	2802		1. Straight road	4436		1. Clear	3730		TOTAL			8. Backward from parking space	58		8. Backward from parking space		
2. Dusk	282		2. Sharp curve or turn	28		2. Raining	680					9. Other backing	118		9. Other backing		
Darkness with	1126		3. Other curve or turn	12		3. Snowing	120					10. Stopped in traffic lane	7		10. Stopped in traffic lane		
3. Street lights	51		4. Grade	79		4. Fog	29					11. Parked	21		11. Parked		
4. No street lights	8		5. Hillcrest	11		5. Unknown						12. Skidding	69		12. Skidding		
9. Unknown	4569		6. Circle	3		TOTAL	4569					13. Tire blow out	51		13. Tire blow out		
TOTAL			7. Grade separation									14. Avoiding vehicle, object or pedestrian	12		14. Avoiding vehicle, object or pedestrian		
WEATHER CONDITIONS			8. Unknown									15. Emerging from alley or driveway	12		15. Emerging from alley or driveway		
1. Clear	3730		TOTAL	4569								19. Unknown			19. Unknown		
2. Raining	680											TOTAL	4590		TOTAL	4590	
3. Snowing	120											FINANCIAL RESPONSIBILITY			1. Car insured	2637	
4. Fog	29											2. Car not insured	886		2. Car not insured		
9. Unknown	4569											3. Unknown	1067		3. Unknown		
TOTAL												TOTAL	4590		TOTAL	4590	

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12:01 A.M. to 1 A.M.	159	4	1. Sunday	195	25	1. At intersection			1. Under 17 years	1		1. Licensed in State			1. Exceeding lawful speed	333	28
2. 1:01 A.M. to 2 A.M.	152	4	2. Monday	203	7	2. Alley or driveway intersection			2. 17 years	1		2. Local resident	562	18	2. On wrong side of road	439	7
3. 2:01 A.M. to 3 A.M.	161	12	3. Tuesday	138	4	3. Between intersections			3. 18 years	12	3	2. Elsewhere in State	1106	30	3. Cutting in	140	
4. 3:01 A.M. to 4 A.M.	59	5	4. Wednesday	182	5	4. Bridge, underpass			4. 19 years	20	2	2. Resident—No license			4. Passing on hill	3	
5. 4:01 A.M. to 5 A.M.	16	1	5. Thursday	280	8	5. Railroad crossing			5. 20 years	32	3	3. Local resident	14	1	5. Passing on curve	6	
6. 5:01 A.M. to 6 A.M.	16	7	6. Friday	174	10	9. Unknown			6. 21 to 24 years	220	8	4. Elsewhere in State	42	7	6. Failure to signal or improper signal	100	1
7. 6:01 A.M. to 7 A.M.	20	3	7. Saturday	1		TOTAL			7. 25 to 29 years	275	15				7. Improper turn	18	6
8. 7:01 A.M. to 8 A.M.	11	1	8. Sunday	1		MANNER OF COLLISION			8. 30 to 39 years	146	16				8. Drove off roadway	98	2
9. 8:01 A.M. to 9 A.M.	12		9. Unknown	1		1. Right angle	367	4	9. 40 to 49 years	317	8	5. Non-resident—no license	6		9. Violated right of way	121	2
10. 9:01 A.M. to 10 A.M.	11	1	TOTAL	1921	58	2. Same direction-start end	228		10. 50 to 59 years	224	3	6. New York State	61	1	10. Disregarded Stop Sign	14	1
11. 10:01 A.M. to 11 A.M.	22		ROAD CONDITION			3. Same direction-head on	473	2	11. 60-over	378	8	7. Pennsylvania	91	3	11. Disregarded Stop and Go light	140	
12. 11:01 A.M. to 12 noon	28	1	1. Dry			4. Opposite direction-head on	173	9	12. Age unknown	3947	61	8. Other states	40	1	12. Disregarded police officer	28	
13. 12:00 noon to 1 P.M.	35	1	2. Wet			5. Opposite direction-left turn	86	1	TOTAL	1947	61	9. Residence unknown	26		13. Improper starting from parked position	18	
14. 1:01 P.M. to 2 P.M.	43		3. Muddy			6. Fixed object	152	16	SEX OF DRIVERS			TOTAL	1947	61	14. Improper parking	8	
15. 2:01 P.M. to 3 P.M.	59	2	4. Snowy			7. Pedestrian	27	11	1. Male	1881	59	CONDITION OF DRIVERS			15. Following too closely	121	
16. 3:01 P.M. to 4 P.M.	96		5. Icey			8. Other	402	15	2. Female	66	2	1. Had been drinking	1947	61	16. Backing carelessly	39	
17. 4:01 P.M. to 5 P.M.	108		9. Unknown			TOTAL	1921	58	9. Unknown	1947	61	2. Physical defect			17. Hit and run	137	8
18. 5:01 P.M. to 6 P.M.	137	3	ROAD SURFACE			PROPERTY DAMAGE			TOTAL	1947	61	3. Blinded by headlights			18. Passing on wrong side	13	
19. 6:01 P.M. to 7 P.M.	126	2	1. Concrete			1. \$25.			DRIVING EXPERIENCE			4. Attention diverted			19. Overcrowded, passengers	2	
20. 7:01 P.M. to 8 P.M.	133	6	2. Asphalt			2. \$25 to \$50.			1. Learner: under instruction	6	2	5. No unusual condition	1947	61	20. No violation indicated	308	8
21. 8:01 P.M. to 9 P.M.	145	3	3. Brick			3. \$50 to \$100.			2. Licensed less than three months	8		TOTAL	1947	61	TOTAL	1947	61
22. 9:01 P.M. to 10 P.M.	163	3	4. Wood block			4. \$100 to \$250.			3. Three to six months	6	1	VISION OBSCURED			1. Making right turn	73	2
23. 10:01 P.M. to 11 P.M.	119	1	5. Gravel			5. \$250 to \$500.			4. Six to 12 months	14	1	1. Rain, snow, etc., on windshield			2. Making left turn	115	2
24. 11:01 P.M. to 12 midnight	26		6. Macadam			6. \$500 to \$1,000.			5. 1 to 5 years	199	14	2. Cracked windshield			3. Making U turn	20	1
25. Unknown	1921	58	7. Granite block, etc.			7. \$1,000 or more			6. 6 to 10 years	221	10	3. Dirty windshield, windows			4. Going straight ahead	1384	50
TOTAL	1921	58	8. Other			9. Not known			7. 11 years or more	836	24	4. Overtaking			5. Slowing down, stopping	119	1
			TOTAL			TOTAL			9. Experience unknown	1947	61	7. Forward from parking space			7. Forward from parking space	22	
			ROAD SURFACE			PROPERTY DAMAGE			TOTAL	1947	61	8. Backward from parking space			8. Backward from parking space	10	
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2	9. Other backing			9. Other backing	32	
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8		10. Stopped in traffic lane			10. Stopped in traffic lane	6	
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1	11. Parked			11. Parked	11	
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1	12. Skidding			12. Skidding	90	3
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14	13. Tire blew out			13. Tire blew out	2	1
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10	14. Avoiding vehicle, object or pedestrian			14. Avoiding vehicle, object or pedestrian	3	
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24	15. Emerging from alley or driveway			15. Emerging from alley or driveway	19	
			8. Other			9. Not known			9. Experience unknown	1947	61	19. Unknown			19. Unknown	19	
			TOTAL			TOTAL			TOTAL	1947	61	TOTAL			TOTAL	1947	61
			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE			VISION OBSCURED			FINANCIAL RESPONSIBILITY		
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2	1. Rain, snow, etc., on windshield			1. Car insured	728	15
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8		2. Cracked windshield			2. Car not insured	500	15
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1	3. Dirty windshield, windows			9. Unknown	719	31
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1	4. Overtaking			TOTAL	1947	61
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14	7. Forward from parking space					
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10	8. Backward from parking space					
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24	9. Other backing					
			8. Other			9. Not known			9. Experience unknown	1947	61	10. Stopped in traffic lane					
			TOTAL			TOTAL			TOTAL	1947	61	11. Parked					
			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE			12. Skidding					
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2	13. Tire blew out					
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8		14. Avoiding vehicle, object or pedestrian					
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1	15. Emerging from alley or driveway					
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1	19. Unknown					
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14	TOTAL					
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10						
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24						
			8. Other			9. Not known			9. Experience unknown	1947	61						
			TOTAL			TOTAL			TOTAL	1947	61						
			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE								
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2						
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8							
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1						
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1						
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14						
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10						
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24						
			8. Other			9. Not known			9. Experience unknown	1947	61						
			TOTAL			TOTAL			TOTAL	1947	61						
			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE								
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2						
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8							
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1						
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1						
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14						
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10						
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24						
			8. Other			9. Not known			9. Experience unknown	1947	61						
			TOTAL			TOTAL			TOTAL	1947	61						
			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE								
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2						
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8							
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1						
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1						
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14						
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10						
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24						
			8. Other			9. Not known			9. Experience unknown	1947	61						
			TOTAL			TOTAL			TOTAL	1947	61						
			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE								
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2						
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8							
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1						
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1						
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14						
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10						
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24						
			8. Other			9. Not known			9. Experience unknown	1947	61						
			TOTAL			TOTAL			TOTAL	1947	61						
			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE								
			1. Concrete			1. \$25.			1. Learner: under instruction	6	2						
			2. Asphalt			2. \$25 to \$50.			2. Licensed less than three months	8							
			3. Brick			3. \$50 to \$100.			3. Three to six months	6	1						
			4. Wood block			4. \$100 to \$250.			4. Six to 12 months	14	1						
			5. Gravel			5. \$250 to \$500.			5. 1 to 5 years	199	14						
			6. Macadam			6. \$500 to \$1,000.			6. 6 to 10 years	221	10						
			7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	836	24						

