

Twenty-Ninth

ANNUAL REPORT

of the

COMMISSIONER OF MOTOR VEHICLES

to the

LEGISLATURE OF THE STATE OF

NEW JERSEY

for the year

ONE THOUSAND NINE HUNDRED AND

THIRTY FOUR

January 1, 1935

To the Legislature of the State of New Jersey

Gentlemen:

There is submitted herewith a report of the activities of the Department of Motor Vehicles for the year 1934. A review of the reports of each subdivision of the Department, regardless how casual, will give a favorable impression of the completeness of this document. Consequently, there remains little for me to add. However, I do wish to here emphasize some of the highlights of the report as well as express my viewpoints concerning the problem of motor vehicle administration, traffic control and regulation and street and highway safety.

Activities designed to bring about and maintain safety upon the public highways, adopted by the Department of Motor Vehicles in 1930, were continued during the year. This broad conception of the duties of the department was reflected in the activities of all of its sub-divisions and has enabled, together with the help of other agencies and groups throughout the State - both official and civic - the more or less favorable record made by New Jersey in 1934 when compared with that of the country as a whole.

Although New Jersey experienced an increase in deaths resulting from motor vehicle accidents in 1934 over the previous year, the increase is approximately one-fifth of that experienced over the entire country. Despite this more or less favorable record, New Jersey's highway accident toll for 1934, computed on a time frequency basis, forcibly indicates the need for continued and more intensive efforts on the part of all agencies - state, county and municipal - concerned with this problem to remove from the roads the horror, suffering, sorrow and economic loss caused by motor vehicle accidents.

Last year a motor vehicle accident occurred in New Jersey every 15 minutes and 37 seconds, resulting in a personal injury every 18 minutes and 58 seconds and a death every 7 hours and 8 minutes.

The legislature, the highway engineer, the automotive engineer, as well as the motor vehicle and traffic authority, have all contributed in their endeavors to correct this problem of motor vehicle accidents. Uniform common-sense traffic laws and rules and regulations have been adopted, great arteries of travel - including recently conceived safety features - have been provided, automobiles having up-to-date safety appliances have been made available, and motor vehicle and traffic authorities are becoming more conscious and active in dealing with motor vehicle accidents, yet little can be accomplished until each individual highway user obtains and maintains an appreciation of the motor vehicle accident problem and governs his actions accordingly when upon the highways.

In the final analysis, therefore, the Motor Vehicle Department can, within the limitations of its facilities, merely initiate activities along the lines of engineering, enforcement and education designed to correct this problem. The ultimate solution remains with the individual who must obtain and practice good habits when upon the highways and maintain a proper attitude toward his neighbor. The safety educational activities inaugurated and carried on by the Motor Vehicle Department are designed to make public officials and citizens think and act.

This, my last report as Commissioner of Motor Vehicles would not be complete without reference to the pleasures and enjoyment I have experienced during my five years of office. The association, loyalty and friendship of governmental officials, members of the department as well as others will always be cherished and long remembered.

Respectfully submitted,

Harold G. Hoffman

Commissioner of Motor Vehicles.

NEW JERSEY'S Highway Accident Toll *for* 1934



An accident every **15** minutes *and* **37** seconds

An injury every **18** minutes *and* **58** seconds

A death every **7** hours *and* **8** minutes

State of New Jersey

Department of Motor Vehicles

Revised

January 1, 1935.

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles,
State House, Trenton, New Jersey.

Dear Commissioner:

I am transmitting herewith statements of activities of the Motor Vehicle Department for the annual report to the Legislature for 1934.

It is gratifying to report an increase of 2.2 per cent in the number of motor vehicles registered during the year and an increase of 1.6 per cent in the gross income of the Department. Complete reports from other States are not available at this writing but indications are that New Jersey is, as usual, in the forefront in this respect.

With pride we report that, in the face of an average 15 per cent nation-wide increase in motor vehicle accidents and motor vehicle fatalities during the year, New Jersey has the slight decrease of .4 per cent in total accidents and but a 3.5 increase in fatalities. While the death figure is not commendable, the reason for the slight increase, while other States are deploring great increases, is perhaps reflected in the educational and enforcement activities carried on by the Department during the year. Incidentally we can also report a 1.4 per cent decrease in the number of persons injured in motor vehicle accidents.

In actual figures there were 1227 motor vehicle deaths last year on New Jersey highways as compared with 1185 in 1933; 1180 in 1932; 1302 in 1931 and 1269 in 1930.

The fact that there has been an increase in fatalities, regardless of how slight, will urge us to greater efforts to make the public aware, emotionally, imaginatively and intellectually of the terrible slaughter of human beings that continues despite safety campaigns and in spite of penalties. The fact that there has not been a decrease in deaths clearly indicates that the public is not impressed with the daily press accounts of motor killings and one of our objectives will be to conduct a safety campaign in such a manner as to bring about a condition whereby it will not become a habit to regard things that happen frequently as something to be taken for granted. In other words, there should be an improvement in highway safety following a serious accident. A serious automobile accident should be as shocking to the public as a railroad accident or a ship disaster. Our aim will be to broaden educational work among organizations of all kinds and to make of every operator a better operator by bringing him face to face with existing conditions and his responsibilities.

The person who operates a motor vehicle while under the influence of liquor still haunts us, and by reason of a 17.6 per cent increase in the number of convictions, we have directed to the inspectors' attention the necessity for being particularly vigilant in observing the manner in which automobiles are driven in the vicinity of places where intoxicating liquor is consumed. The increase in the number of second convictions has necessitated notice being sent to the inspector residing nearest to the defendant, with instructions to observe whether the defendant again operates a motor vehicle, and if so, to prosecute. Accidents involving drivers who 'had been drinking' as well as pedestrian victims whose indulgence in alcoholic beverages may have contributed to the cause of his accident, both show a decided increase over the previous year.

Nearly
10 Times More
Horrible *than*

the "Morro Castle" disaster is
New Jersey's highway accident
record for 1934



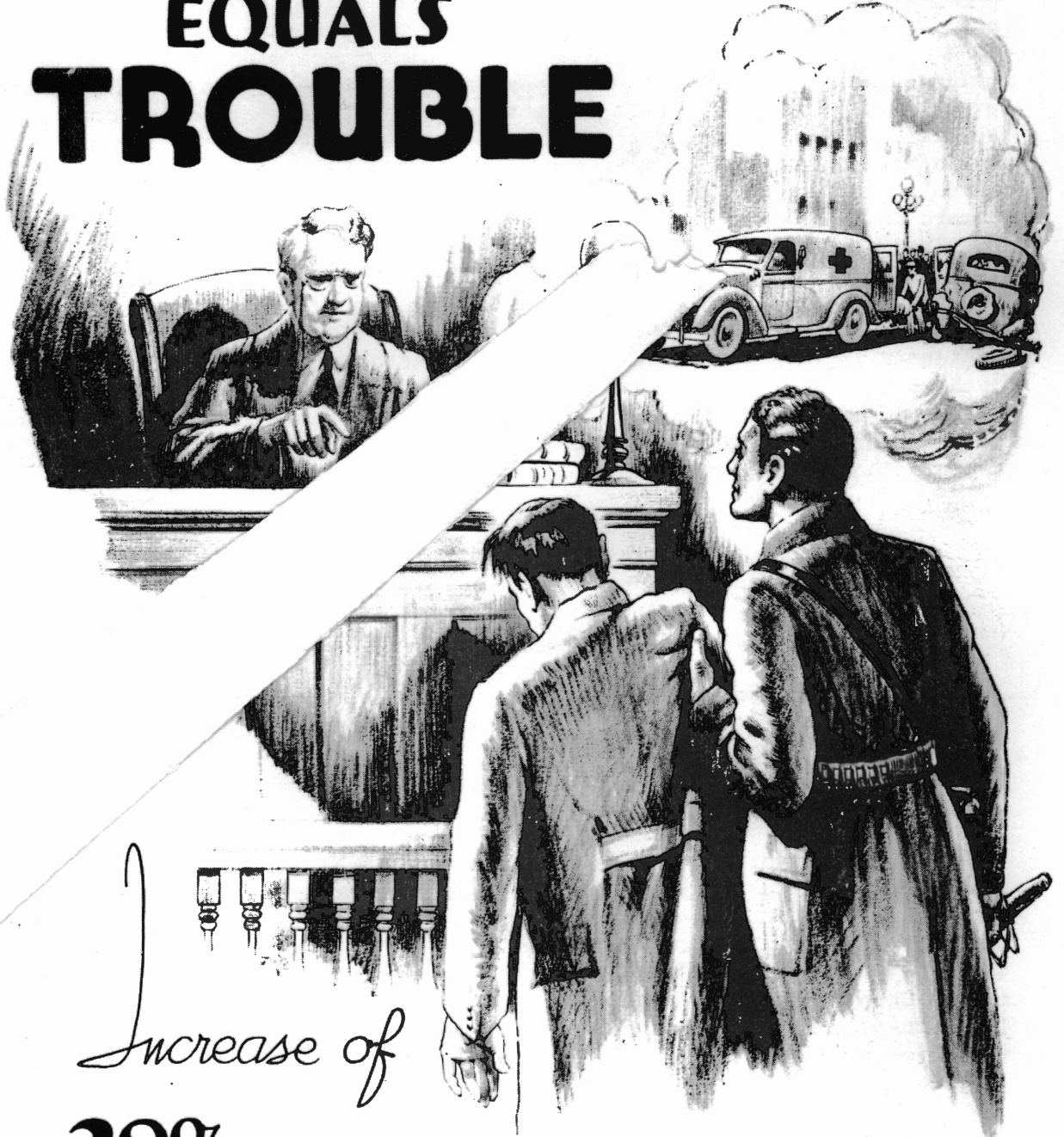
"Morro Castle"
Disaster — **124** DEAD

N.J.'s Highway Accident
Record for 1934 — **1227** DEAD

State of New Jersey

Department of Motor Vehicles

DRINKING *Plus* DRIVING EQUALS TROUBLE



Increase of
38% *in* drunken driving accidents
18% *in* drunken driving convictions
in **1934**

State of New Jersey

Department of Motor Vehicles

I can report to you at this time completion of the hearings involving persons who, according to our records, have been convicted three or more times for violations of the law. A complete review of magistrates' reports of convictions has taken place, revealing who are the most frequent violators of the law and how many there are of them. The most frequent violators, as a class, are students attending colleges and universities. There has been definite action taken against every such person, either in the nature of a license revocation or a severe reprimand. The fact that there has been but four cases come to our attention of a subsequent conviction after this action has been taken indicates that these drivers, constituting as they do the greatest hazard on the highways, are under control, having knowledge of what is required in order to continue operating a motor vehicle.

The result of this enforcement plan, in our opinion, is reflected in there being a slight decrease in the number of automobile accidents in this State, whereas the accidents have considerably increased in other States. In line with the established policy of giving notice to drivers of contemplated action in this respect, we have furnished to the agents throughout the State, to be posted in conspicuous places, a declaration reading as follows:

"After the second conviction or accident for which responsible, drivers are regarded as habitual offenders of the traffic laws, and habitual offenders lose their driving privileges. Guard yours carefully!"

In this manner we are taking advantage of the opportunity to direct to the attention of the person who has been convicted on two occasions, or involved in two accidents for which responsible, the action that will be taken in the event of another conviction or similar accident.

In our opinion there should be a renewed effort during the next session of the Legislature to have enacted a law with provisions such as were incorporated in Senate Bill No. 77, introduced at the 1934 session of the Legislature, but which failed of passage in the Assembly. There have been many endorsements recently given to such a law by many of the County Prosecutors. It is by reason of not having such a law that the situation still prevails whereby persons operating a motor vehicle in violation of the Motor Vehicle Law or in a grossly negligent manner and who are involved in a fatal accident, are not adequately punished.

In making this last report to you as Commissioner of Motor Vehicles I desire to place on the record the statement that the excellent manner in which you have administered and enforced the law, and your fairness in dealing with those who have had the privilege of being associated with you, have created, in the minds of all attaches of the Motor Vehicle Department, a picture of you that will not fade out until Time shall be no more.

Respectfully submitted,



A. W. Magee
Deputy Commissioner.

STEPPING OUT



COURTESY NEWARK EVENING NEWS

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1935

Honorable Harold G. Hoffman
Commissioner of Motor Vehicles

Dear Commissioner:

I herewith submit the report of the engineering activities of the Division of Traffic Control and Regulation for the year 1934.

As in the past, the engineering activities of the Division have been guided by the three fundamental factors dealing with traffic control and street and highway safety - Engineering, Enforcement and Education.

The Division, through representation of its personnel upon various committees, cooperated in the Fourth National Conference on Street and Highway Safety held in Washington in May in the revision and bringing up to date of the Uniform Codes originally promulgated by former Conferences.

In addition, many research studies have been carried on to obtain factual data determining accident experience in various jurisdictions, along roadways or portions of roadways, and at isolated locations, in order that proper correctives may be applied to curtail the frequency of accidents.

Special studies were also made of special problems and driving practices of motorists, such as the average free running speeds of various types of vehicles in different districts, the frequency of pedestrian accidents involving pedestrians, walking on or along rural highways, and the relationship of highway lighting to motor vehicle accidents.

Many conferences were held with state, county and municipal officials as well as with others interested in the motor vehicle accident problem and street and highway traffic control. Such conferences serve as a medium, permitting division representatives to give engineering assistance on traffic matters, making possible better uniformity in the control and regulation of traffic and aiding in the expedition of traffic on streets and highways of the State. The following is a brief report of the activities of the Division, including special surveys and research studies.

FOURTH NATIONAL CONFERENCE
ON
STREET AND HIGHWAY SAFETY

The National Conference on Street and Highway Safety held its fourth meeting in Washington in May of 1934. The purpose of the meeting was to determine not only the need of additional provisions in the Uniform Codes but also whether some of the former provisions should be modified in order to bring them up to date to meet present-day driving conditions.

The writer, together with Chief Inspector James J. Shanley, served on many of the committees of the Conference and assisted in bringing to the Conference numerous practical matters of administration and enforcement based upon actual experience.

In addition to changes in form of the various acts promulgated by the 1926 and 1930 Conferences, new provisions and additions in substance

were made.

Substantially, the present provisions of the New Jersey Motor Vehicle and Traffic Acts contain many of the new provisions added to the Conference Codes. However, there are some changes in and additions to the Uniform Act Regulating Traffic on Highways, known as Act V, which are of interest to New Jersey and which will be of great assistance at such a time when the New Jersey Acts are modified and brought up to date.

Some of the more important changes in and additions to this Act of the Uniform Codes are as follows:

NEGLIGENT HOMICIDE

A new section was added to this Act defining negligent homicide as an act of the driver causing the death of any person within one year as an approximate result of injuries received by the driving of a vehicle in a reckless disregard of the safety of others. This section also provides a penalty of not less than one year in jail or a fine of not less than \$100 in addition to the mandatory revocation of the operator's license of any person so convicted.

SPEED RESTRICTIONS

Changes in speed restrictions adopted in the 1930 Code were made in order to simplify speed regulations and to designate prima facie limits more or less consistent with present-day safe practices. Prima facie limits adopted are as follows:

- 20 miles per hour in any business district;
- 25 miles per hour in any residential district;
- 45 miles per hour under other conditions.

An outstanding change in speed provisions is that of a provision enabling the posting of lower limits where special hazards exist or higher ones on other highways subject to the approval of the proper state authority.

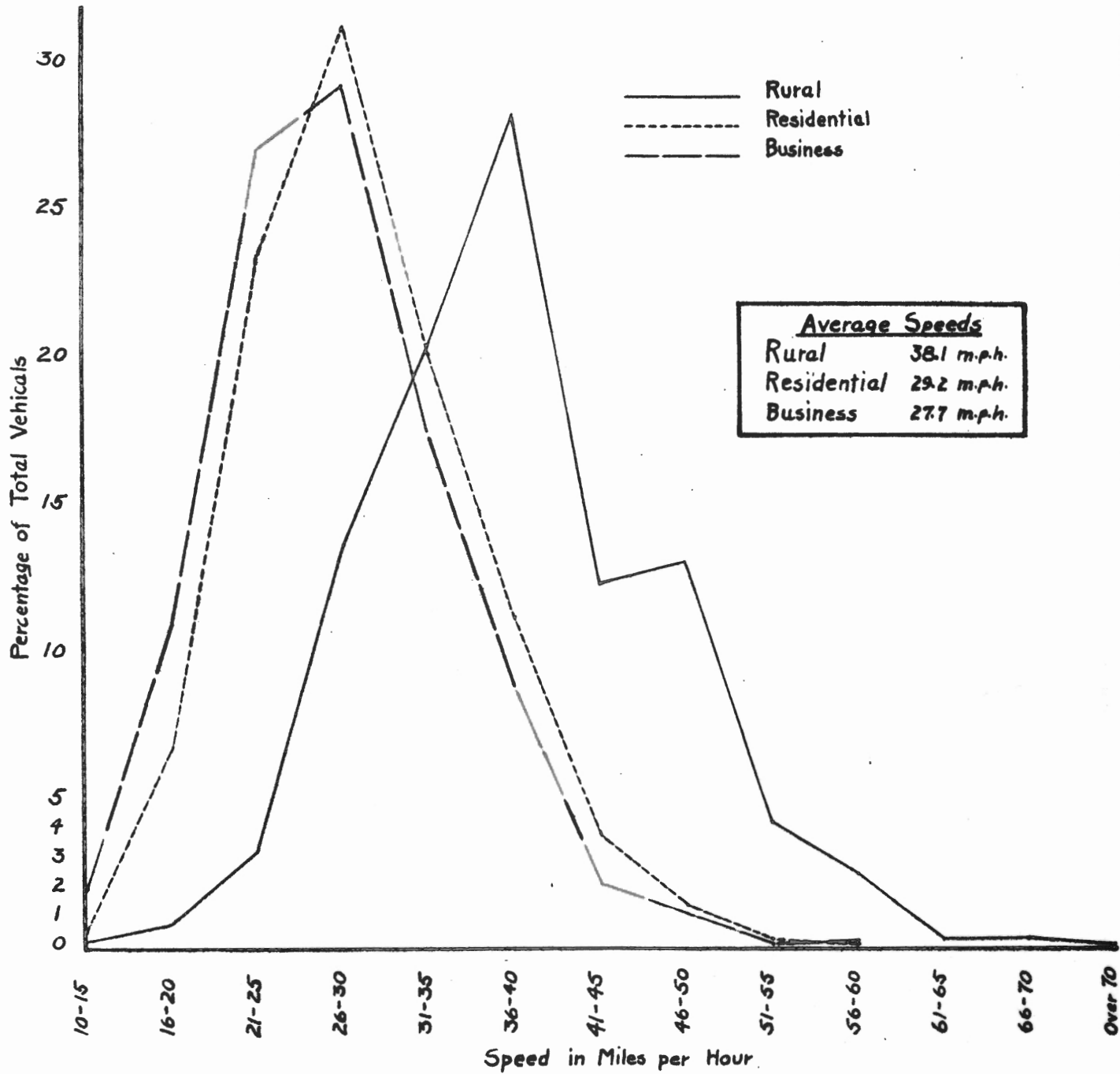
EQUIPMENT

Numerous changes and additions were made in the provisions concerning automotive equipment. Those of which might be of interest to New Jersey include driving lights, brakes, commercial vehicles to carry flares, lanterns or similar devices, changes in size, weight and load of vehicles.

Of particular interest in the provisions concerning size, weight and load of vehicles, the Conference gave consideration to the performance ability of commercial vehicles when upon the highways. The section adopted, although too general in character to be of real value, does draw attention to the need of regulations concerning the performance of large commercial vehicles when they are being operated upon the highways.

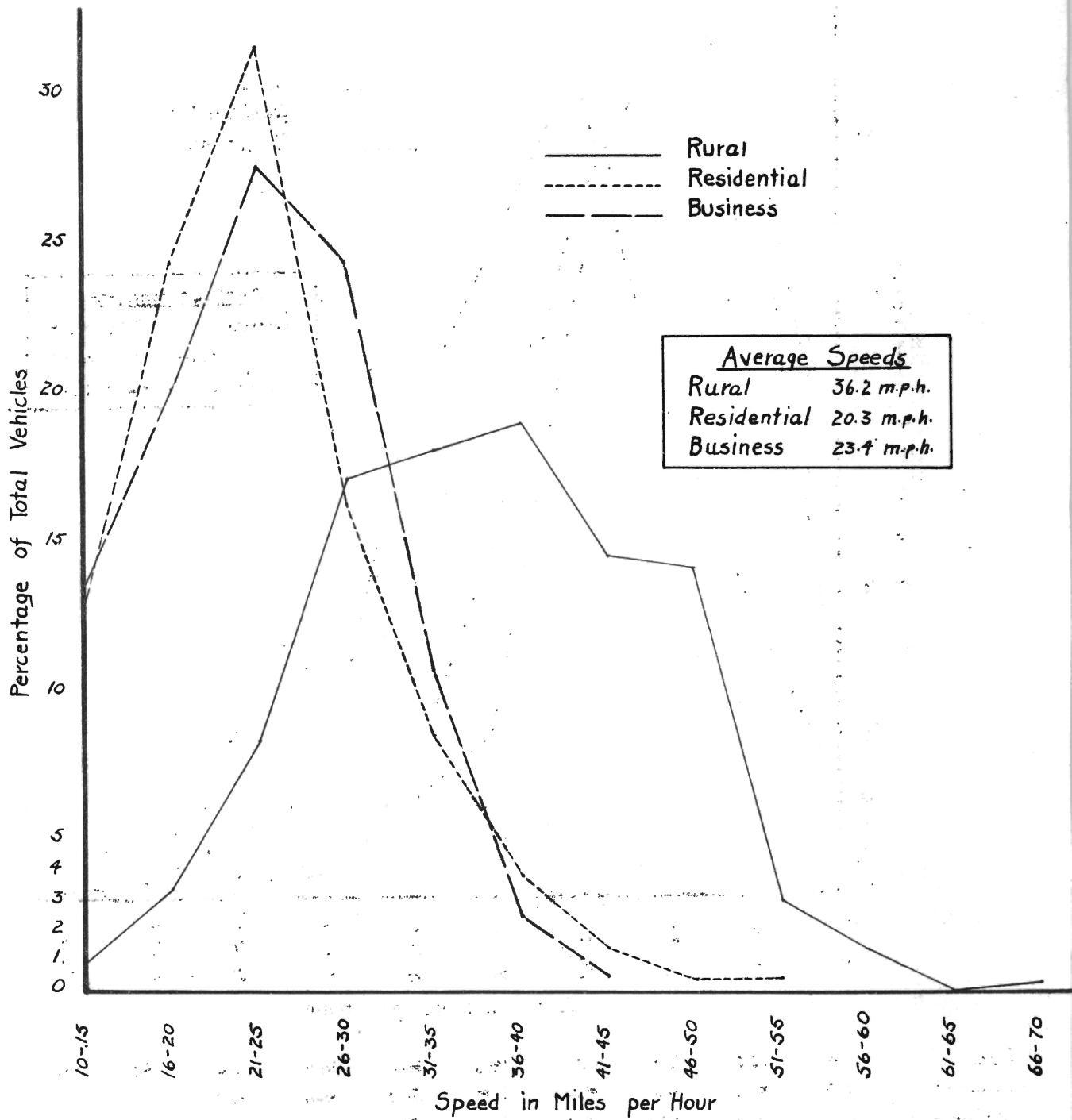
The section adopted provides that every motor vehicle when operated outside of a business or residential district shall have motor power adequate to propel such a vehicle at a reasonable speed and any load thereon or drawn thereby. A note added to the provision suggests a method of determining adequate motor power. For example, in a state of flat terrain, the motor vehicle should have power adequate to propel such a vehicle and load over a 3% grade at the rate of 20 miles per hour. In hilly or mountainous territory, the grade should probably be 5% or 6% for the same speed.

Fig. I
 Variations in Speed of Pleasure Vehicles
 in
 Rural, Business and Residential Sections
 Department of Motor Vehicles



Rural	.2	1.1	4.4	18.3	38.9	67.2	79.6	92.7	96.9	99.5	99.7	99.9	100.0
Residential	.5	7.5	31.2	62.5	82.8	94.1	98.0	99.6	99.9	100.0			
Business	2.0	13.0	40.1	69.4	87.1	96.1	98.3	99.6	99.8	100.0			
	Cumulative Percentages												

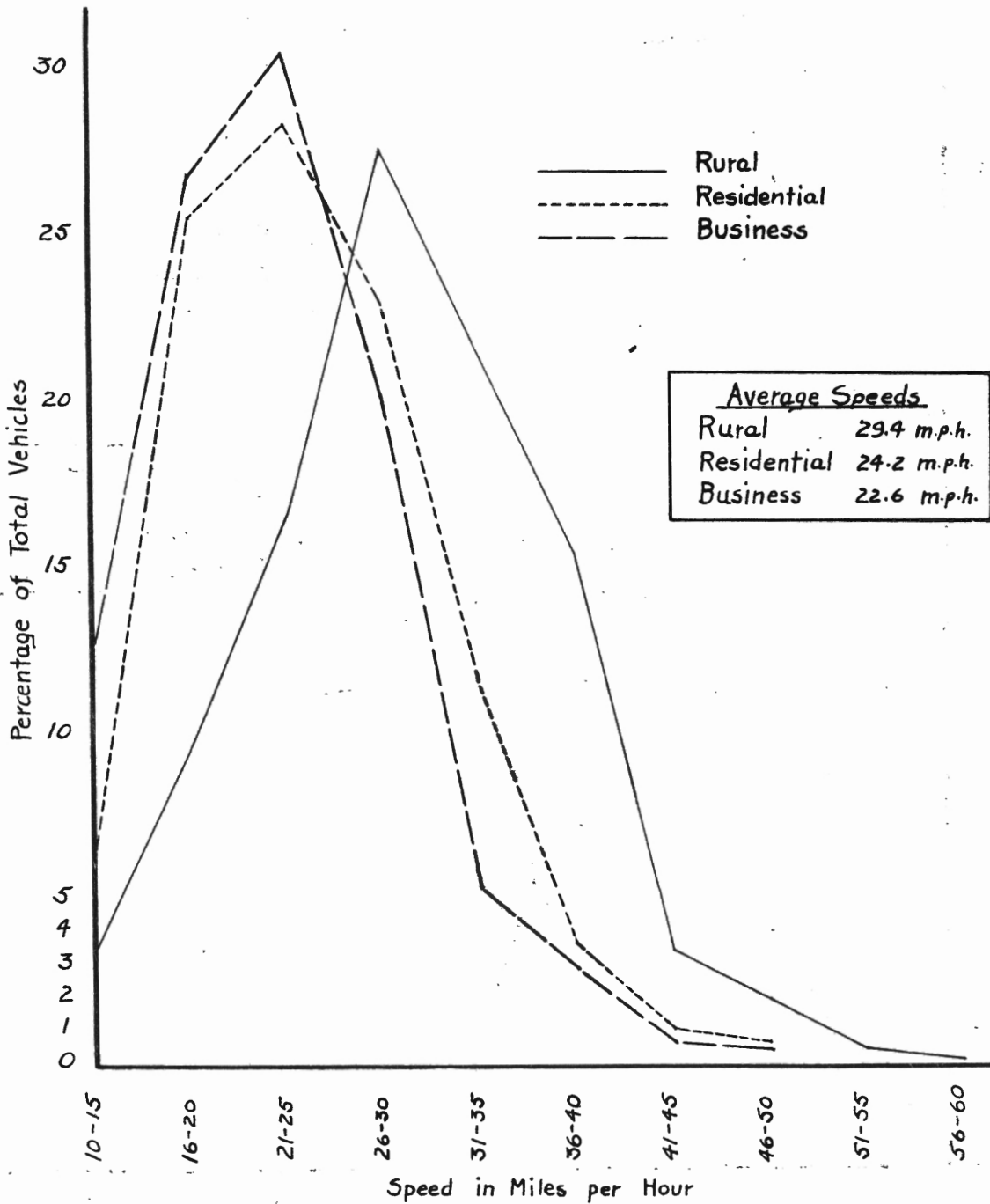
Fig. II
 Variations in Speed of Busses
 in
 Rural, Business and Residential Sections
 Department of Motor Vehicles



Rural	1.0	4.3	12.6	29.7	47.7	66.7	81.2	95.3	98.4	99.0	100.0
Residential	12.9	37.3	69.1	85.4	94.1	98.0	99.4	99.7	100.0		
Business	13.6	33.7	61.4	85.9	96.0	99.5	100.0				

Cumulative Percentages

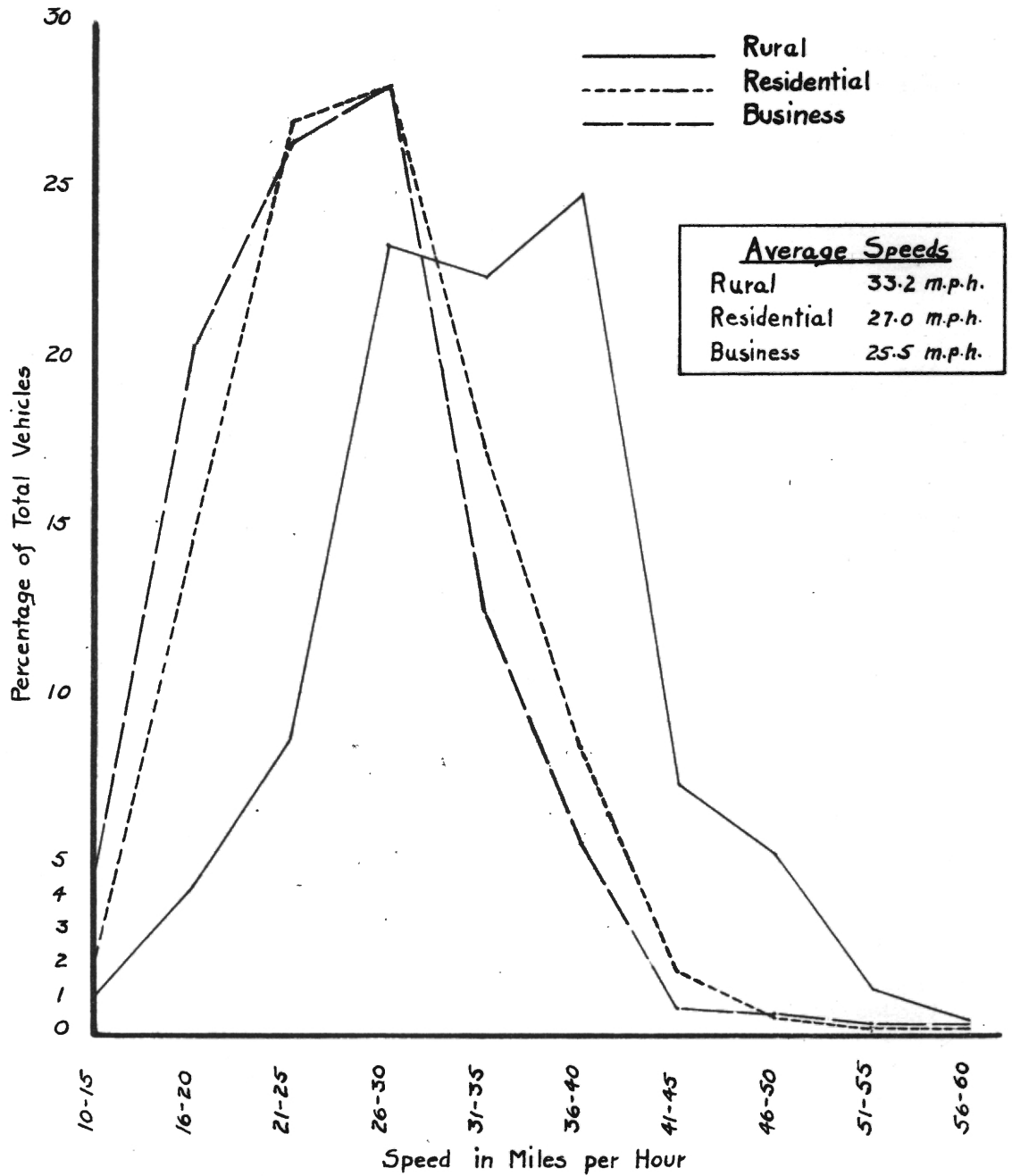
Fig. III
 Variations in Speed of Heavy Trucks
 in
 Rural, Business and Residential Sections
 Department of Motor Vehicles



	10-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60
Rural	3.4	13.0	29.5	57.1	78.6	94.0	97.5	99.5	99.9	100.0
Residential	6.8	32.3	60.5	83.3	94.8	98.4	99.4	100.0		
Business	12.5	39.2	69.9	91.0	96.2	99.0	99.6	100.0		

Cumulative Percentages

Fig. IV
 Variations in Speed of Light Trucks
 in
 Rural, Business and Residential Sections
 Department of Motor Vehicles



	10-15	16-20	21-25	26-30	31-35	36-40	41-45	46-50	51-55	56-60
Rural	1.1	5.5	14.4	38.1	60.6	85.5	92.9	98.2	99.6	100.0
Residential	2.3	16.9	43.9	72.0	89.0	97.4	99.3	99.8	99.9	100.0
Business	4.8	25.0	51.7	79.8	92.4	98.2	99.0	99.6	99.8	100.0

Cumulative Percentages

MANUAL ON UNIFORM TRAFFIC CONTROL
DEVICES FOR STREETS AND HIGHWAYS

The Joint Committee on Signs Signals and Markings sponsored by the National Conference on Street and Highway Safety and the American Association of State Highway Officials, completed its two years' work and presented a complete Manual on Uniform Traffic Control Devices for Streets and Highways.

For the first time, there now exists a manual bringing together all the standards for traffic control devices into a single document and which is applicable for both rural highways and urban streets.

The manual is divided into four parts: Part I dealing with signs, Part II with markings, Part III with signals, and Part IV with islands.

The manual as completed has received the approval of both sponsoring organizations and will shortly be available for distribution throughout the country.

Regulatory devices now in use in New Jersey substantially conform to the provisions of the manual. However, there is an outstanding change with regard to the use of various sign shapes. In place of a diamond shaped sign indicating hazards inherent in the roadway, such a sign is to be used to indicate hazards where a slackening in speed below the legal limit is necessary in order to insure safe progress. The square shaped sign, instead of indicating hazards contiguous to the roadway, is to serve as a warning indicating extreme caution.

I believe that if such a classification is adopted in all states of the Union, and when motorists become familiar with the meanings of these two distinctive shapes of signs, the safety of traffic upon the highways will be materially aided.

It is recommended that consideration be given to the amending and bringing up to date of the section of our Traffic Act dealing with signs and regulatory devices in order that this section may closely conform to the up-to-date provisions of the new Manual on Signs, Signals and Markings.

SPEED SURVEY

The cooperative traffic surveys conducted by the Newark College of Engineering in conjunction with the Motor Vehicle Department, were continued through 1934.

As reported in last year's report, the survey selected for 1934 was a study of the average speed of vehicular traffic on various types of roadways in different districts throughout the state. The work was actually carried on by students of the College under supervision of the Division of Traffic Control and Regulation.

Because of the locations of the residences of the students, it was impossible to supply transportation facilities in order to conduct speed surveys south of Mercer County. Accordingly, therefore, surveys were made in the counties of Essex, Bergen, Passaic, Morris, Union, Somerset, Middlesex, Monmouth and Mercer.

It was felt desirable that this particular speed survey should enable the determination of uninterrupted or "free running" speed of vehicles of the different districts selected. Therefore, the recorders were instructed not to check the speeds of vehicles that were caused to slacken their speed for any reason whatever while passing through the checking

Scenes from "Public Enemy No.1"
Regulatory devices and signs will help but they
cannot think for the man behind the wheel.



area. Checks were made only during four days of the week, from Monday to Thursday inclusive, except, of course, on days of inclement weather or when roadway surfaces were not favorable for fast driving.

All surveys were conducted from 9 A.M. to 5 P.M. and, therefore, in most cases, did not include the morning and evening rush periods.

The type of instrument used in checking the time of any vehicle to pass through the checking area is known as the Eno Speed Recorder. It is an "L" shaped box having a mirror placed across the corner forming the "L" at an angle of forty-five degrees to each side of the box. The recorder was placed at one end of the checking area on the side of the roadway in such a manner that one arm of the "L" was at right angles to the road and the other arm paralleling the road enabled the observer to stand at a measured distance from the box and start his stop watch at the instant of obtaining a vision of a car passing the box and then stopping the watch when the car passed the point at which he was standing.

The distance most often used was 176', although in rural districts where high speeds were prevalent, the distance used was increased to 352'. Each of these figures is a multiple of 88 and since 88' per second represents a speed of 60 miles per hour, then the elapsed time in seconds for a vehicle traveling 176', divided into 120, equals speed in miles per hour. In the case of 352', the elapsed time in seconds is of course divided into 240 to obtain the speed in miles per hour.

These surveys were conducted for a period of five months, from January to May inclusive and during this time the speeds of a total of 44,672 vehicles were checked. It was of course impossible at some locations to check the speed of all vehicles passing the checking point. However, a record was kept of total vehicular traffic passing all points. This record indicates that total vehicles passing all checking points were, in the five months of the survey, 103,729, or, in other words, the speed of about 43% of total vehicles was checked.

Separate tabulations were kept for passenger cars, light trucks, heavy trucks and buses, segregated into the three types of districts - Rural, Business and Residential.

The percentages of the vehicles checked to total vehicles passing the checking point for different types of vehicles are as follows:

Passenger cars ..	42%
Light Trucks	45%
Heavy Trucks	44%
Buses	57%

As the percentage of vehicles checked to total vehicular traffic passing the checking point represents more than 40% of total vehicular traffic, and as the observers were specifically instructed not to attempt to select only fast or slow moving vehicles, it is felt that this survey represents a fair cross section of the speed of vehicular traffic on roadways throughout the state.

The four charts attached hereto graphically illustrate the speeds of various types of vehicles in the three kinds of districts.

Figure I shows the variations in speed of pleasure vehicles in rural, business and residential sections. The percentages on the bottom of the charts, termed cumulative percentages, enable a ready determination of the percentage of vehicles traveling at speeds equal to or below the

legal limit for each type of district as well as those above the legal limit.

For example, in Figure I it may be seen that in rural districts where the maximum legal speed is 40 miles per hour, 67.2% of the vehicles checked were traveling at speeds equal to or under this rate; 92.7% of the pleasure vehicles were traveling at speeds up to and including 50 miles per hour, while only .5% of total pleasure vehicles were traveling at speeds greater than 55 miles per hour. In residential districts where the maximum legal speed, except under special conditions, is 20 miles per hour, only 7.5% of total pleasure vehicles operated at or under such a speed. However, if 30 miles per hour is considered a safe speed for residential districts, we find that 62.5% of vehicles checked were operating at or under such a speed. In business districts, 13% of the pleasure vehicles operated at speeds up to and including 20 miles per hour, while 69.4% of them were up to and inclusive of 30 miles per hour.

Figure II represents the same type of chart but indicates variations in speeds of buses for each of the three different sections. This chart indicates that in rural districts 67.7% of the buses operated at or under the legal speed of 40 miles per hour. In residential districts 37.3% operated at or under the legal speed of 20 miles per hour, while in business districts 33.7% operated at or under 20 miles per hour.

Figure III shows the variations in speeds of heavy trucks in rural, business and residential sections. Cumulative percentages on the bottom of the page indicate that 94% of this type of vehicle in rural districts operated at or under the legal speed of 20 miles per hour. In residential districts 33.2% operated at or under 20 miles per hour and in business districts 29.2% at or under 20 miles per hour.

Figure IV shows the variations in speeds of light trucks in each of the three districts and indicates that 35.5% operated at speeds of 40 miles per hour or under in rural districts, 16.9% at speeds of 20 miles per hour or under in residential districts and 25% at speeds of 20 miles per hour or under in business districts.

The charts also include the average speed of each type of vehicle in the three different districts. The tabulation of these average speeds is as follows:

Type of Section	Pleasure Vehicles	Light Trucks	Heavy Trucks	Buses
Rural	38.1	33.2	29.4	36.2
Residential	29.2	27.0	24.2	20.3
Business	27.7	25.5	22.6	23.4

From the above tabulation it may be seen in the case of rural districts that although 32.8% of the pleasure cars, 33.3% of the buses, 14.5% of the light trucks, and 6% of the heavy trucks operated at speeds above the legal limit of 40 miles per hour, that the average speed of all types of vehicles equalled less than the 40-mile legal limit. In the case of residential districts, although 92.5% of the pleasure cars, 62.7% of the buses, 82.1% of the light trucks and 67.7% of the heavy trucks operated at speeds above the 20-mile legal limit, the average speed of all types of vehicles for residential districts did not equal 30 miles per hour. In the case of business districts, although 87% of the pleasure vehicles, 66.3% of the buses, 75% of the light trucks and 60.8% of the heavy trucks operated at speeds above the 20-mile legal limit, the average speed of vehicles of all types in business districts likewise did not equal 30 miles per hour.

A special tabulation was made of the speeds of vehicles along the

various State Highways included in the survey. The routes or portions thereof which were included were State Highway Routes #1, #6, #23, #24, #25 & #26, #27 and #29.

The tabulation below gives the average speed of pleasure vehicles along these various routes as well as the percentage of these vehicles traveling above the legal limit of 40 miles per hour for rural districts.

Route #	Average Speed	Percentage Above 40 miles per hour
Route #1	36.9	25.9
" #6	38.6	19.1
" #23	36.0	10.8
" #24	35.4	11.8
" #25 & #26	40.8	28.7
" #27	37.3	32.7
" #29	42.2	35.4

Although the above tabulation may be of interest, it cannot be taken as an indication of the hazards along each of these highways for the reason that, because of varying amounts of traffic, type of road, width of road, etc., the average speeds on the different routes are not comparable.

It is of interest, however, to determine the percentage of pleasure vehicles operating at speeds between 31 and 45 miles per hour along these various State Highways. These percentages are shown in the following tabulation.

Route #	Percentage of Pleasure Vehicles Operating at Speeds Between 31 and 45 Miles per Hour
Route #1	61.0
" #6	58.5
" #23	50.1
" #24	39.7
" #25 & #26	67.2
" #27	53.8
" #29	66.6

From the above, it will be noted that in only one instance (Route #24) is the percentage of pleasure cars operating at speeds between 31 and 45 miles per hour less than 50%. In this case, 53.3% of the pleasure vehicles traveled at speeds up to and equal to 30 miles per hour. In other words, the speed tendency of most drivers when traveling along a State Highway, through a rural district, is not over 45 miles per hour and not less than 30 miles per hour.

In business and residential sections, the tendency, of course, is toward a lower average speed, but above the legal speed of 20 miles per hour.

For example, the following table shows the percentages of different classes of vehicles in each of these two sections traveling at speeds between 21 and 30 miles per hour.

	Light Trucks	Heavy Trucks	Pleasure Vehicles	Buses
Residential	55.1	51.0	55.0	48.1
Business	54.8	60.0	64.4	52.2

From the above, it will be noted that in every instance except one more than one-half of the total drivers operated their vehicles through residential and business districts at a speed between 21 and 30 miles per hour. As a matter of fact, it has been determined that 37.5% of the

pleasure cars, 28% of the light trucks, 16.7% of the heavy trucks and 14.6% of the buses operated at speeds above 30 miles per hour in residential districts, while in business districts 30.6% of the pleasure cars, 20.2% of the light trucks, 18% of the heavy trucks and 14.1% of the buses operated at speeds above 30 miles per hour.

CONCLUSIONS

As a matter of convenience, the following tabulation is included. This tabulation gives the percentages of different classes of vehicles, separated into each of the three section, that travel above the legal speed for the district concerned.

<u>Type of Vehicle</u>	<u>Rural</u>	<u>Business</u>	<u>Residential</u>
Pleasure cars	32.8	87.0	92.5
Buses	33.3	66.3	62.7
Light trucks	14.5	75.0	83.1
Heavy trucks	6.0	60.8	67.7

From the above table it may be noted that there is a large percentage of drivers violating the existing legal speed limits, particularly in residential and business districts.

For the sake of comparison, another table has been prepared which indicates the percentage of drivers operating their vehicles at speeds above 45 miles per hour in rural districts and 30 miles per hour in residential and business districts.

<u>Type of Vehicle</u>	<u>Rural</u>	<u>Business</u>	<u>Residential</u>
Pleasure cars	20.4	30.6	37.5
Buses	18.8	14.1	14.6
Light trucks	7.1	20.2	28.0
Heavy trucks	2.5	.8	16.7

It is interesting to compare this table with the one immediately above; that is, the one indicating the percentage of vehicles traveling above the present legal limits. In other words, if it may be assumed that a 45 mile per hour speed for rural districts and a 30 mile per hour speed for residential and business districts are not hazardous speeds under favorable conditions, and that by increasing the present legal limits accordingly most drivers will not take advantage of this increase and drive five, ten or more miled per hour faster, the percentage of speed violators would be materially reduced.

For example, in the case of operators of pleasure vehicles, only 20.4% in rural districts, 30.6% in business districts, and 37.5% in residential districts operated at speeds above these rates as against 32.8% in rural districts, 87.0% in business districts and 92.5% in residential districts who operated above the legal limit for those districts.

The inclusion of the above comparison is not to be interpreted as a recommendation to increase the present legal speed limits in New Jersey at this time. However, the comparison does indicate that most drivers, particularly in residential and business districts, do not operate their vehicles within the speed laws. Therefore, there should either be an increase in the present speed laws meeting the safe practice of the average driver or an extended state-wide enforcement campaign to cause drivers to operate their vehicles in the manner now prescribed by law.

There may be some fear that if present legal limits are increased to 30 miles per hour in residential and business districts and to 45 miles per hour in rural districts, many drivers will take advantage of this increased speed and that possibly enforcement agencies will show some tolerance in permitting drivers to operate at speeds faster than those

limits. It may be true that some drivers would take advantage of increased legal speeds. However, I believe the average driver now operates his vehicle, particularly in residential and business districts, in accordance with the conditions of the roadway upon which he is traveling and therefore will not drive at speeds greater than or materially different than those indicated by this survey.

There is also a feeling that if the present more or less obsolete speed regulations were changed to meet present-day safe driving conditions, as well as the common sense of the average driver, motorists would be more inclined to observe legal speed restrictions. I believe any law which is openly violated by most drivers and which enforcement agencies will not or do not enforce, tends to injure the effectiveness of the entire act of which that law is a part.

Regardless of whether speed restrictions for New Jersey remain the same or are increased, I believe consideration should be given to an amendment to the Traffic Act, permitting local authorities, with the approval of the State Motor Vehicle Department, to decrease or increase speeds on various roadways or portions of roadways where special conditions may exist and to sign said roadways or portions of roadways accordingly and said speed restrictions to be rigidly and reasonably enforced.

THE USE OF GOVERNORS ON AUTOMOBILES

The question of whether the mandatory use of governors on automobiles would affect or correct the accident situation has frequently arisen. To gain some light on this subject, with the hope of scientifically measuring the probable results by causing automobiles to be equipped with governors, the Division has inaugurated a research study of the violation files in the Fines Division and the accident files in the Financial Responsibility Division, to determine the frequency of accidents in which the habitual speeder was involved.

It is true that speed is a part of motor vehicle accidents. However, speed in itself is not the cause of accidents. Under most conditions, speed is the killer but improper driving practices and bad manners are the cause.

It is hoped that this research study will be completed during 1935 and that the results of this study will enable a determination of the probable effect the compulsory use of governors on automobiles would have on motor vehicle accident experience.

HIGHWAY LIGHTING

To measure the relationship of highway lighting to motor vehicle accidents, a study was made of motor vehicle accident files not only for the entire state as a whole but for specific roadways or portions of roadways having adequate highway lighting and other roadways or portions of roadways not properly lighted.

An address, entitled "Relation of Highway Lighting to Highway Accidents", made before the Highway Research Board in Washington on December 6th, is appended hereto. This address briefly summarizes the results of this survey and indicates the economic value of highway lighting. In other words, if motorists and highway users desire safer night highway travel, it may be had with an attendant saving in monies by having the major highways of the state properly lighted.

STATE TO INSTALL TRAFFIC CONTROL
SIGNALS ON STATE HIGHWAYS

The present authority delegated to the Division of Traffic Control and Regulation of the Motor Vehicle Department with respect to the control and regulation of traffic is that of a supervisory nature. In general, such authority is sufficient in order to cause the application and use of uniform methods in traffic regulation and control.

It is not felt desirable or necessary that a state body should have dictatorial power. However, with respect to the installation and use of traffic control signals, experience has indicated the need of the state taking over as a state function the control and regulation of traffic on all State Highways, including the installation and operation of traffic control signals as well as other regulatory devices.

Because of the lack of specific legislative authority, local governments must necessarily bear the cost of installing and operating traffic control signals along State Highways. This places an unfair burden on smaller communities where, because of heavy traffic along state roads, signaling devices may be necessary. Furthermore, despite state supervisory authority, it is difficult to cause traffic control signals of the proper type to be installed and properly operated on State Highways. This is because of the differing opinions and viewpoints of local officials, their frequently changing personnel and their more or less lack of interest, at times, in expediting through traffic. Of course there is also the question of economy. Many times small communities are unable to bear the expense of installing and operating traffic control signals which will give the greatest expedition of traffic with safety.

Considerable monies have been spent to provide citizens of New Jersey and citizens within her gates with an up-to-date major highway system. In numerous cases, there has been the expense of purchasing new right of way in order to by-pass built-up districts, thereby eliminating congestion of vehicular traffic. Many times, however, along these express highways, traffic is materially congested and delayed because of inadequate and improperly operated traffic control signals.

It is therefore recommended that the Legislature give to an existing state authority sufficient authority and monies to erect and maintain all regulatory devices, including traffic control signals on all State Highways in the State; the cost of installing and operating such devices to be paid for by the state either in whole or in part, and local authorities to be prohibited from erecting such devices on such roadways.


ILLUSTRATIONS OF ACCIDENT STATISTICS

I am attaching various illustrations showing some interesting motor vehicle accident facts as well as the causes of accidents. The originals of these illustrations have been prepared in poster size and it is respectfully suggested that posters be printed in sufficient numbers to be distributed throughout the State.

There are also attached photographs showing numerous scenes taken from the department's safety film "Public Enemy #1".

As in former years, I wish to express my appreciation for the cooperation received from state, county and municipal officials, as well as public and private organizations during the course of the year.

Respectfully submitted,


Arnold H. Vey
Traffic Engineer.

ADDRESS: ARNOLD H. VEY
TRAFFIC ENGINEER, STATE OF NEW JERSEY
HIGHWAY RESEARCH BOARD
DECEMBER 6, 1934.

RELATION OF HIGHWAY LIGHTING TO HIGHWAY ACCIDENTS

Synopsis

In this paper, the various phases of the motor vehicle accident problem and its relationship to highway lighting are discussed.

Following a short introduction of motor vehicle accident experience, and the part that highway facilities play in the accident problem, comparisons of accidents occurring during daylight versus those occurring during darkness are made. These comparisons include not only the prevalence of day and night accidents but also types and kinds of accidents as well as prevailing weather and pavement conditions.

Studies indicating the usefulness of highway lighting are discussed. These studies include those made in New Jersey as well as elsewhere. It is stated that the necessity of providing highway lighting is such that proper and adequate highway lighting be made an initial part of highway facilities, particularly for major streets and highways. The importance of seeing in the present-day use of the automobile is stressed, basing such importance on the economy of providing proper and sufficient highway lighting as against human suffering and economic losses resulting from motor vehicle accidents.

To provide safety and convenience on our streets and highways is the most important duty of traffic authorities and officials today.

The average motorist, pedestrian, and even official, are outspoken in their opinions or beliefs concerning the causes of motor vehicle accidents and their prevention. Seldom are such opinions and beliefs based upon a clear and comprehensive knowledge of accident facts, their causes - direct or indirect - when, where and how they occur, nor does the average person study accident experience after the application of remedies which have been selected and tried.

Such is the case concerning particularly night highway accidents as well as those occurring during hours of daylight.

Many facts have been given and cases analyzed proving the necessity for and usefulness of adequate and proper highway lighting to bring about better seeing conditions and safer night travel upon the highways. In the face of all the publicity given these facts, many officials and many more motorists believe that highway lighting is unnecessary; it is too extravagant; it represents one of the luxuries of the pre-depression period and, therefore, must now be curtailed and, above all, budgets should not now be increased to provide adequate street or highway lighting.

Such are the thoughts of many who may casually consider the problem. There are also those who feel that the driver is responsible for most accidents and that, regardless of the use of up-to-date highway facilities, such as highway lighting, accidents will not be materially curtailed.

Such erroneous opinions are formed by experience with "just" lights on the highways and not modern highway lighting as recommended by the best minds of the illuminating engineering field.

Modern highway lighting combines efficient re-directing equipment with mounting heights of 22' to 28', as well as placement of the luminaire over the travelable portion of the highway. Other considerations are the size of the lamp and luminaire with respect to the type volume, speed of vehicles, as well

as the type and character of road topography and conditions immediately adjacent to the road. Such scientific consideration of need results in proper seeing conditions at night with lessened strain upon the driver and greater safety.

It is true that an analysis of motor vehicle accident records alone will show the majority of accidents - probably 85% or more - chargeable to some improper action on the part of the driver or drivers involved.

Most drivers, however, subject themselves to the possibility of an accident not generally because of wilfulness but because of either carelessness, habit, or lack of sufficient knowledge of the hazards encountered; for example, driving at too fast a speed at night for the visibility generally afforded.

The three factors of motor vehicle accidents are the vehicle, the highway and the driver. Of all three factors, the driver is the most difficult with which to deal because of his individualistic characteristics, including mental and physical make-up, and his varying degrees of reaction to the everyday problems of life. In order to cope with the weaknesses of mind and body of highway users and to bring about safety upon the highways, it is fundamental that roadways be provided which are inherently safe 24 hours a day.

Highway facilities are of course made up of many component parts, some of which may not be essential to permit the operation of a vehicle over the highway, but the lack of their use or their improper application creates hazards upon the roads which are conducive to accidents.

Highway lighting is such a facility and is one which has been applied in very few unconnected portions of the more important roadways of the country. The present illumination of our highways for safe night travel, however, has not kept pace with the advancement in roadway construction and in my opinion the maximum benefits of highway lighting have not been obtained through failure to use at all or use properly modern scientifically designed equipment.

A review of accident records, not only for New Jersey but other sections of the country, will illustrate the correctness of the above statement.

DAY VERSUS NIGHT ACCIDENTS

In New Jersey last year there were recorded 33,803 accidents, which caused 1,185 deaths and more than 28,000 personal injuries. Of these accidents, 44% of the total and 55% of the deaths occurred on the highways at night or during such times when traffic was approximately 20% of the 24-hour total.

The National Safety Council, in its pamphlet entitled "Accident Facts", states that in 1933, 58% of all fatal motor vehicle accidents occurred during dusk or darkness. Therefore, New Jersey's experience parallels that of the entire country.

Assuming that the percentage of night traffic to the 24-hour traffic is the same for the entire country as for New Jersey, it may therefore be readily determined that night accidents throughout the country occur upon the highways approximately four times more frequently than day accidents.

Many interesting and valuable facts are produced by a study of motor vehicle accident records in New Jersey for 1933. This study, segregating accidents by types, kinds of vehicles involved, weather conditions and road conditions, and separating each group into day and night accidents, shows as follows:

TABLE I

<u>Involved</u>	<u>% of Total Day Accidents</u>	<u>% of Total Night Accidents</u>
Pedestrian	26.1%	25.4%
Other Motor Vehicle	62.9%	62.2%
Fixed Object	4.5%	7.0%
Non-collision Operating ..	2.7%	2.5%
Miscellaneous	3.8%	2.9%
	100.0%	100.0%

From the above table, it may be seen that there is only a slight variation in the per cent of types of daylight accidents to total daylight accidents over per cent of types of night accidents to total night accidents, with the exception

of the fixed-object type of accident. In the case of this type of accident, 2.5% more fixed object night accidents to total night accidents occur than the per cent of this type of accident in daylight to total daylight accidents.

TYPES OF VEHICLES INVOLVED

TABLE II

<u>Type of Vehicle</u>	<u>% of Total Day Accidents</u>	<u>% of Total Night Accidents</u>
Passenger	77.1%	85.0%
Commercial	18.6%	10.6%
Bus	2.2%	2.0%
Taxi .....	.8%	1.2%
Other	1.3%	1.2%
	<u>100.0%</u>	<u>100.0%</u>

Table II indicates that the percentage of passenger vehicles involved in accidents at night to total night accidents is greater by nearly 8% than the percentage of passenger vehicles involved in daylight accidents to total daylight accidents, while, in the case of commercial vehicles, just the reverse occurs. The percentage of night accidents to total night accidents, compared with day accidents to total day accidents for buses and taxicabs is more or less the same.

An explanation of the greater percentage of passenger vehicles involved in night accidents to total night accidents, and a more or less similar decrease in the commercial vehicle class, is the fact that during daylight hours there is a prevalence of the light type of commercial vehicle upon the highways, such as the small delivery vehicle used by merchants and business concerns for deliveries throughout communities. Generally, these vehicles are owned by small organizations and driven by young drivers who are not under the same degree of control or do not have the same experience and safety training as drivers of the larger commercial vehicles. On the other hand, drivers of passenger cars are substantially the same kind of individuals both during daylight and dark hours.

WEATHER AND ROAD CONDITIONS

TABLE III

<u>Weather Conditions</u>	<u>% of Total Day Accidents</u>	<u>% of Total Night Accidents</u>
Clear	82.8%	74.1%
Foggy	.7%	2.5%
Rainy	13.6%	18.9%
Snowy	2.9%	4.5%
	<u>100.0%</u>	<u>100.0%</u>

TABLE IV

<u>Road Conditions</u>	<u>% of Total Day Accidents</u>	<u>% of Total Night Accidents</u>
Dry	80.1%	71.5%
Wet	14.3%	20.3%
Snowy	2.8%	4.1%
Icy	2.8%	4.1%
	<u>100.0%</u>	<u>100.0%</u>

Tables III and IV show a greater prevalence of daylight accidents than night accidents when weather and road conditions are favorable. However, under unfavorable weather and road conditions, such as during fog, rain or snow, or during times when pavements are wet, snowy or icy, the reverse is true. In other words, unfavorable weather and pavement conditions further accentuate the hazards of night driving.

ACCIDENT EXPERIENCE ALONG STATE HIGHWAY ROUTES #25 and #26

A detailed analysis of accident experience for the year 1933 along one of New Jersey's most heavily traveled highways - that roadway from the Newark Airport in the City of Newark to the Trenton traffic circle in the City of Trenton - shows some of the following facts:

Along this approximately 50-mile stretch of highway having four lanes of concrete pavement for travel, in addition to unpaved shoulders adjacent to the pavement, a clover leaf grade separation at a major crossing, as well as traffic circles at several other important intersections, and traffic control signals at intersections where cross street traffic is sufficient to warrant the alternation of the right of way, there were 1,102 accidents, 50.6% of which occurred during hours of darkness.

Of the 1,102 accidents, 65 caused fatalities, of which 63.4% occurred at night. Of the non-fatal accidents, which concerned slightly more than one-half of the total accidents, 53% occurred during hours of darkness, and of the property damage accidents, which amounted to slightly more than one-third of the total, 45.5% occurred during hours of darkness.

Of the total number of accidents, 524 or 47.6% occurred at street intersections, the remaining accidents occurring on stretches of highway between intersections.

Of the accidents which occurred at intersections, 42.8% of them occurred during hours of darkness and of those which occurred between intersections, 58.5% occurred during hours of darkness.

Of the various types of accidents which occurred at or between intersections, 7.2% involved vehicles approaching at right angles; 44.2% involved vehicles going in the same direction - either rear-end, cutting in or side-swipe collisions; 19.3% involved vehicles going in opposite directions; 8.3% involved fixed-object collisions; 8.9% involved collisions with pedestrians; 12.2% involved miscellaneous accidents or accidents concerning which a complete report was not made in order that they might be classified.

From all of the above, it may be determined that along this stretch of highway -protected at major intersections by either grade separations, traffic circles or traffic signals - approximately one-half of the total accidents and more than one-half of the fatal accidents occurred during hours of darkness.

Although a few street lights are provided at isolated points and at a few intersections, it may be said that this stretch of highway falls in the category of unlighted roadways.

A comparison of day and night accidents, by types, between this unlighted stretch of highway and a lighted stretch of highway has been made. The lighted stretch of highway selected is a continuation of the unlighted stretch and represents that portion of Route #25 from the Holland Tunnel entrance to the Newark Airport and is lighted to a degree comparable to the recommendations of Illuminating Engineers.

For example, along the unlighted stretch, it was found that accidents which occurred during times of more or less congestion upon the highway, such as right angle collisions, collisions between vehicles going in opposite directions - where one vehicle was making a left turn - and miscellaneous accidents, were more prevalent during hours of daylight, but that other types of collisions, which might have occurred because of insufficient visibility, such as same direction accidents (most of which are rear-end collisions), head-on collisions and pedestrian accidents, occurred more frequently during hours of darkness. In percentage, it was found that for these three latter types of accidents, there was an increase of night over day accidents equalling 8%, 19% and 72%, respectively.

Along the lighted stretch of highway, however, accidents of all types, with the exception of fixed object collisions, occurred more frequently during hours of daylight, ranging from 27% to 80%.

When considering accidents of all types, it was found that along the unlighted stretch, there was an increase of 2.5% of night accidents over day accidents, while along the lighted stretch there was a decrease of 43%.

Again comparing accident experience along Route #25, from the Newark airport to the Trenton traffic circle, and along Route #25 from the entrance to the Holland Tunnel to the Newark Airport (or the unlighted and lighted stretch, respectively), it was found that along the first mentioned stretch of highway, 186 of the same direction accidents concerned rear-end collisions, of which 95 or 52% occurred during hours of darkness, while along the latter stretch of highway, 28 of the same direction accidents were recorded as rear-end collisions, of which 8 or only 29% occurred at night.

ACCIDENTS CONCERNING PEDESTRIANS KILLED OR INJURED WHILE WALKING ON OR ALONG ROADWAY

To determine the extent of accidents involving pedestrians who were walking on or along roadway, a review has been made of such accidents in New Jersey for 1933. These accidents primarily concerned highways in rural districts where sidewalks were not provided for pedestrian use. This study determined that there were 459 such accidents last year, of which 71% occurred at night. Of the 459 accidents, 109 caused fatalities, of which 93 or 85.4% occurred during hours of darkness and 350 concerned injuries, of which 233 or 66.5% occurred during hours of darkness.

Even when pedestrians were walking properly on or along roadway - that is - on the left side of highway facing approaching traffic - there was a greater prevalence of night accidents. For example, of the pedestrians killed or injured while walking on or along roadway properly, 52.7% occurred at night. Of those walking improperly on or along roadway, 75% occurred at night.

THE VALUE OF STREET LIGHTING

Studies made by the National Safety Council in 1932 and 1933, in four States of the reporting area, showed that during the hours when it is either light or dark, in both Summer and Winter, the number of fatal accidents, hour by hour, is about the same. In the evening hours, however, from 5 P.M. to 8 P.M., when it is light in Summer but dark in Winter, the winter fatalities exceeded those during the summer months by nearly 100%.

Similar studies made by Mr. R. E. Simpson, Illuminating Engineer of the National Bureau of Casualty and Surety Underwriters, (address entitled "Public Safety as Affected by Street Lighting") over a period of three years - 1931, 1932 and 1933 - indicate a definite relation between fatalities and non-fatal automobile accidents, Winter over Summer, and costs per capita of street lighting. This study showed that as the street lighting cost per capita increases, the excess of winter fatalities decreases or, conversely, as street lighting costs per capita decrease, the excess of winter fatalities and non-fatal automobile accidents increases. The conclusion Mr. Simpson draws from his studies is "that the community pays for good street lighting whether it gets it or not".

Mr. Simpson made a further analysis in which he compared accident experience in two groups of cities for the four evening rush hours - from 5 P.M. to 9 P.M. - and for the four morning rush hours - from 6 A.M. to 10 A.M. He found that in the group of cities which increased its street lighting budgets 11% or 9¢ per capita, a decrease of night fatalities of 25% was shown or an economic saving of \$2.07 per capita. The other group reduced its street lighting budget by 14% or 19¢ per capita and suffered a 7.6% increase in night fatalities at an economic cost of 69¢ per capita.

Other studies made by Mr. Simpson, in which he classified various streets by the extent of vehicular traffic as well as the degree of street illumination, indicated that, in general, the night fatality rate increases as the grade of street lighting decreases. He states "Specifically, the night fatality rate per million vehicle miles on heavy traffic streets with grade A lighting is 7 times higher than the day fatality rate; 9 times higher with grade B lighting; 13 times higher with grade C lighting, and 16 times higher with grade D lighting."

Mr. Simpson made a study along three highways where street lighting service was turned off because of lack of funds. Although these studies were not over a considerably long period of time - approximately 6 months - they showed an increase in night accidents after the suspension of street lights. On one roadway, when all street lights were in service, the number of night accidents per million vehicle miles equalled 2.87, while over the same roadway, when lights were out of service for a comparable period, the number of accidents per million vehicle miles equalled 7.02. On the other roadways, the number of night accidents per million vehicle miles when lights were in service equalled 7.54 and for a comparable period, while lights were out of service, equalled 10.5.

A study made in the City of St. Louis where, because of an economy program, major street and parkway lighting had been decreased 33%, with a 45% decrease in total illumination, showed an increase of 9% in night fatalities.

Similar studies made in numerous other cities throughout the country where street lighting had been curtailed or increased, showed that in the case of the former there invariably followed an increase in night accidents and night fatalities, while in the case of the latter there was a resultant decrease in night accidents and fatalities.

Unfortunately, reliable before and after studies records are not available in New Jersey enabling a determination of accident experience after the installation of highway lighting. Therefore, the only comparisons which may be made indicating the usefulness of highway lighting from the standpoint of accident reduction are those of selecting roadways or portions of roadways having more or less comparable conditions, one of which is lighted to the extent of up-to-date requirements and the other is unlighted.

An attempt was made in the State of New Jersey more than a year ago to establish a series of lighting demonstration sections on highways or portions of highways throughout the State. These lighting demonstration sections were selected on the basis of night accident experience as well as other varying roadway conditions in order that the effect of highway lighting might be determined under all conditions. Unfortunately, up to the present time, only two such demonstration sections have been established and although they have been in operation for more than a year, it is not proper or fair to publish a before and after comparison even though a before and after comparison might show a reduction in night accidents after the installation of the lighting. The two sections now lighted are rather small in extent and, therefore, the accident experience both before and after is small, making possible the influence of probability and chance factors. It is therefore not desirable at this time to offer any before and after statistics concerning these demonstration areas, but to withhold such information awaiting the establishment of other areas in order that the size of the sample may be increased to enable a proper and reasonable cross section.

A survey has been made, however, along portions of State Highway Routes #25 and #26, in New Jersey, one of which is properly lighted with up-to-date equipment and the other having practically no lighting whatever, except at a few isolated points or intersections. This survey included as the lighted section that portion of Route #25 from the approaches to the Holland Tunnel to the Kearny-Newark city line. This area includes the 12th Street viaduct, the depressed roadway, and a portion of the Pulaski Skyway. On this highway, there are no cross vehicular movements. There are, however, ramps or entrances or exits permitting traffic to leave and enter Route #25, but in no case are these movements cross movements.

The unlighted section of highway selected is that portion of Route #26 taking in the Townships of South Brunswick, Plainsboro and West Windsor. This is substantially the same type of highway as that of the lighted section, except that the highway is at grade. There are four intersections in this area of highway. It is felt, however, that the comparison of the lighted section with the unlighted section is substantially a fair one for the reason that the majority of accidents along the portion of Route #26 selected occurred between intersections. As a matter of fact, only 26 of the 165 accidents in this area occurred at intersections and even in the case of intersection accidents, many of them concerned vehicles operating along the highway and did not involve vehicles on the cross streets attempting to enter or cross the highway.

TABLE V

ACCIDENT EXPERIENCE ALONG PORTIONS OF
STATE HIGHWAY ROUTES #25 and #26

NEW JERSEY - 1933

LOCATION	Miles of Highway	Av. Vehicles per 24-hr. day	M.V.M. per Year	M.V.M. per Year in Daylight	M.V.M. per Year at Night	Day Accidents	Night Accidents	Day Accidents per M. V. M.	Night Accidents per M. V. M.
Route #25 including 12th St. Viaduct Depressed roadway Part of Skyway.	4.42	32,000	51,625	30,975	20,650	96	54	3.10	2.61
Route #26 in South Brunswick Township	6.52	8,800	20,942	14,450	6,492	35	50	2.42	7.70
Route #26 in Plainsboro Township	2.27	8,400	6,960	4,800	2,160	10	19	2.08	8.80
Route #26 in West Windsor Township	3.90	8,400	11,957	8,247	3,710	23	28	2.79	7.55

M.V.M. --- million vehicle miles

Table V shows the results of this comparison. From this table, it may be determined that along the lighted stretch of highway, namely, from the approach to the Holland Tunnel to the Kearny-Newark line, night accidents per million vehicle miles represent a 15.8% decrease over day accidents, but along the unlighted portion in the Townships of South Brunswick, Plainsboro and West Windsor, night accidents per million vehicle miles showed 318%, 322% and 171% increases, respectively, over day accidents.

Although a comparison such as this may be said to be unfair as it does not represent the same stretch of roadway such as a before and after study might, it is felt that the comparison is proper as practically the same type of vehicular traffic traverses each of the portions of highways selected, with the exception that the extent is somewhat greater over the lighted area.

The difference in volume of vehicular traffic over each of the sections has been taken care of, however, by basing the analysis on a vehicle miles basis, rather than on a basis of miles of highway. Also, as stated before, the two portions of roadway are somewhat comparable with respect to the extent of cross traffic. However, on the unlighted section of highway in the Townships of South Brunswick, Plainsboro and West Windsor, there is an additional hazard which is included in this section of roadway but is not included in the lighted section; that is, the hazard caused by pedestrians walking on or along the roadway. This hazard exists only on the unlighted stretch of roadway for the reason that the lighted section included in the comparison is either above or below grade and, therefore, is not subjected to pedestrian traffic. However, the inclusion of the pedestrian hazard in this comparison, even though it exists in one case and not in the other, further accentuates the hazard of darkness.

THE IMPORTANCE OF SEEING

The need for seeing on the highway has not been given due consideration in the past when regarding the developments and facilities for highway travel. Whether by day or night, seeing, in order to provide safety, must be done quickly and with certainty. Time intervals of less than one second duration may mean the difference between "life or death". The past decade has seen the birth of a new science - The Science of Seeing - which is now affording a new approach to highway safety. We now are able to obtain a new conception of visibility, which shows a definite need for greater factors of safety. Today, we realize that the eye is but a tool to be combined with light and lighting; that the human being as a seeing machine has certain definite limitations which when not taken into account materially increase the toll of traffic accidents.

In the past, the engineer has interpreted vision and visibility in the customary manner but now we realize that the word "SEEING" is the total act of recognizing objects. It involves the so-called visibility of the object and the capability and sense capacity of the human seeing machine. This yields a new conception of visibility because this must deal with more than the physical characteristics of the object and its background, such as size, color and brightness. Visibility of an object must also include the ability of the human seeing machine, which in turn involves obvious factors, such as eyes and time and less obvious ones, such as distractions, available sense capacity, bodily, neural and mental states". (Dr. Mathew Luckiesh in "Seeing and Highway Safety")

The engineer, in the past, has generally considered only controllable factors such as objects, backgrounds, light and lighting. These factors are part of the external physical realm. Size of critical detail, contrast in brightness and color between the object and background, the brightness of the object or its immediate background, and the time available for seeing, also directly influence the visibility of an object. In addition, there are many other external factors which in the past have not been given consideration and yet which affect the efficiency of the human seeing machine. These factors may be classed as distractions, such as extraneous noises, conversation, activities necessary in driving an automobile, and general backgrounds of varying patterns, brightnesses and colors. Considering all of these distractions, the sense capacity of the driver available for safe driving is reduced, which in turn reduces the ability of the human seeing machine and thereby decreases the visibility of the object.

Realizing the human being is a human seeing machine and as such is subject to internal losses, we find that seeing as an activity drains human resources. In the past, we have thought that seeing was but an activity of the eye but recent researches have proven that there are wastes of energy through muscular, neural and mental channels. Nerve and muscular tension are increased; heart action is decreased. In fact, the act of seeing has its effect upon the entire body.

Living as we do in an era of high speed, unrest, heavy traffic, seeing upon our streets and highways carries a great responsibility, made heavier through inadequate light and improper lighting encountered in night driving. We are undoubtedly familiar with the burden that this responsibility places upon us and realize this burden through experience of fatigue upon the completion of a motor trip at night but do not realize that adequate street lighting will decrease this burden. The greatest fatigue occurs when combatting a fog, a drizzling rain or heavy traffic upon wet roads. Although the actual work necessary to steer and control the car has been no greater than that expended when driving over the same route in the daytime, our bodily and mental fatigue are immeasurably greater.

Considering the speeds which we encounter or which we ourselves practice in present-day driving, available time for seeing is an element that must be carefully considered. At low intensities of light on the highways at night, speed of seeing is materially decreased over that encountered in daytime seeing.

Every factor which increases visibility also increases the speed and certainty of seeing. At very low levels of brightness, the eyes, the visual sense, and the human seeing machine are in a different state than at higher levels where greater safety is made possible.

THE ECONOMY OF STREET LIGHTING

Evidence has previously been given proving that street lighting bears an important economic relation to motor vehicle accidents. To this evidence may be added the following:

Table V, included herein, shows a reduction of night accidents over day accidents when highways or portions of highways are adequately lighted as against a decided increase in night accidents over day accidents when highways are insufficiently lighted or not lighted at all.

The lighted section of State Highway Route #25 included in the study shown in Table V, requires an expenditure of \$23,691 per year. If it is assumed that adequate lighting had not been provided along this portion of highway and that, therefore, the excess in night accidents would be comparable to the average excess of the three portions of Route #26 shown in Table V, and using a figure of \$1,000 as the economic loss for each accident, it is found that there would have been a loss of \$78,000.

It is considered that such an analysis is entirely fair as, in all probability, if lighting had not been provided along the lighted portion of Route #25, there would have been a greater excess of night accidents to day accidents than shown on Table V for the portions of Route #26, because of the fact that there is a greater concentration of night traffic on this section of Route #25 than on the sections of Route #26 used. Also, the economic loss of \$1,000 per accident is considered a conservative figure. It is based upon estimates of actuaries and statisticians of insurance companies using average earnings as life annuities for those persons killed and actual losses because of paid claims for persons injured and property damage losses.

If the previous analysis is reversed, and it is assumed that the three sections of Route #26 shown in Table V were adequately lighted and, consequently, the excess in night accidents over day accidents decreased comparable to the ratio for the lighted section of Route #25, it is found that there would have been an economic saving of nearly \$40,000 after deducting the cost of lighting. This saving is based upon an economic loss due to motor vehicle accidents of \$1,000 per accident and a cost of \$1,500 per mile of highway to adequately light the portions of Route #26 indicated.

The difference of approximately \$4,000 per mile for the cost of lighting the unlighted stretch and that of the lighted stretch is explained by the difference in lighting requirements along the lighted stretch due to type of roadway, density of traffic, etc.

CONCLUSIONS

It may be seen from all of the foregoing that there is a definite relationship between highway lighting and highway accidents and that, in general, where highway lighting is adequately provided, there is a substantial reduction in night accidents. This reduction in night accidents results in an economic saving in all cases in excess of the cost of providing street lighting, not mentioning, of course, the suffering and sorrow which inevitably accompany motor vehicle accidents.

Sufficient and proper illumination for night driving can only be attained by two methods - that is - adequate and properly adjusted and used headlights and up-to-date street and highway lighting. The science of automobile headlighting is improving and with the newly-adopted multiple beam headlights, it is possible, under favorable conditions, to provide illumination far enough in advance in order to give drivers adequate vision for safety at high rates of speed. However, because of the volume of traffic normally using major highways, such headlight illumination makes it necessary that the clear road beam be frequently depressed so as not to cause excessive glare to opposing drivers. Oftentimes, because of negligence or carelessness, drivers fail to depress the clear road beam and, consequently, create a momentary blinding of drivers approaching from the opposite direction.

With highway lighting, the principle of vision by silhouette is employed so that beam candle powers necessary for headlights need not be used. In addition, the light source may be placed high enough from the roadway to be out of direct line of vision of drivers. It may be placed over the travelable portion of the roadway, providing a continuous path of light even in times of inclement weather. Also, maintenance of a street lighting system is in the hands of but a few trained men as compared with the maintenance of individual lighting systems on hundreds of thousands of automobiles.

It is true that proper and sufficient highway lighting appears costly. However, the expense of properly lighted highways compared with the benefits derived, including saving of lives and saving of millions of dollars, all of which is a part of the tremendous economic loss, shows a saving of monies to the taxpayer who must ultimately foot the bill in either case.

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1935.

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

I submit herewith a report of the activities of the Division of Traffic Control and Regulation for the year 1934.

During the year there were filed with this Division, thirty-eight applications from municipalities and counties for permission to install traffic control signals. These applications were given the usual investigation by the engineering department and necessitated numerous conferences with the interested officials in order to keep the type and operation within the rules laid down in the Traffic Code. In the final analysis, nineteen, or fifty per cent of the applications were denied, principally because after investigation, it was decided that traffic at the particular intersections did not warrant automatic traffic regulation and control.

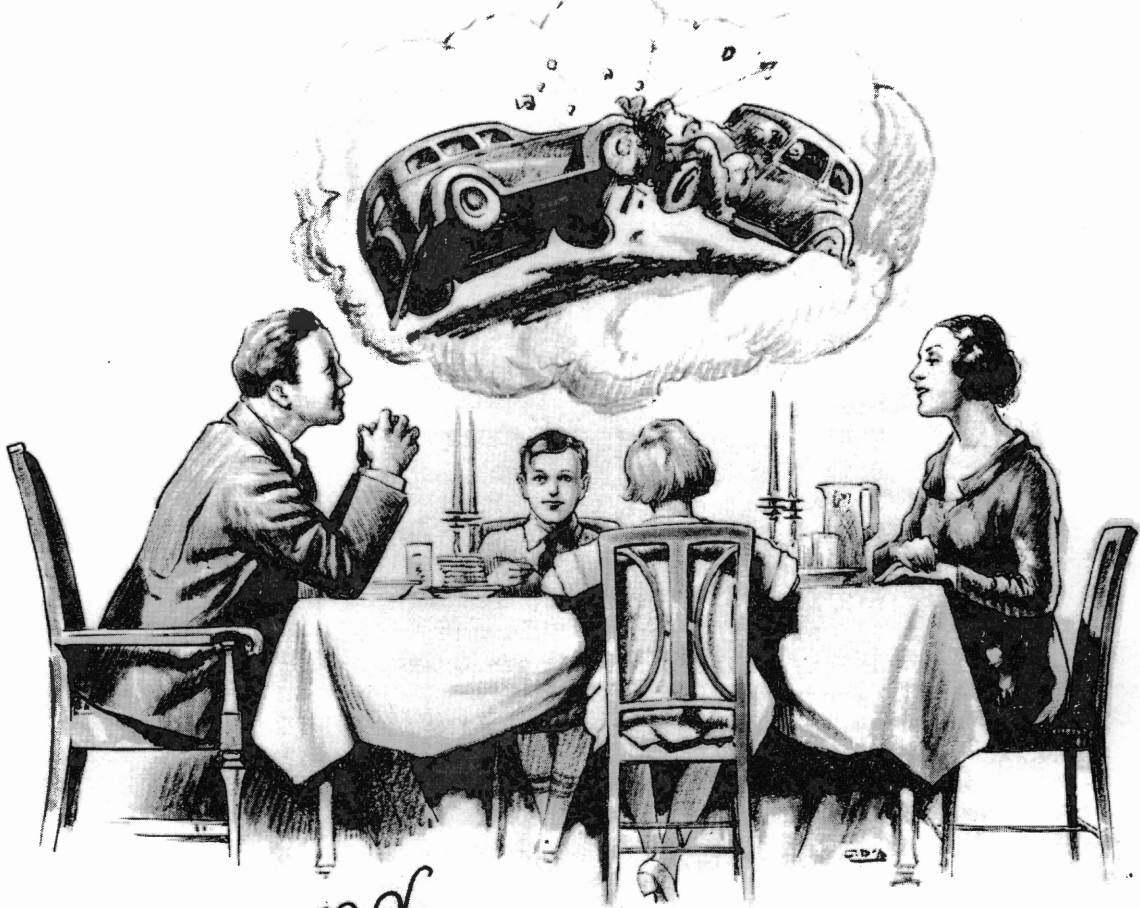
In compliance with Chapter 179, P.L. 1932 which requires approval by the Commissioner of Motor Vehicles of all municipal traffic ordinances, this Division approved fifty-six such ordinances during the calendar year. As the result of a departmental ruling requiring municipal officials to submit ordinances to this Division before advertising and final passage, a considerable saving has been affected by the municipalities. By means of this preliminary examination, the Division was in a position to advise municipalities both in the legal preparation of the documents and in keeping the penalties within the bounds prescribed by the Traffic Act, thus lessening the danger of their being declared unconstitutional in the event of litigation.

In addition to approval granted to the State Highway Commission for the installation of Stop Street signs at all streets and roads intersecting State Highways, seven counties were given permission to continue this regulation on their respective county roads.

A great deal of time and attention was devoted to the investigation of 164 written complaints received during the period, regarding traffic hazards on the highways, improper operation of traffic signals and other conditions the complainants sought to have improved or changed. In addition there were 432 calls made at the office by municipal officials interested in pending regulation and others seeking advice and data pertaining to traffic matters, accident statistics, etc.

Under your active direction the Division was successful in enrolling 56 out of 66 eligible municipalities in the State, in the Third Annual National Traffic Safety Contest, conducted by the National Safety Council in connection with a general campaign of safety education and aimed at a curtailment of traffic accidents and fatalities.

More than **THREE Persons** killed each day because of Motor Vehicle Accidents.



An average of

1 of every **16** families in New Jersey, in 1934, suffered the anxiety, sorrow and financial loss thru motor vehicle accidents.

Will YOUR Home be NEXT?

State of New Jersey

Department of Motor Vehicles

In the two previous national contests, the cities making final reports scored a sixteen per cent reduction in automobile deaths in comparison with a nine per cent reduction in all cities reporting to the United States Census Bureau. In what manner the contest has affected the death rate in the fifty-six New Jersey municipalities entered in the contest is not known at this writing. It is believed however that its reaction has been favorable since the State, as a whole, had one of the smallest per cent increase in deaths in the country last year. It is undoubtedly true also that the contest was in a measure responsible for the slight decrease in total accidents and persons injured in the State last year.

This State's municipalities entered in the Third Annual National Traffic Safety Contest were:

Asbury Park	Neptune Township
Atlantic City	Newark
Bayome	North Bergen
Belleville	Nutley
Bloomfield	Orange
Bridgeton	Passaic
Burlington	Paterson
Camden	Pensauken
Cliffside Park	Perth Amboy
Collingswood	Phillipsburg
Dover	Plainfield
East Orange	Pleasantville
Elizabeth	Rahway
Englewood	Red Bank
Gloucester City	Ridgefield Park
Hackensack	Roselle
Harrison	Rutherford
Hawthorne	Secaucus
Jersey City	South Orange
Kearny	Summit
Linden	Teaneck
Lodi	Trenton
Long Branch	Union City
Lyndhurst	Weehawken
Maplewood	Westfield
Millville	West New York
Montclair	West Orange
Morristown	Woodbridge

The ten eligible municipalities that did not enroll in the contest were Carteret, Clifton, Cranford, Garfield, Hillside, Hoboken Irvington, New Brunswick, Ridgewood and South River.

This Division eagerly awaits the outcome of the contest since, in addition to the prizes awarded the cities grouped by population, there will be special awards for the states whose cities make the best aggregate showing.

The reports of the Engineer, Arnold H. Vey and the Director of Statistics, Albert Rhodes, covering the technical work of the Division, accompany this report.

Respectfully submitted,

J. Fred Margetum
 J. Fred Margetum
 Secretary.

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1935.

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

I submit herewith the annual statistical summary and analysis of motor vehicle accidents in the State of New Jersey for the year 1934.

A total of 33,653 motor vehicle accidents were reported to the Department during the year, a decrease of .4 per cent in accidents from 1933 and 26 per cent from 1932.

FATALITIES. Due to well rounded and aggressive attacks on the hazards of motor traffic, carried on through the press, radio and public platform, the death toll during the year was kept down to 1227 which, while an increase of 42 deaths over 1933, was a remarkable showing in the face of a nation-wide increase of approximately 15 per cent. Fatalities in 1932 totaled 1180; 1302 in 1931 and 1,269 in 1930.

INJURIES. Although fatalities increased, the number of persons non-fatally injured in accidents totaled 27,754, a 1.4 per cent reduction from the previous year. This was 11 per cent lower than in 1932 when 31,246 persons were non-fatally injured.

Pedestrians comprised 53.8 per cent or 661 of the total persons killed and 28.7 per cent or 7,991 of the total persons injured.

Car occupants and drivers in collisions between two or more cars were killed to the number of 330 as against 310 in 1933 and injured to the extent of 16,264 or 53 more than in the previous year.

The number of persons killed in collisions with fixed objects was 100 and the number injured was 1,708 as against 96 killed and 1600 injured in the previous year; 26 bicyclists were killed as against 23 and 499 were injured as against 548 last year; 67 were killed in non-collision accidents as against 83 and 897 injured as against 1025 and 33 were killed in collisions with railroad trains as compared with 21 in 1933. (See Table No. I)

HIT AND RUN. A noticeable increase in hit and run cases was observed in 1934. A total of 1193 such accidents were reported, an increase of 10.6 per cent. Fortunately there were fewer fatal accidents, 79 this year as compared with 101 in 1933 but the fact remains that this despicable type of driver is showing an increased disregard of common decency and consideration for his fellow users of the highways.

DRINKING DRIVERS. Numerous inquiries during the year from organizations and individuals indicate a wide-spread interest in the effect that legalization of alcoholic beverages has had on automobile accidents. Reports received from operators and police usually do not state that an accident driver was actually intoxicated but dismiss the matter with the notation "had been drinking". Just how many of

Scenes from "Public Enemy No. 1" Be Cautious and Courteous



Table No. 1

TYPES OF ACCIDENTS RESULTING IN PERSONS KILLED AND INJURED

In collision with	TOTAL ACCIDENTS		TOTAL KILLED		TOTAL INJURED	
	1933	1934	1933	1934	1933	1934
Pedestrian	8727	8337	644	661	8411	7991
Other Motor Vehicle	21173	21313	310	330	16211	16264
Horse Drawn Vehicle	226	220	3	4	164	149
Railroad Train	64	74	21	33	54	58
Street Car	220	270	2		122	168
Bicycle	583	533	23	26	548	499
Fixed Object	1842	2043	96	100	1600	1708
Non-coll. operating	892	788	83	67	1025	897
Non-operating	9	12	2	6	6	6
Miscellaneous	67	63	1		17	14
Total	<u>33803</u>	<u>33653</u>	<u>1185</u>	<u>1227</u>	<u>28158</u>	<u>27754</u>

these accidents are caused by liquor is difficult to determine because the amount of alcohol sufficient to lower the ability of the driver or pedestrian to use the street safely cannot be detected by ordinary observation. Thus the full extent of alcohol as an accident cause will not be known unless participants are medically examined, a somewhat difficult task in the majority of cases.

The National Safety Council, following a study of the subject, finds that alcohol is a greater traffic problem since Repeal than during Prohibition with 5 to 10 per cent of the drivers and pedestrians involved in fatal accidents being classified as "under the influence of liquor" or "had been drinking". New Jersey figures for the year show that 1443 accident drivers were reported as "had been drinking" as compared with 1048 in the last year of Prohibition - an increase of 37.6 per cent. Pedestrian victims of automobile accidents reported as "had been drinking" numbered 453 in the first year of Repeal as against 297 in the last year of Prohibition, an increase of 52.5 per cent.

MULTIPLE DEATH ACCIDENTS. High speed vehicles of the present day were doubtless responsible for the increase in multiple death accidents recorded during the year. Records bear out the axiom, "the greater the speed the worse the accident" when it is shown that there were 62 accidents in 1934 that claimed a total of 137 human lives. They comprised one five-death accident; one four-death accident; eight three-death accidents and 52 two-death accidents.

In 1933 there were 46 multiple death accidents that snuffed out 108 lives. In that year there were two five-death accidents; three four-death accidents; four three-death accidents and thirty-seven two-death accidents.

ELDERLY DRIVERS. It having been established in previous years that youthful drivers had the worse accident record, a study was made this year of the subject of elderly drivers - those 65 years of age and older. On record with the Department are 412 accidents (14 of which were fatal accidents) involving drivers aged 65 or more. On first thought this would appear to be a very small number of accidents. By comparison the younger drivers have a much worse record.

It is generally admitted that youth is prone to have accidents because accidents are believed to be due to recklessness and recklessness goes with youth. On the other hand, caution goes with age. But in analyzing these 14 fatal accidents, it is found that in several cases

they might have been caused because the drivers were too cautious.

This over-cautiousness associated with age does not necessarily make elderly persons good drivers for very often, because of their inability to judge distances, they merely slow up in the center lane, keeping a close watch to dodge cars on either side, adding only to the confusion of motorists behind them. Many of these drivers who passed tests and got licenses many years ago may have developed disabling infirmities - among them eye conditions, deafness, affections of the heart, defects in the muscular and nervous system which make them, as drivers, a danger to themselves and others on the highways. To be a good driver one must have, among other things, good nerves, good eyesight and a capacity for judging distances. Several of the fatal cases in question were collisions with railroad trains. In the case of younger drivers they would likely be accused of recklessness, of trying to beat the train. But in these cases it would seem that the accidents were caused because the drivers could not see or hear the train or signals - in other words, because of some physical failing.

RAILROAD ACCIDENTS. Despite the continued elimination of railroad grade crossings and the stringent protective regulations at others, collisions between automobiles and trains continue to occur. Whereas in 1933 the 21 deaths caused thusly were a fifty per cent decrease from the previous year 1934 shows 33 deaths, or an increase of fifty-seven per cent over 1933. These totals compare with 52 deaths in 1931, 50 in 1930 and 74 in 1924, the all high record.

WEATHER AND ROAD CONDITIONS. Seventy-one per cent of the accidents reported occurred on dry road surfaces, eighteen per cent on wet roads, six per cent on ice and four per cent on roads covered with snow. No better illustration of the relative unimportance of weather and road conditions in determining responsibility for accidents can be found than in a study of the number and severity of accidents occurring on dry road surfaces and on wet or icy roads. Volume of travel is much heavier in clear weather and the number of days when road surfaces are dry greatly exceed those when highways are otherwise. Naturally it is to be expected that more accidents would occur on dry roads than roads in other condition. However, while the total of accidents occurring on dry roads is 3.8 times the number reported when the road surface is wet, fatal accidents on dry roads are 4.5 times the number occurring on wet highways. The answer derived from this is that a motorist involved in an accident on a clear day with the road surface in good condition, runs a greater risk of being killed than one involved in an accident when weather and road conditions are unfavorable. The only explanation which can be found is that most accidents are caused by inattention and carelessness on the part of the driver.

CHILD PEDESTRIAN FATALITIES. The darkest stain on New Jersey drivers last year was the number of child pedestrian fatalities. In all 158 children under fifteen years of age were ruthlessly run down and killed while either playing in the streets or crossing carelessly. This was one more than the previous year. Fortunately the 3623 children injured in this manner constituted a twelve per cent reduction from the 1933 total.

Regardless of whether the children killed and injured were at fault in the sense that they were improperly beyond the sidewalk line when struck, drivers cannot be readily absolved from blame. Children are impulsive and when engrossed in play are apt to dash off the curb suddenly and without warning to approaching drivers. No amount of parental restraint or school instruction seems to correct youthful impulsiveness and such being the case the responsibility - added responsibility - rests on the driver. The best advice to drivers when they see children ahead, either in the street or on the sidewalk, is to slow up and be prepared to bring the car to a stop on a second's notice.

This same added responsibility of drivers also prevails during the sledding months. Whether children are enjoying this winter sport on streets set aside by the police for that purpose or on unprotected street, drivers should be doubly cautious when approaching such a vicinity. During the Winter of 1933-34 seventeen children were killed when their sleds crashed into moving and stationary motor vehicles.

STATE HIGHWAY FATALITIES. Although the State has spent millions to make its highways safe and expeditious for travel, one-third of the total automobile deaths occurred on the State System, a slight increase over the previous year.

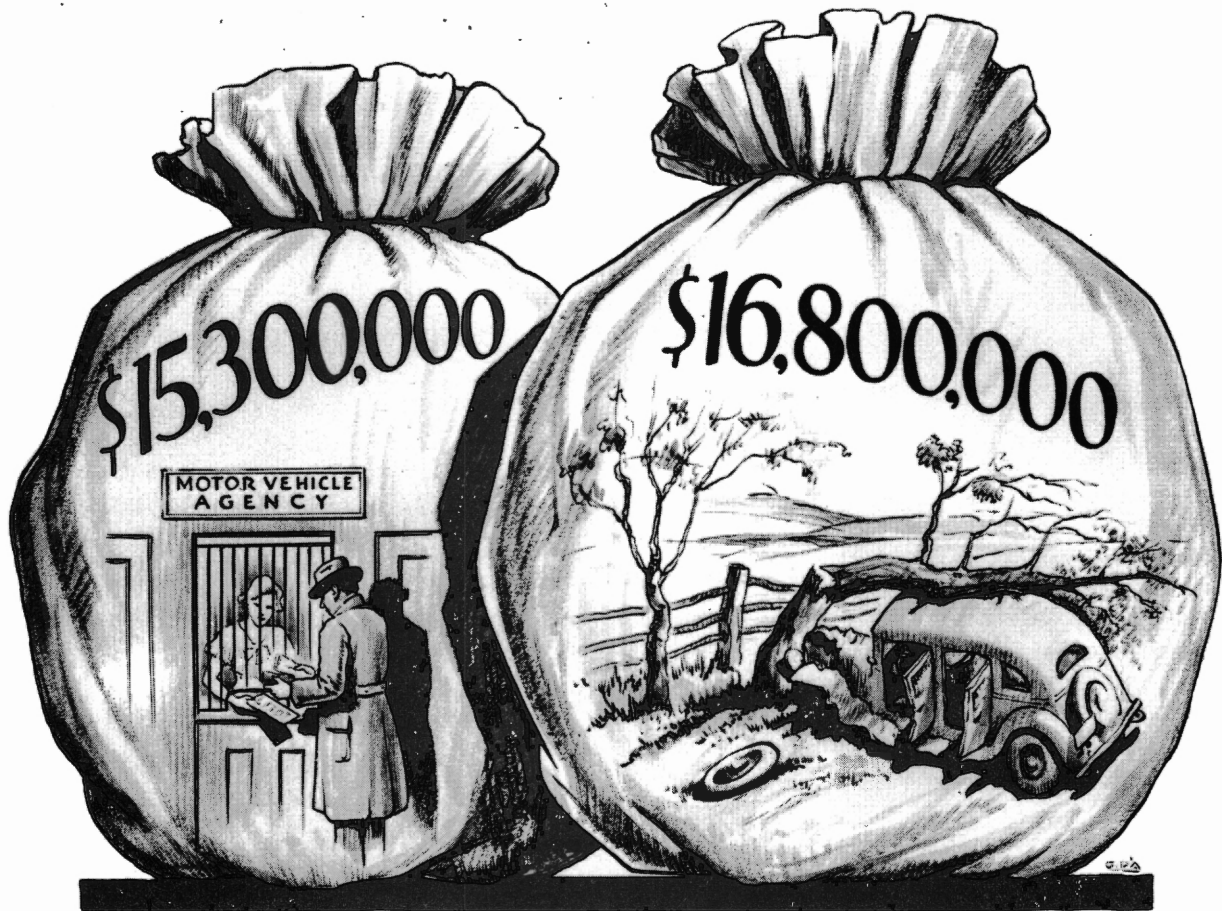
Several of the more important routes showed a noticeable rise in deaths, notably Routes 3, 26, 29, 35 and 45. Route 25 along the entire length from Jersey City to Camden decreased from 79 in 1933 to 61 last year.

There was also an increase in deaths on the route commonly known as the Brunswick Pike which embraces the entire length of Route 26 between Trenton to where it connects in North Brunswick with Route 25 and the latter route eastward to the Holland Tunnel. The South Brunswick stretch of the route was the most dangerous section with 15 deaths; Raritan 13, North Brunswick 12, Lawrence 9, Elizabeth 9, Linden and Woodbridge 7 each, Plainsboro 6, Newark 5, Jersey City 4, West Windsor 2 and New Brunswick 1, making a total of 90 deaths.

A comparison of the deaths on the State Highway system for the years 1934 and 1933 follows:

	<u>1934</u>	<u>1933</u>
Route 1	11	4
Route 2	8	8
Route 3	9	1
Route 4	38	28
Route 5-N	2	3
Route 6	23	22
Route 7	1	2
Route 8		2
Route 10	6	5
Route 21	1	
Route 23	12	9
Route 24	7	3
Route 25	61	79
Route 26	41	23
Route 27	16	22
Route 28	16	21
Route S-28	3	2
Route 29	22	16
Route 30	5	10
Route 31	7	12
Route 33	6	4
Route 34	1	6
Route 35	20	12
Route 36	5	6
Route 37	2	8
Route 38	4	3
Route 39	8	3
Route 40	3	6
Route S-41	1	2
Route 42	14	16
Route 43	28	24
Route 44	6	2
Route 45	7	1
Route 46	1	6
Route 47	6	9
Route 48	7	9
Route 49	2	8
Route 50	1	5
	<u>411</u>	<u>402</u>

Motor Vehicle Accidents ARE COSTLY



MOTOR VEHICLE DEPT'
REVENUE †1934 †

COST OF ACCIDENTS
† 1934 †

There is an average
minimum economic loss of
\$500 for each accident.

State of New Jersey

Department of Motor Vehicles

ACCIDENTS BY COUNTIES. As was expected, because of its heavy population and dense traffic centers, Essex County had the largest number of accidents, 9938 (an increase of 334) but its deaths were reduced 7.8 per cent from 179 to 165.

Hudson County which ranked second in total accidents dropped to third place in the fatality column being succeeded in second place by Middlesex County where deaths increased from 102 in 1933 to 138 last year, a change of 35 per cent. This occurred despite the fact that total accidents in Middlesex County during the two years remained about the same.

Passaic County decreased its deaths from 66 to 53, a change of twenty per cent while Camden County showed an increase of twenty-eight per cent, Union County thirty per cent and Burlington County thirty-four per cent. (See Table No. 2)

TABLE NO. 2

TOTAL ACCIDENTS, TOTAL KILLED AND TOTAL INJURED ACCORDING TO COUNTIES

	<u>TOTAL ACCIDENTS</u>		<u>NUMBER KILLED</u>		<u>NUMBER INJURED</u>	
	<u>1933</u>	<u>1934</u>	<u>1933</u>	<u>1934</u>	<u>1933</u>	<u>1934</u>
Atlantic	529	633	66	66	665	683
Bergen	2413	2255	98	94	1930	1842
Burlington	584	602	41	55	647	693
Camden	1645	1763	74	95	1529	1833
Cape May	254	295	8	10	235	266
Cumberland	213	195	28	20	203	168
Essex	9604	9938	179	165	7233	7403
Gloucester	389	465	44	38	455	437
Hudson	5394	4890	119	117	3973	3559
Hunterdon	260	280	18	20	205	231
Mercer	1410	1485	60	53	1151	1138
Middlesex	1704	1724	102	138	1602	1527
Monmouth	1171	1171	59	59	1130	1097
Morris	930	937	50	54	813	781
Ocean	280	364	26	26	350	378
Passaic	3019	2913	66	53	2414	2322
Salem	159	163	14	15	150	160
Somerset	524	571	28	30	519	488
Sussex	207	204	14	16	222	197
Union	2868	2541	70	91	2503	2331
Warren	246	264	21	12	229	220
	<u>33803</u>	<u>33653</u>	<u>1185</u>	<u>1227</u>	<u>28158</u>	<u>27754</u>

FATALITIES IN URBAN AND RURAL DISTRICTS. Fifty-two per cent, or 644 of the year's automobile deaths occurred in the rural sections of the State as compared with 604, or fifty-one per cent in 1933. Deaths in urban districts totaled 583.

Pedestrian fatalities were higher in urban districts where

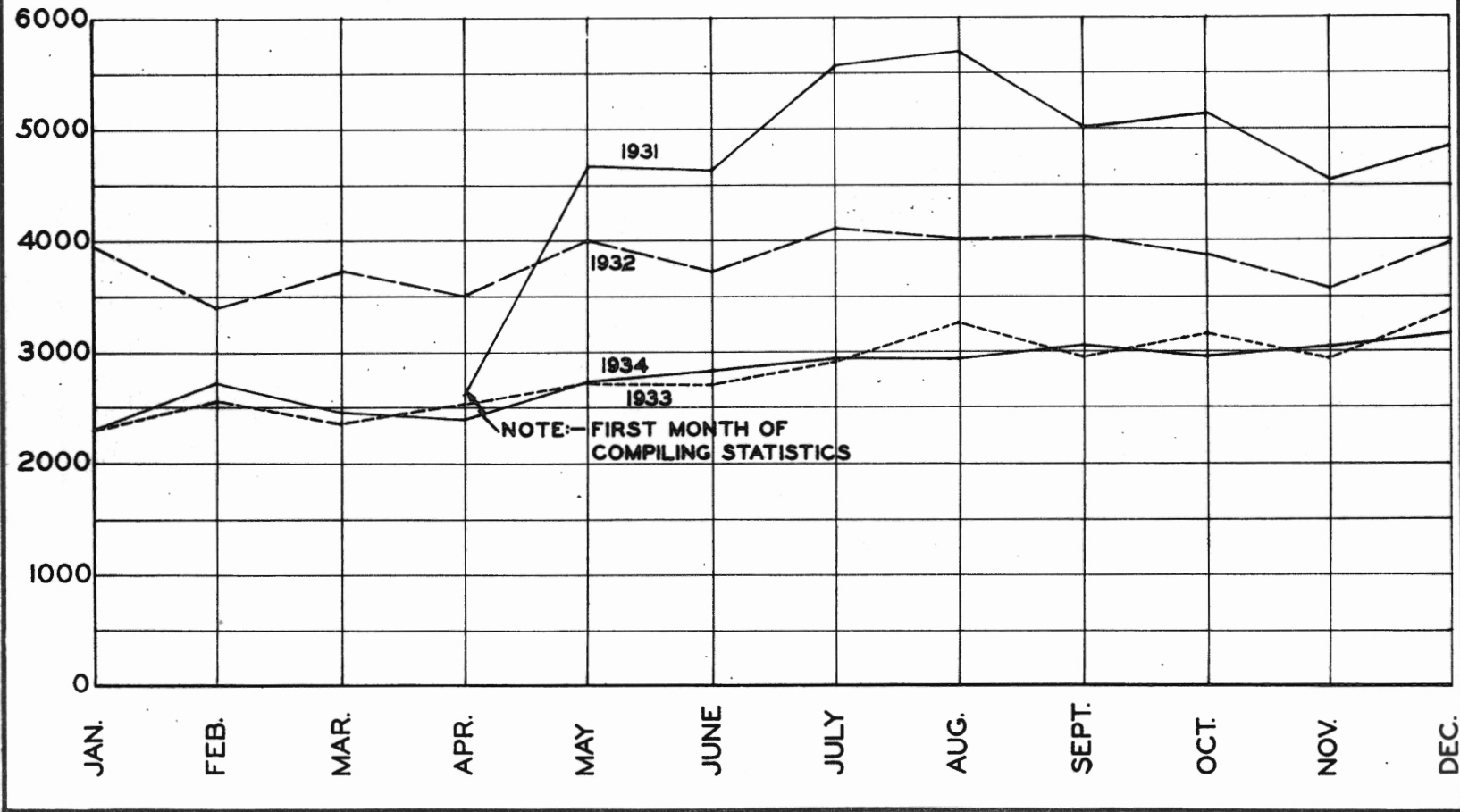
TABLE NO. 3

FATALITIES IN URBAN AND RURAL DISTRICTS ACCORDING TO AGE GROUPS

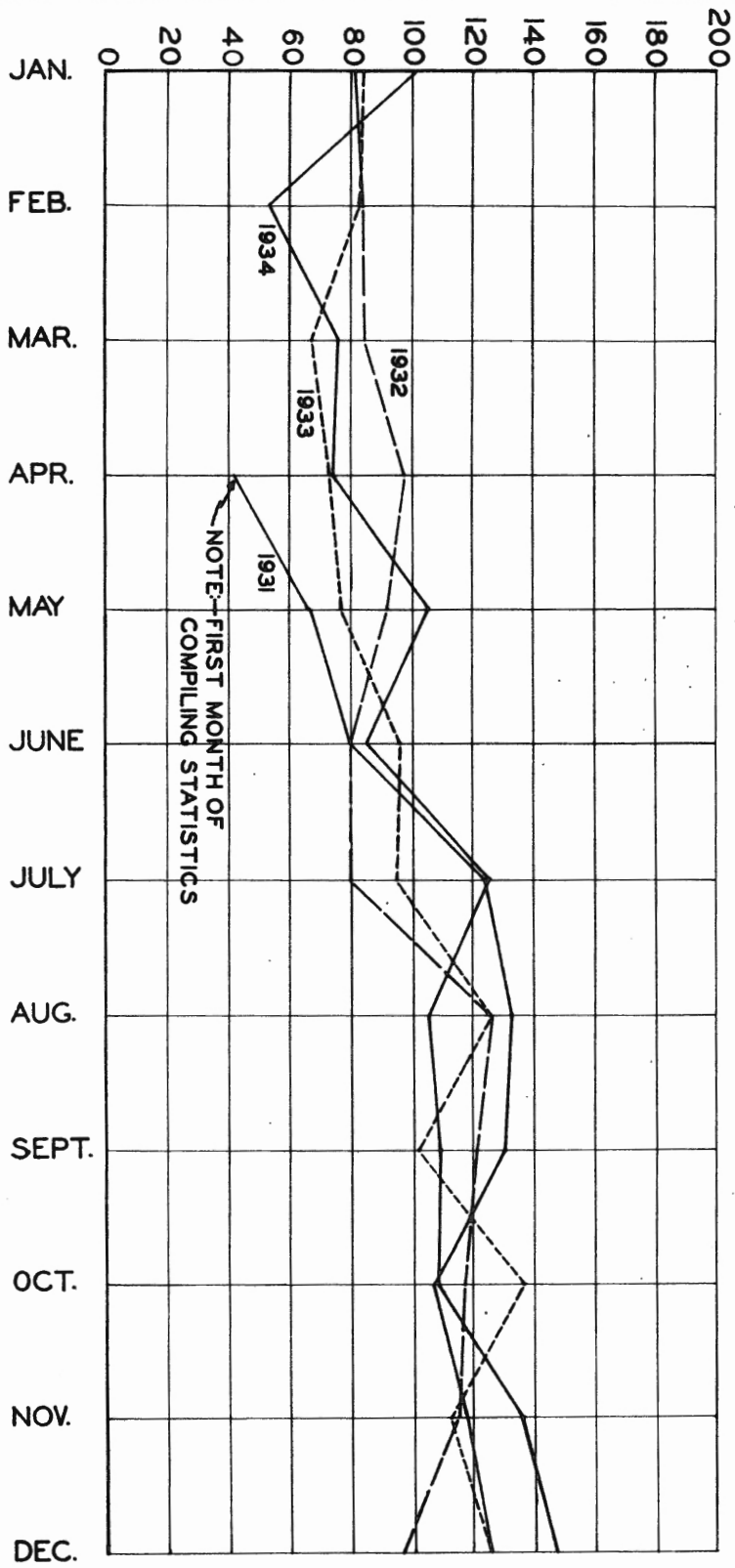
	<u>URBAN</u>												<u>Total</u>	
	<u>0 - 4</u>		<u>5 - 14</u>		<u>15 - 21</u>		<u>22 - 64</u>		<u>65 - Over</u>		<u>Not Stated</u>		<u>1933 - 1934</u>	
	1933	1934	1933	1934	1933	1934	1933	1934	1933	1934	1933	1934	1933	1934
Pedestrian	24	28	82	80	12	13	189	196	90	80	..	1	397	398
Other Motor Vehicle	6	2	4	3	11	11	81	81	16	14	..	..	118	111
Horse Drawn Vehicle .....	..	..	..	..	..	..	1	2	..	1	..	..	1	3
Railroad Train .....	..	..	..	..	..	..	6	7	..	1	..	..	6	8
Street Car .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bicycle .....	..	..	2	4	2	5	..	1	2	..	..	..	6	10
Fixed Object	1	..	..	..	8	4	24	24	2	2	..	..	35	30
Non-collision Operating ..	..	..	2	2	2	3	11	13	1	2	..	..	16	20
Non-operating .....	..	..	..	..	..	1	2	2	..	..	..	..	2	3
Miscellaneous .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total	<u>31</u>	<u>30</u>	<u>90</u>	<u>89</u>	<u>35</u>	<u>37</u>	<u>314</u>	<u>326</u>	<u>111</u>	<u>100</u>	<u>..</u>	<u>1</u>	<u>581</u>	<u>583</u>

	<u>RURAL</u>												<u>Total</u>	
	<u>0 - 4</u>		<u>5 - 14</u>		<u>15 - 21</u>		<u>22 - 64</u>		<u>65 - Over</u>		<u>Not Stated</u>		<u>1933 - 1934</u>	
	1933	1934	1933	1934	1933	1934	1933	1934	1933	1934	1933	1934	1933	1934
Pedestrian	21	12	31	38	13	20	136	150	45	43	1	..	247	263
Other Motor Vehicle	3	1	7	8	31	27	131	170	20	13	..	..	192	219
Horse Drawn Vehicle .....	..	..	..	..	1	..	1	..	..	1	..	..	2	1
Railroad Train .....	..	1	1	1	1	2	11	17	2	4	..	..	15	25
Street Car .....	..	..	..	..	..	..	2	..	..	..	..	..	2	..
Bicycle .....	..	..	6	10	3	2	7	4	1	..	..	..	17	16
Fixed Object .....	..	..	2	..	14	14	44	51	1	5	..	..	61	70
Non-collision operating ..	..	..	1	2	11	11	51	30	4	4	..	..	67	47
Non-operating .....	..	..	..	..	..	..	..	3	..	..	..	..	..	3
Miscellaneous .....	..	..	..	..	1	..	..	..	..	..	..	..	1	..
Total	<u>24</u>	<u>14</u>	<u>48</u>	<u>59</u>	<u>75</u>	<u>76</u>	<u>383</u>	<u>425</u>	<u>73</u>	<u>70</u>	<u>1</u>	<u>..</u>	<u>604</u>	<u>644</u>

COMPARISON BY MONTHS TOTAL ACCIDENTS STATE OF NEW JERSEY



COMPARISON BY MONTHS PERSONS KILLED STATE OF NEW JERSEY



DEPT. OF MOTOR VEHICLES

they constituted 68 per cent of the total whereas in rural districts 40.8 per cent of the deaths were pedestrians (See Table No. 3)

EQUIPMENT. Present day perfection in car construction is reflected in the fact that faulty equipment was cited in only five per cent of the vehicles involved in accidents during the year.

HOOR AND DAY OF WEEK. The peak hour of all accidents was 5 P.M. to 6 P.M. while Saturday was the day on which most accidents occurred. Most deaths occurred, however, on Sunday with Saturday a close second.

RESIDENCE OF DRIVERS. Of the 56,511 drivers involved in the year's accidents, nine per cent were from out-of-State, there being no appreciable percentage change from the year before. There was an increase, however, in the out-of-State drivers involved in fatal accidents, the change being from 13.7 per cent in 1933 to 14.9 per cent last year.

Respectfully submitted,

Albert Rhodes

Albert Rhodes
Director of Statistics.

BUREAU OF SAFETY EDUCATION

January 1, 1935.

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

I herewith submit the report of the Bureau of Safety Education for the calendar year of 1934.

In view of the fact, that this Bureau was inaugurated in July 1933, it is the first report covering the activities of a complete year.

The extensive and effective Campaign of Education of the motorist, the pedestrian and the child so successfully launched and executed by the Bureau in the last six months of the previous year, was continued and broadened.

Safety education for the pre-school child, as all good habits and attitudes children possess, starts in the home. It is the parents duty to acquaint the child with present-day hazardous conditions and provide a safe play area for the outlet of boundless energy without stifling the natural desire to play. The Bureau, shocked by the figures compiled by the Statistical Division of the Department, feels the necessity of emphasizing the need for intelligent training and last but not least the good example by the parents, in order to curtail child accidents. Last year 44 youngsters four years or under were killed, and 1090 were injured, from the effects of which a vast number of these tiny tots will be handicapped throughout life, just because modern civilization is unsuitable for the expression of the natural instincts every child possesses.

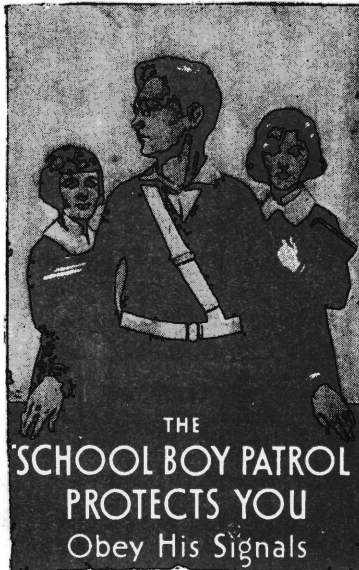
Because safety is closely linked with health, responsibility, thrift and so forth, which taken together make for finer citizenship, safety education has been included into the school curriculum. The material and situations available to make children accident conscious offer unusual opportunity for providing motive in the study of English, Social Study, Arithmetic, Art, Nature Study, in fact all the subjects of the curriculum.

In answer to frequent requests for safety material and program suggestions from teachers of various grades, this Bureau has enthusiastically called attention to Dr. Albert W. Whitney's motto for teaching safety. It is positive and constructive.

"Safety For More and Better Advantures",---helps children to understand the true meaning of safety, which is more than accident prevention. It is conservation of all that makes life interesting -- health, happiness, opportunity, friendship, progress, etc. A motto

or slogan of this type will also tend to offset the erroneous conception most children harbor that safety diminishes one's chances for adventure and happiness, and consequently, they do not receive safety instructions whole-heartedly.

The value of the School Boy Patrol is inestimable in the field of safety. Children at crossings minimized through the very presence of the Patrol and the splendid cooperation of the student contributing factors in aid to form correct conduct on streets and highways. Without additional expense to the community, this humane service added valuable protection to school children, but also affords students an opportunity to assist the authority toward greater safety. The Bureau takes this occasion to pay due respect to the New Jersey State Police and local Police Departments, who assist in the successful supervision of the School Boy Patrol.



Accidents to school children have been practically eliminated through their efficient service of the Patrol and the contribution of the student contributing factors in aid to form correct conduct on streets and highways. Without additional expense to the community, this humane service added valuable protection to school children, but also affords students an opportunity to assist the authority toward greater safety. The Bureau takes this occasion to pay due respect to the New Jersey State Police Departments, who assist in the successful supervision of the School Boy Patrol.

Undoubtedly, due to the great influence of the above mentioned Patrol, statistics reveal that children are careful and observant of street hazards to and from school; but as soon as school is over, youngsters may be seen indulging in all sorts of practices which they know are dangerous and unlawful. Realizing this, the Bureau urges constant publicity as essential for the formation of correct habits and attitudes, which will function successfully in any environment. Actions are the reflections of thought; it is necessary therefore to aim to develop in the child an appreciation of the accident situation, which will bring about certain standards of behavior and patterns of thought. A series of "don'ts", adult-made rules and regulations nor fear will accomplish this. But when children come to understand that safety is the opposite of waste as health is the opposite of sickness, they will become eager for it as is illustrated in the following lines:—

For safe sound ways I have respect,
From harm they keep me free;
I want to live -- for life is sweet
Safety means liberty.

Liberty from pain and sorrow,
Free to work -- free to play;
Life is filled with great adventures
Glorious is each day!

Could any one ask more of life
Than safety has to give?
So lets all be on safety's side
And really, truly live.

With your approval, in connection with the Campaign of Education, this Bureau purchased two silent motion pictures entitled, "Street Safety for Primary Grades" and "Street Safety for Advanced Grades". The films were purchased in May from the Eastman Kodak Company and are 16 mm. silent films. They have been deposited with the Department of Conservation and Development, State Museum, Trenton. It is felt that greater use can be made of the movies by turning them over to the above-mentioned Department, which through a schedule of circulation, makes it possible for the films to be shown in practically all of the schools in the State.

The plan, to include a "Course in Automobile Driving" into the high school curriculum, materialized with the hearty cooperation of Dr. Allen G. Ireland, Director of Physical and Health Education in the Department of Public Instructions and Dr. Herbert J. Stack, of the Bureau of Casualty and Surety Underwriters. The course is conducted by the faculty, under the guidance of an Inspector of the Department of Motor Vehicles, for a period of varied length culminating in an examination.

After careful consideration, the following units of study, listed below, have been selected to give high school students the proper theoretical and practical background for good driving.

- The Causes of Accidents.
- Mechanism of the Automobile.
- New Jersey State Traffic Regulations.
- Inspection and Maintenance of Motor Vehicles.
- State and Local Traffic Violations and Traffic Courts.
- The Economic and Social Effects of the Automobile.
- Skills of the Road.
- The Safety Activities of State, County, and local Enforcement and Promotion Agencies.
- The requirements of the Driver's License.

The introduction of a comprehensive, duly authorized course to students of, or near the legal driving age, is bound to produce a better, more courteous and law-abiding group of drivers. It gives full promise of a substantially improved accident record of the youthful motorist.

Speakers of the Department of Motor Vehicles and others prominent in the field of traffic safety have addressed the student body during the course in "Automobile Driving". The safety movie, "Public Enemy #1" (The Careless Driver), which is referred to later in the report, has been used to great advantage because it graphically substantiates and vividly portrays the dire need of acquainting and thoroughly training young men and women in the skills of the road.

The Bureau of Safety Education has widely circulated safety propaganda throughout the State. To arouse an apathetic public, every known means of disseminating safety information was utilized, which may be classified into three principle groups -- printed, aural and visual.

In a concise form, I shall endeavor to give you a complete

report of the above-mentioned activities.

The Bureau has distributed thousands of pieces of literature depicting the seriousness of the accident problem and thus carried the gospel of safety into every municipality.

The stirring message of safety delivered by Dr. Vincent G. Burns, whom it was the good fortune of this Bureau to have as speaker, was heard by more than 18,000 persons. His talk entitled, "To-Day's Red Harvest", aroused his audience not only to a sense of responsibility but also of action. Dr. Burns reported that 10,000 pledge cards were eagerly signed by men and women attending the safety meetings sponsored by the organizations listed below. A sample of the card headed, "A Code For Safe Drivers", is herewith included. In addition to this, five hundred letters were received in which writers expressed their interest in safety and offered to serve as volunteers in the campaign.

It was the custom of this speaker to effectively wind up his talk with original poems, thus inspiring students to give their reaction in poetry in order to compete in the "Safety Poetry Contest" sponsored in connection with the Campaign of Education. Successful contestants, twenty in number, were awarded books.

Among the schools and civic organizations who took advantage of the speaker service rendered free of charge by this Bureau were: primary schools, junior high schools, high schools, colleges, parent-teacher associations, fraternal organizations, service dinner clubs, women's clubs and church institutions.

The radio is an unusually fine medium for reaching the public. Advantage was taken of this avenue, when in connection with the Campaign of Education, stations W T N J, of Trenton, and W H O M, of Jersey City, graciously extended time at the disposal and convenience of the Department of Motor Vehicles. Officials and attaches of the Department have, on frequent occasions, been guest speakers on the air under the auspices of Safety Councils, Federation of Women's Clubs, etc. over stations W O R and W H E W.



**MAKE THE WORLD
A SAFER PLACE
TO LIVE IN...**

Following your suggestion, the Bureau endeavored to present to the citizens of New Jersey, through various speakers, the multiplicity of activities in which the Department of Motor Vehicles is engaged, in an effort to make for safer motor travel in our State. Among topics were; "Who Causes Accidents?", "Are Motor Vehicle Accidents Caused?", "The Mental Attitude of Drivers with Relation to Accidents", "You and Your Child's Safety", "An Outline of Safety on the Highways", "New Jersey's Financial Responsibility Law", "Making Light of the Motor Vehicle Law", "The Human Side of Automobile Statistics", "What the 1934 National Traffic Safety Contest Means

to New Jersey Municipalities", "The Woman Driver", "Traffic Enforcement", "How Highway Lighting Can Reduce Night Accidents", "Common Sense and Motor Vehicle Laws", "Public Enemy #1", "Administering New Jersey's Bill of Sales" and "How New Jersey Checks the Motor Violator". Although each speaker approached this vital subject from a different angle, nevertheless, the message conveyed and emphasized was that each citizen, whether pedestrian or motorist, accept the responsibility of cheerfully doing his or her share to make our streets and highways safe by being alert, cautious, law-abiding and courteous.

In the field of visual safety, aside from poster and billboard displays, the Safety Exhibit has played a prominent role in presenting the New Jersey accident problem to the general public. The addition of two most realistic exhibits, one portraying a typical highway scene, the other a city intersection to demonstrate improper practices causing accidents, evoked considerable interest and favorable comment. Close to a million people have viewed the exhibit. A record attendance of five hundred thousand interested spectators witnessed the Safety Exhibit during one month's display on the Steel Pier, Atlantic City. Assemblages, varying from one thousand to one hundred thousand persons, viewed the exhibit shown in connection with the following enterprises: Eastern Motor Conference, Atlantic City; Newark Automobile Show, Newark; Banker's Association, Ridgewood; Warner Brothers Theatre, Ridgewood; Kresge Department Store, Newark; Egg Harbor Fair Association, Egg Harbor; Waterways Association, Egg Harbor; Trenton Interstate Fair, Trenton; Trenton Times Home Show, Trenton; Waterways Exhibit, Newark; North Jersey Motor Club, Paterson; Log Cabin Inn, Medford and Exchange Club, New Brunswick.

The exhibit is in the immediate charge of Motor Vehicle Inspector Andrew K. Dutch and the technical work, connected with its placement and erection, has been assigned to Inspectors Earl Severs and Richard Stearn. Their whole-hearted cooperation and efficiency deserves commendation and is greatly appreciated.

The most recent development, for teaching safety to the masses, is the motion picture. A safety movie, in which you and your Inspection Force played a prominent part, was made by the Pathe News Production Company in the beginning of the year. It ranks among the first, if not the first street and highway safety sound movie ever developed. The title of the picture is "Public Enemy #1" (The Careless Driver). It is a sound-on-film type picture, approximately two reels in length. It became available about April first, 1934.

Since then 46 Industrial Organizations, 97 Civic Clubs, 34 Schools, 28 Theatres and such progressive organizations as Fire Associations, Safety Councils, Underwriters, State Aid Councils, C C C Camps, Exhibits, Boy Scouts of America and Safety Patrols have availed themselves of the movie. "Public Enemy #1" was featured at special meetings dedicated to the all important subject of safety. The film and complete equipment may be had entirely without charge upon request, as a part of the visual Campaign of Education. A summary of the record, maintained by this Bureau, reveals that 961,581 persons have attended the showing of "Public Enemy #1".

It has been the custom to accompany the film with a short, appropriate talk followed by a brief question period. Aside from yourself, meetings have been addressed by Arnold H. Vey, Traffic Engineer; James J. Shanley, Chief of Inspectors and Inspectors John Buckley, Richard Stearn and Herman Bading.

Excerpts from enthusiastic letters of appreciation of "Public Enemy #1" can tell the story of its true value and humane mission far better than anything I might say.

"You are to be congratulated upon your progressiveness in dealing with the accident situation in New Jersey. Visual methods of education are recognized by all progressive educators and are fast becoming accepted by every one as one of the leading means of formulating public opinion."

"Public Enemy #1" was instructive and impressive and from the interest shown by some 3 to 400 drivers who attended the meeting and the remarks of our drivers to me since the meeting, proves to me that stories told by motion pictures and driven home "through the eye" sink deeper than any safety talk."

"I am desirous of obtaining a picture of this character to show before our Traffic Court, and to be used in illustrating the dangers of traffic and to curb the violators of traffic ordinances."

The popularity of "Public Enemy #1" is not confined to our State. The film has attained national recognition. State Motor Vehicle Departments, cities, safety councils, beyond the boundaries of New Jersey, including the States of New York, Pennsylvania, Illinois, Ohio, South Carolina, New Hampshire, Connecticut, Washington and the Province of Quebec, realizing its tremendous educational value, have availed themselves of the safety movie. Permission has also been granted by the Department of Motor Vehicles to the Pathe News Production Company to fill requests for the purchase of the film.

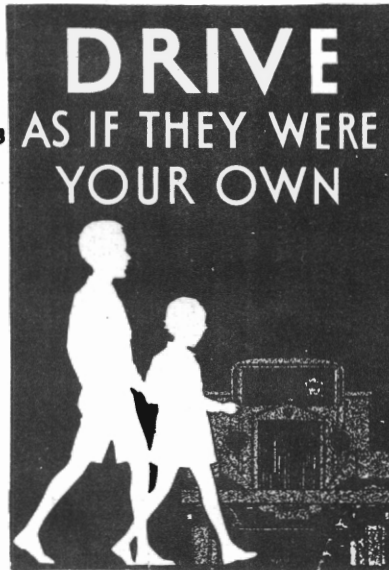
As in the case of the exhibit, the safety film is in charge of Inspectors Andrew K. Dutch, Earl Severs and Richard Stearn, whose prompt performance and reliability have been responsible for the success with which a truly heavy schedule has been handled to the satisfaction of all.

During the year it has been the privilege of the Bureau to assist local Safety Campaigns by providing speakers, the exhibit, "Public Enemy #1", the educational films for school children, posters and literature. Among such were the "Morris County Safety Campaign", Newark 20th Century Cab Safety Campaign", "Safe a Life" campaign of New Brunswick, "Union County Safety Campaign" and "Bergen County Safety Campaign".

It is sincerely hoped that other jurisdictions initiate similar drives, as such movements help materially. They are conducted enthusiastically and carry with them the hearty

support of the residents, with the natural result of an awakened and stimulated interest in safety.

The numerous
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schools, civic clubs
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The Bureau stands
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which are enacted
or complicate driv-
purpose of expedit-
safety.



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the common sense
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For informa-
a scrap-book has
subdivided into classifications such as "Safety Education", "Child
and School Safety", "Driving" etc.

tion and reference,
been compiled and

How effective the Campaign of Education has been may be estimated by comparing the 3 $\frac{1}{2}$ % increase in New Jersey automobile fatalities with the 15% increase in the country as a whole. According to the national increase in fatalities, it may be justly assumed, that through the vigorous Campaign of Education conducted by the Department of Motor Vehicles, and the efforts of local agencies, 136 less people were killed in New Jersey in 1934, despite the fact that automobile registrations advanced 2.2 per cent and gas consumption increased in New Jersey over the same period. Never-the-less, we do not look with pride to our accident record. The appalling accident statistics demand action. They are a challenge to civilization. The problem of street and highway safety is the most serious problem confronting us to-day.

Continuous publicity is essential to any accident prevention program, because the ultimate control of accidents lies within the power of the individual exposed to hazards. It may be accomplished through the press, radio, talks, indoor and outdoor advertisement, motion pictures, literature, safety campaigns, contests, schools, churches, civic and industrial enterprises and the like.

When an awakened public comes to realize that the terrific loss of life — the appalling number of injured do not represent a sacrifice to a noble principle, but the senseless tribute to carelessness and chance, we can hope for the solution of our accident problem.

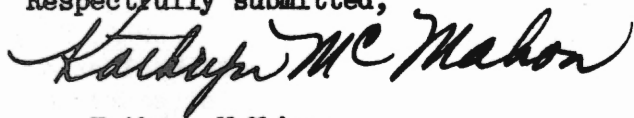
To secure the cheerful acceptance of the responsibility, which rests with each individual for the good of all -- which will not only lead toward safety but to useful citizenship, is the high purpose for which you instituted this Bureau. The activities, as the report clearly reveals, have been intensely di-

rected to attain this high ideal.

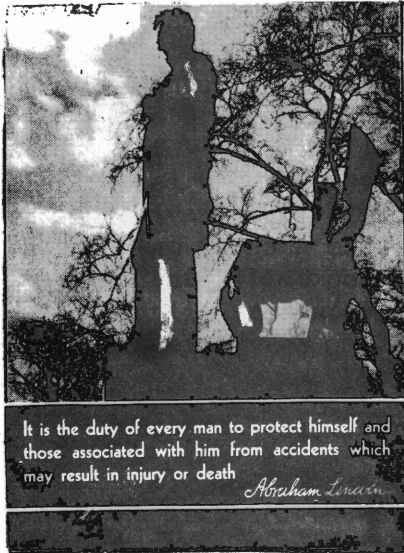
To newspapers, periodicals, trade magazines, radio stations, departments and all agencies, who made vital contributions to the Campaign of Education through the use of their facilities, the Bureau herewith extends its sincere gratitude.

In conclusion, permit me to express the deep appreciation of the Bureau for your valued advice, keen interest and enthusiasm, as well as the hearty cooperative spirit of all the Divisions comprising the Department of Motor Vehicles.

Respectfully submitted,



Kathryn McMahon
Assistant Director, Safety Education.



INSPECTION FORCE

January 1, 1935.

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

Permit me to make this report on the Inspection Force for the calendar year of 1934.

As of December 31st, the personnel consisted of seventy-two men; a Chief Inspector, six Deputy Chief Inspectors and sixty-five Inspectors. The loss of one in personnel during the year was due to the death of Inspector Arthur A. Stagg on March 16th. Inspector Stagg was a faithful member of the Inspection Force for nearly nineteen years and also had an honorable record of service in the army of our Country during the Spanish-American War.

Attached you will find an abridged summary of Inspectors' duties, several tables of statistics and some illustrations intended to portray certain phases of our work.

On July 1st we inaugurated a new system of Inspectors' daily reports. Not only do the new reports furnish us a better picture than the old reports but the use of a penny postal form has resulted in the saving of considerable postage.

In the enforcement of all motor vehicle laws, cars assigned to the Inspection Force were operated a total distance of slightly over 1,000,000 miles. By a judicious use of our appropriation for new cars by purchasing cars in the lowest price class, we have brought our fleet into the best shape that it has been in for many years. For high-speed patrol work it would be desirable to have better cars but our new cars have proven surprisingly satisfactory and safe considering their cost.

We have had a pretty good accident record for several years but I regret to report we had more than our share of accidents in 1934; none of which were directly attributable to the use of light cars. It looks as though we were up against the law of averages and we hope to improve our record in 1935.

Examinations of applicants for drivers' licenses were conducted, as per schedule, in thirty-four municipalities from Sussex to Cape May Court House. The total number of applicants was 98,183, of whom 15,991 or about 16.3 per cent were rejected. The tests for visual acuity and color blindness resulted in 2,795 rejections. Every practical effort was made to insure that none but fit persons be granted drivers' licenses. Would that an equal effort had been made by the authorities who have the power to discipline such drivers as abuse the privilege of using our highways.

Day and night check-ups were held at various strategic points for the purposes of checking license cards and examining vehicles in respect to lights, brakes and other equipment. This work is always productive of corrective results and furthermore has a very salutary effect, since sooner or later the great majority of our cars and drivers run the check-up gauntlet. During the past year a considerable amount of inspection was done on buses and school buses.

As usual we gave the necessary attention to magistrates' dockets. Irregularities and shortages were discovered and considerable over-due moneys collected. It was found necessary to prosecute some delinquent magistrates.

Every year the ever widening scope of the Department adds to the existing heavy volume of investigational work. The collection of the tens of thousands of revoked registrations and licenses required a considerable amount of time. Misuse of farmers' plates continued to burden us with a lot of correspondence and enforcement.

The Inspection Force has again been commended by competent authorities because of the gratifying results of our war on car thieves. It is only fair to record that the records in the Bill of Sale Division have been a valuable help to us in this work.

A considerable amount of enforcement has been had on commercial motor vehicles and a great many convictions have resulted. In this connection the writer would again like to recommend that the State Highway Department be requested to plan and construct additional large truck scales at strategic locations. In such a plan, I believe that some consideration should be given to the very great probability that, in the near future, allowable weight will be determined by axle loads rather than by gross weight; the national tendency is in that direction. Much enforcement has been had against the use of defective solid-rubber tires because of their capacity to damage roads and spans due to impact stresses.

Our statutes provide for reciprocity exactly in kind. This is not so difficult when applied to passenger vehicles but the bus and commercial motor vehicle reciprocity situation is becoming more and more complex. In about half of the States, buses and trucks are regulated not only by a motor vehicle department but also by a public utility commission or transit commission with the result that it is often most difficult to determine under what conditions certain foreign-registered motor vehicles may operate in New Jersey. The situation is rapidly becoming chaotic.

Our Safety Section has examined and tested the many devices and accessories submitted to the Department during the year. Many of these devices were found to have little or no merit and more were found positively dangerous. Many unconventional home-made motor vehicles have been inspected and many of them refused registration because they were deemed unsafe for operation on our highways. We have continued to enforce the regulations covering the transportation of flammable liquids in tank trucks and trailers.

During the bitterly cold early months of the year, a number of the Inspectors were engaged in the hazardous work of crashing cars before the cameras in the preparation of our safety film "Public Enemy #1". The film was released on April 1st and to date the Inspectors have been largely instrumental in presenting it before nearly a million of our citizens.

When the Department at the last minute found it necessary to print all of the many millions of 1935 certificates and renewal applications, the Inspection Force almost hourly rushed the badly needed supplies from the presses to our 150 agencies.

During the December renewal rush season about ten of the Inspectors were utilized to handle what they have nicknamed the "pony express". This work consisted of collecting from the agents and forwarding to Trenton the voluminous packages of records and reports. Thus not only was Department work facilitated but the cost was much less than by mail.

Scenes from "Public Enemy No. 1"

Activities of the Motor Vehicle Dept. to bring about greater safety.



There is a gratifying trend in our public schools towards more and more emphasis on motor vehicle safety. This is particularly true in several counties where motor vehicle safety is included in the curriculum. In these counties, at the request of the school authorities, several of the Inspectors have been assigned to lecture at safety classes. There is no doubt but that this cooperation between the schools and our Department is paying real dividends.

Among miscellaneous activities might be listed the following: investigations of all applicants for dealers' plates - investigations connected with the licensing and regulation of automobile junk yards - enforcement of the excise law on interstate buses - assisting in the Department's educational program by safety talks before various groups and over the radio - numerous investigations and surveys for our Division of Traffic Control and Regulation. As a matter of fact every division in the Department called upon the Inspection Force more or less often during the year.

The Inspection Force has tried to keep in step.

Respectfully submitted,

A handwritten signature in cursive script that reads "James J. Shanley". The signature is written in dark ink and is positioned above the typed name and title.

James J. Shanley
Chief Inspector.

ABRIDGED SUMMARY OF AN INSPECTOR'S DUTIES

General enforcement of the Motor Vehicle and Traffic Acts, and all other laws pertaining to vehicles and the use of the highways.

EXAMINATIONS Examine applicants for drivers' licenses at thirty-four points in the State. Give them eye test, physical and mental examination in addition to determining their ability to drive. Reject over 16% annually. Re-examine such licensees as become crippled in any way. Scrutinize equipment of cars that applicants appear in.

HIGHWAY PATROL Patrol highways to maintain the lawful and orderly use of same, thereby enhancing safety and conserving life and property. Apprehend and prosecute or warn violators. Render first aid and succor the injured (equipped with first aid kit). Extinguish vehicle and other fires (equipped with fire extinguisher). Assist motorists by giving information and otherwise. Report improper timing and outages of traffic signals. Secure cinders for dangerously icy roads. Direct heavy movements of traffic on special occasions. Spread the gospel of highway safety. Protect orchards and farms from spoilation by trespassing motorists.

OVERLOADS Wage continual war on overloaded trucks by using State scales and Department loadometers. Hold weighmaster commission. See that commercial vehicles are within statutory limits concerning height, width and length.

CHECK-UPS Conduct periodic check-ups at various strategic points both day and night, for the purposes of examining the equipment of vehicles and the credentials of drivers. Unsafe and defective vehicles removed from the highways.

INVESTIGATIONS Handle Departmental investigations of every conceivable nature. To enumerate the many problems under this head would take a volume.

COURT APPEARANCES Prosecute apprehended violators; mostly in night traffic courts. Assist local police in difficult prosecutions, particularly in drunken driving cases. Often have to make appearance in upper criminal and civil courts and before Grand Juries.

STOLEN CARS Recover stolen cars and apprehend the thieves and fences.

RECIPROCITY Monitor the use of our highways by foreign-registered motor vehicles, particularly buses and trucks.

PICK-UPS Locate licensees in his district and collect assigned share of the tens of thousands of licenses and registrations revoked annually. Location often most difficult necessitating several trips to make one collection.

DOCKETS Visit assigned Magistrates and audit their dockets, thereby insuring the Department's receipt of all moneys due. Much over-due money collected.

AGENCIES Several days a week during the rush season from November 15th to January 15th when other duties permit are assigned to one of the large motor vehicle agencies and assist in the orderly collection and protection of the many millions of dollars in fees taken in in these few weeks. Hold commission as notary public.

DEALERS' LICENSES Monitor the issuance and use of dealers' plates and dealers' licenses thus preventing irregular and criminal acts. Collect the title papers and dealers' plates from defunct dealers.

BUS EXCISE Enforce excise law on buses subject to it. This necessitates a close check on the comings and goings of such vehicles.

JUNK YARDS Enforce the Motor Vehicle Junk Yard law.

SAFETY SECTION Handle much technical work -- Prepare regulations and specifications concerning equipment such as lights, reflex reflectors, horns, brakes, direction signals, safety equipment on gasoline tank trucks and trailers, vehicles carrying explosives, etc. Make recommendations to the Commissioner concerning the approval or disapproval of many devices submitted annually. Make wide use of safety sound films. Give safety talks over radio and before civic organizations. Prepare educational safety matter for publication. Test new types of vehicles and

test new devices such as vacuum clutches, free wheeling, etc. Study all proposed legislation concerning vehicle equipment and make recommendations to the Commissioner. Work in conjunction with the American Association of Motor Vehicle Administrators, the National Safety Council, the Illuminating Engineering Society, the Society of Automotive Engineers, the National Automobile Chamber of Commerce and other like organizations in an effort to be progressive in our safety work.

TRAFFIC CONTROL Assist the DIVISION OF TRAFFIC CONTROL AND REGULATION in the field in work mapped out by the Traffic Engineer of our Department.

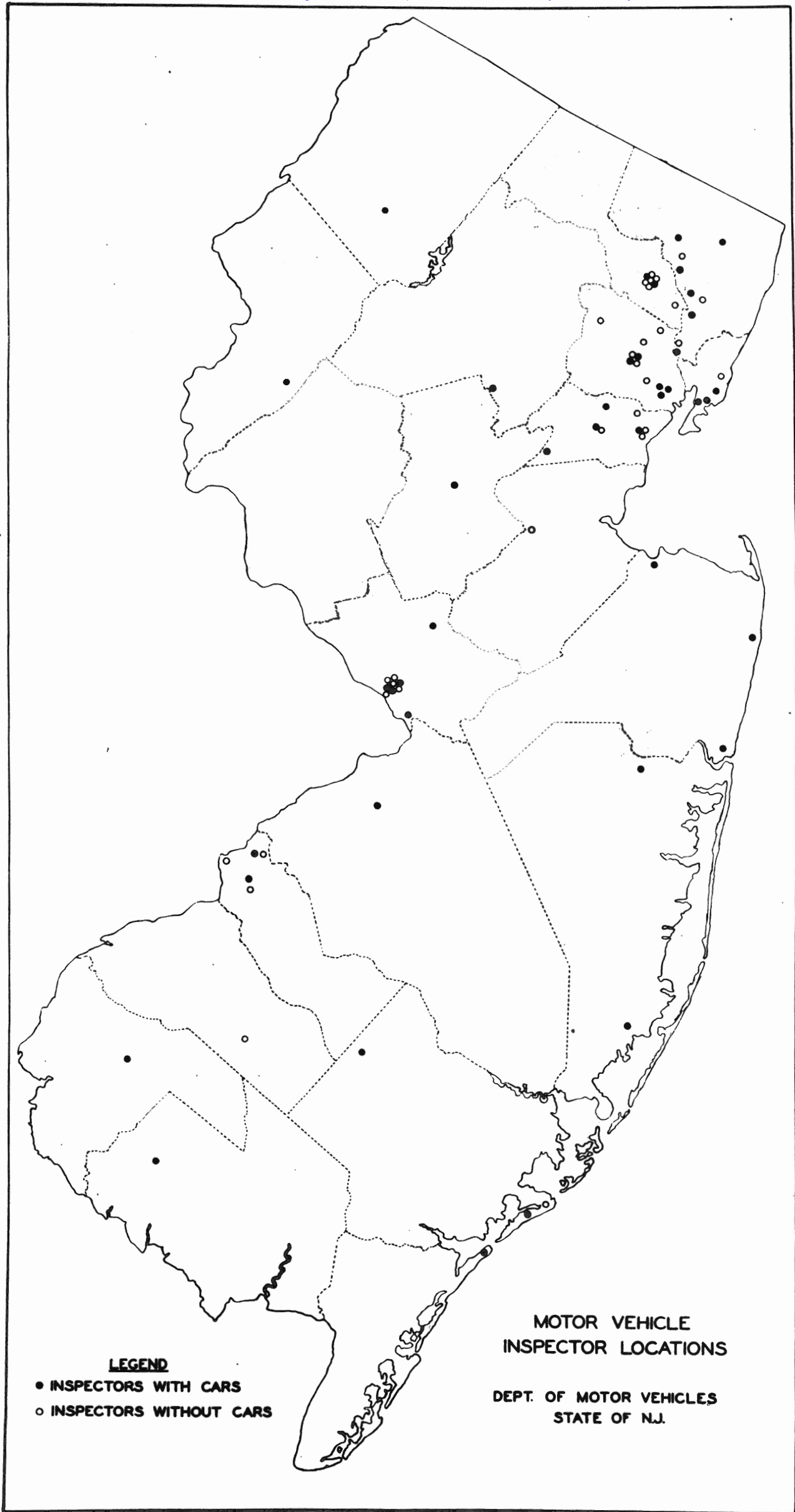
DRIVERS EXAMINATIONS FOR 1934

MONTH	PASSED	REJECTED	TOTAL
January	6,195	930	7,125
February	3,218	548	3,766
March	4,871	933	5,804
April	8,358	1,648	10,006
May	10,050	2,143	12,193
June	11,021	2,214	13,235
July	10,594	2,027	12,621
August	9,734	2,148	11,882
September	5,938	1,329	7,267
October	4,252	921	5,173
November	1,556	339	1,895
December	6,405	811	7,216
	<u>82,192</u>	<u>15,991</u>	<u>98,183</u>

	<u>MALES</u>	<u>FEMALES</u>
PASSED	59,694	22,498
REJECTED	<u>12,914</u>	<u>3,077</u>
	72,608	25,575

CLASSES OF REJECTIONS

Illiteracy	2,400
Senility	14
Impaired Vision	2,795
Driving Test	6,166
Written Test & Misc.	4,616
	<u>15,991</u>

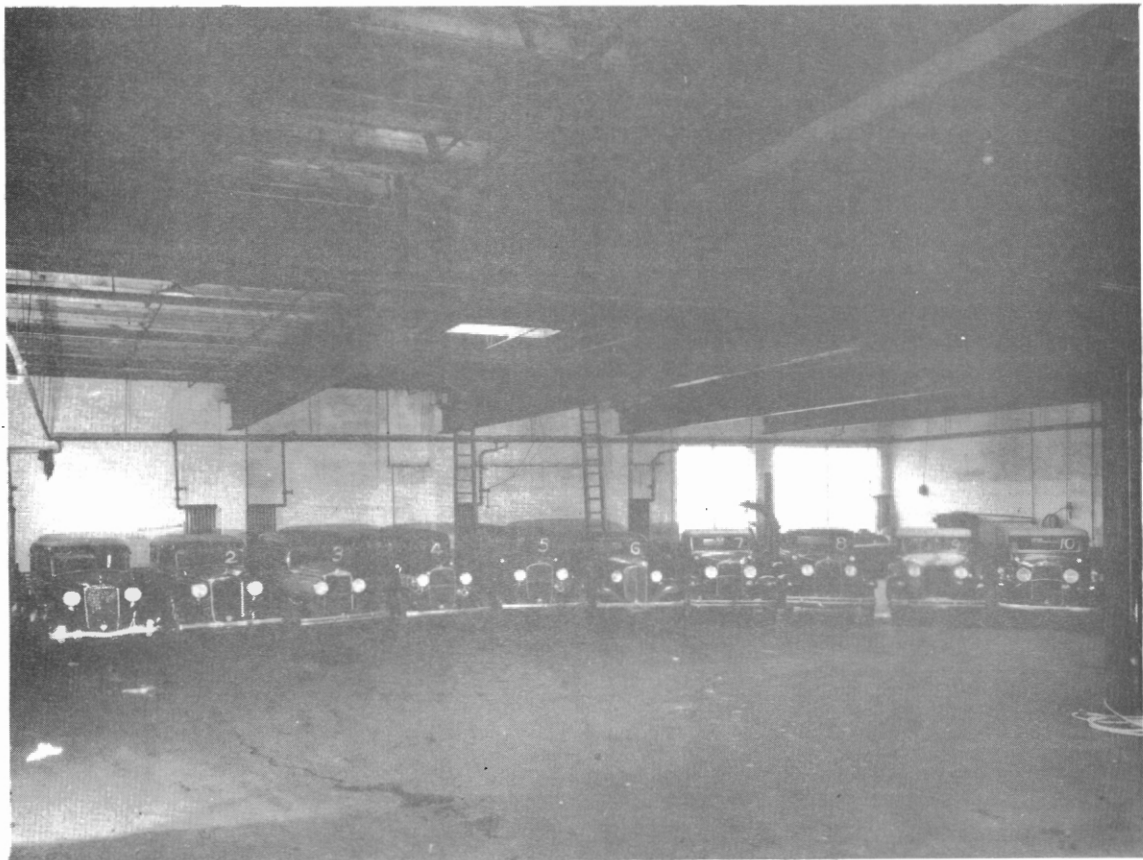


DRIVERS EXAMINATIONS FOR 1934

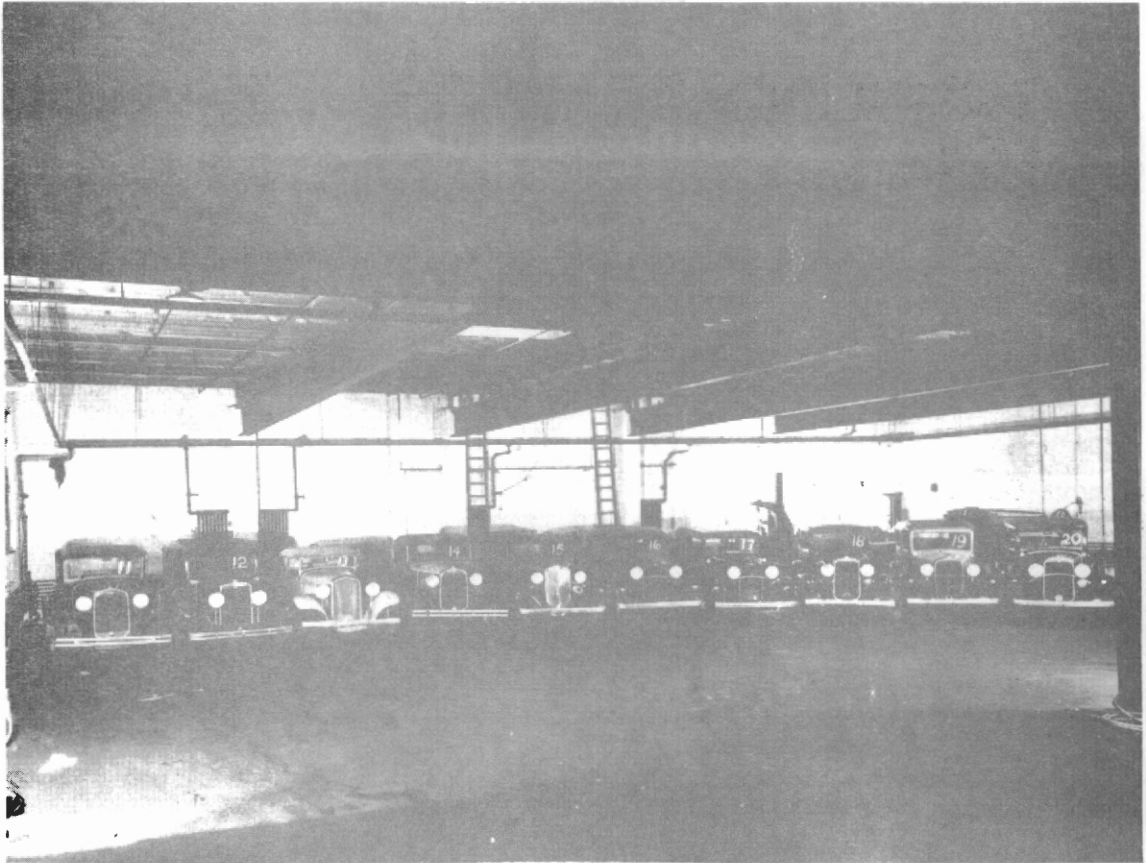
<u>LOCATION</u>	<u>PASSED</u>	<u>REJECTED</u>	<u>TOTAL</u>
Asbury Park	1,678	250	1,928
Atlantic City	2,065	609	2,674
Bridgeton	1,123	329	1,452
Burlington	366	99	465
Camden	5,421	1,231	6,652
Cape May Court House	623	179	802
Dover	1,040	115	1,155
Elizabeth	6,722	1,103	7,825
Englewood	1,105	177	1,282
Freehold	712	122	834
Hackensack	11,569	1,657	13,226
Hackettstown	682	73	755
Hammonton	346	76	422
Jersey City	6,455	1,217	7,672
Morristown	1,210	159	1,369
Mount Holly	407	108	515
Newark	16,096	3,131	19,227
New Brunswick	1,970	548	2,518
Newton	490	46	536
Ocean City	641	111	752
Passaic	1,866	350	2,216
Paterson	2,490	496	2,986
Perth Amboy	853	146	999
Phillipsburg	697	98	795
Plainfield	1,484	196	1,680
Red Bank	1,604	235	1,839
Ridgewood	1,390	228	1,618
Salem	732	186	918
Somerville	1,936	523	2,459
Summit	683	84	767
Sussex	237	21	258
Toms River	520	57	577
Trenton	4,431	1,297	5,728
Woodbury	2,548	734	3,282
	<u>82,192</u>	<u>15,991</u>	<u>98,183</u>



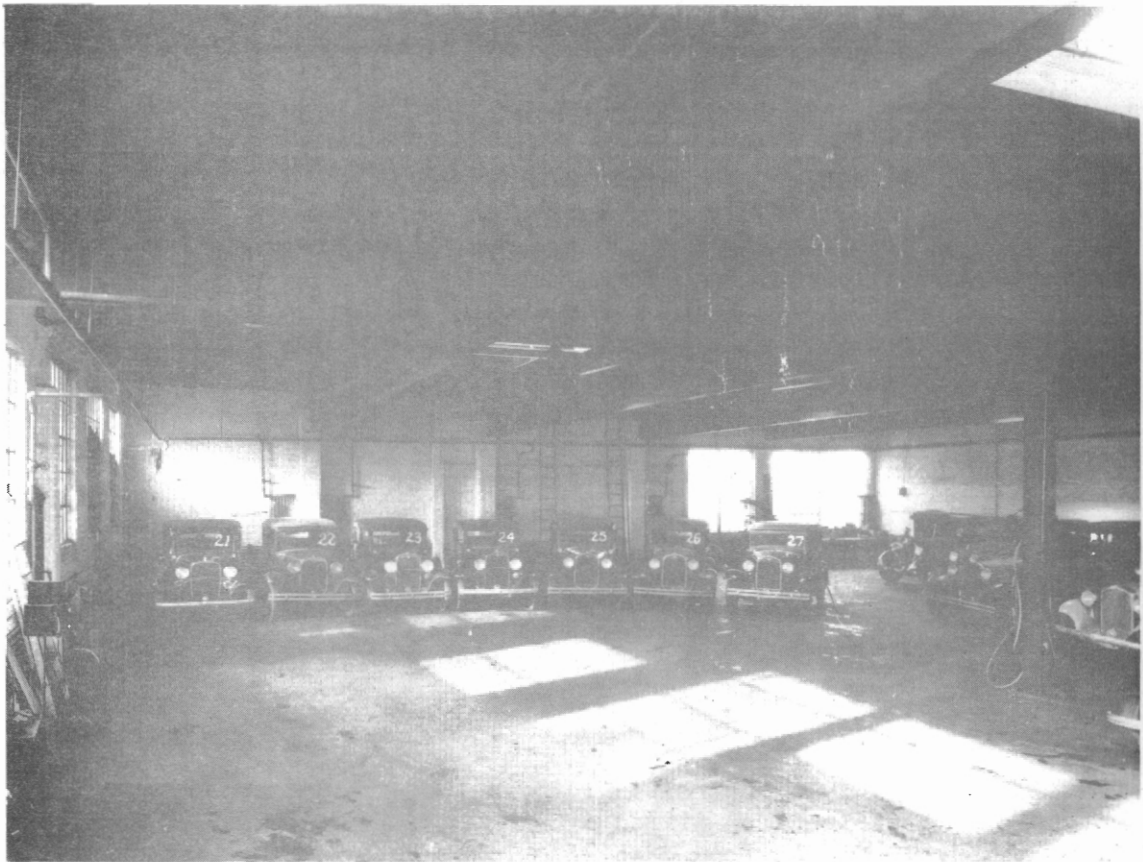
THIS AND THE SUCCEEDING THREE PICTURES SHOW ONLY SOME OF THE STOLEN CARS RECOVERED DURING 1934 BY INSPECTORS OF THE MOTOR VEHICLE DEPARTMENT



NONE OF THE CARS SHOWN ON THESE PAGES ARE CARS FOUND ABANDONED AFTER JOY RIDING BUT ACTUALLY ARE STOLEN CARS BROUGHT INTO THIS STATE AND SOLD



ALL OF THE CARS IN THESE PICTURES WERE ACCOMPANIED BY PERFECTLY GOOD-LOOKING TITLES ISSUED BY OTHER STATES WHICH HOWEVER DID NOT PASS MUSTER UNDER THE INSPECTORS' SCRUTINY



DURING 1934 MANY CAR THIEVES, INCLUDING THOSE WHO HANDLED ALL OF THE CARS SHOWN, HAVE BEEN PICKED UP AND PUT WHERE THEY WILL NOT BOTHER US AGAIN FOR A WHILE AT LEAST

**STOLEN MOTOR VEHICLES RECOVERED BY THE DEPARTMENT OF
MOTOR VEHICLES OF NEW JERSEY COVERING THE PERIOD
FROM JANUARY 1 TO DECEMBER 31, 1934, AS SET FORTH
IN REPORT COMPILED BY SPECIAL INSPECTOR, HARRY M.
SHEDD.**

January 1, 1935.

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles,
Trenton, New Jersey.

Dear Commissioner:

Following is a detailed report showing the various stolen automobiles recovered by Inspectors of your Department.

Trusting you will find the same in order, and with kind personal regards, I am

Sincerely yours,

H. M. SHEDD,
Special Inspector and Director
Automobile Underwriters Detective Bureau.

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1. File 138462 - 1934 Ford Cabr., Motor 18-819770, stolen from Frank Richards, Sr., Forest Hills, N. Y., on October 9, 1934, from Brooklyn, N. Y., was recovered at Paterson, N. J., on December 11, 1934, by Operator Roller and Inspector R. Buckley of the N. J. Motor Vehicle Department. Abe Berenzweig of Newton, N. J. arrested. Value \$750.
 2. File 138270 - 1931 Ford Roadster, Motor A-4624477, stolen from Nathan Deutsch, 701 - 19th St., N. W., Washington, D. C., on October 1, 1934, from Washington, was recovered at Fairlawn, N. J., on November 23, 1934, by Operator Roller and Inspector R. Buckley of the N. J. Motor Vehicle Department. John H. Coker and Phil Kadel arrested. Value \$180.
 3. File 138235 - 1933 Plymouth Sedan, Motor PD108588, Serial 2102699, stolen from Dr. Henry C. Macatee, Washington, D. C., on September 28, 1934, from Washington, was recovered at Paterson, N. J., on November 16, 1934, by Operator Roller and Inspector R. Buckley of the N. J. Motor Vehicle Department. John H. Coker and Phil Kadel arrested. Value \$500.
 4. File 138079 - 1931 Chevrolet Victoria, Motor 2552044, Serial 12AE41271, stolen from Alfred M. Schwartz, Washington, D. C., on September 19, 1934, from Washington, was recovered at Hackensack, N.J., on December 1, 1934, by Operator Roller and Inspector R. Buckley of the N. J. Motor Vehicle Dept. John H. Coker and Phil Kadel arrested. Value \$300.

5. File 137877 - 1932 Chevrolet Sedan, Motor 3217950, Serial 2BA04-57314, stolen from Captain J. E. Knapp of Washington, D. C., August 27, 1934, from Washington, was recovered by Operator Roller and Inspector R. Buckley of the N. J. Motor Vehicles Department at Paterson, N. J., on November 17, 1934. John H. Coker and Phil Kadel arrested. Value \$300.
6. File 137713 - 1932 Ford Sedan, Motor 18-113952, stolen from the Stohlman Chevrolet, Inc., Washington, D. C., on August 8, 1934, from Washington, was recovered at Paterson, N. J., on November 24, 1934, by Operator Roller and Inspector R. Buckley of the N. J. Motor Vehicle Department. John H. Coker and Phil Kadel arrested. Value \$425.
7. File 137687 - 1934 Dodge 1½ Ton Truck, Motor T6-11403, Serial 8104467, stolen from Joseph Goldstein, Brooklyn, N. Y., on August 14, 1934, from Brooklyn, was recovered at Teaneck, N. J., on December 15, 1934, by Operator Roller and Inspector R. Buckley of the N. J. Motor Vehicle Department. Abe Berenzweig arrested. Value \$900.
8. File 137042 - 1933 Chevrolet Coupe, Motor M-2340, Serial 2CC03-2382, stolen from Frank Foer, 1916 - 17th St., N. W., Washington, D. C., on July 16, 1934, from Washington, was recovered at West Paterson, N. J., on November 17, 1934, by Operator Roller and Inspectors Buckley and Ruffing of the N. J. Motor Vehicle Department. John H. Coker and Phil Kadel arrested. Value \$325.
9. File 136405 - 1934 Chevrolet Sedan, Motor 4242161, Serial 2DA04-31019, stolen from Isidor Silberstein, 1787 Ocean Avenue, Brooklyn, N. Y., on May 31, 1934, from Brooklyn, was recovered at Paterson, N. J., on December 12, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Department. Abe Berenzweig arrested. Value \$626.
10. File 136291 - 1934 Chevrolet Sedan, Motor 4111706, Serial 2Da02-10191, stolen from George Friedwald, 250 Crown St., Brooklyn, N. Y., on May 23, 1934, from Brooklyn, was recovered at Paterson, N. J., on December 14, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Department. Abe Berenzweig arrested. Value \$878.
11. File 135690 - 1932 Chevrolet Sedan, Motor 3206861, Serial 2BA04-53527, stolen from Alexander Goldberg, Lincoln School, Nutley, N. J., on April 11, 1934, from East Orange, N. J., was recovered at Maplewood, N. J., on May 9, 1934, by Operator Roller and Inspectors Buckley and Ryan of the N. J. Motor Vehicle Dept. Henry Anderson and William Westerman arrested. Value \$600.
12. File 135483 - 1931 Ford Sedan, Motor A-4198989, stolen from Mrs. Lessie Norris, Washington, D. C., on March 28, 1934, from Washington, was recovered at Bloomfield, N. J., on December 1, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John H. Coker and Philip Kadel arrested. Value \$250.
13. File 135134 - 1932 Chevrolet Sedan, Motor 2957468, Serial 2BA01-15483, stolen from Robert J. Speir, Washington, D. C., on February 7, 1934, from Washington, was recovered at Southfield, N. Y., on November 23, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Philip Kadel and John H. Coker arrested. Value \$475.

14. File 134863 - 1932 Ford Fordor Sedan, Motor B-5115961, stolen from William H. Lewis, 524 Kenyon St., N. W., Washington, D. C., on February 14, 1934, from Washington, was recovered at Paterson, N. J., on November 27, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Phil Kadel arrested. Value \$400.
15. File 134848 - 1931 Ford Coupe, Motor A-4642531, stolen from Harry Lasover, Washington, D. C., on January 31, 1934, from Washington, was recovered at Fairlawn, N. J., on November 21, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John H. Coker and Phil Kadel arrested. Value \$175.
16. File 134810 - 1931 Ford Coach, Motor A-4681667, stolen from Guy A. Legg, Washington, D. C., on February 9, 1934, from Washington, was recovered at Jersey City, N. J., on December 3, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John H. Coker and Philip Kadel arrested. Value \$140.
17. File 134002 - 1933 Chevrolet Coupe, Motor 3498991, Serial 2Ca02-20951, stolen from Lucille W. Watts of Washington, D. C., on December 22, 1933, was recovered at Paterson, New Jersey, on November 22, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John H. Coker and Philip Kadel arrested. Value \$540.
18. File 133659 - 1932 Buick Sedan, Motor 2799202, Serial 2647109, stolen from Charles Sheehan, 46 Newkirk Street, Jersey City, N. J., on December 4, 1933, from New York City, was recovered at Jersey City, N. J., on June 12, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Value \$1150.
19. File EMB-150 - 1928 Chrysler Sedan, Motor 83950, Serial HW095Y, embezzled on October 8, 1931, by Patrick Normile, was located by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. at Irvington, N. J., on May 3 1934. Value \$289.
20. File X-35535 - 1934 Ford Sedan, Motor 18-992857, stolen from Harry White, 102-18 - 92nd Avenue, Richmond Hills, N.Y., on September 28, 1934, from 112th Squad, New York City, was recovered at Paterson, N. J., on December 13, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Abe Berenzweig arrested. Value \$589.
21. File X-35524 - 1933 Dodge Sedan, Motor DP-61055, Serial 3634991, stolen from Louis Hall and Rose Fried, Brooklyn, N. Y., on April 26, 1934, from Brooklyn, was recovered at Paterson, N. J., on December 7, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Abe Berenzweig arrested. Value \$750.
22. File X-35501 - 1932 Cadillac Town Coupe, Motor 1201611, stolen from Mrs. Mary Robbins, 176 Clarkson Avenue, Brooklyn, N. Y., on August 26, 1934, from Brooklyn, was recovered at Paterson, N. J., on December 10, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Abe Berenzweig arrested. Value \$2484.

23. File X-35451 - 1931 Ford Sedan, Motor A-4730359, stolen from Henry Delvigne, Alexandria, Va., on March 16, 1934, from Washington, was recovered at Paterson, N. J., on December 4, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested. Value \$225.
24. File X-35424 - 1931 Ford Coach, Motor A-3601498, stolen from William H. Plaskett, Washington, D. C., on May 10, 1934, from Washington, was recovered at Jersey City, N. J., on November 28, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested. Value \$200.
25. File X-35423 - 1931 Chevrolet Sedan, Motor 2212524, Serial 12AE-8458, stolen from William C. Roberts, Washington, D. C., on September 6, 1934, from Washington, was recovered at Jersey City, N. J., on November 30, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested. Value \$250.
26. File X-35398 - 1932 Chevrolet Sedan, Motor 3305172, Serial 2BA07-84584, stolen from Lewis Glassman, Washington, D. C., on May 22, 1934, from Washington, was recovered at Hohokus, N. J., on November 27, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested. Value \$400.
27. File X-35397 - 1931 Chevrolet Sedan, Motor 2699355, Serial 1AE-50520, stolen from Patrick J. Maloney, Washington, D. C., on September 20, 1934, from Washington, was recovered at Paterson, N. J., on November 26, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested. Value \$250.
28. File X-35377-C-1931 Chevrolet Coach, Motor 2880057, Serial 2AE-109544, stolen from Mabel Vincent, Washington, D. C., on August 10, 1934, from Washington, was recovered at Bloomfield, N. J., on November 23, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested. Value \$180.
29. File X-35377-A-1931 Ford Roadster, Motor A-3260730, stolen from Robert L. Hulbert, Washington, D. C., on July 27, 1934, from Washington, D. C., was recovered at Waldwick, N. J., on November 26, 1934, by Operator Roller and Inspector Buckley. John Coker and Philip Kadel arrested. Value \$180.
30. File X-35369 - 1930 Chevrolet Sedan, Motor 1527540, Serial 12AD-12964, stolen from James E. McIntruff, Washington, D. C., on May 22, 1934, from Washington, was recovered at Paterson, N. J., on November 22, 1934, by Operator Roller and Inspector Buckley of the N. J. Dept. of Motor Vehicle. John H. Coker and Philip Kadel arrested. Value \$180.
31. File X-35358 - 1932 Ford Victoria, Motor A-4730510, stolen from Wirthy P. Scroggs, 3206 Wisconsin Ave., N. W., Washington, D. C., on November 16, 1934, from Washington, was recovered at Paterson, N. J., on November 19, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested. Value \$250.

32. File X-35344 - 1932 Plymouth Sport Roadster, Motor PB-53135. Serial 1728280, stolen from Julian A. Murray, 2145 C. Street, N. W., Washington, D. C., on August 11, 1934, from Washington, was recovered at Singac, N. J., on November 21, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested.
Value \$325.
33. File X-35343 - 1931 Chevrolet Sport Roadster, Motor 2515091, Serial 12AE-36554, stolen from Francis A. Jones, Washington, D. C., on May 2, 1934, from Washington, was recovered at Paterson, N. J., on November 16, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested.
Value \$175.
34. File X-35342 - 1931 Chevrolet Coupe, Motor 2488760, Serial 12AE-32413, stolen from William Vaughn, 1531 - 31st St., N. W., Washington, D. C., on October 12, 1934, from Washington, was recovered at Paterson, N. J., on November 16, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John H. Coker and Philip Kadel.
Value \$150.
35. File X-35340-B-1931 Chevrolet Coach, Motor 1415875, Serial 12AD2689, stolen from Noble Palmer, 1321 Fairmount Street, Washington, D. C., on October 13, 1934, from Washington, was recovered at Paterson, N. J., on November 15, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John H. Coker and Philip Kadel arrested.
Value \$125.
36. File X-35340-A-1932 Chevrolet Sedan, Motor 3008894, Serial 12BA12-5180, stolen from Virginia Holland, Washington, D. C., on August 25, 1934, from Washington, was recovered at Paterson, N. J., on November 15, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Coker and Kadel arrested.
Value \$250.
37. File X-35318---1933 Dodge Sedan, Motor DP93027, Serial 3663406, stolen from George Clifford Howard, Washington, D. C., on October 18, 1934, from Washington, was recovered at Paterson, N. J., on November 15, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. John Coker and Philip Kadel arrested.
Value \$500.
38. File X-34000-B-1931 Ford Sport Coupe, Motor A-4603996, stolen from Newark Drive-Self Company, 989 Broad Street, Newark, N. J., on October 14, 1931, from Long Island City, N. Y. was recovered at Montclair, N. J., on June 26, 1934, by Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept.
Value \$200.
39. File X-35365 - 1933 Dodge Sedan, Motor DP-89417, serial 3676979, stolen from Howard D. Wilson, 432 Ingraham St., N. W., Washington, D. C., on November 17, 1934, from Washington, was recovered at Washington, D. C., on November 20, 1934, by Operator Fairchild on information received from Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Harding Demeron, William E. Edwards, Curtis Money and Monte Rosenheim arrested.
Value \$558.

40. File 138872 - Chevrolet Sedan, Motor 4292260, Serial 9DA04-28484, stolen from Fritz Klein, 1807 Belmont St., N. W., Washington, D. C., on November 17, 1934, from Washington, was recovered at Washington, D. C., on November 20, 1934, by Operator Fairchild on information received from Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. Harding Dameron, William E. Edwards, Curtis Money and Monte Rosenheim arrested.
Value \$771.
41. File 135477 - 1933 Buick Coupe, Motor 2824236, Serial 2671130, stolen from Morris Unger, New York City, on March 27, 1934, from the Bronx, N. Y., was recovered at New York City on April 2, 1934, by Operator Luse on information received from Operator Roller and Inspector Buckley of the N. J. Motor Vehicle Dept. William A. Taub and Fred Miller arrested.
Value \$750.
42. File 135887 - 1930 Chevrolet Roadster - Motor 1758233, Serial 2AD-39143, stolen from Arnold Frischknecht, 48 Cedar Street, Livingston, N. J., on April 24, 1934, from Orange, N. J., was recovered at East Orange, N. J., on May 3rd, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry A. Anderson arrested.
Value \$136.
43. File 135841 - 1931 Chevrolet Cabriolet, Motor 2755779, Serial 2AE-85055, stolen from Carrie C. Hastlebrook, 19 Princeton Place, Upper Montclair, N. J., on April 22, 1934, from Montclair, N. J., was recovered at Irvington, N. J. on May 3, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry A. Anderson arrested.
Value \$240.
44. File 135814 - 1933 Chevrolet Sport Coupe, Motor 3413723, Serial 2CA01-10711, stolen from Alvin J. Bakelaar, 287 Terhune Avenue, Passaic, N. J., on April 20, 1934, from Passaic, was recovered at Irvington, N. J., on May 2, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry Anderson arrested.
Value \$240.
45. File 135735 - 1931 Chevrolet Sedan, Motor 2206672, Serial 2AE10101, stolen from Milton W. Martin, 1465 Maple Avenue, Hillside, N. J., on April 16, 1934, from Newark, N. J., was recovered at Irvington, N. J., on May 2, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry A. Anderson arrested.
Value \$200.
46. File X-35210 - 1930 Buick Coupe, Motor 2565166, Serial 441496, stolen from the Hertz Stations, 23 East Jackson Boulevard, Chicago, Ill., on April 27, 1931, was recovered at Union, N. J., on November 13, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept.
Value \$150.
47. File X-34094 - 1930 Chevrolet Coach, Motor 2035943, Serial 2AD-35943, stolen from Henry Gaston, Bloomfield, N. J., on March 31, 1934, from Bloomfield, was recovered at Orange, N. J., on May 2, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. H. A. Anderson arrested.
Value \$250.

48. File X-34085 - 1931 Chevrolet Coach, Motor 2949646, stolen from Susan Zabriski, 34 Draper Ter., Montclair, N. J., on March 24, 1934, from Montclair, was recovered at East Orange, N. J., on May 2, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. H. A. Anderson arrested. Value \$300.
49. File X-34083 - 1930 Ford Coupe, Motor 2801367, stolen from John F. Short, 23 Thurmont Rd., W. Caldwell, N. J., on March 10, 1934, from Montclair, N. J., was recovered at Irvington, N. J., on May 3, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry A. Anderson arrested. Value \$233.
50. File X-34081 - 1930 Ford Coach, Motor A-3109744, stolen from August Muessing, West Orange, N. J., on February 21, 1934, from Orange, N. J., was recovered on May 3, 1934, at Hillside, N. J., by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry A. Anderson arrested. Value \$175.
51. File X-34080 - 1931 Coupe (Ford), Motor 4303713, stolen from Stanley Wilkes, 134 Whittle St., Bloomfield, N. J., on March 17, 1934, from Bloomfield, was recovered at East Orange, N. J., on May 2, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry A. Anderson arrested. Value \$250.
52. File X-34079 - 1931 Ford Coupe, Motor 4532138, stolen from William Hammer, 88 Roland Ave., South Orange, N. J., on April 14, 1934, at East Orange, N. J., was recovered at Chatham, N. J., on May 1, 1934, by Operator Roller and Inspector Ryan of the N. J. Motor Vehicle Dept. Henry A. Anderson arrested. Value \$250.
53. File EMB-946 - 1932 Buick Coupe, Motor 2777391, Serial 2628648, embezzled by John McKenna, 54 Warner St., Jersey City, N. J., on December 11, 1932, was located by Chief Inspector James Shanley of the N. J. Motor Vehicle Dept. on April 13, 1934. Value \$439.
54. 1931 Ford Coupe, Motor A-4297054, stolen from Barney Gubersky, 64 Jefferson St., Passaic, N. J., on April 14, 1932, from Paterson, N. J., was recovered at Woodridge, N. J., on September 17, 1934, by Operator Roller and Inspector Luyster of the N. J. Motor Vehicle Dept. William Mallory arrested. File 125422 Value \$618.
55. File 139027 - 1931 Buick Sedan, Motor 2711501, Serial 2563321, stolen from Dorothy B. O'Brien, Southampton, L. I., on November 17, 1934, from New York City, was recovered at West New York, N. J., on November 24, 1934, by Inspector Lockwood of the N. J. Motor Vehicle Dept. Value \$500.
56. File 132386 - 1928 Pierce Arrow Coach, Motor 8101405, Serial 8101432, stolen from Herman Horowitz, 154 West 48th St., Bayonne, N. J., on September 12, 1933, from Linden, N. J., was recovered on January 2, 1934, by Inspector Lockwood of the N. J. Motor Vehicle Dept. at West New York, N. J. Value \$700.
57. File 80910 - 1927 Buick Sedan, Motor 1736191, Serial 1664207, stolen from Murray Bennett, 42 Northern Ave., New York City, on February 1, 1928, from New York City, was recovered by Inspector Lockwood of the N. J. Motor Vehicle Dept. on June 7, 1934, Jersey City, N. J. Value \$1000.

58. X-27237 - 1931 Buick Sedan, Motor 2653978, Serial 2528598, stolen from Dave Warner, 949 West End Ave., New York City, on May 17, 1932, from the same address, was recovered on June 7, 1934, at Jersey City, N. J., by Inspector Lockwood of the N. J. Motor Vehicle Department. Value \$1400.
59. File 137724 - 1934 Ford Cabriolet, Motor 18-583399, stolen from Charles W. Pagan, 1750 16th St., N. W., Washington, D. C., on August 27, 1934, from Washington, was recovered at Atlantic City, N. J., on November 30, 1934, by Operator Joseph A. Davis on information received from Mr. J. Raymond Malloy at the N. J. Motor Vehicle Dept. Value \$550.
60. File 134240 - 1933 Plymouth Coupe, Motor PD-164500, Serial 2156003, stolen from Edward R. Mizener, Schenectady, N. Y., on December 24, 1933, from Schenectady, was recovered on February 14, 1934, by Operator Black on information received from Mr. J. Raymond Malloy at the N. J. Motor Vehicle Dept. Value \$500.
61. File 131604 - 1932 Plymouth Coupe, Motor PB-71719, Serial 1746669, stolen from George J. Clark, Montclair, N. J., on July 24, 1933, from New York City, was recovered at Hoboken, N. J., on August 29, 1934, by Operator Roller on information received from Mr. J. Raymond Malloy at the N. J. Department of Motor Vehicles. Value \$450.
62. File 129888 - 1931 Cadillac Imperial Sedan, Motor 1001777, stolen from John A. Benedetto, 146 Union Avenue, Brooklyn, N. Y., on March 23, 1933, from Brooklyn, was recovered by Operator Black on January 5, 1934, at Newark, N. J., on information received from Mr. J. Raymond Malloy at the N. J. Motor Vehicle Department. Value \$1500.
63. File 128179 - 1932 Plymouth Coupe, Motor PB-66496, Serial 1741443, stolen from Morris Rosenberg, 1142 St. Marks Ave., Brooklyn, N. Y., on December 21, 1932, from Brooklyn, was recovered at Long Branch, N. J., on April 30, 1934, by Operator Black on information received from Mr. J. Raymond Malloy at the N. J. Motor Vehicle Dept. Value \$610.
64. File 125933 - 1930 Buick Sedan, Motor 2549787, Serial 2442122, stolen from Dr. A. A. Ginsburg, Jackson Heights, N. Y., on August 30, 1932, from Jackson Heights, was recovered at Morganville, N. J., on August 20, 1934, by Operator Black on information received from Mr. J. Raymond Malloy at the N. J. Motor Vehicle Dept. Value \$800.
65. File 121111 - 1931 Ford Coupe, Motor A-4588021, stolen from Auto Convoy Company, Edgewater, N. J., on July 28, 1931, at Edgewater, was recovered at Atlantic Highlands, N. J., on March 12, 1934, by Operator Black on information received from Mr. J. Raymond Malloy at the N. J. Motor Vehicle Bureau. Value \$200.
66. File X-33985-B-1929 Ford Sedan, Motor 902515, embezzled by Milford Johnson of Schenectady, N. Y., on August 22, 1932, and located on information from Mr. Malloy. Value \$ 70.

TOTAL \$ 30,706.

SERVICE OF PROCESS ON NON-RESIDENTS

January 1, 1935

Honorable Harold G. Hoffman
Commissioner of Motor Vehicles

Dear Commissioner:

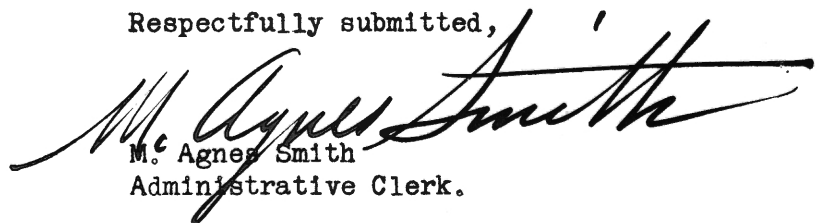
The Commissioner of Motor Vehicles is charged with the duty of accepting service for non-resident motorists who are involved in accidents in the State of New Jersey and against whom a suit has been brought in the civil courts. The service fee provided by law for this work is \$2.00 for each defendant.

This law provides for the acknowledgement of the papers, for the forwarding of the papers to the defendants by registered mail, for the entry and deposit of the fees and for the return of the papers to the court when the registry cards are received.

During the year 1934, the Department received a total amount of \$4,202.30 in service fees listed by months as follows:

<u>MONTH</u>	<u>AMOUNT</u>
January	\$530.00
February	340.00
March	406.30
April	468.00
May	222.00
June	192.00
July	234.00
August	394.00
September	204.00
October	300.00
November	478.00
December	434.00
	<u>\$4,202.30</u>

Respectfully submitted,


M. Agnes Smith
Administrative Clerk.

REVOCATIONS

January 1, 1935.

Hon. Harold G. Hoffman
Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting herewith report of revocations for violations of the Motor Vehicle and Traffic Laws for the year 1934.

The table of revocations for 1934 compared with revocations for similar violations for the years 1932 and 1933 is herein included.

It will be noted from these tables that there has been a more or less consistent decrease in the number of drivers' licenses and registration certificates revoked since 1932. The decrease equals 18% in 1933 compared with 1932, and 13% in 1934 compared with 1933.

Despite this general decrease in the revocation of drivers' licenses and registration certificates, there have been increases in specific cases.

There was a negligible decrease in revocations concerning misrepresentation, such as obtaining licenses while still on the revoked list, misstatement of facts in application, fraud at examination, etc.

It will also be noted that there was a material decrease, approximately 83%, in revocations involving manslaughter. This decrease was due to the suspension of the practice of revoking the license of a driver (without prejudice) who was involved in a motor vehicle accident.

In the case of drunken driving or driving while intoxicated, there was a sharp increase in revocations during 1934 compared with 1933. In actual per cent, the increase amounted to approximately 18%. In addition, there was an increase of nearly 48% in permanent revocations during the same period for second convictions involving driving while intoxicated.

This increase in driving while intoxicated both for first and second offenses is not only true for New Jersey but is more or less comparable to similar increases in other States.

	<u>1934</u>	<u>1933</u>	<u>1932</u>
Drivers' licenses revoked	1995	2321	2945
Placed on prohibitory list	435	512	541
Reciprocity privilege revoked	333	373	448
Car registrations revoked	37	38	35
Motorcycle registrations revoked ..	1	1	4
Motorcycle drivers' lic. revoked ..	13	15	29
Dealer's registrations revoked	48	34	32
Bus registrations revoked	1	--	--
	<u>2863</u>	<u>3294</u>	<u>4034</u>

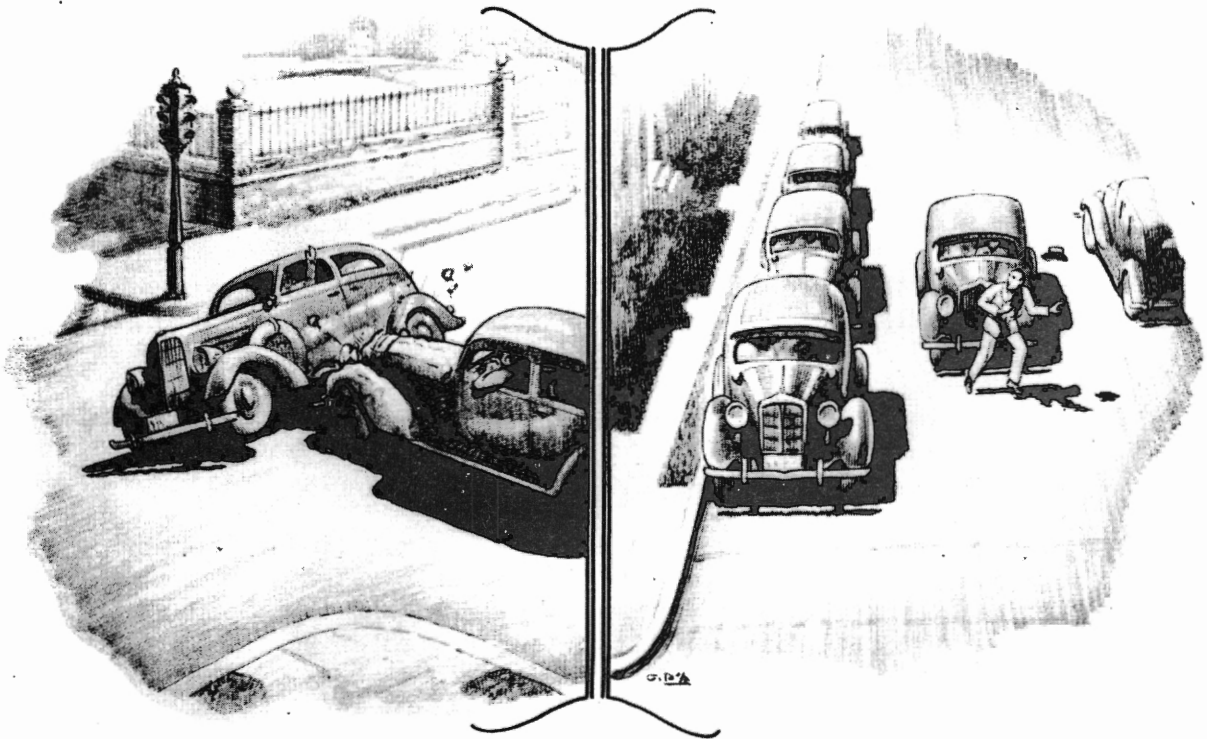
REVOKED FOR

Driving while intoxicated	1443	1227	1432
Speeding and reckless driving	340	430	452
Manslaughter	78	462	727
Various other violations	<u>1002</u>	<u>1175</u>	<u>1423</u>
	2863	3294	4034

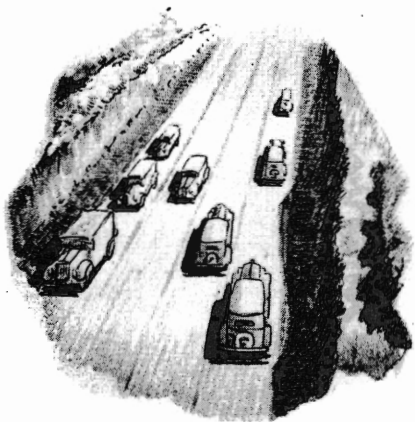
Respectfully submitted,

Elizabeth J. McLaughlin
Elizabeth J. McLaughlin
Statistical Clerk.

There is no substitute for **CAUTION** *and* **COURTESY**



Drivers and Pedestrians
cause **85%** of the accidents



Highway facilities
and
automobile failures
are responsible
for **ONLY**

15%



State of New Jersey

Department of Motor Vehicles

FINANCIAL STATEMENT

Collection Accounts

Paid State Treasurer, 1934 Account	\$14,863,049.65	
Reserved Account (Deficiencies in agents accounts in process of litigation and collection)	22,474.00	
On deposit December 31, 1934, on Account of 1935 collections	7,443,568.75	
Commissions paid to Agent, on Account 1935 collections	100.00	
Commission paid to Agents, on Account 1934 collections	361,298.03	
Refunds for errors in rating	7,263.80	
Collections November 15, 1933, to December 31, 1933, Account of 1934 business		\$ 15,254,085.48
Collections November 1, 1934 to December 31, 1934, account 1935 business		7,443,668.75
	<u>\$22,697,754.23</u>	<u>\$ 22,697,754.23</u>

AMOUNTS COLLECTED MONTHLY AND DISPOSITION

1934	COLLECTIONS	AGENT'S FEES	REFUNDS	BALANCE PAID TO STATE TREASURER
Jan.	7,615,502.96	29,319.34	3,057.85	7,583,125.77
Feb.	4,133,908.09	28,996.18	1,058.10	4,103,853.81
Mar.	166,351.87	29,236.86	581.70	136,633.31
Apr.	924,801.59	29,237.86	583.10	894,980.63
May	193,699.87	29,235.86	348.80	164,115.21
June	491,185.28	29,236.86	234.70	461,713.72
July	383,162.49	30,957.81	579.30	351,625.38
Aug.	462,833.31	31,036.64	184.05	431,612.62
Sept.	134,695.86	31,032.64	111.60	103,551.62
Oct.	166,887.06	31,065.92	362.80	135,458.34
Nov.	154,139.38	30,984.43	68.60	123,086.35
Dec.	426,917.72	30,957.63	93.20	395,866.89
	<u>\$ 15,254,085.48</u>	<u>\$ 361,298.03</u>	<u>\$ 7,263.80</u>	<u>\$ 14,885,523.65</u>

Respectfully submitted,


 William J. Dearden
 Chief Clerk.

PASSENGER REGISTRATIONS - 1st Class

This item includes the registrations issued for all passenger vehicles with a horse power (S.A.E.) of from 10 to 29. Fees collected are at a rate of \$.40 per H.P. with a minimum fee of \$4.00.

) Total number	581,534		
) Total horse power		14,100,415	
) Total Fees			5,640,166.00
) Total number *H.R.	55,140		
) Total horse power		1,315,614	
) Total Fees			263,122.80

PASSENGER REGISTRATIONS - 2nd Class

This item includes the registrations issued for all vehicles with a horse power (S.A.E.) of 30 or over. Fees collected are at a rate of 50¢ per horse power.

) Total number	88,686		
) Total horse power		2,974,120	
) Total Fees			1,487,060.00
) Total number *H.R.	6,901		
) Total horse power		227,511	
) Total Fees			56,877.75

TOTAL NUMBER VEHICLES REGISTERED

732,261

TOTAL FEES COLLECTED-PASSENGER REGISTRATIONS

7,447,226.55

COMMERCIAL REGISTRATIONS

This item includes the registrations issued for all commercial vehicles. The rate of fees is from \$12.00 for a vehicle with a Gross Weight of 2,000 lbs. to \$99.00 for a vehicle with a Gross Weight of 30,000 lbs. Gross Weight is the weight of the vehicle and the weight of the load combined.

) Total number	97,076		
) Total Gross Weight		782,731	
) Total Fees			3,142,746.00
) Total number *H.R.	11,039		
) Total Gross Weight		81,375	
) Total Fees			166,504.00

FARMER COMMERCIAL REGISTRATIONS

This item includes the registrations issued to farmers for commercial vehicles. The rate of fees is half-rate from May 1st, to June 30th; \$6.00 for a vehicle with a gross weight of 2,000 lbs. to \$49.50 for a vehicle with a gross weight of 30,000 lbs. Quarter-rate from July 1st, to December 31st; \$3.00 for a vehicle with a gross weight of 2,000 pounds to \$24.75 for a vehicle with a gross weight of 30,000 pounds. Gross Weight is the weight of the vehicle and the weight of the load combined. Farmers who secured their 1933 tags at a full rate fee between Jan. 1 and May 28, 1933 were entitled to a renewal of their 1934 tags for a fee of \$1.00.

) Total number *H.R.	3,134		
) Total Gross Weight		18,046	
) Total Fees			39,553.50
) Total number -			
) Quarter-rate	1,526		
) Total Gross Weight		10,038	
) Total Fees			10,691.50
) Total Number -			
) Renewals	10,576		10,576.00

UNDERTAKER REGISTRATIONS

This item includes all registrations issued to Undertaker Hearses. These are classified as Commercial Vehicles and are registered as such. The fee is charged on this basis. They are issued Passenger plates in order that they may have free access to travel through Parks, where regular commercial vehicles are excluded.

) Total number	640		
) Total Gross Weight		3,642	
) Total Fees			16,619.00
) Total number *H.R.	21		
) Total Gross Weight		122	
) Total Fees			277.50
)			
)			
)			
)			

TOTAL NUMBER VEHICLES REGISTERED

124,012

TOTAL FEES COLLECTED - COMMERCIAL REGISTRATIONS

\$ 3,386,967.50

OMNIBUS REGISTRATIONS

This item includes all registrations issued for vehicles used for the carrying of passengers for hire. These are divided into 4 classes:
 *U-Drive (UD), Taxi (T), Private Livery (L), and Buses (B). Fees are based on the number of passengers to be carried commencing at \$15.00 for 5 passengers or less, to \$40.00 for 30 passengers. For buses carrying over 30 persons, a fee of \$2.00 is charged for each passenger in addition

) Total number (UD)	86		
) Total number passengers		430.0	
) Total fees (UD)			1,290.00
) Total number (UD) *H.R.	2		
) Total number passengers		10.0	
) Amount of fees (UD) *H.R.			15.00
) Total Fees (UD)			
) Total number (T)	1,984		
) Total number passengers		11,035.0	
) Amount of Fees			30,875.00
) Total number (T) *H.R.	103		
) Total number passengers		577.5	
) Amount of Fees (T) *H.R.			803.75
) Total fees (T)			
) Total number (L)	1,204		
) Total number passengers		8,712.0	
) Amount of Fees			20,752.00
) Total number (L) *H.R.	85		
) Total number passengers		660.0	
) Amount of Fees (L) *H.R.			755.00
) Total Fees (L)			
) Total number (B)	4,673		
) Total number passengers		179,144.0	
) Amount of Fees			276,005.00
) Total number (B) *H.R.	231		
) Total number passengers		6,879.5	
) Amount of Fees (B) *H.R.			5,080.75
) Total Fees (B)			

TOTAL NUMBER VEHICLES REGISTERED 8,368

TOTAL FEES COLLECTED - OMNIBUS REGISTRATIONS

335,576.50

Note: - For clearness in this report, the letters UD have been used although the figure 5 is now prefixed on UD license plates.

TRAILER REGISTRATIONS

This item includes all registrations issued for vehicles to be trailed by any motor vehicle whether 2 or 4 wheels. The fees are based upon the Gross Wt. the same as Commercial vehicles. Special Trailer registrations are issued in accordance with Chapter 150, P. L. 1927 for the carrying of road building machinery, etc. for a fee of \$150.00. These vehicles cannot be registered as regular trailers as the Gross Weight exceeds 30,000 pounds.	) Total number	2,715		
	) Total gross Wt. in thous.		32,203	
	) Amount of Fees			\$118,849.00
	) Total number *H.R.	972		
	) Total Gross Weight		5,698	
	) Amount of Fees			12,089.00
	) Total number (Special)	47		
	) Amount of Fees			7,050.00
	) Total number Vehicles Registered	3,734		
	) Total Fees Collected Trailer Registrations			\$ 137,988.00

* H. R. - In accordance with the Motor Vehicle Act, all registrations for Passenger, Commercial, Omnibus and Trailers are reduced to one-half on and after July 1st.

TRACTOR REGISTRATIONS

This item includes all registrations issued for Agricultural Tractors and Traction Engines. The fee is \$3.00.	) Total number	198		
	) Total Fees collected			
	) Tractor Registrations			594.00

MOTOR-CYCLE REGISTRATIONS

This item includes all registrations issued for Motorcycles. The fee is \$2.00.) Total number) Total Fees collected - Motor-cycle Registrations.	5,262 \$ 10,524.00
---	---	-----------------------------------

DEALERS REGISTRATIONS

This item includes all registrations issued to Dealers. Automobile Dealers are issued 5 sets of tags and certificates at a fee of \$25.00 per set. Motorcycle Dealers are issued 3 sets of tags and certificates at a fee of \$15.00 per set.) Total number (Auto)) Amount of fees) Total number (M.C.)) Amount of fees) Total number reg.) Total Fees collected - Dealers Registrations	2,341 58,525.00 18 270.00 2,359 58,795.00
---	---	--

TRANSFERS OF REGISTRATIONS

This item includes all transfers of registrations issued to applicants for different cars than those first registered. The fee is \$1.00 plus any increase in H.P. if passenger, G.W. if commercial or number of passengers if Omnibus. Excess represents this amount. Transfers are allowed from one car to another in the same registered owners name only.) Total number) Excess Amts.) Total fees collected from transfers	163,732 223,631.00 387,363.00
---	---	---

**EXCHANGE OF REGISTRATIONS FROM ONE CLASS
OF REGISTRATION TO ANOTHER**

This item includes all issues of registrations exchanged upon application of the registrant, who desires to use the car registered for commercial or omnibus purposes. Exchanges are made by collecting the original tags issued and issuing new tags for the class of registration applied for. The fee is \$1.00 plus the difference between the original fee paid and the fee for the new registration applied for.) Total number) Passenger) Commercial) Omnibus) Difference in fees) Total fees collected) for exchanges	583 4,029 365 34,880.43	\$ 39,857.43
--	---	----------------------------------	--------------

DUPLICATE CERTIFICATES

This item includes all issues of Duplicate Certificates to applicants, who have lost the original certificates issued them. The fee is \$1.00.) Total number) Drivers) Car) Total fees collected) for duplicate certificates.	107.05 96.96	20,401.00
--	---	-----------------	-----------

DUPLICATE TAGS

This item includes the issue of all tags to applicants who have lost one or both of the original tags issued to them. Upon application, new tags are issued and the remaining tag, if only one has been lost, is returned. Fees are \$1.00 for each auto tag lost and \$.50 for each M.C. tag lost. Where a fee of \$2.00 was collected for both tags lost, the excess of \$1.00 is included with the excess amount collected on Transfers.

NOTE: P. for Passenger
 C. for Commercial
 F.C. for Farmer Commercial
 O. for Omnibus
 T. for Trailer
 D. for Dealers
 M.C. for Motorcycle

) Total number P.	5,377	
) Amount of Fees		5,377.00
) Total number C.	3,590	
) Amount of Fees		3,590.00
) Total number F.C.	124	
) Amount of Fees		124.00
) Total number O.	90	
) Amount of Fees		90.00
) Total number T.	137	
) Amount of Fees		137.00
) Total number M.C.	66	
) Amount of Fees		33.00
) Total number of D.	3	
) Amount of Fees		3.00
) Total number issued	9,387	
) Total fees collected		
) for duplicate tags		

\$ 9,354.00

DRIVER'S LICENSES

This item includes all licenses issued to applicants to drive an automobile or motorcycle. The fee is \$3.00 for auto, and \$1.00 for motorcycle.

) Total number (Auto)	1,065,990	
) Amount of fees		3,197,970.00
) Total number (M.C.)	4,686	
) Amount of fees		4,686.00

TOTAL NUMBER OF LICENSES 1,070,676
 TOTAL FEES COLLECTED FROM DRIVER'S LICENSES

3,202,656.00

LEARNER'S PERMITS

This item includes all permits issued to applicants who desire to learn how to drive and are afterwards examined, before Driver's License is issued. The fee is \$.50.

) Total number	187,139		
) Amount of fees		93,569.50	
) Total number of permits	187,139		
) Total fees collected from permits			\$ 93,569.50

INTEREST ON DEPOSITS - Agents

This item is the interest credited on deposits of collections made by Agents in their local banks in the name of the Department.

) Total amount of interest			2,677.12
----------------------------	--	--	----------

CHARGES FOR 1931-1932-1933

This item includes charges for items issued by Agents in 1932. These items were not included in their report of issuance and were charged after the close of the 1932 accounts.

) Total amount			1,081.17
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TOTAL FEES COLLECTED BY AGENTS

15,134,630.77

Non-Resident Power of Attorney Process Fees

In accordance with the Law, every non-resident who registers his vehicle in this State files a Power of Attorney appointing the Commissioner of Motor Vehicles his lawful attorney upon whom service may be served. Fees received from serving of process.

)
)
) Total collections from service of process \$ 4,190.30
)
)

List Privilege

This Department, after proper advertising, accepts bids for the privilege of copying its records for commercial purposes. This privilege in 1932 was awarded to the New Jersey Motor List Company for a bid of \$7,500.00.

)
)
) Total collection from list privilege 2,200.00
)
)

Miscellaneous Collections

This item is made up of \$125.00 collected from Dealer registrations issued by the Central Office, \$161.15, collected from registrants on account of wrong fees, \$5.04 collected from sale of stolen cars, \$4.50 for photostatic work for other departments \$38.00 for passenger duplicate tags issued at Central Office, \$10.40 for tags reissued by Central Office, \$3.11 for Refund on Postage, \$42.83, insurance claim loss policy #AX4675.

)
)
)
) Total for miscellaneous collections 390.03
)
)

- 88A -

January 5, 1935

Honorable Harold G. Hoffman
Commissioner of Motor Vehicles

Dear Commissioner:

In order to reduce to a minimum the possibility of any future defalcations by an Agent of the Department we have made it necessary for each and every Agent, effective January 1, 1935, to secure his own personal surety bond in favor of the Department and in an amount almost double the amount of the bond which in the past had been secured by the Department in the form of a scheduled bond; that is, a single form of bond in which was included an itemized schedule of each Agent and the amount of his or her surety, the expense to the State in securing this bond ranging between \$3,250.00 and \$4,000.00 annually.

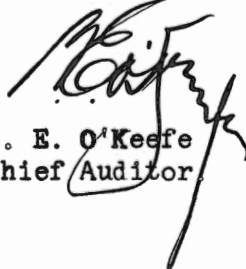
Beginning January 1, 1935 there is no expense to the State whatever, and in computing the total amount of surety for all Agents, we find we have raised the previous total surety of \$491,000.00 to \$837,000.00 for 1935 and the expense borne by each Agent according to the amount of his individual bond.

In addition to the above we have submitted a plan of a combination bookkeeping-cash-register machine, the expense of this machine also to be incurred by the Agents. The machine would provide that each and every transaction be recorded therein, giving the actual date, amount of fee and the transaction number; that is, the serial number in which the transaction occurs. This record would be made upon the application card filled out by the applicant. There would be a "master tape" upon which the same record would be made and it could not be tampered with or falsified by anyone who had in mind defaulting state funds. The key to this tape would be in our hands and could only be used by an auditor assigned to audit the Agent's account.

In addition, we are contemplating an extra added precaution of equipping the machine with a key consisting of two letters which would perforate the center of the first and second copy of the registration certificate, as well as the application card, at the time the transaction was recorded in the machine. This key would show in code the actual date the transaction occurred; for example, if the transaction occurred on January 5th, the indenture on that date would be "JD"; "J" meaning the month of January and "D" being the fourth letter of the alphabet would mean also the fourth business days of the month. There not being more than twenty-six (26) business days in any month this code is possible.

I firmly believe that with the inauguration of the above idea we will, in the future, reduce to an absolute minimum the possibility of defalcation by any Agent. To this end we have also secured three auditors who are constantly in the field and, on occasion, detail three inspectors who are familiar with the work and are able to make, not detailed, but "spot" audits, the result of which will disclose any apparent shortage or defalcation. The regular auditors are assigned to make a detailed audit in each case, and I would suggest that three additional auditors be employed for this purpose. If this were possible each and every Agency in the State could be audited at least six (6) times annually.

Respectfully yours,


B. E. O'Keefe
Chief Auditor

- 88B -

December 13, 1934

Honorable Harold G. Hoffman
Commissioner of Motor Vehicles

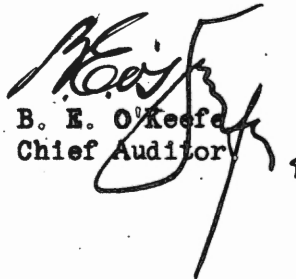
Dear Commissioner:

You will recall that the Legislature, both for the years 1933 and 1934, had submitted to it proposals looking toward the abolition of our Agency System and in its place establishing the Centralized Plan of motor vehicle registration and licensing of drivers. These proposals were in accordance with the report of the "Princeton Survey" submitted to the Legislature in January 1933. We anticipate that the 1935 Legislature will have some such similar bill introduced for its consideration. It is our firm belief, based upon surveys made by us in the States of Pennsylvania, Maryland and New York that our Agency System is both more economical and efficient than the Centralization Plan as advocated by the "School of Public and International Affairs of Princeton University."

Respectfully yours,



William J. Dearden
Chief Clerk.



B. E. O'Keefe
Chief Auditor

January 1, 1935

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

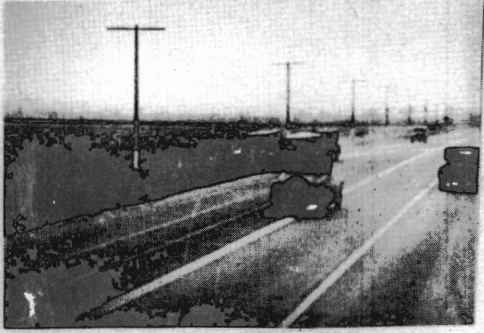
The following is the Financial Statement of collections of the
Automobile Junk Yard Division for the year 1934:

Date	License Fees	Inspection Fees	Bank Interest	Total
January	\$ 150.00	\$ 75.00	\$ 1.00	\$ 226.00
February	---	---	1.16	1.16
March	---	---	---	---
April	50.00	25.00	---	75.00
May	50.00	25.00	---	75.00
June	50.00	25.00	---	75.00
July	---	---	---	---
August	---	---	---	---
September	50.00	25.00	---	75.00
October	100.00	50.00	---	150.00
November	---	---	---	---
December	50.00	25.00	---	75.00
TOTAL	\$ 500.00	\$ 250.00	\$ 2.16	\$ 752.16

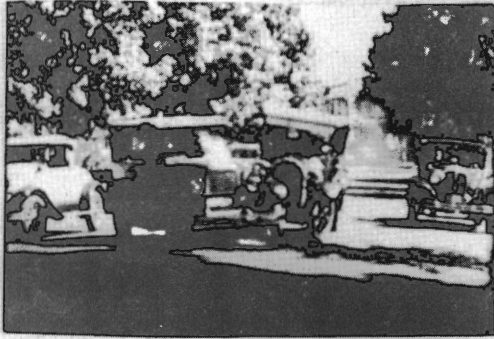
Respectfully submitted,

William J. Dearden
William J. Dearden
Chief Clerk.

Scenes from "Public Enemy No. 1" Accidents are Caused



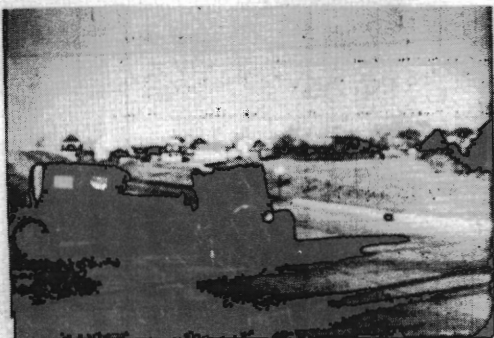
Reckless Driving



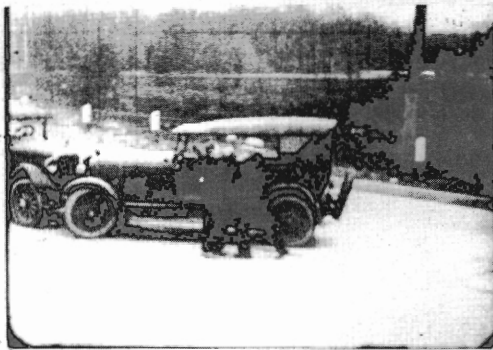
Failing to give
hand signal



Turning left from wrong lane



Failing to grant
Right-of-way



Is the "other fellow"
always at fault?

RECORD DIVISION

January 1, 1935

Honorable Harold G. Hoffman
Commissioner of Motor Vehicles

Dear Commissioner:

The following is an annual report of the Record Room for the year of 1934:

68 TEMPORARY CLERKS FOR A PERIOD OF TWO MONTHS
43 PERMANENT CLERKS

A total of 2,145,370 certificates have been filed for the year of 1934. This includes passenger registrations, commercial, farmers' commercial, hearses, trailers, taxi, bus, livery, U-Drive-It, motor cycle registrations, dealers, motor cycle dealers, transfers, exchanges, duplicate certificates, duplicate tags, auto drivers and motor cycle drivers.

These certificates are filed alphabetically. Five (5) certificates are the total attached to one strip. These certificates are ripped by clerks and separated according to class.

Drivers and passenger certificates are filed together. Commercial, Farmers' commercial, bus, hearses, trailers, taxi, livery, U-Drive-It, dealers, are filed separately.

After the filing is completed, certificates are dropped into Kardex files.

A total of 732,264 passenger registration applications, 5,984 passenger tags and exchanges, 108,123 commercial registrations, 7,612 commercial tags and exchanges, 15,164 Farmers' commercial, 195 Farmers' commercial tags and exchanges, 652 hearse registrations, 8,367 omnibus registrations, 458 omnibus tags and exchanges, 3,732 trailers, 135 trailer tags and exchanges, 5,262 motor cycle registrations, 69 motor cycle tags, 2,341 dealer registrations, 18 motor cycle dealers, 6 duplicate dealer tags, 20,421 duplicate certificates, 163,694 transfers, 1,065,990 automobile drivers' licenses, 4,685 motor cycle drivers' licenses and 198 tractors.

Applications are carefully watched for proper information regarding bills of sale. On transfers, the fee is checked to see that the difference is correct if an increase in horse power is shown.

These applications are county filed first, then the numerical system is used. Transfers and duplicates are filed separately.

Approximately 5,000 change of addresses have been filed during the year of 1934.

Respectfully submitted



Virginia Paul
File Clerk.

INFORMATION DIVISION

January 3, 1935.

Honorable Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

I am submitting, herewith, a report of the work completed by the clerks of the Information Division for the calendar year 1934.

During the year, the clerks of this Division have maintained a 24 hour telephone service every day. By working overtime they have been able to keep the service of this Division at the highest possible standard of efficiency, which has been very beneficial to Law Enforcement Bodies, and the Public.

As the report shows, 478,350 requests were received and answered. This was an average of 1310 per day for 365 days.

During the year, a total of 1,633 certified copies were furnished and fees collected amounting to \$2,472.00.

Respectfully submitted,

Joseph M. Bright
Joseph M. Bright
Chief Information Clerk.

REPORT OF THE NUMBER OF REQUESTS FOR INFORMATION REGARDING LICENSES AND REGISTRATIONS ANSWERED DURING THE YEAR 1934

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>TOTAL</u>
Letters Regarding Duplicate and Renewal licenses and Telegrams	4329	2609	2596	2408	2565	2732	3204	3026	2489	2325	2343	3621	34247
Regular Information Letters	9156	7712	9062	8059	9038	8516	8034	8752	8127	8849	8835	9447	103587
Certified Copies, Special Delivery and Registered Letters	944	862	946	696	864	937	854	974	937	883	1238	1674	11809
Lookups on Lists and Miscellaneous Lookups	5538	5055	6295	5443	5846	7912	9232	10007	9208	13651	10004	8507	96698
Lookups on Correspondence Regarding Accidents	4784	3865	4024	4225	5105	4619	3338	4709	4221	4977	4937	5775	54579
People Appearing at Office in Person for Information	2530	1280	1335	1333	1235	1274	1255	1429	1197	1416	1220	2862	18336
1 A.M. to 9 A.M. Local Telephone Calls Received	455	383	535	623	626	591	560	715	667	617	637	643	7054
1 A.M. to 9 A.M. Long Distance Telephone Calls Received	98	133	133	174	146	149	146	123	149	136	128	116	1631
9 A.M. to 5 P.M. Local Telephone Calls Received	6385	5700	6800	5922	6875	6465	6731	7305	6713	7405	6118	7372	79791
9 A.M. to 5 P.M. Long Distance Telephone Calls Received	4553	3688	4191	3976	4259	3844	4268	4610	4164	4768	4239	4335	50895
Telephone Calls Received 5 P.M. to 1 A.M. Local	1152	913	1105	1393	1336	1334	1383	1511	1324	1509	1479	1427	15866
Telephone Calls Received 5 P.M. to 1 A.M. Long Distance	315	308	302	402	259	326	323	321	303	337	283	348	3827
TOTAL	<u>40239</u>	<u>32510</u>	<u>37324</u>	<u>34654</u>	<u>38154</u>	<u>38699</u>	<u>39328</u>	<u>43482</u>	<u>39499</u>	<u>46873</u>	<u>41461</u>	<u>46127</u>	<u>478350</u>

Photographs of
A Portable Exhibit displaying
Improper Use of the Highway



A Rural Highway Scene



A Scene of a City Intersection

How Many Violations Can You find ?...

State of New Jersey

Department of Motor Vehicles

FINANCIAL RESPONSIBILITY DIVISION

January 1, 1935.

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles.

Dear Commissioner:

I am submitting herewith a report of the activities of the Financial Responsibility and Accident Division for the year of 1934.

The apparent falling off of the work according to these statistics does not present a true picture. The reason for this decrease can be accounted for, by the section of the law which provides that when three years have elapsed since proof of financial responsibility was required, that the person may be relieved of continuing to establish evidence of his financial responsibility. In carrying out our work, particularly in connection with the cancellations and the expirations, numerous cases are discontinued when we find that the three year period has expired. This, however, does not relieve the clerks of thoroughly checking each individual case, although the actual work does not appear in these statistics.

The Financial Responsibility Law, Chapter 116, P. L. 1929, was amended during 1934, by Chapter 126, P. L. 1934, effective May 2, 1934. This law supplements the original law by provisions to the following effect:

Whenever it appears to the satisfaction of the Commissioner of Motor Vehicles that, at the time of an accident resulting in the death of or injury to any person, or damage to property to the extent of \$100.00, the judgment debtor against whom a judgment has been obtained as a result of said accident was properly insured under the Financial Responsibility Law, and said judgment has not been paid because the insurance company has become insolvent or bankrupt, he shall not suspend the operator's license and registration certificates of said judgment debtor provided the debtor files proof of financial responsibility for future accidents.

Where the operator's license and registration certificates of such judgment debtor have been suspended prior to the effective date of this act, the Commissioner may restore them upon the terms set forth in the preceding paragraph.

When three years have elapsed since proof of financial responsibility was required of a person convicted of a violation of law as set forth in the Financial Responsibility Law, it shall be lawful for the Commissioner to restore such person's license and registration certificates provided such person has not become involved in an accident as to require him to furnish proof of ability to respond in damage for a future accident, or has not, since the date of the conviction been subsequently convicted of a similar violation of law, and provided no right of action or judgment arising out of the operation of a motor vehicle shall then be outstanding against him.

A chauffeur or employed operator is relieved of the necessity of furnishing proof of financial responsibility in his own behalf where the owner furnishes such proof, provided such chauffeur or other person so relieved shall operate only a motor vehicle for which the owner has a certificate of financial responsibility on file. Penalties for violation of this provision are provided for.

This law has now been in effect in excess of five years, and we are still confronted with a few minor difficulties. The major problem at the present time is with the attitude of the magistrates, who, it is believed, find some motorists guilty of reckless driving when they actually should have been convicted for less serious violations which would not come within the scope of this law.

ACCIDENTS

Article 2, Chapter 281, Public Laws of 1928, 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 twenty-five dollars or more, to forward a report of such accident to the Department of Motor Vehicles within forty-eight hours.

Of the accident reports received forty per cent are in letter form or in some form other than the regular report. Numerous accidents are reported over the telephone or by persons who call personally at this 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 this office.

During the year, we have answered thousands of inquiries regarding accidents advising names and addresses and 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 accidents.

Total accidents reported 42,921
Total accident reports received 65,779

Included in these totals are 6,640 accident reports which were received in letter form, and the operators have failed to comply with our request to forward a report on the regular accident report form. In numerous cases drivers concerned in accidents, report such accident to the local police authorities, and are of the opinion that such a report is sufficient, and therefore, do not report such accident to this office. In such cases many of the reports are received direct from the police departments and would be included in the total accidents reported which is submitted by the Traffic Division.

Also included in these totals are 2,628 accident cases where the parties concerned have established to our satisfaction that the property damage as result of the accident was not \$25.00, and there was no evidence of personal injury. Therefore, these parties have not been required to file a report as the law does not require that such accidents be reported.

Photostat copies of all reports have been forwarded to the Traffic Division where detailed statistics of accidents in the State of New Jersey have been compiled. Complete statistics on these accidents will be found in the annual report of the Traffic Division.

98890

MAGISTRATES REPORTS

Magistrates reports received during 1934 covering convictions of certain sections of the Motor Vehicle or Traffic Acts which are set forth by the New Jersey Financial Responsibility Law, total 4,604.

These reports are classified as follows:

Article 9, paragraph 1, Chapter 281, P. L. 1928	2,975
Article 2, Chapter 281, P. L. 1928	62
Section 14, subdivision 4, Chapter 208, P. L. 1921	347
Section 14, subdivision 3, Chapter 208, P. L. 1921	1,220
Evidence of financial responsibility requested as result of conviction	4,604
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	126

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 with this office.

Cancellation notices received and the parties notified of the requirements of the law	6,485
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	105

EXPIRATIONS

This law requires that evidence of financial responsibility shall remain on file in this office for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. We maintain 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. During the year of 1934, the expiring certificates averaged 110 per day, making a total of approximately 40,150 cases checked, and when necessary the party advised of the requirements of the law. This work was discounted considerably due to the expiration of the three year period in many cases.

Certificates received during 1934	16,790
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JUDGMENTS

The law requires that this office shall take action in the case of unsatisfied judgments, when the proper certification is received from the court in which the judgment has been granted.

Total judgment cases	1,639
Revocations	1,057

Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	219
Pending on appeal	24
Pending, Inspector attempting to locate or we are endeavoring to determine address through correspondence with courts or with attorneys	103
Pending, Rule to Show Cause	100
Pending, sufficient time has not elapsed for case to be completed	136

It is the opinion that the figures quoted above need not be expected to show the full value of the "payment of Judgment" feature of this Act. Correspondence with attorneys for parties to civil action arising out of motor vehicle accidents indicates that in many cases the threat of a judgment creditor's attorney to report the failure to the judgment debtor to pay the judgment is sufficient to force prompt settlement.

REVOCATIONS

Total revocations for failure to comply with the Financial Responsibility Law	6,683
Total restorations, after establishing financial responsibility	1,907

I have in my possession a list of 871 sets of plates which were revoked during 1934, for failure to comply with the Financial Responsibility Law. These plates have been forwarded to the New Jersey State Prison for disposal.

ABSTRACTS

The law requires that the Commissioner 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.

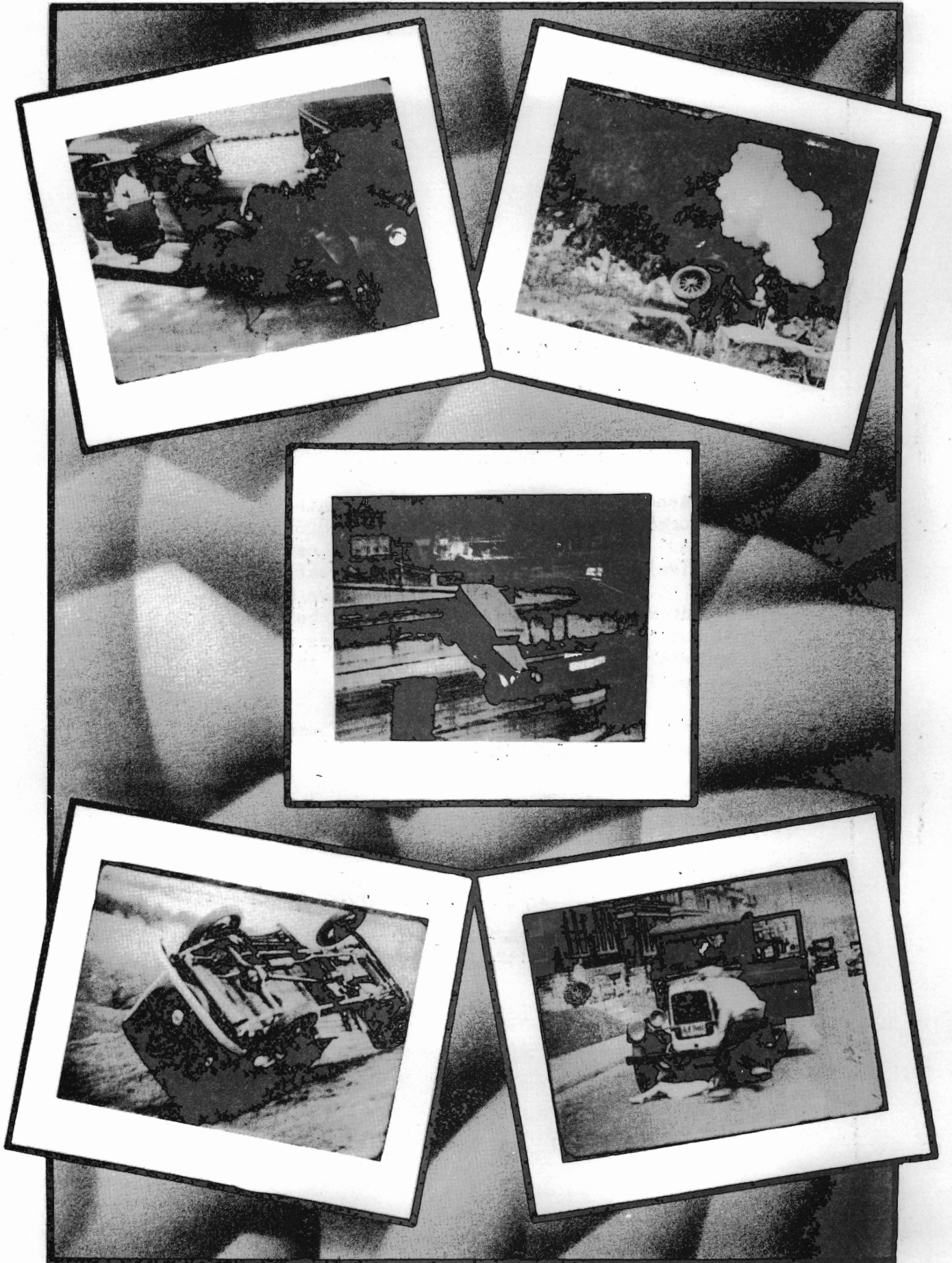
Abstracts furnished	254
Fee collected	\$ 251.00
Fee due	3.00

The operation of the photostat equipment comes under the jurisdiction of this Division. We have made pictures of all applications for certified copies, and pictures of the records of the Bill of Sale Division for certified copies. for which a fee is charged and the proceeds are included in the general returns of the Motor Vehicle Department.

Respectfully submitted,

George B. Schwoebel
 George B. Schwoebel
 Financial Responsibility Division.

Scenes from "Public Enemy No. 1" Haste results in this -



State of New Jersey Department of Motor Vehicles,

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FINES DIVISION

January 1, 1935

Hon. Harold G. Hoffman
Commissioner of Motor Vehicles
Trenton, New Jersey

Dear Commissioner:

I am submitting herewith Annual Report figures from Magistrate's Fines Division.

We have received from various Magistrates' throughout the State the total of 54,826 report cards. Although the amount of report cards received annually has not differed greatly from year to year, the amount of State fines has steadily decreased since 1930 which I believe is due to the fact that the Magistrates are not imposing such severe penalties now as in previous years, due to economic conditions.

We have received a total of \$93,152.75 as State fines for the year 1934.

Respectfully submitted,

Raynar Londahl

Raynar Londahl
Chief, Division of Fines.

COMPARATIVE STATEMENT OF FINES

Fines collected for violations of the Motor Vehicle and Traffic Act amount to \$93,152.75. A comparative table follows, showing the collections of fines by months for the years 1930, 1931, 1932, 1933 and 1934.

	<u>1930</u>	<u>1931</u>	<u>1932</u>	<u>1933</u>	<u>1934</u>
January	11,941.00	10,099.50	6,910.00	3,703.50	2,912.00
February	19,632.50	12,199.50	9,941.00	3,051.00	4,811.60
March	29,061.00	19,009.00	10,382.10	4,558.00	6,119.00
April	21,258.00	19,246.50	8,177.00	6,607.00	9,841.25
May	17,692.50	12,038.50	9,312.00	11,589.00	11,254.50
June	19,496.50	14,438.50	12,396.50	9,985.95	8,752.00
July	23,043.00	18,563.50	15,556.50	11,005.00	13,031.00
August	19,169.50	18,129.00	14,216.50	13,445.00	10,760.00
September	18,400.50	19,885.50	12,300.50	13,706.50	8,280.50
October	15,206.50	15,634.50	9,671.00	8,578.50	5,449.50
November	12,896.50	16,047.50	6,586.50	8,969.25	8,470.40
December	12,377.50	11,198.00	3,994.00	7,007.50	3,471.00
TOTALS	\$220,175.00	186,489.50	119,443.60	102,206.20	93,152.75

COUNTY TABULATION OF FINES

1 9 3 4

<u>Counties</u>	<u>Amt. due</u> <u>12-31-33</u>	<u>Ret. checks</u> <u>closed</u> <u>banks</u>	<u>Fines</u> <u>imposed</u> <u>1934</u>	<u>Cash</u> <u>received</u> <u>1934</u>	<u>Amt. due</u> <u>12-31-34</u>
Atlantic	1,457.50		7,723.00	5,777.50	1,945.50
Bergen		5.00	6,530.00	6,531.00	4.00
Burlington	.50 OP		3,210.00	3,111.00	99.00
Camden	219.00		7,067.50	6,588.50	479.00
Cape May		31.00	2,833.50	2,833.50	31.00
Cumberland		147.50	2,557.00	2,215.50	489.00
Essex			1,608.20	1,608.20	
Gloucester			4,646.75	4,644.25	2.50
Hudson			1,477.00	1,477.00	
Hunterdon			3,413.00	3,413.00	
Mercer		100.00	6,576.00	6,576.00	100.00
Middlesex	1,736.40	1,845.00	18,320.80	16,362.80	3,803.00
Monmouth	232.00		3,837.00	3,605.00	232.00
Morris	220.00		3,485.00	3,265.00	220.00
Ocean	339.00		2,152.50	1,558.50	594.00
Passaic		46.00	3,785.00	3,645.00	186.00
Salem			1,220.50	1,220.50	
Somerset			13,020.00	13,020.00	
Sussex			1,063.00	1,058.00	5.00
Union			2,604.50	2,204.50	400.00
Warren	70.00		2,508.00	2,438.00	70.00
TOTALS	\$ 4,273.40	2,174.50	99,638.25	93,152.75	8,660.00

A T L A N T I C

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12-31-34
Berchtold, Fred	1,457.50	138.00		1,595.00
Braingan, L. F.		5.50	5.50	
Breder, Fred O.		1,009.00	664.00	345.00
Bruno, N. J.		20.00	20.00	
Capizola, Peter A.		74.00	74.00	
Craven, A. J.		694.50	694.50	
Driscoll, C. B.		100.00	100.00	
Garrity, Joseph		209.00	209.00	
Hopper, William		191.00	191.00	
Kellar, A. H.		470.50	470.50	
Langer, George		13.00	13.00	
Mitchell, Joshua		9.00	9.00	
Morganweck, C. A.		2.50	2.50	
Myers, James		432.00	437.00	5.00
Naglee, J. H.		2.00	2.00	
Nassokin, Carl		402.00	402.00	
Peoples, Gertrude		625.00	625.00	
Reilly, J. J.		2.50	2.50	
Ruberton, J. A.		5.00	5.00	
Scull, B. Lehr		1,799.00	1,799.00	
Smith, Joseph		10.00	10.00	
Stein, Karl		17.00	17.00	
Strouse, George		15.00	15.00	
Wolfhart, Joseph		20.00	20.00	
TOTALS	\$ 1,457.50	\$ 6,265.50	\$ 5,777.50	\$ 1,945.50

B E R G E N

Accomando, H. A.		32.00	32.00	
Albert, William		1,171.00	1,171.00	
Bivona, William		100.00	100.00	
Ferry, Leland		8.00	8.00	
Gumibo, Frank		17.00	17.00	
Hargreaves, Louis		1,025.00	1,025.00	
Harrison, W. A.		45.00	45.00	
Honig, Herman		6.00	6.00	
Huckin, Leroy		73.00	73.00	
Kiefer, Harold		79.00	83.00	4.00 OP
Kolterjohn, Paul		117.00	117.00	
Mahler, Philip		191.00	191.00	
Marconi, Dominic		148.00	148.00	
Morris, Charles		1,859.00	1,859.00	
Oliva, Philip		25.00	25.00	
Sansone, Filomeno		10.00	10.00	
Scharf, Morris		142.00	142.00	
Smith, Harold		3.00		3.00
Stark, A. P.		15.00	15.00	
Staunton, Edward		222.00	222.00	
Sweet, Charles		38.00	38.00	
Taylor, John		355.00	355.00	
Towne, Paul		50.00	50.00	
Van Riper, Edward		10.00	10.00	
Washer, William		256.00	256.00	
Webster, Fred	5.00 *	205.00	205.00	5.00
Zahuransky, Emil		328.00	328.00	
	\$ 5.00 *	\$ 6,530.00	\$ 6,531.00	\$ 4.00

* Returned check - closed bank.

B U R L I N G T O N

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12-31-34
Absalom, Frank		91.00	91.00	
* Addison, Alfred	.50 OP	53.50	53.50	
Blankenmeyer, J. J.		7.00	7.00	
Bowers, Cecil		188.00	188.00	
Branin, Edward		2.00	2.00	
Brettell, Frank		46.00	46.00	
Brown, Fred		81.00	81.00	
Burtis, C. C.		191.00	191.00	
Callery, Thomas		5.00	5.00	
Carslake, Edward		26.00	26.00	
Cramer, Frank		31.00	31.00	
Dickinson, James		193.00	193.00	
Dugan, David		3.00	3.00	
Furth, F. George		181.00	181.00	
Gibbs, Wesley		407.00	407.00	
Grady, William		226.00	226.00	
Harvey, A. E.		51.00	51.00	
Lambert, D. E.		24.00	24.00	
Lippincott, M. S.		1.00	1.00	
Lutz, C. W.		101.00	101.00	
McCloskey, Harry		59.00	59.00	
McHugh, John		21.00	21.00	
McNulty, John		7.00	7.00	
Middleton, Walter		7.00	7.00	
Piston, Thos.		191.00	191.00	
Ritzendollar, John		1.00	1.00	
Roberts, Joseph		128.00	128.00	
Scherdecker, Julius		15.50	15.50	
Smith, J. L.		141.00	142.00	1.00 OP
Smyth, F. L.		55.00	55.00	
Speier, E. T.		59.50	59.50	
Stevenson, G. S.		135.00	35.00	100.00
Thompson, John		27.00	27.00	
Throckmorton, John		12.00	12.00	
Tunney, William		242.50	242.50	
Carslake, Charles		200.00	200.00	
TOTALS	\$.50 OP	\$ 3,210.00	\$ 3,111.00	\$ 99.00

* Adjusted

C A M D E N

Atckison, H. G.		5.00	5.00	
Bell, W. J.		18.50	18.50	
Boardman, Arch		44.00	44.00	
Cella, A. A.		2.00	2.00	
Clapp, Frank B.	219.50			219.50
Cook, J. E.		33.00	33.00	
Courtney, A. P.		15.00	15.00	
Crane, E. F.		2.50	2.50	
Curry, James		48.00	48.00	
Duncan, W. J.		284.00	284.00	
Egan, F. A.		44.00	44.00	
Farmer, J. C.		1.50	1.50	
Finkenbinder, David		292.00	292.00	
Fraser, W. F.		37.00	37.50	.50 OP
Hoffbauer, J. J.		1.50	1.50	
Hudson, R. S.		7.50	7.50	
Hunter, E. D.		153.00	153.00	
Irwin, A. D.		23.50	23.50	

C A M D E N - continued

Magistrates	Amt. due 12/31/33	Fines imposed 1934	Cash received 1934	Amt. due 12/31/34
Jackson, C. H.		514.00	514.00	
Jackson, J. E.		7.50	7.50	
Johnson, Frederic		291.50	291.50	
Keilman, G. B.		10.00	10.00	
Koster, J. N.		329.00	329.00	
Kreh, H. A.		316.00	316.00	
Lucca, Rosario		6.50	6.50	
Matthews, William		202.00	202.00	
Parker, Henry		107.00	107.00	
Patton, J. A.		4.00	4.00	
Schramm, F. C.		674.50	674.50	
Schweiger, M. D.		410.50	410.50	
Seddon, P. A.		5.00	5.00	
Smith, J. S.		700.00	700.00	
Stetser, F. D.		160.00	160.00	
Timmins, F. J.		168.00	168.00	
Valleley, John		562.50	562.50	
Van Meter, J. H.		32.50	32.50	
Voight, C. W.		30.00	30.00	
Wallen, E. B.		90.00	90.00	
Wilkinson, Geo. W.		462.00	462.00	
Yost, G. E.		619.50	359.50	260.00
Zeigler, E. C.		129.50	129.50	
Ziesch, G. J.		4.50	4.50	
TOTALS	\$ 219.50	\$ 6,848.00	\$ 6,588.50	\$ 479.00

C A P E M A Y

Brown, E. R.		46.00	46.00	
Brownmiller, G. A.		31.50	31.50	
Coapman, J. M.		574.00	574.00	
Gandy, Floyd		5.00	5.00	
Gorman, Harold		285.00	285.00	
Holton, John		140.50	140.50	
Killian, James		854.50	854.50	
Kohle, Joseph	31.00 *	626.00	626.00	31.00
Leeds, David		3.00	3.00	
Levin, Jacob		13.00	13.00	
Mendelsohn, Mark		7.00	7.00	
Myers, Lanning		75.50	75.50	
Nittenber, E. P.		91.50	91.50	
Richards, G. D.		56.50	56.50	
Tenenbaum, Leslie		24.50	24.50	
TOTALS	\$ 31.00	\$ 2,833.50	\$ 2,833.50	\$ 31.00

* Returned checks - bank closed.

C U M B E R L A N D

Barnett, Charles		5.00	5.00	
Cohen, Wolfe		47.00	47.00	
Creamer, J. P.		127.00	127.00	
Davis, H. M.	147.50 *	266.50		414.00
Davis, Samuel		105.00	80.00	25.00
D'Orio, Peter		79.00	79.00	
Downs, O. L.		5.00	5.00	
Goldblatt, Isidore		34.00	34.00	
Gross, Jack		78.00	78.00	
Johnson, W. B.		5.00	5.00	
Lore, F. J.		380.00	380.00	
Malcolm, Edwin		9.00	9.00	
Robbins, Karl		142.00	142.00	
Socwell, C. W.		5.00	5.00	
Tongue, F. H.		5.00	5.00	
Troth, Sewell		167.00	167.00	

C U M B E R L A N D - continued

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12-31-34
Van Hook, Harry		626.50	576.50	50.00
Zane, Burton		471.00	471.00	
TOTALS	<u>\$ 147.50 *</u>	<u>\$ 2,557.00</u>	<u>\$ 2,215.50</u>	<u>\$ 489.00</u>

* Returned checks - closed banks.

E S S E X

Bachman, A. P.	6.00	6.00	
Davis, E. L.	9.00	9.00	
Demarest, F. A.	11.00	11.00	
DeVita, P. L.	7.00	7.00	
Feld, A. O.	15.00	15.00	
Haller, Louis	10.00	10.00	
Kaveny, Thomas	10.00	10.00	
Krill, Julius	20.00	20.00	
Lighthipe, Herbert	72.00	72.00	
Magee, John	2.00	2.00	
Noble, E. R.	464.00	464.00	
Slayton, G. N.	67.00	67.00	
Stoddard, Fred	25.00	25.00	
Talmadge, A. V.	480.20	480.20	
Tilley, J. F.	380.00	380.00	
Young, Charles	30.00	30.00	
	<u>\$ 1,608.20</u>	<u>\$ 1,608.20</u>	

G L O U C E S T E R

Belsito, Frank	49.00	49.00	
Benner, Charles	23.50	23.50	
Bowers, William	453.00	453.00	
Crawford, Raymond	2.00	2.00	
Daniels, Oliver	4.00	4.00	
Davenport, C. J.	7.00	7.00	
Fredericks, Albert	1,348.50	1,348.50	
Friant, Harry	417.50	417.50	
Frye, Philip	5.00	5.00	
Gellenthin, Charles	64.50	64.50	
Gellenthin, John	183.00	183.00	
Harvey, Lester	216.00	216.00	
Hoffner, Chris, Jr.	26.00	26.00	
Johnson, Frank	195.25	195.25	
Leslie, Charles	17.50	17.50	
Long, William	6.00	6.00	
Magill, David	17.00	17.00	
Miller, Albert	281.00	281.00	
Robertson, Joseph	6.00	6.00	
Simmler, Fred	150.00	150.00	
Smith, John	158.50	158.50	
Snyder, Linwood	874.00	874.00	
Stanton, David	5.00	5.00	
Steelman, George	1.00	1.00	
Twiss, Harold	21.50	19.00	2.50
Wert, James	60.00	60.00	
Williams, Albert	55.00	55.00	
	<u>\$ 4,646.75</u>	<u>\$ 4,644.25</u>	<u>\$ 2.50</u>

HUDSON

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12/31/34
Barison, M. E.		1,120.00	1,120.00	
Casale, A. E.		210.00	210.00	
Modarelli, Alfred E.		5.00	5.00	
Roberson, H. K.		10.00	10.00	
Vogt, W. F.		132.00	132.00	
		<u>\$ 1,477.00</u>	<u>\$ 1,477.00</u>	

HUNTERDON

Coss, James		1,988.00	1,988.00	
Crampton, David		8.00	8.00	
Hoffman, Oliver		7.00	7.00	
Huffman, Barton		25.00	25.00	
Hummer, Embley		100.00	100.00	
Iobst, Harry		13.00	13.00	
Norris, John		104.00	104.00	
Oliver, Lester		929.00	929.00	
Sheets, Rodney		64.00	64.00	
Stockowicz, Edward		5.00	5.00	
Tarantola, Italo		10.00	10.00	
Thomas, W. H.		12.00	12.00	
Voorhees, Jacob		71.00	71.00	
Waltz, A. L.		19.00	19.00	
Webster, George		58.00	58.00	
		<u>\$ 3,413.00</u>	<u>\$ 3,413.00</u>	

MERCER

Baker, Richard		5.00	5.00	
Bethke, John		416.00	416.00	
Boscarell, John		215.00	215.00	
Bradley, Thomas		664.00	664.00	
Britton, Raymond		2,450.00	2,450.00	
Carpenter, Edwin		1,215.00	1,215.00	
Diblin, George		36.00	36.00	
Draine, Charles		813.00	813.00	
Duch, Andrew		378.50	378.50	
Hampton, Franklin		101.00	101.00	
Hoffman, Harold	100.00 *	262.50	262.50	100.00
Howe, William Jr.		5.00	5.00	
Lawrence, I. L.		10.00	10.00	
Palmatier, Chas.		3.00	3.00	
Whitehead, Edward		2.00	2.00	
	<u>\$ 100.00 *</u>	<u>\$6,576.00</u>	<u>\$6,576.00</u>	<u>\$ 100.00</u>

* Returned checks - closed bank.

MIDDLESEX

Boland, Charles	25.00	25.00
Bowers, John	21.00	21.00
Brown, Arthur	524.00	524.00
Conover, David	4,642.00	4,642.00

M I D D L E S E X - continued

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12-31-34
** Farrell, W. J.	7.00	*		
Ferrara, James		169.00	169.00	
Fillhower, A. J.		18.00	18.00	
Forgotson, R. J.	1,075.00	204.00		1,279.00
Frank, S. B.		39.00	39.00	
Hand, W. D.		12.00	12.00	
Harris, W. L.		194.00	194.00	
Holohan, J. K.		2,350.40	2,350.40	
Ivins, H. L.		304.00	270.00	34.00
Kovacs, L. T.		15.00	15.00	
Matthews, C. G.	655.00			655.00
Mayer, M. H.		232.00	232.00	
Pickersgill, H. E.		210.00	210.00	
Santoro, E. J.		16.00	16.00	
Schiller, H. E.		1,165.00	1,165.00	
Schmitt, F. C.		31.00	31.00	
Shepherd, Louis	1,845.00 *	925.00	925.00	1,845.00
Smith, W. B.		388.00	388.00	
Spilatore, G. A.		1,462.00	1,462.00	
Strong, S. V.		3.00	3.00	
Tegan, J. M.		192.00	192.00	
Tetlow, Joseph		730.00	730.00	
Van Cleaf, Linwood		1.00	1.00	
Vogel, Bernard		41.00	41.00	
Walters, George	.60 OP	2,602.00	2,611.40 (OP)	10.00
Westmayer, John		66.00	66.00	
TOTALS	<u>\$1,736.40</u>	<u>\$16,592.40</u>	<u>\$16,353.80</u>	<u>\$3,803.00</u>

* Returned checks - closed banks (\$1,845.00).

** Adjusted.

M O N M O U T H

Andrew, W. E. Jr.		2.00	2.00	
Anschelwitz, Leon		5.00	5.00	
Bacher, Wallace		157.00	157.00	
Barker, Stephen		4.00	4.00	
Bolte, Harry, Sr.		521.00	521.00	
Bolte, Harry, Jr.		429.00	429.00	
Clct, Marcel	232.00			232.00
Denegar, Harold		15.00	15.00	
Eiseman, Sigmund		121.00	121.00	
Emmons, Walter		33.00	33.00	
Greene, George		61.00	61.00	
Knight, J. Edward		2.00	2.00	
Krusen, W. L.		600.00	600.00	
Meese, Louis		65.00	65.00	
Magill, Joseph		12.00	12.00	
Mount, Charles		23.00	23.00	
Packer, W. K.		10.00	10.00	
Quinn, Fred		710.00	710.00	
Reid, Andrew		2.00	2.00	
Schooley, Joseph		15.00	15.00	
Schur, Curt		8.00	8.00	
Smith, Thomas		674.00	674.00	
Wainright, E. C.		113.00	113.00	
Weigand, J. F.		19.00	19.00	
Young, J. H.		4.00	4.00	
TOTALS	<u>\$ 232.00</u>	<u>\$3,605.00</u>	<u>\$3,605.00</u>	<u>\$ 232.00</u>

M O R R I S

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12-31-34
Adolff, A. M.		223.00	223.00	
Bishop, William, Jr.		154.00	154.00	
Bontempo, Emilio		25.00	25.00	
Brown, Albert		54.00	54.00	
Cooke, J. D.		5.00	5.00	
De Camp, F. A.		57.00	57.00	
Doney, Clarence		161.00	161.00	
Fancher, Harry		1.00	1.00	
Gardner, W. A.		33.00	33.00	
Green, R. F.		38.00	38.00	
Hartdorn, Gustav		131.00	131.00	
Hatfield, William		25.00	25.00	
Huyler, Louis		347.00	347.00	
Keefe, William		80.00	80.00	
Keeler, Henry		210.00	210.00	
Lucas, William		857.00	857.00	
Mabie, L. L.		3.00	3.00	
Magruder, R. A.		25.00	25.00	
Malovany, D. M.		25.00	25.00	
McPeak, G. W.		246.00	246.00	
Mischiaro, R. S.		42.00	42.00	
Morton, C. L.		1.00	1.00	
Myers, W. G.		217.00	217.00	
Rosenbaum, John		10.00	10.00	
Salny, Milford		5.00	5.00	
Tinney, Roy		45.00	45.00	
VanKeuran	220.00			220.00
Watson, Fred		9.00	9.00	
Waxberg, Louis		236.00	236.00	
TOTALS	<u>\$ 220.00</u>	<u>\$3,265.00</u>	<u>\$3,265.00</u>	<u>\$ 220.00</u>

O C E A N

Asson, J. W.		1.00	1.00	
Becker, F. J.		52.00	52.00	
Bennett, Raymond	143.00			143.00
Berkowitz, Isaac		353.00	353.00	
Briggs, Frank		78.50	78.50	
Cramer, W. S.		23.00	23.00	
Esty, James		10.00	10.00	
Farrow, William		224.00	224.00	
Leary, William		429.00	229.00	200.00
Mahland, Frederick	196.00			196.00
Minnick, Fred		2.00	2.00	
Novins, Benj.		322.00	322.00	
Potter, Edward		97.00	42.00	55.00
Smith, Henry		188.00	188.00	
Stratton, A. V.		14.00	14.00	
Whitson, W. W.		2.00	2.00	
Woerner, C. F., Jr.		8.00	8.00	
Yoder, J. L.		10.00	10.00	
TOTALS	<u>\$ 339.00</u>	<u>\$1,813.50</u>	<u>\$1,558.50</u>	<u>\$ 594.00</u>

P A S S A I C

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12-31-34
Ball Edward		200.00	60.00	140.00
Byrne, Charles		242.00	242.00	
Conant, Fred		1,326.00	1,326.00	
Duffy, Vincent		133.00	133.00	
Gale, Ronald		7.00	7.00	
Houman, G. C.		135.00	135.00	
Husk, Richard		369.00	369.00	
Klein, Moritz		520.00	520.00	
Preis, Edward		11.00	11.00	
Roome, Oliver		5.00	5.00	
Schmidt, George	46.00 *	124.00	124.00	46.00
Schoonmaker, Harold		33.00	33.00	
Sixx, J. Roy		10.00	10.00	
Smith, R. B.		614.00	614.00	
Temby, Fred, Jr.		40.00	40.00	
Weaver, John		16.00	16.00	
	<u>\$ 46.00</u>	<u>\$3,785.00</u>	<u>\$3,645.00</u>	<u>\$ 186.00</u>

* Returned checks - closed bank.

S A L E M

Ayars, L. S.	1.00	1.00	
Barish, S. M.	22.50	22.50	
Conine, W. J.	13.50	13.50	
Geiter, H. M.	33.00	33.00	
Glick, Harry	324.00	324.00	
Humphreys, D. G.	107.00	107.00	
Kidd, R. W.	324.00	324.00	
Kirk, George	13.00	13.00	
Linch, H. H.	36.00	36.00	
Lippincott, W. S.	278.00	278.00	
Smith, E. S.	20.00	20.00	
Trice, P. E.	5.00	5.00	
Wetzel, H. C.	10.00	10.00	
Wright, S. H.	33.50	33.50	
	<u>\$1,220.50</u>	<u>\$1,220.50</u>	

S O M E R S E T

Baier, Joseph	4.00	4.00	
Carpenter, A. G.	13.00	13.00	
Dreier, A. S.	5.00	5.00	
Durham, H. E.	144.00	144.00	
Durling, G. W.	45.00	45.00	
Mathews, O. B.	10.00	10.00	
Rehder, C. E.	424.00	424.00	
Schuessler, Irving	2.00	2.00	
Smith, George	8,370.00	8,370.00	
Sutphen, R. H.	41.00	41.00	
Totten, G. D.	3,508.00	3,508.00	
Williams, J. J.	454.00	454.00	
	<u>\$13,020.00</u>	<u>\$13,020.00</u>	

S U S S E X

Magistrates	Amt. due 12-31-33	Fines imposed 1934	Cash received 1934	Amt. due 12-31-34
Clopper, C. K.		15.00	15.00	
Madden, J. P.		3.00	3.00	
Mendell, H. M.		199.00	199.00	
Moyse, W. D.		137.00	137.00	
Shaw, J. J.		3.00	3.00	
Sutting, E. M.		127.00	127.00	
Sutton, J. O.		244.00	244.00	
Van Ness, Charles L.		325.00	320.00	5.00
White, H. N.		10.00	10.00	
		<u>\$1,063.00</u>	<u>\$1,058.00</u>	<u>\$ 5.00</u>

U N I O N

Brown, J. F.		3.00	3.00	
Buckley, W. R.		397.00	397.00	
Ceglowski, W. M.		258.00	58.00	200.00
DeMeza, W. G.		153.00	153.00	
Hoffman, A. C.		5.00	5.00	
Kearney, T. B.		23.00	23.00	
Kein, G. B., Jr.		733.00	533.00	200.00
Loveland, L. L.		240.00	240.00	
Nash, A. C.		201.00	201.00	
Rakin, Louis		86.00	86.00	
Spinning, E. T.		114.50	114.50	
Spitzhoff, F. H.		54.00	54.00	
Ward, C. A.		40.00	40.00	
Weiner, F. S.		3.00	3.00	
Winckler, W. L.		294.00	294.00	
		<u>\$2,604.50</u>	<u>\$2,204.50</u>	<u>\$ 400.00</u>

W A R R E N

Baker, C. P.		149.00	149.00	
Craig, A. B.		254.00	254.00	
Fisher, C. F.		183.00	183.00	
Mazzatta, Benj.		2.00	2.00	
Pierson, M. A.		953.00	953.00	
Sharps, E. W.		9.00	9.00	
Sloan, Alvin		34.00	34.00	
Snyder, B. E.		467.00	467.00	
VanBilliard, James	70.00			70.00
Weiss, Ray M.		288.00	288.00	
Wildrick, E. J.		24.00	24.00	
Wildrick, H. G.		5.00	5.00	
Willever, C. C.		70.00	70.00	
	<u>\$ 70.00</u>	<u>\$2,438.00</u>	<u>\$2,438.00</u>	<u>\$ 70.00</u>

AUTOMOBILE UNDERWRITERS DETECTIVE BUREAU

EASTERN DIVISION

NATIONAL AUTOMOBILE THEFT BUREAU

MAINTAINED BY ASSOCIATED INSURANCE COMPANIES
LICENSED BY THE STATE OF NEW YORK

ONE LIBERTY STREET

NEW YORK

TELEPHONE JOHN 4-1960

HARRY M. SHEDD
DIRECTOR AND PRINCIPAL

WILLIAM N. HAVENS
ASSISTANT DIRECTOR

JEROME STEINERT
OFFICE MANAGER

IN REPLY PLEASE REFER
TO FILE No. **136018**

BRANCH OFFICES
PHILADELPHIA
LIBERTY TRUST BUILDING
BROAD AND ARCH STS.
BOSTON
11 BEACON STREET
BUFFALO
237 MAIN STREET
PITTSBURGH
530 FOURTH AVENUE

December 27, 1934

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
Trenton, New Jersey.

Dear Commissioner:

You will undoubtedly be interested to know that automobile theft figures compiled by this Bureau for over one hundred and eighty insurance companies disclose the fact that thefts in New Jersey for the year 1934 declined twelve per cent as compared with the year 1933.

This reduction is gratifying and particularly significant when it is taken into consideration that thefts have steadily declined in the State of New Jersey since the enactment of the Bill of Sale Law which you sponsored, and since the effective date of this Law automobile thefts have decreased fifty-three per cent in New Jersey.

The reduction of thefts is undoubtedly due largely to the splendid enforcement of the entire Motor Vehicle Act under your direction. The inspectors of your Department have worked untiringly to curb crime, and the prosecutions and convictions they have obtained have had a marked effect on criminals who in the past have stolen and sold motor vehicles. It is my belief that at no time since the organization of the Department of Motor Vehicles of New Jersey has the automobile thief and other violators of the motor vehicle laws been taught to respect the various laws as under your administration.

The wonderful co-operation you have extended to all law enforcement bodies and organizations who are charged with the detection of criminals and crime prevention work is indeed commendable, and I take this opportunity of congratulating you upon your accomplishments, which are most gratifying to me, the interests which I represent and, I am sure, the general public.

Yours very truly,



H. M. Shedd
Director.

HMS:MB

SEE OTHER SIDE FOR MEMBER COMPANIES

STATE OF NEW JERSEY
THE COMMISSIONER OF MOTOR VEHICLES
BILL OF SALE LAW DIVISION

January 1, 1935.

Hon. Harold G. Hoffman,
Commissioner Of Motor Vehicles.

Dear Commissioner:

I am submitting, herewith, the annual report of the activities of the Bill of Sale Division, in which the various types of titles issued are itemized. These constitute the source of revenue of the Bill of Sale Division:

Original Bills of Sale	75,995 @ \$.50	- \$ 37,997.50
Assignments	400,068 @ .50	- 200,034.00
Abstracts of Contract	106,236 @ .50	- 53,118.00
Foreclosure Bills of Sale	7,343 @ .50	- 3,671.50
Certificates Permitting		
Title Papers to be Filed	58,197 @ 1.00	- 58,197.00
Duplicate Bills of Sale	8,358 @ 1.00	- 8,358.00
Dealers Bill of Sale Licenses	393 @ 10.00	- 3,930.00
Penalties	792 @ 1.00	- 792.00
Photostatic Copies		- 251.50
Interest		- 339.60

The total revenue for the Bill of Sale Division from January 1st to December 31st, 1934 was \$366,689.10, which indicated an increase of \$26,594.17 over our 1933 receipts.

The total maintenance cost of this Division including salaries, printing, filing cabinets and all other equipment was \$64,200.00.

In the registration and regulation of dealers, very stringent rules have been incorporated to safeguard the issuance of titles, the issuance of dealers' plates, and Bill of Sale Licenses, so that every precaution may be exercised to protect the public in the purchase of automobiles. During the past year a ruling was instituted requiring all new dealers to file a bond either through a surety company or an individual outside of the company in the amount of \$500.00, which acts as an additional safeguard against the misuse of dealers' tags and proper care of bill of sale forms.

During the year 1934 many hearings were held before Deputy Commissioner Arthur W. Magee, and as a result of intensive investigation by Inspectors, 211 dealers' bill of sale licenses were revoked, in addition to the number of dealers' plates that were revoked for the misuse of dealers' plates.

A total of 648 Bill of Sale licenses have been revoked since the enactment of the law in 1931.

There were 393 new dealers registered during the year 1934, which brings the total number of dealers now registered to issue Bills of Sale to 2,544, of which there are 1,608 New and Used Car Dealers, and 936 permitted to issue titles for Used Cars only.

The Title Division, in addition to maintaining an accurate record of all car sales, records all encumbrances in the form of conditional sales, and each holder of a lien is required by law to notify our department upon the completion of the conditional sales contract. Upon receipt of such

notification the lien is cancelled in our files.

The department now has on file approximately 1,900,000 titles, showing the complete chain of title of the vehicle, so that in the event of lost titles, court cases, judgments, executions, etc., an authentic history of the car is available.

The Bureau of Underwriters have been unstinting in their expressions of praise for the efficiency with which the Title Act is functioning. As an evidence of this efficiency, there was a further reduction of 9% in the number of thefts in New Jersey for the year 1934, making a total reduction of 53% since the enactment of the Bill of Sale Act in 1931. The recovery of 55 cars has been credited to the efforts of the Motor Vehicle Department and are listed with a valuation of \$25,000.00. Further evidence is given in view of the greatly reduced number of stolen cars recovered in New Jersey. Approximately 90% of cars stolen in New Jersey were recovered which indicates the efficiency and thoroughness with which the Police and Inspectors of the department, together with the operators of the Automobile Underwriter's Detective Bureau have clamped down on the stolen car traffic. It is indicative of the strictness of the Act that New Jersey is no longer being used as a "dumping ground" for stolen cars, and by our continued strict enforcement, New Jersey is becoming known as the one state to which the auto thieves give a wide berth.

It is again necessary to call attention to the absolute lack of space both for filing equipment, working space, and the additional filing space required, so the department may maintain its efficiency in the proper filing and maintenance of their records.

In closing my report I cannot fail to express our appreciation for the cooperation given our department by the dealers and Dealers' Association in the State of New Jersey in their constant efforts to comply with the regulations of the Bill of Sale Act, their generous compliance with all new rulings made to further strengthen our title laws, and their many friendly suggestions.

Respectfully submitted,



R. Earle Leonard
Assistant Chief Clerk.

DEPARTMENT OF MOTOR VEHICLES

EXCISE DIVISION

January 1, 1935

Honorable Harold G. Hoffman
Commissioner of Motor Vehicles

Dear Commissioner:

Since January 1, 1931, the law has provided for the payment of a half cent per mile tax by operators of passenger busses, transporting from

- (1) a point outside the State to another point outside the State,
- (2) a point outside the State to another point within the State,
- (3) a point within the State to another point outside the State,

the proceeds to be devoted to the construction and maintenance of highways.

The responsibility of collection was placed in you (Chapter 223, Laws of 1930); the Legislature, however, failed to make an appropriation by which you could add to your already overworked personnel, nor vested in you any disciplinary power over bus operators who ignored the provisions of the law, other than the right to sue them in the law courts for the recovery of the tax and in the Chancery court for injunction against operation.

In addition to the voluminous duties with which he was occupied, Chief Auditor Bernard E. O'Keefe took hold of this job of tax collection from the interstate bus operators. When it is borne in mind that the industry is still in a chaotic state, that a majority of the operators are non-resident and in questionable financial condition, that bus companies are constantly going out of business with new ones taking their place and that no summary powers existed to punish tax evaders, he did remarkably good work.

In the latter part of 1933, you instructed the undersigned to collaborate with Mr. O'Keefe in the preparation of a complete revision of the law. Upon completion, you submitted it to the 1934 Legislature with your recommendation that it be adopted and it became Chapter 68, Laws of 1934. Its salient features are:

- (1) Payment of tax monthly. (Same as original Act.)
- (2) Filing of complete schedules of operation; immediate notice required of changes in schedules, routes or number of miles travelled daily. (new)
- (3) Commissioner can demand surety bond to guarantee payment of tax when he deems it necessary. (New)
- (4) Commissioner can examine books of operator; examine witnesses under oath; issue subpoena to compel production of books and attendance of witnesses. Institute contempt proceedings in Supreme Court against witnesses who ignore subpoena, or who refuse to make satisfactory answer. (New)

(5) Failure to pay tax, file bond when demanded, refusal to submit the books for examination or to respond to subpoena are good causes for Commissioner to revoke auto bus registrations of delinquent operator, or to prevent operation in this State where buses are registered in another State. (New)

(6) To make a false or fraudulent report with intent to defraud the State, or to evade payment of proper tax is constituted a misdemeanor and punishable as such. (New)

An appropriation having been made by the Legislature, an Excise Division was organized functioning under the supervision of the undersigned.

During its formative period, Mr. O'Keefe's suggestions and experience proved invaluable; and I desire to publicly express my appreciation for his kindly and willing co-operation given to me unstintingly at all times.

Due to the limited appropriation, only four inspectors could be appointed for this work. Human nature, being what it is, and the bus men being no better or no worse than the general run of human nature (especially when the tax collector is seeking either money or information), it was sometimes necessary to call on Chief Inspector Shanley, head of the regular inspection staff, to assign one or more of his men for temporary assistance. On every occasion, he promptly and cheerfully responded and I take this opportunity of acknowledging my thanks.

It became immediately apparent in order to determine whether the State was receiving its adequate returns, that a comprehensive check-up of bus mileage operation was essential. New Jersey is the gateway of the nation. Bus travellers use every one of our State highways in their migrations to all points North, South, East and West. To cover all of the sixty-five points of ingress and egress with the limited number of personnel available was impossible. But when the Federal Emergency Relief Administration offered the use of a comparatively large number of men (at no expense to the Department), the survey was made. Men were assigned to every point (including the bridges, tunnels and ferry boat approaches) and checked every interstate bus for a continuous period of three hundred and sixty hours (fifteen full days from November 27th) under the efficient supervision of the Excise staff. Each individual report is now being thoroughly compared with the monthly mileage reports filed by the bus operators. Discrepancies will not only result in prompt demand for additional tax payments and penalties from tax evaders, but surety bonds as well. Failure to comply will bring on revocation of operation and law suits to recover.

Messrs. Kaufman, Brown and Holvick of this division have proven to be conscientious and intelligent subordinates. They have carried out their duties in a highly satisfactory manner.

I am enclosing a statement of excise collections for 1934.

I have two suggestions for your consideration. With a realization that we have the finest highways in the world, paid for by the taxpayers and residents of this State, the compensation paid by the people engaged in interstate bus transportation for the use of our highways is, in my opinion, inadequate. It should be doubled. A mileage tax of one cent a mile can only be regarded as fair and reasonable. The inspection staff should be doubled. Its duties are to examine the books of the operators as to mileage entries, cover the roads to determine actual mileage operation, stop the operation of buses whose owners operating privileges have been revoked and arrest the drivers thereof, and to scrutinize the monthly tax

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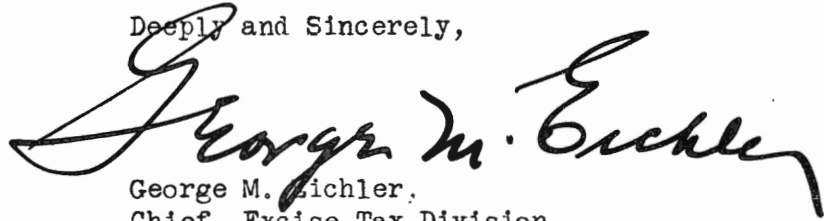
returns. The force is entirely too small to take care of the comprehensive work involved.

I cannot conclude this report without expressing my high regard and admiration for you and the pleasure I have derived from my association both with you and Deputy Commissioner Arthur W. Magee during the past five years.

In the course of human events, some men are picked for high places. We, those men and women, who have worked with you in the cause of human safety, hate to see you go -- even though it is to higher places and greater duties and responsibilities.

Auf Wiedersehn; may God, in his wisdom, spare you for many years to come for the greater glory and benefit of the State and the Nation.

Deeply and Sincerely,

A handwritten signature in cursive script that reads "George M. Eichler". The signature is written in dark ink and is positioned above the typed name and title.

George M. Eichler,
Chief, Excise Tax Division.

STATEMENT OF EXCISE COLLECTED ON BUSES OPERATED INTERSTATE

MONTH	TOTAL MILEAGE	EXEMPT MILEAGE	TAXABLE MILEAGE	AMOUNT	BANK INTEREST	TOTAL AMOUNT
January	1,303,046.2	189,553.2	1,113,493.0	\$ 5,567.06	\$ 7.19	\$ 5,574.25
February	1,010,703.3	141,394.9	869,308.4	4,367.28	3.87	4,371.15
March	1,207,077.3	127,701.3	1,079,376.0	5,400.32	4.02	5,404.34
April	1,161,343.5	121,251.6	1,040,091.9	5,200.78	3.55	5,204.33
May	1,252,602.4	110,126.6	1,142,475.8	5,691.62	4.68	5,696.30
June	1,443,295.5	99,582.2	1,343,713.3	6,718.50	3.69	6,722.19
July	2,307,446.9	93,775.0	2,213,671.9	11,078.98	5.35	11,084.33
August	2,021,344.6	164,766.6	1,856,578.0	9,396.20	6.24	9,402.44
September	1,664,762.6	131,582.3	1,533,180.3	7,553.11	5.39	7,558.50
October	1,491,299.9	150,704.4	1,340,595.5	6,704.47	4.22	6,708.69
November	1,187,325.7	150,536.8	1,036,788.9	5,183.19	3.62	5,186.81
December	1,421,779.9	140,105.2	1,281,674.7	6,407.82		6,407.82
TOTAL	17,472,027.8	1,621,080.1	15,850,947.7	\$79,269.33	\$ 51.82	\$79,321.15

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REPORT OF DEPARTMENT COUNSEL

ALEXANDER F. ORMSBY

ASSISTANT ATTORNEY GENERAL

January 1, 1935.

Hon. Harold G. Hoffman,
Commissioner of Motor Vehicles,
State House,
Trenton, New Jersey.

My dear Commissioner:

I was appointed by the Honorable David T. Wilentz as Assistant Attorney General and assigned to your department, with your consent, on or about April 1st, 1934.

I desire at this time to respectfully submit to you a list of the matters that were presented to me for attention.

You undoubtedly appreciate that your department did not have the services of an Assistant Attorney General to handle, specifically, Motor Vehicle matters involving legal problems, for some time prior to my appointment and designation.

In order that I might become quickly acquainted with this accumulation of work, it was your desire that I meet the chief officials of the different departments under your supervision. A meeting was accordingly arranged by you and by this method I was able to grasp a more intimate picture of the work which then confronted me.

After an examination of the matters referred to me, I recommended that a docket system be installed. This system has been responsible for much improvement in the handling and final disposition of such legal activities.

I wish, therefore, at this time to present a list of matters that have received my consideration and attention:

Application of Joseph Wilson and Keiph Van Buren.

Re: License

State vs. William P. Collins

Re: Overloading

In the matter of Watson Dougher

Re: Weighing of trucks on bridges.

Hoffman vs. Hull

Re: Authority of Common Pleas Judge.

In the matter of Fred Kurowsky

Re: Garnishment Proceedings.

In the matter of Road Scrapers

Re: License and Renewal

In the matter of Lincoln Stages

Re: Taxes

Perry vs. Standard Accident Insurance Company

Re: Financial Responsibility

In the matter of Mount Tabor Camp Meeting Association
Re: Ordinances.

In the matter of John Gallick
Re: Fine

In the matter of Usher Publishing Company
Re: Form of official warrant

State vs. Brown and White Cab Company
Re: Taxes on operation of cabs

State vs. George J. Peuker et al.
Re: Bond

In the matter of Toy Motor Cars
Re: Licenses

In the matter of Kealy, et al.
Re: Service on executor of estate of non-resident defendant.

State vs. Dattalo
Re: Bond

In the matter of Charles P. Hughes
Re: Fines

State vs. Rowe
Re: Certiorari--Supreme Court

State vs. Dorch
Re: Certiorari--Supreme Court

In the matter of William Van Buskirk
Re: Fees and costs

State vs. Haynes
Re: Constitutionality of Statute

In the matter of Magistrates:

Reuben Forgotson	Hildreth M. Davis
Harry L. Ivins	Thomas Hannon
John Van Keuren	Fred Berchtold
Marcel Clot	Edward F. Potter
James Van Billiard	Charles G. Matthews
Frank T. Clapp	Raymond Bennett
Frederick A. Mahland	Philip Walters

In the matter of the Estate of Louis Shepherd, deceased.
Re: Fines

In the matter of Joseph Harvath
Re: Complaint

In the matter of Frank Kelly
Re: Fines and Ordinances

State vs. Ralph Cerciello
Re: Section 9-1 - Motor Vehicle Act

In the matter of Edward Davis
Re: Action of Common Pleas Judge concerning appeals

- In the matter of F. W. Freeman
Re: Jurisdiction of Criminal Judicial District Court.
- E. H. Terviz and Grand Central Renting vs. T. G. Healy
Re: Driver's license
- In the matter of Commissioner's inquiry
Re: Constitutionality of statute involving revocation of licenses.
- In the matter of Frederick P. Lee
Re: Exempt firemen
- In the matter of form for bond under Chapter 68--Public Laws of 1934
- State vs. Albert Hutzler
Re: Decision of Recorder
- Cornelia Hill vs. Simon Hampton
Re: Improper registration
- State vs. Harry O'Neil
Re: Affirming Judgment
- In the matter of the Boulevard Transit Lines
Re: Plates
- In the matter of Temporary registration for new cars
Re: Approval of Procedure
- Citizens Casualty Company
Re: Compulsory Insurance
- Inquiry of William Bell
Re: Costs
- In the matter of Jail Sentences
Re: Sentence in lieu of costs
- Inquiry of John H. Grossman
Re: Ordinances
- Inquiry of S. B. Magee
Re: Summons and discontinuance
- Inquiry of A. C. Johnson
Re: Summons
- Inquiry of Thomas Lyons
Re: Suspended sentence
- Inquiry of Joseph Susskind
Re: Bill of Sale Act
- State vs. Walker
Re: Second Offense
- State vs. Buehler
Re: Burden of Proof
- In the matter of J. E. Finnegan
Re: Taxes
- In the matter of Anthony Clauso
Re: Validity of fine

Inquiry of Abraham Lieberman
Re: Interpretation of Statute

Inquiry of Roy S. Tinney
Re: Prosecutions

Inquiry of Edward C. May
Re: Parking

Inquiry of R. Earle Leonard
Re: Dealer's plates

Inquiry of John H. Pursel
Re: Omnibus

Inquiry of John Soldavini
Re: Recorder's Procedure

Inquiry of A. C. Hoffman
Re: Summons

Jeremiah J. Murphy vs. Jill Brothers, Inc.
Re: First District Court, Jersey City

Inquiry of Louis A. Manfredi
Re: Procedure

Inquiry of A. J. Geleng
Re: Constables

State vs. Friedlander
Re: Costs

Inquiry of Sol. J. Lavner
Re: Section 14-3; Motor Vehicle Act

State vs. James H. Pulis
Re: Section 14-3; Motor Vehicle Act

Matthews vs. Hansmann
Re: Fines

Friedlander vs. Fowlie
Re: Supreme Court Action

Friedlander vs. Holohan
Re: Supreme Court Action

In the matter of the Orange Cab Company
Re: Taxicabs

Appeal Cases:

ATLANTIC COUNTY

State vs. Urgo

BERGEN COUNTY

State vs. Barbour
State vs. O'Keefe

BURLINGTON COUNTY

State vs. Nicoluk
State vs. Bintliff
State vs. Loveland
State vs. Pinto
State vs. Howardell
State vs. Fitzgerald
State vs. Wolf

CAMDEN COUNTY

State vs. Goldberg
State vs. Soltner
State vs. Spencer
State vs. Warrington
State vs. Stetson

CAPE MAY COUNTY

State vs. Cassidy

CUMBERLAND COUNTY

State vs. Baab
State vs. Giles

ESSEX COUNTY

State vs. Byrns

GLOUCESTER COUNTY

State vs. Brown

MERCER COUNTY

State vs. Jastrzebski

MIDDLESEX COUNTY

State vs. Griggs

MORRIS COUNTY

State vs. Roughgarden
State vs. Sehorn Lee

OCEAN COUNTY

State vs. Butler
State vs. Van Kirk
State vs. Feltman

UNION COUNTY

State vs. Librizzi
State vs. Schadt

Every Wednesday is designated as a hearing day for any and all miscellaneous Motor Vehicle inquiries and prosecutions. At such time and place I have assisted Mr. Arthur W. Magee, Deputy Commissioner, in rendering necessary legal advice and also prosecuted those cases that he deemed necessary.

I have personally been available for your own inquiries in connection with the department work.

During the course of my work, I interviewed several members of the department on miscellaneous legal questions. Telephonic communications, written communications, and conferences, further assisted me in bringing to a conclusion much of this work.

Permit me to advise you that much progress was accomplished because of splendid cooperation received not only from you, personally, but also Deputy Commissioner Arthur W. Magee, and other members of the department whose assistance I sought to help me in the performance of my duties.

Respectfully submitted

A handwritten signature in cursive script, reading "Alexander F. Ormsby". The signature is written in dark ink and is positioned above the typed name.

Alexander F. Ormsby
Assistant Attorney General.

*An average of 1 of every
15 vehicles registered in
New Jersey involved in
accidents last year*



**WILL YOU?
BE NEXT?**

THAT DEPENDS UPON YOU!

State of New Jersey

Department of Motor Vehicles

