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PRINCETON LOCAL GOVERNMENT
SURVEY

Rec'd. 10-16-40

THIRTY-FOURTH

ANNUAL REPORT

OF THE

COMMISSIONER OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

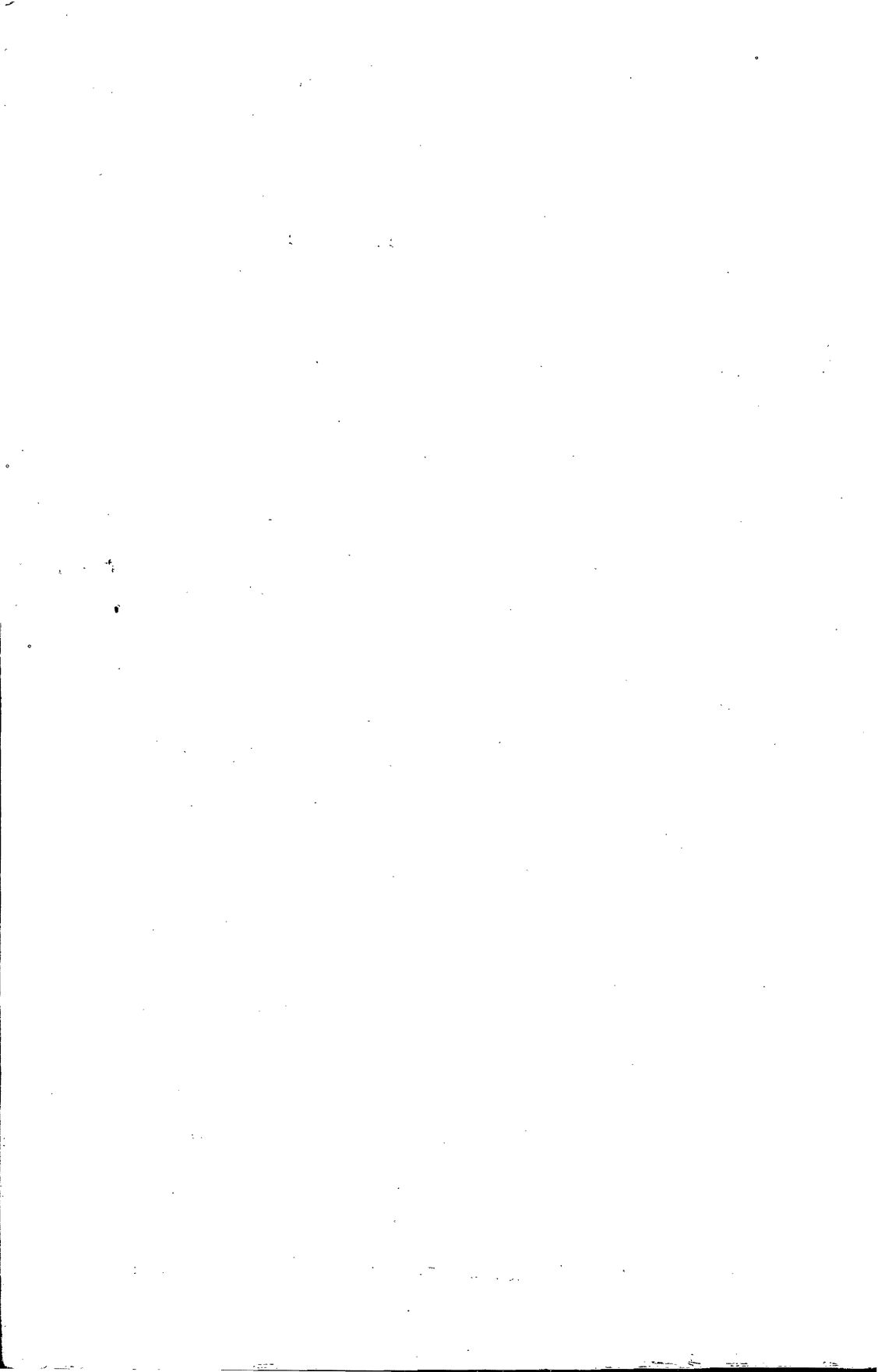
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1939



ARTHUR W. MAGEE,
Commissioner

WILLIAM J. DEARDEN,
Deputy Commissioner



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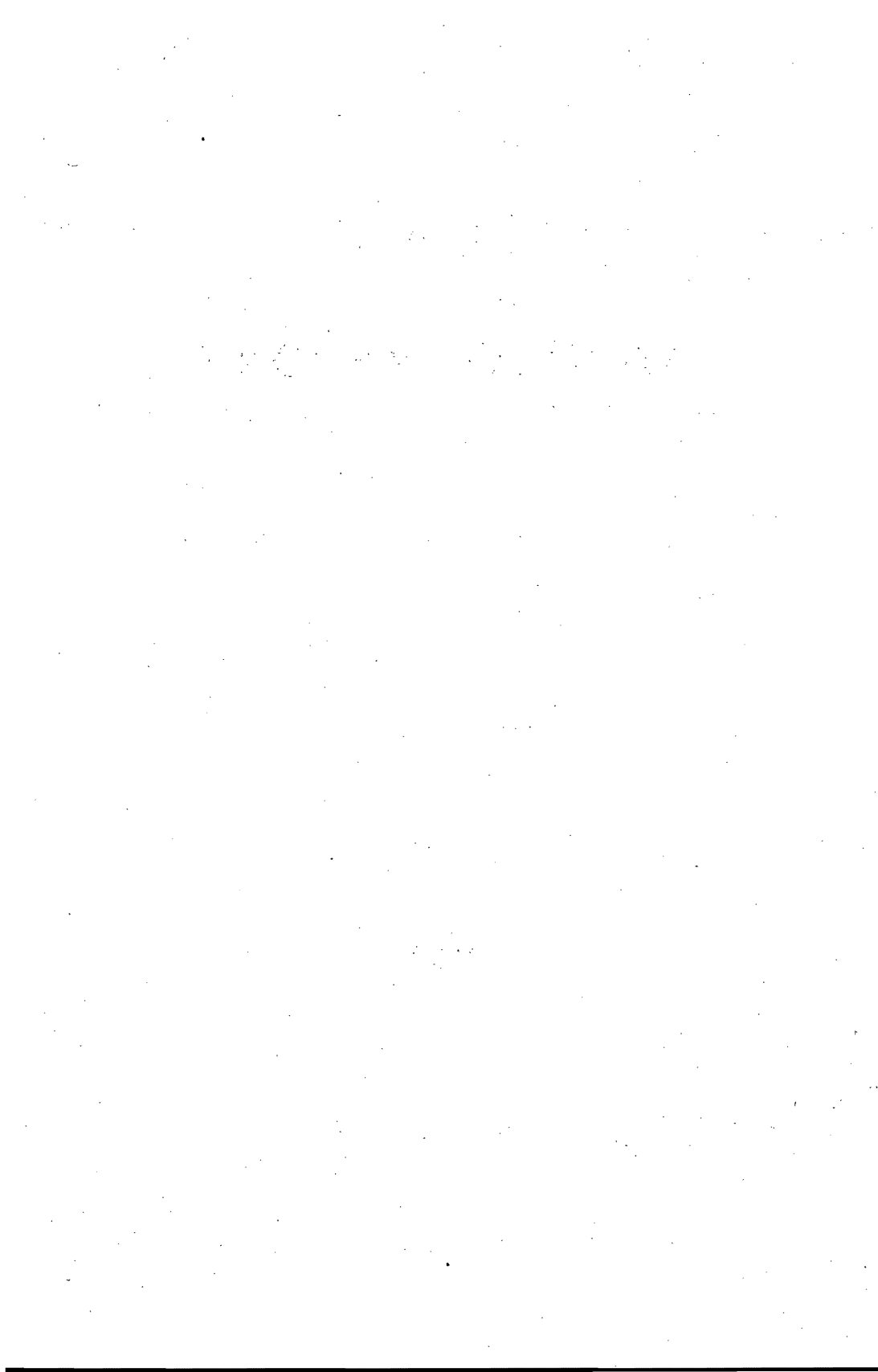
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STATE OF NEW JERSEY
THE COMMISSIONER OF MOTOR VEHICLES
TRENTON, N. J.

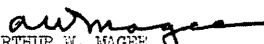
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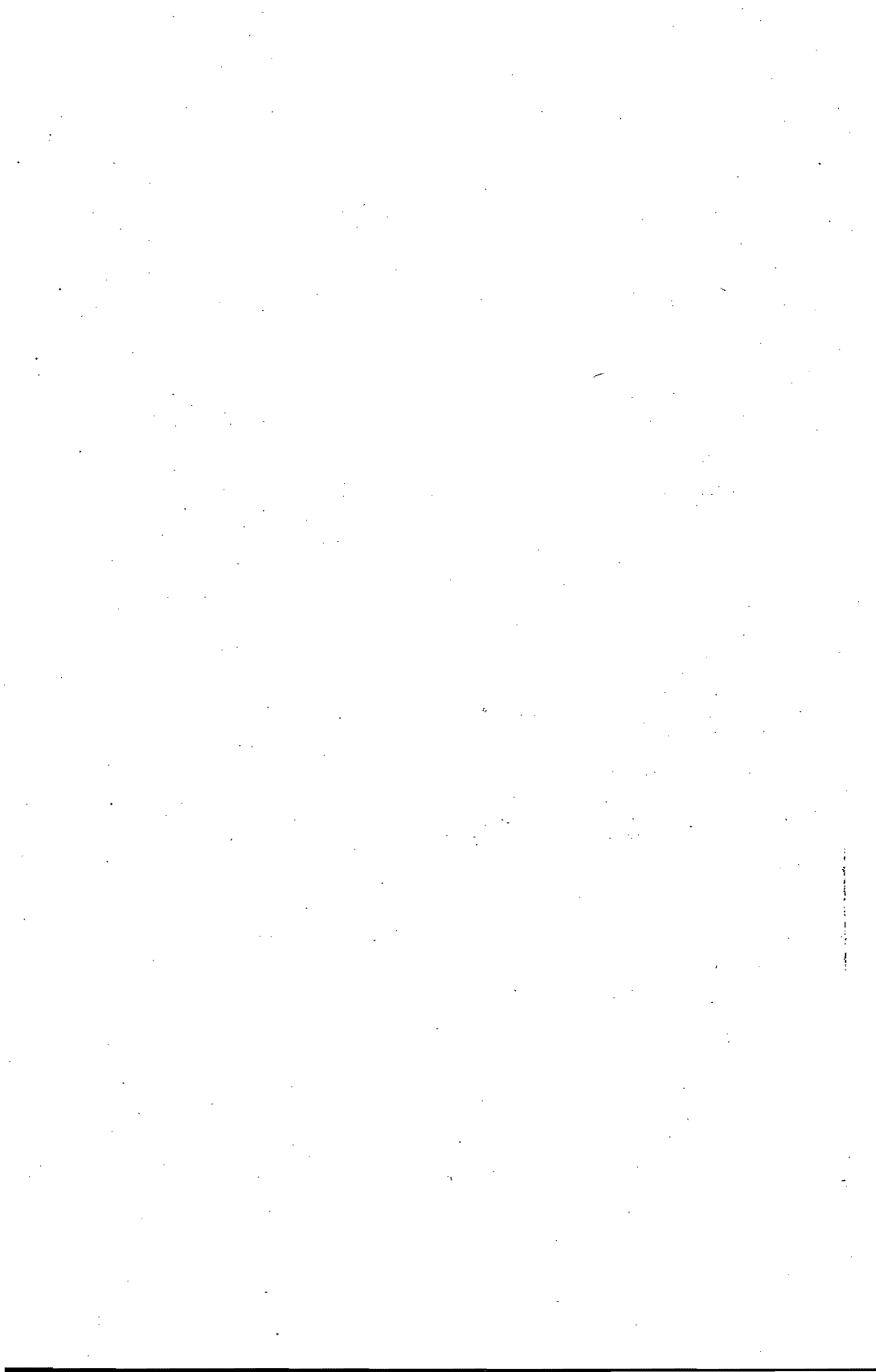
TO HIS EXCELLENCY THE GOVERNOR AND THE LEGISLATURE:

Gentlemen:

In accordance with the provisions of Chapter 39:4-6,
of the Revised Statutes, I submit herewith a report of the
activities of the Motor Vehicle Department for the year 1939.

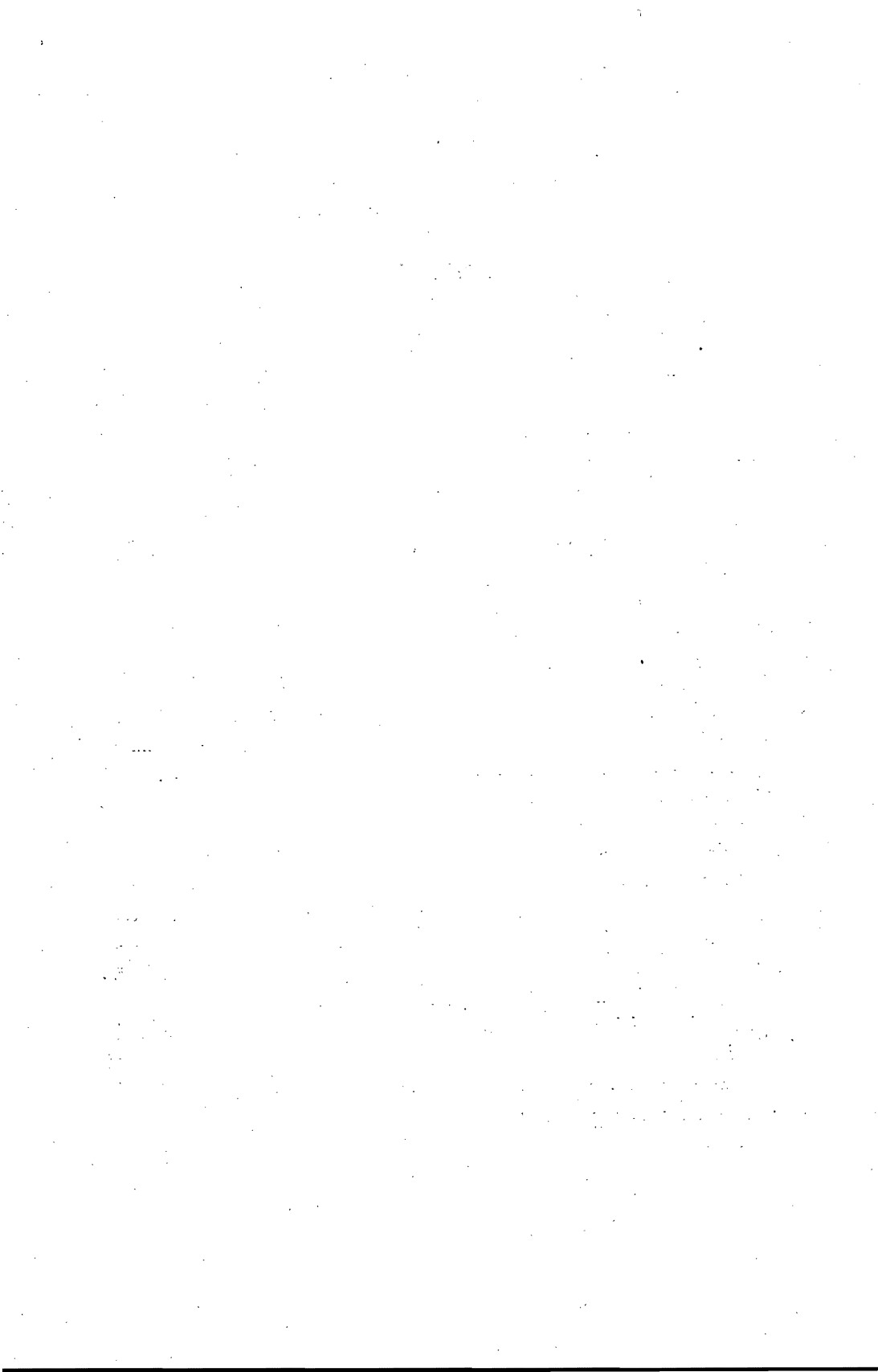
Respectfully yours,


ARTHUR W. MAGEE
Commissioner of Motor Vehicles



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INTRODUCTION

With 1,045,604 motor vehicles registered, the Motor Vehicle Department ends another record year marked not only by a substantial increase in revenue but by material advancement in the cause of street and highway safety.

GROSS RECEIPTS WERE \$21,503,416.86, AN INCREASE OF 4.8 PER CENT OVER THE YEAR 1938.

TRAFFIC FATALITIES WERE 814, or 51 BELOW THE RECORD BREAKING REDUCTION OF 1938 WHICH WON FOR NEW JERSEY THE NATIONAL GRAND AWARD IN THE NATIONAL INTERSTATE TRAFFIC SAFETY CONTEST.

Reviewing the events of the year finds several reasons for the welcome development in traffic safety, not least of them being a very evident general awakening of both motorists and pedestrians to the desirability of doing everything possible to protect lives. Drivers are rapidly learning to use their minds as well as their hands when at the wheel. Pedestrians are awakening to the fact that it is in their interest to obey traffic lights as well as drivers and that other dangerous walking habits should be corrected in the light of accident experience.

Educational drives which have brought this about have been intensive throughout the State proving that, when intelligently carried out, they do produce results. Members of organizations of many kinds, school children and the public at large, have responded whole-heartedly and really absorbed what they have been told. There has been a marked increase in general interest in this work.

Meantime the Department of Motor Vehicles has greatly broadened the scope of its safety activity. One phase of this has been the program of county safety meetings. Twelve such sessions have been held. To them have been invited mayors, chiefs of police, police magistrates and county officials and for their guidance the Department has made comprehensive surveys and analyses of the traffic problem of their counties.

Authoritative thought upon the traffic safety problem is now agreed that a most important step toward its solution is accurate analysis of accidents to determine the real cause. Accordingly, at each of these meetings arrangements have been suggested for the making of such analysis. In each instance, too, engineering, enforcement and educational committees have been appointed to carry on safety work in each of these categories locally.

A very gratifying development of the year is that throughout the State there has been a marked decrease in the necessity for license revocation in virtually all important classifications. Substantial reductions are noted in the number of revocations for driving while intoxicated, reckless driving, fatal accidents, obtaining license while still on revoked list, habitual violators, failure to appear in answer to summonses and leaving the scene of an accident. This circumstance alone is indicative of the seriousness with which drivers are now accepting their responsibilities.

Another welcome trend is noted in respect to operation of the automobile testing law. At first, thirty-five per cent of the cars were approved on initial inspection. The approvals on initial inspection have since risen to forty-six per cent. There is in this circumstance a greater significance than the mere fact that cars are progressively being kept in better condition. The additional advantage is that once an owner acquires the habit of keeping his car fit and in safe operating condition, he assumes a more wholesome attitude in his driving. Safety becomes second nature as regards both the car he drives and the manner in which he drives it.

The year has been marked by a general tightening up of enforcement of traffic laws throughout the State. There has been no evidence that in this there was any spirit of harshness toward the motoring public but rather response to public opinion that wilful violations must not be tolerated. This, of course, has had a most healthy influence on the entire traffic safety situation.

A synopsis of other Department activities, all of which are described in detail in subsequent pages of this report, follows:

INSPECTOR FORCE: Examined 120,837 applicants for drivers' licenses and 9,339 applicants for special "for hire" drivers' licenses. Maintained 24-hour patrol of important State highways, materially improving safety on those routes. Developed new Driver's Manual. Devising improved method of driver examination.

BILLS OF SALE: Provided clear title for 111,548 new cars and 589,312 sales, transfers and trade-ins of used cars involving automobile sales of upwards of a quarter of a billion dollars. Licensed 2,123 car dealers.

TRAFFIC ENGINEERING: Compiled statistical record of traffic accidents; investigated 147 applications for traffic signal installations and assisted local officials in correcting traffic evils and hazards.

MAGISTRATES REPORTS: Collected reports of traffic and motor vehicle law convictions from police magistrates, totaling 100,445 arrests. Speeding was the leading violation.

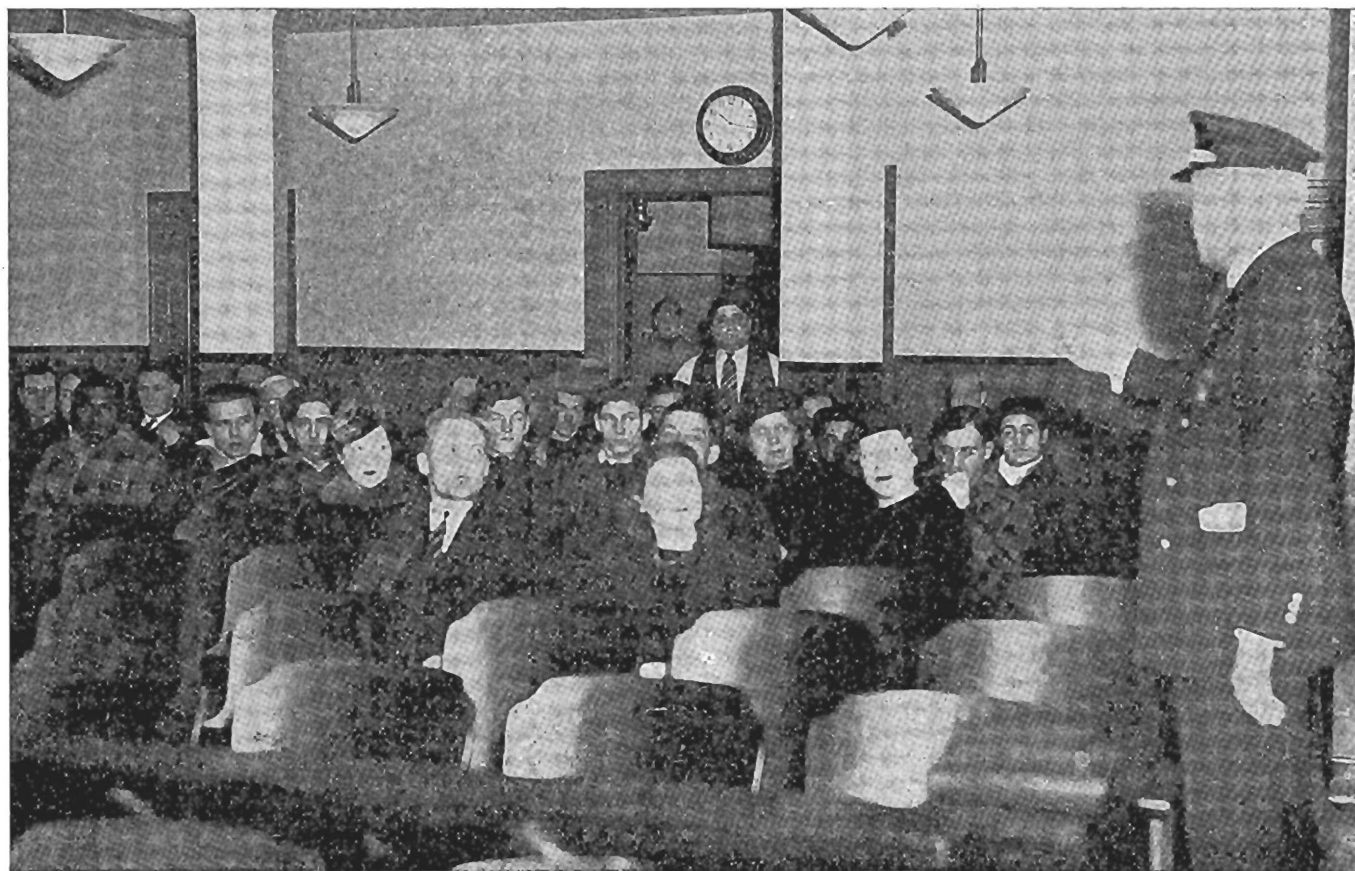
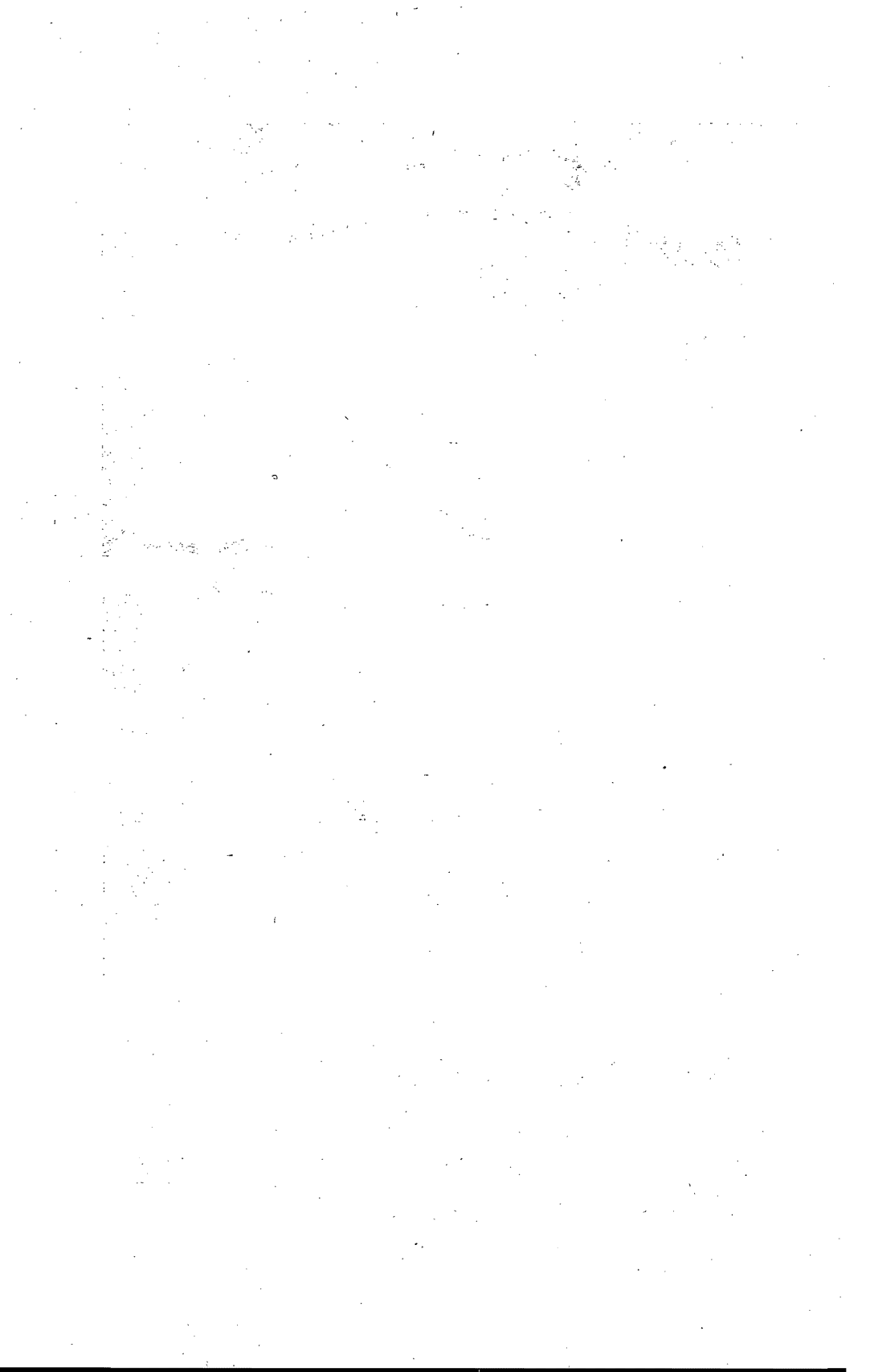


Photo shows group of men and women who have just passed driver's examination listening to safety talk by Motor Vehicle Inspector.



FINANCIAL RESPONSIBILITY: 13,669 persons made to submit evidence of financial responsibility upon conviction of major traffic violations and for failure to satisfy judgments resulting from traffic accidents. Another 5,079 persons were removed from the highways for failure to comply with the Financial Responsibility Law.

INFORMATION SERVICE: Rendered 24-hour service to police and public regarding driver and automobile registrations.

JUNK YARD SUPERVISION: Licensed and supervised 28 auto junk yards facing or adjacent to State Highways.

EXCISE TAX: Collected \$94,935.65 in excise taxes from passenger motor carriers engaged in interstate travel.

The Department, in line with legislative mandate to enforce the traffic laws and regulations (39:4-6 R.S.), feels that New Jersey has traveled far on the road to real traffic safety during the year but this does not blind it to the fact that much remains to be done. Experience, of course, is the best of teachers and in carrying on its various activities the Department has discerned guideposts to even more effective operations. These have been carefully noted and during the coming year the Department's purpose will be to expand its work in the light of these directional signs.

ARTHUR W. MAGEE

TRAFFIC ACCIDENT ANALYSIS

A total of 36,290 traffic accidents, 814 fatalities and 25,214 persons non-fatally injured were reported to the Department during the year. These figures represent a 7.5 per cent increase in total accidents, a 5.9 per cent decrease in deaths and a one per cent increase in injuries.

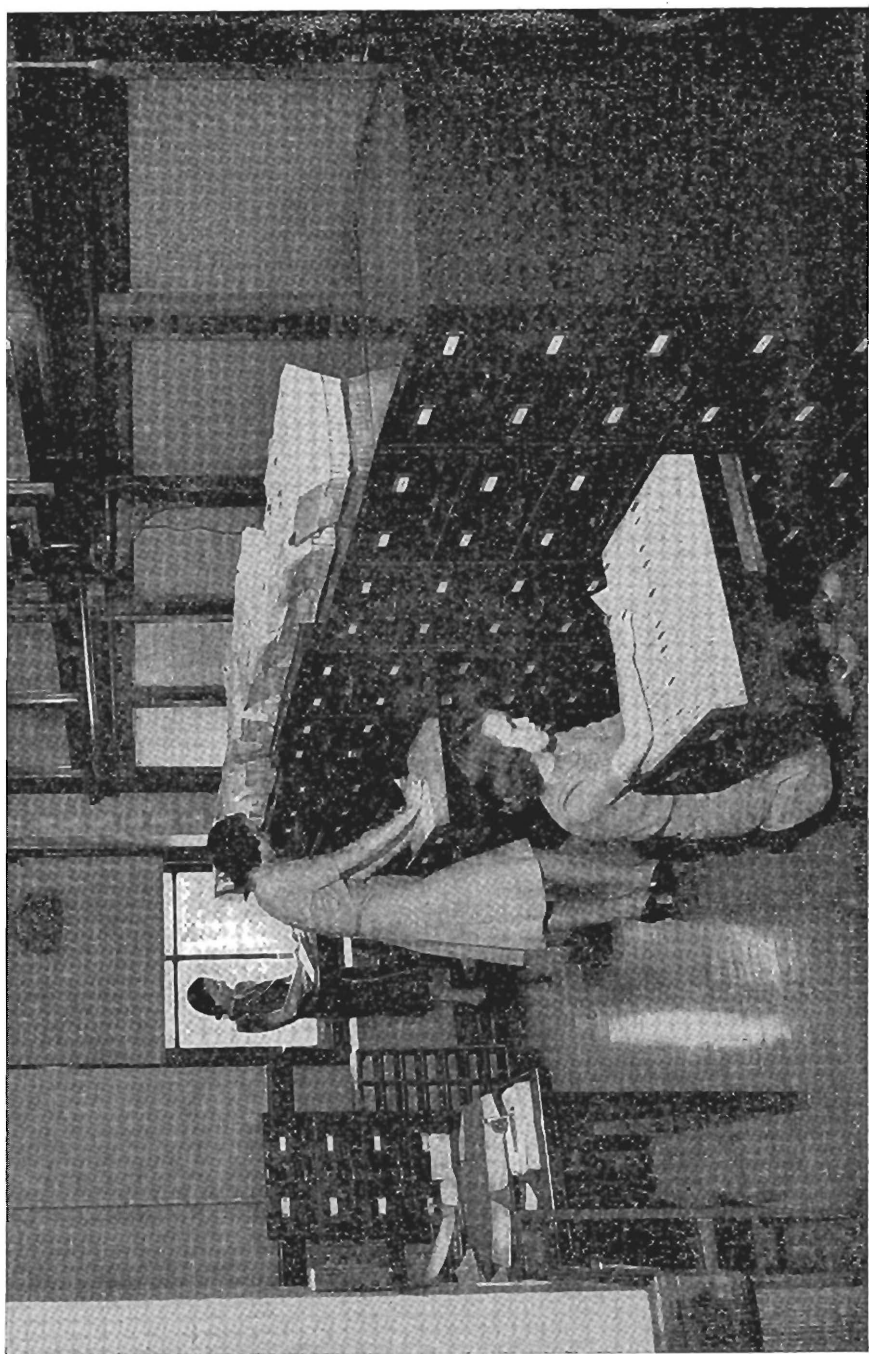
It was the second consecutive year that fatalities decreased and incidentally the lowest death toll from traffic in 16 years. The actual saving in human lives over the previous year was 51, and 464 less than the 1937 record of 1,278 casualties.

The last time that deaths fell below the 1939 figure was in 1923 when 774 persons were killed in accidents. In that year, however, there were only 427,166 automobiles registered and 501,518 drivers licensed as compared with over 1,045,604 cars and over 1,300,795 drivers in 1939.

17-YEAR COMPARISON

The following 17-year record of traffic deaths, car registrations and licensed drivers shows more forcibly than words, how fatalities decreased, as compared with the year 1923, despite more than 100 per cent increase in the number of automobiles and licensed drivers:

YEAR	TRAFFIC DEATHS	CAR REGISTRATIONS	LICENSED DRIVERS
1923	774	427,166	501,518
1924	830	505,516	581,472
1925	862	579,978	661,306
1926	861	651,516	739,519
1927	1,027	712,402	814,593
1928	1,075	765,730	881,552
1929	1,275	832,102	965,242
1930	1,269	852,703	1,024,166
1931	1,302	869,613	1,063,062
1932	1,180	860,769	1,054,588
1933	1,185	851,502	1,043,185
1934	1,227	875,978	1,065,990
1935	1,188	900,164	1,097,072
1936	1,107	956,482	1,155,214
1937	1,278	1,008,909	1,224,557
1938	865	1,024,096	1,259,016
1939	814	1,045,604	1,300,795



Part of the elaborate filing system where accident reports are kept.

3 2 4 5

PEDESTRIAN FATALITIES

As usual, the pedestrian, from a fatality standpoint, was traffic's outstanding problem. Of the 814 total deaths, pedestrians numbered 422, or 51.8 per cent of the total. Yet of the year's total accidents but 17.5 per cent were pedestrian accidents.

On the other hand, the most frequent type of accident—that involving collisions between two or more vehicles—comprised 71 per cent of total accidents but only 26 per cent of the casualties.

Aside from the general satisfaction that comes from a lower accident severity, there were two types of traffic accidents that showed exceptional improvement during the year. Deaths from collisions between motor vehicles and railroad trains dropped from 21 in 1938 to 12, a reduction of 43 per cent while the victims of accidents involving automobiles and bicycles dropped from 27 to 19, a 30 per cent decrease.

AUTO-HORSE ACCIDENTS ON DECLINE

The fast passing horse and wagon age is given emphasis in the fact that there were no fatalities listed under this type of collision in the 98 accidents reported. There was but one death resulting from a collision with a street car, the first in two years.

Collisions with fixed objects such as trees, poles, buildings, etc., caused 103 deaths while the non-collision accident (skidding, overturning, etc.) was charged with 42 fatalities.

FEBRUARY SAFEST MONTH

The safest month in the year was February with 34 fatalities, the lowest in the history of the Statistical Bureau. December, as usual, was the most hazardous month, there being 93 deaths recorded for this period.

SUNDAY MOST DANGEROUS DAY

Sunday with 153 fatal accidents and Saturday with 147 were the most perilous days of the week while Wednesday was the safest day. The hour of greatest danger was 6 to 7 P.M. with 66 fatal accidents, although the preceding hour had the greatest number of accidents of all degrees of severity. There were fewer fatal accidents between 8 and 9 A.M. than any other hour of the day.

NIGHT HAZARDS

Although but one-fifth the total traffic is on the streets during the hours of darkness, 42½ per cent of the total accidents and 62 per cent of the fatal accidents occurred at night.

The following table shows a three-year picture of daylight and night accidents, according to accident types. (Note the decrease in night accidents during 1938 and 1939—the first two years of car inspection):

	DAYLIGHT			DARKNESS		
COLLISION WITH	1937	1938	1939	1937	1938	1939
Pedestrian	49%	53%	52.5%	51%	47%	47.5%
Other Motor Vehicle	57%	60%	60%	43%	40%	40%
Horse Drawn Vehicle	49%	56%	60%	51%	44%	40%
Railroad Train	52%	37%	54%	48%	63%	46%
Street Car	65%	69%	66%	35%	31%	34%
Bicycle	68%	73%	71%	32%	27%	30%
Fixed Object	43%	45%	43%	57%	55%	57%
Non-Col. Operating	55%	58%	57%	45%	42%	43%
ALL ACCIDENTS	55%	58%	57.5%	45%	42%	42.5%

NEW JERSEY TRAFFIC FATALITIES

BY COUNTIES—1939

County	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL
Atlantic	8	0	1	6	8	2	2	1	6	7	1	4	46
Bergen	5	4	4	6	3	5	3	13	5	11	14	14	87
Burlington ..	3	0	5	1	6	1	2	3	4	2	5	4	36
Camden	5	0	3	6	1	3	2	4	3	3	2	5	37
Cape May	0	0	0	0	0	0	0	1	1	2	0	0	4
Cumberland ..	2	1	5	4	0	2	2	0	0	3	3	2	24
Essex 24	9	8	11	11	4	6	6	8	7	8	15	117	
Gloucester ..	2	0	2	1	3	4	1	4	1	2	1	3	24
Hudson	6	9	2	3	9	4	5	7	3	4	7	8	67
Hunterdon ...	0	0	0	2	0	0	3	1	0	1	0	1	8
Mercer	1	3	3	6	1	4	3	4	4	7	1	7	44
Middlesex ...	7	1	4	6	7	4	9	4	4	7	12	6	71
Monmouth ...	3	0	2	1	4	6	5	3	6	3	7	4	44
Morris	1	0	6	1	3	2	5	5	4	5	2	3	37
Ocean 2	0	1	1	1	0	2	1	3	3	1	1	0	15
Passaic	1	5	4	3	2	1	5	2	3	10	9	5	50
Salem 3	0	0	0	0	0	0	1	1	0	0	1	3	9
Somerset	0	0	1	2	3	5	0	2	5	2	3	2	25
Sussex 0	0	1	0	0	1	1	1	3	3	3	0	1	13
Union 5	2	1	4	0	3	3	1	4	4	10	6	43	
Warren 1	0	0	1	1	1	1	2	3	2	1	0	13	
TOTAL 79	34	53	65	62	54	60	70	70	86	88	93	814	

MOTORIST VIOLATIONS

Four classes of violations account for the majority of accidents. In the accidents where the causes are known, exceeding the speed limit appeared in one-fourth the accidents; driving on the wrong side of the road 14 per cent; following too closely 12 per cent, and violating the right of way 10 per cent.

PEDESTRIAN ACTIONS

Pedestrian habits resulting in accidents followed the same pattern as in other years, the majority of victims actually contributing to their accidents through improper walking practices. Crossing the street between intersections (commonly known as jay walking) was the outstanding bad habit, stepping from behind parked vehicles second, and playing in the street (mostly children) third.

Although the practice of crossing at unsignalized intersections was listed as the second highest action of pedestrians (see statistical summary), these cannot all be charged against bad pedestrian practices. Many of the victims hurt at intersections were struck while on the crosswalk by drivers who failed to give them the right of way to which they are entitled by law.

It is interesting to note that while 52.5 per cent of all pedestrian accidents occurred in daylight, 73 per cent of the fatal pedestrian accidents took place under cover of night.

Of the 6,559 pedestrians killed and injured during the year, it is important to observe that 383 were reported under the influence of liquor, making it safe to assume that in the majority of these cases the fault for the accident rested with the pedestrian. Ninety per cent of these intoxicated pedestrians were struck at night.

NON-DRIVERS PRINCIPAL AUTO VICTIMS

Studies made by the Department over a two-year period show that unfamiliarity with problems of motor vehicle operation plays a very significant part in pedestrian fatalities. A survey of all the deaths to pedestrians 17 years of age and over found that 95 per cent had never been licensed to drive an automobile. The pedestrian who has never driven is probably unfamiliar with the limitations of both motor car and driver, such as car stopping distances and the driver's inability to see pedestrians clearly at night.

ALCOHOL AN ACCIDENT FACTOR

An increase in the number of accidents involving drivers who "had been drinking" was reported during the year. There were 1,411 such accidents and these resulted in 73 fatalities and 1,084 persons being non-fatally injured. This compares with 1,339 accidents, 86 deaths and 1,044 injured in the previous year.

Considering the 73 deaths resulting from drunken drivers and the 64 intoxicated pedestrians who were killed by automobiles, it would appear that alcohol was a leading factor in 17 per cent of the total fatalities.

Further review of these alcohol accidents, finds that 77 per cent occurred during darkness; 44 per cent during the six hours between 10 P.M. and 4 A.M. and approximately one-fourth on Saturday.

Fifty-four per cent of the known ages of these drivers were in the age group "30 to 49 years" and 97 per cent of all alcohol drivers were males. More than two-thirds of the accidents occurred on municipal streets and highways.

NEW JERSEY MOTOR VEHICLE ACCIDENTS

By MONTHS—1939 NEW JERSEY MOTOR VEHICLE ACCIDENTS BY MONTHS—1939

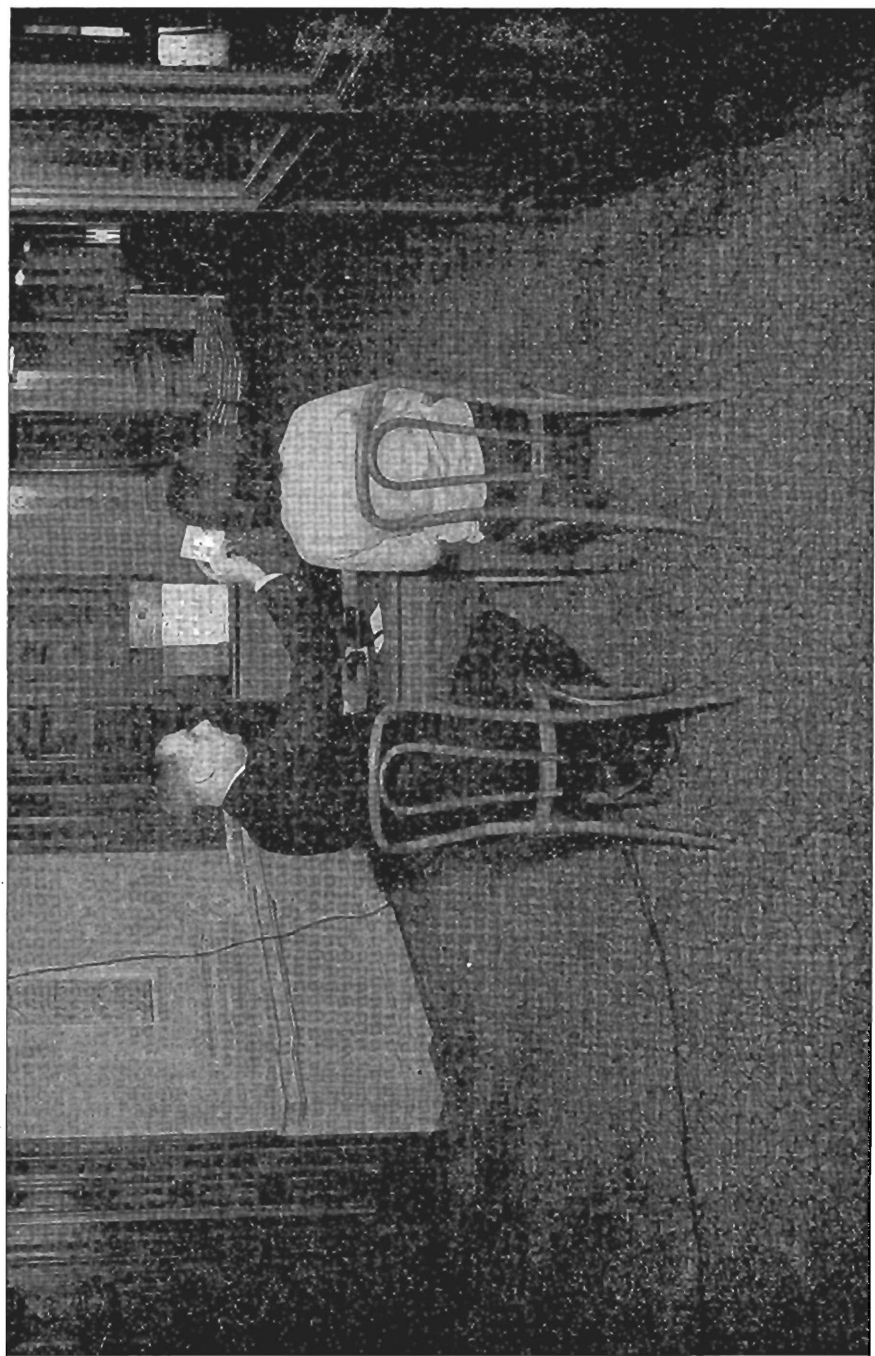
County	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	TOTAL
Altantic	37	25	31	52	41	51	57	73	71	56	25	69	588
Bergen	261	183	196	176	197	228	196	219	201	273	224	283	2637
Burlington	43	28	47	47	52	52	69	84	52	79	73	82	708
Camden	162	121	138	142	145	151	149	185	184	205	179	224	1985
Cape May	15	10	9	12	22	27	60	74	25	19	8	15	296
Cumberland	14	15	18	16	16	20	27	34	22	23	19	20	244
Essex	849	697	925	874	869	938	870	918	956	1237	984	1366	11483
Gloucester	49	33	43	40	51	43	51	52	54	42	42	50	550
Hudson	283	232	282	305	322	393	265	316	314	379	486	412	3989
Hunterdon	27	15	31	29	21	24	36	41	35	39	38	40	376
Mercer	113	70	133	98	108	132	110	127	118	151	134	186	1480
Middlesex	165	105	127	144	142	164	182	169	158	176	137	192	1861
Monmouth	108	46	72	73	86	89	156	164	105	101	82	96	1178
Morris	80	71	72	61	68	68	97	103	76	92	88	102	978
Ocean	30	14	17	22	29	33	78	92	44	25	21	30	435
Passaic	230	191	217	221	227	236	247	222	215	310	263	369	2948
Salem	18	7	10	16	19	15	13	14	15	15	19	16	177
Somerset	71	31	50	47	56	76	49	64	54	75	60	64	697
Sussex	21	21	18	17	14	17	36	36	31	20	11	20	262
Union	323	167	209	229	207	251	211	245	328	311	243	318	3042
Warren	35	28	24	24	28	30	34	31	37	33	33	39	376
TOTAL	2934	2110	2669	2645	2720	3038	2993	3263	3095	3661	3169	3993	36290

ASLEEP AT THE WHEEL

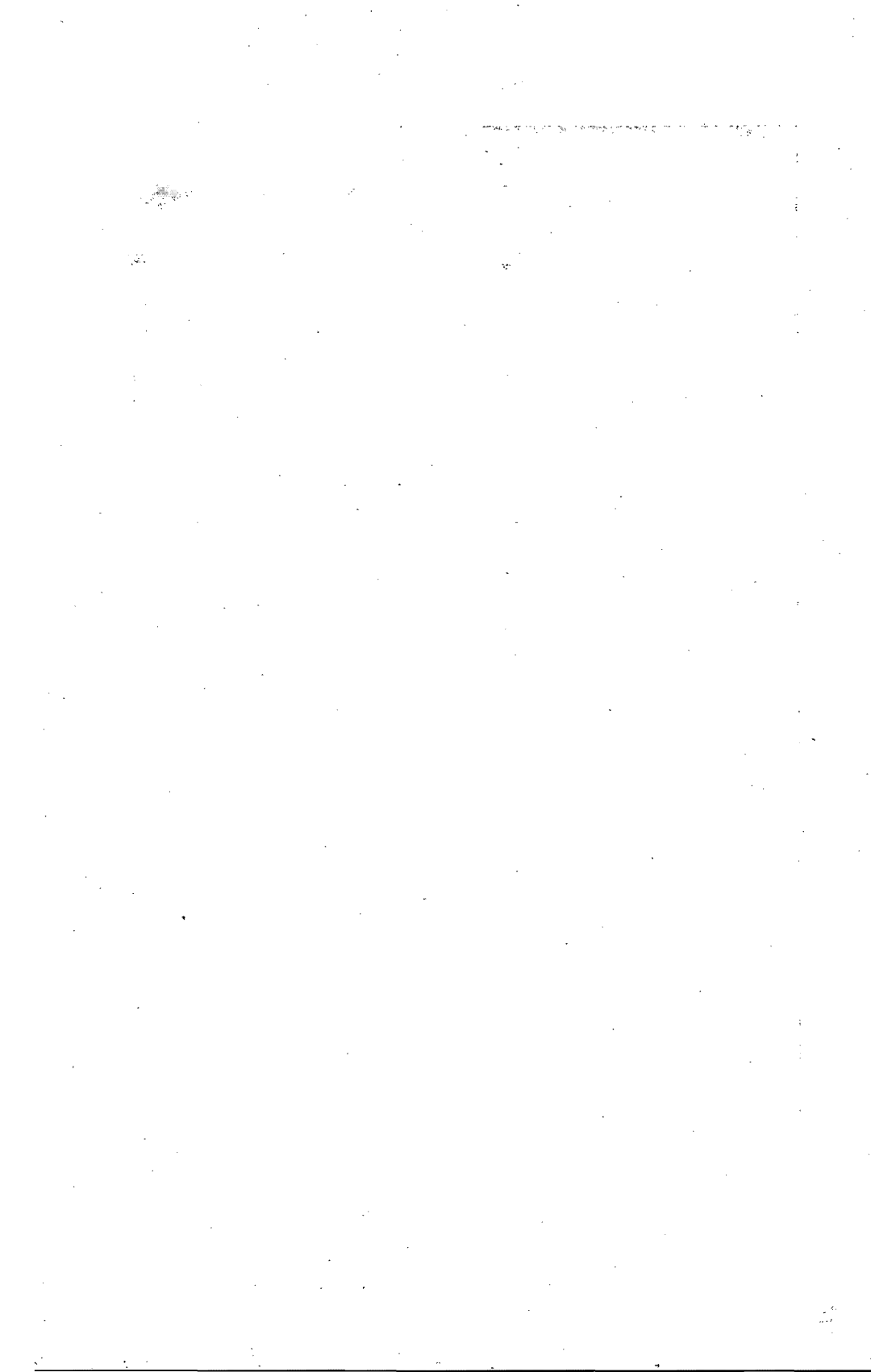
While not a leading cause of accidents, the sleepy driver was a greater problem this year than in the previous year. He was involved in 433 accidents that resulted in 22 deaths and 386 persons non-fatally injured as compared with 337 accidents, 17 deaths and 274 persons injured in the year 1938.

More than one-half, (57 per cent), of the drivers who fell asleep and had accidents, did so while travelling on State Highways. About three-fourths of the accidents took place during the hours between 11 P.M. and 7 A.M. and there were more on Sunday than any other day of the week.

Nearly 50 per cent of the sleepy drivers were young people, being of the age group, 21 to 29 years, and not middle-aged or elderly drivers as might be expected. Neither was the slumber while driving habit confined strictly to males, there being 12 female drivers who dozed off and crashed their cars. The majority of cars concerned were of the passenger type, 14 per cent were commercial vehicles and there was one bus.



Applicant for driver's license undergoing eye test.



CHILD PEDESTRIAN FATALITIES

The State of New Jersey can take pride in the remarkable results that have accrued from educating its school children into better walking practices during the past seven years. Back in 1933, the first year accident statistics were compiled by this Department, 32 per cent of the pedestrians killed in accidents were children under 15 years of age.

This year only 15 per cent of the victims were children in this age group. If adult pedestrians would pattern their walking habits after the little ones, a big part of the pedestrian problem today would be solved.

The following table shows the decrease in child pedestrian fatalities and the increase in adult victims over the past seven years:

YEAR	TOTAL PEDESTRIANS KILLED	CHILDREN (UNDER 15)	ADULTS (OVER 15)
1939	422	63 (15%)	359 (85%)
1938	425	69 (16%)	356 (84%)
1937	691	102 (15%)	589 (85%)
1936	607	109 (18%)	498 (82%)
1935	604	106 (18%)	498 (82%)
1934	661	158 (24%)	503 (76%)
1933	644	157 (32%)	487 (68%)

ACCIDENTS ON STATE HIGHWAYS

Twenty-three per cent of the State's 36,290 traffic accidents, 40 per cent of the total fatalities and 27 per cent of the persons non-fatally injured occurred on the State Highway system.

Route 25, portions of which hold the world's record for traffic volume, had the highest accident toll, Route 4 was second and Route 29 third in accident frequency.

A three year record of total accidents, deaths and injured on the various routes follows:

ACCIDENTS ON STATE HIGHWAYS

ACCIDENTS ON STATE HIGHWAYS

ROUTE	TOTAL ACCIDENTS			TOTAL FATALITIES			TOTAL INJURED		
	1939	1938	1937	1939	1938	1937	1939	1938	1937
1	255	297	290	13	12	15	200	216	211
S-1	9	11	15	—	1	1	11	9	11
S-1-A	5	6	2	—	—	—	3	7	3
2	257	291	266	14	15	13	239	241	183
3	114	104	151	4	3	5	89	66	113
4	621	682	679	27	29	41	528	629	628
S-4-A	1	—	—	—	—	—	—	—	—
4-N	81	75	114	2	5	2	44	57	55
5	11	6	6	—	—	1	8	8	6
5-N	13	7	13	2	—	—	11	3	7
6	455	408	390	25	16	32	373	357	366
7	82	72	51	2	1	2	42	48	38
8	26	18	19	—	—	—	12	18	18
8-N	5	9	9	2	—	1	2	6	9
10	163	192	167	9	5	10	118	171	149
12	13	12	12	1	—	2	9	8	14
21	243	237	259	7	2	10	150	131	169
23	192	174	264	9	3	10	147	170	213
24	239	292	205	6	10	6	126	119	140
S-24	74	59	74	1	4	4	82	51	53
25	2042	1870	2046	45	55	80	1693	1576	1717
25-M	27	—	—	—	—	—	13	—	—
26	180	246	229	8	13	8	123	195	168
27	354	394	413	13	7	12	301	311	275
28	339	319	393	10	14	23	227	267	307
S-28	43	54	62	2	1	11	28	62	50
29	513	509	493	10	18	42	412	431	438
30	115	104	123	5	14	9	88	85	96
31	129	118	129	3	7	4	91	106	109
S-31	31	42	43	4	3	2	33	40	45
32	61	58	78	1	1	4	28	28	56
33	132	129	148	2	8	6	97	104	139
34	86	74	69	4	5	3	115	107	61
35	231	268	283	15	11	14	187	221	237
36	52	42	56	1	2	5	64	38	56
37	90	81	92	1	3	2	57	67	95
38	38	32	29	1	4	4	31	34	24
39	77	50	89	6	5	3	65	52	85
40	68	57	72	4	3	6	75	63	85
S-40	12	16	13	1	—	1	10	12	11
41	14	9	14	4	—	—	9	14	10
S-41	31	21	25	2	2	1	2	28	22
42	132	132	158	16	14	19	135	154	182
43	249	262	318	12	15	36	253	263	329
44	100	109	109	7	9	9	79	72	91
45	115	92	123	5	6	10	94	86	113
45-M	10	—	—	1	—	—	8	—	—
46	14	18	34	—	—	3	10	26	37
47	134	109	118	8	8	7	141	94	105
48	86	72	102	5	6	4	80	69	127
49	61	59	73	5	6	6	44	64	83
S-49	19	25	30	—	—	4	14	22	38
50	27	21	28	3	—	2	30	19	19
TOTAL	8471	8344	8978	328	346	495	6863	7014	7589

1a

DRIVERS

SEX OF DRIVER

NO. OF DRIVERS

Property Damage Only

Total

Fatal

Non-fatal

Male

24346

512

11092

12742

Female

1725

29

771

925

Not stated

624

32

215

377

TOTAL

26695

573

12078

14044

AGE OF DRIVER

0. Under 21

2650

70

1304

1276

1. Age—20 to 29

8420

202

4085

4123

2. Age—30 to 49

8901

213

4262

4426

3. Age—50 to 64

1583

36

776

771

4. Age—65 and over

148

7

67

74

9. Not stated

4993

45

1574

3374

TOTAL

26695

573

12078

14044

CONDITION OF DRIVER

0. Asleep

334

13

179

142

1. Had been drinking

1079

53

439

587

2. Physical defect

80

4

38

38

3. View obstructed

638

22

323

293

4. Confused

863

8

393

462

5. Blinded by headlights

409

21

206

182

9. Not stated

23292

452

10500

12340

TOTAL

26695

573

12078

14044

THE MOTORIST (VIOLATIONS)

Total

Fatal

Non-fatal

Property Damage Only

0. Reckless driving

70

4

25

41

1. Too fast for conditions

2287

129

1048

1110

2. On wrong side of road

1873

33

803

1037

3. Violated right of way

886

10

395

481

4. Cutting in

413

2

132

279

5. Passing standing street car

2

2

6. Passing on curve or hill

43

2

14

27

7. Passing on wrong side

91

30

61

8. Failed to signal

810

2

263

545

9. Car ran away

40

1

39

10. Drove off roadway

1103

15

559

529

11. Ignored "stop street" sign

345

7

162

176

12. Hit and run

826

51

226

549

13. Following too closely

984

5

421

558

14. Disregarded officer or signal

320

5

143

172

15. Double or prohibited parking

219

7

102

110

19. Not stated

16383

301

7752

8330

TOTAL

26695

573

12078

14044

DIRECTION OF TRAVEL

Total

Fatal

Non-fatal

Property Damage Only

0. Going straight through

18798

503

8935

9360

1. Turning right

646

3

265

377

2. Turning left

2012

16

926

1070

3. Backing

292

1

125

165

4. Car parked or standing still

2543

23

837

1683

5. Slowing down or stopping

1013

3

474

536

6. Skidding

1391

24

514

859

9. Not stated

TOTAL

26695

573

12078

14044

1b

PEDESTRIANS

THE PEDESTRIAN

NO. OF PEDESTRIANS

Property Damage Only

Total

Fatal

Non-fatal

0. Getting on or off street car

4

4

1. Getting on or off other vehicle

32

1

31

2. Crossing between intersections

898

108

790

3. Playing in street

239

6

233

4. Coming from behind parked vehicle

460

37

423

5. In safety zone

22

9

13

6. At work on car on roadway

41

18

23

8. Walking with traffic

174

48

126

9. Crossing at intersection with signal

42

1

41

10. Crossing at intersection against signal

153

11

142

11. Crossing at intersection, no signal

967

57

910

12. Crossing at intersection diagonally

53

8

45

13. Hitching on vehicle

9

1

8

14. Not in roadway

37

3

34

15. Other actions

21

1

20

19. Not stated

TOTAL

3156

309

2847

CONDITION OF PEDESTRIAN

Total

Fatal

Non-fatal

Property Damage Only

0. Had been drinking

345

61

284

1. Physical defect

28

7

21

2. Confused by traffic

159

23

136

3. View obstructed

498

35

463

9. Not stated

2126

183

1943

TOTAL

3156

309

2847

2

VEHICLES

TYPE OF VEHICLES

NO. OF VEHICLES

Property Damage Only

Total

Fatal

Non-fatal

0. Passenger

23646

499

10687

12460

1. Commercial

2284

56

937

1291

2. Taxi

196

2

100

99

3. Bus

466

7

278

183

4. Motorcycle

103

9

76

16

5. Not stated

TOTAL

26695

573

12078

14044

CONDITION OF VEHICLES

NO. OF VEHICLES

Property Damage Only

Total

Fatal

Non-fatal

0. Faulty brakes

256

10

107

139

1. Improper headlights

310

11

132

167

2. Taillight out or obscured

294

7

139

148

3. Defective steering mechanism

69

1

38

30

4. Puncture or blowout

156

4

64

88

5. Other defects

46

1

13

32

9. Not stated

25564

539

11585

13440

TOTAL

26695

573

12078

14044

FINANCIAL RESPONSIBILITY

NO. OF VEHICLES

Property Damage Only

Total

Fatal

Non-fatal

0. Car insured

7066

123

3084

3359

1. Car not insured

7013

198

3354

3481

2. Not stated

12616

252

5640

6724

TOTAL

26695

573

12078

14044

3

TIME

HOUR OF OCCURRENCE

NO. OF ACCIDENTS

Property Damage Only

Total

Fatal

Non-fatal

12 to 1 A.M.

1120

34

547

539

1 to 2 A.M.

1016

34

473

509

2 to 3 A.M.

1017

32

517

468

3 to 4 A.M.

827

27

364

436

4 to 5 A.M.

459

14

188

257

5 to 6 A.M.

274

12

122

140

6 to 7 A.M.

112

6

46

60

7 to 8 A.M.

6

6

8 to 9 A.M.

9 to 10 A.M.

10 to 11 A.M.

11 to 12 A.M.

12 to 1 P.M.

1 to 2 P.M.

2 to 3 P.M.

3 to 4 P.M.

4 to 5 P.M.

129

2

58

69

5 to 6 P.M.

1110

37

580

493

6 to 7 P.M.

1366

48

705

613

7 to 8 P.M.

1625

46

895

684

8 to 9 P.M.

1785

44

997

744

9 to 10 P.M.

1593

44

814

735

10 to 11 P.M.

1287

40

670

577

11 to 12 P.M.

1452

45

688

719

Not stated

215

5

99

111

TOTAL

15393

470

7763

7160

LIGHT CONDITIONS

NO. OF ACCIDENTS

Property Damage Only

Total

Fatal

Non-fatal

0. Daylight

1400

19

696

685

1. Dusk

13778

446

6968

6364

2. Dark

215

5

99

111

9. Not stated

15393

470

7763

7160

DAY OF OCCURRENCE

NO. OF ACCIDENTS

Property Damage Only

Total

Fatal

Non-fatal

0. Sunday

3486

117

1716

1653

1. Monday

1898

49

993

856

2. Tuesday

1543

62

777

704

3. Wednesday

1619

31

874

714

4. Thursday

1591

50

833

708

5. Friday

2145

68

1028

1051

6. Saturday

3084

95

1528

1463

9. Not stated

2

16

11

TOTAL

15393

470

7763

7160

4

ROADS-WEATHER

ROAD LOCATION

NO. OF ACCIDENTS

Property Damage Only

Total

Fatal

Non-fatal

0. Intersection

7650

132

3973

3545

1. Not at intersection

7531

326

3691

3514

2. On bridge

186

10

86

90

3. Railroad crossing

26

2

13

11

9. Not stated

15393

470

7763

7160

TOTAL

15393

470

7763

7160

RAILROAD CROSSINGS

Total

Fatal

Non-fatal

Property Damage Only

0. Gates not down

1

1

1. Guarded crossing

10

1

6

3

2. Unguarded crossing

7

1

3

3

9. Not stated

8

3

6

TOTAL

26

2

13

11

WEATHER CONDITIONS

Total

Fatal

Non-fatal

Property Damage Only

0. Clear

11647

381

5970

5296

1. Fog

339

15

173

151

2. Rain

2845

68

1406

1371

3. Snow

562

6

214

342

9. Not stated

15393

470

7763

7160

ROAD CONDITION

Total

Fatal

Non-fatal

Property Damage Only

0. Dry

10872

368

5654

4850

1. Wet

3217

77

1800

1540

2. Muddy

5

3

2

3. Snowy

418

9

160

249

4. Icy

881

16

346

519

9. Not Stated

15393

470

7763

7160

PROPERTY DAMAGE

Total

Fatal

Non-fatal

Property Damage Only

0. \$25

3609

97

994

2518

1. \$ 25 to \$ 50

1907

24

491

1392

2. \$ 50 to \$100

2631

26

933

1672

3. \$100 to \$250

2501

65

1142

1294

4. \$250 to \$500

752

45

475

232

5. \$500 to \$1,000

167

17

104

45

6. \$1,000 or more

22

2

14

6

9. Not stated

3804

194

3610

TOTAL

15393

470

7763

7160

ROAD CLASSIFICATION

Total

Fatal

Non-fatal

Property Damage Only

7. State highway

3791

179

1828

1784

8. Other highway

11602

291

5935

5376

TOTAL

15393

470

7763

7160

STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN New Jersey (ALL ACCIDENTS)

Summary

Report for YEAR 1939

Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injuries	Number Non-fatal Injuries	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Killed	Injured
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over			
0. Pedestrian	6562	416	5946	16576	422	328	94		23	40	18	227	114		6137	4219	1698	20	576	2152	515	2048	465	381	422	6137
1. Other motor vehicle	25707	177	8954	16576	215	142	73		4	6	43	141	21		15560	8325	7201	33	325	729	3954	8451	425	1676	215	15560
2. Horse drawn vehicle	58	10	40	58											52	49	3			5	9	31	2	5		52
3. Railroad train	80	1	32	47	12	8	4			1	2	7	2		50	54	16			6	13	24	1	6	12	50
4. Street car	745	19	666	60	19	19	1								46	32	1				12	28	1	5	1	46
5. Bicycle	2313	94	1067	1158	103	83	20		4	3	25	65	6		709	611	96	2	3	335	258	49	5	29	19	709
6. Fixed object	830	41	587	202	42	32	10			1	18	21	2		1802	1183	614	5	12	47	656	892	89	156	103	1802
7. Non-collision operating	6		6												837	499	338		20	66	237	401	25	68	42	837
8. Non-operating	86		9	77											6	4	2				2	2		2		6
9. Miscellaneous	36290	758	17329	18203	814	613	201		31	58	113	467	145		25214	14971	10183	60	936	3240	5694	11931	963	2350	814	25214
Total																										

1a DRIVERS

SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	57341	865	24458	32018
Female	5904	72	2459	3373
Not stated	1096	37	373	686
TOTAL	64341	974	27290	36077
AGE OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Under 21	5835	118	2708	3009
1. Age—21 to 29	17774	304	8171	9299
2. Age—30 to 49	22385	365	10063	11957
3. Age—50 to 64	5184	107	2315	2762
4. Age—65 and over	715	22	306	387
9. Not stated	12448	58	3727	8663
TOTAL	64341	974	27290	36077
1. Unlicensed	238	23	121	154
2. Out of State	5931	123	2690	3118
CONDITION OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Asleep	433	20	235	178
1. Had been drinking	1417	67	557	793
2. Physical defect	202	8	83	111
3. View obstructed	1885	47	817	1021
4. Confused	2285	27	944	1314
5. Blinded by headlights	409	21	206	182
9. Not stated	57710	784	24448	32478
TOTAL	64341	974	27290	36077
THE MOTORIST (VIOLATIONS)	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Reckless driving	121	6	47	68
1. Too fast for conditions	6179	220	2618	3341
2. On wrong side of road	3620	56	1434	2130
3. Violated right of way	2568	20	992	1556
4. Cutting in	1064	4	290	790
5. Passing standing street car	11		10	1
6. Passing on curve or hill	95	2	28	65
7. Passing on wrong side	232	1	63	168
8. Failed to signal	2686	5	762	1919
9. Car ran away	116		15	101
10. Drove off roadway	2000	44	990	966
11. Ignored "stop street" sign	1104	22	487	595
12. Hit and run	1206	58	342	806
13. Following too closely	2945	9	1157	1779
14. Disregarded officer or signal	796	11	357	428
15. Double or prohibited parking	339	7	145	187
9. Not stated	39239	509	17553	21177
TOTAL	64341	974	27290	36077
DIRECTION OF TRAVEL	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Going straight through	44298	814	19936	23548
1. Turning right	1689	9	607	1073
2. Turning left	4861	37	1895	2929
3. Backing	228	3	363	562
4. Car parked or standing still	5505	35	1520	3650
5. Slowing down or stopping	3108	7	1315	1786
6. Skidding	3952	69	1354	2529
9. Not stated	64341	974	27290	36077

1b PEDESTRIANS

THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car	4		4	
1. Getting on or off other vehicle	62	2	60	
2. Crossing between intersections	1735	141	1594	
3. Playing in street	812	17	795	
4. Coming from behind parked vehicle	1304	61	1243	
5. In safety zone	4		4	
6. At work on car on roadway	44	9	35	
7. Walking against traffic	62	18	44	
8. Walking with traffic	225	55	170	
9. Crossing at intersection with signal	86	2	84	
10. Crossing at intersection against signal	277	15	262	
11. Crossing at intersection, no signal	1673	78	1597	
12. Crossing at intersection diagonally	75	9	66	
13. Hitching on vehicle	28	4	24	
14. Not in roadway	104	9	95	
15. Other actions	64	4	60	
9. Not stated	6559	422	6137	
TOTAL	6559	422	6137	
CONDITION OF PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Had been drinking	383	64	319	
1. Physical defect	52	11	41	
2. Confused by traffic	288	33	255	
3. View obstructed	1384	63	1321	
9. Not stated	4452	251	4201	
TOTAL	6559	422	6137	
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	53523	780	22804	29939
1. Commercial	8682	148	3238	5245
2. Taxi	363	6	173	184
3. Bus	1419	18	784	607
4. Motorcycle	353	22	260	51
5. Not stated	64341	974	27290	36077
TOTAL	64341	974	27290	36077
CONDITION OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Faulty brakes	847	16	321	510
1. Improper headlights	316	11	136	169
2. Taillight out or obscured	298	7	139	152
3. Defective steering mechanism	189	5	87	97
4. Puncture or blowout	318	17	145	156
5. Other defects	127	3	38	86
9. Not stated	62246	915	26424	34907
TOTAL	64341	974	27290	36077
FINANCIAL RESPONSIBILITY	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Car insured	19383	253	7736	11394
1. Car not insured	15058	298	6778	7982
2. Not stated	29900	423	12776	16701
TOTAL	64341	974	27290	36077

3 TIME

HOUR OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
12 to 1 A.M.	1120	34	547	539
1 to 2 A.M.	1016	34	473	509
2 to 3 A.M.	1017	32	517	468
3 to 4 A.M.	827	27	364	436
4 to 5 A.M.	461	14	189	258
5 to 6 A.M.	380	16	172	192
6 to 7 A.M.	535	19	225	291
7 to 8 A.M.	1135	16	432	687
8 to 9 A.M.	1314	10	539	765
9 to 10 A.M.	1179	16	477	686
10 to 11 A.M.	1426	21	608	797
11 to 12 A.M.	1806	18	826	962
12 to 1 P.M.	1621	11	777	833
1 to 2 P.M.	1631	17	738	876
2 to 3 P.M.	1821	30	808	963
3 to 4 P.M.	2161	32	1005	1124
4 to 5 P.M.	2591	43	1239	1309
5 to 6 P.M.	2843	57	1422	1364
6 to 7 P.M.	2285	66	1219	1000
7 to 8 P.M.	2297	61	1259	977
8 to 9 P.M.	1969	48	1089	832
9 to 10 P.M.	1593	44	814	735
10 to 11 P.M.	1287	40	670	577
11 to 12 P.M.	1452	45	688	719
Not stated	523	7	232	284
TOTAL	36290	758	17329	18203
LIGHT CONDITIONS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Daylight	20589	286	9433	10870
1. Dusk	1400	19	696	685
2. Dark	13778	446	6963	6364
9. Not stated	525	7	232	284
TOTAL	36290	758	17329	18203
DAY OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Sunday	6285	153	3114	3018
1. Monday	4691	88	2277	2326
2. Tuesday	4351	97	2021	2253
3. Wednesday	4370	62	2091	2217
4. Thursday	4380	94	2088	2178
5. Friday	5133	117	2395	2621
6. Saturday	7016	147	3310	3553
9. Not stated	84	3	33	61
TOTAL	36290	758	17329	18203

4 ROADS—WEATHER

ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection	19181	229	9097	9855
1. Not at intersection	16605	506	8022	8077
2. On bridge	447	13	188	245
3. Railroad crossing	57	10	22	25
9. Not stated	36290	758	17329	18203
TOTAL	36290	758	17329	18203
RAILROAD CROSSINGS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Gates not down	1		1	
1. Guarded crossing	20	6	8	6
2. Unguarded crossing	25	4	8	13
9. Not stated	11		5	6
TOTAL	57	10	22	25
WEATHER CONDITIONS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Clear	28936	622	14247	14087
1. Fog	525	19	256	250
2. Rain	5498	104	2378	3016
3. Snow	1331	13	448	870

STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN Accident Drivers "WHO HAD BEEN DRINKING"

Summary
Report for

1939

Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	Total Killed	PERSONS KILLED										Total Injured	PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1 KilledInjured						
						Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Male		Female	Sex Not Stated	AGE GROUPS					Ages Not Stated									
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over										
COLLISION WITH	28	11	17		12	11	1								23	15	8																
0. Pedestrian	1216	19	465	732	24	14	10		3	1	3	16	1		897	524	371	2	7	22	213	545	1	20	90								
1. Other motor vehicle																																	
2. Horse drawn vehicle																																	
3. Railroad train	1			1																													
4. Street car	2		1	1											1		1				1												
5. Bicycle	2		2												2	2																	
6. Fixed object	132	26	58	48	28	25	3				8	19	1		131	101	29	1	4		2	35	78		14								
7. Non-collision operating	30	9	13	8	9	7	2				4	5			30	24	6					1	14	4	11								
8. Non-operating																																	
9. Miscellaneous																																	
Total	1411	65	556	790	73	57	16		3	2	16	47	5		1084	666	415	3	11	25	255	650	25	118									

1a DRIVERS

SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	1364	67	542	755
Female	46	15	31	
Not stated	7		7	
TOTAL	1417	67	557	793

AGE OF DRIVER				
0. Under 21	34	2	19	15
1. Age—21 to 29	340	24	156	160
2. Age—30 to 49	646	31	252	363
3. Age—50 to 64	157	10	65	82
4. Age—65 and over	13		6	7
9. Not stated	227		59	168
TOTAL	1417	67	557	793

1. Unlicensed	40	7	13	20
2. Out of State	122	3	46	73

CONDITION OF DRIVER				
0. Asleep				
1. Had been drinking	1417	67	557	793
2. Physical defect				
3. View obstructed				
4. Confused				
5. Blinded by headlights				
9. Not stated				
TOTAL				

THE MOTORIST (VIOLATIONS)	Total			Property Damage Only
	Total	Fatal	Non-fatal	
0. Reckless driving	29		8	21
1. Too fast for conditions	277	41	128	108
2. On wrong side of road	331	6	153	172
3. Violated right of way	78	1	36	41
4. Cutting in	28		4	24
5. Passing standing street car	1		1	
6. Passing on curve or hill	7		1	6
7. Passing on wrong side	8		3	5
8. Failed to signal	35		9	26
9. Car ran away				
10. Drove off roadway	96	8	43	45
11. Ignored "stop street" sign	25		12	13
12. Hit and run	120	5	21	94
13. Following too closely	48		18	30
14. Disregarded officer or signal	22		14	8
15. Double or prohibited parking	3		1	2
19. Not stated	309	6	105	198
TOTAL	1417	67	557	793

DIRECTION OF TRAVEL				
0. Going straight through				
1. Turning right				
2. Turning left				
3. Backing				
4. Car parked or standing still				
5. Slowing down or stopping				
6. Skidding				
9. Not stated				
TOTAL				

1b PEDESTRIANS

THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car				
1. Getting on or off other vehicle				
2. Crossing between intersections				
3. Playing in street				
4. Coming from behind parked vehicle				
5. In safety zone				
6. At work on car on roadway				
7. Walking against traffic				
8. Walking with traffic				
9. Crossing at intersection with signal				
10. Crossing at intersection against signal				
11. Crossing at intersection, no signal				
12. Crossing at intersection diagonally				
13. Hitching on vehicle				
14. Not in roadway				
15. Other actions				
19. Not stated				
TOTAL				

CONDITION OF PEDESTRIAN				
0. Had been drinking				
1. Physical defect				
2. Confused by traffic				
3. View obstructed				
9. Not stated				
TOTAL				

2 VEHICLES

TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	1320	61	519	740
1. Commercial	87	3	34	50
2. Taxi	1		1	1
3. Bus	2		1	1
4. Motorcycle	7	3	3	1
5. Not stated	1417	67	557	793

CONDITION OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Faulty brakes	15	1	6	8
1. Improper headlights	29	2	11	16
2. Taillight out or obscured	8	1	5	2
3. Defective steering mechanism				
4. Puncture or blowout	15	5	2	8
5. Other defects	2		1	1
9. Not stated	1348	58	532	758
TOTAL	1417	67	557	793

FINANCIAL RESPONSIBILITY				
0. Car insured	247	8	108	131
1. Car not insured	391	15	173	203
2. Not stated	779	44	276	459
TOTAL	1417	67	557	793

3 TIME

HOUR OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
12 to 1 A.M.	109	8	40	61
1 to 2 A.M.	105	7	34	64
2 to 3 A.M.	98	6	55	37
3 to 4 A.M.	97	3	33	61
4 to 5 A.M.	30	2	13	15
5 to 6 A.M.	19	2	7	10
6 to 7 A.M.	17	4	6	7
7 to 8 A.M.	6	1	4	1
8 to 9 A.M.	9	1	4	4
9 to 10 A.M.	5		1	4
10 to 11 A.M.	17		4	13
11 to 12 A.M.	12		3	9
12 to 1 P.M.	16		8	8
1 to 2 P.M.	25		8	17
2 to 3 P.M.	24	1	8	17
3 to 4 P.M.	41	1	17	23
4 to 5 P.M.	48	2	18	28
5 to 6 P.M.	95	4	39	52
6 to 7 P.M.	108	8	39	61
7 to 8 P.M.	106	3	38	65
8 to 9 P.M.	105	4	47	54
9 to 10 P.M.	95	2	40	53
10 to 11 P.M.	102	3	45	54
11 to 12 P.M.	109	3	44	62
Not stated	13		3	10
TOTAL	1411	65	556	790

LIGHT CONDITIONS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Daylight	327	14	117	198
1. Dusk	42	6	14	22
2. Dark	1029	45	422	562
9. Not stated	15		3	10
TOTAL	1411	65	556	790

DAY OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Sunday	106	18	169	219
1. Monday	140	7	47	85
2. Tuesday	112	6	44	60
3. Wednesday	104	1	48	55
4. Thursday	129	8	47	74
5. Friday	180	9	64	107
6. Saturday	340	14	157	189
9. Not stated	1411	65	556	790

4 ROADS—WEATHER

ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection				
1. Not at intersection				
2. On bridge				
3. Railroad crossing				
9. Not stated				
TOTAL				

RAILROAD CROSSINGS				
0. Gates not down				
1. Guarded crossing				
2. Unguarded crossing				
9. Not stated				
TOTAL				

WEATHER CONDITIONS				
0. Clear				
1. Fog				
2. Rain				
3. Snow				
9. Not stated				
TOTAL				

ROAD CONDITION				
0. Dry				
1. Wet				
2. Muddy				
3. Snowy				
4. Icy				
9. Not Stated				
TOTAL				

PROPERTY DAMAGE				
0. \$25				
1. \$ 25 to \$ 50				
2. \$ 50 to \$ 100				
3. \$ 100 to \$ 250				
4. \$ 250 to \$ 500				
5. \$ 500 to \$ 1,000				
6. \$ 1,000 or more				
9. Not stated				
TOTAL				

ROAD CLASSIFICATION				
7. State highway	434	29	218	187
8. Other highway	977	36	338	603
TOTAL	1411	65	556	790

STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

Summary

Report for

1939

Date

IN Accident Drivers "ASLEEP"

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1			
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated				
									0—4	5—14	15—24	25—64	65—Over						0—4	5—14	15—24	25—64	65—Over					
COLLISION WITH	2		2												2	2												
1. Pedestrian	187	6	105	76	7	5	2					3	4		187	137	49			3	54	112	3	15	7	167		
2. Other motor vehicle	2		2												2	2					2					2		
3. Horse drawn vehicle																												
4. Railroad train																												
5. Street car																												
6. Bicycle																												
7. Fixed object	228	14	116	98	15	10	5		1		2	11	1		184	133	51			2	78	94	2	8	15	184		
8. Non-collision operating	14		10	4											11	10	1				3	7		1		11		
9. Non-operating																												
10. Miscellaneous																												
Total	433	20	235	178	22	15	7		1		5	15	1		386	284	101			5	135	217	5	24	22	386		

1a DRIVERS

SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	416	19	222	175
Female	16	1	12	3
Not stated	1		1	
TOTAL	433	20	235	178

AGE OF DRIVER				
0. Under 21	59	2	27	30
1. Age—21 to 29	194	7	107	80
2. Age—30 to 49	123	7	72	44
3. Age—50 to 64	26	3	17	6
4. Age—65 and over	4	1	1	2
9. Not stated	27		11	16
TOTAL	433	20	235	178

1. Unlicensed	4	1	2	1
2. Out of State	83	6	38	39

CONDITION OF DRIVER				
0. Asleep	433	20	235	178
1. Had been drinking				
2. Physical defect				
3. View obstructed				
4. Confused				
5. Blinded by headlights				
9. Not stated				
TOTAL				

THE MOTORIST (VIOLATIONS)	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Reckless driving	42	5	26	11
1. Too fast for conditions	71	5	37	29
2. On wrong side of road	3		3	
3. Violated right of way	1			
4. Cutting in	1			
5. Passing standing street car	1			
6. Passing on curve or hill				
7. Passing on wrong side				
8. Failed to signal				
9. Car ran away				
10. Drove off roadway	218	9	114	95
11. Ignored "stop street" sign	2		1	1
12. Hit and run	3		1	2
13. Following too closely	36	1	16	19
14. Disregarded officer or signal	5		2	3
15. Double or prohibited parking				
19. Not stated	51		35	16
TOTAL	433	20	235	178

DIRECTION OF TRAVEL				
0. Going straight through				
1. Turning right				
2. Turning left				
3. Backing				
4. Car parked or standing still				
5. Slowing down or stopping				
6. Skidding				
9. Not stated				
TOTAL				

1b PEDESTRIANS

THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car				
1. Getting on or off other vehicle				
2. Crossing between intersections				
3. Playing in street				
4. Coming from behind parked vehicle				
5. In safety zone				
6. At work on car on roadway				
7. Walking against traffic				
8. Walking with traffic				
9. Crossing at intersection with signal				
10. Crossing at intersection against signal				
11. Crossing at intersection, no signal				
12. Crossing at intersection diagonally				
13. Hitching on vehicle				
14. Not in roadway				
15. Other actions				
19. Not stated				
TOTAL				

CONDITION OF PEDESTRIAN				
0. Had been drinking				
1. Physical defect				
2. Confused by traffic				
3. View obstructed				
9. Not stated				
TOTAL				

VEHICLES				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	372	17	206	149
1. Commercial	60	3	28	29
2. Taxi				
3. Bus	1		1	
4. Motorcycle				
5. Not stated	433	20	235	178
TOTAL				

CONDITION OF VEHICLES				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Faulty brakes	4		1	3
1. Improper headlights	1		1	
2. Taillight out or obscured	1		1	
3. Defective steering mechanism				
4. Puncture or blowout	2		1	1
5. Other defects	425	20	231	174
9. Not stated	433	20	235	178
TOTAL				

FINANCIAL RESPONSIBILITY				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Car insured	100	3	51	46
1. Car not insured	66	1	35	30
2. Not stated	267	16	149	102
TOTAL	433	20	235	178

3 TIME

HOUR OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
12 to 1 A.M.	23		12	11
1 to 2 A.M.	53	2	36	15
2 to 3 A.M.	52	4	33	15
3 to 4 A.M.	56	1	30	25
4 to 5 A.M.	53	3	22	28
5 to 6 A.M.	33	4	16	13
6 to 7 A.M.	31	2	17	12
7 to 8 A.M.	15	1	4	10
8 to 9 A.M.	3		3	
9 to 10 A.M.	2		1	1
10 to 11 A.M.	4	1	2	1
11 to 12 A.M.	5		4	1
12 to 1 P.M.	1			1
1 to 2 P.M.	6		5	1
2 to 3 P.M.	7	1	5	1
3 to 4 P.M.	6		3	3
4 to 5 P.M.	5		4	1
5 to 6 P.M.	17		7	10
6 to 7 P.M.	8		4	4
7 to 8 P.M.	1			1
8 to 9 P.M.	8		6	2
9 to 10 P.M.	9		2	7
10 to 11 P.M.	10		6	4
11 to 12 P.M.	23	1	13	9
Not stated	2			2
TOTAL	433	20	235	178

LIGHT CONDITIONS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Daylight	99	7	56	36
1. Dusk	17		8	9
2. Dark	318	13	171	124
9. Not stated	9			9
TOTAL	433	20	235	178

DAY OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Sunday	109	6	61	42
1. Monday	48	3	28	17
2. Tuesday	48	4	26	18
3. Wednesday	50	1	27	22
4. Thursday	47	1	27	19
5. Friday	51	3	26	22
6. Saturday	80	2	40	38
9. Not stated	433	20	235	178
TOTAL				

ROADS—WEATHER				
ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection				
1. Not at intersection				
2. On bridge				
3. Railroad crossing				
9. Not stated				
TOTAL				

ROAD CROSSINGS				
ROAD CROSSINGS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Gates not down				
1. Guarded crossing				
2. Unguarded crossing				
9. Not stated				
TOTAL				

WEATHER CONDITIONS				
WEATHER CONDITIONS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Clear				
1. Fog				
2. Rain				
3. Snow				
9. Not stated				
TOTAL				

ROAD CONDITION				
ROAD CONDITION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Dry				
1. Wet				
2. Muddy				
3. Snowy				
4. Icy				
9. Not Stated				
TOTAL				

PROPERTY DAMAGE				
PROPERTY DAMAGE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. \$25				
1. \$25 to \$50				
2. \$50 to \$100				
3. \$100 to \$250				
4. \$250 to \$500				
5. \$500 to \$1,000				
6. \$1,000 or more				
9. Not stated				
TOTAL				

ROAD CLASSIFICATION				
ROAD CLASSIFICATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
7. State highway	247	16	139	92

STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN NEW JERSEY (DAYLIGHT ACCIDENTS)

Summary

Report for 1939

Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated		
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over			
COLLISION WITH	3343	113	3230		113	83	30		22	27	4	39	21		3290	2198	1080	12	482	1509	227	732	181	159	113	3290
1. Other motor vehicle	15360	92	5035	10233	115	73	42			4	18	76	17		8435	4534	3884	17	245	487	1841	4645	313	904	115	8435
2. Horse drawn vehicle	59		23	36											28	27	1			5	7	15	1			28
3. Railroad train	31	8	9	14	10	6	4			1	2	6	1		22	13	9			6	2	12	1	1	10	22
4. Street car	53	1	21	31	1	1						1			31	22	9				10	18	1	2	1	31
5. Bicycle	527	11	471	45	11	11				4	3	4			495	427	66	2	3	253	182	33	4	20	11	495
6. Fixed object	1001	39	437	525	41	33	8		1	2	7	28	3		705	436	266	3	5	29	193	395	30	53	41	705
7. Non-collision operating	472	24	332	116	24	18	6			1	9	12	2		484	283	201		15	59	98	241	20	51	24	484
8. Non-operating	5		5												5	3	2				2	2		1		5
9. Miscellaneous	46		3	43											4	4					2	1		1		4
Total	20897	288	9566	11043	315	225	90		23	39	43	166	44		13499	7947	5518	34	750	2348	2564	6094	551	1192	315	13499

1a DRIVERS

SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	32995	353	13366	19276
Female	4179	43	1688	2448
Not stated	472	5	158	309
TOTAL	37646	401	15212	22033

AGE OF DRIVER				
0. Under 21	3185	48	1404	1733
1. Age—21 to 29	9354	102	4076	5176
2. Age—30 to 49	13484	152	5801	7531
3. Age—50 to 64	3601	71	1539	1991
4. Age—65 and over	567	15	239	313
9. Not stated	7455	13	2153	5289
TOTAL	37646	401	15212	22033

1. Unlicensed	147	8	55	84
2. Out of State	3652	64	1589	1999

CONDITION OF DRIVER				
0. Asleep	99	7	56	36
1. Had been drinking	338	14	118	206
2. Physical defect	122	4	45	73
3. View obstructed	1247	25	424	728
4. Confused	1422	19	551	852
5. Blinded by headlights	3441	332	13948	20138
9. Not stated	37646	401	15212	22033

THE MOTORIST (VIOLATIONS)	NO. OF VIOLATIONS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Reckless driving	51	2	22	27
1. Too fast for conditions	3892	91	1570	2231
2. On wrong side of road	1748	23	632	1093
3. Violated right of way	1682	10	597	1075
4. Cutting in	671	2	158	511
5. Passing standing street car	9		8	1
6. Passing on curve or hill	52	1	14	38
7. Passing on wrong side	141	1	33	107
8. Failed to signal	1876	3	499	1374
9. Car ran away	76		14	62
10. Drove off roadway	897	29	431	437
11. Ignored "stop street" sign	759	15	325	419
12. Hit and run	380	7	116	257
13. Following too closely	1961	4	736	1221
14. Disregarded officer or signal	476	6	214	256
15. Double or prohibited parking	120		45	75
9. Not stated	22855	208	9800	12947
TOTAL	37646	401	15212	22033

DIRECTION OF TRAVEL				
0. Going straight through	25500	311	11001	14188
1. Turning right	1043	6	341	696
2. Turning left	2849	21	959	1859
3. Backing	636	2	237	397
4. Car parked or standing still	2962	12	983	1967
5. Slowing down or stopping	2095	4	841	1250
6. Skidding	2561	45	840	1676
9. Not stated				
TOTAL	37646	401	15212	22033

1b PEDESTRIANS

THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car	30	1	29	
1. Getting on or off other vehicle	837	33	804	
2. Crossing between intersections	573	11	562	
3. Playing in street	844	24	820	
4. Coming from behind parked vehicle				
5. In safety zone	22		22	
6. At work on car on roadway	21		21	
7. Walking against traffic	51	7	44	
8. Crossing at intersection with signal	44	1	43	
9. Crossing at intersection against signal	124	4	120	
10. Crossing at intersection, no signal	706	19	687	
11. Crossing at intersection diagonally	22	1	21	
12. Hitching on vehicle	19	3	16	
13. Not in roadway	67	6	61	
15. Other actions	43	3	40	
9. Not stated				
TOTAL	3403	113	3290	

CONDITION OF PEDESTRIAN				
0. Had been drinking	38	3	35	
1. Physical defect	24	4	20	
2. Confused by traffic	129	10	119	
3. View obstructed	886	28	858	
9. Not stated	2526	68	2258	
TOTAL	3403	113	3290	

2 VEHICLES

TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	29877	281	12117	17479
1. Commercial	6398	92	2301	4005
2. Taxi	167	4	73	90
3. Bus	953	11	518	424
4. Motorcycle	250	13	202	35
5. Not stated	1		1	
TOTAL	37646	401	15212	22033

CONDITION OF VEHICLES				
0. Faulty brakes	591	6	214	371
1. Improper headlights	6		4	2
2. Taillight out or obscured	4			
3. Defective steering mechanism	120	4	49	67
4. Puncture or blowout	162	13	81	68
5. Other defects	81	2	25	54
9. Not stated	36682	376	14839	21467
TOTAL	37646	401	15212	22033

FINANCIAL RESPONSIBILITY				
0. Car insured	12317	130	4652	7535
1. Car not insured	8045	100	3424	4521
2. Not stated	17284	171	7156	9977
TOTAL	37646	401	15212	22033

3 TIME

HOUR OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
12 to 1 A.M.				
1 to 2 A.M.				
2 to 3 A.M.				
3 to 4 A.M.				
4 to 5 A.M.				
5 to 6 A.M.	106	4	50	52
6 to 7 A.M.	423	13	179	231
7 to 8 A.M.	1129	16	432	681
8 to 9 A.M.	1314	10	539	765
9 to 10 A.M.	1179	16	477	686
10 to 11 A.M.	1426	21	608	797
11 to 12 A.M.	1806	18	826	962
12 to 1 P.M.	1621	11	777	833
1 to 2 P.M.	1631	17	738	876
2 to 3 P.M.	1821	30	808	983
3 to 4 P.M.	2161	32	1005	1124
4 to 5 P.M.	2462	41	1181	1240
5 to 6 P.M.	1733	20	842	871
6 to 7 P.M.	919	18	514	587
7 to 8 P.M.	672	15	364	293
8 to 9 P.M.	184	4	92	88
9 to 10 P.M.				
10 to 11 P.M.				
11 to 12 P.M.				
Not stated	308	2	133	173
TOTAL	20897	288	9566	11043

LIGHT CONDITIONS	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Daylight	20589	286	9433	10870
1. Dusk				
2. Dark				
9. Not stated	308	2	133	173
TOTAL	20897	288	9566	11043

DAY OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Sunday	2799	36	1398	1365
1. Monday	2793	39	1284	1470
2. Tuesday	2808	35	1244	1529
3. Wednesday	2751	31	1217	1503
4. Thursday	2769	44	1255	1470
5. Friday	2988	51	1367	1570
6. Saturday	3932	52	1784	2098
9. Not stated	57		17	40
TOTAL	20897	288	9566	11043

4 ROADS—WEATHER

ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection	11531	97	5124	6310
1. Not at intersection	9074	180	4331	4563
2. On bridge	261	3	102	156
3. Railroad crossing	31	8	9	14
9. Not stated				
TOTAL	20897	288	9566	11043

RAILROAD CROSSINGS				
0. Gates not down				
1. Guarded crossing	10	5	2	3
2. Unguarded crossing	18	3	5	10
9. Not stated	3		2	1
TOTAL	31	8	9	14

WEATHER CONDITIONS				
0. Clear	17289	241	8277	8771
1. Fog	186	4	83	99
2. Rain	2653	36	972	1645
3. Snow	769	7	234	528
9. Not stated				
TOTAL	20897	288	9566	11043

ROAD CONDITION	Total	Fatal	Non-fatal	Property Damage Only
0. Dry	15826	228	7807	7791
1. Wet	3040	38	1136	1866
2. Muddy	8		4	4
3. Snowy	613	8	184	421
4. Icy	1410	14	435	961
9. Not Stated				
TOTAL	20897	288	9566	11043

INSPECTOR FORCE

One of the major duties of the Inspector Force is the examination of applicants for drivers' licenses. In connection with this duty during 1939, 120,837 people were examined in addition to 9,339 examinations for special "for hire" drivers' licenses.

Another major duty assigned to the Force is the patrol of the highways and the apprehension and prosecution of violators of the Motor Vehicle and Traffic Laws. In this connection, the Inspectors made 26,630 arrests, bringing to the State revenue in fines in the amount of \$120,707.50.

The authorized strength of the Inspector Force at the present time is 108, including the Chief Inspector and eight Deputy Chief Inspectors.

Thirty-five members of the Force are assigned permanently to patrol duty on a number of the State's important through routes. This patrol work has proven highly successful for the reason that it is carried on continuously and the men, who operate on definitely laid out beats, are closely supervised. Enlargement of this patrol would undoubtedly prove highly beneficial in the efforts being made to reduce the accident rate.

At the present time, drivers' license examinations are conducted at 35 points in the State, which points were selected with the view of the greatest convenience to the citizens. The Department is aware of the need for improvement in the driver's license examination and has for several years co-operated in a study of examination methods with the Institute of Human Relations of Yale University from which will evolve a testing system that will improve automobile driving. The work done thus far has developed an examination method which will unquestionably bring about more skilled driving. The Department is unable, however, to make use of this system by reason of lack of personnel. One result of the work done with the Institute of Human Relations was the development and adoption of a Manual for drivers to be distributed to all persons applying for learners' permits. This Manual is a decided improvement over the compendiums previously given to prospective drivers.

The special examination which is conducted to test the ability of persons seeking to operate motor vehicles used for the transportation of persons for hire has been continued. This highly important part of the work includes a physical examination which is given each year before the "for hire" driver's license can be renewed. As has been pointed out in a previous report, the operation of the "for hire" driver's license examination gives a positive indication of the advisability of periodic reexamination of all drivers. It is earnestly recommended, therefore, that the Legislature consider this matter

with the thought of providing additional funds and personnel so that such an examination can be made a reality.

At various times during the year, the Inspectors have operated in groups for the purpose of apprehending persons suspected of operating cars while under the influence of liquor. Enforcement work of this type is valuable both as a means of actually apprehending violators and also as a possible deterrent. It will be carried on in the future when conditions permit.

The checking of trucks discloses that the overload situation is under control. The Force is at present cooperating with a division of the State Highway Department in a survey which will produce valuable information in regard to loading conditions.

As in previous years, the Department has made use of the services of the Inspector Force in transporting agency reports and records to the Central Office during the license renewal season. The handling of this important matter in this way results in a considerable saving of time and money over the mailing system.

Two members of the Force are assigned to the Division of Safety Education for work as technical assistants. In addition to the work of these men, the Inspectors have constituted a major part of the Department's Speakers' Bureau. Numerous safety talks by these Inspectors have proven of great value and incidentally are given without additional cost to the State.

One Inspector is at present assigned to the Division of Traffic Control for engineering work and other assignments of a like nature. During 1939, one member of the Force worked in conjunction with Underwriters' representatives. This work consists principally of locating stolen cars and the apprehension of the thieves. This activity has been highly successful and the results obtained appear in the statistical section of the report. The stolen cars listed as recovered do not include those found abandoned on highways after "joyrides," as these would obviously have been returned to their owners in due course.

The Inspectors have, as in the past, assisted in the administration of the Bill of Sale Law and also of the Junkyard Law. These laws, as well as other law with which the Department is concerned, make necessary a large number of investigations which have been carried out by the Inspectors.

All fatal accidents were thoroughly investigated by Inspectors, their reports made being the basis of the Department's action in handling drivers involved in these accidents. This work is highly important and it is hoped that eventually, if personnel permits, that the activity can be broadened to take in investigation of all personal injury accidents.

The law providing for the inspection of motor vehicles has placed a burden of much additional work upon the Inspectors but the inspection itself has been so successful and has been such a material aid in the reduction of accidents that the Inspectors' branch of this work must unquestionably be continued.

It has been the duty of various Inspectors, at times during the year, to engage in conferences with representatives of other states and the Federal Government in efforts to bring about uniformity in regulations and like matters.

Four members of the Inspector Force attended the last course in Traffic Regulation at Rutgers University. These courses offer valuable aid in the training of men engaged in traffic regulation and other Inspectors will be assigned to attend additional courses in the future.

It is again necessary to report that the enforcement index for the State as a whole is entirely too low. On the roads continuously patrolled by the Inspectors, the figures for 1939 was 13.5 which is approximately what it should be. The index for the State as a whole, however, was 5.8 which while it represents a slight increase over the previous year, it is entirely unsatisfactory. To correct this disparity, enforcement should be increased until the figure reaches 15 for the entire State.

It is essential that accident prevention work be carried on by men who are specially trained for their work and due allowance made for the time element as a matter of applying enforcement, education and engineering principles.

A short summary of this report is appended for convenience.

DIGEST OF ENFORCEMENT ACTIVITIES

Inspectors made 26,630 arrests for violations of Traffic Laws, resulting in revenue to the State, of \$120,707.50 in fines.

Passed 100,932 applicants for drivers' licenses and rejected 19,905.

Recovered stolen cars with insured value of \$32,678.

Maintained 24-hour patrol on Routes 2, 4, and 29, with consequent improvement in accident rate.

Continued selective enforcement campaign to reduce violations resulting from use of liquor.

Maintained control over truck overload situation.

Supervised auto junkyards.

Investigated all applications for dealers' licenses and dealers' registration plates.

Made complete investigation of every fatal accident and prosecuted cases before Commissioner.

Rendered assistance to local Police Departments in their handling of emergency and unusual traffic conditions.

Transported all agency reports and records during license renewal season with large saving in money to State.

Constituted major part of Speakers' Bureau, and engaged actively in Safety Education work.

Rendered continual assistance to Traffic Engineer.

Carried on successful campaign against car thieves.

Assisted Testing Division in enforcement of Motor Vehicle Inspection law.

Completed 22,758 investigations for Commissioner.

Travelled 2,797,309 miles in patrol work.

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

Location	Passed	Rejected	Total
Asbury Park	1,980	345	2,325
Atlantic City	2,351	635	2,986
Bridgeton	1,261	315	1,576
Burlington	585	129	714
Camden	5,380	1,070	6,450
Cape May Court House	788	143	931
Dover	1,400	147	1,547
Elizabeth	8,586	1,402	9,988
Englewood	1,492	196	1,688
Flemington	299	76	375
Freehold	1,155	284	1,439
Hackensack	19,559	3,497	23,056
Ha kettstown	891	120	1,011
Hammonton	343	72	415
Jersey City	6,314	1,420	7,734
Morristown	1,384	168	1,552
Mount Holly	588	148	736
Newark	16,936	3,229	20,165
New Brunswick	2,238	734	2,972
Newton	624	70	694
Ocean City	674	120	794
Passaic	1,667	251	1,918
Paterson	2,561	463	3,024
Perth Amboy	1,124	194	1,318
Phillipsburg	768	59	827
Plainfield	1,873	244	2,117
Red Bank	2,003	345	2,348
Ridgewood	1,503	219	1,722
Salem	978	243	1,221
Somerville	2,342	695	3,037
Summit	839	62	901
Sussex	265	24	289
Toms River	632	134	766
Trenton	5,570	1,610	7,180
Woodbury	3,979	1,042	5,021
	100,932	19,905	120,837

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

Month	Passed	Rejected	Total
January	2,535	432	2,967
February	1,356	298	1,654
March	11,414	1,929	13,343
April	11,063	2,154	13,217
May	11,835	2,365	14,200
June	12,836	2,436	15,272
July	12,546	2,497	15,043
August	11,041	2,354	13,395
September	8,341	1,756	10,097
October	7,617	1,542	9,159
November	5,589	1,088	6,677
December	4,759	1,054	5,813

100,932 19,905 120,837

	Males	Females
Passed	69,703	31,229
Rejected	15,649	4,256

85,352 35,485

CLASS OF REJECTIONS

Illiteracy	2,253
Impaired Vision	3,219
Driving Test	7,451
Written Test and Miscellaneous	6,982

19,905

1939	Passed	Rejected	Total
January	2,535	432	2,967
February	1,356	298	1,654
March	11,414	1,929	13,343
April	11,063	2,154	13,217
May	11,835	2,365	14,200
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July	12,546	2,497	15,043
August	11,041	2,354	13,395
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November	5,589	1,088	6,677
December	4,759	1,054	5,813

100,932 19,905 120,837

	Males	Females	Males	Females
	Passed	Passed	Rejected	Rejected
1939				
January	2,104	431	386	46
February	1,167	189	275	23
March	8,983	2,431	1,669	260
April	8,179	2,884	1,806	348
May	8,111	3,724	1,898	467
June	8,266	4,570	1,878	558
July	7,900	4,646	1,846	651
August	6,839	4,202	1,704	650
September	5,289	3,052	1,286	470
October	5,244	2,373	1,182	360
November	3,967	1,622	846	242
December	3,654	1,105	873	181

69,703 31,229 15,649 4,256

1939	Illiterates	Illiterates	Total
	Passed	Rejected	
January	44	45	89
February	29	31	60
March	88	143	231
April	163	202	365
May	185	248	433
June	191	314	505
July	248	296	544
August	181	295	476
September	158	201	359
October	126	197	323
November	113	139	252
December	101	142	243

1,627 2,253 3,880

"For Hire" licenses: Issued 9,339

Rejected 28
Specials
& Reexams. Total 9,367
Specials
& Reexams.

1939	Passed	Rejected	Total
January	36	2	38
February	22	1	23
March	38	110	148
April	104	8	112
May	64	2	66
June	57	—	57
July	60	5	65
August	55	4	59
September	51	7	58
October	54	—	54
November	37	2	39
December	46	6	52

1939	Must Wear Glasses	Rejected	Total
January	396	82	478
February	205	58	263
March	1,507	340	1,847
April	1,539	372	1,911
May	1,594	425	2,019
June	1,749	363	2,112
July	1,594	345	1,939
August	1,434	318	1,752
September	1,190	247	1,437
October	1,035	271	1,306
November	806	184	990
December	696	214	910

13,745 3,219 16,964

1939	Over 75 Years Passed	Over 75 Years Rejected	Total
January	—	—	—
February	—	—	—
March	—	—	—
April	—	—	—
May	—	—	—
June	—	—	—
July	—	—	—
August	—	—	—
September	1	—	1
October	—	1	1
November	—	—	—
December	—	1	1

1 2 3

The following is a breakdown of the Inspection Force activities and results for the year 1939.

	Regular	Patrol	Grand Total
Total hours	177,808 3/4	83,608	261,416 3/4
Days sick	338	332	670
Days off	10,465	1,788	12,253
Vacation days	954	558	1,512
Travel hours	20,669 1/4	1,457 1/4	22,126 1/4
Patrol hours	65,325 3/4	72,495 1/4	137,821
Investigations	16,132 3/4	1,675 1/4	17,808
Revoked licenses collected	8,458 3/4	891 1/4	9,350
Check-up of cars on highways	530 3/4	124 3/4	655 1/4
Scales	147 1/4	21 3/4	169
Examinations	43,492 3/4	—	43,492 3/4
Court	4,879 3/4	3,601 1/2	8,480 3/4
Safety education	4,761 1/4	52 1/2	4,814
Stolen cars	882 1/2	25 1/2	908
Special detail	835 1/4	142 1/2	977 3/4
Traffic engineering	1,486	—	1,486
Administration	8,128	—	8,128
Miscellaneous	3,837	1,362 1/4	5,199 1/4
Violations reported	15,206	10,062	25,268
Warnings issued, (written & verbal)	10,706	5,778	16,484
Summons issued	2,592	5,359	7,951
Summary arrests	9,117	9,562	18,679
Cases investigated	21,871	887	22,758
Fines collected	\$65,302.00	\$55,405.50	\$120,707.50
Registrations collected	\$ 3,957.40	\$ 3,048.05	\$ 7,005.45
Driver's license fees collected	\$ 854.00	\$ 426.00	\$ 1,280.00
Value of stolen cars recovered	—	1,086,296	\$ 32,678.00
Mileage	1,711,013	78,906 gals.	2,797,309
Gas consumed	123,590.3 gals.	4,162 qts.	202,496.3 gals.
Oil consumed	7,916 qts.	13,766	12,078 qts.
Miles per gallon gas	13.84	261.00	13.81
Miles per quart oil	216.15	26 regular men	231.6
Number of inspectors	69	9 relief men	104
Reductions in Inspection Force due to resignations, death and other causes	—	—	4

LICENSE REVOCATIONS AND HEARINGS

During the year 1939 the operating privileges of 4,980 persons were revoked by the Department for various infractions of the Motor Vehicle and Traffic Laws, a decrease of six per cent over the preceding year. Computing all license revocations since the beginning of statistical records, the 22 year period discloses that the Department has taken direct action against 70,577 individuals.

A year by year record of total revocations since the year 1917 is as follows:

Year	Revocations	Year	Revocations
1918.....	702	1929.....	4,991
1919.....	707	1930.....	4,949
1920.....	770	1931.....	4,993
1921.....	956	1932.....	4,034
1922.....	931	1933.....	3,294
1923.....	2,080	1934.....	2,863
1924.....	2,429	1935.....	3,281
1925.....	2,886	1936.....	4,125
1926.....	2,750	1937.....	5,876
1927.....	3,987	1938.....	5,336
1928.....	3,657	1939.....	4,980
		TOTAL.....	70,577

The following is a break-down of the revocations covering the last three years.

	1939	1938	1937
Drivers' licenses revoked	3,547	3,871	4,335
Placed on prohibitory list	524	617	573
Reciprocity privileges revoked	797	725	901
Passenger registrations revoked	96	93	39
Motorcycle drivers' licenses revoked	9	11	19
Dealer registrations revoked	7	18	9
Bus registrations revoked	0	1	—
TOTALS	4,980	5,336	5,876

CAUSES FOR THE LICENSE REVOCATIONS

	1939	1938	1937
Driving while intoxicated	1,256	1,425	1,690
Reckless driving	413	447	493
Speeding	412	406	708
Fatal accidents	205	322	366
Obtaining license while on revoked list	51	101	60
Habitual violators	478	526	703
Failure to appear	720	760	797
Failure to pay fines	99	136	50
Leaving scene of accident	61	69	81
Misstatement of facts on application	31	21	44
Larceny, receiving and driving without consent	111	97	85
Defective vision	9	12	12
Physically or mentally unfit	99	92	87
Fraud at examinations	31	33	57
Driving without license	56	65	55
Misrepresenting age	2	6	25
Permanent revocations, bad records	6	8	3
Failure to report change of address	122	—	—
Careless driving	157	—	—
Other violations	661	810	560
	4,980	5,336	5,876

VOLUME OF APPLICATIONS AND INQUIRIES DEALING WITH LICENSE REVOCATIONS

In connection with license revocations, many inquiries were received through personal visits to the office, correspondence and telephone. A record kept for the past three years discloses 42,609 inquiries. Basing this figure on 300 working days in one year, there was an average of 48 inquiries daily.

Following is a comparative record of cases that were considered during the past three years.

1939.....	12,871
1938.....	18,368
1937.....	11,370

DRUNKEN DRIVERS

As is usual the revocations pertaining to charges of driving while under the influence of intoxicating liquor again lead all other causes for revocation. A total of 1,256 drivers was brought to judgment for this serious offense during the year. It is gratifying to note that this year's figure reflects an 11.7 per cent decrease over the year 1938. This violation has shown a decrease for the past two years.

During the past 22 years the Motor Vehicle Department has revoked licenses of 26,595 alcoholic drivers. Beginning with 135 revocations in the year 1918, the totals went upward until the year 1930 when an all-high record of 2,095 license revocations was reached. The following year this figure dropped slightly and when the depression was at its "peak" the 1932 convictions fell to 1,432, and in the following year to a low of 1,227.

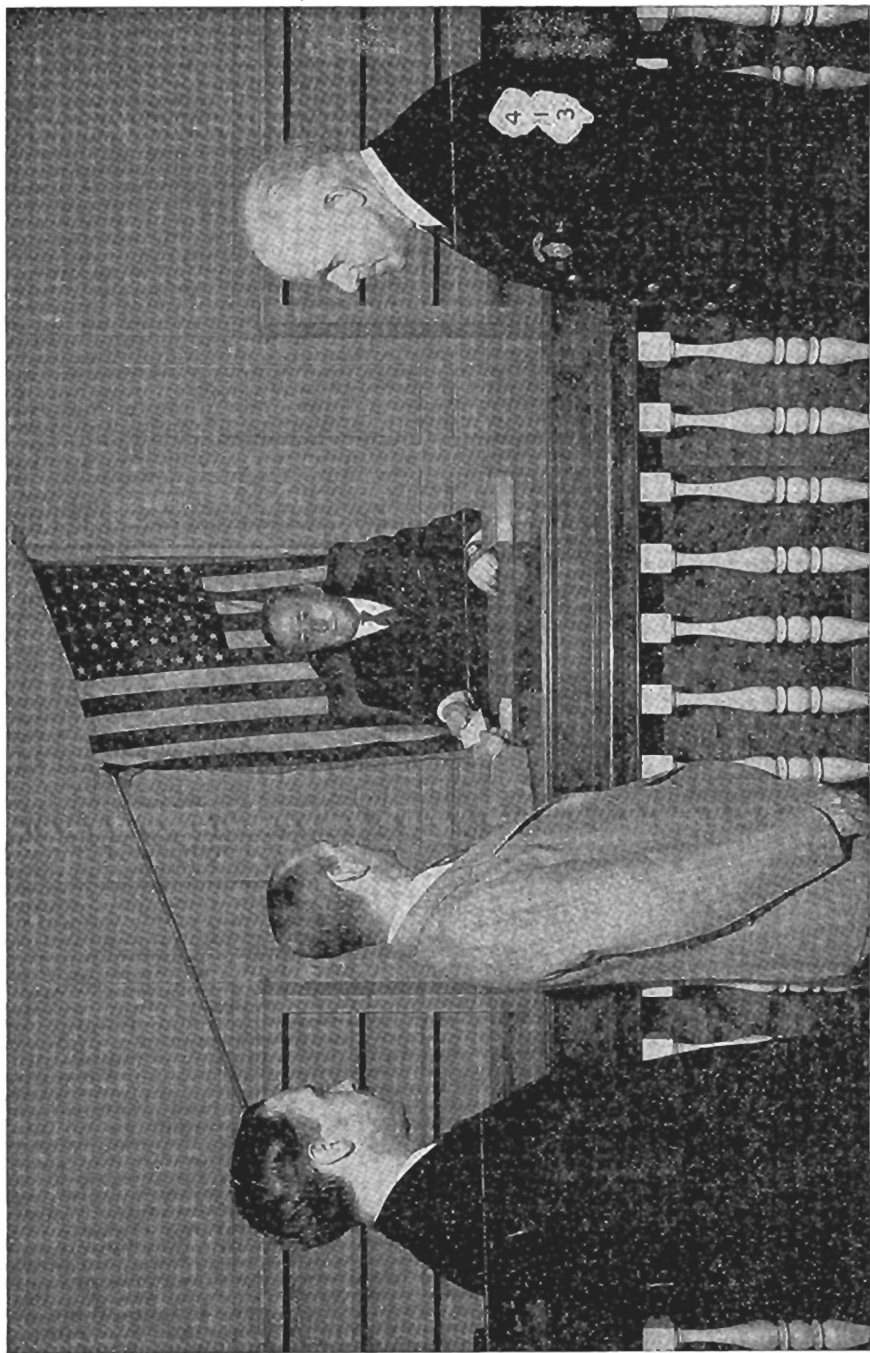
The yearly record of drunken drivers' revocations during the 22-year period is as follows:

Year	Revocations	Year	Revocations
1918.....	135	1929.....	2,044
1919.....	115	1930.....	2,095
1920.....	314	1931.....	2,089
1921.....	430	1932.....	1,432
1922.....	352	1933.....	1,227
1923.....	832	1934.....	1,443
1924.....	971	1935.....	1,305
1925.....	1,155	1936.....	1,534
1926.....	1,259	1937.....	1,690
1927.....	1,640	1938.....	1,425
1928.....	1,952	1939.....	1,256

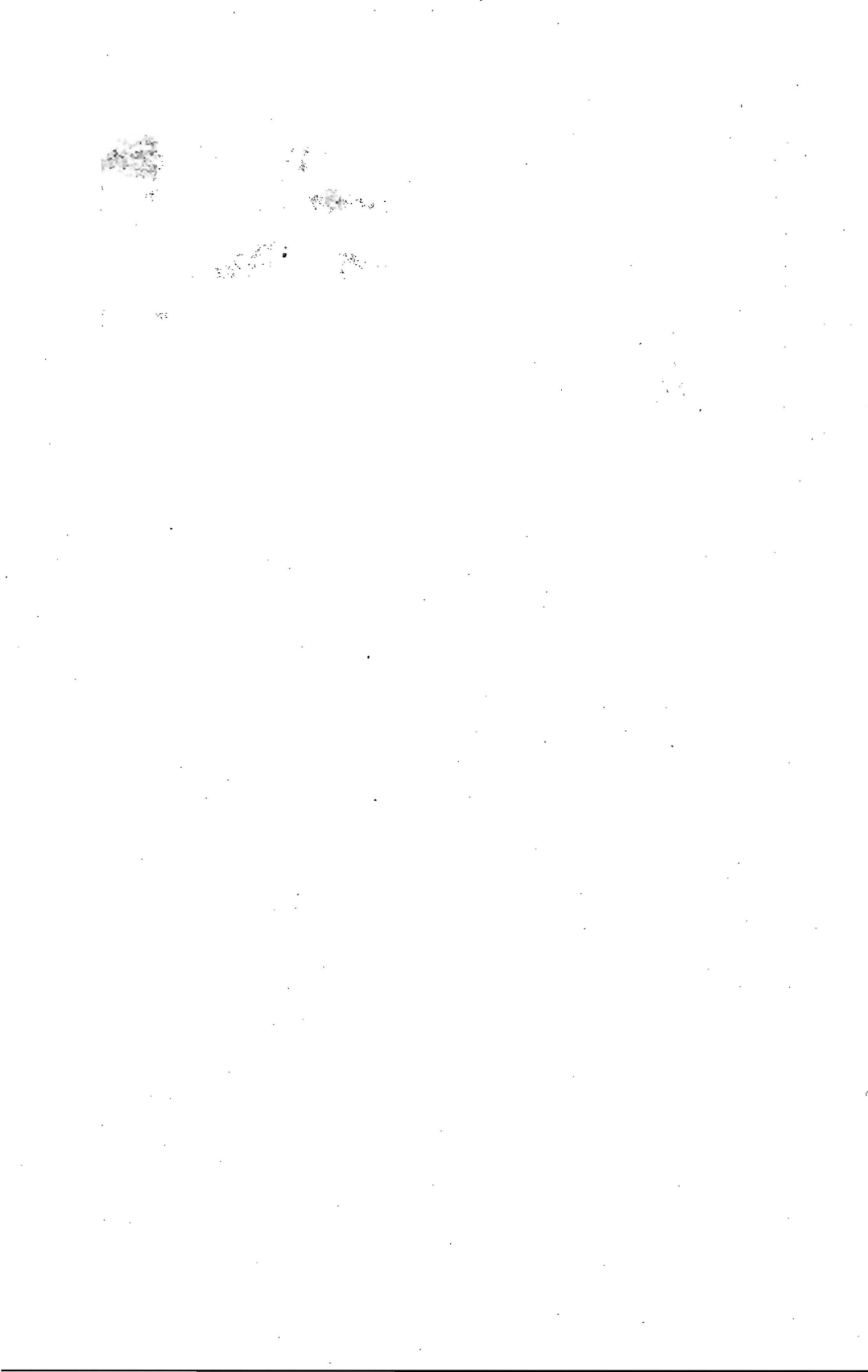
TOTAL - 26,595

STUDY OF DRUNKEN DRIVER REVOCATIONS

Classification	1939	1938	1937
New Jersey residents arrested in New Jersey	941	1,071	1,284
New Jersey residents arrested in other states	78	105	87
New Jersey residents not holding driver's license placed upon prohibitory list	112	109	158
Non-residents arrested in New Jersey	125	140	161
TOTALS	1,256	1,425	1,690



Habitual violator surrendering his driver's license to Deputy Commissioner Dearden.



RESIDENTS ARRESTED OUT-OF-THE-STATE

IN	1939	1938	1937
New York	41	22	18
Pennsylvania	28	36	30
Massachusetts	11	9	8
Delaware	3	5	3
Connecticut	12	5	4
Virginia	3	5	7
Rhode Island	0	4	1
Maryland	2	8	8
Maine	2	3	1
North Carolina	2	1	5
New Hampshire	1	3	2
South Carolina	1	3	0
District of Columbia	1	1	0
Tennessee	1	0	0
TOTALS	78	105	87

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

IN	1939	1938	1937
New York	49	60	71
Pennsylvania	57	69	74
Maryland	1	1	3
Delaware	1	2	0
Connecticut	6	0	3
Massachusetts	0	0	2
District of Columbia	1	0	0
Illinois	1	1	0
Georgia	2	2	0
Nebraska	0	1	0
Florida	2	0	0
Michigan	1	0	2
Virginia	0	0	2
Alabama	0	0	1
South Carolina	0	1	1
Indiana	0	0	1
Idaho	0	0	1
North Carolina	1	3	0
Maine	1	0	0
Rhode Island	1	0	0
Arkansas	1	0	0
TOTALS	125	140	161

SEX OF VIOLATORS

	1939	1938	1937
Males	1,228	1,381	1,648
Females	28	44	42
TOTALS	1,256	1,425	1,690

NATURE OF PENALTIES IMPOSED

These totals include only the number of convictions covering New Jersey residents arrested in New Jersey—the figures mentioned on one of the preceding tables. The purpose is to show approximately just what penalties the defendants suffer upon conviction.

	Resident Drivers		Resident No. License Pro. List		Non-Residents		Total	
	1939	1938	1939	1938	1939	1938	1939	1938
Fine penalty imposed and paid	474	571	33	29	64	71	571	671
Jail sentence imposed	147	291	29	44	12	37	188	372
Defaulted payment of fine and there-by served time in jail	320	209	50	36	49	32	419	277
TOTALS	941	1071	112	109	125	140	1178	1320

CLASSIFICATION OF VIOLATORS AS TO AGE

	1939	1938	1937
17 to 24	93	121	175
25 to 35	363	410	489
36 to 50	439	499	553
51 to 64	109	127	139
65 and up	15	19	15
TOTALS	1019	1176	1371

COUNTIES WHERE VIOLATORS RESIDE AND COUNTIES WHERE ARRESTED

	1939	1938	1937		1939	1938	1937
Atlantic	29	21	26	Atlantic	32	29	36
Bergen	110	117	131	Bergen	128	133	138
Burlington	48	44	63	Burlington	60	51	77
Camden	82	113	133	Camden	89	112	144
Cape May	8	20	10	Cape May	13	19	14
Cumberland	28	37	51	Cumberland	30	37	63
Essex	175	192	196	Essex	152	139	153
Gloucester	27	31	48	Gloucester	27	41	44
Hudson	105	146	186	Hudson	94	137	196
Hunterdon	14	15	12	Hunterdon	16	14	15
Mercer	62	70	95	Mercer	55	65	80
Middlesex	85	82	79	Middlesex	85	101	85
Monmouth	46	55	73	Monmouth	54	69	89
Morris	56	44	58	Morris	50	51	57
Ocean	23	24	26	Ocean	19	25	25
Passaic	48	49	82	Passaic	50	45	84
Salem	26	37	38	Salem	30	34	35
Somerset	27	29	27	Somerset	29	36	45
Sussex	9	11	16	Sussex	11	10	15
Union	107	134	152	Union	131	150	178
Warren	16	14	27	Warren	23	22	30
	1131	1285	1529		1178	1320	1603
Non-residents arrested in New Jersey	125	140	161	New Jersey residents ar- rested in other states ..	78	105	87
	1256	1425	1690		1256	1425	1690

HABITUAL VIOLATORS

The Department continued a close check of the accident reports and magistrates' convictions of traffic violations in its drive against the habitual violator. A total of 3,927 such drivers was selected during the year for summary action, 3,007 receiving warning letters, 442 appeared for hearings and were dismissed with a warning, 243 were deprived of their operating privileges after a hearing, and 235 had their privileges to drive revoked, foregoing the option of a hearing.

These operators are both unsafe and unfit to be behind the wheel of a motor vehicle, judging their operation by the record of convictions. Those who received a warning letter usually had one or two serious traffic violations linked with one of a minor nature—enough to indicate the need of some corrective influence. Those who lost their licenses had three or more serious violations and in some instances also a record of accidents.

Since the Department instituted this drive against the habitual offender, it is no longer possible to "get away" with repeated or habitual violations of the traffic laws. Records of magistrates' reports of convictions and accidents are so filed that they immediately come to the fore as soon as the driver places himself in this category.

It is judged that about 25,000 drivers are at present in this class or about two per cent of the licensed drivers. Although the percentage might be considered small, yet their reckless disregard of the law makes each one a potential accident hazard and the Department regards its policy a distinct safety measure.

FATAL ACCIDENTS

Since December 1935, the Department has investigated all fatal accidents for the purpose of determining whether the accidents were the result of improper or illegal driving. Sufficient evidence to warrant an entry of 205 revocations was found. In 93 cases the driver's license was revoked with no hearing requested; 67 were revoked after a hearing, and 45 were dismissed after a hearing.

In many of the cases the revocation was for a period of five years. This activity is gradually educating the public to the fact that it is no longer possible to take a human life as a result of the careless operation of a motor vehicle and escape punishment. Investigation has shown that many of these fatal accidents were the direct result of some violation of the traffic law and that the accident would not have occurred if the driver had exercised due caution and care.

HEARINGS

A total of 2,145 drivers was accorded hearings during the year before Deputy Commissioner William J. Dearden on various charges dealing with license revocations and restorations. In the year 1939 there was an increase amounting to 33.4 per cent in hearings as compared to the year 1938.

The following is a table which will show the number of hearing days conducted by Deputy Commissioner William J. Dearden. This table gives the total by months and a comparison for the years 1938 and 1937.

HEARING DAYS

Month	1939	1938	1937
January	9	11	7
February	13	16	8
March	13	10	8
April	7	10	8
May	8	9	9
June	6	8	11
July	4	7	12
August	6	3	8
September	8	8	7
October	6	6	14
November	11	8	6
December	8	7	5
TOTALS	99	103	103

A table follows which classifies the various hearings over a three year period:

CLASSIFICATION OF HEARINGS

HABITUAL VIOLATORS

	1939	1938	1937
Licenses revoked after hearing	243	319	329
Dismissed with a warning	442	417	570
	685	736	899

RESTORATIONS

Restored after a hearing	323	315	257
Denials	84	96	77
	407	411	334

FATAL ACCIDENTS

Revoked after a hearing	67	178	83
Dismissed (No Action)	45	79	23
Restored after a hearing	9	51	—
	121	308	106

TESTING LAW VIOLATIONS

(Inspector's summonses)

Revoked after a hearing	233	—	—
Dismissed (No Action)	603	—	—
	836	—	—

RECKLESS & INCOMPETENT

Revoked after a hearing	10	6	13
Dismissed (No Action)	1	0	3
	11	6	16

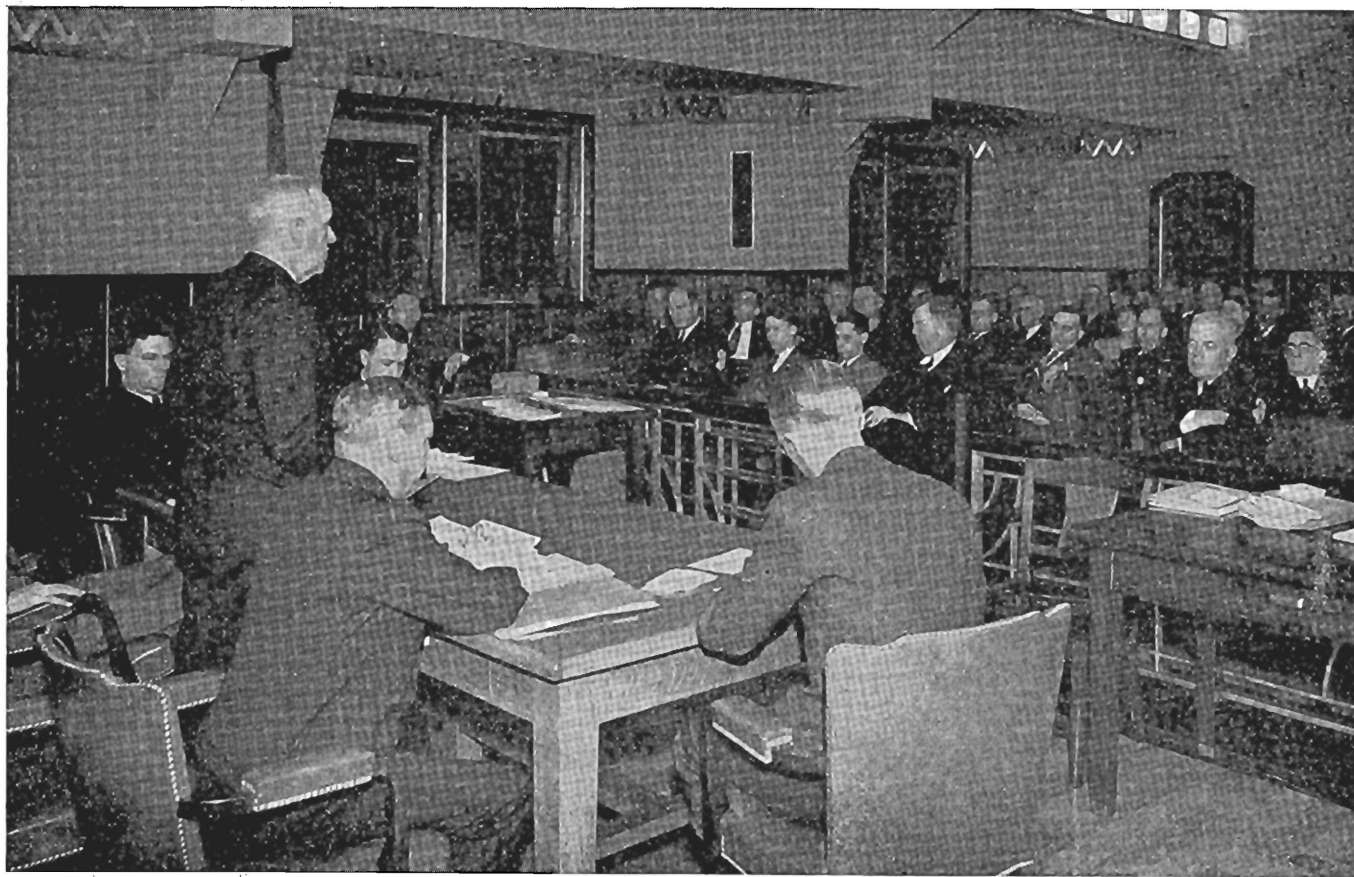
CARELESS & INCOMPETENT

Revoked after a hearing	13	—	—
Dismissed (No Action)	4	—	—
	17	—	—

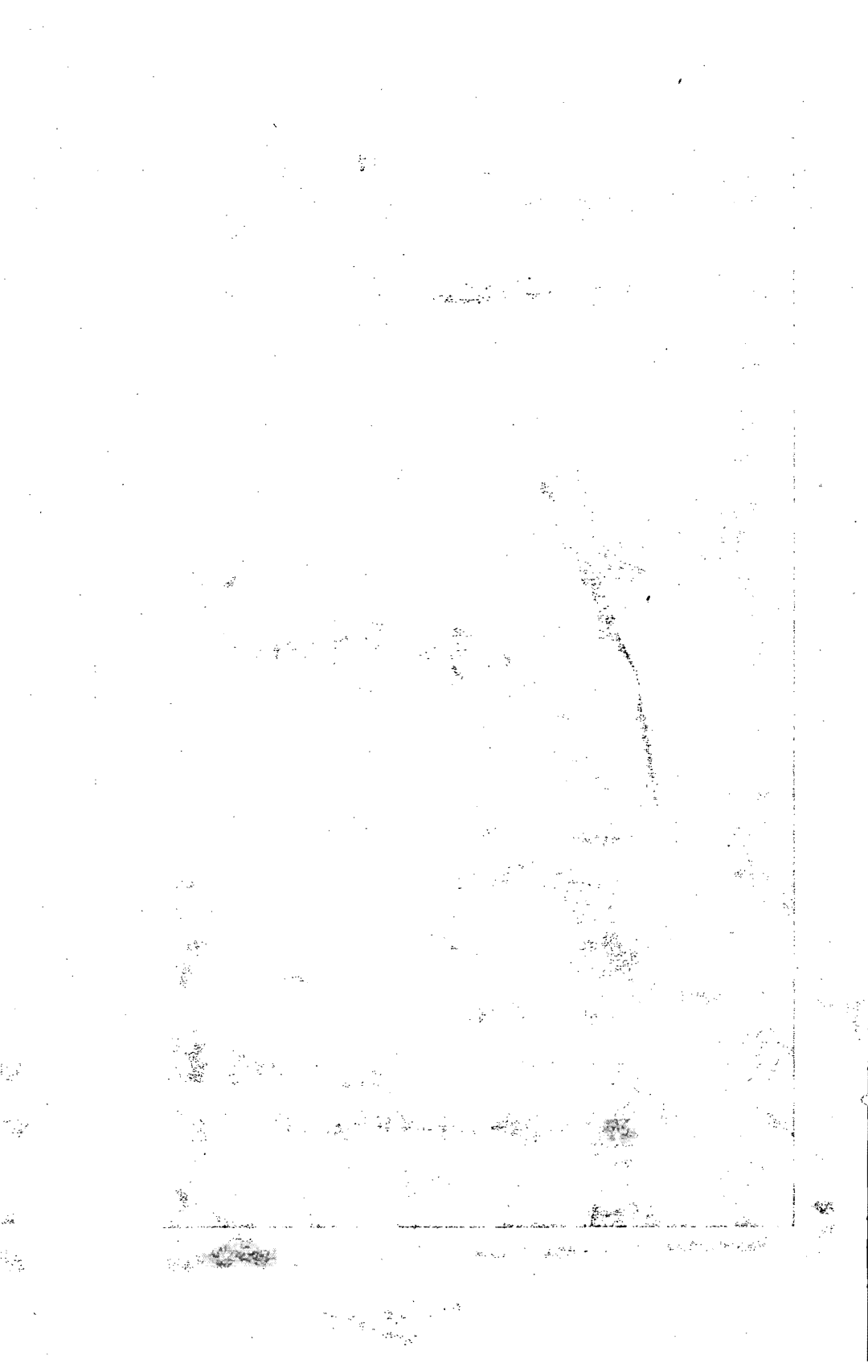
OTHERS

Revoked after a hearing	40	—	—
Dismissed (No Action)	28	—	—
	68	45	49

TOTAL HEARINGS HELD	2145	1507	1408
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Typical County Safety Conference held by Department with Mayors, Police Chiefs and Magistrates.



TRAFFIC CONTROL AND REGULATION TRAFFIC ENGINEERING

The Division of Traffic Control and Regulation not only continued but increased its efforts to improve the expedition of traffic with safety along the streets and highways of the State.

Several hundred high accident locations in both rural and urban areas were studied at the request of public officials and recommendations offered to the responsible authorities to the end that the bad accident spots in question might be corrected, or at least accident experience curtailed.

The Division received 147 applications requesting approval of installation and operation of traffic control signals at intersections along State highways and local roadways. After thorough investigation determining the reasonableness and necessity for such signals, 47 approvals were granted. Wherever possible, at locations where traffic control signals were disapproved, recommendations were made concerning proper regulation and control of traffic to make possible better expedition of traffic with safety.

"Before and after" studies of accident experience at a number of such locations indicated that the corrective recommended resulted in a decrease in accidents.

During the year the Division reviewed ordinances submitted by 57 cities; townships and boroughs. In addition, 17 resolutions were approved for the designation of "through streets," including local and county roadways as well as State highways.

There were 189 letters of complaint given attention. Each of these complaints was investigated to determine the need for corrective measures. In each instance a report was submitted by the investigator and the complainant was promptly notified of the Division's disposition.

As indicated in the accident statistical section of this report, New Jersey's accident experience for 1939 was outstanding. Although the 1939 decrease under 1938 did not equal that of 1938 under 1937, it appears rather significant that in the past two years—1938 and 1939—New Jersey had a reduction of more than 36 per cent in motor vehicle deaths compared with the year 1937.

This improvement is also exemplified in the following tabulation showing a comparison of the motor vehicle accident death rate for the State of New Jersey on the basis of motor vehicle miles traveled for the past four years:

Year	Taxable Gallons	Vehicle Miles in 100,000,000's	Deaths Per 100,000,000 Miles
1936	719,568,856	86.34	12.8
1937	795,554,189	95.46	13.4
1938	810,952,855	97.31	8.9
1939	847,810,183	101.74	8.0

From the above table it is determined that for the year 1939 the death rate decreased slightly more than 10 per cent under that of the year 1938. It is also seen that the 1939 death rate represents a decrease of more than 31 per cent compared with the average of the past three years.

The Division continued the activity inaugurated two years ago of making a complete and extensive analysis of accident experience in many of the counties of the State. Last year 12 such county surveys were made, including important data on accident facts for the county as a whole as well as each municipality in the county and also along the various State highways to the respective county boundary lines. These reports were forwarded to municipal and county officials prior to the calling of a county conference sponsored by the Motor Vehicle Department. The personnel of the Division continued its cooperation with the many national organizations in their activities on street and highway safety. Such cooperation was not only in the form of supplying facts and figures including special accident studies but also the holding of office as chairman or membership on the various committees.

The Division likewise continued its cooperation with the State Highway Department in the plan inaugurated by that Department in offering financial assistance to local governments in the matter of proper regulation and control of traffic, including the installation and operation of traffic control signals at dangerous intersections along the State Highway System.

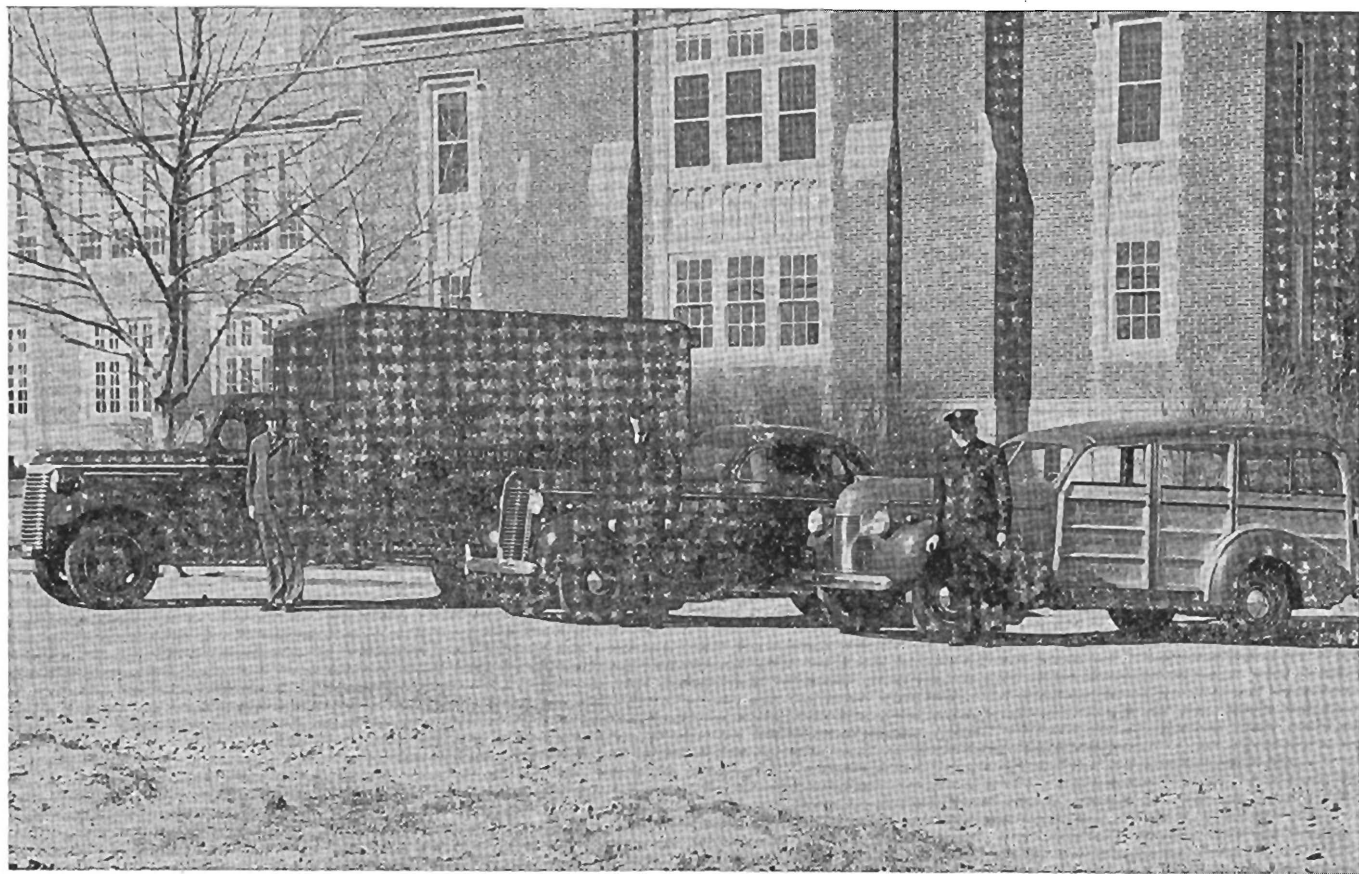
TRAFFIC SAFETY AWARD

The high spot of the year occurred during last Spring when New Jersey was announced the winner of the Grand Award in the Interstate National Traffic Safety Contest sponsored by the National Safety Council. First prize in the Eastern States Division contest also came to New Jersey.

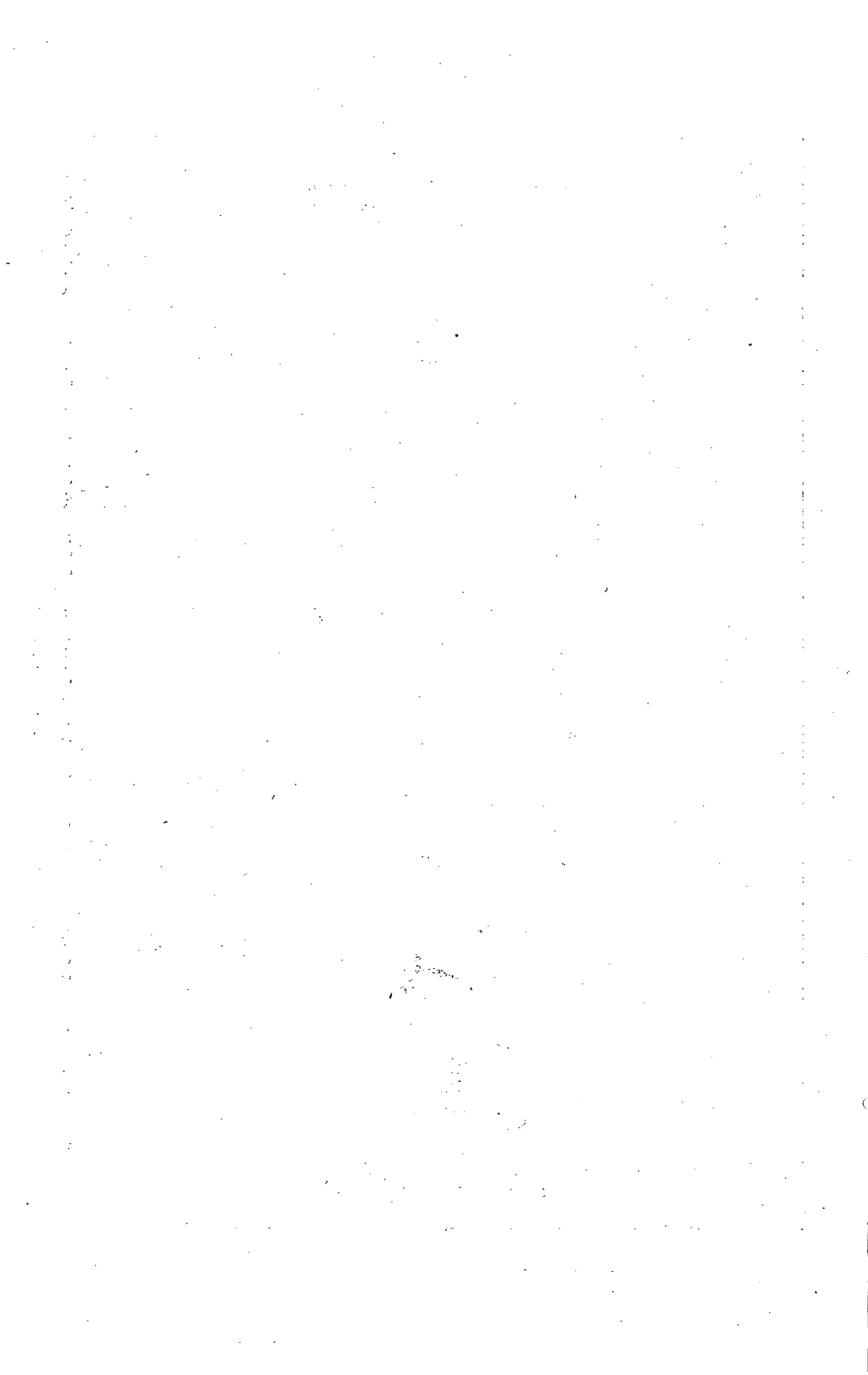
"The difference in traffic conditions and relative traffic volume in various parts of the country and largely because of the remarkable reduction it achieved in traffic deaths in the face of great difficulties, together with the best possible safety job," was the basis of the Grand Award selection as announced by the contest judges.

A bronze plaque, in commemoration of the honor, was presented to the State at a dinner in Washington, D. C., and a few months later there was an additional award of a flag, or pennant. Both the plaque and the flag have been displayed in various parts of the State as an incentive to officials and the public to continue the safety record already established.

In the Inter-City safety contest for 1938, the City of Trenton won first prize among the cities with a population between 100,000 and 250,000. Of the 66 eligible municipalities with a population of 10,000 or over, 55 were represented in the contest.

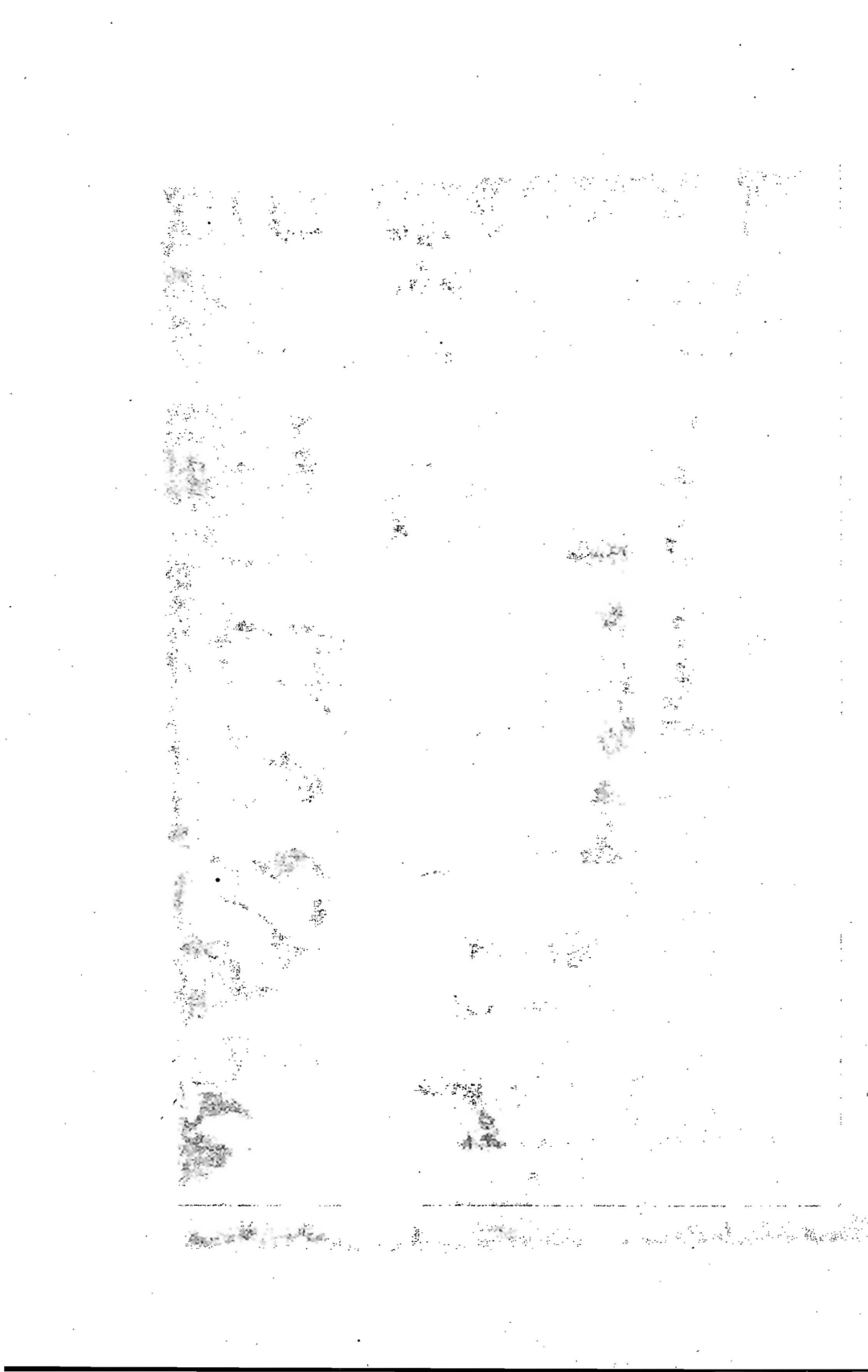


Equipment used for transportation of safety education exhibits, safety film showings and other Department activities.





Safety exhibit used by Department at Fairs, Conventions, Auto Shows and other public places.



SAFETY EDUCATION

The activities of the Division of Safety Education are aimed at the development of proper habits and attitudes in pedestrians and drivers. Human, rather than mechanical failure, is the cause of most motor vehicle accidents. Therefore, safety is the antidote for the evils in mechanical and scientific progress, for it enables people to enjoy the privileges of life without pain. To maintain safety upon the streets and highways is the principal function of the Department of Motor Vehicles. Encouraged by the record established in 1938, every possible effort was made not only to maintain the standard established but to assure even greater advancement.

To acquaint the citizens with their responsibilities when using the streets and highways, and to impress them with the seriousness and enormity of motor vehicle accidents, the best known means were employed such as speakers, motion pictures, exhibits, radio, press, literature, etc. Schools, churches, civic, fraternal and industrial organizations received cooperation, and to hold the interest of the audiences varying in age and intelligence levels, in social and business standards, a wide program had to be worked out to achieve the best results. Grateful acknowledgements, received for the services rendered by the Department, prove, beyond doubt, that public opinion heartily supports the work aimed to save and conserve the life and health of the citizens.

CHILD SAFETY

Assembly programs consisting of speakers, films or both, were conducted in 80 elementary schools, 14 junior high schools, 10 vocational schools, and 52 senior high schools. In addition, posters and literature requested for school bulletin boards, classroom use and display, exhibits, contests (essay, poster, slogan, etc.), debates, talks, quizzes, safety patrol, projects and extra curricular activities, were supplied. These inquiries were received from both teachers and students.

The titles of the films used were "Speaking of Safety", "Safety for Primary Grades", "Safety for Advanced Grades", and "Bicycling with Complete Safety". The latter is a sound film. All others are silent. Thus, to hold the child audiences, the representative narrates throughout these pictures. Special emphasis was placed on the need for safety after school hours, over week ends, and during vacations as the accident record shows a marked increase in child accidents at those times. This proves not only the value of education, but also the dire need of parental guidance and community enterprises to safeguard children.

The activities in the junior high schools were suited to fit the particular phase of safety instructions in the curriculum.

HIGH SCHOOL SAFETY

In cooperation with the Department of Public Instruction, almost every high school in the State is now teaching the Driving Course as outlined in the Manual prepared by the Department of Public Instruction and published by the Department of Motor Vehicles entitled, "Highway Safety; A Course of Study for High Schools". Parochial High Schools are also cooperating. The Division of Safety Education also held 21 conferences, 300 visits to schools, 239 letters, and 46 classroom lectures, aside from the assembly programs previously mentioned.

There still are some high schools where safety education is taught with Problems of American Democracy, Civics, and Auto Mechanics but the institution of the complete course has been promised for the school year 1940-41.

The titles of the sound films used for students of and near the legal driving age are "Highway Mania", "Hit and Run Driver", "Millions for Safety", "Saving Seconds", and "Remember Jimmy".

To teachers and students the following quantities of literature were issued: 500 "Highway Safety; A Course of Study for High Schools"; 300 annual reports; 200 law books; 20,000 compendiums; 30,000 question and answer pamphlets; 30,000 "Let's Win Again" pamphlets; 400 statistical summary sheets; and 400 posters.

The Safe Driving Course concludes with an examination of motor vehicle and traffic laws, consisting of 20 questions, and certificates again were given to students receiving an average of 70 or over. This card, when presented at a regular examination station, eliminates the written test when applying for a license, provided this is done within a year from the date of issuance.

Safety education in the high schools is here to stay because it fills a real need. Parents believe it to be of practical value. The educator realizes the automobile is an important part of everyday life. The students demonstrate interest in the subject because its application is for immediate and future good. Safety education consists of constructive reactions to life's situations. This training will definitely compensate for the lack of experience in young people whose physical abilities are otherwise an asset to good driving and safe walking.

ADULT EDUCATION

The following three year table shows the increased demand for safety programs during the year:

Month	1937	1938	1939
January	25	42	42
February	22	35	46
March	43	64	51
April	26	48	73
May	23	41	55
June	21	42	26
July	7	9	18
August	7	14	22
September	10	7	17
October	28	51	32
November	30	23	38
December	29	26	26
	271	402	440

REPORT OF OUT-OF-STATE SHOWINGS FOR DEPARTMENT'S FILM, "HIGHWAY MANIA"

REPORT OF OUT-OF-STATE SHOWINGS FOR DEPARTMENT'S FILM, "HIGHWAY MANIA"

Year	Showings	Attendance
1939	97	19,977

(These figures are not 100 per cent accurate as outside organizations do not always give detailed reports requested for use of film, which is extended for a period of thirty days. A fair assumption would make these figures about 50 per cent correct.)

The 565 municipalities in the State were presented with certificates by the Department in appreciation of the cooperation of its officials and citizens that brought to New Jersey the Grand Award in the 1938 National Traffic Contest. The certificate was accompanied by a letter to the Mayor.

The Division of Safety Education actively participated in arranging, attending, and follow-up work connected with county meetings of mayors, police chiefs, magistrates, and recorders. To carry on the work discussed at the meeting, the Conference appointed three committees: education, engineering, and enforcement.

Camden	October 13, 1939
Essex	June 29, 1939
Gloucester	June 21, 1939
Mercer	June 14, 1939
Middlesex	July 20, 1939
Monmouth	November 15, 1939
Morris	November 21, 1939
Passaic	October 25, 1939
Somerset	November 9, 1939
Union	October 11, 1939

A safety promotion program was provided for assistance to members of all committees.

SAFETY EXHIBIT

The new exhibit, displayed at fairs, conventions, automobile shows and civic enterprises, is rich in educational value and beauty of design. The previous exhibit material including the wrecked car display and float were also used.

Location	Date	Attendance
Safety Week (Roselle)	January 16-21	1,200
Hudson County Auto Show	February 18-25	75,000
Metropolitan Automotive Maintenance Show	April 10-13	5,000
Rumson High School	April 10-17	750
DeMolay Conference (Trenton)	June 23-25	500
Hamid's Million Dollar Pier (Atlantic City)	June 26-Sept. 5	50,000
Morris County Fair	August 23-26	35,000
Flemington Fair (Wrecked Car Exhibit)	August 28-Sept. 4	30,000
Trenton Fair	September 24-30	40,000
National Safety Congress (Atlantic City)	October 16-20	6,000
Newark Automobile Show	October 21-28	10,000
N. J. Congress P. T. A. (Atlantic City)	November 1-3	1,200
Bergen County Home Show (Teaneck)	November 4-11	200,000
Teachers' Convention (Atlantic City)	November 9-11	9,000
Armistice Day Parade (Trenton)	November 11	10,000
(Safety Float)		

SPEAKERS

Speakers rendered invaluable services and performed assignments after working hours and without compensation to many types of audiences throughout the State. Most numerous among groups visited were grammar schools, junior high schools, senior high schools (public, parochial and private), parent teachers' associations, schoolmen's clubs, municipal meetings, county affairs, industrial concerns, Elks, Masons, Knights of Columbus, Holy Name Societies, Rotary, Kiwanis, Lions, Exchange, and American Business Clubs, Magistrates' Associations, Volunteer Firemen's Associations, Fire Chiefs' Associations, engineering clubs, political clubs, sportsmen's clubs, granges, State and county conferences and meetings of Federation of Women's Clubs, Knights of Pythias, Oddfellows, DeMolay, Traffic court and many other organizations.

RADIO

Spot announcements furnished by the Department containing safe walking and driving advice and seasonal hazards were broadcast by the 11 radio stations.

POSTERS

Distribution of posters was made through inspection stations, licensing agencies, police departments, magistrates, courts, schools, libraries, gasoline stations, insurance companies, factories and garages of commercial fleets, even restaurants and other vantage points in and out of doors. The collection of posters used was as follows:

"Thinking It Over" (issued in two sizes, 2 ft. x 3 ft. and 17 in. x 22 in.)

"Keep Your Eyes on the Road" (issued in two sizes, 2 ft. x 3 ft. and 17 in. x 22 in.)

"Don't Drive Fast, Dear" (issued in two sizes, 2 ft. x 3 ft. and 17 in. x 22 in.)

Photostatic replicas of exhausted issues distributed in black and white, size 14 inches x 8 $\frac{1}{4}$ inches.)

"Think."

"Accidents Are Caused."

"The World's Meanest."

"Children Are A Danger Signal."

"Your License Is Revoked."

"Better Be Safe Than Sorry."

"Will You Be Next?"

"Don't Mix Alcohol and Gas."

"It's Fun to Take Chances—but Not on the Highway."

LITERATURE

"Creating Safer Communities."

"Compendium of New Jersey Motor Vehicle Act."

"Questions and Answers on Motor Vehicle Laws."

"A Trio of Warnings."

"Bad Habits Create Accidents."

"Highway Safety; A Course of Study for High Schools."

"It's Smart to Drive Safely."

"Let's Win Again."

The latter, "Let's Win Again", was widely circulated aside from the usual channels, as quantities were supplied to all points of entry, especially before summer and holiday week ends and when traffic was unusually heavy. Among the locations were the Holland Tunnel, Lincoln Tunnel, George Washington Bridge, Camden-Philadelphia Bridge, ferries and other interstate bridges. Copies were distributed at Safety Inspection Stations throughout the State as cars went through the inspection line.

A mailing list is maintained and publications, when issued, are sent in the desired quantities to persons interested. Aside from this, literature is mailed by request to schools (all types, public and private), libraries, police departments, Elks, churches, commercial groups in many fields, and insurance companies (who supplied them with policies), brokers from New York and Pennsylvania (who desired them for New Jersey clients), driving schools, Safety Councils, individuals and many others.

ACTIVITY IN CHURCHES

A total of 1,626 safety letters was mailed to pastors of the following religious denominations:

Methodist	473
Presbyterian	437
Roman Catholic	401
Baptist	199
Episcopal	116

This letter was read from the pulpit at Sunday services during the campaign.

Every branch of public service rendered by the Division of Safety Education experienced a substantial increase and was reflected in the reduction in fatalities and a better understanding of the responsibilities of drivers and pedestrians on the streets and highways. Efforts, however, were seriously handicapped by lack of personnel due to inadequate appropriation.

VEHICLE INSPECTIONS

This newest but important Division has just rounded out two years of inspecting the motor vehicles registered in the State.

There were two rounds of inspections in 1938, but the second round of this year was not commenced until August 1 and, therefore, will not be completed until early in 1940. It was necessary to offset the inspection periods when the Legislature recently changed the expiration date of registrations from December 31 to March 31. Incidentally, this offset created considerable confusion in the minds of those owners who persist in thinking of inspections in terms of the calendar year instead of the registration year. Many such persons and some parts of the public press complained that vehicles were being inspected three times in a calendar year. The Division had a hard time convincing them that their complaints were unwarranted. They failed to realize that the calendar year now spans one full inspection period and parts of two other inspection periods; whereas there are but two periods in the registration year and no vehicle will be inspected more than twice in a registration year.

ONLY TWO FEES PER CAR PER REGISTRATION YEAR

The inspection set-up absolutely precludes the payment of more than one fee per inspection period for any given vehicle. Although in some cases three fees will be paid in a calendar year, it should be apparent that two of the fees apply to one registration year while the third fee applies to either the preceding or succeeding registration year as the case may be. It should be remembered that the fees apply to vehicles because the Inspection Law deals primarily with motor vehicles and only secondarily with owners. For instance, if an owner were to purchase a car already inspected and bearing a current windshield sticker, he would escape paying an inspection fee for that car for the period in question, but another owner might have his car inspected and then trade it in on an uninspected car. In the latter case, the owner naturally would pay two inspection fees in a given designated period.

Registrations now commence on February 1 and the two inspection periods of the registration year are:

February 1 to July 31
August 1 to January 31

During the year the Department exerted considerable effort dispelling the erroneous belief that vehicles are inspected exactly every six months. Actually the law says that vehicles shall be inspected during periods designated by the Commissioner. The Department makes an effort to spread inspections six months apart and over a period of time that will be the average interval, but it is utterly impracticable to have exact spacing for the following reasons:

1. Owners take all kinds of liberties with the latitude allowed by the Department in the presentation of vehicles for inspection.
2. Because of changes in ownership it is almost impossible to know where any given motor vehicle is at any given time. There were 111,548 new vehicles purchased and 589,312 other changes in ownership in New Jersey during the year. (This also illustrates why some owners have to visit an inspection station more than once in a given inspection period.)

Strangely enough, the very owners who complain bitterly if the Division calls their vehicles at less than six month intervals are the very ones who delight in delaying eight or nine months between inspections if they can get away with it.

Each year approximately 3,400,000 vehicles are put through the 28 inspection stations, or an average of about 12,000 vehicles each working day. To insure the appearance of that many vehicles every working day, and at the same time please everybody, is a pretty big job which could be made much easier if owners would extend to the Department the same latitude that is granted to them.

During the year it was not found necessary to change the inspection requirements except as regards the aiming of the new SEALED BEAM lamps that made their appearance on most 1940 models.

As would be expected, experience has brought about some improvements in procedures thus making for more efficiency and smoothness.

There has been a surprisingly low percentage of turnover in personnel and thus the Division still has the services of the trained Supervisors and Examiners whose attitude and behavior are largely responsible for the public acceptance of what has been called an inconvenient necessity.

Appended is a table of statistics for the first and part of the second inspection period. The statistics for the second period are not complete inasmuch as the period will not end until January 31, 1940. The annual report for 1938 carried a table covering the two inspections of that year and a comparison of the 1938 and 1939 tables is most interesting. As an example, for the four periods in question, the percentages of vehicles approved on initial examination were as follows:

(First '38)
35.2%

(Second '38)
42.1%

(First '39)
46.0%

(Second '39)
45.13%

Some may wonder that after two years of inspections, over half of the vehicles were rejected when presented for inspection. The reason is that some owners will not maintain their vehicles except under compulsion. This is evident by even a casual examination of the table of *REASONS FOR REJECTIONS*. Thousands and thousands of the reported rejections were

for defects apparent upon visual examination. For instance, on Item 17, REAR AND STOPLIGHTS, the rejections total 130,943 for the first period, and 138,338 for the second period. In other words, that many rear and stoplights were found that did not function. Every one of these rejections could have been avoided if the owners of the cars in question had walked around their cars and made a cursory inspection of their lights before starting for the inspection station. Instead, they just presented their cars, and were rejected, leading to the fair inference that they would continue to drive indefinitely with defective vehicles if not compelled to have them fixed.

A comparison of rejections, item by item, for the four inspections held thus far discloses an amazing similarity of results which back up previous observations concerning lack of maintenance except by compulsion.

A reference to the appended table shows that a total of 3,390,734 motor vehicles passed through the 28 inspection stations, resulting in 963,713 approvals for the first period and a partial total of 942,167 approvals for the second period not yet completed.

In order to make the program air-tight, the Department has called for the surrender of the registration cards and license plates of those vehicles not presented for inspection. If this were not done, the close of each inspection period would find tens of thousands of items not accounted for. A registration surrendered by the owner voluntarily is received without prejudice and is returned promptly upon request when and if the owner is ready to present the car for inspection. In cases of flagrant violations of the law, the registrations are revoked and the registration cards and license plates picked up by the Department. The end of the calendar year found nearly 40,000 registrations and sets of license plates on hand that had been surrendered or picked up and it is apparent that this total will be slightly over 40,000 at the close of the registration year. The reasons given for the surrender of registrations were legion. Some of the common and yet interesting reasons were: owner deceased, car sold, wrecked or junked, repossessed, cost too much to repair, in storage, cylinder block broken by freezing, used only seasonally (such as fuel oil truck in wintertime and ice truck in summertime), vehicle seized for illegal transportation of liquor, owner in Africa (actual), etc.

The year saw the principle of motor vehicle inspections further endorsed by the inauguration of new programs in additional cities and states throughout the country. Also, last August saw the promulgation of an American Standard for the Inspection of Motor Vehicles. It was quite satisfying to discover that New Jersey's program was in step with the American Standard. Competent authorities from coast to coast are unanimous in their acclaim of the New Jersey Vehicle Inspection program. The Department aims to maintain this high standard in order to better its past record of reduction in the highway toll and to this end bespeaks the continued cooperation of the motoring public and faith in the fact that all Departmental endeavors are motivated towards the goal of the greatest good for the greatest number.

REPORT OF VEHICLES INSPECTED 1939

REPORT OF VEHICLES INSPECTED 1939

Distribution	*1st Period	*2nd Period
Approved on Initial Examination	450,013	434,477
Approved on Re-Examination	513,700	507,690
Rejected on Initial Examination	527,598	528,306
Rejected on Re-Examination	210,783	199,239
"NO FEE" Vehicle Approved	7,076	6,977
"NO FEE" Vehicles Rejected	2,369	2,506
TOTAL HANDLINGS	1,711,539	1,679,195

NUMBER OF INDIVIDUAL CARS

NUMBER OF INDIVIDUAL CARS

Approved on Initial Examination	46.0%	450,013	45.13%	434,477
Rejected on Initial Examination	54.0%	527,598	54.87%	528,306
TOTALS		977,611		962,783

APPROVALS

APPROVALS

Approved on Initial Examination	450,013	434,477
Approved on Re-Examination	513,700	507,690
TOTALS	963,713	942,167

HANDLINGS

HANDLINGS

*1st Period	1,711,539
**2d Period	1,679,195
TOTALS	3,390,734

*1st Period—February 1, 1939 to July 31, 1939.

**2d Period—August 1, 1939 to January 31, 1940

NOTE—Figures for second period incomplete. Inspection still in progress.

REASONS FOR REJECTIONS

	1st Period	%		2nd Period	%	
1. Registration and License Cards	24,079	1.5	} 9.7	14,614	.96	} 8.83
2. Steering Alignment	61,165	3.9		53,012	3.40	
3. Steering Operation	90,485	5.8		82,328	5.43	
4. Vehicle Dimensions	81		} 47.6	27		} 49.03
5. Display of License Tags	31,685	2.0		32,125	2.12	
6. Examination of All Glass	18,143	1.2		26,184	1.73	
7. Obstruction to Vision	5,379	.3		7,832	.52	
8. Horn	8,736	.6		8,607	.60	
9. Windshield Cleaners	17,645	1.1		26,238	1.73	
10. Rear View Mirror	3,789	.2		4,144	.27	
11. Exhaust System	20,576	1.3		21,519	1.42	
12. Miscellaneous	51,489	3.3		51,941	3.43	
13. Headlights	370,088	23.7		366,227	24.15	
14. Auxiliary Driving Lights	13,466	.9	} 31.1	13,938	.92	} 29.23
15. Light Output	148,088	9.5		146,580	9.70	
16. Parking and Other Lights	20,082	1.3		21,146	1.40	
17. Rear and Stop Lights	130,943	8.4		138,338	9.12	
18. Bulbs	29,037	1.9		28,481	1.90	
19. Wiring and Switching	30,241	1.9		27,833	1.84	
20. Reflex Reflectors	471			413	.03	
21. Direction Signals	1,203	.1		1,533	.10	
22. Service Brake	139,594	8.9	} 31.1	118,422	7.81	} 29.23
23. Parking Brake	31,996	2.0		31,157	2.05	
24. Brake Equalization	232,649	14.9		214,075	14.12	
25. Pedal and Lever Reserve	82,574	5.3		79,644	5.25	
TOTALS	1,563,683			1,516,358		

LICENSES, REGISTRATIONS AND TOTAL REVENUE

The number of motor vehicles registered, persons licensed to drive and gross income of the Motor Vehicle Department exceeded all previous records during the year 1939.

Car registrations totaled 1,045,604, an increase of 2% over the previous year.

The number of licensed drivers was 1,300,795, an increase of 3.3% over 1938.

Department revenue reached \$21,503,416.86, including \$974,987.50 from the first year's operation of motor vehicle inspection. Gross revenue increased 4.8% over the year 1938.

Following is a two-year comparison of registration, licensed operators and gross income:

REGISTRATIONS, LICENSES AND REVENUE				
	1938 ITEMS	1939 ITEMS	1938 FEES	1939 FEES
Passenger Vehicles	867,492	887,753	\$ 9,489,177.95	\$10,056,775.35
Commercial Vehicles	117,838	118,820	3,781,767.00	3,897,488.00
Farmer Commercial Vehicles	14,979	15,078	216,887.50	228,919.25
Undertaker Vehicles	775	735	19,722.00	19,540.50
Omnibus Vehicles	7,810	7,468	338,274.00	336,071.50
Trailer Registrations	7,370	7,716	285,940.50	337,997.50
Motorcycles	4,861	4,915	9,722.00	9,630.00
Dealer (Auto and M.C.)	2,506	2,478	62,470.00	61,740.00
Agricultural Tractors	465	621	1,395.00	1,863.00
TOTAL REGISTRATIONS	1,024,096	1,045,604		
Duplicate Certificates	32,007	28,590	32,007.00	28,590.00
Transfers & Exchanges	276,011	266,975	599,624.43	576,542.55
Duplicate Tags (Auto and M.C.)	27,964	17,791	27,948.50	17,772.00
Auto Driver Licenses	1,259,016	1,300,795	3,777,048.00	3,902,385.00
Motorcycle Driver Licenses	4,765	4,974	4,765.00	4,974.00
Learner Permits	252,469	238,591	126,234.50	119,295.50
Interest on Accounts			62.08	
Fines, State			215,630.50	234,326.75
Certified Copies			2,408.08	1,858.00
Commercial Permits			16,688.92	17,920.57
Registration Permits			1,000.00	1,057.50
Power of Attorney Fees			3,964.10	3,418.25
Miscellaneous Receipts			16,282.16	15,017.49
			\$19,029,019.22	\$19,873,182.71
Bill of Sale Division			463,749.00	558,736.00
Excise Division			80,233.34	94,935.65
Junk Yard Division			1,525.00	1,575.00
Auto Testing Division			936,066.50	974,987.50
			\$20,510,593.06	\$21,503,416.86

1939 FINANCIAL STATEMENT April 1, 1939 to March 31, 1940

Paid State Treasurer, 1939 account	\$19,488,353.07	
On deposit March 30, 1940 on account		
1940 collections	15,146,610.34	
Refunds for errors in rating 1940 registrations ..	2,615.75	
Commissions paid to Agents, on account		
1939 Commissions	374,823.29	
Refunds for errors in rating 1939 registrations ..	10,006.35	
Collections April 1, 1939 to March 31, 1940, account 1939 business		\$19,873,182.71
Collections February 1, 1940 to March 31, 1940, account 1940 business		15,149,226.09
	\$35,022,408.80	\$35,022,408.80

COMMERCIAL VEHICLE REGISTRATIONS

TABULATION OF COMMERCIAL REGISTRATIONS BY COUNTIES

Out of State	2,659	Gloucester	2,516	Ocean	1,999
Atlantic	4,586	Hudson	13,430	Passaic	8,984
Bergen	9,601	Hunterdon	1,242	Salem	1,244
Burlington	2,521	Mercer	5,698	Somerset	2,169

Camden	5,934	Middlesex	5,950	Sussex	1,119
Cape May	1,511	Monmouth	6,385	Union	7,327
Cumberland	2,999	Morris	3,735	Warren	1,712
Essex	25,499			TOTAL ITEMS	118,820

TABULATION OF COMMERCIAL REGISTRATIONS BY WEIGHT

LBS.					
1,000	1	12,000	3,000	23,000	561
2,000	188	13,000	2,269	24,000	728
3,000	14,741	14,000	2,396	25,000	604
4,000	30,891	15,000	1,878	26,000	708
5,000	11,478	16,000	1,874	27,000	557
6,000	8,582	17,000	1,315	28,000	666
7,000	7,970	18,000	1,545	29,000	351
8,000	6,694	19,000	890	30,000	3,539
9,000	5,090	20,000	1,207		
10,000	4,465	21,000	744	TOTAL ITEMS	118,820
11,000	2,961	22,000	927	TOTAL M LBS. BY	
				TABULATION	1,007,766

TABULATION OF FARMER REGISTRATIONS BY COUNTIES

Out of State	2	Gloucester	1,319	Ocean	267
Atlantic	876	Hudson	146	Passaic	283
Bergen	558	Hunterdon	1,327	Salem	963
Burlington	1,268	Mercer	660	Somerset	543
Camden	322	Middlesex	728	Sussex	864
Cape May	276	Monmouth	1,326	Union	236
Cumberland	1,379	Morris	614	Warren	894
Essex	227			TOTAL ITEMS	15,078

TABULATION OF FARMER REGISTRATIONS BY WEIGHT

LBS.					
1,000	0	12,000	478	23,000	27
2,000	21	13,000	516	24,000	29
3,000	1,694	14,000	386	25,000	19
4,000	3,608	15,000	387	26,000	7
5,000	1,622	16,000	237	27,000	6
6,000	1,154	17,000	131	28,000	12
7,000	1,164	18,000	155	29,000	7
8,000	1,087	19,000	44	30,000	52
9,000	828	20,000	55		
10,000	619	21,000	41	TOTAL ITEMS	15,078
11,000	666	22,000	26	TOTAL M LBS. BY	
				TABULATION	112,468

TABULATION OF COMMERCIAL AND FARMER REGISTRATIONS BY COUNTIES

Out of State	2,661	Gloucester	3,835	Ocean	2,266
Atlantic	5,462	Hudson	13,576	Passaic	9,267
Bergen	10,159	Hunterdon	2,569	Salem	2,207
Burlington	3,789	Mercer	6,358	Somerset	2,712
Camden	6,256	Middlesex	6,678	Sussex	1,983
Cape May	1,787	Monmouth	7,711	Union	7,563
Cumberland	4,378	Morris	4,349	Warren	2,606
Essex	25,726			TOTAL ITEMS	133,898

TABULATION OF COMMERCIAL AND FARMER REGISTRATIONS BY WEIGHT

LBS.					
1,000	1	12,000	3,478	23,000	588
2,000	209	13,000	2,785	24,000	757
3,000	16,435	14,000	2,782	25,000	623
4,000	34,499	15,000	2,265	26,000	715
5,000	13,100	16,000	2,111	27,000	563
6,000	9,736	17,000	1,446	28,000	678
7,000	9,134	18,000	1,700	29,000	358
8,000	7,781	19,000	934	30,000	3,591
9,000	5,918	20,000	1,262		
10,000	5,084	21,000	785	TOTAL ITEMS	133,898
11,000	3,627	22,000	953	TOTAL M LBS. BY	
				TABULATION	1,120,234

TABULATION OF TRAILER REGISTRATIONS BY WEIGHT

LBS.						
1,000	1,429	12,000	176	23,000		121
2,000	885	13,000	115	24,000		117
3,000	554	14,000	220	25,000		116
4,000	184	15,000	231	26,000		182
5,000	103	16,000	265	27,000		65
6,000	129	17,000	230	28,000		75
7,000	98	18,000	233	29,000		62
8,000	50	19,000	227	30,000		812
9,000	47	20,000	388			
10,000	104	21,000	131	TOTAL ITEMS		7,656
11,000	112	22,000	195	TOTAL M. LBS. BY TABULATION		95,513

60 Special Trailers Included

TABULATION OF OMNIBUS ITEMS

Five Passenger	1,574	Forty Passenger	221
Seven Passenger	1,082	Forty-one Passenger	62
Ten Passenger	3	Forty-two Passenger	10
Fifteen Passenger	22	Forty-three Passenger	3
Twenty Passenger	159	Forty-four Passenger	4
Twenty-five Passenger	144	Forty-five Passenger	98
Thirty Passenger	927	Forty-six Passenger	11
Thirty-one Passenger	38	Fifty Passenger	1,243
Thirty-two Passenger	237	Fifty-five Passenger	632
Thirty-three Passenger	301	Fifty-six Passenger	11
Thirty-four Passenger	3	Sixty Passenger	14
Thirty-five Passenger	330	Sixty-five Passenger	7
Thirty-six Passenger	48	Sixty-seven Passenger	14
Thirty-seven Passenger	196	Seventy Passenger	4
Thirty-eight Passenger	5	Eighty Passenger	11
Thirty-nine Passenger	54		

TOTAL ITEMS 7,468

Passengers over Thirty	52,720
Passengers at Thirty or under	210,500

Total of Passengers for Omnibus 263,220

KIND	NUMBER
U-Drive It	44
Busses	5,006
Livery	840
Taxis	1,578

TOTAL ITEMS 7,468

TRAFFIC LAW CONVICTIONS

On the average one in every 12 drivers ran afoul of traffic and motor vehicle regulations during the year. The total number of arrests for all offenses was 100,445, which was 7,351 more arrests than in the previous year.

The leading violation was speeding on which charge 46,941 drivers, or 47 per cent were arrested. Careless driving was charged against 16,596 operators, or 17 per cent of the total violators; 4,953, or 5 per cent for passing the Red signal and 24,474, or 24 per cent for miscellaneous offenses.

Following is a two year comparative record of arrests showing numerical and percentage changes:

	1939	1938	NUMERICAL CHANGE		PERCENTAGE CHANGE	
TOTAL ARRESTS	100,445	93,104	7,351	more	7.7 %	increase
FINES OR JAIL	77,582	71,033	6,549	more	9 %	increase
SUSPENDED SENTENCE	18,795	17,187	1,608	more	9 %	increase
DISMISSED	4,068	4,884	818	less	17 %	decrease
Reckless Driving	2,726	3,457	731	less	21 %	decrease
Speeding	46,941	40,663	6,278	more	15 %	increase
Drunken Driving	1,248	1,406	158	less	11 %	decrease
Hit and Run	605	622	17	less	3 %	decrease
Manslaughter	78	80	2	less	3 %	decrease
Careless Driving	16,596	14,657	1,939	more	13 %	increase
Stop Street	2,824	1,303	1,521	more	116 %	increase
Passing Signal	4,953	3,511	1,442	more	41 %	increase
Miscellaneous	24,474	27,405	2,931	less	12 %	decrease

In addition to the 100,445 arrests within the State 10,145 residents of New Jersey were arrested in other states for violations of the motor vehicle laws making a total of 110,590 reports of arrests received. This was a gain of seven per cent over 1938.

Revenue derived from arrests by Motor Vehicle Inspectors and State Police totaled \$234,309.75 an increase of seven per cent over the previous year.

There was a total of 3,927 persons found to have three or more convictions recorded against them. These cases were referred to Deputy Commissioner William J. Dearden for his attention.

1939

REPORT OF TRAFFIC VIOLATIONS IN NEW JERSEY

County	Total Reports	DISPOSITION					VIOLATIONS					Stop Street	Passing Signal	Miscel- laneous
		Fine or Jail	Susp. Sent.	Dis- missed	Reckless Driving	Speeding	Drunken Driving	Hit and Run	Man- slaughter	Careless Driving				
Atlantic	3,694	3,170	309	215	111	2,208	48	5	3	455	137	170	557	
Bergen ..	12,124	8,496	2,962	666	291	6,888	168	56	2	1,633	27	381	2,678	
Burlington	5,269	4,891	294	84	112	3,381	58	16	2	811	65	34	790	
Camden ..	4,455	3,852	504	99	210	2,010	81	30	1	1,113	86	88	836	
Cape May	720	671	45	4	38	258	12	6	0	199	4	15	188	
Cumberland	1,474	1,240	194	40	50	402	26	7	3	632	50	3	301	
Essex	17,984	12,070	5,099	815	155	8,013	169	181	6	1,606	365	1,800	5,689	
Gloucester	4,448	4,055	344	49	188	2,358	22	18	5	844	394	24	595	
Hudson ..	1,671	1,004	363	304	249	452	91	23	7	141	3	149	556	
Hunterdon	1,708	1,536	134	38	32	579	17	5	0	360	12	64	639	
Mercer ..	4,666	4,211	312	143	154	2,693	40	36	0	697	20	53	973	
Middlesex	9,318	8,175	947	196	204	4,904	79	19	17	1,863	63	280	1,889	
Monmouth	3,250	2,611	477	162	198	929	69	24	6	879	100	124	921	
Morris ..	3,273	2,664	466	143	131	1,734	47	19	4	768	16	20	534	
Ocean ...	3,032	2,425	541	66	78	1,334	21	10	1	621	184	18	765	
Passaic ..	3,565	1,678	1,532	355	118	836	66	45	5	932	30	66	1,467	
Salem ...	1,893	1,706	146	41	21	778	29	6	3	251	306	265	234	
Somerset	6,393	5,276	1,030	87	70	3,643	32	10	0	1,049	331	106	1,152	
Sussex ...	1,024	834	134	56	70	206	11	6	1	261	5	2	462	
Union	9,355	6,055	2,832	468	214	3,095	136	76	12	1,022	617	1,259	2,924	
Warren ..	1,129	962	130	37	32	240	26	7	0	459	9	32	324	
TOTALS	100,445	77,582	18,795	4,068	2,726	46,941	1,248	605	78	16,596	2,824	4,953	24,474	

BILLS OF SALE

Besides eliminating fraud and providing the purchaser of a motor vehicle clear title to his car or truck, the Bill of Sale Division furnishes an indication of the magnitude of the automobile sales business in New Jersey.

During the year 111,548 new cars were sold in the State plus 589,312 sales, transfers and trade-ins of used cars. On the basis of \$800 per average sale price of new cars and \$300 the average sales price of used cars, automobile sales during the year involved a business of more than a quarter of a billion dollars.

In the past five years there were 575,633 new cars and 2,757,355 sales, transfers and trade-ins of used cars in the State as follows:

Year	New Car Sales	Used Car Sales, Etc.
1935	105,258	473,656
1936	131,829	571,499
1937	143,144	619,482
1938	83,854	503,406
1939	111,548	589,312
	<u>575,633</u>	<u>2,757,355</u>

The collection of fees from bills of sale recordings for the year totaled \$558,736. This figure represents an increase of \$94,000 over 1938.

It is interesting to note by virtue of the passage of Chapter 270 wherein an additional fee is collected to remove liens from the records, the revenue will be increased to the amount of approximately \$40,000 a year. This increase in revenue has already been reflected in collections since the effective date of the law, August 1, for the remaining five months of 1939. Under this new amendment, the car owner is now assured of having a clear title record upon completion of payments, in that the finance companies are bound to furnish such cancellations to the Department.

During the year 327 new dealers were licensed, making a total number of 2,123 on the active dealers' list. A total of 339 dealers' licenses were revoked for improper business operations and cessation of business activities.

The operating cost of the Bill of Sale Division was \$67,300. While it was originally intended that the Bill of Sale Law would provide a uniform method for recording titles on automobile purchases and eliminate the sale of stolen cars in this State, it has proven as well to be an excellent source of revenue at a minimum of operating cost.

ORIGINAL BILLS OF SALE (BS1)

These forms are used by N. J. new car dealers only upon the sale of a new vehicle to a purchaser.

111,548 at \$.50 \$ 55,774.00

ASSIGNMENTS (BS2)

These forms are used for the sale of a vehicle from one individual to another, when a vehicle is traded in to a dealer and when a used car is sold by a dealer to an individual.

589,312 at \$.50 \$294,656.00

ABSTRACTS OF CONTRACT

These forms are used in conjunction either with the original bill of sale or an assignment, when the vehicle is subject to a conditional sales contract, chattel mortgage, note, lease and other forms of security, agreement whereby motor vehicles are sold and purchased. They are surrendered to the purchaser, in lieu of the original bill of sale or assignment, as evidence of his ownership, subject to the said agreement.

54,004 on BS1	\$ 27,002.00
136,060 on BS2	\$ 68,030.00
190,064	\$ 95,032.00

FORECLOSURE BILLS OF SALE (BS4)

These forms are issued directly by the main office, upon proper evidence being submitted, indicating the right of the holder of a lease, conditional sales agreement or other form of interest to repossess and conduct sale of vehicle after conforming with the process as set forth by law.

6,598 at \$.50 \$ 3,299.00

PROOF OF OWNERSHIP (BS5) CERTIFICATES

These certificates are issued by the main office and the agents of the Department of Motor Vehicles, upon evidence submitted as to proper ownership of the vehicles when they have been purchased outside of the State; for correction of motor numbers; exchange of motors; and to correct errors of preceding bills of sale.

69,361 at \$ 1.00 \$ 69,361.00

DUPLICATE BILLS OF SALE (BS5)

These bills of sale are issued by the main office only, upon receipt of sworn statement of ownership. The facts contained in the application are checked with the bills of sale on file and the registration records, and are issued in lieu of the bills of sale that have been lost.

9,081 at \$ 1.00 \$ 9,081.00

DEALERS' BILL OF SALE LICENSE

R. S. 39:10-19 requires every person engaged in the business of buying and selling cars to be licensed under that Act. A registration fee of \$10.00 is required and these licenses are issued only after strict investigation as to their qualifications by an Inspector of the Department of Motor Vehicles.

327 at \$10.00 \$ 3,270.00

PENALTIES

The law requires bills of sale to be filed within five days and upon failure to do so there is a \$1.00 penalty fee charged for failure to comply.

6,168 at \$ 1.00 \$ 6,168.00

PHOTOSTATIC COPIES

There is a large demand for the production of bills of sale for court purposes. To meet this requirement photostatic copies are made, making a charge of \$1.00 for the statement and \$.50 for each photostatic copy.

\$ 337.75

COLLECTION ON LIENS

In accordance with R. S. 39:10-14 a fee is charged for cancellation of recorded liens in our files.

83,647 at \$.25

\$ 20,911.75

INFORMATION ON LIENS

A fee is charged on all requests received at this office concerning recorded liens.

2,222 at \$.25

\$ 555.50

SPECIAL COLLECTIONS

These items represent collections on default of bonds as paid to the Motor Vehicle Department. In accordance with the terms of the bond, bill of sale forms and dealer's tags must be returned upon termination of the dealer's business. In these cases, the dealers absconded, and demand was made for the return of the supplies.

\$ 290.00

TOTAL REVENUE FROM JAN-
UARY 1 TO DECEMBER 31, 1939

\$558,736.00

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING

Analysis of the activities of the Financial Responsibility Law leads to the conclusion that in a given year the vast majority of drivers do not have accidents and are not convicted of Traffic or Motor Vehicle Law violations. It is a very small minority of drivers which is responsible in any one year for the accident record and it is against this minority that the Financial Responsibility Law is directed.

This minority class may include new and different drivers each year but when it is considered that the Financial Responsibility Law is enforced on a three year period basis—that these three year periods interlock and form a continuous chain, each year adding to and eliminating the reckless, irresponsible drivers who cause accidents—it is evident that a good cross-section of this group is brought within the scope of the law.

By forcing most of the drivers and owners in this minority class to prove evidence of their financial responsibility covering every vehicle that they will drive or have registered in the State of New Jersey, or by removing them from the highways, the Department is protecting the citizens and motorist public of the State from this group of motorist. Thus is provided a protection to persons injured in motor vehicle accidents by broadening their ability to collect damages.

Perhaps the outstanding feature of the Financial Responsibility Law is that it either removes from the highways the irresponsible motorists or else forces these motorists into a financially responsible position whereby they will be able to assume their obligations arising from their own negligence.

In order that the safety value of this law can be realized it is important that every driver be made familiar with its requirements and brought to the realization that persistent flaunting of the Traffic and Motor Vehicle Laws will, through this law, directly affect his pocketbook, his livelihood and his privilege of owning and operating a motor vehicle in New Jersey. It can be made one of the law's strongest weapons with which to combat accidents. Then and only then will drivers see the wisdom of driving carefully and thus avoid being placed in the class affected by the application of this law.

There are no authentic data available as to the number of motor vehicles registered in New Jersey that are covered by insurance. The number of cars involved in accidents which were insured, can be gained as the result of an experiment during the past year in which the question of insurance was asked on all accident reports.

The results show that of the 64,341 cars involved in accidents reported to this department during the year 1939, 30 per cent were insured, 23 per

cent were not insured, while the information was unanswered in 47 per cent of the cases. The figures were as follows:

	Total Cars in Accidents	Cars in Fatal Accidents	Cars in Non-Fatal Accidents	Cars in Property Damage Acci. Only
Car Insured	19,328	198	7,736	11,394
Car Not Insured	14,990	230	6,778	7,982
Not Stated	30,023	546	12,776	16,701
TOTAL	64,341	974	27,290	36,077

ACCIDENTS

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

Of the accident reports received, 6,234 were originally reported in letter form. Numerous accidents are reported over the telephone or by persons who call personally at the office. Upon receipt of these reports a regular report form is sent to each party concerned in the accident, requesting that the report be filled in and returned to the office.

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

Total accident reports received 69,943

Included in these totals are 2,757 accident reports which were received in letter form, the operators having failed to comply with a report on the regular accident report form. In numerous cases drivers involved in accidents, report such accidents to the local police authorities, and are of the opinion that such a report is sufficient, and, therefore, do not report 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 by the Traffic Division.

Also included in these totals are 2,845 accident cases where the parties concerned have established to Department satisfaction that the property damage as result of the accident was not \$25, and there was no evidence of personal injury. Therefore, these parties have not been required to file a report as the law does not call for such accidents to be reported—or the parties concerned have proved that a report is not required.

Photostat copies of all reports are forwarded to the Traffic Division where detailed statistics of accidents are compiled. Complete statistics on these accidents will be found in the concluding pages of this report.

MAGISTRATES REPORTS.

Magistrates reports received during 1939 covering convictions of certain sections of the Motor Vehicle or Traffic Act which are set forth by the

New Jersey Financial Responsibility Law total, 4,143. These reports are classified as follows:

Title 39: Chapter 4, Section 96	2,486
Title 39: Chapter 4, Section 129	401
Title 39: Chapter 4, Section 50	1,256
Evidence of financial responsibility requested as result of convictions	4,143
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	315

CANCELLATIONS.

Insurance companies are required to advise this office 10 days in advance of the cancellation of any policy for which a certificate is filed.

Cancellation notices received and the parties notified of the requirements of the law	3,488
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	27

EXPIRATIONS.

This law requires that evidence of financial responsibility shall remain on file for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. The Department maintains a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed; the cases checked, and the parties advised of the necessity of having a renewal certificate filed. During the year 1939, 7,617 certificates expired. These cases were checked and when necessary the party advised of the requirements of the law.

Certificates received during 1939	13,669
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JUDGMENTS.

The law requires that the Department shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$100, within 30 days after the date that the judgment becomes final. Upon receipt of a certification from a court showing an unsatisfied judgment which comes within the scope of the law, defendants are advised of the proposed suspension of all his licenses, unless he satisfies the requirements of the law within a reasonable length of time. The defendant must immediately satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this Department evidence of his financial responsibility for future accidents for a period of three years after the date he is made subject to the law. For failure to fully comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

The judgment feature is an important part of this law as it substantially guarantees some compensation to the injured parties in motor vehicle accidents, and forces payment of judgments which would otherwise be uncollectible; also it is the opinion that the figures quoted need not be expected to show the full value of the "payment of judgment" feature of the 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 of the judgment debtor to pay the judgment is sufficient to force prompt settlement.

Total judgment cases certified during 1939	903
Judgments secured against New Jersey residents in another State	27
New Jersey judgments secured against non-residents	89
Revocations	687
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	460
Satisfied law, cases	171
Pending, Inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys	7
Pending, sufficient time has not elapsed for case to be completed	43

REVOCATIONS.

Total revocations for failure to comply with the Financial Responsibility Law	5,079
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RESTORATIONS.

Total restorations, after establishing financial responsibility	2,960
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There is in possession of the Department a list of 733 sets of plates that were revoked during 1939 for failure to comply with the Financial Responsibility Law. These plates have been forwarded to the New Jersey State Prison for disposal.

The operation of the photostat equipment comes under the jurisdiction of this Division. Pictures were made 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 included in the general returns of the Department.

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 \$1 for each abstract.

Abstracts furnished	558
Fee collected	\$506.50
501 Certified Abstracts..... @ \$1.00	\$501.00
2 Certified Abstracts..... @ 1.50	3.00
1 Certified Abstracts..... @ 2.50	2.50
* 54 Certified Abstracts..... No fee	
	<u>\$506.50</u>

* These 54 certified copies were issued—no fee, and were for inspectors to be used as evidence to assist them in the prosecution of cases.

RECORD ROOM

Nearly 500 filing cabinets are required for storing the drivers' licenses, motor vehicle registrations and other records issued and maintained by the Department.

In these files during the year were placed the following records:

Auto drivers' licenses	1,292,608
Motorcycle drivers' licenses	4,907
Duplicate driver's applications	11,393
Passenger registrations	878,524
Commercial registrations	117,803
Farmer commercial registrations	15,016
Undertaker vehicles	753
Omnibus vehicles	7,441
Trailer registrations	7,585
Motorcycle registrations	4,728
Dealer (auto and motorcycle)	2,457
Agriculture tractors	620
Transfers and exchanges	215,084
Duplicate tag registrations	13,929

The foregoing records were received daily at the record room. They

were checked for signature, notarization, bill of sale information and fees. Omnibus, taxi and livery applications were checked for municipal clerk certificates and Public Utility certificates.

Maintaining these records in order that information sought is readily accessible and current is a constant and important task. Vehicles are continually changing hands, drivers' licenses and car registrations revoked and owners and drivers are constantly changing their places of living. In fact the record room handled a total of 118,173 changes of address during the year.

Approximately 20,000 Stop Cards were received from the Testing Division. These cards were in connection with registration plates that were either surrendered or revoked for non-compliance with the testing law.

From the Financial Responsibility Division came 5,079 notices of revocation. In addition, 2,792 conditional endorsement slips were received and handled in the same manner, as well as 4,980 revocations from the main office.

INFORMATION SERVICE

Twenty-four hours each day and 365 days in the year the Department maintains an information service for the convenience of the police and other persons seeking driver's license and car registration data.

A total of 458,361 queries were handled during the year as follows:

TYPES OF REQUEST HANDLED BY INFORMATION BUREAU

TYPES OF REQUEST HANDLED BY INFORMATION BUREAU

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding Duplicate and Renewal licenses and telegrams	2,110	1,920	4,346	3,719	3,140	3,600	3,280	3,119	2,583	2,589	2,480	2,310	35,201
Regular information letters	6,474	5,866	6,647	6,319	6,446	6,282	5,967	6,320	5,850	6,269	6,202	5,686	74,328
Certified copies, special delivery and registered letters	1,998	1,702	2,234	1,920	2,179	2,144	1,989	5,521	5,402	6,348	8,007	4,800	44,244
Lookups on lists and miscel- laneous lookups	3,310	5,646	9,128	8,340	7,447	9,604	9,644	14,429	13,990	17,451	19,216	9,447	127,652
People appearing at office in person for information	902	975	1,676	980	977	958	1,103	997	896	1,003	908	818	12,193
Telephone calls and telautograph, 1 A.M. to 9 A.M. local	1,900	2,036	2,796	2,081	225	165	375	234	330	347	341	373	11,203
Telephone calls and telautograph, 1 A.M. to 9 A.M. long distance	318	592	438	96	1,885	1,905	1,839	1,645	2,404	2,738	3,251	3,981	21,092
Telephone calls and telautograph, 9 A.M. to 5 P.M. local	7,349	5,946	5,951	3,713	2,315	2,681	3,284	2,893	2,993	3,183	3,489	3,333	47,130
Telephone calls and telautograph, 9 A.M. to 5 P.M. long distance	1,612	2,294	1,937	1,743	4,931	4,512	5,864	4,796	4,994	5,355	6,180	5,750	49,968
Telephone calls and telautograph, 5 P.M. to 1 A.M. local	2,443	2,468	2,922	2,378	413	499	399	484	383	462	508	537	13,896
Telephone calls and telautograph, 5 P.M. to 1 A.M. long distance	381	507	386	418	2,310	2,152	2,138	2,523	2,318	2,925	2,416	2,980	21,454
TOTAL	28,797	29,952	38,461	31,707	32,268	34,502	35,882	42,961	42,148	48,670	52,998	40,015	458,361

JUNK YARD SUPERVISION

By direction of law, the Motor Vehicle Department maintains supervision over all automobile junk yards adjacent to or visible from the State highways. There were 28 such yards licensed and supervised during the year from which was derived a total revenue of \$1,575.00.

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

Locations of the 28 junk yards under Department supervision were as follows:

County	Number
Atlantic	1
Bergen	3
Burlington	1
Camden	2
Essex	2
Gloucester	3
Hudson	5
Hunterdon	2
Mercer	1
Monmouth	1
Ocean	1
Passaic	1
Union	5
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Following is a record of the monthly fees collected under the Junk Yard Law:

Date	License	Inspection	Totals
		Fees	
January	150.00	25.00	175.00
February	50.00	.....	50.00
March	100.00	25.00	125.00
April	100.00	.....	100.00
May	100.00	.....	100.00
June	50.00	.....	50.00
July	150.00	.....	150.00
August	200.00	50.00	250.00
September	200.00	50.00	250.00
October	100.00	25.00	125.00
November	50.00	.....	50.00
December	150.00	.....	150.00
TOTALS	\$1,400.00	\$175.00	\$1,575.00

EXCISE TAX

Sections 48: 4-20 to 48: 4-34 inclusive, of the Revised Statutes authorize the collection of a half-cent per mile tax from passenger motor carriers using the highways and engaged in a service 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. For 1939, a total of \$94,935.65 was collected from this source, an increase of \$14,702.31 over the previous year.

As New Jersey is the gateway of the nation and is widely traveled by buses in their trips to all parts of the country, the limited personnel of the Excise Division concentrates at the bridge, tunnel and ferry approaches to the State to make their observations of bus movements as a check on the monthly mileage reports filed by the carriers. In addition, the books of the companies are examined from time to time.

During the summer months a great volume of passengers is transported to the Catskill Mountains (N. Y.) vacation areas from New York City in hired sedans. As all of these vehicles are individually owned, their operators are required to post surety bonds to guarantee payment of the tax. This requirement is also imposed upon bus operators engaged in seasonal operations exclusively.

MONTHLY RECORD OF EXCISE TAXES IMPOSED AND COLLECTED 1939

Month	Total Mileage	Exempt Miles	Taxable Mileage	Amount	Total Amount
January	1,250,871.77	33,959.11	1,216,912.66	\$ 6,080.12	\$ 6,030.12
February	1,175,098.06	90,575.77	1,084,522.29	5,482.67	5,482.67
March	1,262,731.33	97,418.57	1,165,312.76	5,841.67	5,841.67
April	1,373,212.50	93,404.39	1,279,808.11	6,460.10	6,460.10
May	1,535,853.99	89,180.40	1,446,673.59	7,284.18	7,284.18
June	1,863,438.80	102,166.17	1,761,272.63	8,803.56	8,803.56
July	2,333,135.98	98,206.50	2,234,929.48	11,165.82	11,165.82
August	2,257,232.46	108,983.20	2,148,249.26	10,745.72	10,745.72
September	2,123,106.25	132,574.50	1,990,531.75	9,964.80	9,964.80
October	1,925,497.51	137,862.10	1,787,635.41	8,921.57	8,921.57
November	1,429,254.53	134,274.80	1,294,979.73	6,478.82	6,478.82
December	1,661,437.87	131,317.30	1,530,120.57	7,706.62	7,706.62
TOTAL	20,190,871.05	1,249,922.81	18,940,948.24	\$94,935.65	\$94,935.65

SERVICE OF PROCESS ON NON-RESIDENTS

Under the provisions of Chapter 7 of Title 39, Revised Statutes, the Department collected the sum of \$3,334 during the year for the service of process on non-residents in automobile accident litigation.

Monthly collection of fees was as follows:

Month	Amount
January	\$ 326.00
February	126.00
March	160.00
April	300.00
May	574.00
June	148.00
July	318.00
August	288.50
September	291.50
October	250.00
November	274.00
December	278.00
	<hr/> \$3,334.00

