

DEPT OF MOTOR VEHICLES

THIRTY-EIGHTH  
**ANNUAL REPORT**

*OF THE*  
COMMISSIONER OF MOTOR VEHICLES

*OF THE*  
STATE OF NEW JERSEY

*FOR THE YEAR*

1943



ARTHUR W. MAGEE,  
*Commissioner*

WILLIAM J. DEARDEN,  
*Deputy Commissioner*

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# Annual Report

April 1, 1944

*To His Excellency the Governor and the Legislature:*

In accordance with the provisions of Section 39:4-6, of the Revised Statutes, there is submitted herewith a report of the activities of the Motor Vehicle Department for the year 1943.

Traffic conditions, as reflected by accident statistics, improved considerably during the year although restricted travel, as the result of fuel rationing, was unquestionably a determining factor in this improvement. The total of 22,007 traffic accidents reported was 34 per cent below the 1942 figure and 55 per cent less than the accident experience of 1941.

Accident fatalities numbered 682 as compared with 771 in the preceding year and there were 14,176 persons non-fatally injured, a reduction of 30 per cent.

Pedestrian travel was still the leading problem of the enforcement official, involving more traffic deaths than any other type of traffic accident. Although there were fewer pedestrians killed than in the previous year, their relation to total traffic deaths was higher than any year of record. Fifty-six in every 100 persons killed during the year were pedestrians. In the year 1942 pedestrian deaths comprised 52.6 per cent of total fatalities.

In an effort to arouse public sentiment to an appreciation of the seriousness of this problem, the Department, in accordance with Section 39:3-2, Revised Statutes, twice communicated with the police departments of the state. The first contact was by letter appealing to the municipal authorities to have their uniformed police officers warn pedestrians observed walking carelessly in and across the streets and highways. This was followed later by personal visitations by representatives of the Department.

In addition, the Department carried on an active campaign of safety education utilizing the press, the radio, motion pictures, speakers and pamphlets to bring home to men, women and children the hazards involved in careless walking. Despite this activity, it must be reported that there are still too many public officials and citizens who regard pedestrian accidents as commonplace events.

cis C. Larkin, Vincent Lauria, Joseph W. Layton, Raynor Londahl\*, J. T. Lyons, Emilio Maffei, Joseph Martus, Angelo Masi, Jerry Masi, W. Steelman Mathis, Alvin R. McMinn, Douglas O. Meade, Richard S. Miller, Joseph Mirandon, Leonard J. Moonan, Peter J. Muschal, Rocco F. Pagano\*\*, Albert L. Paine, Louis Perlingiero, Pasquale Petrino, Giovanni Povio, Reno Progetti, August J. Rach, Jr., James T. Roe\*\*, Francis Schnorbus, John Schwarzwalder, Conrad F. Shea, Robert Van Syckel, Carson Van Horn, Arnold H. Vey, George Vlasac, H. Douglas Wald, Richard T. Welch, Martin Wiaczek, Sue V. Wright, George Zaharchuk.

*Inspector Force*—John D. Baldwin\*, Thomas J. F. Clarke, J. R. Dauphers, William B. Davis, Chester W. Ditzel, W. N. DuBree, Joseph B. Flach, Martin Ford, Jr., Charles Fromherz, Joseph H. Goodfriend, Joshua H. Jamison\*, Ellis B. Karpes, Charles N. Petty\*. Henry H. Schmidt, A. James Sherwood, Earl G. Sparks\*, Harry Whitehouse, H. C. Wilson.

*Testing Division*—William L. Baker, John A. Bednarz, Vincent J. Bonneman, Watson P. Bowker, John P. Brennan, Joseph M. Bright, Charles Bruccoleri, Raymond R. Bruce, Harold J. Brucker, Stephen J. Bruckner, Carl J. Butterhof, Jesse M. Casperson\*, Wesley E. Churchill, Cornelius J. Clopper, John H. Cronshey, Edward H. DeSoucey, Michael F. Devaney\*, Stanley C. Devonald, Raymond M. Dorrer\*, Raymond E. Durham, H. K. Elwell\*, Samuel R. Fetzer, Edward J. Freyer, Raymond E. Gerber, Edward C. Gifford, Albert W. Godown\*. Czeslaw Gorski, Joseph Halko, Douglas R. Harris, Charles H. Hastings\*, John H. Healy, Thomas Hommel, Richard H. Horner, William L. Humphreys, G. H. Jockish, Nathan Kadesh, F. C. Keane, William A. King, Sr., Henry F. Kip, Thomas J. Leasch, Howard Leming, Hugo Loeser\*, Henry T. Lyon, Joseph Masick, Herman Merten\*, Herbert G. Meyer, Sr., Richard E. Moore, Joseph M. Murphy, Edgar B. Mooney, Rutherford Noll, Edward J. Nugent, Charles A. Nungesser, Berthold C. Ostberg, W. Warren Palmer, John Polci, Albert N. Pollara, Theodore Proppe, Seldon L. Randall, John Rechner, Willard Robbins, Benjamin F. Roll\*, John H. Sassano, J. Schmitt, Jr.\*, George C. Sholtis, Peter F. Tanzone, Martin P. Tomlinson\*, John S. Toth, Edward J. Vaitulonius, Leo A. Van Matre, Robert F. Wagner\*, Frank H. Wilson\*, George Wirz, Jr.\*, Albert J. Worringer, Arthur W. Worrell.

\*Honorably discharged from the service.

\*\*Deceased.

## Accident Statistics

Influenced by the second year of war restrictions on motor vehicle operation, traffic accidents, fatalities and personal injuries continued their downward trend during 1943.

Compared with the previous year, accidents dropped 34 per cent, deaths 12 per cent and personal injuries 30 per cent. In comparison with 1941, which was the peak year for traffic mishaps, total accidents were 55 per cent less, fatalities 19 per cent and personal injuries 53 per cent.

	1941	1942	1943
Accidents .....	48,734	33,597	22,007
Fatalities .....	971	771	682
Injured .....	30,415	20,384	14,176

Accidents caused an economic loss of \$15,300,000 compared with \$20,000,000 in 1942 and \$27,000,000 in 1941.

Previous to the year 1938 there was an average of three traffic deaths daily in the State. During 1943 the daily average was 1.8 or 9 every five days.

There were 60 accidents daily, on the average. The year before there were 92 and two years previous 133.

The average number of persons injured daily in accidents was 39 in contrast with 51 in 1942 and 83 in 1941. For every death during the year there were 21 persons injured.

### Multiple Death Accidents

Accident severity was not as great as other years due, unquestionably, to the general observance of the 35 mile speed limit. This was reflected in the decrease in multiple death accidents which numbered 40 and killed 90 persons. In the previous year there were 45 multiple death accidents that caused 102 deaths. More than half these violent type accidents involved collisions between two or more vehicles.

Department investigation revealed 149 widows and 173 dependent children among the survivors of the year's traffic death toll. Their number, according to counties, was as follows:

COUNTY	WIDOWS	DEPENDENT CHILDREN
Atlantic	4	19
Bergen	11	20
Burlington	3	5
Camden	17	17
Cape May	2	2
Cumberland	4	3
Essex	19	11
Gloucester	2	-
Hudson	17	14
Hunterdon	1	-
Mercer	7	6
Middlesex	12	14
Monmouth	6	19
Morris	2	2
Ocean	3	2
Passaic	10	7
Salem	2	3
Somerset	7	6
Sussex	2	5
Union	17	16
Warren	1	2
	<hr/> 149	<hr/> 173

### One In Every Four

The State Bureau of Vital Statistics reports 2,727 accidental deaths of all kinds in the State during the year 1943. On the basis of 682 traffic accident fatalities, one in every four accidental deaths resulted from a motor vehicle accident.

### Manpower Loss

The effect of fatal traffic accidents in the war effort is seen in the fact that one in every five persons killed during the year was employed at a war job. In 1942 the ratio was one in every six.

The number of war workers killed was 138, nineteen of whom were shipyard workers, eighteen aeronautical employees and 101 engaged in various other war industries.

The types of accidents in which the 138 lost their lives were as follows:

Pedestrians	49
Other Motor Vehicle	36
Fixed Object	24
Railroad Trains	18
Non-collision	11
	<hr/> 138

### Other Classifications

Further occupational data concerning traffic fatalities shows that there were 35 farm workers, 35 persons on the retired list, 31 were soldiers and 5 were sailors.

## Wrong Side of the Road

Speed was again the greatest single cause of fatal accidents. In all accidents, however, the leading violation was driving "on wrong side of road" with "violating right of way" second, "speeding" third and "following too closely" fourth.

There were 903 "hit and run" accidents, 70 of which resulted in fatalities.

### The Alcohol Factor

Accidents involving drivers who "had been drinking" fell off 39 per cent below the previous year and there was a corresponding reduction in the number of deaths and personal injuries resulting from these collisions.

Year	Accidents	Deaths	Injured
1942	1,458	96	1,028
1943	892	66	692
	<u>566 less</u>	<u>30 less</u>	<u>336 less</u>

Nearly three in every four of these accidents happened at night and more occurred on Sunday than any other day of the week. As in previous years, driving on the wrong side of the road was the leading accident cause and speeding was second. There were 97 hit and run cases, ten of which involved fatalities.

Drivers in the age group 30 to 39 years were the leading offenders and there were 31 tipsy drivers under 21 years of age, including one under 17 years.

A breakdown of the 66 fatalities shows that 23 were drivers, 23 were passengers, 17 pedestrians, 2 motorcycle drivers and 1 motorcycle passenger.

### Age of Vehicle

With no new cars manufactured since early in 1942, it is interesting to note the ages of the vehicles involved in accidents during the year. The percentages follow:

Age	Per Cent
1 year .....	5.4%
2 years .....	19.6%
3 years .....	13.8%
4 years .....	13.2%
5 years .....	6.7%
6 to 10 years .....	36.2%
Over 10 years .....	5.1%
	<u>100.0%</u>

## State Highway Accidents

Accidents and accident fatalities on the state highway system dropped to new low levels during the year, decreasing 41 and 22 per cent respectively. Compared with 1941, the last year of normal traffic, state highway accidents were 67 per cent lower and fatalities 54 per cent.

There were only one-third as many accidents on Route 25 during the year as occurred on this busy highway in 1941. The record: 1941, 3,123 accidents; 1942, 1,875 accidents; 1943, 1,052 accidents.

On Route 29, the second busiest highway, accidents dropped 78 per cent from the 1941 level. The record: 1941, 721 accidents; 1942, 342 accidents; 1943, 159 accidents.

Route 4, the seashore route, had an accident decrease of 68 per cent below 1941. The record: 1941, 749 accidents; 1942, 376 accidents; 1943, 237 accidents.

### Urban-Rural

Three out of every four accidents, 57 per cent of total fatalities and 74 per cent of pedestrian deaths occurred in the urban districts (municipalities over 10,000 population). An idea of the change in trends, resulting from limited car driving, can be gained from conditions in 1941 when seven out of every ten accidents occurred in the urban districts, 44 per cent of total fatalities and 58 per cent of pedestrian deaths.

#### Accidents

	1943	1942	1941
Urban .....	16,784 (76%)	24,891 (74%)	33,901 (70%)
Rural .....	5,223 (24%)	8,700 (26%)	14,743 (30%)
	22,007	33,597	48,734

#### Total Fatalities

	1943	1942	1941
Urban .....	388 (57%)	400 (52%)	430 (44%)
Rural .....	294 (43%)	371 (48%)	541 (56%)
	682	771	971

#### Pedestrian Fatalities

	1943	1942	1941
Urban .....	283 (74%)	270 (67%)	275 (58%)
Rural .....	99 (26%)	136 (33%)	197 (42%)
	382	406	472

## Accidents By Counties

County	1943	1942	1941	1940	1939
Atlantic	196	312	764	648	588
Bergen	1,713	2,717	4,192	3,674	2,637
Burlington	446	733	1,148	894	708
Camden	1,397	2,276	3,370	2,782	1,985
Cape May	164	250	343	418	296
Cumberland	140	279	504	462	244
Essex	7,164	10,360	13,955	12,544	11,483
Gloucester	332	458	753	634	550
Hudson	2,127	3,518	4,368	4,088	3,989
Hunterdon	207	250	504	408	376
Mercer	841	1,076	2,002	1,680	1,480
Middlesex	1,026	1,807	2,645	2,278	1,861
Monmouth	609	971	1,654	1,327	1,178
Morris	528	991	1,466	1,214	978
Ocean	184	244	508	462	435
Passaic	2,191	3,097	4,049	3,415	2,948
Salem	133	186	340	300	177
Somerset	444	682	1,049	889	697
Sussex	117	211	335	269	262
Union	1,851	2,859	4,288	3,777	3,042
Warren	197	320	497	375	376
	22,007	33,597	48,734	42,538	36,290

## Fatalities By Counties

County	1943	1942	1941	1940	1939
Atlantic	14	35	52	31	46
Bergen	56	59	90	77	87
Burlington	35	35	48	54	36
Camden	47	59	72	64	37
Cape May	4	13	9	11	4
Cumberland	25	20	30	23	24
Essex	113	122	109	122	117
Gloucester	27	20	37	33	24
Hudson	72	73	75	65	67
Hunterdon	8	9	16	21	8
Mercer	30	39	42	45	44
Middlesex	47	45	80	80	71
Monmouth	39	39	62	50	44
Morris	13	29	51	32	37
Ocean	16	10	14	23	15
Passaic	39	45	53	48	50
Salem	11	15	26	15	9
Somerset	15	17	25	26	25
Sussex	9	14	6	8	13
Union	55	60	58	58	43
Warren	7	13	16	25	13
	682	771	971	911	814

## Bergen County

	ACCIDENTS			FATALITIES			INJURIES		
	1943	1942	1941	1943	1942	1941	1943	1942	1941
Allendale	6	9	12	1	..	..	..	3	7
Alpine	26	32	56	..	..	1	21	21	36
Bendix	26	27	47	2	3	..	22	17	27
Bergenfield	22	43	53	1	2	..	12	39	34
Bogota	16	23	41	..	1	..	10	6	35
Carlstade	19	93	213	2	..	1	18	52	108
Cliffside Park	110	158	199	1	3	2	36	43	79
Closter	39	8	64	..	..	2	14	3	10
Cresskill	5	6	20	2	..	1	2	6	16
Demarest	9	5	5	..	1	..	10	5	3
Dumont	13	29	50	..	1	..	8	22	18
E. Paterson	32	45	82	2	1	5	32	20	35
E. Rutherford	36	53	110	2	5	1	17	36	48
Edgewater	13	16	26	1	..	1	5	10	16
Emerson	9	4	17	..	..	..	2	2	16
Englewood	56	123	163	3	3	2	34	76	89
Englewood Cliffs	5	6	21	1	..	1	3	3	24
Fairlawn	93	136	125	..	2	..	34	93	78
Fairview	11	17	26	2	1	..	7	11	20
Fort Lee	24	63	98	..	3	4	20	33	70
Franklin Lakes	4	2	15	..	..	..	5	2	8
Garfield	126	163	230	1	2	2	68	67	128
Glen Rock	16	19	45	1	..	2	16	5	37
Hackensack	110	199	271	5	5	5	74	91	139
Harrington	1	2	10	..	..	..	..	2	5
Hasbrouck Hghts.	85	112	172	4	2	2	47	71	92
Haworth	4	1	7	1	..	..	3	..	5
Hillsdale	12	28	22	..	..	..	7	15	12
Hohokus Boro.	14	6	14	..	..	..	7	10	9
Hohokus Twp.	9	14	41	..	..	3	8	16	25
Leonia	9	17	22	..	..	1	7	11	10
Little Ferry	22	30	49	1	1	..	8	27	27
Lodi	22	32	44	..	4	4	10	26	39
Lyndhurst	63	111	132	..	2	..	29	94	58
Maywood	30	35	45	..	1	..	23	16	19
Midland Park	13	14	25	..	..	1	6	7	14
Montvale	8	12	10	..	..	1	7	10	5
Moonachie	5	6	9	..	1	..	7	1	4
New Milford	7	19	25	3	2	..	3	14	15
No. Arlington	42	60	107	2	1	1	27	30	64
Northvale	3	2	2	..	..	..	1	..	2
Norwood	7	8	6	1	..	1	5	2	1
Oakland	6	11	21	..	..	..	1	3	11
Old Tappan	..	..	2	..	..	..	..	..	4
Oradell	4	16	24	..	1	..	2	15	11
Palisades Park	18	41	56	..	1	3	6	39	33
Paramus	67	125	276	3	1	5	70	73	168
Park Ridge	10	22	15	1	..	..	4	10	9
Bamsey	6	20	38	..	..	3	2	14	20
Ridgefield	13	22	41	..	..	4	7	12	29
Ridgefield Park	47	86	121	1	1	1	37	62	84
Ridgewood	34	68	110	..	2	..	16	39	59
River Edge	16	32	55	..	..	..	8	13	27
Rivervale	2	2	3	..	..	..	1	1	11
Rochelle Park	11	17	27	2	..	1	7	13	20
Rockleigh	..	..	3	..	..	..	..	..	6
Rutherford	63	90	143	2	3	4	35	43	82
Saddle River Boro	7	11	44	2	1	9	1	9	75
Saddle River Twp.	9	9	21	..	..	3	1	6	12
So. Hackensack	9	5	8	1	..	2	7	5	5
Teaneck	129	206	281	4	2	..	103	129	148
Tenafly	15	15	42	..	..	4	10	5	52
Upper Saddle River	1	2	1	..	..	..	..	2	..
Wadwick	6	12	32	..	..	1	3	3	25
Wallington	13	27	24	..	1	1	2	10	15
Washington	2	5	11	..	..	1	1	1	2
Westwood	10	29	28	..	..	..	6	6	27
Woodcliff Lake	6	11	7	..	2	..	7	6	3
Wood-Ridge	15	23	28	..	..	..	5	9	18
Wyckoff	12	22	19	1	..	1	6	6	8
<b>TOTAL</b>	<b>1,713</b>	<b>2,717</b>	<b>4,192</b>	<b>56</b>	<b>59</b>	<b>90</b>	<b>1,023</b>	<b>1,552</b>	<b>2,449</b>

## Camden County

	ACCIDENTS			FATALITIES			INJURED		
	1944	1942	1941	1943	1942	1941	1943	1942	1941
Audubon	14	20	42	..	2	1	9	17	24
Barrington	1	3	13	..	..	2	1	..	13
Bellmawr	11	7	10	1	..	..	10	17	8
Berlin	12	27	45	5	6	2	6	32	28
Berlin Twp.	2	8	11	1	1	..	..	8	6
Brooklawn	6	13	8	..	2	..	11	11	6
Camden	908	1,371	1,823	16	18	21	739	1,047	1,313
Chestlhurst	2	3	6	..	..	1	..	1	..
Clementon Twp.	5	19	21	..	1	2	..	15	19
Collingswood	33	70	118	1	..	2	27	36	74
Delaware Twp.	25	44	65	2	4	2	21	32	44
Gibbsboro	2	4	5	..	..	1	1	2	1
Gloucester	27	41	91	8	2	5	17	43	55
Gloucester Twp.	18	29	42	2	3	2	22	12	40
Haddon Twp.	12	35	63	..	2	2	13	13	52
Haddonfield	13	16	44	..	..	2	6	10	21
Haddon Hghts.	6	10	23	1	1	..	4	6	12
Hi-Nella	..	1	..	..	..	..	..	..	..
Laurel Springs	2	2	6	..	..	..	1	2	3
Lawnside	2	6	18	..	..	3	4	6	16
Lindenwold	8	17	23	2	..	..	16	22	12
Magnolia	6	7	26	..	..	2	1	3	22
Merchantville	16	16	30	1	..	..	13	11	16
Mt. Ephraim	3	12	28	..	1	..	1	10	27
Oaklyn	6	19	30	1	..	..	5	6	17
Pennsauken Twp.	211	358	636	3	6	5	99	224	331
Pine Hill Boro	..	..	8	..	..	..	..	..	12
Pine Valley	..	..	..	..	..	..	..	..	..
Runnemede	5	21	21	..	1	2	5	13	13
Somerdale	6	9	14	..	..	..	4	5	12
Strafford	3	6	10	..	1	2	1	1	12
Tavistock	..	..	..	..	..	..	..	..	..
Voorhees Twp.	5	6	16	..	..	2	3	7	10
Waterford	8	20	21	..	3	7	4	20	29
Winslow	16	25	44	3	5	4	21	28	39
Woodlynne	1	1	9	..	..	..	..	1	1
<b>TOTAL</b>	<b>1,397</b>	<b>2,276</b>	<b>3,370</b>	<b>47</b>	<b>59</b>	<b>72</b>	<b>1,065</b>	<b>1,661</b>	<b>2,287</b>

## Cape May County

Avalon	2	2	6	..	..	..	1	3	3
Cape May City	5	6	5	..	1	..	2	2	2
Cape May Pt.	..	..	2	..	..	..	..	..	..
Dennis Twp.	18	17	24	1	4	1	12	10	17
Lower Twp.	21	32	31	1	2	2	13	21	24
Middle Twp.	34	54	78	..	4	2	14	26	42
No. Cape May	..	..	..	..	..	..	..	..	..
No. Wildwood	1	11	19	..	..	..	1	19	18
Ocean City	15	31	78	..	..	..	7	16	48
Sea Isle City	1	2	5	..	..	1	..	1	1
So. Cape May	1	..	..	..	..	..	3	..	..
Stone Harbor	1	2	5	..	..	..	..	1	..
Upper Twp.	16	23	34	..	1	..	11	15	25
W. Cape May	1	1	..	..	..	..	..	1	..
W. Wildwood	..	..	6	..	..	..	..	..	7
Wildwood City	48	62	44	2	1	2	17	33	35
Wildwood Crest	..	..	2	..	..	..	..	..	4
Woodbine	..	7	4	..	1	..	..	2	4
<b>TOTAL</b>	<b>164</b>	<b>250</b>	<b>343</b>	<b>4</b>	<b>13</b>	<b>9</b>	<b>81</b>	<b>150</b>	<b>230</b>

## Hudson County

	ACCIDENTS			FATALITIES			INJURED		
	1943	1942	1941	1943	1942	1941	1943	1942	1941
Bayonne .....	88	193	185	4	10	6	77	138	133
E. Newark .....	20	12	26	1	..	..	5	2	14
Guttenberg .....	6	14	15	..	..	..	4	4	6
Harrison .....	93	140	158	..	5	2	60	76	71
Hoboken .....	218	271	346	9	8	2	184	204	255
Jersey City .....	1,143	1,908	2,326	29	23	34	872	1,350	1,570
Kearny .....	214	382	372	9	8	11	156	198	300
North Bergen .....	80	149	180	7	9	4	76	132	131
Secaucus .....	25	48	59	1	2	8	20	32	53
Union City .....	182	297	382	6	4	1	123	199	239
Weehawken .....	23	40	49	1	1	3	14	40	32
West New York .....	33	64	70	5	3	4	17	46	35
<b>TOTAL</b>	<b>2,127</b>	<b>3,518</b>	<b>4,368</b>	<b>72</b>	<b>73</b>	<b>73</b>	<b>1,608</b>	<b>2,421</b>	<b>2,839</b>

## Hunterdon County

Alexandria .....	4	2	7	..	..	..	4	1	3
Bethlehem .....	12	12	23	2	1	1	5	5	31
Bloomsbury .....	1	2	4	..	..	3	..	1	3
Califon .....	3	3	4	..	..	..	1	..	3
Clinton .....	12	9	25	..	..	2	9	4	9
Clinton Twp. ....	27	30	75	1	..	2	17	16	37
Delaware .....	8	4	4	..	..	..	2	1	1
East Amwell .....	5	12	15	1	..	..	4	6	10
Flemington .....	7	17	26	..	..	..	3	13	16
Franklin Twp. ....	2	3	5	..	..	..	..	7	6
Frenchtown .....	3	4	9	..	..	..	..	2	2
Glen Gardner .....	5	4	16	..	..	..	2	1	6
Hampton .....	3	7	10	..	1	..	1	3	5
High Bridge .....	8	6	6	..	2	..	2	3	2
Holland .....	4	2	7	..	..	..	1	3	2
Kingwood .....	3	6	10	..	..	..	3	6	10
Lambertville .....	8	7	16	..	1	..	5	5	9
Lebanon .....	12	19	34	..	1	..	7	10	12
Lebanon Twp. ....	4	11	13	..	1	1	1	4	9
Milford .....	3	3	6	..	..	..	..	2	1
Raritan .....	23	23	64	3	..	4	16	10	48
Readington .....	33	42	82	..	2	3	22	39	71
Stockton .....	..	..	4	..	..	..	..	..	1
Tewksbury .....	..	3	3	..	..	..	..	2	1
Union Twp. ....	11	12	23	..	..	..	2	4	7
West Amwell .....	6	7	13	..	..	..	2	2	14
<b>TOTAL</b>	<b>207</b>	<b>250</b>	<b>504</b>	<b>8</b>	<b>9</b>	<b>16</b>	<b>109</b>	<b>150</b>	<b>316</b>

## Mercer County

East Windsor .....	21	38	84	1	5	1	19	21	59
Ewing .....	71	96	207	9	5	2	51	46	124
Hamilton Twp. ....	98	140	286	5	4	13	46	131	205
Hightstown .....	7	10	12	..	2	..	6	1	7
Hopewell .....	5	5	4	..	..	..	..	5	3
Hopewell Twp. ....	32	30	64	..	2	..	18	24	40
Lawrence .....	13	25	143	1	4	3	8	23	108
Pennington .....	1	7	6	..	..	..	..	3	2
Princeton .....	17	28	58	1	..	..	6	13	27
Princeton Twp. ....	8	1	13	1	..	1	3	2	14
Trenton .....	501	606	974	9	11	16	332	351	606
Washington Twp. ....	32	38	66	1	1	1	22	21	79
West Windsor .....	32	52	85	2	5	5	21	21	51
<b>TOTAL</b>	<b>841</b>	<b>1,076</b>	<b>2,002</b>	<b>30</b>	<b>39</b>	<b>42</b>	<b>532</b>	<b>662</b>	<b>1,325</b>

## Monmouth County

	ACCIDENTS			FATALITIES			INJURED		
	1943	1942	1941	1943	1942	1941	1943	1942	1941
Allenhurst .....	2	4	5	..	..	1	1	..	3
Allentown .....	2	4	7	..	..	..	3	2	5
Asbury Park .....	44	115	148	3	5	..	24	82	109
Atlantic Twp. ....	7	27	68	2	..	..	8	25	38
Atlantic Highlands ..	5	5	9	..	..	..	2	8	7
Avon .....	9	12	10	..	1	..	6	7	6
Belmar .....	11	13	49	2	2	3	6	11	35
Bradley Beach .....	12	19	51	..	1	..	9	10	25
Brielle .....	1	6	40	..	..	..	2	..	24
Deal .....	5	8	16	..	..	1	5	1	15
Eatontown .....	20	23	40	1	..	3	12	15	19
Englishtown .....	5	3	9	..	..	..	8	1	3
Fair Haven .....	1	2	5	..	..	1	1	..	2
Farmingdale .....	5	3	7	..	..	..	3	3	4
Freehold .....	13	27	44	1	2	..	6	5	20
Freehold Twp. ....	30	43	66	1	3	1	25	25	84
Highlands .....	6	12	7	..	..	..	3	6	1
Holmdel .....	10	14	20	..	1	1	12	20	16
Howell Twp. ....	47	37	90	2	..	5	29	36	70
Interlaken .....	1	..	3	..	..	..	..	..	1
Jersey Homesteads Boro	1	..	3	..	..	..	..	..	1
Keansburg .....	10	16	26	..	..	1	4	10	27
Keyport .....	19	32	54	..	2	2	6	27	42
Little Silver .....	5	11	17	..	..	..	3	16	16
Long Branch .....	17	32	62	1	1	2	9	8	39
Manalapan .....	16	26	41	2	3	5	19	19	35
Manasquan .....	9	9	16	..	..	..	4	11	5
Marlboro .....	15	21	44	1	1	4	9	22	53
Matawan Boro .....	7	15	45	..	..	1	6	6	27
Matawan Twp. ....	12	12	61	3	..	1	10	8	37
Middletown .....	36	132	98	8	6	9	26	50	84
Millstone .....	29	8	23	..	1	..	8	6	28
Monmouth Beach .....	..	..	4	..	..	1	..	..	6
Neptune Twp. ....	36	53	75	1	..	2	22	48	44
Neptune City .....	13	8	17	..	1	..	12	5	20
Ocean Twp. ....	20	20	28	2	2	2	21	16	15
Oceanport .....	2	9	18	..	..	..	7	4	9
Raritan Twp. ....	12	29	51	..	2	2	7	14	43
Red Bank .....	36	48	65	..	1	1	18	20	30
Rumson .....	6	10	23	2	..	2	3	9	24
Sea Bright .....	3	5	8	..	..	1	2	1	4
Sea Girt .....	1	7	7	1	..	..	..	7	5
Shrewsbury Boro .....	9	8	15	1	1	..	9	4	3
Shrewsbury Twp. ....	20	22	28	..	2	2	17	10	32
So. Belmar .....	2	..	2	..	..	..	1	..	2
Spring Lake .....	4	15	12	1	1	1	5	5	10
Spring Lake Hights. ....	1	2	10	..	..	..	3	2	7
Union Beach .....	5	9	12	1	..	1	2	2	3
Upper Freehold Twp. ....	12	14	32	1	..	..	12	9	25
Wall Twp. ....	11	17	58	1	..	6	10	14	47
West Long Branch .....	4	4	5	1	..	..	3	3	3
<b>TOTAL</b> .....	<b>609</b>	<b>971</b>	<b>1,654</b>	<b>39</b>	<b>39</b>	<b>62</b>	<b>423</b>	<b>613</b>	<b>1,213</b>

## Passaic County

	ACCIDENTS			FATALITIES			INJURED		
	1943	1942	1941	1943	1942	1941	1943	1942	1941
Bloomfield	5	11	16	..	..	1	2	9	5
Clifton	363	510	626	7	8	12	202	304	379
Haledon	12	12	26	..	..	2	7	4	7
Hawthorne	30	48	66	2	1	2	16	27	34
Little Falls	21	34	46	1	..	2	9	26	18
No. Haledon	6	18	19	..	..	..	5	11	15
Passaic	518	696	876	5	4	5	313	392	534
Paterson	1,115	1,552	2,004	20	21	19	668	906	1,119
Pompton Lakes	19	37	54	..	3	..	21	22	28
Prospect Park	12	14	19	..	..	..	6	7	13
Ringwood	1	7	5	..	1	..	..	4	2
Tobowa	13	31	43	..	..	1	15	24	28
Wanaque	6	9	22	..	..	3	3	7	13
Wayne	39	70	135	4	6	6	35	26	85
West Milford	16	34	62	..	1	..	4	18	43
W. Paterson	15	14	30	..	..	..	9	6	11
<b>TOTAL</b>	<b>2,191</b>	<b>3,097</b>	<b>4,049</b>	<b>39</b>	<b>45</b>	<b>53</b>	<b>1,813</b>	<b>1,793</b>	<b>2,339</b>

## Salem County

Alloway	2	2	8	..	..	..	2	..	5
Elmer	3	1	7	1	..	..	2	1	6
Elsinboro	1	4	3	..	2	1	..	3	..
Lower Alloway Creek	1	1	3	..	..	..	..	1	2
Lower Penns Neck	17	18	39	..	2	6	22	5	28
Mannington	6	11	23	1	..	4	10	10	20
Oldmans	18	9	24	1	1	1	7	9	31
Pennsgrove	9	21	36	2	..	1	6	11	12
Pilesgrove	14	17	36	..	2	6	10	6	38
Pittsgrove	11	29	32	..	5	..	7	10	35
Quinton	4	8	12	..	1	..	9	7	7
Salem	11	34	41	1	..	3	7	16	22
Upper Penns Neck	8	16	40	2	1	2	7	14	38
Upper Pittsgrove	25	13	26	2	1	2	23	8	29
Woodstown	3	2	10	1	..	..	..	..	14
<b>TOTAL</b>	<b>133</b>	<b>186</b>	<b>340</b>	<b>11</b>	<b>15</b>	<b>26</b>	<b>112</b>	<b>101</b>	<b>296</b>

## Somerset County

Bedminster	5	11	29	..	..	2	2	16	24
Bernards Twp.	13	13	23	..	..	..	6	8	12
Bernardsville	8	11	21	1	..	..	5	2	7
Bound Brook	68	107	147	2	1	1	22	40	81
Branchburg	17	21	53	2	3	1	8	14	43
Bridgewater	94	157	212	3	4	8	36	115	126
E. Millstone	1	..	..	..	..	..	..	..	..
Far Hills	2	1	4	1	..	..	..	..	6
Franklin Twp.	40	69	89	1	3	1	24	59	47
Green Brook Twp.	15	26	52	..	2	3	13	16	38
Hillsboro	41	63	52	..	3	1	40	35	31
Manville	11	17	33	..	1	1	2	2	11
Millstone	3	1	8	..	..	..	1	..	6
Montromery	17	17	31	..	..	..	10	15	15
No. Plainfield	29	52	112	1	..	2	15	28	68
Peapack-Gladstone	5	1	7	..	..	..	2	..	1
Raritan	8	12	20	..	..	1	1	9	21
Rocky Hill	..	2	..	..	..	..	..	1	..
Somerville	38	60	87	1	..	1	19	21	41
So. Bound Brook	6	9	12	..	..	..	9	5	10
Warren	10	20	34	1	..	..	6	12	22
Watchung	13	12	23	2	..	1	7	7	14
<b>TOTAL</b>	<b>444</b>	<b>682</b>	<b>1,049</b>	<b>15</b>	<b>17</b>	<b>25</b>	<b>223</b>	<b>405</b>	<b>624</b>

## Warren County

Allamuchy	..	6	4	..	1	..	..	3	2
Alpha	2	3	1	2	1	..	8	..	2
Belvidere	3	6	6	..	..	..	3	9	1
Blairstown	..	9	9	..	..	..	..	8	2
Franklin	6	10	18	..	..	..	6	9	9
Frelinghuysen	4	5	9	..	1	..	4	1	3
Greenwich	5	10	21	..	..	1	1	8	11
Hackettstown	12	19	34	..	..	1	6	11	27
Hardwick	2	1	..	..	..	..	..	..	..
Harmony	9	18	15	1	..	1	6	9	16
Hope	3	3	3	..	..	1	1	2	..
Independence	14	11	17	..	1	2	10	7	8
Knowlton	6	15	18	1	3	..	3	13	20
Liberty	4	7	11	..	1	..	2	7	9
Lopatcong	16	15	35	..	1	..	10	19	31
Mansfield	4	14	21	..	..	1	2	6	21
Oxford	9	7	14	..	..	1	1	5	5
Pahaquarry	..	..	..	..	..	..	..	..	..
Philipsburg	60	92	142	1	1	4	19	53	90
Pohatcong	6	9	22	1	2	1	3	5	13
Washington Boro	5	13	20	..	..	..	4	9	7
Washington Twp.	14	19	41	..	1	2	7	10	35
White	13	28	36	1	..	1	10	20	25
<b>TOTAL</b>	<b>197</b>	<b>320</b>	<b>497</b>	<b>7</b>	<b>13</b>	<b>16</b>	<b>106</b>	<b>214</b>	<b>337</b>
<b>ENTIRE STATE</b>	<b>22,007</b>	<b>33,597</b>	<b>48,734</b>	<b>682</b>	<b>771</b>	<b>971</b>	<b>14,176</b>	<b>20,384</b>	<b>30,415</b>

notwithstanding, made use of such means by voluntarily submitting their vehicles for inspection without awaiting the receipt of the deferred formal notice to do so.

Prior to the beginning of the 1943 inspection period, it was known that the 1942 identification marks or license plates would have to be used again through 1943 and to the end of the registration year on March 31, 1944. This knowledge was accompanied by considerable doubt as to whether the identification marks would stand up until the end of the year and not rust away. After a survey of the situation, it was decided to refurbish the license plates of each vehicle as it was presented for inspection and the necessary lacquer, solvent, brushes and wipers were procured and distributed to the inspection stations. This new item of procedure took considerable time which, in the aggregate, totaled tens of thousands of man-hours. While some of the license plates were well rusted before they reached an inspection station for refurbishing, the situation, as a whole, was undoubtedly much better than if no effort whatever had been made to keep identification marks in a legible condition.

The beginning of the inspection period found a continued enforcement of the Army Order requiring the obscuration of headlight lenses within a defined dimout area. Then on March 30, 1943, Rule No. 34 of the Office of Civilian Defense Director was promulgated. This extended the obscuration of headlight lenses to the whole State and the inspection procedure was amended to fit this situation. Then on November 1, 1943 all headlight obscuration requirements were rescinded, whereupon the inspection station personnel started upon the big job of seeing that all headlight lenses were made free from obscuration.

During the year, the department's stations appointed as tire inspection stations by the local tire ration board continued to make OPA tire inspections whenever requested by a vehicle owner.

The Department requires the surrender of the registration cards and license plates of those subject vehicles not presented for inspection. A registration voluntarily surrendered by an owner is received without prejudice and returned promptly upon request when and if the owner is ready to present the vehicle for inspection. In cases of flagrant violations of the law, the registrations are revoked and the registration cards and license plates picked up. Altogether, 26,122 registrations were surrendered, or picked up, during the year. Of this total, 740 were returned promptly upon request when the owners presented evidence of their intention to have their vehicles inspected and approved. A survey of the 25,382 registrations remaining on hand reveals that a considerable number were is-

## Reasons for Rejections

		%	
1. Registration and License Cards .....	19,487	1.95	
2. Steering Alignment .....	48,821	4.89	} 9.07%
3. Steering Operation .....	41,732	4.18	
4. Vehicle Dimensions .....	12		
5. Display of License Tags .....	22,235	2.23	
6. Examination of All Glass .....	28,899	2.90	
7. Obstruction to Vision .....	20,781	2.08	
8. Horn .....	4,990	.50	
9. Windshield Cleaners .....	15,365	1.54	
10. Rear-View Mirror .....	1,397	.14	
11. Exhaust System .....	19,424	1.95	
12. Miscellaneous .....	48,379	4.85	
13. Headlights .....	193,828	19.42	} 47.48%
14. Auxiliary Driving Lights .....	11,652	1.17	
15. Light Output .....	79,943	8.01	
16. Parking and Other Lights .....	20,554	2.06	
17. Rear and Stop Lights .....	126,390	12.66	
18. Bulbs .....	23,019	2.31	
19. Wiring and Switching .....	18,499	1.85	
20. Reflex Reflectors .....	107	.01	
21. Direction Signals .....	2,473	.25	
22. Service Brake .....	76,299	7.64	} 25.05%
23. Parking Brake .....	23,310	2.33	
24. Brake Equalization .....	97,553	9.77	
25. Pedal and Lever Reserve .....	52,996	5.31	
Total .....	998,145		

## Drunken Drivers

Revocations for driving while intoxicated, while still a leading cause for strong disciplinary action, dropped during the year to 633, a reduction of 47.6 per cent under the previous year. In addition to the mandatory \$200 fine, the drivers were deprived of their driving privileges for two years and were made subject to the Financial Responsibility Law. (See "Accident Statistics" for accidents involving drunken drivers).

The general improvement in economic conditions is seen in the fact that 75 per cent of the offenders paid the mandatory \$200 fine as compared with but 59.8 per cent in the year 1942. There were 46 second offenders bringing the permanent revocations in the past 12 years to 1,063.

### Drunken Driver Revocations By Years

Year	Revocations	Year	Revocations
1918	135	1931	2,089
1919	115	1932	1,432
1920	314	1933	1,227
1921	430	1934	1,443
1922	352	1935	1,305
1923	832	1936	1,534
1924	971	1937	1,690
1925	1,155	1938	1,425
1926	1,259	1939	1,256
1927	1,640	1940	1,295
1928	1,952	1941	1,454
1929	2,044	1942	1,208
1930	2,095	1943	633
		TOTAL	31,285

### Place of Arrest

	1943	1942	1941	1940
New Jersey residents arrested in New Jersey	458	933	1,047	955
New Jersey residents arrested in other states	43	66	80	87
New Jersey residents not holding drivers licenses placed upon prohibitory list	82	113	154	127
Non-residents arrested in New Jersey	50	96	173	126
TOTAL	633	1,208	1,454	1,295

The following record shows the county residence of the violators and the counties in which the violations occurred:

### Counties Where Violators Reside

	1943	1942	1941	1940
Atlantic	7	29	33	35
Bergen	33	76	98	91
Burlington	11	40	37	61
Camden	37	73	73	81
Cape May	6	10	16	8
Cumberland	19	12	42	30
Essex	93	163	194	164
Gloucester	17	33	31	34
Hudson	43	114	111	92
Hunterdon	8	17	8	20
Mercer	34	47	52	55
Middlesex	49	105	85	89
Monmouth	37	43	66	44
Morris	32	66	52	56
Ocean	5	8	22	15
Passaic	37	62	86	64
Salem	24	39	59	59
Somerset	23	37	39	30
Sussex	3	12	18	16
Union	56	121	143	113
Warren	8	5	16	12
	<u>583</u>	<u>1,112</u>	<u>1,281</u>	<u>1,169</u>
Non-residents arrested in New Jersey	50	96	173	126
<b>TOTAL</b>	<b>633</b>	<b>1,208</b>	<b>1,454</b>	<b>1,295</b>

### Counties Where Violators Arrested

	1943	1942	1941	1940
Atlantic	13	33	44	33
Bergen	36	67	103	94
Burlington	10	44	53	61
Camden	44	79	91	106
Cape May	4	8	19	14
Cumberland	19	27	49	43
Essex	69	123	149	118
Gloucester	19	30	31	27
Hudson	48	103	90	74
Hunterdon	12	15	12	22
Mercer	35	47	52	55
Middlesex	49	113	95	104
Monmouth	33	49	77	44
Morris	32	45	52	47
Ocean	6	13	33	22
Passaic	35	81	106	75
Salem	26	47	63	60
Somerset	32	53	52	37
Sussex	2	14	21	15
Union	60	141	167	139
Warren	6	10	15	18
	<u>590</u>	<u>1,142</u>	<u>1,374</u>	<u>1,208</u>
New Jersey residents arrested in other states	43	66	80	87
<b>TOTAL</b>	<b>633</b>	<b>1,208</b>	<b>1,454</b>	<b>1,295</b>

## Hearings

A total of 1,086 hearings was held during the year by Deputy Commissioner William J. Dearden. The defendants were the persistent law violators, fatal accident drivers, bill of sale law violators and those applying for restoration.

Year	Hearing Days
1937 .....	103
1938 .....	103
1939 .....	98
1940 .....	74
1941 .....	69
1942 .....	89
1943 .....	79
	<hr/>
	615

This phase of work has grown tremendously and will continue to expand. It is a clear indication of how closely the Department is supervising the drivers of today in the interest of public safety.

- 10:00 A.M. - Civilian Transportation; Problems and Policies (New Jersey Department of Motor Vehicles)
- 10:30 A.M. - Nature, Objectives and Present Status of Driver Education in New Jersey Schools. (New Jersey Department of Motor Vehicles)
- 11:00 A.M. - Content of Pre-Induction Driver Courses (Center for Safety Education, New York University)
- 12:30 noon - Luncheon Recess
- 1:30 P.M. - Converting Driver Education Courses to a Wartime Basis in New Jersey schools. (New Jersey Department of Public Instruction)
- 2:00 P.M. - Teaching Methods for Driver Education (Center for Safety Education, New York University)
- 3:00 P.M. - Motion Pictures Program of Typical Visual Aids and Materials. (New Jersey Department of Motor Vehicles)
- 4:00 P.M. - Teaching Aids for Wartime Driver Education (National Conservation Bureau)
- 4:30 P.M. - Panel Discussion; Wartime Driver Education and Teaching Problems.
- 5:00 P.M. - Adjournment.

1. Promotional activities for Institute.

a. Letters, literature, announcements to:

- 1. County Superintendents
- 2. City Superintendents
- 3. Principals (public and private schools)
- 4. Instructors
- 5. Police Departments

2. Attendance included representatives from 19 counties.

- a. Secondary Schools: Superintendents, Principals, Instructors.
- b. Police Departments: Chiefs, Captains, Lieutenants, Sergeants, Patrolmen.

3. Literature circulated.

- a. How Your School Can Help the Army Train Its Drivers.
- b. Preinduction Driver Education in Schools and Colleges - Instructors Manual and Teacher Outline.
- c. Statistical Accident Summaries.
- d. Wartime Highway Traffic Program.
- e. Wartime Transportation. (Private Car Conservation and Swap-Riding).
- f. United Nations Rubber Situation.
- g. Manuals for Drivers.

4. Follow-up activities assisting schools in institution of Pre-Induction and Driver Education Courses included, letters, conferences, speakers, motion pictures, literature.

B. In addition to the regulation certificate for students successfully passing the State examination at the conclusion of the driving course a pre-induction certificate was adopted which is valid for both civilian licensing and military purposes. Issuance is restricted to schools conform-

## Typical Red Cross Drivers Course

*Lesson 1.* 1. Demonstration of differences between large trucks and conventional automobiles as to:

dimensions	gear shift
steering	turning radius
instrument panel and controls	

2. Differences in body construction as they affect driving:

seat arrangement	overhang
visibility	doors and windows
rear view mirrors	ventilation

3. Behind-the-wheel demonstration:

starting motor	braking
shifting gears	speed control
double clutching	proper use of clutch

*Lesson 2.* 1. Driving instructions:

- Road Rules for large vehicles
- Road positions and signals
- Night driving

2. Manipulating large units:

- Estimating distances
- Backing and turning (with and without assistance of co-driver)
- Parking - parallel, right angle, diagonal

*Lesson 3.* 1. Difficult driving:

- Short lecture on weather conditions
- Driving demonstration -
- Stopping and starting on hills
- Crossing obstacles
- Off-roadway driving.

*Lesson 4.* 1. Preventive maintenance:

- The tool kit
- Care and changing of tires
- Cooling system, fuel, oil and battery
- Lubrication
- Trouble shooting
- Reports.

*Lesson 5.* 1. Driver test

2. Written test.

*Note:* The final examination consists of four parts:

*Vision Test:* comprising visual acuity, color perception, depth perception and peripheral vision.

*Skill Test:* on manipulating a vehicle such as backing and turning in close quarters, judging distance, muscular and emotional control, etc.

*Road Demonstration:* under normal traffic conditions.

*Written Test:* on subject matter of course, traffic rules and regulations and driving procedure.

E. In cooperation with the Fourth Naval District, "Special Aptitude Tests" for motor vehicle drivers were conducted at all Fourth Naval District Stations in New Jersey for Navy personnel including civilian employees and Coast Guards.

Atlantic City Naval Station Tests:	September - 7, 8, 9, 10, 13, 14, 16, 20, 21, 23 December - 13, 14, 16, (re-exam.)
Lakehurst Naval Station Tests:	September - 29, 30 October - 1, 4, 6, 7, 11, 13 December - 15 (re-exam.)
Wildwood Naval Station Tests:	October - 18, 19, 20, 21, 25, 26, 27
Cape May Naval Station Tests:	November - 1, 3, 4, 16, 17, 18, 22, 23, 24, 29 December - 1, 2

### SPECIAL APTITUDE TESTS

VISUAL ACUITY

COLOR

DEPTH PERCEPTION

PERIPHERAL VISION

GLARE SENSITIVITY

RE-ACTION

TEST OF DRIVING TECHNIQUE:

Navy drivers were tested under normal traffic conditions, for driving skill in the following respects:

proper starting	intersections
use of controls	"U" turns
passing and following	parking
signs and signals	leaving vehicle
turns	attitude

MANIPULATIVE SKILL TEST:

These tests included -

- "S" test
- "H" test
- Obstacle test (no tractor-trailer or heavy trucks)
- Backing to park
- Double clutching (for tractor-trailers and heavy units).

WRITTEN TEST:

Twenty-five questions of the multiple choice type on traffic rules and regulations.

written warnings; oral warnings (approximate.) (If written warning is used, please obtain sample.)

If no pedestrian protection program has been in effect, is official convinced of need of such a program? If a program of pedestrian warnings and/or arrests by police officers is not acceptable, please obtain views as to alternate methods of pedestrian accident prevention?

Will this municipality undertake a program of pedestrian education by having the police officers give warnings (written or oral) for illegal walking and report to the Commissioner of Motor Vehicles at regular intervals the number of such warnings given?

Will this municipality make such a program continuous and provide for recording improvement in the pedestrian accident situation?

Is there any way in which the New Jersey Department of Motor Vehicles can assist the official in carrying out a program of pedestrian protection?

Does the official object to the use of his name in any publicity relative to the cooperation of this municipality in a pedestrian accident prevention program?

Samples of literature and warning tickets for pedestrians were left with the chiefs of police.

#### V. *Organized County Activities.*

Every effort was made to cooperate with County Traffic Safety Committees organized to develop a uniform and coordinated plan of accident prevention procedure. This cooperation included attendance at meetings, providing reports and special studies, literature and other related activities.

#### VI. *Public Speaking.*

Public speaking classes were conducted weekly during the year.

Schools, churches, parent-teacher groups, Rotary, Kiwanis, industrial organizations, etc., requested speakers on subjects of particular interest in their respective localities such as - "Pedestrian" - "Wartime Traffic Hazards" "Car Conservation", etc.

The Department provided speakers for conferences of the American Association of Motor Vehicle Administrators, National Safety Congress and lectures for courses conducted at Center for Safety Education, New York University.

## Inspector Force

With an effective strength of 110 uniformed men, the Inspector Force constitutes the enforcement branch of the Department. Organized primarily for traffic law enforcement work, the Force has state-wide police powers.

The driver's license examinations required by R.S. 39:3-10 were conducted by the Force at 34 strategic points in the state, the number of points having been maintained in order to reduce travel distance for applicants. In keeping with the reduced volume of applicants, the number of inspectors assigned to each examination has been reduced accordingly. This driver's examination is operated in conformance with the standards adopted several years ago by the American Association of Motor Vehicle Administrators. At present it consists of an extended road test, a test of visual acuity and a written and oral examination. Experience has disclosed the need for further extending and improving the examination and it is hoped that with the resumption of normal conditions after the war, the examination can be further extended and improved.

The examination given to operators of vehicles used for the transportation of passengers for hire was also conducted by the Inspector Force. This examination includes a rigid physical check-up which must be undergone each year before the "for hire" driver's license can be renewed.

The reexamination of drivers 65 years of age and over who have been involved in accidents has been continued in accordance with the policy inaugurated several years ago. This reexamination system is operated to determine the fitness of these drivers to continue to operate motor vehicles. The results attained are shown in the tables appended to this report.

The operation of the "for hire" driver's license law and the reexamination of drivers involved in accidents continues to furnish convincing argument for the periodic reexamination of all drivers. It is hoped that eventually sufficient funds can be obtained to inaugurate and operate a general reexamination program.

The around-the-clock patrol of important through highways has been maintained, although with considerable difficulty by reason of other tasks which have been assigned to the Inspector Force. A return to normal traffic conditions will make it necessary to expand this type of patrol

The operation of the three Truck Control Stations maintained for the office of the Director of Civilian Defense and for the United States Army has been continued by the Force. These control stations serve a dual purpose. They are intended to insure the delivery of food and other vital supplies to the entire metropolitan area in the event of disaster which might affect normal supply routes and they serve also to expedite the shipment of military freight to the North Jersey and New York area. Because of the importance of this expediting work to the Army, the War Department has assigned military personnel to assist the Inspectors in the operation of these stations.

The various war activities assumed by the Inspector Force have affected to some degree its efficiency as a traffic enforcement unit. The war work, however, is of such importance that it must be continued until the cessation of hostilities.

#### Drivers' Examinations According to Locations

Location	Passed	Rejected	Total
Asbury Park .....	1,732	372	2,104
Atlantic City .....	1,281	284	1,565
Bridgeton .....	1,120	341	1,461
Burlington .....	488	103	591
Camden .....	3,862	926	4,788
Cape May Court House .....	544	66	610
Dover .....	991	126	1,117
Elizabeth .....	4,874	700	5,574
Englewood .....	2,811	261	3,072
Flemington .....	482	110	592
Freehold .....	1,066	423	1,489
Hackettstown .....	572	46	618
Hammonton .....	487	86	573
Jersey City .....	4,393	903	5,296
Morristown .....	1,047	106	1,153
Mount Holly .....	474	136	610
Newark .....	12,110	2,142	14,252
Newton .....	615	47	662
Ocean City .....	365	38	403
Passaic .....	1,842	291	2,133
Paterson .....	3,702	605	4,307
Perth Amboy .....	885	196	1,081
Phillipsburg .....	569	43	612
Plainfield .....	1,488	200	1,688
Raritan Township .....	1,497	443	1,940
Red Bank .....	1,541	333	1,874
Ridgewood .....	1,926	227	2,153
Salem .....	828	169	997
Somerville .....	1,517	380	1,897
Summit .....	699	68	767
Sussex .....	167	14	181
Toms River .....	565	116	681
Trenton .....	3,969	1,249	5,218
Woodbury .....	1,454	229	1,683
	61,963	11,779	73,742

1943	Illiterates Passed	Illiterates Rejected	Total
January .....	50	70	120
February .....	34	56	90
March .....	72	102	174
April .....	103	124	227
May .....	154	154	308
June .....	115	110	225
July .....	91	114	205
August .....	115	168	283
September .....	141	217	358
October .....	150	209	359
November .....	126	129	255
December .....	104	124	228
	<hr/>	<hr/>	<hr/>
	1,255	1,577	2,832

1943	Specials and Reexams Passed	Specials and Reexams Rejected	Total
January .....	53	6	59
February .....	44	11	55
March .....	155	7	162
April .....	125	11	136
May .....	61	8	69
June .....	67	6	73
July .....	79	11	90
August .....	53	8	61
September .....	70	7	77
October .....	79	9	88
November .....	75	17	92
December .....	45	7	52
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	906	108	1,014

1943	Must Wear Glasses	Rejected	Total
January .....	367	79	446
February .....	231	51	282
March .....	987	209	1,196
April .....	1,058	235	1,293
May .....	1,011	200	1,211
June .....	717	151	868
July .....	712	155	867
August .....	833	220	1,053
September .....	881	225	1,106
October .....	846	231	1,077
November .....	738	193	931
December .....	687	178	865
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	9,068	2,127	11,195

The following is a breakdown of the Inspector Force activities  
for the Year 1943 .

	Regular	Patrol	Total
Travel .....	26,401 1/4	5,174	31,575 1/4
Patrol .....	66,184	72,162 1/2	138,346 1/2
Look-ups .....	13,869 1/4	797 1/2	14,666 3/4
Pick-ups .....	6,141 1/4	358	6,699 1/4
Check-ups .....	1,628	35 1/2	1,663 1/2
Scales .....	1 1/2	...	1 1/2
Examinations .....	31,591 1/2	...	31,591 1/2
Court .....	2,093 1/4	957	3,050 1/4
Safety Education .....	4,792 3/4	12	4,804 1/4
Stolen cars .....	580	...	580
Special detail .....	3,161	324 1/4	3,685 1/4
Traffic Engineering .....	1,679 1/2	...	1,679 1/2
Administration .....	8,374	...	8,374
Miscellaneous .....	26,684	754 1/4	27,438 1/4
<b>Total</b> .....	<b>184,806 3/4</b>	<b>80,975</b>	<b>265,781 3/4</b>
Sick .....	1,024	173	1,197
Off .....	4,067	1,457	5,524
Vacation .....	1,146	603	1,749
Violations Reported .....	6,366	9,856	16,222
Warnings Issued .....	3,657	7,967	11,624
Arrests .....	5,154	4,322	9,476
Cases Investigated .....	8,816	1,428	10,243
Fines Collected .....	\$42,836.75	\$38,118.50	\$80,955.25
Registrations Collected .....	\$ 2,819.35	\$ 806.45	\$ 3,625.80
Driver's Licenses Collected .....	\$ 1,370.50	\$ 323.00	\$ 1,693.50
Miles Traveled .....	1,040,462	1,009,987	2,050,499
Gas Consumed (Gals.) .....	75,160.6	78,263.8	154,424.4
Oil Consumed (Qts.) .....	5,549.5	4,892	10,441.5
Miles per gallon gas .....	13.6	12.9	13.2
Miles per qt. oil .....	187.4	206.4	196.3
Inspectors .....	67	35	102
Deaths .....	67	35	102
Resigned .....	...	2	2
Retired .....	2	...	2
Inducted .....	4	...	4

Reexamination of Persons Involved in Accidents  
(Drivers 65 Years of Age and Over)

Total number examined .....	419
Drivers' licenses revoked .....	96
Drivers' licenses endorsed "Conditional" .....	182
No action taken .....	141

Reasons for Revocation

Vision .....	17
Road test .....	18
Written test .....	9
Road and vision .....	13
Revoked by default .....	36
Miscellaneous .....	3

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During the year, approvals were granted for the operation of thirty-nine traffic control signal installations as follows:

	Installations
Gloucester City .....	3
Kearny .....	1
Harrison .....	1
Newark .....	4
Plainfield .....	16
Essex County .....	11
Essex County Park Commission .....	3

Those in Gloucester City, Kearny and Harrison were considered necessary because of the increase in travel to and from war plants. The approvals given to Plainfield, Essex County and the Essex County Park Commission were not for new installations. The installations in Plainfield were made without prior sanction from the Department. Investigations showed that they would be satisfactory so in order to make them legal, applications were accepted and approved.

The County of Essex and Essex County Park Commission took over certain roadways in the City of Newark along which there were fourteen signal installations. The approvals granted for these installations were given as a means of recognizing the transfer of authority from the City to the County and the Park Commission to operate them.

Approvals were also granted for the installation and operation of three flashing signals - one each in Vineland, Paterson and Wall Township in Monmouth County.

#### Highway Traffic Advisory Committee

The Department continued to play an important part in the work of this committee. The program of activity was the same as for the year 1942 and it involved studies and surveys which pertained to the following:

1. Conservation of motor transportation facilities.
2. Facilitation of highway transportation.
3. Protection of highway transportation facilities.
4. Facilitation of military movements on highways.
5. Maintenance of truck and bus inventory.
6. Provision of driver records for the Army.
7. Routes for civilian traffic in time of emergency.
8. Special studies in vicinity of individual military or naval establishments.
9. Special studies in vicinity of individual war production plants.

#### CONSERVATION OF MOTOR TRANSPORTATION FACILITIES

##### *Private and Mass Transportation Studies*

Certain areas in the state were considered to be critical from the transportation standpoint. Consequently, the War Transportation Com-

## FACILITATION OF HIGHWAY TRANSPORTATION

### *Special Traffic Surveys*

The Department continued its activities connected with the supervision of the movement of traffic over the roadway system of the state. Special emphasis was placed on traffic expedition with safety and, wherever possible, aid was extended to state and local officials in the improvement of traffic movements.

An example which exemplifies the cooperation given to municipal officials is the case of a complete report on the accident situation which existed along Route 25 in North Brunswick Township, Middlesex County, from January 1, 1938 to July 31, 1943.

For purposes of comparison, Route 25 was divided into two sections which lie north and south of the present Georges Road traffic circle. The following information was compiled :

Severity of types of accidents for the entire length of Route 25 and for each of the two sections.

Accidents by months, days and hours of occurrence.

Types of accidents with per cent of yearly totals.

Per cent of total accidents in each year for locations at and between intersections and for night and day accidents.

Statistical information on fatalities and injuries in each year.

A summary of causes of accidents which were obtained from the accident reports.

Pertinent information pertaining to intersection accidents.

Types of accidents in which fatalities occurred.

Average speeds of different types of vehicles.

Accidents per million vehicle miles.

Conclusions and recommendations for improvements.

Throughout the year forty investigations were made concerning the timing of traffic control signals, applications for signals, accident prone locations and numerous points where traffic congestion occurred.

The Director of the National Highway Traffic Advisory Committee deemed it essential to obtain information on the subjects of car occupancy and the average speeds of passenger cars, trucks and buses. Accordingly, the state committee was requested to take the necessary steps in order to

2. The possibility of using the old records and bringing them up to date by comparing them with the files in the Department.
3. Copying the desired information from the records in the regional offices of the ODT, Division of Motor Transport.
4. Considering the ODT files as equivalent to a truck and bus inventory file.

At the end of the year, no definite decision has been reached but it was hoped that a satisfactory solution could be found.

#### ROUTES FOR CIVILIAN TRAFFIC IN TIME OF EMERGENCY

A plan to provide special routes to be used by civilians in cases of emergency was one of the first which confronted the committee. Since the work was completed in 1942 and the routes being designated by appropriate signs, it was not necessary for anything further to be done in the year 1943.

#### *Special Studies in Vicinity of Individual Military and Naval Establishments - Special Studies in Vicinity of Individual War Production Plants*

The Engineering Division of the Department, with the assistance of the authority which had jurisdiction over the facilities under study, made surveys at a number of points of congestion adjacent to military or naval establishments and war production plants. Such work always has been considered the normal function of the Department since the Commissioner of Motor Vehicles is charged with the responsibility of giving assistance in the regulation of traffic on the roadways of the state.

The recommendations made pertain to traffic control signals and other regulatory devices; the establishment, where necessary, of one-way traffic; the establishment of proper and adequate parking regulations and other suggestions which aided in the facilitation of the traffic.

#### Recommendations

The year 1943 was one in which the motoring public still felt the effects of the shortage of rubber and gasoline and the "freezing" of motor vehicle manufacture. The combination of these three elements resulted in a further decrease in automobile travel. However, there is still a perplexing problem facing those companies which are engaged in the mass transportation of people.

Since the registration is falling off year by year, it is obvious that the greater burden is being placed on mass transportation vehicles. Therefore, the Department should continue to exert every effort along the lines necessary to keep motor vehicles in running condition. It is extremely

## **One-Way Streets**

The adoption of ordinances creating one-way streets is a means of increasing the facilities of streets and relieving traffic congestion. During the year, the Department approved of a number of ordinances which contained provisions designating one-way streets.

Over a long period of years, the Department has advanced the thought to municipal officials that in certain specific instances, when conditions warrant, one-way streets be created. The Department will continue this policy and its cooperation will be extended to all governmental authorities.

## **Staggering of Hours**

The efficacy of the staggered hours program cannot be contested. The results obtained speak for themselves. The sharp increase in traffic volume during peak hours was relieved to a great extent because the concentration of vehicles was spread over a greater period of time. This produced conditions which were safer from an accident standpoint for transportation users.

Statistics continue to demonstrate that the greatest concentration of accidents occurs during the hours of heaviest traffic flow. It is obvious that any program which can thin out the traffic flow during peak hours bids fair to bring conditions of travel which are safer for motorists. It is strongly recommended that the staggered hours program be continued.

## **Group Riding**

It was pointed out in the 1942 report that group riding had proven itself to be an economical measure of great value. In addition to the savings in gasoline and tire wear, group riding has the additional advantage of relieving congestion on streets and highways.

The Department will continue to render all aid possible to those organizations concerned with group riding efforts. It is recommended again that after the war, when the public has returned to a normal way of life, group riding plans be kept in operation wherever possible.

## **The Use of Civil Routes**

The Civil Route System in this state was laid out in the year 1942. All roads in the network are well marked with Civil Routes in the "500" series.

It is recommended that whenever possible this secondary roadway system be brought before the attention of the public so that it can be used in order to relieve traffic congestion on state highways. It can also be used as a means of by-passes - areas which are heavily used by vehicular traffic.

compiled as the result of the answers to the question on our accident report, asking whether or not the vehicles concerned in the accident were insured.

The results show that of the 37,964 cars involved in accidents reported to this department during the year 1943, 39.6 per cent were insured, 25.6 per cent were not insured, while the information was unanswered in 34.8 per cent of the cases. The figures were as follows:

	In All Accidents	In Fatal Accidents
Car Insured .....	15,036	252
Car Not Insured .....	9,726	210
Insurance Status Unknown .....	13,202	293
<b>Total cars .....</b>	<b>37,964</b>	<b>755</b>

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 twenty-five dollars or more, to forward a report of such accident to the Department of Motor Vehicles within forty-eight hours.

Of the accident reports received, 4,437 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.

There were 1,952 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.

Index cards for each driver concerned in every accident has been filed in the Drivers Record File. The original accident reports were trans-

## JUDGMENTS:

The law requires that the department shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$25. within thirty 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 comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

Total judgment cases certified during 1943 .....	657
Representing .....	\$523,421.71
Judgments secured against New Jersey residents in another State .....	4
New Jersey judgments secured against non-residents .....	56
*Judgments later paid .....	\$255,568.19
Revocations .....	556
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored .....	606
Satisfied law cases, (before revocation) .....	73
Pending, Inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys .....	2
Pending, Sufficient time has not elapsed for case to be completed .....	21

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

## REVOCATIONS:

Total revocations for failure to comply with the Financial Responsibility Law .....	6,192
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## RESTORATIONS:

Total restorations, after establishing financial responsibility .....	3,673
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## Bill of Sale Division

The effects of the war on the retail automobile business is reflected in the volume of bills of sale for both new and used cars that were filed with the Department during the year. As compared with 1941, the peak year for bill of sale recordings, new cars sales during 1943 dropped from 151,881 to 8,283, a decrease of 95%. Used car recordings totaled 307,773 as against 763,310 in 1941, a reduction of 60%.

OPA Ration Order No. 2-B and WPB General Order M-100, both of which restricted the sale of 1942 passenger vehicles and new commercial vehicles, placed a great responsibility and added work on the Department. Since the ultimate success of the Federal restrictions depended solely on the full cooperation of the Department in refusing title and registration to non-essential users, it was necessary to maintain separate files for the rationing certificates in the manner prescribed by federal regulations. It was necessary to examine every ration form received and then compare it with bill of sale records before being passed into the permanent file.

A new procedure was established in connection with dealers' bill of sales accounts. Dealers who failed to maintain accurate records in accordance with Department regulations and who could not account for all bills of sale assigned them, were assessed a fee of fifty cents for each missing form.

A total of 2,067 dealers were licensed during the year 1943. Of this number, 140 were new applicants, 22 were licensed as new and used car dealers and 118 as used car dealers. 298 licenses were voluntarily relinquished or revoked, leaving an active list of 1,769 dealers' licenses.

The intent of the Bill of Sale Law is to provide a uniform method of recording titles on automobiles and the elimination of stolen car sales. There is no question but that it has accomplished its purpose, at the same time providing an excellent source of revenue at a minimum operating cost. Total revenue collected by the Division during the year was \$251,632.84.

### Types of Bill of Sale Forms Issued

<b>ORIGINAL BILLS OF SALE (BS-1)</b> These forms are used by N. J. new car dealers only upon the sale of a new vehicle	8,283 @ .50	\$ 4,141.50
<b>ASSIGNMENTS (BS-2)</b> These forms are used for the sale of a used car.	307,773 @ .50	153,886.50

## Traffic Law Violations

War restrictions on motor vehicle operations resulted in a further reduction during the year in the number of convictions for violations of the Traffic and Motor Vehicle Laws. A total of 50,845 violation reports were received from Magistrates, a decrease of 26 per cent under the previous years total.

In addition to the 50,845 convictions in the State, 4,564 New Jersey motorists ran afoul of traffic regulations in other States.

### Arrests and Penalties

	1942	1943	Per cent Reduction
Total arrests .....	69,066	50,845	26.
Fined or jailed .....	52,863	40,899	23.
Suspended sentence .....	13,432	7,982	41.
Dismissed .....	2,731	1,964	29.

### Major Violations

	1942	1943	Per cent Reduction
Reckless driving .....	2,053	1,280	38.
Speeding .....	25,631	21,313	17.
Drunken driving .....	1,140	690	39.
Hit and run .....	618	466	25.
Manslaughter .....	78	39	50.
Careless driving .....	12,435	7,080	43.
Stop street .....	2,873	975	66.
Passing signal .....	4,305	3,014	30.
Parking .....	4,912	2,156	56.
Miscellaneous .....	15,021	13,825	8.
<b>TOTALS .....</b>	<b>69,066</b>	<b>50,845</b>	

Fines imposed in cases where the arrests were made by motor vehicle inspectors and State Police, which revenue goes into the State Treasury, totaled \$222,956.50, an increase of 4 per cent over 1942. It is interesting to note that although the number of violations have steadily declined in the past few years, the total revenue has remained about the same, indicating that Magistrates are imposing heavier penalties in an effort to discourage law infractions.

In the course of filing the Magistrates report cards, 4,156 instances of repeaters, that is, drivers convicted twice or more for violations of the traffic laws, were brought to light. Action taken by the Department against these offenders, is described in another section of this report captioned as "Habitual Violators".

## REPORT OF TRAFFIC VIOLATIONS

COUNTIES	TOTAL REPORTS	DISPOSITION			VIOLATIONS									
		Fine or Jail	Suspended Sentence	Dis- missed	Reckless Driving	Speeding	Drunken Driving	Hit and Run	Man- Slaughter	Careless Driving	Stop Street	Passing Signal	Miscel- laneous	Parking
Atlantic .....	1,321	1,193	104	24	12	781	21	2		170	9	5	318	3
Bergen .....	6,180	4,798	997	385	124	2,573	56	52	2	840	58	776	1,433	266
Burlington .....	4,230	4,045	156	29	57	2,668	11	11		362	110	41	916	54
Camden .....	1,586	1,434	134	18	60	579	42	23		308	56	54	410	54
Cape May .....	295	276	12	7	14	72	5	1		92	4	12	91	4
Cumberland .....	726	672	36	18	43	160	20	3		188	30	1	266	6
Essex .....	7,979	4,388	3,024	567	75	2,355	87	112	2	879	177	832	2,983	477
Gloucester .....	1,836	1,721	96	19	79	681	14	16		460	60	33	452	41
Hudson .....	1,101	856	193	142	88	433	44	17		139	2	90	286	78
Hunterdon .....	947	894	38	15	65	463	16	9	1	120	6	11	236	20
Mercer .....	2,228	2,203	138	67	104	1,012	42	29	1	322	7	10	631	61
Middlesex .....	4,383	3,903	395	85	46	2,390	44	19	5	540	37	234	1,013	46
Monmouth .....	2,791	2,523	204	64	90	1,306	31	21	2	430	68	67	752	24
Morris .....	1,623	1,470	93	60	65	571	35	18	5	403	20	31	456	19
Ocean .....	1,187	1,093	84	10	13	811	6	4		133	7	1	180	32
Passaic .....	1,965	1,270	562	133	61	385	68	39	2	384	40	93	634	259
Salem .....	853	815	35	3	12	367	25	7	3	122	87	1	224	5
Somerset .....	3,167	2,922	196	49	88	1,583	33	13	1	428	55	178	724	64
Sussex .....	594	571	10	13	47	272	2	7		80	10		166	10
Union .....	5,222	3,504	1,470	248	106	1,669	81	57	8	555	124	520	1,481	621
Warren .....	541	528	5	8	31	173	7	6	2	125	8	6	171	12
<b>TOTALS .....</b>	<b>50,845</b>	<b>40,899</b>	<b>7,982</b>	<b>1,964</b>	<b>1,280</b>	<b>21,313</b>	<b>690</b>	<b>466</b>	<b>30</b>	<b>7,080</b>	<b>975</b>	<b>3,014</b>	<b>13,823</b>	<b>2,156</b>

May 7, 1943—Morris Persitz; John G. Mosely; Hosario Maccarone; Lloyd W. Dimm; William Jackson; Charles Henderson.

June 4, 1943—Patrick Petrillo; Peter Jachimsen; Harry H. Ohl; Edward Goss, Jr.; Arthur Scharage.

September 17, 1943—Thomas Hartwill; William Driessseleim; Oliver J. Hess; Samuel S. Paquin, Jr.; William Koces.

September 24, 1943—Henry F. Bush; William Edgar Bertsch; Thomas Miller Laird; Vincenzo Greco; William Sanderson; Nicholas Simeu.

October 1, 1943—Raymond Koehler; William C. Innis; John J. Probst; Stanley A. Johnson; Charles Smith.

November 12, 1943—Frank McGinnis; Harold J. Williams; Lawrence Lanza; Robert Roth; Charles O. Lewis.

December 3, 1943—Alexander Farrare; John Scott Truitt; Charles H. Morlath; Thomas Brennon; K. Matzen; and Alex Schoem.

### Miscellaneous

In re Joseph Carroccio—on writ of Review; In re William Koces—on Certiorari; In re Ernest Micone—on Certiorari; In re Thomas W. Ryan, on Motion to Quash Indictment; In re William Homer Thompson, on Writ of Review; In re Albert Williams, on Motion to have Complaint Dismissed, resulting in denial, after which appeal to the Essex County Court of Special Sessions and case submitted on Stipulation of Facts and Briefs, &c.

### Legal Opinions

In re: proposed Amendment to R.S. 39:3-33 forwarded to Department;

In re: Nathan Blank, in respect to serving of sentence imposed upon his client;

In re: H. B. Brunner, Supervising Principal Public Schools, Scotch Plains, N. J., in respect to use of passenger vehicle for transportation of school children;

In re: Peter Bentley, in respect to seals on powers of attorney by operators of motor vehicles;

In re: R. V. Bottomly, Attorney-General of the State of Montana, in respect to patent design plate tag;

In re H. B. Brunner, Supervising Principal, Public Schools, Scotch Plains, N.J., in respect to transportation of school children by attendance officer;

In re: Robert W. Brady, in respect to school bus drivers;

In re: Everett R. Brown, in respect to payment of costs by defendant;

In re: Michael Capizola, in respect to obtain discharge of bond in Atlantic County Special Sessions Court in case of State vs. Carmen Scaffidi—Nick Mattioli surety;

In re: Commissioner, opinion rendered in respect to proposed legislation on "Share-Riding";

In re: Walter B. Cooke, Funeral Homes, in respect to report required under R.S. 48:4-20 to 34 inclusive; In re Commissioner, opinion as to authority of one Charles O. Sponberg to hear motor vehicle cases as Mayor of Lincoln Park, N. J.;

In re: Commissioner, opinion in respect to rental of inspection station in Flemington;

In re: Commissioner, opinion in respect to voucher submitted for inspection station at East Orange;

In re: Commissioner, opinion in respect to proposed amendment to R.S. 39:4-129;

In re Commissioner, opinion in respect to memo of the National Conference on Street and Highway Safety, pertaining to amendment of Act V of the Uniform Code;

In re: Commissioner, opinion in respect to jurisdiction of recorder of East Rutherford over violation of R.S. 39:3-39 by Tar Asphalt Trucking Company;

In re: Commissioner, opinion on inquiry of one Nathan Dash respecting court costs upon his conviction for motor vehicle violations before one Recorder Morrison, Denville, N. J.;

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In re: Commissioner, opinion respecting question as to whether a garage employee who drives a bus from place to place, without transporting passengers, must hold a "for hire" driver's license;

cycles; Commissioner Magee, in respect to form of Suggested reply to Mrs. Fannie B. Abbott, Borough Clerk, Flemington;

In re: Commissioner Magee, in re inquiry of Charles G. Becker, Police and Fire Commissioner of Maywood, N. J., in respect to "no fee" drivers' licenses;

In re: Charles W. Mastin in respect to enforcement of motor vehicle laws by constables and fees to be charged;

In re: Phil O. Mayer, Esq., in respect to obtaining restoration of his client's driver's license after revocation for violation of R.S. 39:4-50;

In re: Philip G. Mahler, Esq., Fort Lee, N. J., in respect to bulletin in explanation of the Statute;

In re: F. D. Masucci, Esq., correspondence in re case of State vs. Carrocio - Hunterdon County in respect to failure to send notice of appeal on violation of defendant;

In re: Wm. O. Nichol, Major and Deputy Superintendent, N. J. State Police, in respect to proper charge to be made against a non-resident who operates a motor vehicle without being a licensed driver of his resident State;

In re: Ordinance of the Townships of Hillsboroughs and Montgomery in Somerset County, opinion to Commissioner in re memorandum of Mr. Daniels, Acting Traffic Engineer, in respect to regulation of traffic;

In re Bus Ordinance of the Borough of Wrightstown, in respect to traffic regulation;

In re: Philadelphia Police Department, respecting Acorn Steel Inc.; in re M. A. Pierson, in respect to collection of costs;

In re: Samuel Semel, Esq., in respect to Financial Responsibility Law;

In re Jules Y. Shein, in respect to one Bert Fields;

In re Charles H. Schoeffel, in respect to instructions to troopers in re motor vehicle appeal trials;

In re: Honorable G. Noyes Slayton, Millburn, N. J., in respect to R.S. 39-3-13;

In re: S. Monroe Staats, Clerk, City Court of Plainfield, N. J., in respect to interpretation of R. S. 39:3-10 and 39:3-17 as to whether a sixteen year old boy may drive father's automobile in New Jersey;

In re: Frank Tscheulin of Morris Plains, N. J., in respect to divulgence of confidential information;

In re: David T. Wilentz, suggested form of reply to inquiry of Lawrence Semel;

In re: David T. Wielentz, return of correspondence re O.P.A. and Senator Alfred B. Littell as requested;

In re: Department, opinion in respect to bulletin on matter of Federal Regulation of transportation of explosives; Conference with Commissioner re "Prohibitory List";

In re: Henry W. Yahnel, Chief of Police, Helmetta, N. J., in respect to forfeited bails;

In re George W. Zeigler, inquiry in re Chapter 97, P.L. 1943 - Juvenile Delinquents - opinion to Commissioner.

## Excise Tax

Operators of buses engaged in an interstate service, in accordance with the provisions of sections 48:4-20 to 34 of the Revised Statutes, pay to the State a mileage tax of one-half cent per mile for their use of the highways - exclusive of the miles for which they pay municipalities five per cent of their local revenues, which miles are exempted by the statute.

Revenue from this source was \$19,528.60 lower than the sum collected in 1942. Two factors were responsible. The total overall mileage decreased from 24,138,830 to 22,928,819 and the exempt mileage increased from 1,991,520 to 4,647,507. However, no real money loss occurred. The

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**CHANGES IN TITLE 39 REVISED STATUTES ENACTED  
BY 1943 SESSION OF LEGISLATURE**

CHAPTER 98—Provides that any person who is the holder of a valid driver's license at the time of entry into the Military or Naval service of the United States may continue to exercise the driving privilege therein conferred until April 1, 1944.

CHAPTER 173—Provides for the display of only one license plate on a motor vehicle owing to the scarcity of metal during the present war emergency and also provides that the registration plate shall be of such material as the Commissioner prescribes, thereby eliminating the former requirement that the plates must be made of metal. The law further provides that if only one plate is used, such plate shall be displayed on the rear of the motor vehicle.

CHAPTER 101—Prohibits the use of "Press" stickers by any person other than a newspaper man.

## Types of Requests Handled By Information Bureau - 1943

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding duplicate and renewal licenses and telegrams	4,173	4,934	5,167	4,289	4,932	4,976	4,445	4,007	4,011	4,129	3,962	4,179	53,204
Regular information letters	4,339	4,476	4,720	4,257	4,376	4,992	4,937	4,761	3,985	4,120	4,024	3,517	52,504
Certified copies, special deliveries and registered letters	1,743	1,140	2,079	2,144	2,473	1,985	2,010	1,996	1,702	1,659	1,733	1,857	22,521
Lists and miscellaneous lookups	11,457	12,096	12,386	13,429	16,289	14,897	14,131	14,003	12,542	13,937	12,057	12,749	159,973
People appearing at office in person for information	849	876	1,643	1,342	963	679	607	563	503	417	434	517	9,393
Telephone calls and telautograph 1 a. m. to 9 a. m.—Local	1,243	2,273	2,540	2,468	2,119	1,617	1,782	2,183	1,940	2,138	1,629	1,845	23,777
Distance	2,749	1,522	1,881	1,637	1,827	1,556	1,439	1,611	1,792	1,902	2,099	2,143	22,158
Telephone calls and telautograph 9 a. m. to 5 p. m.—Local	5,329	6,846	4,920	4,184	3,013	3,124	2,612	2,407	2,519	2,679	2,333	2,463	42,429
Distance	4,901	3,041	3,114	2,224	2,363	2,148	2,480	2,240	2,684	2,189	2,006	2,435	31,825
Telephone calls and telautograph 5 p. m. to 1 a. m.—Local	1,247	2,069	3,127	2,194	2,498	2,107	2,046	2,118	2,770	2,157	2,316	2,331	27,589
Distance	2,661	2,009	2,069	2,131	2,313	2,085	2,463	1,632	2,146	1,760	1,809	1,512	24,450
Record checks	1,023	946	1,442	1,617	1,623	1,429	1,628	1,482	1,433	1,493	2,018	1,407	17,541
<b>TOTALS</b>	<b>41,714</b>	<b>42,828</b>	<b>45,088</b>	<b>41,916</b>	<b>44,789</b>	<b>41,595</b>	<b>40,580</b>	<b>39,003</b>	<b>38,027</b>	<b>38,580</b>	<b>36,280</b>	<b>36,955</b>	<b>487,355</b>

TYPE OF ACCIDENT	NUMBER OF ACCIDENTS				Total Killed	Total Injured	AGE AND SEX OF KILLED AND INJURED PERSONS											
	Total Accidents	Fatal	Non-Fatal	Property Damage			PERSONS KILLED						PERSONS - INJURED					
							ALL PERSONS		PEDESTRIANS		BICYCLISTS		ALL PERSONS		PEDESTRIANS		BICYCLISTS	
Collision of Motor Vehicles with—	4526	367	4159	10350	382	4460												
1. Pedestrian	14766	99	4316	10350	115	7614												
2. Other motor vehicle	44	3	23	18	3	37												
3. Horse drawn vehicle	77	23	51	23	34	58												
4. Railroad train	298	16	287	16	15	288												
5. Bicycle	1828	70	703	853	76	1187												
6. Fixed object	135	23	70	95	24	117												
7. Overturned in roadway	181	12	88	81	12	163												
8. Ran off roadway	183	18	141	24	18	186												
9. Other non-collision	119	2	33	84	4	78												
10. Miscellaneous	22007	633	9831	11543	692	14176												

PEDESTRIAN ACTIONS BY AGE AND LIGHT CONDITIONS	Total Pedestrians	Pedestrians Killed	PEDESTRIANS KILLED AND INJURED													
			AGE													
			SEX						LIGHT CONDITIONS							
1. Crossing at intersection—with signal	144	9	2	7	9	5	29	22	36	24	10	75	69	66	10	68
2. Same-against signal	306	20	1	33	19	16	47	29	84	47	29	180	125	111	21	171
3. Same-no signal	1116	56	32	194	61	37	185	104	243	169	101	747	369	457	80	572
4. Same-not on crosswalk	200	16	8	24	6	3	33	31	50	27	19	137	63	68	12	120
5. Coming from behind parked car at intersection	271	6	18	106	16	8	53	11	36	19	22	168	103	187	19	65
6. Coming from behind parked car not at intersection	749	43	106	332	19	18	71	31	78	49	46	516	233	502	54	193
7. Crossing between intersections	816	103	59	218	43	21	122	67	156	92	39	663	223	364	53	396
8. Getting on or off other vehicle	58	3	12	8	2	12	4	10	5	5	7	38	20	36	4	19
9. Playing in roadway	203	6	36	154	5	1	1	7	166	57	157	16	30	16	30	30
10. Running from sidewalk into street	296	13	116	147	4	2	8	2	1	14	203	93	236	19	59	
Walking in Roadway	59	5	3	5	6	17	3	13	7	5	50	9	12	4	43	
11. With traffic—sidewalks	127	47	8	9	9	27	8	36	23	7	99	28	12	3	112	
12. Against traffic—sidewalks	17	3	1	1	5	1	7	1	2	15	2	2	1	14	14	
13. Against traffic—no sidewalks	38	10	3	5	1	7	3	11	6	2	30	8	5	1	32	
14. Against traffic—no sidewalks	41	7	4	31	1	1	2	3	37	4	33	3	4	1	41	
15. Hitching on vehicle	16	9	2	1	2	4	3	15	15	1	1	1	1	15	15	
16. Lying in roadway	124	7	2	12	8	5	33	14	25	10	15	96	28	80	3	61
17. Standing in road	65	6	1	4	3	23	5	13	6	7	65	31	4	30	30	
18. Working in roadway	150	12	13	12	20	4	31	12	21	18	19	82	68	107	11	32
19. Not on roadway	47	6	12	2	1	8	3	8	2	5	36	11	31	4	12	
20. Other actions	4842	382	403	1312	243	142	694	357	636	499	356	3338	1504	2479	322	2027
TOTAL PEDESTRIANS	4842	382	403	1312	243	142	694	357	636	499	356	3338	1504	2479	322	2027

CLASSIFICATION OF VICTIMS	Killed Current Month	Injured Current Month	Injured Since Jan. 1	TYPE OF VEHICLE														
				VEHICLES														
				ALL PERSONS			PEDESTRIANS			BICYCLISTS			ALL PERSONS			PEDESTRIANS		
1. Drivers	129	5272	5272															
2. Passengers	156	5962	5962															
3. Pedestrians	382	4460	4460															
4. Bicyclists	15	288	288															
5. Motorcycle drivers	16	123	123															
6. Motorcycle passengers	2	36	36															
7. Others	3	57	57															
9. Not known	682	14176	14176															
TOTAL	682	14176	14176															
CONDITION OF PEDESTRIAN				Total	Killed	Injured												
1. Had been drinking				294	74	220												
2. Physical defect				42	16	27												
3. Confused by traffic				195	14	181												
4. Attention diverted				590	44	536												
9. Condition normal				873	235	3498												
TOTAL				4942	352	4460												
AGE OF VEHICLE				Total	Killed	Injured												
1. Current year				9	2	43												
2. 1-year old				1424	35	35												
3. 2-years old				5199	97	97												
4. 3-years old				3662	80	80												
5. 4-years old				3804	58	58												
6. 5-years old				1788	48	48												
7. 6 to 10 years old				8582	279	279												
8. Over 10 years old				1356	45	45												
9. Age unknown				11424	124	124												
TOTAL				37964	755	755												
CONDITION OF VEHICLE				Total	Killed	Injured												
1. Defective brakes				456	21	21												
2. Improper headlights				209	7	7												
3. Tailight out or obscured				157	7	7												
4. Defective steering gear				133	3	3												
5. Other defects				116	3	3												
9. No unusual condition				36894	714	714												
TOTAL				37964	755	755												

ACCIDENTS	All Accidents	Fatal Accidents	DAY OF OCCURRENCE	All Accidents	Fatal Accidents	ROAD LOCATION	All Accidents	Fatal Accidents	MANNER OF COLLISION	All Accidents	Fatal Accidents	PROPERTY DAMAGE	All Accidents	Fatal Accidents	ROAD SURFACE	All Accidents	Fatal Accidents	ROAD CHARACTER	All Accidents	Fatal Accidents	WEATHER CONDITIONS	All Accidents	Fatal Accidents
1. 12:01 A.M. to 1 A.M.	893	36	1. 12:01 A.M. to 1 A.M.	2914	108	1. At intersection	12506	193	1. Right angle	5134	26	1. \$25	2746	161	1. Concrete	4715	186	1. Straight road	20511	517	1. Clear	17696	521
2. 1:01 A.M. to 2 A.M.	861	35	2. 1:01 A.M. to 2 A.M.	3118	111	2. Alley or driveway intersection	824	13	2. Same direction-star end	2368	15	2. \$25 to \$50	4231	27	2. Asphalt	14923	376	2. Sharp curve or turn	400	29	2. Rain	3055	87
3. 2:01 A.M. to 3 A.M.	649	28	3. 2:01 A.M. to 3 A.M.	2767	68	3. Between intersections	8531	395	3. Same direction-other	1683	5	3. \$50 to \$100	4424	30	3. Gravel	178	9	3. Other curves	272	36	3. Snowing	868	10
4. 3:01 A.M. to 4 A.M.	409	18	4. 3:01 A.M. to 4 A.M.	2836	62	4. Bridge, underpass	246	9	4. Opposite direction-head on	1664	39	4. \$100 to \$250	3365	39	4. Wood block	22	9	4. Grade	655	49	4. Fog	598	15
5. 4:01 A.M. to 5 A.M.	209	14	5. 4:01 A.M. to 5 A.M.	2776	79	5. Railroad crossing	77	23	5. Opposite direction-left turn	617	4	5. \$250 to \$500	1202	54	5. Macadam	866	42	5. Circle	83	1	5. Unknown	80	3
6. 5:01 A.M. to 6 A.M.	233	13	6. 5:01 A.M. to 6 A.M.	3667	100	6. Other	23	25	6. Fixed object	1628	70	6. \$500 to \$1,000	295	21	6. Granite block, etc.	647	11	6. Grade separation	7	3	TOTAL	22007	633
7. 6:01 A.M. to 7 A.M.	670	24	7. 6:01 A.M. to 7 A.M.	3907	105	7. Pedestrian	4528	367	7. Pedestrian	4528	367	7. \$1,000 or more	295	21	8. Other (apparent)	123	3	8. Circle	83	1	TOTAL	22007	633
8. 7:01 A.M. to 8 A.M.	1213	36	8. 7:01 A.M. to 8 A.M.	23	10	8. Other	3409	103	8. Other	3409	103	8. Not known	5680	237	TOTAL	22007	633	TOTAL	22007	633	TOTAL	22007	633
9. 8:01 A.M. to 9 A.M.	853	10	9. 8:01 A.M. to 9 A.M.	23	10	TOTAL	22007	633	TOTAL	22007	633	TOTAL	22007	633	TOTAL	22007	633	TOTAL	22007	633	TOTAL	22007	633
10. 9:01 A.M. to 10 A.M.	874	10	TOTAL	22007	633																		
11. 10:01 A.M. to 11 A.M.	772	14																					
12. 11:01 A.M. to 12 noon	807	19																					
13. 12:00 noon to 1 P.M.	872	19																					
14. 1:01 P.M. to 2 P.M.	897	17																					
15. 2:01 P.M. to 3 P.M.	1060	16																					
16. 3:01 P.M. to 4 P.M.	1337	19																					
17. 4:01 P.M. to 5 P.M.	1654	27																					
18. 5:01 P.M. to 6 P.M.	1624	23																					
19. 6:01 P.M. to 7 P.M.	1546	48																					
20. 7:01 P.M. to 8 P.M.	1203	52																					
21. 8:01 P.M. to 9 P.M.	988	50																					
22. 9:01 P.M. to 10 P.M.	893	50																					
23. 10:01 P.M. to 11 P.M.	779	38																					
24. 11:01 P.M. to 12 midnight	892	60																					
25. Unknown	329	30																					
TOTAL	22007	633																					

DRIVERS	In All Accidents	In Fatal Accidents	RESIDENCE OF DRIVERS	In All Accidents	In Fatal Accidents	VIOLATIONS INDICATED	In All Accidents	In Fatal Accidents	DRIVERS	In All Accidents	In Fatal Accidents





