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RULES AND REGULATIONS ADOPTED BY THE COMMISSIONER OF MOTOR VEHICLES IN ACCORDANCE WITH 39:4-3 OF THE REVISED STATUTES.

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The following rules and regulations have been adopted by the Commissioner of Motor Venicles in accordance with 39:4-3 of the Revised Statutes.

COMMISSIONER OF MOTOR VEHICLES.

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DEPARTMENT OF MOTOR VEHICLES

STATE OF NEW JERSEY

Pursuant to the provisions of Section 39:3-43 R.S., the following regulations are hereby promulgated covering the construction and operation on New Jersey highways of commercial motor vehicles used for the transportation of gasoline.

Subject to the exceptions appearing in these regulations, no automobile gasoline tank truck, trailer or semi-trailer may be operated unless the owner thereof has indicated his compliance with these regulations by securing a safety permit which will be issued only after the owner has made an affidavit to the effect that his vehicle complies with the following MINIMUM REQUIREMENTS FOR THE CONSTRUCTION AND OPERATION OF AUTOMOBILE GASOLINE TANK TRUCKS AND TRAILERS.

DEFINITION

"Inflammable liquids" shall be liquids having a flash point below eighty degrees Fahrenheit by Talgliabue open cup test.

"Tank vehicle" shall include tank trucks, tank trailers and tank semi-trailers.

"Tank truck", "Tank trailer" or "Tank semi-trailer" shall be any motor vehicle, trailer or semi-trailer respectively, used for the transportation of inflammable liquids and which, for such purpose, is provided with a tank or tanks mounted on the frame or chassis of such vehicle, or when such tank or tanks are an integral part of such vehicle.

"Cargo tank" shall be any tank used on a motor vehicle, trailer or semi-trailer for the transportation of inflammable liquids. Cargo tanks shall be adequately supported and securely bolted or clamped to the frame of the vehicle, except when such tank or tanks are an integral part of such vehicle.

The above definition shall not include any tank containing inflammable liquids which is used solely for the purpose of supplying fuel for the propulsion of the vehicle.

CONSTRUCTION AND EQUIPMENT

Grounding and bonding. Tank, chassis, axles and springs shall be metallically interconnected.

Vehicle construction. All tank trailers shall be firmly and securely attached to the vehicle drawing them by means of suitable drawbars, supplemented by safety chains.

All tank vehicles shall be equipped with pneumatic tires.

Tank trucks and tank trailers, excepting tank semi-trailers, shall be operated on a minimum of four wheels.

Tank trailers and semi-trailers shall be of such construction as to prevent the towed vehicle from shipping or swerving from side to side dangerously or unreasonably and the connecting mechanism shall be so constructed as to cause the towed vehicle to follow substantially in the path of the towing vehicle.

Tank vehicles shall not be equipped with any artificial lighting other than electric. Lighting circuits shall have suitable over current protection by fuses or automatic circuit breakers. The wiring of lighting circuits shall have sufficient carrying capacity to prevent dangerous heating and sufficient mechanical strength for service conditions and shall be suitably secured, insulated and protected against physical damage.

Tank truck fuel systems. The fuel tanks shall be so designed, constructed and installed as to present no hazard not inherent in their purpose or use and shall be arranged to vent during filling operations and to permit draining without removal from the mounting.

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The fuel feed system shall be so constructed and located as to minimize the fire hazard, with no readily combustible material used therein, and shall be well separated from the engine exhaust system. A pressure release device shall be provided where necessary. The fuel feed lines shall be made of material not affected by the fuel to be used or by other materials likely to be encountered. They shall have adequate strength for their purpose, and shall be well secured to avoid chafing or undue vibration, and there shall be a readily accessible and reliable shutoff valve or stop cock.

The carburetor shall be so constructed and installed that the fire hazards involved by its use shall be reduced to a minimum. Direct drainage of overflow gasoline shall be provided for.

All parts of the fuel feed system shall be constructed and installed in a workmanlike manner.

Tank truck exhaust system. The exhaust system, including muffler and exhaust line, shall have ample clearance from the fuel system and combustible materials, and shall not be exposted to accumulations of grease, oil or gasoline, nor shall any muffler cut out be installed or used.

The exhaust system, including all units, shall be constructed and installed in a workmanlike manner.

Brake equipment required. Every tank vehicle shall be equipped with brakes on all wheels. All brakes on a combination of tank vehicles shall be controlled by the driver of the drawing vehicle. Every tank trailer and tank semi-trailer shall be equipped with brakes of such a character as to be automatically applied upon breakaway from the towing vehicle and shall be designed to stop and hold such vehicle for a reasonable period of time after breakaway. In any combination of tank vehicles the brakes shall be of such design that the brakes on the towed vehicle may be applied in approximate synchronism or previous to the brakes on the towing vehicle.

Cargo tank construction. Except as hereinafter provided, cargo tanks shall be constructed throughout of open hearth steel or blue annealed steel of a thickness in accordance with the following specifications in United States standard gauge:

Aggregate capacity	Minimum thickness of material	
	Shell	Head
Up to 600 gallons	14 gauge	14 gauge if bilged or corrugated, otherwise 12 gauge
600 to 1200 gallons	12 gauge	12 gauge if bilged or corrugated, otherwise 10 gauge
1200 gallons or over	10 gauge	8 gauge

Cargo tanks, exceeding twelve hundred gallons in capacity, may be constructed with twelve gauge shells and ten gauge heads if they are subdivided into compartments of six hundred gallons or less and are mounted on chassis equipped with low pressure balloon tires.

Material other than herein specified may be used when tanks made therefrom have a strength equivalent to tanks made with open hearth steel or blue annealed steel of the above specifications.

Shell and head joints shall be welded, riveted and welded, brazed or riveted and brazed, riveted and calked, or made tight by some equally satisfactory process.

Each compartment of the completed tank shall be tested and proven tight at three pounds minimum pressure.

Tank outlets shall be substantially made and attached to the tank in a manner to prevent breakage at outlet point and in a manner to permit complete drainage.

Tanks with compartments carrying fluids of different classes shall have an air space, between compartments, equipped and maintained with top venting and drainage facilities.

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Every cargo tank shall be divided into compartments and provided with baffles as follows:

(a) Every tank larger than six hundred gallons shall be divided into compartments, none of which shall have a capacity more than six hundred gallons.

(b) Every tank, and every compartment of a tank, over ninety inches in length, shall be provided with baffles, the number of which shall be such that the linear distance between any two adjacent baffles, or between any tank head or bulkhead and the baffle nearest it, shall in no case exceed sixty inches.

(c) Each bulkhead required herein shall have adequate strength to sustain without undue stress or any permanent set a horizontal force equal to the weight of so much of the contents of the tank as may come between it and any adjacent bulkhead or tank head, applied as a uniformly distributed load on the surface of the bulkhead or tank head.

(d) Each baffle required herein shall have at least an area as great as eighty per centum of the cross-sectional area of the tank.

A tolerance of ten per centum shall be allowed for tank or compartment capacity.

When bulkheads are not required. No bulkheads shall be required in any cargo tank, regardless of capacity, which is designed for service in which there will never be less than eighty per centum of the capacity of the tank in use while in transportation over the highway and which, in service, is used to discharge its entire contents at one unloading point. Such tank shall not be used for local distribution purposes.

Vents. Such cargo tank and such compartment shall be provided with a vacuum and pressure operated vent with a minimum effective opening of forty-four hundredths of a square inch and each compartment carrying liquid shall also be provided with an emergency venting facility so constructed as to provide a minimum free-venting opening having a net area in square inches equal to one and twenty-five hundredths plus twenty-five ten thousandths times the capacity of the tank or compartment in gallons. If the emergency venting facility operates in response to elevated temperatures, the critical temperature for such operation shall not exceed two hundred degrees Fahrenheit.

Valves and faucet connections. All draw-off valves or faucets on tank vehicles shall have discharge ends threaded or shall be designed as to permit being tightly connected to hose extending to fill pipe.

Draw-off valves or faucets projecting beyond frame at rear of vehicle shall be adequately protected against collision by steel bumpers or other means of equal protection.

Each compartment of a gravity discharge tank shall be equipped with a reliable and efficient shut-off valve located inside the shell of the tank in the compartment outlet; and, except during delivery operations, such valve shall be kept closed.

The operating mechanism for such valves shall be provided with a secondary control, remote from the tank filling parts and discharge faucets, for use in event of accidents or fire during delivery operations; and such control mechanism shall be provided with a fusible section which will cause valves to close automatically in case of fire.

In every case there shall be provided between the shut-off valve seat and discharge faucet a shear section which will break under strain, unless the discharge piping is so arranged as to afford the same protection and leave the shut-off valve seat intact.

Overturn protection. All closures for filling openings shall be protected from damage in the event of overturning of the vehicle by being enclosed within the body of the tank or a dome attached thereto, or by the use of suitable metal guards securely attached to the tank or the frame of the vehicle.

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Can boxes. Can or bucket boxes on tank vehicles shall be so constructed or lined as to prevent sparking.

Fire extinguishers. Each tank vehicle shall be equipped with at least one approved hand fire extinguisher of a type suitable for extinguishing inflammable liquid fires. Fire extinguishers shall be kept in good operating condition at all times and shall be located in an accessible place on the vehicle.

MARKING

Each tank vehicle shall be conspicuously marked in letters at least three inches high with the word "inflammable" or the common or trade name of the product carried.

OPERATING REGULATIONS

Every driver of a motor vehicle engaged in the transportation of inflammable liquids shall conform at all times to the following provisions relating to the operation of such motor vehicles while carrying inflammable liquids.

When truck motors shall not be run. Motors of tank trucks shall not be run while breaking hose connections. When loading or unloading is done without the use of a power pump on the tank truck, the tank motor shall be stopped throughout the operation.

Volume of liquid cargo allowed. No cargo tank shall be completely filled. Sufficient space shall be left vacant to allow for expansion of the contents to prevent distortion or leakage. In no case shall the free space be less than one percentum of the capacity of the tank.

Operator shall not leave vehicle. The driver, operator or attendant of any tank vehicle shall not leave the vehicle while it is being filled or discharged. The deliveryhose, when attached to a tank vehicle shall be deemed a part of the vehicle.

For containers which are not in metallic contact with each other, either metallic bonds or ground conductors shall be provided for the neutralization of possible static charges prior to and during transfers of inflammable liquids between such containers. Such bonding shall be made by first connecting an electric conductor to the container to be filled and subsequently connecting the conductor to the container from which the liquid is to come, and not in any other order. To provide against ignition of vapors by discharge of static electricity, the latter connection shall be made at a point well removed from the opening from which the inflammable liquid is to be discharged.

Filling pipe. During the filling operation metallic contact shall be maintained between the fill pipe and the tank truck.

Smoking during operation. Neither truck drivers nor their helpers shall smoke while they are operating a tank vehicle on a highway or while filling them or making deliveries therefrom or repairs thereto.

Tank vehicles shall not be operated in this State unless they are in good condition.

EFFECTIVE DATE

Existing tank motor vehicles. With respect to any motor vehicle engaged in transportation of inflammable liquids registered in this state prior to the first day of January, nineteen hundred forty-two the provisions of this section shall not become operative until January first, nineteen hundred fifty-two. With respect to any motor vehicle intended to be used in the transportation of inflammable liquids actually situated in the hands of dealers in this state upon the first day of January, nineteen hundred forty-two, and which is sold by them to purchasers within this state within sixty days therefrom, the provisions of this section shall not become operative until January first, nineteen hundred forty seven.

/s/ A. W. Magee
Commissioner of Motor Vehicles

By the Commissioner:

/s/ George W. Zeigler
George W. Zeigler, Chief Inspector
November 24, 1941.

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STATE OF NEW JERSEY
DEPARTMENT OF MOTOR VEHICLES

Trenton, New Jersey,
March 5, 1941.

The following specifications cancel and replace specifications for Liquid Burning Flares published in November, 1939.

EXCERPTS FROM TITLE 39, CHAP. 3, ART. 3, R.S.

Sec. 39:3-46 "Approved" means approved by the Commissioner of Motor Vehicles. The term "emergency warning light equipment" shall be construed to mean portable flares of the liquid fuel burning type and electric lanterns of either the constant or flashing type, each capable of continuously producing a warning light visible from a distance of at least 500 feet for a period of at least 12 hours.

Sec. 39:3-64, R.S. provides as follows: "During the times when lighted lamps are required, no person shall drive on any highway, outside of a business or residence district, any commercial motor vehicle weighing over five thousand pounds unladen or any omnibus having a carrying capacity of over ten passengers except an omnibus operated on a route under the jurisdiction of the Board of Public Utilities Commissioners unless there shall be carried ready for immediate use in such vehicle at least three portable flares, electric lanterns or other devices each capable of continuously producing a warning light visible from a distance of at least five hundred feet for a period of at least twelve hours, except that a motor vehicle transporting inflammable liquids in bulk, compressed inflammable gases or explosives as a cargo or part of a cargo shall carry red electric lanterns. Every such flare, lantern or other device shall be of a type approved by the Commissioner.

At the times when lighted lamps are required, whenever any motor-drawn vehicle or any vehicle of a type which requires the carrying of approved warning devices or any combination of such vehicles shall become disabled on any highway outside of a business or residence district and such vehicle or combination of vehicles cannot immediately be removed from the highway or if any such vehicle or combination of vehicles is not disabled but may constitute a menace because of its presence upon the highway, the driver or other person in charge of such vehicle or combination of vehicles shall cause approved warning devices to be lighted and placed upon the highway; one in the center of the lane of traffic occupied by the vehicle or combination and approximately one hundred feet distant therefrom, one approximately one hundred feet from the vehicle or combination in the opposite direction and one at the traffic side of the vehicle or combination. When there is an obstruction to view or on a curve or crest of a hill, the warning device in that direction shall be so placed as to afford ample warning to other users of the highway but in no case less than one hundred nor more than three hundred feet from the vehicle or combination."

Sec. 39:3-66 Maintenance. "All lamps, reflectors and other illuminating devices required by this section shall be kept clean and in good working order and, as far as practicable, shall be mounted in such a manner as to reduce the likelihood of their being obscured by mud or dust thrown up by the wheels."

Sec. 39:3-77 Selling or using unapproved devices or equipment. "No person shall have for sale, sell or offer for sale for use upon or as a part of the equipment of a motor vehicle any unapproved device or equipment of a type which is required to be approved by the Commissioner.

No person shall have for sale, sell, offer for sale or use any device, part or accessory which changes or is intended to change the design or designed performance of any device or equipment required to be approved.

No person shall have for sale, sell or offer for sale for use upon or as part of the equipment of any motor vehicle or motor-drawn vehicle any device or equipment of a type required to be approved unless such device or equipment bears thereon the trade-mark or name under which it is approved so as to be plainly visible when installed."

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REQUIREMENTS FOR APPROVAL

The applicant for approval of liquid burning flares shall address the Commissioner of Motor Vehicles at Trenton, New Jersey making application for the approval of the device. This application shall be accompanied by a sample of liquid burning flare for which approval is sought, and by a laboratory report, or reports, indicating that such liquid burning flares have been tested in conformity with the provisions of Commercial Standard CS88-41, published by the U. S. Department of Commerce and found to comply, in all respects, therewith. Copy of Commercial Standard CS88-41 is attached hereto and made a part hereof.

All laboratory tests shall be made by a competent and unbiased testing authority satisfactory to the Commissioner of Motor Vehicles.

Approval, if granted, shall cover only units which are substantially identical, in material, construction and workmanship with the sample submitted to the testing laboratory, upon which tests, described in the report accompanying the application, were made.

No liquid burning flare shall be approved which, in the opinion of the Commissioner of Motor Vehicles, is likely to prove unsafe or unsatisfactory in use.

RE-EXAMINATION SERVICE

In order to assure continuing approval of liquid burning flares, originally approved, as above provided for, the Commissioner shall be furnished semi-annually with laboratory reports indicating that samples of such approved "Liquid Burning Flares" have been re-examined and found to comply with the requirements of the standards under which originally tested. Such semi-annual re-examinations shall be conducted on samples, obtained by the testing laboratory from dealers' stocks, and identified, by labeling or otherwise, as conforming to Commercial Standard CS88-41.

Each manufacturer of Liquid Burning Flares shall make the necessary arrangements with a testing laboratory for the conduct of such "re-examination service", including giving to the laboratory the authority to obtain requisite samples from any authorized dealer, at no expense to the laboratory. The Commissioner of Motor Vehicles reserves the right to select such samples for the laboratory, if and when he so desires.

Only such re-tests shall be made of samples selected for re-examination, as will properly identify them as conforming to these specifications. Judgment as to the necessity for partial or complete testing shall be left to the discretion of the testing laboratory.

In case, however, a sample shall, upon any retest, be found not to comply with the provisions of these specifications, the laboratory shall, at once obtain two additional samples, both of which must meet the requirements of the specifications.

Failure to furnish reports of semi-annual re-examinations, as herein provided, or tests of samples resulting in failure, may be good and sufficient cause for suspension or withdrawal of approval.

DISPOSITION OF UNITS TESTED

At the termination of the above described tests the units subjected to test shall be retained by the testing laboratory. Submission of sample unit or units for test shall be conclusive evidence of the manufacturer's acceptance of this condition.

GENERAL

The Commissioner reserves the right to alter or change these specifications or to require additional or supplementary tests at any time.

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All approvals of liquid burning flares granted under prior specifications, are cancelled as of July 1, 1941 and the sale and use, within New Jersey of liquid burning flares, approved under such prior specifications, after that date, is illegal, except as hereinafter provided.

Liquid burning flares, approved under previous specifications and used on motor vehicles prior to July 1, 1941, are legal liquid burning flares according to the provisions of Section 39:3-64 R.S. if they conform in all respects to the provisions of the specifications under which they were originally approved and until such time as their condition prevents their maintenance at all times in good working order.

EFFECTIVE DATE

These specifications shall take effect on July 1, 1941.

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STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

Trenton, New Jersey
November, 1939

INFORMATION AND SPECIFICATIONS ON REFLEX REFLECTORS

PURPOSE

The purpose of this promulgation is the dissemination of information concerning the approval and use of reflex reflectors for motor vehicles as required by Title 39, R.S. (39:3-43 et seq.).

EXCERPTS FROM TITLE 39, CHAP. 3, ART. 3, R.S.

Sec. 39:3-46 "Approved" means approved by the Commissioner of Motor Vehicles. "Reflector" means an approved device designed and used to give an indication by reflected light.

Sec. 39:3-61 Every passenger car and motor cycle hereafter manufactured when operated on a highway shall also carry at the rear, either as a part of the rear lamp or separately, at least one approved red reflector. Every commercial motor vehicle, motor-drawn vehicle and omnibus with a capacity of more than six passengers hereafter operated on a highway shall also carry at the rear at least two approved red reflectors; at least one at each side. Every such reflector shall meet the requirements of this section and shall be mounted upon the vehicle at a height not to exceed sixty inches nor less than twenty-four inches above the ground upon which the vehicle stands. Every such reflector shall be so designed, mounted on the vehicle and maintained as to be visible during the times when lighted lamps are required from all distances within five hundred to fifty feet from such vehicle when directly in front of a motor vehicle displaying lawfully lighted approved headlamps.

Sec. 39:3-66 Maintenance. All lamps, reflectors and other illuminating devices required by this section shall be kept clean and in good working order and, as far as practicable, shall be mounted in such a manner as to reduce the likelihood of their being obscured by mud or dust thrown up by the wheels.

Sec. 39:3-77 Selling or using unapproved devices or equipment. No person shall have for sale, sell or offer for sale for use upon or as a part of the equipment of a motor vehicle any unapproved device or equipment of a type which is required to be approved by the Commissioner.

No person shall have for sale, sell, offer for sale or use any device, part or accessory which changes or is intended to change the design or designed performance of any device or equipment required to be approved.

No person shall have for sale, sell or offer for sale for use upon or as part of the equipment of any motor vehicle or motor-drawn vehicle any device or equipment of a type required to be approved unless such device or equipment bears thereon the trade-mark or name under which it is approved so as to be plainly visible when installed.

ACKNOWLEDGMENT

Acknowledgment is hereby made of the assistance afforded by references to the current specifications of the Society of Automotive Engineers and the Illuminating Engineering Society; however, it will be noted that certain requirements that follow exceed the requirements set forth in the above mentioned specifications. This action was dictated by the knowledge that the reflector art has progressed considerably since the promulgation of the S.A.E. - I.E.S. specifications.

EXPLANATORY

In framing Title 39, Chap. 3, Art. 3, it was felt that there should be a differentiation between the consideration of reflex reflectors for passenger cars and such devices intended for use on commercial vehicles and buses. For one thing, it seems to be the standard practice for passenger car manufacturers to install one or more reflex reflectors on the rear of each passenger car. Secondly, considerable reflection is ordinarily had from the rear window, the finish and the bright-work or chromium-plated parts of the average passenger car. The rear end of the average truck has little or no reflective properties.

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7. CONSTRUCTION - The laboratory shall make such examinations, observations or practical tests as are deemed necessary to determine compliance with the requirements of this section and shall report the findings.

(a) The construction of the entire unit shall be such that it will not be likely to lose its value as a safety device in an unreasonably short time.

(b) The unit shall include adequate means for mounting the reflector on a motor vehicle.

(c) The reflector material shall be specially constructed and housed to prevent breakage and the loss of reflecting area under conditions likely to be encountered in use. In every unit of glass tile type which is not covered on the front by an adequate metal mesh or like support, the glass tile shall be backed with or imbedded in a filling of pitch or material of like adhesive qualities, which adhesive shall not become brittle at zero degrees Fahrenhait nor soft enought to flow out of the housing at 130 degrees Fahrenheit. If the tile is constructed of an acceptable transparent substitute for glass which will resist shocks encountered in normal service and which will crush instead of shattering when struck, it need not be imbedded in adhesive material. A substitute for glass to be acceptable must not be unduly subject to breakage, deterioration or change of color.

(d) Any applied reflecting material shall be so made and used that it will not be unduly subject to deterioration or separation from the surface on which it is applied.

8. SHOCK AND VIBRATION TEST - A complete unit shall be placed on a vibration rack and subjected to the standard shock and vibration test using an amplitude of 1/4" at the rate of 1100 times per minute. During this test, the unit is to be inspected at intervals for signs of failure. This test shall continue for two (2) hours.

9. CORROSION TEST - The sample units shall be continuously subjected for fifty hours to a fine spray of a 20 per cent solution of salt (sodium chloride) in water. They shall then be examined for corrosion or other deterioration and the observed results recorded.

10. SOLARIZATION TEST - The sample units shall be subjected to the standard solarization test and the observed results recorded.

11. OPTICAL CHARACTERISTICS - The set-up for testing shall be as provided for in the current S.A.E. RECOMMENDED PRACTICE for a reflex reflector used separately as an independent unit and not as part of a rear lamp.

The photometric test requirements shall be as follows:

With the reflex reflector rotated from the normal position about the vertical axis from angles of 20 degrees to the left to 20 degrees to the right, the intensity shall be not less than 0.70 cp. for observations 7 inches above the headlamp center and not less than 0.10 cp. for observations 42 inches above the headlamp center. For angles of 30 degrees to the left to 30 degrees to the right, the intensity shall be not less than 0.40 cp. for observations 7 inches above the headlamp center and not less than 0.05 cp. for observations 42 inches above the headlamp center.

With the reflex reflector rotated from the normal position about the horizontal axis from angles of 10 degrees forward to 10 degrees backward, the intensity shall be no less than 0.70 cp. for observations made 7 inches above the headlamp center and not less than 0.10 cp. for observations made 42 inches above the headlamp center.

Observed from a point 7 inches above the headlamp center, the intensity in the approximate axis of the reflex reflector shall be not less than 1.00 cp.

The uncolored reflection from the front surface shall be such that, at any of the test locations, the color of the signal shall not be obliterated.

TABLE

Measured intensities, observed from a point 7" above the headlamp center, shall be not less than the following:

In app. axis f'w'd	10 deg. to 10 deg. back	20 deg. to 20 deg. right	20 deg. to 20 deg. left	30 deg. to 30 deg. right	30 deg. to 30 deg. left
1.00 cp.	0.70 cp.	0.70 cp.		0.40 cp.	

Measured intensities, observed from a point 42" above the headlamp center, shall be not less than the following:

10 deg. to 10 deg. f'w'd	back	20 deg. to 20 deg. right	left	30 deg. to 30 deg. right	left
0.10 cp		0.10 cp		0.05 cp.	

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CHANGES

The Commissioner of Motor Vehicles in his discretion reserves the right to alter or change the requirements or specifications or to require additional or supplementary tests at any time.

APPROVAL

No fee for approval is required. Consideration will be given to the fact that the submitted unit is of a type for use on commercial motor vehicles, motor-drawn vehicles and buses with consequent exposure to hard usage; therefore, no reflex reflector will be approved which in the opinion of the Commissioner of Motor Vehicles is liable to prove unsafe or unsatisfactory in use. The applicant for approval will be notified of our decision within a reasonable time after our receipt of the laboratory report and required sample unit and after the completion of any additional tests deemed necessary.

VERIFICATION TESTS

At any time after a device has been approved, the Commissioner of Motor Vehicles reserves the right to require the manufacturer to submit laboratory reports on verification tests on samples selected by the Commissioner from manufacturer's or distributor's stock. If any such report discloses any unwarranted deviation in material, design, construction or performance, the Commissioner may revoke the approval. Approval may be withdrawn at any time and for any cause deemed reasonable by the Commissioner.

A. W. Magee
Commissioner

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September 10, 1947.

Pursuant to the provisions of R.S. 39:3-43, the following regulations covering the use of purple identification lights on privately owned motor vehicles operated by members of first aid squads affiliated with the New Jersey State First Aid Council is promulgated effective immediately.

An active member in good standing of a first aid squad affiliated with the New Jersey State First Aid Council may display on the front of a motor vehicle owned by him and registered in his name an identification light equipped with a lamp of not to exceed twenty-one candlepower and without a reflector. This light must be equipped with a plain purple lens not more than three inches in diameter. The lens must conform with a sample to be filed with this Department by the President of the New Jersey State First Aid Council. The light must be mounted on the motor vehicle so that it will not be at a greater height from the ground than the headlights. The light may have an aperture on the periphery designed to provide a white light without a beam, for the purpose of illuminating the distinguishing insignia of the first aid squad.

This light may be illuminated only while the vehicle so equipped is engaged in responding to a call for first aid and while such vehicle is being operated by an active member of a first aid squad.

This light is not intended to grant to members of first aid squads any privileges or exemptions denied to drivers of other vehicles but is intended to serve as an identification light only.

Misuse of the privilege provided by this regulation or violation of the conditions imposed will be considered reasonable grounds for revocation of the privilege.

The President of the New Jersey State First Aid Council will make appropriate arrangements so that these identification lights will be removed from all vehicles the owner of which is no longer an active member in good standing of a first aid squad affiliated with the Council.

A. W. Magee
Commissioner

Attested: _____
George W. Zeigler, Chief Inspector

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STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

Trenton, New Jersey
May 1, 1947

INFORMATION AND SPECIFICATIONS ON RED REFLECTOR EMERGENCY WARNING DEVICES

Published in conformance with the provisions of R.S. 39:3-64 as amended by Chapter 82, P.L. 1947.

NAME AND MARKING: The device must be given a distinctive name. The approved name shall be moulded or stamped on the device in letters at least 3/16" high so that it may be easily determined when the device is mounted on a motor vehicle. Any other letters or numbers than this distinctive name shall be in smaller letters.

Each red emergency reflector warning device shall be comprised of a multiplicity of red reflecting elements on each side - not less than two - front and back, every one of which red reflecting elements shall conform as a minimum requirement to the specifications for Class A Reflex Reflectors contained in the S.A.E. Handbook, 1943 edition (published by the Society of Automotive Engineers, 29 West 39th Street, New York, New York). The aggregate candlepower output of the reflecting elements of the device when tested in the perpendicular position at one-third degree as specified by S.A.E. photometric procedure shall be not less than twelve.

If the reflecting surfaces of the reflector elements would be adversely affected by dust, soot, or other foreign matters, they shall be adequately sealed within the body of the units in which they are incorporated. Each reflector device shall be of such weight and/or dimensions as to remain stable and stationary when in a 40 mile per hour wind on any road surface on which it is likely to be used and shall be so constructed as to withstand reasonable shock without breakage. Each reflector device shall be so constructed that the reflecting elements shall be in a plane perpendicular to the plane of the roadway when placed thereon.

Reasonable protection shall be afforded each reflecting device, and the reflecting elements incorporated therein, by enclosure in a box or rack from which the three devices readily may be extracted for use. In the event the reflector devices are collapsible, locking means shall be provided to maintain the reflector elements in effective position and such locking means shall be readily capable of adjustment without the use of tools or special equipment.

One sample of the red emergency reflector warning device shall be shipped, postage prepaid, to the Commissioner of Motor Vehicles, State House, Trenton 7, New Jersey together with a certification from the Electrical Testing Laboratories, 80th Street and East End Avenue, New York City, or from any other unbiased laboratory acceptable to the Commissioner, to the effect that the device meets the requirements of these specifications.

CHANGES. The Commissioner of Motor Vehicles in his discretion reserves the right to alter or change the requirements or specifications or to require additional or supplementary tests at any time. The Commissioner further reserves the right to require the manufacturer to submit laboratory reports on verification tests on samples selected by the Commissioner from manufacturer's or distributor's stock. If any such report discloses any unwarranted deviation in material, design, construction or performance, the Commissioner may revoke the approval. Approval may be withdrawn at any time and for any cause deemed reasonable by the Commissioner.

A. W. Magee
Commissioner of Motor Vehicles

Attest:
George W. Zeigler
Chief Inspector

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January 20, 1938

Pursuant to the provisions of Title 39, Chapter 3, Section 43 of the Revised Statutes, the following regulation covering the use of identification lights on privately owned motor vehicles operated by members of Volunteer Fire Companies is promulgated effective immediately.

An active member in good standing of a recognized Volunteer Fire Company may display on the front of a motor vehicle, owned by him and registered in his name an identification light equipped with a lamp of not to exceed 21 candle - power and without a reflector. This light must be equipped with a blue lens, not in excess of 3½ inches in diameter. The light shall be not more than 36 inches from the ground. The light may have an aperture on the periphery designed to provide a white light without a beam, for the purpose of illuminating the distinguishing tag carried by Volunteer firemen.

This light may be illuminated only while the vehicle so equipped is engaged in responding to a fire alarm and while such vehicle is in the custody of Volunteer firemen as described above.

This light is not intended to grant to Volunteer firemen any privileges or exemptions denied to the drivers of other vehicles, but is intended to serve as an identification light only.

Misuse of the privilege provided by this regulation or violation of the conditions imposed will be considered reasonable grounds for revocation of the privilege.

E. W. Magee
Commissioner

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STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
Division of Motor Vehicles
Trenton, N.J.

March 13, 1951.

Pursuant to the provisions of Title 39, Chapter 3, Section 43 of the Revised Statutes, the following regulation covering the use of identification lights on privately owned motor vehicles operated by members of Volunteer Fire Companies is promulgated effective immediately.

An active member in good standing of a recognized Volunteer Fire Company may display on the front of a motor vehicle, owned by him and registered in his name an identification light equipped with a lamp of not to exceed 21 candlepower and without a reflector. This light must be equipped with a blue lens, not in excess of 6½ inches in diameter. The light shall be not more than 36 inches from the ground. The light may have an aperture on the periphery designed to provide a white light without a beam, for the purpose of illuminating the distinguishing tag carried by volunteer firemen.

This light may be illuminated only while the vehicle so equipped is engaged in responding to a fire alarm and while such vehicle is in the custody of volunteer firemen as described above.

This light is not intended to grant to volunteer firemen any privileges or exemptions denied to the drivers of other vehicles, but is intended to serve as an identification light only.

Misuse of the privilege provided by this regulation or violation of the conditions imposed will be considered reasonable grounds for revocation of the privilege.

Martin J. Ferber
Director

Attest: George W. Zeigler
George W. Zeigler
Chief Inspector

FILED
MAR 14 1951
SECRETARY OF STATE

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RULES AND REGULATIONS ADOPTED BY THE COMMISSIONER OF MOTOR VEHICLES IN ACCORDANCE WITH 39: 1, 2, 3, 4, 5 OF THE REVISED STATUTES.

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The following rules and regulations have been adopted b y the Commissioner of Motor Vehicles for administrative purposes in accordance with 39: 1,2,3,4, and 5 of the Revised Statutes.

COMMISSIONER OF MOTOR VEHICLES

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RULES AND REGULATIONS

Office Hours of Agencies

Excepting Sundays and all public holidays, the Agencies of this Department established pursuant to Title 39:3-3 shall be open for business during the hours of each day as follows:

From March first through the first Saturday in April (Saturdays included):- 9:00 A.M. to 6:00 P.M. From Monday following the first Saturday in April to the last day of February of the following year:- Week-days - 9:00 A.M. to 4:00 P.M. Saturdays - 9:00 A.M. to 1:00 P.M.

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RULES AND REGULATIONS

SUBJECT TITLE:- TAXI & LIVERY & "U-DRIVE" VEHICLES - PROCEDURE FOR REGISTERING SAME.

Taxicab: Means and includes any automobile or motor car, engaged in the business of carrying passengers for hire which is held out, announced or advertised to operate or run or which is operated or run over any of the streets or public highways of this State, and particularly accepts and discharges such persons as may offer themselves for transportation from point or places within or without the State.

Livery: Means and includes any automobiles or motor cars engaged in the business of carrying passengers for hire which is held out, announced or advertised to operate or run or which is operated or run over any of the streets or public highways of this State and which is hired by charter or for a particular contract or by the day or hour or other fixed period, or to transport passengers to a specified place or places, or which charges a fare or price agreed upon in advance between the operator and the passenger.

"U-Drive":- Vehicles rented or leased by the owner without a driver and not for the purpose of carrying passengers for hire. The owner thereof is required to file an insurance policy covering the operation of such vehicle in the office of the municipality in which the owner resides or in which the business is principally conducted.

Be it ordered that before a vehicle may be registered in the omnibus (taxi, livery or "U-drive") class, it is required that the applicant secure a certificate from the Clerk of the Municipality in which the vehicle is principally operated or in which the applicant resides. This certificate will attest to the fact that an insurance policy covering the operation of the vehicle is on file in the Office of the Municipal Clerk. The certificate may be in prescribed form or letter signed by the Clerk, the original or copy of which to be submitted with the application for registration and securely attached thereto for our files.

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RULES AND REGULATIONS

Title 48:4-1 defines an "autobus" as any motor vehicle or motorbus operated over public highways or public places in this State for the transportation of passengers for hire.

Nothing contained herein shall be construed to include:-

a. vehicles commonly called taxi-cabs or liveries unless service by such vehicles becomes or is held out to be regular service between stated termini;

b. hotel busses used exclusively for the transportation of hotel patrons to or from local railroad or other common carrier stations including air-ports.

c. busses operated solely for the transportation of school children and teachers.

d. any autobus with a carrying capacity of not more than six passengers operated under municipal consent upon a route established wholly within the limits of a single municipality.

Be it ordered that before any autobus as defined herein may be registered by this Department the owner must secure a Safety Certificate of Approval from the Board of Public Utility Commissioners; said Safety Certificate to be in the name of the owner who applies for such registration; the Safety Certificate is to be presented with the application for registration; the motor vehicle Agent will inscribe the Safety Certificate Serial Number in the space provided on the registration application.

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RULES AND REGULATIONS

Title 39:3-84 provides that "no commercial motor vehicle, tractor, trailer or semi-trailer shall be operated on any highway in this State the outside width of which is more than ninety-six inches, except vehicles in operation on June tenth, one thousand nine hundred and thirty-five, which by reason of the substitution of pneumatic tires for other types of tires, exceed the above limit, or the extreme over-all length of which exceeds thirty-five feet for a two-axle four-wheeled vehicle, or thirty-five feet for a three-axle six-wheeled vehicle, or the height of which exceeds twelve and one-half feet, except that a vehicle exceeding the above limitations may be operated when a special permit so to operate is secured in advance from the Commissioner."

Be it ordered that the fee for a permit issued under the authority quoted above shall be five dollars; provided further however that when application for permit is made by a non-resident, the fee shall not be at a rate less than the rate of fee imposed by the State of the non-resident on a resident of this State.

The permit issued shall be subject to whatever conditions the Commissioner of Motor Vehicles may prescribe, such as time and route of travel, priority of road, use of escort, or to whatever conditions which will be in the interest of highway safety.

It is further ordered that all permits bear a notation to the effect that the vehicles described therein are covered by PL and PD insurance in accordance with a statement furnished by applicants to that effect.

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RULES & REGULATIONS

The father, mother, wife, husband, sister, brother or son of any motor vehicle owner who is absent from the State by reason of service in the government of the United States may submit an affidavit in the form prescribed below:-

194 Registration No.....

State of NEW JERSEY,
COUNTY OF..... S.S.

..... of full age, being duly sworn according to law, upon his oath deposes and says that:

1. I am the ..... of .....
(to be executed ONLY by the father, mother, wife, husband, sister, brother, son, daughter)

2. My ..... at the present time is assigned to duties with the United
(insert relationship of owner)
States Government and is not available for the purpose of signing and acknowledging his application for the registration of the vehicle owned by him.

3. I further state my ..... is the owner of .....
(relationship of owner) (make of car)
.....
(style of body) (motor number) (serial number)
as evidenced by proof of ownership submitted herewith, and that this vehicle was left in my care to be operated by me.

4. This affidavit and the representations herein made are for the purpose of inducing the Commissioner of Motor Vehicles of the State of New Jersey to issue a registration certificate and identification plate for the year 194 for my
..... automobile and are made with his authority and consent.
(relationship of owner)

Subscribed and sworn to before me
this ..... day of 194
.....
Notary Public

.....

Upon presentation of an affidavit in this form, together with proof of ownership and an application for registration in the name of the absent registered owner, a certificate of registration and identification plates will accordingly be issued.

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RULES & REGULATIONS

Commercial motor vehicles of the special type operated by Undertakers and Funeral Directors such as Hearses and Service (Flower) vehicles may be registered and have displayed thereon passenger registration plates, provided however, that in all such cases the commercial class of registration fee shall be paid by the owners thereof.

This ruling is for the purpose of permitting vehicles of this particular type to be operated over thoroughfares in parks, cemeteries and other restricted areas.

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RULES & REGULATIONS

Upon application for the registration of a Farmer's truck at one-half the regular commercial fee, the applicant must submit a certificate procured from the County Agricultural Agent in the county in which the farm is located, attesting to the fact that the applicant is a farmer as defined in Title 39:3-25, in that he is actually engaged in the growing raising and producing of farm products as an occupation on a farm at least three acres in area.

"Farm products" means any food crop, cattle, hogs, poultry, dairy products, and any other agricultural products designed and to be used for food purposes.

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RULES & REGULATIONS

The owners of a New or Used commercial, farmer truck and trailer vehicles not previously registered in this State shall, with the application for registration, present a certified weight slip issued by a New Jersey Certified Weigh Master, attesting to the empty weight of the vehicle (including chassis and body).

Provided, however, that in the case of a New vehicle, a certified statement by the Manufacturer as to the empty weight will be acceptable for registration purposes.

Provided further, however, that if such vehicle has been previously registered the empty weight may be certified from the record of such registration in this office or from the registration certificate of the previous owner.

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RULES & REGULATIONS

Dealers' Temporary Certificates

Upon application by any New Jersey licensed automobile dealer the Commissioner may furnish a supply of certificates in triplicate form to be issued by the Dealer only between the hours of 4:00 P. M. of a business day and 9:00 A. M. of the business day immediately following it, or, if issued on a Saturday the hours shall be 1:00 P. M., Saturday to 9:00 A. M. of the following business day of the Motor Vehicle Department. This certificate certifies that the Dealer has sold the vehicle described therein to the holder of valid registration plates and certificate which the purchaser desires to transfer, in accordance with Title 39:3-30, to the vehicle sold to him by the Dealer. In view of the fact the Agencies of this Department are closed during the hours hereinbefore set forth, this certificate authorizes the purchaser to display said plates on the vehicle purchased until the opening hour of business in our Agencies.

The form of certificate is as follows:-

This is to certify that at .....A.M./P.M. today

..... the holder
(Name)
of motor vehicle registration No.....
was issued Bill of Sale No.....
or Abstract No..... covering the
motor vehicle herein described:
Name of car..... Year..... Model .....
Serial No..... Body Type..... Color .....
Engine No..... H. P..... No. of Cyl.....
Wherefore, said holder is hereby authorized to display said plates on said vehicle from the hour of 4 p. m. this date until 9 a. m. of the following business day, or from the hour of 1 p. m. if issued on a Saturday until 9 a. m. of the following business day of the Motor Vehicle Department.

IN TESTIMONY WHEREOF, I have set my hand and seal of office the ..... day of ..... A. D. 19

(Signed) A. W. Magee
Commissioner of Motor Vehicles

ATTEST.....

1st copy to be given to applicant and surrendered by him to the Motor Vehicle Agent when transfer of plates is completed.
2nd copy to be mailed to the Department of Motor Vehicles, State House, Trenton, N. J., on day of issuance.
3rd copy to be dated and filed in the office of the dealer where it may be examined, upon request, by any police officer.

Provided however, that the original certificate be given to the purchaser, to be surrendered by him to the Motor Vehicle Agent upon application for the transfer of the registration in accordance with Title 39:3-30.

Provided further, however, that the Duplicate copy of the certificate be mailed to the Department of Motor Vehicles, State House, Trenton, N. J., on the day of issue.

Provided further, however, that the Triplicate Copy bear the date of issue and filed in the office of the Dealer where it may be examined upon the request of any police officer.

Certificates are serially numbered, in pads of 50 sets; the fee shall be five cents per certificate, or two dollars and fifty cents per pad.

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RULES & REGULATIONS

It is ruled that in cases when a license is revoked after a hearing, and collected, the defendant be issued a "permit to drive home," in order that he may be allowed to drive his car back home.

****

It is ruled that in the case of a person who fails to appear for a re-examination to determine his fitness to drive, his driver's license shall be suspended.

****

It is ruled that drivers be called in for re-examination because of accidents or some ailment that might be a hazard to driving.

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RULES AND REGULATIONS ADOPTED BY THE COMMISSIONER OF MOTOR VEHICLES FOR THE ADMINISTRATION OF TITLE 48 OF THE REVISED STATUTES.

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The following rules and regulations have been adopted by the Commissioner of Motor Vehicles for the proper administration of Title 48: 4-20 to 48. 4-34 inclusive of the Revised Statutes.

COMMISSIONER OF MOTOR VEHICLES.

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DEPARTMENT OF MOTOR VEHICLES

State House
Trenton, New Jersey

RULES AND REGULATIONS PROMULGATED BY THE COMMISSIONER OF MOTOR VEHICLES for the administration of sections 48: 4-20 to 48: 4-34 inclusive of the Revised Statutes.

The Commissioner is authorized, according to Title 48: 4-24, to make such rules and regulations as he may deem necessary to enforce payment of the tax; he may require a bond or other surety to guarantee payment of the tax and penalties and for compliance with the provisions of the law and rules and regulations made by him.

The Certified Statement of Permanent Schedule shall be made on our form ETL-1. Each carrier shall file the same annually on or before the 25th day of May. The filing place is the BUS EXCISE DIVISION, DEPARTMENT OF MOTOR VEHICLES, TRENTON, NEW JERSEY. The penalty of $5.00 per day is prescribed for failure to file within time.

The monthly report shall be made on our form ETL-2. The penalty of $5.00 per day is prescribed for failure to file within time.

The tax shall accompany monthly report. The penalty of $5.00 per day is prescribed for failure to pay within time. Tax can be paid by uncertified check, but if the same is dishonored by bank on which it is drawn, the daily penalty will be incurred from the tenth of the month to the date of actual payment of tax. Make careful note of this requirement as the penalty provision will be strictly enforced.

If the operator is a corporation, the reports must be signed and sworn to by an officer; if a partnership, by one of the partners; if an individual, by the individual himself.

Every seasonal carrier must file a statement of Permanent Schedule on or before May 25th, of each year. Such carrier must likewise file a surety bond of a surety company authorized to do business in the State of New Jersey, and conditioned for the payment of tax and penalties and compliance with the law and the rules and regulations, on or before the same date. The amount of the bond will depend on the estimated total number of miles of the carrier for said season.

A sample form each of the ETL-1, Certified Statement of Permanent Schedule, -- ETL-2, Monthly Mileage Report, -- and Surety Bond are attached hereto and become a part of this Ruling.

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ETL—1

STATE OF NEW JERSEY

THE COMMISSIONER OF MOTOR VEHICLES

STATE HOUSE
TRENTON, N. J.

CERTIFIED STATEMENT OF PERMANENT SCHEDULE

In accordance with the provisions of Title 48:4-20 to 34 inclusive of the Revised Statutes of New Jersey, the undersigned hereby certifies to the Commissioner of Motor Vehicles of the State of New Jersey the following schedule of the operation of vehicles carrying passengers for hire from a point outside the State to another point outside the State, or from a point outside the State to a point within the State, or from a point within the State to a point outside the State.

Name _____

Address _____ City or Town _____

Are you both the Owner and the Operator of the vehicles used? _____

If not, give details of the status of the vehicles used _____

_____

Give registration number of each vehicle and if not registered in New Jersey show the registration numbers of your resident State _____

_____

_____

ROUTE TRAVELLED		No. of Vehicles Used	Mileage For One Round Trip	No. of Round Trips Daily	Total Daily Mileage	Exempt Miles on each Round Trip	Total Exempt Mileage Daily	Total Taxable Mileage Daily
FROM	TO							

In order to account for the miles entered in the above column of "Exempt Miles on each Round Trip," we submit below the names of the cities and towns to whom a 5 per cent franchise tax is paid on the gross receipts of the vehicles operated in maintaining the above schedule, giving the mileage covered in each city and town on each round trip.

_____

_____

Subscribed and sworn to before me this

_____ day of _____, A. D. 194___ Signature _____

_____ Title _____

Notary Public

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ETL—2

STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

THIS IS TO CERTIFY, That in accordance with the provisions of Title 48:4-20 to 34 inclusive of the Revised Statutes of New Jersey,

_____
(name of individual, corporation or copartnership)

_____ _____
(address) (City or Town)

hereby submits the following report of the mileage covered by the vehicles bearing Omnibus Registration Numbers _____

_____

_____

while engaged in transporting passengers for hire over the highways of the State of New Jersey.

Date	SCHEDULE OF TRIPS		Mileage for one Round Trip	No. of Round Trips	Total Mileage	Exempt Mileage on one Round Trip	Total Exempt Mileage	Total Taxable Mileage
	FROM	TO						

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KNOW ALL MEN BY THESE PRESENTS, that we, _____

_____
(name and address)

as PRINCIPALS, and _____
(name of surety company)

a _____ Corporation with principal offices in
(name of State)

_____ _____ and authorized to transact
(name of City and State)

business in the State of New Jersey, as Surety, are held and firmly bound unto Arthur W. Magee, Commissioner of Motor Vehicles of the State of New Jersey, as obligee, in the sum of _____ Dollars, lawful money of the United States of America, to be paid to the said Arthur W. Magee, Commissioner of Motor Vehicles of the State of New Jersey, his certain attorney or assigns or successor, to which payment well and truly to be made, we bind ourselves, and each of us, our and each of our heirs, executors, successors and assigns, jointly and severally, firmly by these presents.

Signed, sealed and dated this _____ day of _____

A. D. 194__.

WHEREAS, the above bounden principal is engaged in the business of operating auto busses over the highways of the State of New Jersey for the purpose of carrying passengers from a point outside the State to another point outside the State, or from a point outside the State to a point within the State, or from a point within the State to a point outside the State and is, therefore, subject to the provisions of Title 48: 4-20 to 4-34 inclusive of the Revised Statutes (Effective December 20, 1937).

NOW THEREFORE, the condition of this obligation is such that if the above bounden principal shall well and truly pay all excise taxes and penalties that may be lawfully imposed, pursuant to the provisions of said law and comply in all respects with said law and the rules and regulations promulgated by the Commissioner of Motor Vehicles under the authority thereof, then this obligation shall be void, otherwise to be and remain in full force and virtue.

IN WITNESS WHEREOF, this instrument has been duly executed by the above named principals and surety, the day and year above written.

_____
(Principal)

BY: _____
(President)

ATTEST:

_____
(Secretary)

_____
(Name of Bonding Company)

BY: _____
(Attorney in Fact)

Proof of power of Attorney in fact and evidence to do business in the State of New Jersey by surety must be attached.

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RULES AND REGULATIONS ADOPTED BY THE COMMISSIONER OF MOTOR VEHICLES IN ACCORDANCE WITH 39:6-21 OF THE REVISED STATUTES.

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The following rules and regulations have been adopted by the Commissioner of Motor Vehicles in accordance with 39:6-21 of the Revised Statutes.

COMMISSIONER OF MOTOR VEHICLES.

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Title 39, Chapter 6, Section 3

This section covers proof of financial responsibility which may be accepted in name of member of family or employer on behalf of person subject to the requirements of law.

The law provides when such proof is accepted etc. "..... but only if such chauffeur or other person so relieved shall operate only a motor vehicle for which the owner has a certificate of financial responsibility on file."

****

It is ruled that when proof of financial responsibility is accepted on behalf of another person such person is to be issued a conditional driver's license with an endorsement attached. The conditional endorsement attached shall explain or describe the vehicles the driver is permitted to operate.

Dated

Arthur W. Magee, Commissioner of Motor Vehicles

Authority - 39-6-21

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Title 39, Chapter 6

The intent of the Financial Responsibility Law is that anyone who becomes subject shall operate only insured motor vehicles in the future - the law does not cover this intent with respect to one who owns a motor vehicle - it does not provide that an owner shall be restricted to drive his own vehicle covering which he filed proof of financial responsibility. Should he be permitted to hold an unrestricted driver's license he could and might drive other motor vehicles - his employer's for example, which may not be insured. He could be concerned in an accident, severely injure or kill someone and there would be no insurance, the injured might not be able to collect and the intent of the law would be defeated.

****

In order to carry out the intent of the law, it is ruled that a person who owns a motor vehicle and becomes subject to the requirements of this law may be given a conditional driver's license permitting him to operate only the vehicle or vehicles covered by the proof of financial responsibility filed with this Department.

Dated

Arthur W. Magee, Commissioner of Motor Vehicles

Authority - 39-6-21

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Title 39, Chapter 6, Section 7

Whenever it appears to the satisfaction of the Commissioner that at the time of a motor vehicle accident a judgment debtor against whom a judgment has been obtained was insured....and the insurance company subsequent to the date of the accident became insolvent, etc. the judgment debtor may be relieved of the necessity of satisfying the judgment providing he files proof of financial responsibility.

****

Under the words "Whenever it appears to the satisfaction of the Commissioner", it is ruled that the Commissioner will be satisfied when there is filed with the Department a certification by the receiver for the insurance company or the Department of Banking and Insurance if the records of the bankrupted company are in his hands, a certification to the effect that the records of the bankrupted insurance company disclose that there was in existence an insurance policy in full force and effect at the time of the accident resulting in the judgment showing the judgment debtor to be a named assured.

Dated

Harold G. Hoffman, Commissioner of Motor Vehicles

Authority - 39-6-21

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Title 39, Chapter 6, Section 11

WHAT MAY BE PROOF OF FINANCIAL RESPONSIBILITY

I, A. W. Magee, promulgate ruling permitting the filing of proof of financial responsibility by companies, corporations or others who are self-insurers.

In the event such company or corporation has qualified with the New Jersey Department of Banking and Insurance as a self-insurer, a notice from the Commissioner of Banking and Insurance may be accepted as proof that all vehicles owned and operated in the State of New Jersey by such company or corporation are covered and may be accepted as proof of financial responsibility as required by this Act.

Such proof may be accepted to cover the case of an employee of the company or corporation as provided.

****

A company, corporation or others who are self-insurers but have not so qualified with the New Jersey Department of Banking and Insurance may file a copy of their last annual statement or financial statement together with a letter signed by the authorized officer of the company or corporation to the effect that the company or corporation is a self-insurer and payment of claims or judgments resulting from motor vehicle accidents are paid from the monies set aside for this purpose or from the assets of the company or corporation.

Such information may be accepted to cover the case of an employee of a company or corporation as provided.

Dated - January 1, 1930

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RULES AND REGULATIONS ADOPTED BY THE COMMISSIONER OF MOTOR VEHICLES IN ACCORDANCE WITH 39:3-10 OF THE REVISED STATUTES.

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The following rules and regulations have been adopted for the administration of 39:3-10 of the Revised Statutes.

COMMISSIONER OF MOTOR VEHICLES.

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Trenton, New Jersey,
November 4, 1947.

In conformance with the provisions of R.S. 39:3-10, the following are declared to be the minimum elements which will constitute an examination satisfactory to the Commissioner of Motor Vehicles.

1. ROAD TEST - The road test shall be conducted over a course laid out to conform to a plan filed in the office of the Commissioner. The applicant shall be required to complete the road test in a satisfactory manner and shall be scored on a scoring form provided by the Department. All applicants failing to meet the requirements of the road test shall be rejected for a period of two weeks and their permits extended accordingly.

2. VISUAL ACUITY TEST - Applicants will be required to submit to a visual acuity test to determine if they have sufficient vision to operate a motor vehicle safely. The standards for this test shall be as follows. Applicants must make a reading equal to 20/50 on the Snellen's chart in at least one eye. When the applicant meets this requirement in only one eye, he is to be required to produce evidence from a competent eye specialist that the vision in the weaker eye cannot be improved. If the vision in this weaker eye can be improved, the applicant is to be required to secure the necessary correction. Applicants who cannot meet these requirements must be rejected. Those persons who meet the visual requirements by means of corrective glasses must have their licenses endorsed with the condition, "Must wear corrective glasses while driving." Applicants who meet the requirements in only one eye and whose vision in the weaker eye cannot be corrected must be issued licenses with the following conditions, "Impaired (right or left) eye...no glasses required." The applicant must submit also to a color test to determine his ability to identify the colors used in the standard signal system. An applicant who fails in the visual test is to be rejected for one week and the permit extended accordingly. However, those who fail on this test will be permitted to appear for reexamination at any examination within the extension period.

3. The applicant is required to submit to a written examination to determine his knowledge of the laws and ordinary usages of the road and to determine his knowledge of such portions of the mechanism of motor vehicles as is necessary to insure the safe operation of a vehicle of the kind or kinds indicated by the applicant. Applicants failing to pass the written test will be rejected for a period of one week and their permits will be extended accordingly.

Where it is demonstrated that an applicant is unable to complete a written test, an oral test may be substituted in the discretion of the Inspector in charge of the examination. Where an oral test is used, this must include a test of the applicant's ability to read the road signs and to explain the meaning of them.

The above are declared to be the minimum requirements for a driver's license examination and the Commissioner reserves the right to make use of additional tests including a physical and medical examination whenever in his judgment such additional tests may be necessary.

Applicants for "for hire" drivers' licenses must take the road test in the type of bus which they expect to operate and must in addition to the regular examination submit to a medical examination by a physician; this examination to be reported on forms supplied by the Department.

Examinations will be given at points listed on the schedule published by the Commissioner of Motor Vehicles. Applicants must report for examination between the hours of 8:30 A.M. and 3:30 P.M. Each applicant must produce a valid and unexpired permit and surrender the same to the Inspector when commencing the examination. No examination will be given until ten days after issuance of the permit unless the applicant produces a current driver's license from another State. Youthful applicants will be required to produce proof of age satisfactory to the Department such as a birth certificate. Such proof of age must be submitted both when securing the permit and at the examination. Applicants must furnish the vehicles used for the road test and must be accompanied in each case by a New Jersey licensed driver except that holders of current drivers' licenses from other States are usually excused from taking the road test. The car furnished for the road test must comply with the Motor Vehicle Laws in regard to registration, display of plates and equipment. If it does not, the applicant may be rejected for a period of one week.

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It is forbidden to offer any gratuity or emolument of any kind to an Inspector of Motor Vehicles. Inspectors conducting the examinations are in uniform and wear a badge indicative of their office. Applicants are urged to avoid contacts with other persons in the vicinity of the examination particularly salesmen and canvassers.

In addition to the foregoing, the Commissioner reserves the right to require the holder of any New Jersey driver's license to submit to reexamination under special conditions at any time when in his judgment such reexamination is necessary.

A. W. Magee
Commissioner of Motor Vehicles

Attest:

George W. Zeigler
Chief Inspector

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RULES AND REGULATIONS ADOPTED BY THE COMMISSIONER OF MOTOR VEHICLES IN ACCORDANCE WITH 39:10-4 OF THE REVISED STATUTES.

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The following rules and regulations have been adopted in accordance with 39:10-4 of the Revised Statutes.

COMMISSIONER OF MOTOR VEHICLES.

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"AFFIDAVIT OF SURVIVING HUSBAND OR WIDOW,
ENTIRE ESTATE LESS THAN $200.00" - FORM CO-54

R.S. 39:10-2. DEFINITIONS

"Person"

IT IS HEREBY RULED that the attached form shall be filed with the commissioner of motor vehicles by the surviving husband or widow when the entire estate is less than $200.00 and includes a motor vehicle, and the applicant desires the issuance of a certificate of ownership in his or her name. This form was created under the authority granted to the commissioner, R.S. 39:10-22.

See: Chapter 138, Section 170, Surrogate's Law

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STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

AFFIDAVIT OF SURVIVING HUSBAND or WIDOW,
entire estate less than $200.00

State of New Jersey

SS

County of

I, the undersigned, _____
Name

_____
Street Address City or Town State

being duly sworn according to law do hereby depose and say that

I am the _____ of _____ who de-
Husband or Widow

parted this life on or about _____
without leaving a will; that the entire estate, both real and personal, does not exceed the sum of Two Hundred Dollars ($200.00) and includes

_____

_____

that this deponent is therefore entitled to same without Letters of Administration, in accordance with the Laws of New Jersey, 1915, Chapter 138, Section 170, Page 246, etc.

Sworn and subscribed to

before me this _____ day

of _____ 19____

_____
(Notary Public, N. J.)

_____
Signature of applicant

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"TAXI"

R.S. 39:10-8

".....the certificate of origin shall contain the manufacturer's numbers of the motor vehicle sold, the name of the manufacturer, the horse power, a general description of the body, if any, the type and model....."

Regular passenger model cars have replaced the specially constructed taxi in the taxi business. Automobile dealers and the general public complain when, unknown to them, they purchase a vehicle formerly used as a taxi and find that while the exterior appearance is of late model quality, the integral parts, such as the motor, transmission, rear axle, are often times worn to the point of needing extensive and costly repairs, and in view of the fact that they pay the normal trade-in price for such vehicles, their upkeep is far beyond that of a generally used motor vehicle of the same year and model. SO

In the interest of the automobile dealers and general motoring public of this state, IT IS HEREBY RULED that the word "taxi" shall be inserted on all certificates of ownership covering vehicles that are registered or used as taxis, and that designation shall be inserted on all subsequent certificate of ownership issuances even though the vehicles may be used thereafter for purposes other than taxis.

See R.S. 39:10-4

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"STATE CERTIFICATION REQUIRED OF DEALER OF FOREIGN STATE WHO SELLS NEW VEHICLE TO RESIDENT OF NEW JERSEY"

R.S. 39:10-16

"If the motor vehicle was purchased and its sale consummated in another State or country, in accordance with the laws of such State or country regulating the sale of motor vehicles, and not made for the purpose of evading the provisions of this chapter, the bona fide owner of the motor vehicle may apply to the commissioner to.....permit the title papers to be received....."

In order to preclude the possibility of the sale of stolen new motor vehicles into this State, IT IS HEREBY RULED that an applicant for a certificate of ownership for a new motor vehicle purchased in a foreign State which does not operate under a motor vehicle title act, shall present in addition to the evidence of ownership furnished by the dealer a certification from the State Motor Vehicle Department that the dealer is an authorized bona fide dealer in the make of vehicle sold.

See: R.S. 39:10-4

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"ERASURES, ALTERATIONS OR CORRECTIONS"

R.S. 39:10-16

"If the title papers or certificate of ownership are defective or improper..... the bona fide owner of the motor vehicle may apply to the commissioner to correct the defects....."

In order to preclude the possibility of fraudulent certificates of ownership being presented to the department for the issuance of subsequent certificates of ownership, IT IS HEREBY RULED that erasures, alterations or corrections will void a certificate of ownership.

See R.S. 39:10-4

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"APPLICATION FOR CERTIFICATE OF OWNERSHIP ACCOMPANIED BY NEW YORK STATE EVIDENCE OF OWNERSHIP"

R.S. 39:10-16

".....if the motor vehicle was purchased and its sale consummated in another State or country, in accordance with the laws of such State or country regulating the sale of motor vehicles, and not made for the purpose of evading the provisions of this chapter, the bona fide owner of the motor vehicle may apply to the commissioner.....permit the title papers to be received....."

Evidence of ownership in the form of a state title or registration certificate from a non-title state shall be recognized for the issuance of a certificate of ownership, with the lone exception of the State of New York.

In the case of a vehicle originating from the State of New York, IT IS HEREBY RULED that at least two years' evidence of ownership, in the form of registration certificates or New York Motor Vehicle Bureau Form MV-354, shall be required.

This regulation has proven to be an effective barrier against the transportation of stolen motor vehicles from the State of New York into the State of New Jersey. Pennsylvania and Delaware, which border the State of New Jersey, operate under certificate of title laws.

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"CHANGE OF MOTOR"

R.S. 39:10-16

"If the title papers or certificate of ownership are defective or improper, or if the motor is permanently changed.....the bona fide owner of the motor vehicle may apply to the commissioner to correct the defects, permit the title papers to be received or change the number of the motor so changed....."

To forestall the illicit traffic in motor vehicles and the changing of motors thereof and consequently the identification numbers of same, IT IS HEREBY RULED that when a new engine assembly is installed in a used vehicle, and the block carries a motor number, the selling dealer shall issue an invoice to the purchaser. The purchaser shall then forward the invoice together with the certificate of ownership for the motor vehicle, for the issuance of a change of motor title.

When the engine assembly or motor block, which does not carry a motor number, is installed in a used vehicle, and the motor that it replaces is to be completely scrapped, this department will authorize a licensed dealer to stencil the number of the old motor on the new block or motor assembly, after a statement has been submitted by him that the old block was destroyed.

When an old engine is removed and will be replaced by a new block or engine assembly, and when the block or engine assembly does not carry a number, and the old engine will be reconditioned, this department will, upon receipt of a statement informing us to that effect, issue a motor vehicle department number and a letter, authorizing a licensed dealer to stencil the department number upon the new block. That number, of course, shall also be shown on the title and registration certificate issued.

See: R.S. 39:10-4

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"APPLICATION FOR CERTIFICATE OF OWNERSHIP FOR HOME-MADE TRAILER" -- FORM CO-53

R.S. 39:10-18

"The commissioner may refuse to grant a registration certificate and plates for a motor vehicle, unless there is furnished to him or his agent title papers or certificate of ownership in conformity with this chapter....."

The attached application, created by Commissioner A. W. Magee on October 1, 1946, is the recognized form for an application for certificate of ownership for home-made trailer.

See: R.S. 39:10-22

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STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

APPLICATION FOR CERTIFICATE OF OWNERSHIP
FOR HOME-MADE TRAILER

I, _____ do hereby certify that I have constructed the following described vehicle:

Length _____ Width _____ Height _____

The vehicle is a semi_____ or a four wheel _____

The serial number will be _____

The purpose of this statement is to induce the Department of Motor Vehicles, State of New Jersey, to issue a bill of sale in order that I may obtain trailer registration thereon, and I do hereby make application to the Commissioner of Motor Vehicles for a Certificate of Ownership for said trailer.

_____
(Signature of Owner)

_____
Street Address City or Town State

NOTICE: It is required by law that every trailer or semi-trailer, when used on a highway, shall be equipped with brakes on all wheels, except any trailer or semi-trailer of a gross weight not exceeding three thousand pounds, provided further, however, that the gross weight of any such trailer or semi-trailer without brakes shall not exceed forty per cent of the gross weight of the towing vehicle, when the vehicles are connected. It is also required that such trailer or semi-trailer be equipped with at least one rear lamp which shall be so constructed and placed as to illuminate with a white light the rear registration marker. It is further required that the hitch will be made direct to the chassis of the towing vehicle and NOT to the bumper. A certified weight scale slip shall be attached to the application for registration.

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DEPARTMENT OF MOTOR VEHICLES

CERTIFICATE OF OWNERSHIP DIVISION

"MANUFACTURER'S CERTIFICATE AS TO AGENT, DISTRIBUTOR, OR AUTHORIZED DEALER"

R.S. 39:10-19

"No person shall engage in the business of buying, selling or dealing in motor vehicles in this State, unless he is authorized to do so under the provisions of this chapter....."

In order to distinguish a new motor vehicle dealer from a used motor vehicle dealer, and to make sure that a new motor vehicle dealer is an authorized dealer of the manufacturer, IT IS HEREBY RUIED that the attached form shall be executed by the manufacturer or his distributor in favor of the dealer and filed with the application for dealer's license.

See: R.S. 39:10-22

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STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

MOTOR VEHICLE BILL OF SALE LAW DIVISION

MANUFACTURER'S CERTIFICATE AS TO AGENT,
DISTRIBUTOR, OR AUTHORIZED DEALER

This is to Certify, that the undersigned is the manufacturer of motor vehicle commonly known and designated as _____ (Make) and that _____ (Full Name of Dealer) of _____ (Street and Number) _____ (City or Town), County of _____ and State of New Jersey, is the _____ (Agent, Distributor or Authorized Dealer) of said manufacturer, and that franchise or contract of manufacturer with said dealer runs from _____ 19____, to _____ 19____, and said dealer has allotted to him the following territory:

_____
Name or Title of Manufacturer

By _____
Title of Officer

(Corporate Seal)

_____
Address

Dealer's Reg. No. _____

_____
City and State

Note: This certificate is to accompany application of dealer for new motor vehicle dealer's license authorizing dealer to execute original bill of sale.

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STATE OF NEW JERSEY
DEPARTMENT OF MOTOR VEHICLES
TESTING DIVISION

RULES AND REGULATIONS ON MOTOR VEHICLE INSPECTIONS

Attached herewith are the requirements which shall apply when approved headlamps on a motor vehicle are replaced by SEALED BEAM adapters.

Commissioner of Motor Vehicles

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STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

HEADLAMPS MUST BE APPROVED TYPE

The purpose of this bulletin is to make available some important facts of interest to car owners about laws, regulations and requirements applying to motor vehicle headlamps. The word "headlamp", as used herein, means a complete major headlighting device including all component parts such as lamp body or shell, lamp door, reflector, lamp (bulb), lens, vertical and horizontal aiming adjustments, wiring, mounting mechanism, etc.

Since 1916, motor vehicle headlamps have been required to be of a type approved by the commissioner of motor vehicles. Other states also have had such requirements for many years.

In the early days, each state acted independently in the approval of headlamps and often headlamps approved in one state were not approved in the next. Actually, many motorists were arrested and fined for using unapproved headlamps when they drove into a neighboring state.

Nationwide uniformity in headlamp approval procedure first became a reality in 1923. This marked the beginning of a new era for motorists because they no longer had to worry about the question of headlamp approvals when crossing state lines if their headlamps were of a type approved in their home state.

Another favorable result of uniformity was that it enabled car and truck manufacturers to make factory installation of headlamps of a type approved everywhere. It then followed that purchasers of new vehicles were free from worry about headlamp approvals.

However, uniformity was of small benefit to headlamp manufacturers since it still remained necessary to secure approvals in the individual states. An application for approval required the submission of at least a pair of production headlamps complete in every detail including mountings. The application also had to be accompanied by a report from a recognized laboratory showing the results of tests made in accordance with the S. A. E. Standard for Electric Headlamps for Motor Vehicles. Statutory approval fees in the various states cost a considerable sum. If the application resulted in favorable action, the approval issued applied to headlamps identical with the sample submitted in both physical construction and optical characteristics. IT NATURALLY FOLLOWS THAT ANY CHANGE OR ALTERATION OF AN APPROVED HEADLAMP VOIDS THE APPROVAL.

In the 15 years from 1924 to 1939 a car owner had no occasion to look into the question of headlamp approvals; his only cause for concern had to do with proper maintenance.

In the latter part of 1939, the newly approved SEALED BEAM lighting system made its appearance on most 1940 model cars. The system was a joint development of the automotive and lamp industries and the motor vehicle administrators. It was truly a system because it provided for not only lamp units of improved design but also for a better kind of generator, voltage regulator, switching, wiring, etc.

The advent of the SEALED BEAM lighting system was a milestone in the progress of lighting; but unfortunately it soon brought numbers of car owners into conflict with the law. The reference is to owners who dismantled the headlamps

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on their older model cars to install SEALED BEAM lamp units. Such owners failed to realize that they had made their headlamps illegal and unapproved not only in New Jersey but in other states.

Most of the attempts to rebuild the older type headlamps were ridiculous. In many cases, tire tape, baling wire, or even putty was used to make the alterations. In other cases, a SEALED BEAM lamp unit was loosely placed behind the lens of the original headlamp. Such installations and others embodying individualistic ideas conflicted with the headlamp approval law.

However, it was not long before specially designed adapters or conversion kits made their appearance on the market and requirements were issued applying to such devices. Some makes of adapters did not meet the requirements but others did and were approved. A list of approved makes of adapters or conversion kits and a copy of the installation requirements may be had from any State Motor Vehicle Inspection Station or from the Department of Motor Vehicles, Trenton 7, New Jersey.

(An adapter manufacturer seeking an approval may get information on laboratory tests and other procedure by applying to Department of Motor Vehicles, Trenton 7, New Jersey.)

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STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

ADAPTER INSTALLATIONS MUST BE APPROVED

The law requires that headlamps be of a type approved by the Commissioner of Motor Vehicles.

When older model headlamps have been dismantled and altered and SEALED BEAM adapters installed, thus voiding the original approval, a new approval will be subject to compliance with the following conditions:

1-The new installation must be inspected immediately at a State Motor Vehicle Inspection Station.

2-The adapters must be of a type approved by the Commissioner of Motor Vehicles.

3-The distinctive marking or trademark under which the adapter was approved must be readily visible and legible after the installation is completed.

4-The installation must have been made in a safe, satisfactory and workmanlike manner.

5-The installation must include satisfactory and preferably independent means for horizontal and vertical aiming.

6-The installation must include a properly operating standard type of floor-board switch in addition to the regular on-and-off lighting switch.

7-The installation must include a satisfactory type of beam indicator in operating condition.

8-The installation must meet the standard headlight requirements in effect at the inspection station.

9-IF THE INSTALLATION OF THE ADAPTERS RESULTED IN THE REMOVAL OF THE ORIGINAL PARKING LAMP FROM THE ORIGINAL HEADLAMP, SUCH PARKING LAMPS MUST HAVE BEEN REPLACED BY PARKING LAMP UNITS INSTALLED OUTSIDE OF THE HEADLAMPS IN A SATISFACTORY AND WORKMANLIKE MANNER. NO ADAPTER INSTALLATION WILL BE APPROVED IN WHICH PARKING LAMPS ARE INSTALLED INSIDE OF THE HEADLAMP BODY BEHIND ANY SEALED BEAM LIGHTING UNIT.

(Also see list of approved makes of SEALED BEAM adapters.)

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N. J. DEPT. OF MOTOR VEHICLES

APPROVED MAKES OF SEALED BEAM ADAPTERS *

DESIGNATION ON DEVICE	MANUFACTURER
ARROW Medford N.J. U.S.A.	Arrow Safety Device Co. Medford, New Jersey
AUTOPART MFG. CO. CHICAGO	Autopart Manufacturing Co. 1525 So. Michigan Avenue Chicago 5, Illinois
AUTO RADIATOR, CHICAGO PATHFINDER	Auto Lamp Mfg. Co. (Auto Radiator Co.) 2907 - 17 Indiana Ave. Chicago 16, Illinois
ELECTROLINE MFG. or ELECTROLINE, CLEVELAND, O.	Electroline Manufacturing Co. 1975 E. 61st St. Cleveland 3, Ohio
THE KD LAMP MODEL # or THE KD LAMP CO. CINCINNATI, OHIO	KD Lamp Co. 610 W. Court St. Cincinnati, Ohio
PATHFINDER (See AUTO RADIATOR)	
PERFECTION SEE-MOR (See ** below)	Perfection Automotive Products Co. 925 W. Elizabeth St. Detroit 1, Michigan
YANKEE NORWALK, CONN.	Yankee Metal Products Corp. Norwalk, Conn.

COMPLETE HEADLAMPS FOR REPLACEMENT PURPOSES

Where the mounting is identical, complete 1940 model Studebaker headlamps may be installed on a 1939 model Studebaker.

A number of makes of complete headlamps, incorporating SEALED BEAM lamp units, have been approved for replacement purposes provided such approved complete headlamps are installed in keeping with ALL of the numbered requirements set forth on the reverse side. NO INSTALLATION WILL BE APPROVED THAT DOES NOT MEET THE REQUIREMENTS.

The makes approved to date include:

ARROW B.L.C. DIETZ GUIDE KING BEE

** SEE-MOR LAMP CO. CIN. O.	See-Mor Lamp Company 123 West Pearl Street Cincinnati 2, Ohio

* Listing is alphabetical and has no bearing on relative merit of devices.

(Also see bulletin containing requirements for installation.)

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RULES AND REGULATIONS ADOPTED IN ACCORDANCE WITH 39:5-47 OF THE REVISED STATUTES.

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The following regulation is adopted in relation to the return of stolen motor vehicles covered and impounded by a member of the Motor Vehicle Inspector Force in accordance with the provisions of 39:5-47 of the Revised Statutes.

COMMISSIONER OF MOTOR VEHICLES.

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REGULATIONS PERTAINING TO THE RETURN TO OWNERS OF STOLEN MOTOR VEHICLES RECOVERED BY THE DEPARTMENT OF MOTOR VEHICLES

1. Whenever any motor vehicle which has been stolen is recovered by an employee of the Department of Motor Vehicles and investigation discloses that the bill of sale to the vehicle still remains with the person from whom the vehicle was stolen, the vehicle will be released to the holder of the bill of sale provided the latter presents to the Department of Motor Vehicles a signed statement to the effect all charges for storage and other claims have been paid, and further agrees to hold the Department and its employees blameless for any damage to the vehicle.

2. Whenever, after any motor vehicle has been stolen, ownership of the vehicle has been transferred by reason of the payment of a claim by an insurance company, or for any other reason, and the vehicle has been recovered by any employee of the Department of Motor Vehicles, the vehicle will be released to the holder of the bill of sale providing the latter agrees in writing to pay all charges for storage and other claims, and provided further that he files with the Department of Motor Vehicles a bond from a company authorized to write Surety bonds in New Jersey which bond shall be in form as follows:

KNOW ALL MEN BY THESE PRESENTS, That we, blank corporation of blank address, as Principal, and blank, a corporation of the State of blank, duly authorized to transact business in the State of New Jersey, as Surety, are held and firmly bound unto ARTHUR W. MAGEE, individually and as Commissioner of Motor Vehicles, of the State of New Jersey, and his heirs, executors, administrators, assigns, and successors in office, in the sum of TWO THOUSAND AND 00/00 ($2,000.00) dollars, lawful money of the United States of America, to be paid to the said ARTHUR W. MAGEE, or his heirs, executors, administrators, assigns, or successors in office; to which payment well and truly to be made, we do hereby bind ourselves, our heirs, executors, administrators, successors and assigns, jointly and severally, firmly by these presents.

Sealed with our seals, and dates this blank day of blank month, blank year.

The condition of the obligation is such that if the said ARTHUR W. MAGEE, either individually or as Commissioner of Motor Vehicles, or his heirs, executors, administrators and/or his successors in office and/or any employee of the Department of Motor Vehicles of the State of New Jersey and/or any police officer should be sued for the recovery of a certain 1942 blank sedan, serial number blank, and motor number blank and/or damages for the seizure and/or detaining and/or value thereof and/or the delivery thereof to one of the obligors herein and should the said obligors defend

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the said ARTHUR W. MAGEE and the others named herein in said suit and satisfy the judgment of decree therein rendered, then the above obligation to be void; otherwise to be and remain in full force and virtue.

Signed, sealed and delivered
in the presence of _____(L.S.)

By: _____

ATTEST:

_____

The bond must be accompanied by a formal statement of assets.

These regulations are effective immediately.

A. W. Magee
Commissioner of Motor Vehicles

Attest:

George W. Zeigler,
Chief Inspector

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STATE OF NEW JERSEY
THE COMMISSIONER OF MOTOR VEHICLES
TRENTON 7

December 30, 1947.

FILED
DEC 31 1947
SECRETARY OF STATE

Honorable Lloyd B. Marsh,
Secretary of State,
State House,
Trenton, New Jersey.

Dear Secretary Marsh:

In accordance with the provisions of Paragraph 6, Article 4, Section 1 of the Constitution, we are filing, herewith, all Rules and Regulations adopted by this department for administrative purposes.

Sincerely yours,

A.W. Magee,
Commissioner.

AWM:DE
Encls.

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STATE OF NEW JERSEY
DEPARTMENT OF MOTOR VEHICLES
TESTING DIVISION

RULES AND REGULATIONS ON MOTOR VEHICLE INSPECTIONS

For the purpose of the administration and enforcement of Chapter 8, Title 39 of the Revised Statutes, the registration year of the Department of Motor Vehicles is hereby divided into two motor vehicle inspection periods of six months each. The first inspection period of the registration year shall be from March 1 to August 31 inclusive. The second inspection period of the registration year shall begin on September 1 and continue to and including the last day of the following February.

For the initial inspection in a registration year, the registered owner of a motor vehicle subject to inspection shall comply with the official notice he will receive by mail. The notice will inform him when to present his vehicle for inspection at a State-operated motor vehicle inspection station.

In presenting the motor vehicle for the second inspection in any registration year, the registered owner shall comply with the official printed instructions affixed to the windshield when the vehicle was approved for the first inspection period.

The Department sets a time for the presentation of a vehicle in order to establish daily work quotas and to spread the work load evenly over the entire inspection period. However, nothing herein contained shall prevent a registered owner from presenting his vehicle for inspection in advance of the date officially set for him.

Commissioner of Motor Vehicles

SECRETARY OF STATE
DEC 31 1947
FILED

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STATE OF NEW JERSEY
DEPARTMENT OF MOTOR VEHICLES
TESTING DIVISION

RULES AND REGULATIONS ON MOTOR VEHICLE INSPECTIONS

When and if any motor vehicle is rejected as the result of an inspection at a State-operated motor vehicle inspection station, the following quoted section of the relevant statute shall apply:

> "If such inspections disclose the necessity for adjustments, corrections or repairs, it shall be incumbent upon the owner of said motor vehicle to have such adjustments, corrections or repairs made within the period designated by the Commissioner of Motor Vehicles."

Pursuant to the above, the period is hereby designated to be seven (7) days following the date of rejection. Within such seven-day period the rejected motor vehicle must be presented again for reinspection.

The Department of Motor Vehicles will not make any adjustments, corrections or repairs nor will the Department indicate as to how or where such work should be done.

Commissioner of Motor Vehicles

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must be in lawful and correct condition. Registration certificate must be produced as issued and not in any container since it must be endorsed when the vehicle is approved. Driver's license must bear the signature of the licensee.

2. STEERING ALIGNMENT.

Any irregular camber or other condition unduly affecting alignment will be cause for rejection. When the front wheels pass forwardly across the station wheel alignment indicator, any condition of in or out thrust which produces a reading on the indicator dial in excess of 30 feet, either in or out, will be cause for rejection. A shifting of any axle from its designed position will be cause for rejection.

3. STEERING OPERATION.

There must be no dangerous or excessive looseness anywhere in the entire steering mechanism. On the other hand, there must not be any undue stiffness. On a passenger car or a commercial motor vehicle with a passenger car chassis, there must not be over 3 inches play in the steering wheel measured at its rim. No front wheel, when free of the ground, shall be so loose that it can be rocked in and out at the top and bottom for an abnormal distance. For example, for a conventional passenger car wheel, a rock of more than ¼ inch will be considered abnormal. A slightly greater tolerance may be permitted for a larger wheel on a heavier-type vehicle. Any dangerous wear or breakage of parts such as wheels, wheel bearings, springs, steering knuckles, spindles, spindle bolts, tie-rods and ends, worm and sector, etc., will be cause for rejection.

4. (Regulation suspended)

5. IDENTIFICATION MARKS (PLATES).

The following quoted section of the relevant statute shall apply:
"The owner of an automobile * * * shall display not less than twelve inches nor more than forty-eight inches from the ground in a horizontal position, and in such a way as not to swing, an identification mark or marks to be furnished by the department; provided, that if two marks are issued they shall be displayed on the front and rear of the vehicle; and provided further, that if only one mark is issued it shall be displayed on the rear of the vehicle; and provided further, that the rear identification mark may be displayed more than forty-eight inches from the ground on tank trucks, trailers and other commercial vehicles carrying inflammable liquids. * * * * * *. All identification marks shall be kept clear and distinct and free from grease, dust or other blurring matter, so as to be plainly visible at all times of the day and night. No person shall drive a motor vehicle, the owner of which has not complied with the provisions of this subtitle concerning the proper registration and identification thereof, nor drive a motor vehicle which displays a fictitious number, or a number other than that designated for the motor vehicle in its registration certificate."
Additional identification mark (license plate) requirements are:
Must be displayed right side up and right side out - Must be securely fastened - Must not be bent, cut or mutilated - Entire face area of identification mark must be kept free of glazing with glass, plastic or similar material - No method of mounting shall encroach unduly on the face area of any identification mark - No single mounting bolt shall occupy more of the face area than a circle 1 inch in diameter - The face area of an identification mark must be entirely free from any emblem, insignia or other attachment (Such devices may be attached behind the license plate although the unbalance and vibration resulting from such attachment often tends to break the license plate bracket or mounting - The rear identification mark must be illuminated as provided in 17.

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10. REAR-VIEW MIRROR.

The following quoted section of the relevant statute ~~will~~ shall apply:
"Every motor vehicle which is so constructed or loaded as to obstruct the driver's view to the rear thereof from the driver's position shall be equipped with a mirror so located as to reflect to the driver a view of the highway for a distance of at least two hundred feet to the rear of such vehicle and no person shall drive any such vehicle not so equipped."

11. EXHAUST SYSTEM.

The following quoted sections of the relevant statute ~~will~~ shall apply:
"Every motor vehicle having a combustion motor shall at all times be equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise and annoying smoke, and no person shall use a muffler cut-out, by-pass or similar device upon a motor vehicle on a highway."
"Every motor vehicle shall be equipped and maintained so that exhaust gases cannot injure any person or animal, and no person shall use any motor vehicle so as to cause or be likely to cause any such injury."

12. MISCELLANEOUS.

This applies to certain conditions not covered specifically by the other numbered rules and regulations. Any miscellaneous unsafe condition, likely to endanger life, limb or property, will be cause for rejection. The reason for any such rejection will be noted on the reverse side of the inspection card.

13. HEADLIGHTS AND HEADLAMPS.

Headlamps must be of a type approved by the commissioner. Few, if any, vehicles have ever been factory-equipped with other than headlamps of an approved type. Every lamp must be in good condition and lens must be unbroken. Reflectors should be bright and clean. (Great care should be used in cleaning a reflector so as not to scratch the surface.) Lamps must be in focus.
AIM. Subsequently defined measurements of aim are expressed in terms based on the use of a headlamp aiming screen placed 25 feet ahead of the lamps in question with the vehicle unloaded except for a driver. In any headlamp designed for more than one beam, only the aim of the upper beam is defined. (In adjusting and aiming lamps, it is often helpful to consult the instruction book furnished by the car manufacturer.
SINGLE BEAM HEADLIGHTS. With single beam headlamps, the beam should be aimed straight ahead but a lateral or sidewise tolerance of not over one degree (approximately 5"), to the left or right will be permitted. For the vertical or up and down aim, the center of the beam shall not be higher than 9" below or lower than 12" below lamp center level.
MULTIPLE BEAM HEADLIGHTS(EXCEPTING SEALED BEAM). With multiple beam headlamps, the center of the upper beam shall not be higher than 4" below lamp center level or lower than 9" below lamp center level. The lateral or sidewise aim shall be not more than one degree (approximately 5") to either the left or right from the designed position; except that no tolerance will be permitted to the left on any beam from a headlamp which remains up when the beam from the opposite lamp is depressed.
SEALED BEAM HEADLIGHTS. With sealed beam headlamps, the upper beam should be aimed straight ahead but a lateral or sidewise tolerance of not over one degree (approximately 5") to the left or right will be permitted. For the vertical aim on the upper beam, the point of highest intensity or the center of the "hot spot" must not be higher than 3" below lamp center level nor lower than 8" below lamp center level. Best lighting results will be obtained if the beam is aimed near to the upper tolerance; but any beam aimed higher than the permitted tolerance will be cause for rejection.
SEALED BEAM ADAPTERS. Rules and regulations applying to the installation and use of sealed beam adapters on older model cars will be found in a separate departmental publication which may be had upon request.
AIM OF LAMPS ON TRUCKS, BUSES, ETC. Vehicles in this category have widely varying amounts of spring deflection under different conditions of load. On such vehicles the lateral or sidewise aim shall be within the tolerance previously set forth

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"SPECIAL RESTRICTIONS ON LAMPS. Any lighted lamp or illuminating device upon a motor vehicle other than headlamps, spot lamps or auxiliary driving lamps which projects a beam of light of an intensity greater than three hundred candlepower shall be so directed that no part of the beam will strike the level of the roadway on which the vehicle stands at a distance of more than seventy-five feet from the vehicle. Flashing lights are prohibited on motor vehicles, motor cycles and motor-drawn vehicles except as a means for indicating a right or left turn."
"NUMBER OF DRIVING LAMPS REQUIRED OR PERMITTED. At the times when lighted lamps are required, at least two lighted lamps shall be displayed, one on each side of the front of every motor vehicle except a motor cycle and except a motor-drawn vehicle except when such vehicle is parked subject to the provisions governing lights on parked vehicles. Whenever a motor vehicle equipped with headlamps as herein required is also equipped with any auxiliary lamps or a spot lamp or any other lamp on the front thereof projecting a beam of an intensity greater than three hundred candlepower, not more than a total of four of any such lamps on the front of a vehicle shall be lighted at any one time when upon a highway."

17. RED REAR LIGHT AND WHITE LIGHT ON THE REAR REGISTRATION MARKER.

The following quoted section of the relevant statute ~~will~~ shall apply:
"Every motor vehicle and every motor-drawn vehicle shall be equipped with at least one rear lamp, not less than fifteen inches or more than forty-eight inches above the ground upon which the vehicle stands, which when lighted will exhibit a red light plainly visible from a distance of five hundred feet to the rear; provided, however, that such rear lamp may be mounted higher than forty-eight inches on any vehicle carrying inflammable liquids as a cargo. Either such rear lamp or a separate lamp shall be so constructed and placed as to illuminate with a white light the rear registration marker and render it clearly legible from a distance of fifty feet to the rear. When the rear registration marker is illuminated by an electric lamp other than the required rear lamp, said two lamps shall be turned on or off only by the same control switch at all times."

18. OTHER REAR LIGHTS.

If the vehicle is equipped with a stop lamp or lamps, they will be required to be in good condition and in good working order.

19. WIRING AND SWITCHING.

Switches must be in good condition and must function properly. Dangerous or unworkmanlike wiring will be cause for rejection.

20. BEAM INDICATOR LIGHTS.

The following quoted section of the relevant statute ~~will~~ shall apply:
"Every New Jersey registered motor vehicle hereafter equipped with multiple-beam road lighting equipment shall be equipped with a beam indicator, which shall be lighted whenever the uppermost distribution of light from the headlamps is in use, and shall not otherwise be lighted. Said indicator shall be so designed and located that when lighted it will be readily visible without glare to the driver of the vehicle so equipped."

21. (Regulation suspended)

22. SERVICE BRAKE.

The following quoted section of the relevant statute ~~will~~ shall apply:
"BRAKE EQUIPMENT REQUIRED. Every motor cycle when operated upon a highway shall be equipped with at least one brake adequate to control the movement of and to stop such vehicle. Every motor vehicle, except a motor cycle and except a motor-drawn vehicle, shall be equipped with brakes adequate to control the movement of and to stop and to hold such vehicle, including two separate means of applying the brakes. If these two separate means of applying the brakes are connected in any way, they shall be so constructed that failure of any one part of the operating mechanism shall not leave the vehicle without brakes adequate to stop and to hold such vehicle. One of these means of applying the brakes shall be so constructed that it can be set to hold the vehicle, or any combination of which it forms a part, stationary on any up or down grade upon which it is operated, whether the vehicle or combination is empty or loaded. Every combination of motor vehicles shall be

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equipped with brakes upon one or more of such motor vehicles, adequate to stop and to hold such combination of motor vehicles. Every motor vehicle, except a motor cycle, manufactured on or after July first, nineteen hundred and thirty-eight, when used on a highway shall be equipped with brakes on all wheels, except any trailer or semi-trailer of a gross weight not exceeding three thousand pounds; provided, however, that the gross weight of any such trailer without brakes shall not exceed forty per centum (40%) of the gross weight of the towing vehicle, and that the gross weight of any such semi-trailer without brakes shall not exceed forty per centum (40%) of the gross weight of the towing vehicle when the vehicles are connected. All brakes on a comination of vehicles shall be controlled by the driver thereof. Every trailer and semi-trailer, required to be equipped with brakes, shall be equipped with brakes of such a character as to be automatically applied upon break-away from the towing vehicle, and means shall be provided to stop and hold such vehicle for an adequate period of time. In any combination of motor vehicles, means shall be provided for applying the trailer or semi-trailer brakes, of any trailer or semi-trailer equipped with brakes, in approximate synchronism with the brakes on the towing vehicle and developing the required braking effort on the wheels of the rearmost vehicle at the fastest rate; or means shall be provided for applying braking effort first on the rearmost vehicle equipped with brakes; or both of the above means capable of being used alternatively may be employed. No person shall drive, move, park or be in custody of on any highway any motor vehicle not equipped as herein required.
BRAKE PERFORMANCE. Every motor vehicle or combination of motor vehicles, according to its type, shall be capable at all times and under all conditions of loading, of stopping on a dry, smooth, level pavement of approximately .6 coefficient of friction and free from loose material, upon application of the service (foot) brake, within the distances specified below, or shall be capable of decelerating at a sustained rate corresponding to these distances:

	Feet to stop from twenty miles per hour	Approximate deceleration in feet per second per second
Vehicles or combinations of vehicles having brakes on all wheels.....	30	14
Vehicles or combinations of vehicles not having brakes on all wheels.....	45	9.5

The stopping ability, or decelerating capacity, of a motor vehicle or combination of motor vehicles shall be determined by an approved instrument or an approved machine capable of being read in feet to stop from a speed of twenty miles per hour, deceleration in feet per second per second or other equivalent units. Agricultural machinery and implements, road machiner, road rollers, traction engines and farm tractors when used upon any highway shall have means adequate to control the movement of and to stop and to hold such machines on any up or down grade upon which they may be operated. No person shall hereafter drive, move or be in custody of any motor vehicle or combination of motor vehicles unless such vehicle or combination is capable of being controlled, stopped and held as provided for herein."
Vehicles or combination of vehicles having brakes on all wheels when tested must show a total braking effort of at least 45 per cent of the weight of the vehicle or combination when loaded. Vehicles equipped with two-wheel brakes or combinations of vehicles not having brakes on all wheels when tested must show a braking effort of not less than thirty per cent of the weight of the vehicle or combination when loaded. All parts of any brake system must be in good condition including power brake coublings and connections between vehicles in a combination. Kinked or defective brake hose will be cause for rejection.

23. PARKING BRAKE.

The parking brake system shall be so constructed that it can be set to hold the vehicle or any combination for which it forms a part, stationary on any up or down grade upon which it is operated, whether the vehicle or combination is empty or loaded.

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24. BRAKE EQUALIZATION.

For any pair of wheels, either front or rear, it will be cause for rejection if the amount of indicated parking effort on one wheel is less than 65% of the indicated braking effort on the other wheel of the pair. The indicated braking effort on any pair of wheels, either front or rear, shall not exceed 70 per cent of the total indicated braking effort.

25. PEDAL AND LEVER RESERVE.

Brake pedals and brake levers must have a reserve of at least 1/3 their designed distance of travel.

Commissioner of Motor Vehicles

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STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES

July 1, 1952

RULES
POINT SYSTEM FOR TRAFFIC LAW VIOLATION REPEATORS

Commencing July 1, 1952, a Point System for Violation Repeators of the Traffic Laws will be instituted by the Division of Motor Vehicles. It is intended as a corrective measure for motorists whose repeated violations of the law regulating the safe operation of such vehicles make them potential accident hazards.

The Point System sets up a scale of points and point values for certain law violations (exclusive of parking) as follows:

	POINTS
Driving, or permitting another to drive, while under the influence of intoxicating liquor or a narcotic or habit producing drug.....	12
Involvement in fatal accident as result of operating vehicle in violation of law.....	12
Leaving scene of accident.....	8
Reckless driving.....	6
Exceeding speed limit.....	4
Other violations (parking excluded).....	3
If 3 convictions within 18 months -- add.....	3

1. An accumulation of 12 points within a three year period makes the driver subject to a hearing before the Director on a rule to show cause why his license should not be revoked. Convictions in other States and in Canada will be weighed against the driver the same as if the violation had occurred in New Jersey.

2. Exceptions to the above scale will be as follows:

   a. A single violation, while not carrying the necessary 12 points, may be of such serious nature as to warrant revocation. If license has not already been revoked by the magistrate, the Director may issue a rule to show cause why license should not be revoked.

   b. A driver with a record of convictions over the years, spread out in such manner that 12 points are not accumulated in any three year period but whose consistent record of violations indicates unresponsiveness to correction.

   c. A subsequent conviction following restoration of license under the Point System, will be grounds for another proposal to revoke, regardless of whether another 12 points have been accumulated or not.

3. The date of the violation (not the conviction) will be the controlling factor in evaluating the three year record.

Signed this 1st day of July, 1952

Wm. J. Dearden, Acting Director
Division of Motor Vehicles

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STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES

July 1, 1952

RULES GOVERNING ISSUANCE AND ADMINISTRATION OF VALIDATED DRIVER LICENSES

TITLE 39:5-32, R.S. -- "The Director shall, at all times, have the power to validate a driver's license that has been revoked, or to grant a new license to any person whose license to drive motor vehicles shall have been revoked."

1. Beginning July 1, 1952, the Division of Motor Vehicles will observe the following rules in the matter of validating driver licenses that have been revoked for violations of the Traffic Act.

2. The validated license will be of different form than the regular driver's license and will be red in color. (Form attached.)

3. A validated license will be issued upon the termination of the revocation period imposed by the Magistrate, or the Director of Motor Vehicles, or by law for the length of time set out in the following schedule:

   a. If revocation was a penalty imposed by magistrate in accordance with Section 39:5-31..... 1 year

   b. If there was a second conviction of record within 3 years from the original magistrate's penalty of revocation..... 2 years

   c. License restored after revocation under Point System..... 3 years

4. The validated license will contain the record of the offender covering limited periods, excepting a record of conviction under Title 39:4-50 R.S. which will be listed regardless of the date of its occurrence. If the point value is less than 12, the violation record will cover the previous three years. If the point value is 12 or more the record of violations will cover a three year period, except in unusual cases.

5. NON-RESIDENTS: In cases of reciprocity privilege involving non-residents, the validated license will not apply, since the non-resident does not possess an original New Jersey license. Hence, the same procedure involving reciprocity restoration in effect prior to July 1, 1952, will prevail.

6. When the validated license period terminates, the regular driver's license will be returned automatically, by mail.

7. Should another violation be recorded against an individual while his validated license is in force, the period will be extended in accordance with Paragraph 3 b.

8. All renewals of validated licenses will be issued from the Central Office in Trenton only.

9. Applications for a duplicate of a validated license that has been lost will be issued by the Central Office only.

Signed this 1st day of July, 1952

W. J. Dearden

W. J. Dearden, Acting Director
Division of Motor Vehicles

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STATE OF NEW JERSEY,
THE COMMISSIONER OF MOTOR VEHICLES
TRENTON

June [illegible], 1[illegible]

Honorable Lloyd B. Marsh,
Secretary of State,
State House,
Trenton, New Jersey.

Dear Secretary Marsh:

In accordance with the provisions of the Constitution, I am submitting, herewith, new rules and regulations adopted by the Commissioner of Motor Vehicles.

Sincerely yours,

A.W. Mages,
Commissioner.

AWM:SE

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State of New Jersey

THE COMMISSIONER OF MOTOR VEHICLES

STATE HOUSE

TRENTON 7

PLEASE REFER TO

FILE NO _____

June 8, 1948

For the purpose of complying with the provisions of R.S. 39:3-50, it is hereby declared that buses being used solely for the transportation of children to and from school are emergency vehicles.

A. W. Magee

A. W. Magee
Commissioner of Motor Vehicles

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Trenton, New Jersey
June 21, 1946.

INFORMATION AND SPECIFICATIONS FOR APPROVAL, INSTALLATION AND MAINTENANCE OF ELECTRIC IDENTIFICATION AND WARNING LIGHTS REQUIRED BY THE PROVISIONS OF CHAPTER 193, P.L. 1946 NEW JERSEY

Identification and warning lamps shall be equipped with lenses not less than six inches and not more than seven inches in diameter. The lenses shall be red in color and must comply with the color specifications for electric lamps published by the Society of Automotive Engineers.

The outside of the lamp shall be painted school bus chrome. The lamps shall be actuated by a switch installed in such a way that the lamps will light, flash and continue flashing from the time the door is open until the time the door is closed. The switch shall be installed in a safe location in order to prevent precipitation such as rain or snow from effecting its operation and so that it cannot be tampered with easily.

All wires used in the installation of these lights shall be of sufficient gauge and manufactured in such a way as to be able to carry the current load without heating or any other fire danger. Terminals shall be soldered to the ends of all wires at the points where connections are made to switches, flashers and fuse blocks. All other connections in the wiring system shall be soldered.

Flashers shall be of such capacity to operate single filament lamps at not less than sixty flashes and not more than one hundred and twenty flashes per minute, each flash to be a complete cycle. Where double filament lamps are used, one flasher shall be of sufficient capacity to operate the high filament at not less than thirty or more than one hundred and twenty flashes per minute, and the other flasher shall be of such capacity to operate the low filament at not less than sixty or more than one hundred and twenty flashes per minute. The flashers are to be of sufficient strength to operate without overheating and to be guaranteed for use on the bus for not less than six months. They must be so located on the bus as to be capable of ready replacement.

The fuse block shall consist of a cartride fuse connected between the door switch and the flashers. A single fuse of the same type shall be connected between the cold side of the ignition switch and the door switch.

The installation shall be made in such a way that the wire leading from the ignition switch through the single fuse to the door switch will carry current only when the ignition switch is "on." The wire leading from the door switch to the fuse block shall carry current only when the door is open and the ignition switch is "on." The lead from the fuse block shall be connected through a relay which will operate the pilot or telltail light to the plus side of each of the flasher unit or units. The lead side of the flasher unit shall be connected to the filament in the lamp. If a double filament lamp is used, two flasher units will be required and the lead side of one flasher unit shall be connected to the top filament in both lights and the lead side of the second flasher unit shall be connected to the bottom filament in both lights.

1. A cut-off switch shall be provided by means of which the signals may be made inoperative when the bus is to be stopped for reasons other than the receiving or discharging of pupils.

2. The manufacturer shall furnish lights and all material needed for initial installation in complete kits, including installation instructions and wiring diagram.

3. Maintenance - The operator must test the identification lights before the start of each trip. The test shall be made by turning on the ignition switch, closing the cutoff switch and opening the bus door. The driver shall then observe the working of the pilot or telltale light, and the working of both front and rear identification lights. Where failures are evident, repairs must be made or replacement parts installed before start of the trip, unless it is impractical to do so by reason of the extensive nature of the failure.

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The following procedure shall be followed in submitting identification lamps and identification lamp equipment for approval by the Department of Motor Vehicles.

The applicant for approval shall address the Commissioner of Motor Vehicles, State House, Trenton, New Jersey making application for approval of the device under a distinctive name and marking. At the same time the applicant must submit a sample device representative of the type regularly manufactured and marketed to the Electrical Testing Laboratories, 2 East End Avenue at 79th Street, New York 21, New York or to any other unbiased laboratory acceptable to the Commissioner, with a written authorization to the laboratory to conduct tests under the following specifications at the expense of the applicant. The laboratory shall make the tests required below. Upon the conclusion of the tests, the laboratory shall ship to the Commissioner of Motor Vehicles, State House, Trenton, New Jersey the sample tested, together with a copy of the laboratory report setting forth in full the results of the tests.

SPECIFICATIONS AND TESTS

1. MARKING - The device must be given a distinct name which shall be moulded, [illegible]or otherwise placed on the device in letters at least 3/16" high. Any other l[illegible] numbering than this distinctive name shall be in smaller letters no hig[illegible]1/8". All units and devices upon which approvals are issued shall bear the approved designation when offered for sale or used in New Jersey.

2. TESTS - Such tests shall be made as are hereinafter required. The laboratory will make the following tests in accordance with the specifications of the Society of Automotive Engineers:

1. Color test
2. Vibration test
3. Moisture test
4. Dust test
5. Corrosion test
6. Reliability test - The reliability test shall be made in accordance with the recommended practice of the Society of Automotive Engineers for directional signal lamps.
7. Photometric test - The photometric test shall be conducted in accordance with the standards for such tests approved by the Society of Automotive Engineers and shall be of such a nature as to furnish proof of compliance with that Section of Chapter 133, P.L. 1948, which requires that electric identification and warning lamps for school buses shall produce a light clearly visible at a distance of 500 feet to the front of the bus and at a distance of 500 feet to the rear of the bus.

The Commissioner of Motor Vehicles in his discretion reserves the right to alter or change the requirements or specifications or to require additional or supplementary tests at any time.

APPROVAL

No fee for approval is required. The applicant for approval will be notified within a reasonable time after receipt of the laboratory report and required sample unit and after the completion of any additional tests deemed necessary.

VERIFICATION TEST

At any time after a device has been approved, the Commissioner of Motor Vehicles reserves the right to require the manufacturer to submit laboratory reports on verification tests on samples selected by the Commissioner from manufacturer's or distributor's stock. If any such report discloses any unwarranted deviation in material, design, construction or performance, the Commissioner may revoke the approval. Approval may be withdrawn at any time and for any cause deemed reasonable by the Commissioner.

A. W. Megee
Commissioner of Motor Vehicles

Attest:

George W. Zeigler, Chief Inspector

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

March 11,
1954.

Hon. Edward J. Patten,
Secretary of State,
Trenton, New Jersey.

Dear Sir:

You will find attached hereto, copy of regulations issued pursuant to the provisions of R. S. 39:3-43, which replace the regulations promulgated November 23, 1951 and are intended to cover the use of identification lights on privately owned motor vehicles operated by members of first aid squads affiliated with the New Jersey State First Aid Council.

Very truly yours,

William J. Dearden
Director.

WJD.S

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March 10, 1954.

The following regulations issued pursuant to the provisions of R.S. 39:3-43 replace the regulations promulgated November 23, 1951 and intended to cover the use of identification lights on privately owned motor vehicles operated by members of first aid squads affiliated with the New Jersey State First Aid Council.

An active member in good standing of a first aid squad affiliated with the New Jersey State First Aid Council may display on the front of a motor vehicle owned by him and registered in his name an identification light equipped with a lamp not to exceed twenty-one candlepower and without a reflector. This light is to be equipped with a lens displaying an illuminated gold cross on an opaque white background. The lens must be similar in all respects to the sample on file in the office of the Enforcement Bureau of the Division of Motor Vehicles. The diameter of the visible portion of the lens is limited to four inches. The light must be mounted on the motor vehicle so that it will not be at a greater height from the ground than the headlights. The light may have an aperture on the periphery designed to provide a white light without a beam for the purpose of illuminating the distinguishing insignia of the first aid squad.

This light may be illuminated only while the vehicle so equipped is engaged in responding to a call for first aid and while such vehicle is being operated by an active member of a first aid squad.

This light is not intended to grant to members of first aid squads any privileges or exemptions denied to drivers of other vehicles but is intended to serve as an identification light only.

Misuse of the privilege provided by this regulation or violation of the conditions imposed will be considered reasonable grounds for revocation of the privilege.

The President of the New Jersey State First Aid Council will make appropriate arrangements so that these identification lights will be removed from all vehicles the owners of which are no longer active members in good standing of a first aid squad affiliated with the Council.

William J. Dearden
Director of Motor Vehicles

Attested: George W. Zeigler
George W. Zeigler, Assistant Director

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Trenton, Nov. 14,1950.

Hon. Martin J.Ferber,
Director of Motor Vehicles,
Trenton, N.J.

My dear Mr. Ferber,

This will acknowledge receipt of the Rules and Regulations covering "The Construction and Operation of Commercial Motor Vehicles Used For The Transportation of Flammable Liquids On The Highways and Streets of New Jersey."

The same were placed on the files of this office on November 13, 1950.

Very truly yours,

SECRETARY OF STATE.

ba/am

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STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES

R U L E S A N D R E G U L A T I O N S
governing
THE CONSTRUCTION AND OPERATION OF COMMERCIAL MOTOR VEHICLES USED FOR THE TRANSPORTATION OF FLAMMABLE LIQUIDS ON THE HIGHWAYS AND STREETS OF NEW JERSEY

Issued pursuant to the provisions of Revised Statutes 39:3-43, these rules and regulations entirely supersede the regulations dated November 24, 1941 and entitled, "Minimum Requirements for the Construction and Operation of Automobile Gasoline Tank Trucks and Trailers".

1. Scope and Purpose

1.1 - These rules and regulations shall apply to all tank vehicles that are used for the transportation of all flammable liquids, excepting liquefied petroleum gases.

1.2 - These rules and regulations are intended to provide minimum safety requirements for the design, construction and operation of the aforementioned vehicles, including appurtenances and equipment, and certain features of tank vehicle chassis.

2. Definitions

2.1 - Approved shall mean approved by the Director of the Division of Motor Vehicles, Department of Law and Public Safety.

2.2 - Baffle shall mean a perforated transverse partition of a cargo tank.

2.3 - Cargo tank shall mean any container having a liquid capacity in excess of 100 gallons, used for the carrying of flammable liquids, and mounted permanently or otherwise upon a tank vehicle. The term "cargo tank" does not apply to any container used solely for the purpose of supplying fuel for the propulsion of the tank vehicle upon which it is mounted.

2.4 - Compartment shall mean a liquid-tight division of a cargo tank.

2.5 - Director shall mean the Director of the Division of Motor Vehicles, Department of Law and Public Safety, or his authorized representative.

2.6 - Effective date shall mean the date upon which these rules and regulations become effective, fixed by law as the date of receipt for filing in the records of the Secretary of State.

2.7 - Flammable liquid shall mean any liquid having a flash point below 200 degrees F. and a vapor pressure not exceeding 40 pounds which, for the purpose of this specification shall be divided into three classes, viz:

Class "A" embracing those flammable liquids having a flash point below 70 degrees F. and a vapor pressure not exceeding 40 pounds, and,

Class "B" embracing those flammable liquids having a flash point from 70 to 80 degrees F., inclusive.

Class "C" embracing those flammable liquids having a flash point from over 80 degrees F. to 200 degrees F., inclusive.

The flash point of flammable liquids having a flash point below 175 degrees F. (79 degrees C.) shall be determined by the Standard Method of Test for Flash Point by means of the Tag Closed Tester of the American Standards Association (ASA:Z11.24-1936).

The flash point of flammable liquids having a flash point of 70 degrees F. or below shall be determined by the apparatus and procedure called for in Sections 7 and 8 of Standard of the American Standards Association (ASA:Z11.24-1936).

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The flash point of flammable liquids having a flash point of 175 degrees F. or higher shall be determined by the Standard Method of Test for Flash Point by means of the Pensky-Martens Closed Tester of the American Standards Association (ASA:Z11.7-1947).

Vapor pressure shall be determined by the Standard Method of Test for Vapor Pressure of Petroleum Products (Reid Method) of the American Standards Association (ASA.Z11.44-1943).

2.8 - Head and bulkhead shall mean a liquid-tight transverse closure at the end of a cargo tank or between compartments of a cargo tank.

2.9 - Tank vehicle shall mean any tank truck, tank full trailer, or motor tractor and tank semi-trailer combination:

Tank Truck: Any single self-propelled motor vehicle equipped with a cargo tank mounted thereon, and used for the transportation of flammable liquids.

Tank full trailer: Any vehicle without motive power, equipped with a cargo tank mounted thereon or built as an integral part thereof and used for the transportation of flammable liquids, and so constructed that, when drawn by a truck or tractor, no part of its weight rests upon the towing vehicle.

Tank semi-trailer: Any vehicle without motive power, equipped with a cargo tank mounted thereon or built as an integral part thereof, and used for the transportation of flammable liquids, and so constructed that, when drawn by a tractor by means of a fifth wheel connection, some part of its load and weight rests upon the towing vehicle.

2.10 - Singular, plural may be used interchangeably and shall be so construed.

3. General Provisions

3.1 - Subject to the exceptions appearing in these regulations, no tank vehicle used for the transportation of flammable liquids may be operated unless the owner thereof has indicated his compliance with these regulations by seduring a safety permit which will be issued only after the owner has made an affidavit to the effect that his vehicle complies with the following MINIMUM REQUIREMENTS FOR THE CONSTRUCTION AND OPERATION OF TANK VEHICLES USED FOR THE TRANSPORTATION OF FLAMMABLE LIQUIDS.

3.2 - Existing tank vehicles continuing in service: specification tanks of tank vehicles. Tanks of tank vehicles used for the transportation of flammable liquids which have been in service prior to the effective date hereof may be continued in service provided that they have been designed and constructed in accordance with the requirements of Specification No. 1001, 1937 edition, of the American Petroleum Institute, or in accordance with the requirements of specifications of the National Fire Protection Association, 1929 or 1933 edition, or with specifications MC 300, MC 301, MC 302 and MC 303 as contained in Motor Carrier Tariff No. 7 Interstate Commerce Commission Regulations.

3.3 - Existing non-specification tanks of tank vehicles: Tanks of tank vehicles used for the transportation of flammable liquids not meeting the requirements set forth in section 3.2, which shall have been in service prior to the effective date hereof, may be continued in service, provided that they fulfill the requirements as specified herein as to construction and that they be provided with the accessories as specified herein.

3.4 - New Tank vehicles.

Except as provided in Section 3.5, every new tank of a tank vehicle acquired by a motor carrier on or after the effective date hereof, for the transportation of flammable liquids shall comply with the requirements set forth herein. A certificate from the manufacturer of the cargo tank, or from a competent testing agency, certifying that each such tank is designed and constructed in accordance

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with the requirements of the specifications shall be procured, and such certificate shall be retained in the files of the carrier during the time that such tank vehicle is employed in the transportation of flammable liquids by him. In lieu of this certificate, if the motor carrier himself elects to ascertain if any such tank fulfills the requirements of the specifications by his own test, he shall similarly retain the test data.

3.5 - Novel tanks of tank motor vehicles. The Director of Motor Vehicles may, upon written request for such authorization by a motor carrier, authorize the use of limited numbers, and for limited times, of new tank vehicles which fail to meet the requirements of specifications set forth herein, provided that the design thereof has been approved by a nationally recognized authority such as National Bureau of Standards, National Fire Protection Association, Underwriters' Laboratories, or equal. The carrier shall also furnish satisfactory evidence that the construction of the vehicle conforms to the approved design.

3.6 - Accident to vehicle; warnings; no sparks or flame.
In the event of an accident involving any motor vehicle transporting any flammable liquid every available means shall be employed to prevent individuals, other than those employed in the protection of persons or property or in the removal of hazards of wreckage, from congregating in the vicinity; such means shall also be employed to prevent smoking, to keep fires or flames away, to safeguard against the hazard present, and to warn other users of the highway.

3.7 - Prevent leakage from spreading.
Whenever any flammable liquid is escaping from a container, all practical means shall be taken to prevent such liquid from spreading over a wide area, from flowing into sewers and streams, and from becoming ignited.

3.8 - Disposition of contents of cargo tank when unsafe to continue.
In the event of a leak in a cargo tank of such character as to make further transportation unsafe, the leaking vehicle should be removed from the traveled portion of the highway; and every available means employed for the safe disposal of the leaking liquid by preventing, so far as practicable, its spread over a wide area, such as by digging trenches to drain to a hole or depression in the ground, diverting the liquid away from streams or sewers if possible, or catching the liquid in containers if practicable. Smoking and the lighting of cigarettes, cigars, or pipes in the vicinity is prohibited, and fires or flames in the vicinity or leaking cargo tank must be extinguished.

3.9 - Transfer of flammable liquids en route. No flammable liquid shall be transferred from one container to another, or from one motor vehicle to another vehicle, or from another vehicle to a motor vehicle, on any public highway, street, or road, except in case of emergency. In such cases approved warning signals shall be set out in the manner prescribed for disabled or stopped motor vehicles by motor vehicle regulations. In any event, all practicable means, in addition to those hereinbefore prescribed, shall be taken to protect and warn other users of the highway against the hazard involved in any such transfer, or against the hazard occasioned by the emergency making such transfer necessary. Nothing contained in this rule shall be so construed as to prohibit the fueling of machinery or vehicles used in road construction and maintenance.

3.10 - Transportation of leaking cargo tanks. A leaking cargo tank may only be transported the minimum distance necessary to reach a place where the contents of the tank or compartment may be disposed of with safety. Every available means must be utilized to prevent the leakage or spillage of the liquid upon the highway.

3.11 - No Smoking. Smoking by tank vehicle drivers or their helpers is prohibited while they are driving, making deliveries, filling, or making any repairs to tank vehicles.

4. Construction and Equipment of Cargo Tanks

4.1 - Hot rolled tank steel
4.1.1 - Material. All sheets for such cargo tanks shall be of hot rolled

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tank steel to meet the following requirements:

Yield Point, minimum - - - - - - - - - - - - - 25,000 pounds per square inch
Ultimate Strength, minimum - - - - - - - - - - 45,000 pounds per square inch
Maximum Elongation, standard 2-inch sample 20 per cent

4.1.2 - Thickness of Sheets. The minimum thickness of tank sheet shall be limited by the volume capacity of the tank expressed in terms of gallons per inch of length; and by the distance between bulkheads, baffles, or other shell stiffeners, as well as by the radius of shell curvature in case of shell sheets: as follows:

Hot Rolled Tank Steel

MINIMUM THICKNESS OF HEAD, BULKHEAD AND BAFFLE SHEETS *

Heads, Bulkheads, or Baffles (Dished, Corrugated, Reinforced or Rolled) Volume Capacity of Tank in Gallons per Inch of Length	10 or Less	Over 10 to 14	Over 14 to 18	Over 18
U.S. Standard Gauge No.	14	13	12	11

*Thickness of exterior head sheets shall never be less than the maximum requirements for shell sheets in any specific unit.

MINIMUM THICKNESS OF SHELL SHEETS
HOT ROLLED TANK STEEL

Volume Capacity of Tank In Gallons Per Inch of Length	Distance Between Attachments of Bulkheads, Baffles or Other Shell Stiffeners: 36 inches or Less	Over 36 inches to 54 inches	Over 54 in. to 60 in.
U.S. Standard Gauge for Maximum Shell Radius of less than 70 inches:			
10 gallons or less	14	14	14
Over 10 to 14 gallons	14	14	13
Over 14 to 18 gallons	14	13	12
Over 18 gallons	13	12	11
U.S. Standard Gauge for Maximum Shell Radius of 70 inches or more, but less than 90 inches:			
10 gallons or less	14	14	13
Over 10 to 14 gallons	14	13	12
Over 14 to 18 gallons	13	12	11
Over 18 gallons	12	11	10
U. S. Standard Gauge for Maximum Shell Radius of 90 inches or more, but not over 125 inches:			
10 gallons or less	14	13	12
Over 10 to 14 gallons	13	12	11
Over 14 to 18 gallons	12	11	10
Over 18 gallons	11	10	9

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4.2 - Aluminum

4.2.1 - Material. All sheets for such cargo tanks shall be of aluminum alloy, known as 3S or other alloy of equal or greater properties, as defined in Specification B209-46-T of the American Society for Testing Materials, meeting the following minimum requirements:

Ultimate Strength, minimum - - - - - - - - - - - - 19,500 pounds per square in.
Maximum Elongation, standard 2-inch sample - - - 6 per cent

4.2.2 - Thickness of Sheets. The minimum thickness of tank sheets shall be limited by the volume capacity of the tank, expressed in terms of gallons per inch of length; and by the distance between bulkheads, baffles, or other shell stiffeners, as well as by the radius of shell curvature in the case of shell sheets as follows:

Aluminum

MINIMUM THICKNESS OF HEAD, BULKHEAD AND BAFFLE SHEETS *

Heads, Bulkheads, or Baffles (Dished, Corrugated, Reinforced of Rolled)				
Volume Capacity of Tank in Gallons per Inch of Length	10 or Less	Over 10 to 14	Over 14 to 18	Over 18
Brown & Sharpe's Standard Gauge	7	6	5	4

*Thickness of exterior head sheets shall never be less than the maximum requirements for shell sheets.

MINIMUM THICKNESS OF SHELL SHEETS

Aluminum

Volume Capacity of Tank in Gallons Per Inch of Length	Distance Between Attachments or Bulkheads, Baffles or other Shell Stiffeners: 36 inches or less	Over 36 inches to 54 inches	Over 54 inches to 60 inches
Brown & Sharpe's Standard Gauge for Maximum Shell Radius of less than 70 inches:			
10 gallons or less	7	7	7
Over 10 to 14 gallons	7	7	6
Over 14 to 18 gallons	7	6	5
Over 18 gallons	6	5	4
Brown & Sharpe's Standard Gauge for Maximum Shell Radius of 70 inches or more, but less than 90 inches:			
10 gallons or less	7	7	6
Over 10 to 14 gallons	7	6	5
Over 14 to 18 gallons	6	5	4
Over 18 gallons	5	4	3

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Brown & Sharpe's Standard Gauge for Maximum Shell Radius of 90 inches or more, but not over 125 inches:			
10 gallons or less	7	6	6
Over 10 to 14 gallons	6	5	4
Over 14 to 18 gallons	5	4	3
Over 18 gallons	4	3	3

COMPARATIVE THICKNESS OF METAL SHEETS

Approximate Thickness		Steel Sheets	Aluminum Sheets
Fractions of Inch	Decimals of Inch	U.S. Standard Gauge No.	Browne & Sharpe's Gauge No.
1/16	0.598	16	
	0.673	15	
	0.0747	14	
	0.0897	13	
	0.1046	12	
1/8	0.1196	11	
	0.1345	10	
	0.1443		7
	0.1495	9	
	0.1620		6
3/16	0.1819		5
	0.2043		4
	0.2294		3

4.3 - Low Alloy Low Carbon (High Tensile) Steel.

4.3.1 - Material. All sheets for such cargo tanks shall be of low alloy, low carbon steel, commonly known as high tensile, meeting the following requirements:

Yield Point, Minimum - - - - - - - - - - - - - 50,000 pounds per square inch
Ultimate Strength, minimum - - - - - - - - - - 65,000 pounds per square inch
Maximum Elongation, standard 2-inch sample - - 20 per cent

4.3.2 - Thickness of Sheets. The minimum thickness of tank sheets shall be limited by the volume capacity of the tank, expressed in terms of gallons per inch of length; and by the distance between bulkheads, baffles, or other shell stiffeners, as well as by the radius of shell curvature in the case of shell sheets; as follows:

Low Alloy Low Carbon (High Tensile) Steel

MINIMUM THICKNESS OF HEAD, BULKHEAD AND BAFFLE SHEETS *

Heads, Bulkheads, or Baffles (Dished, Corrugated, Reinforced or Rolled)				
Volume Capacity of Tank in Gallons per Inch of Length	10 or Less	Over 10 to 14	Over 14 to 18	Over 18
U.S. Standard Gauge No.	15	14	13	12

*Thickness of exterior head sheets shall never be less than the maximum requirements for shell sheets in any specific unit.

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MINIMUM THICKNESS OF SHELL SHEETS
Low Alloy Low Carbon (High Tensile) Steel

Volume Capacity of Tank in Gallons Per Inch of Length	Distance between Attachments of Bulkheads, Baffles or Other Shell Stiffeners: 36 inches or less	Over 36 in. to 54 in.	Over 54 in. to 60 in.
U.S. Standard Gauge for Maximum Shell Radius of less than 70 inches:			
10 gallons or less	16	16	15
Over 10 to 14 gallons	16	15	14
Over 14 to 18 gallons	15	14	13
Over 18 gallons	14	13	12
U.S. Standard Gauge for Maximum Shell Radius of 70 inches or more, but less than 90 inches:			
10 gallons or less	16	15	14
Over 10 to 14 gallons	15	14	13
Over 14 to 18 gallons	14	13	12
Over 18 gallons	13	12	11
U.S. Standard Gauge for Maximum Shell Radius of 90 inches or more, but not over 125 inches:			
10 gallons or less	15	14	13
Over 10 to 14 gallons	14	13	12
Over 14 to 18 gallons	13	12	11
Over 18 gallons	12	11	10

4.4 - Joints. Joints shall be made in accordance with recognized good practice and the efficiency of any joint shall not be less than 85 per cent of that of the adjacent metal in the tank. Low alloy, low carbon (high tensile) steel sheets, however, shall be joined by fusion welding.

Hot rolled tank steel and low alloy low carbon steel may be used in the construction of a single tank, provided each material, where used, shall comply with the minimum requirements of its respective specifications for that section of the tank.

4.5 - Test Leaks. Every cargo tank shall be tested by a minimum air or hydrostatic pressure of three pounds per square inch applied to each compartment, or to the whole tank if it be not divided into compartments. Such pressure shall be maintained for a period of at least five minutes, during which, if the test is by air pressure, the entire exterior surface of all the joints shall be coated with a solution of soap and water, heavy oil, or other material suitable for the purpose, foaming or bubbling of which will indicate the presence of leaks. Hydrostatic pressure, if used, shall be gauged at the top of the tank; and the tank shall be inspected at the joints for the issuance of liquid to indicate leaks. Any leakage discovered by either of the methods above prescribed, or by any other method shall be deemed as evidence of failure to meet the requirements of this specification.

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4.6 - Tank Outlets. Outlets shall be substantially made and so attached to the tank.

4.7 - Bulkheads and Baffles

4.7.1 - Every cargo tank having a total capacity in excess of 1500 gallons and used for the distribution of Class "A" and Class "B" flammable liquids to service stations or other premises to which the public is invited shall be divided into compartments, no one of which shall exceed 1200 gallons. A tolerance of 10 per cent shall be allowed for capacities of individual compartments or tanks.

4.7.2 - Bulkheads or compartments shall not be required in any cargo tank used for transportation service, regardless of total capacity, which, when loaded and transporting its cargo over streets and highways will contain not less than 80 per cent of the total tank capacity and will discharge its entire contents at one unloading point, provided such cargo tank is not used for the delivery of flammable liquids to service stations or other premises to which the public is invited.

4.7.3 - Every cargo tank and every compartment over 90 inches in length, shall be provided with baffles, the number of which shall be such that the linear distance between any two adjacent baffles, or between any tank head or bulkhead and the baffles nearest it, shall in no case exceed 60 inches.

4.7.4 - The cross sectional area of each baffle shall be not less than 80 per cent of the cross sectional area of the tank and the thickness of such baffle shall be not less than that required for heads and bulkheads of the cargo tank in which installed.

4.7.5 - Cargo tanks with compartments carrying flammable liquids of different classes shall be provided with an air space between compartments and this air space shall be equipped and maintained with drainage facilities operative at all times.

4.8 - Vents

4.8.1 - Each cargo tank or compartment shall be provided with a vacuum and pressure operated vent with a minimum effective opening of 0.44 square inch, and each cargo tank or compartment used for the transportation of Class "A" and Class "B" flammable liquids shall also be provided with an emergency venting facility so constructed as to provide a minimum free-venting opening having a net area in square inches equal to 1.25 plus 0.0025 times the capacity of the cargo tank or compartment in gallons. If the emergency venting facility operates in response to elevated temperatures, the critical temperature for such operation shall not exceed 200 degrees F.

4.9 - Valve and Faucet Connections

4.9.1 - Draw-off valves and faucets shall have discharge ends threaded, or they shall be so designed as to permit being tightly connected to hose extending to fill pipe.

4.10 - Emergency-Discharge Control

4.10.1 - Each cargo tank or compartment used for transportation of Class "A" and Class "B" flammable liquids shall be equipped with a reliable and efficient shut-off valve located inside the shell in the outlet; or in the Sump when it is an integral part of the shell; and so designed that the valve must be kept closed except during loading and unloading operations.

4.10.2 - The operating mechanism for the valve shall be provided with a secondary control, remote from the fill openings and discharge faucets, for use in the event of accidents or fire during delivery operations.

4.10.3 - The control mechanism shall be provided with a fusible section which will cause valves to close automatically in case of fire.

4.10.4 - In every case there shall be provided, between the shut-off valve seat and discharge faucet, a shear section which will break under strain unless the discharge piping is so arranged as to afford the same protection and leave the shut-off valve seat intact.

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5. Marking of Tank Vehicles

5.1 - Every tank vehicle used for the transportation of any flammable liquid, regardless of the quantity being transported, or whether loaded or empty, shall be conspicuously and legibly marked on each side and the rear thereof, in letters at least 3 inches high on a background of sharply contrasting color, optionally, as follows:

5.1.1 - With a sign or lettering on the vehicle with the word "FLAMMABLE"; or,

5.1.2 - With the common name of the flammable liquid being transported;or,

5.1.3 - With the name of the carrier or his trademark, when and only when such name or mark plainly indicates the flammable nature of the cargo.

5.2 - Every sign or lettering required by section 5.1 shall be removed from or covered on any vehicle to which it is attached or affixed when such vehicle is not transporting the flammable liquid for which the sign is appropriate, except that no such sign or lettering is required to be removed or covered when such vehicle is used exclusively in the transportation of any flammable liquid for which the sign or lettering is appropriate.

6. Construction and Equipment of Tank Vehicle Chassis, Assembly and Appurtenances

6.1 - Tires. All tank motor vehicles shall be equipped with rubber tires on all wheels, and tank trucks and tank trailers, excepting tank semi-trailers, shall be operated on a minimum of four wheels.

6.2 - Assembly. Every cargo tank shall be adequately supported upon and securely attached to or be a part of the tank vehicle upon which it is carried.

6.3 - Bonding and Grounding. Cargo tanks, and vehicle chassis, shall be electrically bonded. *Provision shall be made prior to each filling of a tank vehicle for the bonding of vehicle to the fill pipe.

*Note - Drag chains or other devices of electrically conductive material shall not be construed as meeting the requirements of Bonding and Grounding.

6.4 - Protection Against Collision. Draw-off valves or faucets projecting beyond the frame at the rear of a tank vehicle shall be adequately protected against collision by bumpers or similar means.

6.5 - Overturn protection. All closures for filling openings shall be protected from damage in the event of overturning of the motor vehicle, by being enclosed within the body of the tank or a dome attached thereto, or by the use of suitable metal guards securely attached to the tank or frame of the motor vehicle.

6.6 - Lighting. No lighting device other than electric lights shall be used on tank vehicles. Lighting circuits shall have suitable over-current protection (fuses or automatic circuit breakers). The wiring shall have sufficient carrying capacity and mechanical strength, and shall be secured, insulated, and protected against physical damage, in keeping with recognized good practice.

6.7 - Fuel System

6.7.1 - Fuel Tanks. Fuel tanks shall be so designed, constructed and installed as to present no unusual hazard, and shall be so arranged as to vent during filling operations and permit drainage without removal from their mountings.

6.7.2 - Fuel-Feed Systems. All portions of the fuel-feed system, including carburetor, pumps, and all auxiliary mechanisms and connections shall be constructed and installed in a workmanlike manner, and so constructed and located as to minimize the fire hazard, with no readily combustible materials used therein, and shall, except for diesel fuel connections, be well separated from the engine exhaust system. A pressure-release device shall be provided where necessary. The fuel-feed lines shall be made of materials not adversely affected by the fuel to be used or by other materials likely to be encountered, of adequate strength for their purpose, well secured to avoid chafing or undue vibration, having a readily accessible and reliable shut-off valve or stop-cock. Joints depending

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upon solder for mechanical strength and liquid tightness shall not be used in the fuel system at or near the engine, or its accessories, unless the solder has a melting point of not less than 340 degrees F., or unless a self-closing, thermally controlled valve set to operate at not exceeding 300 degrees F., or other equivalent automatic device, shall be installed in the fuel line on the fuel-tank side of such joint.

6.8 - Exhaust System

6.8.1 - The exhaust system, including muffler (or silencer) and exhaust line shall have ample clearance from the fuel system and combustible materials, and shall not be exposed to accumulations of grease, oil or gasoline.

6.8.2 - The exhaust system, including all units, shall be constructed and installed in a workmanlike manner. A muffler (or silencer) cut-out shall not be used.

6.9 - Full trailers and semi-trailers

6.9.1 - Trailers shall be firmly and securely attached to the vehicle drawing them in a manner conforming with recognized good practice.

6.9.2 - Every tank vehicle shall be equipped with brakes on all wheels. All brakes on a combination of tank vehicles shall be controlled by the driver of the drawing vehicle. Every tank trailer and tank semi-trailer shall be equipped with brakes of such a character as to be automatically applied upon break-away from the towing vehicle and shall be designed to stop and hold such vehicle for a reasonable period of time after break-away. In any combination of tank vehicles the brakes shall be of such design that the brakes on the towed vehicles may be applied in approximate synchronism or previous to the breaks on the towing vehicle.

6.9.3 - Trailer connections shall be such as to prevent the towed vehicle from whipping or swerving from side to side dangerously or unreasonably and shall cause the trailer to follow substantially in the path of the towing vehicle.

6.10 - Fire Extinguishers

6.10.1 - Each tank vehicle shall be equipped and maintained with at least one approved hand fire extinguisher of a type suitable for extinguishing flammable liquid fires. Fire extinguishers shall be kept in good operating condition at all times, and they shall be located in an accessible place on each tank vehicle.

6.10.2 - Fire extinguishers shall be of type and sizes to make one unit of first aid fire protection for Class "B" fires as defined in the regulations of the New Jersey Department of Labor and Industry.

6.11 - Auxiliary Internal Combustion Engines

6.11.1 - Internal combustion engines, other than those providing propulsive power, installed or carried upon a tank vehicle transporting Class "A" and Class "B" flammable liquids for the purpose of providing power for the operation of pumps or other devices, shall meet the following requirements:

6.11.2 - The engine air intake shall be equipped with an effective flame arrester, or an air cleaner having effective flame arrester characteristics, substantially installed and capable of preventing emission of flame from the intake side of the engine in event of backfiring.

6.11.3 - The fuel system shall be so located or constructed as to minimize the fire hazard. If the fuel tank is located above or immediately adjacent to the engine, suitable shielding shall be provided to prevent spillage during the filling operation, or leakage from the tank or fuel system, from coming in contact with the engine or any parts of the ignition and exhaust systems. All parts of the fuel system shall be constructed and installed in a workmanlike manner.

6.11.4 - Pumps and other appurtenances carrying or containing flammable liquids shall be so located in relation to the engine that spillage or leakage from such parts shall be prevented from coming in contact with the engine or any parts of the ignition and exhaust system, or adequate shielding shall be provided to attain the same purpose. The engine cooling fan shall be so positioned, rotated or shielded as to minimize the possibility of drawing flammable vapors toward the engine.

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6.11.5 - When the engine is located in a position where spillage from the cargo tank or its appurtenances or from side racks might constitute a hazard, suitable shielding shall be provided to prevent such spillage from contacting the engine or engine exhaust system and for draining such spillage away from the vicinity of the engine.

6.11.6 - Where the engine is carried within an enclosed space adequate provision shall be made for air circulation at all times, to prevent accumulation of explosive vapors and to avoid overheating.

6.11.7 - The exhaust system shall be substantially constructed and installed and free from leaks. The exhaust line and muffler shall have adequate clearance from combustible materials and the exhaust gases shall be discharged at a location which will not constitute a hazard. When engines are carried within an enclosed space (6.11.6) the exhaust gases shall be discharged outside of each closed space.

6.11.8 - The ignition wiring shall be substantially installed with firm connections, and spark plug and all other terminals shall be suitably insulated, to prevent sparking in event of contact with conductive materials. The ignition switch shall be of the enclosed type.

6.12 - Auxiliary Electric Generators and Motors

6.12.1 - Electrical equipment, installed or carried upon a tank vehicle transporting Class "A" or Class "B" flammable liquids, for the operation of pumps or other devices used for the handling of product and operating product handling accessories shall meet the following requirements:

6.12.2 - Electric generators driven from a power-take-off connected to the vehicle transmission or to an auxiliary transmission, or by an auxiliary internal combustion engine, shall be of the explosion proof type.

6.12.3 - Electric motors shall be of the explosion proof type.

6.12.4 - Wiring shall be adequate and substantially installed with all terminals firmly connected and insulated to prevent sparking from vibration or in event of contact with conductive materials. Wires shall have oil proof insulation. If overload protection is provided it shall be of the explosion proof type. All switches or other sparking devices shall be of the explosion proof type and all conduit entrances shall be sealed.

6.12.5 - Where the generator or motor is located within an enclosed space adequate provision shall be made for air circulation to prevent overheating and possible accumulation of explosive vapors.

6.12.6 - Electrical equipment and wiring shall be so located as to prevent contact with spillage from cargo tank or side racks or suitable shielding shall be provided to attain equivalent protection.

7. Operation of Tank Motor Vehicles

7.1 - Proper Repair

7.1.1 - Tank vehicles shall not be operated unless they are in proper repair, devoid of accumulation of grease, oil, or other flammables, and free of leaks.

7.2 - Filling and Discharging Tank Motor Vehicles.

7.2.1 - The driver, operator or attendant of any tank vehicle shall not leave the vehicle while it is being filled or discharged. Delivery hose, when attached to a tank vehicle shall be considered to be a part of the tank vehicle.

7.2.2 - Motors of tank trucks or tractors shall be shut down during making and breaking hose connections. If loading or unloading is done without the use of power pumps, the tank truck or tractor motor shall be shut down throughout such operations.

7.2.3 - During the filling operation electric conducting contact shall be maintained between the fill pipe and the tank vehicle.

7.2.4 - In every cargo tank or compartment sufficient space shall be left vacant to prevent leakage or distortion by expansion of the contents due to rise in temperature in transit. No cargo tank or compartment shall be loaded to a

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volume in excess of 99½ per cent of its capacity.

8. Protection Against Intermixing

8.1 - In the event that a tank vehicle is used alternately for the transporting of Class "A", Class "B" and Class "C" flammable liquids, no cargo tank or compartment on such vehicle which has, on the prior loading, contained Class "A", Class "B" flammable liquid shall be loaded with Class "C" flammable liquid until such cargo tank or compartment and the piping and any accessory delivery equipment connected thereto has been flushed or otherwise cleared of Class "A" or Class "B" flammable liquid.

8.2 - In the event that compartments are connected to a common outlet, no compartment so connected shall contain Class "A" and Class "B" flammable liquid while any other compartment on the vehicle contains Class "C" flammable liquid, unless adequate provision is made to avoid intermixture.

8.3 - In the event that a tank vehicle is equipped with a meter, or meters, for the purpose of measuring the quantity of fluid withdrawn from a tank vehicle, no such meter, shall be alternately used for the measurement of Class "A", Class "B" and Class "C" flammable liquids unless the meter and its accessory equipment has been flushed or otherwise cleared of Class "A" and Class "B" flammable liquid prior to being used for delivery of Class "C" flammable liquid.

8.4 - In the event that a tank vehicle is equipped with a pump for the purpose of discharging from or loading into, the tank of such vehicle, no such pump and its accessory equipment, including hose, shall be alternately used for the handling of Class "A", Class "B" and Class "C" flammable liquids unless such pump and its accessory equipment has been flushed or otherwise cleared of Class "A" and Class "B" flammable liquid prior to being used for delivery of Class "C" flammable liquid.

Martin J. Ferber
Director of Motor Vehicles

Attest: George W. Zeigler
George W. Zeigler, Chief Inspector

November 13, 1950

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REGULATIONS GOVERNING REFUNDS

1. Any set of tags received in original wrapper or envelope as issued, acceptable for refund at full fee, less service charge of $1.00.

2. Where an applicant purchased a new pair of plates when he already had a pair of plates which could be transferred to the new vehicle, the new plates are to be recalled for refund, less service charge of $1.00, and the applicant instructed to transfer his original tags.

3. Where an applicant sold car during March, having secured a pair of plates which were a renewal of previous year, used or not, a refund will be allowed if plates are surrendered prior to April 1, less service charge of $1.00. A refund will be refused if plates are used and surrendered after April 1.

4. In cases where an applicant for a refund secured new plates during month of March on a certificate of ownership, and surrendered the plates in new condition as No. 1 above, a refund will be allowed, less a service charge of $1.00. A refund will be refused if the plates have been attached to the car and used.

5. Where an applicant for refund paid an excess fee in a registration due to incorrect horsepower, the certificate and CO will be corrected and a refund made for said overcharge, said refund being limited to the past three years. (No service charge).

6. Where an improper weight for the number of axles warrants reduction in gross weight on registration certificate, a refund is made through the agency of original issuance and adjustment made on the agency ledger account and records. (no service charge).

7. During the renewal period for low numbers, a refund is permissible to survivors of deceased registered owners before the mailing of tags, and also to same after mailing if said plates are in original wrapper and unused as stated in No. 1, less service charge of $1.00.

8. Any set of tags received from a person entering or in the military service may be surrendered for refund on a pro-rata basis, i. e. one-twelfth of the fee paid for each month remaining to the expiration date. R. S. 39:3-22

9. Where a paraplegic applies for refund on a paid license, having obtained necessary qualifying papers for free registration, such refund shall be allowed less service charge of $1.00.

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Inter-Office Comm. Magee Ruling

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

April 1, 1940

To

William J. Dearden
Deputy Commissioner of Motor Vehicles.

Under the provisions of Section 39:2-4 of the Revised Statutes, you are hereby deputized to hear cases and to make decisions involving revocations and restorations of automobile driver's licenses and motor vehicle registrations.

BY ORDER OF

A. W. Magee
Commissioner.

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STATE OF NEW JERSEY
DIVISION OF MOTOR VEHICLES
OFFICE OF THE DIRECTOR
TRENTON 7

May 16, 1952.

Honorable Lloyd B. Marsh,
Secretary of State,
State House,
Trenton, New Jersey.

Dear Sir:

I enclose, herewith, formal notice of the appointment of Francis H. Schnorbus as the person who is designated by me to acknowledge service of process and to mail notice of service of copy of Summons and Complaint in proceedings under the provisions of Chapter 7 of Title 39 of the Revised Statutes.

Sincerely yours,

Wm. J. Dearden,
Acting Director.

WJD:SE
Encl.

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STATE OF NEW JERSEY
DIVISION OF MOTOR VEHICLES
OFFICE OF THE DIRECTOR
TRENTON 7

May 16, 1952

In accordance with the provisions of Section 39:7-3 of the Revised Statutes, I am hereby delegating the following person to acknowledge service of process and to mail notice of service of copy of Summons and Complaint in proceedings under the provisions of Chapter 7 of Title 39 of the Revised Statutes.

Francis H. Schnorbus

Wm. J. Dearden

Wm. J. Dearden, Acting Director
Division of Motor Vehicles.

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Trenton, May 21, 1952.

Hon. William J. Dearden, Acting Director
Division of Motor Vehicles
State House
Trenton, New Jersey

Dear Mr. Dearden:

This will acknowledge receipt of the Notary Application of the appointment of Francis H. Schnorbus as a person in your Division to acknowledge service of process and to mail notice of service of copy of Summons and Complaint in proceedings under the provisions of Chapter 7 of Title 39 of the Revised Statutes.

Same has been placed on the files of this office under date of May 16, 1952.

Very truly yours,

SECRETARY OF STATE.

LBA:hh

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

May 24, 1950.

Honorable William J. Dearden,
Division of Motor Vehicles,
Department of Law and Public Safety,
Trenton, New Jersey.

Dear Mr. Dearden:

In accordance with Title 39:2-4 of the Revised Statutes, I am today appointing you as Deputy Director, Division of Motor Vehicles, to serve during my term as Director of this Division.

Very truly yours,

Martin J. Ferber

Martin J. Ferber, Director,
Division of Motor Vehicles.

MJF:DE

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

May 16, 1945

Rule No. 21

Rules of discipline of Inspectors' Force

Members of the Inspector Force shall devote their entire time to the work of the Motor Vehicle Department, engaging in no other business or occupation.

Very truly yours,

A. W. Magee,
Commissioner.

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23

Center - office
Comm Magee
Folder

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

April 1, 1944.

To:

William J. Dearden
Deputy Commissioner of Motor Vehicles.

Under the provisions of Section 39:2-4 of the Revised Statutes, you are hereby deputized to hear cases and to make decisions involving revocations and restorations of automobile driver's licenses and motor vehicle registrations.

BY ORDER OF

A. W. Magee,
Commissioner.

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State of New Jersey

THE COMMISSIONER OF MOTOR VEHICLES

STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

December 1, 1947

We are appointing Joseph Masick, Richard Walley, Elliott F. Daniels and Allen R. Keyworth as Officers to hear cases involving delinquent inspections, only.

A. W. Magee
Commissioner of Motor Vehicles

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State of New Jersey

DEPARTMENT OF MOTOR VEHICLES

OFFICE OF DEPUTY COMMISSIONER

STATE HOUSE

TRENTON 7

March 11, 1947

Commissioner [illegible]. W. Magee has adopted the SAE rating of determining horsepower and fees for registration in the year 1947.

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State of New Jersey

THE COMMISSIONER OF MOTOR VEHICLES

STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

January 30, 1947.

RULING OF COMMISSIONER MAGEE: re: Registration of vehicles for year 1947 which have not been inspected for first period of 1946.

In accordance with the provisions of 39:8-8 of the Revised Statutes, the Commissioner hereby rules that registrations for vehicles registered for the year 1946, which were subject to inspection and have not been inspected for the first period of 1946, shall not be renewed for the year 1947.

Arc Magee

WJD:E

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Hon. Stevens

STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

May 24, 1950.

In accordance with the provisions of 39:5-30 of the Revised Statutes - I am hereby delegating the following persons to hold hearings and recommend the appropriate action in cases of rules to show cause why drivers' licenses should not be revoked:

William M. Millen
George B. Schwoebel
John Rejnis

I am also delegating the following persons to hear cases under Title 39:8 and recommend decision in cases involving the revocation of registrations for Inspection violations:

James J. Shanley
Elliott F. Daniels
Joseph Masick
Joseph Bright
Allen R. Keyworth

Martin J. Ferber

Martin J. Ferber, Director
Division of Motor Vehicles

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Dir. Ferber's Filing

STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

May 24, 1950.

In accordance with the provisions of Section 39:7-3 of the Revised Statutes, I am hereby delegating the following person to acknowledge service of process and to mail notice of service of copy of Summons and Complaint in proceedings under the provisions of Chapter 7 of Title 39 of the Revised Statutes.

M. Agnes Smith

In the absence of the said M. Agnes Smith during vacation or for any other valid reason, I am designating the following person to acknowledge service of process under the provisions of Chapter 7 of Title 39 and also to mail notice of service of copy of Summons and Complaint in proceedings under said statute.

Lillian F. Eardley

Martin J. Ferber

Martin J. Ferber, Director
Division of Motor Vehicles

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

March 7, 1952.

PLEASE REFER TO FILE NO.

Honorable Lloyd B. Marsh,
Secretary of State,
State House,
Trenton, New Jersey.

Dear Sir:

I am attaching, herewith, official copy of the rules and regulations which have been prepared to control the examination of instructions in commercial driving schools.

Very truly yours,

Wm. J. Dearden,
Acting Director.

WJD:SE
Encl.

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RULES AND REGULATIONS

GOVERNING

The examining and testing of applicants for instructor licenses pursuant to the provisions of Revised Statutes 39:12 and supplementing the rules and regulations promulgated July 1, 1951 governing the conduct of drivers schools.

1. Scope and purpose.

1.1 - These rules and regulations shall apply to all persons who submit to examinations prepared and designed to test qualified applicants for driver school instructor licenses.

1.2 - These rules and regulations are intended to provide instructors that have adequate knowledge of the Motor Vehicle and Traffic Laws, Title 39, of the Revised Statutes; measure ability to operate a motor vehicle properly under typical driving conditions, and determine whether physical defects exist that cannot be corrected by the use of artificial appliances.

2. Definition

2.1 - Applicant shall mean every person who has made application for an instructors license and has complied with the provisions of 39:12-5 R.S.

2.2 - Examination shall mean a test or series of tests prepared and validated by the Inspector Force, Division of Motor Vehicles, and approved tests that detect physical disabilities.

3. Examination

3.1 - Applicants shall meet the minimum standards established in each test, partial aggregate tests, or aggregate tests which will constitute the examination or portion thereof.

3.2 - Examination will consist of the following tests:

A. Written test - This test shall be completed by the applicant on forms prepared by the Inspector Force, Division of Motor Vehicles. The written test shall be designed to evaluate the applicant's knowledge of accepted instruction procedures, motor vehicle and traffic laws, safety equipment requirements and functions of essential automotive equipment and mechanisms.

B. Road test - This test involves driving a vehicle over a predetermined course on city streets, during which the inspector accompanying the driver has an opportunity to judge accurately and grade the driver's ability to operate a vehicle safely and efficiently. The route might well be similar to the one over which the driver might normally drive. In any case, the course selected should be at least five miles long and include right and left turns, stop signs, traffic lights, a grade, curves, railroad crossing, parking, and all other pertinent maneuvers. In addition to this road test, a satisfactory battery of skill tests may be included as part of the testing program.

C. Psychophysical test. This test shall consist of a series of tests designed to determine the applicants physical limitations. The test to be administered by the use of approved psychophysical testing equipment. Test shall consist of the following:

1. Visual acuity test
2. Color perception test
3. Depth perception test
4. Field of vision test
5. Reaction time test
6. Hearing test

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D. The applicant may be required to submit to the Inspector in charge of the examination a physical examination certificate that has been completed by a registered physician. Results of physical examination shall be submitted on forms prepared and supplied by the Division of Motor Vehicles.

4. Minimum standards

4.1 - Written test - Applicants must attain an average of at least 75% or better.

4.2 - Road test - Applicants must attain a rating of good or excellent. Rating to be determined (subjectively) by inspector or inspectors administering road test.

4.3 - Psychophysical test

A. Visual acuity test - with or without corrective glasses 20/50 in either eye and at least 20/100 in the other as measured on Snellen type or telebinocular tests.

B. Color perception - perceive and distinguish colors commonly used to regulate and control traffic.

C. Depth perception - from a distance of twenty (20) feet, align a movable rod with a fixed rod within a total distance of three or less inches for three trials.

D. Field of vision - lateral range of seventy-five degrees (75°) or more from a focus line for each eye.

E. Reaction time test - 75/100's second or less.

F. Hearing test - hear watch tick at 12 inches or whispered voice at 15 feet with each ear.

4.4 - No license shall be issued to an applicant who has suffered an amputation or loss the full use of either lower limb or suffered the loss or full use of either upper limb or part thereof.

Wm. J. Dearden

Wm. J. Dearden, Acting Director

Attest:

George W. Zeigler

George W. Zeigler, Chief Inspector

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

September 3, 1952

Honorable Lloyd B. Marsh
Secretary of State
State House
Trenton, New Jersey

Dear Mr. Marsh:

On March 7, 1952, we filed with your office the rules and regulations which control the examination of applicants for instructor licenses in commercial driving schools. The following paragraph has been eliminated:

"4.3 - Phychophysical test

A. Visual acuity test - with or without corrective glasses 20/50 in either eye and at least 20/100 in the other as measured on Snellen type or telebinocular tests. "

Very truly yours,

Wm. J. Dearden
Acting Director

WJD:N

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DEPARTMENT OF LAW AND PUBLIC SAFETY

INTER DEPARTMENTAL COMMUNICATION

Date April 14, 1952

MEMORANDUM TO: Honorable Lloyd B. Marsh, Secretary of State

SUBJECT :

I enclose, herewith, copy of an amendment to one of the rules governing the operation of drivers' schools.

Ack
4/17/52.

Signature Wm. J. Dearden,
Title Acting Director
Division Motor Vehicles.

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The following rule is promulgated in accordance with the provisions of 39:12RS, and supplements the rules published July 1, 1951, govering the conduct of drivers' schools.

#23A Applicants appearing for the road test, with vehicles for which vehicle identification certificates have been issued or vehicle required to have vehicle identification certificates, shall be accompanied by a licensed driver who has in his or her possession a valid instructor's license. Such instructor must be licensed to instruct for the school whose name appears on the vehicle identification certificate.

Wm. J. Dearden, Acting Director

Attest:

George W. Zeigler, Chief Inspector

ack 4/17/52.

30

STATE OF NEW JERSEY

A STANDARD CODE

FOR

Traffic Control Signal Installation and Operation



NEW JERSEY TRAFFIC COMMISSION

RUSSELL S. WISE, *Chairman*
HAROLD G. HOFFMAN
HUGH A. KELLY
JOSEPH CRAWFORD
D. LANE POWERS

J. FRED MARGERUM,
Secretary

ARNOLD H. VEY,
Traffic Engineer

TRAFFIC CODE No. 1

1931

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STATE OF NEW JERSEY

A STANDARD CODE

FOR

Traffic Control Signal Installation and Operation

NEW JERSEY TRAFFIC COMMISSION

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INTRODUCTION

THE most generally effective mechanical device used to facilitate traffic and to increase safety at intersections on City Streets is the automatic traffic control signal, but there is a tendency to use traffic control signals unnecessarily. Some are installed indiscriminately without a thorough analysis of the conditions and of the probable effects of their installation. Many are installed and operated where and when their use is not justified. The unnecessary use of signals not only causes considerable inconvenience and delay resulting in economic losses to the public, but produces serious results, as for example:

(a) Impatient and reckless drivers disregard an unnecessary "Stop" signal and their habit threatens the usefulness of all traffic control signals, the value of which depends upon the public confidence based upon their supposed general observance.

(b) There is likely to be a general diversion of traffic from main thoroughfares to unsignalled side streets which would increase the volume of traffic and the danger of accidents there, especially to children.

The function performed by traffic control signals is highly specialized and it is recognized that their utility depends upon their use in accordance with sound engineering principles. The most important of these principles is that of a reasonable degree of conformity in design, location, and operation.

The New Jersey Legislature recognized these basic principles in the passage of Chapter 281, Laws of 1928, entitled "An Act Providing for the Regulation of Traffic on Public Roads," Article 13 of which deals with traffic signals; and further in the passage of Chapter 148, Laws of 1930, entitled "Traffic Commission Act." This latter act gives to the

For the convenience of the reader, statutory provisions relating to traffic control signals as contained in Chapter 148, Laws of 1930, and Chapter 281, Laws of 1928, are included in the appendix.

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Traffic Commission power to regulate and control the placing and operation of all traffic signals or signaling devices upon the streets, highways and public places in the State, or cause the removal of traffic signals determined to be unnecessary and to cause the removal of all colored lights so located as to be confused with traffic signals.

It is pursuant thereto that Traffic Code No. 1 is issued; the other provisions of the Traffic Commission Act are treated in separate codes which may be issued from time to time.

The code is designed for two purposes; *first,* to inform municipal officials of the engineering principles controlling the successful installation and operation of traffic control signals; and *secondly,* to set forth the uniform standards and practices which the Commission will require for the approval of any traffic control signal installation. The standard code deals primarily with elementary principles of design and operation and leaves to local authorities as much discretion as is consistent with sound practice and basic conformity.

Approvals for signal installation and operation will be based primarily upon the code contained herein. All installations will be required to conform to its specifications.

The code is based upon special engineering principles; upon the "Report of the American Engineering Council Committee on Street Traffic Signs, Signals and Markings," and upon the requirements as set forth in the Traffic Act, Chapter 281, Laws of 1928, of the State of New Jersey.

This latter factor is of considerable importance as it has been the desire in drafting specifications of the code to make only certain departures from current general practice as might be required by reasonable uniformity and sound engineering principles.

It was also the desire of the Commission to give to officials of every municipality in the State and other interested parties an opportunity to discuss and comment upon the provisions of the Code.

A conference was, therefore, held on November 25th, at which time the Code was informally discussed and several

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amendments and additions were presented by representatives attending.

All of the discussions were later considered by the Commission and the Code was then prepared in its present form and formally adopted by the Commission.

The procedure for obtaining approval of traffic signals and rules and regulations relating thereto is outlined in the following:

(1) Formal application for traffic signal installation approval must be made upon forms supplied by the Commission and as illustrated in the appendix of this code. It should be noted that the application must be accompanied by traffic count figures presented on forms supplied by the Commission.

(2) Approval of traffic signal installations shall be made in writing on forms illustrated in the appendix.

(3) Changes in approved apparatus must be submitted to the Commission for approval.

(4) Approvals are revocable after notice.

It is the hope of the Commission that the code will further assist municipalities in the State to effectively regulate traffic and to aid in the adoption of a slogan recommended in the January, 1928, Report of the New Jersey Traffic Commission, "Expedition with Safety." It is the intention of the Commission to administer the code in such a manner as to be of the greatest service to municipalities of the State and to continue constant studies in order that effective regulation may be varied to meet with the ever-changing conditions.

(Signed) RUSSELL S. WISE, *Chairman*
HAROLD G. HOFFMAN
HUGH A. KELLY
JOSEPH CRAWFORD
D. LANE POWERS
New Jersey Traffic Commission

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A STANDARD CODE FOR TRAFFIC CONTROL SIGNAL INSTALLATION AND OPERATION

ARTICLE I

Definitions

Section 1. When the following terms are used in this code, they shall have the meanings ascribed to them in this section, and their general use is recommended for avoidance of confusion.

Traffic Control Signal. A device comprising all signal lights that are operated together to control traffic at an intersection, whether the signal is mounted in one unit or more.

Signal Installation. One or more traffic control signal devices so located and operated as to afford traffic control at a given intersection.

Signal System. Two or more signal installations operating in co-operation.

Signal Unit. A housing containing one or more faces, capable of giving traffic control indications.

Signal Face. That part of a signal unit capable of giving traffic control indications in a single direction.

Total Time Period. The length of time necessary in any signal installation to accommodate once, all of the intervals required to start and stop each flow of traffic at the intersection.

Time Interval. The length of time required to accommodate one of the divisions of the total time period.

Manual Control. The operation of signals by hand.

Automatic Control. The operation of signals by a timing mechanism.

Combined Control. A method whereby signals may be operated either automatically or manually.

Traffic Actuated Control. The operation of signals controlled by mechanism actuated by impulse derived from vehicle or pedestrian.

Independent Control. A signal not interconnected with or related in its operation to any other signal.

Simultaneous Signal system change signal in

a. *Direct Simultaneo* the same direction simul

b. *Alternate Simultan* signals show opposite c time, thus allowing a m

Progressive Signal S nals in the system chang permit continuous traffic

a. *Flexible Progressi* master controller which each intersection and by changing traffic conditio insures that all signals relation. In addition, a made at each intersection

b. *Limited Progressi* synchronous motors at same total time period, different division of the

Intersection. The a of the lateral curb lines, two or more highways whether or not one such

Roadway. That po the regularly established lished, then that part de

Stop Line. An ext crossed by a vehicle in marked.

Business District. when fifty per centum distance of 300 feet or business.

Residential District. way not comprising a bu highway for a distance by dwellings, or by dwe

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Simultaneous Signal Control Systems. All signals in the system change signal indications simultaneously.

a. *Direct Simultaneous.* All signals show the same color in the same direction simultaneously.

b. *Alternate Simultaneous.* Alternate signals or groups of signals show opposite colors in the same direction at the same time, thus allowing a measure of progressive movement.

Progressive Signal Systems. Signal indications of all signals in the system change in accordance with a timing schedule to permit continuous traffic movement:

a. *Flexible Progressive.* All signals are interconnected to a master controller which maintains the same total time period at each intersection and by which the period may be varied to meet changing traffic conditions. The master controller automatically insures that all signals be continually kept in their proper time relation. In addition, a different division of the period can be made at each intersection.

b. *Limited Progressive.* Signals are operated by individual synchronous motors at each intersection. All signals have the same total time period, which cannot be readily varied, but a different division of the period can be made at each intersection.

Intersection. The area embraced within the prolongation of the lateral curb lines, or, if none, the lateral boundary lines of two or more highways which join one another at an angle, whether or not one such highway crosses another.

Roadway. That portion of a street or highway between the regularly established curb lines, or, if no such lines are established, then that part devoted to vehicular traffic.

Stop Line. An extension of the street boundary line crossed by a vehicle in entering an intersection, unless otherwise marked.

Business District. The territory contiguous to a highway when fifty per centum or more of the frontage thereon for a distance of 300 feet or more is occupied by buildings in use for business.

Residential District. The territory contiguous to a highway not comprising a business district, when the frontage of such highway for a distance of 300 feet or more, is mainly occupied by dwellings, or by dwellings and buildings in use for business.

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ARTICLE II

Standards of Utility

Section 2. Installation and Operation Limited to Necessity. Signals may be installed or operated only where and when conditions warrant their use.

(Note for Section 2.) The utility of traffic control signals lies primarily in their ability to regulate the flow of traffic at points where traffic is delayed. The necessity for a traffic control signal increases in ratio to the amount of delay experienced in the absence of regulation. Under conditions necessitating the alteration of the flow of traffic streams, signals may perform a highly efficient service with greater regularity, visibility and economy than the same service can be performed by a police officer. Under such conditions, a traffic control signal may increase safety as well as improve the movement of traffic. On the other hand, if the volume of traffic is not sufficient to warrant control for the reduction of delay, there is a strong presumption against the installation. In the first place, accidents may be increased due to a lowered obedience resulting from the unreasonableness of the signal control; and in the second place, drivers of vehicles are unnecessarily delayed. Signals unnecessarily installed are a waste of initial investment, maintenance and operating costs, and incur a continual charge in delays and in added hazards.

It is for this reason that the code specifies traffic conditions, under which signal installations may be approved. Dangerous intersections with traffic conditions below the volume stated may be best protected by devices other than traffic control signals.

Section 3. Conditions Required for Approval of Signal Installation and Operation.

Signals may be installed and operated only where and during such times when one or more of the following conditions exist.

Conditions must be established by traffic counts and other information as requested in the Commission's form of application. All counts must be made from 7 A. M. to 12 midnight, and should represent the average traffic conditions for which it is proposed to operate the signal as a "Stop" and "Go" device.

(a) Where Vehicula
vehicular volume warran
is described as follows:

The total vehicular vo
combined major and mi
thousand (1,000) vehicle
this total volume at least
the minor street or street

(b) Where Pedestria
and vehicular volume wa
crossing the major and
rate of 250 pedestrians p
as set forth in Section 3a

(Note for Section 3b.
volume equals or exceed
and the vehicular volume
in Section 3a, traffic cont
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(c) Where Co-ordin
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Where such conditions e
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(d) Where Other C
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(a) Where Vehicular Volume Warrants. The average vehicular volume warranting signaling installation and operation is described as follows:

The total vehicular volume entering the intersection from the combined major and minor street or streets must average one thousand (1,000) vehicles per hour for a period of 12 hours; of this total volume at least 25% must enter the intersection from the minor street or streets.

(b) Where Pedestrian Volume Warrants. The pedestrian and vehicular volume warranting signal installation and operation crossing the major and minor streets must equal or exceed the rate of 250 pedestrians per hour in addition to vehicular volumes as set forth in Section 3a.

(Note for Section 3b.) At intersections where the pedestrian volume equals or exceeds the rate of 250 pedestrians per hour, and the vehicular volume falls below the requirements as set forth in Section 3a, traffic control signals may be warranted based upon investigation and approval by the Commission.

(c) Where Co-ordination Requires. A traffic control installation which cannot be justified under provisions (a) and (b) may be justified as a part of a co-ordinated signal system, provided, that a majority of the signalled intersections composing the co-ordinated system comply with one or more of the said conditions and that the installation proposed adds to the efficiency of the system.

(Note for Section 3c.) Co-ordinated control as described herein occasionally necessitates, for a balanced operation of the system, the installation of control units at lightly traveled intersections. Where such conditions exist, an installation may be warranted as an improvement to the co-ordinated system, even though conditions at the particular intersection might not otherwise justify regulation.

(d) Where Other Conditions May Warrant. Traffic control signal installations which cannot be justified under provisions (a), (b) and (c) may be justified when in the opinion of the Commission other conditions necessitate control.

(Note for Section 3d.) Occasional traffic conditions as excessive speeding endangering pedestrians and vehicular movements and where desirable to separate continuous flows of traffic into groups,

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traffic control signals may be justified even in the absence of an otherwise necessary volume. Such justification to be based upon investigation and approval by the Commission.

(e) Where Conditions Warrant Actuated Control. Intersections or control locations proposed for control by traffic actuated signals will be considered as special cases and the foregoing requirements may be waived upon investigation and approval by the Commission.

(Note for Section 3e.) This type of control is often well adapted to irregular intersections, particularly where more than two streets cross. Its use is also worthy of consideration at intersections with intermittent or variable traffic. However, at intersecting roadways where traffic is more or less uniform, the advantages of the selective principle of traffic-actuated control over fixed-time signals are diminished.

Application of this method of control can be made for the use of pedestrians by the installation of pedestrian push buttons.

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ARTICLE III

Standards of Design

Section 4. Number of Lenses Per Signal Face. Each signal face shall have three lenses. Under special conditions, an additional lens may be used for the purpose of right or left turn arrows.

(Note for Section 4.) The only condition in which more than three lenses will be permitted is where it is necessary to provide special indications for right and left turns.

Section 5. Color and Position of Lenses. Lenses of the following colors only shall be used and shall be arranged vertically in the signal face, or when necessary, horizontally and shall conform to the following positions: (See Figs. 1 and 2.)

Red shall be located at the top.
Amber (or yellow) shall be located in the middle.
Green shall be located at the bottom.
Green right or left turning arrows when used, shall be located below the green lens.

When arranged horizontally:
Red shall be located at the left.
Amber (or yellow) shall be located in the middle.
Green shall be located at the right.
Green right or left turning arrows when used, shall be located at the right of the green lens.

(Note for Section 5.) Although the horizontal arrangement of lenses in the signal face is permitted, such practice is not recommended by the Commission and should only be used when physical conditions necessitate. The vertical position is for the purpose of assisting drivers in more readily identifying control commands, and is especially required for the assistance of color blind persons.

Section 6. Meaning of Colors. Colors in traffic control signals shall have the commands ascribed to them in this section and no other meanings, and no driver of a vehicle, or street car, or a pedestrian, shall fail to comply with said commands, and all other uses of such colored lights so located as to be confused with traffic signals shall be discontinued. (See note for Section 7.)

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1. *Green* shall mean permission for traffic to go, subject to the safety of others, or the specific directions of an officer.

(Note for Section 6-1.) In a standard three lens signal face green lens, when illuminated, is an indication to drivers and pedestrians facing such lens that they proceed into the intersection subject to safety requirements, and pass through or turn to the right or left, unless the turning movement is specifically limited as provided in Section 6-4.

2. *Amber* (or yellow) after green shall mean traffic to stop before entering the intersection or nearest crosswalk unless when the amber appears the vehicle or street car is so close to the intersection that with suitable brakes it cannot be stopped in safety. A distance of fifty feet from the intersection is considered safe stopping distance for a speed of twenty miles an hour, and vehicles or street cars if within this distance when the amber appears and cannot be stopped with safety may proceed across the intersection or make a right or left turn, unless the turning movement is specifically limited as provided in Section 6-4.

The meaning ascribed to the *Amber,* as above, is dependent upon Legislature enacting a corresponding amendment to Article XIII, Section 2 of Chapter 281, Laws of 1928.

(Note for Section 6-2.) The amber lens used alone in conjunction with "Stop" and "Go" operation is indicative of a change from *green* to *red* only and is to serve as a clearance interval for moving vehicles and street cars so close to the intersection when the amber appears and before the red signal that they cannot be stopped with safety. When used in flashing operation, as provided in a following section of this Code, the amber lens shall serve as a warning, meaning "Proceed with Caution."

Amber alone shall not be for the exclusive use of pedestrians but in cases where pedestrian movements are heavy and complicated by numerous vehicular turning movements, a special pedestrian interval may be provided by the use of the red and amber lenses shown simultaneously or some other approved indication. The necessity for such a pedestrian interval and the method of indication is considered as specialized control, and should, therefore, be incorporated in traffic signal operation only upon special approval by the Commission.

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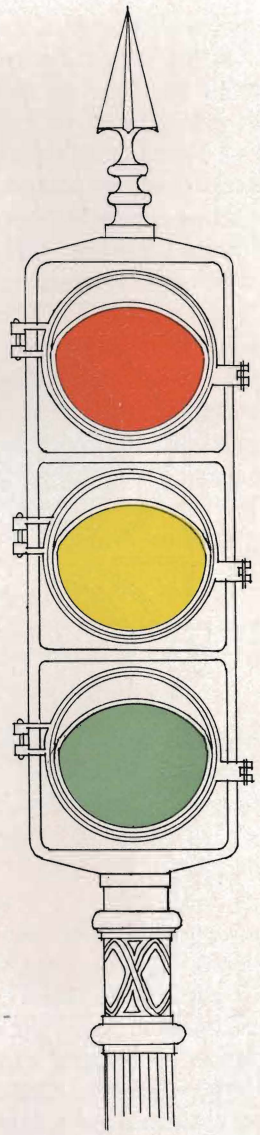

STANDARD VERTICAL THREE LENS DESIGN

FIG. 1

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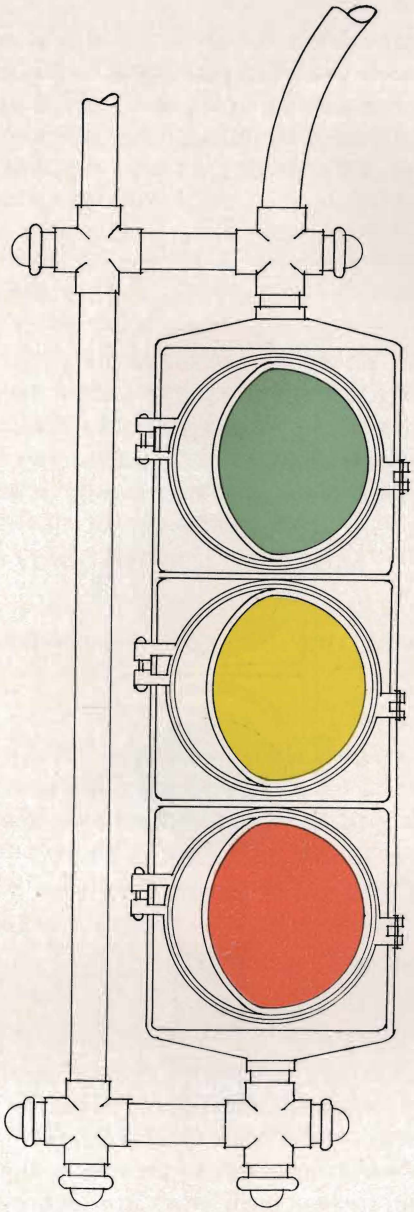

HORIZONTAL THREE LENS DESIGN
FIG. 2

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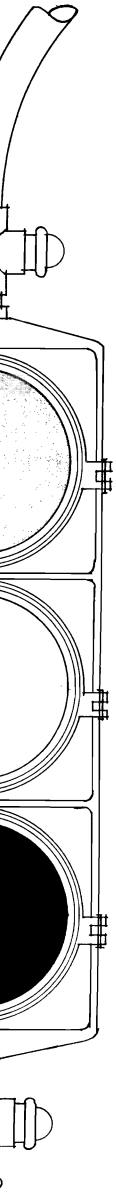

HORIZONTAL THREE LENS DESIGN
FIG. 2

3. *Red* shall mean traffic to stop before entering the intersection or crosswalk and remain standing until green is shown.

(Note for Section 6-3.) Confusion has resulted from a lack of uniform obedience to red signal lights. The red lens should always indicate a complete stop for both vehicles and pedestrians unless specifically modified by an auxiliary indication. Permitting operators to make right or left turns, or pedestrians to move during the showing of the red lens is contrary to law. The necessity for right or left turns during the general stop period is exceptional and therefore should require a specific modification. This has been provided for in the specification of additional right or left turning arrow lenses. When such right or left turning arrows are used to permit turning movement during the interval when through movements are stopped, they should be illuminated in conjunction with the red signal which they modify and shall afford the only indication which modifies the complete stop required by the red lens. When used in flashing operations, as provided in a following section of this code, the red lens shall require drivers to come to a complete stop before entering the intersection.

4. *Green arrow lenses.* When a special right or left turn green arrow lens is incorporated in a signal, drivers facing said signal shall make a turn in the direction of such arrow only when such lens is illuminated. (See Figs. 3 and 4.)

(Note for Section 6-4.) The use of right or left turning arrow lenses is not recommended in this code unless special conditions necessitate. Such conditions are occasionally found in irregular intersections where it may be desirable to permit a continuous flow of one stream of traffic or at intersections where there is a preponderance of turning movements. It is apparent that the right or left turning arrow has no utility unless a special lane can be reserved for traffic so controlled, or unless the street into which such traffic turns is of adequate width to accommodate it in combination with any other movements simultaneously permitted. As turning arrow lenses may be used to restrict turning movements during the normal through movement interval, as well as to permit special turns during the normal stop interval, it is important that where such lenses are incorporated in a signal unit, turns should be made only when such lenses are illuminated.

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Illustration: In a signal unit incorporating both right and left turning arrow lenses, permission for through movement and right and left turns simultaneously shall be given by an illumination of the normal green lens and both turning lenses.

Specialized control warrants special advice to the public. Upon the approach to a signal unit incorporating a turning lens, an illuminated sign shall be erected with the text, "Turn right (or left) only with arrow." Lanes painted in the roadway and plainly marked assist in directing special turning movements.

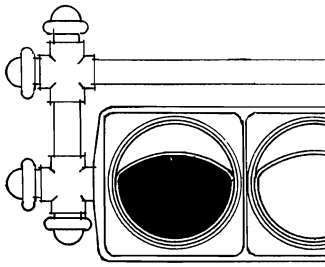
5. *Flashing red.* The red lens when illuminated with rapid intermittent flashes, shall require drivers to come to a complete stop before entering the intersection. Such flashing red shall be used only in traffic signals when not operated as "Stop" and "Go" devices to indicate the full stop required before entering a through street.

6. *Flashing amber.* The amber lens when illuminated with rapid intermittent flashes, shall indicate the presence of danger and shall permit drivers to proceed only with caution.

(Note for Section 6-5 and 6.) Observations have shown that flashing mechanisms operating at a rate of from 40 to 60 flashes per minute provide for a flashing signal that is definite and is not too rapid nor to slow. It is further recommended that the "on period" of the flash should be at least equal to the "off period."

Section 7. Shape and Diameter of Signal Lens. Lenses should be round and should have a visible diameter of approximately 8 inches.

(Note for Section 7.) The round lens has been recommended in conformity with general practice. Lenses of 8 inch visible diameter are recommended for the same reason, and in addition, for adequate visibility and for the elimination of confusion with street and steam railway signals which may be located upon or adjacent to the street or highway. It is recommended by the Commission that red lights designating police and fire alarm boxes be replaced by lights of royal blue color, to avoid confusion with traffic signals.



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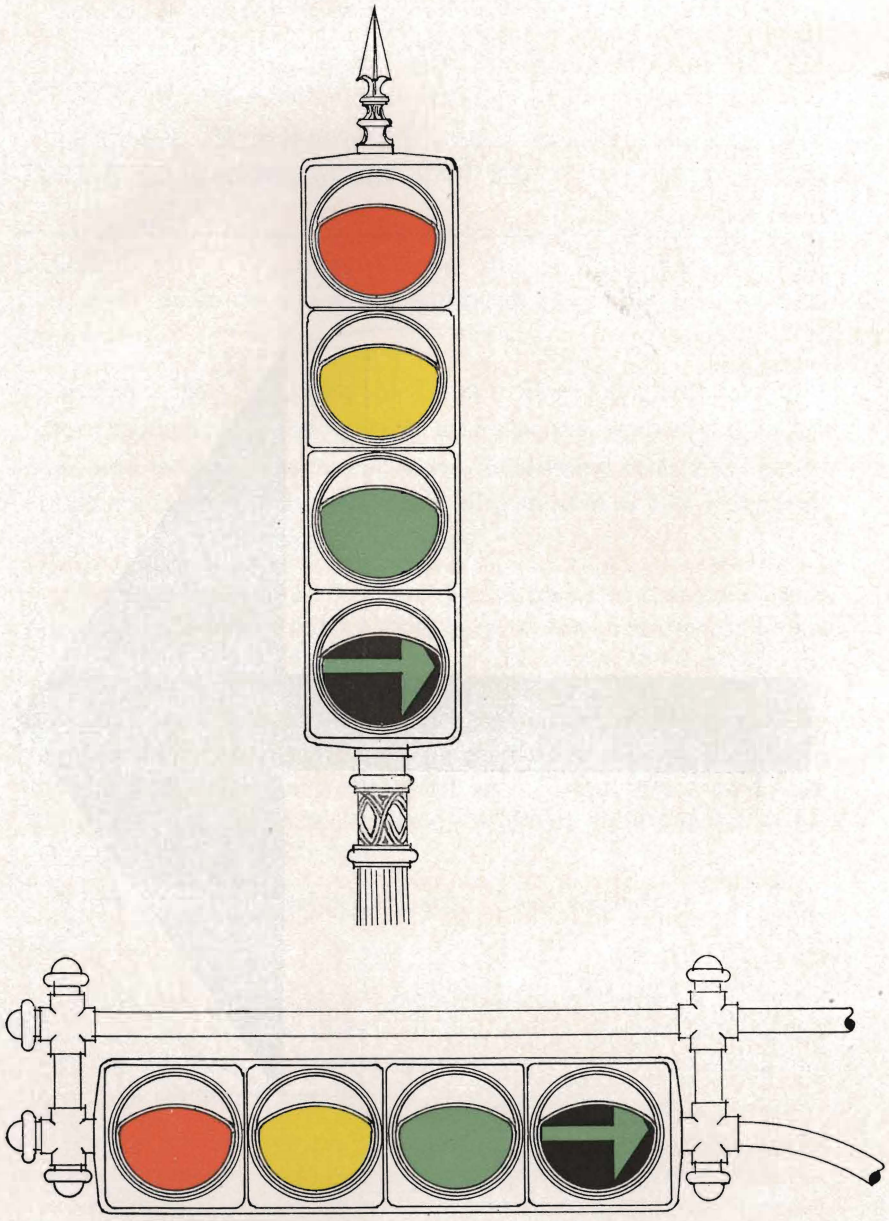

SPECIAL FOUR LENS DESIGN
(a) VERTICAL
(b) HORIZONTAL
FIG. 3

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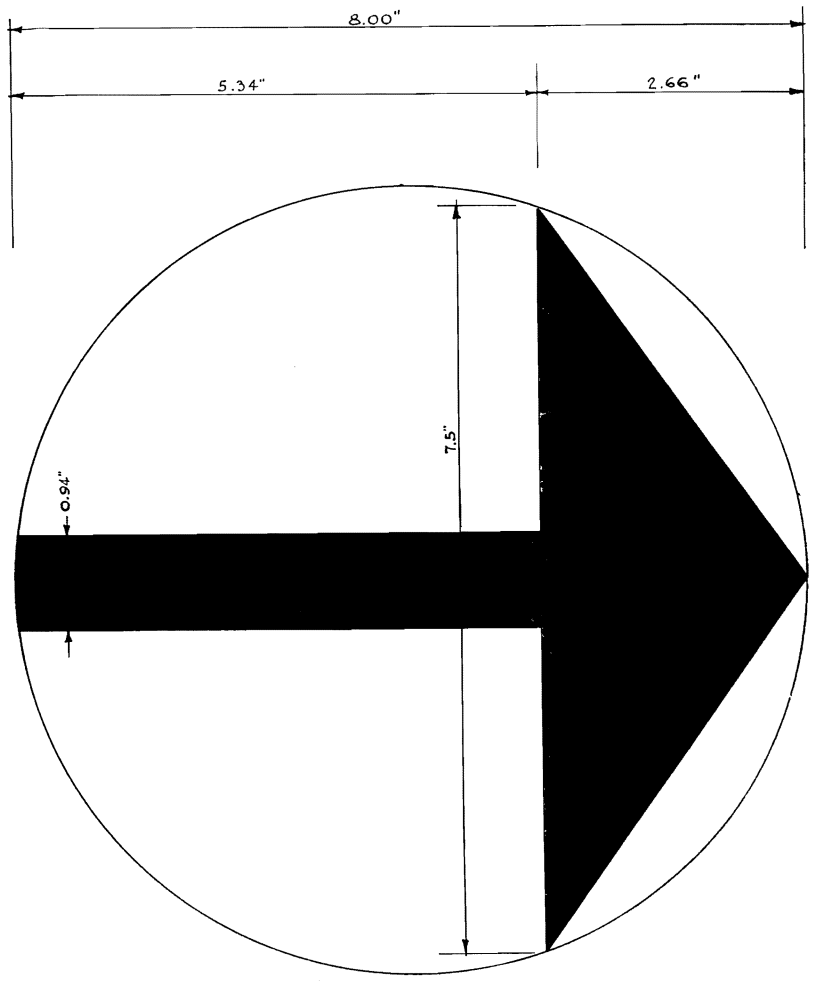

DESIGN FOR ARROW LENS
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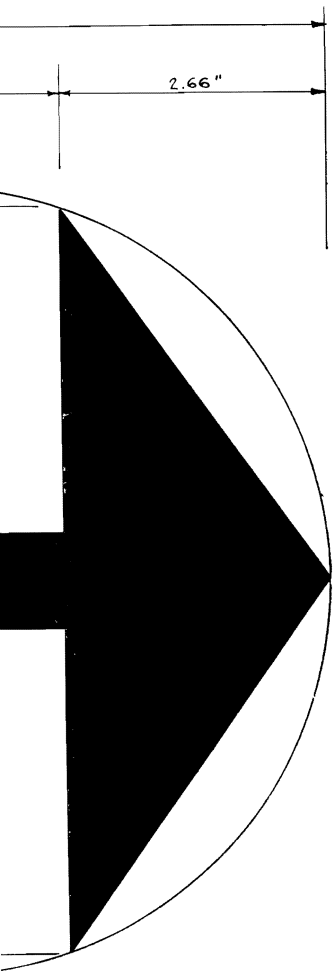

)W LENS

Section 8. Lamp Capacity. Each lens shall be illuminated by a clear lamp or not less than 60 watt capacity, especially designed for traffic signals.

Section 9. Illumination of Lens. Each lens shall be illuminated independently of any other lens.

(Note for Section 9.) Requirements of flexible operation, visibility, uniform position of lenses and the elimination of phantom light make necessary the independent illumination of each lens.

Section 10. Visibility of Lens. The lens reflector and visor shall be of such design as to minimize the effect of a phantom light and to render each lens when illuminated clearly visible to traffic controlled by that signal at all distances to 300 feet under all light and atmospheric conditions.

(Note for Section 10.) This section provides that the control signal be so constructed as to give indication adequately visible within the necessary control range. The optical units shall be so constructed that drivers comparatively near the signals shall be able to see their indication. Inasmuch as no signal is normally to exercise control at any intersection other than the one at which it is located, it is deemed adequate that its indications should have effective visibility under the least favorable conditions for a distance not less than 300 feet.

Section 11. Lettering of Lens. Lens shall have no lettering.

(Note for Section 11.) Incorporation of lettering in signal lenses greatly reduces their visibility and is deemed unnecessary with the adoption of the uniform and specific color position and meanings contained herein.

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ARTICLE IV

Standards of Installation

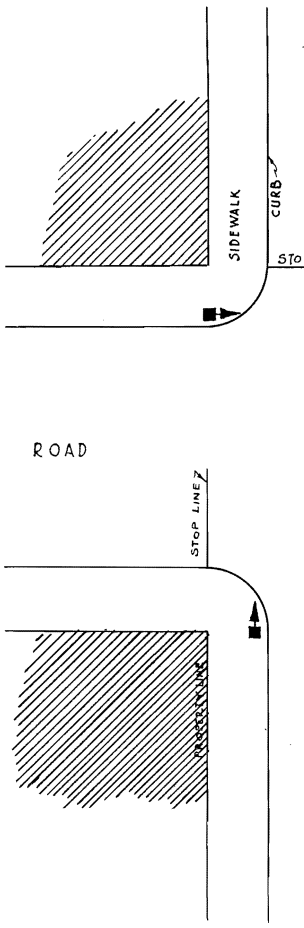
Physical Requirements of Location

Section 12. Intersection Location. Signal units shall normally be located to give approaching traffic a control indication from the far right corner of the intersection. There must be at least one signal face for the control of each street entering the intersection. (See Figs. 5 and 11.)

(Note for Section 12.) If an intersection warrants control, it is of sufficient importance to justify the best type of control obtainable. The matter of nominal expense should not be weighed against public safety and convenience. Each flow of traffic should be given clear commands, and this can be obtained fully only by providing a specific signal face for each stream to be controlled. Detailed investigations have led to the selection of the so-called far right-corner location as standard. Departures from this normal location will be approved only under very specialized local conditions. This location is justified by the fact that a signal so placed gives the most efficient indications. It is in line with the path of where motorists look for warning and direction advice. It is sufficiently removed from the stop line of vehicles on the near side of the intersection so that it can be seen conveniently by drivers. Signals suspended on cables over the center of the intersection have the serious objection of impaired visibility because of the construction of the typical vehicle, and will not be approved.

Traffic signals shall be so located as to not obstruct the paved width of the roadway; by special approval of the Commission, pedestal mounted signals may be located within the intersection or paved portion of the roadway, provided, however, that the signal shall be installed upon a safety isle constructed in accordance with Article XII, Section 43, Chapter 281, Laws of 1928.

Section 13. Corner Locations. Each signal unit shall be located as near as possible to the intersection of the curb line of the street whose traffic it controls and the property line of the intersecting street. (See Fig. 5.)



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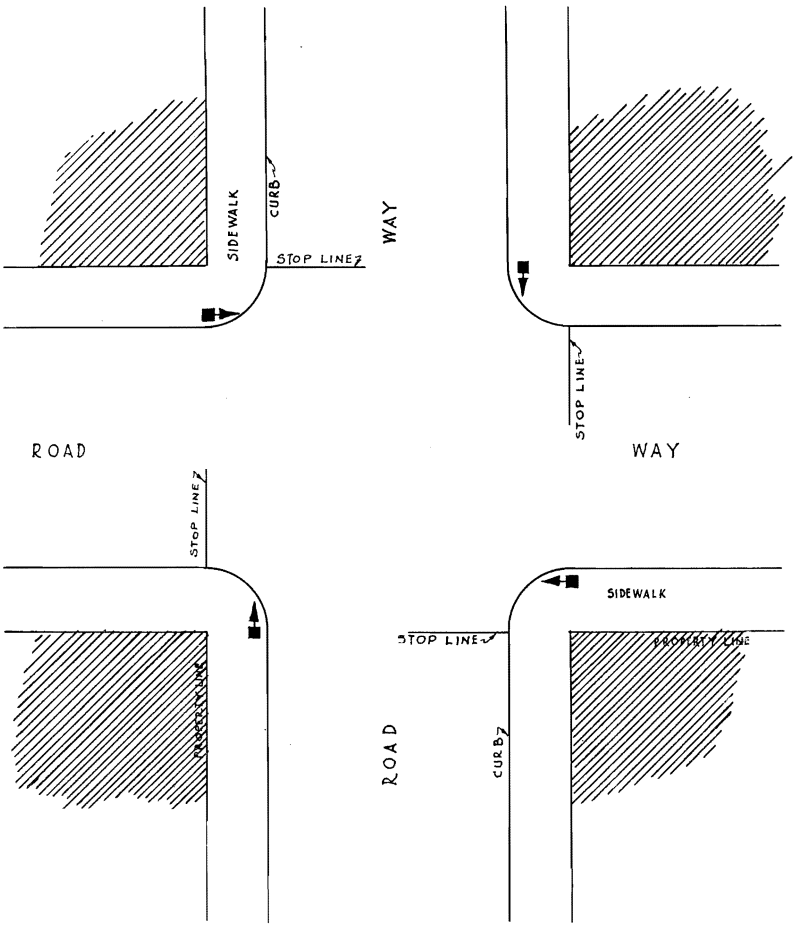

STANDARD FAR RIGHT CORNER INSTALLATION

Two, Three or Four Way Units May be Used in Place of One Way Units

FIG. 5

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(Note for Section 13.) The location specified is designed to keep the signal in line with the driver's view and to offer a minimum of obstruction to sidewalk traffic.

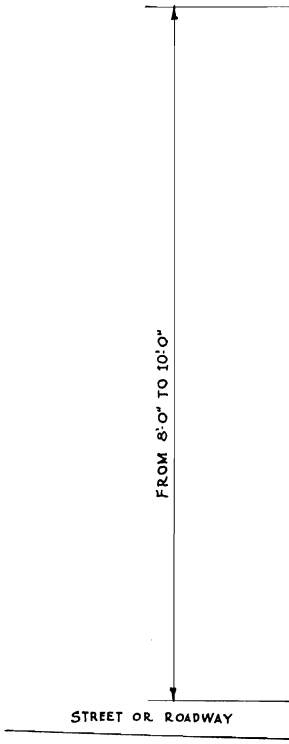
Section 14. Height of Signals. Signal units located within the curb line shall be placed at a height of from eight (8) to ten (10) feet above the pavement; if on bracket or mast arm, a signal shall clear the pavement by fourteen (14) feet. (See Figs. 6 and 7.)

(Note for Section 14.) The minimum height is to prevent the visibility of the signal from being obstructed unnecessarily by passing pedestrians or vehicles. The maximum height prescribed is to prevent the signal from being located in such a position as to be obscured by the sun visor or top of the driver's vehicle. The fourteen feet clearance required for signals mounted over the roadway is in accordance with the highway requirements for bridges and other overhead construction. Supplementary signals mounted upon the near side should always be mounted at the minimum height of eight (8) feet.

Section 15. Location With Respect to Roadway. Where signal units are placed behind the curb line, the side of the housing next to the roadway shall not be more than two (2) feet from the outer edge of such curb line. All signal units must be not more than two (2) feet from a vertical line extended from the graded outer edge of the roadway, or the travelable portion of the roadway. (See Figs. 6 and 7.)

(Note for Section 15.) Numerous conditions exist in the State where only a portion of the width of the established roadway is improved for vehicular travel. Under such conditions the location of the signals in the normal position, as indicated in Section 13, would place the unit out of the normal range of vision of the driver. Under such conditions the extension of the signal unit by mast arm or bracket, to a position near the edge of the normal travelable portion of the roadway is advisable.

Section 16. Locations on State Highways. Where signals are to be located at intersections with State highways it will be necessary for the applicant to obtain such permits as may be necessary in order to conform to the regulations of the State Highway



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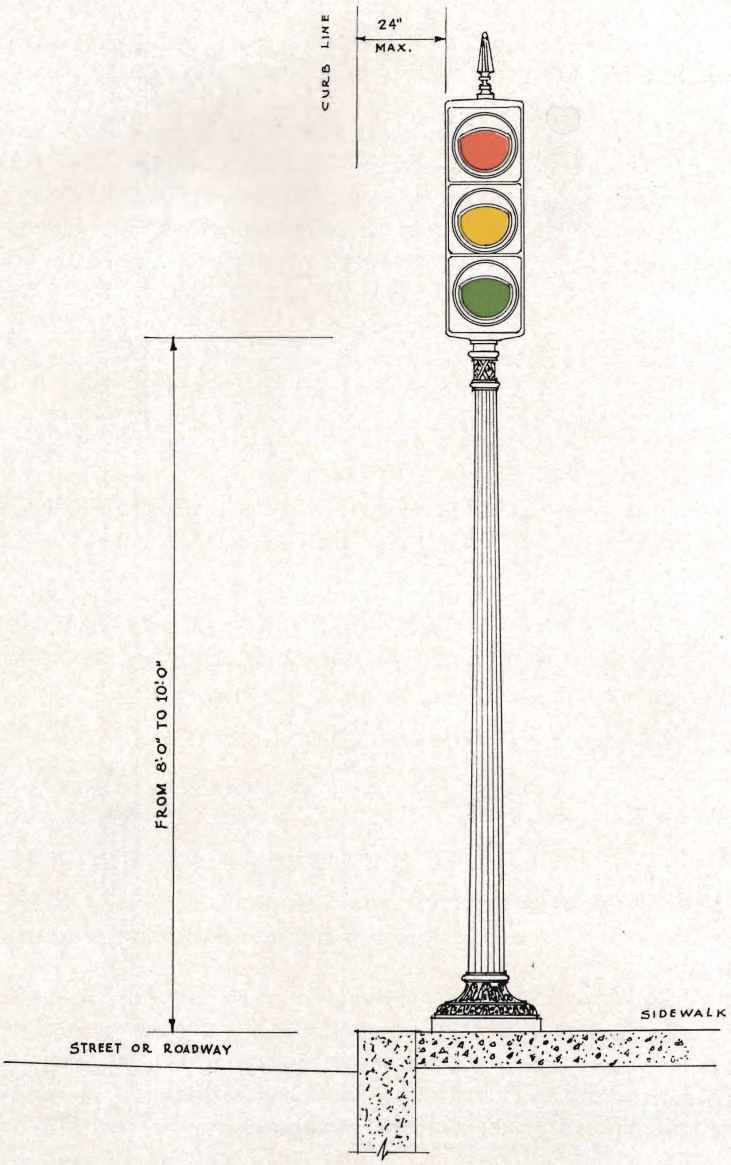

TYPICAL POST MOUNTING

FIG. 6

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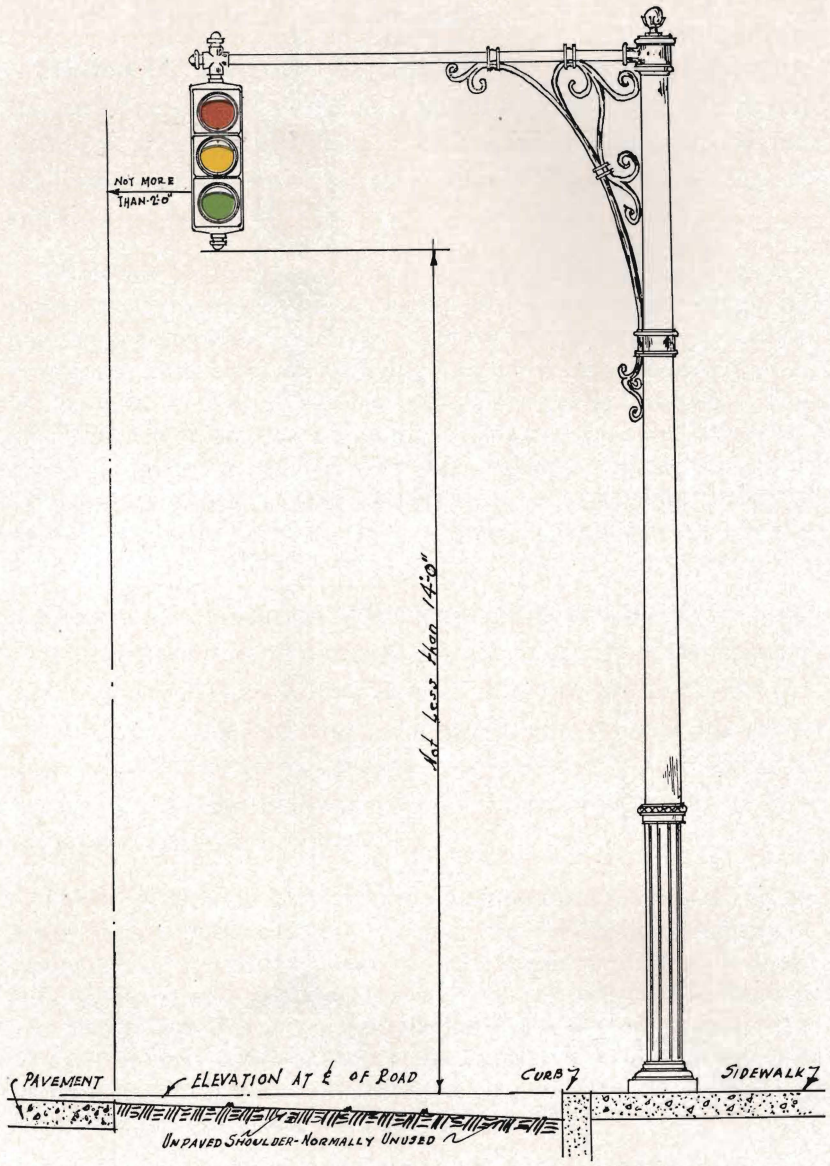

MAST-ARM SUSPENSION MOUNTING

FIG. 7

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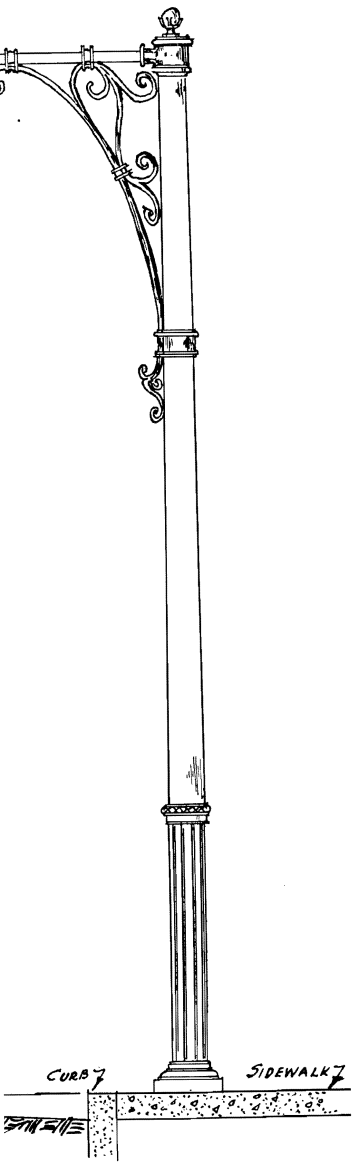

N MOUNTING

Commission with respect to openings within the rights of way of State highways. Permits for any necessary openings must be obtained from the State Highway Commission before erection of the signals is started.

(Note for Section 16.) The regulations of the State Highway Commission require that every effort be made to avoid opening any portion of the paved surface of the highway. It is, therefore, suggested that applicants plan to install underground ducts by pushing them under the paved surface rather than by opening the surface. Plans submitted to the State Highway Commission with applications for openings in highway rights of way must show the locations and dimensions of proposed openings in accordance with the details shown on the typical detailed plan. If openings are to be made the nature of the surface to be opened must also be indicated. (See Fig. 8.)

Electrical connections made overhead shall conform to the N. E. L. A. Code for clearance over the highway.

Standard application forms for permits on State highways may be obtained from the Maintenance Division of the State Highway Department, Trenton, New Jersey, upon request.

Visibility Requirements of Location

Section 17. Distance Limits. If any signal unit mounted in accordance with Section 12 is more than 100 feet distant from the stop line of the traffic which it controls, such unit shall be supplemented by an auxiliary signal unit, mounted in such a manner as to provide the required visibility.

(Note for Section 17.) Unusually wide roadways and irregular intersections would occasionally require the placing of the signal unit in accordance with the normal location point at such a distance from the established stop line that operators would have an inadequate view. The maximum distance permitted between the signal and the stop line is 100 feet. When the normal location of the signal at the far right corner of the intersection would result in exceeding this distance, such signals shall be located as required, but shall be supplemented by a near side signal or by one within the range of the required visibility.

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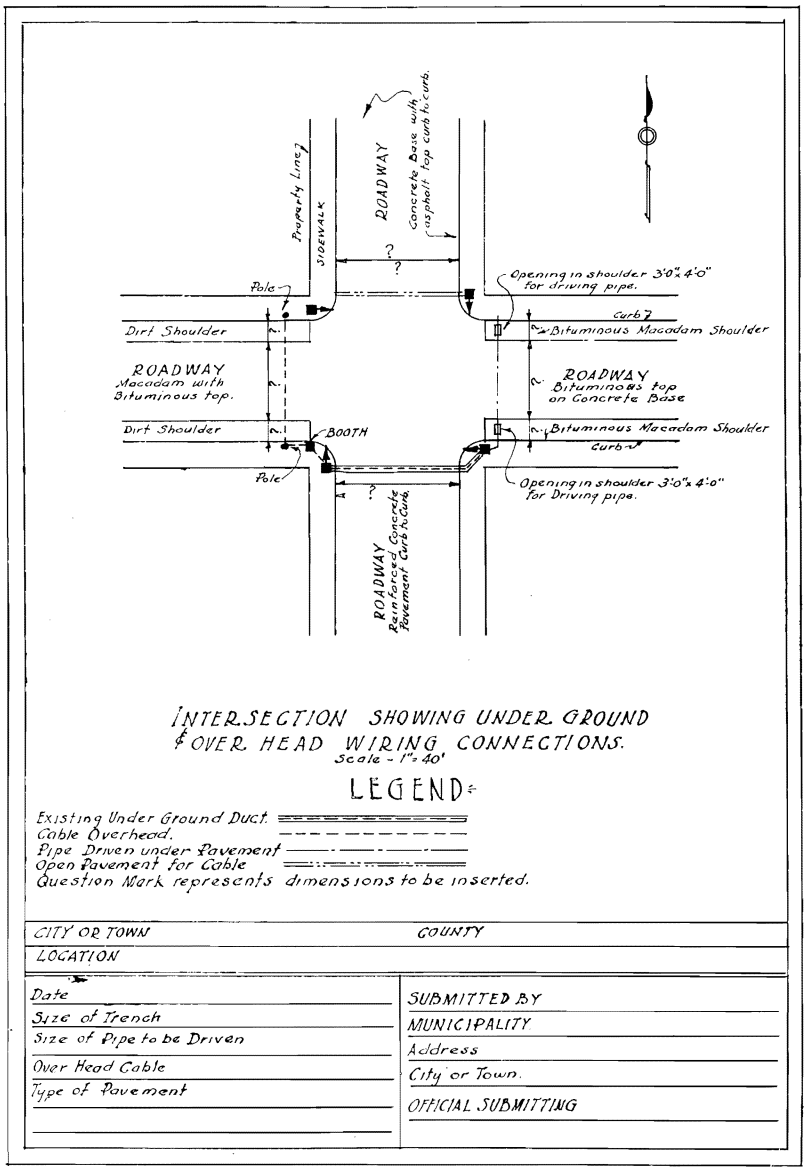
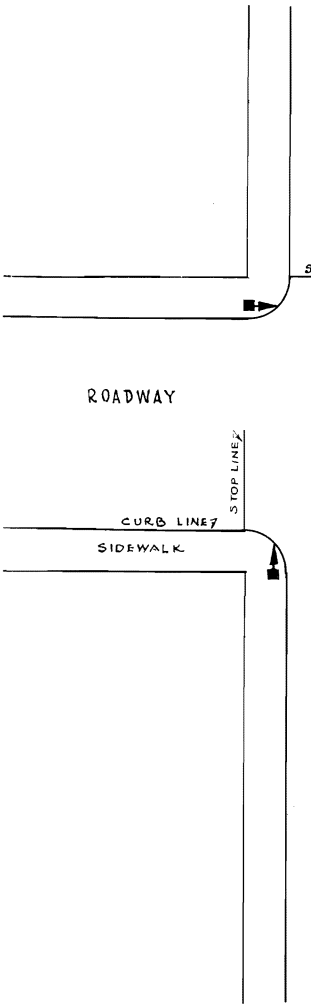


TYPICAL DETAILED PLAN OF INSTALLATION

FIG. 8



OFFSET REQ

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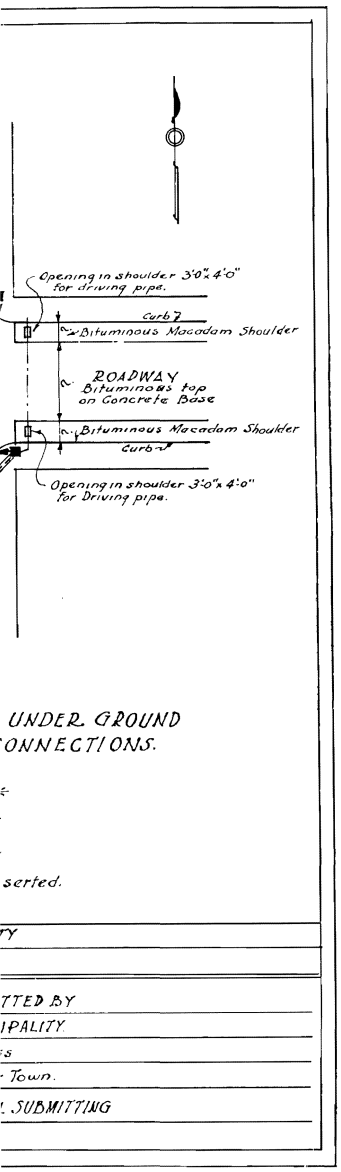

UNDER GROUND
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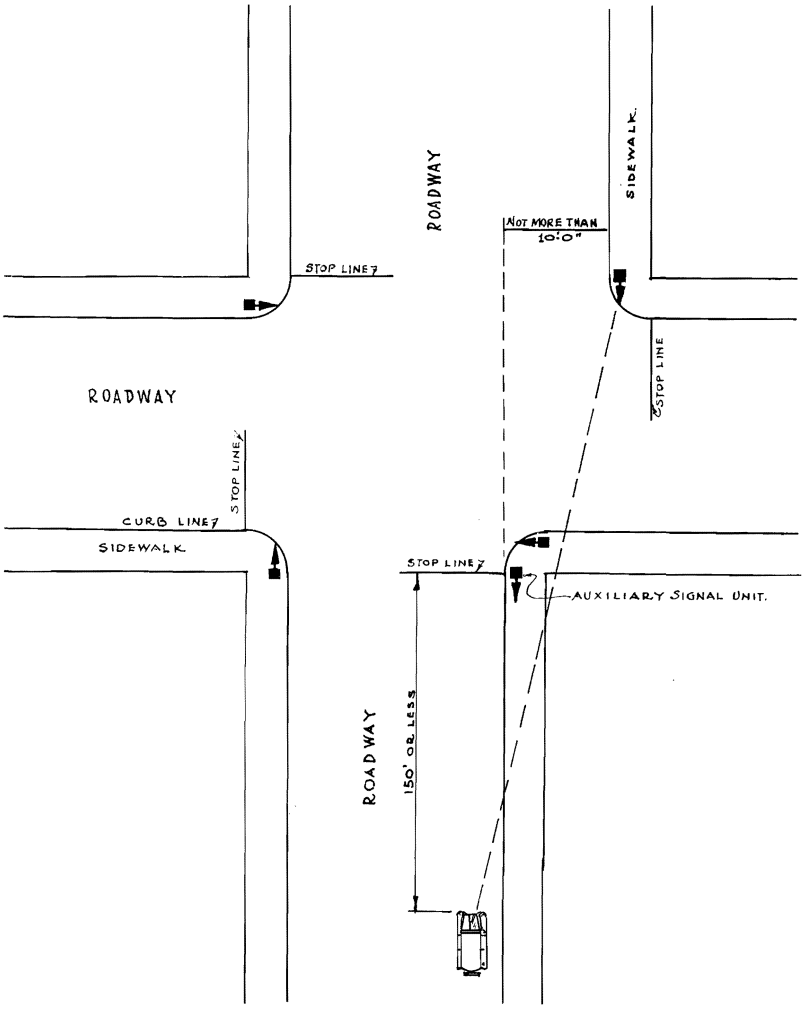

OFFSET REQUIRING AUXILIARY SIGNAL

FIG. 9

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Section 18. Maximum Distance From Corner. Corner signals shall not be more than 10 feet from the location specified in Section 13 unless supplemented by an auxiliary signal. (See Fig. 9.)

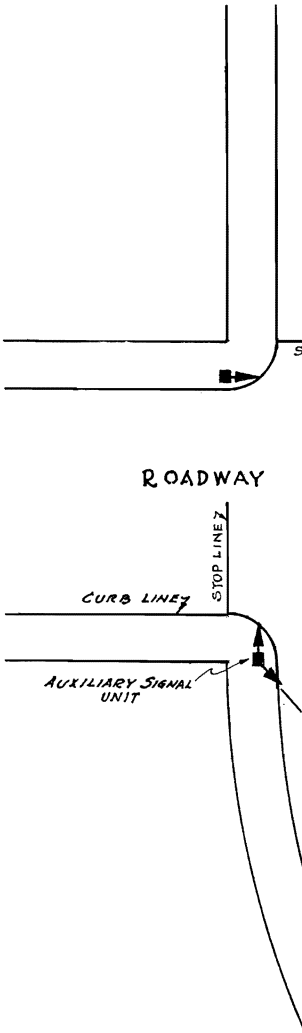
(Note for Section 18.) If physical conditions necessitate the placement of a signal more than 10 feet from the standard location specified, the visibility of such signal is deemed to be impaired to the extent of necessitating auxiliary indication.

Section 19. Line of Vision. Each signal unit must be located in all cases in such a manner that a driver shall have an unobstructed view of the signal face designed to control his actions from any point within the street for a distance of at least 150 feet upon his approach to the stop line. In addition to immovable physical obstructions, view shall be deemed to be impaired if the signal unit mounted at the far right corner of the intersection is more than ten feet to the right of a line formed by an extension of the curb line or edge of roadway of the traffic which it controls. If the visibility of any signal located in accordance with Section 12 is obstructed or impaired as described herein, an auxiliary signal unit shall be mounted in such a manner as to provide the required visibility. (See Figs. 9 and 10.)

(Note for Section 19.) A driver approaching a controlled intersection must be given reasonable warning of the control condition. The minimum distance deemed adequate is 150 feet. If the angle of the roadway entering the intersection is such that the normal far right corner location is out of line with the ordinary line of vision of the operator, or if his view is obstructed by buildings, shrubbery, or other encroachments, it is necessary that auxiliary indications be provided.

Section 20. Shielding of Signals. Each signal unit shall be so shielded by a visor or shield that an approaching driver can see only the signal face or faces intended for his direction.

(Note for Section 20.) Confusion results if signals are so located that operators may see two units, either one of which may be giving directions to the line of traffic in which he is moving. Irregular street design frequently necessitates the placing of units in such a manner as to result in a comparatively small angle between their beams. Signals must be shielded so that the driver can see only the unit designed for his control.



CURVED APPROACH

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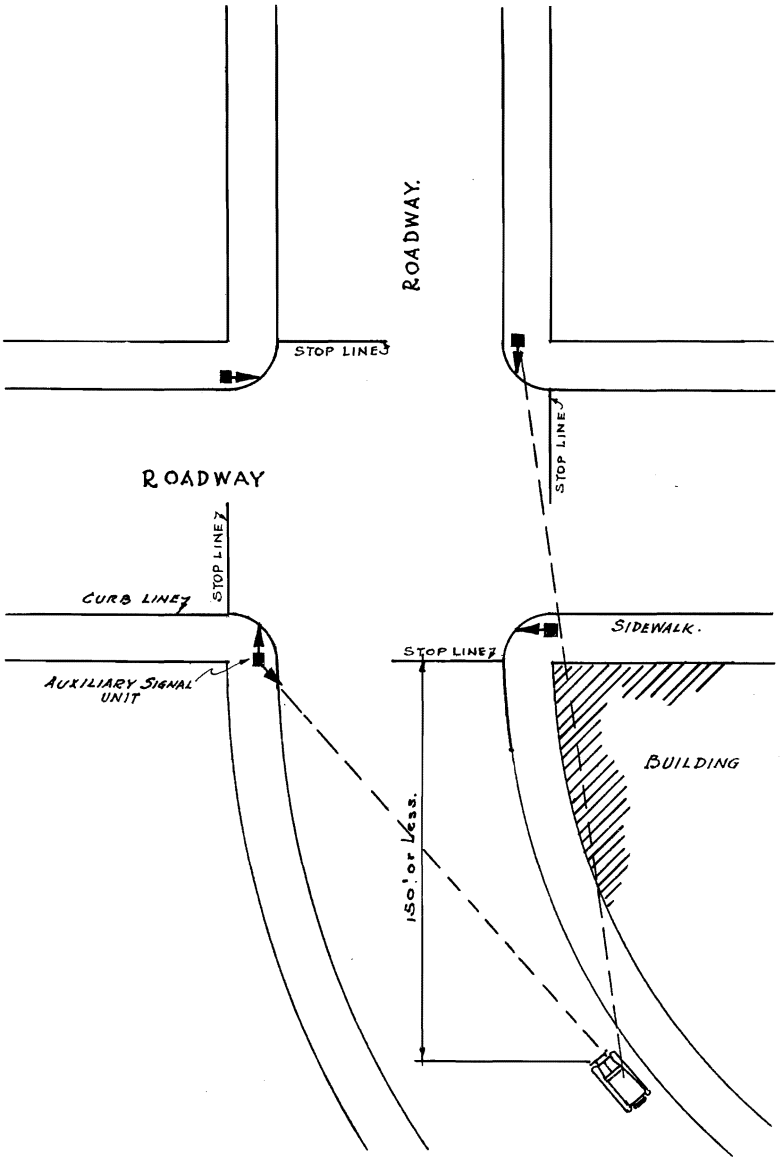

CURVED APPROACH REQUIRING AUXILIARY SIGNAL

FIG. 10

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ARTICLE V

Standards of Operation

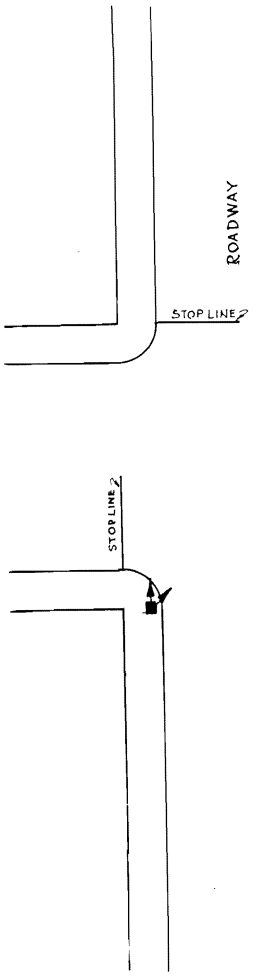
The requirements of Sections 22, 23 and 24 may be waived with the approval of the Commission in installations controlled by traffic actuated devices.

Section 21. Signal Installations Must Operate Continuously. Traffic control signals must operate at all times, either as control devices, or as warning devices. During any season or extended period when they are not in use, they must be turned, hooded, or taken down so the faces will not be visible to approaching traffic.

(Note for Section 21.) It is desirable that an operator approaching a traffic control signal should presume that it is functioning unless he is given a specific indication to the contrary. Thus, it is required that all signals be "live." When not operating as "Stop" and "Go" devices showing alternately red or green lights, the signal should be used as a flashing device. In any signal unit facing a street entering a through way, the red lens should be flashed as a substitute for the amber lens in accordance with the standard warning for through way operation. Flashing operation has a dual utility. In the first place, it indicates clearly to the operator that the signal is not alternating traffic flow, and in the second place, it warns him that he is approaching an intersection which carries, under normal conditions, a comparatively heavy traffic flow. During seasonal shut-downs, when it may not be desirable to use the flashing amber continuously, the signal units should be treated as indicated in this section, so that operators will be under no misapprehension as to their use.

Section 22. Control Operation Limited. All traffic control signals other than progressive systems of three or more intersections located in business districts should be shut off from traffic control (Stop) and (Go) and turned on to warning operation (Flashing) when traffic conditions fall below the requirements set forth in Section 3.

(Note for Section 22.) During certain hours of the day at many intersections, traffic is so light as to not justify the "Stop" and "Go" operation of signals. Signals at such locations may



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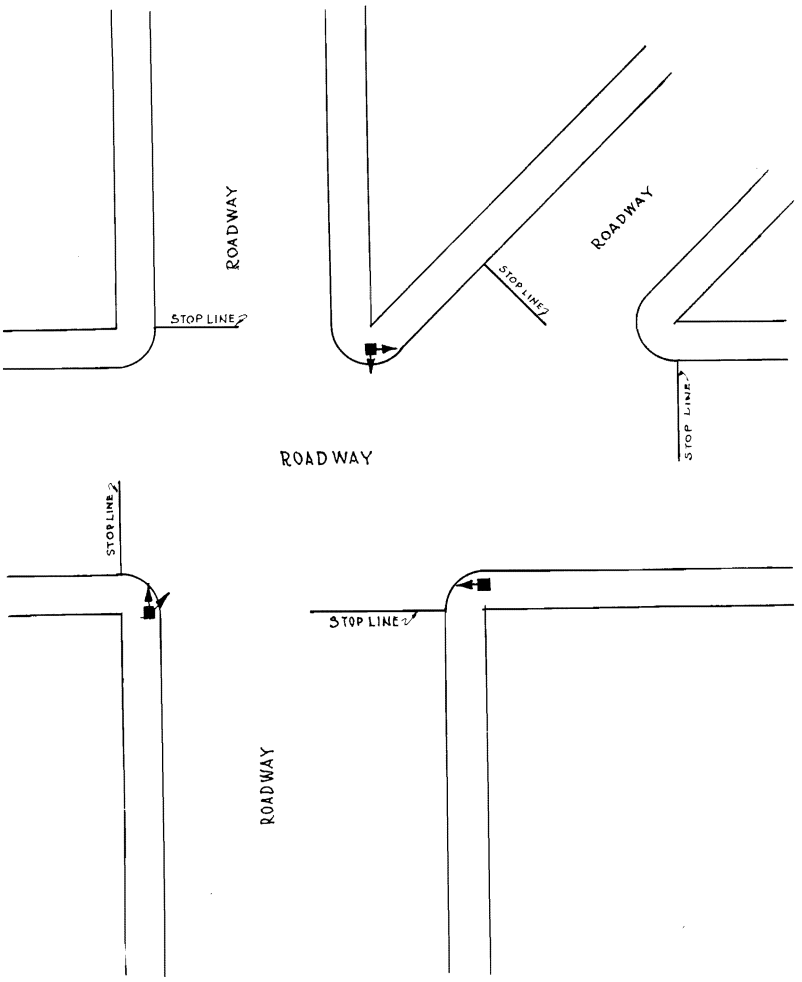

SEPARATE SIGNAL REQUIRED FOR EACH INTERSECTING ROADWAY

FIG. 11

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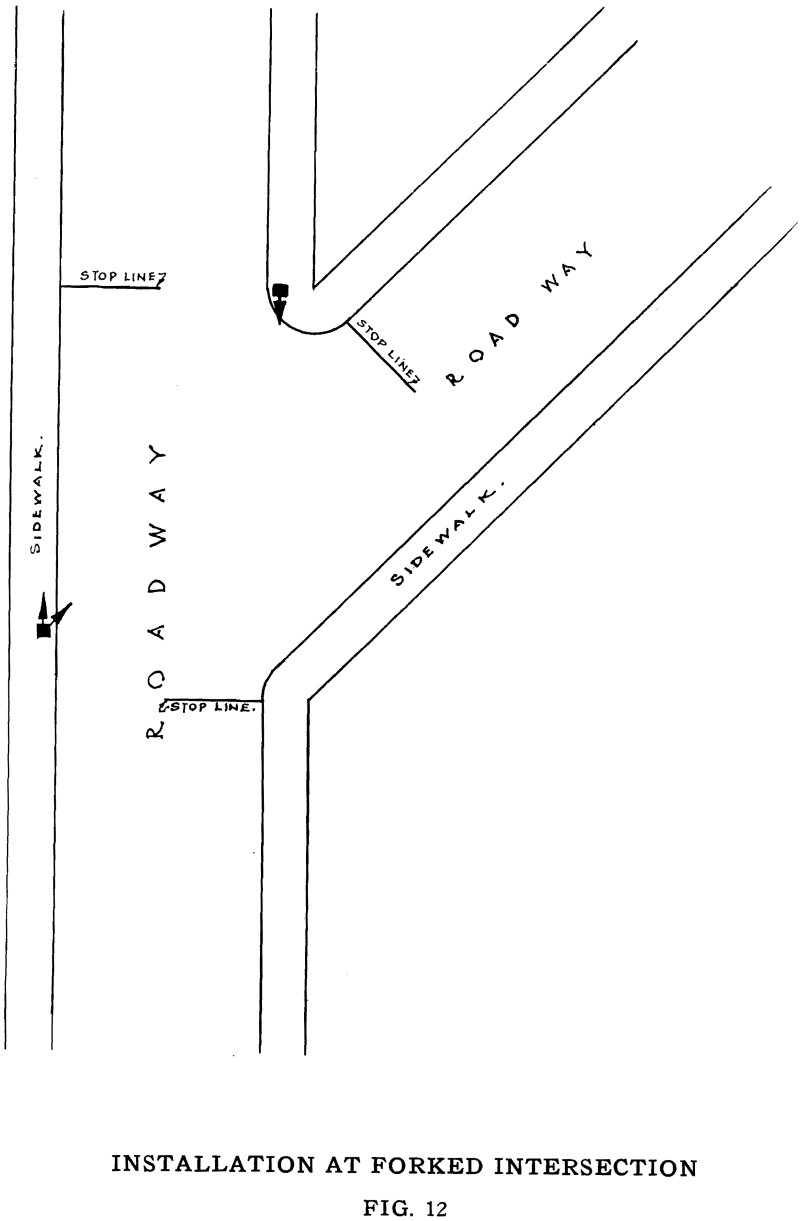

INSTALLATION AT FORKED INTERSECTION

FIG. 12

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Section 23. Timing o the total time period shou ation of all the factors in of through and cross traffi intersections, average spe of vehicles, number of lan and any irregularity in th

(Note for Section 23. more effective than long encourages the observan Periods of excessive leng reasonable delay and res ideal period is the shortes sary movements. A tota recommended for the co period length for rush ho

Section 24. Rotation time interval provided fo and once only during eac

(Note for Section 24 should make it possible t the control point within duplication of movements preted as preventing the traffic during several inte

Section 25. Time I Traffic. Total time pe proportionate to the long traffic entering the inters to the discharge capacity continued departure fro

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have a high utility during the limited periods of the day, as for example, during the heavy traffic hours of the morning or afternoon. For the convenience and safety of the public, traffic signals should not operate as "Stop" and "Go" devices when conditions fall below the requirements for operation as set forth in Section 3.

Section 23. Timing of Total Time Periods. The length of the total time period should be determined by a careful consideration of all the factors involved in the regulation, such as volume of through and cross traffic, turning movements, distances between intersections, average speed obtainable at different hours, classes of vehicles, number of lanes available, requirements of pedestrians and any irregularity in the shape of the intersection.

(Note for Section 23.) In general, short total periods are more effective than long ones and proper timing on short periods encourages the observance of the regulations by pedestrians. Periods of excessive length are wasteful as they necessitate unreasonable delay and result in inefficient use of the street. The ideal period is the shortest one which will accommodate the necessary movements. A total period length of 40 to 80 seconds is recommended for the control of ordinary traffic. Changes in period length for rush hours may be advisable.

Section 24. Rotation of Time Intervals Required. Every time interval provided for traffic movement shall be given once and once only during each total time period.

(Note for Section 24.) A properly designed signal timing should make it possible to care for each necessary movement at the control point within each total time period and without a duplication of movements. This requirement should not be interpreted as preventing the continuous movement of one line of traffic during several intervals of the period.

Section 25. Time Intervals Must Be In Proportion to Traffic. Total time periods shall be divided into intervals proportionate to the longest sustained hourly average volume of traffic entering the intersection from each street, with due regard to the discharge capacity of each such street. Any substantial or continued departure from the timing schedule contained in the

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original approval of a signal installation must be submitted to the Commission for approval.

(Note for Section 25.) Traffic signals may be arbitrary and unfair in the control given unless the relative equities of the various lines of traffic are given adequate consideration. In fairness the time period shall be distributed among street users in general accordance with their numbers.

Section 26. Clearance Interval Required. An amber interval must be used following a green interval only, and in no case shall the amber interval be displayed between the change from red to green. The amber interval shall not be less than 3 seconds in length, nor more than a reasonable length of time necessary for the clearance of traffic. (See Fig. 15.)

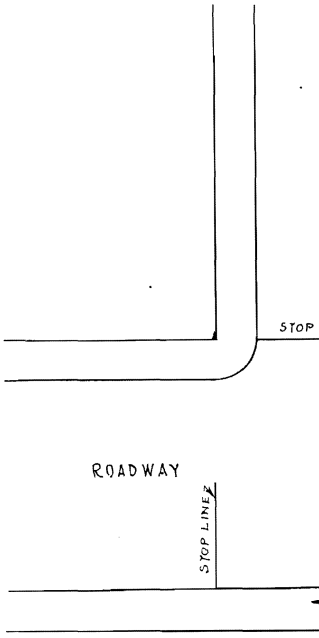
(Note for Section 26.) Experience has indicated that amber indications of less than three seconds in length are inadequate to stop approaching vehicles and to clear the intersection for movement in a cross direction, and likewise, that amber intervals in excess of five seconds in length tend to be wasteful.

Section 27. Co-ordination Required. All automatic signals within 2,000 feet of each other and controlling the same roadway must be operated under co-ordinate control, and when required by the Commission, signal installations farther apart than 2,000 feet shall be operated under co-ordinated control.

(Note for Section 27.) Great inconvenience and delay result from the independent operation of closely adjacent signal installations. Under such conditions it is only a matter of good fortune if a driver is able to pass without delay, as the signals operate without relation to one another. Practically all of this unnecessary inconvenience can be eliminated by a co-ordination of closely adjacent signals.

Section 28. Types of Co-ordination Permitted.

Simultaneous. Where a system is composed of not more than two installations and does not cover more than 500 feet, direct simultaneous control will be permitted, provided that traffic on



INSTALLATION

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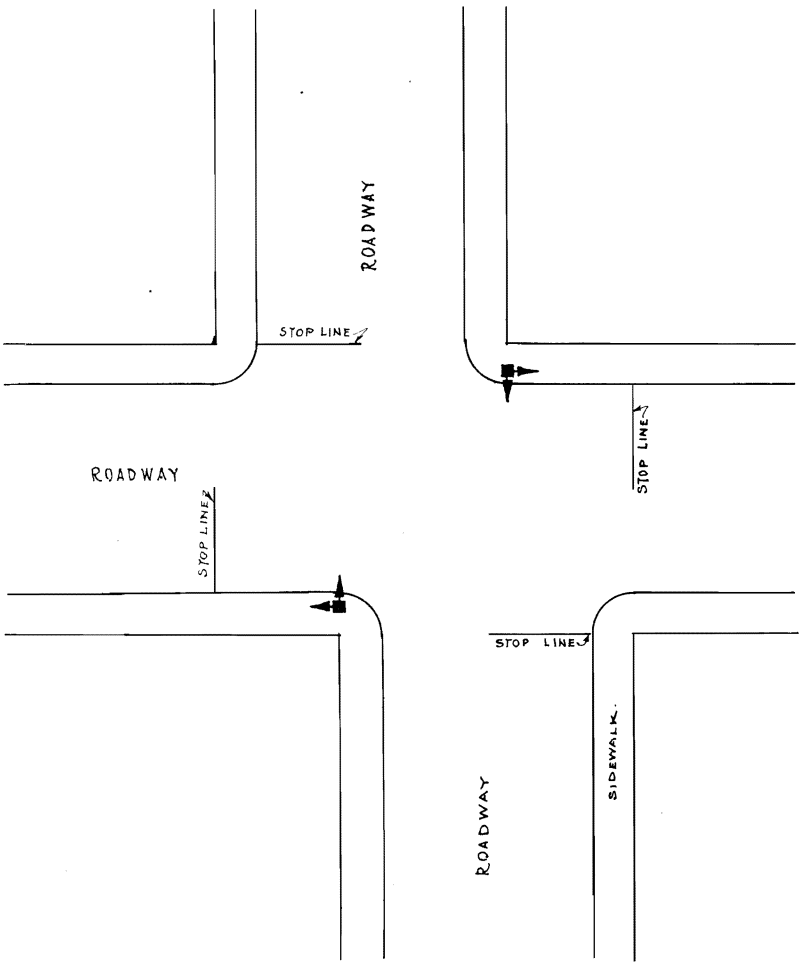

INSTALLATION AT OFFSET INTERSECTION

FIG. 13

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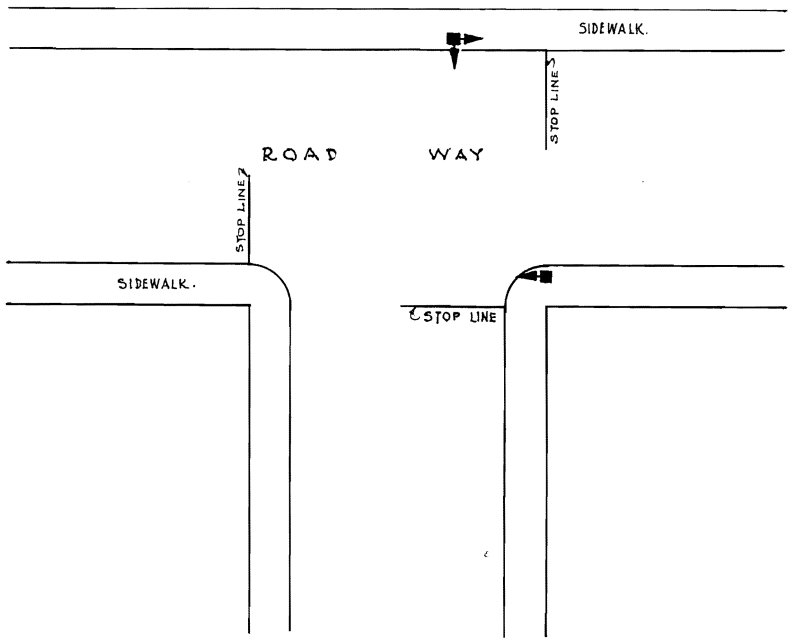

INSTALLATION AT "T" INTERSECTION

FIG. 14

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Progressive. Progressi
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(Note for Section 28.)
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Section 29. Speeds
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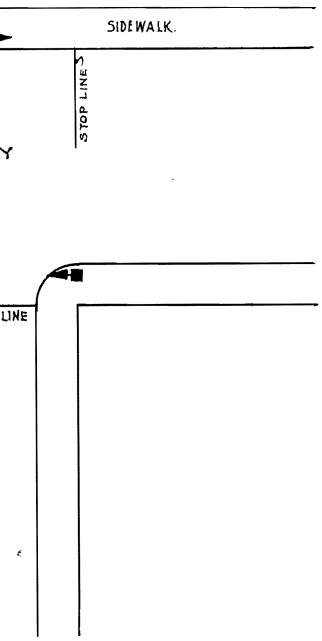
the main street is given a sufficient period to clear all the signals from a start at the first signal. Direct simultaneous control is not permitted in systems of greater length than 500 feet.

Alternate Simultaneous. Alternate simultaneous control is permitted where street blocks are of practically even length and where traffic requirements at each controlled intersection are approximately equal.



Progressive. Progressive control is permitted in any co-ordinated system.

(Note for Section 28.) Direct simultaneous co-ordination of signals is prohibited in installations of more than 500 feet in length, as it gives inadequate flexibility of movement and encourages excessive speed.

Alternate simultaneous control is inflexible in character, as it does not permit an adjustment of interval lengths at different intersections and has little or no utility unless there are equal distances between the control points. It has advantages over direct simultaneous control where blocks are of practically even length. Progressive control is strongly recommended under any co-ordinated system as providing the most efficient and flexible control system.

Section 29. Speeds for Progressive Systems. Signals operating under progressive control must be timed for speeds not less than the maximum permitted by law in the district where the signals are located except as otherwise authorized by the Commission or by Section 6 of Article IX of Chapter 281, Laws of 1928, as quoted herein, and signs must be erected indicating the speed provided.

NTERSECTION

"Local authorities shall have no power or authority to alter any speed limitations declared in this article, or to enact or enforce any rule or regulation contrary to the provisions of this act, except that local authorities shall have power by ordinance for the regulation of traffic by means of traffic officers, semaphores, or electric signaling devices on any highway where traffic is heavy or continuous, and may increase the speed which shall be prima facie lawful where said through highway is continuously controlled at each intersection by traffic signals operated on the synchronized,

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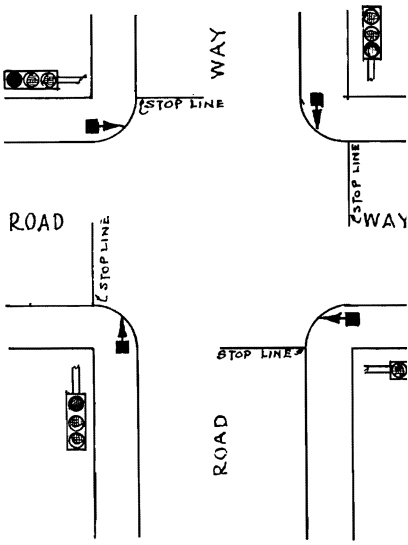
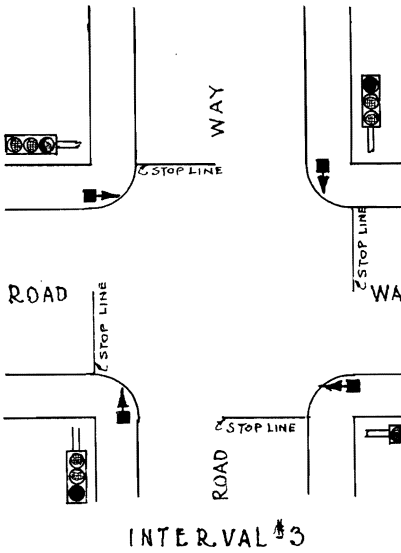
progressive or similar systems, where the timing of the lights and local conditions warrant such regulation; provided, that such increase in speed shall not exceed a maximum speed of thirty miles per hour; and provided, further, that local authorities shall first place and maintain upon all such highways upon which the permissible speed is increased, adequate signs giving notice of such special regulations."

(Note for Section 29.) It is improper for local authorities to set up control devices which place an ordinary arbitrary restriction upon the speed limit permitted by statutory provision. Thus, progressive systems must provide a timing not lower than the maximum provided by statute.



INTERVAL #1



INTERVAL #3

SEQUENCE

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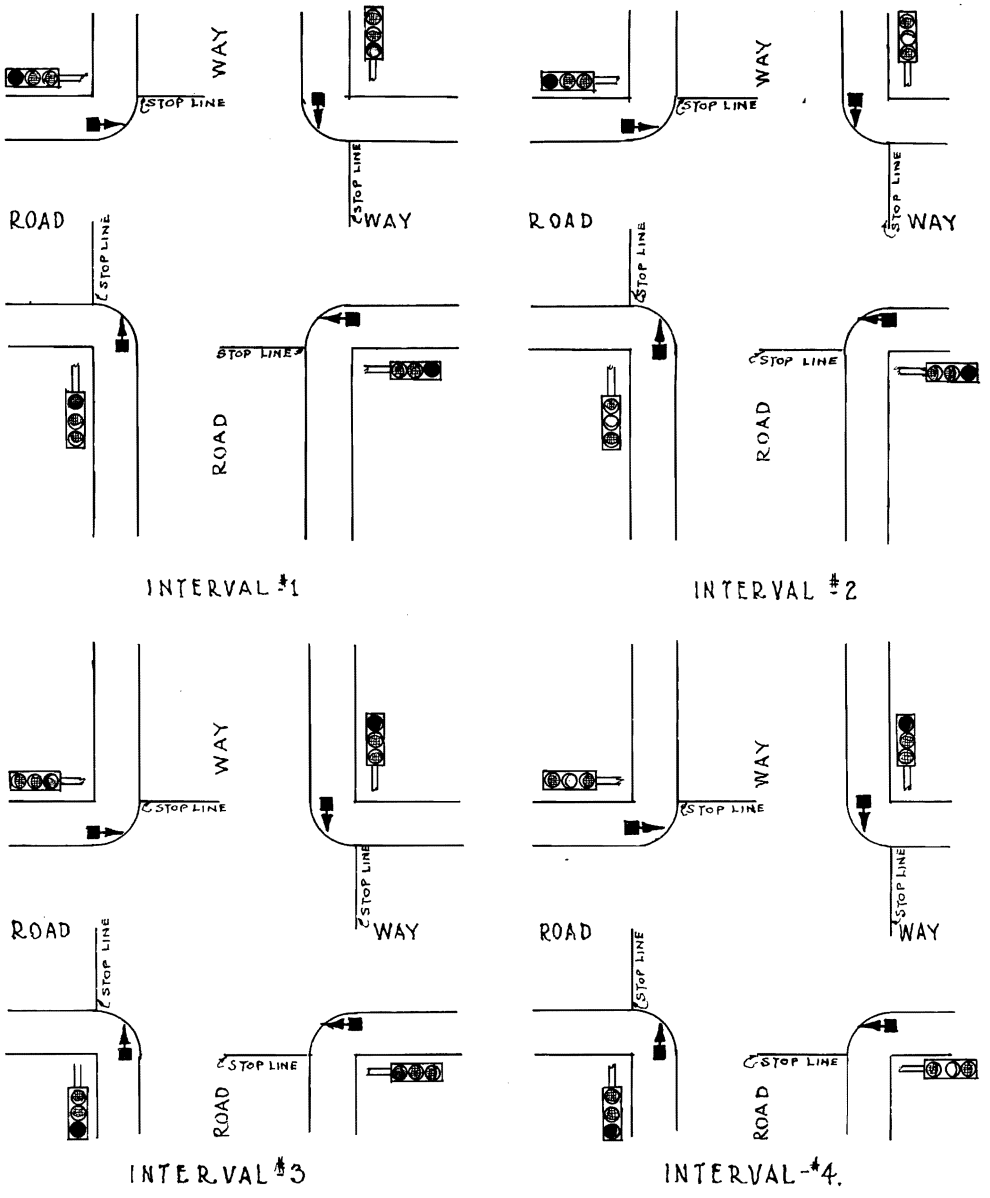

SEQUENCE OF COLOR INTERVALS

FIG. 15

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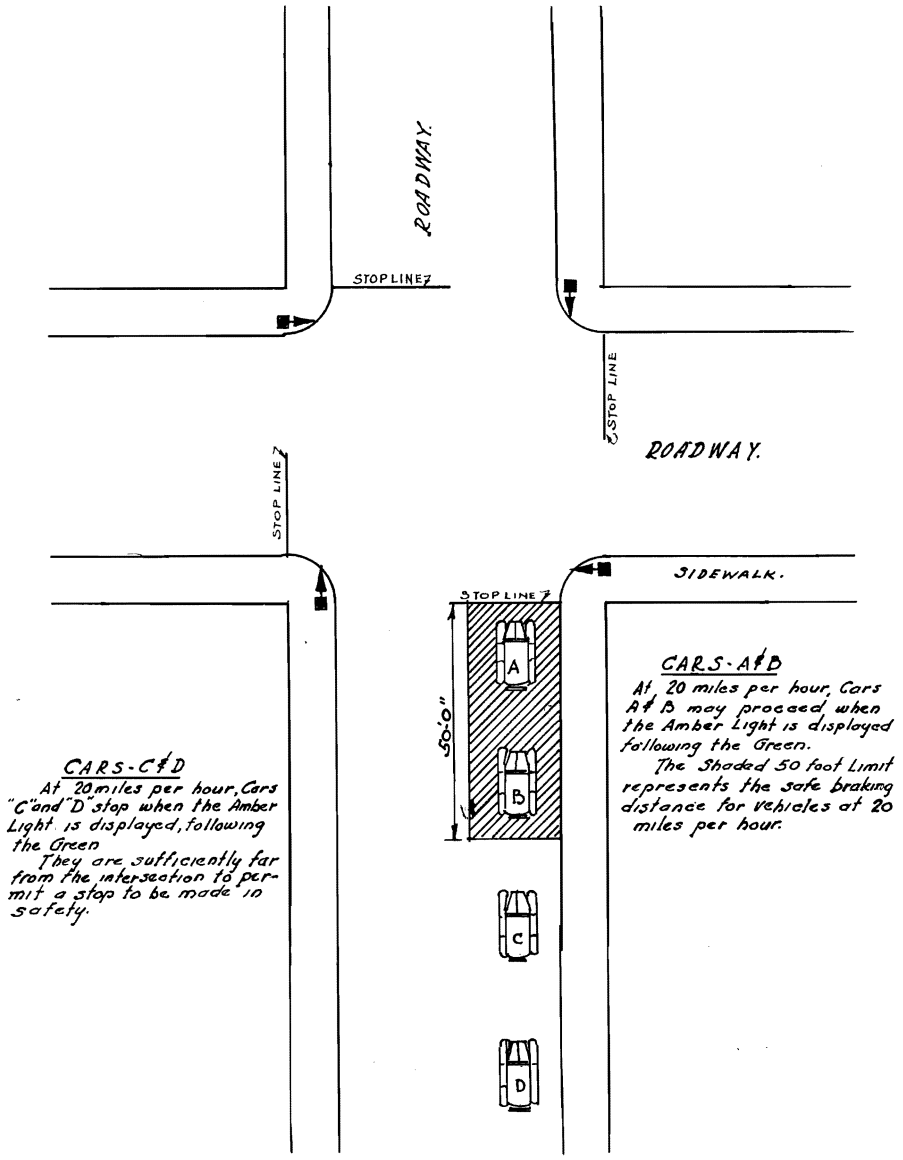

OPERATION OF VEHICLES ON AMBER CLEARANCE PERIOD

FIG. 16

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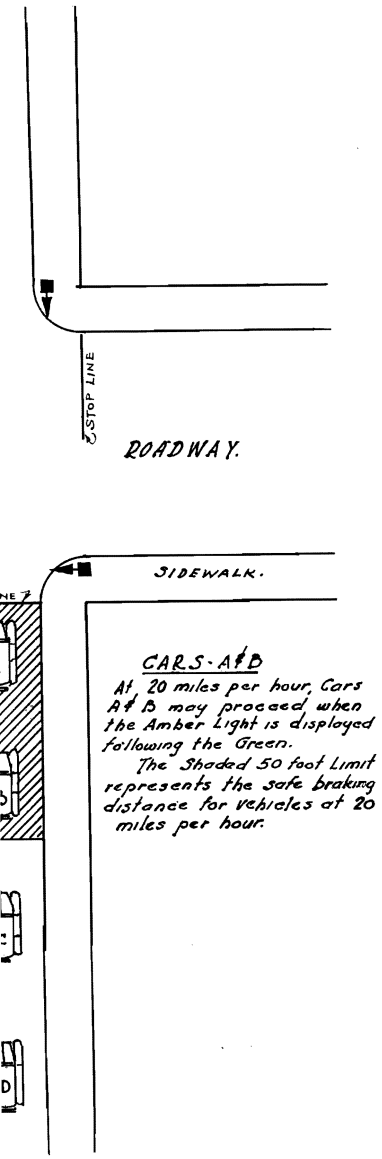

ER CLEARANCE PERIOD

APPENDIX

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TRAFFIC CONTR

To The New Jersey Traffic Con

The ..... requests approval of the followi above location. The installation tions set forth in Traffic Code N

I.

The exact location for each shown on the accompanying scale

If the location includes a State method and type of making elect submitted.

(Make drav

II. SP

(a) Position of lenses:

(b) Special features:

(c) Special connections for:

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MUNICIPALITY .....

COUNTY .....

LOCATION .....

.....

DATE .....

TRAFFIC CONTROL SIGNAL APPLICATION

To The New Jersey Traffic Commission, State of New Jersey:

The ..... of .....hereby requests approval of the following described traffic signal installation for the above location. The installation will be in strict conformity with the specifications set forth in Traffic Code No. 1.

I. LOCATION

The exact location for each signal showing the direction of each face is shown on the accompanying scaled drawings. (3 copies.)

If the location includes a State Highway, the drawings should also show the method and type of making electrical connections and two (2) additional copies submitted.

(Make drawing 40 feet to the inch.)

II. SPECIAL FEATURES

(a) Position of lenses: (1) Vertical .....

(2) Horizontal .....

(b) Special features: (1) Pedestrian period .....

(2) Turning arrows .....

(c) Special connections for: (1) Police or Fire Houses.....

(2) Railroad Crossing .....

(3) Co-ordination with other intersections .....

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III. OPERATION

(a) Type of control: Manual.....Automatic.....

Combined Manual and Automatic.....

Traffic Actuated .....

If co-ordinated state type of co-ordination:

1. Simultaneous:

   (a) Direct .....

   (b) Alternate .....

2. Progressive:

   (a) Limited .....

   (b) Flexible .....

(b) Timing Schedule

(1) The length of the total time period will be ..... seconds.

(2) The number of seconds to be allotted to each street or movement is as follows: .....

.....

.....

(3) The sequence in which they are to follow is: .....

.....

.....

(c) Hours of Operation

(1) Automatic traffic control operation.....

.....

(2) Manual Operation .....

.....

(3) Flashing Operation .....

.....

(d) If traffic control signals are operating on any of the connecting highways within a distance of one (1) mile of the location in question, state approximate distance and where located.....

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IV. EVIDE

(a) Traffic Count:

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This information is req
be submitted on forms
be taken on a week-da
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If traffic is unusually
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(b) Accident Records:

A record of traffic acc
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of safety.

(c) Remarks:

The following condition
control signal installat
If the installation is to
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(d) If the location includes a
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IV. EVIDENCES OF NECESSITY

(a) Traffic Count:

The volume of vehicular traffic is shown on the attached sheets.

This information is required to accompany the application and must be submitted on forms supplied by the Commission. The count must be taken on a week-day if concerning only local business traffic and a week-day and Sunday if concerning local and through traffic and to be taken by half-hour periods from 7 A. M. to 12 midnight, or for whatever period the signals are to be used as control devices. If traffic is unusually heavy on Saturdays or Sundays, and the signal is planned to be used only on those days, indicate and give applicable figures.

If pedestrian traffic is unusually heavy, and special consideration is planned for a pedestrian period, pedestrian counts should accompany the traffic count.

(b) Accident Records:

A record of traffic accidents at or adjacent to the proposed signal location, occurring in the past year, showing the type, direction of vehicle or vehicles and point of collision, shall be submitted for the purpose of determining the value of the signal from the standpoint of safety.

(c) Remarks:

The following conditions are believed to justify the proposed traffic control signal installation.

If the installation is to be justified on the basis of pedestrian control, speed control, or as an adjunct to a system, indicate below.

.....

.....

.....

.....

(d) If the location includes a State highway, approval must be obtained from the State Highway Department before any openings are made within the rights of way of State highways.

.....
Signed

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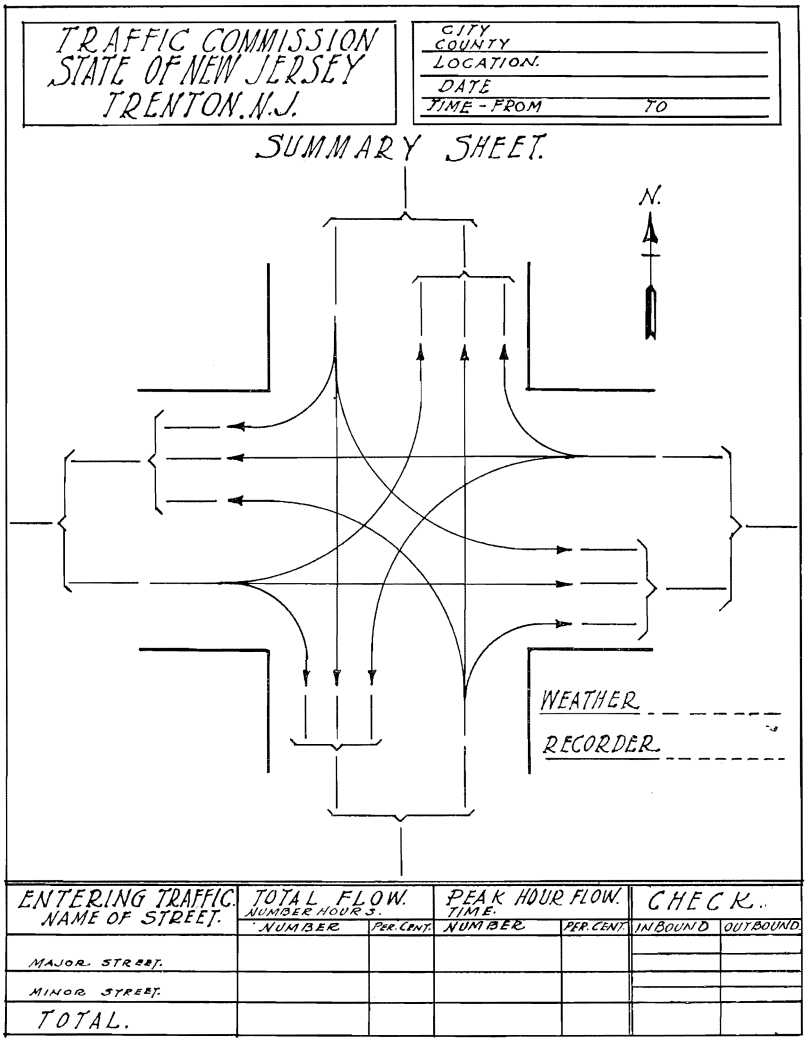
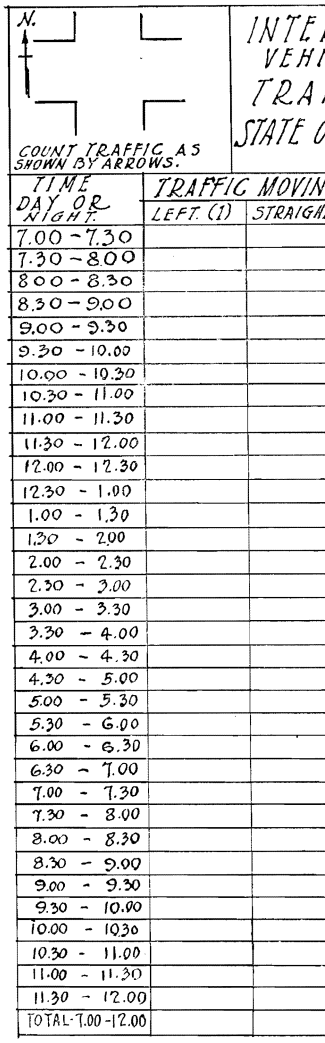


TRAFFIC FLOW DIAGRAM

FIG. 17



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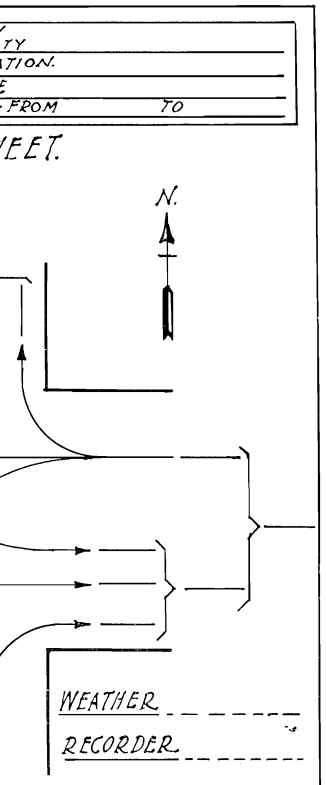

K HOUR FLOW. E.		CHECK.	
BER.	PER CENT.	INBOUND	OUTBOUND

AGRAM

N.

COUNT TRAFFIC AS SHOWN BY ARROWS.

INTERSECTION COUNT. VEHICULAR TRAFFIC

TRAFFIC COMMISSION STATE OF NEW JERSEY.

SHEET Nº
CITY
COUNTY
LOCATION
CHECKER.

TRAFFIC MOVING (N.S.E.W) ON _____ ST.

TIME DAY OR NIGHT.	LEFT. (1)	STRAIGHT (2)	RIGHT. (3)	TOTAL.	REMARKS.
7.00 - 7.30					
7.30 - 8.00					
8.00 - 8.30					
8.30 - 9.00					
9.00 - 9.30					
9.30 - 10.00					
10.00 - 10.30					
10.30 - 11.00					
11.00 - 11.30					
11.30 - 12.00					
12.00 - 12.30					
12.30 - 1.00					
1.00 - 1.30					
1.30 - 2.00					
2.00 - 2.30					
2.30 - 3.00					
3.00 - 3.30					
3.30 - 4.00					
4.00 - 4.30					
4.30 - 5.00					
5.00 - 5.30					
5.30 - 6.00					
6.00 - 6.30					
6.30 - 7.00					
7.00 - 7.30					
7.30 - 8.00					
8.00 - 8.30					
8.30 - 9.00					
9.00 - 9.30					
9.30 - 10.00					
10.00 - 1030					
10.30 - 11.00					
11.00 - 11.30					
11.30 - 12.00					
TOTAL 7.00 - 12.00					

TABULATION SHEET

FIG. 18

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MUNICIPALITY .....

COUNTY .....

LOCATION .....

DATE .....

PERMIT NO. .....

TRAFFIC CONTROL SIGNAL PERMIT

Under authority of Chapter 148, Laws of 1930, the New Jersey State Traffic Commission hereby approves the following described traffic control signal installation for the above location.

I. LOCATION OF SIGNALS

Signals shall be located and arranged in strict accordance with the attached drawing.

II. DESCRIPTION OF APPARATUS

Signals shall be in strict accordance with Traffic Code No. 1. No special arrangements will be permitted unless listed under this heading.

III. OPERATION OF SIGNALS

(a) Type of control.....

(b) If co-ordinated, state type.....

(c) Timing schedule

(1) Length of total time period ..... seconds.

(2) Time allotted to each street or movement.....

.....

.....

(d) Hours of operation

(1) Traffic control operation.....

(2) Flashing operation .....

This permit is granted for the specific signal installation described herein and for operation of such signal installation in accordance with Part III of this permit. Any material alteration of the physical equipment, or any continued or substantial departure from the timing schedule or hours of operation must be submitted to the Commission for approval with data sufficient to justify the modification. Failure to comply with these requirements may result in revocation of this permit.

.....
New Jersey Traffic Commission

STATUTORY PROVISIONS

Legal requirements relating t
following Sections of Chapter 1
1928, and amendments or supple

Chapte

Section 10. The Commission
the improvement thereof, and th
to traffic, including pedestrian tr
shall report annually to the Go
investigations, together with its
late and control the PLACING an
devices upon the streets, highwa
removal of traffic signals determ
to see that the laws with resp
enforced; it shall investigate th
to parking the vehicles on publi
to investigate the location of "S
those installed which in the op
chapter two hundred and eighty-
and twenty-eight, and the acts
to cause the removal of all col
traffic signals, and in addition th
hundred and eighty-one of the l
eight, and the acts amendatory
however, that nothing in this se
the powers of actual enforceme
Motor Vehicle Department.

Section 11. All ordinances a
adopted by any county pertaini
regulation devices shall, before
said traffic commission and shal
have been approved by the Com
approval by the Commissioner o
sions of article sixteen, chapter
sand nine hundred and twenty-e
to approve any such ordinances
Commission, it shall appear to
of traffic on the public highway

Chapt

Section 6. Local authorities
speed limitations declared in th
regulation contrary to the prov
shall have power by ordinance

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CIPALITY .....

TY .....

TION .....

.....

T NO. .....

NAL PERMIT

30, the New Jersey State Traffic described traffic control signal

IGNALS

ct accordance with the attached

PPARATUS

Traffic Code No. 1. No special nder this heading.

SIGNALS

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..... seconds.

ovement.....

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al installation described herein n accordance with Part III of hysical equipment, or any con- schedule or hours of operation val with data sufficient to justify se requirements may result in

.....

Jersey Traffic Commission

STATUTORY PROVISIONS RELATING TO TRAFFIC CONTROL SIGNALS

Legal requirements relating to traffic control signals are contained in the following Sections of Chapter 148, Laws of 1930, and Chapter 281, Laws of 1928, and amendments or supplements thereto:

Chapter 148, Laws of 1930

Section 10. The Commission shall investigate traffic conditions, means for the improvement thereof, and the enforcement of laws and regulations relating to traffic, including pedestrian travel upon the public streets and highways and shall report annually to the Governor and the Legislature the results of its investigations, together with its recommendations; it shall have power to regulate and control the PLACING and OPERATION of all traffic signals or signaling devices upon the streets, highways and public places in the State, or cause the removal of traffic signals determined to be unnecessary, and it shall be its duty to see that the laws with respect to such signals and signaling devices are enforced; it shall investigate the manner of enforcing the laws with regard to parking the vehicles on public highways; the use of streets by pedestrians, to investigate the location of "Stop Street" signs and to cause the removal of those installed which in the opinion of the Commission are in violation of chapter two hundred and eighty-one of the laws of one thousand nine hundred and twenty-eight, and the acts amendatory thereof and supplemental thereto; to cause the removal of all colored lights so located as to be confused with traffic signals, and in addition thereto to enforce the provisions of chapter two hundred and eighty-one of the laws of one thousand nine hundred and twenty-eight, and the acts amendatory thereof and supplemental thereto: Provided, however, that nothing in this section shall be construed to in any way curtail the powers of actual enforcement now vested in the local authorities and the Motor Vehicle Department.

Section 11. All ordinances adopted by any municipality or any resolution adopted by any county pertaining to the erection of traffic signals and traffic regulation devices shall, before the same become effective, be submitted to the said traffic commission and shall not be in force or effect until the same shall have been approved by the Commission, which approval shall be in lieu of the approval by the Commissioner of Motor Vehicles, as required under the provisions of article sixteen, chapter two hundred and eighty-one, laws of one thousand nine hundred and twenty-eight, and the Commission shall not be obliged to approve any such ordinances or resolutions unless after investigation by the Commission, it shall appear to be in the interest of safety and the expedition of traffic on the public highways.

Chapter 281, Laws of 1928

ARTICLE IX

Section 6. Local authorities shall have no power or authority to alter any speed limitations declared in this article, or to enact or enforce any rule or regulation contrary to the provisions of this act, except that local authorities shall have power by ordinance for the regulation of traffic by means of traffic

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officers, semaphores, or electric signaling devices on any highway where traffic is heavy or continuous, and may increase the speed which shall be prima facie lawful where said through highway is continuously controlled at each intersection by traffic signals operated on the synchronized, progressive or similar systems, where the timing of the lights and local conditions warrant such regulation; provided, that such increase in speed shall not exceed a maximum speed of thirty miles per hour; and provided, further, that local authorities shall first place and maintain upon all such highways upon which the permissible speed is increased, adequate signs giving notice of such special regulations.

Article XIII

Traffic Signals

1. Traffic signals or signal devices shall conform strictly with the following particulars:

2. A three-color system shall be used; red, amber, and green. *Green* shall mean permission for traffic to go, subject to the safety of others or the specific directions of an officer; *Red* shall mean traffic to stop before entering the intersection of crosswalk, and remain standing until Green is shown; *Amber* (or yellow) shall be for the exclusive use of pedestrians; Amber shall mean vehicles and street cars to stop before entering the intersection or crosswalk, unless when the Amber so appears the vehicle or street car is so close to the intersection that it cannot be stopped within fifty feet. If within fifty feet of an intersection the vehicle or street car may proceed across the intersection, or make right or left turns. No vehicles or street cars shall enter the intersection or crosswalk if not within this distance of fifty feet, while the Amber is displayed but must wait for the green to appear alone.

3. All other uses of Green, Red, Amber or Yellow lights, so located as to be confused with traffic signals, shall be discontinued.

4. The colors shall be shown in the following sequence: a *Green* light displayed for a predetermined number of seconds followed by an *Amber* light for a reasonable time for pedestrian traffic, followed by a *Red* light, followed by a *Green* light. The timing of all lights shall be determined by the volume of traffic.

5. Semaphores shall have four vanes or sides, the stop vanes having a red field with the word "Stop" plainly visible thereon, and the go vanes a green field with the word "Go" plainly visible thereon.

6. When used at night, semaphores shall be equipped with red and green lights, corresponding with the vanes, or sides, and the same meaning and visibility as electrically equipped signals.

7. *Lenses.* Where a vertical arrangement of lenses is used, red shall be placed at the top, amber in the middle, and green at the bottom.

8. When it is necessary to place the lights horizontally, the order of the lights shall be red at the left, amber in the middle, and green at the right.

9. The light shall be of such power, as to cause the signal to be visible for at least three hundred feet.

10. All traffic signals shall be so located as to be plainly visible to all traffic to be regulated. This shall be accomplished by:

(a) One-way or two-way lights on four corners, or

(b) Three-way or four-way signal on one corner, or

(c) Two-way or four-way signal on diagonal corners, or mast arm suspension.

11. Poles carrying signal sup
trian crosswalk lanes.

12. Each intersection on a c
trolled by signals or by suitable
are not erected at every intersec
controlled highway.

13. Hereafter no traffic signa
width of the highway, but wher
mandatory until after three yea
shall it be mandatory until afte
this act to change or remove a
conform with the provisions of
traffic signal or device not conf
installed or put to use; Provid
after be erected a fixed raised
raised safety zone shall not b
highway.

14. All traffic signals shall b
to approaching traffic at a distar

15. Traffic signals, operated
placed at a height of from eight

16. If on bracket or mast arn
feet.

17. The period or cycle shal
traffic, study of turns, study o
sections and speeds permitted.

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al conditions warrant such regu-
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that local authorities shall first
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special regulations.

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corners, or mast arm suspension.

11. Poles carrying signal supports shall be so placed as to be out of pedestrian crosswalk lanes.

12. Each intersection on a continuously controlled highway shall be controlled by signals or by suitable signs. Provided, however, that if traffic signals are not erected at every intersection it shall not be construed as a continuously controlled highway.

13. Hereafter no traffic signal shall be so located as to obstruct the paved width of the highway, but where such signal is now located, no change shall be mandatory until after three years from the date of the passage of this act, nor shall it be mandatory until after three years from the date of the passage of this act to change or remove any traffic signal, sign or device now in use to conform with the provisions of this act; Provided, nevertheless, that no new traffic signal or device not conforming with the provisions of this act shall be installed or put to use; Provided, however, that where there is, or may hereafter be erected a fixed raised safety zone, the highway area covered by said raised safety zone shall not be construed to mean the paved width of the highway.

14. All traffic signals shall be placed at such height as to be plainly visible to approaching traffic at a distance of at least fifty feet from the intersection.

15. Traffic signals, operated by electricity, if within the curb line, shall be placed at a height of from eight to ten feet above the pavement.

16. If on bracket or mast arm, a signal shall clear the pavement by fourteen feet.

17. The period or cycle shall be based on counts of turning and through traffic, study of turns, study of special intersections, distance between intersections and speeds permitted.

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

June 4, 1951

Mr. Lloyd B. Marsh,
Secretary of State
State House
Trenton, N. J.

Dear Mr. Secretary:

I am forwarding herewith for your files a copy of the Manual on Uniform Traffic Control Devices for Streets and Highways, prepared by a joint committee of American Association of State Highway Officials, Institute of Traffic Engineers and National Conference on Street and Highway Safety, 1948 edition published by the Federal Public Roads Administration, together with a letter of transmittal dated June 1, 1951 addressed to the officials responsible for the purchase, installation and maintenance of traffic signs, signals and markings.

I have, in accordance with the provisions of Title 39 of the Revised Statutes, amendments thereof and supplements thereto, adopted this Manual together with the notations indicated in the June 1, 1951 letter of transmittal attached thereto as the official State Manual and specifications for a uniform system of traffic control signals, signs and markings.

Very truly yours,

Martin J. Ferber

Martin J. Ferber,
Director

MJF:V/f

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

February 27, 1952

Hon. Lloyd B. Marsh
Secretary of State
State House,
Trenton, N. J.

Dear Mr. Marsh:

With reference to letter dated June 4, 1951 addressed to you from former Director of Motor Vehicles Martin J. Ferber, concerning the adoption of the Manual on Uniform Traffic Control Devices for Streets and Highways, prepared by a joint committee of the American Association of State Highway Officials, Institute of Traffic Engineers and The National Conference on Street and Highway Safety, 1948 Edition, and the adoption of this Manual together with notations indicated in the letter of June 1, 1951 from Director Ferber addressed to all officials responsible for the purchase, installation and maintenance of traffic control signals, signs and markings, I am attaching hereto copy of a letter addressed to State Highway Engineer E. W. Kilpatrick which is self-explanatory.

In accordance with the provisions of Title 39 of the Revised Statutes I have amended the previous action of the former Director of Motor Vehicles Martin J. Ferber to permit the use of regulatory and directional signs along the Garden State Parkway having a dark green background with white reflecting letters, in lieu of the color combinations now specified in the above mentioned Manual.

It is suggested that for future reference this letter be filed with the letter of June 4, 1951 from former Director of Motor Vehicles Martin J. Ferber.

Very truly yours,

William J. Dearden
Acting Director

WJD:AV/f

ack 3/12/52

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February 27, 1952

Mr. E. W. Kilpatrick
State Highway Engineer
Trenton, N. J.

Dear Mr. Kilpatrick:

Arnold Fey has discussed with me the contents of your letter to him of February 20, 1952 requesting approval of the Director of Motor Vehicles, as required by law, of the use of regulatory and directional signs having a dark green background with white letters along the Garden State Parkway, in lieu of the standard color combination signs as required by the Federal Manual on Uniform Traffic Control Devices for Streets and Highways, adopted by the Director of Motor Vehicles as the official State Manual and specifications for a uniform system of traffic control signals, signs and markings.

In view of the request contained in your letter of February 20 and by authority of Section 39:4-185.6 of the Revised Statutes, I hereby approve of the use of regulatory and directional signs along the Garden State Parkway having a dark green background with white reflecting letters, in lieu of the present standard color combinations. In all other respects these signs are to conform to the standards of the Uniform Manual.

This approval is granted with further understanding that all other signs along the Garden State Parkway will conform to the standards and specifications of the Uniform Manual.

Very truly yours,

William J. Dearden
Acting Director.

WJD:AV/f

cc: J. P. Marsh
Secretary of State

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State of New Jersey
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

September 1, 1949.

PLEASE REFER TO
FILE NO.

REGULATION

Pursuant to the provisions of Section 39:3-43 and Section 39:4-126 of the N. J. Revised Statutes, it is hereby declared that a vehicle is so constructed or loaded as to prevent the hand and arm signal from being visible, both to the front and rear, when the distance from the center of the top of the steering post to the left outside limit (or right in the case of a right-hand drive vehicle) of the body, cab, or load exceeds 24 inches, or when the distance from the center of the top of the steering post to the rear limit of the body or load exceeds 14 feet. The latter measurement shall apply not only to a single vehicle, but also to any combination of vehicles.

By virtue of the provisions of R.S. 39:4-126, any vehicle or combination of vehicles constructed, loaded or capable of being loaded so as to exceed the dimensions hereinbefore promulgated shall be equipped with direction signals of a type approved by the Director of Motor Vehicles and said signals shall be in good working condition.

A. W. Magee
Director

Attest:
George W. Zeigler, Chief Inspector

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STATEMENT
CONCERNING POLICY RESPECTING REVOCATIONS OF LICENSE FOR TRAFFIC OFFENSES

Prior to the public announcement made by the Director of the Division of Motor Vehicles on August 6, 1951 urging magistrates to impose more revocations of a license, it was the policy of this office that where a short term revocation was imposed by a court as a result of a moving traffic law violation, such persons were placed under the scope of the New Jersey Financial Responsibility Law and were required to file a certificate of insurance.

However since his recent public pronouncement the policy respecting these cases has been changed. Not only are these violators no longer placed under the scope of the Financial Responsibility Law, but automatic restorations are being arranged on the date reinstatement is due in line with the judgment laid down by the court.

Of course exceptions prevail. The first is that the convictions specifically named in Chapter 6 as coming under the scope of the Financial Responsibility Law must continue to come under scope of such law. The second exception is the case of person who has license revoked for a moving traffic offense and who has a prior record of traffic law infractions which would through their seriousness and frequency of occurence be deemed as necessary to come under the scope of the Financial Responsibility Law as described by Section 39:6-1e. In the last described instance, the final determination by this office if a person should come under the scope of such law would be determined at a hearing at this office.

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

March 1, 1951.

In accordance with the provisions of Section 39:3-9 of the Revised Statutes, I have adopted what is commonly known as the SAE rating of determining horsepower for the purpose calculating registration fees for the registration year of 1951.

This formula is to square the bore of the cylinder multiplied by the number of cylinders and divide by 2.5.

It is a formula used in determining horsepower for fee purpose by all States who use horsepower as basis of the fee.

Martin J. Ferber,
Director.

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

January 8, 1952.

In accordance with the provisions of Section 39:3-9 of the Revised Statutes, I have adopted what is commonly known as the SAE rating of determining horsepower for the purpose of calculating registration fees for the registration year of 1952.

This formula is to square the bore of the cylinder multiplied by the number of cylinders and divide by 2.5.

It is a formula used in determining horsepower for fee purpose by all States who use horsepower as basis of the fee.

Wm. J. Dearden,
Acting Director.

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

March 1, 1950.

In accordance with provisions of Section 39:3-9 of the Revised Statutes, I have adopted what is commonly known as the SAE rating of determining horsepower for the purpose of calculating registration fees for registration year of 1950.

This formula is to square the bore of the cylinder multiplied by the number of cylinders and divide by 2.5.

It is a formula used in determining horsepower for fee purpose by all States who use horsepower as basis of the fee.

A. W. Magee
Director

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

May 29, 1951.

Pursuant to the provisions of Title 39, Chapter 3, Section 43, of the Revised Statutes, the following regulation covering the use of identification lights on privately owned motor vehicles operated by members of Volunteer Fire Companies is promulgated effective immediately.

An active member in good standing of a recognized Volunteer Fire Company may display on the front of a motor vehicle, owned by him and registered in his name, an identification light equipped with a lamp of not to exceed 21 candlepower. This light must be equipped with a blue lens, not in excess of 6½ inches in diameter. The light shall be not more than 35 inches from the ground. The light shall be steady in character and may have an aperture on the periphery designed to provide a white light without a beam, for the purpose of illuminating the distinguishing tag carried by volunteer firemen.

This light may be illuminated only while the vehicle so equipped is engaged in responding to a fire alarm and while such vehicle is in the custody of volunteer firemen as described above.

This light is not intended to grant to volunteer firemen any privileges or exemptions denied to the drivers of other vehicles, but is intended to serve as an identification light only.

Misuse of the privilege provided by this regulation or violation of the conditions imposed will be considered reasonable grounds for revocation of the privilege.

Written authority for the use of such light, issued by the Chief Executive Officer of the Department or Company, must be carried by the operator of the vehicle while such light is displayed.

Martin J. Ferber

Martin J. Ferber, Director

Attest:

George W. Zeigler

George W. Zeigler, Chief Inspector

LOOK – BEFORE YOU CROSS

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

April 20, 1953.

Honorable Lloyd B. Marsh,
Secretary of State,
State House,
Trenton, New Jersey.

Dear Sir:

I enclose, herewith, formal notice of the appointment of Thomas Mayer as the person who is designated by me to acknowledge service of process and to mail notice of service of copy of Summons and Complaint in proceedings under the provisions of Chapter 7 of Title 39 of the Revised Statutes.

Sincerely yours,

Wm. J. Dearden,
Director.

WJD:SE
Encl.

SECRETARY OF STATE
APR 20 1953
FILED

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

April 20, 1953

In accordance with the provisions of Section 39:7-3 of the Revised Statutes, I am hereby delegating the following person to acknowledge service of process and to mail notice of service of copy of Summons and Complaint in proceedings under the provisions of Chapter 7 of Title 39 of the Revised Statutes.

Thomas Mayer

Wm. J. Bearden

Wm. J. Bearden, Director
Division of Motor Vehicles.

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Trenton, April 20, 1953.

Hon. William J. Dearden, Director,
Motor Vehicles,
Trenton, 7, N.J.

My dear Mr. Dearden,

This will acknowledge receipt of the appointment of Thomas Mayer designated to acknowledge service of process and to mail notice of service of copy of Summons and Complaint in proceedings under the provisions of Chapter 7 of Title 39 of the Revised Statutes. The same was placed on the files of this office under date of April 20, 1953.

Very truly yours,

SECRETARY OF STATE.

lba/am

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STATE OF NEW JERSEY
DIVISION OF MOTOR VEHICLES
OFFICE OF THE DIRECTOR
TRENTON 7

April 24, 1952

Honorable Lloyd B. Marsh
Secretary of the State
State House
Trenton, New Jersey

Dear Sir:

The enclosed rule is forwarded to you, herewith, in accordance with the requirement.

Very truly yours,

Wm. J. Dearden,
Acting Director.

WJD:Sv
enc.

Rule
4/25/52

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State of New Jersey
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

April 21, 1952

TO ALL AGENTS:

Upon application for the issue of a "Farm Use" registration pursuant to Title 39:3-25 R.S. the applicant must produce a Farmer's Certificate issued by his local County Agricultural Agent. This Farmer's Certificate is to be endorsed by the Agent with the "Farm Use" registration number issued by him; also, the application for such registration must contain the applicant's Farmer's Certificate number.

Wm. J. Dearden, Acting Director
Division of Motor Vehicles.

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State of New Jersey

DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
STATE HOUSE
TRENTON 7

PLEASE REFER TO
FILE NO.

February 24,
1954 .

Hon. Edward S. Patten,
Secretary of State,
State House,
Trenton, New Jersey.

Dear Sir:

The enclosed copy of "Regulations on trucks and brake fluids and power steering devices" are hereby transmitted to you for filing with the records of the Department of State.

Very truly yours,

William J. Dearden
Director.

WJD.S

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DIVISION OF MOTOR VEHICLES

January 14, 1954.

The following rule is promulgated to govern the installation of power steering devices on vehicles registered in the State of New Jersey.

Pursuant to the provisions of R.S. 39:3-43, it is required that any power steering device installed in a motor vehicle, offered for sale, sold or registered in the State of New Jersey, shall be of a type which will permit the continued use of the steering mechanism under manual control in the event of the failure of the power unit.

All power steering equipment on motor vehicles offered for sale, sold, or registered in the State of New Jersey, must be approved by the Director.

Director

Attest: George H Beyer
Assistant Director

Note: A certificate of approval will be issued on presentation of satisfactory evidence that the equipment is of a type which can be used manually in the event of failure of the power unit. (Affidavits or statements from new car manufacturers to the above effect will be acceptable.)

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DIVISION OF MOTOR VEHICLES

February 4, 1954

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The following rules are promulgated to govern the manufacture, installation, maintenance, and use of brake tubing, brake hose, hose connections, and brake fluids used in or on motor vehicles operated on New Jersey highways.

Pursuant to the provisions of R.S. 39:3-43, it is required as follows:

Brake tubing and hose, adequacy. Brake tubing and brake hose shall be:

(a) Designed and constructed of proper material and so installed as to insure proper continued functioning;
(b) Sufficiently long and flexible as to accommodate without damage all normal motions of the parts to which they are attached;
(c) Suitably secured against chafing, kinking, or other mechanical injury; and
(d) Brake hose shall be so constructed as to insure adequate and reliable functioning and shall conform to the appropriate specification set forth in the SAE Standards for "Hydraulic Brake Hose," "Air-Brake Hose," or "Vacuum Brake Hose."

Brake tubing and hose connections. All connections for air, vacuum, or hydraulic braking systems shall:

(a) Be adequate in material and construction to insure proper continued functioning;
(b) Be designed, constructed, and installed so as to insure, when properly connected, an attachment free of leaks, constrictions, or other defects;
(c) Have suitable provision in every detachable connection to afford reasonable assurance against accidental disconnection;
(d) Have the vacuum brake engine manifold connection at least 3/8 inches in diameter.

Brake lining. The brake lining on every motor vehicle shall be so constructed and installed as not to be subject to excessive fading and grabbing and shall be adequate in thickness, means of attachment, and physical characteristics to provide for safe and reliable stopping of the motor vehicle.

Brakes to be operative. All brakes with which motor vehicles are equipped shall be operative at all times except brakes on disabled vehicles being towed; but means may be used for reducing the braking effort on the front wheels of any bus, truck, or truck-tractor or of removing the braking effort on the front wheels of any three axle truck or truck-tractor provided that the means for reducing or removing the braking effort shall be used only when operating under adverse road conditions such as wet, snowy, or icy roads.

Single valve to operate all brakes. Every motor vehicle, the date of manufacture of which is subsequent to June 30, 1955, which is equipped with power brakes, shall have the braking system so arranged that one application valve shall when applied operate all the service brakes on the motor vehicle or combination of motor vehicles. This requirement shall not be construed to prohibit motor vehicles from being equipped with an additional valve to be used to operate the brakes on a trailer or trailers.

Reservoirs required. Every bus, truck, and truck-tractor, the date of manufacture of which is subsequent to June 30, 1955, which is equipped with an air or vacuum brake system, shall be equipped with reserve capacity or a reservoir sufficient to insure a brake application capable of stopping the vehicle within the stopping distance requirements of R.S. 39:3-68 in the event the engine stops. No such reserve capacity or reservoir shall be required if the braking system is so designed and installed as to provide for application of the service brakes through hyradulic or mechanical means in event of failure of the air or vacuum system or the source of supply of such systems.

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Warning devices. On and after June 30, 1955, every bus, truck, and truck-tractor equipped with an air brake system shall be provided with either an audible or visible warning signal to indicate readily to the driver any loss or lack of air sufficient to prevent the vehicle from being stopped. A gage indicating pressure shall not be deemed to be an adequate means of satisfying this requirement.

Brake fluids offered for sale, sold or used in New Jersey, shall conform to the appropriate specifications set forth in the S.A.E. Standards for Hydraulic Brake Fluid (Heavy Duty Type).

Director

Attest: Assistant Director

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DEPARTMENT OF LAW AND PUBLIC SAFETY

INTER DEPARTMENTAL COMMUNICATION

Date May 25, 1954

MEMORANDUM TO: Edward J. Patten, Secretary of State

SUBJECT : Rules of Procedure Relating To Hearings Conducted by the Division of Motor Vehicles.

I am attaching, herewith, a copy of Rules of Procedure Relating To Hearings Conducted by the Division of Motor Vehicles for filing with your office.

Wm. J. Dearden, Director
Division of Motor Vehicles

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RULES OF PROCEDURE RELATING TO HEARINGS CONDUCTED BY THE DIVISION OF MOTOR VEHICLES

1. A hearing involving the suspension or revocation of a registration certificate or driver's license; or a hearing to prohibit any person from obtaining a driver's license or registration certificate and a hearing involving the suspension or revocation of the reciprocity privilege of any non-resident is conducted by one of five hearing officers. The Supervisor of the Driver Improvement section, the assistant supervisor, and three other members of the Division, all of whom have been designated by the Director, constitute the hearing officers. No officer will be assigned to a hearing who was engaged in investigative or prosecuting functions in the particular matter being heard. He will conduct the hearing in an impartial manner; and he will not consult any person or party on any matter in issue except upon notice and opportunity for all parties to participate. Upon the conclusion of a hearing, the hearing officer will recommend to the Director, in writing, whether the certificate or license should or should not be suspended or revoked and the length of the period of suspension or revocation, if any.

2. Upon the conclusion of a hearing, the hearing officer will accept and consider all memoranda of facts, law and argument that may be submitted within the time limit fixed by the hearing officer.

3. At all hearings, the holder of the certificate or license may appear pro se or by counsel admitted to practice in the New Jersey courts. In proceedings relating to issues other than repeated violations of the motor vehicle law by a licensee (point system), the Attorney General may choose to participate in the proceedings as prosecutor.

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4. Hearing officers will not be bound by common law or statutory rules of evidence. They will admit all testimony having reasonable probative value but will exclude immaterial, irrelevant or unduly cumulative testimony. They will give effect to the rule of privilege recognized by law. Every person will have the right to present his case or defense by oral and documentary evidence, submit rebuttal evidence and to conduct such cross-examination as may be required for a full and true disclosure of the facts.

5. A stenographic record of the hearing may be taken upon the request of the licensee or certificate holder provided a qualified stenographer is employed and copies of the typewritten record are furnished without charge to the hearing officer and the Attorney General.

6. Subpoenas for the appearance of witnesses will be issued by the Director upon written request. A subpoena must be served at least five days before the return date, either by registered mail or personally. A witness shall be entitled to receive one dollar ($1.00) for each day's attendance and three cents ($0.03) for every mile of travel by the nearest generally traveled route, in going to and from the place of hearing.

7. In proceedings relating to the repeated violations of the motor vehicle law by a licensee (point system) and the record of convictions is not in dispute, the licensee may offer proof of mitigating circumstances.

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APPLICATION OF POINT SYSTEM TO TRAFFIC LAW VIOLATION REPEATERS

Since July 1, 1952, a Point System for Violation Repeaters of the Traffic Laws has been instituted by the Division of Motor Vehicles. It is intended as a corrective measure for motorists whose repeated violations of the law regulating the safe operation of such vehicles make them potential accident hazards.

The Point System sets up a scale of points and point values for certain law violations (exclusive of parking) as follows:

	POINTS
Driving, or permitting another to drive, while under the influence of intoxicating liquor or a narcotic or habit producing drug.....	12
Involvement in fatal accident as result of operating vehicle in violation of law.....	12
Leaving scene of accident.....	8
Reckless driving.....	6
Exceeding speed limit.....	4
Other violations (parking excluded).....	3
If 3 convictions within 18 months — add.....	3

1. An accumulation of 12 points within a three year period makes the driver subject to a hearing before the Director on the charge that he is a violation repeater. Convictions in other States and in Canada will be weighed against the driver the same as if the violation had occurred in New Jersey.

2. Exceptions to the above scale will be as follows:

   a. A single violation, while not carrying the necessary 12 points, may be of such serious nature as to warrant revocation. If license has not already been revoked by the magistrate, the Director may issue a notice of proposed revocation of the driver's license.

   b. A driver with a record of convictions over the years, spread out in such manner that 12 points are not accumulated in any three year period but whose consistent

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record of violations indicates unresponsiveness to correction.

c. A subsequent conviction following restoration of license under the Point System, will be grounds for another proposal to revoke, regardless of whether another 12 points have been accumulated or not.

3. The date of the violation (not the conviction) will be the controlling factor in evaluating the three year record.

DIVISIONAL PRACTICE RELATING TO CONVICTED VIOLATION REPEATERS, PERSONS INVOLVED IN FATAL ACCIDENTS WHERE VIOLATION OF MOTOR VEHICLE LAW IS CHARGED, PERSONS ACCUSED OF RECKLESS AND INCOMPETENT DRIVING. SAID PRACTICE IS ALSO APPLICABLE TO PROCEEDINGS LOOKING TO SUSPENSION OR REVOCATION "ON ANY OTHER REASONABLE GROUNDS" AS AUTHORIZED BY R.S. 39:5-30.

1. Notice is mailed to alleged violator of proposed revocation after ten days with proviso for a stay upon written request for a hearing. Notice contains summary of charges.

2. Revocation is entered upon failure to apply for a hearing.

3. Upon application for a hearing date therefore is fixed and notice thereof forwarded to applicant.

4. A revocation is entered upon failure of alleged violator to appear for the hearing.

5. Hearing held in accordance with rules of procedure as outlined.

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

March 3, 1952

In accordance with the provisions of Section 39:3-9 of the Revised Statutes, I have adopted what is commonly known as the SAE rating of determining horsepower for the purpose of calculating registration fees for the registration year of 1952.

This formula is to square the bore of the cylinder multiplied by the number of cylinders and divide by 2.5.

It is a formula used in determining horsepower for fee purpose by all States who use horsepower as basis of the fee.

Wm. J. Dearden
Director

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APR 14 1953

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STATE OF NEW JERSEY
THE DIRECTOR OF MOTOR VEHICLES
TRENTON 7

March 2, 1953

In accordance with the provisions of Section 39:3-9 of the Revised Statutes, I have adopted what is commonly known as the SAE rating of determining horsepower for the purpose of calculating registration fees for the registration year 1953.

This formula is to square the bore of the cylinder multiplied by the number of cylinders and divide by 2.5.

It is a formula used in determining horsepower for fee purpose by all States who use horsepower as basis of the fee.

Wm. J. Dearden
Director

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