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THIRTY-THIRD

# ANNUAL REPORT

*OF THE*

COMMISSIONER OF MOTOR VEHICLES

*OF THE*

STATE OF NEW JERSEY

*FOR THE YEAR*

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1938



A. W. MAGEE,  
*Commissioner.*

WILLIAM J. DEARDEN,  
*Deputy Commissioner.*



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# Annual Report

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January 1, 1939.

*To the Legislature of the State of New Jersey:*

GENTLEMEN: The Department of Motor Vehicles respectfully submits herewith a report of its activities for the year 1938.

Gross receipts were the greatest in Department history as were the number of motor vehicles registered and drivers licensed. In spite of the increased use of the motor vehicle, the traffic accident situation showed such improvement that the State of New Jersey won the much coveted Grand Award in the National Traffic Safety contest for being the State that came nearest to doing the maximum practically for traffic safety.

Gross receipts were \$20,510,593.06, an increase of 5.9% over the previous year; 1,024,096 motor vehicles were registered, an increase of 1½% and 1,259,016 persons were licensed to drive, an increase of 2.8% over the year 1937.

Traffic fatalities in the State reached the amazing low of 865, representing a saving of 413 lives over the toll for the year previous. Total reportable accidents and non-fatal injuries each decreased 13%.

Many factors contributed to the State's improved accident situation. Foremost was the cooperation of the driving and walking public, without which no safety program has ever been successful. The reduction in deaths and accidents and a 6.6% decrease in the number of arrests for traffic law violations unquestionably indicates an awakened responsibility, particularly on the part of drivers.

Helping materially to instill this higher regard for highway safety were the police, the press, the radio industry, the clergy and fraternal and service organizations. Behind this varied activity, however, was the guiding influence of the Motor Vehicle Department, the organized agency charged by law with the regulation of motor vehicles.

This regulation embraced a wide range of activity all aimed at the lawful the orderly operation of motor vehicles on the public highways. Many of these regulations have been in effect for years and have served to establish New Jersey's leadership in the field of modern and progressive motor vehicle administration.

This leadership was further enhanced during the year through the enforcement of the motor vehicle inspection law. Other States inspect motor vehicles and even New Jersey tried it a decade ago but nowhere has it met with the success of our State-owned and operated system. Functioning for the first time in a year when traffic fatalities were reduced 32 per cent, car inspection was

undoubtedly a leading factor in this improvement. Inspection has definitely proved its worth. The Legislature's foresight in enacting this regulation has been more than justified by the results.

Other Department activities, all of which are described in detail in the body of this report, were as follows:

**ENFORCEMENT.** The Inspection Staff made 15,353 arrests for violations of the Traffic and Motor Vehicle Laws, netting a total revenue in fines of \$124,123.50; examined 112,359 applicants for drivers' licenses; conducted a permanent patrol on Routes 25 and 29 which raised the enforcement index on these routes to 13.3 whereas the index for the State as a whole was but 5.3.

**LICENSE REVOCATIONS AND HEARINGS.** Revoked the drivers' licenses of 5,336 operators, 1,425 of which were drunken drivers; conducted 3,477 investigations of habitual violators and revoked the driving privilege of 526.

**TRAFFIC ENGINEERING AND REGULATION.** Maintained a complete statistical record and study of traffic accidents; studied more than 100 high accident locations and made corrective recommendations; investigated all traffic regulation ordinances and applications for "Stop Street" sign installations.

**SAFETY EDUCATION:** Promoted proper street and highway conduct in motorists and pedestrians; distributed posters and literature; reached 100,000 people with safety meetings and carried on safety activities through the clergy, the radio and press.

**FINANCIAL RESPONSIBILITY:** Forced careless drivers into position of financial responsibility or removed them from the highways, thus broadening the protection to persons injured in accidents.

**BILLS OF SALE:** Licensed new and used car dealers and protected the ownership titles of all registered motor vehicles; reduced automobile thefts to a minimum.

**AUTOMOBILE JUNK YARDS:** Maintained complete supervision over all automobile junk yards.

**EXCISE TAX:** Supervised and collected one-half cent per mile excise tax on all inter-state bus traffic.

**INFORMATION SERVICE:** Conducted a 24-hour information service through which 456,891 inquiries concerning car registrations and drivers were handled.

While continuing its supervision and control over the automobile driver, the Department plans a concentrated campaign around pedestrian use of the streets and highways. Considering that every other person killed in traffic each year in New Jersey is a pedestrian, there is need for a broad educational campaign that will teach the person afoot to be more careful in his use of the streets and highways. The entire facilities of the Department will be used, in cooperation with the local authorities, to reduce the pedestrian hazard.

The subject of re-examination of drivers is still being studied in cooperation with the State Medical Society. Definite recommendations are looked for in the near future.

Respectfully submitted,  
ARTHUR W. MAGEE,  
*Commissioner.*

## TRAFFIC ACCIDENT REVIEW

Traffic accidents on the public streets and highways of the State during the year 1938 totaled 33,570, a reduction of 13% from the previous year; traffic fatalities 865, a reduction of 32% and traffic non-fatal injuries 24,918, a decrease of 13%.

The saving of human lives was 413, by far the greatest achievement in the history of motor vehicle transportation in the State. It was the lowest death figure in twelve years, the nearest approach being in 1926 when 861 persons were killed in traffic.

The following fourteen year record of fatalities lends emphasis to the 1938 accomplishment:

YEAR	DEATHS	YEAR	DEATHS
1925 .....	862	1932 .....	1,180
1926 .....	861	1933 .....	1,185
1927 .....	1,027	1934 .....	1,227
1928 .....	1,075	1935 .....	1,188
1929 .....	1,275	1936 .....	1,107
1930 .....	1,269	1937 .....	1,278
1931 .....	1,302	1938 .....	865

It is encouraging to note that no month in 1938 exceeded the deaths in the corresponding month of the previous year. The month having the fewest deaths was February with 57 while December was high with 92. Multiple death accidents where more than one fatality resulted from a crash were fewer than in many years. These included 49 two-death accidents and 11 three-death accidents.

With one exception, noticeable decreases were recorded in the various types of traffic accidents. Collisions with pedestrians, with other motor vehicles, etc., were both fewer in number and in the number of persons killed and injured in each type. The one exception was in collisions with bicycles where accidents increased ten per cent, deaths four per cent and injuries nine per cent.

The following table shows a two-year comparison of the different types of accidents, the number of persons killed and the number of persons injured in each.

### COMPARISON OF ACCIDENT TYPES AND NUMBER KILLED AND INJURED

	Number of Accidents				Number Killed				Number Injured			
	1937	1938	Change		1937	1938	Change		1937	1938	Change	
Collision with—												
Pedestrian .....	7,712	6,260	19%	decr.	691	425	39%	decr.	7,308	6,069	17%	decr.
Other Motor												
Vehicle .....	26,186	23,278	11%	decr.	336	226	34%	decr.	17,779	15,398	13%	decr.
Horse Drawn												
Vehicle .....	124	91	27%	decr.	1	3	200%	decr.	77	56	27%	decr.
Railroad Train..	66	54	18%	decr.	25	21	16%	decr.	46	36	22%	decr.
Street Car .....	164	90	45%	decr.	2	...	...		97	42	57%	decr.
Bicycle .....	641	708	10%	incr.	26	27	4%	incr.	606	663	9%	incr.
Fixed Object ...	2,555	2,216	13%	decr.	126	116	8%	decr.	1,953	1,787	8%	decr.
Non-Collision												
Operating .....	848	812	4%	decr.	70	47	33%	decr.	944	851	10%	decr.
Non-Operating .	6	...	..		1	...	...		6	...	...	
Miscellaneous .	109	61	..		...	...	...		19	17	...	
<b>TOTAL .....</b>	<b>38,410</b>	<b>33,570</b>	<b>13%</b>	<b>decr.</b>	<b>1,278</b>	<b>865</b>	<b>32%</b>	<b>decr.</b>	<b>28,835</b>	<b>24,918</b>	<b>13%</b>	<b>decr.</b>

Three-fourths of all traffic accidents happened on county and municipal streets and highways but 39% of the fatal accidents occurred on State Highway routes.

Traffic authorities agree that but one-fifth of the traffic is on the streets and highways during normal hours of darkness. Yet 42% of total accidents and 65% of the fatal accidents occurred last year at night. This was a decrease from the previous year when 45% of the total accidents and 68% of fatal accidents took place under cover of night.

The year saw decreases in night accidents of every type of motor vehicle accident recorded except collisions with railroad trains. Following is a comparative table of the different types of accidents, showing the percentage of night and day accidents for the years 1937 and 1938:

TYPE OF ACCIDENT—	1937		1938	
	DAYLIGHT ACCIDENTS	NIGHT ACCIDENTS	DAYLIGHT ACCIDENTS	NIGHT ACCIDENTS
Pedestrian .....	49%	51%	53%	47%
Other Motor Vehicle ....	57%	43%	60%	40%
Horse Drawn Vehicle ....	49%	51%	56%	44%
Railroad Train .....	52%	48%	37%	63%
Street Car .....	65%	35%	69%	31%
Bicycle .....	68%	32%	73%	27%
Fixed Object .....	43%	57%	45%	55%
Non-Collision .....	55%	45%	58%	42%
TOTAL ACCIDENTS..	55%	45%	58%	42%

### ACCIDENT HIGHLIGHTS

Each day, on the average, there were 92 traffic accidents, two deaths and 68 persons non-fatally injured.

58% of total accidents and 55% of total non-fatal injuries occurred during daylight but 65% of the fatal accidents happened at night.

5 to 6 P. M. was the peak hour for all accidents. 7 to 8 P. M. for fatal accidents.

More accidents occurred on Saturday than any other day of the week. The safest day was Tuesday.

For every two drivers killed in accidents there were three passengers killed.

Most accidents occurred during clear weather and on dry road surfaces.

Ten per cent of the accident drivers were non-residents.

A total of 373 unlicensed drivers figured in accidents.

Collisions with railroad trains accounted for 21 deaths as compared with 25 in the previous year.

One-fourth of total accidents and 39% of total fatalities occurred on State Highways. In the year 1937 the percentages were 23 and 38 respectively.

Alcohol was a factor in four per cent of total accidents but these accidents resulted in ten per cent of the year's traffic fatalities and four per cent of the non-fatal injuries. The record involving drivers who "had been drinking" shows 1,339 accidents, 86 deaths and 1,044 injuries.

The hour before midnight was the time and Saturday and Sunday the days when most drinking drivers had accidents.

Eleven per cent of the drinking drivers were non-residents.

The outstanding violation of alcohol drivers was "on wrong side of road". Ten per cent of them were hit-and-run drivers.

Falling asleep at the wheel was the cause of 337 accidents that killed 17 persons and injured 274. One-fourth of the sleepy drivers were non-residents. The majority of these accidents occurred on State Highways.

### THE PEDESTRIAN

Too many people who walked on foot without being alert to traffic conditions, or observing regulations, met tragedy during the year 1938. Approximately 49% of all the traffic fatalities, numbering 425, were pedestrians. In



addition, 6,069 pedestrians were injured, some so seriously that they may yet die as a result, while others will be crippled for life.

Nineteen per cent of the year's total accidents involved collisions with pedestrians but they caused 49% of total traffic deaths and 24% of total traffic non-fatal injuries. In other words, every other person killed and every fourth person injured was a pedestrian.

Every day in the year there was an average of 17 pedestrian accidents, one death and 16 non-fatal injuries.

One of every 15 pedestrian accidents resulted fatally, while in other types of traffic accidents, the ratio was one death in every 62 accidents.

About two-thirds of the victims in fatal pedestrian accidents committed some unsafe practice or violation that contributed to their accidents.

Because they know from experience how irksome bad pedestrian habits can be to a driver, very few operators were included among the pedestrian fatalities. Only one in every 14 pedestrians of eligible age who were killed was a licensed driver.

Three-fourths of the fatal and 45% of the non-fatal pedestrian accidents occurred during dark hours.

The greatest stride in pedestrian safety was made among children of school age. Although there were 69 children under 15 years of age killed by automobiles during the year, this was one-third less than in the previous year.

Elderly people (65 years and over), due to infirmities of age and attendant slower reaction to emergency, were high on the list of traffic victims. Ninety-six deaths were in this age group, ten of which occurred in the daytime and *eighty-six at night*.

Alcohol was a leading factor in pedestrian casualties. One-fifth of the total pedestrian deaths (85) were persons under the influence of alcohol and only two of these accidents occurred in daylight.

The most dangerous hour of the day from a pedestrian standpoint was 7 to 8 P. M. More walkers were killed and injured during this hour than during any other hour of the day. The next most dangerous hour was 5 to 6 P. M.

Saturday, when streets are thronged with shoppers and theatre-goers, was the most hazardous day of the week. Sunday ranked a close second for pedestrian deaths but was low for the week in injuries.

The majority of pedestrian accidents (92%) occurred on county and municipal streets and highways, although nearly one-third of the pedestrian deaths were on State Highway routes.

Most pedestrian accidents occurred between street intersections. These constituted 59% of the total. The number of fatal pedestrian accidents occurring in the middle of the block or on the open highway was even higher, being computed at 74% of the total.

More pedestrians were killed and injured while **CROSSING THE STREET BETWEEN INTERSECTIONS** (jay walking) than from any other action. The actual casualties were 152 killed and 1,737 injured. Eighty-four per cent of these fatal accidents happened at night.

Second in importance of pedestrian actions was **CROSSING AT UNSIGNALIZED OR UNCONTROLLED INTERSECTIONS**. Deaths numbered 66 and injuries 1,392. 83% of these fatal accidents and 53% of the non-fatal accidents occurred during darkness.

**STEPPING FROM BEHIND PARKED VEHICLE** was an outstanding faulty action of pedestrians that caused many accidents—a total of 1,277 accidents that resulted in 72 deaths and 1,205 persons injured. Slightly more than one-half of the number were killed during darkness, while two-thirds of the injury accidents took place in daylight.

**PLAYING IN THE STREET** ranked fourth with 19 deaths and 821 injuries, most of them children.

Fifth among unwise pedestrian practices was WALKING WITH TRAFFIC, from which 55 were killed and 149 injured. This is an exceptionally bad pedestrian habit, particularly at night when insufficient street illumination, glaring headlights and other factors often make driving extra difficult. In fact, 54 of the 55 pedestrians killed while walking with traffic were struck during darkness.

In pedestrian accidents where drivers were wholly or partly responsible, the leading violation was DRIVING TOO FAST FOR CONDITIONS.

Drivers between the ages of 30 and 49 years were involved in more pedestrian accidents than any other age group. On the other hand, there were 46 drivers under 21 years of age involved in fatal pedestrian accidents and in 40 of these accidents, (87%), the collisions took place under cover of night.

Naught but contempt is held for the 177 drivers who struck pedestrians and drove away without giving aid to their victims. Fifty-four of these cases were fatal accidents—52 of them at night.

#### NEW JERSEY MOTOR VEHICLE DEATHS

By Counties, 1934 to 1938, inclusive

COUNTY	1934	1935	1936	1937	1938
Atlantic .....	66	44	61	72	50
Bergen .....	94	88	95	110	78
Burlington .....	55	51	36	45	39
Camden .....	95	79	83	104	61
Cape May .....	10	20	22	18	9
Cumberland .....	20	22	19	31	14
Essex .....	165	195	148	195	95
Gloucester .....	38	36	47	33	25
Hudson .....	117	90	91	109	70
Hunterdon .....	20	19	14	20	21
Mercer .....	53	53	46	55	35
Middlesex .....	138	100	97	121	90
Monmouth .....	59	60	71	49	57
Morris .....	54	49	24	47	27
Ocean .....	26	25	23	18	20
Passaic .....	53	78	67	63	47
Salem .....	15	13	25	19	26
Somerset .....	30	40	32	55	17
Sussex .....	16	14	13	7	10
Union .....	81	89	74	95	62
Warren .....	12	23	19	12	12
TOTAL .....	1227	1188	1107	1278	865

#### NEW JERSEY MOTOR VEHICLE DEATHS

By Months, 1934 to 1938, inclusive

MONTH	1934	1935	1936	1937	1938
January .....	102	75	59	100	74
February .....	53	69	41	80	57
March .....	76	102	72	112	74
April .....	74	91	69	88	64
May .....	105	93	84	91	65
June .....	85	89	101	81	66
July .....	126	96	91	128	79
August .....	105	115	118	128	86
September .....	109	102	106	96	72
October .....	108	124	90	126	73
November .....	137	113	135	108	63
December .....	147	119	141	140	92
TOTAL .....	1227	1188	1107	1278	865

#### LAW ENFORCEMENT

In addition to carrying out its many other duties, the Motor Vehicle Inspection Force made 15,352 arrests for violations of the Motor Vehicle and Traffic laws during 1938. As a result of this activity, the State benefitted in the sum of \$124,123.50 in fines collected. Another task delegated to the Force was the examination of 112,359 applicants for drivers licenses. In addition, 9490 examinations for special "For Hire" drivers licenses were conducted.

## STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN New Jersey (All Accidents)

Summary  
Report for1938  
Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Killed	Injured
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over			
0. COLLISION WITH	6260	422	5838	14348	425	341	84		22	47	21	239	96		6069	4059	1992	18	571	2185	508	1922	469	414	425	6069
1. Other motor vehicle	23278	182	8748	14348	226	161	75		3	7	43	148	24		15398	8125	7227	46	302	759	3893	8332	421	1691	226	15398
2. Horse drawn vehicle	91	3	48	40	3	3						1	2		56	52	4		1	2	7	36	3	7	3	56
3. Railroad train	54	15	18	21	21	19	2				3	17	1		36	27	9			1	14	19	1	1	21	36
4. Street car	90		32	58											42	27	15			2	10	21	3	6	27	42
5. Bicycle	708	26	635	47	27	26	1			11	5	9	2		662	591	70	1		2	309	261	58	3	29	662
6. Fixed object	2216	103	996	1117	116	95	21		2	1	35	72	6		1787	1148	635	4	16	72	647	905	22	125	116	1787
7. Non-collision operating	812	43	557	212	47	40	7		3	5	16	19	4		851	510	341		18	66	250	442	17	58	47	851
8. Non-operating																										
9. Miscellaneous	61		13	48											17	11	6				4	11		2		17
TOTAL	33570	794	16885	15891	865	675	190		30	71	123	506	135		24918	14550	10299	69	910	3397	5594	11744	939	2334	865	24918

1a DRIVERS				
SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	52691	923	23820	27948
Female	5404	70	2426	2908
Not stated	865	33	305	527
TOTAL	58960	1026	26551	31383
AGE OF DRIVER				
	Total	Fatal	Non-fatal	
0. Under 21	5229	112	2487	2630
1. Age—21 to 29	15642	359	7705	7598
2. Age—30 to 49	20853	402	10046	10405
3. Age—50 to 64	4505	95	2063	2347
4. Age—65 and over	658	23	298	337
9. Not stated	12073	55	3952	8066
TOTAL	58960	1026	26551	31383
CONDITION OF DRIVER				
	Total	Fatal	Non-fatal	
1. Unlicensed	373	34	146	193
2. Out of State	5903	154	2768	2981
THE MOTORIST (VIOLATIONS)	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Reckless driving	225	37	82	106
1. Too fast for conditions	5288	211	2333	2744
2. On wrong side of road	3366	58	1469	1859
3. Violated right of way	2512	19	1038	1455
4. Cutting in	857	2	245	610
5. Passing standing street car	9	2	6	49
6. Passing on curve or hill	200		55	147
7. Passing on wrong side	2349	5	740	1604
8. Failed to signal	101		20	81
9. Car ran away	1859	51	935	875
10. Drove off roadway	965	23	494	448
11. Ignored "stop street" sign	1032	57	293	676
12. Hit and run	2645	3	1117	1525
13. Following too closely	673	12	312	349
14. Disregarded officer or signal	309	5	122	182
15. Double or prohibited parking	36463	541	17252	18670
19. Not stated	58960	1026	26551	31383
DIRECTION OF TRAVEL	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Going straight through	40184	853	19310	20021
1. Turning right	1591	10	613	968
2. Turning left	4554	35	1860	2659
3. Backing	856	4	334	518
4. Car parked or standing still	5000	34	1657	3309
5. Slowing down or stopping	2785	15	1252	1518
6. Skidding	3990	75	1525	2390
9. Not stated	58960	1026	26551	31383

1b PEDESTRIANS				
THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car	7	1	6	
1. Getting on or off other vehicle	41	2	39	
2. Crossing between intersections	1889	152	1737	
3. Playing in street	840	19	821	
4. Coming from behind parked vehicle	1277	72	1205	
5. In safety zone	2	1	1	
6. At work on car on roadway	33	5	28	
7. Walking against traffic	67	19	48	
8. Walking with traffic	204	55	149	
9. Crossing at intersection with signal	113	2	111	
10. Crossing at intersection against signal	270	11	259	
11. Crossing at intersection, no signal	1458	66	1392	
12. Crossing at intersection diagonally	101	11	90	
13. Hitching on vehicle	24		24	
14. Not in roadway	110	5	105	
15. Other actions	58	4	54	
19. Not stated				
TOTAL	6494	425	6069	
CONDITION OF PEDESTRIAN	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Had been drinking	423	85	338	
1. Physical defect	51	16	35	
2. Confused by traffic	304	30	274	
3. View obstructed	1569	62	1500	
9. Not stated	4547	225	4122	
TOTAL	6494	425	6069	
2 VEHICLES				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	48649	789	22015	25845
1. Commercial	8191	165	3296	4730
2. Taxi	403	4	230	169
3. Bus	1383	41	745	597
4. Motorcycle	329	27	263	39
5. Not stated	5		2	3
TOTAL	58960	1026	26551	31383
CONDITION OF VEHICLES	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Faulty brakes	836	13	348	477
1. Improper headlights	238	15	108	115
2. Taillight out or obscured	316	11	139	166
3. Defective steering mechanism	167	6	74	87
4. Puncture or blowout	296	19	146	131
5. Other defects	121	1	48	72
9. Not stated	56984	961	25688	30335
TOTAL	58960	1026	26551	31383
FINANCIAL RESPONSIBILITY	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Car insured	15942	274	6754	8914
1. Car not insured	12006	303	5789	5914
2. Not stated	31012	449	14008	16555
TOTAL	58960	1026	26551	31383

3 TIME				
HOUR OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
12 to 1 A.M.	1027	36	503	483
1 to 2 A.M.	908	45	428	435
2 to 3 A.M.	820	28	410	382
3 to 4 A.M.	700	23	340	337
4 to 5 A.M.	397	18	199	180
5 to 6 A.M.	338	12	171	155
6 to 7 A.M.	420	11	209	200
7 to 8 A.M.	900	15	416	469
8 to 9 A.M.	1191	14	521	656
9 to 10 A.M.	1027	15	464	548
10 to 11 A.M.	1318	16	614	688
11 to 12 A.M.	1714	18	827	869
12 to 1 P.M.	1507	17	742	748
1 to 2 P.M.	1545	23	764	762
2 to 3 P.M.	1766	32	826	908
3 to 4 P.M.	2054	33	1012	989
4 to 5 P.M.	2444	28	1238	1178
5 to 6 P.M.	2673	53	1384	1236
6 to 7 P.M.	2228	76	1183	969
7 to 8 P.M.	2210	89	1248	873
8 to 9 P.M.	1926	52	1082	792
9 to 10 P.M.	1468	55	782	631
10 to 11 P.M.	1293	48	660	585
11 to 12 P.M.	1286	37	667	582
Not stated	426		190	236
TOTAL	33570	794	16885	15891
LIGHT CONDITIONS	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Daylight	19123	281	9406	9436
1. Dusk	1383	26	719	638
2. Dark	12638	487	6570	5581
9. Not stated	426		190	236
TOTAL	33570	794	16885	15891
DAY OF OCCURRENCE	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Sunday	5543	160	2874	2509
1. Monday	4686	113	2358	2215
2. Tuesday	3859	91	1935	1833
3. Wednesday	4138	79	2054	2005
4. Thursday	4269	91	2138	2040
5. Friday	4645	102	2256	2287
6. Saturday	6314	158	3221	2935
9. Not stated	116		49	67
TOTAL	33570	794	16885	15891

4 ROADS—WEATHER					
ROAD LOCATION		NO. OF ACCIDENTS			Property Damage Only
		Total	Fatal	Non-fatal	
0. Intersection		17169	234	8564	8371
1. Not at intersection		15895	537	8119	7239
2. On bridge		452	8	184	260
3. Railroad crossing		54	15	18	21
9. Not stated					
TOTAL		33570	794	16885	15891
RAILROAD CROSSINGS		Total	Fatal	Non-fatal	Property Damage Only
0. Gates not down		3	1	1	1
1. Guarded crossing		22	12	4	6
2. Unguarded crossing		26	2	11	13
9. Not stated		3		2	1
TOTAL		54	15	16	21
WEATHER CONDITIONS		Total	Fatal	Non-fatal	Property Damage Only
0. Clear		25075	616	12978	11481
1. Fog		630	42	292	296
2. Rain		6324	122	3057	3145
3. Snow		1541	14	558	969
9. Not stated					
TOTAL		33570	794	16885	15891
ROAD CONDITION		Total	Fatal	Non-fatal	Property Damage Only
0. Dry		23103	596	12144	10363
1. Wet		7322	157	3530	3635
2. Muddy		14	1	6	7
3. Snowy		1033	11	393	629
4. Icy		2098	29	812	1257
9. Not Stated					
TOTAL		33570	794	16885	15891
PROPERTY DAMAGE		Total	Fatal	Non-fatal	Property Damage Only
0. \$25		8297	76	2776	5445
1. \$ 25 to \$ 50		4474	23	1045	3406
2. \$ 50 to \$100		5542	61	1809	3672
3. \$100 to \$250		5504	117	2607	2760
4. \$250 to \$500		1565	90	970	505
5. \$500 to \$1,000		404	45	266	73
6. \$1,000 or more		56	16	30	10
9. Not stated		7728	366	7362	
TOTAL		33570	794	16885	15891
ROAD CLASSIFICATION		Total	Fatal	Non-fatal	Property Damage Only
7. State highway		8362	308	3840	4214
8. Other highway		25208	486	13045	11677
TOTAL		33570	794	16885	15891



## STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN ALL ACCIDENTS (Daylight)

Summary Report for 1938 Date \_\_\_\_\_

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Killed	Injured
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over			
COLLISION WITH	3339	*99	3240		97	83	14		21	34	4	28	10		3308	2206	1089	13	484	1547	202	710	165	200	97	3308
1. Other motor vehicle	13898	98	5014	8786	130	83	47		3	6	20	84	17		8633	4548	4060	25	216	515	1835	4805	304	958	130	6633
2. Horse drawn vehicle	51	2	25	24	2	2						1	1		28	24	4		1	2	3	19	1	2	2	28
3. Railroad train	20	6	7	7	8	7	1				1	7			13	11	2				3	9		8	13	
4. Street car	62		21	41											27	19	8			1	9	13	3	1	27	
5. Bicycle	514	17	461	36	18	17	1			10	2	5	1		479	425	53	1	2	243	171	40	23	18	479	
6. Fixed object	992	37	406	549	43	34	9		1	1	8	30	3		772	466	306		15	52	220	414	17	54	43	772
7. Non-collision operating	468	22	333	113	25	19	6		2	4	5	11	3		511	292	219		12	58	128	266	15	32	25	511
8. Non-operating																										
9. Miscellaneous	27		7	20											10	6	4				1	8	1		10	
Total	19371	281	9514	9576	323	245	78		27	55	40	166	35		13781	7997	5745	39	730	2419	2572	6284	505	1271	323	13781

\*Includes 2 accidents in which operators and not pedestrians were killed

1a DRIVERS				
SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	30321	357	13270	16694
Female	3865	36	1693	2130
Not stated	351	2	105	224
TOTAL	34517	395	15074	19048
AGE OF DRIVER				
0. Under 21	2865	35	1304	1526
1. Age-21 to 29	8355	120	3983	4252
2. Age-30 to 49	12583	158	5975	6450
3. Age-50 to 64	3063	56	1354	1653
4. Age-65 and over	512	14	236	262
9. Not stated	7139	12	2222	4905
TOTAL	34517	395	15074	19048
1. Unlicensed	190	15	66	109
2. Out of State	3686	78	1697	1911
CONDITION OF DRIVER				
0. Asleep	93	3	43	47
1. Had been drinking	305	11	114	150
2. Physical defect	137	5	56	76
3. View obstructed	1418	34	655	729
4. Confused	1658	20	730	908
5. Blinded by headlights				
9. Not stated	30906	322	13476	17108
TOTAL	34517	395	15074	19048
THE MOTORIST (VIOLATIONS)				
0. Reckless driving	103	18	39	46
1. Too fast for conditions	3326	82	1428	1816
2. On wrong side of road	1616	23	664	929
3. Violated right of way	1679	8	649	1022
4. Cutting in	506	2	126	378
5. Passing standing street car	6		6	
6. Passing on curve or hill	59	1	27	31
7. Passing on wrong side	125		32	93
8. Failed to signal	1613	4	488	1121
9. Car ran away	75		17	58
10. Drove off roadway	866	23	421	422
11. Ignored "stop street" sign	688	21	352	315
12. Hit and run	298	2	79	217
13. Following too closely	1769	1	736	1032
14. Disregarded officer or signal	415	5	181	229
15. Double or prohibited parking	105	2	36	67
19. Not stated	21268	203	9793	11272
TOTAL	34517	395	15074	19048
DIRECTION OF TRAVEL				
0. Going straight through	23340	313	10940	12087
1. Turning right	933	5	337	591
2. Turning left	2607	21	944	1642
3. Backing	608	3	235	370
4. Car parked or standing still	2705	10	871	1824
5. Slowing down or stopping	1863	10	821	1032
6. Skidding	2461	33	926	1502
9. Not stated				
TOTAL	34517	395	15074	19048

2 PEDESTRIANS				
THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car	5		5	
1. Getting on or off other vehicle	27	2	25	
2. Crossing between intersections	911	24	887	
3. Playing in street	565	14	551	
4. Coming from behind parked vehicle	840	31	809	
5. In safety zone	2	1	1	
6. At work on car on roadway	18	2	16	
7. Walking against traffic	11	1	10	
8. Walking with traffic	30	1	29	
9. Crossing at intersection with signal	41		41	
10. Crossing at intersection against signal	127	3	124	
11. Crossing at intersection, no signal	659	11	648	
12. Crossing at intersection diagonally	34		34	
13. Hitching on vehicle	14		14	
14. Not in roadway	81	4	77	
15. Other actions	40	3	37	
19. Not stated				
TOTAL	3405	97	3308	
CONDITION OF PEDESTRIAN				
Total	Total	Fatal	Non-fatal	Property Damage Only
0. Had been drinking	47	2	45	
1. Physical defect	14	2	12	
2. Confused by traffic	137	7	130	
3. View obstructed	906	33	873	
9. Not stated	2301	53	2248	
TOTAL	3405	97	3308	

3 VEHICLES				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	27188	264	11946	14978
1. Commercial	5992	93	2338	3561
2. Taxi	193	1	111	81
3. Bus	933	25	503	405
4. Motorcycle	211	12	176	23
5. Not stated				
TOTAL	34517	395	15074	19048
CONDITION OF VEHICLES				
Total	Total	Fatal	Non-fatal	Property Damage Only
0. Faulty brakes	579	8	239	332
1. Improper headlights				
2. Taillight out or obscured				
3. Defective steering mechanism	98	2	44	52
4. Puncture or blowout	168	12	98	58
5. Other defects	77		29	4



## STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN ALL ACCIDENTS (Night)

Summary  
Report for

1938

Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Killed	Injured
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over			
0. Pedestrian	2921	323	2588		328	258	70		1	13	17	211	86		2761	1853	903	5	87	638	306	1212	304	214	328	2761
1. Other motor vehicle	9380	84	3734	5562	96	68	28			1	23	65	7		6765	3577	3167	21	86	244	2058	3527	117	733	96	6765
2. Horse drawn vehicle	40	1	23	16	1	1							1		28	28					4	17	2	5	1	28
3. Railroad train	34	9	11	14	13	12	1				2	10	1		23	16	7				11	10	1	1	13	23
4. Street car	26		11	17											15	8	7			1	1	8		5		15
5. Bicycle	194	9	174	11	9	9				1	3	4	1		183	166	17			66	90	18	3	6	9	183
6. Fixed object	1224	66	590	568	73	61	12		1		27	42	3		1015	682	329	4	1	20	427	491	5	71	73	1015
7. Non-collision operating	344	21	224	99	22	21	1		1	1	11	8	1		340	218	122		6	8	122	176	2	26	22	340
8. Non-operating																										
9. Miscellaneous	34		6	28											7	5	2				3		1			7
Total	14199	513	7371	6315	542	430	112		3	16	83	340	100		11137	6553	4554	30	180	977	3022	5462	434	1062	542	11137

1a DRIVERS					1b PEDESTRIANS					3 TIME					4 ROADS—WEATHER																			
SEX OF DRIVER		NO. OF DRIVERS			Property Damage Only	THE PEDESTRIAN		NO. OF PEDESTRIANS			Property Damage Only	HOUR OF OCCURRENCE		NO. OF ACCIDENTS			Property Damage Only	ROAD LOCATION		NO. OF ACCIDENTS			Property Damage Only											
		Total	Fatal	Non-fatal				Total	Fatal	Non-fatal				Total	Fatal	Non-fatal				Total	Fatal	Non-fatal		Total	Fatal	Non-fatal								
Male		22370	566	10550	11254	0. Getting on or off street car		2	1	1		12 to 1 A.M.	1027	36	508	483	0. Intersection		6846	143	3664	3039												
Female		1539	34	727	778	1. Getting on or off other vehicle		14		14		1 to 2 A.M.	908	45	428	435	1. Not at intersection		7150	357	3626	3167												
Not stated		534	31	200	303	2. Crossing between intersections		978	128	850		2 to 3 A.M.	820	28	410	382	2. On bridge		169	4	70	95												
TOTAL		24443	631	11477	12335	3. Playing in street		275	5	270		3 to 4 A.M.	700	23	340	337	3. Railroad crossing		34	9	11	14												
AGE OF DRIVER						4. Coming from behind parked vehicle		437	41	396		4 to 5 A.M.	396	18	198	180	9. Not stated																	
0. Under 21		2364	77	1183	1104	5. In safety zone		15	3	12		5 to 6 A.M.	258	8	126	124	TOTAL		14199	513	7371	6315												
1. Age—21 to 29		7287	216	3722	3346	6. At work on car on roadway		56	16	38		6 to 7 A.M.	119	3	71	45	RAILROAD CROSSINGS					Total	Fatal	Non-fatal	Property Damage Only									
2. Age—30 to 49		8270	244	4071	3955	7. Walking against traffic		174	54	120		7 to 8 A.M.	13		5	8	0. Gates not down		2		1		1											
3. Age—50 to 64		1442	39	709	694	8. Walking with traffic		72	2	70		8 to 9 A.M.					1. Guarded crossing		15	8	3		4											
4. Age—65 and over		146	9	62	75	9. Crossing at intersection with signal		143	8	135		9 to 10 A.M.					2. Unguarded crossing		15	1	5		9											
9. Not stated		4936	43	1730	3161	10. Crossing at intersection against signal		799	55	744		10 to 11 A.M.					9. Not stated		2		2													
TOTAL		24443	631	11477	12335	11. Crossing at intersection, no signal		67	11	56		11 to 12 A.M.					TOTAL		34	9	11		14											
CONDITION OF DRIVER						12. Crossing at intersection diagonally		10		10		1 to 2 P.M.					WEATHER CONDITIONS					Total	Fatal	Non-fatal	Property Damage Only									
1. Unlicensed		183	19	80	84	13. Hitching on vehicle		29	1	28		2 to 3 P.M.					0. Clear		9820	373	5196	4251												
2. Out of State		2217	76	1071	1070	14. Not in roadway		18	1	17		3 to 4 P.M.	1		1		1. Fog		502	39	253	230												
CONDITION OF PEDESTRIAN					Total	Fatal	Non-fatal	Property Damage Only	2 VEHICLES					LIGHT CONDITIONS					NO. OF ACCIDENTS					Property Damage Only										
0. Had been drinking		376	83	293		TYPE OF VEHICLES			NO. OF VEHICLES			NO. OF ACCIDENTS			NO. OF ACCIDENTS			NO. OF ACCIDENTS			Property Damage Only													
1. Physical defect		37	14	23		Total	Fatal	Non-fatal	Property Damage Only	Total			Fatal	Non-fatal	Property Damage Only	Total			Fatal	Non-fatal	Property Damage Only													
2. Confused by traffic		167	23	144		0. Passenger	21461	525	10069	10867	0. Daylight					0. Dry		9088	361	4847	3880													
3. View obstructed		463	36	427		1. Commercial	2199	72	958	1169	1. Dusk					1. Wet		3739	128	1922	1689													
9. Not stated		2046	172	1874		2. Taxi	210	3	119	88	2. Dark	14199	513	7371	6315	2. Muddy		5	1	3	1													
TOTAL		3069	328	2761		3. Bus	450	16	242	192	9. Not stated	14199	513	7371	6315	3. Snowy		423	7	170	246													
3 VEHICLES					4. Motorcycle					118	15	87	16	DAY OF OCCURRENCE					NO. OF ACCIDENTS					Property Damage Only										
TYPE OF VEHICLES					5. Not stated					5	2	3	Total					Fatal	Non-fatal	Property Damage Only	NO. OF ACCIDENTS					Property Damage Only								
Total					24443					631	11477	12335	0. Sunday					2992	126	1531	1335	Total					Fatal	Non-fatal	Property Damage Only					
CONDITION OF VEHICLES					Total					Fatal	Non-fatal	Property Damage Only	1. Monday					1820	71	975	774	Total					Fatal	Non-fatal	Property Damage Only					
0. Faulty brakes		259	5	109	145	0. Faulty brakes					259	5	109	145	2. Tuesday					1347	48	714	585	Total					Fatal	Non-fatal	Property Damage Only			
1. Improper headlights		238	16	108	115	1. Improper headlights					238	16	108	115	3. Wednesday					1562	47	800	715	Total					Fatal	Non-fatal	Property Damage Only			
2. Taillight out or obscured		316	11	139	166	2. Taillight out or obscured					316	11	139	166	4. Thursday					1632	48	875	709	Total					Fatal	Non-fatal	Property Damage Only			
3. Defective steering mechanism		69	4	30	35	3. Defective steering mechanism					69	4	30	35	5. Friday					1921	65	950	906	Total					Fatal	Non-fatal	Property Damage Only			
4. Puncture or blowout		128	7	48	73	4. Puncture or blowout					128	7	48	73	6. Saturday					2877	108	1504	1265	Total					Fatal	Non-fatal	Property Damage Only			
5. Other defects		44	1	19	24	5. Other defects					44	1	19	24	9. Not stated					48		22	26	Total					Fatal	Non-fatal	Property Damage Only			
9. Not stated		23889	588	11024	11777	9. Not stated					23889	588	11024	11777	TOTAL					14199	513	7371	6315	Total					Fatal	Non-fatal	Property Damage Only			
TOTAL		24443	631	11477	12335	TOTAL					24443	631	11477	12335										Total					Fatal	Non-fatal	Property Damage Only			
FINANCIAL RESPONSIBILITY					NO. OF VEHICLES					Property Damage Only					ROAD CLASSIFICATION					Total					Fatal	Non-fatal	Property Damage Only							
Total					Total					Fatal	Non-fatal	Property Damage Only	7. State highway					3747	199	1808	1740	Total					Fatal	Non-fatal	Property Damage Only					
0. Car insured		6081	147	2725	3209	0. Car insured					6081	147	2725	3209	8. Other highway					10452	314	5563	4575	Total					Fatal	Non-fatal	Property Damage Only			
1. Car not insured		5538	226	2718	2594	1. Car not insured					5538	226	2718	2594										Total					Fatal	Non-fatal	Property Damage Only			
2. Not stated		12824	258	6034	6532	2. Not stated					12824	258	6034	6532										Total					Fatal	Non-fatal	Property Damage Only			
TOTAL		24443	631	11477	12335	TOTAL					24443	631	11477	12335										Total					Fatal	Non-fatal	Property Damage Only			
DIRECTION OF TRAVEL					Total					Fatal	Non-fatal	Property Damage Only																						
0. Going straight through		16844	540	8370	7934	0. Going straight through					16844	540	8370	7934																				
1. Turning right		658	5	276	377	1. Turning right					658	5	276	377																				
2. Turning left		1947	14	916	1017	2. Turning left					1947	14	916	1017																				
3. Backing		248	1	99	148	3. Backing					248	1	99	148																				
4. Car parked or standing still		2295	24	786	1485	4. Car parked or standing still					2295	24	786	1485																				
5. Slowing down or stopping		922	5	431	486	5. Slowing down or stopping					922	5	431	486																				
6. Skidding		1529	42	599	888	6. Skidding					1529	42	599	888																				
9. Not stated		24443	631	11477	12335	9. Not stated					24443	631	11477	12335																				
TOTAL		24443	631	11477	12335	TOTAL					24443	631	11477	12335																				





## STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN Total Pedestrian Accidents, NEW JERSEY

Summary

Report for 1938

Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated		
									0—4	5—14	15—24	25—64	65—Over						0—4	5—14	15—24	25—64	65—Over			
COLLISION WITH	6260	422	5838		425	341	84		22	47	21	239	96		6069	4059	1992	18	571	2186	508	1920	469	415	425	6069
0. Pedestrian																										
1. Other motor vehicle																										
2. Horse drawn vehicle																										
3. Railroad train																										
4. Street car																										
5. Bicycle																										
6. Fixed object																										
7. Non-collision operating																										
8. Non-operating																										
9. Miscellaneous																										
Total																										

1a DRIVERS				
SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	5767	391	5376	
Female	420	24	396	
Not stated	129	31	98	
TOTAL	6316	446	5870	
AGE OF DRIVER				
	Total	Fatal	Non-fatal	
0. Under 21	639	46	593	
1. Age—21 to 29	2064	156	1908	
2. Age—30 to 49	2376	166	2210	
3. Age—50 to 64	457	34	423	
4. Age—65 and over	63	6	57	
9. Not stated	717	38	679	
TOTAL	6316	446	5870	
1. Unlicensed	25	9	16	
2. Out of State	305	34	271	
CONDITION OF DRIVER				
	Total	Fatal	Non-fatal	
0. Asleep	34	20	14	
1. Had been drinking	9	3	6	
2. Physical defect	338	25	313	
3. View obstructed	48	7	41	
4. Confused	83	22	61	
5. Blinded by headlights	5804	369	5435	
9. Not stated	6316	446	5870	
THE MOTORIST (VIOLATIONS)	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Reckless driving	26	14	12	
1. Too fast for conditions	72	49	23	
2. On wrong side of road	32	5	27	
3. Violated right of way	20	5	15	
4. Cutting in	1		1	
5. Passing standing street car	2		2	
6. Passing on curve or hill				
7. Passing on wrong side	2		2	
8. Failed to signal	5		5	
9. Car ran away	7		7	
10. Drove off roadway	17	1	16	
11. Ignored "stop street" sign	1		1	
12. Hit and run	177	54	123	
13. Following too closely	7		7	
14. Disregarded officer or signal	8		7	
15. Double or prohibited parking	5	2	3	
19. Not stated	5934	315	5619	
TOTAL	6316	446	5870	
DIRECTION OF TRAVEL	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Going straight through	5213	407	4806	
1. Turning right	204	5	199	
2. Turning left	333	6	327	
3. Backing	241	4	237	
4. Car parked or standing still	91	9	82	
5. Slowing down or stopping	150	4	146	
6. Skidding	84	11	73	
9. Not stated				
TOTAL	6316	446	5870	

1b PEDESTRIANS				
THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car	7	1	6	
1. Getting on or off other vehicle	41	2	39	
2. Crossing between intersections	1889	152	1737	
3. Playing in street	840	19	821	
4. Coming from behind parked vehicle	1277	72	1205	
5. In safety zone	2	1	1	
6. At work on car on roadway	33	5	28	
7. Walking against traffic	67	19	48	
8. Walking with traffic	204	55	149	
9. Crossing at intersection with signal	113	2	111	
10. Crossing at intersection against signal	270	11	259	
11. Crossing at intersection, no signal	1458	66	1392	
12. Crossing at intersection diagonally	101	11	90	
13. Hitching on vehicle	24		24	
14. Not in roadway	110	5	105	
15. Other actions	58	4	54	
19. Not stated				
TOTAL	6494	425	6069	
CONDITION OF PEDESTRIAN	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Had been drinking	423	85	338	
1. Physical defect	51	16	35	
2. Confused by traffic	304	30	274	
3. View obstructed	1369	69	1300	
9. Not stated	4347	225	4122	
TOTAL	6494	425	6069	
2 VEHICLES				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	5404	363	5041	
1. Commercial	657	56	601	
2. Taxi	47	2	45	
3. Bus	175	21	154	
4. Motorcycle	32	4	28	
5. Not stated	1		1	
TOTAL	6316	446	5870	
CONDITION OF VEHICLES	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Faulty brakes	21	8	13	
1. Improper headlights	11	7	4	
2. Taillight out or obscured				
3. Defective steering mechanism				
4. Puncture or blowout	3		3	
5. Other defects	3	1	2	
9. Not stated	6278	430	5848	
TOTAL	6316	446	5870	
FINANCIAL RESPONSIBILITY	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Car insured	1295	101	1194	
1. Car not insured	1535	164	1371	
2. Not stated	3486	181	3305	
TOTAL	6316	446	5870	

3 TIME				
HOUR OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
12 to 1 A.M.	123	21	102	
1 to 2 A.M.	79	24	55	
2 to 3 A.M.	54	9	45	
3 to 4 A.M.	41	10	31	
4 to 5 A.M.	19	4	15	
5 to 6 A.M.	28	4	24	
6 to 7 A.M.	30	1	29	
7 to 8 A.M.	82	7	75	
8 to 9 A.M.	143	5	138	
9 to 10 A.M.	141	4	137	
10 to 11 A.M.	214	8	206	
11 to 12 A.M.	291	2	289	
12 to 1 P.M.	271	5	266	
1 to 2 P.M.	292	9	283	
2 to 3 P.M.	251	10	241	
3 to 4 P.M.	369	16	353	
4 to 5 P.M.	486	10	476	
5 to 6 P.M.	632	32	600	
6 to 7 P.M.	571	50	521	
7 to 8 P.M.	684	65	619	
8 to 9 P.M.	546	37	509	
9 to 10 P.M.	358	35	323	
10 to 11 P.M.	234	28	206	
11 to 12 P.M.	223	26	197	
Not stated	98		98	
TOTAL	6260	422	5838	
LIGHT CONDITIONS	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Daylight	3331	99	3232	
1. Dusk				
2. Dark	2929	323	2606	
9. Not stated				
TOTAL	6260	422	5838	
DAY OF OCCURRENCE	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Sunday	715	86	629	
1. Monday	901	67	834	
2. Tuesday	810	38	772	
3. Wednesday	822	43	779	
4. Thursday	803	41	762	
5. Friday	945	56	889	
6. Saturday	1243	91	1152	
9. Not stated	21		21	
TOTAL	6260	422	5838	

4 ROADS—WEATHER				
ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection	2540	109	2431	
1. Not at intersection	3707	312	3395	
2. On bridge	13	1	12	
3. Railroad crossing				
9. Not stated				
TOTAL	6260	422	5838	
RAILROAD CROSSINGS	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Gates not down				
1. Guarded crossing				
2. Unguarded crossing				
9. Not stated				
TOTAL				
WEATHER CONDITIONS	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Clear	5035	320	4715	
1. Fog	68	20	48	
2. Rain	1033	77	956	
3. Snow	124	5	119	
9. Not stated				
TOTAL	6260	422	5838	
ROAD CONDITION	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. Dry	4757	310	4447	
1. Wet	1183	93	1090	
2. Muddy	4		4	
3. Snowy	105	9	96	
4. Icy	211	10	201	
9. Not Stated				
TOTAL	6260	422	5838	
PROPERTY DAMAGE	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
0. \$25	187	52	135	
1. \$25 to \$50	28	17	11	
2. \$50 to \$100	20	14	6	
3. \$100 to \$250	7	5	2	
4. \$250 to \$500	1		1	
5. \$500 to \$1,000				
6. \$1,000 or more				
9. Not stated	6017	334	5683	
TOTAL	6260	422	5838	
ROAD CLASSIFICATION	Total	Fatal	Non-fatal	Property Damage Only
	Total	Fatal	Non-fatal	Property Damage Only
7. State highway	529	137	392	
8. Other highway	5731	285	5446	
TOTAL	6260	422	5838	



## STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN Pedestrian Accidents (Daylight)

Summary

Report for 1938

Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Killed	Injured
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over			
0. COLLISION WITH	3331	*99	3232		97	83	14		21	34	4	28	10		3308	2206	1089	13	484	1548	202	706	165	201	97	3308
1. Other motor vehicle																										
2. Horse drawn vehicle																										
3. Railroad train																										
4. Street car																										
5. Bicycle																										
6. Fixed object																										
7. Non-collision operating																										
8. Non-operating																										
9. Miscellaneous																										
Total																										

\*Includes 2 accidents in which operators and not pedestrians were killed

## 1a DRIVERS

SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	3043	93	2950	
Female	278	7	271	
Not stated	26	1	25	
TOTAL	3347	101	3246	
AGE OF DRIVER				
	Total	Fatal	Non-fatal	
0. Under 21	294	6	288	
1. Age—21 to 29	1032	39	993	
2. Age—30 to 49	1344	41	1303	
3. Age—50 to 64	271	11	260	
4. Age—65 and over	48	2	46	
9. Not stated	358	2	356	
TOTAL	3347	101	3246	
1. Unlicensed	10	3	7	
2. Out of State	177	12	165	
CONDITION OF DRIVER				
	Total	Fatal	Non-fatal	
0. Asleep				
1. Had been drinking	6	2	4	
2. Physical defect				
3. View obstructed	171	9	162	
4. Confused	19		19	
5. Blinded by headlights				
9. Not stated	3151	90	3061	
TOTAL	3347	101	3246	
THE MOTORIST (VIOLATIONS)	Total	Fatal	Non-fatal	Property Damage Only
0. Reckless driving	12	6	6	
1. Too fast for conditions	22	12	10	
2. On wrong side of road	12	1	11	
3. Violated right of way	14	1	13	
4. Cutting in				
5. Passing standing street car	2		2	
6. Passing on curve or hill				
7. Passing on wrong side	3		3	
8. Failed to signal	6		6	
9. Car ran away	9		9	
10. Drove off roadway	1		1	
11. Ignored "stop street" sign	37	2	35	
12. Hit and run	3		3	
13. Following too closely	3		3	
14. Disregarded officer or signal	4	2	2	
15. Double or prohibited parking	3219	77	3142	
9. Not stated	3347	101	3246	
DIRECTION OF TRAVEL	Total	Fatal	Non-fatal	Property Damage Only
0. Going straight through	2764	86	2678	
1. Turning right	96	2	94	
2. Turning left	114	3	111	
3. Backing	179	3	176	
4. Car parked or standing still	57	3	54	
5. Slowing down or stopping	94	1	93	
6. Skidding	43	3	40	
9. Not stated				
TOTAL	3347	101	3246	

## 1b PEDESTRIANS

THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car	5		5	
1. Getting on or off other vehicle	27	2	25	
2. Crossing between intersections	911	24	887	
3. Playing in street	565	14	551	
4. Coming from behind parked vehicle	840	31	809	
5. In safety zone	2	1	1	
6. At work on car on roadway	16	2	16	
7. Walking against traffic	11	1	10	
8. Walking with traffic	30	1	29	
9. Crossing at intersection with signal	41		41	
10. Crossing at intersection against signal	127	3	124	
11. Crossing at intersection, no signal	659	11	648	
12. Crossing at intersection diagonally	34		34	
13. Hitching on vehicle	14		14	
14. Not in roadway	81	4	77	
15. Other actions	40	3	37	
19. Not stated				
TOTAL	3405	97	3308	
CONDITION OF PEDESTRIAN	Total	Fatal	Non-fatal	Property Damage Only
0. Had been drinking	47	2	45	
1. Physical defect	14	2	12	
2. Confused by traffic	137	7	130	
3. View obstructed	906	33	873	
9. Not stated	2301	53	2248	
TOTAL	3405	97	3308	

## 2 VEHICLES

TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	2692	56	2636	
1. Commercial	501	28	473	
2. Taxi	18	1	17	
3. Bus	120	14	106	
4. Motorcycle	16	2	14	
5. Not stated				
TOTAL	3347	101	3246	
CONDITION OF VEHICLES	Total	Fatal	Non-fatal	Property Damage Only
0. Faulty brakes	10	4	6	
1. Improper headlights				
2. Taillight out or obscured				
3. Defective steering mechanism				
4. Puncture or blowout	3		3	
5. Other defects				
9. Not stated	3334	97	3237	
TOTAL	3347	101	3246	
FINANCIAL RESPONSIBILITY	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Car insured	733	30	703	
1. Car not insured	696	22	674	
2. Not stated	1918	49	1869	
TOTAL	3347	101	3246	

## 3 TIME

HOUR OF OCCURRENCE	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
12 to 1 A.M.				
1 to 2 A.M.				
2 to 3 A.M.				
3 to 4 A.M.				
4 to 5 A.M.	1		1	
5 to 6 A.M.	5		5	
6 to 7 A.M.	15		15	
7 to 8 A.M.	80	7	73	
8 to 9 A.M.	143	5	138	
9 to 10 A.M.	141	4	137	
10 to 11 A.M.	214	8	206	
11 to 12 A.M.	291	2	289	
12 to 1 P.M.	271	5	266	
1 to 2 P.M.	292	9	283	
2 to 3 P.M.	251	10	241	
3 to 4 P.M.	389	16	373	
4 to 5 P.M.	464	9	455	
5 to 6 P.M.	362	8	354	
6 to 7 P.M.	190	8	182	
7 to 8 P.M.	147	8	139	
8 to 9 P.M.	38		38	
9 to 10 P.M.				
10 to 11 P.M.				
11 to 12 P.M.				
Not stated	57		57	
TOTAL	3331	99	3232	

LIGHT  
CONDITIONS

	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Daylight				
1. Dusk				
2. Dark				
9. Not stated				
TOTAL				

DAY OF  
OCCURRENCE

	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Sunday	268	8	260	
1. Monday	502	19	483	
2. Tuesday	464	11	453	
3. Wednesday	480	15	465	
4. Thursday	447	16	431	
5. Friday	536	14	522	
6. Saturday	607	16	591	
9. Not stated	7		7	
TOTAL	3331	99	3232	

## 4 ROADS—WEATHER

ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection	1257	23	1234	
1. Not at intersection	2069	76	1993	
2. On bridge	5		5	
3. Railroad crossing				
9. Not stated				
TOTAL	3331	99	3232	
RAILROAD CROSSINGS	Total	Fatal	Non-fatal	Property Damage Only
0. Gates not down				
1. Guarded crossing				
2. Unguarded crossing				
9. Not stated				
TOTAL				
WEATHER CONDITIONS	Total	Fatal	Non-fatal	Property Damage Only
0. Clear	2994	92	2902	
1. Fog	7		7	
2. Rain	280	6	274	
3. Snow	50	1	49	
9. Not stated				
TOTAL	3331	99	3232	
ROAD CONDITION	Total	Fatal	Non-fatal	Property Damage Only
0. Dry	2846	89	2757	
1. Wet	349	5	344	
2. Muddy	1		1	
3. Snowy	50	3	47	
4. Icy	85	2	83	
9. Not Stated				
TOTAL	3331	99	3232	
PROPERTY DAMAGE	Total	Fatal	Non-fatal	Property Damage Only
0. \$25	66	10	56	
1. \$ 25 to \$ 50	7	1	6	
2. \$ 50 to \$100	4	2	2	
3. \$100 to \$250	3	2	1	
4. \$250 to \$500				
5. \$500 to \$1,000				
6. \$1,000 or more				
9. Not stated	3251	84	3167	
TOTAL	3331	99	3232	
ROAD CLASSIFICATION	Total	Fatal	Non-fatal	Property Damage Only
7. State highway	178	23	155	
8. Other highway	3153	76	3077	
TOTAL	3331	99	3232	



## STATISTICAL SUMMARY—MOTOR VEHICLE ACCIDENTS

IN Pedestrian Accidents (Darkness)

Summary

Report for

1938

Date

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Killed	Injured
									0-4	5-14	15-24	25-64	65-Over						0-4	5-14	15-24	25-64	65-Over			
0. COLLISION WITH	29	29	323	2606	323	258	70		1	13	17	211	86		2761	1853	903	5	87	638	306	1212	304	214	328	2761
1. Pedestrian																										
2. Other motor vehicle																										
3. Horse drawn vehicle																										
4. Railroad train																										
5. Street car																										
6. Bicycle																										
7. Fixed object																										
8. Non-collision operating																										
9. Non-operating																										
10. Miscellaneous																										
11. Total																										

1a DRIVERS				
SEX OF DRIVER	NO. OF DRIVERS			Property Damage Only
	Total	Fatal	Non-fatal	
Male	2724	298	2426	
Female	142	17	125	
Not stated	103	30	73	
TOTAL	2969	345	2624	
AGE OF DRIVER				
0. Under 21	345	40	305	
1. Age—21 to 29	1032	117	915	
2. Age—30 to 49	1032	125	907	
3. Age—50 to 64	186	23	163	
4. Age—65 and over	15	4	11	
9. Not stated	359	36	323	
TOTAL	2969	345	2624	
CONDITION OF DRIVER				
0. Asleep	15	6	9	
2. Out of State	128	22	106	
THE MOTORIST (VIOLATIONS)				
	Total	Fatal	Non-fatal	Property Damage Only
0. Reckless driving	14	8	6	
1. Too fast for conditions	50	37	13	
2. On wrong side of road	20	4	16	
3. Violated right of way	6	4	2	
4. Cutting in	1		1	
5. Passing standing street car				
6. Passing on curve or hill				
7. Passing on wrong side	2		2	
8. Failed to signal	2		2	
9. Car ran away	1		1	
10. Drove off roadway	8	1	7	
11. Ignored "stop street" sign				
12. Hit and run	140	52	88	
13. Following too closely	4		4	
14. Disregarded officer or signal	5	1	4	
15. Double or prohibited parking	1		1	
9. Not stated	2715	238	2477	
TOTAL	2969	345	2624	
DIRECTION OF TRAVEL				
	Total	Fatal	Non-fatal	Property Damage Only
0. Going straight through	2449	321	2128	
1. Turning right	102	3	105	
2. Turning left	215	3	216	
3. Backing	62	1	61	
4. Car parked or standing still	34	6	28	
5. Slowing down or stopping	56	3	53	
6. Skidding	41	8	33	
9. Not stated				
TOTAL	2969	345	2624	

1b PEDESTRIANS				
THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car	2	1	1	
1. Getting on or off other vehicle	14		14	
2. Crossing between intersections	978	128	850	
3. Playing in street	275	5	270	
4. Coming from behind parked vehicle	437	41	396	
5. In safety zone				
6. At work on car on roadway	15	3	12	
7. Walking against traffic	56	18	38	
8. Walking with traffic	174	54	120	
9. Crossing at intersection with signal	72	2	70	
10. Crossing at intersection against signal	143	8	135	
11. Crossing at intersection, no signal	799	55	744	
12. Crossing at intersection diagonally	67	11	56	
13. Hitching on vehicle	10		10	
14. Not in roadway	29	1	28	
15. Other actions	18	1	17	
19. Not stated				
TOTAL	3089	328	2761	
CONDITION OF PEDESTRIAN	Total	Fatal	Non-fatal	Property Damage Only
0. Had been drinking	376	83	293	
1. Physical defect	37	14	23	
2. Confused by traffic	167	23	144	
3. View obstructed	463	36	427	
9. Not stated	2046	172	1874	
TOTAL	3089	328	2761	
2 VEHICLES				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	2712	307	2405	
1. Commercial	156	28	128	
2. Taxi	29	1	28	
3. Bus	55	7	48	
4. Motorcycle	16	2	14	
5. Not stated	1		1	
TOTAL	2969	345	2624	
CONDITION OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Faulty brakes	11	4	7	
1. Improper headlights	11	7	4	
2. Taillight out or obscured				
3. Defective steering mechanism				
4. Puncture or blowout				
5. Other defects	3	1	2	
9. Not stated	2944	333	2611	
TOTAL	2969	345	2624	
FINANCIAL RESPONSIBILITY	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Car insured	562	71	491	
1. Car not insured	839	142	697	
2. Not stated	1568	132	1436	
TOTAL	2969	345	2624	

3		TIME			Property Damage Only
HOUR OF OCCURRENCE	NO. OF ACCIDENTS				
	Total	Fatal	Non-fatal		
12 to 1 A.M.	123	21	102		
1 to 2 A.M.	79	24	55		
2 to 3 A.M.	54	9	45		
3 to 4 A.M.	41	10	31		
4 to 5 A.M.	18	4	14		
5 to 6 A.M.	23	4	19		
6 to 7 A.M.	15	1	14		
7 to 8 A.M.	2		2		
8 to 9 A.M.					
9 to 10 A.M.					
10 to 11 A.M.					
11 to 12 A.M.					
12 to 1 P.M.					
1 to 2 P.M.					
2 to 3 P.M.					
3 to 4 P.M.					
4 to 5 P.M.	22	1	21		
5 to 6 P.M.	270	24	246		
6 to 7 P.M.	381	42	339		
7 to 8 P.M.	537	57	480		
8 to 9 P.M.	508	37	471		
9 to 10 P.M.	358	35	323		
10 to 11 P.M.	234	28	206		
11 to 12 P.M.	223	26	197		
Not stated	41		41		
TOTAL	2929	323	2606		

LIGHT CONDITIONS		NO. OF ACCIDENTS			Property Damage Only
		Total	Fatal	Non-fatal	
0. Daylight					
1. Dusk					
2. Dark					
9. Not stated					
TOTAL					

DAY OF OCCURRENCE		NO. OF ACCIDENTS			Property Damage Only
		Total	Fatal	Non-fatal	
0. Sunday		447	78	369	
1. Monday		399	48	351	
2. Tuesday		326	27	299	
3. Wednesday		342	28	314	
4. Thursday		356	25	331	
5. Friday		409	42	367	
6. Saturday		636	75	561	
9. Not stated		14		14	
TOTAL		2929	323	2606	

4 ROADS—WEATHER				
ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection	1283	86	1197	
1. Not at intersection	1638	236	1402	
2. On bridge	8	1	7	
3. Railroad crossing				
9. Not stated				
TOTAL	2929	323	2606	
RAILROAD CROSSINGS				Property Damage Only
Total	Fatal	Non-fatal		
0. Gates not down				
1. Guarded crossing				
2. Unguarded crossing				
9. Not stated				
TOTAL				
WEATHER CONDITIONS				Property Damage Only
Total	Fatal	Non-fatal		
0. Clear	2041	228	1813	
1. Fog	61	20	41	
2. Rain	753	71	682	
3. Snow	74	4	70	
9. Not stated				
TOTAL	2929	323	2606	
ROAD CONDITION				Property Damage Only
Total	Fatal	Non-fatal		
0. Dry	1911	221	1690	
1. Wet	834	88	746	
2. Muddy	3		3	
3. Snowy	55	6	49	
4. Icy	126	8	118	
9. Not Stated				
TOTAL	2929	323	2606	
PROPERTY DAMAGE				Property Damage Only
Total	Fatal	Non-fatal		
0. \$25	121	42	79	
1. \$ 25 to \$ 50	21	16	5	
2. \$ 50 to \$ 100	16	12	4	
3. \$ 100 to \$ 250	4	3	1	
4. \$ 250 to \$ 500	1		1	
5. \$ 500 to \$ 1,000				
6. \$ 1,000 or more				
9. Not stated	2766	250	2516	
TOTAL	2929	323	2606	
ROAD CLASSIFICATION				
Total	Fatal	Non-fatal		
7. State highway	351	114	237	
8. Other highway	2578	209	2369	
TOTAL	2929	323	2606	



IN ACCIDENTS INVOLVING DRIVERS WHO "HAD BEEN DRINKING"

TYPE OF ACCIDENT	Total Accidents Reported	Number Fatal Injury Accidents	Number Non-fatal Injury Accidents	Number Accidents Causing Injury Property Damage Only	PERSONS KILLED										PERSONS INJURED										TOTALS FOR YEAR SINCE JAN. 1	
					Total Killed	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated	Total Injured	Male	Female	Sex Not Stated	AGE GROUPS					Ages Not Stated		
									0—4	5—14	15—24	25—64	65—Over						0—4	5—14	15—24	25—64	65—Over			
COLLISION WITH	34	20	14		21	14	7		1	1	2	13	4	18	13	5		2	5	3						
0. Pedestrian	1154	25	433	696	29	19	10		1	1	4	21	2	886	498	384	4	13	32	228	484	40	89			
1. Other motor vehicle	2			2																						
2. Horse drawn vehicle	1		1											2	2				2							
3. Railroad train	1			1																						
4. Street car																										
5. Bicycle																										
6. Fixed object	119	29	49	41	32	28	4				8	23	1	115	88	27		4	28	75	3	5				
7. Non-collision operating	28	4	13	11	4	3	1				1	2	1	23	19	4		1	1	8	13					
8. Non-operating																										
9. Miscellaneous																										
Total	1339	78	510	751	86	64	22		2	2	15	59	8	1044	620	420	4	14	39	271	580	46	94			

SEX OF DRIVER		NO. OF DRIVERS			Property Damage Only
		Total	Fatal	Non-fatal	
Male		1297	80	491	726
Female		42		20	22
Not stated		9		3	6
TOTAL		1348	80	514	754
AGE OF DRIVER					
0. Under 21		32	5	15	12
1. Age—21 to 29		314	30	140	144
2. Age—30 to 49		594	39	241	314
3. Age—50 to 64		119	4	45	70
4. Age—65 and over		12	2	2	8
9. Not stated		277		71	206
TOTAL		1348	80	514	754
1. Unlicensed		52	5	17	30
2. Out of State		153	9	78	66
CONDITION OF DRIVER					
0. Asleep					
1. Had been drinking		1348	80	514	754
2. Physical defect					
3. View obstructed					
4. Confused					
5. Blinded by headlights					
9. Not stated					
TOTAL		1348	80	514	754
THE MOTORIST (VIOLATIONS)		Total	Fatal	Non-fatal	Property Damage Only
0. Reckless driving		42	6	9	27
1. Too fast for conditions		211	38	81	92
2. On wrong side of road		346	7	145	194
3. Violated right of way		64	1	36	27
4. Cutting in		30		10	20
5. Passing standing street car				1	3
6. Passing on curve or hill		4		1	6
7. Passing on wrong side		7		1	6
8. Failed to signal		23	1	8	14
9. Car ran away					
10. Drove off roadway		87	8	40	39
11. Ignored "stop street" sign		27		14	15
12. Hit and run		133	9	30	94
13. Following too closely		48		19	29
14. Disregarded officer or signal		24	1	8	15
15. Double or prohibited parking		2	1	1	1
19. Not stated		300	8	111	181
TOTAL		1348	80	514	754
DIRECTION OF TRAVEL		Total	Fatal	Non-fatal	Property Damage Only
0. Going straight through					
1. Turning right					
2. Turning left					
3. Backing					
4. Car parked or standing still					
5. Slowing down or stopping					
6. Skidding					
9. Not stated					
TOTAL					

1b PEDESTRIANS				
THE PEDESTRIAN	NO. OF PEDESTRIANS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Getting on or off street car				
1. Getting on or off other vehicle				
2. Crossing between intersections				
3. Playing in street				
4. Coming from behind parked vehicle				
5. In safety zone				
6. At work on car on roadway				
7. Walking against traffic				
8. Walking with traffic				
9. Crossing at intersection with signal				
10. Crossing at intersection against signal				
11. Crossing at intersection, no signal				
12. Crossing at intersection diagonally				
13. Hitching on vehicle				
14. Not in roadway				
15. Other actions				
19. Not stated				
TOTAL				
CONDITION OF PEDESTRIAN	Total	Fatal	Non-fatal	Property Damage Only
0. Had been drinking				
1. Physical defect				
2. Confused by traffic				
3. View obstructed				
9. Not stated				
TOTAL				
2 VEHICLES				
TYPE OF VEHICLES	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Passenger	1258	74	482	702
1. Commercial	83	4	28	51
2. Taxi	2		1	1
3. Bus	2		2	
4. Motorcycle	3	2	1	
5. Not stated				
TOTAL	1348	80	514	754
CONDITION OF VEHICLES	Total	Fatal	Non-fatal	Property Damage Only
0. Faulty brakes	23	2	10	11
1. Improper headlights	20	3	9	8
2. Taillight out or obscured	6	2	1	3
3. Defective steering mechanism	3	1	1	1
4. Puncture or blowout	7	2	1	4
5. Other defects	3		3	
9. Not stated	1286	70	489	727
TOTAL	1348	80	514	754
FINANCIAL RESPONSIBILITY	NO. OF VEHICLES			Property Damage Only
	Total	Fatal	Non-fatal	
0. Car insured	247	11	101	135
1. Car not insured	367	33	155	179
2. Not stated	734	36	258	440
TOTAL	1348	80	514	754

3		TIME			
HOUR OF OCCURRENCE		NO. OF ACCIDENTS			Property Damage Only
		Total	Fatal	Non-fatal	
12 to 1 A.M.		76	4	28	44
1 to 2 A.M.		94	8	36	49
2 to 3 A.M.		95	10	31	54
3 to 4 A.M.		76	10	28	38
4 to 5 A.M.		40	5	24	11
5 to 6 A.M.		23		18	5
6 to 7 A.M.		17	1	7	9
7 to 8 A.M.		9		5	4
8 to 9 A.M.		4		1	3
9 to 10 A.M.		9		6	3
10 to 11 A.M.		4			4
11 to 12 A.M.		16	2	3	11
12 to 1 P.M.		19	1	5	13
1 to 2 P.M.		21	2	10	9
2 to 3 P.M.		29	1	11	17
3 to 4 P.M.		27	1	15	11
4 to 5 P.M.		49	3	16	30
5 to 6 P.M.		95	3	39	53
6 to 7 P.M.		103	2	31	70
7 to 8 P.M.		99	4	39	56
8 to 9 P.M.		95	4	33	58
9 to 10 P.M.		111	6	41	64
10 to 11 P.M.		94	5	35	54
11 to 12 P.M.		120	5	44	71
Not stated		14		4	10
TOTAL		1339	78	510	751

LIGHT CONDITIONS		NO. OF ACCIDENTS			Property Damage Only
		Total	Fatal	Non-fatal	
0. Daylight		296	11	112	173
1. Dusk		43	2	17	24
2. Dark		985	65	376	544
9. Not stated		15		5	10
TOTAL		1839	78	510	751

DAY OF OCCURRENCE		NO. OF ACCIDENTS			Property Damage Only
		Total	Fatal	Non-fatal	
0. Sunday		377	26	159	192
1. Monday		162	7	60	95
2. Tuesday		94	7	36	51
3. Wednesday		112	5	39	68
4. Thursday		108	8	38	62
5. Friday		181	6	66	109
6. Saturday		304	19	112	173
9. Not stated		1			1
TOTAL		1339	78	510	751

4 ROADS—WEATHER				
ROAD LOCATION	NO. OF ACCIDENTS			Property Damage Only
	Total	Fatal	Non-fatal	
0. Intersection				
1. Not at intersection				
2. On bridge				
3. Railroad crossing				
9. Not stated				
TOTAL				
RAILROAD CROSSINGS	Total	Fatal	Non-fatal	Property Damage Only
0. Gates not down				
1. Guarded crossing				
2. Unguarded crossing				
9. Not stated				
TOTAL				
WEATHER CONDITIONS	Total	Fatal	Non-fatal	Property Damage Only
0. Clear				
1. Fog				
2. Rain				
3. Snow				
9. Not stated				
TOTAL				
ROAD CONDITION	Total	Fatal	Non-fatal	Property Damage Only
0. Dry				
1. Wet				
2. Muddy				
3. Snowy				
4. Icy				
9. Not Stated				
TOTAL				
PROPERTY DAMAGE	Total	Fatal	Non-fatal	Property Damage Only
0. \$25				
1. \$ 25 to \$ 50				
2. \$ 50 to \$100				
3. \$100 to \$250				
4. \$250 to \$500				
5. \$500 to \$1,000				
6. \$1,000 or more				
9. Not stated				
TOTAL				
ROAD CLASSIFICATION	Total	Fatal	Non-fatal	Property Damage Only
7. State highway	427	31	187	209
8. Other highway	912	47	323	542
TOTAL	1339	78	510	751









At the present time, the Inspection Force consists of a Chief Inspector, 8 Deputy Chief Inspectors and 99 Inspectors. The increase of ten over the number for 1937 is the result of Legislative action.

Twenty-five members of the Force are assigned permanently to patrol duty on Routes 25 and 29, in the areas where accident frequencies are highest. The results of this patrol's activities will be found later in this report. The enlargement of this patrol, which is closely supervised and which operates 24 hours each day over definitely laidout beats, would undoubtedly bring about a reduction in the number of violations, and consequently, the number of accidents which occur.

The drivers' license examinations have been conducted as usual, at 34 points throughout the State. The examining points are selected from the point of view of convenience for the citizens of the State.

The Department is aware of the need for improvement in the examination itself, but finds it impossible to make the necessary changes because of its limited personnel. The Department is cooperating with the Institute of Human Relations of Yale University, in a study looking toward changes in the examination which will, it is hoped, have the effect of producing better drivers. Results obtained so far, however, indicate that any change will involve the use of additional personnel.

It must be made clear that an improvement in the examination will react favorably only on drivers licensed in New Jersey. Those drivers from other States who use our roads would not be benefitted directly. However, such improvement would be a forward step and would likewise serve as an example for backward States.

In addition to the regular examination, the Department conducts a special test for persons who wish to operate motor vehicles used for the transportation of passengers for hire. This test includes a complete physical examination by a doctor, and a test of the applicant's ability to drive a bus. The renewal of this license can be accomplished only after the physical examination has again been passed.

The operation of the "For Hire" license law definitely points to the need for a periodic re-examination of all drivers. The files hold cases of persons who had passed the regular examination some years ago and who had renewed their license annually. The physical examination required for the "For Hire" license disclosed, in a goodly number of cases, defects which the applicant was not aware of, or had concealed. In some of these cases, it was necessary to reject the applicant, and in others, the situation was corrected by placing conditions on the license.

These "For Hire" drivers represent a cross-section of the driver population that may be termed professionals, and if defects are brought to light in their ranks by re-examination, certainly re-examination of all drivers will disclose similar, accident-breeding defects.

Consideration should be given, therefore, to the need for re-examination, at stated periods, of all drivers, keeping always in mind the fact that such re-examination will entail additional expense.

On five occasions during the year, groups of Inspectors were assembled at strategic points for the purpose of apprehending persons operating cars while under the influence of liquor. It is believed this type of operation is valuable as a means of locating violators and as a deterrent. It will be continued in the future. The truck overload situation is under control. Violations are infrequent and the activities during the coming year will be aimed toward a further reduction.

During the license renewal season, as usual, the Inspection Force was used to transport agency reports to the Central office, as experience has proved that this method results in an appreciative saving in time and money over the mailing system.

As in previous years, the Inspectors have been active members of the Speakers Bureau. The numerous safety lectures delivered by these men have been given without cost to the State. Two members of the Force are assigned permanently to the Safety Education Division as technical assistants.

One Inspector is assigned to the Division of Traffic Regulation for engineering and similar work.

The Inspector assigned to stolen car work has been successful in his operations. This matter is covered specifically in a subsequent paragraph.

The Inspectors have assisted in the administration of the Bill of Sale Law, and the Junk Yard Law. The operation of the Bill of Sale Law, particularly, has made necessary a large number of investigations.

The detailed investigation of all fatal accidents has been continued. The reports received form the basis of the Department's action in handling drivers involved in these accidents. This work has produced such important results that it indicates the advisability of investigating all personal injury accidents in the same manner. This, also, must be left to the future, by reason of limited personnel.

The operation of the law providing for periodic inspection of motor vehicles has placed a heavy burden on the Inspection staff which was called upon to locate and summons those people who had attempted to evade the requirements. The results, however, appear to have been worth the extra work involved.

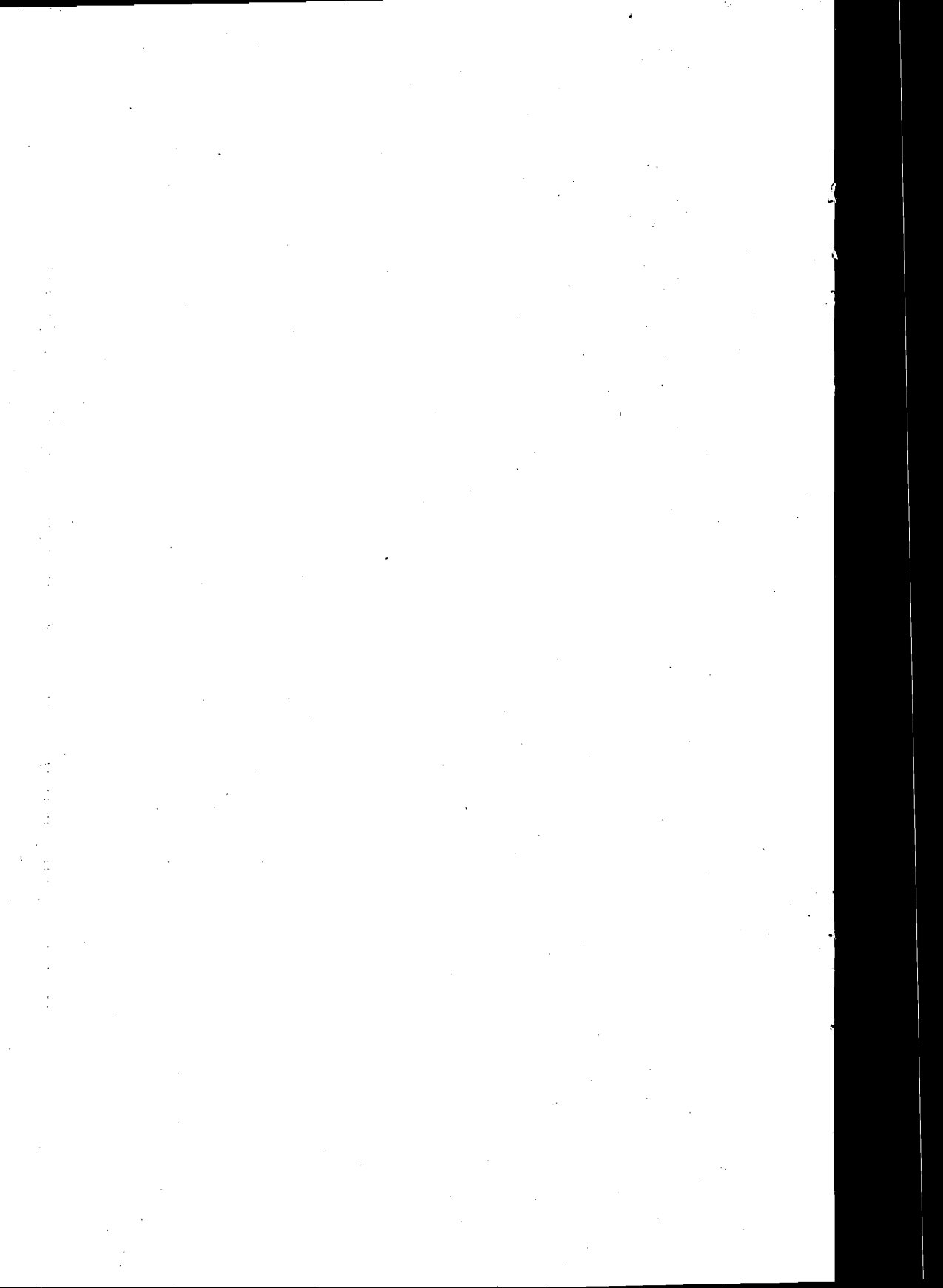
Members of the Force have at various times during the year, engaged in conferences with representatives of other States and the Federal government, concerning uniformity of regulation and matters of a similar nature.

A number of Inspectors have attended the Traffic courses at Rutgers University. The knowledge gained has proven useful in the instruction of other Inspectors.

During the closing months of the year, the Chief Inspector inaugurated a series of lectures for members of the Force. These lectures constitute a special



*Motor Vehicle Inspector investigating fatal accident. A thorough probe is made of every traffic fatality.*



course in Public Relations and in methods of dealing with the public generally. It is expected that this activity will bring about uniformity in the handling of violations that will serve to promote a courteous attitude at all times.

It is necessary to again emphasize the fact that the most effective method of reducing the accident toll is a reasonably strict but continuous enforcement of the traffic laws. Such enforcement, to be effective, should be on a 24 hour per day, 365 days in a year basis.

As in previous years, the enforcement index for the State as a whole was entirely too low. In the area covered by the Department patrol, the figure was 13.3 which is satisfactory. On the other hand the index for the entire State was only 5.3. While this was an increase over 1937, when the index was 3.8 it cannot be considered as sufficient. Enforcement should be increased, therefore, until the figure reaches at least 12.

For this reason it is recommended that the patrol force be increased to the point where these men who are specially trained for their work, and who have no other duties to hamper them, can cover at least all of the important traffic arteries.

For convenience, there is appended hereto a short summary of the foregoing.

#### INSPECTION FORCE HIGHLIGHTS

Motor Vehicle Inspectors made 15,352 arrests for motor vehicle and traffic violations, netting \$124,123.50 in fines collected.

Approved operators licenses for 92,453 new drivers. Rejected 19,906 applicants who failed to qualify. In addition handled the applications of 9,490 persons who had need of special "For Hire" driver's licenses.

Maintained 24 hour patrol on State's two busiest highways, Routes 25 and 29. Result—material improvement in safety.

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

Practically eliminated truck overload situation through activities of Inspection staff.

Maintained constant check on automobile junk yards.

Investigated all applications for dealers licenses and dealers registration plates.

Made thorough probe of every fatal traffic accident and prepared cases for hearing before the Commissioner.

On numerous occasions assisted local police in regulating Summer traffic at points and on special days when traffic was heavy.

Undertook transportation of large number of agency reports during license renewal season.

Engaged actively in Safety Education work.

Rendered constant assistance to Traffic Engineer.

Carried on steady campaign against car thieves.

Assisted Testing Division in periodical inspection of motor vehicles.

Completed 23,288 investigations made necessary by Department activities.

## DRIVERS EXAMINATIONS ACCORDING TO LOCATION

Location	Passed	Rejected	Total
Asbury Park .....	2,140	451	2,591
Atlantic City .....	2,596	645	3,241
Bridgeton .....	1,092	258	1,350
Burlington .....	462	110	572
Camden .....	4,726	1,141	5,867
Cape May Court House .....	715	145	860
Dover .....	1,231	157	1,388
Elizabeth .....	7,856	1,281	9,137
Englewood .....	1,268	179	1,447
Freehold .....	894	281	1,175
Hackensack .....	16,718	3,685	20,403
Hackettstown .....	841	86	927
Hammonton .....	408	79	487
Jersey City .....	6,204	1,709	7,913
Morristown .....	1,533	166	1,699
Mount Holly .....	505	144	649
Newark .....	15,649	3,566	19,215
New Brunswick .....	1,985	502	2,487
Newton .....	602	76	678
Ocean City .....	724	143	867
Passaic .....	1,508	329	1,837
Paterson .....	2,397	433	2,830
Perth Amboy .....	1,030	202	1,232
Phillipsburg .....	736	49	785
Plainfield .....	1,794	246	2,040
Red Bank .....	1,697	385	2,082
Ridgewood .....	1,552	238	1,790
Salem .....	863	195	1,058
Somerville .....	2,055	509	2,564
Summit .....	744	84	828
Sussex .....	261	47	308
Toms River .....	609	131	740
Trenton .....	5,411	1,437	6,848
Woodbury .....	3,647	817	4,464
	92,453	19,906	112,359

## DRIVERS' EXAMINATIONS ACCORDING TO MONTH

Month	Passed	Rejected	Total
January .....	6,772	923	7,695
February .....	5,783	978	6,761
March .....	6,832	1,371	8,203
April .....	8,795	1,844	10,639
May .....	10,527	2,240	12,767
June .....	10,757	2,331	13,088
July .....	10,794	2,708	13,502
August .....	10,050	2,647	12,697
September .....	7,859	1,828	9,687
October .....	6,310	1,485	7,795
November .....	4,289	938	5,227
December .....	3,685	613	4,298
	92,453	19,906	112,359

	Males	Females
Passed .....	64,402	28,051
Rejected .....	15,542	4,364
	79,944	32,415

## CLASSES OF REJECTIONS

Illiteracy .....	2,014
Impaired Vision .....	3,189
Driving Test .....	8,506
Written Test and Miscellaneous .....	6,197
	19,906



Herewith is a breakdown of Inspection Force activities and results:

Total hours	233,050	
Sick days	434	
Days off	4,885	
Vacation	1,357	
Travel	26,180	hours
Patrol	112,518 1/2	"
Look-ups	17,082 3/4	"
Pick-ups	8,348 3/4	"
Check-ups	1,443	"
Scales	213 3/4	"
Examinations	45,521 1/4	"
Court	8,749	"
Safety Education	4,449 1/4	"
Stolen Cars	772 1/2	"
Special Detail	1,614 1/4	"
Traffic Engineering	1,497	"
Miscellaneous	4,615	"
Administration	45	"
Violations reported	18,040	
Warnings, written and verbal	12,307	
Summonses	4,209	
Summary arrests	11,143	
Cases referred for investigation	23,288	
Fines collected	\$ 124,123.50	
Registrations collected	\$ 8,426.85	
Driver's licenses collected	\$ 1,354.00	
Miles travelled	2,306,642	
Gasoline consumed	166,540.6	gals.
Oil consumed	8,881	qts.
Inspectors	108	
Average miles per gallon gas	13.85	
Average miles per quart oil	259.7	

#### TWENTY-FOUR HOUR PATROL

Total hours	62,463 3/4	hours
Sick days	119	
Days off	1,401	
Vacation	379	days
Patrol	53,676 3/4	hours
Court	2,907 3/4	"
Violations reported	7,604	
Summonses	2,202	
Registrations collected	\$ 1,618.30	
Driver's licenses collected	\$ 177.00	
Miles travelled	853,055	
Gasoline consumed	64,968.8	gals.
Oil consumed	2,781 1/2	qts.
Fines	\$ 46,475.50	
Arrests	6,859	
Warnings	440	
Inspectors	26	

#### LICENSE REVOCATIONS AND HEARINGS

During the year 1938 the operating privileges of 5,336 persons were revoked by the Department for various infractions of the Motor Vehicle and Traffic Laws. Over a twenty-one year period, the Department has taken this direct action against 65,597 individuals.

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

YEAR	REVOCATIONS	YEAR	REVOCATIONS
1918.....	702	1929.....	4,991
1919.....	707	1930.....	4,949
1920.....	770	1931.....	4,993
1921.....	956	1932.....	4,034
1922.....	931	1933.....	3,294
1923.....	2,080	1934.....	2,863
1924.....	2,429	1935.....	3,281
1925.....	2,886	1936.....	4,125
1926.....	2,750	1937.....	5,876
1927.....	3,987	1938.....	5,336
1928.....	3,657	<b>TOTAL</b> .....	<b>65,597</b>

Following is a break-down of the revocations over a three year period:

	1938	1937	1936
Drivers' licenses revoked .....	3,871	4,335	3,078
Placed on prohibitory list .....	617	573	499
Reciprocity privileges revoked .....	725	901	480
Passenger registrations revoked .....	93	39	42
Motorcycle drivers' licenses revoked .....	11	19	10
Dealer registrations revoked .....	18	9	14
Bus registrations revoked .....	1	...	2
TOTALS .....	5,336	5,876	4,125

#### CAUSES FOR LICENSE REVOCATIONS

	1938	1937	1936
DRIVING WHILE INTOXICATED .....	1,425	1,690	1,534
Reckless driving .....	447	493	402
Speeding .....	406	708	180
Fatal accidents through violations of law .....	322	366	194
Obtaining license while on revoked list .....	101	60	81
Habitual violators .....	526	703	257
Failure to appear in answer to summonses .....	760	797	616
Failure to pay fine .....	136	50	45
Leaving scene of accident .....	69	81	59
Mis-statement of facts on applications .....	21	44	43
Larceny & receiving & driving without consent .....	97	85	95
Defective vision .....	12	12	14
Physically or mentally unfit .....	92	87	59
Fraud at examination .....	33	57	55
Driving without a license .....	65	55	70
Misrepresenting age .....	6	25	11
Permanent revocations due to bad records .....	8	3	0
Other violations .....	810	560	410
TOTALS .....	5,336	5,876	4,125

Total revocations for year 1938 have decreased by 9% over the preceding year. The number of cases considered by the Department, on the other hand, has reached a total of 18,368. This shows that although revocations in general showed a slight drop, more applications for restoration and general inquiries have been received. The volume of work in this phase showed an increase of 38%.

The following is a comparative record of cases considered during the past three years:

1938 .....	18,368	1936 .....	7,826
1937 .....	11,370		

#### DRUNKEN DRIVERS

Driving while under the influence of intoxicating liquors again led all other causes for revocation. A total of 1,425 drivers have been brought to judgment for this serious offense. This year's total, however, for this cause reflects a 15.6% decrease compared with the figure for 1937. During the past twenty-one years, the Motor Vehicle Department has revoked licenses of 25,339 alcoholic drivers. Beginning with 135 revocations in 1918, the yearly totals went upward until 1930 when an all-high total of 2,095 license revocations was recorded. The following year this figure dropped slightly to 2,089 and when the depression was at its "peak" in 1932 convictions fell to 1,432 and in the following year dropped to 1,227.

The yearly record of drunken driver revocations during the twenty-one year period is as follows:

YEAR	REVOCATIONS	YEAR	REVOCATIONS
1918.....	135	1929.....	2,044
1919.....	115	1930.....	2,095
1920.....	314	1931.....	2,089
1921.....	430	1932.....	1,432
1922.....	352	1933.....	1,227
1923.....	832	1934.....	1,443
1924.....	971	1935.....	1,305
1925.....	1,155	1936.....	1,534
1926.....	1,259	1937.....	1,690
1927.....	1,640	1938.....	1,425
1928.....	1,952	<b>TOTAL .....</b>	<b>25,339</b>

#### STUDY OF DRUNKEN DRIVER REVOCATIONS

Classification	1938	1937	1936
New Jersey residents arrested in New Jersey ....	1,071	1,284	1,122
New Jersey residents arrested in other states ....	105	87	122
New Jersey residents not holding driver's licenses placed upon prohibitory list .....	109	158	142
Non-residents arrested in New Jersey .....	140	161	148
<b>TOTALS .....</b>	<b>1,425</b>	<b>1,690</b>	<b>1,534</b>

#### RESIDENTS ARRESTED OUT-OF-THE STATE

In	1938	1937	1936
New York .....	22	18	25
Pennsylvania .....	36	30	49
Massachusetts .....	9	8	7
Delaware .....	5	3	9
Connecticut .....	5	4	7
Virginia .....	5	7	6
Rhode Island .....	4	1	0
West Virginia .....	0	0	3
Maryland .....	8	8	10
Maine .....	3	1	1
North Carolina .....	1	5	1
Michigan .....	0	0	2
New Hampshire .....	3	2	2
South Carolina .....	3	0	0
District of Columbia .....	1	0	0
<b>TOTALS .....</b>	<b>105</b>	<b>87</b>	<b>122</b>

#### NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

In	1938	1937	1936
New York .....	60	71	66
Pennsylvania .....	69	74	68
Maryland .....	1	3	3
Delaware .....	2	0	0
Connecticut .....	0	3	1
Massachusetts .....	0	2	1
Kentucky .....	0	0	1
District of Columbia .....	0	0	1
Illinois .....	1	0	1
Georgia .....	2	0	0
Ohio .....	0	0	2
Nebraska .....	1	0	0
Florida .....	0	0	1
Washington .....	0	0	1
Michigan .....	0	2	1
Virginia .....	0	2	1
Alabama .....	0	1	0
South Carolina .....	1	1	0
Indiana .....	0	1	0
Idaho .....	0	1	0
North Carolina .....	3	0	0
<b>TOTALS .....</b>	<b>140</b>	<b>161</b>	<b>148</b>

## SEX OF VIOLATORS

	1938	1937	1936
Males .....	1,381	1,648	1,511
Females .....	44	42	23
TOTALS .....	1,425	1,690	1,534

## NATURE OF PENALTIES IMPOSED

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

	Resident Drivers		Residents No License Pro. List		Non-Residents		Total	
	1938	1937	1938	1937	1938	1937	1938	1937
Fine penalty imposed and paid.	571	629	29	57	71	78	671	764
Jail sentence imposed .....	291	326	44	61	37	25	372	412
Defaulted payment of fine and thereby served time in jail .....	209	329	36	40	32	58	277	427
TOTALS .....	1071	1284	109	158	140	161	1320	1603

## CLASSIFICATION OF VIOLATORS AS TO AGE

	1938	1937	1936
17 to 24 .....	121	175	24
25 to 35 .....	410	489	448
36 to 50 .....	499	553	512
51 to 63 .....	127	139	125
65 and over .....	19	15	13
TOTAL .....	1176	1371	1122

## COUNTIES WHERE VIOLATORS RESIDE AND COUNTIES WHERE ARRESTED

	1938	1937	1936		1938	1937	1936
Atlantic .....	21	26	14	Atlantic .....	29	36	15
Bergen .....	117	131	113	Bergen .....	133	138	107
Burlington .....	44	63	41	Burlington .....	51	77	40
Camden .....	113	133	102	Camden .....	112	144	108
Cumberland .....	37	51	4	Cumberland .....	37	63	43
Cape May .....	20	10	47	Cape May .....	19	14	43
Essex .....	192	196	176	Essex .....	139	153	134
Gloucester .....	31	48	23	Gloucester .....	41	44	21
Hudson .....	146	186	112	Hudson .....	137	196	108
Hunterdon .....	15	12	14	Hunterdon .....	14	15	13
Mercer .....	70	95	59	Mercer .....	65	80	55
Middlesex .....	82	79	69	Middlesex .....	101	85	68
Monmouth .....	55	73	48	Monmouth .....	69	89	41
Morris .....	44	58	53	Morris .....	51	57	55
Ocean .....	24	26	9	Ocean .....	25	25	19
Passaic .....	49	82	69	Passaic .....	45	84	77
Salem .....	37	38	16	Salem .....	34	35	15
Sussex .....	11	16	12	Sussex .....	10	15	14
Union .....	134	152	12	Union .....	150	178	140
Somerset .....	29	27	27	Somerset .....	36	45	30
Warren .....	14	27	9	Warren .....	22	30	13
	1285	1529	1122		1320	1603	1122

Non-residents arrested in New Jersey .....	140	161
	1425	1690

New Jersey residents arrested in other States ...	105	87
	1425	1690

## HABITUAL VIOLATORS

Because the Department keeps an ever watchful eye on the accident reports and records of magistrates' convictions for traffic violations, it was possible to "bear down" on many of these undesirables during the year. A total of 3,477 such drivers were selected for summary action, 2,534 receiving warning letters, 417 being dismissed with a warning after hearing and 526 being deprived of their operating licenses.

These operators are both unfit and unsafe to be behind the wheel of a motor vehicle. Those who received warning letters usually had one serious traffic violation and one or two minor violations charged against them—enough to indicate the need of some corrective influence. Those who lost their licenses had two or more serious violations or two or more serious accidents against their driving records.

Since the Department instituted this activity against the habitual offender, is no longer possible for an operator to "get away" with repeated or habitual violations of the traffic laws. Records of magistrates' convictions and accidents are filed in such a manner that when two convictions or two accidents show up against a driver he immediately becomes subject to direct action by the Department. It is gratifying to state that very few repeaters have been found among habitual violators.

## FATAL ACCIDENTS

Since December, 1935, the Department has investigated all fatal traffic accidents for the purpose of determining whether the accidents were the result of improper, or illegal driving. Sufficient evidence to warrant an entry of 366 revocations was found. In 144 cases the driver's license was revoked with no hearing requested, 178 were revoked after a hearing and 79 were dismissed after hearing. Fifty-one licenses were restored during the year after a hearing was held.

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

## HEARINGS

A total of 1607 drivers were accorded hearings during the year before Deputy Commissioner William J. Dearden for violations of the Motor Vehicle and Traffic Acts. Included in the hearings were the fatal accident and habitual violator cases as well as applications for license restoration. The year 1938 marked a 7% increase in hearings over the year 1937.

Following is a record of the types of hearings held.

## CLASSIFICATION OF HEARINGS

<b>HABITUAL VIOLATORS</b>	1938	1937
Licenses revoked after a hearing .....	319	329
Dismissed with a warning .....	417 836	570 899
<b>RESTORATIONS</b>		
Restored after a hearing .....	315	257
Denials .....	96 411	77 334
<b>FATAL ACCIDENTS</b>		
Revoked after a hearing .....	178	83
Dismissed (no action) .....	79	27
Restored after a hearing .....	51 308	110
<b>RECKLESS DRIVING</b>		
Revoked after a hearing .....	6	13
Dismissed (no action) .....	0 6	3 16
<b>PHYSICALLY UNFIT</b>		
Revoked after a hearing .....	4	10
Dismissed (no action) .....	0 4	3 13
<b>VARIOUS OTHER HEARINGS</b>	42	36
<b>TOTAL HEARINGS HELD</b>	1607	1408

## TRAFFIC ENGINEERING, CONTROL AND REGULATION

The Division of Traffic Control and Regulation during the year 1938 increased its efforts to improve the expedition of traffic with safety throughout the State.

During the year more than one hundred high accident locations both in rural and urban areas were studied and recommendations offered to the proper authorities for the correction and curtailment of accidents at these points.

Also, during the year, one hundred and fifty applications were received for the installation and operation of traffic control signals. After thorough investigation to determine the reasonableness and necessity for such signals, 74 approvals were granted including approvals for signals along State Highways.

Where traffic control signals were not warranted but some other applied corrective would probably solve the problem, such recommendations were made. In a number of these cases "before" and "after" studies indicated that these correctives resulted in a decrease in accidents.

Throughout the year the Division also reviewed ordinances submitted by 65 cities, townships and boroughs. In numerous instances these ordinances were returned for correction. All ordinances, before they receive final approval, are investigated as to their reasonableness and necessity, and considerable correspondence and investigation are involved. Most municipalities throughout the State are now forwarding advance copies of proposed ordinances to this Department for review in order that tentative approval may be given before introduction and passage, thereby saving the municipality considerable sums of money for re-advertising the ordinances after they have been found to be defective.

Since the passage of the Through Street Law in 1931 numerous municipalities and townships have requested approval of ordinances or resolutions for either the continuance of Stop Street signs or the erection of additional ones. In every instance where such ordinances, resolutions or requests have been presented, thorough investigation by this Department has been made to determine

the necessity for such signs and in many cases, after such investigation, the municipality or township has admitted its inability, due to lack of police personnel, to enforce the provisions of the Stop Street Law and withdrawn its request.

Twenty approvals were granted for the installation of Stop Street signs during 1938, nine of which were to townships, ten to municipalities and one to the State Highway Department.

One hundred and twenty-four letters of complaint were received during the year. Investigations of the complaints were made by representatives of the Division to determine whether corrective measures could be applied. In each instance, a report was submitted by the investigator and the complainant was promptly notified as to corrective measures made.

Last year was the first year that the National Safety Council sponsored an Interstate National Traffic Safety Contest on a basis comparable with the provisions of the Inter-City Contest. New Jersey did not win a place in this contest because of an increase in motor vehicle deaths over the previous year. However, its rating for activities was among the highest of all States.

In the Inter-City National Traffic Safety Contest, the following municipalities received Honorable Mention.

Group 4—Hoboken and Bayonne received Honorable Mention.

Group 6—Maplewood won third place and Teaneck and Westfield received Honorable Mention.

As indicated in the statistical section of this report, New Jersey's accident experience last year was outstanding. This improvement is exemplified in the following tabulation showing a comparison of motor vehicle accident death rate for the State of New Jersey on the basis of motor vehicle miles for the past four years:

Year	Taxable Gallons	Vehicle Miles in 100,000,000's	Deaths per 100,000,000 Miles
1935	621,601,466	74.59	15.9
1936	719,568,866	86.34	12.8
1937	795,554,189	95.46	13.4
1938	810,952,855	97.31	8.9

From the above table it may be determined that the 1938 death rate on the basis of motor vehicle miles represents a 46% decrease from 1937 and a 36.4% decrease compared with the average rate for the past three years.

The Division continued the activity, inaugurated last year, of making a rather complete and extensive analysis of accident experience in the various counties of the State. This analysis concerns important data on accident facts for the counties as a whole as well as for each municipality in each county and, too, along the various State Highways traversing each county.

Upon completion of the reports and their distribution to local, municipal and county officials, a conference in each of the counties was held sponsored by the Motor Vehicle Department.

The personnel of the Division continued its cooperation with the many national organizations and their activities relative to street and highway safety. Such cooperation was in the form of supplying facts and figures, special accident studies and also through the holding of office as chairman or members of their various committees.

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

### SAFETY EDUCATION

The activities of the Division of Safety Education, aimed to develop and promote proper street and highway conduct in motorists and pedestrians, were efficiently conducted by its trained personnel. The consistent, sustained efforts since the institution of these functions in July, 1933, at last are showing gratifying results. The public, aside from being alert to the pressing need for information and training in street and highway safety, has definitely approved and supported sound programs dealing on this vital subject as this report will most adequately prove.

The best known means were employed to bring the matter of self-preservation to the attention of the citizens among which the most successful were sound motion pictures, exhibits, scientific tests for reaction time, steering ability, speed estimation, glare, etc., radio, the press, posters, literature, public speaking, classroom work and others.

Audiences were comprised of children, starting with kindergarten age, through grammar, adolescence and adult. Ever so often groups embrace all ages from six to sixty and over—a situation most difficult, yet handled expertly by Department representatives. To hold the interest of groups mentioned, varying in age and intelligence levels and in social and business standards, a wide variety of subject matter had to be worked out to achieve the best results for each. Many letters of appreciation and commendation in the files testify to the success achieved at all types of meetings, as well as all other contacts with the public.

#### CHILD SAFETY.

Assembly programs, consisting of speaker, films, or both, were given in cities, urban and rural sections throughout the State. Further assistance was graciously extended for all safety instructions by supplying literature, posters, statistics, plays, specific information regarding hazards pertaining to bicycle riding, roller skating, etc., to teachers and principals. Many inquiries from children were also given every courteous attention.

The titles of the silent motion pictures used are "Speaking of Safety", "Safety for Primary grades", and "Safety for Advanced Grades". During presentations, these are accompanied by soft music while titles and scenes are explained for further emphasis in a manner suitable and pleasing to young children.



On contacts with principals, teachers, and students in Primary Schools, a great deal became known about practical safety lessons through the medium of Child Traffic Courts, Patrols, Junior Safety Councils, contests in posters, essays, and verse, all of which designate the concentrated efforts of the schools in preparing children to become safe pedestrians. However, the child accident problem after school hours, over week-ends, and during vacations, indicates a lack of proper supervision which rightfully rests on the shoulders of parents and municipal officials who should provide safe play areas for leisure hours.

*Junior High Schools* are given assistance by this Division in a manner as above described, only varying in subject matter.

#### HIGH SCHOOL SAFETY.

High school authorities in ever increasing numbers are abandoning the extra-curricular safety activities and giving this vital education status in the curriculum at times with credit points. This step has a dual benefit by first giving safety education (known as the Driving Course) a prominent rating and secondly embracing all eligible students. Fifty-nine high schools were assisted last year for one or two classroom instructions and the test, under the direction of an Inspector. Students, with an average of seventy (70) or over, were again presented with a card, which will eliminate the written examination if presented when driver's license is obtained. Heretofore, said cards were good indefinitely but a movement is under way to limit their use to a year from date issued.

Although not every high school provides a full term or half term safety course, the subject is nevertheless given some attention in auto mechanics, civics, problems of American Democracy, etc. Many principals have been approached and in every instance greater cooperation was promised.

High School assemblies and classroom programs increased at which speakers discussed skills of the road, motor vehicle laws, courtesy, sportsmanship, habits and attitudes of good drivers and pedestrians, etc. The sound films used were: "Highway Mania", "Hit and Run Driver", "The Conquest of the Hudson", "Millions for Safety" (through courtesy of the Port of New York Authority), "Saving Seconds" (The Aetna Insurance Company), and "Everybody's Business" (Chrysler Corporation).

Teachers were supplied with the manual, "Highway Safety; A course of Study for High Schools", reports, statistics, posters, releases, law books and individual students with "Question and Answer" pamphlets, the leaflet, "It's Smart to Drive Safely", etc. Far outnumbering the requests from instructors, was the mail from students making scrapbooks and extra credit reports based on functions sponsored to promote safety on the highways in New Jersey for which all available illustrated material was desired. Out-of-state requests, however, were equally numerous.

Since incompetence and ignorance are responsible for motor vehicle accidents, education for high school students (approaching as they are the legal driving age) was given every attention and encouragement, for the safety of tomorrow

lies in the hands of the youth of today. Unlike those before them, young drivers today will take the wheel of an automobile with knowledge of the car, traffic regulations, and a deep respect for the rights of others, sorely needed to compensate for their lack of mature judgment.

#### ADULT EDUCATION.

Visual education was extensively used for adult groups and with marked success. The Department's own sound film, "Highway Mania", the Metro-Goldwyn-Mayer production, "Hit and Run Driver", and the child films, previously mentioned were presented at meetings and are listed below and compared with the record of 1937. On occasions when sufficient time was allotted, such sound films as "Conquest of the Hudson" and "Millions for Safety" (courtesy of the Port of New York Authority), "Saving Seconds" (courtesy of The Aetna Insurance Company), and "Everybody's Business" (courtesy of the Chrysler Corporation) were included.

#### TWO YEAR RECORD OF SAFETY MOVIE MEETINGS

MONTH	1937	1938	MONTH	1937	1938
January .....	25	42	July .....	7	9
February .....	22	35	August .....	7	14
March .....	43	64	September .....	10	7
April .....	26	48	October .....	28	51
May .....	23	41	November .....	30	23
June .....	21	42	December .....	29	26
				271	402

	1937	1938
Attendance .....	63,890	96,424

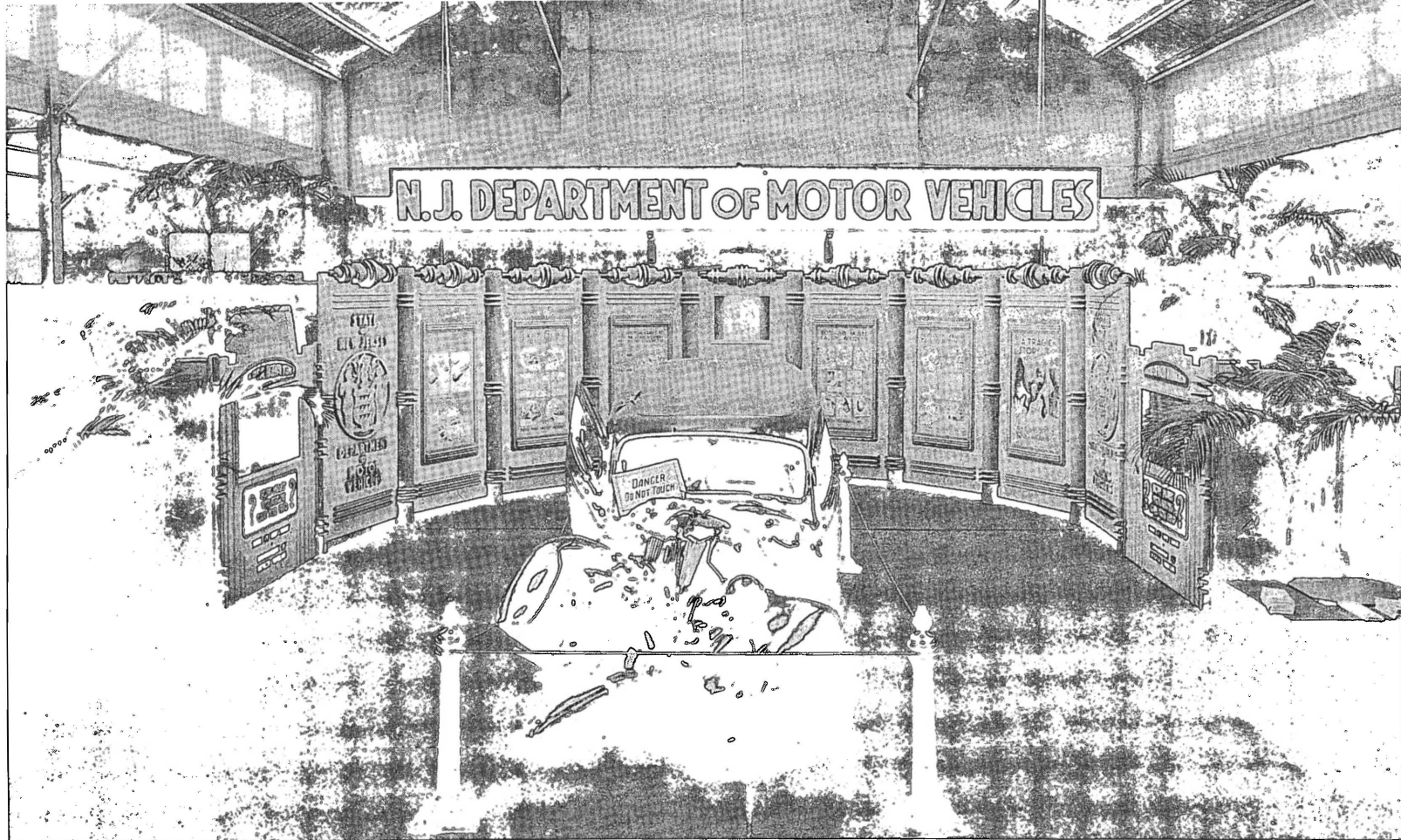
#### REPORT OF OUT-OF-STATE SHOWINGS FOR DEPARTMENT'S FILM, "HIGHWAY MANIA"

	Showings	Attendance
16MM prints .....	143	28,913
35MM prints .....	115	37,115

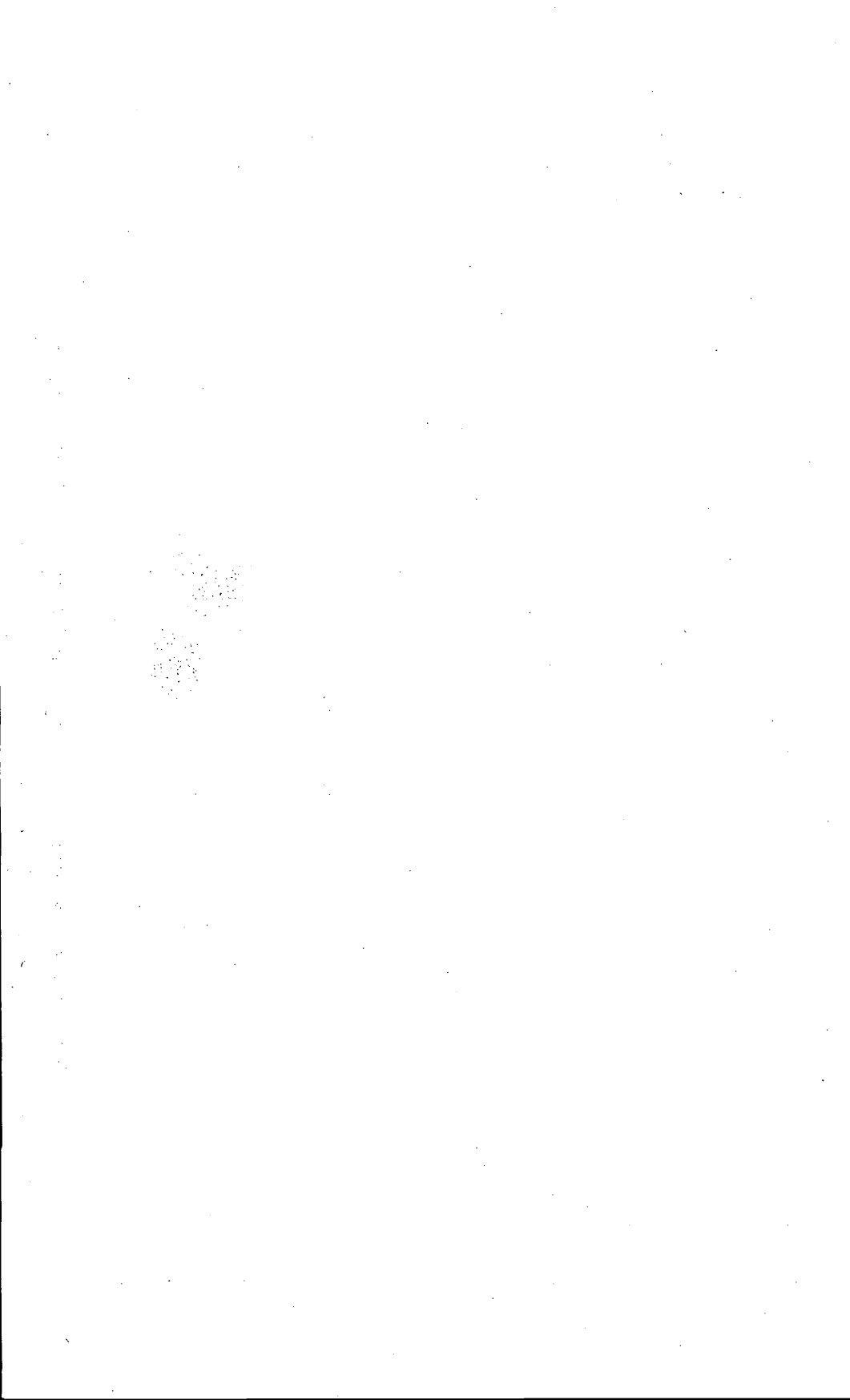
(These figures are not accurate as outside organizations do not always give detailed reports requested for use of film, which is extended for a period of thirty (30) days. A fair assumption would make these figures about fifty percent (50%) correct.)

#### SAFETY EXHIBIT.

Displays of the Safety Exhibit varied for occasions and space allotment. As in the previous year, a wrecked car, which figured in a disastrous accident in which two women were killed, was secured for two fairs as this feature proved interesting to the public. This shocking spectacle again attracted huge crowds and was an undeniable lesson to visitors. A diagram was placed giving full details of the accident and its cause.



*Part of the safety education program. Photo shows exhibit staged at the Trenton State Fair.*



## SAFETY EXHIBIT OF DEPARTMENT OF MOTOR VEHICLES

Location	Date	Attendance
East Orange High School, .....	May 19 & 20	3,500
Women's Federation Convention, Atlantic City .....	May 24 & 25	500
Home Show, Trenton Armory ..	May 31 to June 3	5,000
Atlantic City Million Dollar Pier	June 24 to August 15	30,000
Flemington Fair .....	August 30 to September 5	30,000
Morris County Fair .....	September 8, 9, 10	35,000
Trenton Fair .....	September 25 to October 1	40,000
Atlantic City Auto Show, (Hamid's Pier) .....	November 7 to 12	5,000
64th Annual Meeting New Jersey Health & Sanitary Ass'n., As- bury Park, N. J. ....	November 18 & 19	500
Newark Auto Show, (Armory) ..	November 26 to December 3	10,000
<b>WRECKED CAR EXHIBIT.</b>		
Flemington Fair .....	August 30 to September 5	30,000
Morris County Fair .....	September 8, 9, 10	35,000

### SAFETY FLOAT.

American Legion Convention for Parade from Red Bank to Asbury Park, New Jersey, twelve (12) miles, passing through seven (7) municipalities.

At each location a duly qualified representative or two were in attendance for the purpose of answering inquiries, receiving requests, and distributing literature.

### SPEAKERS' BUREAU.

This active branch of the Division composed of Division Heads, Inspectors, and Motor Vehicle Agents carried its humane message, numbering four hundred fifty-three (453), to all types of audiences in every county of New Jersey morning, noon and night. Leading among the groups visited were grammar schools, junior high schools, senior high schools (public, parochial and private), Parent Teachers' Associations, schoolmen's clubs, CCC Camps, municipal meetings, county affairs, industrial concerns, Elks, Masons, Knights of Columbus, Holy Name Societies, Rotary, Kiwanis, Lions, Exchange, and American Business Clubs, Magistrates' Associations, Volunteer Firemen's Associations, Fire Chiefs' Associations, Engineering Clubs, Political Clubs, Sportsmen's Clubs, Granges, State and County Conferences and Meetings of Federation of Women's Clubs, Knights of Pythias, Oddfellows, DeMolay, Traffic Court, and many other organizations.

### RADIO.

A series of thirteen (13) dramatic episodes entitled "It Happened So Quick" was presented in joint cooperation with the Department of Motor Vehicles of the State of New York over Station WOR. This series was given at 9:45 A. M., for a period of fifteen minutes for thirteen consecutive Sundays. At the beginning of each, a representative of this Division or the New York Department of Motor Vehicles (taking alternate programs) gave a brief appeal. These broadcasts ran from August 21st to November 16th, inclusive.

### POSTERS.

The posters listed below were distributed among licensing agencies, police departments, magistrates, courts, schools, libraries, gasoline stations, insurance

companies, factories, and garages of commercial fleets, even restaurants and other vantage points in and out of doors:

"You've Got A Date With Junior". (issued in two sizes, 2 ft. x 3 ft. and 17 in. x 22 in.)

"Stand Back Folks" (issued in two sizes, 2 ft. x 3 ft. and 17 in. x 22 in.)

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

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

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

"Think."

"Accidents Are Caused."

"The World's Meanest."

"Children Are A Danger Signal."

"Your License Is Revoked."

"Better Be Safe Than Sorry."

"Will You Be Next?"

"Don't Mix Alcohol and Gas."

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

#### LITERATURE.

"Creating Safer Communities."

"Compendium of New Jersey Motor Vehicle Act."

"Questions and Answers on Motor Vehicles Laws."

"A Trio of Warnings."

"Bad Habits Create Accidents."

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

"It's Smart to Drive Safely."

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

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

The Catholic, Methodist Episcopal, Baptist, Presbyterian, and Episcopal clergy were, again contacted after due consent from their superiors. A letter to each pastor was sent from the Commissioner of Motor Vehicles and read from the pulpit.

Other organizations contacted in a similar way were the Elks and Rotary Clubs. These appeals were conscientiously met by officials who, in turn, pro-

moted safety programs assisted by the services and facilities rendered by this Division.

The increased activities in every branch of public service, rendered by the Division of Safety Education to arouse men, women, and children in New Jersey to accept their civic responsibility to drive safely and walk sanely for the protection of their lives and health and the good of all, has thus made its contribution to the reduction in fatalities, injuries, and accidents on the streets and highways of the State.

## TESTING DIVISION (MOTOR VEHICLE INSPECTIONS)

As a result of well over a year of a tremendous amount of preparatory work, January 1, 1938, found the Department with twenty-eight completed and strategically located motor vehicle inspection stations with which to carry out the provisions of the motor vehicle inspection law which charges the Commissioner of Motor Vehicles with requiring the inspection of every motor vehicle registered in New Jersey and operated over its highways except motor cycles and except certain buses.

The preparatory work heretofore mentioned required considerable pioneering because of scant criteria since never before in history had motor vehicle inspection been attempted on nearly so large a scale. In only two locations were buildings found suitable for conversion to State uses and at the other twenty-six locations new buildings of a special type had to be erected.

Other preparatory work included:

1. The procurement and installation of testing equipment especially built to specifications.
2. The equipping of twenty-eight station offices and the procuring of other necessary station impedimenta.
3. The design and printing of the required special forms and inspection cards.
4. The setting up of an adequate accounting system to take care of the fees collected.
5. Considerable study and research preparatory to promulgating the inspection requirements.
6. The hiring of 312 station employees.
7. The training of the new employees which was divided into two sections.
  - (a) A special course in attitude, behavior and public relations under the direction of Dr. Charles H. Elliott, Commissioner of Education.
  - (b) A course in routine station operation conducted by the Motor Vehicle Department assisted by unsalaried experts of national renown.

The number of stations and their locations were arrived at as a result of an extensive survey which took into consideration the number of motor vehicles registered per county, the average distance of travel to a station and other similar factors. As a result of this survey there was established:

1 four lane station	8 two lane stations
3 three lane stations	16 one lane stations

The actual operating experience of the past year has developed that the preliminary survey was surprisingly accurate. A bad situation existed in only one location; namely, Union City and it is understandable why this condition was not brought out by the survey. It seems that a considerable number of the residents of Bergen County are employed in Hudson County and many of the car owners among them elect to present their vehicles for inspection at Union City instead of at Hackensack and Ridgewood thus placing a production load on the Union City Station almost too great to handle.

It should be pointed out here that the personnel per lane varies from three examiners per lane in the low production stations to seven men per lane in the high production stations.

On Monday, December 27, 1937, all twenty-eight stations were opened simultaneously to the service end of the automotive industry. Preliminary studies disclosed that whenever inspections had been inaugurated elsewhere in the country there had been considerable friction in the early stages because of the failure of the service end of the automotive industry to get in step with the inspection program. The Department sought to avoid this by throwing open the stations in advance for unofficial inspections and special invitations were mailed to the over 3,000 garages on the mailing list inviting all service men to frequent the inspection stations during the invitational period in order to become familiar with requirements and procedure. The wise service men did this but unfortunately there were some individuals in the industry who did not take advantage of this invitation and these latter found themselves out of step when official inspections began.

Finally on Monday morning, January 10, 1938, all twenty-eight stations commenced official operations. Daily work quotas were set up by mailing postal notices to owners. At the beginning the quotas were kept purposely low in order to gather momentum slowly but the program went somewhat awry in the early weeks due to the fact that an average of nearly twenty thousand owners per week were presenting their cars for inspection voluntarily and in advance of official notices to do so. It was hoped that this number of voluntary appearances would taper off but when it had not done so at the end of three weeks it was to issue a newspaper release asking these well-intentioned owners to stay away from the stations until called. The release had the desired effect and did away with the unduly long lines of vehicles which prevailed during the early weeks despite efforts to avoid such lines and consequent delays.

The Department was well aware of the grief that had attended the inauguration of comparatively small municipal inspection programs elsewhere in the country and therefore it was known that any program which affected such a large part of the adult population of the State would be met by resistance on the part of some of the motoring public. A perusal of the synopsis of personnel training will indicate that the Department knew in advance just what would happen and as a result station employees were primed for just what did happen. As a result the early furore died down and it was not long until the inspection program had as reasonably complete public acceptance as could be expected.





*Motor Vehicle Commissioner Arthur W. Magee (right) with fingers extended through ruptured pressed-steel wheel, exposed by car inspection. Senate President Robert D. Hendrickson, sponsor of Inspection Law, at left,*



Incidentally, the Department started out with what it knew were demonstrated good practices based on the motor vehicle laws with the result that only minor changes were necessary.

Attached is a table showing the results of the two inspection periods of 1938. During these two inspection periods 3,501,454 motor vehicles passed through the twenty-eight inspection stations.  $3\frac{1}{2}$  million is a lot of anything and it is hard even to imagine that number of motor vehicles. If they were placed bumper to bumper in single file without any spacing between vehicles, they would reach a distance of over eleven thousand five hundred (11,500) miles.

During the first inspection period 1,786,533 vehicles were handled. This total which is nearly double the total registration, resulted from the fact that there was an average of nearly two handlings per vehicle registered. Only 324,296 or about 35% of the vehicles were approved on initial examination while 598,036 or about 65% were rejected on initial examination and had to come back one or more times before they were approved. The reasons for rejection total 1,722,266. The various lighting rejections alone were over 836,000 or about 48% of the total reasons for rejections while brake rejections were about 28%.

The handlings in the second period were 1,714,921 with 399,977 cars or 42% being approved on initial examination and 550,035 or 58% being rejected on initial examination.

For the second inspection period the number of reasons for rejection was 13% below the first inspection period and there was a decrease of 16% in lighting rejections and a decrease of 7% in braking rejections.

The Department knows from experience elsewhere in the country that there will be a progressive improvement in the condition of New Jersey registered motor vehicles for another several inspection periods but that shortly the situation will level off at a point where there will continue to be a fairly high percentage of vehicles rejected every inspection period. The answer seems to be that a considerable percentage of owners will not maintain their vehicles in a reasonably safe condition except by compulsion.

The presentation of all vehicles at the inspection stations enables the Department to enforce some laws only indirectly connected with safety. For instance, it has been possible to clean up the display of identification marks or license plates as they are commonly called. Prior to the advent of inspections the clipping and mutilation of identification marks was almost clean out of bounds.

Nor has the Department overlooked the educational opportunity afforded by inspections. The driver of every car approved has been handed an inexpensive four page pamphlet stressing certain phases of safety. It is intended to change the text of these pamphlets from inspection to inspection and thus eventually disseminate a wealth of educational material.

Certain things concerning enforcement are emphasized at this point. Under certain inspection set-ups elsewhere enforcement is had by looking on the high-

ways and by-ways for vehicles not bearing windshield stickers. In New Jersey the Department has an individual index card in an inspection station for every registration issued. Thus it is possible to know at any given time just which registered vehicles have and just which registered vehicles have not been presented for inspection, have positive rather than negative enforcement.

Numerous reasons were found why it was physically impossible to present certain vehicles for inspection. A few typical reasons follow: Expiration of registration due to death of owner or sale of car, car has been repossessed or junked or wrecked in an accident, lay-up of seasonal vehicles such as fuel oil trucks in the summer time and ice trucks in the winter time, etc., etc. Unfortunately some owners are unscrupulous and experience has shown that the program would become a house of cards if all statements were accepted at their face value. For instance, if the Department were to accept a mere statement that a car could not be presented for inspection because it had been repossessed, it would soon get around that all an owner had to do to avoid the inspection was to tell the motor vehicle department that his car had been repossessed. Thus to make the program air-tight it was necessary to secure the surrender of the registration cards and license plates of all vehicles not presented for inspection. When a vehicle becomes overdue, the Department notifies the owner by mail of the proposed revocation of the registration. Any owner unable to present his car for inspection for one reason or another may surrender his registration certificate and license plates at any motor vehicle inspection station. Such registrations are received without prejudice. Flagrant attempts to circumvent the inspection law result in revocations of registrations. During the two inspection periods of 1938 the Department collected 28,134 sets of license plates because of failure to have vehicles inspected. 1,394 of these sets were later returned to their owners upon presentation of evidence that they would comply with the law.

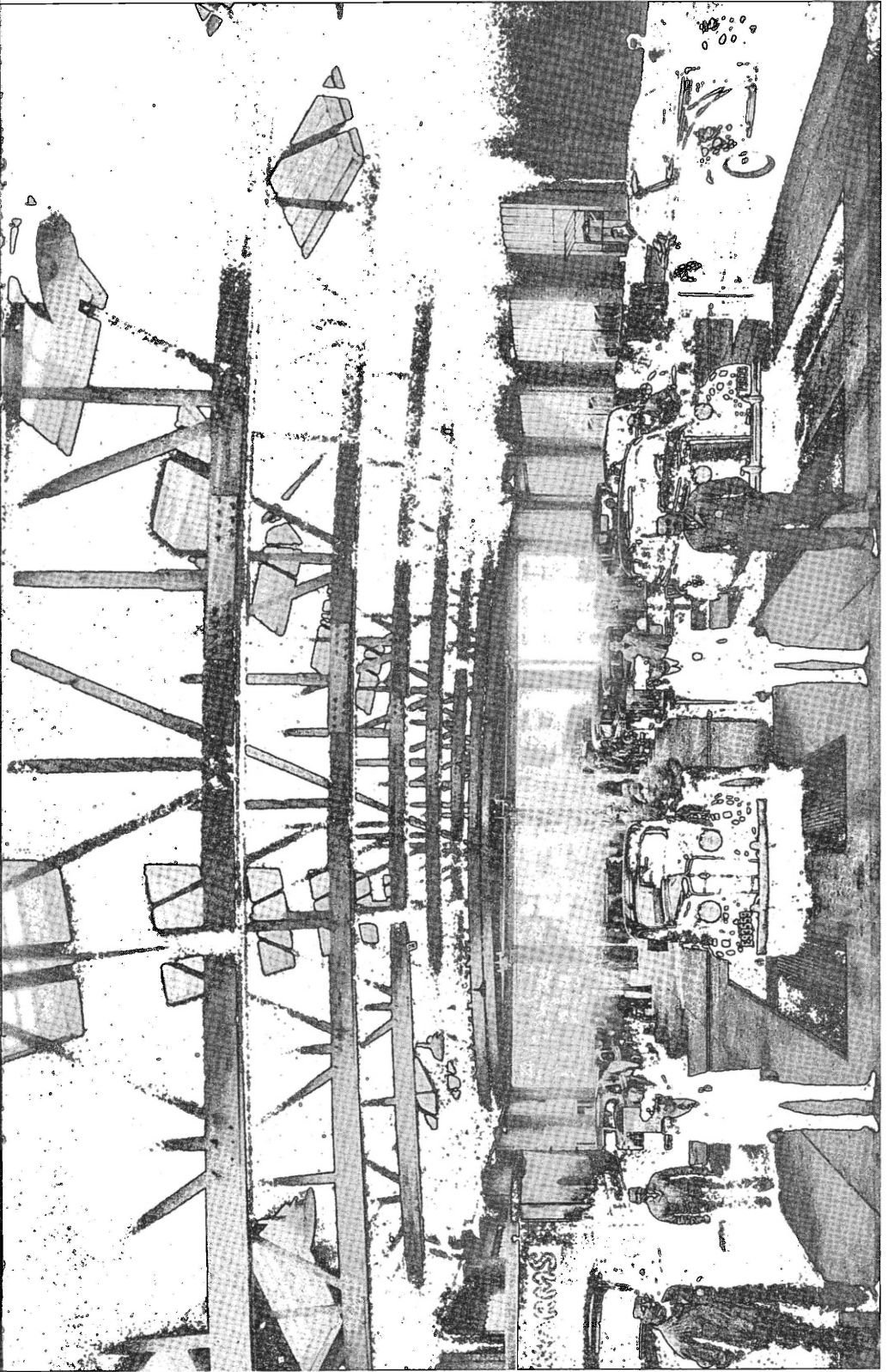
During the two inspection periods in question the fees collected amounted to \$936,172.

In conclusion, the Department fully believes that the motor vehicle inspection program in 1938 played no mean part in the splendid reduction of the highway toll. Furthermore, the Department is fully convinced that a State-owned and operated motor vehicle inspection program has a very definite place in progressive motor vehicle administration.

## DEPARTMENT OF MOTOR VEHICLES STATE OF NEW JERSEY

### REPORT OF VEHICLES INSPECTED - 1938

Distribution	1st Period	2nd Period
Approved on Initial Examination .....	324,296	399,977
Approved on Re-Examination .....	584,989	535,357
Rejected on Initial Examination .....	598,036	550,035
Rejected on Re-Examination .....	270,310	220,952
"NO FEE" Vehicles Approved .....	5,928	6,342
"NO FEE" Vehicles Rejected .....	2,974	2,258
<b>TOTALS .....</b>	<b>1,786,533</b>	<b>1,714,921</b>



*Photo of one of 28 New Jersey owned and operated motor vehicle inspection stations.*



## REASONS FOR REJECTIONS

1. Credentials, License Cards .....	15,972	16,092
2. Steering Alignment .....	90,501	62,560
3. Steering Operation .....	95,483	85,816
4. Vehicle Dimensions .....	165	66
5. Identification Marks, Plates .....	66,720	40,287
6. Examination of all Glass .....	21,829	21,136
7. Obstruction to Vision .....	8,716	6,064
8. Horn .....	7,222	8,763
9. Windshield Cleaners .....	13,948	20,370
10. Rear-View Mirror .....	4,962	4,465
11. Exhaust System .....	16,786	19,351
12. Miscellaneous .....	54,113	51,279
13. Head Lights .....	459,820	350,078
14. Auxiliary Driving Lights .....	11,606	13,532
15. Light Output .....	151,589	135,011
16. Parking and Other Lights .....	24,068	20,117
17. Rear and Stop Lights .....	128,435	129,779
18. Bulbs .....	27,937	26,197
19. Wiring and Switching .....	33,539	28,365
20. Reflex Reflectors .....	744	669
21. Direction Signals .....	1,031	1,322
22. Service Brake .....	134,034	130,892
23. Parking Brake .....	42,222	31,053
24. Brake Equalization .....	235,433	221,768
25. Pedal and Lever Reserve .....	75,391	69,254
<b>TOTALS .....</b>	<b>1,722,266</b>	<b>1,494,286</b>

Total Vehicles Handled in Two Periods ..... 3,501,454.

## TRAFFIC LAW CONVICTIONS

In keeping with the general decrease in accidents and casualties during the year 1938, violations of the Traffic and Motor Vehicle Act correspondingly dropped in number.

There were 102,927 Magistrate's reports of arrests received by the Department during the year, representing a decrease of 6.6% from the previous year. 28,110 of these arrests were made by Motor Vehicle Department Inspectors and State Police, netting a revenue to the State of \$215,630.15, an increase of 6.6% over the previous year.

It should be explained that the revenue derived from arrests made by State Officers are remitted to the State Treasury whereas revenue from Traffic and Motor Vehicle Act arrests made by municipal and county officers are paid into the county treasuries. The total number of convictions brought about by State Officers in the year 1937 was 19,653.

All of the 102,927 violations and arrests did not occur within the confines of New Jersey. Approximately 9,000 of the arrests were of New Jersey drivers while traveling in other states.

A total of 3,477 persons was found to have three or more convictions recorded against their name. These cases were referred to Deputy Commissioner William J. Dearden, for his attention.

The activities of the law enforcement agencies of the various municipalities and counties throughout the State are shown in the following table, outlining the major violations of the Traffic and Motor Vehicle laws and their dispositions.

# TABULATION OF MOTOR VEHICLE VIOLATIONS FOR THE YEAR 1938

County	Total Cases	Fine or Jail	Susp. Sent.	Other Disp.	Reck. Driv.	Speed	Drunken Driving	Hit & Run	Death	Careless Driving	Stop St.	Pass Sig.	Misc
Atlantic .....	2,991	2,694	251	46	86	1,590	29	4	1	554	100	6	621
Bergen .....	9,628	6,919	1,960	749	387	5,451	177	54	2	1,193	12	189	2,158
Burlington .....	3,791	3,583	113	95	79	2,415	64	10	1	686	18	11	507
Camden .....	4,047	3,507	387	153	245	1,722	97	42	5	994	28	151	763
Cape May .....	865	805	45	15	53	338	20	11	1	242	9	8	183
Cumberland .....	1,618	1,372	194	52	81	655	37	7	1	569	16	3	249
Essex .....	15,622	9,302	5,407	913	275	6,271	152	164	4	1,115	87	595	6,959
Gloucester .....	4,156	3,468	633	55	183	1,315	48	10	4	930	119	692	855
Hudson .....	1,720	973	384	363	312	410	142	15	7	151	2	115	566
Hunterdon .....	2,112	1,986	103	23	34	842	14	3	0	385	6	60	768
Mercer .....	3,866	3,497	208	161	252	2,000	57	55	1	564	8	27	902
Middlesex .....	10,330	9,255	802	273	260	5,214	97	42	19	1,516	156	319	2,707
Monmouth .....	3,242	2,650	333	259	286	791	58	33	12	774	16	85	1,187
Morris .....	3,011	2,410	432	169	197	1,494	59	29	3	723	6	6	494
Ocean .....	2,584	2,110	411	63	92	1,036	27	8	0	649	32	29	711
Passaic .....	3,564	1,597	1,276	691	148	1,229	54	48	2	659	46	25	1,353
Salem .....	1,350	1,107	168	75	34	478	32	3	7	354	143	58	241
Somerset .....	6,042	4,925	1,021	96	91	3,464	42	6	1	1,004	72	54	1,308
Sussex .....	984	750	203	31	65	228	11	10	0	344	13	2	311
Union .....	10,782	7,430	2,791	561	263	3,549	164	62	9	929	409	1,075	4,322
Warren .....	799	693	65	41	34	166	25	6	0	322	5	1	240
<b>TOTAL .....</b>	<b>93,104</b>	<b>71,033</b>	<b>17,187</b>	<b>4,884</b>	<b>3,457</b>	<b>40,663</b>	<b>1,406</b>	<b>622</b>	<b>80</b>	<b>14,657</b>	<b>1,303</b>	<b>3,511</b>	<b>27,405</b>



## FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING DIVISION

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

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

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

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

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

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

The results show that of the 58,960 cars involved in accidents reported to this department during the year 1938, 27% were insured, 20% were not insured, while the information was unanswered in 53% of the cases. The figures were as follows:

	Total Cars in Accidents	Cars in Fatal Accidents	Cars in Non-Fatal Accidents	Cars in Property Damage Accidents Only
0. Car Insured .....	15,942	274	6,754	8,914
1. Car Not Insured .....	12,006	303	5,789	5,914
2. Not Stated .....	31,012	449	14,008	16,555
<b>TOTAL .....</b>	<b>58,960</b>	<b>1,026</b>	<b>26,551</b>	<b>31,383</b>

#### ACCIDENTS.

Article 2, Chapter 28, Public Laws of 1929, makes it obligatory for the driver of any vehicle involved in an accident resulting in injuries or death to any person or damage to property to the apparent extent of twenty-five dollars or more, to forward a report of such accident to the Department of Motor Vehicles within forty-eight hours.

Of the accident reports received, 7,556 were originally reported in letter form. Numerous accidents are reported over the telephone or by persons who call personally at the office. Upon receipt of these reports a regular report form is sent to each party concerned in the accident, requesting that the report be filled in and returned to the office.

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

Total accidents reported .....	37,726
Total Accident reports received .....	63,116

Included in these totals are 1,710 accident reports which were received in letter form, the operators having failed to comply with a report on the regular accident report form. In numerous cases drivers involved in accidents, report such accidents to the local police authorities, and are of the opinion that such a report is sufficient, and, therefore, do not report to this office. In such cases, many of the reports are received direct from the police departments and would be included in the total accidents reported by the Traffic Division.

Also included in these totals are 2,446 accident cases where the parties concerned have established to Department satisfaction that the property damage as result of the accident was not \$25.00, and there was no evidence of personal injury. Therefore, these parties have not been required to file a report as the law does not call for such accidents to be reported, or the parties concerned have proved that a report is not required.

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

## MAGISTRATES REPORTS.

Magistrates reports received during 1938 covering convictions of certain sections of the Motor Vehicle or Traffic Act which are set forth by the New Jersey Financial Responsibility Law, total, 4,710. These reports are classified as follows:

Article 9, paragraph 1, Chapter 281, P. L. 1928 .....	2,888
Article 2, Chapter 281, P. L. 1928 .....	13
Section 14, subdivision 4, Chapter 208, P. L. 1921 .....	384
Section 14, subdivision 3, Chapter 208, P. L. 1921 .....	1,425
Evidence of Financial Responsibility requested as result of convictions .....	4,710
Total cases—evidence of financial responsibility requested as result of convictions where sufficient time has not elapsed for a certificate to be filed or case completed	
Pending cases .....	163

## CANCELLATIONS.

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

Cancellation notices received and the parties notified of the requirements of the law .....	3,692
Pending cancellation cases, where sufficient time has not elapsed to complete the cases .....	71

## EXPIRATIONS.

This law requires that evidence of financial responsibility shall remain on file for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. The Department maintains a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed; the cases checked, and the parties advised of the necessity of having a renewal certificate filed. During the year 1938, 8,181 certificates expired. These cases were checked and when necessary the party advised of the requirements of the law. This work has discounted considerably due to the expiration of the three-year period in many cases.

Certificates received during 1938 .....	13,082
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## JUDGMENTS.

The law requires that the Department shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$100.00, within thirty days after the date that the judgment becomes final. Upon receipt of a certification from a court showing an unsatisfied judgment which comes within the scope of the law, defendants are advised of the proposed suspension of all his licenses, unless he satisfies the requirements of the law within a reasonable length of time. The defendant must immediately satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this department evidence of his financial responsibility for future accidents for a period of three years after the date he is made subject to the law. For failure to fully comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

The judgment feature is an important part of this law as it substantially guarantees some compensation to the injured parties in motor vehicle accidents, and forces payment of judgments which would otherwise be uncollectible; also it is the opinion that the figures quoted need not be expected to show the full value of the "payment of judgment" feature of the Act. Correspondence with attorneys for parties to civil action arising out of motor vehicle accidents indicates that in many cases, the threat of a judgment creditor's attorney to report the failure to the judgment debtor to pay the judgment is sufficient to force prompt settlement.

Total judgment cases .....	928
Revocations .....	728
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored .....	420
Satisfied law, cases .....	186
Pending, Inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys .....	2
Pending sufficient time has not elapsed for case to be completed .....	47

#### REVOCATIONS.

Total revocations for failure to comply with the Financial Responsibility Law .....	5,793
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#### RESTORATIONS.

Total restorations, after establishing financial responsibility.....	2,788
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There is in possession of the Department a list of 2,187 sets of plates that were revoked during 1938, for failure to comply with the Financial Responsibility Law. These plates have been forwarded to the New Jersey State Prison for disposal.

#### ABSTRACTS.

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

Abstracts furnished .....	474
Fee Collected .....	\$436.50
411 Certified abstracts .... at .... \$1.00 .....	\$411.00
9   "       "       .... at .... 1.50 .....	13.50
3   "       "       .... at .... 2.00 .....	6.00
1   "       abstract .... at .... 2.50 .....	2.50
1   "       "       .... at .... 3.50 .....	3.50
*49   "       abstracts .... No Fee .....	
	<hr/>
	\$436.50

\*These 49 certified copies were issued—no fee, and were for inspectors to be used as evidence to assist them in the prosecution of cases.

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

## BILLS OF SALE

During the year 286 new dealers were licensed by the Department to issue bills of sale making a total of 2,135 dealers on the active list. Of this number 1,166 are licensed to sell new and used cars, whereas 969 are authorized to sell used cars only.

By reason of having retired from business, misuse of dealer's plates, misuse of bill of sale forms, or improper business practices in conjunction with the issuance of titles, the licenses of 316 dealers were revoked or cancelled during the year.

Total revenue of the bills of sale from the Bill of Sale Division during the calendar year amounted to \$463,749.00. The operating cost of enforcing the Bill of Sale Law was \$67,774.28.

### ORIGINAL BILLS OF SALE

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

83,854 at \$.50	\$ 41,927.00
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### ASSIGNMENTS

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

503,406 at \$.50	\$251,703.00
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### ABSTRACTS OF CONTRACT

These forms are used in conjunction either with the Original Bill of Sale or an Assignment, when the vehicle is subject to a Conditional Sales Contract, Chattel Mortgage, Note, Lease, and other forms of security agreement whereby motor vehicles are sold and purchased. They are surrendered to the purchaser, in lieu of the Original Bill of Sale or Assignment, as evidence of his ownership, subject to the said agreement.

40,290 on BS1	\$ 20,145.00
115,278 " BS2	\$ 57,639.00
155,568 at \$.50	\$ 77,784.00

### FORECLOSURE BILLS OF SALE

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

9,400 at \$.50	\$ 4,700.00
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#### PROOF OF OWNERSHIP CERTIFICATES

These Certificates are issued by the Main Office and the Agents of the Department of Motor Vehicles; upon evidence submitted as to proper ownership of the vehicle when it has been purchased outside of the state; for correction of motor numbers; exchange of motors; and to correct errors of preceding bills of sale.

62,874 at \$1.00      \$ 62,874.00

#### DUPLICATE BILLS OF SALE

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

7,995 at \$1.00      \$ 7,995.00

#### DEALERS BILL OF SALE LICENSE

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

286 at \$10.00      \$ 2,860.00

#### PENALTIES

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

6,598 at \$1.00      \$ 6,598.00

#### PHOTOSTATIC COPIES

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

\$ 525.25

#### COLLECTION ON LIENS

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

22,306 at \$.25      \$ 5,576.50

#### INFORMATION ON LIENS

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

1,825 at \$.25      \$ 456.25

#### SPECIAL COLLECTION

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

\$ 750.00

TOTAL REVENUE FROM JANU-  
ARY 1 TO DECEMBER 31, 1938

\$463,749.00

## LEGAL ACTIVITIES

Due to the wide ramifications of the Motor Vehicle and Traffic Laws, their enforcement and application entails a great amount of legal activity. This work includes the presentation of cases in connection with appeals taken to higher courts, interviewing witnesses, examining pleadings, investigations and the general preparation for final disposition of same.

Following is the list of cases involving legal prosecution during the year.

In re Senator David Agans (Chapter 190—Laws of 1936); In re Association of Casualty & Surety Executives (Financial Responsibility Laws); In re Samuel L. Bach (Accident in Woodbridge); In re Charles Becker (Registration—Faithful Mary); In re Bill of Sale Act (Chapter 185, Laws of 1936); In re Bill of Sale Act (Title 39:10-14 R.S.); In re Albert W. Black (Liability of owner of car); In re Charles J. Bodner (Paying penalties in installments); In re City of Boonton (Ordinance); In re H. R. Bothers (Driving car without license); In re David B. Braelow (Liberty Warehouse Co.—license); In re William Bruder (Title 39:4-128 R.S.).

In re Don W. Burington (Exemption of farm equipment); In re Hon. Edgar Campbell (Compulsory Insurance on Automobiles); In re Clyde Christie (Mutilated License Plates); In re Cluster Wheel Chair (Registration); In re Louis J. Cohen (Harold A. Epston); In re Commercial Vehicles (Fuel Tanks); In re William Connolly vs. State of New Jersey (Finegan accident); In re Conviction-Commitment Forms (Judge Hendrickson); State vs. Arthur W. Cowan (Reciprocity); In re Cranford Trust Co. (Interest on account); In re State vs. George M. Crowder (Bringing defendant back from Washington, D. C., on motor vehicle violation); In re Definitions (Business district and residential district).

In re Police Recorder Martin Derelin (Power to release defendant before sentence is completed and without payment of fine); In re State vs. Roy E. Diamant (D. Joseph Novaria); In re William A. Dolan (Signs); In re Michael F. Donato (Bessie Krouse); In re Inspector J. J. Donovan (Arrests of federal officers on official duty); In re Drunken Driving (Doctor's Questionnaire); In re Vincent C. Duffy (Fines); In re City of Elizabeth (Ordinance); In re Gertrude M. Emise (Inquiry of Commissioner Dearden); In re Employees (Bills for medical treatment); In re Lawrence Farrell & Newton A. K. Bugbee (Bond); In re Feins Bros. (Farmers' Plates).

In re Fines (Default); In re James Ferris (Owner of B-96228); In re Forms (A. D. Del Mar); In re Forms (Frank A. Hendrickson); In re E. Francisco (Committee on Safety); In re Antonio Gallerano (License Plates); In re State vs. Floyd Giles (Restoration of license); In re Max and Rose Goldberg (Financial Responsibility Law); In re Frank A. Graham (Gasoline Storage Tanks); In re Greenbaum Motor Sales Co. Inc. (Bond); In re Greenbaum Motor Sales Co. Inc. (Title 39:10-19 R.S.); In re M. J. Greenblatt (Bond); In re C. Lawrence Gregorio (Discharge of Bankruptcy).

In re John A. Halloran (Financial Responsibility Law); In re City of Hammonctown (Ordinance); In re Edison Hedges (Spare Bulbs); In re Emil Herrigel (Mandatory Penalties); In re Highways (Conference); In re Jefferson Trust vs. Joseph Carluccio (Judgment); In re Miroslav Jocko (Bond); In re Cahl Jordon (Son's license); In re Junk Yards (Licenses); In re Keen Manufacturing Co. (Clutch equipped motorized scooters); In re Gustave G. Kein, Jr. (Fines); In re Walter A. Kennedy (Speeding); In re Herbert S. Killie (Using pleasure vehicles for hire).

In re James T. Kirk, Police Justice of Elizabeth (Clayton S. Parsons); In re Bernard Kloppenberg (Inquiry of Walter J. McIntyre); In re Wesley L. Lance (Title 39:4-50 R.S.); In re Dr. M. J. Lavitan (Arrests); In re Harold S. Lewine (Restoration of license); In re State vs. Valentine Lloyd

(Crawford Jamison); In re Licenses (to expire March 31, 1939) In re License Plates (Use of by dealers); In re Lewis Matthews (License); In re Monmouth County Automobile Dealers' Assn. (Garagemen's Lien); In re Joseph E. Morgan (License).

In re McDonald, Milstead and McElroy (Revised Statutes of New Jersey); In re James D. McHugh (Re Section 15, Art. 2 of Constitution); In re National Sales Co. (Commercial license plates); In re New Jersey Power & Light Co. (Hours of Service Act); In re Parker E. Neilsen (License); In re John Nobile (Stolen Auto); In re Ezra Nolan (Fines—Public Utility); In re D. J. Novario (Fines); In re A. J. Orbach (Ownership); In re Ordinance (Operation of bicycles on sidewalks); In re Ordinance (City of Elizabeth—regulating traffic); In re Frank Palmer (Army vehicles); In re Victor Palumbo (Financial Responsibility Law).

In re Patrolmen's Benevolent Assn. (Fire apparatus, ambulances, etc.); In re Perth Amboy (Ordinance); In re James A. Powell (License of Grant L. Hagey); In re Recorder Edward Pries (Inspection Law); In re Public Utility Commission (Fines); In re Reports (Personal property damage in motor vehicle accidents); In re Resolution (Prohibiting parking of cars on Passaic Ave.); In re Francis R. Ridley (Motor Vehicle accident); In re Lloyd C. Riddle (Stop streets); In re Roselle Park Police Dept. (Title 39:1-10 R.S.); In re J. D. Ryan (Reciprocity—foreigners); In re M. J. D. Ryan (American Automobile Assn.).

In re State vs. Stephen Salata (Accident at junction of Route 2); In re David M. Satz (Sussman vs. Friedlander); In re State vs. Schuyler (appeals); In re C. Albert Scott (Financial Responsibility Law); In re Allen Seaman (foreclosure proceedings); In re Sears, Roebuck & Co. (Garage lien law); In re H. Shapiro (Financial Responsibility Law); In re Marjory Sharpless (Fred Wagner); In re Seymour Sitnitsky (overloading); In re Samuel G. Smith (operation of trucks on Mountain Ave., Route 29); In re Society of Forty and Eight (Burial Caisson); In re William Spencer & Son Corp. (Registration of tractors with cranes).

In re Francis Tanner (Allen Seaman); In re Towing (vehicles being towed by other vehicles); In re Traffic Control signals (conference with Van Tine and Vey); In re Trucks (use on private property); In re Union Co. Park Commission (Arrests in park); In re Deputy Clerk Peter C. Walsh (Licenses of motor vehicles and motorcycles); In re Emil J. Weissik (Title 39:5-25 of R.S.); In re H. C. Wilson, Prosecutor vs. Coleman Montague (Title 39:3-34 R.S.); In re H. C. Woodward (Fines); In re State vs. Charles B. Wright (Appeal case).

## TRIALS

State vs. Edmund Zech; State vs. George W. Cook; State vs. Peter Abintanta; State vs. Albert Silver; State vs. John Kiselli; State vs. Jerry Cole; State vs. Joseph Dunn; State vs. James H. Morris; State vs. Jack Klivan; State vs. Westley Thornton; State vs. Samuel Brown; State vs. Joseph Lodzinski; State vs. Nicholas F. Keller; State vs. Peter Pica; State vs. Joseph Garbowski; State vs. Walter Bowers; State vs. Ben Ivy and Frank Mueller; State vs. Morris Wolfe; State vs. Rosari Mondì; State vs. Albert Levenson; State vs. Edward Gregory, Jack Fallon and Anthony Pfeiffer; State vs. Anthony Cali; State vs. Benjamin Brown and Edity Davidson; State vs. John Papp; State vs. Stephen A. Muse; State vs. Franklin Rodenasker; State vs. Charles Hensler; State vs. James De Angelis.

State vs. John Gemp; State vs. Gilbert E. Mann; State vs. Gustavo F. Maratta; State vs. Jack Lyons; State vs. Anthony Chico; State vs. Everett Sharp; State vs. Steve Sweet; State vs. August Warthel; State vs. Guskay; State vs. Carl E. Brazell; State vs. James W. Sanders; State vs. John Urcheck; State vs. William H. Dolbow; State vs. Edward Zek; State vs. Walter Nie-



man; State vs. Herman Laubenzieger; State vs. Arthur W. Cowan; State vs. Esther Bliss; State vs. Magnella; State vs. Beekman; State vs. Bertie Deatrick; State vs. Philip Liman; State vs. Michael Da Frille; State vs. Edward Baginski; State vs. William F. Kelly; State vs. John L. Allen; State vs. Frank Vallaly; State vs. Robert Downs; State vs. Charles N. Spengler; State vs. Milton Miller; State vs. James Carfield.

Rosenberg vs. Mahler (Certiorari); Ryman vs. Dean (Certiorari); State vs. Edwin W. Dorch; State vs. Harold Rowe; State vs. Israel Cottoman; State vs. Vernon Dawson; State vs. Wilford Ellenberg; State vs. Walter J. Mund; State vs. Joseph White; State vs. Edward A. Giblin; State vs. Vincent Zawaski; State vs. James N. Claffee; State vs. James N. Ervin; State vs. Norman Heine; State vs. Benton Young; State vs. Jack Festenstein; State vs. Constantine Karpiak; State vs. Charles Robertson; State vs. John Cawman; State vs. Emery H. Riley; State vs. Dean P. Zeller; State vs. John Gates; State vs. D. A. Brown; State vs. Walter Fell; State vs. Joseph Jastrzebski; State vs. Martin L. Webb.

State vs. Charles Antrim; State vs. Nacy Halmo; State vs. Victor Hess; State vs. Joseph Ruberton; State vs. William P. Tilton; State vs. Fred Roe; State vs. Arthur Warner; State vs. Russell B. Feltman; State vs. Walter Fritz; State vs. William Van Kirk; State vs. Bertie A. Deatrick; State vs. Oliver R. Adams; State vs. Herman Irving; State vs. Harry Rutan; State vs. Edward Baud; State vs. Henry DiBonaventura; State vs. Joseph Schwed; State vs. Edward Walker; State vs. Hyman Feintuch; State vs. Heulings Lippincott; State vs. Firmin McFarland; State vs. Anthony Schderi; State vs. John Sullivan; State vs. Max Levitt; State vs. Theodore Welt; State vs. John Wendell; State vs. Ludwig E. Benditt; State vs. Paul Cantoni; State vs. Leon Carman; State vs. Anthony Ciappa; State vs. Theodore W. Lewis; State vs. Robert Woodward.

State vs. Anna Bakura; State vs. Arlie Hatley; State vs. Lee Runyon; State vs. Carl Baratta; State vs. Charles W. Grover; State vs. George Meinzer; State vs. Harry Moskowitz; State vs. Louis Szoke; State vs. Joseph Vachon; State vs. Charles C. Wacks; State vs. Robert W. Perry, Jr.; State vs. Herman H. Schmidt; State vs. Herman Weiser; State vs. Thomas Michalski; State vs. Samuel T. Goldstein; State vs. H. Schuyler; State vs. Philip W. Stackpole; State vs. Frank Carter; State vs. Allen Cranmer; State vs. Russell B. Feltman; State vs. Robert Frayman; State vs. George Milow; State vs. Herbert H. McNeil; State vs. James O'Connor; State vs. Anthony C. Roman; State vs. Thomas J. Thomas; State vs. Ralph Hoebee; State vs. George Holly; State vs. Nick Caputo; State vs. Albert Ramsey; State vs. Russell Heyer; State vs. Paul Kosky; State vs. Thomas Lynch.

## INFORMATION SERVICE

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

An idea of the great volume of queries at the Information Bureau is seen in the fact that 456,891 requests for information were handled during the calendar year.

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

# TYPES OF REQUESTS HANDLED BY INFORMATION BUREAU

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding duplicate and renewal licenses and telegrams	4,978	2,776	3,112	2,340	2,364	2,793	3,149	3,044	2,604	2,464	2,045	2,021	33,690
Regular information letters . . . .	10,252	7,792	9,391	7,492	7,544	8,129	8,025	8,736	7,846	7,943	6,764	6,874	96,788
Certified copies, special delivery and registered letters . . . . .	1,785	1,298	1,888	1,344	1,225	1,211	1,190	1,462	1,329	1,271	877	910	15,790
Lookups on lists and miscellaneous lookups . . . . .	14,250	11,426	13,170	11,613	11,098	11,131	9,766	10,872	11,463	12,225	8,353	7,252	132,619
People appearing at office in person for information . . . . .	2,753	1,449	1,496	1,260	1,230	1,363	1,264	1,380	874	1,364	987	1,094	16,514
Telephone calls and telautograph, 1 A. M. to 9 A. M., local . . . . .	843	923	1,176	1,011	1,350	1,481	1,634	1,437	1,516	1,576	1,371	2,016	16,334
Telephone calls and telautograph, 1 A. M. to 9 A. M., long distance . . . . .	122	120	135	139	110	134	129	119	101	112	114	118	1,453
Telephone calls and telautograph, 9 A. M. to 5 P. M., local . . . . .	7,268	6,781	7,961	6,746	7,116	7,323	5,939	6,444	5,836	5,446	6,303	7,442	80,605
Telephone calls and telautograph, 9 A. M. to 5 P. M., long distance . . . . .	3,899	3,620	3,983	2,518	2,581	2,705	3,100	4,000	2,008	2,530	1,804	2,142	34,890
Telephone calls and telautograph, 5 P. M. to 1 A. M., local . . . . .	1,941	1,670	2,038	1,972	2,276	2,026	2,081	2,229	2,186	2,173	2,116	2,171	24,379
Telephone calls and telautograph, 5 P. M. to 1 A. M., long distance . . . . .	244	239	299	297	267	275	254	283	315	307	249	300	3,329
<b>TOTAL . . . . .</b>	<b>48,335</b>	<b>38,094</b>	<b>44,649</b>	<b>36,732</b>	<b>37,161</b>	<b>38,571</b>	<b>36,531</b>	<b>40,006</b>	<b>36,078</b>	<b>37,411</b>	<b>30,983</b>	<b>32,340</b>	<b>456,891</b>

## RECORD ROOM

A total of 2,556,405 applications were received and filed during the year. The same figure applies to certificates. Data on both applications and certificates is closely checked. Each type of application is filed and dropped in separately, whereas automobile, motorcycle, and "for hire" driver licenses and passenger certificates, are filed together. All other types of certificates are filed in special commercial cabinets.

Following is a list of the different classifications:

### APPLICATIONS AND CERTIFICATES

Passenger .....	860,187
Commercial .....	117,039
Farmer Commercial .....	14,911
Hearses .....	764
Omnibus .....	7,783
Trailers .....	7,276
Motorcycle Registrations .....	4,767
Dealers' .....	2,493
Transfers .....	228,322
Exchanges .....	4,411
Duplicate Certificates .....	27,109
Duplicate Tags .....	23,764
Auto Drivers' .....	1,252,422
Motorcycle Drivers' .....	4,692
Tractor (Agricultural) .....	465
<b>TOTAL .....</b>	<b>2,556,405</b>

This Division received approximately 53,665 change of address notices throughout the year.

## JUNK YARD DIVISION

A total of \$1,525.00 was collected during the year under the Automobile Junk Yard Law, as follows:

Date	License Fees	Inspection Fees	Bank Interest	Totals
January ....	250.00		\$	250.00
February ...	50.00			50.00
March .....	200.00	50.00		250.00
April .....	50.00			50.00
May .....	200.00	25.00		225.00
June .....	100.00			100.00
July .....	50.00	25.00		75.00
August .....	150.00	25.00		175.00
September ..	100.00	50.00		150.00
October ....	100.00			100.00
November ...				
December ...	100.00			100.00
<b>TOTALS ..</b>	<b>\$1,300.00</b>	<b>\$175.00</b>		<b>\$1,525.00</b>

## LICENSES, REGISTRATIONS AND TOTAL REVENUE

The number of motor vehicles registered, persons licensed to drive and gross income of the Motor Vehicle Department exceeded all previous records during the year 1938.

Car registrations totaled 1,024,096, an increase of 1½% over the previous year.

The number of licensed drivers was 1,259,016, an increase of 2.8% over 1937.

Department revenue reached \$20,510,593.06, including \$936,066.50 from the first year's operation of motor vehicle inspection. Gross revenue increased 5.9% over the year 1937.

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

REGISTRATIONS, LICENSES AND REVENUE				
	1937 ITEMS	1938 ITEMS	1937 FEES	1938 FEES
Passenger Vehicles .....	852,889	867,492	\$ 9,206,169.50	\$ 9,489,177.95
Commercial Vehicles .....	117,647	117,838	3,802,901.50	3,781,767.00
Farmer Comm. Vehicles .....	15,055	14,979	212,350.25	216,887.50
Undertaker Vehicles .....	743	775	18,950.50	19,722.00
Omnibus Vehicles .....	8,163	7,810	346,496.75	338,274.00
Trailer Registrations .....	6,692	7,370	262,318.50	285,940.50
Motorcycles .....	4,674	4,861	9,348.00	9,722.00
Dealers (Auto & M.C.) .....	2,665	2,506	66,415.00	62,470.00
Agricultural Tractors .....	381	465	1,143.00	1,395.00
<b>TOTAL REGISTRATIONS.</b>	<b>1,008,909</b>	<b>1,024,096</b>		
Duplicate Certificates .....	23,204	32,007	23,194.00	32,007.00
Transfers & Exchanges .....	287,956	276,011	664,104.28	599,624.43
Duplicate Tags (Auto & M.C.) ..	16,065	27,964	16,046.00	27,948.50
Auto Driver Licenses .....	1,224,557	1,259,016	3,673,671.00	3,777,048.00
Motorcycle Driver Licenses .....	4,317	4,765	4,317.00	4,765.00
Learner Permits .....	271,337	262,469	135,668.50	126,234.50
Interest on Accounts .....			8,020.51	62.08
Fines, State .....			202,237.26	215,630.50
Certified Copies .....			1,848.60	2,408.08
Commercial Permits .....			13,489.50	16,688.92
Registration Permits .....			1,232.50	1,000.00
Power of Attorney Fees .....			3,944.50	3,964.10
Miscellaneous Receipts .....			10,083.54	16,282.16
Bill of Sale Division .....			599,385.26	463,749.00
Excise Division .....			85,189.65	80,233.34
Junk Yard Division .....			1,415.51	1,525.00
<b>GROSS INCOME</b> .....			<b>\$19,369,940.61</b>	<b>\$19,574,526.56</b>
Auto Testing Division .....				936,066.50
<b>GROSS INCOME (incl. Testing Division)</b>				<b>\$20,510,593.06</b>

#### 1938 FINANCIAL STATEMENT (15 MONTHS)

(JANUARY 1, 1938 TO MARCH 31, 1939)

#### COLLECTION ACCOUNTS

Paid State Treasurer, 1938 account .....	\$18,526,316.90
On deposit March 31, 1939, on account of 1939 collections .....	13,990,702.66
Refunds for errors in rating 1939 regis- trations .....	1,493.10
Monies in Closed Banks to State Treas- urer for collection .....	2,232.20
Commissions paid to agents, on account 1938 collections .....	491,128.07
Refunds for errors in rating 1938 regis- trations .....	9,342.05
Collections November 1, 1937 to March 31, 1939, account of 1938 business .....	\$19,029,019.22
Collections February 1, 1939 to March 31, 1939, account 1939 business .....	13,992,195.76
	<b>\$33,021,214.98</b>
	<b>\$33,021,214.98</b>

## SERVICE OF PROCESS ON NON-RESIDENTS

The Department collected the sum of \$3,964.10 in carrying out the provisions of Chapter 7 of Title 39, providing for the service of process on non-residents in automobile accident litigation.

Following is a list of the monthly fees collected:

January, 1938	\$ 164.00
February "	172.00
March "	242.00
April "	600.10
May "	220.00
June "	228.00
July "	310.00
August "	94.00
September "	276.00
October "	482.00
November "	138.00
December "	426.00
January, 1939	326.00
February "	126.00
March "	160.00
<b>TOTAL</b>	<b>\$3,964.10</b>

The following summary is a report covering the work completed in the Multilith Division during the entire year of 1938. Total Impression column includes all copies that were printed on both sides of the sheet. This report does not cover routine work such as cleaning, carting and miscellaneous duties in connection with the operation of the Division.

Division	Copies	Total Impressions	Multigraph	Perforator
Bill of Sale .....	195,850	220,030		5,000
Financial Responsibility .....	348,560	427,860		
Inspectors Division .....	439,355	564,655		
Inspection .....	435,370	672,000		
Safety Education .....	9,000	9,000		
Information .....	131,200	131,200		
Traffic .....	19,725	19,725		
File Room .....	98,000	98,000		10,000
Main Office .....	45,700	45,700		
Fine Division .....	357,330	419,000		
Shipping Room .....	581,178	801,476		50,000
Special Assignment .....	50,000	50,000		
Excise Tax .....	18,300	18,300	20,000	10,000
Receiving Room .....	1,500	1,500		
Permits .....	60,000	120,000	240,000	
<b>TOTAL</b> .....	<b>2,791,068</b>	<b>3,608,799</b>	<b>260,000</b>	<b>75,000</b>
Applications—All Kinds .....	6,359,262	12,718,534		
Certificates—All Kinds .....	9,537,100	12,355,200	953,710	960,000
<b>GRAND TOTAL</b> .....	<b>18,507,430</b>	<b>28,682,533</b>	<b>1,213,710</b>	<b>1,035,000</b>

MIMEOGRAPH—All Divisions.... 650,000 items.

CUTTER —All Divisions....12,000,000 (including trimming, cutting applications and certificates)

# MONIES COLLECTED AND DISPOSITION

1938	Paid to State Treasurer	Agents' Commissions	Refunds	Totals
January .....	\$ 6,669,022.12	\$ 40,140.03	\$3,971.80	\$ 6,713,133.95
February .....	7,468,497.56	29,277.58	1,508.90	7,499,284.04
March .....	699,446.27	29,559.20	554.20	729,559.67
April .....	636,572.45	41,005.58	346.30	677,924.33
May .....	698,657.18	31,821.95	520.40	730,999.53
June .....	541,790.64	32,174.36	683.80	574,648.80
July .....	320,930.70	32,174.36	176.30	353,281.36
August .....	292,625.33	32,061.86	100.20	324,787.39
September .....	294,885.14	31,949.36	337.35	327,171.85
October .....	182,548.19	31,949.36	101.65	214,599.20
November .....	151,810.30	31,764.36	51.10	183,625.76
December .....	160,082.34	31,881.95	442.65	192,406.94
January .....		31,766.04	150.65	31,916.69
February .....	198,183.56	31,836.04	195.60	230,215.20
March .....	211,265.12	31,766.04	201.15	243,232.31
	\$18,526,316.90	\$491,128.07	\$9,342.05	\$19,026,787.02
Monies in Closed Banks, to State Treasurer for collection				2,232.20
				<u>\$19,029,019.22</u>

## EXCISE TAX

Due to its geographic location, New Jersey is widely travelled by buses in their interstate migrations to all points North, South, East and West. In return for this privilege, operators are taxed on the basis of one-half cent per mile for each mile traveled within the State.

During the year a total of \$80,233.34 was collected from these common carriers.

Highly satisfactory arrangements exist between the Department and the carriers engaged with daily operating schedules. However, during the Summer months, a substantial volume of passengers is transported to various points in the Catskill Mountains, New York from New York City via the George Washington Bridge and the Bergen County highways in motor vehicles of the "pleasure type". Since all of these vehicles are privately owned, and as a result of previous experiences, the Department requires the owners to file surety bonds with the State to guarantee compliance with the law. Since the adoption of this policy, the carriers engaged in this seasonal type of business are now paying their proper share of the tax imposed.

Herewith is a monthly record of the excise tax imposed and collected:

1 9 3 8						
Month	Total Mileage	Exempt Miles	Taxable Mileage	Amount	Bank Interest	Total Amount
January ....	1,157,553.8	22,375.7	1,135,178.1	\$ 5,672.26		\$ 5,672.26
February ...	1,022,690.4	21,470.4	1,001,220.0	5,033.72		5,033.72
March .....	1,090,833.2	23,895.4	1,066,937.8	5,437.29		5,437.29
April .....	1,217,200.2	28,336.4	1,188,863.8	5,990.50		5,990.50
May .....	1,242,842.7	18,783.9	1,224,058.8	6,118.22		6,118.22
June .....	1,453,940.3	31,619.8	1,422,320.5	7,093.22		7,093.22
July .....	1,827,615.5	53,660.4	1,773,955.1	8,888.38		8,888.38
August .....	1,866,407.6	46,159.6	1,820,248.0	9,049.21		9,049.21
September ..	1,682,697.6	65,005.6	1,617,692.0	8,119.85		8,119.85
October ....	1,393,560.5	46,199.5	1,347,361.0	6,393.16		6,393.16
November ...	1,285,635.2	98,409.9	1,187,225.3	5,934.16		5,934.16
December ..	1,396,594.65	111,492.73	1,285,101.92	6,503.37		6,503.37
TOTAL ...	16,637,571.65	567,409.33	16,070,162.32	\$80,233.34		\$80,233.34



