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FORTIETH

ANNUAL REPORT

OF THE

COMMISSIONER OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1945



ARTHUR W. MAGEE
Commissioner

WILLIAM J. DEARDEN
Deputy Commissioner

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ANNUAL REPORT

April 1, 1946.

To His Excellency the Governor and the Legislature:

In accordance with sections 39:2-12 and 4-6 of the Revised Statutes, there is submitted herewith a report of the activities of the Motor Vehicle Department for the year 1945.

The sections mentioned direct the Motor Vehicle Department "to investigate traffic conditions, means for their improvement and the enforcement of laws and regulations relating to traffic, including pedestrian travel on the public streets and highways."

Travel, as reflected by the taxable gasoline gallonage consumed and traffic checks made at the bridges and tunnels, increased approximately 10 per cent over the previous year. The number of reportable traffic accidents was 28,521, an increase of 18 per cent over 1944. Traffic accident fatalities totaled 630 as compared with 609 in the previous year and 16,893 persons were non-fatally injured, an increase of 11 per cent.

For purposes of comparison with a so-called normal year, it may be noted that in 1941 there were 48,734 reportable accidents, 971 fatalities and 30,415 non-fatal injuries. Compared with 1945, accidents in 1941 were 71 per cent greater in number, fatalities 54 per cent higher and non-fatal injuries 80 per cent in excess of 1945. Travel in 1941 was 45 per cent greater than 1945.

Although there was a slight rise in traffic fatalities (3 per cent), New Jersey ranked sixth among the states having the best traffic fatality record for the year. South Dakota had the best record with a 21 per cent decrease in deaths; in Louisiana there was a 7 per cent decrease; Delaware and Mississippi each a one per cent decrease and Massachusetts reported a one per cent increase.

Considering all phases of the traffic accident problem, the most vexing one was unquestionably the pedestrian. Safety activities on his behalf were on a wider range than at any time in history, yet when the final figures were compiled, they revealed that 378 of the 630 fatalities were pedestrians, or 60 per cent of total deaths. It was the highest pedestrian death rate in the 14 years of traffic accident statistics compilations and, from last report, among the highest of all the states for the year.

Pedestrian protection is primarily a municipal enforcement responsibility and, to this end, the Department of Motor Vehicles has strived to interest municipal officials in a local pedestrian safety program. The response has been favorable but, unfortunately, it has not yet resulted in a reduction in pedestrian deaths and accidents. Every effort will be continued toward mak-

ing the officials in every community pedestrian accident conscious to the end that they will fully recognize their responsibilities and take effective steps toward eliminating the hazards that surround pedestrian use of the streets and highways.

The inspection of registered motor vehicles (for the eighth consecutive year), was an important activity that yielded not only a high degree of safety to the State but directly benefited the individual car owner. The hundreds of thousands of causes for rejections discovered in the inspection lane support the continued need for periodic inspections because, had these conditions been permitted to continue uncorrected, many vehicles would doubtless have figured in accidents. Through the State's insistence upon the correction of these unsafe conditions, it is sound reasoning that many accidents were prevented since a safe car, even in the hands of an irresponsible driver, is less likely to become involved in an accident. The direct benefit to the owner was in having dangerous mechanical defects called to his attention before excessive wear set in and made his vehicle not only dangerous to drive but costly to repair.

Whether the highway situation improves or grows progressively worse rests primarily with the individual driver and the pedestrian. Rules and regulations have little effect unless they are observed by the public and enforced by the police authorities, with firm support by the courts.

The careful, law-abiding driver rarely gets into trouble of his own making, but he is always at the mercy of the man who uses poor judgment on the road, or who is reckless and irresponsible. Increased safety measures must, therefore, deal primarily with driving and walking habits and law enforcement.

The months and years ahead will be trying ones for officials charged with the improvement of traffic conditions and the promotion of highway safety. More motor vehicles will be in use than ever before in history, even exceeding the peak year of 1941. Many arteries of travel, already taxed to capacity, will present additional hazards to threaten the accident rate.

The situation calls for public support, as never before given, to the matter of providing and applying adequate mandatory penalties for such violations as excessive speed, reckless driving, ignoring traffic signals and other violations that create traffic hazards. Furthermore, it is most essential that provision be made for improved educational and engineering facilities, as well as ample enforcement personnel for use selectively as a means of obtaining better law observance and consequently reducing highway hazards and accidents.

REVENUE, REGISTRATIONS, LICENSES

Aided by the lifting of war time restrictions on motor vehicles and travel, gross revenue totaled \$21,308,071.24, an increase of 5.8 per cent over 1944.

Total motor vehicle registrations were 1,074,430, a rise of 5.03 per cent. Passenger vehicle registrations totaled 876,172 compared with 843,168 in the previous year, an increase of 3.9 per cent while commercial vehicle registrations were 146,219, an increase of 8.3 per cent.

The Department issued 1,342,038 drivers' licenses, which figure was 13.2 per cent greater than the license issuances of the preceding year.

REGISTRATIONS, LICENSES AND REVENUE

	1945 Items	1944 Items	1945 Fees	1944 Fees
Passenger vehicles	876,172	843,168	\$10,183,633.05	\$10,008,857.25
"No Fee" registrations to Motor Vehicle, State and Local Police Departments	691	622		
"No Fee" registrations of State, County, Federal and municipally owned vehicles	13,123	12,381		
Commercial vehicles	128,411	117,077	4,347,845.50	4,047,876.50
Farmer truck vehicles	17,808	17,884	286,081.75	283,490.25
Undertaker vehicles	723	733	18,929.00	19,209.00
Omnibus vehicles	9,363	9,051	398,576.75	404,664.25
Trailer registrations	13,028	9,841	590,361.00	500,422.50
Motorcycles	6,493	5,430	12,986.00	10,860.00
Dealers (auto and M. C.)	2,208	1,858	54,960.00	46,260.00
Agricultural tractors	2,330	1,561	6,990.00	4,683.00
Farm use registrations	3,982	3,263	3,982.00	3,263.00
Contractor equipment-intransit	98	69	2,450.00	1,725.00
TOTAL REGISTRATIONS	1,074,430	1,022,918		
Duplicate certificates	25,790	22,094	25,790.00	22,094.00
Transfers and exchanges	71,237	66,838	199,169.65	168,054.10
Duplicate tags (auto and M. C.)	9,514	6,827	9,481.00	6,806.00
Auto driver licenses	1,340,805	1,184,616	4,022,415.00	3,553,848.00
Farm vehicle driver licenses	619	537	619.00	537.00
Motorcycle driver licenses	5,005	3,883	5,005.00	3,883.00
Learner permits	236,734	173,081	118,367.00	86,515.50
Duplicate driver licenses (armed forces)	5,023	2,834	5,023.00	2,834.00
Postage			4,075.29	3,986.44
"No Fee" issues (to State, County and Municipal governments)—				
Auto driver licenses	614	728		
Motorcycle driver licenses	778	788		
Transfers	278	387		
Duplicate tags	37	29		
Duplicate driver licenses	3	19		
Duplicate certificate (registrations)		6		
TOTAL ITEMS ISSUED BY AGENTS	2,770,867	2,485,535		
Fines, State			247,001.92	197,508.59
Certified copies			2,014.24	2,018.62
Commercial permits			17,517.18	18,461.08
Registration permits			32.50	35.00
Power of attorney fees			2,752.00	2,424.00
Miscellaneous receipts			2,740.50	1,648.28
			\$20,568,798.33	\$19,401,964.36
Bill of Sale Law Division			212,981.75	206,133.12
Excise Division			76,682.66	80,202.71
Junk Yard			1,876.50	1,825.00
Auto Testing Division			447,732.00	449,308.75
			\$21,308,071.24	\$20,139,433.94

REGISTRATIONS AND DRIVERS LICENSED
ANNUALLY SINCE 1906

Year	Motor Vehicle Registrations	Drivers Licensed
1906	13,759	15,269
1907	17,619	18,085
1908	21,948	20,545
1909	35,552	28,178
1910	49,931	34,936
1911	43,056	44,341
1912	43,919	51,145
1913	49,458	55,246
1914	60,248	70,313
1915	78,232	100,126
1916	104,341	137,855
1917	134,964	177,568
1918	163,519	201,022
1919	190,873	251,539
1920	227,737	294,438
1921	272,994	348,886
1922	342,266	410,700
1923	427,166	501,518
1924	504,516	581,472
1925	579,978	661,306
1926	651,416	739,519
1927	712,402	814,593
1928	765,730	881,552
1929	832,102	965,242
1930	852,703	1,024,166
1931	869,613	1,063,062
1932	860,769	1,054,588
1933	851,502	1,043,185
1934	875,978	1,065,990
1935	900,164	1,097,072
1936	956,482	1,155,214
1937	1,008,909	1,224,557
1938	1,024,096	1,259,016
1939	1,045,604	1,300,795
1940	1,117,320	1,365,036
1941	1,182,824	1,447,751
1942	1,137,392	1,363,052
1943	1,041,759	1,210,297
1944	1,022,918	1,184,616
1945	1,074,430	1,342,038

ACCIDENT STATISTICS

Motor vehicle traffic accidents increased 18 per cent during the year, fatalities rose 3 per cent, non-fatal injuries topped the previous year by 11 per cent and the economic loss was \$16,900,000.

	1945	1944	1943	1942	1941
Accidents	28,521	24,120	22,007	33,597	48,734
Fatalities	630	609	682	771	971
Injured	16,893	15,252	14,176	20,384	30,415
Gasoline (mil. gals.)	666.1	609.	568.9	758.2	965.2
Deaths per 100 million vehicle miles	7.27	7.69	9.22	7.83	7.73

There were 78 traffic accidents daily, on the average, as compared with 66 in 1944 and 133 in 1941.

Five accident fatalities occurred, on the average, every three days as against eight every five days in 1944. The average daily personal injury toll was 46 compared with 42 daily in the previous year.

For every fatality during the year there were 27 persons injured in accidents.

From V-J Day to the end of 1945 traffic accidents increased 33 per cent over the same period of the previous year. For the first seven months of the year the accident increase was slightly under 6 per cent. Thus the sky-rocket record of the last five months boosted the annual total of traffic accidents 18 per cent over 1944.

December accidents increased 31 per cent over the high December total of the previous year. November accidents were 43 per cent greater than the previous November; October 30 per cent, September 40 per cent and August 26 per cent higher than the corresponding months of 1944.

Economic Loss

Based on the formula of \$11,500 for each death, \$450 for every personal injury and \$125 for each property damage accident, the economic loss from the year's traffic accidents was \$16,900,000. This compares with \$15,150,000 in 1944, \$15,300,000 in 1943, \$20,000,000 in 1942 and \$27,000,000 in 1941.

Age of Drivers

The age group of operators involved in accidents continued to reflect the absence of young drivers still in the armed forces. Drivers under 25 years of age involved in but 17.6 per cent of accidents as compared with 28 per cent before the war. This age bracket record should change materially in the coming year when most of the State's 550,000 men and women will be home from the war.

Age Groups	Per Cent 1945	Per Cent 1944	Per Cent 1943	Per Cent 1942
Under 20	8.5	7.2	8.2	14.
20-24	9.1	9.7	11.1	14.
25-29	13.4	14.1	14.9	16.
30-39	28.9	28.8	28.7	26.
40-49	22.4	23.1	21.8	18.
50-64	15.5	15.	13.6	11.
65-over	2.2	2.1	1.7	1.
	100.	100.	100.	100.

Vehicle Types

Passenger cars figured in 78 per cent of the year's accidents and commercial vehicles in 14 per cent. These same percentages prevailed in the previous year as well. There were 2,283 busses in accidents as compared with 2,044 in 1944.

Sex of Drivers

Approximately 90 per cent of the drivers in accidents were males.

Age of Vehicle

More than 51 per cent of the vehicles involved in accidents were between 6 and 10 years old while more than 7 per cent were reported over 10 years. The percentages follow:

Age of Vehicle	Per Cent 1945	Per Cent 1944	Per Cent 1943
1 year	1.14	.3	5.4
2 years .....	.11	5.9	19.6
3 years	6.01	20.1	13.8
4 years	19.44	14.5	13.2
5 years	14.52	11.4	6.7
6 to 10 years	51.03	41.9	36.2
Over 10 years	7.25	5.9	5.1
	100.	100.	100.

Speed

More fatal accidents were caused by excessive speed than by any other violation. In the case of all accidents, however, speed as an accident cause ranked fourth. The most frequently reported violation in all accidents was driving on the wrong side of the road, with following too closely second and violating the right of way third. Improper turning was fifth.

Hit and Run Drivers

Despite its universal condemnation, hit and run driving increased 24 per cent over the previous year. There were 928 accidents involving this despicable type of driver as against 747 in the year previous. In 75 of the accidents, death resulted.

Residence of Drivers

Thirty-six per cent of the year's accident drivers were residents of the communities where their accidents occurred, (see Statistical Summary); 53.4 per cent were New Jerseyites but residents of communities other than where their accidents happened; 9.5 per cent were non-resident drivers and 1.1 per cent were unlicensed drivers.

Hour of Occurrence

The peak hour of all accidents was the usual 5 to 6 P. M. and of fatal accidents the hour 7 to 8 P. M. The safest of the daylight hours was 9 to 10 A. M.

Day of the Week

More accidents happened on Saturday than any other day of the week and the second highest number on Monday.

DEATHS PER 100 MILLION VEHICLE MILES.

Year	Traffic Fatalities	Gasoline Consumption	Deaths Per 100 Million Vehicle Miles
1928	1,075	422,346,478 gal.	19.58
1929	1,275	493,063,808 gal.	19.68
1930	1,269	546,685,108 gal.	17.85
1931	1,302	570,801,964 gal.	17.54
1932	1,180	554,319,929 gal.	16.37
1933	1,185	546,819,642 gal.	16.67
1934	1,227	567,838,694 gal.	16.62
1935	1,188	631,601,466 gal.	14.47
1936	1,107	719,568,890 gal.	11.83
1937	1,278	795,554,193 gal.	12.35
1938	865	810,952,855 gal.	8.21
1939	814	847,809,887 gal.	7.38
1940	911	896,948,010 gal.	7.81
1941	971	965,206,065 gal.	7.73
1942	771	758,204,477 gal.	7.83
1943	682	568,936,842 gal.	9.22
1944	609	609,006,228 gal.	7.69
1945	630	666,189,791 gal.	7.27

Manner of Collision

Nearly 28 per cent of all accidents were of the right angle collision type; approximately 14 per cent were opposite direction accidents and 23 per cent were of the same direction type of accident.

	Per Cent 1945	Per Cent 1944	Per Cent 1943	Per Cent 1942
Collisions				
Right angle	27.8	30.4	27.9	29.
Same direction—rear end ..	13.7	11.5	10.8	12.
Same direction—other	9.9	9.2	7.5	9.
Opposite direction—head on	10.	8.1	7.5	8.
Opposite direction—left turn	3.7	3.	2.8	4.
Fixed object	6.3	6.8	7.4	8.
Pedestrian	14.9	17.1	20.6	16.
Other	13.7	13.9	15.5	14.
	100.	100.	100.	100.

Road Location—Surface

Approximately 56 per cent of all accidents occurred at street intersections, 3.7 per cent at alley or driveway intersections and 39.4 per cent occurred between intersections. The picture was reversed in the matter of fatal accidents with only 32 per cent occurring at street intersections and 61.7 per cent between intersections.

About two-thirds of the accidents took place on asphalt pavement and 23.5 per cent on streets paved with concrete.

Road Conditions

Six in every ten accidents took place on dry road pavement, 20 per cent on wet pavement and 20 per cent on snow and ice covered pavement.

Weather Conditions

Clear weather prevailed during the occurrence of three in every four accidents. In fatal accidents, the weather was clear in 81 per cent of the cases.

Light Conditions

Seventy-six per cent of all accidents took place during daylight hours. Sixty-two per cent of the fatal accidents occurred under cover of darkness.

Multiple Death Accidents

The lower speeds at which cars traveled throughout most of the year was responsible for keeping down the number of multiple death accidents. There were 22 two-death accidents and 5 three-death accidents reported.

Nearly 80 per cent of these high severity accidents occurred in rural areas, indicating that speed was undoubtedly the underlying cause.

Holiday Deaths

Although legal holidays are usually marked by increased pleasure driving, there were fewer fatal accidents on these days than in the two preceding years. There were but 13 holiday fatal accidents during the year, four of which took place on Labor Day and three each on New Year's Day and Easter.

Holiday traffic deaths during the past three years were as follows:

	1945	1944	1943
New Year's Day	3	10	7
Easter	3	1	1
Memorial Day	1	..	2
Independence Day .....	..	2	2
Labor Day	4	2	3
Thanksgiving Day	1	1	3
Christmas Day	1	2	5
	<hr/> 13	<hr/> 18	<hr/> 23

Widows—Dependent Children

Every fatal accident has its tragic consequences but the degree of tragedy is heightened when the victim is a family head or breadwinner. There were 117 such family heads killed in traffic accidents during the year leaving behind a like number of widows and 123 dependent children.

	Widows			Dependent Children		
	1945	1944	1943	1945	1944	1943
Atlantic	6	8	4	2	8	19
Bergen	10	17	11	9	21	20
Burlington	2		3	3		5
Camden	2	19	17	4	20	17
Cape May		1	2		2	2
Cumberland	4	3	4	1	3	3
Essex	14	20	19	15	12	11
Gloucester	2	1	2	6	2	
Hudson	12	7	17	2	7	14
Hunterdon	4	1	1	5		
Mercer	5	10	7	7	4	6
Middlesex	10	5	12	7	4	14
Monmouth	9	10	6	5	13	19
Morris	7	5	2	8		2
Ocean	2	1	3	3		2
Passaic	5	13	10	4	13	7
Salem	1	1	2			3
Somerset	6	2	7	12	3	6
Sussex	1		2	3		5
Union	14	8	17	25	10	16
Warren	1		1	2		2
	<u>117</u>	<u>132</u>	<u>149</u>	<u>123</u>	<u>122</u>	<u>173</u>

Man Power Loss

Each year traffic accidents impose a serious drain on the manpower reserves of the State. A classification of the year's 630 accident fatalities by occupations reveals that unskilled labor headed the list. The list also brings out that there were 89 in the retired status, 51 were housewives and 65 skilled laborers.

Occupations	Killed
Laborers	156
Skilled laborers	65
Truck drivers	27
Students—children	111
Factory workers	27
Retired	59
Military—Merchant Marine	31
Housewives	51
Farm workers	20
Office workers	14
Merchants	14
Executives—professional	9
Salesmen	5
Musicians—stage	3
Unemployed	38
	<u>630</u>

ACCIDENTS

Month	1945	1944	1943	1942	1941
January	2,582	2,245	1,733	4,615	4,022
February	2,441	2,128	1,716	3,282	3,497
March	1,683	2,136	2,009	3,588	3,571
April	1,675	1,872	1,771	2,764	3,024
May	1,946	1,699	1,669	2,657	3,968
June	1,984	1,778	1,425	2,358	3,986
July	2,121	1,762	1,510	2,344	4,607
August	2,308	1,822	1,772	2,301	4,410
September	2,356	1,678	1,745	2,064	3,866
October	2,655	2,036	2,265	2,025	4,365
November	3,123	2,184	2,006	2,353	4,372
December	3,647	2,780	2,386	3,246	5,046
	<hr/> 28,521	<hr/> 24,120	<hr/> 22,007	<hr/> 33,597	<hr/> 48,734

State Highway Accidents

Traffic accidents on State highways, as distinguished from municipal and county streets, totaled 6,535. These accidents accounted for 221 deaths and 4,334 non-fatal injuries. They represent 23 per cent of all traffic accidents and 35 per cent of total traffic fatalities.

Compared with the record of the previous year, State highway accidents increased 35 per cent and fatalities rose 19 per cent.

Route 25 had the highest accident experience with 1,627 accidents, an increase of 39 per cent; deaths rose from 28 to 37, an increase of 32 per cent.

Route 6 replaced Route 4 as the State highway with the second highest accident record. It was the scene of 451 accidents during the year, an increase of 48 per cent over 1944. Deaths totaled 12 as compared with 10 in the year previous.

Route 4 was third highest with 415 accidents which was a 32 per cent increase. Fatalities on this route decreased from 18 in 1944 to 15.

Route 29 accounted for 316 accidents which was an increase of 71 per cent over 1944. Traffic deaths rose from 4 to 11 during the year.

STATE HIGHWAY ACCIDENTS

Route	Accidents			Deaths			Injured		
	1945	1944	1941	1945	1944	1941	1945	1944	1941
1	219	182	356	10	9	13	121	86	262
S-1	12	11	18	1	1	..	1	7	14
S-1A	5	3	11	..	..	..	5	3	7
3	94	55	160	1	2	6	63	29	109
S-3	4	..	..	..	..	..	12	..	..
4	415	314	749	15	18	24	275	239	555
S-4	1	..	..	1	..	..	..	..	..
4N	60	53	123	..	2	3	37	25	78
S-4A	..	..	1	..	..	..	..	..	1
5	7	11	20	..	..	1	11	5	16
5N	11	7	15	..	..	..	8	3	10
6	451	304	791	12	10	38	298	275	563
6A	6	..	..	..	..	..	7	..	..
S-6	5	2	26	1	..	..	1	5	13
7	94	55	93	2	..	2	50	48	45
8	14	11	18	..	1	..	11	9	10
SN or 84	9	7	9	..	..	..	8	1	5
10	65	59	187	1	3	6	37	25	127
12	9	3	16	2	..	..	5	2	18
17	239	167	527	6	4	20	189	121	366
21	219	153	285	2	4	2	135	87	134
23	113	78	225	4	7	5	70	38	133
24	139	108	332	5	2	10	86	62	152
S-24	62	45	100	2	1	2	33	32	73
25	1,627	1,171	3,133	37	28	56	1,028	820	2,262
25M	53	57	111	1	..	3	18	33	66
S-25 & 25A	..	5	..	..	..	..	..	2	..
26	77	63	238	3	3	12	69	42	201
S-26	2	6	..	..	2	..	1	3	..
27	290	204	394	8	6	8	172	145	278
28	272	195	479	5	8	14	189	129	278
S-28	46	14	63	1	1	..	28	11	35
29	316	185	721	11	4	18	172	131	471
30	79	66	156	3	8	6	58	46	94
31	80	80	155	4	2	6	60	44	115
S-31	16	14	39	3	..	2	10	3	24
32	38	22	86	1	1	2	17	14	40
33	86	83	154	2	2	8	66	61	145
34	48	38	100	1	1	2	39	32	73
35	229	195	479	8	9	12	146	171	314
36	44	31	80	4	2	5	32	32	73
37	50	36	117	3	1	3	27	21	82
38	39	32	99	..	..	1	30	27	69
39	38	28	122	4	1	9	32	23	128
S-39	16	4	..	1	..	..	18	6	..
40	36	34	86	3	2	1	34	26	58
S-40	6	3	9	1	..	2	3	3	9
41	8	9	13	3	1	..	8	7	13
S-41	20	11	49	1	1	..	15	8	35
42	102	58	171	3	3	9	85	66	165
43	197	149	331	10	4	33	181	118	363
44	106	99	178	5	5	13	72	79	105
S-44	1	1	..	..	..	..	..	1	..
45	99	93	232	3	7	7	63	85	189
45M	..	..	29	..	..	2	..	..	29
46	32	27	74	2	1	5	29	12	49
47	90	63	152	10	9	8	71	60	133
48	80	61	161	9	4	17	54	41	151
49	36	44	92	5	6	1	24	34	28
S-49	9	9	23	..	..	1	4	7	15
50	8	11	33	..	..	1	6	11	23
51	1	..	..	..	..	..	1	..	..
52	3	3	4	..	..	..	4	..	..
54	2	1	7	..	..	..	5	1	9
35-4N Connection	..	2	..	..	..	..	..	1	..
	6,535	4,835	12,422	221	185	399	4,334	3,458	8,816

Traffic Fatalities

BY MONTHS

Month	1945	1944	1943	1942	1941
January	52	53	66	99	88
February	47	52	37	75	65
March	45	66	58	76	61
April	42	28	49	45	49
May	30	38	52	53	81
June	41	37	38	52	57
July	51	46	52	54	80
August	53	45	53	61	100
September	46	39	62	56	84
October	67	49	69	55	85
November	90	64	63	65	109
December	66	92	83	80	112
	630	609	682	771	971

Traffic Fatalities

BY COUNTIES

County	1945	1944	1943	1942	1941
Atlantic	23	22	14	35	52
Bergen	56	58	56	59	90
Burlington	27	23	35	35	48
Camden	39	43	47	59	72
Cape May	12	5	4	13	9
Cumberland	28	23	25	20	30
Essex	83	97	113	122	109
Gloucester	20	24	27	20	37
Hudson	56	53	72	73	75
Hunterdon	12	10	8	9	16
Mercer	20	28	30	39	42
Middlesex	53	44	47	45	80
Monmouth	37	41	39	39	62
Morris	16	16	13	29	51
Ocean	10	7	16	10	14
Passaic	34	48	39	45	53
Salem	15	5	11	15	26
Somerset	18	8	15	17	25
Sussex	8	6	9	14	6
Union	51	42	55	60	58
Warren	12	6	7	13	16
	630	609	682	771	971

The Pedestrian

Sixty per cent of the State's traffic fatalities, or three in every five persons killed in accidents were pedestrians. It was the highest pedestrian death rate in the 14 years of accident statistics compilations.

There were, other years during this period when the total of pedestrian deaths was greater than that of 1945 as for example in 1937 when 1,278 persons were killed in accidents of which 691 were pedestrians. Pedestrian deaths that year were 54 per cent of total deaths. In 1945, the number of traffic deaths was down to 630 but 378 of them were pedestrians, or 60 per cent of the total.

In addition to the fatalities, there were 4,241 pedestrians injured in traffic accidents, or 25 per cent of the total injured. In the previous year the pedestrian injured totaled 4,030.

During the past 14 years there have been 7,086 pedestrians killed and 89,669 pedestrians injured in New Jersey traffic accidents, (see table).

Approximately 70 per cent of the fatal pedestrian accidents occurred at night and nearly 75 per cent of the victims were walking or crossing in such a manner as to contribute to their accidents. Eight in every ten of the fatalities were males.

Middle-aged and elderly pedestrians were the principal victims of the year's traffic toll. Approximately 57 per cent of those killed were over 50 years of age.

Age Groups	Fatalities	Per Cent Fatalities
Under 15	66	17.5
15 to 20	14	3.7
21 to 50	84	22.2
50-over	214	56.6
	378	100.

Three in every four of the fatal pedestrian accidents occurred at points between street intersections. There were nine deaths that resulted from cars mounting the sidewalk.

PEDESTRIAN CASUALTIES

Year	Fatalities			Injured		
	Total Deaths	Pedestrian Deaths	Per Cent Pedestrian Deaths	Total Injured	Pedestrians Injured	Per Cent Pedestrians Injured
1945	630	378	60.	16,893	4,241	25.
1944	609	346	56.8	15,252	4,030	26.4
1943	682	382	56.	14,176	4,460	31.4
1942	771	406	52.6	20,384	5,285	25.9
1941	971	472	48.6	30,415	6,219	20.4
1940	911	436	47.8	27,718	6,162	22.2
1939	814	422	51.8	25,214	6,187	24.5
1938	865	425	49.1	24,918	6,069	24.3
1937	1,278	691	54.	28,835	7,308	25.3
1936	1,107	607	54.8	26,185	7,207	27.5
1935	1,188	604	50.8	25,579	6,936	27.1
1934	1,227	661	53.8	27,754	7,991	28.7
1933	1,185	644	54.3	28,158	8,411	29.8
1932	1,180	612	51.8	31,246	9,213	29.4
14 yr.	13,418	7,086		342,727	89,669	

High pedestrian death rates prevailed in many of the larger cities. In Camden, for instance, there were eight traffic deaths, all pedestrians. In Paterson pedestrian fatalities represented 94 per cent of total traffic deaths; Newark 83 per cent, Jersey City 89 per cent, East Orange 80 per cent, Irvington 60 per cent, Trenton 80 per cent, Elizabeth 69 per cent and Phillipsburg 100 per cent.

Intoxicated Pedestrians

"Under the influence of alcohol" was reported in 57 of the pedestrian fatalities and 171 of the total pedestrians injured in traffic accidents.

Nearly one in every five adult pedestrians killed during the year had been drinking.

In the past 13 years there have been 928 pedestrian fatalities in which evidence of alcohol on the part of the pedestrian was reported.

Alcohol—Accidents

One in every ten fatal accidents, on the average, involved a driver who "had been drinking" while on the basis of all accidents, alcohol was a factor in every twenty-eighth accident.

Reports were received of 1,001 accidents in which the driver or drivers "had been drinking" and these accidents accounted for 64 deaths and 714 personal injuries.

Year	Accidents	Deaths	Injured
1945	1,001	64	714
1944	914	64	624
1943	892	66	692
1942	1,458	96	1,628
1941	2,038	82	1,390
1940	1,846	89	1,285

The violation most frequently reported in these accidents was driving on the wrong side of the road. Speeding was second highest.

Three in every four of the accidents happened at night and more occurred on Sunday than any other day of the week.

There were 85 hit and run drivers, 11 of whom were in fatal accidents.

More than 56 per cent of the offending drivers were in the age group 30 to 50 years and 13 per cent were middle-aged or older. Thirty-five of the drivers were under 21 years of age.

Four per cent of the drivers were women.

Slightly more than one-fourth of the cars involved in these accidents were covered by liability insurance.

Classifications of Victims

Pedestrians are the principal victims of fatal traffic accidents, while in the case of non-fatal injury accidents passengers appear most frequently in the list of casualties.

	Killed	Per Cent Killed	Injured	Per Cent Injured
Drivers	111	18.	4,181	24.7
Passengers	111	18.	7,949	47.1
Pedestrians	378	60.	4,241	25.1
Bicyclists	14	2.	308	1.8
Motorcycle drivers	16	2.	184	1.1
Others .....	...	...	30	.2
	630	100.	16,893	100.

Urban—Rural

Nearly 70 per cent of the State's population live in urban communities (over 10,000 population). In these urban areas occurred 72 per cent of total accidents, 52 per cent of total fatalities and 64 per cent of pedestrian deaths.

ACCIDENTS

	1945	1944	1943
Urban	20,637 (72.3%)	18,014 (74.3%)	16,784 (76.%)
Rural	7,884 (27.7%)	6,106 (25.7%)	5,223 (24.%)

TOTAL FATALITIES

	1945	1944	1943
Urban	330 (52.3%)	348 (57.1%)	388 (57.%)
Rural	300 (47.7%)	361 (42.9%)	294 (43.%)

PEDESTRIAN FATALITIES

	1945	1944	1943
Urban	241 (63.7%)	240 (69.3%)	283 (74.%)
Rural	137 (36.3%)	106 (30.7%)	99 (26.%)

Insured Cars

Forty-six per cent of the vehicles involved in the year's accidents were reported by the owners as having been covered by liability insurance. In the previous year the number of accident vehicles reported insured was 43 per cent. Twenty-one per cent of the vehicles were reported as not insured while 33 per cent failed to indicate in their reports their financial responsibility status.

ATLANTIC COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
Absecon	15	5	7	2	..	..	11	3	5
Atlantic City	129	215	11	4	9	3	132	158	7
Brigantine	3	..	..	..	..	..	4	..	..
Buena Vista	23	27	17	..	..	1	15	14	13
Corbin City	1	..	2	..	..	..	..	..	2
Egg Harbor City	13	14	13	..	1	2	8	9	16
Egg Harbor Twp.	44	21	21	4	2	2	37	14	23
Estelle Manor	3	3	4	..	..	..	3	5	4
Folsom	7	5	3	..	..	..	13	3	3
Galloway Twp.	36	28	16	4	3	..	29	31	15
Hamilton Twp.	35	39	27	2	4	3	33	29	13
Hammononton	18	12	12	..	1	1	9	6	12
Linwood	..	..	..	..	..	..	..	..	..
Longport	1	..	..	..	..	..	..	..	..
Margate City	6	3	..	1	1	..	3	..	..
Mullica	31	19	10	3	1	..	21	15	11
Northfield	14	13	10	..	..	..	8	7	4
Pleasantville	72	48	31	3	..	..	35	28	23
Port Republic	..	2	1	..	..	..	..	2	1
Somers Point	4	2	6	..	..	2	1	1	4
Ventnor	5	1	3	..	..	..	4	1	5
Weymouth	1	..	2	..	..	..	..	..	1
TOTAL	461	457	196	23	22	14	366	326	162

BERGEN COUNTY

Allendale	7	9	6	..	1	1	4	1	..
Alpine	19	21	26	1	..	..	14	9	21
Bergenfield	39	31	22	1	1	1	23	16	12
Bogota	36	21	16	..	1	..	12	15	10
Carlstadt	37	26	19	..	3	2	17	16	18
Cliffside Park	113	95	110	2	..	1	24	38	36
Closter	38	38	39	1	..	..	11	11	14
Cresskill	10	4	5	..	..	2	10	5	2
Demarest	..	2	9	..	..	..	..	8	10
Dumont	21	17	13	..	1	..	6	11	8
E. Paterson	38	30	32	3	3	2	24	11	32
E. Rutherford	57	35	36	1	1	2	34	24	17
Edgewater	18	11	13	..	..	1	4	4	5
Emerson	5	6	9	..	..	..	2	8	2
Englewood	128	79	56	2	1	3	79	54	34
Englewood Cliffs	7	6	5	..	1	1	5	5	3
Fairlawn	114	104	93	1	2	..	61	71	34
Fairview	16	24	11	3	1	2	23	15	7
Fort Lee	49	47	24	4	2	..	31	31	20
Franklin Lakes	7	6	4	..	..	..	3	1	5
Garfield	147	125	126	2	2	1	75	60	68
Glen Rock	21	16	16	2	3	1	9	12	16
Hackensack	152	138	110	1	..	5	83	69	74
Harrington	5	2	1	..	..	..	4	1	..
Hasbrouck Hghts.	87	76	85	2	2	4	57	43	47
Haworth	3	2	4	..	..	1	8	1	3
Hillsdale	15	17	12	..	..	..	17	8	7
Hohokus Boro.	13	10	14	..	1	..	7	3	7
Hohokus Twp.	28	11	9	..	..	..	32	6	8
Leonia	14	13	9	1	1	..	6	..	7
Little Ferry	32	14	22	2	1	1	13	12	8
Lodi	23	30	22	1	6	..	10	34	10
Lyndhurst	72	67	63	1	1	..	39	34	29
Maywood	27	14	30	..	..	..	19	7	23
Midland Park	20	5	13	..	..	..	3	2	6
Mentvale	18	3	8	..	..	..	5	1	7
Moonachie	3	6	5	..	2	..	2	2	7
New Milford	15	8	7	..	..	3	9	4	3
No. Arlington	56	38	42	2	1	2	33	25	27
Northvale	4	1	3	1	..	..	1	1	1
Norwood	7	1	7	1	..	1	3	4	5
Oakland	7	5	6	..	..	..	3	2	1
Old Tappan	1	1	..	..	..	..	1	..	..
Oradell	14	6	4	1	..	..	23	1	2
Palisades Park	36	22	18	..	2	..	22	12	6
Paramus	146	116	67	2	1	3	91	73	70
Park Ridge	7	10	10	..	..	1	3	15	4
Ramsey	32	20	6	1	..	..	28	16	2
Ridgefield	20	27	13	..	3	..	5	16	7
Ridgefield Park	79	63	47	1	..	1	62	39	37
Ridgewood	66	48	34	..	..	..	27	24	16

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
River Edge	24	16	16	..	1	..	8	31	8
Rivervale	5	3	2	..	..	..	5	3	1
Rochelle Park	20	13	11	2	..	2	12	16	7
Rockleigh .....	..	1	..	..	..	..	..	2	..
Rutherford	58	49	63	1	..	2	24	23	35
Saddle River Boro.	20	13	7	1	..	2	16	9	1
Saddle River Twp.	15	11	9	3	1	..	6	4	1
So. Hackensack	19	13	9	1	2	1	11	4	7
Teaneck	207	148	129	1	6	4	125	83	103
Tenafly	27	19	15	..	..	..	5	9	10
Teterboro	22	20	26	..	..	2	19	11	22
Upper Saddle River	3	2	1	..	..	..	2	1	..
Waldwick	21	12	6	..	1	..	16	17	3
Wallington	18	19	13	..	2	..	14	8	2
Washington	4	3	2	..	..	..	2	..	1
Westwood	25	14	10	..	..	..	22	8	6
Woodcliff Lake	11	10	6	..	1	..	9	5	7
Wood-Ridge	30	20	15	2	..	..	13	8	5
Wyckoff	23	8	12	..	..	1	16	..	6
TOTAL	2,481	1,921	1,713	56	58	56	1,381	1,123	1,023

BURLINGTON COUNTY

Bass River	2	2	8	..	..	..	2	1	7
Beverly	6	5	4	..	4	..	4	3	1
Bordentown	7	5	7	..	..	..	1	..	3
Bordentown Twp.	80	47	60	1	..	3	59	38	73
Burlington	61	38	30	2	..	2	18	24	18
Burlington Twp.	24	15	22	1	1	3	8	18	17
Chester Twp.	20	8	15	..	..	..	16	8	10
Chesterfield	11	7	14	1	1	..	7	11	48
Cinnaminson	28	20	13	3	2	5	21	11	5
Delanco	5	2	3	..	1	..	3	3	6
Delran Twp.	28	17	20	1	..	1	16	9	12
Eastampton	6	5	3	..	..	..	12	2	4
Edgewater Park	8	7	7	..	1	..	4	5	4
Evesham Twp.	12	9	6	..	1	..	16	16	5
Fieldsboro .....	..	2	..	..	..	..	..	1	..
Florence	27	16	15	..	1	1	20	18	6
Hainesport	12	11	15	..	..	5	12	12	16
Lumberton	7	9	4	1	..	1	4	9	..
Mansfield	37	22	24	2	3	2	37	19	38
Medford	8	8	9	3	1	..	2	4	6
Medford Lakes .....	..	..	..	..	..	..	..	..	..
Moorestown	22	20	15	1	1	1	19	21	14
Mt. Holly	15	17	11	1	1	..	15	7	6
Mt. Laurel Twp.	8	10	11	..	2	3	4	6	18
New Hanover Twp.	22	15	16	..	..	1	10	8	5
N. Hanover Twp.	7	4	8	..	..	..	4	1	9
Palmyra	10	8	5	..	..	1	3	5	..
Pemberton Boro.	6	3	6	..	..	..	3	1	1
Pemberton Twp.	36	17	17	4	..	1	29	15	11
Riverside Twp.	12	11	7	..	..	..	6	3	6
Riverton	8	5	2	..	1	..	8	2	4
Shamong	2	..	1	..	..	..	..	..	1
Southampton Twp.	12	15	8	1	2	..	13	19	3
Springfield Twp.	12	16	20	4	..	..	10	29	44
Tabernacle	3	3	6	..	..	..	2	2	6
Washington Twp.	1	..	..	..	..	..	2	..	..
Westampton .....	..	2	3	..	..	..	..	..	4
Willingboro	5	9	9	..	..	3	2	7	10
Woodland Twp.	3	2	3	..	..	..	2	4	5
Wrightstown	13	12	19	1	..	2	3	2	3
TOTAL	586	424	446	27	23	35	397	344	425

CAMDEN COUNTY

Audubon	23	18	14	..	..	..	12	18	29
Barrington	5	5	1	..	1	..	..	1	1
Bellmawr	10	5	11	1	..	1	6	6	10
Berlin	24	25	12	2	..	5	32	14	6
Berlin Twp.	9	7	6	..	..	1	8	4	..
Brooklawn	7	7	6	1	..	..	2	5	11
Camden	924	986	908	8	20	16	689	786	739
Chesilhurst	2	3	2	..	..	..	3	..	..
Clementon Twp.	18	10	5	1	..	..	18	10	..
Collingswood	37	43	35	1	1	1	35	19	27

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
Delaware Twp.	36	16	25	3	1	2	47	13	21
Gibbsboro	1	4	2	..	..	..	..	10	1
Gloucester	35	29	27	6	2	8	24	32	17
Gloucester Twp.	23	7	18	..	..	2	11	2	22
Haddon Twp.	30	34	12	..	2	..	10	20	13
Haddonfield	23	30	13	1	1	..	12	15	6
Haddon Hghts.	9	12	6	1	..	1	5	6	4
Hi-Nella ....	..	..	..	..	..	..	..	..	..
Laurel Springs	2	2	2	..	..	..	..	3	1
Lawnside	11	3	2	..	..	..	10	8	4
Lindenwold	10	11	8	..	..	2	4	9	16
Magnolia	8	4	6	..	1	..	9	3	1
Merchantville	16	4	16	..	..	1	9	4	13
Mt. Ephraim	22	9	3	1	2	..	7	12	1
Oaklyn	22	10	6	..	..	1	7	7	5
Pennsauken	274	250	211	8	8	3	159	149	99
Pine Hill Boro.	2	1	..	..	..	..	..	..	..
Pine Valley	1	..	..	..	..	..	..	..	..
Runnemede	11	9	5	1	..	..	3	12	5
Somerdale	10	8	6	2	..	..	13	2	4
Stratford	4	9	3	..	..	..	4	8	1
Tavistock ....	..	7	..	..	..	..	..	..	..
Voorhees Twp.	6	7	5	..	..	..	4	2	3
Waterford	24	18	8	1	2	..	33	12	4
Winslow	21	21	16	1	1	3	30	15	21
Woodlynne ....	..	3	1	..	..	..	..	1	..
TOTAL	1,650	1,609	1,397	39	43	47	1,206	1,208	1,065

CAPE MAY COUNTY

Avalon	2	3	2	..	..	..	6	2	1
Cape May City	6	10	5	1	..	..	1	3	2
Cape May Pt. ....	..	..	..	..	..	..	..	..	..
Dennis Twp.	15	14	18	4	..	1	9	7	12
Lower Twp.	19	11	21	3	1	1	7	13	13
Middle Twp.	39	39	34	1	4	..	23	35	14
No. Cape May ....	..	..	..	..	..	..	..	..	..
No. Wildwood	7	5	1	..	..	..	3	5	1
Ocean City	51	38	15	..	..	..	36	13	7
Sea Isle City	2	6	1	..	..	..	3	5	..
So. Cape May ....	..	..	1	..	..	..	..	..	3
Stone Harbor	1	3	1	..	..	..	..	..	..
Upper Twp.	15	17	16	..	..	..	13	17	11
W. Cape May	2	..	1	..	..	..	1	..	..
W. Wildwood ....	..	..	..	..	..	..	..	..	..
Wildwood City	40	18	48	3	..	2	21	4	17
Wildwood Crest ....	..	1	..	..	..	..	..	..	..
Woodbine	2	1	..	..	..	..	..	4	..
TOTAL	201	166	164	12	5	4	123	108	81

CUMBERLAND COUNTY

Bridgeton	18	16	13	3	1	..	5	2	4
Commercial	12	3	6	1	..	1	8	1	2
Deerfield	18	15	13	3	4	2	11	12	15
Downe	3	3	3	..	..	..	3	4	3
Fairfield	9	8	4	3	1	..	4	11	4
Greenwich	4	1	5	1	..	..	7	2	6
Hopewell	8	10	7	..	..	..	5	5	3
Landis	29	32	17	9	6	7	18	29	7
Lawrence	9	4	6	..	..	..	7	1	5
Maurice River	11	11	9	..	2	1	4	7	6
Millville	32	11	13	4	4	8	14	8	4
Shiloh	1	2	3	..	1	..	2	..	1
Stowe Creek	3	2	3	..	1	1	2	..	1
Upper Deerfield	35	29	24	3	2	2	37	34	17
Vineland	15	20	14	1	1	2	18	5	10
TOTAL	207	167	140	28	23	25	145	121	88

ESSEX COUNTY

Belleville	134	115	110	2	3	4	77	73	44
Bloomfield	252	262	252	1	2	1	150	115	134
Caldwell	45	34	24				38	17	15
Caldwell Twp.	48	34	18		1		31	30	8
Cedar Grove	17	22	17		1	1	14	18	13
East Orange	578	482	456	5	4	4	258	212	206
Essex Falls	2	5	1					5	
Glen Ridge	41	33	25	1	1		16	12	20
Irrington	418	330	346	5	7	6	190	189	191
Livingston	49	47	43				20	28	14
Maplewood	53	48	48		1	1	16	23	33
Millburn	89	50	30	1	1	1	39	30	12
Montclair	174	113	100	1	2	1	70	44	43
Newark	5,699	5,253	5,258	54	71	85	3,210	3,180	3,134
No. Caldwell	4	1	2				1	2	
Nutley	166	132	103	3		4	90	75	59
Orange	194	164	148	4		3	108	87	88
Roseland	9	5	5	1			4	4	2
So. Orange	79	63	30	2	2		41	41	6
Verona	35	29	22			1	23	12	7
West Caldwell	11	15	17				7	15	10
West Orange	167	158	109	3	1	1	90	117	59
TOTAL	8,284	7,395	7,164	83	97	113	4,493	4,329	4,098

GLOUCESTER COUNTY

Clayton	12	3	7	2			12	2	4
Deptford	45	33	29	5	4	4	36	34	21
E. Greenwich	13	5	6			1	8	4	8
Elk Twp.	9	11	8			2	7	14	7
Franklin Twp.	39	47	37	2	6	5	33	47	23
Glassboro	46	38	18	1	2		21	31	6
Greenwich	16	19	16	1	2		8	13	4
Harrison Twp.	9	11	11				10	8	9
Logan Twp.	14	27	28	1	1	3	8	14	18
Mantua Twp.	19	15	11	1		1	12	11	8
Monroe Twp.	18	16	13	1	1		17	24	27
National Park	2	2	2				3	4	
Newfield	2	3	2					1	3
Paulsboro	11	22	16	1	1	7	8	10	11
Pitman	17	15	11				14	7	8
So. Harrison Twp.	1	2	4				3	1	10
Swedesboro	7	2	6			1	2		2
Washington	15	16	19			1	18	14	18
Wenonah	1	5			1			1	
W. Deptford Twp.	53	54	47	2	3	2	41	48	48
Westville	22	6	10	1	1		8	6	8
Woodbury	35	25	14	2	2		14	14	14
Woodbury Hghts.	5	3	6				2	1	13
Woolwich	14	6	11				13	4	19
TOTAL	425	386	332	20	24	27	298	313	289

HUDSON COUNTY

Bayonne	120	88	88	6	6	4	69	65	77
E. Newark	4	10	20			1	1	2	5
Guttenberg	9	4	6		1		9		4
Harrison	67	68	93	2			36	39	60
Hoboken	290	211	218	4	3	9	192	141	184
Jersey City	1,468	1,302	1,143	27	23	29	987	963	872
Kenney	273	214	214	8	5	9	136	146	156
N. Bergen	210	90	80	3	3	7	137	55	76
Secaucus	45	17	25		2	1	45	11	20
Union City	234	186	182		8	6	178	128	123
Weehawken	65	35	23	1	1	1	73	29	14
W. New York	76	41	35	5	1	5	43	29	17
TOTAL	2,864	2,275	2,127	56	53	72	1,906	1,608	1,608

HUNTERDON COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
Alexandria	1	3	4	..	..	..	1	4	4
Bethlehem	6	9	12	..	1	2	2	2	5
Bloomsbury	1	1	1	..	..	..	2	..	..
Califon	3	1	3	..	..	..	..	..	1
Clinton	19	8	12	..	..	..	10	1	9
Clinton Twp.	29	30	27	1	..	1	24	41	17
Delaware	4	4	8	..	..	1	..	2	2
East Amwell	17	6	5	1	..	1	9	1	4
Flemington	20	13	7	1	1	..	1	5	3
Franklin Twp.	3	4	2	..	..	..	2	4	..
Frenchtown	2	5	3	..	..	..	..	1	..
Glen Gardner	7	5	5	..	1	..	6	2	2
Hampton	3	4	3	..	1	..	2	..	1
High Bridge	12	3	8	..	..	..	2	1	2
Holland	4	7	4	..	..	..	10	10	1
Kingwood	10	3	3	2	..	..	2	1	3
Lambertville	16	8	8	..	..	..	6	1	6
Lebanon	7	3	12	..	2	..	3	5	7
Lebanon Twp.	6	8	4	1	..	..	7	5	1
Milford	5	3	3	..	..	..	11	..	..
Raritan	28	20	23	3	1	3	11	18	16
Readington	34	28	33	3	3	..	24	15	22
Stockton	2	1	..	..	..	..	..	..	..
Tewksbury	2	4	..	..	..	..	4	1	..
Union Twp.	13	10	11	..	..	..	14	15	2
West Amwell	3	5	6	..	..	..	3	3	2
TOTAL	257	196	207	12	10	8	146	138	109

MERCER COUNTY

East Windsor	56	22	21	1	3	1	39	11	19
Ewing	87	96	71	4	4	9	10	64	51
Hamilton Twp.	101	107	98	6	5	5	55	56	46
Hightstown	13	9	7	..	1	..	9	7	6
Hopewell	2	3	3	..	..	..	..	3	..
Hopewell Twp.	27	33	32	..	3	..	25	20	18
Lawrence	30	12	18	2	1	1	16	6	8
Pennington	2	4	1	..	..	..	..	1	..
Princeton	31	27	17	..	..	1	17	13	6
Princeton Twp.	7	8	8	..	1	1	3	5	3
Trenton	622	577	501	5	8	9	301	312	332
Washington Twp.	43	21	32	1	1	1	33	6	22
West Windsor	36	33	32	1	1	2	18	22	21
TOTAL	1,059	952	841	20	28	30	568	526	532

MIDDLESEX COUNTY

Carteret	32	35	25	..	1	1	23	31	25
Cranbury	32	25	30	4	1	3	24	19	13
Dunellen	29	26	19	1	..	2	21	15	15
E. Brunswick	48	27	29	3	1	3	43	27	26
Helmetta	1	1	1	..	..	..	..	..	..
Highland Park	61	40	44	2	..	..	39	20	28
Jamesburg	4	6	..	2	..	..	2	..	..
Madison	57	38	41	4	1	..	33	24	35
Metuchen	42	17	20	1	..	2	24	11	10
Middlesex	20	14	17	..	1	1	24	4	6
Milltown	5	2	8	..	..	..	1	..	1
Monroe	17	14	12	2	1	1	15	4	7
New Brunswick	214	197	159	5	2	1	90	81	81
N. Brunswick	66	53	63	5	3	10	48	33	32
Perth Amboy	146	134	108	3	6	4	59	73	42
Piscataway	39	23	41	1	1	2	37	9	24
Plainsboro	13	6	7	1	..	..	15	2	2
Raritan	245	174	153	5	6	2	158	112	103
Sayreville	48	41	32	8	5	1	31	26	30
South Amboy	37	24	17	..	1	1	13	9	5
So. Brunswick	45	53	36	1	4	3	41	31	22
So. Plainfield	21	16	27	..	1	1	2	11	14
South River	45	29	28	..	..	1	30	18	14
Spotswood	5	1	5	..	..	..	5	1	2
Woodbridge	221	177	104	10	9	8	106	101	51
TOTAL	1,493	1,173	1,026	53	44	47	884	662	588

MONMOUTH COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
Allenhurst	2	4	2	..	1	1	2	4	1
Allentown	2	2	2	..	..	..	..	..	3
Asbury Park	96	79	44	1	2	3	60	50	24
Atlantic Twp.	36	33	7	1	..	2	38	31	8
Atlantic Highlands	9	5	5	..	..	..	8	3	2
Avon	7	6	9	..	..	..	7	1	6
Belmar	31	17	11	2	2	2	17	7	6
Bradley Beach	18	25	12	..	..	..	18	14	9
Brielle	6	2	1	..	..	..	4	2	2
Deal	7	4	5	2	1	..	4	5	5
Eatontown	19	19	20	1	2	1	18	25	12
Englishtown	7	8	5	1	1	..	9	5	8
Fair Haven	2	5	1	..	..	..	..	2	1
Farmingdale	7	11	5	1	..	1	2	7	3
Freehold	23	23	13	1	3	1	18	13	6
Freehold Twp.	35	37	30	1	1	1	34	24	25
Highlands	2	1	6	..	..	..	1	2	3
Holmdel	15	10	10	1	..	2	21	10	12
Howell Twp.	50	48	47	3	2	2	28	28	29
Interlaken	1	3	1	..	..	..	..	1	..
Keansburg	22	15	10	1	..	..	22	13	4
Keyport	33	30	19	1	1	..	16	19	6
Little Silver	4	4	5	..	..	..	3	1	3
Long Branch	37	34	17	2	5	1	23	23	9
Manalapan	20	22	16	2	..	2	16	20	19
Manasquan	15	13	9	..	2	..	3	3	4
Marlboro	26	11	15	..	5	1	28	4	9
Matawan-Boro.	17	20	7	..	2	..	8	15	6
Matawan Twp.	24	18	12	..	1	3	6	18	10
Middletown	60	43	36	10	4	8	37	39	26
Millstone	14	10	29	..	..	..	6	2	8
Monmouth Beach	2	1	..	1	..	..	..	..	..
Neptune Twp.	54	54	36	..	1	1	33	59	22
Neptune City	9	..	13	..	..	..	5	..	12
Ocean Twp.	12	24	20	1	..	2	22	16	21
Oceanport	12	12	2	..	..	..	10	21	7
Raritan Twp.	19	16	12	..	..	..	11	16	7
Red Bank	61	58	36	..	..	..	22	22	18
Roosevelt	4	1	1	..	..	..	..	..	..
Rumson	6	5	6	..	..	2	6	..	3
Sea Bright	6	6	3	..	1	..	1	5	2
Sea Girt	3	4	1	..	..	1	..	..	..
Shrewsbury Boro.	17	9	9	..	..	1	24	13	9
Shrewsbury Twp.	31	29	20	1	..	..	24	24	17
So. Belmar	1	2	2	..	..	..	..	2	1
Spring Lake	11	4	4	1	1	1	4	2	5
Spring Lake Hghts.	5	11	1	..	1	..	5	4	3
Union Beach	5	7	5	..	1	1	7	5	2
Upper Freehold Twp.	19	8	12	..	..	1	14	7	12
Wall Twp.	26	25	11	2	1	1	20	7	10
W. Long Branch	4	5	4	..	..	1	2	4	3
TOTAL	954	843	609	37	41	39	667	598	423

MORRIS COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
Boonton	57	34	25	..	..	..	21	9	8
Boonton-Twp.	3	1	2	..	..	..	1	1	1
Butler	11	7	8	..	..	..	7	3	2
Chatham Boro.	32	16	6	..	1	..	7	6	2
Chatham Twp.	5	4	7	..	..	..	1	..	1
Chester	2	4	5	1	..	..	..	3	2
Chester Twp.	9	5	1	..	..	..	5	3	3
Denville	26	18	12	..	..	..	17	12	9
Dover	102	82	64	1	..	..	49	44	36
E. Hanover Twp.	26	13	9	1	..	..	24	9	9
Florham Park	5	3	8	1	2	1	1	5	10
Hanover	28	14	18	2	2	..	14	5	13
Harding Twp.	10	5	2	..	..	..	5	3	3
Jefferson	19	9	19	..	2	1	5	3	9
Kinnelon Boro.	4	2	1	..	..	..	4	..	..
Lincoln Park	7	2	4	1	..	..	4	1	..
Madison	27	16	18	..	1	..	24	9	11
Mendham Boro.	2	2	3	..	..	..	..	1	1
Mendham Twp.	5	2	2	..	..	..	3	..	..
Mine Hill Twp.	15	15	14	..	2	..	12	8	9
Montville	19	15	12	..	..	1	15	12	6
Morris Twp.	35	23	15	1	..	..	30	12	15
Morris Plains	19	11	10	..	..	..	12	5	8
Morristown	64	44	36	1	1	..	30	28	8
Mountain Lakes	15	4	7	..	..	..	7	6	8
Mt. Arlington	3	..	..	..	..	..	..	..	..
Mt. Olive	13	21	21	..	..	..	9	24	21
Netcong	15	12	11	1	..	..	11	5	3
Parsippany-Troy Hills	88	51	38	2	..	2	64	61	40
Passaic Twp.	10	9	7	..	1	..	1	..	4
Pequannock	16	4	9	..	..	1	13	2	2
Randolph	20	19	13	1	1	1	17	14	13
Riverdale	17	13	10	..	1	..	10	4	4
Rockaway	21	11	22	1	..	2	12	3	24
Rockaway Twp.	21	21	24	1	1	2	14	19	23
Roxbury	46	55	41	..	1	1	33	46	26
Washington Twp.	18	11	13	1	..	1	27	7	4
Wharton	10	9	12	..	..	..	11	4	7
TOTAL	845	587	528	16	16	13	520	376	345

OCEAN COUNTY

Barneget City	..	..	1	..	..	1	..	..	1
Bayhead	6	4	1	..	..	..	1	1	..
Beach Haven	2	4	3	..	..	..	2	2	2
Beachwood	3	3	1	..	..	..	4	..	1
Berkeley	7	8	1	..	..	..	7	5	..
Brick Twp.	17	12	11	..	..	2	10	10	8
Dover Twp.	61	30	40	1	..	2	38	20	25
Eagleswood	1	1	1	..	..	..	..	..	..
Harvey Cedars	..	..	..	..	..	..	..	..	..
Island Beach	..	..	..	..	..	..	..	..	..
Island Hghts.	1	1	..	..	..	..	..	..	..
Jackson Twp.	22	8	18	..	1	..	29	3	26
Lacey Twp.	5	1	..	..	..	..	5	1	..
Lakehurst	5	11	2	..	..	..	5	5	..
Lakewood	30	29	30	1	2	7	20	15	24
Lavalette	2	1	..	1	..	..	..	..	..
Little Egg Harbor	4	10	5	..	..	..	3	6	2
Long Beach	5	1	4	..	..	..	6	1	4
Manchester	15	10	12	..	..	1	24	9	8
Mantoloking	4	4	..	..	..	..	1	1	..
Ocean Twp.	6	3	1	..	..	..	6	7	1
Ocean Gate	..	2	..	..	..	..	..	..	..
Pine Beach	2	2	..	..	..	..	5	..	..
Plumsted	13	7	6	1	1	2	15	7	8
Pt. Pleasant Boro.	17	8	11	..	..	..	7	5	8
Pt. Pleasant Beach	21	17	7	..	..	..	10	7	7
Seaside Hghts.	11	10	4	..	..	..	6	6	2
Seaside Park	7	3	3	1	..	..	..	4	1
Ship Bottom	6	1	1	..	..	..	5	..	1
So. Toms River	2	1	1	..	..	..	2	..	..
Stafford Twp.	21	11	12	3	1	1	15	14	8
Surf City	1	1	3	..	..	..	..	1	2
Tuckerton	7	3	1	..	..	..	3	4	1
Union Twp.	4	4	4	2	..	..	2	3	5
TOTAL	308	210	184	10	7	6	231	137	145

PASSAIC COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
Bloomingtondale	8	6	5	..	4	..	5	2	2
Clifton	420	371	363	5	4	7	197	244	202
Haledon	20	25	12	..	1	..	3	20	7
Hawthorne	51	34	30	1	1	2	45	21	16
Little Falls	43	17	21	3	..	1	17	15	9
No. Haledon	6	9	6	1	1	..	6	1	5
Passaic	653	540	518	2	24	5	302	307	313
Paterson	1,285	1,156	1,115	17	15	20	621	706	668
Pompton Lakes	30	24	19	..	..	..	21	24	21
Prospect Park	13	6	12	..	..	..	9	3	6
Ringwood	9	5	1	1	..	..	5	1	..
Totowa	30	13	13	1	..	..	14	16	15
Wanaque	6	12	6	..	..	..	4	12	3
Wayne	69	49	39	2	2	4	36	34	35
West Milford	41	19	16	1	..	..	26	22	4
W. Paterson	5	11	15	..	..	..	4	7	9
TOTAL	2,689	2,297	2,191	34	48	39	1,315	1,435	1,315

SALEM COUNTY

Alloway	4	3	2	..	..	..	2	..	2
Elmer	7	6	3	..	..	1	5	1	2
Elsinboro	1	3	1	..	1	..	2	..	..
Lower Alloway Creek	1	4	1	..	..	..	1	1	..
Lower Penns Neck	25	14	17	2	..	..	19	12	22
Mannington	10	7	6	4	..	1	8	6	10
Oldmans	16	13	18	2	..	1	9	18	7
Pennsgrove	14	19	9	1	..	2	11	9	6
Pilesgrove	13	11	14	..	..	..	12	5	10
Pittsgrove	18	14	11	1	..	..	45	15	7
Quintou	5	9	4	1	..	..	12	9	9
Salem	17	17	11	..	1	1	..	8	7
Upper Penns Neck	10	12	8	3	2	2	11	3	..
Upper Pittsgrove	20	17	25	1	..	2	15	13	23
Woodstown	5	3	3	..	1	1	3	2	..
TOTAL	166	152	133	15	5	11	155	102	112

SOMERSET COUNTY

Bedminster	13	9	5	..	..	..	8	2	2
Bernards Twp.	17	11	13	..	..	..	9	7	6
Bernardsville	10	5	8	..	..	1	..	4	5
Bound Brook	95	79	68	1	..	2	32	34	22
Branchburg	26	15	17	..	1	2	23	13	8
Bridgewater	120	90	94	5	2	3	65	41	36
E. Millstone .....	..	..	1	..	..	..	..	..	..
Far Hills	1	4	2	..	..	1	..	1	..
Franklin Twp.	38	34	40	1	4	1	26	19	24
Green Brook Twp.	21	17	15	..	..	..	13	14	13
Hillsboro	36	29	41	5	..	..	27	13	40
Manville	18	8	11	..	..	..	1	4	2
Millstone	2	..	3	1	..	..	..	..	1
Montgomery	16	15	17	1	..	..	10	7	10
No. Plainfield	53	46	29	1	..	1	31	32	15
Peapack-Gladstone	3	2	5	..	..	..	8	..	2
Raritan	9	7	8	2	..	..	..	8	1
Rocky Hill .....	..	..	..	..	..	..	..	..	..
Somerville	88	46	38	1	..	1	22	16	19
So. Bound Brook	3	5	6	..	..	..	3	..	9
Warren	15	20	10	..	1	1	10	9	6
Watchung	10	7	13	..	..	2	6	3	7
TOTAL	594	449	444	18	8	15	294	229	228

SUSSEX COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1945	1944	1943	1945	1944	1943	1945	1944	1943
Andover	14	13	8	..	..	..	6	5	4
Andover Twp.	19	7	6	..	2	2	18	11	2
Branchville	4	1	2	..	..	..	1	..	1
Byram	6	4	7	1	..	..	10	2	2
Frankford	11	14	7	..	..	1	5	6	3
Franklin	10	13	7	1	..	1	7	6	2
Fredon	5	6	3	..	1	..	3	3	..
Green	3	2	3	..	..	..	2	2	2
Hamburg	12	5	12	..	..	..	3	3	10
Hampton	6	5	10	..	..	..	4	3	3
Hardyston	10	9	5	..	2	..	7	10	1
Hopatecong	1	1	1	..	..	..	..	..	..
Lafayette	8	10	5	..	..	..	3	5	4
Montague	7	3	2	..	..	1	8	3	1
Newton	19	16	7	..	..	2	4	8	2
Ogdensburg	4	4	..	..	..	..	4	1	..
Sandyston	2	3	4	2	..	..	..	3	5
Sparta	5	9	5	1	..	1	..	5	2
Stanhope	10	6	..	2	..	..	8	1	..
Stillwater	5	3	..	..	..	..	2	1	..
Sussex	11	11	4	..	..	..	3	2	..
Vernon	11	7	4	..	..	..	4	1	3
Walpack	4	1	1	..	..	1	1	..	3
Wantage	23	15	14	..	1	..	16	7	12
TOTAL	210	168	117	8	6	9	119	88	62

UNION COUNTY

Clark	19	13	11	..	..	1	5	12	2
Cranford	74	41	51	1	1	2	56	26	47
Elizabeth	614	575	563	13	14	18	454	475	544
Fanwood	7	12	7	..	..	..	1	10	8
Garwood	17	7	3	..	..	..	6	5	7
Hillside	111	102	96	4	3	3	66	62	42
Kenilworth	13	8	11	1	..	1	7	4	15
Linden	413	386	343	9	3	11	257	262	244
Mountainside	30	18	14	1	1	1	9	8	7
New Providence	13	4	3	..	1	..	9	5	..
New Providence Twp.	7	..	3	2	..	2	5	..	6
Plainfield	444	338	269	4	1	3	170	148	138
Rahway	177	122	106	3	..	9	141	94	95
Roselle	125	92	104	3	3	1	49	45	76
Roselle Park	34	33	13	..	4	..	41	21	7
Scotch Plains	55	38	29	2	1	..	33	32	15
Springfield	35	33	17	1	1	..	27	21	10
Summit	73	60	53	2	1	1	35	34	23
Union	186	127	106	4	6	2	96	69	67
Westfield	86	74	48	..	2	..	42	27	16
Winfield	1	..	1	1	..	..	..	..	..
TOTAL	2,534	2,086	1,851	51	42	55	1,509	1,360	1,372

WARREN COUNTY

Allamuchy	3	..	..	..	..	..	3	..	..
Alpha	6	4	2	..	1	2	..	3	8
Bévidere	7	4	3	1	..	..	2	..	3
Blairstown	5	5	..	..	..	..	4	4	..
Franklin	8	7	6	1	..	..	4	2	6
Frelinghuysen	5	2	4	..	..	..	3	1	4
Greenwich	13	8	5	1	1	..	5	4	1
Hackettstown	17	15	12	..	..	..	8	1	6
Hardwick	1	1	2	..	..	..	..	..	..
Harmony	7	5	9	1	..	1	6	5	6
Hope	2	2	3	..	1	..	3	..	1
Independence	6	12	14	..	1	..	3	8	..
Knowlton	10	7	6	..	..	1	5	5	10
Liberty	3	2	4	..	..	..	3	1	2
Lopatcong	10	12	16	..	..	..	15	13	10
Mansfield	12	15	4	1	..	..	4	4	2
Oxford	9	7	9	..	..	..	6	4	1
Pahaquarry	2	..	..	..	..	..	3	..	..
Phillipsburg	73	60	60	4	2	1	38	39	19
Pohatcong	10	2	6	1	..	1	14	4	3
Washington Boro.	11	11	5	..	..	..	6	6	4
Washington Twp.	14	16	14	1	..	..	11	13	7
White	20	10	13	1	..	1	21	4	10
TOTAL	253	297	197	12	6	7	170	121	106

ENTIRE STATE	28,521	24,120	22,007	630	609	682	16,893	15,252	14,176
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Pedestrian Fatalities and Injured by Municipalities

ATLANTIC COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Absecon	2	1		11		
Atlantic City	4	1	25.	132	57	
Brigantine	..	..		4		
Buena Vista	..	..		15	1	
Corbin City	..	..		..	..
Egg Harbor City	..	..		8	..	
Egg Harbor Twp.	4	1		37	3	
Estelle Manor	..	..		3	..	
Folsom	..	..		13	..	
Galloway Twp.	4	1		29	4	
Hamilton Twp.	2	1		33	..	
Hammonton	..	..		9	..	
Linwood	..	..		..	..
Longport	..	..		..	..
Margate City	1	1		3	..	
Mullica	3	2		21	..	
Northfield	..	..		8	4	
Pleasantville	3	2		35	12	
Port Republic	..	..		..	..
Somers Point	..	..		1	1	
Ventnor	..	..		4	1	
Weymouth	..	..		..	..
TOTAL	23	10	43.	366	83	23.

BERGEN COUNTY

Allendale	..	..		4	1	
Alpine	1	..		14	..	
Bendix	..	..		19	2	
Bergenfield	1	..		23	5	
Bogota	..	..		12	2	
Carlstadt	..	..		17	3	
Cliffside Park	2	1		24	14	
Closter	1	1		11	2	
Cresskill	..	..		10	2	
Deniarest	..	..		..	..
Dumont	..	..		6	4	
E. Paterson	3	2		24	3	
E. Rutherford	1	..		34	3	
Edgewater	..	..		4	2	
Emerson	..	..		2	1	
Englewood	2	2		79	12	
Englewood Cliffs	..	..		5	..	
Fairlawn	1	..		61	10	
Fairview	3	3		..	..
Fort Lee	4	2		23	5	
Franklin Lakes	..	..		3	..	
Garfield	2	..		75	27	
Glen Rock	2	1		9	..	
Hackensack	1	1		83	14	
Harrington Park	..	..		4	1	
Hasbrouck Hghts.	2	..		57	3	
Haworth	..	..		8	..	
Hillsdale	..	..		17	1	
Hohokus Boro.	..	..		7	..	
Hohokus Twp.	1	..		32	1	
Leonia	..	..		6	2	
Little Ferry	2	2		13	2	
Lodi	1	1		10	2	
Lyndhurst	1	1		59	7	
Maywood	..	..		19	2	
Midland Park	..	..		3	..	
Montvale	..	..		5	3	
Moonachie	..	..		2	..	
New Milford	..	..		9	3	
No. Arlington	2	2		33	17	
Northvale	1	1		1	..	
Norwood	1	1		3	..	
Oakland	..	..		3	..	
Old Tappan	..	..		1	1	
Oradell	1	1		23	1	
Palisades Park	..	..		22	..	
Paramus	2	..		91	3	
Park Ridge	..	..		3	2	

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Ramsey	1	..		28	..	
Ridgefield .....	..	..		5	..	
Ridgefield Park	1	1		62	12	
Ridgewood .....	..	..		27	4	
River Edge .....	..	..		8	1	
Rivervale	1	..		5	5	
Rochelle Park	2	..		12	1	
Rockleigh .....	..	..		..	..
Rutherford	1	1		24	7	
Saddle River Boro.	1	1		16	1	
Saddle River Twp.	3	3		6	1	
S. Hackensack	1	1		11	3	
Teaneck	5	4	80.	125	29	
Tenafly .....	..	..		5	..	
Upper Saddle River .....	..	..		2	..	
Waldwick .....	..	..		16	..	
Wallington .....	..	..		14	3	
Washington .....	..	..		2	..	
Westwood .....	..	..		22	3	
Woodcliff Lake .....	..	..		9	1	
Wood Ridge	2	2		13	3	
Wyckoff .....	..	..		16	5	
TOTAL	56	35	63.	1,381	242	18.

BURLINGTON COUNTY

Bass River .....	..	..		2	..	
Beverly .....	..	..		4	..	
Bordentown .....	..	..		1	1	
Bordentown Twp.	1	1		59	2	
Burlington	2	1		18	4	
Burlington Twp.	1	1		8	..	
Chester Twp. ....	..	..		16	2	
Chesterfield	1	..		7	..	
Cinnaminson	3	1		21	1	
Delanco .....	..	..		3	..	
Delran Twp.	1	1		16	3	
Eastampton .....	..	..		12	..	
Edgewater Park .....	..	..		4	..	
Evesham Twp. ....	..	..		16	..	
Fieldsboro .....	..	..		..	..
Florence .....	..	..		20	2	
Hainesport .....	..	..		12	..	
Lumberton	1	1		4	..	
Mansfield	2	1		37	2	
Medford	3	1		2	1	
Medford Lakes .....	..	..		..	..
Moorestown	1	..		19	5	
Mt. Holly	1	1		15	3	
Mt. Laurel Twp. ....	..	..		4	1	
New Hanover Twp. ....	..	..		10	..	
N. Hanover Twp. ....	..	..		4	1	
Palmyra .....	..	..		3	1	
Pemberton Boro. ....	..	..		3	1	
Pemberton Twp.	4	1		29	..	
Riverside Twp. ....	..	..		6	2	
Riverton .....	..	..		8	4	
Shamong .....	..	..		..	..
Southampton Twp.	1	1		13	1	
Springfield Twp.	4	..		10	..	
Tabernacle .....	..	..		2	..	
Washington Twp. ....	..	..		2	..	
Westampton .....	..	..		2	..	
Willingboro .....	..	..		2	1	
Woodland Twp. ....	..	..		2	..	
Wrightstown	1	..		3	..	
TOTAL	27	11	41.	397	39	10.

CAMDEN COUNTY

	FATALITIES.			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Audubon .....	..	..	..	12	1	..
Barrington .....	..	1	..	6	3	..
Bellmawr	1	1	..	32	1	..
Berlin	2	1	..	8	1	..
Berlin Twp.	1	1	..	2	1	..
Brooklawn	1	1	..	1	1	..
Camden	8	8	100.	689	254	37.
Chesilhurst .....	..	..	..	3	..	..
Clementon	1	..	..	18	3	..
Collingswood	1	1	..	35	5	..
Delaware Twp.	3	2	..	47	2	..
Gibbsboro .....	..	..	..	..	..	..
Gloucester	6	5	83.	24	3	..
Gloucester Twp. ....	..	..	..	11	1	..
Haddon Twp. ....	..	..	..	10	2	..
Haddonfield	1	1	..	12	4	..
Haddon Hghts.	1	1	..	5	2	..
Hi-Nella .....	..	..	..	..	..	..
Laurel Springs .....	..	..	..	..	..	..
Lawnside .....	..	..	..	10	..	..
Lindenwood .....	..	..	..	4	2	..
Magnolia .....	..	..	..	9	..	..
Merchantville .....	..	..	..	9	..	..
Mt. Ephraim	1	1	..	7	2	..
Oaklyn .....	..	..	..	7	1	..
Pennsauken	8	5	63.	159	21	13.
Pine Hill .....	..	..	..	..	..	..
Pine Valley .....	..	..	..	..	..	..
Runnemede	1	1	..	3	2	..
Somerdale	2	1	..	13	..	..
Stratford .....	..	..	..	4	1	..
Tavistock .....	..	..	..	..	..	..
Voorhees Twp. ....	..	..	..	4	..	..
Waterford	1	1	..	33	3	..
Winslow	1	..	..	30	1	..
Woodlynne .....	..	..	..	..	..	..
TOTAL	39	30	77.	1,206	316	26.

CAPE MAY COUNTY

Avalon .....	..	..	..	6	3	..
Cape May City	1	1	..	1	..	..
Cape May Point .....	..	..	..	..	..	..
Dennis Twp.	4	..	..	9	..	..
Lower Twp.	3	..	..	7	1	..
Middle Twp.	1	..	..	23	2	..
N. Cape May .....	..	..	..	..	..	..
N. Wildwood .....	..	..	..	3	..	..
Ocean City .....	..	..	..	36	4	..
Sea Isle City .....	..	..	..	3	..	..
S. Cape May .....	..	..	..	..	..	..
Stone Harbor .....	..	..	..	..	..	..
Upper Twp. ....	..	..	..	13	..	..
W. Cape May .....	..	..	..	1	1	..
W. Wildwood .....	..	..	..	..	..	..
Wildwood City	3	2	..	21	3	..
Wildwood Crest .....	..	..	..	..	..	..
Woodbine .....	..	..	..	..	..	..
TOTAL	12	3	25.	123	14	11.

CUMBERLAND COUNTY

Bridgeton	3	3	100.	5	4	..
Commercial	1	..	..	8	..	..
Deerfield	3	1	..	11	1	..
Dowse .....	..	..	..	3	..	..
Fairfield	3	2	..	4	..	..
Greenwich	1	1	..	7	..	..
Hopewell .....	..	..	..	5	1	..
Landis	9	5	56.	18	..	..
Lawrence .....	..	..	..	7	..	..
Maurice River .....	..	..	..	4	..	..
Millville	4	2	50.	14	3	..
Shiloh .....	..	..	..	2	..	..
Stowe Creek .....	..	..	..	2	..	..
Upper Deerfield	3	1	..	37	1	..
Vineland	1	1	..	18	6	..
TOTAL	28	16	57.	145	16	11.

ESSEX COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Belleville	2	1	50.	77	10	13.
Bloomfield	1	1		150	46	31.
Caldwell .....	..	..		38	10	
Caldwell Twp. ....	..	..		31	4	
Cedar Grove .....	..	..		14	3	
East Orange	5	4	80.	258	60	23.
Essex Fells .....	..	..		
Glen Ridge	1	1		16	5	
Irvington	5	3	60.	190	54	28.
Livingston .....	..	..		20	6	
Maplewood .....	..	..		16	3	
Millburn	1	1		39	8	
Montclair	1	1		70	9	
Newark	54	45	83.	3,210	1,248	39.
N. Caldwell .....	..	..		1		
Nutley	3	1		90	26	29.
Orange	4	3	75.	108	29	27.
Roseland	1	1		4		
S. Orange	2	1		41	9	
Verona .....	..	..		23	4	
West Caldwell .....	..	..		7	1	
West Orange	3	1		90	22	
TOTAL	83	64	77.	4,493	1,557	35.

GLOUCESTER COUNTY

Clayton	2	1		12	1	
Deptford	5	2		36	4	
E. Greenwich .....	..	..		8	2	
Elk Twp. ....	..	..		7	2	
Franklin Twp.	2	1		33	5	
Glassboro	1	1		21	6	
Greenwich	1	..		8	1	
Harrison Twp. ....	..	..		10		
Logan Twp.	1	1		8	1	
Mantua Twp.	1	1		12	1	
Monroe Twp.	1	..		17	2	
National Park .....	..	..		3		
Newfield .....	..	..		
Paulsboro	1	1		8	1	
Pitman .....	..	..		14		
S. Harrison Twp. ....	..	..		3		
Swedesboro .....	..	..		2	2	
Washington .....	..	..		18	2	
Weonah .....	..	..		
W. Deptford Twp.	2	..		41	3	
Westville	1	1		8	2	
Woodbury	2	2		14	4	
Woodbury Heights .....	..	..		2		
Woolwich Twp. ....	..	..		13	1	
TOTAL	20	11	55.	298	40	13.

HUDSON COUNTY

Bayonne	6	6	100.	69	26	38.
East Newark .....	..	..		1		
Guttenberg .....	..	..		9		
Harrison	2	2	100.	36	13	64.
Hoboken	4	3	75.	192	101	53.
Jersey City	27	24	89.	987	374	38.
Kearny	8	5	63.	136	30	19.
North Bergen	3	2	66.	137	18	13.
Secaucus .....	..	..		45	2	
Union City .....	..	..		178	77	43.
Weehawken	1	..		73	7	
West New York	5	4	80.	43	8	
TOTAL	56	46	82.	1,906	656	34.

HUNTERDON COUNTY

FATALITIES

	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Alexandria	1	..	..	1	..	..
Bethlehem	2	..	..	2	..	..
Bloomisbury	..	..	..	2	..	..
Califon	..	..	..	10	1	..
Clinton	..	..	..	24	..	..
Clinton Twp.	1	1	..	..	..	..
Delaware	..	..	..	9	4	..
East Amwell	1	..	..	1	..	..
Flemington	1	..	..	2	..	..
Franklin Twp.	..	..	..	6	..	..
Frenchtown	..	..	..	2	1	..
Glen Gardner	..	..	..	2	..	..
Hampton	..	..	..	10	..	..
High Bridge	..	..	..	2	..	..
Holland	..	..	..	2	..	..
Kingwood	2	1	..	6	1	..
Lambertville	..	..	..	3	2	..
Lebanon	..	..	..	7	..	..
Lebanon Twp.	1	1	..	1	1	..
Milford	..	..	..	11	..	..
Raritan Twp.	3	1	..	24	2	..
Readington	3	1	..	4	..	..
Stockton	..	..	..	14	..	..
Tewksbury	..	..	..	3	..	..
Union Twp.	..	..	..	..	..	..
West Amwell	..	..	..	..	..	..
TOTAL	12	5	42.	146	12	82.

MERCER COUNTY

East Windsor	1	..	..	39	4	..
Ewing Twp.	4	3	75.	52	9	17.
Hamilton Twp.	6	2	33.	55	5	91.
Hightstown	..	..	..	9	4	..
Hopewell	..	..	..	25	2	..
Hopewell Twp.	..	..	..	16	..	..
Lawrence	2	1	..	..	..	..
Pennington	..	..	..	17	4	..
Princeton	..	..	..	3	..	..
Princeton Twp.	..	..	..	301	123	41.
Trenton	5	4	80.	33	1	..
Washington Twp.	1	1	..	18	..	..
West Windsor	1	..	..	..	..	..
TOTAL	20	11	55.	568	152	27.

MIDDLESEX COUNTY

Carteret	..	..	..	23	2	..
Cranbury	4	1	..	24	1	..
Dunellen	1	1	..	21	4	..
E. Brunswick	3	2	..	43	2	..
Helmetta	..	..	..	..	..	..
Highland Park	2	2	..	39	8	..
Jamesburg	2	1	..	2	..	..
Madison	4	1	..	33	4	..
Metuchen	1	1	..	24	6	..
Middlesex	..	..	..	24	3	..
Milltown	..	..	..	1	1	..
Monroe	2	1	..	15	1	..
New Brunswick	5	2	40.	90	25	28.
N. Brunswick Twp.	5	2	..	48	4	..
Perth Amboy	3	1	33.	59	16	..
Piscataway	1	..	..	37	7	..
Plainsboro	1	1	..	15	3	..
Raritan	5	1	..	158	12	..
Sayreville	3	..	..	31	1	..
South Amboy	..	..	..	13	1	..
S. Brunswick	1	1	..	41	1	..
S. Plainfield	..	..	..	2	1	..
South River	..	..	..	30	10	..
Spotswood	..	..	..	5	..	..
Woodbridge	10	7	70.	106	7	..
TOTAL	53	25	47.	884	120	14.

MONMOUTH COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Allenhurst .....	..	..	..	2	..	..
Allentown .....	..	..	..	..	..	..
Asbury Park	1	..	..	60	3	..
Atlantic Twp.	1	..	..	38	4	..
Atlantic Highlands .....	..	..	..	8	1	..
Avon .....	..	..	..	7	..	..
Belmar	2	..	..	17	..	..
Bradley Beach .....	..	..	..	18	4	..
Brielle .....	..	..	..	4	..	..
Deal	2	..	..	4	..	..
Eatontown	1	..	..	18	..	..
Englishtown	1	1	..	9	..	..
Fair Haven .....	..	..	..	2	1	..
Farmingdale	1	1	..	18	1	..
Freehold	1	..	..	34	..	..
Freehold Twp.	1	..	..	1	..	..
Highlands .....	..	..	..	1	..	..
Holmdel	1	..	..	21	..	..
Howell Twp.	3	..	..	28	1	..
Interlaken .....	..	..	..	..	..	..
Keansburg	1	1	..	22	4	..
Keyport	1	1	..	16	..	..
Little Silver .....	..	..	..	3	..	..
Long Branch	2	1	..	23	1	..
Manalapan	2	2	..	16	1	..
Manasquan .....	..	..	..	3	..	..
Marlboro' .....	..	..	..	28	3	..
Matawan Boro. ....	..	..	..	8	3	..
Matawan Twp. ....	..	..	..	6	1	..
Middletown	10	8	80.	37	4	..
Millstone .....	..	..	..	6	..	..
Monmouth Beach	1	..	..	..	..	..
Neptune .....	..	..	..	33	..	..
Neptune City .....	..	..	..	5	..	..
Ocean Twp.	1	..	..	22	3	..
Oceanport .....	..	..	..	10	..	..
Raritan Twp. ....	..	..	..	11	3	..
Red Bank .....	..	..	..	22	6	..
Roosevelt .....	..	..	..	..	..	..
Rumson .....	..	..	..	6	1	..
Sea Bright .....	..	..	..	1	1	..
Sea Girt .....	..	..	..	..	..	..
Shrewsbury Boro. ....	..	..	..	24	1	..
Shrewsbury Twp.	1	..	..	24	1	..
S. Belmar .....	..	..	..	..	..	..
Spring Lake	1	1	..	4	1	..
Spring Lake Hghts. ....	..	..	..	5	..	..
Union Beach .....	..	..	..	7	3	..
Upper Freehold Twp. ....	..	..	..	14	2	..
Wall Twp.	2	..	..	20	1	..
West Long Branch .....	..	..	..	2	..	..
TOTAL	37	16	43.	667	56	8.

MORRIS COUNTY

FATALITIES.

	Total Deaths	Ped. Deaths	% Ped. Deaths
Boonton	..	..	..
Boonton Twp.	..	..	..
Butler	..	..	..
Chatham Boro.	..	..	..
Chatham Twp.	..	..	..
Chester	1	1	..
Chester Twp.	..	..	..
Denville	..	..	..
Dover	1	1	..
E. Hanover Twp.	1	..	..
Florham Park	1	..	..
Hanover	2	2	..
Harding Twp.	..	..	..
Jefferson	..	..	..
Kinnelon	..	..	..
Lincoln Park	1	1	..
Madison	..	..	..
Mendham Boro.	..	..	..
Mendham Twp.	..	..	..
Mine Hill Twp.	..	..	..
Montville	..	..	..
Morris Twp.	1	1	..
Morris Plains	..	..	..
Morristown	1	1	..
Mountain Lakes	..	..	..
Mt. Arlington	..	..	..
Mt. Olive	1	..	..
Netcong	1	1	..
Parsippany-Troy Hills	2	1	..
Passaic Twp.	..	..	..
Pequannock	..	..	..
Randolph	1	..	..
Riverdale	..	..	..
Rockaway	1	1	..
Rockaway Twp.	1	1	..
Roxbury	..	..	..
Washington Twp.	1	..	..
Wharton	..	..	..
TOTAL	16	11	69.

INJURED

	Total Injured	Ped. Injured	% Ped. Injured
Boonton	21	3	..
Boonton Twp.	1	..	..
Butler	7	2	..
Chatham Boro.	7	..	..
Chatham Twp.	1	1	..
Chester	..	..	..
Chester Twp.	5	..	..
Denville	17	2	..
Dover	49	16	..
E. Hanover Twp.	24	3	..
Florham Park	1	..	..
Hanover	14	1	..
Harding Twp.	5	..	..
Jefferson	5	..	..
Kinnelon	4	1	..
Lincoln Park	4	..	..
Madison	24	3	..
Mendham Boro.	..	..	..
Mendham Twp.	3	..	..
Mine Hill Twp.	12	1	..
Montville	15	1	..
Morris Twp.	30	1	..
Morris Plains	12	..	..
Morristown	30	4	..
Mountain Lakes	7	..	..
Mt. Arlington	9	..	..
Mt. Olive	11	2	..
Netcong	64	7	..
Parsippany-Troy Hills	1	..	..
Passaic Twp.	13	3	..
Pequannock	17	3	..
Randolph	10	1	..
Riverdale	12	3	..
Rockaway	14	2	..
Rockaway Twp.	33	3	..
Roxbury	27	1	..
Washington Twp.	11	2	..
Wharton	..	..	..
TOTAL	520	66	12.

OCEAN COUNTY

Barnegat	..	..	..
Bay Head	..	..	1
Beach Haven	..	..	2
Beachwood	..	..	4
Berkeley	..	..	7
Brick Twp.	..	..	10
Dover Twp.	1	1	38
Eagleswood	..	..	..
Harvey Cedars	..	..	..
Island Beach	..	..	..
Island Heights	..	..	..
Jackson Twp.	..	..	29
Lacey Twp.	..	..	5
Lakehurst	..	..	5
Lakewood	1	..	20
Lavalette	1	..	..
Little Egg Harbor	..	..	3
Long Beach	..	..	6
Manchester	..	..	24
Mantoloking	..	..	1
Ocean Twp.	..	..	6
Ocean Gate	..	..	..
Pine Beach	..	..	5
Plumstead	1	1	15
Pt. Pleasant Boro.	..	..	7
Pt. Pleasant Beach	..	..	10
Seaside Heights	..	..	6
Seaside Park	1	..	..
Ship Bottom	..	..	5
S. Toms River	..	..	2
Stafford Twp.	3	..	15
Surf City	..	..	..
Tuckerton	..	..	3
Union Twp.	2	..	2
TOTAL	10	2	20.

Barnegat	..	..	..
Bay Head	..	..	1
Beach Haven	..	..	..
Beachwood	..	..	..
Berkeley	..	..	..
Brick Twp.	..	..	1
Dover Twp.	..	..	4
Eagleswood	..	..	..
Harvey Cedars	..	..	..
Island Beach	..	..	..
Island Heights	..	..	..
Jackson Twp.	..	..	..
Lacey Twp.	..	..	..
Lakehurst	..	..	..
Lakewood	..	..	2
Lavalette	..	..	..
Little Egg Harbor	..	..	1
Long Beach	..	..	1
Manchester	..	..	..
Mantoloking	..	..	..
Ocean Twp.	..	..	..
Ocean Gate	..	..	..
Pine Beach	..	..	..
Plumstead	..	..	1
Pt. Pleasant Boro.	..	..	..
Pt. Pleasant Beach	..	..	3
Seaside Heights	..	..	1
Seaside Park	..	..	..
Ship Bottom	..	..	1
S. Toms River	..	..	..
Stafford Twp.	..	..	1
Surf City	..	..	..
Tuckerton	..	..	2
Union Twp.	..	..	..
TOTAL	19	8.	

PASSAIC COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Bloomington				5		
Clifton	5	5	100.	197	55	28.
Haledon				3	2	
Hawthorne	1			45	9	
Little Falls	3			17	2	
N. Haledon	1	1		6	2	
Passaic	2	2	100.	302	141	47.
Paterson	17	16	94.	621	243	39.
Pompton Lakes				21	4	
Prospect Park				9	7	
Ringwood	1	1		5		
Totowa	1	1		14		
Wanaque				4		
Wayne	2	1		36	4	
West Milford	1	1		26		
West Paterson				4	2	
TOTAL	34	28	82.	1,315	471	36.

SALEM COUNTY

Alloway				2	1	
Elmer				5	1	
Elsinboro				2		
Lower Alloway Creek				1		
Lower Penns Neck	2			19	1	
Mannington	4	3		8	2	
Oldmans	2			9		
Pennsgrove	1	1		11	2	
Pilesgrove				12	2	
Pittsgrove	1			45		
Quinton	1	1		12		
Salem						
Upper Penns Neck	3			11	1	
Upper Pittsgrove	1			15		
Woodstown				3		
TOTAL	15	5	33.	155	10	6.

SOMERSET COUNTY

Bedminster				8	1	
Bernards Twp.				9	1	
Bernardsville						
Bound Brook	1			32	8	
Branchburg				23	2	
Bridgewater	5	3		65	9	
E. Millstone						
Far Hills						
Franklin Twp.	1	1		26	5	
Green Brook Twp.				13		
Hillsboro	5			27	3	
Manville				1		
Millstone	1	1				
Montgomery	1			10	1	
N. Plainfield	1	1		31	3	
Peapack-Gladstone				8		
Raritan	2					
Rocky Hill						
Somerville	1	1		22	5	
S. Bound Brook				3		
Warren				10	1	
Watchung				6		
TOTAL	18	7	39.	294	39	13.

SUSSEX COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Andover .....	..	..	..	6	..	..
Andover Twp. ....	..	..	..	18	..	..
Branchville .....	..	..	..	1	..	..
Byram	1	..	..	10	1	..
Frankford	1	..	..	5	2	..
Franklin	1	1	..	7	1	..
Fredon .....	..	..	..	3	..	..
Green .....	..	..	..	2	..	..
Hamburg .....	..	..	..	3	2	..
Hampton .....	..	..	..	4	..	..
Hardyston .....	..	..	..	7	1	..
Hopatcong .....	..	..	..	..	..	..
Lafayette .....	..	..	..	3	..	..
Montague .....	..	..	..	8	1	..
Newton .....	..	..	..	4	1	..
Ogdensburg .....	..	..	..	4	4	..
Sandyston	2	2	..	..	..	..
Sparta	1	..	..	..	..	..
Stanhope	2	..	..	8	1	..
Stillwater .....	..	..	..	2	..	..
Sussex .....	..	..	..	3	..	..
Vernon .....	..	..	..	4	..	..
Walpack .....	..	..	..	1	..	..
Wantage .....	..	..	..	16	..	..
TOTAL	8	3	37.	119	14	11.

UNION COUNTY

Clark .....	..	..	..	5	2	..
Cranford	1	1	..	56	10	..
Elizabeth	13	9	69.	454	145	32.
Fanwood .....	..	..	..	1	..	..
Garwood .....	..	..	..	6	2	..
Hillside	4	3	75.	66	9	14.
Kenilworth	1	1	..	7	3	..
Linden	9	9	100.	257	25	97.
Mountainside	1	1	..	9	..	..
New Providence .....	..	..	..	9	1	..
New Providence Twp.	2	1	..	5	3	..
Plainfield	4	3	75.	170	43	25.
Rahway	3	1	..	141	12	9.
Roselle	3	..	..	49	9	..
Roselle Park .....	..	..	..	41	4	..
Scotch Plains	2	..	..	33	2	..
Springfield	1	1	..	27	2	..
Summit	2	..	..	35	6	..
Union	4	2	50.	96	11	11.
Westfield .....	..	..	..	42	6	..
Winfield	1	..	..	..	..	..
TOTAL	51	32	63.	1,509	295	13.

WARREN COUNTY

Allamuchy .....	..	..	..	3	1	..
Alpha .....	..	..	..	3	..	..
Belvidere	1	1	..	2	..	..
Blairstown .....	..	..	..	4	1	..
Franklin	1	..	..	4	..	..
Frelinghuysen .....	..	..	..	3	1	..
Greenwich	1	..	..	5	..	..
Hackettstown .....	..	..	..	8	..	..
Hardwick .....	..	..	..	..	..	..
Harmony	1	1	..	6	..	..
Hope .....	..	..	..	3	..	..
Independence .....	..	..	..	3	..	..
Knowlton .....	..	..	..	5	..	..
Liberty .....	..	..	..	3	..	..
Lopatcong .....	..	..	..	15	2	..
Mansfield	1	..	..	4	..	..
Oxford .....	..	..	..	6	1	..
Pahaquarry .....	..	..	..	2	..	..
Phillipsburg	4	4	100.	38	14	37.
Pohatcong	1	..	..	14	..	..
Washington Boro. ....	..	..	..	6	2	..
Washington Twp.	1	1	..	11	1	..
White Twp.	1	..	..	21	1	..
TOTAL	12	7	58.	170	24	14.
ENTIRE STATE	630	378	60.	16,893	4,241	25.

HEARINGS—LICENSE REVOCATIONS

A total of 3,350 operators were deprived of their driving privileges during the year for infractions of the traffic and motor vehicle laws—the lowest number of revocations since 1935.

Over the period of the last 27 years, 102,964 license revocations have been ordered by the Department.

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1918	702	1933	3,294
1919	707	1934	2,863
1920	770	1935	3,281
1921	956	1936	4,125
1922	931	1937	5,876
1923	2,080	1938	5,366
1924	2,429	1939	4,980
1925	2,886	1940	5,700
1926	2,750	1941	6,231
1927	3,987	1942	7,629
1928	3,657	1943	4,762
1929	4,991	1944	4,715
1930	4,949	1945	3,350
1931	4,993		
1932	4,034		
		TOTAL	102,964

CAUSES FOR LICENSE REVOCATIONS

	1945	1944	1943	1942
Driving while intoxicated	644	659	633	1,208
Reckless driving	166	205	220	599
Fatal accidents	122	128	157	242
Speeding	97	115	184	361
Careless driving	81	107	126	313
Leaving the scene of accident	66	42	47	87
Habitual violators	451	491	844	1,738
Physically or mentally unfit	228	193	210	307
Defective vision	30	52	52	46
Commission of crime involving motor vehicle	188	170	144	285
Driving without a license	305	73	71	96
Obtained license while on revoked list	25	95	41	71
Failure to appear in answer to summonses	306	424	662	1,126
Failure to pay fine	8	18	24	40
Misstatement of facts in application for license	15	13	15	23
Personal injury accident while driving in violation	148	305	179	216
Failure to report change of address	34	60	71	227
Fraud at examination of new licenses	34	34	35	21
*Emergency regulation (2 speeding convictions)	157	1,227	762	266
All others	251	304	285	357
TOTAL	3,350	4,715	4,762	7,629

*The cause for this revocation discontinued during early part of year 1945.

DRUNKEN DRIVERS

Despite the over-all reduction in the number of revocations for all causes, revocations for driving while under the influence of intoxicants continued a leading cause for strong disciplinary action. Revocations for this offense numbered 644, or 18 per cent of all revocation causes.

New Jersey's statute relating to the operation of motor vehicles by persons under the influence of intoxicants is one of the strongest in the country. It provides for a mandatory minimum fine of \$200 or a jail sentence of 30 days or both and the suspension of driving privileges for two years. In addition, violators are made subject to the Financial Responsibility Law.

Improved economic conditions were reflected in the ease with which offenders of this statute paid the minimum penalties imposed. Approximately 80 per cent of the offenders paid the mandatory \$200 fines during the year. In 1941, only 49 per cent of the offenders were able to pay the heavy fine and served out the time behind bars.

Another potent feature of the statute is that which applies to second offenders. In addition to a mandatory jail term of 90 days, second offenders have their driving privileges permanently revoked. During 1945 there were 31 second offenders, bringing the number of permanent revocations in the past 14 years to 1,123.

DRUNKEN DRIVER REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1918	135	1933	1,227
1919	115	1934	1,443
1920	314	1935	1,305
1921	430	1936	1,534
1922	352	1937	1,690
1923	832	1938	1,425
1924	971	1939	1,256
1925	1,155	1940	1,295
1926	1,239	1941	1,454
1927	1,640	1942	1,208
1928	1,952	1943	633
1929	2,044	1944	659
1930	2,095	1945	644
1931	2,089		
1932	1,432		
		TOTAL	32,588

PLACE OF ARREST

	1945	1944	1943	1942
New Jersey residents arrested in New Jersey	473	456	458	933
New Jersey residents arrested in other states	34	42	43	66
New Jersey residents not holding drivers licenses placed upon prohibitory list	88	83	82	113
Non-residents arrested in New Jersey	49	78	50	96
TOTAL	644	659	633	1,208

RESIDENTS ARRESTED OUT OF THE STATE

	1945	1944	1943	1942
New York	3	6	9	11
Pennsylvania	9	11	4	1
Virginia	2	3	13	6
Massachusetts	4	3	4	6
North Carolina	0	1	1	9
Connecticut	1	2	2	7
Maryland	5	2	4	7
South Carolina	1	0	0	1
Florida	2	3	1	2
Georgia	0	0	0	0
Michigan	1	0	0	1
New Hampshire	0	1	0	0
Delaware	0	3	2	4
Maine	1	4	0	1
Rhode Island	0	0	0	1
District of Columbia	1	0	0	2
Tennessee	0	0	0	1
West Virginia	0	0	1	0
Kentucky	0	0	1	1
Canada	0	0	0	1
California	2	0	0	3
Wisconsin	0	0	0	1
Texas	0	0	1	0
Colorado	0	1	0	0
Minnesota	0	1	0	0
Washington	0	1	0	0
Illinois	2	0	0	0
TOTAL	34	42	43	66

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

	1945	1944	1943	1942
Pennsylvania	24	29	20	38
New York	10	30	23	43
Florida	2	1	1	2
Virginia	3	3	1	3
Maryland	3	3	1	4
Delaware	1	3	2	1
Connecticut	0	0	0	1
District of Columbia	0	0	0	2
Georgia	0	0	1	0
North Carolina	3	2	0	0
Massachusetts	0	0	1	0
South Carolina	0	1	0	1
Ohio	1	2	0	0
Washington	0	1	0	0
Tennessee	0	1	0	1
Nebraska	0	1	0	0
Kansas	0	1	0	0
Rhode Island	1	0	0	0
Alabama	1	0	0	0
TOTAL	49	78	50	90

Few Women Violators

In listing the violators, according to sex, it is interesting to note that the female sex appears very infrequently in the records.

	1945	1944	1943	1942
Males	621	641	616	1,178
Females	23	18	17	30
TOTAL	644	659	633	1,208

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

COUNTIES WHERE VIOLATORS RESIDE

	1945	1944	1943	1942
Atlantic	15	6	7	29
Bergen	61	51	33	76
Burlington	20	12	11	40
Camden	32	36	37	73
Cape May	6	4	6	10
Cumberland	21	15	19	12
Essex	87	98	93	163
Gloucester	19	17	17	33
Hudson	36	47	43	114
Hunterdon	10	4	8	17
Mercer	30	31	34	47
Middlesex	38	47	49	105
Monmouth	20	20	37	43
Morris	24	29	32	66
Ocean	7	6	5	8
Passaic	35	34	37	62
Salem	34	18	24	39
Somerset	11	20	23	37
Sussex	6	9	3	12
Union	71	69	56	121
Warren	5	8	8	5
	593	581	583	1,112
Non-residents arrested in New Jersey	51	78	50	96
TOTAL	644	659	633	1,208

COUNTIES WHERE VIOLATORS ARRESTED

	1945	1944	1943	1942
Atlantic	22	16	13	33
Bergen	45	46	36	67
Burlington	14	12	10	44
Camden	35	42	44	79
Cape May	8	6	4	8
Cumberland	16	16	19	27
Essex	71	74	69	123
Gloucester	19	21	19	30
Hudson	43	58	48	103
Hunterdon	7	2	12	15
Mercer	31	30	35	47
Middlesex	43	59	49	113
Monmouth	23	21	33	49
Morris	25	26	32	45
Ocean	9	4	6	13
Passaic	41	34	35	81
Salem	38	22	26	47
Somerset	16	24	32	53
Sussex	7	8	2	14
Union	80	89	60	141
Warren	2	7	6	10
	<hr/> 600	<hr/> 617	<hr/> 590	<hr/> 1,142
New Jersey residents arrested in other states	44	42	43	66
TOTAL	<hr/> 644	<hr/> 659	<hr/> 633	<hr/> 1,208

AGE GROUP DRINKING DRIVERS

	1945 Per Cent	1944 Per Cent	1943 Per Cent
Under 20	1.0	4	85
20-24	3.3	4.7	3.4
25-29	8.3	11.7	11.2
30-39	30.2	31.8	33.2
40-49	32.4	34.9	29.8
50-64	22.2	15.3	19.65
65 and over	2.6	1.2	1.9
	<hr/> 100.0	<hr/> 100.0	<hr/> 100.0

HABITUAL VIOLATORS

There were 451 habitual violators, or "repeaters," who had their licenses revoked during the year. This was a slight reduction from the total of 491 in the year 1944.

The campaign against the habitual violator was first started in 1933 on a small scale. Today it is one of the most important phases of disciplinary action undertaken by the Department.

The procedure consists of a warning letter to the operator when the records reveal his second conviction for a violation of the traffic or motor vehicle acts. A subsequent conviction results in the operator being served with a rule to show cause why his license should not be revoked.

The campaign has brought out the important point that, as a general rule, the driver with a record of traffic convictions usually has a record of accidents.

Since 1933 the Department has sent out 29,357 warning letters; has conducted 9,565 hearings on rules to show cause and directed 6,816 license revocations.

A four-year record of activity follows:

	1945	1944	1943	1942
Warning letters	1,810	1,747	4,156	7,996
Revoked following hearing	358	300	553	1,184
Warned following hearing	126	75	142	179
Revocation by default	193	191	291	554
	<u>2,487</u>	<u>2,313</u>	<u>5,142</u>	<u>9,893</u>

FATAL ACCIDENTS

All fatal accidents are investigated by Department inspectors and where evidence is found of law violations that caused or contributed to the accidents, the operators responsible are brought for hearing before the Department. During the year 130 hearings were conducted. The number of licenses revoked after hearing, or by default, was 122.

A number of the fatal accident investigations revealed evidence of flagrant carelessness in the operation of a motor vehicle. As a result, the operators concerned lost their driving privileges for five years.

HEARINGS

All Department hearings of operators were conducted by Deputy Commissioner William J. Dearden. The total of hearings held numbers 708. These hearings included fatal accident cases, habitual violators, those seeking restoration of licenses previously revoked, those committing a crime with the aid of a motor vehicle and violators of all other offenses coming within the jurisdiction of the Department.

The right of the Commissioner of Motor Vehicles to conduct hearings has been law since 1906, the year New Jersey adopted its first traffic act. Down through the years it has been a powerful influence over errant drivers and is one of the forces that helped to maintain the State's fine safety record.

VEHICLE INSPECTIONS

The Testing Division is about to complete its eighth year of operation.

Since motor vehicle inspection is a sequel to registration, the beginning of the inspection year coincides with the beginning of the motor vehicle registration year. Thus, the 1945 inspection year began on March 1 and was scheduled to end on February 28, 1946. January and February of 1945 were the concluding months of the 1944 inspection period.

The beginning of this fourth year of inspections in war-time found no change in the policy of one inspection period and no change in the inspection requirements and procedures. The plant continued to consist of 28 inspection stations with a total of 45 inspection lanes strategically located in the 21 counties.

During 1945, an average of over 50 employees of the Testing Division were on military leave in virtually every branch of the Armed Forces; but the remaining personnel sufficed by reason of the fact that there was but one inspection period.

The inspection notices continued to give vehicle owners a period of 60 days in which to present their vehicles for inspection. Again it is a pleasure to report that thousands of owners voluntarily brought their cars for inspection without waiting for notification from the Department.

Virtually the same factors which caused the revision of the inspection requirements in 1944 prevailed again during the year. Some of these factors were travel limitations imposed by gasoline rationing, difficulties in finding some replacement parts and the shortage of civilian auto mechanics. Hence, the revised requirements were continued in effect with the following classifications:

CLASS (A)

Requirements remaining unchanged because of their vital bearing on safety and the prevention of loss of life, limb and property. Rejections under these requirements require re-examination at an inspection station.

CLASS (B)

Requirements covering items required by law but which are something less than vitally important to safety. When a vehicle or its equipment does not comply with any such requirement, the resulting Class (B) rejection will not require that the vehicle be brought back for reinspection. However, the owner or driver is to be told that the vehicle will be operated in violation of the law if the requirement in question is not met by an adjustment, correction or repair.

The second year of the revised requirements resulted in a very favorable experience.

When a vehicle is subject to the inspection law and the owner thereof for some reason cannot present it for inspection, the Department requires that the registration card and license plate be surrendered either by mailing them or leaving them at any motor vehicle inspection station. A registration thus voluntarily surrendered is received without prejudice and is returned promptly upon request when and if the owner is ready to present the vehicle for inspection. Altogether, 18,739 registrations were surrendered during the period under report and 1,180 of these were returned upon request.

During the previous inspection year, a stamped endorsement was placed on the reverse side of the registration certificate when the corresponding vehicle was inspected and approved. This enabled the inauguration of a very productive procedure at the beginning of this registration year. Whenever an unendorsed registration certificate was presented for renewal, the registration agency made a report of the uninspected vehicle to the Testing Division. This led to the revocation of the registration privileges of 25,685 delinquent owners.

Following V.-J. Day, it was interesting to find the subject of motor vehicle inspections making a prominent appearance on the agenda of many national organizations.

Referring now to the appended table of inspection results, several facts should be brought to attention.

First, the table is an interim report on the inspection of only 834,068 individual motor vehicles because the 1945 inspection period was still in progress at the time this report was submitted.

It is important to note that the table cannot be compared item by item with the published results of the inspection periods prior to 1944 because of certain differences in statistical reporting. A direct comparison can be made with the corresponding table for 1944. In the appended table, the accounting procedure pertaining to inspection cards issued, inspection fees collected and windshield decalcomania affixed made it necessary to omit from the table the approximately 200,000 Class (B) rejections on vehicles approved on initial examination.

A reference to the tables of results for inspection periods prior to 1944 will show about 50 per cent of the vehicles approved on initial examination. The appended table shows 61.23 per cent approved and 38.77 per cent rejected on initial examination. A survey indicated that the table would show about 55 per cent of the vehicles rejected on initial examination if the method of tabulation were similar to the one used prior to 1944 and all Class (B) rejections were included in the table.

INTERIM REPORT OF VEHICLES INSPECTED

1945 INSPECTION PERIOD

DISTRIBUTION

Approved on initial examination	510,738
Approved on re-examination	293,305
Rejected on initial examination	323,330
Rejected on re-examination	85,173
"No Fee" vehicles approved	4,912
"No Fee" vehicles rejected	1,054
Total number of vehicles handled	1,218,512

NUMBER OF INDIVIDUAL CARS

Approved on initial examination	61.23%	510,738
Rejected on initial examination	38.77%	323,330
Total		834,068

APPROVALS

Approved on initial examination	510,738
Approved on re-examination	293,305
Total	804,043

REASONS FOR REJECTIONS

(B) 1. Credentials, license cards	18,862	1.89	
(A) 2. Steering alignment	56,374	5.66	
(A) 3. Steering operation	51,656	5.18	10.84%
4.			
(B) 5. Identification marks, plates	9,767	.98	
(B) 6. Examination of all glass	26,887	2.70	
(A) 7. Obstruction to vision	9,791	.98	
(A) 8. Horn	6,335	.63	
(B) 9. Windshield cleaners	10,518	1.06	
(A) 10. Rear-view mirror	1,489	.15	
(B) 11. Exhaust system	9,810	.99	
12. Miscellaneous	33,550	3.37	
(A) 13. Head lights	204,242	20.50	
(B) 14. Auxiliary driving lights	5,965	.60	
(B) 15. Light output	74,105	7.44	
(B) 16. Parking lights	21,097	2.12	45.74%
(A) 17. Red tail light	37,366	3.75	
(B) 18. Other rear lights	89,709	9.00	
(B) 19. Wiring and switching	23,226	2.33	
20.			
21.			
(A) 22. Service brake	91,054	9.14	
(A) 23. Parking brake	30,816	3.09	30.67%
(A) 24. Brake equalization	128,255	12.87	
(A) 25. Pedal and lever reserve	55,482	5.57	
Total	996,356		

INSPECTOR FORCE

As of December 31, 1945 the Inspector Force, which is the uniformed enforcement branch of the Department, had a strength of 114 men including the chief inspector and eight deputy chief inspectors. During the calendar year, one inspector died, one resigned, two were retired and eight men returned from war service.

Driver license examinations were carried on, as in the past, at 34 points selected for the convenience of the public. The fact that the Department does not own or pay rent for the quarters used for examination purposes presented frequent difficulties in the form of sudden shifting of examination centers. Recommendation is again made, therefore, that the State purchase or lease permanent quarters for this highly important work.

V-J Day brought a sharp increase in the number of applicants for drivers' licenses. During 1944, the total number of applicants examined was 81,533 but at the end of the 1945 business year the total number of examinations had increased to 100,947. Practically all of the increase occurred after V-J Day and it is evident that as more cars become available, there will be a decidedly sharper increase in the number of applicants for licenses in this State. The examination given is the standard driver examination approved for national use by the American Association of Motor Vehicle Administrators. At present it consists of an extended road test, a test of vision, a color test and a written and oral examination. The proposal of an attitude test to eliminate persons with an improper mental attitude toward the operation of motor vehicles is still foremost in Department consideration. Psychologists have constructed such a test but its practical application has not yet reached a stage satisfactory to the examining authority. As presently constructed the mental test requires considerably more time than is now devoted to the examination of an applicant and hence cannot be adopted under existing conditions of limited personnel.

The special examination required for operators of vehicles used in the transportation of passengers for hire was continued as well as the re-examination of drivers 65 years of age and over involved in accidents. These two re-examination systems continue to provide sufficient proof to support the idea of periodic reexamination of all drivers.

The around-the-clock patrol of main highways was a major activity of the Force. This system of patrol has been found extremely effective both as a means of reducing the number of violations and rendering assistance to motorists. The need is urgent for a further expansion of this accident prevention activity.

The Force continued to co-operate with other interested agencies in the matter of the recovery of stolen cars and the apprehension of car thieves. It is important that this work be carried on without interruption as a deterrent to the professional car thief.

The Inspectors carried out the enforcement and supervision of the Auto Junkyard Law. It is again recommended that this law be amended to extend State regulation of auto junkyards to cover all such establishments as it has been found impractical to enforce the existing law which regulates only establishments that are located on or visible from State highways.

All fatal traffic accidents were investigated by inspectors and in many cases, where such action was indicated, proceedings were instituted against the licenses of offending drivers. If personnel and funds could be made available, this accident investigation system should be extended to include all personal injury accidents as well as fatal accidents.

The State continued its co-operation with State and Federal agencies in the enforcement of war time regulations dealing with espionage, sabotage and subversive activities. The end of hostilities, of course, made it possible to discontinue most of this work.

The three truck control stations which had been operated by the Force for the Director of Civilian Defense and the United States Army, were closed on June 7, 1945—the end of hostilities in Europe.

In addition to the numerous normal duties, inspectors were assigned from time to time to assist other branches of the Department. Three inspectors were assigned to full time duty with the Safety Education Division and one for full time work with the Division of Traffic Engineering.

Drivers' Examinations According to Location

Passed	Passed	Rejected	Total
Asbury Park	2,125	366	2,491
Atlantic City	2,687	427	3,114
Bridgeton	1,207	293	1,500
Burlington	567	121	688
Camden	6,077	960	7,037
Cape May Court House	826	113	939
Dover	1,247	178	1,425
Elizabeth	7,230	914	8,144
Englewood	4,059	414	4,473
Flemington	526	131	657
Freehold	1,245	297	1,542
Hackettstown	725	71	796
Hammonton	601	95	696
Jersey City	6,048	1,647	7,695
Morristown	1,451	190	1,641
Mount Holly	540	143	683
Newark	17,329	2,903	20,232
Newton	725	84	809
Ocean City	660	78	738
Passaic	2,601	419	3,020
Paterson	4,934	758	5,692
Perth Amboy	1,224	185	1,409
Phillipsburg	700	67	767
Plainfield	2,008	265	2,273
New Brunswick	1,836	480	2,316
Red Bank	1,868	304	2,172
Ridgewood	2,786	249	3,035
Salem	1,198	244	1,442
Somerville	1,935	378	2,313
Summit	1,001	139	1,140
Sussex	186	30	216
Toms River	768	81	849
Trenton	5,618	1,194	6,812
Woodbury	1,867	324	2,191
	86,405	14,542	100,947

Drivers' Examinations According to Month

Month	Passed	Rejected	Total
January	2,302	425	2,727
February	2,098	401	2,499
March	7,044	1,174	8,218
April	8,212	1,627	9,839
May	6,907	1,645	8,552
June	7,862	1,412	9,274
July	7,984	1,272	9,256
August	8,622	1,350	9,972
September	9,481	1,538	11,019
October	10,751	1,502	12,253
November	8,599	1,245	9,844
December	6,543	951	7,494
	86,405	14,542	100,947

1945	Males		Females	
	Passed	Rejected	Passed	Rejected
January	1,912	390	390	35
February	1,793	375	305	26
March	5,170	988	1,874	186
April	5,493	1,321	2,719	306
May	4,576	1,250	2,331	395
June	5,078	1,083	2,784	329
July	5,131	967	2,853	305
August	5,632	1,023	2,990	327
September	5,945	1,133	3,536	405
October	7,467	1,116	3,284	386
November	6,465	1,022	2,134	223
December	5,512	795	1,031	156
	<u>60,174</u>	<u>11,463</u>	<u>26,231</u>	<u>3,079</u>

	Passed	Rejected
Males	60,174	11,463
Females	26,231	3,079
	<u>86,405</u>	<u>14,542</u>

CLASSES OF REJECTIONS.

Illiteracy	1,548
Impaired vision	1,751
Driving test	4,262
Written test and miscellaneous	6,981
	<u>14,542</u>

1945	Illiterates Passed	Illiterates Rejected	Total
January	48	60	108
February	54	51	105
March	98	89	187
April	119	153	272
May	142	165	307
June	137	177	314
July	125	139	264
August	122	136	258
September	120	181	301
October	159	188	347
November	94	134	228
December	81	75	156
	<u>1,299</u>	<u>1,548</u>	<u>2,847</u>

1945	Specials and Re-exams Passed	Specials and Re-exams Rejected	Total
January	36	10	46
February	37	5	42
March	54	16	70
April	42	13	55
May	63	14	77
June	48	18	66
July	39	34	73
August	54	17	71
September	56	5	61
October	56	7	63
November	50	15	65
December	61	11	72
	596	165	761

1945	Must Wear Glasses	Rejected	Total
January	375	83	458
February	314	77	391
March	1,163	233	1,396
April	1,304	224	1,528
May	1,047	162	1,209
June	1,173	159	1,332
July	1,236	154	1,390
August	1,269	165	1,434
September	1,367	123	1,490
October	1,558	156	1,714
November	1,217	112	1,329
December	898	103	1,001
	12,921	1,751	14,672

Reexamination of Persons Involved in Accidents

(Drivers 65 years of age and over)

Total number examined	475
Drivers' licenses revoked	179
Drivers' licenses endorsed "conditional"	202
No action taken	94

REASONS FOR REVOCATION

Heart	4
Vision	53
Road test	31
Written test	8
Road and vision	11
Revoked by default	44
Miscellaneous	28

Classified Eye Rejections According to Age

Ages	17 to 21	22 to 30	31 to 35	36 to 40	41 and Over
January	40	6	3	5	13
February	41	6	6	..	6
March	106	28	11	11	28
April	110	40	9	13	27
May	93	26	13	7	24
June	71	32	13	5	22
July	85	30	13	9	24
August	82	34	14	11	12
September	82	39	10	7	26
October	77	44	11	13	22
November	49	57	11	11	35
December	45	51	7	6	19
	<u>881</u>	<u>393</u>	<u>121</u>	<u>98</u>	<u>258</u>

"For Hire" licenses: issued 12,465

"For Hire" licenses: rejected 48

12,513

SUMMARY

	Regular	Patrol	Total
Warnings	2,402	3,763	6,165
Arrests	11,684	6,044	17,728
Summonses	11,684	6,044	17,728
Fines	\$80,155.50	\$40,100.00	\$120,255.50
Investigations	7,677	738	8,415
Registrations collected	\$1,902.00	\$907.00	\$2,809.00
Driver's licenses collected	\$2,269.50	\$302.00	\$2,571.50
Days off	4,329	1,584	5,913
Vacation	1,322	432	1,754
Sick days	715	120	835
Gasoline (gals.)	83,967.3	60,948.5	144,935.8
Oil (gals.)	1,637 $\frac{1}{4}$	965 $\frac{3}{4}$	2,603
Miles	1,140,384	758,666	1,899,050
Travel	Hours 27,850	2,559 $\frac{3}{4}$	30,409 $\frac{3}{4}$
Patrol	69,772	62,661 $\frac{3}{4}$	132,433 $\frac{3}{4}$
Investigation	18,900 $\frac{3}{4}$	3,079 $\frac{3}{4}$	21,980 $\frac{1}{2}$
Check-up	2,723 $\frac{1}{2}$	128	2,851 $\frac{1}{2}$
Scale	4 $\frac{1}{2}$	..	4 $\frac{1}{2}$
Examinations	43,113 $\frac{3}{4}$	356 $\frac{1}{4}$	43,470
Court	3,839 $\frac{1}{4}$	1,251 $\frac{1}{2}$	5,090 $\frac{3}{4}$
Safety education	6,572 $\frac{3}{4}$	..	6,572 $\frac{3}{4}$
Stolen cars	841 $\frac{1}{2}$	5	846 $\frac{1}{2}$
Special detail	2,865 $\frac{1}{4}$	436	3,301 $\frac{1}{4}$
Traffic engineering	1,803	..	1,803
Administration	6,230	..	6,230
Miscellaneous	6,395 $\frac{1}{2}$	726 $\frac{1}{4}$	7,121 $\frac{3}{4}$
Total	189,911 $\frac{3}{4}$	71,204 $\frac{1}{4}$	261,116
Gasoline—average miles	13.58	12.45	13.10
Oil—average miles	174.13	196.90	182.39
Inspectors	86	28	114
Deaths	1	..	1
Resignations	1	..	1
Retirements	1	1	2
Armed service .....	..	..	..
Returned, armed service	8	..	8
Replacements .....	..	..	..

SAFETY EDUCATION

Safety educational activities for the year were centered on combatting the increased traffic hazards anticipated as a result of the lifting of war-time restrictions and to prepare the way to meet the increased motor travel.

I. *Elementary and Junior High School Activities.*

1. *Lectures*—speakers addressed assemblies, safety classes and organizations on pedestrian and bicycle safety.
2. *Motion pictures*—film service to schools included both projections and film library service.
3. *Literature and Statistics*—teachers and students were furnished with printed materials.

II. *Secondary School Activities.*

1. Driver Education Courses in the high school still offers one of the greatest opportunities for accomplishment in the entire field of traffic safety education.

	Schools	Students
2. Conference and visits	127	.....
Cutaway chassis demonstrations	20	1,849
State examinations	95	8,259
Instructional film showings in high schools..	295	19,765
Teaching aids provided .....	.....	*23,690

* Teachers and students.

III. *Teacher Training.*

Due to the increased interest and demand for teachers of Driver Education in the secondary schools in the State, courses were conducted to prepare teachers to give this instruction. Extension courses were given to in-service teachers; regular course to teacher college students as follows:

Extension course in Driver Education for Teachers, State Teachers College, Trenton
 Rutgers University Extension Course, Clifton
 Rutgers University Extension Course, Elizabeth
 Driver Education Course, State Teachers College, Trenton

1. *Purpose.*

This course prepared high school teachers to assume the responsibility for a safety program of particular interest to senior high school pupils. It is recognized that young people are going to drive motor vehicles and it is in the interest of the individual and the community that this driving should be responsible, competent and generally efficient. At the conclusion of the course, teachers were in a position to inculcate the basic understandings, attitudes and sense of responsibility necessary for the improvement of traffic conditions and accident prevention. Teachers were prepared to give the Driver Education Course in accordance with a standardized and uniform procedure for maximum accomplishment on a state-wide basis.

2. *Content.*

Introduction—purpose of the course—basic philosophy and nature of the work to be presented.

Organization and administration of high school course in Driver Education.

Materials and methods in Driver Education.

Social and economic aspects for motor transportation.

Driver Qualifications.

Automobile Principles—mechanical theories, motor vehicle construction and operation.

Preventive Maintenance Procedure and Conservation.

Elementary Driving—principles of safe driving.

Traffic Rules and Regulations—other motor vehicle laws.

Advanced Driving Skills and relation to physical laws.

The Pedestrian Problem.

Traffic Efficiency and Control.

Accident Causes and Prevention.

Emphasis was placed on visual education through the use of models, sound motion pictures, filmstrips, charts, testing apparatus and other devices. Sample teaching material was distributed. All visual aids and literature used were available to the high school teacher.

3. A certificate was issued to students meeting the requirements.

4. To acquaint the high school faculty with the manner in which United States Army teaches motor transportation, a demonstration was arranged for superintendents, principals and teachers at Fort Monmouth. The Army schedule for the day included the following:

a. The Army methods of teaching.

b. Demonstration of various types of Army vehicles.

c. Demonstration of practice driving and driving over difficult terrain.

d. Resume of the operation of Army motor vehicles.

5. A research project in Driver Education in Teacher Training was conducted at the conclusion of the course at State Teachers College to work out a procedure for actual road training.

IV. *Adult Education.*

1. DRIVER TRAINING.

Courses in driver training were conducted for American Red Cross Motor Corps Units, Navy and civilian personnel at the Naval Air Base, Mercer Airport, Trenton and Army and civilian personnel at Fort Dix.

2. MOTION PICTURE THEATRES.

A theatre project launched late in 1944 for the new film of the Department, "X Marks the Spot" was carried on successfully.

When theatregoers see an educational film on the motion picture screen and many go home and write commendatory letters about it to the sponsor—then one has a pretty good idea of the effectiveness of such a picture as a public educational medium. Typical quotation from a letter: "A thing like this can teach more than all the lectures and pamphlets in the world. The signs and many guides and helps along the highway—so fine in themselves will be greatly aided I know, if pictures of this sort reach the eyes and ears of drivers and pedestrians."

The following are examples of the comment recorded:

Many theatre managers reported that audiences applauded the picture. This was cited as an unusual occurrence in these theatres.
 A soldier in one theatre asked for the manager at the end of the show, complimented him on "X Marks the Spot" and inquired if all states were doing the same thing.
 Some theatre managers requested that the Department release such pictures regularly. Their audience liked them.
 Theatre employees, such as ushers, ticket collectors, operators, etc., reported unusually favorable comment.
 All theatres in which the film played reported unusually good audience reaction.

In some communities where the picture was shown in local theatres, additional public interest was developed by the following methods:

Safety week or other special safety program in the community.
 Newspaper story preceding theatre showings.
 Trailer attached to film with a message from the local Department of Public Safety.
 Posters, circulars and similar publicity material on the film.

Theatre showings by months with the number of play days and estimated minimum attendance were as follows:

Month	Theatres	Play Days	Attendance
January	36	94	101,767
February	40	115	113,877
March	52	143	129,613
April	41	132	130,468
May	26	79	84,402
June	2	8	8,840
	197	571	568,967

The final report of the theatre project reveals that "X Marks the Spot" was shown in 244 theatres in New Jersey, 727 play days, 780,797 minimum attendance.

The Allied Theatre Owners of New Jersey, Inc. passed the following resolution:

WHEREAS, The Department of Motor Vehicles of New Jersey for the education of the public to the need of safety precautions in the operation of motor vehicles, has produced a motion picture entitled, "X Marks the Spot"; and
 WHEREAS, Said picture was exhibited to the members of our association at the meeting in Trenton and there received our approval; and
 WHEREAS, Commissioner A. W. Magee has requested our Association to exhibit this picture in the theatre operated by our members and thus help reduce the high rate of deaths and injuries resulting from automobile accidents in New Jersey; therefore
Be It Resolved, That the Allied Theatre Owners of New Jersey, Inc., endorse the motion picture, "X Marks the Spot" and that all our members exhibit said picture at the earliest opportunity in their theatres and give fullest cooperation to the Department of Motor Vehicles in every possible way.

This is one indication of the reaction to the Department's approach to the theatre circuits and theatre owners for co-operation. Letters and descriptive circulars were also used with equally fine co-operation.

The New Jersey Legislature gave recognition to "X Marks the Spot" by the following concurrent resolution:

WHEREAS, A national motion picture award is made annually for the film "which best serves to encourage accident prevention" in the field of Highway Safety; and

WHEREAS, The Motion Picture Committee of the National Safety Council has selected "X Marks the Spot," a picture produced by the Department of Motor Vehicles of New Jersey, for the distinction of the best motion picture on traffic safety released in 1944; and

WHEREAS, In making this award, Commissioner Magee has been personally congratulated by the Secretary of the National Safety Council, speaking for the Motion Picture Committee and himself, for producing an outstanding picture not only in the traffic field, but in the whole field of accident prevention; and

WHEREAS, This picture has been generally recognized as an important contribution toward public safety education; and

WHEREAS, Since the State-wide exhibition of this picture there has been a marked decrease in traffic fatalities in New Jersey, which happy result has undoubtedly been contributed to by "X Marks the Spot"; therefore

Be It Resolved by the Senate of the State of New Jersey (the House of Assembly concurring):

1. The Motor Vehicle Department of this State and Commissioner Magee are commended for the production of the motion picture "X Marks the Spot" as an important contribution to accident prevention and highway safety, and appreciation is extended to the producing company, exhibitors and theatre managers for their respective contributions to the production and exhibition of this notable film.

"X Marks the Spot" was judged by the Motion Picture Committee of the National Safety Council, the best motion picture on traffic safety produced in 1944. In addition, there is considerable testimony from safety authorities throughout the country that it is "one of the best films on accident prevention ever produced."

At the conclusion of the theatre project the film became available for non-theatrical showings in New Jersey and to organizations interested in traffic accident prevention in other states and the armed forces.

3. In addition to the theatre program the film service and motion picture showings totalled:

424 showings

31,803 attendance

4. SPEAKERS SERVICE.

Trained speakers were available to organizations as a part of the public education program. Speakers addressed Parent-Teacher Associations, church organizations, Rotary, Kiwanis, businessmen's clubs, American Legion and other civic, fraternal and industrial organizations.

5. ANNUAL CHURCH LETTER.

A safety message, delivered from the pulpits of the various churches throughout the State for the tenth consecutive year was forwarded to the bishops and clergy of the following denominations:

Roman Catholic	700
Presbyterian	440
Baptist	268
Methodist	239
Episcopalian	128
Hebrew Congregations	85

6. RADIO.

New Jersey radio stations co-operated by broadcasting "spot" announcements prepared and distributed by the Department. In addition, 36 fifteen-minute radio addresses were given by representatives of the Department.

7. NEWSPAPER AND MAGAZINES.

The press was very co-operative in carrying news stories concerning the various safety educational activities. Safety and trade magazines were generous in the support of the pedestrian and motion picture projects.

8. SAFETY EXHIBITS.

Pedestrian safety was featured in the Department's exhibit to emphasize the problem of pedestrian visibility. A typical city and rural scene changed from day to night through special lighting effects. The pages of a mechanical book gave pertinent messages to spectators. Window displays were deemed the best medium to reach the greatest number of pedestrians at vantage locations in communities.

January 17-31	Window Display	Newark
May 14-19	Pedestrian Exhibit	Rahway
July 19-21	Window Display	Trenton
August 6-11	Window Display	Burlington
August 28 to September 3	Flemington Fair	Flemington
September 9-15	Trenton Fair	Trenton
September 17-21	Window Display	Collingswood
October 9-15	Window Display	Vineland
November 1-5	Window Display	Millville
November 6-10	Window Display	Salem
November 12-16	Window Display	Jersey City
November 26 to December 7	Theatre Lobby Display	Union City

9. SAFETY LITERATURE.

Publications carrying safety messages were distributed to industrial plants, Army and Navy units, municipalities and organizations interested in accident prevention.

V. *Municipal Co-operation.*

The State was divided into two areas and a representative assigned to each to make personal calls on officials of municipalities to stimulate and promote local accident prevention programs with special emphasis on pedestrian safety in all localities exceeding 5,000 in population.

Reports indicate:

- Municipalities appear to be giving above average attention to pedestrians.
- Street marking programs are adequate in most communities.
- All have a definite school program.
- Civic groups co-operate with local authorities.
- Police are giving instructions in pedestrian approach.
- Many police departments are adding men and equipment and prospects are good in these instances for the enlargement of safety efforts.
- The over-all picture would indicate an improvement in specialized pedestrian activity and co-operation pledged by directors of public safety and police departments.

To encourage greater uniformity and coordination in pedestrian education, informational materials were mailed to municipal officials monthly and quarterly.

- (1) Traffic Safety (quarterly)
- (2) Pedestrian Bulletin (monthly)

Lectures and instructional materials were presented at local training schools for police officers, auxiliaries and other municipal groups.

VI. *Literature.*

1. *Safety Library*—Publications such as books, magazines, special studies and reports issued by federal, national and state organizations were catalogued and indexed for ready reference.
2. Charts, posters, books, manuals, leaflets, statistical summaries, teaching aids, progress tests and examinations distributed in the year totaled 82,970.

TRAFFIC ENGINEERING

Efforts to conserve transportation facilities were continued throughout the year. The rationing of gasoline was in existence until shortly after V-J Day. For the first eight months of the year, the increase in gasoline consumption compared to the same period in 1944 was 3.5 per cent. In the four-month period following V-J Day, gasoline consumption increased 21 per cent compared to the same months in the previous year. The net increase for the year 1945 was 9.4 per cent. The taxable gallons of gasoline used in 1945 were 31 per cent less than in 1941 and 14.4 per cent less than in 1942.

No traffic counts showing state-wide traffic conditions are available. It is known, however, that the number of vehicles which use the toll facilities across the Delaware and Hudson Rivers increased 10 per cent compared with 1944. The vehicles registered in the State increased to the extent of 4.7 per cent compared with the 1944 registration.

Traffic control signals were approved for 23 intersections in the following municipalities:

Atlantic Township	1
Bayonne	2
Bloomfield	1
Burlington	1
Elizabeth	1
Kearny	1
Linden	1
Lower Penns Neck Township	2
Maplewood	1
Middletown Township	1
Sea Girt	1
Trenton	10

The signal installation in Atlantic Township was made at the main entrance to the Naval Ammunition Depot at Camp Earle. The signals were considered necessary from a safety standpoint in order to prevent collisions with Navy Department trucks carrying ammunition.

In Bayonne, one signal installation was made at the entrance to the Naval Depot.

Approvals were granted for stop and go signals in Kearny and Maplewood to facilitate the exit of apparatus from firehouses when answering alarms.

The signals installed in Middletown Township are used to facilitate the flow of traffic from certain portions of the Navy Department property at Leonardo and to afford protection to the many pedestrians who must cross the State highway.

Approvals were granted for the installation and operation of flashing signals—one in Delran Township, one in Hasbrouck Heights, one in Kearny, one in South Orange, one in Paterson and two in Springfield Township, Essex County.

The flasher in Delran was installed at the intersection of Route 25 and Bridgeboro Road which is adjacent to the Rancocas Creek Bridge. This location has been the scene of many accidents and the use of a flasher in conjunction with improved highway lighting should be the means of preventing accidents in the future.

Highway Traffic Advisory Committee

Specific items in the program of the Highway Traffic Advisory Committee were as follows:

- Facilitation of highway transportation.
- Special studies in vicinity of individual military or naval establishments.
- Special studies in vicinity of individual war production plants.

FACILITATION OF HIGHWAY TRANSPORTATION

Traffic Surveys

The Department continued to render aid and counsel to the State and local officials on the subject of vehicular traffic movements. Throughout the year, 59 investigations were made on such subjects as applications for stop and go signals, flashing signals, complaints regarding parking, speeding and roadway hazards and timing of traffic control signals.

Early in the Fall, the Department was informed that a complete, new traffic signal system was planned for the Hudson County Boulevard. The cooperation of the Engineering Division was given and by the end of the year, a great amount of data had been amassed from the accident records and from field investigations. Since the Boulevard is 17 miles in length and at the present time there are traffic control signals operating at 26 intersections, the problem of making suitable recommendations is one of great magnitude. It is expected that a report with suitable recommendations will be completed early in 1946.

The State Committee supplied information to the Director of the National Highway Traffic Advisory Committee on the subject of average speeds of passenger cars, trucks and buses. The speed checks were made at special locations on State highways. The information was obtained through the cooperation of the State Highway Department and a total of ten speed checks was made.

Study of Accident Reports

Studies of accident records were made for many locations throughout the State. These studies were in connection with applications for stop and go signals, flashing signals, Stop Street signs and complaints regarding high-accident locations.

The departmental accident records were also available for special studies made by the State Highway Department.

It was considered advisable to change the system of filing accident reports. In the past, the reports were segregated into two general categories—State highway accidents and local road accidents. The file for local roads was divided primarily by counties and then under each county the reports were segregated by municipality. The State Highway accident file was first of all separated by route numbers and then divided further by municipality under each route number. This system did not lend itself to a ready determination of high-accident locations.

Accordingly, a new system was devised by which special indices were made for both files. It was found that in each municipality certain roadways had a preponderance of the accidents. These roads were listed in the index as major streets. Accidents at intersections with each major street are now filed alphabetically under the particular major road. In other words, when a file drawer is opened, it can be seen that the names of all major roadways are listed on the separator cards. In order to supplement each index, as many local maps as possible were obtained from the various municipalities throughout the State. These maps show the major streets and State highways in color.

For each municipality the minor streets (or those which had only a few accidents) are filed in such a way that the intersecting streets for each one run alphabetically.

Necessary studies of the file records were commenced in order to gain insight into high-accident locations. Each location is flagged and studies will be made of as many as possible in order to determine what measures may be taken to bring about improvements.

Special Studies in Vicinity of Individual Military or Naval Establishments

A number of surveys were made at points adjacent to naval establishments and war production plants. This work was performed with the assistance of the authority which had jurisdiction over the roadways.

Recommendations were made on the subjects of traffic control signals and parking regulations.

As of November 1, 1945, the National Highway Traffic Advisory Committee was disbanded. At that time, communications were received from Colonel J. Monroe Johnson, who was the Director of the Office of Defense Transportation, and from the Liaison Representative of the Committee, thanking the State Committee for its cooperation and assistance to the National Committee.

RECOMMENDATIONS

Shortly after V-J Day, all restrictions on the use of gasoline were removed. However, the transportation problem still remained critical inasmuch as new cars, tires and spare parts were not available to the great mass of the motoring public. Transportation companies still carried excessive loads. It is not

expected that the transportation problem will be eased for some time. Therefore, it is essential for the Department to exert every effort which will help keep motor vehicles in running condition. This is particularly true with regard to the conservation of tires. The efforts of the Department can be extended along the following lines:

Operation of Traffic Control Signals

Continue to seek the cooperation of municipal officials in order that traffic signal operation be kept at a minimum. Continue the policy of the Department by making careful and thorough investigations to determine the need for traffic signals. Exert every effort to have signals under fixed time operation revamped so they operated under traffic actuated control.

Stop Street Signs

Continue to give close scrutiny to ordinances which contain provisions calling for the erection of Stop Street signs. Such signs erected at places at which they are not warranted or where there can be no enforcement, are of little use. Aside from any unnecessary stopping which may be caused by the presence of these signs, they cause disrespect for the law when there is no warrant for their use.

Parking Restrictions

Since the removal of restrictions on gasoline, municipal streets, particularly those in business areas, are becoming congested. The Department will not hesitate in making recommendations to municipal officials that parking ordinances be passed and enforced. Such regulations will provide greater space for moving vehicles with less stopping time and less possibility of accidents.

One-Way Streets

It is well known that many of the streets in cities cannot carry properly the traffic volumes which use them today. In some instances, it can be shown that better use of certain streets can be obtained by making them one-way. This is particularly true at intersections composed of more than two intersecting roadways. The situation becomes graver when municipal authorities wish to erect traffic control signals at such intersections. Therefore, municipal officials should be urged by the department to create one-way streets by ordinance whenever it is possible in order that freer traffic movements may be obtained and there be less likelihood of accidents.

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING

There is no authentic data 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 may be gained from the figures compiled as the result of the answers to the question on the accident report, asking whether or not the vehicles concerned in the accident were insured.

The results show that of the 51,765 cars involved in accidents reported to this Department during the year 1945, 46.2 per cent were insured, 21 per cent were not insured, while the information was unanswered in 32.8 per cent of the cases. The figures were as follows:

	In All Accidents	In Fatal Accidents
Car insured	23,904	300
Car not insured	10,852	135
Insurance status unknown	17,009	312
	51,765	747

ACCIDENTS:

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

Of the accident reports received, 5,435 were originally reported in letter form. Numerous accidents are reported over the telephone or by persons who call personally at the office. Upon receipt of these reports a regular report form is sent to each party concerned in the accident, requesting that the report be filled in and returned to the office.

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

There were 1,962 accident reports which were received in letter form, the operators having failed to comply with a report on the regular accident report form. In numerous cases drivers involved in accidents, report such accidents to the local police authorities, and are of the opinion that such a report is sufficient, and, therefore, do not report to this office. In such cases, many of the reports are received direct from the police departments and would be included in the total accidents reported by the Traffic Division.

Index cards for each driver concerned in every accident have been filed in the Drivers Record File. The original accident reports were transferred to the Traffic Division where detailed statistics covering accidents are compiled. Complete statistics covering these accidents will be found in the statistical report of accidents.

HABITUAL VIOLATORS:

Habitual violators required to comply with Financial Responsibility Law	451
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MAGISTRATE REPORTS:

Reports of magistrates received during 1945 covering single convictions of certain sections of the Motor Vehicle Law which are set forth by the New Jersey Financial Responsibility Law are classified as follows:

Title 39, chapter 4, section 96	845
Title 39, chapter 4, section 129	299
Title 39, chapter 4, section 50	644
Fatal accidents	122
Defendants made subject for other reasons originating in office of Commissioner	757
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	76

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	2,706
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	19

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 1945, 9,537 certificates expired. These cases were checked and when necessary the party advised of the requirements of the law.

Certificates received during 1945	14,662
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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 \$25 within 30 days after the date that the judgment becomes final. Upon receipt of a certification from a court

showing an unsatisfied judgment which comes within the scope of the law, defendants are advised of the proposed suspension of all his licenses, unless he satisfies the requirements of the law within a reasonable length of time. The defendant must immediately satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this Department evidence of his financial responsibility for future accidents for a period of three years after the date he is made subject to the law. For failure to comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

Total judgment cases certified during 1945	417
Representing	\$328,288.89
Judgments secured against New Jersey residents in another State	15
New Jersey judgments secured against non-residents	33
*Judgments later paid	\$178,294.65
Revocations	309
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	576
Satisfied law cases (before revocation)	38
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	10

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

REVOCATIONS:

Total revocations, for failure to comply with the Financial Responsibility Law	4,367
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RESTORATIONS:

Total restorations, after establishing financial responsibility	4,065
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FILE SEARCHING:

Files were searched to determine whether or not there was a record in 64,143 cases.

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	1,100
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Fees collected:

998 certified abstracts at \$1.00	\$998.00
1 certified abstract at \$2.00	2.00
3 certified abstracts at \$1.06	3.18

Total fees collected

\$1,003.18

Certified copies at "No Fee"

53

Certified copies "Voided"

45

TRAFFIC LAW VIOLATIONS

Motor vehicle and traffic law violations totaled 56,859, as compared to 50,914 in the previous year, an increase of 11.6 per cent. Arrests made by motor vehicle inspectors and state troopers brought \$247,001.92 to the State Treasury. This was an increase in this form of revenue of 25 per cent over the year 1944.

A total of 25,557 arrests, or 45 per cent of all violations, were for speeding. Careless driving offenders were next with 7,243 violations, or 13 per cent. Other frequent violations were driving without a license, 3,809 or 6.6 per cent, and failing to observe traffic signals, 3,350, or 5.8 per cent.

Almost 50 per cent of those fined received a penalty between \$3 and \$5 while 10,303, or 23 per cent of those fined paid a penalty ranging between \$6 and \$10. More violations occurred between the hours of 2 and 4 P. M. than in any other comparable period.

Route 25, the most heavily traveled thoroughfare in the State, ended the year with 7,248 violations, or 22 per cent of arrests made on all State highways. This figure represents 13 per cent of total violations on all streets and highways.

An interesting point brought out by the year's statistical compilation is that of the 56,859 traffic law violations, 32,495 arrests were made by motor vehicle inspectors and state troopers. (See Statistical Summary.)

The summary also reveals that 24,131, or 42 per cent of the year's arrests were for traffic and motor vehicle violations on municipal and county streets. Fifty-eight per cent of the violations occurred on State highways. More than 50 per cent of the traffic law violators, or 29,286 were in the age group 25 to 44 years. Drivers between 45 and 64 years figured in 19 per cent of arrests while there were 4,939 violations by operators under 21 years of age. The percentage of the latter age group was 8.6.

New Jersey's many attractions for out of State visitors, commercially and otherwise, were responsible for the high percentage of non-residents who ran afoul of the State's traffic laws. Of the year's total of 56,859 arrests, 20,361 or nearly 36 per cent of those arrested were residents of other States.

STATISTICAL SUMMARY OF MOTOR VEHICLE VIOLATIONS

STATE OF NEW JERSEY—MOTOR VEHICLE DEPARTMENT
ARTHUR W. MAGEE, Commissioner
Trenton, N. J.

IN New Jersey
State, County or City

DURING January to December
Month or Year

1945

VIOLATIONS OF TITLE 39 R. S.

Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4	709	3-80	18	4-58	31	4-97	7243
3-10	3809	3-81		4-62		4-98	25557
3-11	176	3-82	1	4-63	3	4-105	
3-12	28	4-10		4-64	1	to	
3-17	283	to		4-65	92	4-121	307
3-19	11	4-14	9	4-66	6	4-122	22
3-29	1924	4-15		4-67	75	4-123	26
3-33	367	to		4-70	3	4-125	11
3-34	31	4-25	13	4-71	18	4-126	72
3-35	93	4-26		4-73	26	4-127	8
3-36	62	to		4-75	4	4-128	118
3-37	54	4-30	8	4-76	1	4-129	528
3-38	28	4-32		4-77	29	4-130	4
3-39	457	to		4-79		4-135	
3-40	325	4-37	13	4-80	74	to	
3-49	94	4-38		4-81	3350	4-138	2965
3-53	18	to		4-82	148	4-144	1041
3-56	167	4-45	197	4-83	28	Chap. 6	4
3-61	199	4-46	99	4-84	52	Chap. 8	7
3-62	820	4-48	161	4-85	550	Chap. 9	1
3-64	18	4-49	30	4-86	729	2:138-9	85
3-67	138	4-50	715	4-87	133	2:145-6	40
3-69	18	4-52	6	4-88	465	Misc.	418
3-70	31	4-53	3	4-89	4		
3-71	33	4-54	18	4-90	31		
3-72	11	4-55		4-91	12		
3-73	1	4-56	78	4-92	12		
3-74	2	4-57	88	4-96	1161	TOTAL	56859

DISPOSITION

	Number
1. Fined	45024
2. Suspended	8845
3. Dismissed	1456
4. Revoked	138
5. Jailed	463
6. Revoked and fined	694
7. State appeal	4
8. Local appeal	4
9. Failed to pay	17
10. Grand Jury	82
11. Unknown	21
12. Revocation and Jail	111
TOTAL	56859

HOURS OF OCCURRENCE

12 to 1 A.M.	1386
1 to 2 A.M.	1096
2 to 3 A.M.	1160
3 to 4 A.M.	670
4 to 5 A.M.	392
5 to 6 A.M.	248
6 to 7 A.M.	618
7 to 8 A.M.	1346
8 to 9 A.M.	1262
9 to 10 A.M.	2571
10 to 11 A.M.	4306
11 to 12 A.M.	4483
12 to 1 P.M.	2405
1 to 2 P.M.	3614
2 to 3 P.M.	5093
3 to 4 P.M.	4770
4 to 5 P.M.	4121
5 to 6 P.M.	2497
6 to 7 P.M.	1794
7 to 8 P.M.	2311
8 to 9 P.M.	2251
9 to 10 P.M.	2043
10 to 11 P.M.	1684
11 to 12 P.M.	1356
Unknown	3582
TOTAL	56859

SCALE OF FINES IMPOSED

1. Costs only	75
2. \$1	1795
3. \$2	5252
4. \$3 to \$5	22707
5. \$6 to \$10	10303
6. \$11 to \$15	2362
7. \$16 to \$25	1614
8. \$26 to \$50	631
9. \$51 to \$100	424
10. \$101 to \$150	8
11. \$151 to \$200	529
12. \$201 and over	18
TOTAL	45718

RESIDENCE OF VIOLATORS

1. New Jersey	36481
2. New York	8474
3. Pennsylvania	7861
4. Other States	4026
5. Unknown	17
TOTAL	56859

AGES OF VIOLATORS

1. Under 17	486
2. 17	1257
3. 18	1521
4. 19	806
5. 20	869
6. 21 to 24	4313
7. 25 to 44	29286
8. 45 to 64	10919
9. 65 and over	438
10. Unknown	6964
TOTAL	56859

COMPLAINANTS

1. M. V. Inspectors	13169
2. State Troopers	19326
3. Local Officers	22560
4. Private Citizens	1783
5. P. U. Inspectors	3
6. Others	18
TOTAL	56859

VIOLATIONS ON STATE HIGHWAYS ROUTES

Route	Violators	Route	Violators	Route	Violators
1.	46	34.	293	S-3	5
3.	29	35.	1369	S-4	
4.	4016	36.	148	S-4 A	
5.	1	37.	54	4-N	3
6.	1651	38.	44	5-N	8
7.	18	39.	116	S-6	1
8.	25	40.	100	13-E	
10.	389	41.	52	S-24	36
12.	20	42.	2148	S-25	
17.	3082	43.	1765	25-M	6
21.	15	44.	411	S-26	
23.	451	45.	117	S-28	54
24.	140	46.	65	29-A	2
25.	7248	47.	410	S-31	35
26.	1284	48.	564	S-40	68
27.	72	49.	269	S-41	142
28.	931	50.	215	S-44	
29.	3973	51.	5	45-M	
30.	187	54.	1	S-49	103
31.	258	84.	3	Other roads	24131
32.	15	S-1	2		
33.	263	S-1-A		TOTAL	56859

As was the case with traffic accidents, the first seven months of the year showed only a nominal increase in traffic law violations, or exactly 8 per cent over the same period of the previous year. However, when wartime controls were lifted after V-J Day and travel began approaching pre-war levels, traffic violations likewise increased in volume. During the period from August to December, inclusive, traffic violations increased 33 per cent over the same period of the previous year.

MONTHLY RECORD OF VIOLATIONS

Month	1944	1945
January	3,508	2,144
February	3,652	2,894
March	3,753	4,269
April	4,736	5,078
May	5,178	4,870
June	5,015	5,171
July	6,547	5,270
August	5,002	6,398
September	3,809	6,276
October	3,308	5,233
November	3,182	5,261
December	3,224	3,995
Totals	50,914	56,859

BILLS OF SALE

A decided trend toward normal times was observed in the business reported by the Bill of Sale Division for the year.

New car sales increased from 5,530 in the previous year to 9,998, while used car transactions likewise rose from 243,689 to 250,332. Most of the increase in new and used car sales occurred in the last two months of the year. Division revenue reached \$212,981.75 as against \$206,622.25 in 1944.

Year	New Car Sales	Used Car Assignments
1941	151,881	763,310
1942	11,402	342,373
1943	8,203	307,773
1944	5,530	243,689
1945	9,998	250,332

The removal of Federal gasoline and motor vehicle rationing regulations relieved the Department of the responsibility of assisting in the enforcement of this war-time program. In connection with the Department's wholehearted cooperation in these emergency regulations, Chester Bowles, OPA Administrator, wrote the following letter:

"OFFICE OF PRICE ADMINISTRATION

WASHINGTON, D. C.

August 28, 1945.

Office of the Administrator

Mr. Arthur W. Magee

Commissioner of Motor Vehicles

Department of Motor Vehicles

Trenton 7, New Jersey

DEAR MR. MAGEE—In the fall of 1943, I wrote to the State Motor Vehicle Administrators of our plan to require the surrender of gasoline rations as a prerequisite for the registration of vehicles. This plan involved the presentation by a registrant of a receipt Form OPA R-569, evidencing the surrender of rations. The plan went into effect on January 1, 1944, and succeeded in preventing the waste and misuse of large quantities of gasoline at a time when gasoline was a critical commodity. It was successful to a great extent because of the splendid co-operation we have received from the Motor Vehicle Administrators.

I have always said that rationing, price and rent controls were wartime necessities, to be dispensed with as soon after the war as possible. Naturally, therefore, I was very much pleased to be able to announce the termination of the gasoline-rationing program immediately after the Japanese surrender. The end of the program, of course, allows us to revoke the plan for the surrender of gasoline rations and the requirement for the surrender of the receipt Form R-569.

I want to express to you my sincere thanks for your assistance in making the gasoline rationing program effective. It couldn't have been successful without the wide co-operation of the public, the volunteers who worked on the boards, the industry, and others like yourself, who gave their full and wholehearted co-operation.

Sincerely,

CHESTER BOWLES,
Administrator."

On October 31, 1945 the following telegram was received from the Washington Office of the OPA:

"Effective October 30, 1945, Ration Order 2B. (Automobile Rationing) has been revoked; on and after that date any person may register a passenger automobile of any model year without presenting an OPA Ration Certificate R-214. I want to express my sincere thanks for your assistance to OPA in rationing passenger automobiles through your co-operation in controlling their registration.

JOHN D. MANN,

Tire and Automotive Rationing Division, OPA."

The Division licensed 2,322 automobile dealers during the year. Of this number, 462 were new applicants, 208 of whom were licensed as new and used car dealers and 254 as used car dealers. There were 43 licenses voluntarily relinquished or revoked, leaving an active list of 2,279 dealers at the end of the year.

The Bill of Sale Law again demonstrated its effectiveness in thwarting the activities of the professional car thief. During the year the law was responsible for corraling a stolen car ring that had been operating in New Jersey, Pennsylvania and many Southern States. In addition to the ring, a number of individuals were apprehended and convicted.

Returning service men interested in the purchase of surplus military vehicles were greatly aided by the Division during the latter months of the year.

ORIGINAL BILLS OF SALE (BS-1)

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

9,998 @ .50 \$4,999.00

ASSIGNMENTS (BS-2)

These forms are used for the sale of a used car.

250,332 @ .50 125,166.00

ABSTRACTS OF CONTRACT

These forms are used in conjunction with forms BS-1, BS-2, when vehicle is subject to lien.

2,210 on BS-1 @ .50 1,105.00
25,097 on BS-2 @ .50 12,548.50

FORECLOSURE BILLS OF SALE (BS-4)

These forms are used in completing foreclosure transactions arising out of repossession of vehicles by virtue of conditional sales contracts, chattel mortgages, garage lien proceedings, etc.

1,089 @ .50 544.50

PROOF OF OWNERSHIP CERTIFICATES (BS-5)

These forms are used on vehicles purchased out of State, exchange of motors, correcting errors in the chain of title, etc. Duplicate titles.

52,668 @ 1.00 52,668.00

DEALERS BILL OF SALE LICENSES

R. S. 39:10-19 requires every person engaged in buying and selling automobiles to be properly licensed.

462 @ 10.00 4,620.00

PENALTIES

The law requires a penalty fee to be collected where bills of sale have not been filed within the required five-day period.

2,963 @ 1.00 2,963.00

CERTIFICATION OF RECORDS

It is necessary to prepare photostatic copies of bill of sale records and certifying statements for court purposes for which a \$.50 fee is charged for each photostatic print and \$1.00 for each certifying statement.

140.00

COLLECTION ON LIENS

In accordance with R. S. 39:10-14, a fee is charged for the cancellation of recorded liens on record.

30,527 @ .25 7,631.75

INFORMATION ON LIENS

In accordance with R. S. 39:10-14, a fee is charged for the issuance of statements regarding the status of liens as recorded in the files.

882 @ .25 220.50

SPECIAL COLLECTIONS

These items represent collections on default of dealers bonds and other miscellaneous charges. Total revenue from January 1, 1945, to December 31, 1945.

375.50

212,981.75

CHANGES IN TITLE 39, REVISED STATUTES, ENACTED BY THE 1945 SESSION OF THE LEGISLATURE

CHAPTER 33—Creates single fund in State Treasury for General State Fund and State Highway moneys.

CHAPTER 284—Permits motor vehicle and traffic act to become effective on roads on property owned by corporations not for pecuniary profit.

CHAPTER 265—Authorizes issue of motor vehicle licenses for trucks equipped with powered feed impregnating machines.

CHAPTER 222—Provides penalties for persons on motor vehicle prohibitory list operating motor vehicle or obtaining driver's license.

CHAPTER 256—Permits State Motor Vehicle Commissioner to maintain prohibitory list of persons barred from obtaining driver's license or registration certificate; requires Commissioner's written order for removal of names from such list.

CHAPTER 275—Permits recording in county offices of record of powers of attorney for execution and delivery of statements of satisfaction under conditional sales contracts or their revocation.

CHAPTER 83—Permits establishment of "freeways" and "parkways" for purpose of carrying through-traffic.

JUNK YARD SUPERVISION

Chapter 11 of Title 39 provides that motor vehicle junk yards adjacent to or visible from the State highways be under the supervision of the Motor Vehicle Department. There were 35 such yards licensed and supervised during the year and fees totaling \$1,876.50 were collected and turned over to the State Treasurer.

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

Location of the 35 junk yards under Department supervision were as follows:

County	Number
Atlantic	2
Bergen	5
Burlington	1
Camden	4
Cape May	1
Cumberland	1
Essex	1
Gloucester	3
Hudson	5
Hunterdon	2
Monmouth	1
Morris	1
Ocean	3
Passaic	1
Somerset	2
Union	2

Following is a record of the monthly fees collected under the Junk Yard Law:

Month	License Fees	Inspection Fees	Hearing Fees	Totals
January	\$150.00			\$150.00
February	100.00			100.00
March	250.00	\$25.00		275.00
April	250.00			250.00
May	50.00			50.00
June	50.00	25.00		75.00
July	100.00			100.00
August	200.00	25.00		225.00
September	200.00			200.00
October	150.00	25.00	\$26.50	201.50
November	150.00			150.00
December	100.00			100.00
Totals	\$1,750.00	\$100.00	\$26.50	\$1,876.50

Fees collected during the past five years were as follows:

1941	1942	1943	1944	1945
\$2,350.00	\$1,800.00	\$1,801.00	\$1,825.00	\$1,876.50

EXCISE TAX

R. S. 48:4-20 provides for the payment of an excise by owners or operators of buses transporting passengers for hire in interstate operations. The tax is one-half cent for each mile operated within this State. However, the operator is exempt from the payment of the tax for the miles covered in municipalities for which there is paid five per cent gross receipts tax.

Compared with 1944 there was a decrease of approximately four per cent in 1945 revenues. The gradual decline in the receipts of this division during the war years may well be attributed to the difficulty by operators in replacing worn-out equipment, the impossibility of expansion by purchasing additional vehicles and the general restrictions on the use of gasoline and tires. There was also the fact that bus operators were not permitted any freedom in charter operations, being restricted to local operations in supplying the necessary transportation service to war workers.

It is anticipated that there will be a sharp increase in revenue now that war-time restrictions have been lifted and equipment and supplies are available.

EXCISE TAX—1945

Month	Total Miles	Exempt Miles	Taxable Miles	Amount
January	1,530,993	471,582	1,059,411	\$5,797.11
February	1,571,134	434,770	1,136,364	5,675.35
March	1,955,430	738,547	1,216,883	6,091.01
April	1,806,934	555,352	1,251,582	6,273.03
May	1,832,705	564,411	1,268,294	6,341.59
June	1,700,210	475,203	1,225,007	6,125.16
July	2,413,539	755,228	1,658,311	8,291.48
August	2,264,362	661,305	1,603,057	8,016.11
September	1,914,006	623,064	1,290,942	6,454.85
October	1,850,436	550,233	1,300,203	6,501.06
November	1,370,537	368,911	1,001,626	5,008.23
December	1,690,696	489,184	1,221,512	6,107.68
Totals	21,900,982	6,667,790	15,233,192	\$76,682.66

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 indirectly with the State and local police and has proved, through the years, of great value in connection with criminal and alien investigations.

An idea of the great volume of queries at the Information Bureau is seen in the fact that 479,099 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 DURING 1945

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding duplicate and renewal licenses	3,840	3,907	4,721	3,489	3,141	3,084	4,171	3,642	3,951	6,596	6,838	6,274	53,654
Regular information letters	3,427	3,961	4,160	4,459	4,137	4,320	4,516	3,993	3,817	3,859	3,627	3,597	47,873
Certified copies, special deliveries and registered mail	1,501	1,376	1,791	1,289	1,324	1,230	1,207	1,283	1,347	1,091	1,187	1,053	15,679
Lists and miscellaneous lookups	11,917	12,543	14,186	13,997	18,547	16,569	14,124	13,906	13,484	13,862	13,876	13,336	170,347
People appearing at office in person for information	963	1,249	1,934	1,376	1,142	917	831	811	739	640	610	594	11,806
Telephone and telautograph calls, 1 a. m. to 9 a. m.—Local .....	...	...	...	...	...	...	...	...	...	2,084	2,195	2,146	6,425
Telephone and telautograph calls, 1 a. m. to 9 a. m.—Long distance .....	...	...	...	...	...	...	...	...	...	1,845	1,801	1,937	5,633
Telephone and telautograph calls, 9 a. m. to 5 p. m.—Local	5,384	5,567	5,481	5,140	5,282	4,982	4,593	4,986	5,097	4,984	4,739	4,812	61,047
Telephone and telautograph calls, 9 a. m. to 5 p. m.—Long distance	4,688	4,246	4,377	3,848	3,921	3,045	3,809	3,615	3,864	3,882	3,806	3,683	47,384
Telephone and telautograph calls, 5 p. m. to 1 a. m.—Local	984	1,842	2,639	2,416	2,162	1,845	1,773	1,745	1,941	1,891	1,819	1,837	22,894
Telephone and telautograph calls, 5 p. m. to 1 a. m.—Long distance	1,267	1,824	1,947	2,013	2,041	1,823	1,671	1,638	1,709	1,636	1,628	1,634	20,831
Record checks	1,310	943	1,149	1,394	1,463	1,570	1,349	1,238	1,389	1,326	1,186	1,209	15,526
TOTALS	35,281	37,458	42,385	39,421	43,160	39,985	38,044	36,857	37,338	43,696	43,312	42,162	479,069

MULTILITH ROOM

The Department maintained its own bureau where applications, certificates, pamphlets and all forms used in the administration of the motor vehicle and traffic acts were printed, numbered, perforated, etc. During the year the Multilith Room handled 32,135,824 operations in the process of keeping the various divisions supplied with working material.

Following is a breakdown of the activities and the division for which the work was performed:

Division	Sheets	Imprints	Items	Items Numbered	Perforated	Total Operations
Bill of Sale Law	89,250	98,250	109,250	50,000		159,250
Excise Tax	10,650	10,650	10,650			10,650
Files	5,000	5,000	30,000		2,000	32,000
Financial Responsibility	188,908	307,616	372,616		30,000	402,616
Fines	55,550	83,600	203,300			203,300
Information	10,465	14,215	41,800			41,860
Inspector Force	313,075	409,950	259,850			259,850
Central Agency	20,000	22,000	30,000			30,000
Main Office	33,925	37,100	33,925			33,925
Safety Education	7,750	10,500	10,500			10,500
Shipping	239,104	360,728	601,382	66,000	42,000	709,392
Testing	153,357	156,857	245,657		10,000	255,657
Applications	1,404,004	2,705,618	8,424,024			8,424,024
Certificates	996,496	1,230,520	9,964,960	9,937,840	984,000	20,886,800
Miscellaneous	52,000	71,000	366,000	300,090	16,000	676,000
TOTAL	3,579,594	5,518,604	20,697,984	10,353,840	1,084,000	32,135,824
Mimeograph (for all divisions)						850,000
Addressograph (for all divisions)						140,000

SERVICE OF PROCESS ON NON-RESIDENTS

The Department collected the sum of \$2,442.00 in carrying out the provisions of chapter 7 of Title 39 of the Revised Statutes, providing for the service of process on non-residents in automobile litigation.

The following is a list of the monthly fees collected:

January	\$134.00
February	220.00
March	278.00
April	118.00
May	232.00
June	172.00
July	190.00
August	206.00
September	172.00
October	264.00
November	110.00
December	346.00
Total	\$2,442.00

Respectfully submitted,

A. W. MAGEE,

Commissioner of Motor Vehicles.

MOON HUNTING

The first step in the process of finding a new moon is to determine the date of the next full moon. This can be done by consulting a calendar or by using a computer program. Once the date is known, the next step is to determine the time of the moon's rise and set. This can be done by consulting a table of moonrise and moonset times for the given date and location.

Once the time of the moon's rise and set is known, the next step is to determine the moon's position in the sky. This can be done by consulting a table of moon positions for the given date and time. The table will give the moon's right ascension and declination, which can be used to determine its position in the sky. The moon's position can also be determined by using a telescope or a sextant.

Once the moon's position is known, the next step is to determine the moon's distance from the Earth. This can be done by using a telescope or a sextant to measure the moon's parallax. The parallax is the angle between the line of sight to the moon and the line of sight to the Earth.

Once the moon's distance is known, the next step is to determine the moon's size. This can be done by using a telescope or a sextant to measure the moon's angular diameter. The angular diameter is the angle between the two edges of the moon as seen from the Earth.

Once the moon's size is known, the next step is to determine the moon's surface features. This can be done by using a telescope or a sextant to observe the moon's surface. The surface features can be identified by their shape, size, and position on the moon's surface.

Once the moon's surface features are identified, the next step is to determine the moon's composition. This can be done by using a telescope or a sextant to observe the moon's spectrum. The spectrum is the range of wavelengths of light that the moon reflects.

Once the moon's composition is determined, the next step is to determine the moon's age. This can be done by using a telescope or a sextant to observe the moon's surface features. The age of the moon can be determined by the number of surface features that are visible on the moon's surface.

Once the moon's age is determined, the next step is to determine the moon's future. This can be done by using a telescope or a sextant to observe the moon's surface features. The future of the moon can be determined by the number of surface features that are visible on the moon's surface.

Once the moon's future is determined, the next step is to determine the moon's past. This can be done by using a telescope or a sextant to observe the moon's surface features. The past of the moon can be determined by the number of surface features that are visible on the moon's surface.

Once the moon's past is determined, the next step is to determine the moon's present. This can be done by using a telescope or a sextant to observe the moon's surface features. The present of the moon can be determined by the number of surface features that are visible on the moon's surface.

12/25/50

IN New Jersey
State, County or City

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12:01 A.M. to 1 A.M.	1235	30	1. Sunday	4197	113	1. At intersection	15868	193	1. Under 17 years	65	4	1. Local residence	18300	157	1. Exceeding lawful speed	2092	99
2. 1:01 A.M. to 2 A.M.	876	28	2. Monday	4220	92	2. Alley or driveway intersection	1063	10	2. 17 years	1192	21	2. Elsewhere in State	27232	397	2. On wrong side of road	325	3
3. 2:01 A.M. to 3 A.M.	733	27	3. Tuesday	3681	67	3. Bridge or underpass	11265	370	3. 18 years	844	13	3. Local residence—No license	267	14	3. Cutting in	401	1
4. 3:01 A.M. to 4 A.M.	370	16	4. Wednesday	3695	75	4. Railroad crossing	154	7	4. 19 years	639	15	4. Elsewhere in State	271	20	4. Passing on hill	10	1
5. 4:01 A.M. to 5 A.M.	178	6	5. Thursday	4137	76	5. Unknown	80	18	5. 20 years	657	14	5. Local residence	267	14	5. Passing on curve	15	2
6. 5:01 A.M. to 6 A.M.	206	5	6. Friday	4874	110	TOTAL	23521	598	6. 21 to 24 years	3652	73	6. Local residence	271	20	6. Failure to signal or improper signal	889	1
7. 6:01 A.M. to 7 A.M.	528	20	7. Saturday	56					7. 25 to 29 years	5367	96	7. Local residence	271	20	7. Improper turn	2016	2
8. 7:01 A.M. to 8 A.M.	1257	21	8. Unknown	28521	598				8. 30 to 39 years	11554	200	8. Elsewhere in State	271	20	8. Drove off roadway	621	27
9. 8:01 A.M. to 9 A.M.	1072	16	TOTAL	28521	598				9. 40 to 49 years	8982	132	9. Local residence	271	20	9. Violated right of way	2275	21
10. 9:01 A.M. to 10 A.M.	934	11							10. 50 to 64 years	6210	95	10. Local residence	271	20	10. Disregarded Stop Sign	666	14
11. 10:01 A.M. to 11 A.M.	1169	9							11. 65-over	898	21	11. Local residence	271	20	11. Disregarded Stop and Go light	888	14
12. 11:01 A.M. to 12 noon	1225	14							12. Ages unknown	11705	63	12. Local residence	271	20	12. Disregarded police officer	936	17
13. 12:00 noon to 1 P.M.	1332	10							TOTAL	51765	747	13. Local residence	271	20	13. Improper starting from parked position	1008	38
14. 1:01 P.M. to 2 P.M.	1308	22										14. Local residence	271	20	14. Improper parking	244	8
15. 2:01 P.M. to 3 P.M.	1451	23										15. Local residence	271	20	15. Following too closely	2325	4
16. 3:01 P.M. to 4 P.M.	1787	22										16. Local residence	271	20	16. Backing carelessly	704	2
17. 4:01 P.M. to 5 P.M.	2221	26										17. Local residence	271	20	17. Hit and run	928	76
18. 5:01 P.M. to 6 P.M.	2427	49										18. Local residence	271	20	18. Passing on wrong side	134	2
19. 6:01 P.M. to 7 P.M.	1754	49										19. Local residence	271	20	19. Overcrowded, passengers	28	2
20. 7:01 P.M. to 8 P.M.	1530	51										20. Local residence	271	20	20. No violation indicated	33424	437
21. 8:01 P.M. to 9 P.M.	1285	41										TOTAL	51765	747	TOTAL	51765	747
22. 9:01 P.M. to 10 P.M.	1150	36															
23. 10:01 P.M. to 11 P.M.	1086	40															
24. 11:01 P.M. to 12 midnight	1057	24															
25. Unknown	418	2															
TOTAL	28521	598															
LIGHT CONDITIONS			ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE			VISION OBSCURED			WHAT DRIVERS WERE DOING		
1. Daylight	16380	224	1. Concrete	6730	219	1. \$25	2561	147	1. Learner under instruction	125	3	1. Rain, snow, etc., on windshield	1596	45	1. Making right turn	1243	9
2. Dusk	2315	38	2. Asphalt	18696	318	2. \$25 to \$50	6884	23	2. Licensed less than three months	288	12	2. Cracked windshield	10		2. Making left turn	3049	15
3. Darkness with Street lights	5354	181	3. Brick	582	2	3. \$50 to \$100	5780	30	3. Three to six months	316	6	3. Dirty windshield, windows	43		3. Making U turn	268	2
4. No street lights	829	154	4. Wood block	30	1	4. \$100 to \$250	4674	36	4. Six to 12 months	892	22	4. Trees, crops, etc.	6		4. Going straight ahead	32028	588
5. Unknown	45	1	5. Gravel	182	1	5. \$250 to \$500	2175	62	5. 1 to 5 years	4281	69	5. Slowing down, stopping	1806	4	5. Overtaking	928	16
TOTAL	28521	598	6. Macadam	1679	23	6. \$500 to \$1,000	802	49	6. 6 to 10 years	5500	105	6. Forward from parking space	1037	2	6. Backward from parking space	270	7
			7. Granite block, etc.	109	3	7. \$1,000 or more	111	37	7. 11 years or more	18726	354	7. Other backing	236	7	7. Stopped in traffic lane	2215	7
			8. Other completely unknown	28521	598	8. Not known	5734	214	8. Experience unknown	21882	176	8. Skidding	43	6	8. Parked	3194	32
						TOTAL	28521	598	TOTAL	51765	747	9. Building	209	3	9. Tied in traffic lane	3587	42
												10. Embankment	85	2	10. Tied blew out	197	3
												11. Signboards	3		11. Avoiding vehicle, object or pedestrian	934	19
												12. Parked cars	811	21	12. Emerging from alley or driveway	423	1
												13. Moving cars	198	16	13. Unknown	51765	747
												14. Vision obscured	49074	654	TOTAL	51765	747
												TOTAL	51765	747			
WEATHER CONDITIONS			ROAD CHARACTER			FINANCIAL RESPONSIBILITY			VIOLATIONS			FINANCIAL RESPONSIBILITY			VIOLATIONS		
1. Clear	21668	482	1. Straight road	26622	483	1. Car insured	25904	300	1. Car insured	25904	300	1. Car insured	25904	300	1. Car insured	25904	300
2. Raining	4664	82	2. Sharp curve or turn	501	21	2. Car not insured	10862	136	2. Car not insured	10862	136	2. Car not insured	10862	136	2. Car not insured	10862	136
3. Snowing	1646	18	3. Other curves	318	34	3. Unknown	17039	512	3. Unknown	17039	512	3. Unknown	17039	512	3. Unknown	17039	512
4. Fog	544	16	4. Grade	843	54	TOTAL	51765	747	TOTAL	51765	747	TOTAL	51765	747	TOTAL	51765	747
5. Unknown			5. Hillcrest	92	2												
TOTAL	28521	598	6. Circle	147	4												
			7. Grade separation														
			8. Unknown	23521	598												
			TOTAL	23521	598												

State, County or City

ACCIDENTS		DAY OF OCCURRENCE		ROAD LOCATION		AGE OF DRIVER		RESIDENCE OF DRIVERS		VIOLATIONS INDICATED				
Hour of Occurrence	All Accidents	Fatal Accidents	All Accidents	Fatal Accidents	All Accidents	Fatal Accidents	All Accidents	Fatal Accidents	In All Accidents	In Fatal Accidents	In All Accidents	In Fatal Accidents		
1. 12:01 A.M. to 1 A.M.	114	7	1. Sunday	281	18	1. At intersection			1. Licensed in State		1. Exceeding lawful speed	144		
2. 1:01 A.M. to 2 A.M.	84	5	2. Monday	160	7	2. Alley or driveway intersection			1. Local resident	308	2. On wrong side of road	258		
3. 2:01 A.M. to 3 A.M.	65	9	3. Tuesday	84	3	3. Between intersections			2. Elsewhere in State	544	3. Cutting in	17		
4. 3:01 A.M. to 4 A.M.	30	1	4. Wednesday	85	5	4. Bridge, underpass			Resident—No license		4. Passing on hill			
5. 4:01 A.M. to 5 A.M.	15	1	5. Thursday	92	6	5. Railroad crossing			3. Local resident	28	5. Passing on curve			
6. 5:01 A.M. to 6 A.M.	5		6. Friday	116	6	9. Unknown			4. Elsewhere in State	40	6. Failure to signal	4		
7. 6:01 A.M. to 7 A.M.	5		7. Saturday	232	15	TOTAL			5. Non-resident—no license	3	7. Improper turn	79		
8. 7:01 A.M. to 8 A.M.	5		9. Unknown	1					6. New York State	28	8. Drove off roadway	36		
9. 8:01 A.M. to 9 A.M.	5		TOTAL	1001	60				7. Pennsylvania	34	9. Violated right of way	40		
10. 9:01 A.M. to 10 A.M.	5								8. Other states	15	10. Disregarded Stop Sign	12		
11. 10:01 A.M. to 11 A.M.	2								9. Residence unknown	14	11. Disregarded Stop and Go light	53		
12. 11:01 A.M. to 12 noon	7	2							TOTAL	1012	12. Disregarded police officer	9		
13. 12:00 noon to 1 P.M.	11										13. Improper starting from parked position	2		
14. 1:01 P.M. to 2 P.M.	18	1									14. Improper parking	2		
15. 2:01 P.M. to 3 P.M.	21										15. Following too closely	48		
16. 3:01 P.M. to 4 P.M.	23	1									16. Backing carelessly	9		
17. 4:01 P.M. to 5 P.M.	33	5									17. Hit and run	85		
18. 5:01 P.M. to 6 P.M.	59	6									18. Passing on wrong side	2		
19. 6:01 P.M. to 7 P.M.	80	6									19. Overcrowded, passengers	4		
20. 7:01 P.M. to 8 P.M.	74	3									20. No violation indicated	232		
21. 8:01 P.M. to 9 P.M.	78	6									TOTAL	1012		
22. 9:01 P.M. to 10 P.M.	82	3												
23. 10:01 P.M. to 11 P.M.	96	6												
24. 11:01 P.M. to 12 midnight	67	3												
25. Unknown	10													
TOTAL	1001	60												
LIGHT CONDITIONS		ROAD SURFACE		PROPERTY DAMAGE		SEX OF DRIVERS		DRIVING EXPERIENCE		CONDITION OF DRIVERS		VISION OBSCURED		
1. Daylight	234	13	1. Concrete		1. \$25	1. Male	972	59	1. Learner under instruction	2	1. Had been drinking	1012	1. Making right turn	50
2. Dark	80	5	2. Asphalt		2. \$25 to \$50	2. Female	40	2	2. Licensed less than three months	3	2. Sleepy, fatigued, etc.		2. Making left turn	50
Darkness with			3. Brick		3. \$50 to \$100	9. Unknown	1012	61	3. Three to six months	1	3. Physical defect		3. Making U turn	3
3. Street lights	555	15	4. Wood block		4. \$100 to \$250	TOTAL	1012	61	4. Six to 12 months	6	4. Blinded by headlights		4. Going straight ahead	791
4. No street lights	131	27	5. Gravel		5. \$250 to \$500				5. 1 to 5 years	60	5. Attention diverted		5. Slowing down, stopping	26
9. Unknown	101	5	6. Mosaic		6. \$500 to \$1,000				6. 6 to 10 years	103	6. Blinded by headlights		6. Overtaking	3
TOTAL	1001	60	7. Granite block, etc.		7. \$1,000 or more				7. 11 years or more	308	7. Blinded by headlights		7. Forward from parking space	9
			8. Other (explain below)		9. Not known				9. Experience unknown	529	8. Blinded by headlights		8. Backward from parking space	9
			TOTAL		TOTAL				TOTAL	1012	8. Blinded by headlights		9. Other backing	9
											9. Attention diverted		10. Stopped in traffic lane	1
											9. No unusual condition		11. Parked	2
											TOTAL		12. Skidding	42
													13. Tire blew out	6
													14. Avoiding vehicle, object or pedestrian	8
													15. Emerging from alley or driveway	4
													19. Unknown	
													TOTAL	1012

[illegible]

PEDESTRIAN ACTIONS													CLASSIFICATION OF VICTIMS							TYPE OF VEHICLE		VEHICLES		
PEDESTRIANS KILLED INJURED																								
PEDESTRIAN ACTIONS BY AGE SEX AND LIGHT CONDITIONS	Total Pedestrians Inj.	Pedes- trians Killed	AGE									SEX		LIGHT CONDITIONS				Killed Current Month	Killed Since Jan. 1	Injured Current Month	Injured Since Jan. 1	In All Accidents	In Fatal Accidents	
			0-4	5-14	15-20	21-24	25-44	45-50	51-64	65-Over	Not Stated	Male	Female	Daylight	Dusk	Dark- Rain	Not Stated							
1. Crossing at intersection-with signal.	51			8	5	1	7	3	14	12	5	23	28							12		1. Passenger car.....	1838	
2. Same-against signal.....	109		4	22	6	5	16	10	16	18	14	61	48							30		2. Passenger car with trailer....	1	
3. Same-no signal.....	477		22	142	28	11	64	37	66	78	59	293	104							2471		3. Truck.....	342	
4. Same-not on crosswalk.....	50			12	2	1	4	3	2	10	9	6	28	22									4. Truck with trailer.....	8
5. Coming from behind parked car at intersection.....	223		21	94	13	1	25	12	18	18	26	141	82										5. Taxicab-livery.....	38
6. Coming from behind parked car not at intersection.....	469		86	254	19	6	28	8	28	22	18	300	169										6. Bus.....	174
7. Crossing between intersections.....	307		38	119	21	4	38	19	29	26	17	136	111										7. School bus.....	2
8. Getting on or off other vehicle.....	49			16	3		16	3	12			55	14										8. Military vehicle.....	4
9. Playing in roadway.....	190		39	136	4							11	160	50									9. Motorcycle.....	10
10. Running from sidewalk into street.....	282		63	184	3		1					11	198	84									10. Emergency vehicle (ambulance police wagon, etc.).....	2
Walking in Roadway																							11. Station wagon.....	15
11. With traffic-sidewalks.....	18			3	1		4	1	4	3	1	15	3										12. Type unknown.....	2491
12. With traffic-no sidewalks.....	12			2	5	1	2	1	1			5	7										TOTAL.....	
13. Against traffic-sidewalks.....	6			2								2	2											
14. Against traffic-no sidewalks.....	4			2								1	1											
15. Hushing on vehicle.....	15			12								1	13											
16. Lying in roadway.....	3			2								3												
17. Standing in road.....	87		1	4	2	2	22	8	10	8	10	50	9											
18. Working in roadway.....	21							3	5	4	4	20	1											
19. Not on roadway.....	105		11	34	6	4	18	3	9	4	16	53	47											
20. Other actions.....	16		3	1	2		1	5	1	5	2	9	7											
TOTAL PEDESTRIANS.....	2471		311	1049	118	37	237	116	223	201	181	1621	850											
													CONDITION OF PEDESTRIAN			Total	Killed	Injured						
													1. Had been drinking.....					20						
													2. Physical defect.....					11						
													3. Confused by traffic.....					51						
													4. Attention diverted.....					326						
													9. Condition normal.....					1763						
													TOTAL.....					2471						
													AGE OF VEHICLE			VEHICLES								
																In All Accidents	In Fatal Accidents							
													1. Current year.....				10							
													2. 1-year old.....				6							
													3. 2-years old.....				4							
													4. 3-years old.....				100							
													5. 4-years old.....				241							
													6. 5-years old.....				242							
													7. 6 to 10 years old.....				847							
													8. Over 10 years old.....				135							
													9. Age unknown.....				808							
													TOTAL.....				2491							

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12.01 A.M. to 1 A.M.			1. Sunday	188		1. At intersection	1171		1. Under 17 years	1		1. Licensed in State			1. Exceeding lawful speed	8	
2. 1.01 A.M. to 2 A.M.			2. Monday	356		2. Alley or driveway intersection	65		2. 17 years	52		1. Local resident	1150		2. On wrong side of road	7	
3. 2.01 A.M. to 3 A.M.			3. Tuesday	517		3. Between intersections	1169		3. 18 years	52		1. Elsewhere in State	1113		3. Cutting in	7	
4. 3.01 A.M. to 4 A.M.			4. Wednesday	359		4. Bridge, underpass	2		4. 19 years	24		1. Resident—No license			4. Passing on hill	1	
5. 4.01 A.M. to 5 A.M.			5. Thursday	314		5. Railroad crossing			5. 20 years	19		1. Local resident	6		5. Passing on curve	1	
6. 5.01 A.M. to 6 A.M.			6. Friday	422		6. Unknown	2397		6. 21 to 25 years	164		1. Local resident	6		6. Failure to signal or improper signal	1	
7. 6.01 A.M. to 7 A.M.	21		7. Saturday	408		TOTAL			7. 25 to 29 years	262		1. Local resident	6		7. Improper turn	3	
8. 7.01 A.M. to 8 A.M.	80		8. Unknown	6		MANNER OF COLLISION			8. 30 to 39 years	638		1. Elsewhere in State	8		8. Drove off roadway	13	
9. 8.01 A.M. to 9 A.M.	124		TOTAL	2397		1. Right angle	29		9. 40 to 49 years	533		5. Non-resident—no license	1		9. Violated right of way	1	
10. 9.01 A.M. to 10 A.M.	139		ROAD CONDITION			2. Same direction-rear end	13		10. 50 to 60 years	53		5. New York State	76		10. Disregarded Stop Sign	4	
11. 10.01 A.M. to 11 A.M.	203		1. Dry	1853		3. Same direction-other			11. 61 or over	591		5. Pennsylvania	36		11. Disregarded Stop and Go light	7	
12. 11.01 A.M. to 12 noon	198		2. Wet	300		4. Opposite direction-head on	5		TOTAL	2491		5. Other states	23		12. Disregarded police officer	1	
13. 12.00 noon to 1 P.M.	196		3. Muddy			5. Opposite direction-left turn	1		SEX OF DRIVERS			5. Residence unknown	46		13. Improper starting from parked position	15	
14. 1.01 P.M. to 2 P.M.	159		4. Snowy	85		6. Fixed object	9		1. Male	2247		TOTAL	2491		14. Improper parking	6	
15. 2.01 P.M. to 3 P.M.	277		5. Ice	159		7. Pedestrian	2321		2. Female	244		CONDITION OF DRIVERS			15. Following too closely	6	
16. 3.01 P.M. to 4 P.M.	360		9. Unknown	2397		8. Other	20		9. Unknown	2453		1. Had been drinking	5		16. Backing carelessly	68	
17. 4.01 P.M. to 5 P.M.	360		ROAD SURFACE			TOTAL	2397		TOTAL	2453		2. Steep, fatigued, etc.	1		17. Hit and run	63	
18. 5.01 P.M. to 6 P.M.	132		1. Concrete	218		PROPERTY DAMAGE			DRIVING EXPERIENCE			3. Physical defect	1		18. Passing on wrong side	1	
19. 6.01 P.M. to 7 P.M.	64		2. Asphalt	1973		1. \$25	84		1. Learner under instruction	2		4. Blinded by headlights			19. Overcrowded, passengers	2291	
20. 7.01 P.M. to 8 P.M.	2		3. Brick	54		2. \$25 to \$50	27		2. Licensed less than three months	11		5. Attention diverted	14		TOTAL	2491	
21. 8.01 P.M. to 9 P.M.			4. Wood block	2		3. \$50 to \$100	16		3. Three to six months	15		6. No unusual condition	2473		WHAT DRIVERS WERE DOING		
22. 9.01 P.M. to 10 P.M.			5. Gravel	6		4. \$100 to \$250	7		4. Six to 12 months	35		TOTAL	2491		1. Making right turn	69	
23. 10.01 P.M. to 11 P.M.			6. Macadam	68		5. \$250 to \$500	8		5. 1 to 5 years	173		VISION OBSCURED			2. Making left turn	85	
24. 11.01 P.M. to 12 midnight			7. Granite block, etc.	67		6. \$500 to \$1,000	1		6. 6 to 10 years	267		1. Rain, snow, etc., on windshield	14		3. Making U turn	2	
25. Unknown			8. Other	2		9. Not known	2266		7. 11 years or more	1102		2. Cracked windshield			4. Going straight ahead	2026	
TOTAL	2397		TOTAL	2397		TOTAL	2397		8. Experience unknown	865		3. Dirty windshield, windows			5. Slowing down, stopping	48	
LIGHT CONDITIONS			ROAD CHARACTER						TOTAL	2491		4. Trees, crops, etc.	1		6. Overtaking	18	
1. Daylight	2397		1. Straight road	2343					DRIVING EXPERIENCE			5. Building	2		7. Forward from parking space	43	
2. Dusk			2. Sharp curve or turn	5					1. Learner under instruction	2		6. Embankment	4		8. Backward from parking space	63	
Darkness with			3. Other curves	3					2. Licensed less than three months	11		7. Signboards			9. Other backing	12	
3. Street lights			4. Grade	40					3. Three to six months	15		8. Parked cars	63		10. Stopped in traffic line	61	
4. No street lights			5. Hillcrest	7					4. Six to 12 months	35		9. Moving cars	12		11. Parked	34	
9. Unknown			6. Circle	1					5. 1 to 5 years	173		10. Vision obscured	2395		12. Skidding	3	
TOTAL	2397		7. Grade separation						6. 6 to 10 years	267		TOTAL	2491		13. Tire blew out	3	
WEATHER CONDITIONS			8. Unknown	2397					7. 11 years or more	1102		VISION OBSCURED			14. Avoiding vehicle, object or pedestrian	38	
1. Clear	2102								8. Experience unknown	865		1. Rain, snow, etc., on windshield	14		15. Emerging from alley or driveway	21	
2. Raining	255								TOTAL	2491		2. Cracked windshield			19. Unknown		
3. Snowing	52											3. Dirty windshield, windows			TOTAL	2491	
4. Fog	8											4. Trees, crops, etc.	1		FINANCIAL RESPONSIBILITY		
9. Unknown	2397											5. Building	2		1. Car insured	1209	
TOTAL	2397											6. Embankment	4		2. Car not insured	542	
												7. Signboards			9. Unknown	740	
												8. Parked cars	63		TOTAL	2491	
												9. Moving cars	12		VEHICLES		
												10. Vision obscured	2395		1. Car insured	1209	
												TOTAL	2491		2. Car not insured	542	
															9. Unknown	740	
															TOTAL	2491	
															FINANCIAL RESPONSIBILITY		
															1. Car insured	1209	
															2. Car not insured	542	
															9. Unknown	740	
															TOTAL	2491	

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PEDESTRIAN ACTIONS														CLASSIFICATION OF VICTIMS								VEHICLES	
PEDESTRIAN ACTIONS BY AGE SEX AND LIGHT CONDITIONS		Total Pedestrians	Pedestrians Killed	PEDESTRIANS SEVERELY INJURED										TYPE OF VEHICLE				In All Accidents	In Fatal Accidents				
Inj.				AGE								SEX		LIGHT CONDITIONS									
				0-4	5-14	15-20	21-24	25-44	45-60	61-64	65-Over	Not Stated	Male	Female	Daylight	Dusk	Darkness	Not Stated					
1. Crossing at intersection-with signal.	69		1	1	1	4	19	14	18	6	5	50	19						1. Passenger car.....	1463			
2. Same-against signal.	105		1	5	4	6	22	13	25	18	9	84	19						2. Passenger car with trailer.....				
3. Same-no signal.	491		7	35	28	19	109	47	128	70	50	332	159						3. Truck.....	81			
4. Same-not on crosswalk.	64			4	7		11	9	14	14	5	48	18						4. Truck with trailer.....	7			
5. Coming from behind parked car at intersection.	182		3	25	12	3	28	17	26	6	14	94	38						5. Taxicab-livery.....	49			
6. Coming from behind parked car not at intersection.	219		11	62	16	4	38	14	29	36	17	156	63						6. Bus.....	86			
7. Crossing between intersections.	279		4	26	11	22	56	32	69	50	29	195	84						7. School bus.....				
8. Getting on or off other vehicle.	21		1	2	2	2	9	2	1		2	14	7						8. Military vehicle.....	3			
9. Playing in roadway.	53		2	45	5							42	5						9. Motorcycle.....	4			
10. Running from sidewalk into street.	63		11	41			1	3	1		6	45	18						10. Emergency vehicle (ambulance, police wagon, etc.).....				
Walking in Roadway																			11. Station wagon.....	14			
11. With traffic-sidewalks.....	32				11	1	5	5	4	3	5	15	17						12. Type unknown.....				
12. With traffic-no sidewalks.....	56			7	6	5	6	8	12	5	7	50	8						TOTAL.....	1717			
13. Against traffic-sidewalks.....	16						5	5	2	2	2	11	3						CONDITION OF VEHICLE				
14. Against traffic-no sidewalks.....	23					3	2	7	1	4	3	17	6										
15. Hitching on vehicle.....	10																						
16. Lying in roadway.....	38			5	3	7	6	27	9	14	2	21	68	20									
17. Standing in road.....	12					2	4		4	1	1	11	1										
18. Working in roadway.....	34		1	1			2	8	7	7	3	5	18	18									
19. Not on roadway.....	6								1	1	1	2	5	1									
20. Other actions.....																							
TOTAL PEDESTRIANS.....	1770		42	250	109	78	359	184	363	200	185	1270	590										
																Killed Current Month		Killed Since Jan. 1	Injured Current Month	Injured Since Jan. 1			
																						</	

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS		
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents	
1. 12:01 A.M. to 1 A.M.	136		1. Sunday	263		1. At intersection	922		1. Under 17 years	2		1. Licensed in State			1. Exceeding lawful speed			
2. 1:01 A.M. to 2 A.M.	59		2. Monday	231		2. At or near intersection	17		2. 17 years	66		1. Local resident	737		2. On wrong side of road		12	
3. 2:01 A.M. to 3 A.M.	51		3. Tuesday	192		3. Between intersections	651		3. 18 years	43		2. Elsewhere in State	764		3. Cutting in		6	
4. 3:01 A.M. to 4 A.M.	26		4. Wednesday	227		4. Bridge, underpass	8		4. 19 years	26		Resident—No license			4. Passing on hill			
5. 4:01 A.M. to 5 A.M.	6		5. Thursday	202		5. Railroad crossing	6		5. 20 years	21		3. Local resident	4		5. Passing on curve			
6. 5:01 A.M. to 6 A.M.	18		6. Friday	212		9. Unknown			6. 21 to 24 years	155		4. Elsewhere in State	5		6. Failure to signal or improper signal			
7. 6:01 A.M. to 7 A.M.	50		7. Saturday	317		TOTAL	1639		7. 25 to 29 years	219					7. Improper turn	4		
8. 7:01 A.M. to 8 A.M.	42		8. Sunday	2					8. 30 to 39 years	458					8. Drove off roadway	7		
9. 8:01 A.M. to 9 A.M.			TOTAL	1636					9. 40 to 49 years	813		5. Non-resident—no license	2		9. Violated right of way	5		
10. 9:01 A.M. to 10 A.M.						MANNER OF COLLISION			10. 50 to 64 years	192		6. New York State	40		10. Disregarded Stop Sign			
11. 10:01 A.M. to 11 A.M.			ROAD CONDITION			1. Right angle	6		11. 65-over	26		7. Pennsylvania	33		11. Disregarded Stop and Go light	17		
12. 11:01 A.M. to 12 noon			1. Dry	937		2. Same direction-rear end	11		TOTAL	1717		8. Other state	12		12. Disregarded police officer			
13. 12:00 noon to 1 P.M.			2. Wet	408		3. Same direction-other	6					9. Residence unknown	64		13. Improper starting from parked position	4		
14. 1:01 P.M. to 2 P.M.			3. Muddy	2		4. Opposite direction-head on	1		SEX OF DRIVERS			TOTAL	1717		14. Improper parking	2		
15. 2:01 P.M. to 3 P.M.			4. Snowy	84		5. Opposite direction-left turn	6		1. Male	1611		CONDITION OF DRIVERS			15. Following too closely	20		
16. 3:01 P.M. to 4 P.M.	2		5. Ice	147		6. Fixed object	6		2. Female	106		1. Had been drinking	8		16. Backing accident	2		
17. 4:01 P.M. to 5 P.M.	80		9. Unknown	1538		7. Pedestrian	1679		9. Unknown	1717		2. Sleepy, fatigued, etc.	2		17. Hit and run	91		
18. 5:01 P.M. to 6 P.M.	183		TOTAL	1636		8. Other	1658					3. Physical defect	23		18. Passing on wrong side			
19. 6:01 P.M. to 7 P.M.	1243		ROAD SURFACE			TOTAL	1658		DRIVING EXPERIENCE			5. Attention diverted	14		19. Overcrowded, passengers			
20. 7:01 P.M. to 8 P.M.	248		1. Concrete	181		1. \$25	104		1. Learner under instruction	5		9. No unusual condition	1669		20. No violation indicated	1647		
21. 8:01 P.M. to 9 P.M.	201		2. Asphalt	1321		2. \$25 to \$50	18		2. Licensed less than three months	10		TOTAL	1717		TOTAL	1717		
22. 9:01 P.M. to 10 P.M.	148		3. Brick	33		3. \$50 to \$100	16		3. Three to six months	15		VISION OBSCURED			WHAT DRIVERS WERE DOING			
23. 10:01 P.M. to 11 P.M.	129		4. Wood block	7		4. \$100 to \$250	11		4. Six to 12 months	43		1. Rain, snow, etc., on windshield	66		1. Making right turn	58		
24. 11:01 P.M. to 12 midnight	17		5. Gravel	42		5. \$250 to \$500	3		5. 1 to 5 years	160		2. Cracked windshield	1		2. Making left turn	112		
25. Unknown	1636		6. Macadam	51		6. \$500 to \$1,000	1		6. 6 to 10 years	229		3. Physical defect	1		3. Making U turn	1559		
			7. Granite block, etc.	1		9. Not known	1483		9. Expertise unknown	600		4. Trees, crops, etc.	1		4. Going straight ahead	18		
			8. Other	1636		TOTAL	1636		TOTAL	1717		5. Building	2		5. Slowing down, stopping	10		
			ROAD CHARACTER									6. Embankment			6. Overtaking	3		
			1. Straight road	1593								7. Signboards			7. Forward from parking space	19		
			2. Sharp curve or turn	3								8. Parked cars	26		8. Backward from parking space	6		
			3. Other curves	12								9. Moving cars	11		9. Other backing	1		
			4. Grade	25								10. Vision unobscured	1613		10. Stopped in traffic lane	25		
			5. Hillcrest	2								TOTAL	1717		11. Parked	42		
			6. Circle	1											12. Shifting	42		
			7. Grade separation												13. Tire blew out	24		
			8. Unknown	1636											14. Avoiding vehicle, object or pedestrian	8		
			TOTAL	1636											15. Emerging from alley or driveway	5		
															19. Unknown			
															TOTAL	1717		
			WEATHER CONDITIONS												FINANCIAL RESPONSIBILITY			
			1. Clear	1161												VEHICLES		
			2. Raining	885												In All Accidents	In Fatal Accidents	
			3. Snowing	70												1. Car insured	673	
			4. Fog	22												2. Car not insured	471	
			9. Unknown	1636												9. Unknown	672	
			TOTAL	1636												TOTAL	1717	

