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THIRTY-NINTH

ANNUAL REPORT

OF THE

COMMISSIONER OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1944



ARTHUR W. MAGEE

Commissioner

WILLIAM J. DEARDEN

Deputy Commissioner

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ANNUAL REPORT

April 1, 1945.

To His Excellency the Governor and the Legislature:

In accordance with the provisions of 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 1944.

Pursuant to legislative mandate "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," it is reported that traffic conditions, generally speaking, changed little from the previous year. The number of accidents reported was 24,120, an increase of 9.6 per cent over the previous year, while fatalities reached a new low of 609, a 10.7 per cent reduction from that of 1943. Despite the increase in accidents, the 24,120 figure was still 50.5 per cent below the 1941 level and fatalities were 37 per cent lower.

As in former years, the pedestrian was still the major problem of the traffic enforcement official. There were 346 pedestrians killed in accidents during the year out of the total of 609 traffic deaths, or 57 per cent of total deaths.

Since nearly 70 per cent of the pedestrian deaths occurred in urban areas (over 10,000 population), all safety efforts should be aimed at eliminating this conflict between driver and pedestrian. Under the law, pedestrians are as much a part of traffic as the motor vehicle, which fact does not seem to be fully recognized. Safety must become a fixed part of our daily life, but not until every one of us is ready to accept that principle and apply it, as pedestrian and as driver, can we hope for lasting improvement.

The time has come when we must be realistic about pedestrian accidents—to recognize that in modern traffic both pedestrians and drivers must make concessions to safety. Both must yield. Surveys having shown that more than two-thirds of the pedestrian victims broke some common sense safety rule, pedestrians must learn that drivers have the preference in mid-block and that they are charged with the responsibility for employing reasonable caution for their own safety.

Drivers must learn to show more consideration for pedestrians, especially in making turns. They must be alert always, watching out especially for the young and the aged. In the last analysis, safety is everyone's business and the sooner this conflict between driver and pedestrian is eliminated, the sooner will the streets and highways become safer for travel.

In considering post-war conditions, some leading safety groups have predicted an avalanche of traffic accidents and deaths during the first year of

peace as the result of deteriorating automobiles and the so-called "dulling of safe speed senses acquired by years of war restrictions."

While admitting that there is likely to be an increase in accidents and casualties when normal times return by reason of greater exposure, New Jersey should weather the storm relatively better than other places because of its retention of the motor vehicle inspection program throughout the war years.

Motor vehicles may have reached an advanced stage of deterioration in other States but New Jersey motorists are now collecting dividends in the form of longer car life, all because of inspections. Poor brakes, faulty steering mechanism and improper lighting equipment have not been permitted to get beyond the inspection lane in New Jersey. As a result, New Jersey cars have not only been safer than cars elsewhere but they face the post-war period better able to withstand the strain of peacetime travel.

The sudden return to higher speeds, so widely feared in other States, should not be a major problem in New Jersey. The normal maximum New Jersey speed of 40 miles per hour in open country and 45 miles on posted stretches of highway would not be a radical increase from the present 35 miles per hour war speed. Furthermore, it is not unreasonable to assume that many thousands of motorists, restricted by war regulations, have come to appreciate the benefits of slower speeds and the lesson they have learned will remain with them even after present restrictions have been removed.

In the meantime, the future lies largely with the individual motorist and the individual pedestrian. It can be reasonably controlled if every motorist will make frequent appraisal of his car's mechanical condition and reevaluate his driving ability right now; if every pedestrian will make it his business to make safety a fixed part of his daily life and to apply it.

Automobile disasters are not a price to be paid willingly in return for the many blessings and conveniences of modern motor travel. It is too big a price, we do not owe it and it must not be paid.

LICENSES, REGISTRATIONS AND TOTAL REVENUE

For 1944, there was a decrease in gross revenue, vehicle registrations and driver's licenses as compared with the year 1943.

Registrations, numbered 1,022,918, a decrease of 1.81 per cent; driver's licenses 1,184,616, a drop of 2.12 per cent, while gross revenue amounted to \$20,139,433.94, including \$449,308.75 in fees collected for motor vehicle inspections. Gross revenue fell off 1.32 per cent.

Follows a two-year comparison of registrations, driver's licenses and gross revenue, etc.:

REGISTRATIONS, LICENSES AND REVENUE

	1943 Items	1944 Items	1943 Fees	1944 Fees
Passenger vehicles	865,063	843,168	\$10,173,271.15	\$10,008,857.25
"No Fee" registrations to Motor Vehicle, State and Local Police Departments	597	622		
"No Fee" registrations of State, county, Federal and municipally owned vehicles ..	12,423	12,881		
Commercial vehicles	117,433	117,077	4,056,776.50	4,047,876.50
Farmer truck vehicles	17,365	17,864	271,196.00	283,490.25
Undertaker vehicles	731	733	19,211.00	19,209.00
Omnibus vehicles	8,979	9,051	407,617.50	404,664.25
Trailer registrations	8,404	9,841	465,383.00	500,422.50
Motorcycles	5,480	5,430	10,960.00	10,860.00
Dealers (auto and M. C.)	1,804	1,858	44,930.00	46,260.00
Agricultural tractors	1,032	1,561	3,096.00	4,683.00
Farm use registrations	2,389	3,263	2,389.00	3,263.00
Contractors' equipment-intransit	59	69	1,475.00	1,725.00
TOTAL REGISTRATIONS	1,041,759	1,022,918		
Duplicate certificates	20,241	22,094	20,241.00	22,094.00
Transfers and exchanges	94,756	69,838	219,624.00	168,054.10
Duplicate tags (auto and M. C.)	20,028	6,827	20,022.50	6,806.00
Auto driver licenses	1,210,297	1,184,616	3,630,891.00	3,553,848.00
Farm vehicle driver licenses	525	537	525.00	537.00
Motorcycle driver licenses	4,261	3,883	4,261.00	3,883.00
Permits	150,701	173,031	78,350.50	86,515.50
State driver licenses (Armed Forces)	1,302	2,834	1,302.00	2,834.00
"No Fee" Issues (To State, County, Municipal Government)—			2,048.36	3,986.44
Auto driver licenses	854	728		
Motorcycle driver licenses	880	788		
Transfers	402	387		
Duplicate tags		29		
Duplicate driver licenses		19		
Duplicate certificate (registrations)		6		
TOTAL ITEMS ISSUED BY AGENTS	2,552,006	2,485,535		
Fines, State			222,948.50	197,508.59
Certified copies			1,687.55	2,018.62
Commercial permits			19,880.38	18,461.08
Registration permits			42.50	35.00
Power of attorney fees			2,163.59	2,424.00
Miscellaneous receipts			2,640.55	1,648.28
			\$19,682,933.58	\$19,401,964.36
Bill of Sale Law Division			251,632.34	206,133.12
Excise Division			91,407.54	80,202.71
Junk Yard Division			1,801.00	1,825.00
Auto Testing Division			382,723.25	449,308.75
			\$20,410,497.71	\$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

ACCIDENT STATISTICS

With mileage 7 per cent above the previous year, motor vehicle traffic accidents in New Jersey increased 9.6 per cent during 1944. At the same time fatalities decreased 10.7 per cent, reaching the lowest figure in 22 years:

	1944	1943	1942	1941
Accidents	24,129	22,007	33,597	48,734
Fatalities	609	682	771	971
Injured	15,252	14,176	20,384	30,415
Gasoline (mill. gals.)	609.7	568.9	758.2	965.2
Deaths per 100 million vehicle miles	7.69	9.22	7.83	7.73

Using the formula \$11,500 for each death, \$450 for each personal injury and \$125 for each property damage accident, the economic loss from the year's accidents was \$15,159,000. This compares with \$15,300,000 in 1943, \$20,000,000 in 1942 and \$27,000,000 in 1941.

*Eight accident fatalities occurred on the average of every five days. There were nine every five days in 1943.

There were 66 accidents daily, on the average, as compared with 60 in 1943, 92 in 1942 and 133 in 1941.

The average daily personal injury toll was 42 in contrast with 39 in 1943, 51 in 1942 and 83 in 1941. For every death during the year there were 25 persons injured in accidents.

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	498,063,808 gal.	19.69
1930	1,269	546,685,108 gal.	17.85
1931	1,302	570,801,904 gal.	17.54
1932	1,180	554,319,229 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	965,206,965 gal.	7.73
1942	771	758,204,477 gal.	7.83
1943	682	568,936,842 gal.	9.22
1944	609	609,096,228 gal.	7.69

Man Power Loss

Two in every nine persons killed in traffic accidents during 1944 were war workers, as compared with one in every five in 1943, and one in every six during 1942. The actual number of war worker traffic fatalities was 133, of whom 107 were employed in war work of a general character, 17 in the shipyards, 6 in airplane factories and 3 at the RCA plant.

Nearly half (45%) of the workers were pedestrians, while one-fourth of the victims were killed in fixed-object accidents. The accident types were as follows:

Collision with—	
Pedestrian	60
Fixed object	34
Other motor vehicle	24
Railroad	5
Non-collision	9
Bicycle	1
<hr/>	
133	

Other Classifications

Fifty-one housewives were among the year's fatal accident casualties, 37 persons were on the retired list and 16 were farm workers.

Widows-Dependent Children

Those hit hardest by the death of a breadwinner in a fatal traffic accident are the widows and children. A total of 132 family heads were killed in the year's accidents leaving behind that number of widows and 122 dependent children.

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

Multiple Death Accidents

The most serious fatal traffic accident in the State's history occurred March 20, 1944, in Passaic when a bus loaded with war workers skidded off a bridge and plunged into the Passaic River. Twenty lives were lost in this single accident.

Multiple death accidents generally reached a new low during the year, there being 21 such accidents that caused 66 deaths. In the previous year, 40 accidents had 90 casualties and in 1942 there were 45 multiple death accidents that killed 102 people.

In addition to the 20-death accident there were 16 two-death accidents, 3 three-death accidents and 1 four-death accident during the year.

Holiday Deaths

Fuel rationing continued to influence traffic deaths on legal holidays. With pleasure driving reduced to a minimum, the year's holidays were marked by an absence of the hazards usually found in heavy traffic. Holiday deaths totaled 18 as compared with 23 in the previous year.

	Deaths	
	1944	1943
New Year's Day	10	7
Easter	1	1
Memorial Day .....	..	2
Independence Day	2	2
Labor Day	2	3
Thanksgiving Day	1	3
Christmas Day	2	5
	18	23

State Highway Accidents

One-fifth of all accidents and 30 per cent of the total traffic fatalities occurred on the State highway system during the year.

The number of accidents reported on the State system was 4,835, deaths totaled 185 and 3,458 persons were non-fatally injured. The accident figure was an 18 per cent increase over the previous year, fatalities were identical with those of 1943, while injuries rose 20 per cent.

Route 25 had the highest accident experience during the year with 1,052 accidents, an increase of 11 per cent. Fatalities, however, dropped from 41 in 1943 to 28.

On Route 4, the second busiest highway, there were 314 accidents, an increase of 32 per cent and 18 deaths.

On Route 29 a total of 185 accidents were reported, or an increase of 16 per cent. Accidents increased 51 per cent on Route 43, reaching a total of 149.

Age of Vehicle

Nearly 42 per cent of the motor vehicles involved in accidents during the year were between 6 and 10 years old. The percentages follow:

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

Insured Cars

On the basis of reports received, 43 per cent of the vehicles involved in accidents were covered by liability insurance. Approximately one-fourth of the owners stated that their cars were not insured, while the remainder of the accident drivers failed to indicate on their accident reports their financial responsibility status.

Manner of Collision

Slightly more than 30 per cent of all accidents were the right angle collision type, while head-on crashes comprised 8 per cent of the total.

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

STATE HIGHWAY ACCIDENTS

DEATHS AND INJURED

Route	Accidents			Deaths			Injured		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
1	182	144	234	9	6	5	86	139	161
S-1	11	8	15	1	1		7	1	6
S-1A	8	4	6			1	3	7	1
3	55	67	98	2	2	3	29	48	75
4	314	237	376	18	11	14	239	172	257
4N	53	33	49	2	3	2	25	20	20
5	11	6	13				5	7	5
5N	7	4	11				3	6	5
6	304	257	462	10	8	21	275	202	372
S-6	2	4	20				5	5	23
7	55	48	73		1		48	30	43
8	11	6	21	1		1	9	4	19
8N or 84	7	5	6			1	1	3	4
10	59	55	192					31	76
12	3	5	8	3		4	25	2	2
17	107	132	214	4	7	5	121	88	128
21	133	175	175	4	4	1	87	100	71
23	78	70	119	7	3	9	38	39	70
24	108	69	174	2	1	1	62	50	94
S-24	45	26	51	1	1		32	13	20
25	1,171	1,052	1,875	28	41	49	820	758	1,242
25M	57	52	88		2		33	33	39
S-25 & 25A	5	1					2		
26	63	76	110	3	4	8	42	43	43
S-26	6			2			3		
27	204	194	281	6	8	7	145	130	192
28	195	186	287	8	8	11	129	88	187
S-28	14	19	23	1	3		11	18	14
29	185	159	342	4	6	13	131	99	216
30	66	68	88	8	5	3	46	36	48
31	80	65	122	2		5	44	40	90
S-31	14	10	24				3	3	20
32	22	21	38			1	14	14	21
33	83	60	79	2	1	1	61	45	59
34	38	12	28	1	2		32	10	31
35	195	122	277	9	4	7	171	91	175
36	31	17	53	2	4	1	32	11	25
37	36	24	40	1	2	1	21	16	23
38	32	26	47		4	2	27	25	50
39	28	27	40	1	1		23	18	59
S-39	4						6		
40	34	33	64	2	2	5	26	26	53
S-40	3	5	9				3	5	10
41	9	9	11	1		1	7	11	14
S-41	11	11	13	1	2	1	8	4	10
42	58	69	117	3	4	6	66	68	105
43	149	92	178	4	7	20	118	79	161
44	99	88	115	5	10	4	79	67	91
S-44	1	5	1		1		1	3	2
45	93	69	137	7	3	5	85	61	85
45M		14	24		2	1		11	11
46	27	20	32	1	2	2	12	17	17
47	63	63	74	9	6	4	60	30	47
48	61	39	68	4	1	3	41	27	54
49	44	22	29	6	1	4	34	21	19
S-49	9	7	19				7	4	8
50	11	13	18			1	11	6	7
51		3						1	
54	1		1				1		1
No Number	3	1	3						
35-4N Connection	2						1		
	4,835	4,109	6,982	185	185	236	3,458	2,887	4,681

Age of Drivers

The continued absence of more than 450,000 New Jersey men and women in the armed forces was reflected in the age groups of drivers involved in the year's accidents. Drivers under 30 years of age figured in 31 per cent of the accidents as compared with 34 per cent in 1943, and 44 per cent in 1942. At the same time a slight increase was noticed in accidents involving drivers in the age groups 50 to 64 years and 65 and over.

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

Vehicle Types

Seventy-eight per cent of the vehicles involved in accidents were of the passenger type and 14 per cent were commercial vehicles. Accident involvement by buses totaled 2,044, an increase of 15 per cent over the previous year.

Other vehicle types figuring in accidents were 725 taxicabs, 189 military vehicles, 190 motorcycles, 288 station wagons and 57 emergency vehicles (ambulances, police wagons, etc.).

Road Location—Surface

Street intersections were the locations of 59 per cent of all accidents and 37 per cent occurred between intersections.

Two-thirds of total accidents happened on asphalt pavement and approximately 22 per cent on concrete. Less than 5 per cent occurred on macadam surfaced roads.

Light Conditions

Nearly 60 per cent of total accidents occurred during daylight hours, but the opposite was true with fatal accidents. Two-thirds of all fatalities occurred under cover of darkness.

Weather Conditions

More than three-fourths of total accidents happened during times of clear weather, 15 per cent during rainstorms and 6 per cent while it was snowing.

Hour of Occurrence

The hour of 5 to 6 P. M. was the peak hour of all accidents, but in the case of fatal accidents the hour 7 to 8 P. M. was the most dangerous. The safest hour of the day apparently was 9 to 10 A. M.

Day of the Week

Saturday was the day of the week on which most accidents occurred. Friday had the second highest accident record and Sunday the third.

Sex of Drivers

Slightly more than 10 per cent of the accident drivers were females.

Speed

Year after year "speed" is the greatest single cause of fatal traffic accidents and 1944 was no exception. However, in the case of all accidents "speed," as a cause, ranked second, being nosed out for first place among the causes of accidents by the violation, "driving on wrong side of the road." "Violating the right of way" was the third ranking cause, "following too closely" fourth and "improper turns" fifth.

Pedestrians

One of the bright spots of the year was the improvement in the pedestrian accident situation.

There were 346 pedestrians killed and 4,030 injured during the year, as compared with 382 pedestrian fatalities and 4,460 non-fatally injured in the previous year. The decrease in both instances was over 9 per cent. The drop in pedestrian deaths and injured occurred despite a rise of nearly 10 per cent in total accidents.

Night time was danger time for pedestrians with nearly three-fourths of their fatal accidents happening under cover of darkness. This emphasizes the need for proper headlights that permit the driver to see persons and objects in the road ahead.

While children under 15 years were involved in more than 40 per cent of pedestrian accidents, this age group accounted for only 16.8 per cent of the pedestrian fatalities. Pedestrians of middle age and over figured in 28 per cent of all pedestrian accidents and almost 58 per cent of the deaths.

Two in every three pedestrian victims of accidents were males.

Forty-three per cent of pedestrian accidents happened at street intersections.

Pedestrian fatalities were extremely high in most of the larger cities. In Hoboken and Irvington, pedestrians comprised 100 per cent of total traffic deaths. Other cities having a high pedestrian death percentage were Paterson, 93 per cent; Trenton, 88 per cent; Newark and Elizabeth, 86 per cent; Perth Amboy, 83 per cent; Kearny, 80 per cent; Jersey City, 78 per cent;

Union City and East Orange, 75 per cent; Camden, 70 per cent, and Atlantic City, 66 per cent.

Child Pedestrians

There were 58 pedestrians under 15 years of age killed during the year, a decrease of 2 from the 1943 toll. The age group "65 years and over" contained 95 fatalities as against 105 in the previous year.

Intoxicated Pedestrians

Sixty-five of the pedestrians killed and 163 of those injured in traffic accidents were reported as having been under the influence of alcohol. This was a decrease from the previous year when 74 of the fatalities and 220 of the injured were reported intoxicated.

Classification of Victims

In fatal accidents, pedestrians are the principal victims. In non-fatal injury accidents, passengers, not the drivers are the leading sufferers.

	Killed	Per Cent Killed	Injured	Per Cent Injured
Drivers	111	18.3	3,653	24.
Passengers	129	21.1	7,039	46.2
Pedestrians	346	56.8	4,030	26.5
Bicyclists	9	1.5	313	2.
Motorcycle drivers	11	1.8	134	.8
Others	3	.5	83	.5
	609	100.	15,252	100.

Urban—Rural

Urban localities (over 10,000 population) were the scene of three in every four accidents, 57 per cent of total traffic fatalities and 69 per cent of pedestrian fatalities. The only instance in which these figures differ from those of the previous year is in the case of pedestrian fatalities which show a reduction of 5 per cent.

ACCIDENTS

	1944	1943	1942
Urban	18,914 (74.3%)	16,784 (76.%)	24,891 (74.%)
Rural	6,106 (25.7%)	5,223 (24.%)	8,700 (26.%)
	24,120	22,007	33,597

TOTAL FATALITIES

	1944	1943	1942
Urban	348 (57.1%)	388 (57.%)	400 (52.%)
Rural	261 (42.9%)	294 (43.%)	371 (48.%)
	609	682	771

PEDESTRIAN FATALITIES

	1944	1943	1942
Urban	240 (69.3%)	283 (74.%)	270 (67.%)
Rural	106 (30.7%)	99 (26.%)	136 (33.%)
	346	382	406

Deaths by Counties

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

Total Accidents

	1944	1943	1942	1941
January	2,245	1,733	4,615	4,022
February	2,128	1,716	3,282	3,497
March	2,136	2,009	3,588	3,571
April	1,872	1,771	2,764	3,024
May	1,699	1,669	2,657	3,968
June	1,778	1,425	2,358	3,986
July	1,762	1,510	2,344	4,607
August	1,822	1,772	2,301	4,410
September	1,678	1,745	2,064	3,866
October	2,036	2,265	2,025	4,365
November	2,184	2,006	2,353	4,372
December	2,780	2,386	3,246	5,046
	24,120	22,007	33,597	48,734

Total Deaths

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

Alcohol—Accidents

Alcohol was a factor in one out of every ten fatal accidents, on the average, during the year. On the basis of all accidents, alcohol figured in every twenty-sixth accident, on the average.

There were reports of 914 accidents in which the driver or drivers "had been drinking" and these accidents resulted in 64 deaths and non-fatal injuries to 624 people.

Year	Accidents	Deaths	Injured
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

Seven in every ten accidents involving alcohol occurred at night, with more accidents on Sunday than any other day of the week. The most frequently cited violation was driving on the wrong side of the road. Speeding was second on the list of violations. There were 66 hit-and run drivers, five of whom were in fatal accidents.

Nearly 60 per cent of the offending drivers were in the age group 30 to 50 years, while 18 per cent of the operators were middle aged or older. Sixteen of the drivers were under 21 years of age.

Of the 64 persons killed as the result of alcoholic drivers, 28 were passengers, 18 were pedestrians and 18 were drivers.

Only one-fourth of the cars involved in these accidents were covered by liability insurance. Less than 5 per cent of the drivers were women.

Drivers Under 17 Years

While the minimum age for licensed drivers in New Jersey is 17 years, R. S. 39:3-10, enacted as a war measure, permits the licensing of 16-year-olds to drive motor vehicles in agricultural pursuits. There were 537 of these special licenses issued during the year to New Jersey residents.

Out of this group only three were reported as having been involved in accidents. One was a hit and run driver, one caused an accident by turning into the roadway without first signalling his intention, while the third accident was caused by the other driver ignoring the traffic signal. These accidents happened, one each, in Burlington, Hunterdon and Warren Counties. All three were operating farm registered vehicles at the time of their accidents.

During the same period there were 72 other drivers under 17 years of age involved in accidents in the State, 57 of whom were residents and 15 non-residents. The 57 residents were all unlicensed drivers. Thirteen of the out-of-State youths were licensed drivers and two were unlicensed.

Three of the accidents involving drivers under 17 years were fatal accidents. Pennsylvania drivers figured in two of these collisions—one a licensed and the other an unlicensed driver—and one unlicensed New Jersey driver.

Following is a record of total accidents, fatalities and non-fatal injuries reported in the cities, boroughs, townships and villages of the State, over a three-year period.

ATLANTIC COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Absecon	5	7	10	..	..	1	3	5	8
Atlantic City	215	11	34	9	3	11	158	7	35
Brigantine .....	..	..	..	..	..	..	..	..	..
Buena Vista	27	17	33	..	1	2	14	13	21
Corbin City .....	..	2	1	..	..	..	..	2	1
Egg Harbor City	14	13	13	1	2	..	9	16	10
Egg Harbor Twp.	21	21	25	2	2	3	14	23	31
Estelle Manor	3	4	3	..	..	..	5	4	1
Folsom	5	3	14	..	..	2	3	3	18
Galloway Twp.	28	16	27	3	..	2	31	15	24
Hamilton Twp.	39	27	36	4	3	1	29	13	43
Hammonton	12	12	24	1	1	5	6	12	29
Linwood .....	..	..	1	..	..	..	..	..	2
Longport .....	..	..	..	..	..	..	..	..	..
Margate City	3	..	..	1	..	..	..	..	..
Mullica	19	10	24	1	..	2	15	11	26
Northfield	13	10	9	..	..	1	7	4	3
Pleasantville	48	31	44	..	..	2	28	23	19
Port Republic	2	1	1	..	..	..	2	1	..
Somers Point	2	6	3	..	2	..	1	4	..
Ventnor	1	3	7	..	..	2	1	5	4
Weymouth .....	..	2	3	..	..	1	..	1	..
TOTAL	457	196	312	22	14	35	326	162	275

BERGEN COUNTY

Allendale	9	6	9	1	1	..	1	..	3
Alpine	21	26	32	..	..	..	9	21	21
Bergenfield	31	22	43	1	1	2	16	12	39
Bogota	21	16	23	1	..	1	15	10	6
Carlstadt	26	19	93	3	2	..	16	18	52
Cliffside Park	95	110	158	..	1	3	38	36	43
Closter	38	39	8	..	..	..	11	14	3
Cresskill	4	5	6	..	2	..	5	2	6
Demarest	2	9	5	..	..	1	8	10	5
Dumont	17	13	29	1	..	1	11	8	22
E. Paterson	30	32	45	3	2	1	11	32	20
E. Rutherford	35	36	53	1	2	5	24	17	36
Edgewater	11	13	16	..	1	..	4	5	10
Emerson	6	9	4	..	..	..	8	2	2
Englewood	79	56	123	1	3	3	54	34	76
Englewood Cliffs	6	5	6	1	1	..	5	3	3
Fairlawn	104	93	136	2	..	2	71	34	93
Fairview	24	11	17	1	2	1	15	7	11
Fort Lee	47	24	63	2	..	3	31	20	33
Franklin Lakes	6	4	2	..	..	..	1	5	2
Garfield	125	126	163	2	1	2	60	68	67
Glen Rock	16	16	19	3	1	..	12	16	5
Hackensack	138	110	199	..	5	5	69	74	91
Harrington	2	1	2	..	..	..	1	..	2
Hasbrouck Hghts.	76	85	112	2	4	2	43	47	71
Haworth	2	4	1	..	1	..	1	3	..
Hillsdale	17	12	28	..	..	..	8	7	15
Hohokus Boro.	10	14	6	1	..	..	3	7	10
Hohokus Twp.	11	9	14	..	..	..	6	8	16
Leonia	13	9	17	1	..	..	7	7	11
Little Ferry	14	22	30	1	1	1	12	8	27
Lodi	30	22	32	6	..	4	34	10	26
Lyndhurst	67	63	111	1	..	..	34	29	94
Maywood	14	30	35	..	..	..	7	23	16
Midland Park	5	13	14	..	..	..	2	6	7
Montvale	3	8	12	..	..	..	1	7	10
Moonachie	6	5	6	2	..	1	2	7	1
New Milford	8	7	19	..	3	2	4	3	14
No. Arlington	38	42	60	1	2	1	25	27	30
Northvale	1	3	2	..	..	..	1	1	..
Norwood	1	7	8	..	1	..	4	5	2
Oakland	5	6	11	..	..	..	2	1	3
Old Tappan	1	..	..	..	..	..	..	..	..
Oradell	6	4	16	..	..	1	1	2	15

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Palisades Park	22	18	41	2	..	1	12	6	39
Paramus	116	67	125	1	3	1	73	70	73
Park Ridge	10	10	22	..	1	..	15	4	10
Ramsey	20	6	20	..	..	..	16	2	14
Ridgefield	27	13	22	3	..	..	16	7	12
Ridgefield Park	63	47	86	..	1	1	39	37	62
Ridgewood	48	34	68	..	..	2	24	16	39
River Edge	16	16	32	1	..	..	31	8	13
Rivervale	3	2	2	..	..	..	3	1	1
Rochelle Park	13	11	17	..	2	..	16	7	13
Rockleigh	1	..	..	..	..	..	2	..	..
Rutherford	49	63	90	..	2	3	23	35	43
Saddle River Boro.	13	7	11	..	2	1	9	1	9
Saddle River Twp.	11	9	9	1	..	..	4	1	6
So. Hackensack	13	9	5	..	1	..	4	7	5
Teaneck	148	129	206	6	4	2	83	103	129
Tenafly	19	15	15	..	..	..	9	10	5
Teterboro	20	26	27	..	2	3	11	22	17
Upper Saddle River	2	1	2	..	..	..	1	..	2
Waldwick	12	6	12	1	..	..	17	3	3
Wallington	19	13	27	2	..	1	8	2	10
Washington	3	2	5	..	..	..	..	1	1
Westwood	14	10	29	..	..	..	8	6	6
Woodcliff Lake	10	6	11	1	..	2	5	7	6
Wood-Ridge	20	15	23	..	..	..	8	3	9
Wyckoff	8	12	22	..	1	..	..	6	6
TOTAL	1,921	1,713	2,717	58	56	59	1,123	1,023	1,552

BURLINGTON COUNTY

Bass River	2	8	3	..	..	1	1	7	1
Beverly	5	7	..	4	..	1	3	1	4
Bordentown	5	4	11	..	..	..	..	3	5
Bordentown Twp.	47	60	96	..	3	1	38	73	67
Burlington	38	30	49	..	2	1	24	18	21
Burlington Twp.	15	22	36	1	3	1	18	17	27
Chester Twp.	8	15	34	..	..	5	8	10	29
Chesterfield	7	14	22	1	..	1	11	48	18
Cinnaminson	20	13	19	2	5	..	11	5	8
Delanco	2	3	7	1	..	..	3	6	6
Delran Twp.	17	20	47	..	1	2	9	12	37
Easthampton	6	3	9	..	..	1	2	..	10
Edgewater Park	7	7	16	1	..	2	5	4	10
Evesham Twp.	9	6	8	1	..	..	16	5	3
Fieldsboro	2	..	1	..	..	..	1	..	3
Florence	16	15	23	1	1	1	18	6	10
Hainesport	11	15	14	..	5	..	12	16	16
Lumberton	9	4	9	..	1	2	9	..	15
Mansfield	22	24	33	3	2	2	19	38	31
Medford	8	9	15	1	..	..	4	6	14
Medford Lakes .....	..	..	..	..	..	..	..	..	..
Moorestown	20	15	22	1	1	..	21	14	18
Mt. Holly	17	11	28	1	..	2	7	6	12
Mt. Laurel Twp.	10	11	17	2	3	..	6	18	14
New Hanover Twp.	15	16	30	..	1	3	8	5	19
N. Hanover Twp.	4	8	10	..	..	..	1	9	11
Palmyra	8	5	9	..	1	..	5	..	7
Pemberton Boro.	3	6	8	..	..	..	1	1	4
Pemberton Twp.	17	17	44	..	1	2	15	11	41
Riverside Twp.	11	7	14	..	..	..	3	6	6
Riverton	5	2	5	1	..	..	2	4	8
Shamong .....	..	1	5	..	..	..	..	1	6
Southampton Twp.	15	8	18	2	..	5	19	3	33
Springfield Twp.	16	20	18	..	..	..	29	44	13
Tabernacle	3	6	..	..	..	..	2	6	..
Washington Twp. ....	..	..	1	..	..	..	..	..	..
Westhampton	2	3	9	..	..	..	..	4	7
Willingsboro	9	9	16	..	3	2	7	10	8
Woodland Twp.	2	3	5	..	..	..	4	5	10
Wrightstown	12	19	15	..	2	..	2	3	3
TOTAL	424	446	733	23	35	35	344	425	555

CAMDEN COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Audubon	18	14	20	..	..	2	18	9	17
Barrington	5	1	3	1	..	..	1	1	..
Bellmawr	5	11	7	..	1	..	6	10	17
Berlin	25	12	27	..	5	6	14	6	32
Berlin Twp.	6	2	8	..	1	1	4	..	8
Brooklawn	7	6	13	..	..	2	5	11	11
Camden	986	908	1,371	20	16	18	786	739	1,047
Chesilhurst	3	2	3	..	..	..	..	..	1
Clementon	10	5	19	..	..	1	10	..	15
Collingswood	43	35	70	1	1	..	19	27	36
Delaware Twp.	16	25	44	1	2	4	13	21	32
Gibbsboro	4	2	4	1	..	..	10	1	2
Gloucester	29	27	41	2	8	2	32	17	43
Gloucester Twp.	7	18	29	..	2	3	2	22	12
Haddon Twp.	34	12	35	2	..	2	20	13	13
Haddonfield	30	13	16	1	..	..	15	6	10
Haddon Hghts.	12	6	10	..	1	1	6	4	6
Hi-Nella	..	..	1	..	..	..	..	..	..
Laurel Springs	2	2	2	..	..	..	3	1	2
Lawnside	3	2	6	..	..	..	8	4	6
Lindenwald	11	8	17	..	2	..	9	16	22
Magnolia	4	6	7	1	..	..	3	1	3
Merchantville	4	16	16	..	1	..	4	13	11
Mt. Ephraim	9	3	12	2	..	1	12	1	10
Oaklyn	10	6	19	..	1	..	7	5	6
Pennsauken	250	211	358	8	3	6	149	99	224
Pine Hill Boro.	1	..	..	..	..	..	..	..	..
Pine Valley	..	..	..	..	..	..	..	..	..
Runnemede	9	5	21	..	..	1	12	5	13
Somerdale	8	6	9	..	..	..	2	4	5
Strafford	9	3	6	..	..	1	8	1	1
Tavistock	..	..	..	..	..	..	..	..	..
Voorhees Twp.	7	5	6	..	..	..	2	3	7
Waterford	18	8	20	2	..	3	12	4	20
Winslow	21	16	25	1	3	5	15	21	28
Woodlynne	3	1	1	..	..	..	1	..	1
TOTAL	1,609	1,397	2,276	43	47	59	1,208	1,065	1,661

CAPE MAY COUNTY

Avalon	3	2	2	..	..	..	2	1	3
Cape May City	10	5	6	..	..	1	3	2	2
Cape May Pt.	..	..	..	..	..	..	..	..	..
Dennis Twp.	14	18	17	..	1	4	7	12	10
Lower Twp.	11	21	32	1	1	2	13	13	21
Middle Twp.	39	34	54	4	..	4	35	14	26
No. Cape May	..	..	..	..	..	..	..	..	..
No. Wildwood	5	1	11	..	..	..	5	1	19
Ocean City	38	15	31	..	..	..	13	7	16
Sea Isle City	6	1	2	..	..	..	5	..	1
So. Cape May	..	1	..	..	..	..	..	3	..
Stone Harbor	3	1	2	..	..	..	..	..	1
Upper Twp.	17	16	23	..	..	..	17	11	15
W. Cape May	..	1	1	..	..	..	..	..	1
W. Wildwood	..	..	..	..	..	..	..	..	..
Wildwood City	18	48	62	..	2	1	4	17	33
Wildwood Crest	1	..	..	..	..	..	..	..	..
Woodbine	1	..	7	..	..	1	4	..	2
TOTAL	166	164	250	5	4	13	108	81	150

CUMBERLAND COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Bridgeton	16	13	73	1	..	1	2	4	28
Commercial	3	6	9	..	1	1	1	2	11
Deerfield	15	13	22	4	2	1	12	15	21
Downe	3	3	7	..	..	1	4	3	2
Fairfield	8	4	11	1	..	..	11	4	5
Greenwich	1	5	2	..	..	..	2	6	5
Hopewell	10	7	13	..	1	..	5	3	16
Landis	32	17	34	6	7	7	29	7	25
Lawrence	4	6	5	..	..	..	7	5	4
Maurice River	11	9	13	2	1	1	7	6	5
Millville	11	13	24	4	8	1	8	4	15
Shiloh	2	3	2	1	..	..	..	1	3
Stowe Creek	2	3	..	1	1	..	..	1	..
Upper Deerfield	29	24	39	2	2	5	34	17	41
Vineland	20	14	25	1	2	2	5	10	12
TOTAL	167	140	279	23	25	20	121	88	193

ESSEX COUNTY

Belleville	115	110	165	3	4	4	73	44	95
Bloomfield	262	252	303	2	1	1	115	134	162
Caldwell	34	24	41	..	..	..	17	15	31
Caldwell Twp.	34	18	54	1	..	3	30	8	47
Cedar Grove	22	17	23	1	1	..	18	13	30
East Orange	482	456	665	4	4	4	212	206	288
Essex Falls	5	1	3	..	..	..	5	..	4
Glen Ridge	33	25	37	1	..	1	12	20	10
Irvington	330	346	530	7	6	7	189	191	280
Livingston	47	43	61	..	..	2	28	14	28
Maplewood	48	48	68	1	1	1	23	33	26
Millburn	50	30	54	1	1	1	30	12	32
Montclair	113	100	209	2	1	5	44	43	113
Newark	5,253	5,258	7,362	71	85	77	3,180	3,134	3,943
No. Caldwell	1	2	7	..	..	1	2	..	5
Nutley	132	103	181	..	4	4	75	59	110
Orange	164	148	242	..	3	3	87	88	106
Roseland	5	5	7	..	..	..	4	2	8
So. Orange	63	30	83	2	..	1	41	6	28
Verona	29	22	26	..	1	..	12	7	7
West Caldwell	15	17	31	..	..	..	15	10	8
West Orange	158	109	208	1	1	7	117	59	131
TOTAL	7,395	7,164	10,360	97	113	122	4,329	4,098	5,492

GLOUCESTER COUNTY

Clayton	3	7	15	..	..	1	2	4	11
Deptford	33	29	43	4	4	5	34	21	38
E. Greenwich	5	6	9	..	1	1	4	8	10
Elk Twp.	11	8	7	..	2	..	14	7	2
Franklin Twp.	47	37	38	6	5	..	47	23	27
Glassboro	38	18	26	2	..	..	31	6	23
Greenwich	19	16	22	2	..	2	13	4	17
Harrison Twp.	11	11	13	..	..	1	8	9	10
Logan Twp.	27	28	24	1	3	1	14	18	26
Mantua Twp.	15	11	22	..	1	1	11	8	27
Monroe Twp.	16	13	23	1	..	1	24	27	25
National Park	2	2	7	..	..	..	4	..	2
Newfield	3	2	2	..	..	..	1	3	2
Paulsboro	22	16	16	1	7	1	10	11	11
Pitman	15	11	21	..	..	1	7	8	14
So. Harrison Twp.	2	4	4	..	..	..	1	10	4
Swedesboro	2	6	12	..	1	..	..	2	6
Washington	16	19	18	..	1	..	14	18	11
Wenonah	5	..	1	1	..	..	1	..	..
W. Deptford Twp.	54	47	73	3	2	2	48	48	52
Westville	6	10	12	1	..	..	6	8	7
Woodbury	25	14	36	2	..	..	14	14	17
Woodbury Hghts.	3	6	3	..	..	..	1	13	2
Woolwich Twp.	6	11	11	..	..	3	4	19	12
TOTAL	386	332	458	24	27	20	313	289	356

HUDSON COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Bayonne	88	88	195	6	4	10	65	77	138
E. Newark	10	20	12	1	1	..	2	5	2
Guttenberg	4	6	14	1	..	..	..	4	4
Harrison	68	93	140	..	..	5	39	60	76
Hoboken	211	218	271	3	9	8	141	184	204
Jersey City	1,302	1,143	1,906	23	29	23	963	872	1,350
Kearny	214	214	382	5	9	8	146	156	198
N. Bergen	99	80	149	3	7	9	55	76	132
Secaucus	17	25	48	2	1	2	11	20	32
Union City	186	182	297	8	6	4	128	123	199
Weehawken	35	23	40	1	1	1	29	14	40
W. New York	41	35	64	1	5	3	29	17	46
TOTAL	2,275	2,127	3,518	53	72	73	1,608	1,608	2,421

HUNTERDON COUNTY

Alexandria	3	4	2	..	..	..	4	4	1
Bethlehem	9	12	12	1	2	1	2	5	5
Bloomsbury	1	1	2	..	..	..	..	1	1
Califon	1	3	3	..	..	..	..	1	..
Clinton	8	12	9	..	..	..	1	9	4
Clinton Twp.	30	27	30	..	1	..	41	17	16
Delaware	4	8	4	..	1	..	2	2	1
East Amwell	6	5	12	..	1	..	1	4	6
Flemington	13	7	17	1	..	..	5	3	13
Franklin Twp.	4	2	3	..	..	..	4	..	7
Frenchtown	5	3	4	..	..	..	1	..	2
Glen Gardner	5	5	4	1	..	..	2	2	1
Hampton	4	3	7	1	..	1	..	1	3
High Bridge	3	8	6	..	..	2	1	2	3
Holland	7	4	2	..	..	..	10	1	3
Kingwood	3	3	6	..	..	..	1	3	6
Lambertville	8	8	7	..	..	1	1	5	5
Lebanon	3	12	19	2	..	1	5	7	10
Lebanon Twp.	8	4	11	..	..	1	5	1	4
Milford	3	3	3	..	..	..	..	..	2
Raritan	20	23	23	1	3	..	18	16	10
Readington	28	33	42	3	..	2	15	22	39
Stockton	1	..	..	..	..	..	..	..	..
Tewksbury	4	..	3	..	..	..	1	..	2
Union Twp.	10	11	12	..	..	..	15	2	4
West Amwell	5	6	7	..	..	..	3	2	2
TOTAL	196	207	250	10	8	9	138	109	150

MERCER COUNTY

East Windsor	22	21	38	3	1	5	11	19	21
Ewing	96	71	96	4	9	5	64	51	46
Hamilton Twp.	107	98	140	5	5	4	56	46	131
Hightstown	9	7	10	1	..	2	7	6	1
Hopewell	3	3	5	..	..	..	3	..	5
Hopewell Twp.	33	32	30	3	..	2	20	18	24
Lawrence	12	18	25	1	1	4	6	8	23
Pennington	4	1	7	..	..	..	1	..	3
Princeton	27	17	28	..	1	..	13	6	13
Princeton Twp.	8	8	1	1	1	..	5	3	2
Trenton	577	501	606	8	9	11	312	332	351
Washington Twp.	21	32	38	1	1	1	6	22	21
West Windsor	33	32	52	1	2	5	22	21	21
TOTAL	952	841	1,076	28	30	39	526	532	662

MIDDLESEX COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Carteret	35	25	56	1	1	2	31	25	37
Cranbury	25	30	54	1	3	5	19	13	23
Dunellen	26	19	25		2		15	15	9
E. Brunswick	27	29	62	1	3	2	27	26	40
Helmetta	1	1	2						1
Highland Park	40	44	53				20	28	26
Jamesburg	6		5			1			2
Madison	38	41	72	1			24	35	43
Metuchen	17	20	23		2		11	10	12
Middlesex	14	17	23	1	1	1	4	6	8
Milltown	2	8	7					1	
Monroe	14	12	21	1	1		4	7	15
New Brunswick	197	159	219	2	1	1	81	81	123
N. Brunswick	53	63	117	3	10	5	33	32	63
Perth Amboy	134	108	190	6	4	3	73	42	112
Piscataway	23	41	85	1	2	3	9	24	40
Plainsboro	6	7	12				2	2	2
Raritan	174	153	287	6	2	6	112	103	170
Sayreville	41	32	89	5	1	3	26	30	51
South Amboy	24	17	28	1	1	2	9	5	12
So. Brunswick	53	36	74	4	3	4	31	22	43
So. Plainfield	16	27	28	1	1	1	11	14	8
South River	29	28	52		1		18	14	39
Spotswood	1	5	2				1	2	1
Woodbridge	177	104	221	9	8	6	101	51	110
TOTAL	1,173	1,026	1,807	44	47	45	662	588	995

MONMOUTH COUNTY

Allenhurst	4	2	4	1			4	1	
Allentown	2	2	4					3	2
Asbury Park	79	44	115	2	3	5	50	24	82
Atlantic Twp.	33	7	27		2		31	8	25
Atlantic Highlands	5	5	5				3	2	8
Avon	6	9	12			1	1	6	7
Belmar	17	11	13	2	2	2	7	6	11
Bradley Beach	25	12	19			1	14	9	10
Brielle	2	1	6				2	2	
Deal	4	5	8	1			5	5	1
Eatonstown	19	20	23	2	1		25	12	15
Englishtown	8	5	3	1			5	8	1
Fair Haven	5	1	2				2	1	
Farmingdale	11	5	3				7	3	3
Freehold	23	13	27	3	1	2	13	6	6
Freehold Twp.	37	30	43	1	1	3	24	25	25
Highlands	1	6	12				2	3	6
Holmdel	10	10	14			1	10	12	20
Howell Twp.	48	47	37	2	2		28	29	36
Interlaken	3	1					1		
Jersey Homesteads Boro.	1	1							
Keansburg	15	10	16				13	4	10
Keyport	30	19	32	1		2	19	6	27
Little Silver	4	5	11				1	3	16
Long Branch	34	17	32	5	1	1	23	9	8
Manalapan	22	16	26		2	3	20	19	19
Manasquan	13	9	9	2			3	4	11
Marlboro	11	15	21	5	1	1	4	9	22
Matawan Boro.	20	7	15	2			15	6	6
Matawan Twp.	18	12	12	1	3		18	10	8
Middletown	43	36	132	4	8	6	39	26	50
Millstone	10	29	8			1	2	8	6
Monmouth Beach	1								
Neptune Twp.	54	36	53	1	1		59	22	48
Neptune City		13	8			1		12	5
Ocean Twp.	24	20	20		2	2	16	21	16
Oceanport	12	2	9				21	7	4
Raritan Twp.	16	12	29			2	16	7	14
Red Bank	58	36	48			1	22	18	20
Rumson	5	6	10		2			3	9
Sea Bright	6	3	5	1			5	2	1
Sea Girt	4	1	7		1				7
Shrewsbury Boro.	9	9	8		1		13	9	4
Shrewsbury Twp.	29	20	22			2	24	17	10
So. Belmar	2	2					2	1	
Spring Lake	4	4	15	1	1	1	2	5	5
Spring Lake Hgts.	11	1	2	1			4	3	2
Union Beach	7	5	9	1	1		5	2	2
Upper Freehold Twp.	8	12	14					12	9
Wall Twp.	25	11	17	1	1		7	10	14
W. Long Branch	5	4	4		1		4	3	3
TOTAL	843	609	971	41	39	39	598	423	613

MORRIS COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Boonton	34	25	59	..	..	..	9	8	36
Boonton Twp.	1	2	3	..	..	..	1	1	4
Butler	7	8	15	..	..	..	3	2	10
Chatham Boro.	16	6	19	1	..	1	6	2	10
Chatham Twp.	4	7	1	..	..	..	..	1	..
Chester	4	5	9	..	..	..	3	2	6
Chester Twp.	5	1	9	..	..	1	3	3	6
Denville	18	12	37	..	..	..	12	9	26
Dover	82	64	122	..	..	4	44	36	57
E. Hanover Twp.	13	9	23	..	..	1	9	9	34
Florham Park	3	8	9	2	1	..	5	10	5
Hanover	14	18	42	2	..	1	5	13	32
Harding Twp.	5	2	5	..	..	1	3	3	4
Jefferson	9	19	28	2	1	..	3	9	13
Kinnelon Boro.	2	..	3	..	..	..	..	..	1
Lincoln Park	2	4	7	..	..	..	1	..	6
Madison	16	18	35	1	..	2	9	11	15
Mendham Boro.	2	3	2	..	..	..	1	1	..
Mendham Twp.	2	2	6	..	..	1	..	..	1
Mine Hill Twp.	15	14	18	2	..	2	8	9	12
Montville	15	12	24	..	1	..	12	6	12
Morris Twp.	23	15	34	..	..	..	12	15	20
Morris Plains	11	10	18	..	..	..	5	8	13
Morristown	44	36	56	1	..	1	28	8	30
Mountain Lakes	4	7	9	..	..	..	6	8	4
Mt. Arlington	..	..	4	..	..	..	..	..	..
Mt. Olive	21	21	40	..	..	..	24	21	43
Netcong	12	11	25	..	..	..	5	3	14
Parsippany-Troy Hills	51	38	74	..	2	1	61	40	64
Passaic Twp.	9	7	14	1	..	1	..	4	9
Pequanock	4	9	13	..	1	..	2	2	10
Randolph	19	13	30	1	1	..	14	13	21
Riverdale	13	10	17	1	..	2	4	4	7
Rockaway	11	22	27	..	2	3	3	24	14
Rockaway Twp.	21	24	35	1	2	..	19	23	19
Roxbury	55	41	78	1	..	6	45	26	51
Washington Twp.	11	13	13	..	1	..	7	4	8
Wharton	9	12	28	..	..	..	4	7	15
TOTAL	587	528	991	16	13	29	376	345	632

OCEAN COUNTY

Barnegat City	..	1	..	..	1	..	..	1	..
Bayhead	4	1	1	..	..	..	1	..	..
Beach Haven	4	3	2	..	..	1	2	2	..
Beachwood	3	1	2	..	..	..	..	1	1
Berkeley	8	1	9	..	..	..	5	..	5
Brick Twp.	12	11	20	1	2	2	10	8	20
Dover Twp.	30	40	54	2	2	2	20	25	43
Eagleswood	1	1	5	1	..	1	..	..	3
Harvey Cedars	..	..	..	..	..	..	..	..	..
Island Beach	..	..	..	..	..	..	..	..	..
Island Hghts.	1	..	..	..	..	..	..	..	..
Jackson Twp.	8	18	20	1	..	..	3	26	13
Lacey Twp.	1	..	2	..	..	..	1	..	2
Lakehurst	11	2	6	..	..	..	5	..	8
Lakewood	29	30	33	2	7	..	15	24	19
Lavalette	1	..	..	..	..	..	..	..	..
Little Egg Harbor	10	5	4	..	..	..	6	2	4
Long Beach	1	4	2	..	..	1	1	4	2
Manchester	10	12	16	..	1	2	9	8	8
Mantoloking	4	..	..	..	..	..	1	..	..
Ocean Twp.	3	1	1	..	..	..	7	1	..
Ocean Gate	1	..	2	..	..	..	..	..	1
Pine Beach	2	..	2	..	..	..	..	..	..
Plumstead	7	6	10	1	2	..	7	8	9
Pt. Pleasant Boro.	8	11	9	..	..	..	5	8	7
Pt. Pleasant Beach	17	7	5	..	..	..	7	7	4
Seaside Hghts.	10	4	5	..	..	..	6	2	2
Seaside Park	3	3	3	..	..	..	4	1	5
Ship Bottom	1	1	4	..	..	..	..	1	2
So. Toms River	1	1	3	..	..	..	..	..	1
Stafford Twp.	11	12	10	1	1	..	14	8	16
Surf City	1	3	..	..	..	..	1	2	..
Tuckerton	3	1	2	..	..	1	4	1	..
Union Twp.	4	4	12	..	..	..	3	5	10
TOTAL	210	184	244	7	16	10	137	145	185

PASSAIC COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Bloomingtondale	6	5	11	..	..	..	2	2	9
Clifton	371	363	510	4	7	8	244	202	304
Haledon	25	12	12	1	..	..	20	7	4
Hawthorne	34	30	48	1	2	1	21	16	27
Little Falls	17	21	34	..	1	..	15	9	26
No. Haledon	9	6	18	1	..	..	1	5	11
Passaic	540	518	696	24	5	4	307	313	392
Paterson	1,156	1,115	1,552	15	20	21	706	668	906
Pompton Lakes	24	19	37	..	..	3	24	21	22
Prospect Park	6	12	14	..	..	..	3	6	7
Ringwood	5	1	7	..	..	1	1	..	4
Totowa	13	13	31	..	..	..	16	15	24
Wanaque	12	6	9	..	..	..	12	3	7
Wayne	49	39	70	2	4	6	34	35	26
West Milford	19	16	34	..	..	1	22	4	18
W. Paterson	11	15	14	..	..	..	7	9	6
TOTAL	2,297	2,191	3,097	48	39	45	1,435	1,315	1,793

SALEM COUNTY

Alloway	3	2	2	..	..	..	2	..	..
Elmer	6	3	1	..	1	..	1	2	1
Elsinboro	3	1	4	1	..	2	..	..	3
Lower Alloway Creek	4	1	1	..	..	..	1	..	1
Lower Penns Neck	14	17	18	..	..	2	12	22	5
Mannington	7	6	11	..	1	..	6	10	10
Oldmans	13	18	9	..	1	1	18	7	9
Pennsgrove	19	9	21	..	2	..	9	6	11
Pilesgrove	11	14	17	..	..	2	5	10	6
Pittsgrove	14	11	29	..	..	5	15	7	10
Quinton	9	4	8	..	..	1	9	9	7
Salem	17	11	34	1	1	..	8	7	16
Upper Penns Neck	12	8	16	2	2	1	3	7	14
Upper Pittsgrove	17	25	13	..	2	1	13	23	8
Woodstown	3	3	2	1	1	..	2	..	..
TOTAL	152	133	186	5	11	15	102	112	101

SOMERSET COUNTY

Bedminster	9	5	11	..	..	..	2	2	16
Bernards Twp.	11	13	13	..	..	..	7	6	8
Bernardsville	5	8	11	..	1	..	4	5	2
Bound Brook	79	68	107	..	2	1	34	22	40
Branchburg	15	17	21	1	2	3	13	8	14
Bridgewater	90	94	157	2	3	4	41	36	115
E. Millstone	4	1	..	..	..	..	1	..	..
Far Hills .....	..	2	1	..	1	..	1	..	..
Franklin Twp.	34	40	69	4	1	3	19	24	59
Green Brook Twp.	17	15	26	..	2	2	14	13	16
Hillsboro	29	41	63	..	..	3	13	40	35
Manville	8	11	17	..	..	1	4	2	2
Millstone .....	..	3	1	..	..	..	..	1	..
Montgomery	15	17	17	..	..	..	7	10	15
No. Plainfield	46	29	52	..	1	..	32	15	28
Peapack-Gladstone	2	5	1	..	..	..	..	2	..
Raritan	7	8	12	..	..	..	8	1	9
Rocky Hill .....	..	..	2	..	..	..	..	..	1
Somerville	46	38	60	..	1	..	16	19	21
So. Bound Brook	5	6	9	..	..	..	2	9	5
Warren	20	10	20	1	1	..	9	6	12
Watchung	7	13	12	..	2	..	3	7	7
TOTAL	449	444	682	8	15	17	229	228	405

SUSSEX COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1944	1943	1942	1944	1943	1942	1944	1943	1942
Andover	13	8	7			1	5	4	4
Andover Twp.	7	6	14	2	2	2	11	2	8
Branchville	1	2	1					1	
Byram	4	7	13				2	2	9
Frankford	14	7	24		1		6	3	18
Franklin	13	7	11		1	1	6	2	6
Fredon	6	3	7	1			3		5
Green	2	3	3				2	2	
Hamburg	5	12	8			3	3	10	4
Hampton	5	10	10				3	3	7
Hardyston	9	5	20	2			10	1	8
Hopatcong	1	1	6			2			1
Lafayette	10	5	7				5	4	4
Montague	3	2	2		1		3	1	2
Newton	16	7	19		2	1	8	2	11
Ogdensburg	4		1				1		
Sandyston	3	4	3				3	5	1
Sparta	9	5	8		1		5	2	1
Stanhope	6		9				1		4
Stillwater	3		1				1		
Sussex	11	4	4			1	2		2
Vernon	7	4	11				1	3	10
Walpack	1	1	1					3	
Wantage	15	14	21	1	1		7	12	10
TOTAL	168	117	211	6	9	14	88	62	115

UNION COUNTY

Clark	13	11	21		1	3	12	2	6
Cranford	41	51	64	1	2	2	26	47	38
Elizabeth	575	563	910	14	18	11	475	544	775
Fanwood	12	7	13				10	8	4
Garwood	7	3	14				5	7	15
Hillside	102	96	144	3	3	3	62	42	77
Kenilworth	8	11	13		1	3	4	15	12
Linden	386	343	399	3	11	7	262	244	236
Mountainside	18	14	40	1	1	4	8	7	22
New Providence	4	3	6	1			5	3	8
New Providence Twp.	3	3	7		2			6	1
Plainfield	338	269	348	1	3	7	148	138	182
Rahway	122	106	203		9	8	94	95	167
Roselle	92	104	113	3	1	2	45	76	56
Roselle Park	33	13	46	4		2	21	7	10
Scotch Plains	38	29	64	1			32	15	39
Springfield	33	17	113	1		1	21	10	37
Summit	60	53	93	1	1	2	34	23	58
Union	127	106	168	6	2	4	69	67	77
Westfield	74	48	79	2			27	16	44
Winfield		1	1						
TOTAL	2,086	1,851	2,859	42	55	60	1,360	1,372	1,864

WARREN COUNTY

Allamuchy			6			1			3
Alpha	4	2	3	1	2	1	3	8	
Belvidere	4	3	6					3	9
Blairstown	5		9				4		8
Franklin	7	6	10				2	6	9
Frelinghuysen	2	4	5			1	1	4	1
Greenwich	8	5	10	1			4	1	8
Hackettstown	15	12	19				1	6	11
Hardwick	1	2	1						
Harmony	5	9	18		1		5	6	9
Hope	2	3	3	1				1	2
Independence	12	14	11	1		1	8	10	7
Knowlton	7	6	15		1	3	5	3	13
Liberty	2	4	7			1	1	2	7
Lopatcong	12	16	15			1	13	10	19
Mansfield	15	4	14				4	2	6
Oxford	7	9	7				4	1	5
Pahaquarry									
Phillipsburg	60	60	92	2	1	1	39	19	53
Pohatcong	2	6	9		1	2	4	3	5
Washington Boro.	11	5	13				6	4	9
Washington Twp.	16	14	19			1	13	7	10
White	10	13	28		1		4	10	20
TOTAL	207	197	320	6	7	13	121	106	214

ENTIRE STATE 24,120 22,007 33,597 609 682 771 15,252 14,176 20,384

PEDESTRIAN FATALITIES AND INJURED BY MUNICIPALITIES—1944

ATLANTIC COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Absecon .....	..	..	..	3	3	..
Atlantic City	9	6	66.	158	48	..
Brigantine .....	..	..	..	..	..	..
Buena Vista .....	..	..	..	14	1	..
Corbin City .....	..	..	..	..	..	..
Egg Harbor City	1	1	..	9	2	..
Egg Harbor Twp.	2	..	..	14	..	..
Estelle Manor .....	..	..	..	5	..	..
Folsom .....	..	..	..	3	..	..
Galloway Twp.	3	1	..	31	2	..
Hamilton Twp.	4	1	..	29	2	..
Hammonton	1	..	..	6	..	..
Linwood .....	..	..	..	..	..	..
Longport .....	..	..	..	..	..	..
Margate City	1	..	..	..	..	..
Mullica	1	..	..	15	..	..
Northfield .....	..	..	..	7	..	..
Pleasantville .....	..	..	..	23	3	..
Port Republic .....	..	..	..	2	..	..
Somers Point .....	..	..	..	1	..	..
Ventnor .....	..	..	..	1	..	..
Weymouth .....	..	..	..	..	..	..
TOTAL	22	9	41.	326	61	19.

BERGEN COUNTY

Allendale	1	1	..	1	..	..
Alpine .....	..	..	..	9	1	..
Bergenfield	1	1	..	16	7	..
Bogota	1	..	..	15	1	..
Carlstadt	3	1	..	16	2	..
Cliffside Park .....	..	..	..	38	16	42.
Closter .....	..	..	..	11	2	..
Cresskill .....	..	..	..	5	1	..
Demarest .....	..	..	..	8	..	..
Dumont	1	1	..	11	1	..
E. Paterson	3	2	..	11	3	..
E. Rutherford	1	..	..	24	3	..
Edgewater .....	..	..	..	4	1	..
Emerson .....	..	..	..	8	1	..
Englewood	1	1	..	54	13	24.
Englewood Cliffs	1	..	..	5	..	..
Fair Lawn	2	1	..	71	11	15.
Fairview	1	1	..	15	4	..
Fort Lee	2	..	..	31	5	..
Franklin Lakes .....	..	..	..	1	1	..
Garfield	2	2	..	60	14	23.
Glen Rock	3	..	..	12	3	..
Hackensack .....	..	..	..	69	14	20
Harrington Park .....	..	..	..	1	..	..
Hasbrouck Hghts.	2	2	..	43	5	..
Haworth .....	..	..	..	1	..	..
Hillsdale .....	..	..	..	8	2	..
Hohokus Boro.	1	1	..	3	..	..
Hohokus Twp. ....	..	..	..	6	1	..
Leonia	1	1	..	..	..	..
Little Ferry	1	..	..	12	1	..
Lodi	6	2	..	34	1	..
Lyndhurst	1	1	..	34	5	..
Maywood .....	..	..	..	7	..	..
Midland Park .....	..	..	..	2	..	..
Montvale .....	..	..	..	1	..	..
Moonachi	2	1	..	2	..	..
New Milford .....	..	..	..	4	..	..
No. Arlington	1	..	..	25	4	..
Northvale .....	..	..	..	1	..	..
Norwood .....	..	..	..	4	..	..
Oakland .....	..	..	..	2	1	..
Old Tappan .....	..	..	..	..	..	..
Oradell .....	..	..	..	1	..	..
Palisades Park	2	2	..	12	2	..
Paramus	1	1	..	73	8	..
Park Ridge .....	..	..	..	15	..	..

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Ramsey				16		
Ridgefield	3	3		16	7	
Ridgefield Park .....	..	..		39	7	
Ridgewood .....	..	..		24	4	
River Edge	1	1		31		
Rivervale .....	..	..		3	2	
Rochelle Park .....	..	..		16		
Rockleigh .....	..	..		2		
Rutherford .....	..	..		23	4	
Saddle River Boro. ....	..	..		9		
Saddle River Twp.	1	..		4		
South Hackensack	2	1		4		
Teaneck	6	5	83.	83	22	27.
Tenafly .....	..	..		9	2	
Teterboro .....	..	..		11	1	
Upper Saddle River .....	..	..		1		
Waldwick	1	..		17	2	
Wallington	2	1		8	2	
Washington .....	..	..		8	1	
Westwood .....	..	..		8		
Woodcliff Lake	1	1		5	3	
Woodridge .....	..	..		8		
Wyckoff .....	..	..		..	..
TOTAL	58	34	59.	1,123	192	17.

BURLINGTON COUNTY

Bass River .....	..	..		1	..	
Beverly	4	..		3	1	
Bordentown .....	..	..		38	4	
Bordentown Twp. ....	..	..		24	3	
Burlington .....	..	..		18	2	
Burlington Twp.	1	..		8		
Chester Twp. ....	..	..		11		
Chesterfield .....	..	..		11		
Cinnaminson	2	2		11		
Delanco	1	..		3		
Delran Twp. ....	..	..		9		
Easthampton .....	..	..		2		
Edgewater Park	1	..		5		
Evesham Twp.	1	..		16	1	
Fieldsboro .....	..	..		1		
Florence	1	..		18	1	
Hainesport .....	..	..		12	2	
Lumberton .....	..	..		9		
Mansfield	3	1		19	1	
Medford	1	1		4		
Medford Lakes .....	..	..		..	..
Moorestown	1	..		21	1	
Mt. Holly	1	1		7	1	
Mt. Laurel Twp.	2	1		6	2	
New Hanover Twp. ....	..	..		8	1	
N. Hanover Twp. ....	..	..		1		
Palmyra .....	..	..		5	4	
Pemberton Boro. ....	..	..		1		
Pemberton Twp. ....	..	..		2	2	
Riverside Twp. ....	..	..		3	2	
Riverton	1	..		2	1	
Shamong .....	..	..		..	..
Southampton Twp.	2	..		19		
Springfield Twp. ....	..	..		29	1	
Tabernacle .....	..	..		2		
Washington Twp. ....	..	..		..	..
Westhampton .....	..	..		..	..
Willingsboro .....	..	..		7		
Woodland Twp. ....	..	..		4	1	
Wrightstown .....	..	..		2	2	
TOTAL	23	6	26.	344	33	10.

CAMDEN COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Audubon	..	..	..	18	1	..
Barrington	1	..	..	1	1	..
Behlman	..	..	..	6	2	..
Berlin	..	..	..	14	2	..
Berlin Twp.	..	..	..	4	1	..
Brooklawn	..	..	..	5	2	..
Camden	20	14	70.	786	264	34.
Chesilhurst	..	..	..	..	..	..
Clementon	..	..	..	10	2	..
Collingswood	1	..	..	19	4	..
Delaware Twp.	1	..	..	13	..	..
Gibbsboro	1	..	..	10	..	..
Gloucester	2	..	..	32	5	..
Gloucester Twp.	..	..	..	2	..	..
Haddon Twp.	2	1	..	20	4	..
Haddonfield	1	..	..	15	2	..
Haddon Hghts.	..	..	..	6	..	..
Hi-Nella	..	..	..	..	..	..
Laurel Springs	..	..	..	3	..	..
Lawnside	..	..	..	8	..	..
Lindenwald	..	..	..	9	1	..
Magnolia	1	..	..	3	..	..
Merchantville	..	..	..	4	..	..
Mt. Ephraim	2	2	..	12	..	..
Oaklyn	..	..	..	7	..	..
Pennsauken	8	5	..	149	23	15.
Pine Hill Boro.	..	..	..	..	..	..
Pine Valley	..	..	..	..	..	..
Runnemede	..	..	..	12	..	..
Somerdale	..	..	..	2	1	..
Stratford	..	..	..	8	1	..
Tavistock	..	..	..	..	..	..
Voorhees Twp.	..	..	..	2	1	..
Waterford	2	2	..	12	..	..
Winslow	1	1	..	15	..	..
Woodlynne	..	..	..	1	1	..
TOTAL	43	25	58.	1,208	318	26.

CAPE MAY COUNTY

Avalon	..	..	..	2	1	..
Cape May City	..	..	..	3	1	..
Cape May Point	..	..	..	..	..	..
Dennis Twp.	..	..	..	7	..	..
Lower Twp.	1	..	..	13	..	..
Middle Twp.	4	1	..	35	8	23.
N. Cape May	..	..	..	..	..	..
N. Wildwood	..	..	..	5	..	..
Ocean City	..	..	..	13	2	..
Sea Isle City	..	..	..	5	..	..
S. Cape May	..	..	..	..	..	..
Stone Harbor	..	..	..	..	..	..
Upper Twp.	..	..	..	17	..	..
W. Cape May	..	..	..	..	..	..
W. Wildwood	..	..	..	..	..	..
Wildwood City	..	..	..	4	1	..
Wildwood Crest	..	..	..	..	..	..
Woodbine	..	..	..	4	..	..
TOTAL	5	1	20.	108	13	12.

CUMBERLAND COUNTY

Bridgeton	1	1	..	2	1	..
Commercial	..	..	..	1	1	..
Deerfield	4	4	..	12	..	..
Downe	..	..	..	4	1	..
Fairfield	1	1	..	11	1	..
Greenwich	..	..	..	2	..	..
Hopewell	..	..	..	5	..	..
Landis	6	3	50.	29	..	..
Lawrence	..	..	..	1	..	..
Maurice River	2	1	..	7	..	..
Millville	4	1	25.	8	1	..
Shiloh	1	..	..	..	..	..
Stow Creek	1	..	..	..	..	..
Upper Deerfield	2	1	..	34	3	..
Vineland	1	1	..	5	2	..
TOTAL	23	13	57.	121	10	..

ESSEX COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Belleville	3	..	..	73	10	14.
Bloomfield	2	2	100.	115	52	45.
Caldwell .....	..	..	..	17	10	59.
Caldwell Twp.	1	1	..	39	1	..
Cedar Grove	1	1	..	18	2	..
East Orange	4	3	75.	212	58	27.
Essex Fells .....	..	..	..	5	2	..
Glen Ridge	1	1	..	12	4	..
Irvington	7	7	100.	189	67	35.
Livingston .....	..	..	..	28	3	..
Maplewood	1	1	..	23	1	..
Millburn	1	..	..	30	7	23.
Montclair	2	..	..	44	9	20.
Newark	71	61	86.	3,180	1,274	40.
N. Caldwell .....	..	..	..	2	..	..
Nutley .....	..	..	..	75	19	25.
Orange .....	..	..	..	87	28	32.
Roseland .....	..	..	..	4	..	..
South Orange	2	2	100.	41	7	17.
Verona .....	..	..	..	12	1	..
West Caldwell .....	..	..	..	15	3	..
West Orange	1	1	..	117	23	20.
TOTAL	97	80	82.	4,329	1,581	37.

GLOUCESTER COUNTY

Clayton .....	..	..	..	2	..	..
Deptford	4	2	..	34	1	..
E. Greenwich .....	..	..	..	4	..	..
Elk Twp. ....	..	..	..	14	1	..
Franklin Twp.	6	2	..	47	4	..
Glassboro	2	..	..	31	1	..
Greenwich	2	..	..	13	1	..
Harrison .....	..	..	..	8	..	..
Logan Twp.	1	1	..	14	3	..
Mantua Twp. ....	..	..	..	11	2	..
Monroe Twp.	1	..	..	24	2	..
National Park .....	..	..	..	4	..	..
Paulsboro	1	1	..	10	..	..
Newfield .....	..	..	..	1	..	..
Pitman .....	..	..	..	7	1	..
S. Harrison Twp. ....	..	..	..	1	..	..
Swedesboro .....	..	..	..	1	..	..
Washington .....	..	..	..	14	3	..
Wenonah	1	..	..	1	..	..
W. Deptford Twp.	3	1	..	48	2	..
Westville	1	..	..	6	..	..
Woodbury	2	1	..	14	3	..
Woodbury Hghts. ....	..	..	..	1	..	..
Woolwich Twp. ....	..	..	..	4	..	..
TOTAL	24	8	33.	313	24	8.

HUDSON COUNTY

Bayonne	6	2	33.	65	19	29.
E. Newark .....	..	..	..	2	1	..
Guttenberg	1	1	..	..	..	..
Harrison .....	..	..	..	39	23	59.
Hoboken	3	3	100.	141	90	64.
Jersey City	23	18	78.	963	362	38.
Kearny	5	4	80.	146	26	18.
N. Bergen	3	2	66.	55	9	16.
Secaucus	2	..	..	11	2	..
Union City	8	6	75.	128	52	41.
Weehawken	1	1	..	29	..	..
West New York	1	1	..	29	6	21.
TOTAL	53	38	72.	1,608	590	37.

HUNTERDON COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Alexandria	..	..	..	4	..	..
Bethlehem	1	..	..	2	..	..
Bloomsbury	..	..	..	..	..	..
Califon	..	..	..	1	..	..
Clinton	1	..	..	1	1	..
Clinton Twp.	..	..	..	41	..	..
Delaware	..	..	..	2	..	..
East Amwell	..	..	..	1	..	..
Flemington	1	1	..	5	1	..
Franklin Twp.	..	..	..	4	..	..
Frenchtown	..	..	..	1	..	..
Glen Gardner	1	1	..	2	1	..
Hampton	1	1	..	..	..	..
High Bridge	..	..	..	1	1	..
Holland	..	..	..	10	..	..
Kingwood	..	..	..	1	..	..
Lambertville	..	..	..	1	..	..
Lebanon	2	..	..	5	..	..
Lebanon Twp.	..	..	..	5	1	..
Milford	..	..	..	..	..	..
Raritan Twp.	1	..	..	18	..	..
Readington	3	1	..	15	2	..
Stockton	..	..	..	..	..	..
Tewksbury	..	..	..	1	..	..
Union Twp.	..	..	..	15	..	..
West Amwell	..	..	..	3	..	..
TOTAL	10	4	40.	138	7	5.

MERCER COUNTY

East Windsor	3	1	..	11	1	..
Ewing	4	3	75.	64	8	13.
Hamilton Twp.	5	3	60.	56	11	20.
Hightstown	1	..	..	7	..	..
Hopewell	..	..	..	3	1	..
Hopewell Twp.	3	..	..	20	3	..
Lawrence	1	1	..	6	1	..
Pennington	..	..	..	1	..	..
Princeton	..	..	..	13	4	..
Princeton Twp.	1	..	..	5	..	..
Trenton	8	7	88.	312	126	40.
Washington Twp.	1	1	..	6	..	..
West Windsor	1	..	..	22	5	..
TOTAL	28	16	57.	526	160	30.

MIDDLESEX COUNTY

Carteret	1	1	..	31	4	..
Cranbury	1	..	..	19	..	..
Dunellen	..	..	..	13	3	..
E. Brunswick	1	..	..	27	2	..
Helmetta	..	..	..	..	..	..
Highland	..	..	..	20	4	..
Jamesburg	..	..	..	..	..	..
Madison	1	..	..	24	5	..
Metuchen	..	..	..	11	3	..
Middlesex	1	..	..	4	..	..
Milltown	..	..	..	..	..	..
Monroe	1	1	..	4	..	..
New Brunswick	2	2	100.	81	27	33.
N. Brunswick	3	..	..	33	1	..
Perth Amboy	6	5	83.	73	19	26.
Piscataway	1	..	..	9	1	..
Plainsboro	..	..	..	2	..	..
Raritan	6	4	66.	112	7	6.
Sayreville	5	1	..	26	1	..
South Amboy	1	..	..	9	1	..
S. Brunswick	4	1	..	31	1	..
S. Plainfield	1	..	..	11	3	..
S. River	..	..	..	18	7	..
Spotswood	..	..	..	1	..	..
Woodbridge	9	7	78.	101	11	11.
TOTAL	44	22	50.	662	100	15.

MONMOUTH COUNTY

FATALITIES

INJURED

	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Allenhurst	1	..	..	4	..	..
Allentown	..	..	..	..	..	..
Asbury Park	2	1	..	50	1	..
Atlantic Twp.	..	..	..	31	3	..
Atlantic Highlands	..	..	..	3	..	..
Avon	..	..	..	1	..	..
Belmar	2	1	..	7	1	..
Bradley Beach	..	..	..	14	1	..
Brielle	..	..	..	2	..	..
Deal	1	..	..	5	..	..
Eatontown	2	..	..	25	1	..
Englishtown	1	1	..	5	2	..
Fair Haven	..	..	..	2	2	..
Farmingdale	..	..	..	7	..	..
Freehold	3	2	..	13	3	..
Freehold Twp.	1	1	..	24	1	..
Highlands	..	..	..	2	..	..
Holmdel	..	..	..	10	2	..
Howell Twp.	2	1	..	28	..	..
Interlaken	..	..	..	1	..	..
Jersey Homesteads	..	..	..	..	..	..
Kearnsburg	..	..	..	13	..	..
Keyport	1	1	..	19	3	..
Little Silver	..	..	..	1	..	..
Long Branch	5	1	..	23	6	..
Manalapan	..	..	..	20	1	..
Manasquan	2	1	..	3	2	..
Marlboro	5	2	..	4	..	..
Matawan Boro.	2	1	..	15	2	..
Matawan Twp.	1	1	..	18	1	..
Middletown	4	2	..	39	2	..
Millstone	..	..	..	2	..	..
Monmouth Beach	..	..	..	..	..	..
Neptune Twp.	1	..	..	59	3	..
Neptune City	..	..	..	..	..	..
Ocean Twp.	..	..	..	16	1	..
Oceanport	..	..	..	21	2	..
Raritan Twp.	..	..	..	16	1	..
Red Bank	..	..	..	22	3	..
Rumson	..	..	..	..	..	..
Sea Bright	1	1	..	5	1	..
Sea Girt	..	..	..	..	..	..
Shrewsbury Boro.	..	..	..	13	3	..
Shrewsbury Twp.	..	..	..	24	6	..
S. Belmar	..	..	..	2	..	..
Spring Lake	1	..	..	2	..	..
Spring Lake Hghts.	1	1	..	4	..	..
Union Beach	1	..	..	5	..	..
Upper Freehold Twp.	..	..	..	7	..	..
Wall Twp.	1	1	..	7	..	..
West Long Branch	..	..	..	4	2	..
TOTAL	41	19	46.	598	56	9.

MORRIS COUNTY.

	FATALITIES.			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Boonton				9	5	
Boonton Twp.				1	1	
Butler				3	1	
Chatham Boro.	1			6	1	
Chatham Twp.						
Chester				3	1	
Chester Twp.				3		
Denville				12	1	
Dover				44	10	23.
E. Hanover Twp.				9	1	
Florham Park	2			5		
Hanover	2	2		5	2	
Harding				3		
Jefferson	2			3		
Kinnelon Boro.				1		
Lincoln Park				9	1	
Madison	1			1		
Mendham Boro.						
Mendham Twp.						
Mine Hill Twp.	2	1		8	2	
Montville				12		
Morris Twp.				12	2	
Morris Plains				5	2	
Morristown	1	1		28	4	14.
Mountain Lakes				6		
Mt. Arlington						
Mt. Olive				24	2	
Netcong				5	2	
Parsippany-Troy Hills				61	1	
Passaic Twp.	1	1				
Pequannock				2		
Randolph	1	1		14		
Riverdale	1			4	1	
Rockaway				3		
Rockaway Twp.	1	1		19	1	
Roxbury	1			45	5	
Washington Twp.				7	2	
Wharton				4		
TOTAL	16	7	44.	376	48	13.

OCEAN COUNTY

Barnegat City				1		
Bayhead				2	1	
Beach Haven						
Beachwood				5		
Berkeley				10		
Brick Twp.	1	1		20	3	
Dover Twp.						
Eagleswood	1					
Harvey Cedars						
Island Beach Boro.						
Island Hghts.						
Jackson Twp.	1			3	1	
Lacey Twp.				1		
Lakehurst				5	1	
Lakewood	2	1		15	3	
Lavalette						
Little Egg Harbor				6		
Long Beach				1	1	
Manchester				9		
Mantoloking				1		
Ocean Twp.				7		
Ocean Gate						
Pine Beach						
Plumstead	1			7	2	
Pt. Pleasant Boro.				5		
Pt. Pleasant Beach				7	1	
Seaside Hghts.				6		
Seaside Park				4		
Ship Bottom						
S. Toms River						
Stafford Twp.	1			14		
Surf City				1		
Tuckerton				4	1	
Union Twp.				3		
TOTAL	7	2	29.	137	14	10.

PASSAIC COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Bloomington	..	..	..	2	2	..
Clifton	4	1	25.	244	56	23.
Haledon	1	..	..	20	2	..
Hawthorne	1	1	..	21	6	..
Little Falls	..	..	..	15	2	..
N. Haledon	1	1	..	1	1	..
Passaic	24	5	21.	307	126	41.
Paterson	15	14	93.	706	258	37.
Pompton Lakes	..	..	..	24	4	..
Prospect Park	..	..	..	3	..	..
Ringwood	..	..	..	1	..	..
Totowa	..	..	..	16	1	..
Wanaque	..	..	..	12	..	..
Wayne	2	1	..	34	2	..
West Milford	..	..	..	22	1	..
West Paterson	..	..	..	7	..	..
TOTAL	48	23	48.	1,435	461	32.

SALEM COUNTY

Alloway	..	..	..	..	..	..
Elmer	..	..	..	1	..	..
Elsinboro	1	1	..	..	..	..
Lower Alloway Creek	..	..	..	1	..	..
Lower Penns Neck	..	..	..	12	2	..
Mannington	..	..	..	6	..	..
Oldmans	..	..	..	18	..	..
Pennsgrove	..	..	..	9	2	..
Pilesgrove	..	..	..	5	..	..
Pittsgrove	..	..	..	15	2	..
Quinton	..	..	..	9	..	..
Salem	1	1	..	8	3	..
Upper Penns Neck	2	1	..	3	..	..
Upper Pittsgrove	..	..	..	13	1	..
Woodstown	1	1	..	2	1	..
TOTAL	5	4	80.	102	11	11.

SOMERSET COUNTY

Bedminster	..	..	..	2	1	..
Bernards Twp.	..	..	..	7	2	..
Bernardsville	..	..	..	4	2	..
Bound Brook	..	..	..	34	7	..
Branchburg	1	..	..	13	..	..
Bridgewater	2	1	..	41	1	..
Far Hills	..	..	..	1	..	..
Franklin Twp.	4	3	..	19	5	..
Green Brook Twp.	..	..	..	14	..	..
Hillsboro	..	..	..	13	2	..
Manville	..	..	..	4	..	..
Millstone	..	..	..	7	..	..
Montgomery	..	..	..	..	..	..
N. Plainfield	..	..	..	32	3	..
Peapack-Gladstone	..	..	..	..	..	..
Raritan	..	..	..	8	..	..
Rocky Hill	..	..	..	..	..	..
Somerville	..	..	..	16	1	..
S. Bound Brook	..	..	..	2	..	..
Warren	1	..	..	9	1	..
Watchung	..	..	..	8	..	..
TOTAL	8	4	50.	229	25	11.

SUSSEX COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Andover	5	..	..
Andover Twp.	2	1	..	11	..	..
Branchville
Byram	2	1	..
Frankford	6	..	..
Franklin	6	1	..
Fredon	1	..	..	3	..	..
Green	2	..	..
Hamburg	3	..	..
Hampton	3	..	..
Hardyston	2	2	..	10	4	..
Hopatcong
Lafayette	5	1	..
Montague	3	..	..
Newton	8	..	..
Ogdensburg	1	..	..
Sandyston	3	..	..
Sparta	5	1	..
Stanhope	1	..	..
Stillwater	1	..	..
Sussex	2	1	..
Vernon	1	1	..
Walpack
Wantage	1	1	..	7	..	..
TOTAL	6	4	66.	88	10	11.

UNION COUNTY

Clark	..	..	..	12	2	..
Cranford	1	1	..	26	4	..
Elizabeth	14	12	86.	475	141	30.
Fanwood	..	..	..	10	1	..
Garwood	..	..	..	5	2	..
Hillside	3	3	100.	62	13	21.
Kenilworth	..	..	..	4	1	..
Linden	3	2	66.	282	35	13.
Mountainside	1	..	..	8	..	..
New Providence	1	1	..	5	2	..
New Providence Twp.	..	..	..	..	..	..
Plainfield	1	..	..	148	46	31.
Rahway	..	..	..	94	11	12.
Roselle	3	1	33.	45	6	13.
Roselle Park	4	..	..	21	5	24.
Scotch Plains	1	1	..	32	6	..
Springfield	1	..	..	21	2	..
Summit	1	1	..	34	10	29.
Union	6	2	33.	69	9	13.
Westfield	2	1	..	27	6	..
Winfield	..	..	..	..	..	..
TOTAL	42	25	60.	1,360	302	22.

WARREN COUNTY

Allamuchy	..	..	..	..	..	..
Alpha	1	1	..	3	1	..
Belvidere	..	..	..	..	..	..
Blairstown	..	..	..	4	..	..
Franklin	..	..	..	2	..	..
Frelinghuysen	..	..	..	1	1	..
Greenwich	1	..	..	4	..	..
Hackettstown	..	..	..	1	..	..
Hardwick	..	..	..	..	..	..
Harmony	..	..	..	5	..	..
Hope	1	..	..	..	..	..
Independence	1	..	..	8	1	..
Knowlton	..	..	..	5	..	..
Liberty	..	..	..	1	..	..
Lopatcong	..	..	..	13	..	..
Mansfield	..	..	..	4	1	..
Oxford	..	..	..	4	..	..
Pahaquarry	..	..	..	..	..	..
Phillipsburg	2	1	50.	39	10	26.
Pohatcong	..	..	..	4	..	..
Washington Boro.	..	..	..	6	..	..
Washington Twp.	..	..	..	13	..	..
White	..	..	..	4	..	..
TOTAL	8	2	33.	121	14	12.
ENTIRE STATE	609	346	57.	15,252	4,030	26.

VEHICLE INSPECTIONS

Prefacing this section of the report, it is appropriate to point out that the Testing Division year starts on March 1 and thus coincides with the beginning of the motor vehicle registration year. Stated another way, the word year, as used in the administration of the motor vehicle inspection law, means a span of twelve months from March 1. to and including the following February.

Keeping the definition of the inspection year in mind and knowing that it is the war-time policy to have but one inspection period per year, it is understandable why January and February of 1944 were concluding months of the 1943 inspection period with the 1944 inspection period beginning on March 1.

The number of personnel in the 28 inspection stations remained about static. Several more employees entered the armed services but this was offset by the return to duty of several who had been on military leave. For the year, the average number in the military service was 55.

As in other periods, daily quotas of vehicles to be inspected were secured by mailing appropriate numbers of inspection notices to vehicle owners. However, in planning mailings it was always necessary to take into consideration that a commendable appreciation of the value of inspections results in tens of thousands of owners presenting their vehicles for inspection voluntarily before receiving notice to do so.

A new procedure put into effect in the new period was the placing of a stamped indication or endorsement on the reverse side of the registration certificate when the corresponding vehicle was inspected and approved. It is apparent that this would be an incalculable aid to enforcement if such an endorsement were made a prerequisite to the renewal of a registration.

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, 15,379 registrations were surrendered during the period under report and 585 of these were returned upon request. Also, 701 registrations were revoked during the year because of serious violations of the inspection law.

As the time approached for beginning the third war-time inspection period, contemplation of the vehicular transportation situation made it apparent that motor vehicle inspections were needed more than ever before in order to conserve the remaining serviceable motor vehicles and maintain them in safe

condition. It was also apparent that some difficulties had reached major proportions, for example:

Gasoline rationing made it difficult for some owners to make a second trip for a re-examination after a rejection.

Some auto parts could not be procured until long after they had been ordered; thus the completion of an inspection might drag along because a rear light was broken, although the car had another rear light in lawful operating condition.

Other completions would be long delayed because of the difficulty in finding one of the few remaining civilian auto mechanics who had time to work on even a minor adjustment, correction or repair.

Taking into consideration the foregoing and other factors, it was decided that the inspection requirements for the 1944 inspection period should be changed and divided into three classes as follows:

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.

CLASS (C)

Requirements suspended for the present and probably for the duration of the war.

Although the relaxed requirements constituted a compromise made necessary by war-time exigencies, their application resulted in a very favorable experience in the 1944 inspection period to date. While the policy of approving some vehicles not meeting the Class (B) requirements curtailed the enforcement of some equipment laws, there is no evidence that any person was vitally jeopardized by the compromise.

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

The table is an interim report applying to the inspection of only 842,137 individual motor vehicles because the 1944 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 previous inspection periods because of certain changes in statistical reporting. In order to make possible a comparison between certain totals in the table and the accounting figures pertaining to inspection cards issued, inspection fees collected and windshield decalcomania applied, it was 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 inspection results for previous inspection periods will show about 50 per cent of the vehicles approved on initial examination with a corresponding percentage rejected. The appended table is quite different in that it shows 66.49 per cent approved and 33.51 per cent rejected on initial examination. Actually, inspection station records disclose that the table would show just about 50 per cent of the vehicles rejected on initial examination if the method of tabulation were similar to previous inspection periods and all of the Class (B) rejections were shown.

INTERIM REPORT OF VEHICLES INSPECTED 1944 INSPECTION PERIOD

DISTRIBUTION

Approved on initial examination	559,952
Approved on re-examination	260,643
Rejected on initial examination	282,185
Rejected on re-examination	70,990
"NO FEE" vehicles approved	5,350
"NO FEE" vehicles rejected	1,043

Total number of vehicles handled 1,180,163

NUMBER OF INDIVIDUAL CARS

Approved on initial examination	66.49%	559,952
Rejected on initial examination	33.51%	282,185

Total 842,137

APPROVALS

Approved on initial examination	559,952
Approved on re-examination	260,643

Total 820,595

REASONS FOR REJECTIONS

			Per Cent
(B)	1. Credentials, license cards	17,051	2.04
(A)	2. Steering alignment	45,925	5.49
(A)	3. Steering operation	41,783	4.99
	4.		10.48%
(B)	5. Identification marks, plates	7,243	.87
(B)	6. Examination of all glass	14,761	1.76
(A)	7. Obstruction to vision	6,932	.83
(A)	8. Horn	5,275	.63
(B)	9. Windshield cleaners	10,967	1.31
(A)	10. Rear-view mirror	1,014	.12
(B)	11. Exhaust system	8,559	1.02
	12. Miscellaneous	24,995	2.99
(A)	13. Head lights	179,037	21.39
(B)	14. Auxiliary driving lights	5,268	.63
(B)	15. Light output	64,374	7.69
(B)	16. Parking and other lights	15,748	1.88
(A)	17. Rear lights	47,550	5.68
(B)	18. Stop lights	67,959	8.12
(B)	19. Wiring and switching	16,496	1.97
	20.		
	21.		
(A)	22. Service brake	77,451	9.25
(A)	23. Parking brake	23,092	2.76
(A)	24. Brake equalization	108,408	12.95
(A)	25. Pedal and lever reserve	47,142	5.63

Total 837,030

HEARINGS—LICENSE REVOCATIONS

Drivers license revocations for infractions of the Motor Vehicle and Traffic Laws continued to hold the decreased level set in the year 1943. Definite reductions, in the totals of revocations of licenses, have been registered for the years 1943 and 1944.

Over the period of 26 years, 99,614 license revocations have been ordered by the Department.

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1918	702	1932	4,034
1919	707	1933	3,294
1920	770	1934	2,863
1921	956	1935	3,281
1922	931	1936	4,125
1923	2,080	1937	5,876
1924	2,429	1938	5,336
1925	2,886	1939	4,980
1926	2,750	1940	5,700
1927	3,987	1941	6,231
1928	3,657	1942	7,629
1929	4,991	1943	4,762
1930	4,949	1944	4,715
1931	4,993		
		TOTAL	99,614

CAUSES FOR LICENSE REVOCATIONS

	1944	1943	1942	1941
Driving while intoxicated	659	633	1,208	1,454
Reckless driving	205	220	599	544
Speeding	115	184	361	364
Fatal accidents	128	157	242	298
Obtained license while on revoked list	95	41	71	84
Habitual violators	491	844	1,738	635
Failure to appear in answer to summonses	424	662	1,126	873
Failure to pay fine	18	24	40	60
Leaving the scene of accident	42	47	87	89
Misstatement of facts in application for license	13	15	23	20
Defective vision	52	52	46	109
Physically or mentally unfit	193	210	307	286
Fraud at examination for new licenses	34	35	21	64
Driving without a license	73	71	96	123
Failure to report change of address	60	71	227	217
Careless driving	107	126	313	319
Commission of crime involving motor vehicle	170	144	285	288
Personal injury accident while driving in violation	305	179	216	...
Emergency regulation (2 speeding convictions)	1,227	762	266	...
All others	304	285	357	404
TOTAL	4,715	4,762	7,629	6,231

DRUNKEN DRIVERS

Even with war-time reductions, revocations for driving while intoxicated were still a leading cause for strong disciplinary action. In addition to the mandatory \$200 fine, the drivers were deprived of their driving privileges for two years and were made subject to the Financial Responsibility Law.

The general improvement in economic conditions is seen in the fact that during this year again 75 per cent of the offenders paid the mandatory \$200 fines, as compared with but 59.8 per cent in the year 1942. There were 29 second offenders, bringing the permanent revocations in the past 13 years to 1,092.

DRUNKEN DRIVER REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1918	135	1932	1,432
1919	115	1933	1,227
1920	314	1934	1,443
1921	430	1935	1,305
1922	352	1936	1,534
1923	832	1937	1,690
1924	971	1938	1,425
1925	1,155	1939	1,256
1926	1,239	1940	1,295
1927	1,640	1941	1,454
1928	1,952	1942	1,208
1929	2,044	1943	633
1930	2,095	1944	659
1931	2,089		
		TOTAL	31,944

PLACE OF ARREST

	1944	1943	1942	1941
New Jersey residents arrested in New Jersey	456	458	933	1,047
New Jersey residents arrested in other states	42	43	66	80
New Jersey residents not holding drivers licenses placed upon prohibitory list	83	82	113	154
Non-residents arrested in New Jersey	78	50	96	173
TOTAL	659	633	1,208	1,454

RESIDENTS ARRESTED OUT OF THE STATE

	1944	1943	1942	1941
New York	6	9	11	16
Pennsylvania	11	4	1	7
Virginia	3	13	6	15
Massachusetts	3	4	6	9
North Carolina	1	1	9	8
Connecticut	2	2	7	6
Maryland	2	4	7	4
South Carolina	0	0	1	3
Florida	3	1	2	2
Georgia	0	0	0	2
Michigan	0	0	1	2
Indiana	0	0	0	2
Vermont	0	0	0	1
New Hampshire	1	0	0	1
Delaware	3	2	4	1
Maine	4	0	1	1
Rhode Island	0	0	1	0
District of Columbia	0	0	2	0
Tennessee	0	0	1	0
West Virginia	0	1	0	0
Kentucky	0	1	1	0
Canada	0	0	1	0
California	0	0	3	0
Wisconsin	0	0	1	0
Texas	0	1	0	0
Colorado	1	0	0	0
Minnesota	1	0	0	0
Washington	1	0	0	0
TOTAL	42	43	66	80

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

	1944	1943	1942	1941
Pennsylvania	29	20	38	79
New York	30	23	43	69
Florida	1	1	2	6
Virginia	3	1	3	5
Maryland	3	1	4	4
Delaware	3	2	1	2
Connecticut	0	0	1	2
California	0	0	0	2
District of Columbia	0	0	2	1
Georgia	0	1	0	1
Indiana	0	0	0	11
North Carolina	2	0	0	1
Massachusetts	0	1	0	0
South Carolina	1	0	1	0
Ohio	2	0	0	0
Washington	1	0	0	0
Tennessee	1	0	1	0
Nebraska	1	0	0	0
Kansas	1	0	0	0
TOTAL	78	50	96	173

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.

	1944	1943	1942	1941
Males	641	616	1,178	1,408
Females	18	17	30	46
TOTAL	659	633	1,208	1,454

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

COUNTIES WHERE VIOLATORS RESIDE

	1944	1943	1942	1941
Atlantic	6	7	29	33
Bergen	51	33	76	98
Burlington	12	11	40	37
Camden	36	37	73	73
Cape May	4	6	10	16
Cumberland	15	19	12	42
Essex	98	93	163	194
Gloucester	17	17	33	31
Hudson	47	43	114	111
Hunterdon	4	8	17	8
Mercer	31	34	47	52
Middlesex	47	49	105	85
Monmouth	20	37	43	66
Morris	29	32	66	52
Ocean	6	5	8	22
Passaic	34	37	62	86
Salem	18	24	39	59
Somerset	20	23	37	39
Sussex	9	3	12	18
Union	69	56	121	143
Warren	8	8	5	16
	581	583	1,112	1,281
Non-residents arrested in New Jersey	78	50	96	173
TOTAL	659	633	1,208	1,454

COUNTIES WHERE VIOLATORS ARRESTED

	1944	1943	1942	1941
Atlantic	16	13	33	44
Bergen	46	36	67	103
Burlington	12	10	44	53
Camden	42	44	79	91
Cape May	6	4	8	19
Cumberland	16	19	27	49
Essex	74	69	123	149
Gloucester	21	19	30	31
Hudson	58	48	103	90
Hunterdon	2	12	15	12
Mercer	30	35	47	52
Middlesex	59	49	113	95
Monmouth	21	33	49	77
Morris	26	32	45	52
Ocean	4	6	13	33
Passaic	34	35	81	106
Salem	22	26	47	63
Somerset	24	32	53	52
Sussex	8	2	14	21
Union	89	60	141	167
Warren	7	6	10	15
	<hr/>	<hr/>	<hr/>	<hr/>
New Jersey residents arrested in other states..	42	43	66	80
TOTAL	659	633	1,208	1,454

AGE GROUP DRINKING DRIVERS

	1944 Per Cent	1943 Per Cent
Under 20 .....	.4	.85
20-24	4.7	3.4
25-29	11.7	11.2
30-39	31.8	33.2
40-49	34.9	29.8
50-64	15.3	19.65
65 and over	1.2	1.9
	<hr/>	<hr/>
	100.00	100.00

HABITUAL VIOLATORS

Although the total number involved was much lower than in previous years, the Department continued its constant drive against habitual violators of the Traffic and Motor Vehicle Laws. These habituals, or repeaters, are detected by means of two files, one of traffic conviction reports forwarded by police magistrates and the other from accident reports. When the files bring to light two convictions or three accidents, the driver is warned by the Department that a future conviction or accident will make him subject to revocation proceedings.

A four-year record of activity follows:

	1944	1943	1942	1941
Warning letters	1,747	4,156	7,996	2,628
Revoked following hearing	300	553	1,184	468
Warned following hearing	75	142	179	385
Revocation by default	191	291	375	167
	<u>2,313</u>	<u>5,142</u>	<u>9,734</u>	<u>3,648</u>

Since the campaign against repeaters was first inaugurated in 1933, a total of 27,547 warning letters have been sent; 9,081 hearings have been held and 6,265 licenses revoked. The records reveal that, as a general rule, drivers who have a record of traffic convictions usually have a record of accidents.

FATAL ACCIDENTS

All fatal accidents were investigated by the Department and in cases producing evidence of law violation, the responsible drivers were made to show cause why their license should not be revoked. Hearings were given to 90 such drivers. In cases of flagrant disregard of the law the revocation period was for five years.

HEARINGS

A total of 696 hearings was held during the year by Deputy Commissioner William J. Dearden. The defendants were the persistent law violators, fatal accident drivers, bill of sale law violators and those applying for restoration.

Year	Hearing Days
1937	103
1938	103
1939	98
1940	74
1941	69
1942	89
1943	79
1944	51
	<u>666</u>

SAFETY EDUCATION

Conservation of manpower and critical motor vehicle transportation was the keynote of the safety educational program during 1944. Special emphasis was given to those aspects of traffic efficiency and accident prevention which had a direct relationship to wartime civilian necessity. In addition training courses were conducted for military personnel, assistance was given to the Army Pre-induction Program, and essential activities relating to post-war traffic planning were maintained.

I. *Elementary and Junior High School Activities.*

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

II. *Secondary School Activities.*

1. Driver Education Courses in the high schools offer one of the greatest opportunities for accomplishment in the entire field of traffic safety education.

Despite curtailment of many activities in the high schools due to military service, the driver education program reached an appreciable number of students, as follows:

	Number of Schools	Students Attendance
2. High school examinations	82	9,587
Demonstrations	45	13,779
High school requests for film service	326	28,867

Several innovations were introduced in the driver education course designed to increase the effectiveness of this instruction. Included in these improvements were:

A new Student Certificate which provides for recording the type of course taken by the student. This includes a designation for those qualifying in the pre-induction training.

New examination forms of the objective type were introduced. These are more complete in scope, can be adapted to the type of instruction given, facilitate grading and related aspects of appraising student accomplishment.

III. *Teacher Training.*

An important development during the year relating to the secondary school program was the inauguration of a required credit course in driver education at Trenton State Teachers College.

The objectives of the course were:

1. To prepare teachers to give classroom instruction to high school students in the principles of safe driving according to a standardized and uniform plan.
2. To encourage a comprehensive course of instruction in the high schools by indicating the pertinency of various topics and the sources and use of improved teaching materials available.
3. To provide a means whereby the result of Driver Education in high schools might be appraised in terms of improved traffic conditions as influenced by individual driver records.

The following facsimile of the prospectus is descriptive of the scope, content and methods employed.

NEW JERSEY STATE TEACHERS COLLEGE AT TRENTON
Announces a credit course in Driver Education
Summer Session 1944
In co-operation with
Safety Education Division
Department of Motor Vehicles
Instructional Staff

Teachers College Miss Marjorie Fish
Department of Motor Vehicles

Leo R. Welch, Inspector Krayner, Inspector Lyell, Inspector Stearn
Place of Meeting

Green Hall—Room 119; Projection Room and Auto Shop

Senior Secondaries and Business Education

1st hour (8:50-9:40 Tuesday and Friday)

Senior Physical Education.....2nd hour (9:50-10:40 Tuesday and Friday)

July 11 Introduction: Organization and Administration of High School Courses.

July 14 Materials and Methods in Driver Education: Military Phases.

July 18 Motor Vehicle Transportation: Driver Qualifications.

July 21 Motor Vehicle Construction and Operation.

July 25 Preventive Maintenance Procedures and Conservation.

July 28 Elementary Driving.

August 1 Traffic Rules and Regulations.

August 4 Advanced Driving Skills and Relation to Physical Laws.

August 11 Accident Causes and Prevention.

August 15 Final Examination.

At the conclusion of the course, student opinions were solicited by means of a questionnaire which was filled-in and returned anonymously. The results were particularly interesting because the students were not selected for aptitude or specialized interest in the subject. Yet,

88 per cent stated that Driver Education should be made a regular subject in teachers colleges.

61 per cent stated that they would like to teach Driver Education.

89 per cent believed the subject matter pertinent and suited to the secondary school level.

In addition, the following are samples of additional voluntary comment of a favorable character:

"I believed that the course was handled extremely well in the short period of time available. The Buick Chassis with the cut-away motor was a great help in understanding the parts of the engine."

"The movies and film strips were good. All through the course a good student interest has been maintained. Enough emphasis has been placed upon teaching and methods for high school courses that I would enjoy teaching it very much."

"The preparation made by the Motor Vehicle Department in an effort to put this course across to the students was excellent. The teaching procedures and the lesson plans used enabled the students to take notes easily."

"An excellent job under hard conditions of pressure for time. Fine co-operation shown with the instructors. Main problem is time, I think, then you could bring the class into discussion and deal with their misunderstandings adequately. I think it is valuable for all "college" students as well as high school whether it's in a teachers college or not. I never realized there was so much to learn about driving."

An additional credit course was conducted for in-service teachers through the Extension Division of Trenton State Teachers College, starting on September 28 and continuing through January 18, 1945. Classes were held in the evening from 7:00 to 8:40 P. M. Procedure and subject matter paralleled the regular college course outlined above.

IV. *Adult Education.*

1. MOTION PICTURE THEATRES.

A new motion picture, "X Marks the Spot," produced by the Department was released to New Jersey motion picture theatres in November. The film was designed for theatrical display and a survey conducted in the theatres subsequent to the release indicated an unusually favorable reception from both the public and theatre management.

An indication of the unusual scope of a medium of this nature is indicated by the number of persons reached in the short period of time the picture was available at the close of the year. The picture played in 46 theatres, for a total of 153 play-days and was viewed by an estimated minimum number of 215,063 persons.

This new program will continue through the winter season of 1945. It is already apparent that the impact of this medium will be unprecedented in the number of persons reached and the effectiveness of the education message conveyed.

"X Marks the Spot" was voted the National Award as the best picture on traffic safety that had been produced in 1944.

Among other testimonials on this film, the following "resolution" is of interest:

WHEREAS, the Tenth Northeastern Regional Conference on Highway Safety and Motor Vehicle Problems was accorded the opportunity Tuesday, December 12th, to view a most interesting motion picture setting forth in a refreshingly original manner accident causation weaknesses too common to many operators and pedestrians; and

WHEREAS, this Conference considers this motion picture produced by the State Department of Motor Vehicles of New Jersey for general public showings as a most practical contribution to public safety education; and

WHEREAS, the New Jersey Department of Motor Vehicles is justly entitled to high praise for the originality, initiative and aggressive safety-mindedness which developed this film subject; therefore

Be It Resolved, that this Conference express sincere appreciation to Commissioner Arthur W. Magee of the New Jersey Department of Motor Vehicles, and his associates, for the courtesy extended this Conference in screening this motion picture, the action obviously involving considerable effort for which all are grateful.

At the conclusion of the theatre showings the picture will be available to schools, civic groups and other organizations interested in traffic improvement and accident prevention.

2. OTHER MOTION PICTURE PROGRAMS.

In addition to the theatre program and film service to schools, safety motion pictures were shown at organization meetings with a total attendance of 11,765 persons.

3. SPEAKERS SERVICE.

Trained speakers were available to organizations as a part of the public educational program. Speakers appeared before various groups including parent-teacher, church, Rotary, Kiwanis, American Legion, and civic organizations.

The Department provided speakers for national meetings of the National Safety Council, American Association of Motor Vehicle Administrators and others.

4. ANNUAL CHURCH LETTER.

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

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

1,860

5. RADIO.

New Jersey radio stations cooperated by broadcasting "spot" announcements prepared and distributed by the Department. In addition, a 15-minute weekly program was maintained over Station WTTM. Three broadcasts featured safe driving and walking rules, car conservation procedures and related aspects of traffic safety.

6. NEWSPAPERS.

The press was most cooperative in carrying news stories concerning various safety educational activities.

7. HIGHWAY SIGNS.

Road signs containing safety messages for drivers and pedestrians were placed at vantage points along the State road system.

A total of 216 24-sheet billboard posters were displayed throughout the State during the months of May and June. Space was contributed by the Outdoor Advertising Association of New Jersey.

8. SAFETY EXHIBITS.

A new safety exhibit was prepared in the interest of pedestrian accident prevention. To emphasize the problem of pedestrian visibility, traffic scenes changed from day to night, through the use of "black light." The exhibit attracted unusual public attention at the Trenton State Fair, where it was first displayed.

Other exhibits were displayed at Atlantic City and the Flemington Fair.

9. SAFETY LITERATURE.

Printed materials were distributed to industrial plants, Army and Navy units and various other organizations.

V. *Driver Training Courses, Driver Testing and Car Conservation Demonstrations.*

1. Special courses in driver education were conducted for:

American Red Cross Motor Corps.
American Women's Voluntary Services.
U. S. Army Signal Corps, civilian drivers.

2. Driver testing programs were held for: American Red Cross Motor Corps.

3. Special programs in driver efficiency and motor vehicle conservation were held for State Guard units at Woodbury, Trenton and Morristown.

4. A two-month research project in driver education and training was conducted during October and November. A group of 20 department employees volunteered for clinical study.

VI. *Municipal Cooperation.*

Since it is an important function of the Department to investigate local traffic conditions and means for their improvement, the educational aspects of such communication with local police departments is a major activity of the Department.

1. CONFERENCES WITH LOCAL OFFICIALS

Personal calls, in the interest of traffic improvement, averaged about ten each week during 1944.

2. PEDESTRIAN ACCIDENT PREVENTION.

To encourage greater uniformity and coordination in pedestrian education, informational materials were mailed to all municipalities at regular intervals. These items include:

Traffic Safety—a quarterly publication; *Pedestrian Bulletin*—a periodic summary of pedestrian accident facts; other items such as direct mail, leaflets and statistical information were distributed regularly.

3. Lectures and instructional materials were presented at local training schools for police officers and auxiliary units.

A gratifying trend in local traffic improvement was noted in the action of many municipalities where police officers have been designated to carry-out local educational programs.

VII. *Literature and Visual Aid Materials.*

1. SAFETY LIBRARY.

Publications such as books, magazines, special studies and reports issued by federal agencies, national organizations and other States, were catalogued and indexed for ready reference.

2. FILM LIBRARY.

Prints of motion pictures and film strips on traffic safety and conservation totalled 117. Many of these prints are in constant circulation throughout the State.

3. TEACHING AIDS.

In addition to films listed above, teaching aids in the form of charts, models, examination forms and other related materials were available to schools; approximately 450 student textbooks, "Man and the Motor Car," were distributed during the year.

4. PRINTED MATERIALS DISTRIBUTED

The following items were distributed in the quantities indicated, during 1944:

Manual for Drivers	20,000
Pre-Induction Manual & Teacher Outline	500
How Your School Can Help the Army Train Its Drivers	100
Highway Safety—a course of study for Secondary Schools ...	200
A New Approach to Driver Education	200
Getting Results Through Driver Education	200
Improving Driver Responsibility	200
User's Guide 1943 Edition of the Automobile "User's Guide" with War-time Suggestions	200
Manual for Brake Service	200
Wartime Highway Traffic Program	200
Wartime Transportation (Swap Riding)	200
Wartime Transportation (Car Conservation)	100
A Handbook for Driver Corps Members	100
Manual for Instructors of Emergency Motor Vehicle Drivers	200
Annual Report	400
Statistical Summary Sheets	10,000
Bike Quiz	13,068
Traffic Safety (quarterly)	10,000
The Pedestrian Problem	5,000
The Skilled Driver	10,000
Inattention	1,000
Urgent	10,000
Waste Not—Want Not	10,000
Time to Take Stock	15,000
Educating the Pedestrian	13,000
TOTAL	107,068

INSPECTOR FORCE

With 17 members in the armed forces, the Inspector Force was maintained at its authorized strength of 110 men by "duration of the war" appointments. During the year, three inspectors were retired because of disabilities, two entered the military service and one reported back from war duty. This uniformed body with State-wide police powers, constitutes the Department's enforcement agency.

Driver license examinations were conducted as usual at 34 conveniently located points in the State, although there were several instances of public inconvenience due to the shifting of examination centers. This is a difficult matter to control since the Department has no present means for the renting of permanent examination quarters. The situation should be corrected after the war with the State acquiring outright, or leasing permanent and suitable quarters in the different communities where examinations are held.

The Department continued the standard driver examination approved by the American Association of Motor Vehicle Administrators consisting of an extended road test, a test of vision and a written and oral examination. There still exists the need for extending the driver's examination to include an attitude test which, if properly developed and proven, would eliminate many drivers whose mental attitude toward the safe operation of motor vehicles is such that they cannot be depended upon to drive according to regulations.

The Force carried out the provisions of R. S. 39:10.1, providing for a special examination of operators of vehicles used in the transportation of passengers for hire; likewise the re-examination of drivers 65 years of age and over who have been involved in accidents. These two activities provide ample factual data to support the need for periodic re-examination of all drivers.

Systematic patrol of the important highways was continued throughout the year although with reduced effectiveness due to the assignment of patrol members to protect important bridges and highway installations against sabotage. The September hurricane and unusual winter storms found the Inspector Force rendering important assistance to the traveling public.

The duties of the Inspector Force are by no means confined to driver examinations and road patrol. One outstanding activity which has borne results throughout the years has been its cooperation with the insurance underwriters in matters dealing with stolen cars.

The Force monitored the Auto Junkyard Law which regulates this type of business fronting on State highways. This law should be amended to extend State regulation of auto junkyards on all highways. It investigated all fatal traffic accidents, as the result of which action was taken against the licenses of many offending drivers. Consideration, incidentally, should be

given to the idea of extending this investigation work to include all personal injury accidents.

Inspectors continued cooperating with other State enforcement agencies in the enforcement of wartime regulations dealing with espionage, sabotage and subversive activities. This work is highly important and should be continued for the war's duration.

It is also associated with other enforcement agencies in the program of the Police Coordinator under which inspectors are available for special duty whenever the need exists, 24 hours per day.

Three truck control stations were operated by the Force for the Director of Civilian Defense and the United States Army. These stations insure the delivery of food and other vital supplies to the metropolitan area in the event of disaster and are also used to expedite the shipment of military freight.

Inspectors are assigned from time to time to assist other divisions of the Department. Three are attached full time with the safety Education Division and one is with the Traffic Division.

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

Total number examined	517
Drivers' licenses revoked	143
Drivers' licenses endorsed "Conditional"	211
No action taken	163

Reasons for Revocation

Vision	30
Road test	17
Written test	22
Road and vision	16
Revoked by default	37
Miscellaneous	21
	<hr/>
	143

Drivers' Examinations According to Location

Location	Passed	Rejected	Total
Asbury Park	1,611	278	1,889
Atlantic City	1,572	294	1,866
Bridgeton	1,087	278	1,365
Burlington	488	104	592
Camden	4,535	809	5,344
Cape May Court House	600	87	687
Dover	1,030	136	1,166
Elizabeth	5,740	1,015	6,755
Englewood	3,293	379	3,672
Flemington	431	143	574
Freehold	1,142	323	1,465
Hackettstown	592	60	652
Hammononton	583	84	667
Jersey City	4,826	1,330	6,156
Morristown	1,164	103	1,267
Mount Holly	428	131	559
Newark	13,520	2,622	16,142
Newton	575	47	622
Ocean City	418	60	478
Passaic	2,129	356	2,485
Paterson	4,089	572	4,661
Perth Amboy	1,092	208	1,300
Phillipsburg	597	44	641
Plainfield	1,737	252	1,989
New Brunswick	1,695	441	2,136
Red Bank	1,590	277	1,867
Ridgewood	2,131	268	2,399
Salem	930	150	1,080
Somerville	1,555	442	1,997
Summit	839	139	978
Sussex	182	15	197
Toms River	628	107	735
Trenton	4,220	1,111	5,331
Woodbury	1,601	218	1,819
	68,650	12,883	81,533

Drivers' Examinations According to Month

Month	Passed	Rejected	Total
January	3,200	524	3,724
February	2,553	480	3,033
March	7,226	1,172	8,398
April	6,920	1,292	8,212
May	7,866	1,509	9,375
June	8,118	1,518	9,636
July	6,892	1,368	8,260
August	6,946	1,353	8,299
September	5,746	1,043	6,789
October	5,549	1,150	6,699
November	4,301	880	5,181
December	3,333	594	3,927
	68,650	12,883	81,533

	Passed	Rejected
Males	44,832	10,131
Females	23,818	2,752
	<u>68,650</u>	<u>12,883</u>

CLASS OF REJECTIONS

Illiteracy	1,658
Impaired vision	2,325
Driving test	4,444
Written test and miscellaneous	4,456
	<u>12,883</u>

1944	Males Passed	Females Passed	Males Rejected	Females Rejected
January	2,565	635	463	61
February	2,022	531	435	45
March	5,112	2,114	983	189
April	4,681	2,239	1,060	232
May	4,914	2,952	1,175	334
June	4,948	3,170	1,155	363
July	4,151	2,741	999	369
August	4,114	2,832	989	364
September	3,479	2,267	787	256
October	3,571	1,978	883	267
November	2,855	1,446	707	173
December	2,420	913	495	99
	<u>44,832</u>	<u>23,818</u>	<u>10,131</u>	<u>2,752</u>

1944	Illiterates Passed	Illiterates Rejected	Total
January	94	56	150
February	67	74	141
March	99	150	249
April	128	161	289
May	149	207	356
June	153	175	328
July	130	168	298
August	132	201	333
September	116	152	268
October	122	143	265
November	102	101	203
December	70	70	140
	<u>1,362</u>	<u>1,658</u>	<u>3,020</u>

1944	Specials and Reexams Passed	Specials and Reexams Rejected	Total
January	35	11	46
February	46	16	62
March	128	17	145
April	68	15	83
May	94	12	106
June	70	10	80
July	24	33	57
August	53	9	62
September	47	16	63
October	41	24	65
November	48	13	61
December	39	9	48
	693	185	878

1944	Must Wear Glasses	Rejected	Total
January	570	124	694
February	381	115	496
March	1,257	277	1,534
April	1,109	261	1,370
May	1,184	268	1,452
June	1,137	234	1,371
July	1,102	184	1,286
August	1,014	214	1,228
September	888	187	1,075
October	883	208	1,091
November	663	142	805
December	504	111	615
	10,692	2,325	13,017

1944	Over 65 Years Passed	Over 65 Years Rejected	Total
January	6	3	9
February	1	2	3
March	10	3	13
April	5	2	7
May	4	1	5
June	1		1
July	8		8
August	6	2	8
September	14		14
October	16	2	18
November	29	12	41
December	26	9	35
	126	36	162

CLASSIFIED EYE REJECTIONS ACCORDING TO AGE

Ages	17 to 21	22 to 30	31 to 35	36 to 40	41 and Over
January	59	27	14	6	18
February	57	25	6	8	19
March	122	56	30	22	47
April	116	53	26	13	43
May	117	51	15	12	48
June	103	41	12	23	50
July	85	54	18	17	54
August	102	42	21	13	37
September	92	29	20	9	38
October	85	38	21	7	39
November	75	23	16	3	34
December	60	16	6	6	26
	1,073	455	205	139	453

"For Hire" licenses: issued 11,453

"For Hire" licenses: rejected 43

11,496

SUMMARY

	Regular	Patrol	Total
Warnings	1,212	2,354	3,566
Arrests	8,590	4,180	12,770
Summonses	8,590	4,180	12,770
Fines	\$50,116.75	\$32,821.21	\$82,937.96
Investigations	8,833	508	9,341
Registrations collected	\$2,210.90	\$685.45	\$2,896.35
Driver's licenses collected	\$999.00	\$255.00	\$1,254.00
Days off	4,064	1,717	5,781
Vacation	1,160	504	1,664
Sick days	654	273	927
Gasoline	73,084	68,029	141,113
Oil	4,801	4,404	8,905
Miles	981,322	861,854	1,843,176
Travel	Hours 27,520½	5,697¾	33,218¾
Patrol	" 67,773¾	74,191¾	141,965
Investigation	" 21,353	581¾	21,934¾
Check-up	" 6,104¾	178	6,282¾
Scale	" 17½	17½	17½
Examinations	" 32,983	244¾	33,227¾
Court	" 2,560¾	625½	3,185¾
Safety education	" 6,219¾	...	6,219¾
Stolen cars	" 769	...	769
Special detail	" 970½	...	970½
Traffic engineering	" 1,659	...	1,659
Administration	" 7,640	...	7,640
Miscellaneous	" 9,903½	4,271½	14,175
Total	185,473	85,790	271,263
Gasoline—average miles	13.43	12.67	13.06
Oil—average miles	204.4	210	207
Inspectors	76	34	110
Deaths	...	...	...
Resignations	...	...	...
Retirements	3	...	3
Armed service	2	...	2
Returned, armed service	1	...	1
Replacements	5	3	8

TRAFFIC ENGINEERING

During the year 1944, the various agencies continued their efforts to conserve transportation facilities. The supply of gasoline was limited although not to the same extent as in the year 1943, as evidenced by the fact that the gasoline consumption increased 7 per cent over the previous year. The taxable gallons of gasoline used in 1944 were 21.7 per cent less than in 1942 and 36.9 per cent less than in 1941.

No traffic counts showing State-wide traffic conditions are available. However, the number of vehicles using the toll facilities and some of the free bridges across the Delaware and Hudson Rivers increased 18 per cent compared with 1943. Compared with 1942, there was a reduction of 2.7 per cent. The 1944 traffic volumes were 18.6 per cent less than in 1941. The vehicles registered in the State decreased to the extent of 1.8 per cent compared with 1943.

The Department program to conserve tires and gasoline by eliminating useless stopping and starting at intersections controlled by traffic signals was continued. In a few instances, additional operating time was permitted because of the increase in vehicular travel.

During the year, approvals were granted for the operation of traffic control signals at five locations, as follows:

Municipalities	Installations
Maplewood	1
Gloucester City	2
Passaic	1
Hasbrouck Heights	1

The Maplewood installation was at a firehouse in order to facilitate the exit of fire apparatus when answering an alarm. Those in Gloucester City were to permit an extension of the speed control system in existence on Broadway. Approvals were granted for the installations in Passaic City and Hasbrouck Heights because of the increase in travel and the accident experience at the particular intersections.

Traffic signals were installed during the year at the intersection of Route 25 and Haynes Avenue in Newark, although the approval was granted prior to 1944.

Stop and go operation was discontinued at one intersection in Flemington and at an entrance to the airport on Route 25 in the City of Newark.

Approvals were also granted for the installation and operation of flashing signals—one in West Long Branch, two in Oceanport and one each in Egg Harbor Township and Flemington.

Highway Traffic Advisory Committee

The program of activity of the Department was the same as for the year 1943 involving the following:

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

CONSERVATION OF MOTOR TRANSPORTATION FACILITIES

Private and Mass Transportation Studies

In the past year, only one area in the State was considered critical from the transportation standpoint with the result that the Coordinator of Transportation issued only one directive. This was Directive Order No. 12 which regulated the beginning and ending of the normal work day for office workers and similar type personnel of the Bayway Refinery, Standard Oil Development Company, Manager's Office and Technical Service Division of the Standard Oil Company of New Jersey, located at the Bayway Refinery Area, Linden.

FACILITATION OF HIGHWAY TRANSPORTATION

Traffic Surveys

The departmental activities concerned with the supervision of vehicular traffic movements throughout the State were continued. Wherever possible, aid, advice and counsel were given to State and local officials. Throughout the year, 68 investigations were made on such varied subjects as the timing of traffic control signals, applications for signals and complaints regarding parking, speeding and roadway hazards.

The State Committee continued to supply information on the subjects of car occupancy and the average speeds of passenger cars, trucks and buses to the Director of the National Highway Traffic Advisory Committee. The speed checks were made at special locations on State highways. The locations for the vehicle occupancy checks were selected to include areas such as urban general, urban industrial, rural general and rural industrial.

This information was obtained through the cooperation of the State Highway Department. A total of 27 speed checks and 7 vehicle occupancy checks was made. It is interesting to note that the speed checks showed a gradual rise in the average speeds of different classes of vehicles.

Study of Accident Reports

As in other years studies and compilations were made of accident statistics on State highways. These studies were in connection with applications for permission to install traffic control signals, flashing signals, warning or Stop Street signs. Each year much information of this nature is furnished to the State Highway Department and other organizations interested in safety.

Ordinances

A total of 45 ordinances and two resolutions was submitted to the Department for approval during the year 1944. These documents were checked carefully to see that they complied with *Revised Statutes* 39:4-197. In some cases it was necessary to make investigations to determine the advisability of placing into effect the proposals contained therein.

MAINTENANCE OF TRUCK AND BUS INVENTORY

This subject was placed again before the State Committee. After a considerable amount of study to devise ways and means whereby it could be carried on, it was decided that it was not practicable because of a lack of personnel and housing space. The Public Roads Administration disposed of the old records compiled by the WPA in 1941 and 1942.

Special Studies in Vicinity of Individual Military and Naval Establishments— Special Studies in Vicinity of Individual War Production Plants

Surveys at a number of points of congestion adjacent to military or naval establishments in war production plants were made by the Engineering Division with the assistance of the authority which had jurisdiction over the roadways. The Commissioner of Motor Vehicles is charged with the responsibility of giving assistance in the regulation of traffic, hence such work is considered a normal function of the Department.

Recommendations were made on the following subjects: traffic control signals and other regulatory devices; one-way streets; parking regulations and other matters which aided in the movement of vehicular traffic.

RECOMMENDATIONS

At the end of 1944, the transportation problem was critical. Those companies engaged in mass transportation of people carried an unprecedented load. Such companies and the motoring public were still feeling the effects of the shortage of gasoline, tires and spare parts.

As vehicles wear out and become obsolete, the transportation companies will be called upon to carry still heavier burdens. Therefore, it is incumbent upon the Department to exert every effort which will help in any way to keep motor vehicles in running condition. This is particularly true in regard to the conservation of gasoline and tires. The efforts of the Department can be extended along the following lines:

Operation of Traffic Control Signals

It is true that the gasoline consumption in 1944 was higher than in 1943. It well may be that restrictions will be placed into effect which will make gasoline a scarcer commodity than it was in 1944. Such being the case, it is important that the Department continue to seek the cooperation of municipal officials in order that traffic signal operation be kept at a minimum.

Stop-Street Signs

Since the Office of Defense Transportation has requested that all unnecessary stopping and starting be avoided, it is imperative that close scrutiny be given to stop street ordinances and resolutions and thorough investigations made in order to determine whether or not the installation of Stop Street signs is justified.

Parking Restrictions

Since war production has not been curtailed to any great extent, certain roadways adjacent to manufacturing centers were very heavily traveled in 1944. Municipal officials seemed to be more aware of the congestion on various streets and highways and the result was that more ordinances restricting parking were approved in 1944 than in the year previous. The Department should not hesitate to recommend to municipal officials that parking ordinances be passed when necessary so that freer movements of traffic can be obtained. While it is recognized that the war has brought about a shortage of manpower, much can be gained if existing ordinances are enforced in a better manner.

Traffic Bottlenecks

Many industrial and military establishments are located adjacent to State highways or other main traveled thoroughfares. It is reasonable to suppose that additional ones will be established in the future. If so, then the Department will be presented with the problem of reducing the possibility of accidents and eliminating congestion because of the entrance of hundreds of vehicles into a main artery. This calls for the continuation of careful investigations and the presenting of logical recommendations which will improve any situations of this nature.

One-Way Streets

Many times in the past, recommendations have been made to municipal officials that one-way streets be established in order to relieve traffic congestion and remove a number of the possibilities of motor vehicle accidents. The final disposition, of course, rests with the local officials. However, the Department should urge the adoption of such provisions when the need is apparent.

Staggering of Hours

The directives placed into effect by the Coordinator of Transportation have had a salutary effect on traffic congestion. This program cut off the sharp peaks of traffic flow and built up the volumes in certain hours adjacent to the peaks in which there had been a relatively small flow. If traffic volumes can be thinned out, then there will be less opportunities for accidents, since it is known that the greatest concentration of accidents is during the hours of heaviest traffic. It is recommended that the staggered hours program be continued in full force.

Group Riding

It is well to point out again that group riding has proven itself to be an economical measure of great value. It not only saves gasoline and tire wear, but it reduces the number of vehicles using the streets and highways. It is recommended that after the war, group riding plans be kept in operation wherever possible.

The Use of Civil Routes

The civil route system as laid out in the year 1942 constitutes a network of secondary roads which can be used to advantage by the motoring public. If this is done there will be less congestion and delay on State highways. The civil route system can also be used to bypass areas in which there is heavy vehicular travel, and it is recommended that, whenever possible, the secondary roadway system be brought before the attention of the public.

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING

General activities of the Financial Responsibility Division reveal that in a given year only a small percentage of drivers have accidents and are convicted of Traffic or Motor Vehicle Law violations. It is this minority which is responsible for the accident record and, incidentally, the target of the Financial Responsibility Law.

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

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

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

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

There is no authentic data 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 42,670 cars involved in accidents reported to this Department during the year 1944, 43.38 per cent were insured, 24.45

per cent were not insured, while the information was unanswered in 32.17 per cent of the cases. The figures were as follows:

	In All Accidents	In Fatal Accidents
Car insured	18,509	244
Car not insured	10,433	144
Insurance status unknown	13,728	311
Total cars	42,670	699

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, 4,251 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 1,892 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	491
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MAGISTRATE REPORTS:

Reports of magistrates received during 1944 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	869
Title 39, chapter 4, section 129	288
Title 39, chapter 4, section 50	659
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
Defendants made subject for other reasons originating in office of Commissioner	1,590
Total cases—evidence of financial responsibility requested as result of convictions	3,942

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	2,670
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	20

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 1944, 10,111 certificates expired. These cases were checked and when necessary the party advised of the requirements of the law.

Certificates received during 1944	15,102
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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 1944	485
Representing	\$435,449.62
Judgments secured against New Jersey residents in another State	12
New Jersey judgments secured against non-residents	46
*Judgments later paid	\$190,477.82
Revocations	380
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	575
Satisfied law cases (before revocation)	51
Pending, inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys	3
Pending, sufficient time has not elapsed for case to be completed	17

*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	5,171
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RESTORATIONS:

Total restorations, after establishing financial responsibility	3,554
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FILE SEARCHING:

Files were searched to determine whether or not there was a record in 65,185 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	1,076
999 Certified abstracts @ \$1.00	\$999
*52 Certified abstracts @ No Fee	
25 Certified abstracts Void	

*These 52 certified copies were issued—No Fee, and were for Inspectors to be used as evidence to assist them in the prosecution of cases.

BILLS OF SALE

An accurate barometer of the diminishing motor vehicle stockpile is the record of business reported by the Bill of Sale Division for the year.

New car sales totaled 5,530 as compared with 151,881 in 1941, the last normal business year. Used car sales and transactions totaled 243,689 as against 763,310 in 1941. Division revenue dropped from \$773,897.50 to \$208,622.25.

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

The Division licensed 1,925 dealers. Of this number, 294 were new applicants, 61 of whom were licensed as new and used car dealers and 233 as used car dealers. A total of 46 licenses were voluntarily relinquished or revoked, leaving an active list of 1,879 dealers.

An added responsibility during the year was the Department's cooperation with the Federal Government in the campaign against fraudulent use of gasoline ration coupons. Under the existing regulations, the seller of a motor vehicle is required to apply to his local OPA board and surrender all outstanding coupons whereupon he is issued a receipt, Form R-569, in duplicate, the original of which is presented to the Division upon filing of the assignment bill of sale.

The Department continued to assume responsibility for the effective control over the sale of new passenger vehicles and has been complying with Rationing Order 2B, requiring the recording of ownership of such vehicles.

Due to the fact that new model farm tractors are equipped with rubber tires and can travel as high as 30 miles per hour, and considering that many of these vehicles are being used for custom farm work and are being operated extensively over the public highways, the Department has notified farm tractor dealers that this commodity is subject to the New Jersey Bill of Sale Law and that dealers require a license to engage in business.

The Bill of Sale Law and its effective enforcement has made it increasingly difficult for the car thief to dispose of stolen vehicles in New Jersey. Most of the cars reported stolen were later found abandoned and returned to their rightful owners.

While the number of bills of sale issued and recorded during the year fell off considerably, there was an over-all increase in general office detail, particularly in correspondence. This is attributed to the movement of war workers into and out of the State and the induction of many car owners into the armed forces, all of which imposes demands for information effecting the transfer of ownership of vehicles.

TYPES OF BILL OF SALE FORMS ISSUED

ORIGINAL BILLS OF SALE (BS-1)

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

5,530 @ .50 \$2,765.00

ASSIGNMENTS (BS-2)

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

243,689 @ .50 121,844.50

ABSTRACTS OF CONTRACT

These forms are used in conjunction with forms BS-1, BS-2 or BS-4 when vehicle is subject to lien.

1,289 on BS-1 @ .50 644.50
25,508 on BS-2 @ .50 12,754.00
2 on BS-4 @ .50 1.00

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.

1,179 @ .50 569.50

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.

52,683 @ 1.00 52,683.00

DEALERS BILL OF SALE LICENSES

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

294 @ 10.00 2,940.00

PENALTIES

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

3,321 @ 1.00 3,321.00

PHOTOSTATIC COPIES

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

139.50

COLLECTION ON LIENS

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

29,692 @ .25 7,423.00

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.

909 @ .25 227.25

SPECIAL COLLECTIONS

These items represent collections on default of dealers bonds and other miscellaneous charges. Total revenue from January 1, 1944, to December 31, 1944.

1,290.00
\$206,622.25

TRAFFIC LAW VIOLATIONS

A total of 50,914 operators were apprehended in New Jersey during the year for various infractions of the Traffic and Motor Vehicle Laws, an increase of 69 over the previous year. In addition, 4,749 New Jerseyites were convicted of violations while traveling in other States. More than three-fourths (79 per cent) of the offenders were fined and one per cent received jail terms. Approximately 17 per cent were given suspended sentences.

The average fine imposed ranged between \$3 and \$5. About 50 per cent of those fined received this penalty. There were 21,729 convictions for speeding, or nearly 43 per cent of total violations. The next most frequent violation was careless driving, which netted 6,834 operators, or 13 per cent. Other leading violations were driving without a license (3,910 convictions, or 8 per cent) and ignoring the traffic signal (3,448 convictions; or 7 per cent).

The two-hour period between 2 and 4 P. M. had more arrests than any other comparable period. State highways were the scene of 25,638 violations (50.3 per cent) and 25,276 (49.7 per cent) occurred on local and county streets.

There were more violations on Route 25 than any other street or highway in the State, a total of 5,637. This figure represents 22 per cent of State highway arrests and 12 per cent of all those made in the State.

The age group 25 to 44 years contained 59 per cent of the violators and nearly 20 per cent were in the group 45 to 64 years. Eleven per cent of the total operators arrested were under 21 years of age.

Arrests made by Motor Vehicle Inspectors and State Police netted the State Treasury the sum of \$197,543.59, a decrease of 11 per cent under the previous year. During the past five years the activities of these two enforcement groups have been responsible for the imposition of \$1,129,584 in fines.

A survey of the magistrates' reports reveals 1,747 repeaters, that is, persons convicted of more than one violation in recent years. Action taken by the Department against these offenders is described in another section of this report under the heading, Habitual Violators.

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 Jan. to Dec. Inclusive

Month or Year

1944

VIOLATIONS OF TITLE 39 R. S.							
Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4	756	3-80	24	4-58	27	4-97	6834
3-10	3910	3-81		4-62		4-98	21729
3-11	177	3-82		4-63	4	4-105	
3-12	35	4-10		4-64	7	to	
3-17	154	to		4-65	71	4-121	360
3-19	2	4-14	40	4-66	5	4-122	32
3-29	1634	4-15		4-67	44	4-123	22
3-33	417	to		4-70	2	4-125	9
3-34	32	4-25	8	4-71	11	4-126	76
3-35	143	4-26		4-73	6	4-127	9
3-36	70	to		4-75	2	4-128	134
3-37	51	4-30	11	4-76	2	4-129	473
3-38	426	4-32		4-77	24	4-130	5
3-39	353	to		4-79	3	4-135	
3-40	124	4-37	12	4-80	63	to	
3-49	6	4-38		4-81	3448	4-138	2186
3-53	118	to		4-82	118	4-144	986
3-56	140	4-45	118	4-83	23	Chap. 6	5
3-61	685	4-46	91	4-84	41	Chap. 8	61
3-62	10	4-48	187	4-85	485	Chap. 9	10
3-64	105	4-49	44	4-86	646	2:138-9	56
3-67	13	4-50	676	4-87	104	2:145-6	16
3-69	12	4-52	3	4-88	393	Misc.	334
3-70	22	4-53	8	4-89	7		
3-71	10	4-54	4	4-90	25		
3-72	2	4-55	2	4-91	9		
3-73	2	4-56	24	4-92	14		
3-74		4-57	94	4-96	1229	TOTAL	50914

DISPOSITION	
	Number
1. Fined	39345
2. Suspended	8506
3. Dismissed	1506
4. Revoked	161
5. Jailed	487
6. Revoked and fined	714
7. State appeal	4
8. Local appeal	4
9. Failed to pay	3
10. Grand Jury	58
11. Unknown	34
12. Revocation and Jail	92
TOTAL	50914

HOURS OF OCCURRENCE	
	Number
12 to 1 A.M.	1203
1 to 2 A.M.	1053
2 to 3 A.M.	1029
3 to 4 A.M.	617
4 to 5 A.M.	363
5 to 6 A.M.	269
6 to 7 A.M.	811
7 to 8 A.M.	1622
8 to 9 A.M.	1318
9 to 10 A.M.	2228
10 to 11 A.M.	3192
11 to 12 A.M.	3205
12 to 1 P.M.	1821
1 to 2 P.M.	2825
2 to 3 P.M.	4157
3 to 4 P.M.	4161
4 to 5 P.M.	3785
5 to 6 P.M.	2361
6 to 7 P.M.	1863
7 to 8 P.M.	2126
8 to 9 P.M.	2027
9 to 10 P.M.	1692
10 to 11 P.M.	1499
11 to 12 P.M.	1390
Unknown	4297
TOTAL	50914

SCALE OF FINES IMPOSED	
	Number
1. Costs only	66
2. \$1	1581
3. \$2	5505
4. \$3 to \$5	19504
5. \$6 to \$10	8081
6. \$11 to \$15	2003
7. \$16 to \$25	1800
8. \$26 to \$50	576
9. \$51 to \$100	391
10. \$101 to \$150	15
11. \$151 to \$200	520
12. \$201 and over	17
TOTAL	40059

RESIDENCE OF VIOLATORS	
	Number
1. New Jersey	35504
2. New York	7209
3. Pennsylvania	5509
4. Other States	2674
5. Unknown	18
TOTAL	50914

VIOLATIONS ON STATE HIGHWAYS ROUTES					
Route	Violators	Route	Violators	Route	Violators
1.	93	34.	488	S-3	1
3.	126	35.	1344	S-4	
4.	3539	36.	40	S-4-A	3
5.	10	37.	92	4-N	
6.	1428	38.	37	S-N	3
7.	16	39.	137	S-6	3
8.	29	40.	89	13-E	5
10.	236	41.	36	S-24	1
12.	9	42.	1411	S-25	
17.	2278	43.	1228	25-M	7
21.	13	44.	321	S-26	
23.	284	45.	115	S-28	30
24.	113	46.	116	29-A	1
25.	5637	47.	136	S-31	97
26.	1181	48.	468	S-40	76
27.	81	49.	175	S-41	90
28.	986	50.	49	S-44	
29.	2212	51.	2	45-M	1
30.	143	54.	7	S-49	55
31.	291	84.	3	Other roads	25276
32.	28	S-1	4		
33.	234	S-1-A		TOTAL	50914

AGES OF VIOLATORS	
	Number
1. Under 17	448
2. 17	1296
3. 18	1477
4. 19	791
5. 20	800
6. 21 to 24	3958
7. 25 to 44	25900
8. 45 to 64	8598
9. 65 and over	390
10. Unknown	7256
TOTAL	50914

COMPLAINANTS	
	Number
1. M. V. Inspectors	6984
2. State Troopers	18903
3. Local Officers	23350
4. Private Citizens	1643
5. P. U. Inspectors	3
6. Others	31
TOTAL	50914

EXCISE TAX

Bus operators are obliged to pay a half a cent per mile tax for all miles traveled in interstate service (*R. S.* 48:4-20). Because they are obligated to pay 5 per cent of their intrastate revenues to the municipalities in which they do an intrastate business, the statute exempts them from the payment of the mileage tax for the miles in the municipalities to which they pay the 5 per cent gross receipts tax.

The marked increase in exempted mileage over 1943, amounting to 2,384,160, accounts for a drop in revenue of \$11,204.83. However, no actual money loss occurred. The shrinkage in the mileage tax was offset by the increased 5 per cent contributions to the municipalities.

The 75 per cent increase in exempted mileage *translated into transportation service* means that, in spite of the necessary conservation of rubber and gasoline, an additional 2,384,160 bus miles heretofore reserved exclusively for interstate riders were made available for local service. The operators whose service, prior to Pearl Harbor, was primarily interstate, have increased their local service to the point where it amounts to about 25 per cent of their total mileage within the State. When it is considered that virtually no replacements have been made in the buses used exclusively for local service and that they are fast wearing out, the supplementary local service now being afforded by the interstate operator is a valuable contribution to the job of getting the worker to his war job.

EXCISE TAX COLLECTIONS—1944

Month	Total Miles	Exempt Miles	Taxable Miles	Amount
January	1,803,602	478,532	1,325,070	\$6,625.43
February	1,475,797	257,884	1,217,913	6,089.61
March	1,959,224	597,999	1,361,225	6,806.23
April	1,836,612	578,104	1,258,508	6,292.58
May	1,999,418	605,312	1,394,106	6,970.66
June	2,013,836	626,381	1,387,455	6,916.11
July	2,434,852	713,689	1,721,163	8,627.71
August	2,264,863	685,487	1,579,376	7,897.05
September	1,885,669	643,083	1,242,586	6,213.01
October	1,889,494	655,204	1,234,290	6,171.53
November	1,732,891	591,647	1,141,244	5,708.78
December	1,775,132	598,345	1,176,787	5,884.01
Totals	23,071,390	7,031,667	16,039,723	\$80,202.71

CHANGES IN TITLE 39, REVISED STATUTES, ENACTED BY THE 1944 SESSION OF THE LEGISLATURE

CHAPTER 5—Makes unnecessary an affidavit to applications for motor vehicle license.

CHAPTER 14—Constitutes as disorderly conduct smoking in buses or trolley cars.

CHAPTER 38—Extends without extra fees motor vehicle driver's license to 180 days after cessation of present war or three months after honorable discharge, provided driver is attired in naval or military uniform.

CHAPTER 44—Provides for appointment of Motor Vehicle Commissioner by Governor for four years with Senate approval.

CHAPTER 53—Makes spitting in buses a disorderly act.

CHAPTER 86—Provides that members of county or municipal fire and police departments and State motor vehicle inspectors shall have credit in their respective services for time spent in armed forces of the United States.

CHAPTER 159—Changes fiscal year of State Highway Department from calendar year to year ending June 30.

CHAPTER 228—Authorizes refund of motor vehicle registration fees to those in Federal service for period of such service.

CHAPTER 236—Permits city commissioners to serve as municipal recorders until vacancies are filled.

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 24 hours a day. This service ties in directly with the State and local police and has proved, through the years, of great value in connection with criminal and alien investigations.

An idea of the great volume of queries at the Information Bureau is seen in the fact that 453,916 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—1944

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding duplicate and renewal licenses and telegrams	3,628	4,189	4,612	3,827	3,514	2,790	3,246	3,125	2,894	2,642	2,147	2,163	38,777
Regular information letters	4,135	4,216	4,438	4,312	4,260	4,663	4,783	4,011	3,777	3,980	3,641	3,411	49,627
Certified copies, special deliveries and registered letters	1,563	1,278	1,826	1,340	1,237	1,197	1,107	1,383	1,256	1,193	1,091	976	15,447
Lists and miscellaneous lookups	12,063	12,942	13,126	14,003	17,089	13,942	13,993	13,921	13,147	14,520	12,900	13,643	165,379
People appearing at office in person for information	912	947	1,721	1,417	921	703	639	528	501	469	438	620	9,816
Telephone and telautograph calls, 1 a. m. to 9 a. m.—Local	1,421	2,387	2,642	2,567	...	...	...	...	...	...	...	...	9,017
Telephone and telautograph calls, 1 a. m. to 9 a. m.—Long distance	2,312	1,628	1,913	1,771	...	...	...	...	...	...	...	...	7,624
Telephone and telautograph calls, 9 a. m. to 5 p. m.—Local	5,206	6,324	5,334	4,218	5,266	4,342	4,376	4,652	4,732	4,683	4,356	4,417	57,906
Telephone and telautograph calls, 9 a. m. to 5 p. m.—Long distance	4,703	3,014	2,983	2,312	4,135	3,703	3,912	3,851	3,642	3,149	3,743	3,263	42,410
Telephone and telautograph calls, 5 p. m. to 1 a. m.—Local	903	1,937	2,423	2,001	1,943	1,640	1,621	1,589	2,083	1,547	1,734	1,763	21,184
Telephone and telautograph calls, 5 p. m. to 1 a. m.—Long distance	1,134	1,734	1,823	2,048	2,134	1,735	1,587	1,439	1,714	1,563	1,532	1,674	20,117
Record checks	1,216	983	1,335	1,409	1,528	1,647	1,613	1,519	1,426	1,283	1,269	1,384	16,612
TOTALS	39,196	41,579	44,176	41,315	42,027	36,362	36,577	36,018	35,172	35,029	32,851	33,314	453,916

MULTILITH DIVISION

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, checked, etc. During the year the Multilith Division handled 29,685,700 operations in the process of keeping the various Divisions supplied with working material.

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

Division	Sheets	Imprints	Items	Items Numbered	Sheets Perforated	Total Operations
Bill of Sale	123,950	125,300	145,950	30,000		175,950
Excise Tax	6,000	6,000	6,000			6,000
Records	9,000	9,000	54,000		6,000	60,000
Financial Responsibility	134,345	146,195	181,070			181,070
Fines	39,800	50,600	56,310			56,310
Information	7,175	12,375	82,700			82,700
Inspectors	202,210	279,890	437,690			437,690
Low numbers	33,000	33,000	33,000			33,000
Main office	27,200	27,200	37,400			37,400
Safety Education	2,400	4,800	3,400			3,400
Shipping	357,410	414,160	651,900			651,900
Testing	100,900	107,360	114,400			114,400
Applications	956,965	1,907,530	5,741,790			5,741,790
Certificates	1,093,119	1,346,324	10,931,130	10,085,500	1,087,400	22,104,090
TOTAL	3,093,474	4,469,674	18,476,800	10,115,500	1,093,400	29,685,700
Mimeograph (for all divisions)						738,000
Addressograph (for all divisions)						140,000

SERVICE OF PROCESS ON NON-RESIDENTS

The Department collected the sum of \$2,184.00 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.

Following is a list of the monthly fees collected:

January	\$106.00
February	178.00
March	108.00
April	258.00
May	210.00
June	214.00
July	148.00
August	234.00
September	156.00
October	138.00
November	234.00
December	200.00
	\$2,184.00

Respectfully submitted,

A. W. MAGEE,

Commissioner of Motor Vehicles.

[illegible]

State, County or City

TYPE OF VEHICLE	VEHICLES
1. Passenger cars	1
2. Trucks	1
3. Buses	1
4. Motorcycles	1
5. Other	1
6. Total	5

[illegible]

