

*Twenty-Eighth*

ANNUAL REPORT

*of the*

COMMISSIONER OF MOTOR VEHICLES

*to the*

LEGISLATURE OF THE STATE OF

NEW JERSEY

*for the year*

ONE THOUSAND NINE HUNDRED AND

THIRTY THREE

1885

March 1, 1934

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY:-

Gentlemen:

There was a decrease of less than one per cent in the number of vehicles registered in New Jersey last year, and a decrease of only two and six-tenths' per cent in the gross income of the Department of Motor Vehicles. This, as far as we are able to ascertain from the incomplete records available from other states, is the most favorable showing in the nation.

In spite of the fact that the decrease in the number of cars was almost negligible, we are proud to report that during this period there was a decrease of 28.3 per cent in total accidents from 1932 and a decrease of 38.7 per cent from 1931. There were 1185 motor vehicle deaths last year upon our highways, an increase of five over the figure for the preceding year, but a decrease from 1302 deaths in 1931 and 1269 in 1930. Pedestrian fatalities continue to exceed over fifty per cent of the deaths, but there was a decrease of 3.5 per cent in child pedestrian fatalities. Last year twenty-one persons were killed in grade crossing accidents, a decrease of fifty per cent from the number killed at railway crossings in 1932.

New Jersey has taken a prominent position among the states seeking to safeguard the lives and property of its citizens upon the streets and highways. Governor A. Harry Moore, who has always maintained a keen interest in this problem, has organized a Committee of One Hundred on Street and Highway Safety, cooperating with our Department. The Legislature, the Safety Councils, the motor clubs, the insurance companies, the State Department of Education, the State Police, the county and local police, the service clubs, and such organizations as the State Federation of Woman's Clubs and the State Council of Parent-Teachers' Associations, with the fine cooperation of the press and the radio industry, have done much to keep our state in the foreground of the safety movement.

In a letter dated June 8, 1933, Sidney J. Williams, Director of the Public Safety Division of the National Safety Council, Chicago, Ill., said:

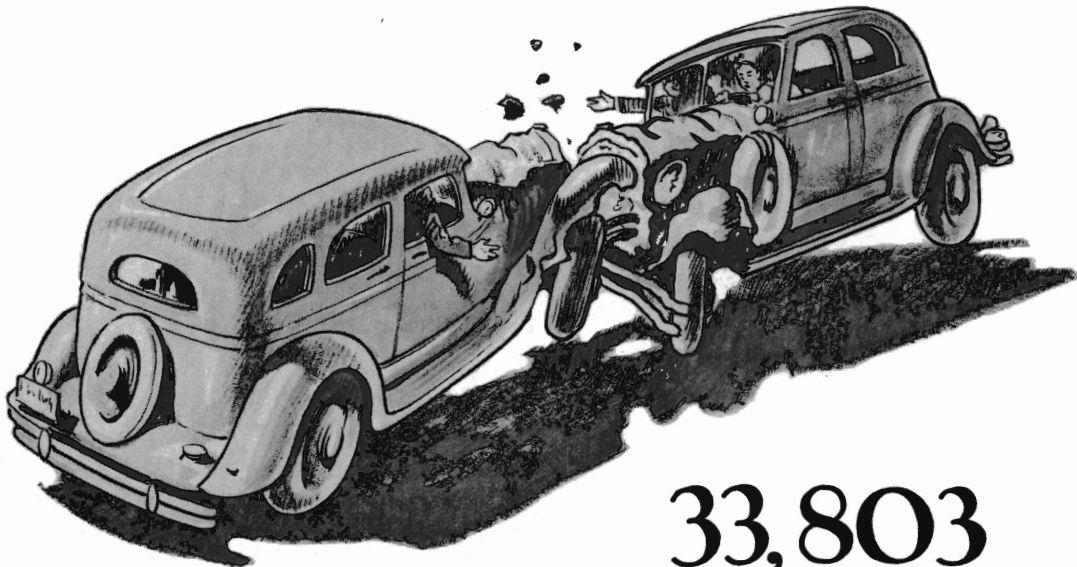
"New Jersey has made remarkable progress in state control of motor vehicle traffic in the last few years. You have one of the best motor vehicle and traffic laws in the country; your traffic engineering work is excellent, and your own leadership in the motor vehicle department has brought about a revolutionary improvement".

Our State Highway Commission has been sympathetic in its understanding of our problems, and continues to build safety into the great system of roads and bridges of which Jerseymen are so justly proud. Last year the State Chamber of Commerce, realizing the necessity of promoting uniform traffic laws and regulations, brought about several meetings of the Motor Vehicle Administrators from New York, Connecticut, and New Jersey and as a result of these conferences there have already been some achievements in the direction of uniformity in the metropolitan area.

Aside from officials and citizens of our state who have given unstintingly of their time and services in the public safety movement we have been favored with the valuable aid of experts from other states who have, during the past year, given us a great degree of cooperation.

# NEW JERSEY'S 1933 Motor Accident Toll

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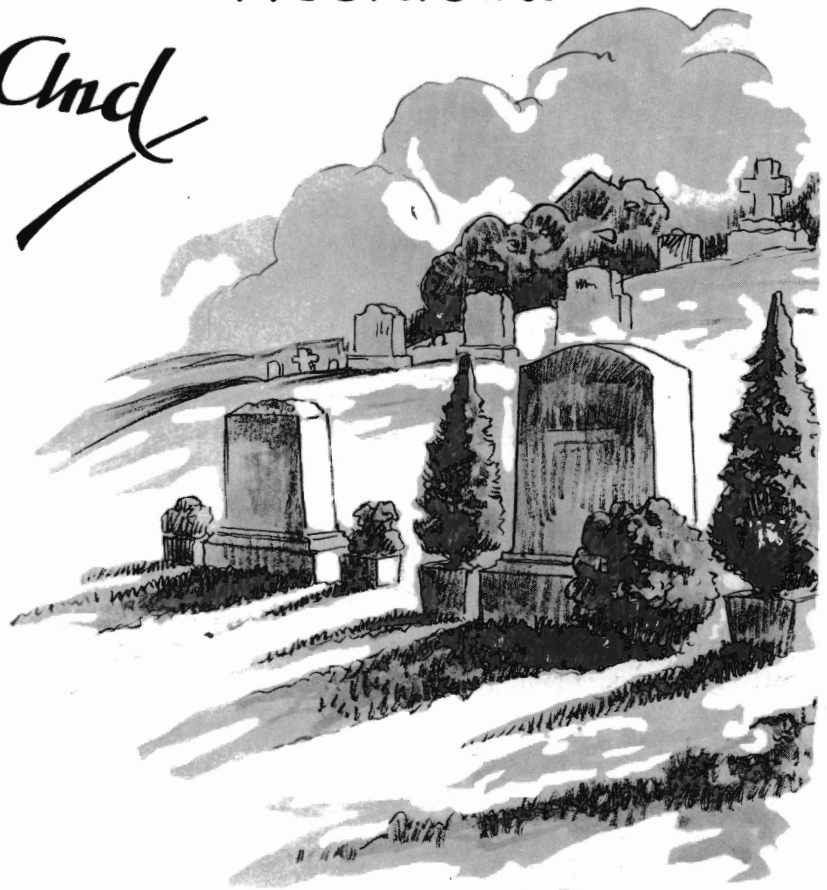


**33,803**  
Accidents

*And*



**28,158**  
Injuries



**1,185**  
Deaths

STATE OF NEW JERSEY • DEPARTMENT OF MOTOR VEHICLES

# Types of Accidents in 1933



And **968** other  
Accidents.  
**TOTAL: 33,803**

STATE OF NEW JERSEY • DEPARTMENT OF MOTOR VEHICLES

I feel that I may, with propriety, mention the outstanding contributions made by Dr. Herbert J. Stack and Mr. John J. Hall, of the National Bureau of Casualty and Surety Underwriters, and Mr. J. Russell Craig, of the Pennsylvania Indemnity Corporation.

During the last six months of the year covered by this report we were given an appropriation of \$10,000 for the organization and maintenance of a Bureau of Safety Education, within the Division of Traffic Control and Regulation. It was the first time that the State had ever dedicated a single dollar toward the education of the motorist in the proper use of his car upon the fine highways of our state. There is incorporated in this report a statement of the progress made along the lines of safety education, and I am sure you will be in agreement with my thought that the appropriation for this purpose has been a worth-while investment.

Our records over the past few years indicate that only six per cent of our street and highway accidents are caused by defective mechanism of cars or faulty road construction. Most of our accidents, therefore, are caused by the incompetence or recklessness of the person behind the wheel of an automobile. Safety education, with collateral enforcement, becomes vitally necessary, and I believe that we have launched a program that has, and will continue, to save human lives and reduce the enormous economic loss that attends motor accidents.

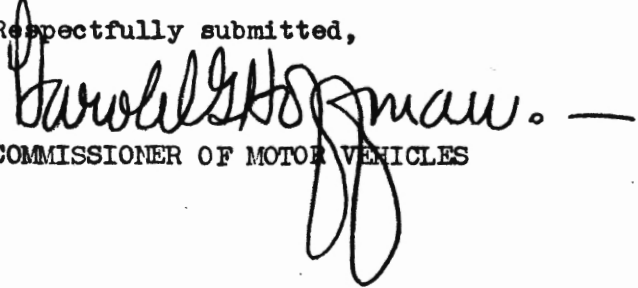
In the report on a Survey of Administration and Expenditure of the State Government in New Jersey, made by the School of Public and International Affairs of Princeton University, and generally known as "The Princeton Survey", the following will be found in the opening paragraph of the section dealing with the Department of Motor Vehicles:

"The principal purpose of the Department of Motor Vehicles today is to maintain safety on the public highways. The existence of the department as an agency for registration of automobiles and collection of license fees is incidental to this end."

This broader conception of the duties of the Department of Motor Vehicles is founded on the basic principle that it is just as much the function of the State to protect its citizens on its highways as it is to build these highways with moneys collected from motorists through motor license fees and gasoline taxes.

The tragic loss of life, limb, and property on our roads constitutes a direct challenge to those who are charged with the enforcement of the laws of our state and the protection of its citizens. In the Department of Motor Vehicles, with every facility made available through the Legislature, we are trying to accept this challenge, and the following reports of the work in the various divisions will set out the accomplishments of the past year.

Respectfully submitted,

  
COMMISSIONER OF MOTOR VEHICLES

REPORT OF ARTHUR W. MAGEE, DEPUTY COMMISSIONER

January 1  
19 34

Honorable Harold G. Hoffman,  
Commissioner of Motor Vehicles.

Dear Commissioner:

HABITUAL VIOLATORS

The last annual report outlined the Department's contemplated plan of action against drivers whose record of accidents and of convictions indicated they were unsafe to be operating a motor vehicle.

Since the report was published there has been a summons issued and a hearing given to One Hundred Thirty-One such drivers, resulting in the revocation of Seventy-Four licenses, two permanently, and the placing of Fifty-Seven on probation. In addition Two Hundred Ninety-Three drivers have been placed on probation by being notified that if they add to their present record, reasonable grounds for the revocation of their license will have been established. The average number of recorded convictions against the drivers required to appear for a hearing is six, and forty of the One Hundred Thirty-One have been involved in accidents, two of which were fatal. It is gratifying to note of record that of the Four Hundred Twenty-Four drivers against whom this action has been taken there has been but one case come to our attention where there has been a subsequent conviction, and that was in another State.

It can be reported with a degree of certainty that the method being followed is making good drivers out of bad, and we can anticipate that a vast majority of the drivers against whom action has been taken will not again violate the law or be involved in an accident for which they are responsible. The method being followed has established beyond any question of doubt that a license is a most valued possession, but with little consideration of what is necessary, on the part of the driver, to keep it.

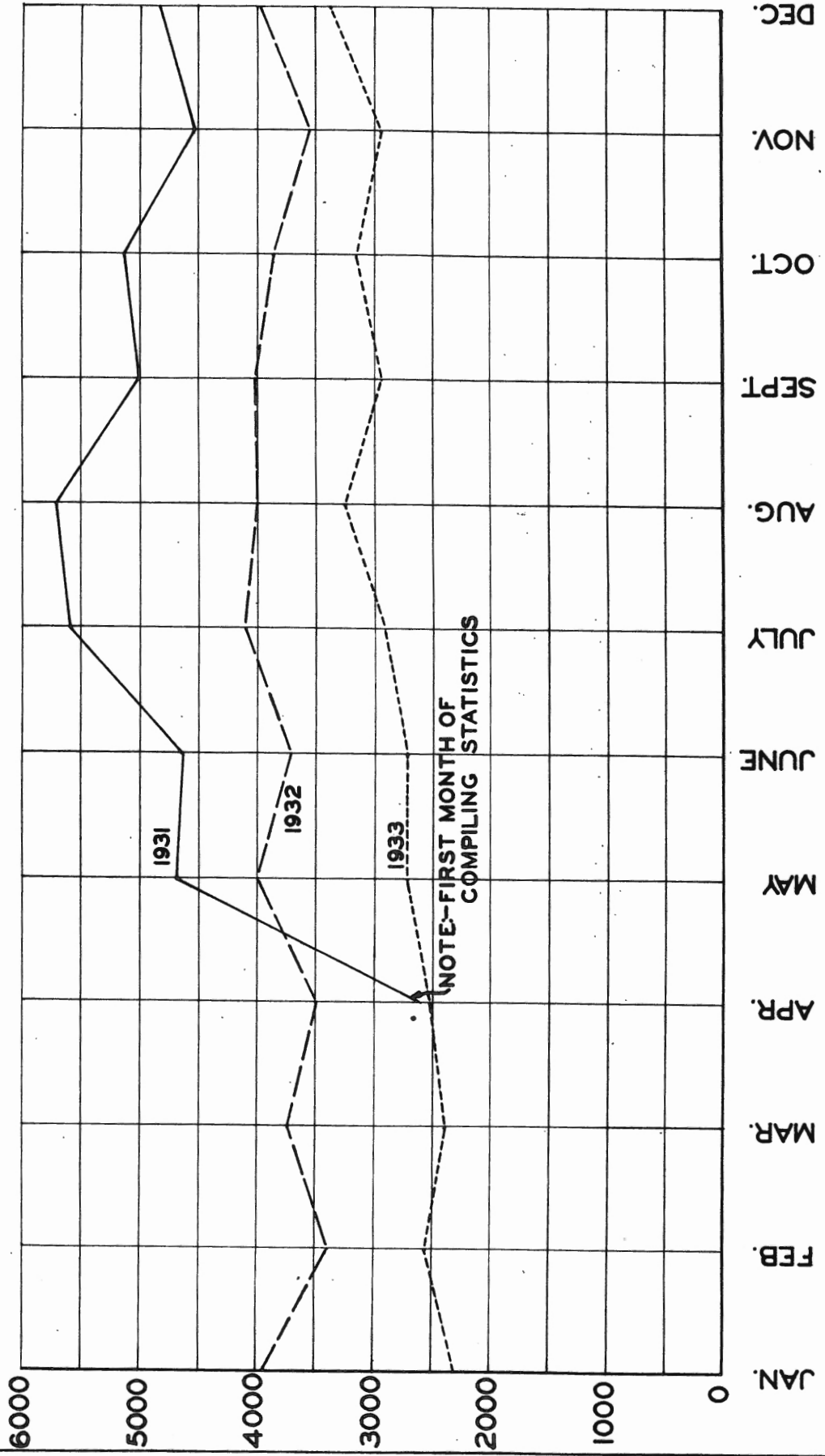
The next step, it would seem, is to prevent, if possible, every holder of a license from getting in a position whereby the action being taken is necessary. To do so, the widest possible publicity should be given the procedure being followed. When there comes to all drivers a complete realization of the consequences, then the driver should see the necessity for careful, law observance driving.

The result should be that the Motor Vehicle Law Administrator can confidently look forward to less accidents, better law observance and eventually a reduction in the number of drivers against whom action is necessary under this Enforcement Plan.

HEARINGS ON DEALERS' REGISTRATIONS

I can report to you at this time that the investigations and hearings pertaining to the use of Dealers' registrations has practically been completed. It has taken a considerable period of time to complete the work, mainly by reason of there not being sufficient Inspectors who could be spared from other important activities, and partly on account of the necessity to establish by evidence that there was no reason for the dealers' registrations being held, or a misuse of the plates.

# TOTAL ACCIDENTS STATE OF NEW JERSEY 1931, 1932 AND 1933



The investigations and hearings have corrected the situation that has existed for many years involving the use of dealers' registrations by persons not entitled to such registrations. The policy that has been followed for a long period of time in permitting Department agents to issue dealers' registrations to new applicants without investigation has been done away with, and instead, the applicant is now required to submit the application to this office, the qualifications of the applicant being set forth in the application. There is a complete check-up made by an Inspector to determine whether the applicant is a bonafide dealer as defined in the law. Under this system no person not entitled to be classified as a dealer should now be able to obtain dealer's registration.

In many instances upon giving notice of the proposed revocation, there was a real reluctance on the part of the person operating under the guise of a dealer to submit to the revocation, the only reason given being that such a registration had been held for a number of years. In others, the persons holding the registration did not appear for a hearing, thus indicating no objection to the revocation. With the new form of application being used and bond requirement, we can be confident that dealers' registrations will only be issued to bonafide dealers. The result has been a very much needed accomplishment, for it means that the person who has been operating under the guise of a dealer can no longer obtain dealer's registration and will be required to pay the proper fee for registration, thus increasing the revenue.

#### PROPOSED LEGISLATION

The infrequent indictment and conviction of drivers involved in fatal accidents and charged with manslaughter has resulted in the introduction of Senate Bill No. 77, providing for "involuntary homicide". The necessity for this legislation from a departmental standpoint is revealed by the number of convictions for violation of the Motor Vehicle Law of drivers involved in fatal accidents.

There are in the Department files many cases that show the operation of a motor vehicle either at an excessive rate of speed, in a reckless manner, failure to stop and render assistance, and under the influence of intoxicating liquor. The driver so charged has been exonerated of the manslaughter charge by a Grand Jury.

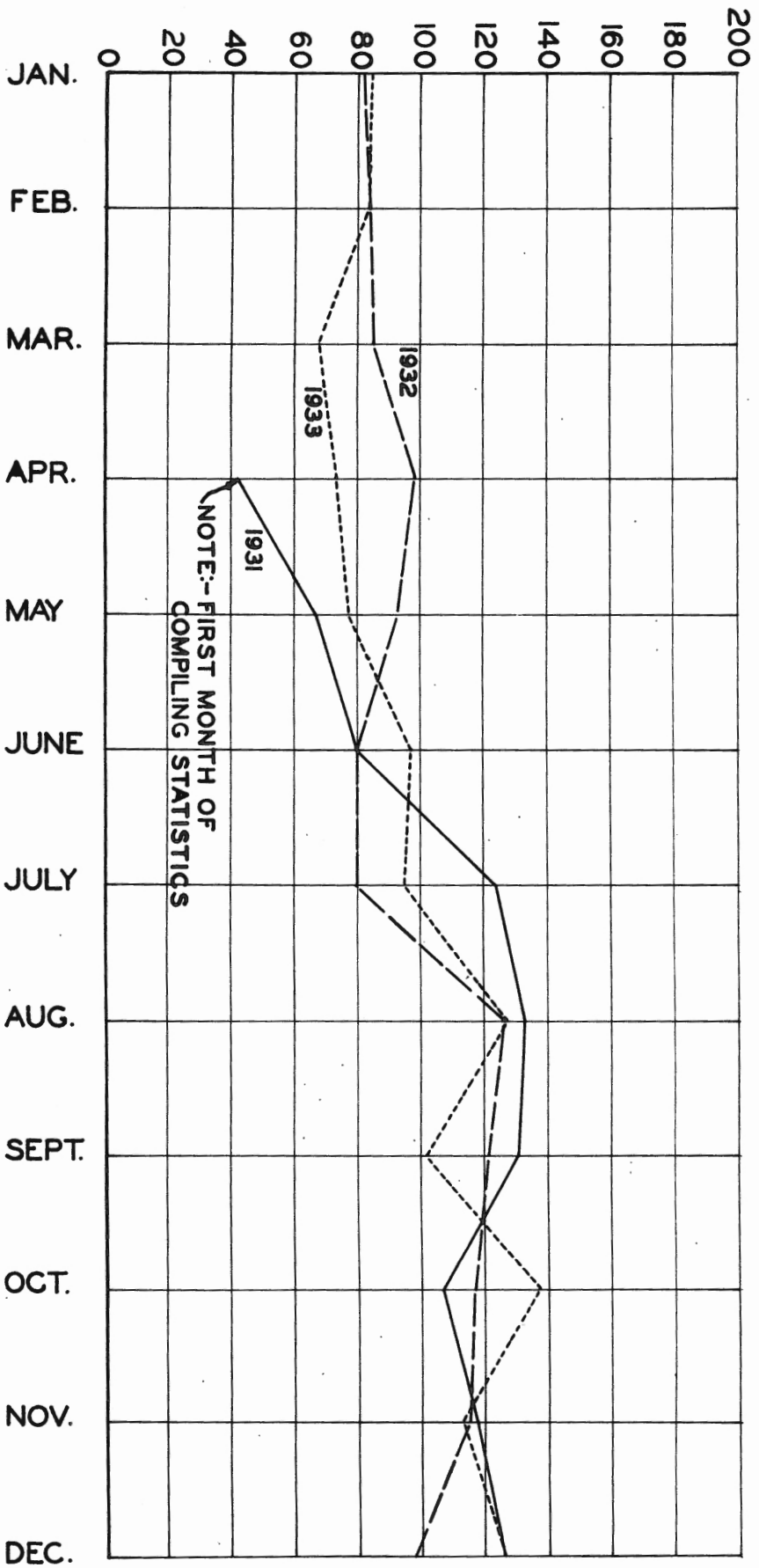
Inquiry has been made of many Prosecutors in the State and the reason given for no indictment is that the Grand Jury is reluctant to render indictment, or that the Prosecutor is unable to produce evidence of willful, deliberate negligence on the part of the driver, or for the further reason that there may be a lack of desire to prosecute by reason of a settlement for damages. The result is that a condition exists whereby a driver, while operating a motor vehicle in violation of the Motor Vehicle Law, may take the life of some person and pay no penalty whatsoever. It is the practice in such cases to merge the Motor Vehicle Law violation in the more serious crime of manslaughter, the exception to the general rule and practice being where there is a complaint and conviction for a violation of the Motor Vehicle Law. There is ample evidence showing that the only penalty imposed upon a driver involved in a fatal accident, the result of operating a motor vehicle in violation of the Motor Vehicle Law, is a small fine.

This bill that has been introduced should provide a much needed deterrent to the operation of a motor vehicle in violation of the Motor Vehicle Law. It should result eventually in a realization on the part of drivers that to operate a motor vehicle in a manner that is blamable or censurable may result in conviction and punishment for a term not exceeding three years or a fine of not more than one thousand dollars, or both.

# PERSONS KILLED

## STATE OF NEW JERSEY

### 1931, 1932 AND 1933



NOTE:- FIRST MONTH OF  
COMPILING STATISTICS

The enactment of such legislation will be in line with the many progressive policies already inaugurated and approved by you in each division of the Department. These progressive policies have resulted in better service, greater efficiency, and the curtailment of expenditures.

As the close of your term of office approaches, it is clear to me that in the administration and enforcement of the Motor Vehicle Law, in no other way can an official give better service than by hard, deliberate, conscientious work, and the formulation of a plan for each problem confronted. This has been your policy, and combined with adequate laws and proper enforcement, it must be that a kindness and intelligence in the operation of motor vehicles will be brought about with brighter and better days in the nature of a constant reduction in the number of automobile accidents.

Respectfully submitted,

*Arthur W. Magee*

Arthur W. Magee  
Deputy Commissioner.

AVM.S

RECEIVED 10/10/1916

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1934.

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles.

Dear Commissioner:

I am pleased to submit herewith a report of the activities of the Division of Traffic Control and Regulation for the year 1933.

There were received by this Division thirty-six municipal applications for permission to install traffic control signals. These applications were given thorough investigation by the engineering department and required numerous conferences with the local officials both at this office and in the municipalities concerned. The Division's efforts to prevent the installation of unnecessary traffic signals can be seen in the fact that twelve of the applications were denied and the remaining twenty-four approved.

In accordance with Chapter 179, P.L. 1932, which vested in the Commissioner of Motor Vehicles the power to approve all traffic ordinances, 54 such ordinances were submitted to this Division during the year. Many of these ordinances were improperly drawn, as careful scrutiny by the Division disclosed and were made to conform with the provisions of the Traffic Act before receiving approval. Through its prompt attention, by conferring with the municipal officials interested, the Division was instrumental in having corrections made before final passage of the ordinances and thus saved the municipalities considerable expense that would have entailed if the corrected ordinances had been re-advertised as provided by law.

Further, along this line of activity, the Division is attempting to have all municipalities submit to this Division proposed ordinances, prior to their formal introduction, for the purpose of expediting their passage and approval.

Under date of February 7, 1933, the Commissioner of Motor Vehicles through this Division, forwarded a letter to all municipalities advising that upon receipt of formal application, temporary approval would be given to all existing "Stop Street" signs pending the adoption of a Through Street Program as provided in Chapter 247, P.L. 1931, which became effective April 27, 1932. To date, 103 municipalities have been granted approval for the retention of "Stop Street" signs within their borders.

Many municipalities, especially the smaller ones, have not found it necessary to apply for approval of "Stop Street" signs since the only highways containing such signs within their jurisdiction have been State Highways. Under resolutions adopted by the State Highway Commission and approved by the Commissioner of Motor Vehicles, all roads intersecting with State Highways are "Stop Streets".

The letter sent to municipalities on the aforementioned subject, was as follows:

To the Governing Body:

Since the passage of Chapter 247, P.L. 1931, which concerns "Through Streets" and the use of "Stop Street" signs, and the subsequent passage of Chapter 179, P.L. 1932, which transferred the functions of the New Jersey Traffic Commission to the Department of Motor Vehicles, I have given considerable thought and consideration to the correction of the present use of "Stop Street" signs in the State of New Jersey.

The New Jersey Traffic Commission, prior to its abolition, promulgated, with the cooperation of the State Association of Chiefs of Police, State Association of Highway Engineers and officials of the State Highway Department, a Through Street Program which contemplated the designation of major roadways in the State as "Through Streets" and the replacement of "Stop Street" signs now in use at all other locations with warning signs.

At the last conference held in the City of Trenton between the New Jersey Traffic Commission and representatives of the Chiefs of Police and County Engineers, at which time the Through Street Program was presented in tentative form for discussion, it was suggested that because of the financial condition of municipalities in the State the adoption of this program, together with the replacement of unapproved "Stop Street" signs with warning signs, would necessitate additional financial burden upon municipalities which in some cases would be prohibitive.

Therefore, official action has not been taken up to this time, in the hope that a proper solution could be evolved.

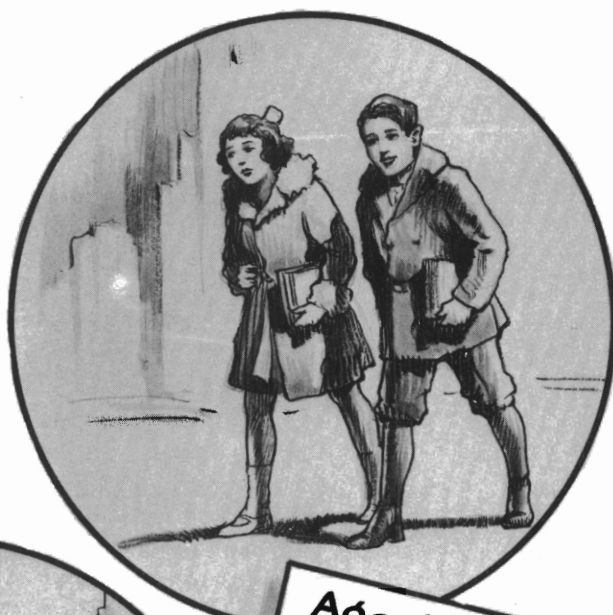
Recently, however, numerous requests have been received from municipal officials who desire a ruling as to the legality of present "Stop Street" signs and, also, whether approval will now be granted for such signs. I am now in receipt of an opinion from the Attorney General advising that I have the authority, if desirable, to approve of all "Stop Street" signs now in use in the State or subsequently erected. In view of this authority, I will now grant approval of "Stop Street" signs erected on roadways over which you have jurisdiction, if you desire the retention of such signs.

However, if you do not desire those signs to be retained which are now erected on roadways in your municipality over which you have jurisdiction, I hereby direct you to cause those signs

# Ages of Persons Killed or Injured in Motor Accidents in 1933



Ages up to 4  
1,243



Ages 5 to 14  
4,838



Ages 15 to 21  
3,932



Ages 22 to 64  
14,739



Ages 65 and over  
1,093

STATE OF NEW JERSEY • DEPARTMENT OF MOTOR VEHICLES

to be removed and to replace them with standard legal warning signs, the replacement to be made at your discretion.

Will you therefore kindly indicate, by letter, at your earliest convenience, those signs which you desire to have retained and will conscientiously enforce the provisions applicable thereto, in order that I may officially forward to you my approval?

The approval granted following the receipt of your letter is to be considered as a temporary arrangement enabling the immediate enforcement of "Stop Street" signs, and it is not the intention that such an arrangement be permanent as it is my hope, that, eventually, when municipalities are enabled to include in their budgets sufficient funds to cause the replacement of "Stop Street" signs not included in the Through Street Program, to effect the State-wide Coordinated Through Street Program.

Very truly yours,

HAROLD G. HOFFMAN  
Commissioner of Motor Vehicles.

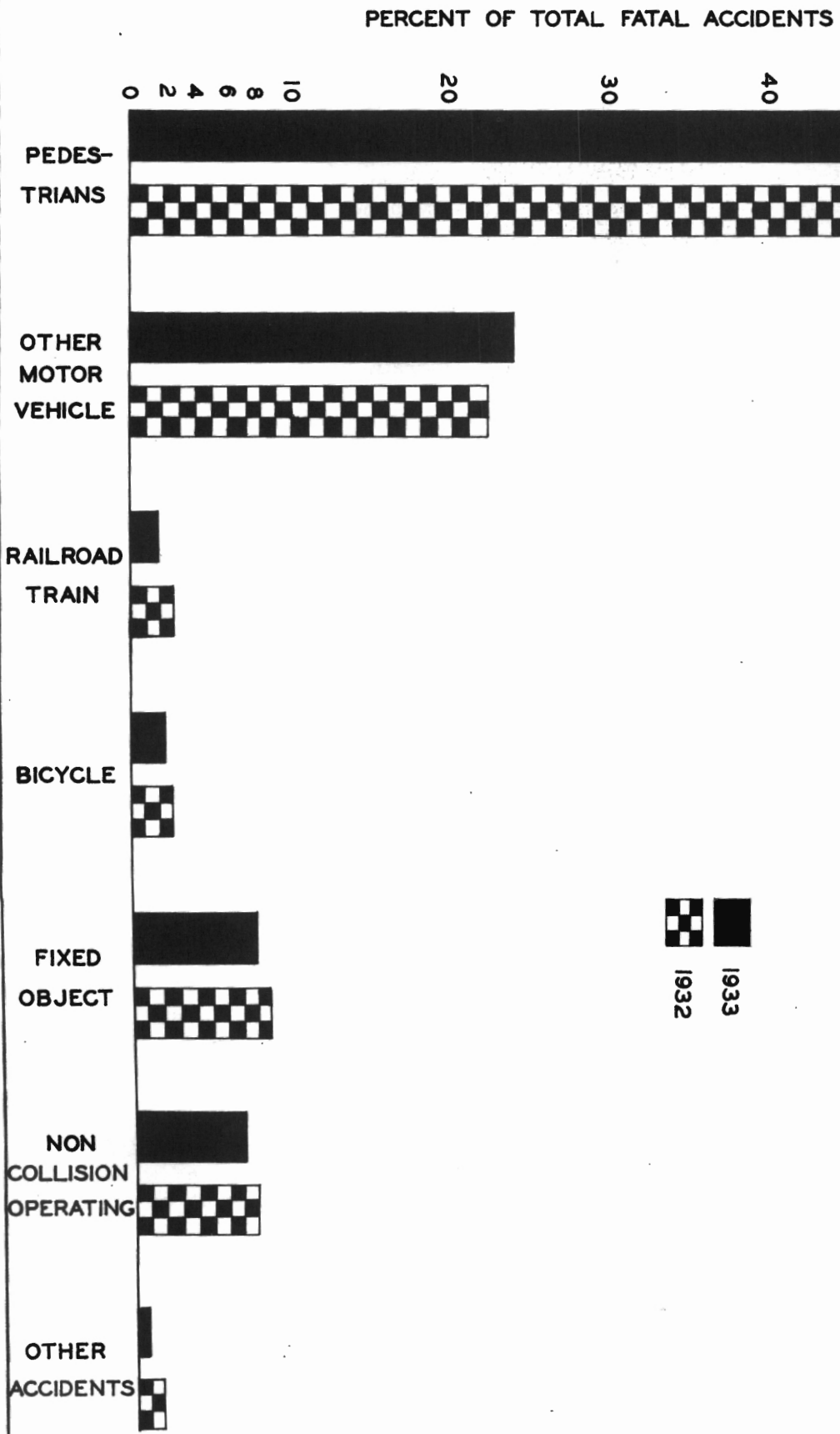
Four hundred and seventeen calls were received at the office during the year and eighty-three letters of complaint which brought to attention many traffic hazards that could be and were easily removed after conference with the municipal, county and State officials in charge.

With the realization that 1185 persons were killed and 28,158 persons non-fatally injured in motor vehicle accidents in the State last year and the knowledge that apathy of the people generally to the seriousness of the accident situation is responsible in a large measure for the dreaded toll of casualties, this Division is undertaking to make the people of New Jersey more safety conscious.

To this end, thirty-seven municipalities of the sixty-six eligible municipalities of the State have already been entered, through the efforts of the Division of Traffic Control and Regulation, in the Third Annual National Traffic Safety Contest, conducted by the National Safety Council, and it is hoped that the State will eventually have a one hundred per cent enrollment of eligible municipalities. This contest is limited to all municipalities in the country having a population of 10,000 or more,

The terms of this contest recognize two kinds of safety accomplishment; first, a low death rate from motor vehicle accidents and a lowering of the death rate from previous years; second, the enactment of regulations, the setting up of administrative machinery and the conduct of educational activities which, according to experience, are bound to bring eventual reductions in accidents. All of these factors are included in the grading schedule under which no city can win either through

# TYPES OF FATAL ACCIDENTS NEW JERSEY-1932 AND 1933 DEPARTMENT OF MOTOR VEHICLES



a lucky record alone or through a paper program that is producing no real results. The contest has included special awards for the States whose cities make the best aggregate showing. The contest has the approval of his Excellency, A. Harry Moore, Governor, who entered the State of New Jersey in the contest on December 9, 1933.

In enrolling the thirty-seven New Jersey municipalities in the contest, this Division has offered every aid and has stressed the three important fundamentals - Engineering, Education and Enforcement - upon which the contest is based, as follows:

ENGINEERING. Get the facts about accidents - how many, where, when, how and why.

Use these facts to analyze the hazards of dangerous locations.

Install new signs and signals, devise ordinances and regulations on the basis of scientific study, not guess-work.

EDUCATION. Tell every child and every adult, every driver and every pedestrian, about the terrible toll of accidents and of the imperative need for personal caution, for voluntary observance of traffic laws and for the support of public officials.

ENFORCEMENT. Organize police and courts so they will employ modern methods to deal with modern traffic.

Insist on traffic law enforcement, which is at once firm, courteous and impartial.

It is gratifying to report that in the First Annual National Traffic Safety Contest, conducted in 1932, two New Jersey municipalities, Newark in Group Two (population of 250,000 to 500,000) and Kearny, in Group Four (population of 25,000 to 50,000) were awarded grand prizes. Six other municipalities, Hackensack, Montclair, Rahway, Teaneck, Ridgewood and Roselle received honorable mention.

The reports of the Engineer, Arnold H. Vey, and the Director of Statistics, Albert Rhodes, covering the technical work of the Division, accompany this report.

Respectfully submitted,

*J. Fred Magerum*  
J. Fred Magerum,  
Secretary.

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1934

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

I herewith submit a report of the engineering activities of the Division of Traffic Control and Regulation for the year 1933.

The engineering activities of the Division, guided by the three fundamental functions dealing with the street and highway traffic problem, that is - Engineering, Enforcement and Education - have, as in the past, aided in the expedition of street traffic with safety. These activities include not only the promulgation, administration and enforcement of uniform methods of traffic regulations throughout the State but also complete accident analyses and field studies of applications and complaints concerning street traffic matters.

In addition, research studies have been, and are being, conducted to obtain factual data determining the accident experience in various jurisdictions, along roadways or portions of roadways, and at isolated locations in order that proper correctives may be applied to curtail or eliminate, if possible, the frequency of accidents. A research study of the driving practices of the average driver while operating his vehicle upon the highways was completed during the year.

Many conferences between state, county and municipal officials, as well as others, and representatives of the Division, have been held throughout the year. Conferences such as these serve as a medium permitting division representatives to give engineering assistance on traffic matters and make possible greater uniformity in the control and regulation of traffic.

Because of the amount of space required for a complete summary of all surveys and reports, I am purposely omitting from this report summaries of studies of isolated problems. However, I am briefly including herein a resume of major studies, as follows.

PRELIMINARY REPORT  
ON  
MOTOR VEHICLE ACCIDENT EXPERIENCE ALONG  
STATE HIGHWAY ROUTES #25, S-26 AND #26  
FROM  
THE NEWARK AIRPORT TO THE TRENTON TRAFFIC CIRCLE  
FOR THE YEAR 1932

Since the completion of State Highway Routes #25 and #26, many times called the "super" or "express" highway, from Newark to Trenton, it has been the scene of innumerable motor vehicle accidents resulting in many deaths or serious injuries to persons involved and, in addition, damage to property totaling several hundreds of thousands of dollars.

Often officials and citizens have been heard to express theories or beliefs as to the causes of accidents along this modern highway and fur-

COMPARISON OF TOTAL ACCIDENTS  
BY MUNICIPALITIES

ALONG HIGHWAY ROUTES 25,S-26 AND 26  
FROM NEWARK AIRPORT  
TO TRENTON TRAFFIC CIRCLE  
1932

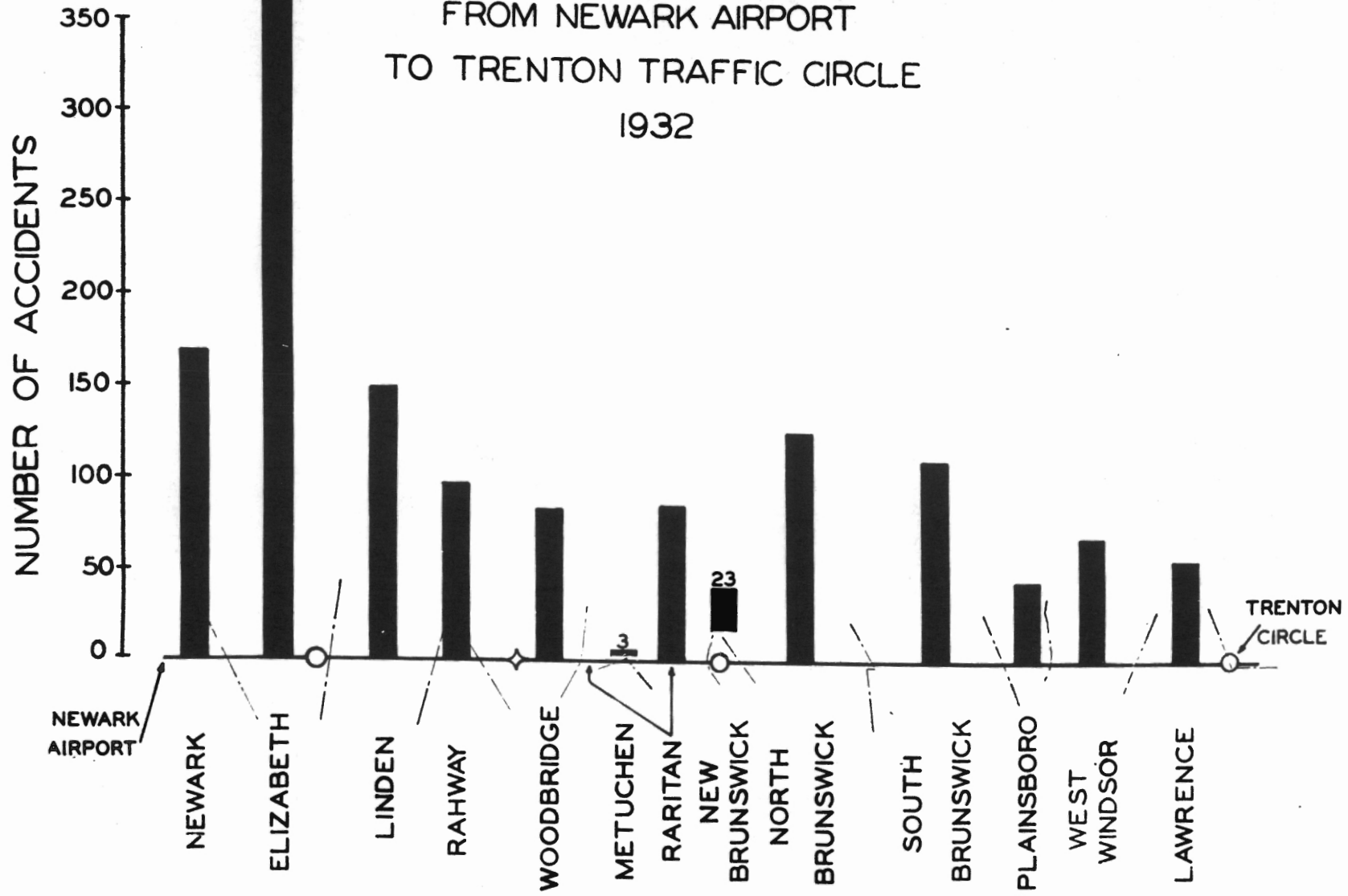


FIG. I

ther to suggest solutions in order to bring about a curtailment in the occurrence of accidents. Invariably, such opinions and beliefs are based upon the experience obtained from more or less frequent drives along the highway and, in a few cases, experiencing or witnessing a collision or near collision.

Seldom are these opinions based upon a study or analysis of accidents which have occurred along this highway for an extended period to obtain accurate facts relative to their occurrence, location of collision, direction of vehicle or vehicles, action of driver or drivers, and other important conditions.

In order, therefore, to make possible a complete study of the accident experience along these fifty miles of highway, not only to disclose their causes and effects, but also to give factual data upon which recommendations to bring about their curtailment can be based, a review has been made of the number and severity, type of collision, location, and, wherever possible, the cause of reported accidents for the year 1932, from the airport in the City of Newark to the traffic circle in the City of Trenton.

#### TOTAL ACCIDENTS

A review of accident reports on file in the Department showed that for 1932, between the above mentioned limits of Routes #25, S-26 and #26, there occurred 1,373 accidents, of which 64 or 4.7% involved fatalities and 621 or 45% involved personal injuries; 75 persons were killed in the 64 accidents and about 12 times that number, or approximately 900 persons, were injured in the 621 injury accidents.

#### COMPARISON OF ACCIDENTS BY MUNICIPALITIES

Figure 1, attached hereto, gives a graphic comparison of the total accidents along this highway by the municipalities in which they occurred.

A further analysis giving the accident rates per mile of route showed an average of 27.1 accidents per mile of highway for the 50 miles of road from the Newark Airport to the Trenton traffic circle. The accident rates varied from a maximum of 74.8 accidents per mile of route in Elizabeth to a minimum of 11.0 accidents per mile of route in Lawrence Township. Such a computation gives an indication of the accident density in the different municipalities along the highway but should not be taken as a comparison of the degree of enforcement or laxity of enforcement or even the hazard presented by the non-observance of the rules of the road by motorists in the various municipalities concerned. There are many irregularities which should be considered such as the differences in traffic volume and conditions, roadway facilities, number of intersections and the means of controlling traffic, all of which are to some extent reflected in the accident experience.

#### LOCATION OF ACCIDENTS

A determination of the location of accidents showed that 683 of the 1,373 accidents, or about one-half, occurred between intersections.

#### TYPES OF ACCIDENTS

A further analysis determined the extent of the various types of collisions along the highway, both at intersections and between intersections, and showed that of the total, 89 or 6.48% concerned vehicles approaching at right angles, 543 or 39.55% concerned vehicles going in the same direction, that is - either rear-end, cutting-in or side-swipe col-

lisions (of this type the majority concerned rear-end collisions), 335 or 24.4% involved vehicles going in opposite directions, 104 or 7.57% involved collisions with fixed objects 84 or 6.12% involved collisions with pedestrians and 218 or 15.88% involved miscellaneous accidents or accidents about which a complete report was not made in order that they might be classified by type.

#### TIME OF OCCURRENCE

Of the total number of accidents, 616 or 44.8% occurred during hours of darkness and the remaining 757 or 55.2% occurred during hours of daylight.

#### ACCIDENT CAUSES

The majority of reported accidents did not give the cause of the accident. There were, however, 293 reports which stated the following causes:

Lost control of vehicle	21
Skidding	16
Stopped quickly	20
Blinded by headlights	5
Blinded by smoke	2
Collided with car parked on pavement	37
Crossed against signal	2
Made improper turn	6
Fell asleep	42
Probably fell asleep	15
Had been drinking	7
Headlight or tail-light out	33
Wheel or tire came off	2
Blowout	19

From the above causes it will be noted that most accidents are caused either directly or indirectly by the failure of the driver to observe proper driving practices and the common sense rules of the road, regardless of whether such failure was because of carelessness, wilfulness or lack of knowledge of these rules. To these causes might be added other prevalent improper driving practices such as too fast a speed for the conditions then existing, driving too close to the vehicle ahead, improper passing, failing to give the right of way, failing to keep to the right, straddling lane markings, passing on the dirt shoulder, pulling away from a curb without first determining the presence of traffic approaching from the rear, failing to give hand signals, and so on.

#### DRIVERS FALLING ASLEEP

Included in the accident causes listed above there were 42 accident reports which stated that a driver involved had fallen asleep. In addition, 15 other reports stated that apparently a driver had fallen asleep. Of the total accidents, therefore, only 57 reports indicated that the cause of the accident was the failure of a driver involved to keep awake. It is my opinion that many more accidents occurred along this highway, the cause of which is chargeable to such failure on the part of the driver.

The accident experience indicates many rear-end collisions as well as other types of accidents where the cause was not stated and where the conditions at the time of the accident were apparently favorable.

It has been estimated that probably 70 additional accidents might have been caused by a driver falling asleep. These accidents occurred during the early hours of the morning when the volume of traffic on the

highway was light and weather conditions as well as other conditions seemed favorable, and no indication of any kind was given as to the cause.

It may be determined that this estimate of 70 additional accidents caused by drivers falling asleep is more than conservative when it is stated that of the 57 accidents reported caused by drivers falling asleep or probably falling asleep, nearly 48% of them occurred during hours of daylight, while the estimate includes only those accidents which occurred from approximately midnight to 6 A.M. and where other conditions did not enter as either a direct or indirect cause.

It can be appreciated that it is impossible to determine whether the cause of any accident is the failure on the part of the driver to keep awake, when on the report no cause is stated and when other conditions were such that they might have contributed to the accident.

Approximately one-half of the drivers reported as having fallen asleep were, at the time, driving commercial vehicles. It therefore will be seen that any action taken against drivers failing to keep awake while driving, to be effective, should include drivers of passenger vehicles as well as commercial vehicles.

Assuming that the estimate of 70 additional accidents caused by drivers falling asleep is correct, and adding this number to the 57 accidents which were reported as being caused by a driver falling asleep, or probably asleep, a total of 127 accidents is obtained, or approximately slightly more than 9% of the total accidents along the highway.

It is intended to review, in a similar manner, the accident experience along Routes #25, S-26 and #26 between the same limits for the year 1933. Upon completion of such an analysis, a final report will be made of the accident experience for the two years, beginning January 1, 1932 and ending December 31, 1933, together with recommendations to bring about the curtailment of accidents along this important heavily traveled highway.

REPORT ON ACCIDENT EXPERIENCE  
ALONG  
STATE HIGHWAY ROUTE #25 FROM THE HOLLAND TUNNEL  
TO THE TRAFFIC CIRCLE AT THE NEWARK AIRPORT VIA  
THE PULASKI SKYWAY  
FROM  
DECEMBER 1, 1932 TO OCTOBER 1, 1933

To determine the extent of and the conditions involved in motor vehicle accidents which have occurred along the Pulaski Skyway since its opening, and also accidents which have occurred along those portions of Route #25 extending to the east from the Skyway to the Holland Tunnel and to the west from the Skyway to the traffic circle at the Newark Airport, a review was made of the number and severity, type of collision, location with respect to municipality, as well as the type of vehicle involved in accidents, for the first ten months of use of the Skyway. The following is a summary of the information thus obtained.

TOTAL ACCIDENTS

There occurred during the ten months from December 1, 1932 to October 1, 1933, along Route #25 from the Holland Tunnel to the traffic circle at the Newark Airport, via the Pulaski Skyway, 186 accidents of which 5 or 2.7% involved fatalities and 78 or 41.9% involved personal injuries; 8 persons were killed in the 5 fatal accidents and 111 persons were injured in the 78 injury accidents.

It is interesting to note that during a comparable 10-month period

from December 1, 1931 to October 1, 1932, 5 fatal accidents resulting in 6 deaths occurred on Route #25 from the Holland Tunnel to the traffic circle at the Newark Airport via the old Lincoln Highway.

A summary of the location of accidents and the number of accidents per mile of route which occurred on the Skyway proper and which occurred on Route #25, both east and west of the Skyway between the above mentioned limits, showed as follows:

<u>Location</u>	<u>Number of Accidents</u>	<u>Distance in Miles</u>	<u>Accidents Per Mile</u>
Skyway	78	3.83	20.4
Route #25	108	3.67	29.4
<u>Total</u>	<u>186</u>	<u>7.5</u>	<u>24.8</u>

#### TYPES OF ACCIDENTS

An analysis of the prevalence of accidents of various types which occurred along the Skyway and on Route #25 from the tunnel to the airport, determined that the greatest percentage of accidents concerned vehicles going in the same direction, that is - either rear-end, cutting-in or side-swipe collisions. Nearly 47% of the total accidents involved this type. About 16% involved collisions between vehicles going in opposite directions, 7% concerned collisions with fixed objects, 3% pedestrian accidents, less than 3% collisions between vehicles approaching at right angles and the remaining 25% concerned miscellaneous accidents, most of which were accidents in which the report did not state the directions of the vehicles involved.

#### TIME OF OCCURRENCE

A distribution of the accidents by hours of occurrence showed that slightly more than 34% of the total accidents occurred at night.

#### TYPES OF VEHICLES INVOLVED IN ACCIDENTS

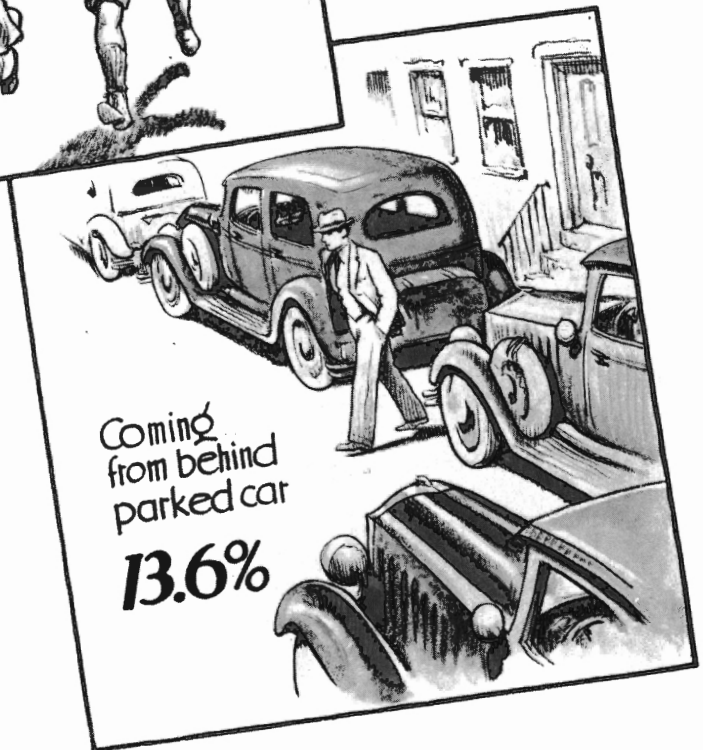
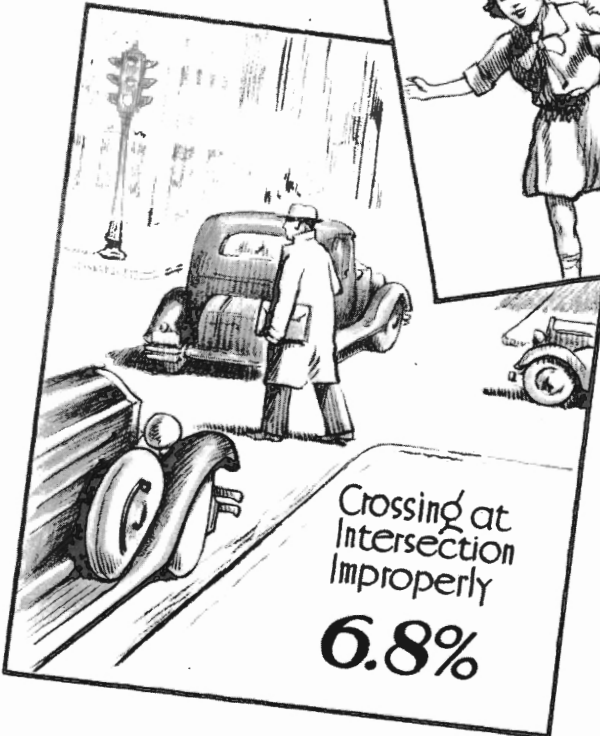
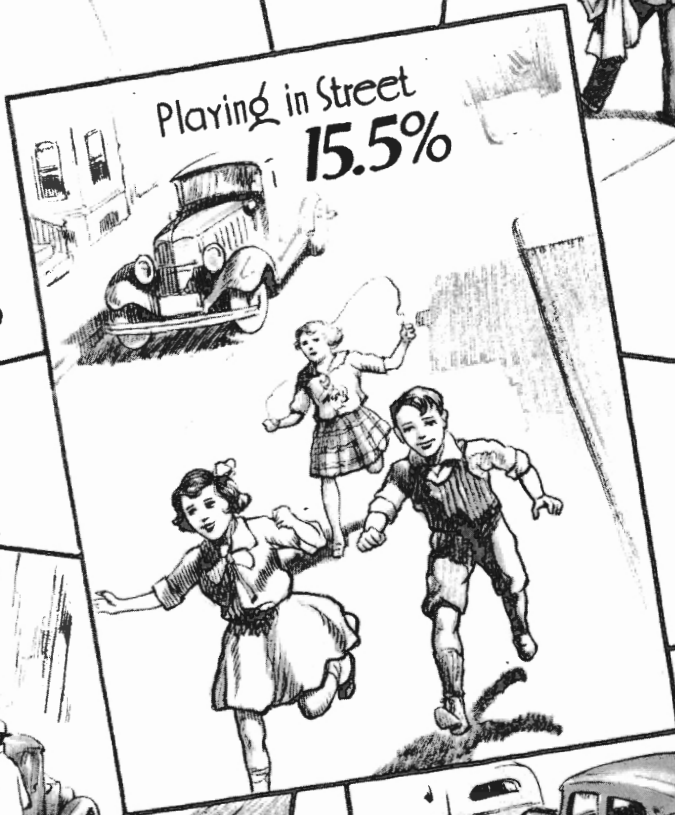
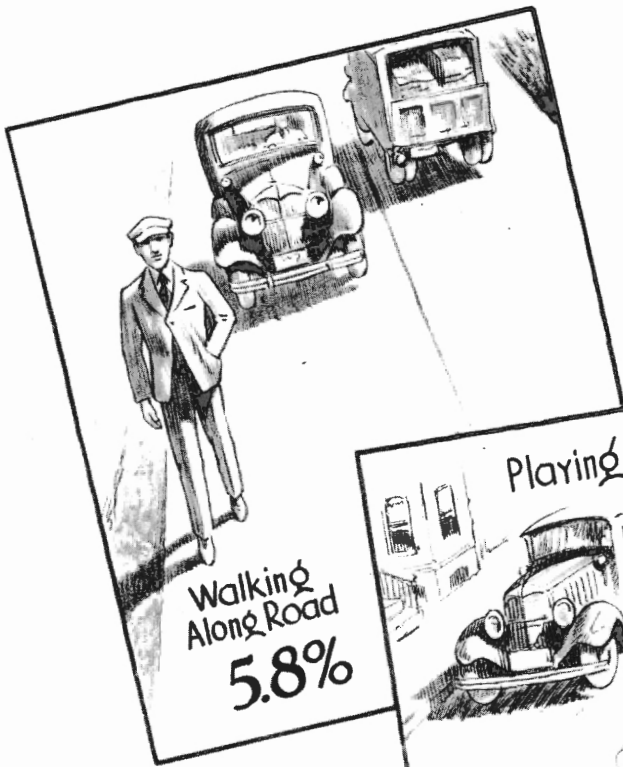
A determination of the extent of accidents which involved commercial vehicles or which involved passenger vehicles only, showed that of the total accidents, 28% concerned commercial vehicles. Of the accidents which occurred on the Skyway proper, 33.4% concerned commercial vehicles.

From traffic counts made by the State Highway Department along the Skyway over several weekdays, Saturdays and Sundays, as well as holidays, it was determined that of the average weekday traffic 15% represented commercial vehicles; of the Saturday traffic, 8% represented commercial vehicles and of the Sunday traffic 4% represented commercial vehicles. In other words, about 11% of the average daily traffic over an extended period was made up of commercial vehicles of all classes. It is therefore seen from the traffic counts and the accident analyses that commercial vehicles are involved in a far greater percentage of accidents than the percentage of commercial vehicles to the total traffic using the Skyway. In addition, commercial vehicles, although not directly involved in many other accidents, may have indirectly been the cause because of their bulk, speed, etc; that is, drivers of passenger vehicles often become impatient when following slow-moving commercial vehicles and many times endeavor to pass such vehicles when conditions on the roadway are not proper for such passing.

#### HIGHWAY LIGHTING DEMONSTRATION SECTIONS

In accordance with the arrangements made last year with the major power companies throughout the State, two highway lighting demonstration sections were placed in operation during the year. The first section, at the intersection of State Highway Routes #33 and #34, was lighted

# Actions of Pedestrians Causing Accidents in 1933



Miscellaneous 31.3%

July 4, 1933, and the second section, along Route #6, in Parsippany-Troy Hills, was lighted July 21, 1933.

It is contemplated that additional lighting sections will shortly be established in order that the lighting demonstration will include numerous sections of highways selected on the basis of night accident experience, as well as other varying roadway conditions, to determine the effect of highway lighting under all conditions.

Despite the short time that the two demonstration sections have been in operation, numerous favorable comments have been received from both officials and motorists throughout the State indicating the interest which this demonstration has attracted.

A complete analysis has not been made at this time of accidents occurring after the operation of these two lighted sections. Such an analysis would make possible a comparison of night accidents before and after the operation of the lighted sections for only a few months, which would be entirely inadequate to give a fair comparison. Furthermore, the two demonstration sections now in operation do not include all of the varying roadway conditions which exist upon the highways and which should be taken into consideration in comparing night accidents before and after the installation of highway lighting.

Two photographs are attached illustrating the added vision which is made possible at night by adequate and properly designed highway lighting.

COOPERATIVE TRAFFIC SURVEY CONDUCTED  
BY THE NEWARK COLLEGE OF ENGINEERING  
AND THE MOTOR VEHICLE DEPARTMENT

As reported to you in my report of the engineering activities for 1932, the Newark College of Engineering has been cooperating with the Motor Vehicle Department in conducting traffic surveys and research studies throughout the State.

The first of these surveys was completed during the year 1933, namely, a survey showing the prevalence of proper and improper driving practices at street intersections having varying degrees of control, as well as the proper and improper use of street intersections by pedestrians.

The second survey now being carried on concerns a study of the average speed of vehicular traffic on various types of roadways in different districts throughout the State. From such a survey it will be possible to determine the percentage of vehicles which travel at exceedingly low rates of speed and those which travel at excessively high rates of speed, as well as those which travel at moderate speeds.

SURVEY OF PROPER AND IMPROPER  
USE OF STREET INTERSECTIONS  
BY VEHICLES AND PEDESTRIANS

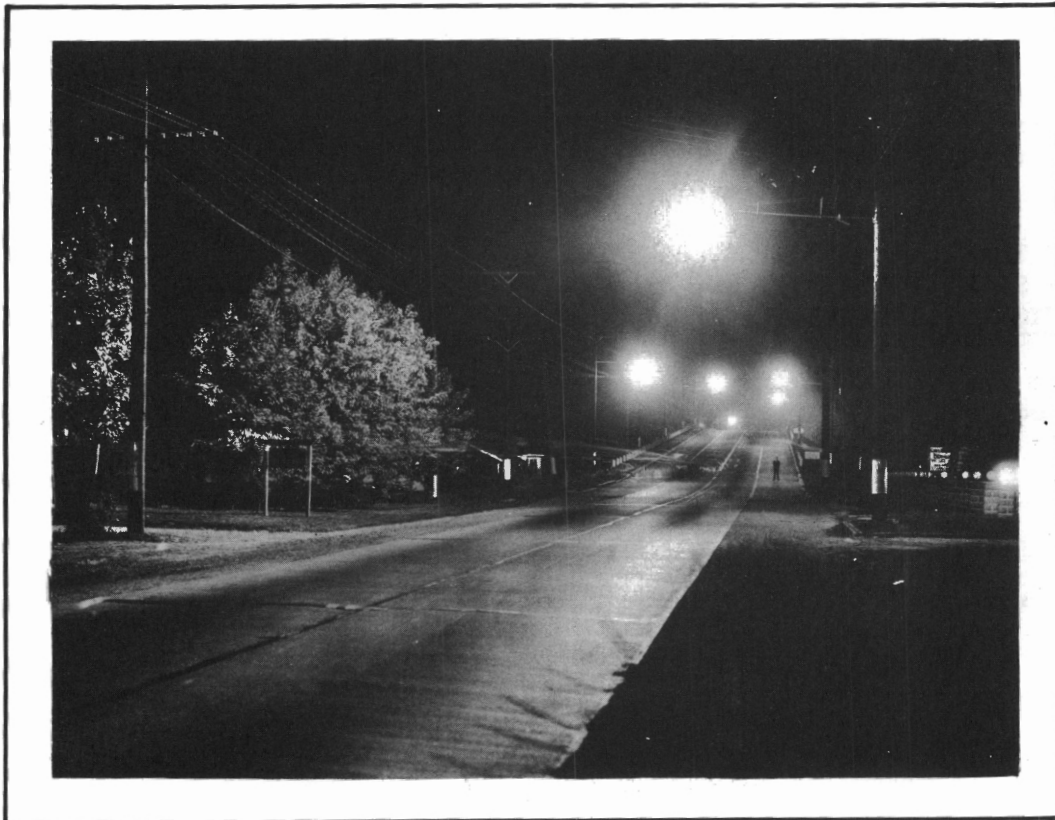
As stated above, the first survey completed in the cooperative traffic studies conducted by the Newark College of Engineering and the Motor Vehicle Department concerned the prevalence of proper and improper driving practices on the part of motorists at street intersections having varying degrees of control and in different districts, as well as the proper and improper use of street intersections by pedestrians.

A summary of the data gathered by such a survey showed as follows:

BEFORE AND AFTER  
THE  
INSTALLATION OF HIGHWAY LIGHTING

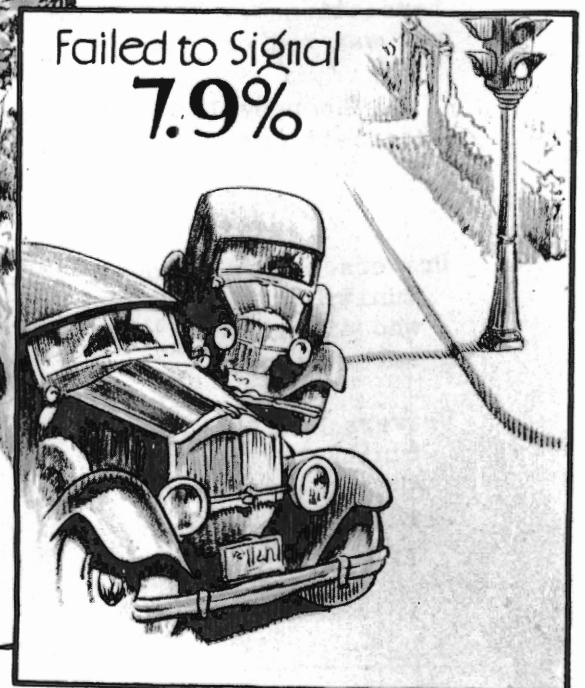
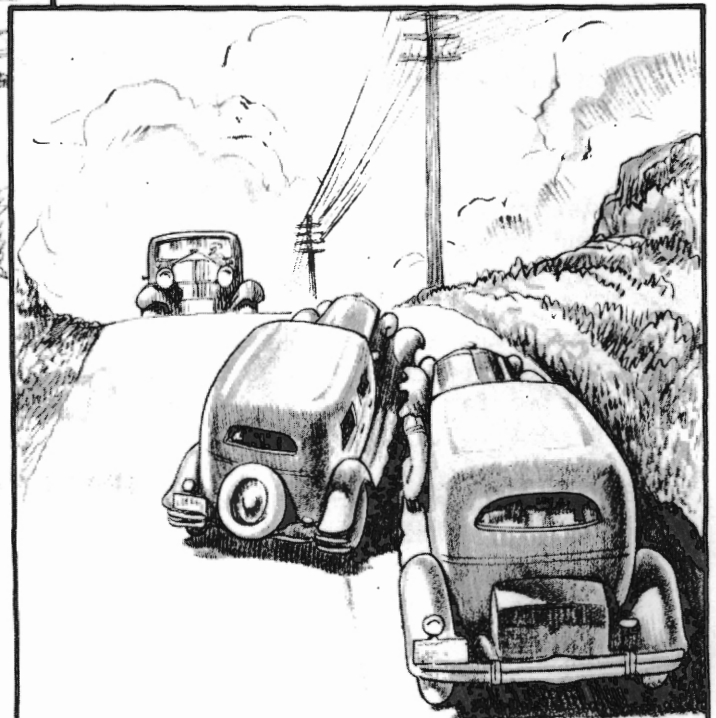
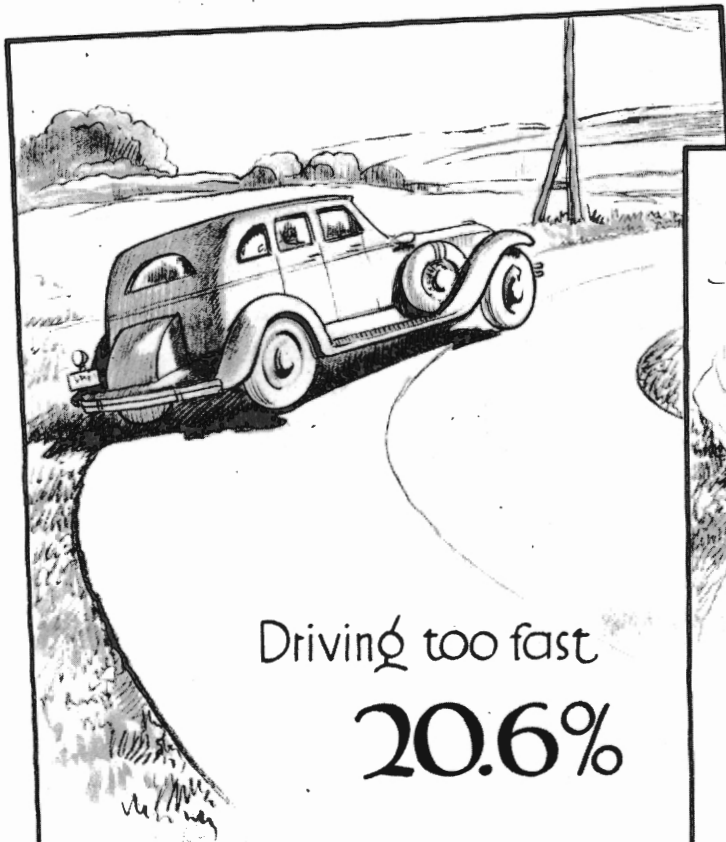


IN THE ABOVE PHOTOGRAPH THE MAN STANDING 70 FT. AHEAD OF THE CAR IS UNREVEALED BY THE AVERAGE HEADLIGHTS.



NOTE THE COMPARISON OF THIS PHOTOGRAPH TAKEN ALONG STATE HIGHWAY ROUTE #33, AT COLLINGSWOOD PARK WHERE BY THE INSTALLATION OF PROPER HIGHWAY LIGHTING THE MAN STANDING MORE THAN 300 FT. AWAY IS READILY DISCERNIBLE.

# Actions of Drivers Causing Accidents in 1933



Miscellaneous 44.5%

STATE OF NEW JERSEY • DEPARTMENT OF MOTOR VEHICLES

INTERSECTIONS AT WHICH TRAFFIC CONTROL SIGNALS WERE IN OPERATION

In studying the driving practices of drivers and pedestrian use at signalized street intersections, it was necessary, in order to arrive at proper percentages for various violations, to determine not only the total number of pedestrians and vehicles using such crossings, but also, of the total, those who had an opportunity to violate - for example - signal indications. That is, although it may be said that all drivers who approach an intersection when the signal is red have an opportunity to violate the red signal, in practice, however, it is not probable that many drivers, in order to violate such a red signal, will arbitrarily overtake and pass vehicles which have already stopped at an intersection for the red signal. It was assumed, therefore, that in the case of violations of red signals, for example, only those drivers who were first in line had an opportunity to violate such signals.

Proper and improper pedestrian use of signalized intersections showed as follows:

	<u>Rural District</u>	<u>Business District</u>	<u>Residential District</u>	<u>All Districts</u>
Pedestrians who arrived and crossed on the green signal .....	49%	55%	37%	53%
<i>Arr. on Green &amp; waited for Red?</i>				
Pedestrians who arrived on the red signal and waited for the green signal .....	17%	11%	26%	13%
Pedestrians who arrived on the red signal and crossed on the red signal .....	21%	31%	33%	31%
Pedestrians who jay-walked while crossing intersection on the green signal .....	13%	3%	4%	3%

From the above tabulation it may be determined that about one-third of the pedestrians crossing signalized street intersections either violated the signal commands or did not make proper use of the pedestrian crosswalks; also, that about 85% of the pedestrians crossed street intersections at the moment of their arrival regardless of whether the signal was red or green.

The prevalence of improper driving practices at signalized street intersections was as follows:

	<u>Rural District</u>	<u>Business District</u>	<u>Residential District</u>	<u>All Districts</u>
Drivers having an opportunity to violate and who did violate the amber signal .....	38%	55%	21%	42%
Drivers having an opportunity to violate and who did violate the red signal .....	5%	6%	4%	5%

	<u>Rural District</u>	<u>Business District</u>	<u>Residential District</u>	<u>All Districts</u>
Drivers who made left or right turns and who failed to give proper hand signals .....	41%	38%	37%	38%
Drivers who made turns from the wrong lanes or who cut corners while turning .....	16%	11%	12%	12%

From the above analysis of improper practices of drivers at signalized street intersections, it may be seen that more than 40% of all drivers who have an opportunity to violate the amber signal disregard such a signal command and continue into and through the crossing. These violations do not include those drivers who entered and left the intersection while the signal displayed an amber indication but only those who entered the intersection on the amber and left on the red.

It will also be noted that 5% of all drivers having an opportunity to violate the red signal disregard such a command. At first thought, this percentage may seem rather small and insignificant but when it is stated that, on an average, 5 of every 100 drivers who should have obeyed this important stop signal failed to do so, I believe this statement becomes of greater importance.

A large percentage of drivers also failed to give proper hand signals when making turns at street intersections; while, in addition, many drivers failed to use the proper lanes when making turns or cut corners while making left turns.

A general summary of pedestrian and vehicular use at street intersections showed approximately 66% of pedestrians using such crossings, lawfully, and about 84% of drivers of vehicles observing proper driving practices.

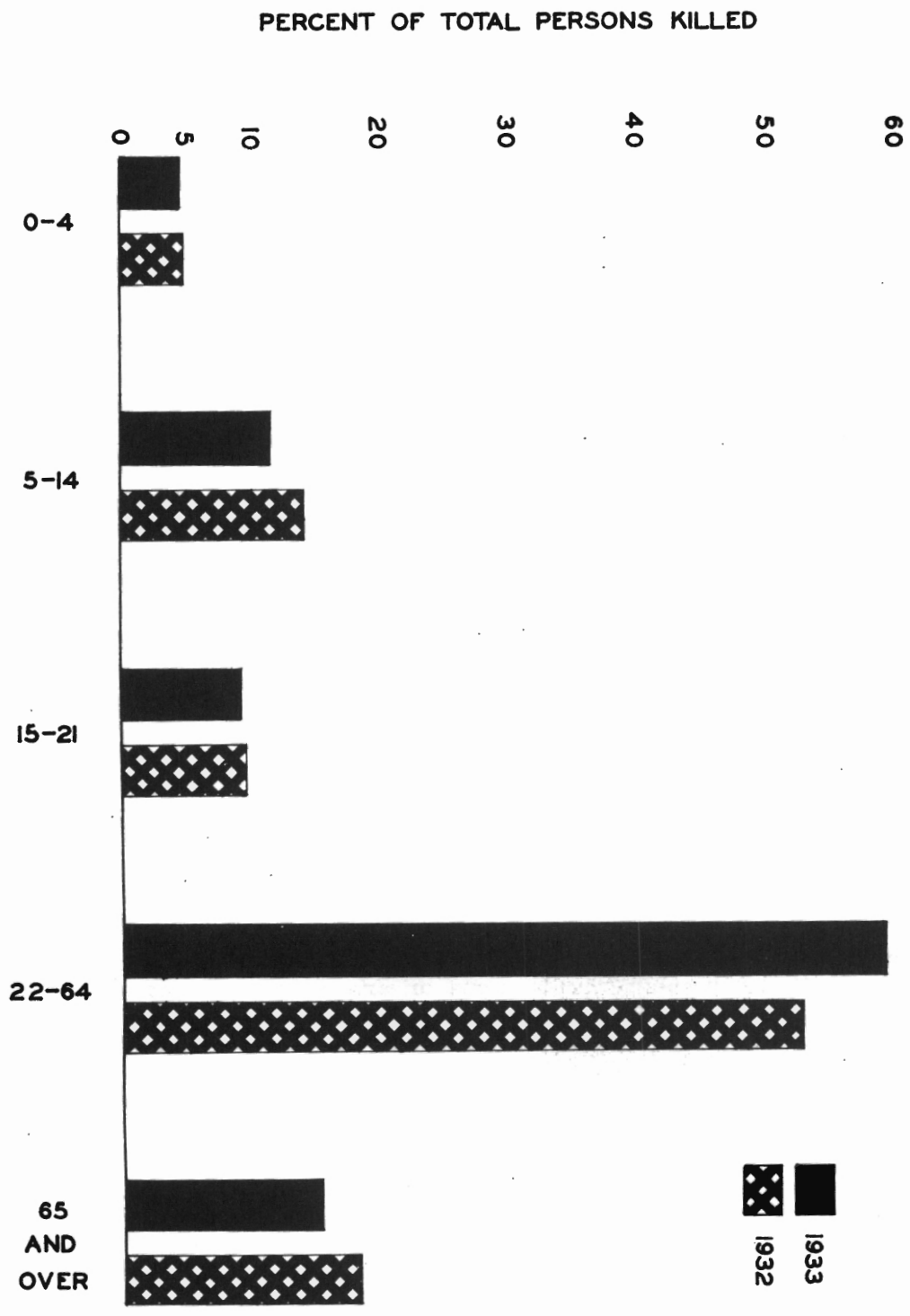
#### INTERSECTIONS AT WHICH FLASHING BEACON SIGNALS WERE IN OPERATION

Flashing beacon signals have been installed at numerous intersections throughout the State where the volume of traffic is not sufficient to warrant stop and go operation but where there is a definite hazard to approaching motorists because of obstructions to view. Such signals either operate continuously as flashing mechanisms or are modified stop and go signals which operate as flashing mechanisms only during hours when the volume of traffic is not sufficient to warrant stop and go operation. In most cases, a flashing amber indication is displayed to the major roadway meaning "PROCEED WITH CAUTION" and a flashing red indication displayed to the minor roadway meaning "STOP - THEN PROCEED".

Studies made at such crossings included not only the total number of pedestrians and vehicles using such crossings but also, of the total those who had an opportunity to violate the flashing amber and red signal commands.

Proper and improper pedestrian use of intersections at which flashing signals were in operation showed as follows:

# AGE GROUPS OF PERSONS KILLED NEW JERSEY-1932 AND 1933 DEPARTMENT OF MOTOR VEHICLES



	<u>Rural District</u>	<u>Business District</u>	<u>Residential District</u>	<u>All Districts</u>
Pedestrians who jaywalked while crossing the intersection .....	56%	32%	21%	26%
Pedestrians who lawfully crossed the intersection	40%	67%	78%	73%

In addition to the above, an effort was made to determine the percentage of pedestrians who failed to yield the right of way to vehicles when crossing street intersections at which flashing signals were in operation. This study indicated that slightly more than 1% of the pedestrians failed to give the right of way to vehicles.

The prevalence of improper driving practices at street intersections where flashing signals were in operation showed as follows:

	<u>Rural District</u>	<u>Business District</u>	<u>Residential District</u>	<u>All Districts</u>
Drivers having an opportunity to violate the flashing amber signal and who did violate such a signal .....	63%	71%	68%	68%
Drivers having an opportunity to violate the flashing red signal and who did violate such a signal .....	93%	21%	49%	65%
Drivers who made left or right turns and who failed to give proper hand signals .....	59%	42%	23%	31%
Drivers who made turns from the wrong lanes or who cut corners while turning .....	21%	8%	19%	19%

From the above analysis it may be determined that more than one-half of the drivers approaching intersections at which flashing beacon signals were in operation failed to properly observe either the flashing amber indication or the flashing red indication. In addition, as in the case of signalized intersections, many drivers failed to observe proper driving practices when making turns.

An analysis of the number of drivers who lawfully crossed intersections where flashing beacon signals were in operation indicated that only approximately 22% of the total drivers in all districts observed proper driving practices.

#### INTERSECTIONS AT WHICH WARNING SIGNS WERE ERECTED

In my report to you of our activities for the year 1932, there was included a summary of a survey made of the observance of "Stop Street" signs along various roadways throughout the State. It will be recalled

that this study indicated that less than 10% of the total drivers approaching "Stop Street" signs observed said signs in accordance with the provisions of the Traffic Act.

In view of this more or less recent survey and also because of the present status of the "Stop Street" sign situation, it was felt advisable not to include in this survey intersections where "Stop Street" signs were erected. Therefore, this study concerned only intersections at which "Slow" or "Caution" warning signs were erected.

Proper and improper pedestrian use at intersections where warning signs were erected showed as follows:

	<u>Rural District</u>	<u>Residential District</u>	<u>All Districts</u>
Pedestrians who jaywalked while crossing intersection .....	15%	5%	8%
Pedestrians lawfully crossing intersection .....	85%	92%	90%

The prevalence of improper driving practices at intersections at which warning signs were erected, showed as follows:

	<u>Rural District</u>	<u>Residential District</u>	<u>All Districts</u>
Drivers who approached warning signs and failed to slacken their speed in compliance with the sign .....	----	58%	23%
Drivers who made turns and failed to give proper hand signals ...	1%	32%	18%
Drivers who made turns from the wrong lanes or who cut corners while turning .....	----	28%	13%
Drivers who lawfully crossed intersections .....	99%	33%	73%

INTERSECTIONS HAVING NO CONTROL BY REGULATORY DEVICES SUCH AS SIGNS OR SIGNALS

In order to make a comparison of the prevalence of improper driving practices or improper use by pedestrians at intersections having no control by regulatory devices, with the studies above mentioned, a study was made of such improper driving practices and use at a number of intersections in the three types of districts where neither traffic control signals, flashing beacon signals nor signs of any character were in use. This study showed as follows.

Proper and improper pedestrian use at uncontrolled intersections:

	<u>Rural District</u>	<u>Business District</u>	<u>Residential District</u>	<u>All Districts</u>
Pedestrians who jaywalked while crossing the intersection .....	5%	6%	6%	6%
Pedestrians who lawfully crossed the intersection	95%	93%	94%	93%

The prevalence of improper driving practices at unprotected street intersections showed as follows:

	<u>Rural District</u>	<u>Business District</u>	<u>Residential District</u>	<u>All Districts</u>
Drivers who made left or right turns and who failed to give proper hand signals .....	6%	20%	45%	31%
Drivers who made turns from the wrong lanes or who cut corners while turning .....	16%	15%	21%	18%
Drivers who observed proper driving practices while crossing unprotected intersections .....	96%	93%	83%	89%

From the above tabulations concerning the study of proper and improper use of street intersections having various types of control, and in different districts, it may be seen that a number of drivers, as well as pedestrians, failed to make proper use of street intersections. As a matter of fact, intersections having a lesser degree of control had as good a record and, in some cases, a better record, than intersections at which traffic control signals, flashing signals or warning signs were in use.

To some extent, this is natural as at intersections where regulatory devices are in use there are, of course, additional regulations and, therefore, there is a greater possibility for added violations. Also, it is probably true that at intersections where regulatory devices are in use, more drivers and pedestrians use such crossings than unprotected intersections.

However, in conclusion, it may be said that greater consideration should be given by authorities when erecting regulatory devices at street intersections in order that the proper degree of control be installed, that such devices be installed properly and that they operate in a manner to enable the greatest expedition of traffic with safety. There is likewise need for reasonable and consistent enforcement activities in order to cause those drivers who wilfully and negligently violate proper driving practices while crossing street intersections to observe proper driving practices. There is also need for comprehensive safety educational campaigns to instruct both drivers and pedestrians on the proper use of the roadway.

It is my intention, during the coming year, to make a more detailed analysis of this survey enabling the coordination of improper driving practices with accidents caused by such practices.

#### ILLUSTRATIONS OF ACCIDENT STATISTICS

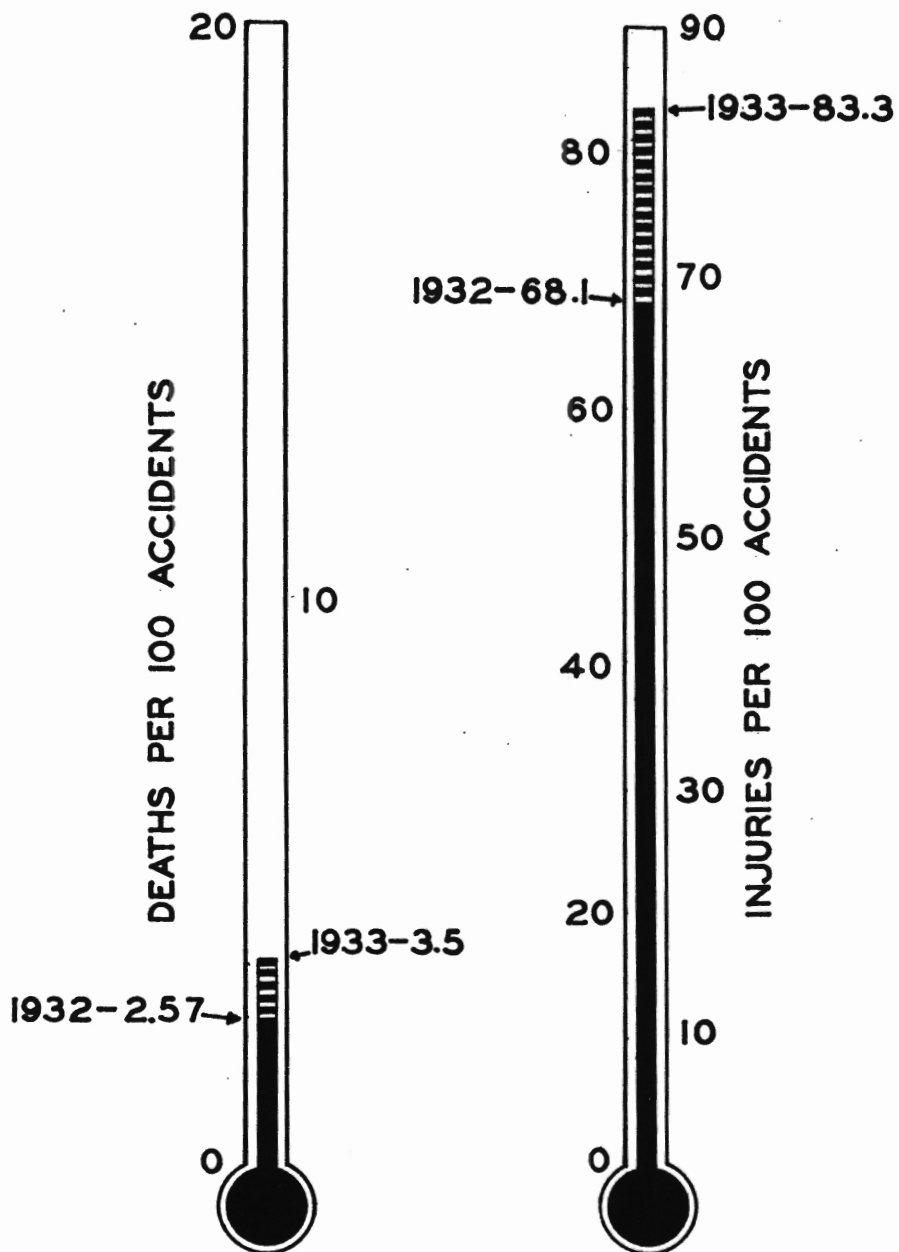
I am attaching hereto numerous illustrations and charts and diagrams showing some of the major facts concerning 1933 motor vehicle accidents as well as comparing, in some cases, accidents which occurred during 1933 with those which occurred during 1932.

The illustrations include sketches depicting "New Jersey's 1933 Motor Vehicle Accident Toll," "Actions of Pedestrians Causing Accidents

# COMPARISON OF ACCIDENT SEVERITY

## STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES



in 1933", "Types of Accidents Which Occurred During 1933", "Ages of Pedestrians Killed or Injured During 1933", and "Some Interesting Facts Concerning 1933 Motor Vehicle Accidents".

The charts and diagrams give a graphic representation of some of the statistical facts. It is interesting to note on one diagram, entitled "Comparison of Accident Severity", that in 1933, on an average, approximately 1 more person was killed for every 100 accidents than in 1932 and that in 1933, on an average, approximately 15 more persons were injured for every 100 accidents than in 1932.

In compliance with your request, I am also attaching hereto a complete copy of a paper entitled "Highway Facilities and Motor Vehicle Accidents" which was presented at the recent convention of the Association of Highway Officials of the North Atlantic States held in Atlantic City.

At this time, I wish to express my sincere appreciation for the cooperation received from state, county and municipal officials as well as from public and private organizations during the course of the year. Such cooperation is not only welcome from the standpoint of the assistance given by such officials and organizations but also from the standpoint of aiding in bringing about a mutual understanding and ready solution of the present-day traffic problem.

Respectfully submitted,

  
Arnold H. Vey  
Traffic Engineer

HIGHWAY FACILITIES AND MOTOR VEHICLE ACCIDENTS  
PRESENTED BEFORE  
ASSOCIATION OF HIGHWAY OFFICIALS OF NORTH ATLANTIC STATES  
BY  
ARNOLD H. VEY, TRAFFIC ENGINEER  
DEPARTMENT OF MOTOR VEHICLES  
STATE OF NEW JERSEY

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A DISCUSSION OF HIGHWAY FACILITIES AND MOTOR VEHICLE ACCIDENTS IS DEPENDENT UPON THE AVAILABILITY OF MOTOR VEHICLE ACCIDENT RECORDS.

SUCH ACCIDENT REPORTS SERVE MANY USEFUL PURPOSES, SOME OF WHICH ARE AS FOLLOWS:

DETERMINING -

1. THE SCOPE AND EXTENT OF THE MOTOR VEHICLE ACCIDENT PROBLEM;
2. THE DEGREE OF SEVERITY OF MOTOR VEHICLE ACCIDENTS, NOT ONLY AS TO NUMBER OF DEATHS AND INJURIES SUCH ACCIDENTS MAY CAUSE, BUT ALSO THE ECONOMIC LOSS INVOLVED;
3. HOW, WHERE AND WHEN MOTOR VEHICLE ACCIDENTS OCCUR;
4. THE CONDITIONS INVOLVED UNDER WHICH SUCH ACCIDENTS OCCUR, INCLUDING TRAFFIC CONDITIONS, TYPE OF TRAFFIC, TYPE OF HIGHWAY AND HIGHWAY FACILITIES, WEATHER CONDITIONS, CONDITION OF PAVEMENT, ETC.

WITHOUT MOTOR VEHICLE ACCIDENT RECORDS AND ANALYTICAL AND ENGINEERING STUDIES OF SUCH RECORDS, THE HIGHWAY DESIGNER IS UNABLE TO DETERMINE THE EFFECT AND USEFULNESS OF THE HIGHWAY FACILITIES HE HAS PROVIDED, NOR IS HE ABLE TO DETERMINE THE NECESSITY FOR CHANGES IN SUCH FACILITIES TO MEET EVERY-DAY CHANGING TRAFFIC CONDITIONS.

THE STATE OF NEW JERSEY, THROUGH ITS MOTOR VEHICLE DEPARTMENT, HAS BEEN GATHERING, COMPILING AND ANALYZING SUCH ACCIDENT RECORDS SINCE 1931. FROM THESE RECORDS IT IS POSSIBLE TO DETERMINE THE USEFULNESS OF HIGHWAY FACILITIES RECENTLY DESIGNED AND CONSTRUCTED OR THE NECESSITY FOR FACILITIES NOT NOW GENERALLY USED ON ROADWAYS OF THE STATE.

THE EQUIVALENT OF AN AKRON DISASTER EVERY 22 DAYS IS NEW JERSEY'S MOTOR VEHICLE ACCIDENT RECORD FOR THE PAST TWO YEARS; 73 LIVES WERE LOST IN THE CRASH OF THE ILL-FATED AKRON, WHILE AN AVERAGE OF 98 DEATHS OCCURRED EVERY MONTH IN 1932 AND 1933 DUE TO MOTOR VEHICLE ACCIDENTS.

STATED ON A TIME-FREQUENCY BASIS, THERE OCCURRED IN NEW JERSEY LAST YEAR

ONE ACCIDENT EVERY 15 MINUTES AND 30 SECONDS,  
ONE INJURY EVERY 18 MINUTES AND 36 SECONDS,  
ONE DEATH EVERY 7 HOURS AND 24 MINUTES.

WHAT ARE THE CAUSES OF THESE ACCIDENTS OR, EXPRESSED DIFFERENTLY, WHO CAUSES MOTOR VEHICLE ACCIDENTS? SUCH MIGHT BE THE QUERIES OF PERSONS OBSERVING THESE FACTS.

A BRIEF REVIEW OF SOME OF THE FACTS DETERMINED FROM AN ANALYSIS OF MOTOR VEHICLE ACCIDENTS WHICH OCCURRED IN NEW JERSEY DURING THE YEAR 1932 WILL SHOW THE FOLLOWING:

SEGREGATING THE LOCATION OF ACCIDENTS BY RURAL AND URBAN COMMUNITIES (THE LATTER BEING COMMUNITIES ABOVE 10,000 POPULATION), WE FIND THAT 51% OF ALL FATAL ACCIDENTS OCCURRED IN RURAL COMMUNITIES. COLLISIONS WITH PEDESTRIANS WERE MORE PREVALENT IN URBAN COMMUNITIES BY APPROXIMATELY 30%, BUT ALL OTHER TYPES OF ACCIDENTS - THAT IS - COLLISIONS WITH OTHER VEHICLES, FIXED OBJECT COLLISIONS, AND MISCELLANEOUS ACCIDENTS, WERE MORE PREVALENT IN RURAL COMMUNITIES.

STREET INTERSECTIONS WERE THE SCENE OF 56% OF THE TOTAL ACCIDENTS BUT ONLY 32% OF THE DEATHS, WHILE AT "BETWEEN INTERSECTION" LOCATIONS 43% OF THE ACCIDENTS PRODUCED 64% OF THE DEATHS.

34% OF THE ACCIDENTS OCCURRED ON SATURDAYS AND SUNDAYS.

44% OF ALL ACCIDENTS AND 55% OF ALL DEATHS OCCURRED DURING THE HOURS OF DARKNESS.

81% OF ALL ACCIDENTS OCCURRED ON CLEAR DAYS, WHILE ONLY 15% OCCURRED ON FOGGY DAYS AND 3% ON SNOWY DAYS.

45% OF THE PEDESTRIANS KILLED OR INJURED WERE INVOLVED IN ACCIDENTS AFTER DARK.

THE ABOVE REPRESENTS SOME OF THE MAJOR FACTS OF STATE-WIDE ACCIDENT STATISTICS AND DOES NOT IN ANY WAY INDICATE WHO OR WHAT MIGHT HAVE BEEN THE CAUSE.

POSSIBLY A MORE DETAILED REVIEW OF THE ACCIDENT EXPERIENCE ALONG ONE OF NEW JERSEY'S GREATEST HIGHWAYS MAY GIVE AN INDICATION OF THE DIRECT OR INDIRECT CAUSES OF MOTOR ACCIDENTS.

STATE HIGHWAY ROUTES #25, S-26 AND #26, FROM NEWARK TO TRENTON, MANY TIMES REFERRED TO AS NEW JERSEY'S SUPER-HIGHWAY, SHOWED AN ACCIDENT EXPERIENCE IN 1932 PROBABLY GREATER THAN ANY ROADWAY IN THE STATE.

IT IS TRUE THAT THIS ROADWAY CARRIES A CONSTANTLY HEAVY FLOW OF TRAFFIC THE YEAR ROUND, COMPOSED OF MANY COMMERCIAL VEHICLES AS WELL AS PASSENGER CARS, BUT, NEVERTHELESS, IS IT NOT APPALLING, WHEN IT IS STATED THAT UPON THIS MODERN HIGHWAY THERE OCCURRED AN AVERAGE OF 27 ACCIDENTS PER MILE OF HIGH-

WAY DURING THE COURSE OF ONE YEAR.

HERE IS A CONCRETE ROADWAY HAVING AVAILABLE, MOST OF THAT YEAR, FOUR LANES FOR TRAVEL, AS WELL AS A CLOVERLEAF GRADE SEPARATION AT A MAJOR CROSSING, SEVERAL TRAFFIC CIRCLES AT OTHER IMPORTANT INTERSECTIONS, IN ADDITION TO TRAFFIC CONTROL SIGNALS AT INTERSECTIONS WHERE CROSS STREET TRAFFIC MIGHT BE SUFFICIENT TO WARRANT THE ALTERNATION OF THE RIGHT-OF-WAY. YET, DURING ONE YEAR'S OPERATION, IT SHOWED AN ACCIDENT RECORD OF 1 ACCIDENT FOR APPROXIMATELY 195 LINEAR FEET OF PAVEMENT.

A HURRIED ANALYSIS OF THESE ACCIDENTS SHOWS THE FOLLOWING MAJOR FACTS:

OF THE TOTAL NUMBER OF ACCIDENTS, 683 OCCURRED AT INTERSECTIONS WHILE 690 OCCURRED BETWEEN INTERSECTIONS. IN OTHER WORDS, APPROXIMATELY ONE-HALF OF THE ACCIDENTS OCCURRED ON STRETCHES OF HIGHWAY BETWEEN INTERSECTIONS.

NEARLY 45% OCCURRED DURING HOURS OF DARKNESS.

THE EXTENT OF ACCIDENTS REMAINED FAIRLY CONSTANT THROUGHOUT THE YEAR FROM A MINIMUM OF 6.1% IN THE MONTH OF APRIL TO A MAXIMUM OF 10.3% IN THE MONTH OF AUGUST.

NEARLY TWICE THE NUMBER OF ACCIDENTS OCCURRED ON SUNDAYS AS ON AVERAGE WEEKDAYS.

OF THE VARIOUS TYPES OF ACCIDENTS WHICH OCCURRED BOTH AT INTERSECTIONS AND BETWEEN INTERSECTIONS

6.48% CONCERNED VEHICLES APPROACHING AT RIGHT ANGLES;

39.55% CONCERNED VEHICLES GOING IN THE SAME DIRECTION - THAT IS - EITHER REAR-END OR CUTTING-IN OR SIDE-SWIPE COLLISIONS (OF THIS TYPE THE MAJORITY CONCERNED REAR-END COLLISIONS);

24.4% INVOLVED VEHICLES GOING IN OPPOSITE DIRECTIONS;

7.5% INVOLVED COLLISIONS WITH FIXED OBJECTS;

6.12% INVOLVED COLLISIONS WITH PEDESTRIANS;

15.88% INVOLVED MISCELLANEOUS ACCIDENTS OR ACCIDENTS CONCERNING WHICH A COMPLETE REPORT WAS NOT MADE IN ORDER THAT THEY MIGHT BE CLASSIFIED BY TYPE.

THE MAJORITY OF REPORTED ACCIDENTS DID NOT STATE THE CAUSE OF THE ACCIDENTS. HOWEVER, REPORTS WHICH DID STATE THE CAUSE, GAVE THE FOLLOWING:

LOST CONTROL OF VEHICLE; STOPPED TOO QUICKLY; SKIDDED; BLINDED BY HEADLIGHTS; BLINDED BY SMOKE; COLLIDED WITH CAR PARKED ON PAVEMENT; CROSSED AGAINST SIGNAL; MADE IMPROPER TURNS; FELL ASLEEP; HEADLIGHT OR TAIL-LIGHT OUT; HAD BLOWOUT; HAD BEEN DRINKING.

TO THE ABOVE CAUSES MIGHT BE ADDED OTHER PREVALENT IMPROPER DRIVING PRACTICES, SUCH AS DRIVING TOO FAST FOR THE CONDITIONS THEN EXISTING, DRIVING TOO CLOSE TO THE VEHICLE AHEAD, IMPROPER PASSING, FAILING

TO GIVE THE RIGHT OF WAY, FAILING TO KEEP TO THE RIGHT, PASSING ON SHOULDER, FAILING TO GIVE HAND SIGNALS, ETC.

THUS IT MAY BE SEEN THAT MOST MOTOR VEHICLE ACCIDENTS ARE CAUSED BY SOME IMPROPER ACTION ON THE PART OF THE USER OF THE HIGHWAY REGARDLESS OF WHETHER SUCH ACTION IS WILFUL, NEGLIGENT OR DUE TO IGNORANCE. IT IS APPARENT, THEREFORE, THAT IF DRIVERS WOULD OPERATE THEIR VEHICLES WITH PROPER REGARD FOR EXISTING CONDITIONS, ACCIDENTS WOULD BE LESS LIKELY TO OCCUR.

THE THREE FACTORS OF MOTOR ACCIDENTS ARE, OF COURSE, THE VEHICLE, THE HIGHWAY AND THE DRIVER. OF ALL THREE FACTORS, THE DRIVER IS THE MOST DIFFICULT WITH WHOM TO DEAL BECAUSE OF HIS MANY VARIABLE CHARACTERISTICS, INCLUDING MENTAL AND PHYSICAL MAKE-UP, AS WELL AS HIS VARYING DEGREES OF REACTION TO THE EVERYDAY PROBLEMS OF LIFE.

MOTOR VEHICLE ACCIDENT ANALYSES WILL SHOW THE DRIVER TO BE RESPONSIBLE FOR APPROXIMATELY 85% OF THE ACCIDENTS AND VEHICLE DEFECTS ARE RECORDED AS BEING A MORE OR LESS MINOR FACTOR IN THE ACCIDENT PROBLEM.

WHAT PART, THEREFORE, DOES THE HIGHWAY PLAY IN THE MOTOR ACCIDENT PICTURE? DO IMPROVED HIGHWAY FACILITIES BRING ABOUT AN ELIMINATION OF, OR CURTAILMENT OF, SUCH ACCIDENTS?

IT HAS BEEN STATED BY SOME THAT THE PRESENT DAY IMPROVED HIGHWAYS ARE THE MORE HAZARDOUS ROADS TO TRAVEL. THIS MAY BE TRUE FROM THE STANDPOINT OF RECORD BUT IT IS ALSO TRUE THAT IF THE VOLUME OF TRAFFIC TRAVELING AT PRESENT-DAY SPEEDS WERE FORCED TO USE THE ROADS OF OUR GRANDFATHERS' DAY, ASSUMING SUCH WERE POSSIBLE, THE ACCIDENT RECORD WOULD FAR EXCEED THAT OF TODAY.

HIGHWAY FACILITIES ARE MADE UP OF MANY COMPONENT PARTS, SOME OF WHICH MAY NOT BE ESSENTIAL IN THE USE OF THE HIGHWAY BUT THE LACK OF THEIR USE, OR IMPROPER APPLICATION, CREATES HAZARDS UPON THE ROAD WHICH ARE NOT CONDUCTIVE TO SAFETY.

IN ORDER TO COPE WITH THE WEAKNESSES OF MIND AND BODY OF HIGHWAY USERS AND TO BRING ABOUT SAFETY UPON THE HIGHWAYS, ROADWAY FACILITIES WHICH ARE INHERENTLY SAFE SHOULD BE DESIGNED AND INSTALLED. IT IS NOT ENOUGH TO PROVIDE WIDE, SMOOTH ROADS HAVING SLIGHT GRADES AND EASY CURVES. IT IS ESSENTIAL THAT THESE AND OTHER FACILITIES BE SO DESIGNED AND INSTALLED THAT IT WILL BE DIFFICULT FOR HIGHWAY USERS TO PERFORM IMPROPER PRACTICES.

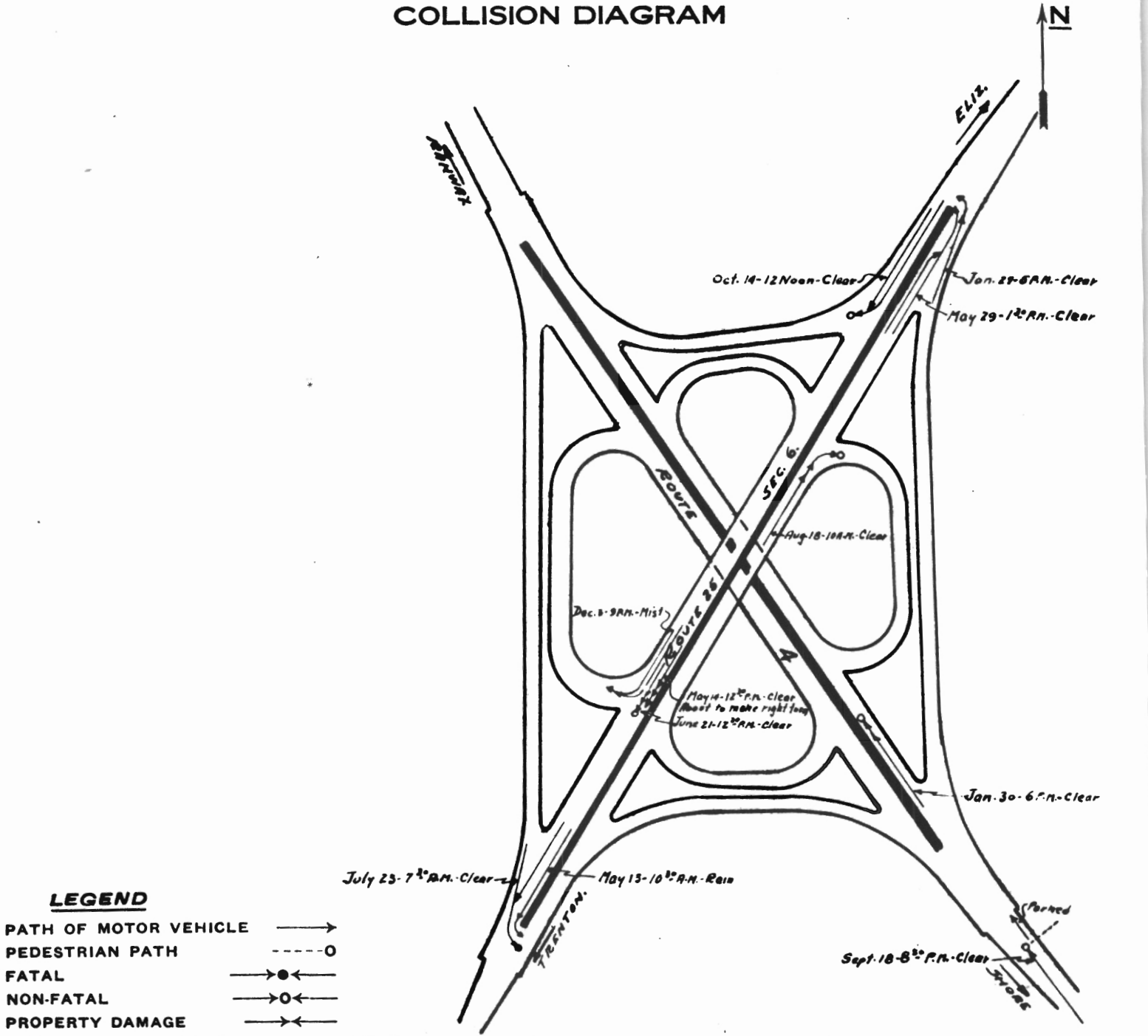
TWO GENERAL METHODS HAVE BEEN DEVELOPED FOR INSTALLING HIGHWAY FACILITIES IN ORDER TO SOLVE THE PROBLEMS CREATED BY THE INCREASE IN VOLUME AND SPEED OF TRAFFIC. ONE METHOD REGULATES TRAFFIC BY APPLIED CONTROL SUCH AS SIGNS,

**MOTOR VEHICLE DEPARTMENT**

DIVISION OF TRAFFIC CONTROL AND REGULATION  
STATE HOUSE, TRENTON, N. J.

COUNTY *MIDDLESEX*  
MUNICIPALITY *WOODBRIIDGE*  
LOCATION *ROUTE #25 + ROUTE #4 (CLOVERLEAF)*  
DATE *FEB. 5, 1934*  
FROM: *JAN. 1, 1932* TO: *DEC. 31, 1932*

**COLLISION DIAGRAM**



ACCIDENT SUMMARY CLASSIFICATION BY TYPES	DAYLIGHT				NIGHT				TOTALS			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES		1		1						1		1
APPROACHING SAME DIRECTIONS		3	4	7		1	1	2		4	5	9
APPROACHING OPPOSITE DIRECTIONS												
PEDESTRIAN ACCIDENTS						1		1		1		1
FIXED OBJECT ACCIDENTS												
OTHER ACCIDENTS												
<b>TOTALS</b>		<b>4</b>	<b>4</b>	<b>8</b>		<b>2</b>	<b>1</b>	<b>3</b>		<b>6</b>	<b>5</b>	<b>11</b>

FIG. I

SIGNALS AND MARKINGS, WHILE THE OTHER CONCERNS INHERENT OR PHYSICAL CONTROL, THEREBY DECREASING THE NECESSITY FOR ARTIFICIAL MEASURES.

EACH OF THESE TWO GENERAL METHODS ARE IMPORTANT AND MAY BE USED ALONE OR IN COMBINATION. HOWEVER, IT IS FUNDAMENTAL THAT, WHEN USED, DEFINITE FUNCTIONAL ENGINEERING PRINCIPLES BE USED IN ORDER TO BRING ABOUT THE DESIRED RESULTS.

LET US CONSIDER EACH OF THESE METHODS AND COMPARE, AS FAR AS POSSIBLE, THE USEFULNESS OF SUCH FACILITIES AND THEIR EFFECT ON MOTOR VEHICLE ACCIDENT EXPERIENCE.

#### INHERENT CONTROL

INHERENT OR PHYSICAL CONTROL OF TRAFFIC UPON THE HIGHWAYS IS MADE POSSIBLE BY INCORPORATING - IN DESIGN OR OTHERWISE - AREAS OF ROADWAY FROM WHICH VEHICULAR TRAFFIC IS EXCLUDED. SUCH AREAS SERVE TO SEGREGATE VEHICULAR OR PEDESTRIAN TRAFFIC OR TO CONTROL CONFLICTING STREAMS OF TRAFFIC AT STREET INTERSECTIONS OR OTHER POINTS OF CONGESTION.

#### GRADE SEPARATIONS

THE SEPARATION OF HIGHWAY GRADES GIVES THE INTERSECTION ALMOST THE SAME CAPACITY AS THAT OF THE ROADWAYS WHICH INTERSECT AT SUCH POINTS. THE FUNDAMENTAL PRINCIPLE OF GRADE SEPARATIONS, OF COURSE, IS TO ELIMINATE CONFLICTING FLOWS OF TRAFFIC AND THEREBY EXPEDITE VEHICULAR FLOW. GRADE SEPARATIONS, PROPERLY DESIGNED AND APPLIED, SHOULD, THEREFORE, AUTOMATICALLY REDUCE ACCIDENTS.

UNFORTUNATELY FOR THE PURPOSE OF COMPARISON, THE GRADE SEPARATIONS WHICH HAVE BEEN CONSTRUCTED IN NEW JERSEY WERE INCLUDED AS AN INITIAL PART OF THE HIGHWAY AND, THEREFORE, ACCIDENT EXPERIENCE BEFORE AND AFTER SUCH CONSTRUCTION HAS NOT BEEN POSSIBLE. HOWEVER, STUDIES MADE OF GRADE SEPARATIONS OF VARIOUS TYPES INDICATE THAT ACCIDENTS STILL OCCUR AT SUCH POINTS.

FOR EXAMPLE, AT THE FIRST CLOVERLEAF CONSTRUCTED IN NEW JERSEY, THERE WERE REPORTED 11 ACCIDENTS DURING THE YEAR 1932; OF THESE 11 ACCIDENTS, 1 CONCERNED A RIGHT-ANGLE COLLISION INVOLVING A VEHICLE WHICH HAD ENTERED THE HIGHWAY FROM ONE OF THE EXIT ROADWAYS AND ATTEMPTED TO IMPROPERLY CROSS THE HIGHWAY; 9 OF THE ACCIDENTS CONCERNED VEHICLES GOING IN THE SAME DIRECTION AND THE OTHER ACCIDENT CONCERNED A PEDESTRIAN.

THE COLLISION DIAGRAM SHOWN IN FIGURE 1 INDICATES THAT ALL OF THESE ACCIDENTS WERE AT POINTS WHERE THE ENTRANCE OR EXIT RAMPS INTERSECT WITH THE MAIN HIGHWAYS. THIS FACT INDICATES THAT MOST OF THESE ACCIDENTS MAY HAVE BEEN DUE TO CONFUSION ON THE PART OF DRIVERS WHO DESIRED TO CHANGE THEIR

COURSE WHEN ENTERING THE CLOVERLEAF. A PROPER CORRECTIVE FOR THE AVOIDANCE OF SUCH ACCIDENTS WOULD SEEM TO BE THE ERECTION OF PROPERLY DESIGNED DIRECTIONAL AND INFORMATIVE SIGNS PLACED SUFFICIENTLY IN ADVANCE SO THAT THEY MAY UNMISTAKABLY INFORM THE DRIVER OF HIS PROPER COURSE.

ACCIDENT RECORDS AT OTHER GRADE SEPARATIONS RECENTLY CONSTRUCTED, WHETHER THEY BE CLOVERLEAFS OR MODIFIED CLOVERLEAFS, INDICATES A LIKE EXPERIENCE AND THE NEED FOR ADEQUATE GUIDANCE THROUGH THESE MORE OR LESS UNFAMILIAR CROSSINGS.

### ISLANDS

ISLANDS ARE CLASSIFIED, BOTH FUNCTIONALLY AND PHYSICALLY, FIRST, BY SAFETY ZONES WHICH INCLUDE LOADING ISLANDS AND PEDESTRIAN ISLANDS AND, SECOND, BY TRAFFIC ISLANDS WHICH INCLUDE DIVISIONAL, CHANNELIZING AND ROTARY ISLANDS.

ISLANDS OF EITHER TYPE ARE NOT ADAPTED TO DETAILED STANDARDS OF DESIGN BUT SHOULD BE DESIGNED AND APPLIED IN A MANNER TO MEET CERTAIN BASIC REQUIREMENTS, SUCH AS ACCIDENT FREQUENCY, DENSITY OF VEHICULAR OR PEDESTRIAN FLOW, SPEED OF VEHICULAR TRAFFIC, REQUIREMENTS FOR PHYSICAL REGULATION, WIDTH OF ROADWAY, COMPLEXITY OF INTERSECTION, ETC.

IT IS FUNDAMENTAL, HOWEVER, THAT ISLANDS, BECAUSE OF THEIR LOCATION WITHIN ROADWAY AREAS, BE SO PLACED AND DESIGNED THAT THEY WILL UNMISTAKABLY INFORM THE DRIVER OF HIS PROPER COURSE. ALSO, ISLANDS WHICH ARE NOT REMOVED AFTER DARK SHOULD BE PROVIDED WITH ADEQUATE ILLUMINATION AND WARNING SIGNALS IN ORDER THAT MOTORISTS NOT FAMILIAR WITH THEIR LOCATIONS MAY BE SUFFICIENTLY ADVISED, IN ADVANCE, OF THE PRESENCE OF THE OBSTRUCTION. THE IMPORTANCE OF PROPER AND ADEQUATE ILLUMINATION OF ISLANDS MAY BE SEEN WHEN IT IS STATED THAT A SURVEY OF THE ACCIDENT EXPERIENCE AT LOADING ISLANDS, MADE FOR A PERIOD OF ONE YEAR ALONG A MAJOR COUNTY ROADWAY IN THE STATE, SHOWED 75% OF COLLISIONS WITH SUCH ISLANDS OCCURRING DURING HOURS OF DARKNESS. VEHICULAR TRAFFIC DURING SUCH HOURS REPRESENTED A SMALL PROPORTION OF THE 24-HOUR TRAFFIC AND THERE WAS NO APPARENT REASON FOR COLLISIONS WITH THE ISLANDS EXCEPT THE LACK OF SUFFICIENT ADVANCED WARNING AND DISCERNMENT.

IT IS, THEREFORE, RECOMMENDED THAT ALL ISLANDS WHICH CONSTITUTE A HAZARD, AND WHERE ADEQUATE STREET ILLUMINATION DOES NOT EXIST, BE ILLUMINATED NOT ONLY BY THE INSTALLATION OF A FLOOD LIGHT BUT ALSO BY TWO FLASHING YELLOW SIGNALS PLACED ON THE ISLAND OR ABUTMENT AT THE END APPROACHED BY TRAFFIC AND MOUNTED APPROXIMATELY 4' AND 12', RESPECTIVELY, ABOVE THE PAVEMENT.

LOADING ISLANDS ARE OF COURSE WARRANTED WHERE VEHICULAR AND PEDESTRIAN TRAFFIC IS SUFFICIENTLY HEAVY TO REQUIRE PHYSICAL SEPARATION, SUCH AS AT STREET CAR AND BUS LOADING POINTS ON HEAVILY TRAFFICKED ROADWAYS. AS THIS CONDITION DOES NOT FREQUENTLY EXIST ALONG RURAL STATE HIGHWAYS, DETAILS OF LOADING

ISLANDS ARE NOT DISCUSSED HEREIN.

TRAFFIC ISLANDS, HOWEVER, DO HAVE IMPORTANT FUNDAMENTAL USES ALONG RURAL STATE HIGHWAYS AND BECAUSE OF THE VOLUME, SPEED, AND COMPLEXITY OF INTERSECTIONS WHICH MAY BE CONCERNED, IT IS HIGHLY IMPORTANT THAT SUCH ISLANDS BE DESIGNED, LOCATED AND ILLUMINATED, PROPERLY, IN ORDER TO AVOID ROADWAY HAZARDS,

#### DIVISIONAL ISLANDS

DIVISIONAL ISLANDS (SOMETIMES TERMED RAISED MEDIAL STRIPS OR PARKWAYS, SEGREGATING OPPOSING FLOWS OF VEHICULAR TRAFFIC) ARE BECOMING MORE PREVALENT IN PRESENT-DAY HIGHWAY CONSTRUCTION.

SUCH DIVISIONAL ISLANDS - OR DIVIDED ROADWAYS- CREATE A FACILITY WHICH, IF PROPERLY DESIGNED AND APPLIED, ELIMINATE SOME OF THE IMPROPER DRIVING PRACTICES CAUSING ACCIDENTS, AS WELL AS PROVIDING OTHER FACTORS OF SAFETY SUCH AS INTERCEPTING THE RAYS OF HEADLIGHTS OF OPPOSING VEHICLES BY THE PLANTING OF SHRUBS ALONG THE CENTRAL STRIP AND BY OFFERING A PLACE OF REFUGE FOR PEDESTRAANS CROSSING WIDE HIGHWAYS FROM CURB TO CURB.

DIVISIONAL ISLANDS HAVE BEEN CONSTRUCTED OF VARYING WIDTHS, RANGING FROM 2' TO 10' OR MORE. IT IS RECOMMENDED, HOWEVER, THAT WHATEVER ROADWAY WIDTHS WILL PERMIT, DIVISIONAL ISLANDS BE NOT LESS THAN 10' WIDE. MEDIAL STRIPS OR ISLANDS OF SUCH WIDTHS OFFER A GREATER PLACE OF SAFETY TO PEDESTRIANS. THEY PERMIT THE PLANTING OF SHRUBS ALONG THE MEDIAL LINE OF THE ISLAND. THEY MAKE IT POSSIBLE FOR VEHICLES TURNING LEFT AT STREET INTERSECTIONS TO AWAIT AN OPPORTUNITY TO SAFELY CROSS STREAMS OF TRAFFIC IN OPPOSITE DIRECTIONS IN AN AREA UNUSED BY STRAIGHT THROUGH TRAFFIC. THIS ELIMINATES THE HAZARD CREATED BY INTERRUPTING THE FLOW OF THROUGH VEHICLES.

TO DETERMINE THE APPROXIMATE NUMBER OF ACCIDENTS WHICH MIGHT HAVE BEEN PREVENTED ALONG A PORTION OF ROUTE #25, IN NEW JERSEY, HAD A DIVISIONAL ISLAND BEEN IN EXISTENCE, A SURVEY WAS MADE OF ACCIDENT EXPERIENCE FOR THE YEAR 1932 FOR APPROXIMATELY A 10-MILE PORTION OF THIS HIGHWAY. THIS SURVEY SEGREGATED ACCIDENTS INTO CLASSIFICATIONS BY TYPES AND DETERMINED THAT 35% OF THE TOTAL ACCIDENTS MIGHT HAVE BEEN PREVENTED HAD A PROPER DIVISIONAL ISLAND BEEN CONSTRUCTED.

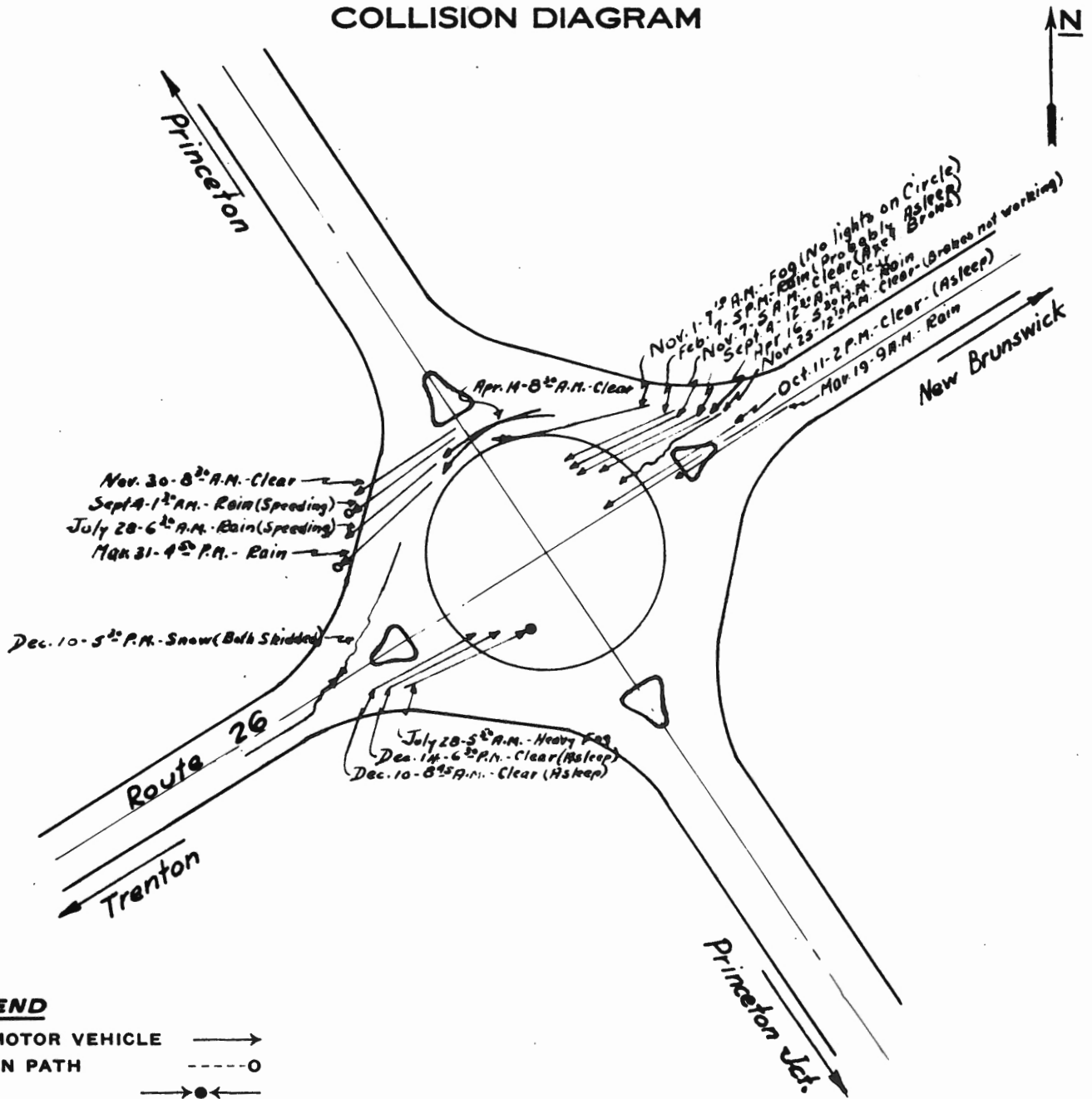
DIVISIONAL ISLANDS ARE SOMETIMES USED TO SEGREGATE THROUGH FROM LOCAL TRAFFIC. SUCH A CONSTRUCTION HAS BEEN INSTALLED ON A PORTION OF ROUTE #25, THROUGH THE CITY OF ELIZABETH. A REVIEW OF ACCIDENT EXPERIENCE ALONG THIS ROADWAY IN ELIZABETH INDICATES THAT 21 ACCIDENTS INVOLVED EITHER COLLISIONS WITH THE ISLANDS OR COLLISIONS WITH OTHER VEHICLES BECAUSE OF THE EXISTENCE OF THESE ISLANDS. PRACTICALLY ALL OF THE ACCIDENTS INVOLVING COLLISIONS BETWEEN VEHICLES,

**MOTOR VEHICLE DEPARTMENT**

DIVISION OF TRAFFIC CONTROL AND REGULATION  
STATE HOUSE, TRENTON, N. J.

COUNTY **MERCER**  
MUNICIPALITY **WEST WINDSOR TWP**  
LOCATION **ROUTE #26 + PENNS NECK CIRCLE**  
DATE **FEB. 5, 1934**  
FROM: **DEC. 1, 1932** TO: **NOV. 30, 1933**

**COLLISION DIAGRAM**



**LEGEND**

- PATH OF MOTOR VEHICLE →
- PEDESTRIAN PATH - - - - - O
- FATAL → ● ←
- NON-FATAL → ○ ←
- PROPERTY DAMAGE → X ←

ACCIDENT SUMMARY	DAYLIGHT				NIGHT				TOTALS			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES												
APPROACHING SAME DIRECTIONS			1	1							1	1
APPROACHING OPPOSITE DIRECTIONS							1	1			1	1
PEDESTRIAN ACCIDENTS												
FIXED OBJECT ACCIDENTS	1	2	8	11			4	4	1	2	12	15
OTHER ACCIDENTS												
<b>TOTALS</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>12</b>			<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>14</b>	<b>17</b>

**FIG. II**

CHARGEABLE EITHER DIRECTLY OR INDIRECTLY TO THE EXISTENCE OF THIS TYPE OF DIVISIONAL ISLAND, WERE THE RESULT OF A VEHICLE ATTEMPTING TO MAKE A RIGHT TURN FROM THE INNER PORTION OF THE HIGHWAY, COLLIDING WITH A VEHICLE GOING IN THE SAME DIRECTION BUT TRAVELING STRAIGHT THROUGH ALONG THE SO-CALLED LOCAL OR OUTER PORTION. THIS IS A PRACTICE WHICH, TO SOME EXTENT, IS ENCOURAGED BY THE EXISTENCE OF SUCH A DIVISIONAL ISLAND AS, AT TIMES, WHEN THE INNER PORTION OF THE HIGHWAY IS CONGESTED, SOME MOTORISTS TAKE ADVANTAGE OF THE MORE OR LESS UNUSED OUTER PORTION DESIGNED FOR LOCAL TRAFFIC FOR THE PURPOSE OF BY-PASSING THE CONGESTION. IT IS, THEREFORE, RECOMMENDED THAT WHENEVER DIVISIONAL ISLANDS ARE USED TO SEGREGATE LOCAL AND THROUGH TRAFFIC, THE ISLAND BE OF THE PARKWAY TYPE, WIDE ENOUGH TO OFFER PROTECTION TO MOTORISTS WHEN LEAVING THE INNER PORTION OF THE HIGHWAY.

#### ROTARY ISLANDS

THE ROTARY TYPE OF TRAFFIC ISLAND, OR CIRCLE, MAY BE USED WHERE TWO OR MORE HIGHWAYS CARRYING HEAVY TRAFFIC INTERSECT AND WHERE IT IS DESIRABLE TO RAISE THE CAPACITY OF THE INTERSECTION AS NEARLY AS POSSIBLE TO THE COMBINED CAPACITIES OF THE HIGHWAYS WITHOUT GRADE SEPARATION. IT IS IMPORTANT THAT ROTARY ISLANDS BE DESIGNED WITH REGARD TO THE PARTICULAR CONDITIONS EXISTING AND WHERE THE ROADWAY WIDTHS AND TOPOGRAPHY AND ALIGNMENT OF THE HIGHWAY PERMIT PROPER ADVANCED DISCERNMENT OF SUCH ISLANDS. THE CENTRAL ISLAND SHOULD BE LARGE ENOUGH FOR VEHICULAR TRAFFIC TO TRAVEL AROUND IT AT SAFE RATES OF SPEED AND ALSO LARGE ENOUGH TO AFFORD ADEQUATE DISTANCE FOR INTERWEAVING BETWEEN ANY TWO ENTERING ROADWAYS.

ACCIDENT EXPERIENCE AT SOME OF THE CIRCLES CONSTRUCTED ALONG NEW JERSEY'S HIGHWAYS INDICATES THAT GREATER ATTENTION SHOULD BE PAID TO THE DESIGN OF THE ISLAND. ITS LOCATION SHOULD BE SUCH THAT ADEQUATE ADVANCE WARNING IS PROVIDED IN ORDER THAT MOTORISTS TRAVELING AT HIGH SPEED MAY HAVE A SUFFICIENT OPPORTUNITY TO SLACKEN THEIR SPEED BEFORE REACHING THE ISLAND TO INSURE THEIR SAFE PASSAGE AROUND THE CIRCLE.

ACCIDENT EXPERIENCE DURING THE COURSE OF A YEAR AT AN ISLAND ON ROUTE #26, IN WINDSOR TOWNSHIP, COMMONLY KNOWN AS THE PENNS NECK CIRCLE, SHOWED A TOTAL OF 17 ACCIDENTS, ONLY 2 OF WHICH INVOLVED COLLISIONS BETWEEN TWO VEHICLES (SEE FIGURE 2). ALL OF THE REMAINING 15 ACCIDENTS CONCERNED VEHICLES COLLIDING WITH OR RUNNING OVER THE SEGREGATING OR CHANNELIZING ISLANDS PLACED IN THE THROATS OF THE ENTERING ROADWAYS, INTO OR OVER THE CENTRAL ISLAND OR INTO OR OFF THE PROPERTY ADJACENT TO THE CIRCULAR ROADWAY.

IT IS TRUE THAT TOO GREAT A SPEED AT THE TIME OF ENTERING THE CIRCLE WAS THE CAUSE OF MOST OF THESE ACCIDENTS. HOWEVER, IT IS ALSO TRUE THAT IF THE TOPOGRAPHY OF THE ROADWAY HAD BEEN SUCH THAT MOTORISTS APPROACHING THE ISLAND HAD

HAD SUFFICIENT ADVANCE WARNING OF ITS PRESENCE, SUCH ACCIDENTS WOULD HAVE BEEN LESS LIKELY TO OCCUR. THE ISLAND IN QUESTION IS LOCATED ON THE CREST OF AN UPGRADE IN EITHER DIRECTION OF THE MAJOR HIGHWAY. THEREFORE, MOTORISTS APPROACHING ON THE HIGHWAY ARE NOT GIVEN SUFFICIENT WARNING OF ITS PRESENCE. AT SUCH A LOCATION WHERE PROPER ADVANCE VISION CANNOT BE HAD, SUCH AN OBSTRUCTION AS A ROTARY ISLAND SHOULD NOT BE CONSTRUCTED. AT THIS PARTICULAR CROSSING, REGULATORY DEVICES SUCH AS TRAFFIC CONTROL SIGNALS OF THE PROPER DESIGN AND TYPE WOULD HAVE ADEQUATELY REGULATED AND CONTROLLED CONFLICTING FLOWS OF TRAFFIC IN AN EQUALLY EXPEDITIOUS AND SAFE MANNER. THEY WOULD ALSO HAVE ELIMINATED THE OCCURRENCE OF ACCIDENTS QUOTED ABOVE WHICH WERE UNDOUBTEDLY EITHER DIRECTLY OR INDIRECTLY CAUSED BY THE PRESENCE OF THE ISLAND.

ROTARY ISLANDS IN OTHER LOCATIONS OF THE STATE HAVE HAD SOMEWHAT SIMILAR EXPERIENCE.

#### CHANNELIZING ISLANDS

CHANNELIZING ISLANDS ARE APPLICABLE AT LARGE AND COMPLICATED INTERSECTIONS. AT SUCH POINTS THEY REDUCE THE TENDENCY ON THE PART OF DRIVERS TO WANDER, WITHOUT GOOD JUDGMENT, WHERE THERE IS A BROAD EXPANSE OF PAVEMENT. THUS, THEY REDUCE POSSIBLE POINTS OF COLLISION OR CONFLICTION TO A MINIMUM. CHANNELIZING ISLANDS, HOWEVER, LIKE ROTARY ISLANDS, MUST BE DESIGNED AND LOCATED IN A MANNER TO ELIMINATE OBSTRUCTION HAZARDS AND TO UNMISTAKABLY INFORM THE DRIVER OF HIS PROPER COURSE. WHEN IT IS DESIRABLE TO DIVERT THE COURSE OF DRIVERS AT STREET INTERSECTIONS BY THE USE OF CHANNELIZING ISLANDS, IT IS IMPORTANT THAT SUCH ISLANDS BE LOCATED IN A POSITION SO THAT THE END OF SUCH CHANNELIZING ISLANDS APPROACHED BY MOTORISTS WILL MEET WITH THE NORMAL MEDIAL LINE OR CENTRAL STRIP DIVIDING OPPOSING FLOWS OF TRAFFIC.

#### APPLIED CONTROL

APPLIED CONTROL OF TRAFFIC, AS PREVIOUSLY STATED, CONCERNS THE REGULATION OF TRAFFIC BY SUCH ARTIFICIAL MEANS AS SIGNS, SIGNALS AND MARKINGS AND SUPPLEMENTING SUCH CONTROL, WHERE NECESSARY, BY TRAFFIC ORDINANCES AND LAWS AND ENFORCEMENT ACTIVITIES BY TRAFFIC AND POLICE OFFICERS.

WHEN CONSIDERING THE ERECTION OR ADOPTION OF ARTIFICIAL MEANS OF CONTROLLING TRAFFIC, IT IS IMPORTANT TO KEEP IN MIND THAT A MODERATE VOLUME OF TRAFFIC CAN MOVE MORE SAFELY AND WITH LESS DELAY THROUGH THE AVERAGE HIGHWAY INTERSECTION, OR THROUGH OTHER POINTS OF CONGESTION, IF THERE IS NO ARTIFICIAL TRAFFIC CONTROL. LARGER VOLUMES OF TRAFFIC, OR SPECIAL CONDITIONS, HOWEVER, MAY MAKE IT ADVISABLE TO INSTALL A CONTROL DEVICE OF SOME CHARACTER TO SERVE AS A WARNING OR MANDATORY ORDER. WHEN SUCH DEVICES ARE INSTALLED, IT IS IMPORTANT

THAT THE CORRECT AMOUNT OF CONTROL BE ADOPTED TO ADEQUATELY MEET THE CONDITIONS. TOO MUCH CONTROL IS OFTENTIMES WORSE THAN TOO LITTLE.

TRAFFIC CONTROL REQUIREMENTS BY ARTIFICIAL MEANS SHOULD NOT BE DETERMINED BY GUESS WORK BUT SHOULD BE ESTABLISHED BY FACTUAL STUDIES OF ACCIDENTS, TRAFFIC CONDITIONS, PHYSICAL CONDITIONS, ETC., IN ORDER TO INDICATE THE PARTICULAR TYPE OF DEVICE OR METHOD OF CONTROL BEST FITTED FOR THE CONDITIONS.

UNNECESSARY TRAFFIC CONTROL DEVICES ARE OBJECTIONABLE BECAUSE, FIRST, THEY ARE AN UNNECESSARY EXPENSE; SECONDLY, THEY CAN BE CONFUSING TO MOTORISTS, AND, THIRDLY, THEY BREED DISRESPECT FOR ALL CONTROL DEVICES, INCLUDING THE NECESSARY ONES AS WELL AS THE UNNECESSARY ONES.

EXPERIENCE IN NEW JERSEY HAS INDICATED THE NECESSITY OF THE STATE TAKING OVER AS A STATE FUNCTION THE CONTROL AND REGULATION OF TRAFFIC BY ARTIFICIAL MEANS ON ALL STATE HIGHWAYS; THIS TO INCLUDE THE INSTALLATION AND OPERATION OF ALL TRAFFIC CONTROL SIGNALS AS WELL AS OTHER REGULATORY DEVICES.

THE PRESENT AUTHORITY OF THE STATE (NEW JERSEY) IS THAT OF A SUPERVISORY NATURE; THAT IS, ARTIFICIAL REGULATORY DEVICES OR ORDINANCES CANNOT BE INSTALLED OR ADOPTED WITHOUT FIRST OBTAINING STATE APPROVAL, SUCH APPROVAL TO BE GRANTED ONLY AFTER SUFFICIENT INVESTIGATION HAS DETERMINED THE NEED FOR SUCH DEVICES.

IN THE CASE OF TRAFFIC CONTROL SIGNALS, HOWEVER, BECAUSE OF THE LACK OF SPECIFIC STATE AUTHORITY, LOCAL GOVERNMENTS MUST NECESSARILY BEAR THE COST OF SUCH CONTROL. THIS PLACES AN UNFAIR BURDEN ON SMALLER COMMUNITIES WHERE, BECAUSE OF HEAVY TRAFFIC ALONG STATE ROADS, SIGNALING DEVICES MAY BE NECESSARY. FURTHERMORE, DESPITE STATE SUPERVISORY AUTHORITY, IT IS DIFFICULT TO CAUSE TRAFFIC CONTROL SIGNALS OF THE PROPER TYPE TO BE INSTALLED AND PROPERLY OPERATED ON STATE HIGHWAYS BECAUSE OF THE CHANGING PERSONNEL OF LOCAL OFFICIALS AND THEIR MORE OR LESS LACK OF INTEREST IN EXPEDITING THROUGH TRAFFIC, AS WELL AS FOR REASONS OF ECONOMY. IT IS THEREFORE DESIRABLE THAT THE STATE ERECT AND MAINTAIN ALL REGULATORY DEVICES INCLUDED UNDER THE HEADING OF "APPLIED CONTROL" ON ALL STATE HIGHWAYS; THE COST OF INSTALLING AND OPERATING SUCH DEVICES TO BE PAID FOR BY THE STATE, EITHER IN WHOLE OR IN PART, AND LOCAL AUTHORITIES TO BE PROHIBITED FROM ERECTING SUCH DEVICES ON ROADWAYS UNDER THE JURISDICTION OF THE STATE.

#### TRAFFIC CONTROL SIGNALS

THE MOST GENERALLY EFFECTIVE MECHANICAL DEVICE USED TO FACILITATE TRAFFIC AND TO INCREASE SAFETY AT STREET INTERSECTIONS, IS THE AUTOMATIC TRAFFIC CONTROL SIGNAL. BECAUSE OF THE USEFULNESS OF SUCH SIGNALING DEVICES IN THE EXPEDITION OF TRAFFIC AND THE REDUCTION OF ACCIDENTS AT SOME STREET INTERSECTIONS, TRAFFIC CONTROL SIGNALS HAVE GENERALLY BEEN THOUGHT OF AS A CORRECTIVE FOR ALL

TRAFFIC ILLS AT STREET CORNERS. THEREFORE, THERE HAS BEEN A TENDENCY TO USE TRAFFIC CONTROL SIGNALS, UNNECESSARILY.

THE FUNCTIONS PERFORMED BY TRAFFIC CONTROL SIGNALS ARE HIGHLY SPECIALIZED AND IT IS RECOGNIZED THAT THEIR UTILITY DEPENDS UPON THEIR USE IN ACCORDANCE WITH SOUND ENGINEERING PRINCIPLES. THE MOST IMPORTANT OF THESE PRINCIPLES IS A REASONABLE DEGREE OF CONFORMITY IN DESIGN, LOCATION AND OPERATION. IT IS THEREFORE IMPORTANT THAT SPECIFIC STANDARDS BE ADHERED TO WHEN INSTALLING AND OPERATING TRAFFIC CONTROL SIGNALS, INCLUDING SUFFICIENT VEHICULAR TRAFFIC TO WARRANT THE ALTERNATION OF THE RIGHT OF WAY.

THREE INDEPENDENT SURVEYS OF THE USEFULNESS OF TRAFFIC CONTROL SIGNALS HAVE SHOWN THAT, CONTRARY TO POPULAR BELIEF, UNWISELY INSTALLED AND OPERATED TRAFFIC CONTROL SIGNALS HAVE A TENDENCY TO INCREASE ACCIDENTS RATHER THAN DECREASE THEM. FOR EXAMPLE, AT THE 599 INTERSECTIONS INCLUDED IN THESE THREE STUDIES, 36% SHOWED AN INCREASE IN ACCIDENTS FOR THE PERIOD STUDIED AFTER THE INSTALLATION OF SIGNALS, WHILE ANOTHER 10% TO 15% SHOWED NO CHANGE. IN OTHER WORDS, ONLY SLIGHTLY MORE THAN ONE-HALF OF THE INTERSECTIONS HAD A DECREASE IN ACCIDENTS AFTER SIGNALIZATION.

ON THE BASIS OF TOTAL ACCIDENTS, TRAFFIC CONTROL SIGNALS, ON AN AVERAGE, PREVENTED OR ELIMINATED ABOUT 1 OF 5 ACCIDENTS; ACTUALLY, HOWEVER, CERTAIN TYPES OF ACCIDENTS WERE MORE PREVALENT AFTER THE INSTALLATION OF SIGNALS.

THE STUDIES FURTHER INDICATED THAT TRAFFIC CONTROL SIGNALS AT INTERSECTIONS WHERE THE TRAFFIC VOLUME IS RATHER LIGHT DO NOT PERFORM SUFFICIENTLY USEFUL FUNCTIONS FROM THE STANDPOINT OF ACCIDENT PREVENTION OR THE PROPER REGULATION AND CONTROL OF TRAFFIC TO WARRANT THE EXPENSE OF THEIR INSTALLATION AND OPERATION.

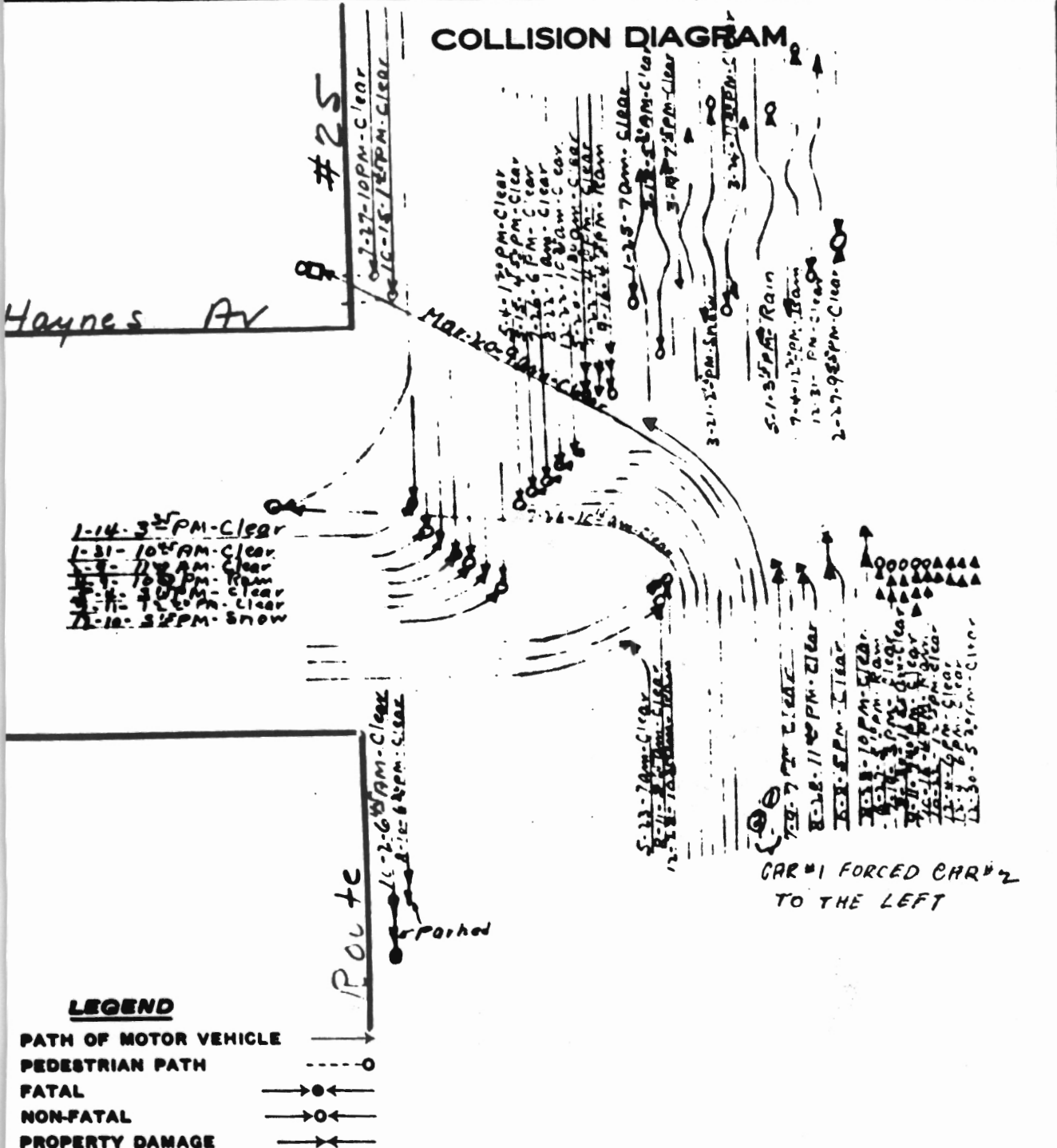
AT INTERSECTIONS WHERE THE ACCIDENT RATE BEFORE SIGNALS WERE INSTALLED EQUALLED 3 OR LESS ACCIDENTS, THE ACCIDENT EXPERIENCE AFTER SIGNALIZATION INCREASED FROM 39% TO 70%. THIS INCREASE MAY BE CHARGED, TO SOME EXTENT, TO FACTORS OF PROBABILITY AND CHANCE. IN OTHER WORDS, BECAUSE OF CHANGING WEATHER CONDITIONS, THE DIFFERENCE IN THE HUMAN ELEMENT OF DRIVERS, THE DIFFERENCE IN MAINTENANCE OF AUTOMOTIVE EQUIPMENT, AS WELL AS NEGLIGENT AND WILFUL DISREGARD OF SIGNALS, A CERTAIN NUMBER OF ACCIDENTS WILL PROBABLY OCCUR AT ANY STREET INTERSECTION, DURING AN EXTENDED PERIOD, DESPITE THE METHOD OF CONTROL. THE PRACTICAL AND MOST EFFECTIVE MEANS OF DEALING WITH ACCIDENTS FALLING WITHIN THIS CLASSIFICATION IS BY A COMPREHENSIVE SAFETY EDUCATIONAL CAMPAIGN, COUPLED WITH REASONABLE ENFORCEMENT.

ON THE OTHER HAND, IF THE ACCIDENT EXPERIENCE AT STREET INTERSECTIONS REACHES AN AMOUNT ABOVE 3 TO 5 ACCIDENTS, IN ANY ONE YEAR, AND THE TRAFFIC VOLUME AND OTHER CONDITIONS ARE SUCH THAT TRAFFIC CONTROL SIGNALS ARE

**MOTOR VEHICLE DEPARTMENT**  
 DIVISION OF TRAFFIC CONTROL AND REGULATION  
 STATE HOUSE, TRENTON, N. J.

COUNTY *Essex*  
 MUNICIPALITY *Newark*  
 LOCATION *Route 25 + Haynes Av*  
 DATE *July 10 - 1933*  
 FROM: *Jan. 1 - 1932* TO: *Dec. 31 - 1932*

**COLLISION DIAGRAM**



**LEGEND**

- PATH OF MOTOR VEHICLE →
- PEDESTRIAN PATH - - - - - ○
- FATAL → ● ←
- NON-FATAL → ○ ←
- PROPERTY DAMAGE → × ←

ACCIDENT SUMMARY CLASSIFICATION BY TYPES	DAYLIGHT				NIGHT				TOTALS			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES	1	4	3	8		2		2	1	6	3	10
APPROACHING SAME DIRECTIONS	1	7	4	12		1	5	6	1	8	9	18
APPROACHING OPPOSITE DIRECTIONS		9	2	11		4		4		13	2	15
PEDESTRIAN ACCIDENTS		1		1		1		1		2		2
FIXED OBJECT ACCIDENTS		1		1						1		1
OTHER ACCIDENTS												
<b>TOTALS</b>	<b>2</b>	<b>22</b>	<b>9</b>	<b>33</b>		<b>8</b>	<b>5</b>	<b>13</b>	<b>2</b>	<b>30</b>	<b>14</b>	<b>46</b>

FIG. III

WARRANTED, IT IS PROBABLE THAT, ON AN AVERAGE, SIGNALIZATION OF SUCH CROSSINGS WILL BRING ABOUT A SUBSTANTIAL REDUCTION IN THEIR OCCURRENCE. EVEN AT SUCH POINTS, HOWEVER, TRAFFIC CONTROL SIGNALS MAY FAIL TO REDUCE ACCIDENTS IF THEY ARE ERECTED WITHOUT PROPER AND SUFFICIENT ENGINEERING STUDIES INCLUDING THE FOLLOWING MORE GENERAL REQUIREMENTS AND CONSIDERATIONS:

1. ACCIDENT EXPERIENCE FOR SUFFICIENT PAST PERIOD.

THE COLLISION DIAGRAM IS A MOST USEFUL METHOD OF STUDYING ACCIDENT EXPERIENCE AT STREET INTERSECTIONS TO DETERMINE WHETHER TRAFFIC CONTROL SIGNALS WILL SERVE AS A CORRECTIVE.

FIGURE 3, ATTACHED HERETO, ILLUSTRATES THE USE OF A COLLISION DIAGRAM FOR SUCH A PURPOSE. IT WILL BE DETERMINED FROM THIS DIAGRAM THAT ONLY APPROXIMATELY ONE-FOURTH OF THE ACCIDENTS THUS ILLUSTRATED MIGHT BE PREVENTED BY THE INSTALLATION AND OPERATION OF TRAFFIC CONTROL SIGNALS. ALL OTHER TYPES OF ACCIDENTS ARE, MANY TIMES, INCREASED AFTER THE INSTALLATION OF SIGNALS.

2. THE VOLUME AND TYPE OF TRAFFIC MOVEMENTS, INCLUDING PEDESTRIANS AS WELL AS VEHICLES.

VEHICULAR VOLUME REQUIREMENT USED IN NEW JERSEY AS A YARD STICK TO DETERMINE THE NEED FOR SIGNALS IS 1,000 VEHICLES AN HOUR FOR AN AVERAGE OF 12 HOURS, AT LEAST 25% OF WHICH REPRESENTS TRAFFIC FROM THE MINOR ROADWAY.

3. THE PROPER TYPE OF SIGNALS TO GIVE THE GREATEST EXPEDITED OF TRAFFIC AT THE CROSSING WITH SAFETY.

4. PROPER LOCATION OF SIGNAL UNITS IN ORDER THAT THEY MAY BE READILY DISTINGUISHABLE AND DISCERNIBLE TO MOTORISTS AND PEDESTRIANS USING THE CROSSING.

5. THE PROPER TIMING OF SIGNAL INTERVALS FOR THE INTERSECTING ROADWAYS IN ORDER TO ADEQUATELY REGULATE THE CONFLICTING FLOWS OF TRAFFIC WITHOUT CREATING UNNECESSARY DELAY OR STOP TIME AND AT THE SAME TIME GIVING SUFFICIENT TIME TO EACH OF THE ROADWAYS IN QUESTION TO PREVENT CONGESTION.

6. THE DISPLAY OF THE AMBER INDICATION FOR A SUFFICIENT LENGTH OF TIME TO PROPERLY INFORM MOTORISTS OF THE CHANGE IN THE GO INTERVAL, GIVING CONSIDERATION TO THE AVERAGE SPEED OF TRAFFIC THROUGH THE CROSSING.

7. THE NECESSITY OF MAINTAINING POLICE SUPERVISION, SUPPLEMENTING SIGNAL COMMANDS, IN ORDER TO GIVE PROPER PROTECTION TO LEFT-TURN VEHICULAR MOVEMENTS AND PEDESTRIAN TRAFFIC.

8. MAINTAIN CONSTANT SUPERVISION OVER SIGNAL OPERATION, DETERMINING THE NECESSITY FOR MODIFICATIONS TO MEET CHANGING TRAFFIC CONDITIONS

SIGNS

HIGHWAY SIGNS OF THE PROPER TYPE ARE OF GREAT ASSISTANCE TO MOTORISTS AS A MEANS OF SAFEGUARDING AND EXPEDITING TRAFFIC. THEY SHOULD BE USED, HOWEVER, ONLY WHERE CONTROL, WARNING OR GUIDANCE IS NECESSARY. AS IN THE CASE OF SIGNALS, SIGNS SHOULD BE ERECTED AFTER DETERMINING THEIR NECESSITY BY FIELD STUDIES.

UNNECESSARY OR IMPROPERLY ERECTED SIGNS HAVE SUBSTANTIALLY THE SAME EFFECT AS UNNECESSARY TRAFFIC CONTROL SIGNALS.

SUCH AN EFFECT MAY BE SEEN WHEN IT IS STATED THAT, IN NEW JERSEY, BECAUSE OF THE PROMISCUOUS AND NON-UNIFORM USE OF "STOP STREET" SIGNS, A SURVEY DETERMINED THAT THERE WAS AN AVERAGE OBSERVANCE OF SUCH SIGNS BY MOTORISTS THROUGHOUT THE STATE OF LESS THAN 10%. SIMILAR RESULTS ARE EXPERIENCED WITH WARNING SIGNS AS WELL AS OTHER REGULATORY AND MANDATORY SIGNS.

IT IS IMPORTANT THAT ALL HIGHWAY SIGNS BE NOT ONLY UNIFORM IN DESIGN BUT ALSO IN THEIR USE. THE RECOMMENDATIONS OF THE JOINT COMMITTEE ON SIGNS, SIGNALS AND MARKINGS, SPONSORED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS AND THE NATIONAL CONFERENCE ON STREET AND HIGHWAY SAFETY, INCLUDE THE ABOLITION OF THE FORMER MEANING OF THE DIAMOND AND SQUARE SHAPED WARNING SIGNS; THAT IS, IN PLACE OF A DIAMOND-SHAPED SIGN INDICATING HAZARDS INHERENT IN THE HIGHWAY, SUCH A SIGN IS USED TO INDICATE HAZARDS WHERE A SLACKENING IN SPEED BELOW THE LEGAL LIMIT IS NECESSARY IN ORDER TO INSURE SAFE PROGRESS. THE SQUARE-SHAPED SIGN, INSTEAD OF INDICATING HAZARDS CONTIGUOUS TO THE HIGHWAY, IS TO SERVE AS A WARNING INDICATING EXTREME CAUTION.

SUCH A CLASSIFICATION IS FUNDAMENTAL AND I BELIEVE WHEN MOTORISTS BECOME FAMILIAR WITH THE MEANING OF THESE TWO DISTINCTIVE SHAPES OF WARNING AND REGULATORY SIGNS, THE SAFETY OF TRAFFIC UPON THE HIGHWAYS WILL BE MATERIALLY AIDED.

THERE IS GREAT NEED FOR FURTHER STANDARDS IN THE PROGRESSIVE USE OF SIGNS IN ORDER THAT THEY MAY SERVE THE PURPOSE FOR WHICH THEY ARE DESIGNED WITH THE LEAST INCONVENIENCE TO TRAFFIC. SUFFICIENT DATA AND FIELD STUDIES SHOULD BE GATHERED DETERMINING THE SEVERITY OF THE TREATMENT WHICH IS REQUIRED, FIRST, THE NECESSITY OF SIGNING ONLY THE MINOR ROADWAY AND, SECOND, IF THE CROSS STREET TRAFFIC IS SUFFICIENT TO NECESSITATE THE SIGNING OF THE MAJOR ROADWAY, THE PROPER TYPE AND DEGREE OF SEVERITY OF SIGNS SHOULD BE DETERMINED BY BASIC REQUIREMENTS SUCH AS VOLUME OF TRAFFIC, ACCIDENT EXPERIENCE, ETC.

THERE IS NEED FOR PROPER COORDINATION BETWEEN DESTINATION SIGNS AND ROUTE MARKERS ON STATE HIGHWAYS WITH THOSE ON SECONDARY ROADS. IT IS TRUE THAT THE MAJORITY OF SECONDARY ROADS ARE UNDER THE JURISDICTION OF LOCAL, MUNICIPAL OR COUNTY AUTHORITIES. HOWEVER, THESE ROADWAYS FORM A PART OF THE STATE SYSTEM OF ROADS AND IT IS IMPORTANT THAT MOTORISTS BE GIVEN ADEQUATE DIRECTIONAL INFORMATION WHEN THEIR COURSE TAKES THEM FROM THE MAIN-TRAVELED HIGHWAYS WHOLLY UNDER THE JURISDICTION OF THE STATE. WHEREVER PRACTICAL, HIGHWAY SIGNS SHOULD PROVIDE SUFFICIENT ILLUMINATION OR ILLUMINATING ELEMENTS TO BE NOT ONLY READILY DISCERNIBLE BUT LEGIBLE AT NIGHT.

#### MARKINGS

MARKINGS ON THE ROADWAY SURFACE HAVE A USEFUL APPLICATION, SERVING

NOT ONLY AS A WARNING TO TRAFFIC BUT ALSO AS A GUIDE DIRECTING TRAFFIC ALONG ITS PROPER COURSE.

THERE IS NEED, HOWEVER, FOR A GREATER DISTINCTION BETWEEN ROADWAY MARKINGS WHICH MAY BE CROSSED FROM TIME TO TIME FOR THE PURPOSE OF OVERTAKING VEHICLES AND THOSE WHICH SHOULD NOT BE CROSSED AT ANY TIME - SUCH AS AT CURVES AND HILLS.

#### HIGHWAY LIGHTING

IT HAS BEEN PREVIOUSLY STATED THAT IN NEW JERSEY, DURING 1932, 44% OF ALL MOTOR VEHICLE ACCIDENTS AND 55% OF THE DEATHS FROM SUCH ACCIDENTS OCCURRED ON THE HIGHWAYS DURING THE HOURS OF DARKNESS; ALSO, THAT 45% OF THE PEDESTRIANS KILLED OR INJURED WERE INVOLVED IN MOTOR VEHICLE ACCIDENTS AFTER DARK.

TRAFFIC COUNTS MADE AT VARIOUS LOCATIONS THROUGHOUT THE STATE FOR 24-HOUR PERIODS INDICATE THAT THE VOLUME OF TRAFFIC UPON THE HIGHWAYS DURING THE HOURS OF DARKNESS EQUALS FROM ONE-FIFTH TO ONE-FOURTH OF THE TOTAL 24-HOUR TRAFFIC.

IT MAY THEREFORE BE DETERMINED THAT NIGHT ACCIDENTS, PER CAR UPON THE HIGHWAYS, OCCUR APPROXIMATELY FOUR TIMES MORE FREQUENTLY THAN DAY ACCIDENTS.

COMPARATIVE STUDIES MADE BY THE NATIONAL SAFETY COUNCIL DETERMINED THAT BETWEEN THE HOURS OF 5 P. M. AND 8 P. M., IN JUNE, JULY AND AUGUST, COMPARED WITH OCTOBER, NOVEMBER AND DECEMBER, OR AT TIMES WHEN IT IS DAYLIGHT IN SUMMER AND DARK IN WINTER, FATAL ACCIDENTS INCREASED NEARLY 100% DURING THE LATTER PERIOD.

THE ANALYSIS MADE OF ACCIDENT EXPERIENCE ALONG STATE HIGHWAY ROUTES #25, S-26 AND #26, DETERMINED THAT THE PERCENTAGE OF NIGHT ACCIDENTS VARIED FROM THE PERCENTAGE OF DAYLIGHT ACCIDENTS QUITE CONSIDERABLY WHEN CONSIDERING ACCIDENTS OF VARIOUS TYPES.

FOR EXAMPLE, ACCIDENTS WHICH OCCURRED BECAUSE OF MORE OR LESS CONGESTION UPON THE HIGHWAYS, SUCH AS RIGHT-ANGLE COLLISIONS, COLLISIONS BETWEEN VEHICLES GOING IN THE SAME DIRECTION, AND COLLISIONS BETWEEN VEHICLES GOING IN OPPOSITE DIRECTIONS - WHERE ONE VEHICLE WAS MAKING A LEFT TURN - WERE MORE PREVALENT DURING HOURS OF DAYLIGHT. HEAD-ON COLLISIONS BETWEEN VEHICLES GOING STRAIGHT THROUGH IN OPPOSITE DIRECTIONS, FIXED-OBJECT COLLISIONS AND PEDESTRIAN ACCIDENTS WERE MORE PREVALENT DURING HOURS OF DARKNESS.

SUFFICIENT AND PROPER ILLUMINATION FOR NIGHT DRIVING CAN ONLY BE PROVIDED BY ONE OF TWO METHODS - THAT IS - EITHER ADEQUATE AND PROPERLY ADJUSTED AND USED HEADLIGHTS OR UP-TO-DATE HIGHWAY ILLUMINATION.

IT IS TRUE THAT THE SCIENCE OF AUTOMOBILE HEADLIGHTS IS IMPROVING FROM YEAR TO YEAR AND WITH THE NEWLY-ADOPTED MULTIPLE BEAM HEADLIGHTS, IT IS POSSIBLE TO PROVIDE ILLUMINATION FAR ENOUGH IN ADVANCE IN ORDER TO GIVE DRIVERS ADEQUATE VISION FOR SAFETY AT HIGH RATES OF SPEED. SUCH HEADLIGHT ILLUMINATION, HOWEVER, MAKES IT NECESSARY THAT THE CLEAR ROAD HEADLIGHT BEAM, TO SOME EXTENT, BE ABOVE THE HORIZONTAL, WHICH CREATES A HAZARD TO OPPOSING DRIVERS WHEN, BECAUSE OF NEGLIGENCE OR CARELESSNESS, DRIVERS FAIL TO DEPRESS THE CLEAR ROAD BEAM TO THE MEETING BEAM.

PROPERLY DESIGNED AND APPLIED HIGHWAY LIGHTING ELIMINATES THE HAZARDS AND DIFFICULTIES OF PROVIDING ILLUMINATION ONLY BY AUTOMOBILE HEADLIGHTS AND, IN ADDITION, HIGHWAY LIGHTING PROVIDES FOUR DISTINCT METHODS OF DISCERNMENT - THAT IS - BY DIRECT ILLUMINATION, SILHOUETTE, GLINT AND SHADOW.

ADEQUATE HIGHWAY LIGHTING WOULD UNQUESTIONABLY REQUIRE THE ERECTION OF UP-TO-DATE LIGHTING STANDARDS AT MORE FREQUENT INTERVALS THAN ARE NOW NORMALLY USED (APPROXIMATELY 250' SPACINGS) AND WOULD PROBABLY REQUIRE AN INCREASE IN CANDLE POWER, DEPENDING UPON THE CONDITIONS OF THE HIGHWAY, THE COLOR OF THE SURFACE, THE ALIGNMENT AND TOPOGRAPHY OF THE HIGHWAY, THE TYPE AND VOLUME OF TRAFFIC, ETC.

IT MAY THEREFORE BE FELT THAT PROPERLY DESIGNED HIGHWAY LIGHTING IS COSTLY. HOWEVER, THIS EXPENSE PROPERLY WEIGHED WITH THE BENEFITS DERIVED, INCLUDING THE SAVING OF LIVES AS WELL AS THE SAVING OF MILLIONS OF DOLLARS (WHICH MAKE UP THE TREMENDOUS ECONOMIC LOSS DUE TO MOTOR VEHICLE ACCIDENTS) HIGHWAY LIGHTING MAY BE SHOWN TO BE A SOUND INVESTMENT.

IN AN ENDEAVOR TO DETERMINE THE BENEFITS THAT MAY BE DERIVED FROM HIGHWAY LIGHTING ON A BASIS OF ACCIDENT REDUCTION ONLY, NEW JERSEY, THROUGH THE COOPERATION OF MAJOR POWER COMPANIES IN THE STATE, HAS ESTABLISHED LIGHTING DEMONSTRATION SECTIONS, TWO OF WHICH ARE NOW IN OPERATION. IT IS ANTICIPATED THAT OTHERS WILL SHORTLY BE ESTABLISHED.

THESE LIGHTING DEMONSTRATION SECTIONS WERE SELECTED ON THE BASIS OF NIGHT ACCIDENT EXPERIENCE AS WELL AS OTHER VARYING ROADWAY CONDITIONS, IN ORDER THAT THE EFFECT OF HIGHWAY LIGHTING MAY BE DETERMINED UNDER ALL CONDITIONS.

THE TWO DEMONSTRATION SECTIONS NOW IN OPERATION HAVE BEEN LIGHTED FOR ONLY APPROXIMATELY SIX MONTHS WHICH IS NOT SUFFICIENT TIME TO MAKE PROPER BEFORE AND AFTER COMPARISONS. HOWEVER, THESE DEMONSTRATION SECTIONS HAVE ATTRACTED CONSIDERABLE ATTENTION AND NUMEROUS FAVORABLE COMMENTS HAVE BEEN RECEIVED FROM BOTH OFFICIALS AND MOTORISTS THROUGHOUT THE STATE.

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1934.

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles.

Dear Commissioner:

I submit herewith the annual statistical summary and analysis of motor vehicle accidents in the State of New Jersey for the year 1933.

NEW JERSEY AUTOMOBILE ACCIDENT STATISTICS  
1933

Reports were received during the year of 33,803 accidents, a decrease of 28.3 per cent in total accidents from 1932 and a decrease of 38.7 per cent from 1931.

FATALITIES. Deaths numbered 1185, an increase of five, or .4 per cent over 1932. These figures compare with 1302 deaths in 1931 and 1269 in 1930.

Pedestrian fatalities exceeded all other types of motor vehicle accidents, totaling 644 or 54.3 per cent of the total persons killed, while in 1932, pedestrian fatalities were 612 or 51 per cent. While the number of child pedestrian fatalities was 194 (24.2 per cent) it represents a 3.5 per cent decrease from the previous year. Likewise pedestrians over 65 years of age were 20.9 per cent of pedestrian deaths, a decrease of 4.9 per cent.

Deaths in motor vehicle vs motor vehicle collisions totaled 310 or 26 per cent of the deaths, an increase of 1.4 per cent over last year. The collision with fixed object type of accidents claimed 96 deaths, a decrease of .4 per cent and non-collision accident deaths 83 or 7 per cent.

The most heartening change in fatal accident types was in railroad crossing collisions, 21 persons having been killed during the year, a decrease of 50 per cent from 1932 when the deaths totaled 42. These totals compare with 52 deaths in 1931, 50 in 1930 and the all high record of 74 in 1924.

TYPES OF ACCIDENTS RESULTING IN PERSONS KILLED AND INJURED

	<u>Total</u> <u>Accidents</u>	<u>Total</u> <u>Killed</u>	<u>Total</u> <u>Injured</u>
Pedestrian	8727	644	8411
Other motor vehicle	21173	310	16211
Horse drawn vehicle	226	3	164
Railroad train	64	21	54
Street car	220	2	122
Bicycle	583	23	548
Fixed object	1842	96	1600
Non-collision operating	892	83	1025
Non-operating	9	2	6
Miscellaneous	67	1	17
Total	<u>33803</u>	<u>1185</u>	<u>28158</u>

NON-FATAL INJURY ACCIDENTS. A total of 28,158 persons were injured in automobile accidents during 1933 as against 31,246 in 1932, a drop of 9.8 per cent. Of this number, 8411 or 29.8 per cent were pedestrians. Car occupants and drivers in motor vehicle vs motor vehicle accidents were injured to the extent of 16,211 or 57.5 per cent; those in collisions with fixed objects 1600 or 5.6 per cent; non-collision accidents 1025 or 3.6 per cent. 548 bicyclists were injured.

HIT AND RUN. A deplorable increase in hit and run fatalities was noted during the year. Reports show that 101 deaths or 8.5 per cent of the total deaths were caused by hit and run drivers. In 1932 there were 66 fatalities from this source.

RESIDENCE OF DRIVERS. While total accidents decreased in number, the percentage of out-of-State drivers involved in all types of New Jersey automobile accidents jumped from 7 per cent in 1932 to 9 per cent in 1933. Out-of-State drivers in fatal accidents aggregated 13.7 per cent, an increase of 4.7 per cent.

PEDESTRIAN. In one-fourth of all pedestrian accidents (fatal and non-fatal) the accidents occurred at unsignalized intersections while a like percentage happened when the pedestrian was attempting to cross between intersections. Fifteen per cent of the children killed and injured were "playing in streets" and thirteen per cent of all pedestrian accidents from "coming from behind parked vehicle".

Responsibility for pedestrian accidents did not rest on the drivers alone. On the other hand, it has been shown that 47 per cent of all pedestrians killed were crossing streets either against signals, diagonally, between intersections or from behind parked cars - all evidence of carelessness.

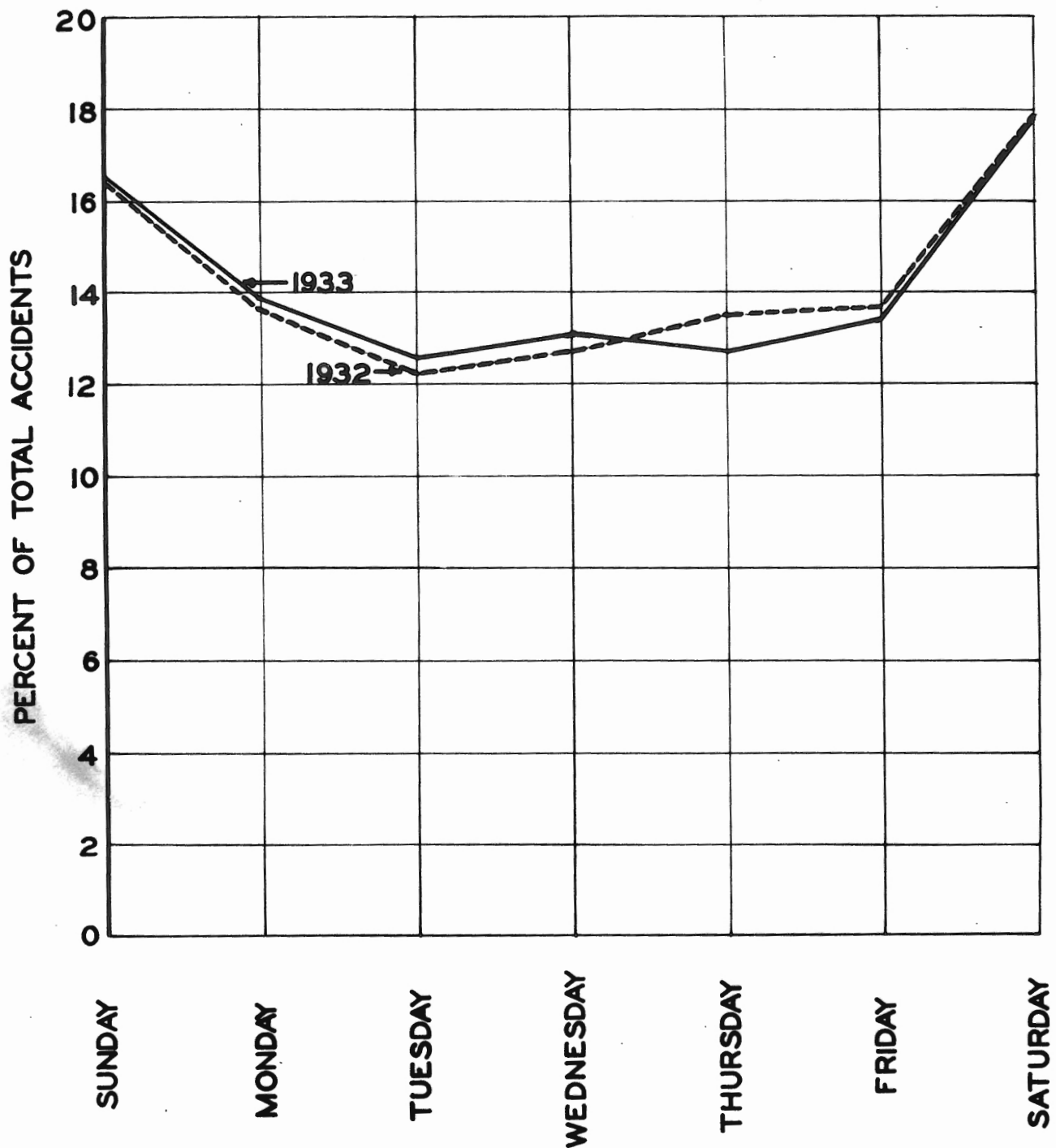
PEDESTRIAN ACCIDENTS AND THEIR CAUSES

	<u>Total</u>	<u>Killed</u>	<u>Injured</u>
Getting on or off street car	57	1	56
Getting on or off other vehicle	91	4	87
In street, not at intersection	2291	184	2107
Playing in street	1352	56	1296
Coming from behind parked vehicle	1181	80	1101
In safety zone	16		16
At work on car or roadway	64	19	45
Walking on or along roadway	508	108	400
Crossing at intersection with signal	100	1	99
Crossing at intersection against "	363	25	338
Crossing at intersection, no signal	2359	116	2243
Crossing at intersection diagonally	233	18	215
Hitching on vehicle	161	5	156
Not in roadway	198	10	188
Other actions	67	8	59
Not stated	14	9	5
<b>Total</b>	<b>9055</b>	<b>644</b>	<b>8411</b>

LIGHT CONDITIONS. Sixty-seven per cent of the fatal accidents occurred during dusk and darkness, an increase of 8 per cent over the previous year. In contrast, 55 per cent of all accidents were in daylight hours.

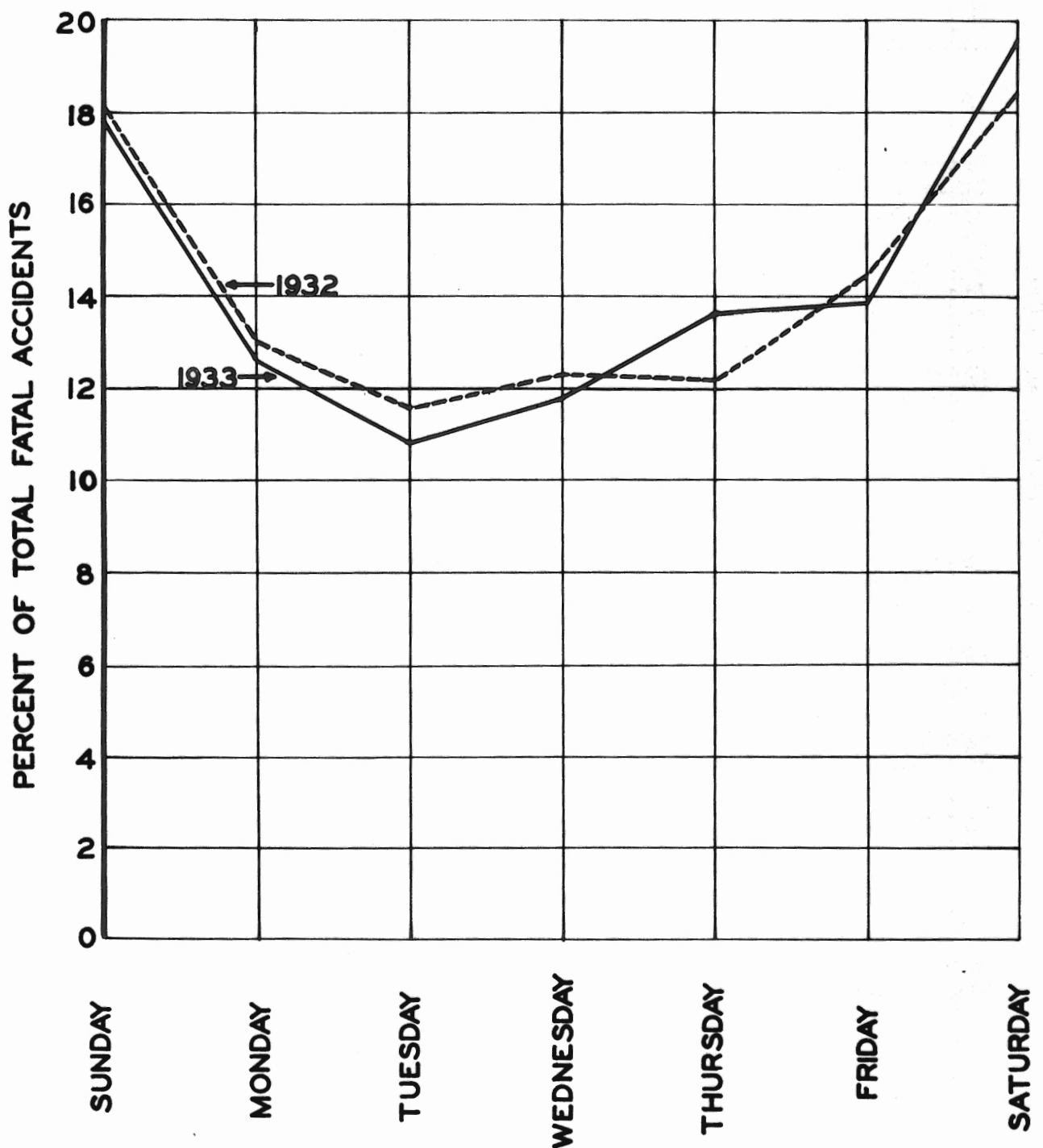
DISTRIBUTION OF TOTAL ACCIDENTS  
BY  
DAYS OF THE WEEK  
NEW JERSEY - 1932 AND 1933

DEPARTMENT OF MOTOR VEHICLES



DISTRIBUTION OF FATAL ACCIDENTS  
BY  
DAYS OF THE WEEK  
NEW JERSEY—1932 AND 1933

DEPARTMENT OF MOTOR VEHICLES



WEATHER. The human element can be blamed for most accidents when it is recorded that 79 per cent of the accidents occurred in clear weather and on dry road surfaces.

LOCATION. Fifty-three per cent of all accidents occurred at street intersections and 45.7 per cent between intersections, while the percentage of fatal accidents was 32 and 63 per cent respectively.

FATALITIES IN URBAN AND RURAL DISTRICTS. 604 or 51 per cent of the year's fatalities occurred in rural sections of the State and 581 or 49 per cent of the deaths were in urban districts (municipalities of 10,000 population or more). In urban districts 68 per cent of those killed were pedestrians and in rural districts 40.8 per cent.

In rural districts 12 per cent of all deaths were children under fifteen years of age, while in urban districts the percentage was 20.8 per cent.

The following table shows the fatalities in urban and rural districts according to types of accidents and age groups:

FATALITIES IN URBAN AND RURAL DISTRICTS ACCORDING TO AGE GROUPS

	<u>URBAN</u>						<u>Total</u>
	<u>0-4</u>	<u>5-14</u>	<u>15-21</u>	<u>22-64</u>	<u>65-over</u>	<u>Not stated</u>	
Pedestrian .....	24	82	12	189	90	.....	397
Other motor vehicle .	6	4	11	81	16	.....	118
Horse drawn vehicle .	..	..	..	1	..	.....	1
Railroad train .....	..	..	..	6	..	.....	6
Street car .....	..	..	..	..	..	.....	..
Bicycle .....	..	2	2	..	2	.....	6
Fixed object .....	1	..	8	24	2	.....	35
Non-collision operating ..	..	2	2	11	1	.....	16
Non-operating .....	..	..	..	2	..	.....	2
Miscellaneous .....	..	..	..	..	..	.....	..
	<u>31</u>	<u>90</u>	<u>35</u>	<u>314</u>	<u>111</u>		<u>581</u>

	<u>RURAL</u>						<u>Total</u>
	<u>0-4</u>	<u>5-14</u>	<u>15-21</u>	<u>22-64</u>	<u>65-over</u>	<u>Not stated</u>	
Pedestrian .....	21	31	13	136	45	1	247
Other motor vehicle	3	7	31	131	20	.....	192
Horse drawn vehicle	..	..	1	1	..	.....	2
Railroad train ....	..	1	1	11	2	.....	15
Street car .....	..	..	..	2	..	.....	2
Bicycle .....	..	6	3	7	1	.....	17
Fixed object .....	..	2	14	44	1	.....	61
Non-collision operating ..	..	1	11	51	4	.....	67
Non-operating .....	..	..	..	..	..	.....	..
Miscellaneous .....	..	..	1	..	..	.....	1
	<u>24</u>	<u>48</u>	<u>75</u>	<u>383</u>	<u>73</u>	<u>1</u>	<u>604</u>

DAY OF OCCURRENCE. Saturday, as in the previous years, had more accidents, fatal and otherwise, than any other day of the week with Sunday a close second.

DAYS OF WEEK WHEN ACCIDENTS OCCURRED

	<u>Total Accidents</u>	<u>Fatal Accidents</u>	<u>Non-fatal Accidents</u>	<u>Property Damage Accidents</u>
Sunday	5559	197	3173	2189
Monday	4689	139	2669	1881
Tuesday	4220	119	2431	1670
Wednesday	4402	130	2553	1719
Thursday	4271	150	2445	1676
Friday	4503	153	2594	1756
Saturday	5990	216	3401	2373
Not stated	169	13	78	78
<b>Total</b>	<b><u>33803</u></b>	<b><u>1117</u></b>	<b><u>19344</u></b>	<b><u>13342</u></b>

DRIVERS. Nearly two per cent of the accident drivers during 1933 were under eighteen years of age. They caused the death of 22 persons and injuries to 711 and figured in a total of 799 accidents.

AGE GROUPS OF ACCIDENT DRIVERS

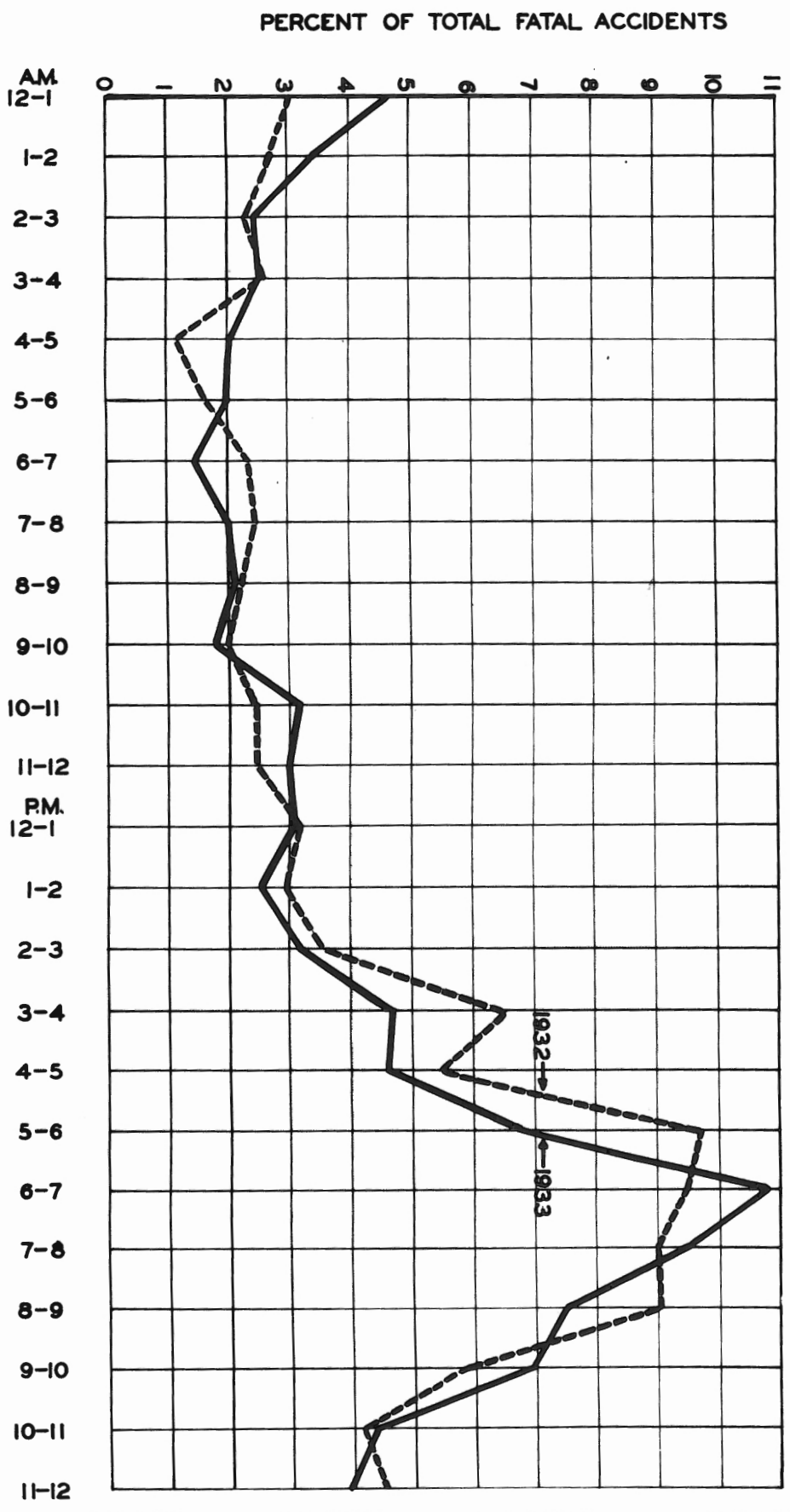
	<u>Total Accident Drivers</u>	<u>Fatal Accident Drivers</u>	<u>Non-fatal Accident Drivers</u>	<u>Property Damage Accident Drivers</u>
Under 18	806	22	437	347
Age-18 to 24	9656	316	5461	3879
Age-25 to 34	13753	380	7777	5596
Age-35 to 50	12617	306	6987	5324
Age-51 to 64	2959	67	1635	1257
Age-65 and over	415	17	220	178
Not stated	16175	309	6441	9425
<b>Total</b>	<b><u>56381</u></b>	<b><u>1417</u></b>	<b><u>28958</u></b>	<b><u>26006</u></b>

Speeding, failing to signal, following too closely and driving on the wrong side of the road were the principal causes of accidents.

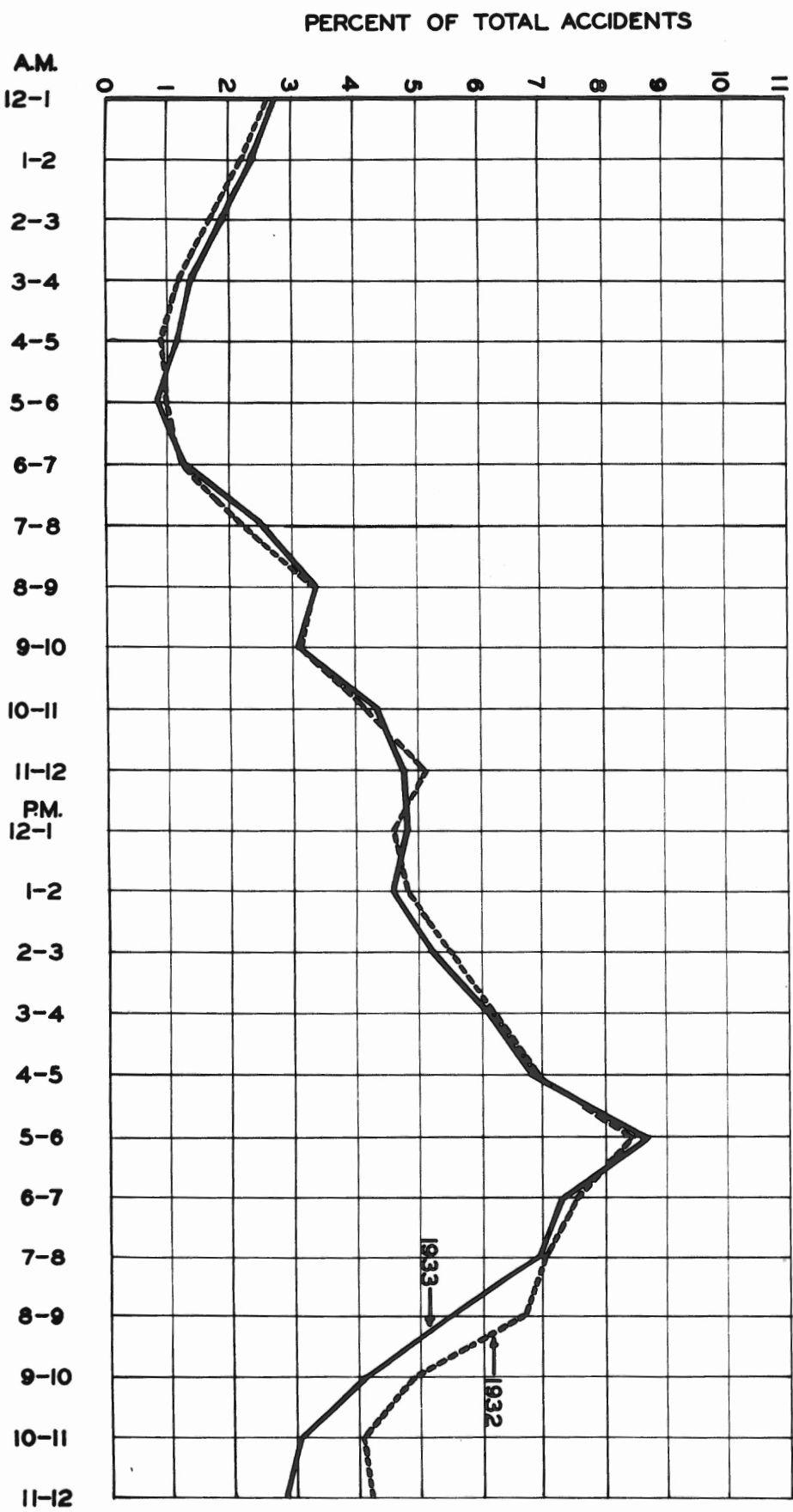
NEEDLESS AND CARELESS ACTIONS OF DRIVERS RESULTING IN KILLED, INJURED AND PROPERTY DAMAGE

	<u>Total Accident Drivers</u>	<u>Fatal Accident Drivers</u>	<u>Non-fatal Accident Drivers</u>	<u>Property Damage Accident Drivers</u>
Reckless driving	1711	31	836	844
Speeding	2745	75	1484	1188
On wrong side of road	3056	73	1371	1612
Violated right of way	2644	43	1340	1261
Cutting in	1110	12	494	604
Passing standing street car	33	1	22	10
Passing on curve or hill	144	5	61	78
Passing on wrong side	323	1	115	207
Failed to signal	2680	13	1127	1540
Car ran away	189	7	53	129
Drove off roadway	1740	95	944	701
Drove through safety zone	36	..	19	17
Hit and run	1078	101	411	566
Following too closely	2271	31	1003	1237
Disregarded officer or signal	470	5	235	230
Double or prohibited parking	401	6	178	217
Not stated	35750	918	19265	15567
<b>Total</b>	<b><u>56381</u></b>	<b><u>1417</u></b>	<b><u>28958</u></b>	<b><u>26006</u></b>

# DISTRIBUTION OF FATAL ACCIDENTS BY HOURS OF THE DAY NEW JERSEY-1932 AND 1933 DEPARTMENT OF MOTOR VEHICLES



# DISTRIBUTION OF TOTAL ACCIDENTS BY HOURS OF THE DAY NEW JERSEY-1932 AND 1933 DEPARTMENT OF MOTOR VEHICLES



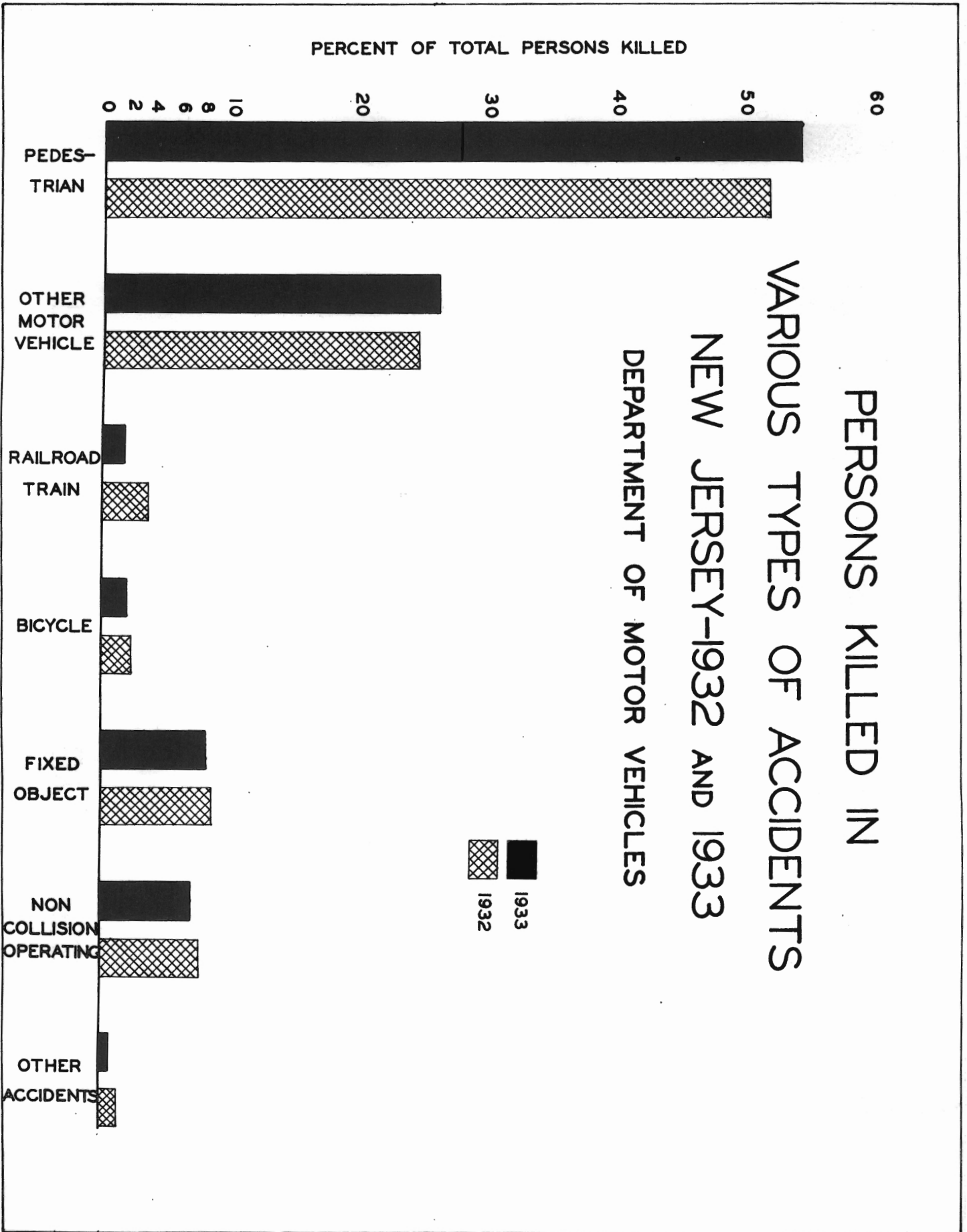
ACCIDENTS BY COUNTIES. More accidents and fatalities occurred in Essex County with Hudson second but this was not unexpected because of the heavy registration, density of population and traffic that prevails in these counties. The following chart showing the total number and percentages of accidents, persons killed and injured reveals an interesting situation with regard to Atlantic County. In Atlantic, about one and one-half per cent of the State's total accidents occurred but they accounted for 66 or 5.56 per cent of the total deaths.

TOTAL ACCIDENTS, TOTAL KILLED AND TOTAL INJURED ACCORDING TO COUNTIES

	<u>Number of Accidents</u>	<u>% of Accidents</u>	<u>Number Killed</u>	<u>% of Killed</u>	<u>Number Injured</u>	<u>% of Injured</u>
Atlantic	529	1.56	66	5.56	665	2.36
Bergen	2413	7.14	98	8.27	1930	6.86
Burlington	584	1.73	41	3.45	647	2.3
Camden	1645	4.87	74	6.24	1529	5.4
Cape May	254	.75	8	.67	235	.84
Cumberland	213	.63	28	2.36	203	.72
Essex	9604	28.42	179	15.1	7233	25.69
Gloucester	389	1.15	44	3.7	455	1.62
Hudson	5394	15.96	119	10.04	3973	14.11
Hunterdon	260	.77	18	1.51	205	.73
Mercer	1410	4.17	60	5.06	1151	4.09
Middlesex	1704	5.04	102	8.6	1602	5.69
Monmouth	1171	3.46	59	4.97	1130	4.01
Morris	930	2.75	50	4.22	813	2.89
Ocean	280	.83	26	2.19	350	1.25
Passaic	3019	8.93	66	5.67	2414	8.58
Salem	159	.47	14	1.18	150	.53
Somerset	524	1.55	28	2.36	518	1.84
Sussex	207	.61	14	1.18	222	.79
Union	2868	8.48	70	5.9	2503	8.89
Warren	246	.73	21	1.77	229	.81
	<u>33803</u>	<u>100.</u>	<u>1185</u>	<u>100.</u>	<u>28158</u>	<u>100.00</u>

HOURS OF OCCURRENCE. The peak hour of all accidents was 5 to 6 P.M. but for fatal accidents it was an hour later. The following chart shows the hours they happened.

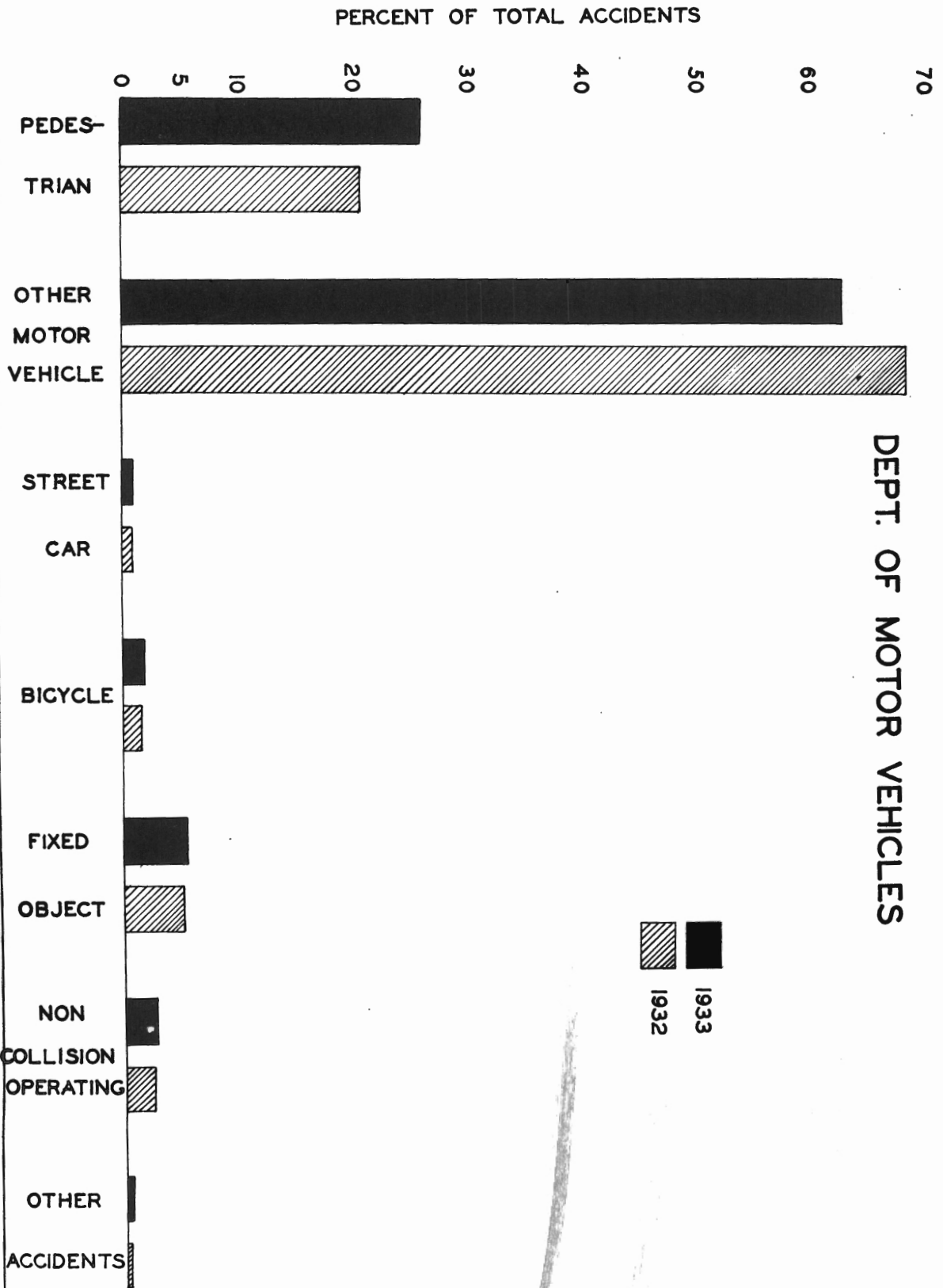
	<u>Total Accidents</u>	<u>Fatal Accidents</u>	<u>Non-fatal Accidents</u>	<u>Property Damage Accidents</u>
12 to 1 A.M.	904	44	482	378
1 to 2 A.M.	795	32	425	338
2 to 3 A.M.	636	23	332	281
3 to 4 A.M.	454	24	249	181
4 to 5 A.M.	376	19	183	174
5 to 6 A.M.	293	19	158	116
6 to 7 A.M.	420	14	220	186
7 to 8 A.M.	822	19	412	391



# TOTAL ACCIDENTS BY TYPES

## NEW JERSEY-1932 AND 1933

DEPT. OF MOTOR VEHICLES



HOURS OF OCCURRENCE. (Continued)

	<u>Total</u> <u>Accidents</u>	<u>Fatal</u> <u>Accidents</u>	<u>Non-fatal</u> <u>Accidents</u>	<u>Property Damage</u> <u>Accidents</u>
8 to 9 A.M.	1118	20	558	540
9 to 10 A.M.	1018	17	529	472
10 to 11 A.M.	1428	30	760	638
11 to 12 A.M.	1585	28	892	665
12 to 1 P.M.	1592	29	929	634
1 to 2 P.M.	1523	24	846	653
2 to 3 P.M.	1733	30	925	778
3 to 4 P.M.	2037	44	1199	794
4 to 5 P.M.	2271	43	1398	830
5 to 6 P.M.	2884	64	1773	1047
6 to 7 P.M.	2435	101	1490	844
7 to 8 P.M.	2313	88	1479	746
8 to 9 P.M.	2155	70	1370	715
9 to 10 P.M.	1693	65	1017	611
10 to 11 P.M.	1357	41	745	571
11 to 12 P.M.	1277	46	695	536
Not stated	684	183	278	223
Total	<u>33803</u>	<u>1117</u>	<u>19344</u>	<u>13342</u>

Respectfully submitted,

*Albert Rhodes*

Albert Rhodes  
Director of Statistics.

BUREAU OF SAFETY EDUCATION

January 1, 1934.

Honorable Harld G. Hoffman,  
Commissioner of Motor Vehicles

Dear Commissioner:

Herewith I give you the report of the newest Bureau of your Department - the Bureau of Safety Education.

When, on July first, 1933, I was appointed by you as Director of Safety Education, I found that for about three years prior to that date the several divisions of the Department of Motor Vehicles had been intensively active in initiating and disseminating safety education to motorists through the various media offered. As no money had been allowed up to that date by the Legislature, these media were made available only through the initiative and inventiveness of those connected with the Department by enlisting the cooperation of outside agencies and by turning to good account those facilities which they found in the regular activities of the Department.

However, in spite of the fact that no appropriations had been granted for safety educational work, I found that a great deal of constructive planning had been done, together with considerable actual work and that New Jersey was well up in front of all the states in the march to the ideal of safe motor travel for all.

Following constant pleas by you as Commissioner of Motor Vehicles and backed by a most definite recommendation in the Princeton Survey Report, the Legislature realized the terrific necessity for doing something to curb the constantly mounting number of automobile accidents, and in the Appropriation Act of 1933 granted the sum of \$10,000.00 for Safety Educational purposes. As the appropriations for the Department of Motor Vehicles, for 1933, were figured on a six-months basis, this appropriation was at an annual rate of \$20,000.00.

Immediately after this money became available, the Bureau of Safety Education was established, and a continuing and forceful educational campaign was commenced.

What form this campaign should take was not easy to determine, but the example and experience of the National Safety Council, that great altruistic American organization which was formed and dedicated to the purpose of making our national life happier through the reduction in accident hazards in all of our daily activities, was followed to a great degree.

In the planning of a Safety Educational Campaign, three classes of people must be considered, viz: the motorist, the pedestrian and the child. Each presents a separate problem; each requires a different method of approach and each reacts differently to the material that is used.

### Accident Causes

The principal causes of highway accidents—general throughout the country—have been listed and it might be well for every driver to look into them. They are as follows:

1. Fatigue of the driver.
2. Poor judgment of speed and distance in stopping.
3. Cars pulled out from spaces without looking.

### Avoid Skidding

To the average motorist a skid is a skid but to avoid skidding is often a matter of appreciating the fact that there are five distinct kinds.

The braking skid is the most common. Next and often in combination with the first is the steering skid. The driver steers so carelessly or incompetently as to cause the back of the car to skid results when too much steering is applied to the front wheel.

### Gas, Alcohol Won't Mix

There is a question on the lips of thousands of thinking people today—what effect will the turn of hard liquor have on traffic accident problem?

No one can answer it—yet. In a few months we shall probably know, for the death toll will be collected and analyzed with those of former months. There is no doubt that drinking and safe driving go together. The big question, is whether the more drunken driving during the "gin era."

One thing is certain—safety depends upon your discipline.

### Don't Cross Road Line

If the centre line of the pavement were made of spikes instead of paint you would cross it. You would have consideration for your tires in so doing you show that you have little consideration for your life.

That centre line is a life line. Beyond it and you cross it at your own risk. Drivers who wear out their tires crossing the line to pass the car in front of them are a great menace to the traffic. They rarely have a reason for it.

Stay in the centre line that really counts.

### Hints for Children

Just listen for a minute to a few important Safety Hints.

1. Don't play in the streets with your new toys.
2. Don't hitch your new sled to an automobile.
3. Don't try to run across a street covered with ice or snow.
4. Don't use your new skates on a roadway covered with ice.

### School Boy Patrols

School Boy Patrols comprise one of the greatest life-saving organizations in the country today. Do you, Mr. Motorist, give the school boy patrol the credit and respect it so richly deserves?

Scores of cities have found that since the installation of school boy patrols, their child fatalities have been greatly reduced. It would take a thousand extra policemen in every country (which our cities couldn't possibly afford) to repair the damage done by the School Boy Patrols. It is your full duty to support them. It is your duty to give them the credit and respect they so richly deserve.

### Are You a Safe Walker?

Don't answer yet. Give your own answers to these questions and then decide:

Do you step out carelessly from behind parked cars or obstructions? Do you try to weave through traffic? Do you cross streets diagonally? Do you get on and off vehicles in moving traffic? Do you cross streets without observing traffic? Do you cross at intersections against the light? Do you ever stand in the street? Do you allow your children to play in the street? Do you walk with instead of against traffic on rural roads? Do you fail to use especial care in walking at night?

If you can answer 'no' to every one of these questions, you can qualify as a safe walker.

### Don't Be a Road Hog

Are you a road hog? Your first reaction to that question is undoubtedly and emphatically "No." But wait. Can you truthfully answer "no" to the following questions?

Do you take more than your share of the road? Do you go through when someone else has the right of way? Do you give poor signals or none at all? Do you ever cut in and out when you should not? Do you ever pass on a hill or curve? Do you ever drive with blinding headlights? Do you ever drive without respecting pedestrians' rights?

If you will avoid doing the things mentioned you will be doing your part to prevent accidents.

### Drivers, Be Alert!

How little it takes to send an automobile crashing into a ditch or into another car. A little obstacle in the pavement perhaps; a slight depression in the road; a moment's mental diversion; a long eye of the road just a second too long. All of these—and many others—take a deadly toll. But why an accident you ask? Simply because the sudden shock of surprise overbalances—for a moment—the alertness which is the driver's greatest asset.

### Headlights

When you take your car to the garage to have it overhauled, do you tell the attendant to check your lights? You should. Remember that there is something seriously wrong with the headlighting on a large majority of cars which have been in service a year or more. Do you depress your lights when you start? You should. This is an important matter of proper point. First, you should have good, modern headlights. Then, you should have them properly adjusted.

### Don't Speed

Take your time in driving. You'll get there just as quickly and you'll be sure to get there safely. Even the sages have condemned speed. For instance: The Koran says: "Haste is of the devil." Seneca said: "Haste stops up its own heels, fetters and stops itself." Benjamin Franklin said: "Haste makes mistakes."

### Night Driving Safety!

Good headlights are necessary for night driving. This is particularly true in winter months when rain and fog, added to darkness, make visibility very poor.

### Weather and Safety

Rain, snow, sleet and fog are with us. With them come turned-up coat collars, turned down hat brims, and umbrellas. The pedestrian often thinks more of his personal comfort and the condition of his clothing than of his personal safety. Moreover, he is a kind of human ostrich—he buries his head under an umbrella or in his coat collar and then thinks because he can't see the traffic dangers they don't exist. Walking across the street with an umbrella held so that it obstructs the view of possible approaching vehicles, is unsafe. Pedestrians should hold umbrellas, particularly while walking.

THE NEWSPAPERS CAN ALWAYS BE DEPENDED UPON TO AID IN EVERY COMMENDABLE EFFORT FOR THE GOOD OF THE PUBLIC.

Naturally, the problem of the child is best taken up in the schools. Much has already been done in the schools, particularly in the elementary and junior schools, through the work of Dr. Allan G. Ireland, Director of Physical and Health Education in the State Department of Public Instruction and Dr. Herbert J. Stack, of the National Bureau of Casualty and Surety Underwriters. Greater activity in the high schools particularly, is planned by this Bureau in cooperation with Dr. Ireland. Since the latter part of October, work has been progressing in preparation of curricula for high school civic classes, including theoretical studies and practical application of highway safety. The State Police and members of various local police forces in the State have done and are continuing to do excellent work in training young children along lines of personal safety.

During the past six months, or at least that part of the time during which the schools have been open, the Bureau of Safety Education has arranged for safety meetings, traffic contests, among the poster drawing, and in poetry exhibitions in a large number of schools. In the direction of which will be in this report, of a room was art posters phase of safety education.



the schools open, the Bureau of Safety Education has arranged for safety meetings and safety contests among the children in composition in a large number of schools. At one of the exhibitions held under the direction of this Bureau, a whole wall was covered with art posters depicting some

Herewith are given two of the best poems which came out of the contests conducted by the Bureau. These poems will show with what spirit and interest the children enter into this work, and reference to the Statistical Bureau's Report for 1933 will, I believe, conclusively demonstrate that the movement is productive of concrete results.

Poem by a student at the Woodrow Wilson High School, Weehawken.

A careless person moves ahead  
Even though the light is red;  
A careful person leaves the scene  
Only when the light is green.

A careful person takes time to halt,  
Making sure he's not at fault.  
A careless person moves ahead  
Never thinking he'll soon be dead.

A careful person's on top of the mound,  
But a careless person's under the ground.  
A careful person avoids a blunder,  
But a careless person is six feet under.

- - - - -

# School Safety Activities Helping Reduce Accidents in New Jersey

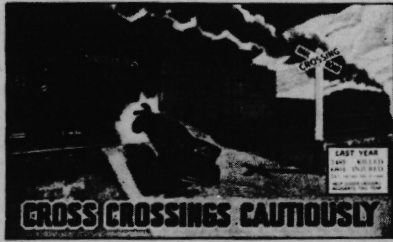
By HAROLD G. HOFFMAN, Commissioner of Motor Vehicles, New Jersey

① THE children in the schools showing the way to adults when it comes to the problem of reducing accidents on the streets and highways. While fatalities and injuries to adults from motor vehicle accidents have increased markedly during the last five years, those to children have only increased slightly. In fact, in many instances, and often there has been a distinct decrease in accidental deaths of children. This is particularly true of those of school age. According to the National Bureau of Casualty and Surety, I believe there is probable that over 6,000 lives of children are being saved each year as a result of child safety activities in the United States.

What is true about accidents in the United States holds a parallel in New Jersey. While in 1920 over 25 per cent



② Typical scene in Public School showing how safe street crossing is impressed upon the juvenile pedestrians.



DEPARTMENT OF MOTOR VEHICLES  
STATE OF NEW JERSEY  
Harold G. Hoffman, Commissioner

What To Do  
and  
How To Do It  
When  
"A Train Is  
Coming"

④



## COMMUNITY SAFETY ACTIVITIES

### New Motor Vehicle Accident Report Form

⑩

STATE OF NEW JERSEY  
DEPARTMENT OF MOTOR VEHICLES  
NEW MOTOR VEHICLE ACCIDENT REPORT

Form with various fields for accident details, including names, addresses, and vehicle information.

### IN POSIS

⑪

**YOU, YOUR CAR AND THE MOTOR LAWS**

Przypomnienie dla Panów Automobilistów

Komisarz ruchu kolejowego w stanie New Jersey pan Harold G. Hoffmann przypomina wszystkim panom automobilistom, że wzięcie odpowiedzialności za swoje bezpieczeństwo i innych i dróg będą pełne młodzieży, które w pierwszych dniach szkolnych jest więcej podmiotem jak kiedyś i dlatego musimy ostrożnie jeździć.

Teoria automobilistycznej postawy nie wyobraź, że to wszystko jest rozważaniem dotychczas na ich denerwacji lub braku wiedzy i postępnia!

## BULLETIN FOR MAGISTRATES AND POLICE OFFICIALS

H. G. HOFFMAN, Commissioner of Motor Vehicles

### ② COMPLAINTS FOR RECKLESS DRIVING

The reports received at this office from the Magistrates and Police Officials for reckless driving.

⑤

STATE OF NEW JERSEY  
DEPARTMENT OF MOTOR VEHICLES

### QUESTIONS and ANSWERS Upon the MOTOR VEHICLE LAWS TRAFFIC ACT and OPERATION OF MOTOR VEHICLES

Used in Testing Applicants for Licenses

③

*Motorists!*

ARE YOU FINANCIALLY RESPONSIBLE?

HAROLD G. HOFFMAN  
COMMISSIONER OF MOTOR VEHICLES  
STATE OF NEW JERSEY

## ⑥ LOOK UNDER THE HOOD

THE INSIDE MECHANISM OF A MOTOR VEHICLE DEPARTMENT

⑧

THE PATERSON

**YOU, YOUR CAR and the MOTOR LAWS**

Harold G. Hoffman, Commissioner of Motor Vehicles

DEPARTMENT OF MOTOR VEHICLES, N. J.—WARNING REPORT

Reg. No. ⑨ De. Lic. No. Date 192

Name

Address

Your attention is directed to your operation of a motor vehicle in violation of the law, to wit:

Upon Street or Road Town or City

A copy of this warning will be forwarded to the Commissioner of Motor Vehicles, and filed with your duplicate license.

No. 46525

Inspector

⑫

**HOW ARE YOUR LIGHTS?**

New Jersey Department Motor Vehicles

⑬

**DRUNKEN DRIVERS**

**DRUNKEN DRIVERS**

Various notices and information regarding drunk driving cases, including names and addresses.

1. PRACTICAL INSTRUCTION IN SAFETY IN THE PUBLIC SCHOOLS.
2. INSTRUCTIONS TO MAGISTRATES AND POLICE OFFICIALS.
3. A VITAL QUESTION - ANSWERED PRACTICALLY.
4. A TYPE OF OUTDOOR SAFETY ADVERTISING.
5. THIS TELLS YOU WHAT IT'S ALL ABOUT. KNOW THE LAW.
6. WHAT THE DEPARTMENT OF MOTOR VEHICLES DOES - AND HOW.
7. AMERICAN LEGION POSTS CAN HELP - AND THEY DO.
8. A BIT OF ADVICE IN THE NEWSPAPERS.
9. WARNING REPORT. - SOMETIMES MORE EFFECTIVE THAN A SUMMONS.
10. THE STANDARD ACCIDENT REPORT FORM.
11. SAFETY EDUCATIONAL MATERIAL IS TRANSLATED INTO FOREIGN LANGUAGES.
12. ALWAYS BE SURE YOUR LIGHTS ARE IN PERFECT CONDITION.
13. STRICT RULES GOVERN THE DISPOSITION OF DRUNKEN DRIVING CASES.



A PICTURE OF THE STRIKING "SAFETY EXHIBIT" PREPARED BY THE DEPARTMENT, WHICH HAS BEEN VISITED BY HUNDREDS OF THOUSANDS OF CITIZENS ALL OVER NEW JERSEY.

**Special Features  
In Safety Exhibit**

Safety Exhibit Here  
Draws 10,000 Persons

**Auto Safety Exhibit  
By State Ends Today**  
Today is the last day for Newark safety exhibit on Broad street sponsored by Club of E Jersey M's estimat he group at hear

**Safety First Is Goal  
of N. J. Motor Bureau**  
promotion of safety on New Jersey highways is considered the State Motor Inspect

**THOUSANDS DRAWN  
TO SAFETY EXHIBIT**  
Open Free to Public Until Week-End.  
More than 10,000 persons have visited the safety exhibit at the Motor

**SAFETY APPLIANCES  
FEATURED AT SHOW**  
County and State Join in Educational Exhibit.

**Junior Police to Hear  
Addresses on Safety**  
Newark Junior Police exhibit sponsored at 888 P



DISPLAY OF THE NEW JERSEY DEPARTMENT OF MOTOR VEHICLES AT THE NATIONAL SAFETY COUNCIL CONGRESS IN WASHINGTON, D. C.

Poem by a student of Saddle River Township School.

I stood on the curb at twilight,  
When the cars were rushing by,  
And thought how quickly I could run across;  
But then I didn't try.

It's fun to go on roller skates  
Just carefree, happy and gay.  
But caution must be on my mind,  
Buses and cars have right of way.

You see I know the safety rules,  
Look before you cross.  
For it only takes a minute  
To cause a bitter loss.

- - - - -

In dealing with the motorist and the pedestrian, it must be borne in mind that they are sometimes transposed - that is, the motorist is sometimes a pedestrian and the pedestrian at times becomes the motorist, so that in endeavoring to reach one class we naturally reach both.

The method for disseminating safety educational information to adults is divided into three channels - printed, aural and visual, and the field offered by each of these channels is vast and varied. I will endeavor to give you a short but detailed account of what has been done and what it is planned to do, under your direction, along these lines.

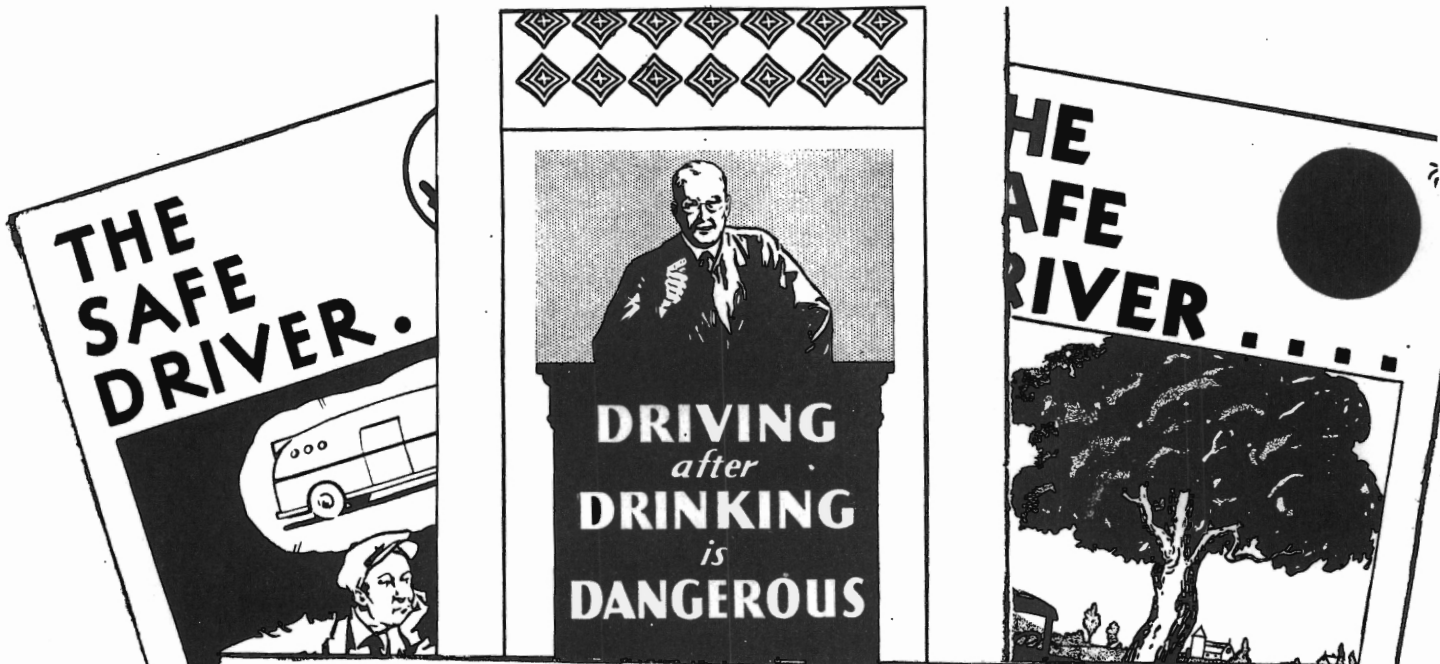
The Bureau of Safety Education has, during the six months of its existence, distributed thousands of pieces of literature pertaining to highway safety, a few of which are illustrated in this report. The Bureau has arranged with newspapers for the printing of articles and stories pertaining to the subject of safety, almost continuously. For example, in one newspaper arrangements were made for a daily column on some subject pertaining to safety and caution to be printed daily for a period of time, the material for these columns all having been supplied by this Bureau. Following is an example of one of the columns which appeared:

**"DRIVERS, BE ALERT!**

How little it takes to send an automobile crashing into a ditch or into another car. A little obstacle on the pavement perhaps; a slight depression in the road; a moment's mental diversion; eyes off the road just a second too long. All of these - and many others - take deadly toll.

But why an accident, you ask? Simply because the sudden shock and surprise over-balances - for one tragic second - that precious quality of alertness which is needed in the driver's seat every minute of the time one is at the wheel.

As has been said so often, little things often cause tragedies."



*the* **SAFE DRIVER**

**CHEATING THE REAPER**

**T**HE Grim Reaper put the finger on him but Lady Luck took a hand in the affair and won.

A recent newspaper account told of the unusual case. A motorist went out to his garage on a cold morning, closed the



doors, sat in the driver's seat, and started trying to get it warmed up.

life-giving fresh air arrived in time.

The man is alive and well today. He counts himself lucky. But he isn't going to depend on luck next time. He is going to leave the garage doors open when he runs the motor of his car.

**TOUGH LUCK, GENTS**

**A** BIG sedan came roaring over a hill, weaving from side to side. The driver of a car on its way up the incline took notice of the impending danger and pulled his car sharply off the concrete. Only the left rear wheel remained on the slab when the car reached the spot, but that



**THE SAFE DRIVER . . . .**

**Harold G. Hoffman**  
*Commissioner of Motor Vehicles*  
*State House*  
*Trenton, N. J.*

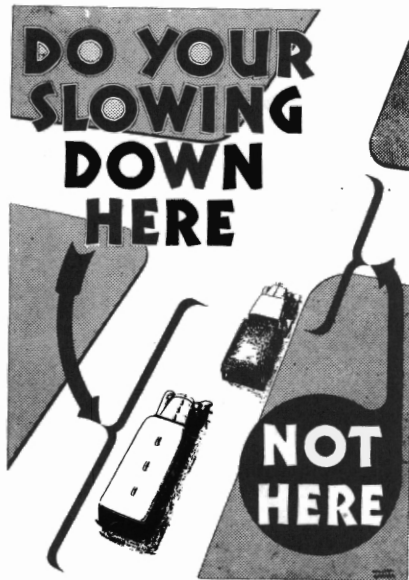
November, 1933 Vol. 3 No. 9





A few of the other subjects which were treated in these short articles are: "Accident Causes", "Glaring Headlights", "Are you a Safe Walker?". "The Three C's".

Samples of some of the literature prepared and sent out by the Bureau are appended hereto, which samples clearly show the trend and scope of the work of the Bureau.



In addition, regular weekly releases of the Department were given to the newspapers on various subjects pertaining to safety and were printed in the newspapers throughout the State. At this point, I wish to express the appreciation of the Bureau for the splendid cooperation given to it by the newspapers of the State. They have given without stint of their space, and showed a sympathetic realization of the necessity for aiding in meeting the problem of highway safety.

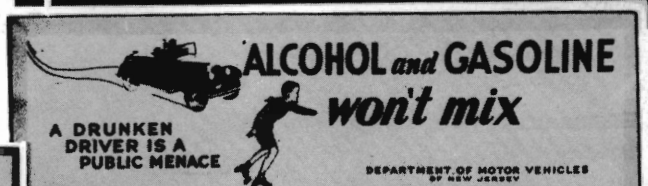
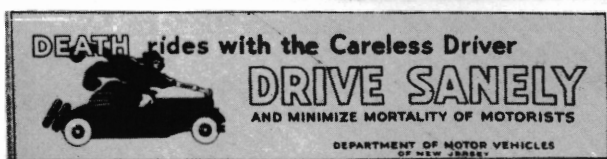
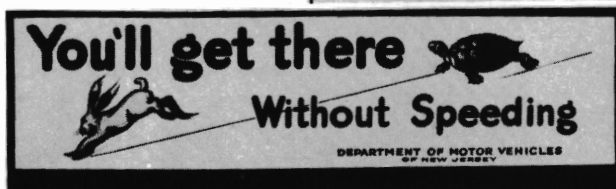
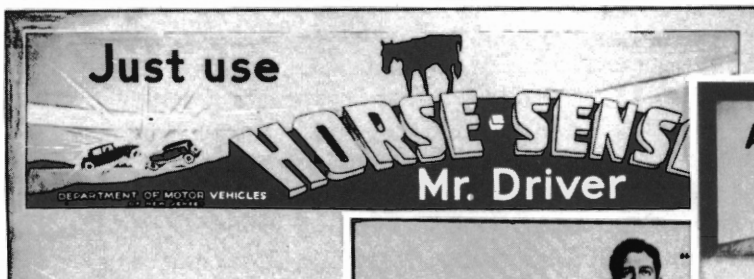
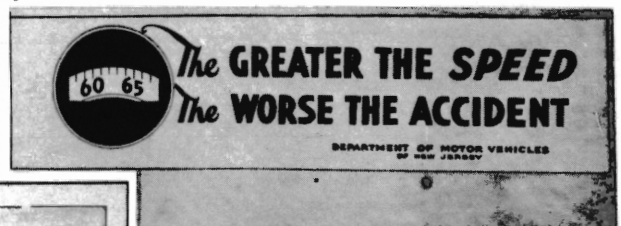
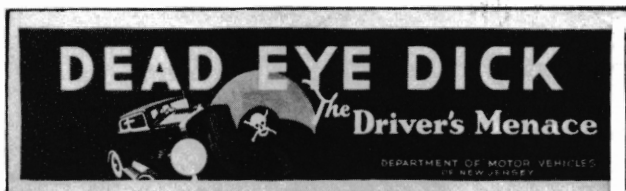
In addition to these printed messages and appeals, the gospel of safety has been spread by speeches, direct to civic clubs, motor clubs, school assemblies, parent-teacher organizations, safety councils, lodges and by radio talks to the public.

May I say that your arrangement with Dr. Vincent Burns, of Palisade and Mrs. Kathryn McMahon of South Orange, has been a most happy one for the Bureau. Since last September Dr. Burns has carried his virile message, "Today's Red Harvest" from one end of the State to the other, adapting it to the type of audience he finds in each case, whether it be a Rotary, Kiwanis, Lions or other civic organization, a Women's Club, a High School or an elementary school assembly. During the period from September 26th to December 31st, 1933, Dr. Burns made thirty-four addresses, as follows: Kiwanis Club, New Brunswick; Veritans Club, Paterson; National Biscuit Company, Newark; Business Men's Association, Elizabeth, Ridgefield Park High School, Ridgefield Park; Junior Police, Newark; Public Schools, Saddle River; Rotary Club, Trenton; Masonic Lodge, Irvington; High School, Bordentown; Women's Club, South Amboy; Women's Club, Woodbury; High School, Woodridge; High School, Glen Ridge; Advertising Club, Newark; Lion's Club, Red Bank; Exchange Club, New Brunswick; High School, Weehawken; High School, Hasbrouck Heights; Lions Club, Trenton; Lion's Club, Perth Amboy; Lion's Club, Newark; Annandale Farms, Annandale; Public Employees' Association, Trenton; Public School No. 4, Paterson; Lion's Club, Passaic; Rotary Club, Asbury Park, Public School No. 11, Paterson, and several others. Dr. Burns is now booked for from ten to fifteen talks a month for the next four months at similar gatherings.

Mrs. Kathryn McMahon, through her great sympathy and understanding with children, has been doing a fine job of inestimable worth in preparing material in proper form for presentation to younger children, and the value of her efforts will become more and more apparent as time goes on. The preparation of safety educational material for child use requires tedious and painstaking work and Mrs. McMahon seems fitted both by training and ability to accomplish it in the most efficiently possible manner.



REPRODUCTION OF SOME OF THE SLIDES SHOWN IN CONNECTION WITH THE SAFETY EXHIBIT.



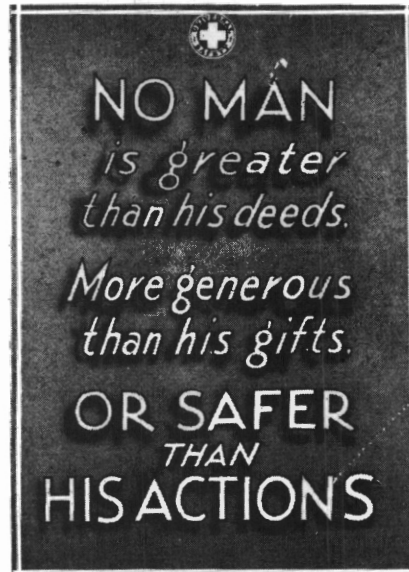
OUTDOOR ADVERTISING IS USED ALL OVER THE STATE - CONSTANT REMINDERS TO THE PUBLIC THAT THE PLEASURE OF MOTORING MAY BE DANGEROUS

During the year the gospel of safety was spread by various attaches of the Department, who were always ready and willing at a moment's notice, to attend some meeting, regardless of where held, and speak on the all-important subject of care, courtesy and consideration on the highways. Among those who filled speaking assignments during the year, aside from yourself, were Deputy Commissioner Arthur W. Magee, Chief Inspector James J. Shanley, Deputy Chief Inspector R. William Lagay, Traffic Engineer Arnold H. Vey, Chief of the Financial Responsibility Division George W. Schwoebel, Chief Clerk William J. Deardon, Deputy Chief Clerk R. Earle Leonard and myself.

Of particular interest, among these talks, was a number of Highway Safety Tests, comprising fifty questions on various traffic problems, which was given to a number of organizations by Traffic Engineer Vey. The tests seem to awaken in the audiences the sense of competition and leave with them many thoughts on proper and safe driving habits. We have found these tests to be very helpful and plan to use them extensively during the ensuing year.

In the visual field of educational media considerable has been and is being done. For some time prior to the establishment of the Bureau of Safety Education, circulars, outdoor advertising and posters were placed around the State, through the cooperation of interested commercial concerns, depicting accident scenes, giving object lessons and teaching safety from various angles. A number of these various types of outdoor advertising, posters and circulars are reproduced and appended hereto.

Shortly after the Bureau of Safety Education was established, a large, portable Exhibit was designed and built and was shown for the first time at the Interstate Fair in Trenton. Since that time this Exhibit, a picture of which is appended to this report, has been viewed by hundreds of thousands of people and has evoked highly interested and favorable comment. After leaving the Trenton Fair, the Exhibit was shown at the League of Municipalities Convention in Asbury Park and then at the offices of the Central Jersey Light and Power Company in Asbury Park. Following that, it was exhibited in the State Capitol corridor during the meeting of the Special Committee of One Hundred named by the Governor for the Promotion of Highway Safety. During the week of October 14th to 21st, 1933, in cooperation with the Motor Vehicle Safety Club of Essex County, the Exhibit was displayed in a store at 888 Broad Street, Newark. During this week a number of meetings were held and over twenty thousand people attended. One of the particularly interesting incidents attending this week was a meeting of the Newark Junior Police, four hundred of whom visited the store and heard an inspiring talk by Dr. Vincent Burns and Traffic Engineer Arnold H. Vey. The Exhibit was then returned to Trenton and was shown at the Recovery Exposition held at the Trenton Armory. From there it was moved to Hackensack, where for a week it was displayed in the lobby of the Fox Theatre. Following that, the Exhibit was taken to Camden, where it was displayed in the Stanley Theatre Building for a week and then, through the



# NEW JERSEY A

MONTHLY MAGAZINE

# MO CLUB

## PUBLIC SAFETY

### School Opening Creates Hazard

Better Record in Being By Motorists

## TRAFFIC "FEUDS"

ALAS FOR THE PEACE AND TRANQUILITY OF THE HIGHWAYS, SIX MAJOR CONFLICTS ARE CONSTANTLY RAGING



Left to right: Harold G. ... Chairman of the ...

## AERIAL VIADUCT SHOWS SAVING OF THEORETICAL 66,000,000 VEHICLE-MINUTES PER ANNUM WORTH ESTIMATED \$1,320,000

By Harold G. Hoffman, New Jersey Commissioner of Motor Vehicles

REVELATION in recent days of a study by the United States Public Roads which indicates the justification for the high-level viaduct Newark and Jersey City of special interest to motor motorists generally.

The Bureau's study, a past one, shows that the saving in miles using the structure is sum great enough to pay off the \$19,300,000 investment in time is 66,000,000 per year. On each of these events has been placed authorities.

Yet accidents are costly, too, with estimates of the total destruction wrought by motor vehicles ranging from \$1,500,000,000 to \$2,000,000,000 yearly. Somewhere we should find a way to balance these losses and profits. The evidence being collected by State and Federal agencies is extremely meagre. The more of it that is developed, the better able we will be to proceed with a solution of the safety problem on the basis of sound engineering and not mere personal

# The CAR



## IS THE PULASKI SKYWAY BECOMING AN AVENUE OF DEATH?

OFFICIAL RECORDS SHOW ACCIDENTS AND FATALITIES HIGHER THAN ON OLD ROUTE

### The Safety of Divided Roadways

By Arnold H. Vey, Traffic Engineer, New Jersey Department of Motor Vehicles

In order to determine the approximate number of accidents which might have been prevented along portions of major roadways in New Jersey (Route 20) had a divisional median been in existence since the opening of the road in 1912, the following study was made: The observed accidents were classified by their type; that is, accidents in which vehicles were approaching in opposite directions, accidents in which the vehicles were approaching in the same direction, and accidents in which the vehicles were approaching in the same direction and were in the same lane.

The following table gives a summary of the total accidents occurring during the months of July and August 1933, and respectively. A summary of accidents occurring during the hours of 10:00 a. m. to 11:00 a. m. is also given.



# JOURNAL OF THE TOWN PLANNING INSTITUTE

OCTOBER 1933

VOLUME XIX

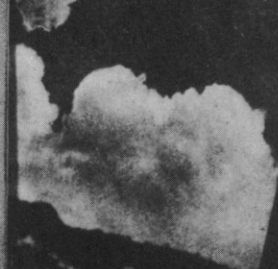
NO. 12

THE WORK OF OUR TRAFFIC ENGINEER IS COMMENTED UPON - EVEN IN ENGLAND.

CONTENTS: MEETING AT CARDIFF; PLANNING MUNICIPAL AERODROMES; REVIEWS OF JOURNALS AND YEAR BOOKS; THE MAGAZINE; TOWN AND COUNTRY PLANNING INDEX TO VOLUME XIX; NOTICES, ETC.

STREET, LONDON, W.C.

# Motorist



# SAFETY EDUCATION

A Magazine of the Good

OFFICIAL NEWSPAPER OF THE



# SPOTLIGHT

Vol. I, No. 1

## Clubs Against

### MODERN PHAETHONS

By RALPH NEWTON, Director, Bureau of Safety Education, Dept. of Motor Vehicles of N. J.

PHAETHON, according to an old myth, was the son of Phloxos, who daily drove the flaming chariot of the Sun across the sky. Phaethon, as soon as he was old enough, asked his Dad to grant him a favor. Phaethon, as Dads are also likely to do, indulgently promised. The favor turned out to be the privilege of driving father's chariot, and this, too, we believe, has its modern counterpart.

In spite of warnings and despite pleading to be released from the promise, Phaethon insisted upon the fulfillment of his wish. The hours ticked the horses, the stars withdrew from their watch, the gates of dawn were opened, and Phaethon was off.

The boy, however, was not accustomed to handling such powerful steeds. He drove to the right; he drove to the left. He careened against constellations, scared Scorpio, and pelted the moon. In one of his wild dashes he came too close to the Earth. As proof, we have the blackened Nubians, the desert of Lybia, and the Nile which closed six of its seven mouths and hid its head up country. Jupiter, fearing further damage, hurled one of his thunderbolts from the cloudless sky and struck the young man out of the chariot and out of existence.

call by the name of Phaethon the young man who cannot control the horses under the hood of his father's automobile? It seems much more fittingly used in this sense than as a name for a type of car.

Modern Phaethons are legion. Of every thousand automobile drivers licensed under 20 years of age, 39 are annually involved in personal injury accidents. This is more than twice as many as experienced by their fathers in the age group of 40 and over.

As a matter of fact, not all young men have learned to handle the modern chariot safely or properly by the time they reach age 20. Under that age they account, in proportion to the number licensed, for approximately 65 per cent more accidents than do drivers over that age.

Fathers consistently importuned to grant the driving privilege, and who feel tempted to yield to the demand, should consider well these figures.

Young men who take their driving seriously should by their own conduct and by their influence on others of their age group, endeavor to improve the existing record lest the privilege they now have be rescinded.

Too, they should take particular care that accident, like Jupiter's bolt from the blue, does not strike them, modern Phaethons, out of their seats and out of existence.



ARTICLES PREPARED BY OFFICIALS OF THE DEPARTMENT APPEAR AUTHENTICALLY IN MAGAZINES PUBLISHED THEREUNDER.

courtesy of Sears, Roebuck and Company, it was placed on view in their Camden Store for a two-week period. During that time safety meetings were conducted among the two hundred employees of the store, which were addressed by Dr. Burns and myself. Then the Exhibit was shown in Perth Amboy. Future displays have been arranged for the Newark and Trenton Automobile Shows, in the Kresge Department Store in Newark and in connection with a campaign of safety education planned for the high schools of Bergen County. The Exhibit is in the immediate charge of Motor Vehicle Inspector Andrew K. Dutch and the technical work connected with its placement and erection is being done by Inspectors Earl Severs and Richard Stearn, all of whom I most highly commend for the smoothness and dispatch with which they have been caring for the many details connected with the Exhibit.

Arrangements have been made for the production of a two-reel Safety Motion Picture with sound, which picture will probably be ready during the early part of the coming year. The picture will show, in interesting story form, the dire results of wrong driving and improper practices on the highway and will contain "shots" of actual accidents and happenings which are daily experienced on the roads. The Bureau plans, through the use of projection machines which have been obtained, to show these pictures - and others that will be acquired from time to time - all over the State, in schools, churches, lodges, clubs, theatres and other gatherings, as part of its visual campaign for Highway Safety.

I have tried to give you, in as brief form as possible, a review of the work of the newly-established Bureau of Safety Education and to convey the vastness of the problem which confronts us. Reference to the statistical facts compiled by the Division of Traffic Control and Regulation shows conclusively that the public generally is completely apathetic about the problem, and it becomes more and more understandable that those who wrote the article about the Motor Vehicle Department in the Princeton Survey last year had keen discernment when they said:

"The principal purpose of the Department of Motor Vehicles today is to maintain safety on the public highways,"

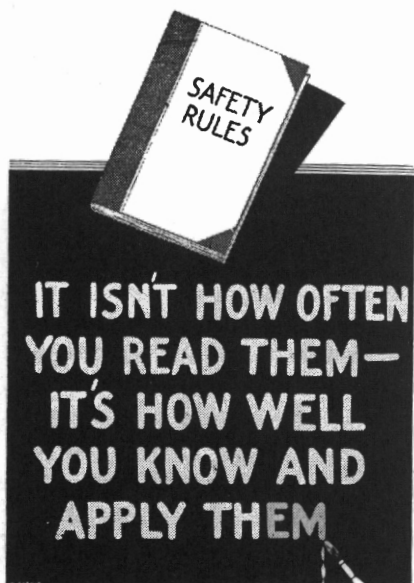
because there is no more vital problem confronting us today in any branch of governmental activity than the problem of how much and how quickly we can arouse the public to the seriousness of the accident situation so far as it concerns motor vehicles.

May I express my sincere gratitude to you for your constant aid and counsel and to those of the Department who have been so gracious in their help to me as a newcomer in the Department of Motor Vehicles.

Respectfully submitted,

*Ralph Newton*

Ralph Newton,  
Director of Safety Education.





**PART 1**

①

**PART 2**

①

Check YES or NO on the following:

- 1. Road crossing to see whether YES  
NO
- 2. On slippery road surfaces a car can be stopped as quickly as when the road surface is clean and dry. YES  
NO
- 3. Tires will give as many miles of service at 60 miles per hour as at 35 miles per hour. YES  
NO
- 4. When tire treads are worn smooth it is still safe to drive a few thousand more miles with the same tires. YES  
NO

Which of the pictures shows a dangerous practice? Indicate in column (1) the dangerous practice and indicate in column (2) the correct condition.

Dangerous Practice (1)  
Correct condition (2)

**10 HIGHWAY SAFETY TEST**

**PART 1**

Letter of Picture

- D. \_\_\_\_\_
- C. \_\_\_\_\_
- G. \_\_\_\_\_
- B. \_\_\_\_\_
- H. \_\_\_\_\_
- A. \_\_\_\_\_

**HIGHWAY SAFETY TEST**

①



**WHAT CAN YOU SCORE?**

- Part 1—Requires five minutes to answer
- Part 2—Requires " " " "
- Part 3—Requires " " " "

The three parts of this Highway Safety Test include 50 questions. Each question counts two points. Correct answers to all will give you a score of 100.

NAME \_\_\_\_\_ STREET \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_

How Many Years a Driver? \_\_\_\_\_

**Three-Hundred-Foot Plunge Over the New Jersey Palisades**



Many persons killed because of...  
In last...  
killed...  
of w...  
of Sp...  
in...  
3. NO  
4. NO  
5.

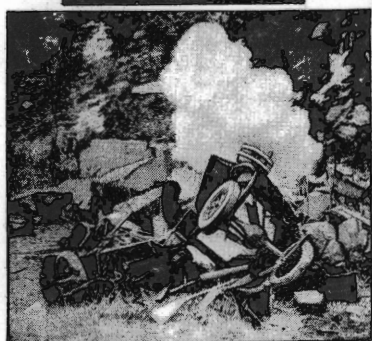
1. THE HIGHWAY SAFETY TEST - USED AT CLUB AND LODGE MEETINGS TO CREATE A SPIRIT OF COMPETITION AND AT THE SAME TIME TEACH PROPER DRIVING PRACTICES.
2. A "SHOT" FROM THE NEW SAFETY TALKING PICTURE NOW IN PREPARATION FOR USE DURING THE COMING YEAR.
3. SOME NEWSPAPER CLIPPINGS TAKEN AT RANDOM, SHOWING THE SCOPE OF ACTIVITIES.
4. ONE HUNDRED AND EIGHTY-SEVEN OF THESE OUTDOOR SIGNS WERE PLACED THROUGHOUT THE STATE THROUGH THE CO-OPERATION OF LOCAL INSURANCE AGENTS.



**Englewood Board Approves Instruction For Drivers At Dwight Morrow School**

One of Three Selected by Motor Vehicle Commissioner; Course Leads to License For Pupils Over 17 at No Cost to the Town

Formal approval was voted by the Englewood Board of Education yesterday of a recommendation by Winton J. White, superintendent of public schools, that a school for prospective auto drivers be inaugurated at the Dwight Morrow School.



And How the Car Looked After the Plunge.

**PART 3**

Directions: Three answers are given. Put a cross or check in the space provided if the answer may be partly right but not correct.

- 12. The approximate length of a second at 40 miles per hour is:
  - 1. 100 feet.
  - 2. 60 feet.
  - 3. 25 feet.
- 13. You attempt to pass a car in traffic. As you pull out of line you see a car approaching from behind. It is best for you to:
  - 1. Step on gas and try to pass.
  - 2. Pull back into line.
  - 3. Keep in middle of road and let the car pass.
- 14. In going up a hill behind another car, the best rule to follow along a curve is:
  - 1. To pass car.
  - 2. Stay in line.
  - 3. Keep pulling out as if to pass.
- 15. The best rule to follow along a curve is:
  - 1. Go as fast as you wish.
  - 2. Keep speed under 35 miles an hour.
  - 3. Maintain a speed which will permit you to stop in time.
- 16. Automobile accidents have resulted in more serious injuries in last five years because:
  - 1. The number of cars on roads have increased greatly.
  - 2. Rates of speed have increased appreciably.
  - 3. More disregard of traffic rules.
- 17. The number of persons killed on an average each year in automobile accidents is:
  - 1. 50,000.
  - 2. 30,000.
  - 3. 10,000.
- 18. In riding as a passenger in car, would you rather have:
  - 1. The car in good condition as respects safety factors.
  - 2. A safe driver.
  - 3. Car in fair condition as respects safety factors.

**Highway Lighting Is Urged for Safety**

Special to NEWARK NEWS.—Highway lighting was presented to the Morris County Traffic Safety Committee last night at the best means of reducing the accident toll in this state.

Arthur F. Lowe of the Illuminating Engineering Society, Arnold H. Vey, chief engineer of the Motor Vehicle Department, and Dr. Herbert J. Stack, chief of the State Highway Department, were the main speakers at the meeting held at the Fall meeting of the county committee on highway safety. The committee also heard from representatives of the county's restaurant, tavern and hotel industry. Mr. Vey stated that the cost of highway lighting justified when it was considered that 45,000 accidents caused a death toll of 1,180 and a direct economic loss of \$15,000,000 last year. He asserted that the night was four times as dangerous as the day, for driving at night is the most dangerous time. He said that the greatest need for highway safety devices such as lighting, plus engineering, education and enforcement.

**Vey on U. S. Committee**

Arnold H. Vey, traffic engineer of the State Motor Vehicle Department, has been named by Secretary of Commerce Daniel C. Hooper to represent New Jersey on the National Highway Safety Conference to be held in Washington, D. C., next week. Mr. Vey is chief engineer of the New Jersey State Highway Department. He has been working on similar work as chairman of the Highway Traffic Committee of the State Highway Department.

INSPECTION FORCE

January 1, 1934

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

Permit me to make the following report, concerning the Inspection Force, covering the calendar year of 1933.

As of December 31, 1933, the personnel consisted of a Chief Inspector, six Deputy Chief Inspectors and sixty-six Inspectors, making a total of seventy-three men. On July 27, 1933, all of us were stunned by the death of Deputy Chief Inspector Anderson Shinn as a result of injuries sustained while on duty on July 26th. For over twenty-five years Anderson Shinn was one of the very pillars of the Inspection Force. Considering the hazardous nature of our work, we have been pretty fortunate having had but two Inspectors killed in the over twenty-seven years the Force has been in existence. During the year, Inspectors Barlow and Tallon, formerly of the State Highway Department, were appointed to the Force.

Attached you will find an abridged summary of Inspectors' duties, several tables of statistics and some illustrations intended to portray certain phases of our work.

In the enforcement of the Motor Vehicle Laws, cars assigned to the Inspection Force were operated a total distance of slightly over 1,000,000 miles. In November we were permitted to acquire fourteen new Plymouths to replace some of our utterly worn out 1928 and 1929 model cars. There is no question but that the transaction will prove to be highly profitable. Five year old cars with records of over 120,000 miles of service are not only uneconomical but are of little use in enforcement work.

Despite the continued reluctance of magistrates to impose fines in these times of financial stringency, our monetary returns resulting from the convictions of violators of the Motor Vehicle Laws show an increase of over \$4,000 as compared with the previous year. This increase sharply contrasts with the decrease in returns of most other enforcement agencies. In some of our larger cities, motor vehicle fines again fell off nearly as much as fifty per-cent.

Examinations of applicants for drivers' licenses were conducted, as per schedule, in thirty-four municipalities from Sussex to Cape May Court House. The total number of applicants was 88,176 of which 14,387 or 16.3 per-cent were rejected. The tests for visual acuity and color blindness resulted in 2,457 rejections. The new form of written test inaugurated in May, 1932 continued to prove quite satisfactory.

Frequent day and night check-ups were held at various strategic points for the purposes of checking license cards and examining vehicles in respect to lights, brakes and other equipment. This work is always productive of corrective results and furthermore has a very salutary effect, since sooner or later the great majority of our cars and drivers run the check-up gauntlet.

The motor vehicle dockets of the 1500 magistrates in the State were thoroughly audited. Numerous irregularities and shortages were discovered and considerable over-due moneys collected. It was found necessary to prosecute some delinquent magistrates.

Each year motor vehicle enforcement becomes more complex and the ever widening scope of the Department adds to the already heavy volume of investigational work. For instance a considerable amount of time had to be spent during the past year investigating violations of the new farmers' tag law. The collection of the tens of thousands of revoked registrations and licenses continued to require the usual amount of time.

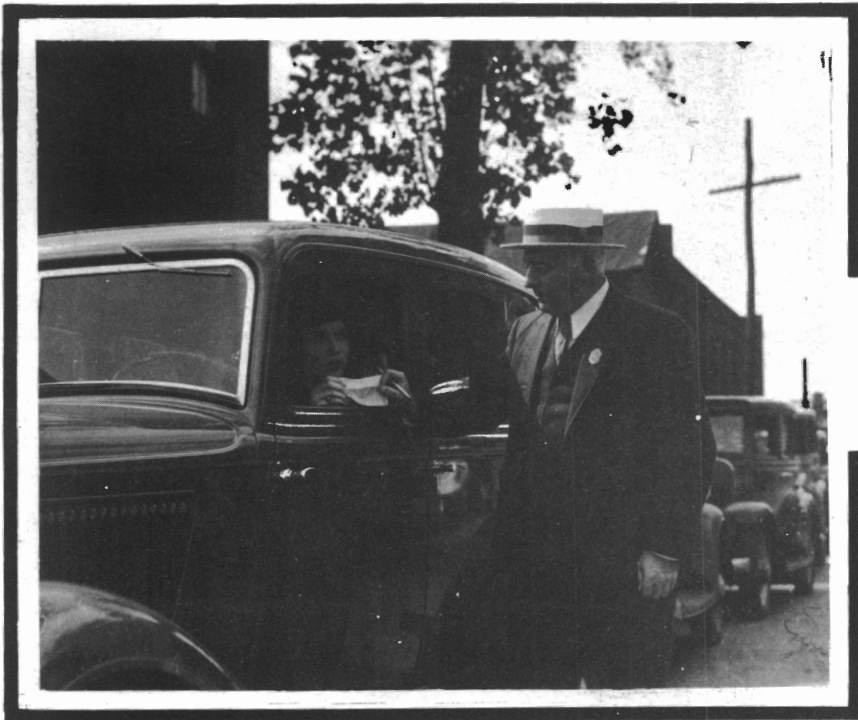


WRITTEN EXAMINATION - SINCE MAY, 1913, OVER 330,000 APPLICANTS HAVE BEEN REJECTED FOR VARIOUS REASONS.



DURING 1933, 2,457 APPLICANTS WERE REJECTED BECAUSE OF INSUFFICIENT VISUAL ACUITY OR COLOR BLINDNESS.

THE LINE AT A ROAD TEST.  
SINCE MAY 1, 1913, OVER  
2,000,000 DRIVERS HAVE  
APPEARED FOR ROAD TESTS.



THE "LINE MAN" EXAMINES  
EQUIPMENT OF CAR AND THE  
CREDENTIALS OF APPLICANT  
AND ACCOMPANYING DRIVER.

IT IS HIGHLY DESIRABLE  
TO HOLD THE ROAD TEST  
ON A ROAD WHERE THERE  
ARE NO GLASS WINDOWS.



Again notable progress has been had in the recovery of stolen cars and the prosecution of car thieves and again is Inspector Buckley particularly to be commended. It is pleasing to note that, since 1931, there has been a reduction of forty-three per-cent in theft losses in our State. It seems pertinent to quote in part from a letter to you from Harry M. Shedd, Director of the Automobile Underwriters Detective Bureau (National Theft Bureau) as follows: "You are to be commended for the intense interest shown by members of your Department in running down information pertaining to stolen cars, the arrest and conviction of automobile thieves, and general theft prevention and theft recovery work."

A considerable amount of enforcement has been had to prevent overloaded commercial motor vehicles using our highways and a great many convictions have resulted. In this connection the writer would again like to recommend that the State Highway Department be requested to plan and construct additional large truck scales at strategic locations. In such a plan, I believe that some consideration should be given to the very great probability that, in the near future, allowable weight will be determined by axle loads rather than by gross weight. The national tendency is in that direction. Much enforcement has been had against the use of defective solid-rubber tires because of their capacity to damage roads and spans due to impact stresses.

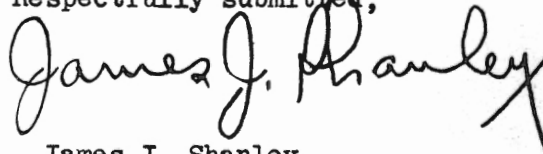
Our routine reciprocity enforcement was enlivened in October by the necessity for barring Ohio-registered commercial motor vehicles from free entry and operation in this State. This action was automatically brought about by the fact that agents of the Ohio Public Utility Commission started to summarily incarcerate drivers of New Jersey trucks operating in Ohio. Our rigid enforcement soon caused Ohio to make some concessions which immeasurably improved the situation.

Our Safety Section has examined and tested the many devices and accessories submitted to the Department during the year. Many of these devices were found to have little or no merit and more were found positively dangerous. Many unconventional home-made motor vehicles have been inspected and many of them refused registration because they were deemed unsafe for operation on our highways. We have continued to enforce the regulations covering the transportation of flammable liquids in tank trucks and trailers.

Among miscellaneous activities might be listed the following: The investigation of all applicants for dealers' plates...Investigations connected with the licensing and regulation of automobile junk yards...The enforcement of the excise law on Interstate buses...The assisting in the Department's educational program by safety talks before various groups and over the radio...Numerous investigations and surveys for our Division of Traffic Control and Regulation. As a matter of fact every division in the Department called upon the Inspection Force more or less often during the year. For example late in the year a new innovation was had when the Auditing Department called on us to make a stock inventory of the Agencies. The results were of tremendous value to the Auditing Department.

The Inspection Force has progressed in step with the other divisions of the Department and we fully expect that it will continue to do so upon the fruition of recently made plans.

Respectfully submitted,



James J. Shanley  
Chief Inspector



INSPECTORS WEIGHING TRUCKS AND EXAMINING CREDENTIALS AND EQUIPMENT, USING A STATE-OWNED PLATFORM SCALE.



INSPECTORS WEIGHING TRUCK ON PORTABLE LOADOMETERS.



A SAFETY SECTION IS MAINTAINED IN THE CHIEF INSPECTOR'S OFFICE WHEREIN ARE TESTED, FOR APPROVAL OR DISAPPROVAL, THE MANY NEW AUTOMOTIVE DEVICES BROUGHT OUT EACH YEAR.



BUT FOR THE INSPECTION FORCE, THESE FOUR STOLEN CARS OF EXPENSIVE MAKES WOULD HAVE BEEN EXPORTED TO FOREIGN COUNTRIES NEVER TO RETURN AND THERE NEVER WOULD HAVE BEEN ANY ACCOUNTING FOR THEIR DISAPPEARANCE.

## ABRIDGED SUMMARY OF AN INSPECTOR'S DUTIES

General enforcement of the Motor Vehicle and Traffic Acts, and all other laws pertaining to vehicles and the use of the highways.

**EXAMINATIONS** Examine applicants for drivers' licenses at thirty-four points in the State. Give them eye test, physical and mental examination in addition to determining their ability to drive. Reject over 16% annually. Re-examine such licensees as become crippled in any way. Scrutinize equipment of cars that applicants appear in.

**HIGHWAY PATROL** Patrol highways to maintain the lawful and orderly use of same, thereby enhancing safety and conserving life and property. Apprehend and prosecute or warn violators. Render first aid and succor the injured (equipped with first aid kit). Extinguish vehicle and other fires (equipped with fire extinguisher). Assist motorists by giving information and otherwise. Report improper timing and outages of traffic signals. Secure cinders for dangerously icy roads. Direct heavy movements of traffic on special occasions. Spread the gospel of highway safety. Protect orchards and farms from spoilation by trespassing motorists.

**OVERLOADS** Wage continual war on overloaded trucks by using State scales and Department loadometers. Hold weighmaster commission. See that commercial vehicles are within statutory limits concerning height, width and length.

**CHECK-UPS** Conduct periodic check-ups at various strategic points both day and night, for the purposes of examining the equipment of vehicles and the credentials of drivers. Unsafe and defective vehicles removed from the highways.

**INVESTIGATIONS** Handle Departmental investigations of every conceivable nature. To enumerate the many problems under this head would take a volume.

**COURT APPEARANCES** Prosecute apprehended violators; mostly in night traffic courts. Assist local police in difficult prosecutions, particularly in drunken driving cases. Often have to make appearance in upper criminal and civil courts and before Grand Juries.

**STOLEN CARS** Recover stolen cars and apprehend the thieves and fences.

**RECIPROCITY** Conduct day and night check-ups on foreign registered vehicles at all points of ingress to and egress from the State, thus collecting much revenue for the State.

**PICK-UPS** Locate licensees in his district and collect assigned share of the tens of thousands of licenses and registrations revoked annually. Location often most difficult necessitating several trips to make one collection.

**DOCKETS** Visit assigned Magistrates and audit their dockets, thereby insuring the Department's receipt of all moneys due. Much over-due money collected.

**AGENCIES** Several days a week during the rush season from November 15th to January 15th when other duties permit are assigned to one of the larger motor vehicle agencies and assist in the orderly collection and protection of the many millions of dollars in fees taken in in these few weeks. Hold commission as notary public.

**DEALERS' LICENSES** Monitor the issuance and use of dealers' plates and dealers' licenses thus preventing irregular and criminal acts. Collect the title papers and dealers' plates from defunct dealers.

**BUX EXCISE** Enforce excise law on interstate buses. This necessitates a close check on the comings and goings of such vehicles.

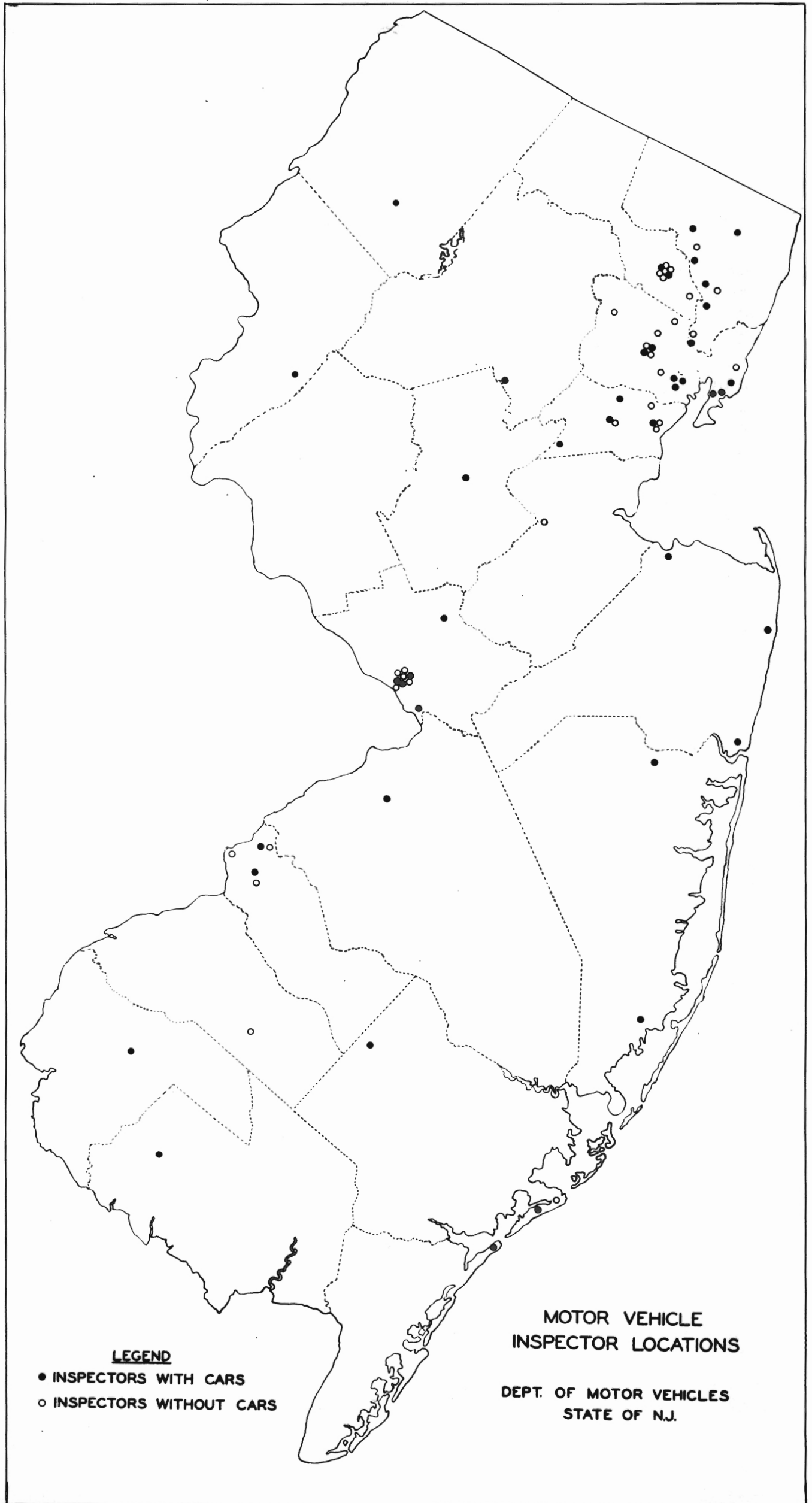
**JUNK YARDS** Enforce the Motor Vehicle Junk Yard law.

**SAFETY SECTION** Handle much technical work -- Prepare regulations and specifications concerning equipment such as lights, reflex reflectors, horns, brakes, direction signals, safety equipment on gasoline tank trucks and trailers, vehicles carrying explosives, etc. Make recommendations to the Commissioner concerning the approval or disapproval of many devices submitted annually. Prepare plans for compulsory inspection of all motor vehicles. Handle such a campaign when and if the Governor issues a proclamation. Give safety talks over radio and before civic organizations. Prepare educational safety matter for publication. Test new types of vehicles and test new devices such as vacuum clutches, free wheeling, etc. Study all proposed legislation concerning vehicle equipment and make recommendations to the Commissioner. Work in conjunction with the Eastern Conference of Motor Vehicle Administrators, the National Safety Council, the Illuminating Engineering Society, the Society of Automotive Engineers, the National Automobile Chamber of Commerce and other like organizations in an effort to be progressive in our safety work.

**TRAFFIC CONTROL** On occasions assist the DIVISION OF TRAFFIC CONTROL AND REGULATION in the field in work mapped out by the Traffic Engineer of our Department.

DRIVERS EXAMINATIONS FOR 1933

LOCATION	PASSED	REJECTED	TOTAL
Asbury Park	1,459	272	1,731
Atlantic City	1,804	616	2,420
Bridgeton	960	297	1,257
Burlington	330	64	394
Camden	4,482	1,181	5,663
Cape May Court House	643	161	804
Dover	1,034	103	1,137
Elizabeth	5,662	1,169	6,831
Englewood	1,260	186	1,446
Freehold	627	122	749
Hackensack	8,798	1,514	10,312
Hackettstown	675	84	759
Hammonton	309	87	396
Jersey City	6,744	1,191	7,935
Morristown	1,014	153	1,167
Mount Holly	398	101	499
Newark	15,135	2,182	17,317
New Brunswick	1,558	395	1,953
Newton	427	55	482
Ocean City	561	95	656
Passaic	1,853	369	2,222
Paterson	2,547	449	2,996
Perth Amboy	688	133	821
Phillipsburg	596	86	682
Plainfield	1,405	228	1,633
Red Bank	1,665	278	1,943
Ridgewood	1,320	235	1,555
Salem	706	178	884
Somerville	1,524	471	1,995
Summit	710	76	786
Sussex	212	18	230
Toms River	508	47	555
Trenton	4,038	1,130	5,168
Woodbury	2,137	661	2,798
	<u>73,789</u>	<u>14,387</u>	<u>88,176</u>



**LEGEND**

- INSPECTORS WITH CARS
- INSPECTORS WITHOUT CARS

**MOTOR VEHICLE  
INSPECTOR LOCATIONS**

**DEPT. OF MOTOR VEHICLES  
STATE OF N.J.**

DRIVERS EXAMINATIONS FOR 1933

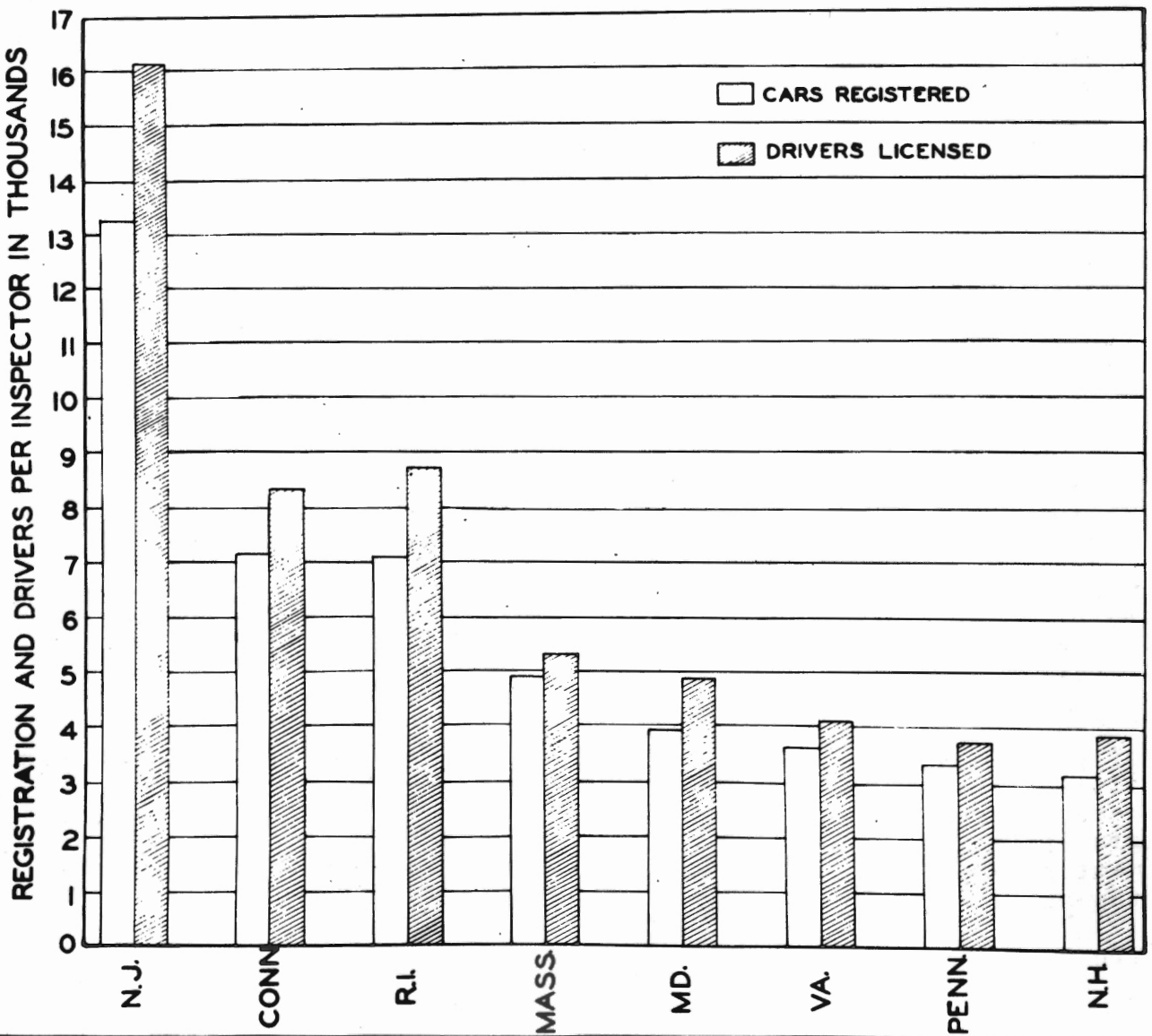
MONTH	PASSED	REJECTED	TOTAL
January	5,687	771	6,458
February	4,054	655	4,709
March	4,775	795	5,570
April	5,853	950	6,803
May	8,194	1,547	9,741
June	9,594	1,969	11,563
July	9,762	2,062	11,824
August	8,591	2,021	10,612
September	6,296	1,539	7,835
October	4,292	1,038	5,330
November	1,568	406	1,974
December	5,123	634	5,757
	<u>73,789</u>	<u>14,387</u>	<u>88,176</u>

	MALES	FEMALES
PASSED	52,464	21,325
REJECTED	11,416	2,971
TOTALS	<u>63,880</u>	<u>24,296</u>

CLASSES OF REJECTIONS

ILLITERACY	2,616
SENILITY	12
IMPAIRED VISION	2,457
DRIVING TEST	5,308
WRITTEN TEST (MISC)	3,994
TOTAL	<u>14,387</u>

NUMBER  
 OF  
 CARS REGISTERED AND DRIVERS LICENSED  
 FOR EVERY MOTOR VEHICLE INSPECTOR  
 IN  
 EIGHT EASTERN STATES  
 DEPARTMENT OF MOTOR VEHICLES  
 STATE OF NEW JERSEY



# AUTOMOBILE UNDERWRITERS DETECTIVE BUREAU

EASTERN DIVISION

## NATIONAL AUTOMOBILE THEFT BUREAU

MAINTAINED BY ASSOCIATED INSURANCE COMPANIES  
LICENSED BY THE STATE OF NEW YORK

ONE LIBERTY STREET  
NEW YORK

TELEPHONE JOHN 4-1960

February 23, 1934

HARRY M. SHEDD  
DIRECTOR AND PRINCIPAL

WILLIAM N. HAVENS  
ASSISTANT DIRECTOR

JEROME STEINERT  
OFFICE MANAGER

IN REPLY PLEASE REFER  
TO FILE NO.

BRANCH OFFICES  
PHILADELPHIA  
LIBERTY TRUST BUILDING  
BROAD AND ARCH STS  
BOSTON  
11 BEACON STREET  
BUFFALO  
237 MAIN STREET  
PITTSBURGH  
530 FOURTH AVENUE

Hon. Harold G. Hoffman,  
Commissioner of Motor Vehicles,  
Trenton, New Jersey.

Dear Commissioner Hoffman:

Each year I have closely observed the record of cars stolen in the State of New Jersey, such record being compiled from reports of thefts made to this Bureau by one hundred and seventy-nine insurance companies, and once again I am pleased to report to you that there has been a still further reduction in the number of automobile thefts in New Jersey for the year 1933 as compared with 1932. The reduction for the period mentioned was twenty per cent.

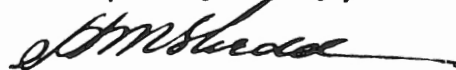
I attribute this reduction largely to the splendid Bill of Sale Law which was enacted by the New Jersey Legislature and which became effective in 1931. Since the enactment of this Law and its vigorous enforcement by your Department, there has been a reduction of forty-three per cent in theft losses in the State of New Jersey.

Not only have losses been reduced but the number of cars stolen in states adjoining New Jersey and which formerly were disposed of in New Jersey has been materially reduced. This contention would seem to be proven by the smaller number of stolen cars recovered in the State of New Jersey in 1933 as compared with 1932, although the efforts of your Inspectors and your Department as a whole have been increased and every effort has been made to prevent the promiscuous registering of cars stolen from other states and offered for sale in the State of New Jersey.

You are to be commended for the intense interest shown by members of your Department in running down information pertaining to stolen cars, the arrest and conviction of automobile thieves, and general theft prevention and theft recovery work. It is very gratifying to me to be able to report to you the steady improvement which has been effected in New Jersey since the enactment of the stringent Bill of Sale Law.

Trusting the above information may be of interest to you, I am

Yours very truly,



Director.

HMS:MB

SEE OTHER SIDE FOR MEMBER COMPANIES

SERVICE OF PROCESS ON NON-RESIDENTS

January 1, 1934

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

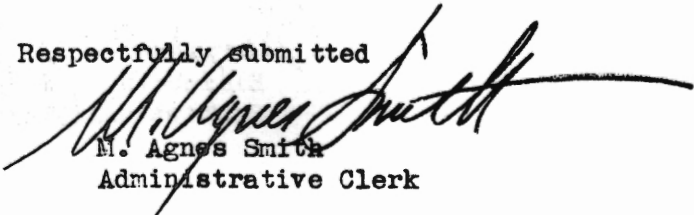
The Commissioner of Motor Vehicles is charged with the duty of accepting service for non-resident motorists who are involved in accidents in the State of New Jersey and against whom a suit has been brought in the civil courts. The service fee provided by law for this work is \$2.00 for each defendant.

This law provides for the acknowledgment of the papers, for the forwarding of the papers to the defendants by registered mail, for the entry and deposit of the fees and for the return of the papers to the court when the registry cards are received.

During the year 1933, the Department received a total amount of \$4691.52 in service fees listed by months as follows:

<u>MONTH</u>	<u>AMOUNT</u>
January	\$ 262.00
February	540.00
March	186.12
April	392.40
May	520.00
June	232.00
July	528.50
August	312.00
September	596.00
October	300.00
November	310.50
December	512.00
	<u>\$ 4,691.52</u>

Respectfully submitted

  
M. Agnes Smith  
Administrative Clerk

REVOCATIONS

January 1, 1934

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting herewith report of the revocations for violations of the Motor Vehicle and Traffic Laws for the year 1933, and also for the years 1930, 1931 and 1932:

	<u>1930</u>	<u>1931</u>	<u>1932</u>	<u>1933</u>
Licenses revoked.....	3817	3641	2945	2321
Prohibitory List.....	711	595	541	512
Reciprocity Privilege Revoked	395	638	448	373
Car registrations revoked ...	20	1	35	38
Motorcycle registrations rev.	--	1	4	1
Motorcycle driver's revoked..	--	-	29	15
Dealer's registrations revoked	6	34	32	34
	<u>4949</u>	<u>4993</u>	<u>4034</u>	<u>3294</u>

REVOKED FOR

Reckless driving and speeding	720	590	452	430
Intoxications.....	2095	2089	1432	1227
Manslaughter.....	575	670	727	462
Various other violations.....	<u>1559</u>	<u>1644</u>	<u>1423</u>	<u>1175</u>
	<u>4949</u>	<u>4993</u>	<u>4034</u>	<u>3294</u>

You will be interested to note that during 1933 there was a reduction of 740 in the total of revocations, and that there was a reduction of 205 in revocations due to driving while intoxicated as compared with 1932 figures.

Respectfully submitted,

*Elizabeth J. McLaughlin*  
Elizabeth J. McLaughlin  
Statistical Clerk.

FINANCIAL STATEMENT

Collection Accounts

To State Treasurer, 1933 Account ....	\$ 14,645,512.60
On deposit December 30, 1933, on Account of 1934 Collections ....	5,441,538.88
Paid State Treasurer, on account 1934 collections .....	1,350,706.80
Commissions paid to Agent, on ac- count 1934 collections .....	82.48
Commission paid to Agents, on ac- count 1933 collections.....	349,268.07
Refunds for errors in rating .....	10,003.72
Collections November 15, 1932, to December 31, 1933, account of 1933 business .....	\$15,004,784.39
Collections November 1, 1933 to December 31, 1933, account 1934 business .....	6,792,328.16
	<u>\$ 21,797,112.55</u> <u>\$21,797,112.55</u>

AMOUNTS COLLECTED MONTHLY AND DISPOSITION

1933	COLLECTIONS	AGENT'S FEES	REFUNDS	BALANCE PAID TO STATE TREASURER
Jan.	\$11,075,821.06	\$29,103.54	\$3,915.55	\$11,042,801.97
Feb.	199,912.46	29,103.54	1,092.20	169,716.72
Mar.	385,030.54	29,103.54	1,082.52	354,844.48
Apr.	500,465.04	29,095.62	741.10	470,628.32
May.	808,653.69	29,087.70	690.90	778,875.09
Jun.	408,924.15	29,153.94	279.20	379,491.01
Jul.	260,696.91	29,153.32	203.40	231,340.19
Aug.	576,772.68	29,153.54	62.20	547,556.94
Sep.	241,582.71	29,151.87	126.35	212,304.49
Oct.	136,605.41	29,153.54	159.50	107,292.37
Nov.	200,145.10	28,953.54	457.80	170,733.76
Dec.	210,174.64	29,054.38	1,193.00	179,927.26
	<u>\$15,004,784.39</u>	<u>\$349,268.07</u>	<u>\$10,003.72</u>	<u>\$14,645,512.60</u>

\* This amount includes \$14,806.79 for Emergency Relief Fund, deduction for period of January 1, 1933 to December 31, 1933.

Respectfully submitted,

WILLIAM J. DEARDEN,

Chief Clerk.

PASSENGER REGISTRATIONS - 1st Class

This item includes the registrations issued for all passenger vehicles with a horse power ( S.A.E. ) of from 10 to 29. Fees collected are at a rate of \$.40 per H. P. with a minimum fee of \$4.00.

) Total number	580,820		
) Total horse power		14,017,544	
) Total Fees			5,607,021.60
) Total number * H. R.	57,279		
) Total horse power		1,357,535	
) Total Fees			271,507.00

PASSENGER REGISTRATIONS - 2nd Class

This item includes the registrations issued for all vehicles with a horse power ( S. A. E. ) of 30 or over. Fees collected are at a rate of 50% per horse power.

) Total number	70,491		
) Total horse power		2,405,391	
) Total Fees			1,202,695.50
) Total number * H. R.	5,768		
) Total horse power		192,794	
) Total fees			48,198.50

TOTAL NUMBER VEHICLES REGISTERED

714,358

TOTAL FEES COLLECTED - PASSENGER REGISTRATIONS

7,129,422.60

COMMERCIAL REGISTRATIONS

This item includes the registrations issued for all commercial vehicles. The rate of fees is from \$12.00 for a vehicle with a Gross Weight of 2,000 lbs. to \$99.00 for a vehicle with a Gross Weight of 30,000 lbs. Gross Weight is the weight of the vehicle and the weight of the load combined.

) Total number	107,750		
) Total Gross Weight		832,331	
) Total fees			3,375,574.00
) Total number * H. R.	11,696		
) Total Gross Weight		86,888	
) Total fees			177,282.00

FARMER COMMERCIAL REGISTRATIONS

This item includes the registrations issued to farmers for commercial vehicles. The rate of fees is half-rate from May 1st, to June 30th.; \$6.00 for a vehicle with a gross weight of 2,000 lbs. to \$49.50 for a vehicle with a gross weight of 30,000 lbs. Quarter-rate from July 1st, to December 31st.; \$3.00 for a vehicle with a gross weight of 2,000 pounds to \$24.75 for a vehicle with a gross weight of 30,000 pounds. Gross Weight is the weight of the vehicle and the weight of the load combined.

) Total number * H. R.	488		
) Total Gross Weight		3,049	
) Total Fees			\$ 6,536.50
) Total number - Quarter-rate	2,294		
) Total Gross Weight		15,114	
) Total Fees			16,128.00

UNDERTAKER REGISTRATIONS

This item includes all registrations issued to Undertaker Hearses. These are classified as Commercial Vehicles and are registered as such. The fee is charged on this basis. They are issued Passenger plates in order that they may have free access to travel through Parks, where regular commercial vehicles are excluded.

) Total number	612		
) Total Gross Weight		3,450	
) Total Fees			15,792.00
) Total number * H. R.	7		
) Total Gross Weight		44	
) Total Fees			97.50

TOTAL NUMBER VEHICLES REGISTERED  
 TOTAL FEES COLLECTED - COMMERCIAL REGISTRATIONS

122,847

\$3,591,410.00

OMNIBUS REGISTRATIONS

This item includes all registrations issued for vehicles used for the carrying of passengers for hire. These are divided into 4 classes: *U-Drive (UD), Taxi (T), Private Livery (L), and Buses (B). Fees are based on the number of passengers to be carried commencing at \$15.00 for 5 passengers or less, to \$40.00 for 30 passengers. For buses carrying over 30 persons, a fee of \$2.00 is charged for each passenger in addition.	) Total number (UD)	137			
	) Total number passengers		685.0		
	) Total fees (UD)			\$	2,055.00
	) Total number (UD) * H.R.	3			
	) Total number passengers		15.0		
	) Amount of fees (UD) * H.R.				22.50
	) Total Fees (UD)				2,077.50
	) Total number (T)	2,083			
	) Total number passengers		11,925.0		
	) Amount of Fees				32,755.00
	) Total Number (T) * H. R.	109			
	) Total number passengers		595.0		
	) Amount of Fees (T) * H. R.				842.50
	) Total Fees (T)				33,597.50
	) Total number (L)	1258			
	) Total number passengers		9,092.5		
	) Amount of Fees				21,672.50
	) Total number (L) * H. R.	77			
	) Total number passengers		550.0		
	) Amount of Fees (L) * H. R.				550.00
) Total Fees (L)				22,332.50	
) Total number (B)	4,654				
) Total number passengers		225,712.0			
) Amount of Fees				272,252.00	
) Total number (B) * H. R.	208				
) Total number passengers		6,663.5			
) Amount of Fees (B) * H.R.				4,371.75	
) Total fees (B)				276,623.75	
TOTAL NUMBER VEHICLES REGISTERED		8,529			
TOTAL FEES COLLECTED - OMNIBUS REGISTRATIONS					334,631.25

NOTE:- For clearness in this report the letters UD have been used although the figure 5 is now prefixed on UD license plates.

TRAILER REGISTRATIONS

This item includes all registrations issued for vehicles to be trailed by any motor vehicle whether 2 or 4 wheels. The fees are based upon the Gross Wt. the same as Commercial vehicles.	) Total number	2,335		
Special Trailer registrations are issued in accordance with Chapter 150, P. L. 1927 for the carrying of road building machinery, etc. for a fee of \$150.00. These vehicles cannot be registered as regular trailers as the Gross Weight exceeds 30,000 pounds.	) Total gross wt. in thous.		27,985	
	) Amount of fees			\$ 103,200.00
	) Total number * H. R.	780		
	) Total Gross Weight		5,395	
	) Amount of Fees			11,017.00
	) Total number (Special)	47		
	) Amount of Fees			7,050.00
	) Total number Vehicles Registered	3,162		
	) Total Fees Collected- Trailer Registrations			\$121,267.00

\*.H. R. - In accordance with the Motor Vehicle Act, all registrations for Passenger, Commercial, Omnibus and Trailers are reduced to one-half on and after July 1st.

TRACTOR REGISTRATIONS

This item includes all registrations issued for Agricultural Tractors and Traction Engines. The fee is \$3.00.	) Total number	198		
	) Total Fees collected - Tractor Registrations			594.00

MOTOR-CYCLE REGISTRATIONS

This item includes all registrations issued for Motorcycles. The fee is \$2.00	) Total number	5,268		
	) Total Fees collected- Motorcycle Registrations			10,536.00

DEALERS REGISTRATIONS

This item includes all registrations issued to Dealers. Automobile Dealers are issued 5 sets of tags and certificates at a fee of \$25.00 per set. Motorcycle Dealers are issued 3 sets of tags and certificates at a fee of \$15.00 per set.	) Total number (Auto)	2,408		
	) Amount of fees			60,200.00
	) Total number (M.C.)	19		
	) Amount of Fees			285.00
	) Total number reg.	2,427		
	) Total Fees collected - Dealers Registrations			60,485.00

TRANSFERS OF REGISTRATIONS

This item includes all transfers of registrations issued to applicants for different cars than those first registered. The fee is \$1.00 plus any increase in H. P. if passenger, G. W. if commercial or number of passengers if Omnibus. Excess represents this amount. Transfers are allowed from one car to another in the same registered owners name only.	) Total number	143,556		
	) Excess Amounts		\$194,734.45	
	) Total fees collected from Transfers			\$338,290.45

EXCHANGE OF REGISTRATIONS FROM ONE CLASS OF REGISTRATION TO ANOTHER

This item includes all issues of registrations exchanged upon application of the registrant, who desires to use the car registered for commercial or omnibus purposes. Exchanges are made by collecting the original tags issued and issuing new tags for the class of registration applied for. The fee is \$1.00 plus the difference between the original fee paid and the fee for the new registration applied for.	) Total number	4,258		
	) Difference in fees		28,783.13	
	) Total fees collected for exchanges			33,041.13

DUPLICATE CERTIFICATES

This item includes all issues of Duplicate Certificates to applicants, who have lost the original certificates issued them. The fee is \$1.00.	) Total number	18,094		
	) Total fees collected for duplicate certificates			18,094.00

DUPLICATE TAGS

This item includes the issue of all tags to applicants who have lost one or both of the original tags issued to them. Upon application, new tags are issued and the remaining tag, if only one has been lost, is returned. Fees are \$1.00 for each auto tag lost and \$.50 for each M.C. tag lost. Where a fee of \$2.00 was collected for both tags lost, the excess of \$1.00 is included with the excess amount collected on transfers.	Total number P.	4,126	
	Amount of Fees		4,126.00
	Total number C.	2,647	
	Amount of Fees		2,647.00
	Total number O.	75	
	Amount of fees		75.00
	Total number T.	81	
	Amount of Fees		81.00
	Total number M. C.	75	
	Amount of Fees		37.50
	Total number of Tractors	1	
	Amount of Fees		1.00
	Total number of Dealers	1	
	Amount of Fees		1.00
	Total number issued	7,006	
	Total fees collected for duplicate tags		\$ 6,968.50

NOTE: P. for Passenger  
C. for Commercial  
O. for Omnibus  
T. for Trailer  
D. for Dealers  
MC. for Motorcycle

DRIVER'S LICENSES

This item includes all licenses issued to applicants to drive an automobile or motorcycle. The fee is \$3.00 for auto, and \$1.00 for motorcycle.	Total number (Auto)	1,038,218	
	Amount of fees		3,114,654.00
	Total number ( M. C. )	4,967	
	Amount of fees		4,967.00
	TOTAL NUMBER OF LICENSES	1,043,185	
	TOTAL FEES COLLECTED FROM DRIVER'S LICENSES		3,119,621.00

LEARNER'S PERMITS

This item includes all permits issued to applicants who desire to learn how to drive and are afterwards examined, before Driver's License is issued. The fee is \$.50.	Total number A.	172,637	
	Amount of fees		86,318.50
	Total number (M.C.)	103	
	Amount of fees		51.50
	TOTAL NUMBER OF PERMITS	172,740	
	TOTAL FEES COLLECTED FROM PERMITS		86,370.00

NOTE:  
A - Auto  
MC - Motorcycle

INTEREST ON DEPOSITS - Agents

This item is the interest credited on deposits of collections made by Agents in their local banks in the name of the Department. )  
Total amount of interest ) \$ 6,497.84 )

CHARGES FOR 1932

This item includes charges for items issued by Agents in 1932. These items were not included in their report of issuances and were charged after the close of the 1932 accounts )  
Total amount. ) 3,918.92 )

TOTAL FEES COLLECTED BY AGENTS 14,861,147.69

COLLECTIONS BY CENTRAL OFFICE

Fines for violations of Law

In all arrests for violations of the Motor Vehicle or Traffic Acts, by Motor Vehicle Inspectors or members of the State Police where fines are imposed, the Magistrate must forward such fine to the Commissioner of Motor Vehicles. )  
Total fines collected ) 102,206.20 )

Certified Copies

Certified copies of any record at this office are acceptable in any court as evidence )  
By furnishing these, the Department is not called upon to send a witness to substantiate the record. )  
Registration Division ) \$2,672.10 )  
Insurance Division ) 282.50 )  
Total collected from Certified Copies ) 2,954.60 )

Dealer's Duplicate Tags

Rather than issue a new set of tags consisting of 5 pairs where dealers report the loss of one or more tags, these tags are manufactured and sent them. The fee is \$1.00 for each tag. )  
Total collected from Duplicate Dealer's Tags ) 231.00 )

Dealer's " In Transit Tags "

Where dealers are transporting cars from the factory or R. R. siding to their place of business, they may, upon application, be issued (Intransit) tags at a fee of \$2.00 per pair. These tags are manufactured the same number as their Dealer's tags.

Total collections from Dealer's "Intransit" Tags

\$ 182.00

Special Permits

Due to the change from solid to pneumatic tires, some commercial vehicles were made wider than 8 feet, which is the maximum width allowed by the Motor Vehicle Act. In accordance with this Act, the Commissioner may issue special permits allowing the use of these vehicles. Permits were issued at a fee of \$5.00 each.

Total collections from Special Permits

11,351.00

Special Permits are also issued on six-wheel trucks, which are allowed to operate at a gross weight in excess of 30,000 pounds, upon the payment of a fee of \$5.00 per thousand lbs or fraction thereof; such increased gross wt. not to exceed 10,000 pounds.

Information Requests

In some instances where information as to owners of certain registration numbers is to be used for commercial purposes, the Department charges the applicant a fee of 6¢ per number for the information requested.

Total collections from information requests

3.61

Non-Resident Power of Attorney Process Fees

In accordance with the Law, every non-resident who registers his vehicle in this State files a Power of Attorney appointing the Commissioner of Motor Vehicles his lawful attorney upon whom service may be served. Fees received from serving of process.

Total collections from service of process

\$ 4,691.52

List Privilege

This Department, after proper advertising, accepts bids for the privilege of copying its records for commercial purposes. This privilege in 1932 was awarded to the New Jersey Motor List Company for a bid of \$7,500.00

Total collection from list privilege

7,500.00

Miscellaneous Collections

This item is made up of \$175.00 collected from Dealer registrations issued by the Central Office, \$196.20 collected from registrants on account of wrong fees, \$253.69 collected from sale of stolen cars, \$38.00 for photostatic work for other Departments, \$6.05 Refund for overpaid postage, \$286.05 Refund from N. J. Bell Telephone Co., \$500.00 Insurance on 1931 Nash car destroyed by fire, \$3.50 copying of Bills of Sale, \$112.50 return of Salary Check which Agent failed to cash.

Total for miscellaneous collections

1,570.99

Interest on Deposits - C. O.

This item is the interest accrued on deposits of the Central Office.

Total Interest.

12,945.78

TOTAL COLLECTIONS - AGENTS AND CENTRAL OFFICE

\$15,004,784.39

DISBURSEMENTS - CENTRAL OFFICE

Total Fees Paid to Agents

Agents are paid fees for the issuances of )  
registrations and Driver's Licenses, which )  
fees have been limited to a maximum. These )  
fees are based upon the volume of business )  
done by the Agent. No expenses are allowed )  
the Agent, nor does the Department pay any )  
rent, light, heat or clerk hire. )

Agent's Commissions

\$349,268.07

REFUNDS

Refunds for errors in ratings )

10,003.72

TOTAL DISBURSEMENTS - CENTRAL OFFICE

\$359,271.79

December 31, 1933

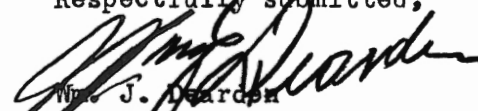
Hon. Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

The following is the Financial Statement of collections of the  
Automobile Junk Yard Division for the year 1933:

Date	License Fees	Inspection Fees	Bank Interest	Total
January				
February	\$300.00	\$150.00	\$1.09	\$451.09
March	50.00	25.00		75.00
April			2.71	2.71
May	100.00	50.00		150.00
June				
July	50.00	25.00		75.00
August	100.00	50.00		150.00
September				
October	50.00	25.00		75.00
November	100.00	50.00		150.00
December	100.00	50.00	.80	150.80
	<hr/>	<hr/>	<hr/>	<hr/>
	\$850.00	\$425.00	\$4.60	\$1,279.60

Respectfully submitted,

  
W. J. Dearden  
Chief Clerk

RECORD ROOM

January 1, 1934

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

The following is an annual report of the Record Room  
for the year of 1933:

39 TEMPORARY CLERKS.....43 PERMANENT CLERKS

A total of 2,072,887 certificates have been filed for  
the year 1933. This includes passenger registrations, commercial,  
Farmers' commercial, hearse, trailers, taxi, bus, livery, U-Drive-It,  
motorcycle registration, dealers, motorcycle dealers, transfers,  
exchanges, duplicate certificates, duplicate tags, auto drivers and  
motorcycle drivers.

These certificates are filed alphabetically. Five (5)  
certificates are the total attached to one strip. These certificates  
are ripped by clerks and separated according to class.

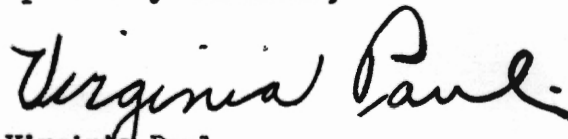
Drivers and passenger certificates are filed together.  
Commercial, Farmers' commercial, bus, hearse, trailers, taxi, livery,  
U-Drive-It, dealers, are filed separately.

After the filing is completed, certificates are dropped  
into Kardex files.

A total of 714,357 passenger registration applications,  
119,442 commercial registrations, 2,782 Farmers' commercial  
registrations, 3,163 trailers, 622 hearse registrations, 8,529  
omnibus registrations, 5,272 motorcycle registrations, 2,427 dealers  
registrations, 143,526 transfers, 4,255 exchanges, 18,099 duplicate  
certificates, 7,037 duplicate tags, 1,038,197 auto drivers,  
4,969 motorcycle drivers and 210 tractors.

These applications are county filed first, then the  
numerical system is used. Transfers and duplicates are filed  
separately.

Respectfully submitted,

  
Virginia Paul,  
File Clerk

INFORMATION DIVISION

January 1, 1934

HONORABLE HAROLD G. HOFFMAN  
COMMISSIONER OF MOTOR VEHICLES

Dear Commissioner:

I am submitting herewith, a report of the work completed by the clerks of the Information Division for the calendar year 1933.

During the year the clerks of this Division have maintained a 24 hour telephone service every day. By working overtime they have been able to keep the service of this Division at the highest possible standard of efficiency, which has been very beneficial to Law Enforcement Bodies.

As the report shows 420,653, requests were received and answered. This was a gain of 16 1/3% over the total of 361,436 requests for the year 1932.

We have also received the following fees to cover certified copies:

January	\$233.50	July	\$ 203.00
February	289.00	August	99.50
March	221.50	September	221.00
April	271.50	October	292.00
May	185.60	November	196.00
June	246.00	December	213.50

TOTAL \$2,672.10

Respectfully submitted,

*Joseph M. Bright*  
Joseph M. Bright,  
Chief Information Clerk.

REPORT OF THE NUMBER OF REQUESTS FOR INFORMATION REGARDING LICENSES AND REGISTRATIONS ANSWERED DURING THE YEAR 1933.

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters for duplicate & renewal licenses & telegrams.	3843	2586	3006	1909	2153	2660	2752	2829	2305	1986	2106	3021	31156
Regular information letters.	8199	7669	9506	7870	7914	7856	7495	7509	7578	7384	8301	8587	95868
Certified copies, special delivery & registered letters.	962	783	811	323	371	415	397	428	388	472	1198	1356	7904
Lookups on lists & misc. lookups.	4144	3531	4723	6395	8283	8262	7464	7522	6902	7262	5820	6764	77072
Lookups on correspondence regarding accidents.	3042	2880	3862	4085	3829	3733	2987	3928	3806	4602	4693	4204	45651
People appearing at office for information.	1313	1089	1196	1037	1127	1124	1132	1232	1134	1107	1282	2119	14892
Telephone calls rec'd 1AM to 9AM Local	159	157	162	149	135	155	149	142	100	121	108	119	1656
Telephone calls rec'd 1AM to 9AM Long Distance.	398	350	528	501	513	488	511	521	533	722	513	588	6166
Telephone calls rec'd 9AM to 5PM Local	5809	5286	6095	5616	5977	5892	6291	6969	6223	7051	5727	5750	72686
Telephone calls rec'd 9AM to 5PM Long Distance.	4160	3745	4355	3813	4161	4188	4022	4393	4024	4362	3768	4069	49060
Telephone calls rec'd 5PM to 1AM Local	913	948	1240	1095	1279	1066	1226	1090	1369	1394	1242	1244	14106
Telephone calls rec'd 5PM to 1AM Long Distance.	390	335	432	390	434	377	392	428	374	289	305	290	4436
<b>Total.</b>	<b>33332</b>	<b>29359</b>	<b>35916</b>	<b>33183</b>	<b>36176</b>	<b>36216</b>	<b>34818</b>	<b>36991</b>	<b>34736</b>	<b>36752</b>	<b>35063</b>	<b>38111</b>	<b>420653</b>

FINANCIAL RESPONSIBILITY DIVISION

Honorable Harold G. Hoffman,  
Commissioner of Motor Vehicles.

January 1, 1934

Dear Commissioner:-

I am submitting herewith a report of the activities of the Financial Responsibility and Accident Division for the year 1933.

The State of New Jersey has seen many changes in its financial responsibility law, and we believe that our present law, together with the amendments which are being suggested in this Session of the Legislature, is the best form of automobile insurance law yet devised.

The success and popularity of this type of law depends upon the character of its administration. Therefore, due to economic conditions, we have found it advisable to enforce the law sympathetically, giving some consideration to the party whose operators license is his only means of livelihood, and possibly the only means of support for a large family.

Our problems have been attendant, too, with the attitude of magistrates, who, it is believed, find some motorists guilty of reckless driving when they actually should have been convicted for less serious violations, which would not come within the scope of this law.

The New Jersey Law has now been in effect in excess of four years. We still have numerous problems, and the law is still far from perfect. We have made a fair appraisal of the law as it now exists, setting out its weakness as well as its points of advantage.

The major problems which we now have under consideration and have had presented to the Legislature in the form of an amendment are:

1. The reluctance of insurance companies to accept persons who have been convicted for intoxication or other major violations as risks. The statute provides that the drivers license of anyone convicted for intoxicated driving shall be suspended for a period of two years. However, the financial responsibility law provides that such licenses cannot be restored until the defendant first complies with the requirements of the law. If the insurance companies refuse to insure such a party, it means that his license shall be permanently revoked.

We believe that the intent of this type of legislation was that a party who became subject to the law, should either establish evidence of his financial responsibility for a subsequent three years, or he should be removed from the highways for that period of time. If he had not been convicted for any violation, during that period, he would then be relieved of the requirements of this law, and be allowed to discontinue filing evidence of his financial responsibility. If his license had been revoked for a period of three years, and he had been a good boy, his privilege could then be restored.

Of course, it is already in our law that a party may be relieved after filing for three years. What we are considering is to allow a license to be restored after it has been revoked for three years.

2. A discharge in bankruptcy will act to relieve the defendant in a civil suit case of the requirements of satisfying a judgment. Although such a party would be forced to establish evidence of his financial responsibility for future accidents, this feature defeats the intent of the law guaranteeing compensation to the injured party.

Insert in paragraph B (excepting by a discharge in bankruptcy).

3. Persons who have done everything within their power to protect themselves and others by insuring with an insurance company recognized by the New Jersey Department of Banking and Insurance and after that party is concerned in an accident his insurance company becomes bankrupt, and there is subsequently a judgment granted against him.

Grant the Commissioner of Motor Vehicles some discretionary power in handling this type of case.

4. When a party has satisfied the law by having his vehicle insured, and a certificate filed, or a certificate has been accepted to cover his case in the name of a member of his immediate family, or in the name of his employer, that party is permitted to retain his drivers license, and in so doing, that party may, without violating any laws operate any vehicle which is properly registered, whether such vehicle is insured or not.

Endorse drivers license restricting operation to only those vehicles covered by insurance certificate filed to cover case.

The following is a summarized account of the activities for the year 1933 of the Financial Responsibility and Accident Division.

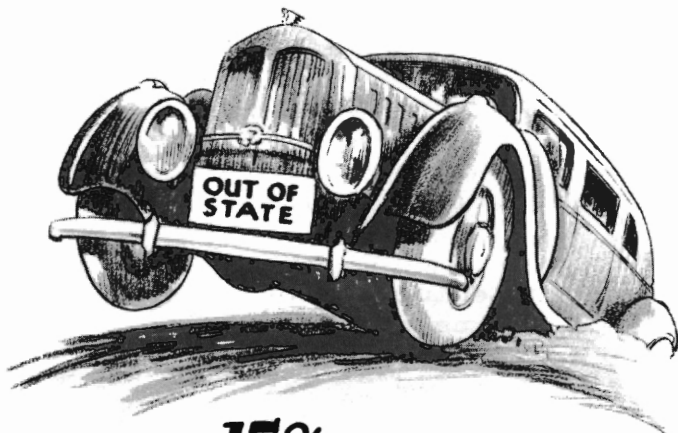
#### ACCIDENTS:

Article 2, Chapter 281, Public Laws of 1928 makes it obligatory for the driver of any vehicle involved in an accident resulting in injuries or death to any person, or damage to property to the apparent extent of twenty-five dollars or more, to forward a report of such accident to the Department of Motor Vehicles within forty-eight hours.

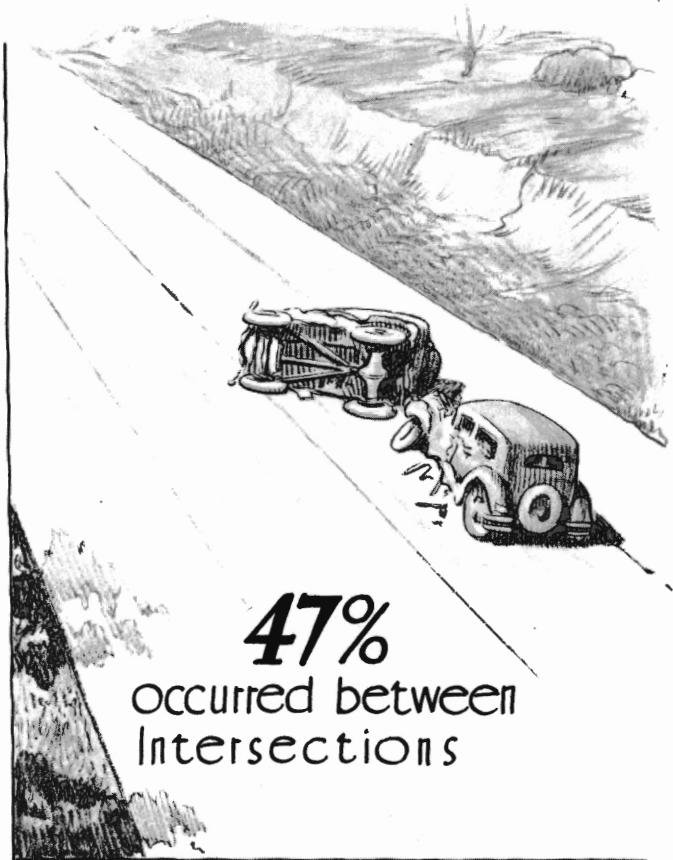
Of the accident reports received forty percent are in letter form, or in some form other than the regular report. Numerous accidents are reported over the telephone, or by persons who call personally at this office. Upon receipt of these reports a regular report form is sent to each party concerned in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

During the year we have answered thousands of inquiries regarding accidents, advising names and addresses and etc. of the applicants whose license number has 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.

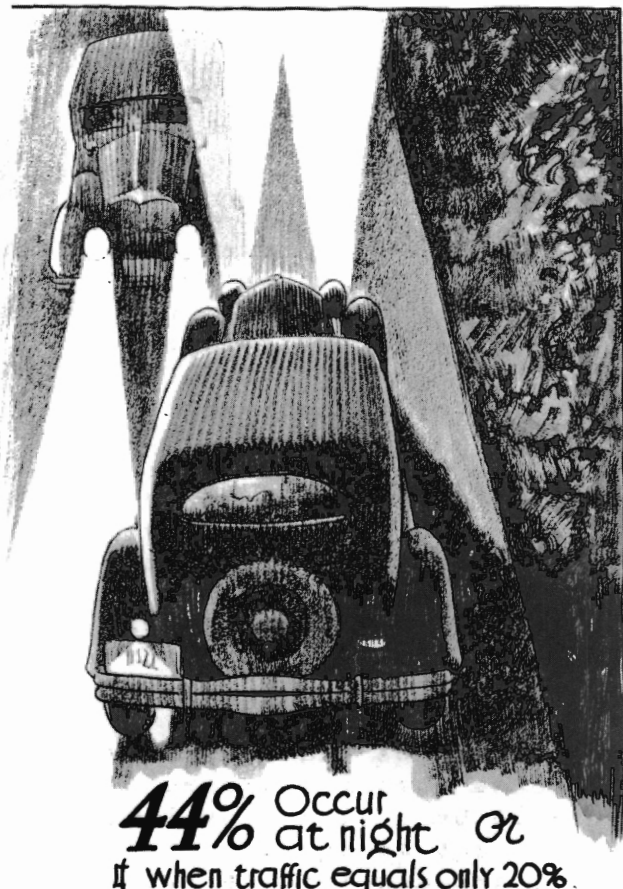
# Some Interesting Facts concerning 1933 Motor Accidents



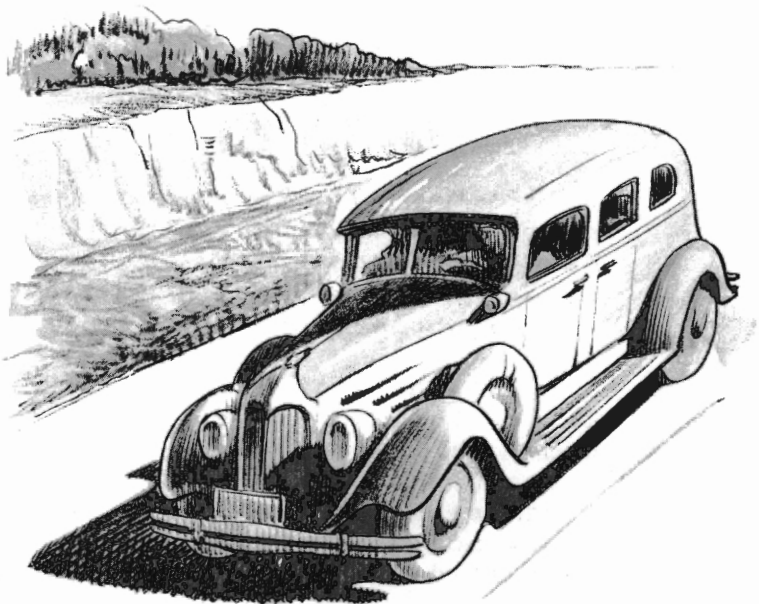
**15%** of Drivers  
involved in Accidents  
were out of State  
residents



**47%**  
occurred between  
Intersections



**44%** Occur  
at night or  
when traffic equals only 20%  
to 25% of 24 hour total



**83%**  
occurred on  
Clear Days

and

**77%**  
occurred on  
Dry Pavements

STATE OF NEW JERSEY • DEPARTMENT OF MOTOR VEHICLES

Total accidents reported.....39,478  
Total accident reports received.....62,056

Included in these totals are 5,675 accident reports which were received in letter form, and the operators have failed to comply with our request to forward a report on the regular accident report form. In numerous cases drivers concerned in accidents, report such accident to the local police authorities, and are of the opinion that such a report is sufficient, and therefore, do not report such accident 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, which is submitted by the Traffic Division.

Photostat copies of all reports have been forwarded to the Traffic Division, where detailed statistics of accidents in the State of New Jersey have been compiled. Complete statistics on these accidents will be found in the annual report of the Traffic Division.

**MAGISTRATES REPORTS:**

Magistrates reports received during 1933 covering convictions of certain sections of the Motor Vehicle or Traffic Acts which are set forth by the New Jersey Financial Responsibility Law, total 5,084.

These reports are classified as follows:

Article 9, paragraph 1, Chapter 281, P. L. 1928.....3,530  
Article 2, Chapter 281, P. L. 1928..... 53  
Section 14, subdivision 4, Chapter 208, P. L. 1921.... 274  
Section 14, subdivision 3, Chapter 208, P. L. 1921....1,227

Evidence of Financial Responsibility requested  
as result of conviction.....5,084  
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..... 110

**CANCELLATIONS:**

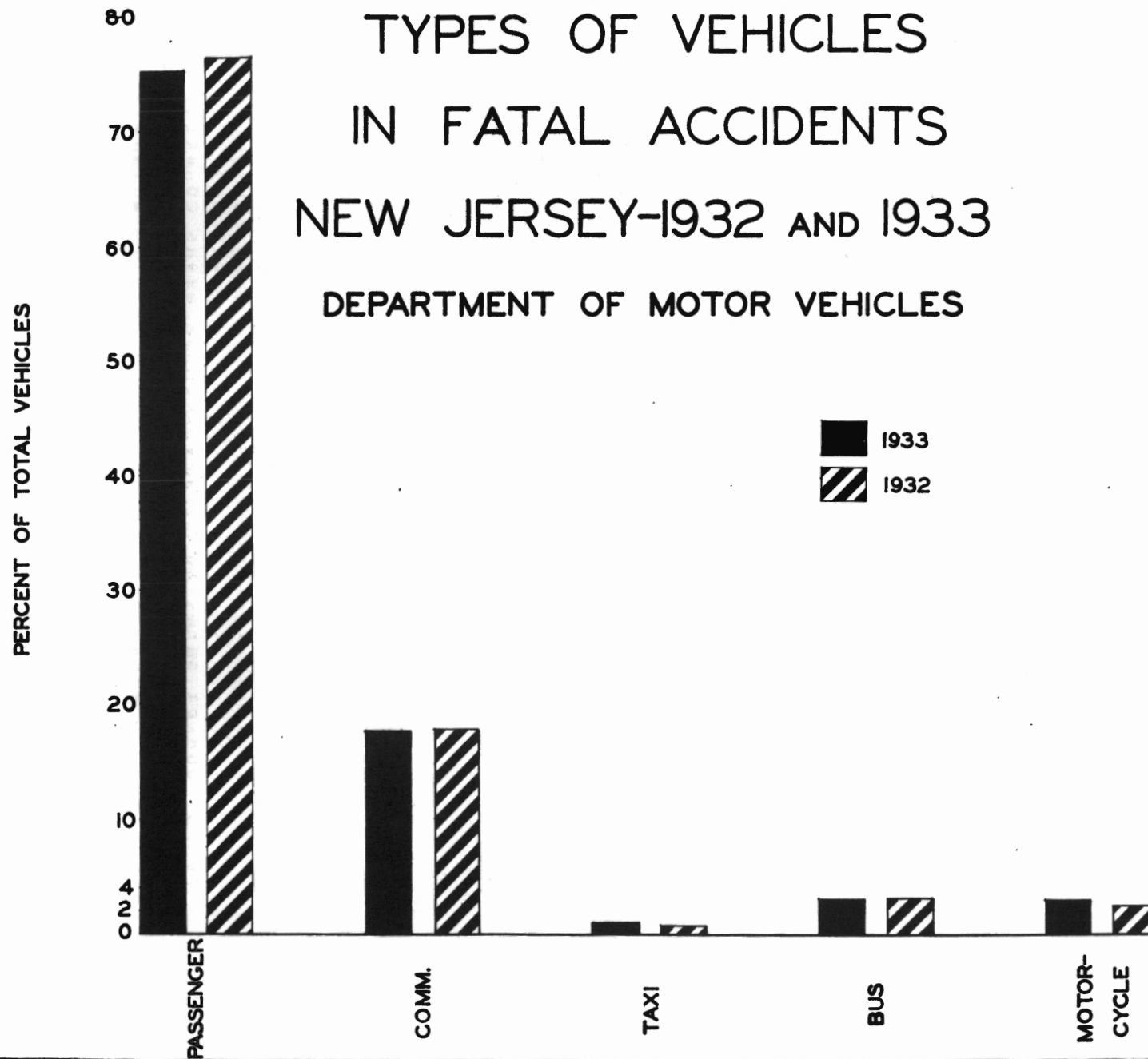
Insurance companies are required to advise this office ten days in advance of the cancellation of any policy for which a certificate is filed with this office.

Cancellation notices received, and the parties notified of the requirements of the law.....9,412  
Pending cancellation cases, where sufficient time has not elapsed to complete the cases..... 74

**EXPIRATIONS:**

This law requires that evidence of financial responsibility shall remain on file in this office for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. We maintain 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 1933 the expiring certificates averaged 120 per day, making a total of approximately 43,800 cases checked, and when necessary the party advised of the requirements of the law.

TYPES OF VEHICLES  
IN FATAL ACCIDENTS  
NEW JERSEY-1932 AND 1933  
DEPARTMENT OF MOTOR VEHICLES



Certificates received during 1933.....28,602

**JUDGMENTS:**

The law requires that this office shall take action in the case of unsatisfied judgments, when the proper certification is received from the court in which the judgment has been granted.

Total judgment cases.....	1,305
Revocations.....	810
Judgments satisfied, evidence of financial responsibility for future accidents established, license restored.....	155
Pending on appeal.....	16
Pending, Inspector attempting to locate or we are endeavoring to determine address through correspondence with courts or with attorneys.....	80
Pending, Rule to Show Cause.....	107
Pending, sufficient time has not elapsed for case to be completed.....	137

It is the opinion that the figures quoted above need not be expected to show the full value of the "payment of judgment" feature of this Act. Correspondence with attorneys for parties to civil action arising out of motor vehicle accidents indicate that in many cases the threat of a judgment creditor's attorney to report the failure of the judgment debtor to pay the judgment is sufficient to force prompt settlement.

**REVOCATIONS:**

Total revocations for failure to comply with the financial responsibility law.....	10,159
Total restorations, after establishing financial responsibility.....	3,987

I have in my possession a list of 943 sets of plates which were revoked during 1933 for failure to comply with the financial responsibility law. These plates have been forwarded to the New Jersey State Prison for disposal.

**ABSTRACTS:**

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

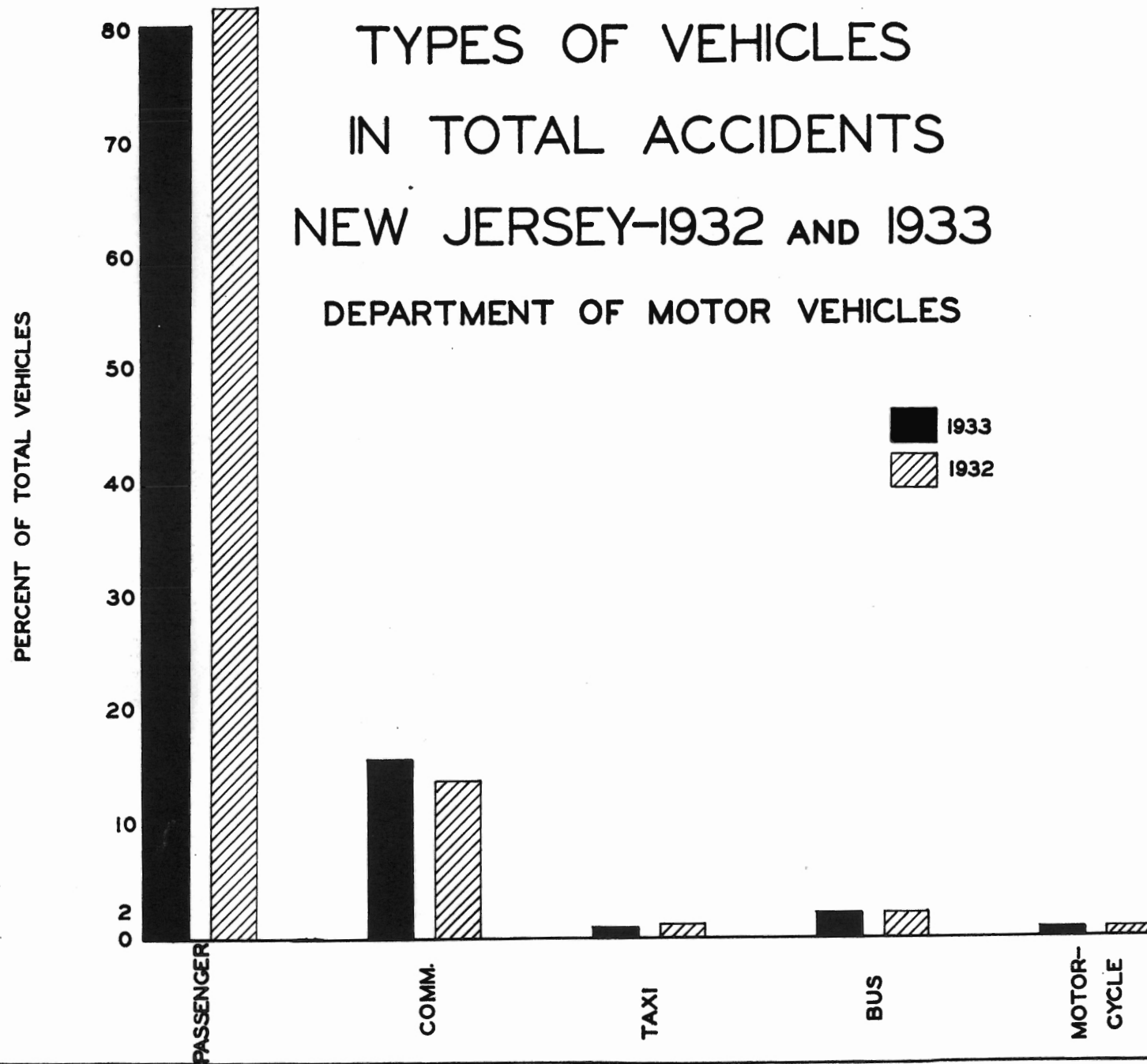
Abstracts furnished.....	290
Fee collected.....	\$290.

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

**OFFICE PROCEDURE:**

The following is an outline of the procedure in the administration of the New Jersey Financial Responsibility Law:

TYPES OF VEHICLES  
IN TOTAL ACCIDENTS  
NEW JERSEY-1932 AND 1933  
DEPARTMENT OF MOTOR VEHICLES



## CONVICTIONS:

Magistrates are required to report to the Department of Motor Vehicles all cases covering convictions in their courts. Such reports are sorted to ascertain the convictions which come within the scope of the Financial Responsibility Law.

The New Jersey Commissioner of Motor Vehicles shall require from any person convicted of:

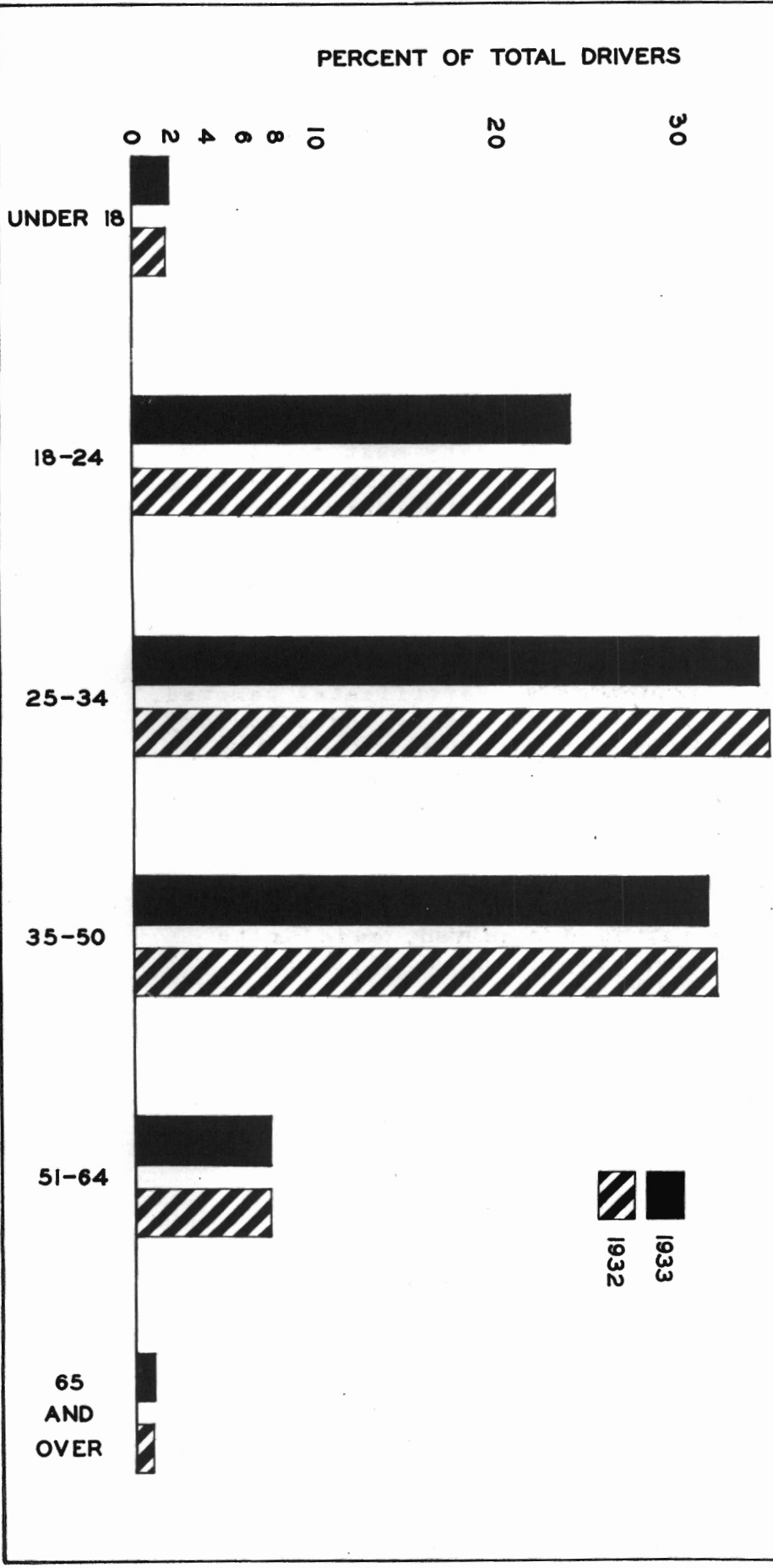
- (a) Operating or permitting any person to operate a motor vehicle while under the influence of intoxicants, as provided in Section 14, paragraph 3, of the Motor Vehicle Act.
  - (b) Not stopping when involved in an accident, ascertaining injury, rendering assistance, and disclosing identity, as provided in Section 14, paragraph 4, of the Motor Vehicle Act.
  - (c) Reckless driving, as provided in Article 9, paragraph 1, of the Traffic Act.
  - (d) Homicide or assault and or battery arising out of the operation of a motor vehicle.
1. Defendants advised of the requirements of the law and the necessity of filing evidence of their Financial Responsibility on Form #1.
  2. Information recorded on index card, and card placed in pending file.
  3. At the expiration of ten days after Form #1 has been addressed to defendant, case is checked, and if certificate has not been received, Form #2 is addressed to defendant, and information recorded on index card.
  4. Cases checked on date set forth in Form #2, if certificate has not been received, case is entered for revocation.

## CANCELLATIONS:

Certificates on file are non-cancellable, unless the Commissioner of Motor Vehicles is advised in writing ten days previous to the effective date of cancellation.

- (a) To ascertain if we have certificate.
- (b) To ascertain if policy numbers and all information on certificate and cancellation notice correspond.
- (c) Duplicate of cancellation notice returned to insurance company as acknowledgment.
- (d) Original cancellation notice attached to certificate in alphabetical file.
- (e) Duplicate of cancelled certificate removed from chronological file, and attached to case.

AGE GROUPS OF DRIVERS  
 IN TOTAL ACCIDENTS  
 NEW JERSEY-1932 AND 1933  
 DEPARTMENT OF MOTOR VEHICLES



- (f) To determine as to whether party must continue to file, or if statutory period has expired.
- (g) If statutory period has expired, certificate is removed to file maintained for this purpose, and case stamped, "Three year period expired."
- (h) If evidence must be renewed Form #3 is addressed to party subject, explaining the requirements of the law, and the necessity of continuing to file.
- (i) Information recorded on index card.
- (j) Case followed up. If renewal certificate is not received on the date of cancellation becomes effective, case is entered for revocation.

#### EXPIRATIONS:

Evidence of Financial Responsibility must remain on file for three consecutive years after the date of the last accident or conviction which makes a party subject.

The duplicate copies of all certificates are in a chronological file, filed according to the expiration date of the certificate.

- (a) This file is checked daily in advance of the expiration date, certificates removed, and cases checked to see if the statutory period has expired.
- (b) If three year period has expired, certificate is removed to a file maintained for this purpose, case stamped, "Three year period expired."
- (c) Duplicate copy of expiring certificate removed from chronological file, and attached to case.
- (d) If party is still subject Form #4 is addressed to his attention, advising him of the requirements of the law, and the necessity of having a renewal certificate filed on or before the date of expiration.
- (e) Information recorded on index card.
- (f) Case checked on date of expiration for renewal, and if certificate has not been received, case is entered for revocation.

#### JUDGMENTS:

The Commissioner of Motor Vehicles is required to take action in the case of an unsatisfied judgment, amounting to the extent of at least \$100.00, if thirty days have expired, after the date the judgment becomes final. The courts certify to this office on Form #5.

- (a) The defendant or defendants are advised of our proposed action and the requirements of the law on Form #6.

- (b) Information recorded on index card, and card placed in pending file.
- (c) Case checked at the expiration of ten days, to determine if Warrant of Satisfaction and certificate of insurance has been received.
- (d) If law has not been satisfied, case is entered for revocation.

REVOCATIONS:

Cases for revocation result from parties failing to comply when originally requested, failing to have policy re-instated when cancelled, failing to renew upon expiration of certificate, or failing to satisfy judgment and file certificate.

When case is entered for revocation:

- (a) Motor Vehicle license files are consulted to determine the license, both registration and drivers license held by the defendants, his legal and business address.
- (b) Case prepared to present to Commissioner for revocation, on Form #7.
- (c) Notice of revocation addressed to defendant on Form #8.
- (d) If license has not been voluntarily surrendered, Inspector is detailed to pick up license.
- (e) Revoked notice or guide placed in Motor Vehicle license file.
- (f) Information placed on index card to be placed in revocation index file.
- (g) Case filed numerically, index card alphabetically.

CORRESPONDENCE:

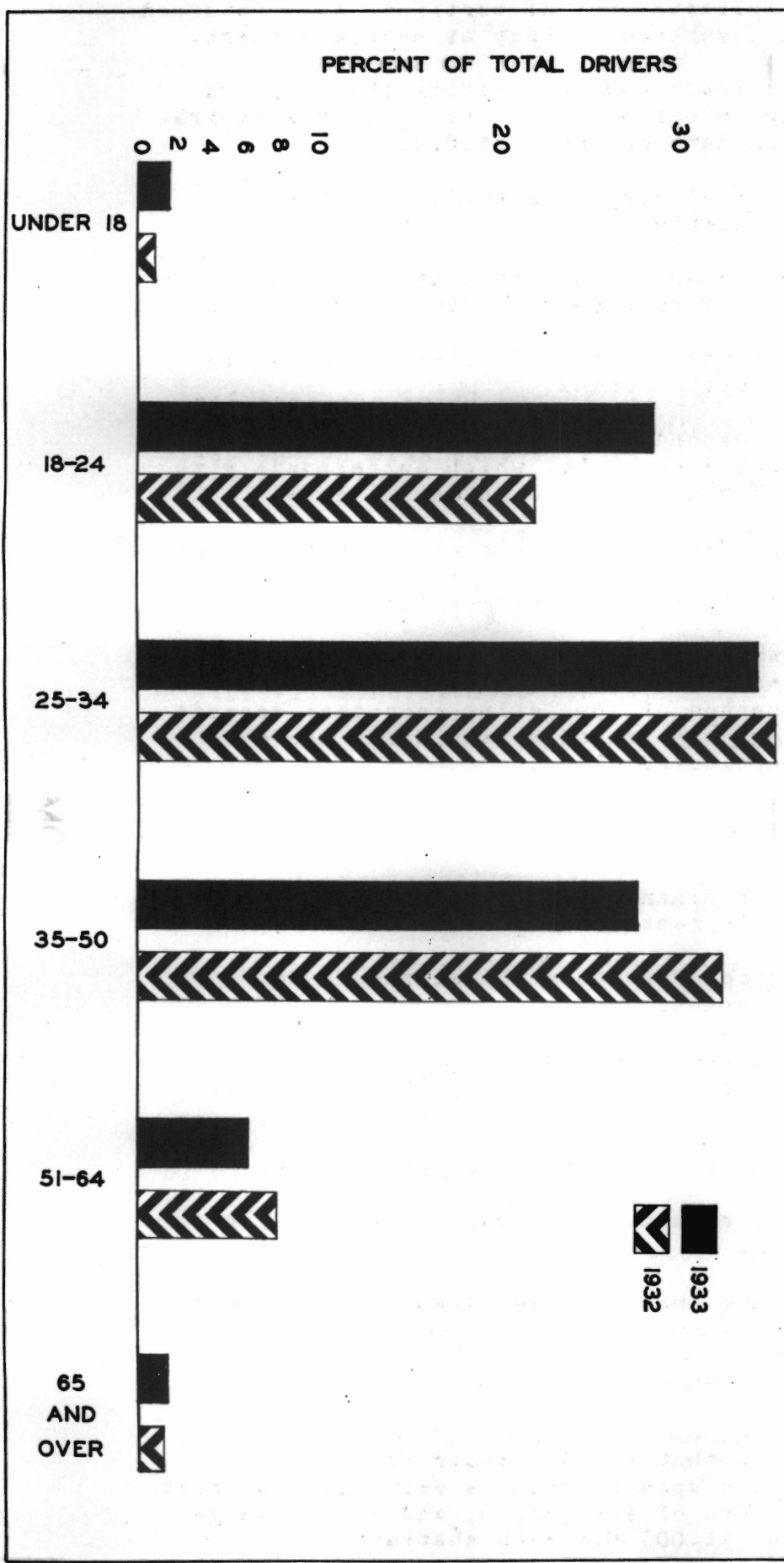
It is invariably necessary to enter into correspondence with parties who have become subject to the Financial Responsibility Law, or with their attorneys, especially in the case of judgments.

- (a) Letters looked up in index.
- (b) Case removed and "Out" card dropped in file showing reason case has been removed.
- (c) Letter answered.
- (d) Correspondence attached to case, and returned to file.

EVIDENCE OF FINANCIAL RESPONSIBILITY:

Evidence of Financial Responsibility may be established in the form of insurance certificates, surety bonds or collateral. Almost one hundred percent of the evidence filed

# AGE GROUPS OF DRIVERS IN FATAL ACCIDENTS NEW JERSEY-1932 AND 1933 DEPARTMENT OF MOTOR VEHICLES



is in the form of insurance certificates.

Certificates are in triplicate form:

- (a) Each copy of certificate is stamped with the Departmental received date stamp.
- (b) Triplicate copy of certificate is returned to insurance company as acknowledgment.
- (c) Duplicate copy of certificate is filed chronologically, according to the expiration date of the certificate.
- (d) Original copy of certificate filed alphabetically.
- (e) Looked up in pending index, card attached and information recorded on index card.
- \*(f) Remainder of certificates looked up in revocation index.
- (g) Correspondence removed from pending file, given case number which corresponds with number also placed on certificate.
- (h) Certificates filed in alphabetical file.
- (i) Case filed in numerical file.

Certificates which are received are original filings or renewals required as the result of cancellations or expirations. The method of completing each case depends on its type, although the procedure explained above is followed in each particular class.

\*RESTORATIONS:

When evidence of Financial Responsibility has been established license is restored.

- (a) Notice of restoration addressed to defendant.
- (b) Telegram to disregard pick up order addressed to Inspector, if license has not been returned to this office.
- (c) Information recorded on index card.
- (d) Case returned to numerical revocation file.
- (e) Revoke guide removed from motor vehicle files.

CERTIFIED ABSTRACTS:

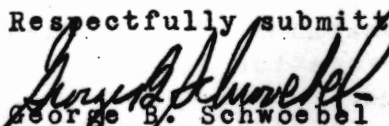
The law requires that the Commissioner of Motor Vehicles shall furnish upon request, a certified abstract of the operating record of any person, and shall charge a fee of one dollar (\$1.00) for each abstract.

To be looked up in:

- (a) Name of party looked up in motor vehicle files to determine license held.

- (b) Magistrates report file to determine conviction.
- (c) Central revocation files.
- (d) Financial Responsibility revocation files.
- (e) Financial Responsibility case files to determine reason party was made subject to the Financial Responsibility Law.
- (f) Accident files.
- (g) Information is recorded on formal form, is attested to by Commissioner, and forwarded to the party who has requested such information.

Respectfully submitted,

  
George E. Schwoebel  
Financial Responsibility Division

FINES DIVISION.

January 1, 1934.

Hon. Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting herewith Annual Report  
figures from Magistrate's Fines Division.

The accounts of the delinquent Magistrates  
have been placed in the hands of the Attorney  
General and a settlement is expected in the  
near future.

Respectfully submitted,

A handwritten signature in cursive script that reads "Raynar Londahl". The signature is written in dark ink and is positioned above the typed name and title.

Raynar Londahl,  
Chief, Fines Division.

RL:C

COMPARATIVE STATEMENT OF FINES.

Fines collected for violations of the Motor Vehicle and Traffic Act amount to \$102,206.20. A comparative table follows, showing the collections of fines by months for the years 1928, 1929, 1930, 1931, 1932 and 1933.

	1928	1929	1930	1931	1932	1933
January	40,688.40	7,131.83	11,941.00	10,099.50	6,910.00	3,703.50
February	40,243.51	15,601.00	19,632.50	12,199.50	9,941.00	3,051.00
March	36,924.20	15,187.00	29,061.00	19,009.00	10,382.10	4,558.00
April	21,632.40	24,755.00	21,258.00	19,246.50	8,177.00	6,607.00
May	28,772.80	18,751.00	17,692.50	12,038.50	9,312.00	11,589.00
June	13,476.00	16,139.00	19,496.50	14,438.50	12,396.50	9,985.95
July	13,578.50	21,944.50	23,043.00	18,563.50	15,556.50	11,005.00
August	16,739.17	26,601.00	19,169.50	18,129.00	14,216.50	13,445.00
September	12,838.00	24,243.50	18,400.50	19,885.50	12,300.50	13,706.50
October	11,850.00	15,610.75	15,206.50	15,634.50	9,671.00	8,578.50
November	11,724.00	14,679.50	12,896.50	16,047.50	6,586.50	8,969.25
December	7,343.00	11,227.00	12,377.50	11,198.00	3,994.00	7,007.50
	<u>\$ 255,809.98</u>	<u>\$ 211,871.08</u>	<u>\$ 220,175.00</u>	<u>\$ 186,489.50</u>	<u>\$ 119,443.60</u>	<u>\$ 102,206.20</u>

COUNTY TABULATION OF FINES.

Counties.	Amt.due 12-31-32	Fines imposed 1 9 3 3	Cash received 1 9 3 3	Amount due 1 9 3 3
Atlantic		7,008.00	5,550.50	1,457.50
Bergen		6,387.00	6,387.00	
Burlington		3,115.35	3,115.85	.50 OP
Camden		7,784.80	7,565.30	219.50
Cape May		2,242.50	2,242.50	
Cumberland		1,656.50	1,656.50	
Essex		5,142.95	5,142.95	
Gloucester		1,697.00	1,697.00	
Hudson		2,875.00	2,875.00	
Hunterdon		2,744.00	2,744.00	
Mercer		9,887.50	9,887.50	
Middlesex	655.00	19,199.50	18,118.10	1,729.40
Monmouth		4,288.50	4,056.50	232.00
Morris	220.00	2,825.50	2,825.50	220.00
Ocean	143.00	2,570.00	2,374.00	339.00
Passaic		4,103.50	4,103.50	
Salem		1,760.00	1,760.00	
Somerset		13,336.50	13,336.50	
Sussex		476.00	476.00	
Union		1,804.50	1,804.50	
Warren	70.00	4,487.50	4,487.50	70.00
Totals.....	<u>\$ 1,088.00</u>	<u>\$ 105,392.10</u>	<u>\$ 102,206.20</u>	<u>\$ 4,266.90</u>

BILL OF SALE DIVISION

January 1, 1934

Honorable Harold G. Hoffman  
Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting, herewith, the annual report of the activities of the Bill of Sale Division, in which the various types of titles issued are itemized. These constitute the source of revenue of the Bill of Sale Division: -

Original Bills of Sale	67,777	
Assignments	373,222	
Abstracts of Contract	91,349	
Foreclosure Bills of Sale	11,355	
Certificates Permitting		
Title Papers to be filed	58,290	
Duplicate Bills of Sale	6,930	
Dealers Bill of Sale Licenses	215	
Photostatic Copies		\$206.50
Interest		666.43

The fee for the filing of Bills of Sale in the department is \$.50 for each form, while the recording of a title form from out of the state requires a special title form, known as a "Certificate Permitting Title Papers to be Filed", for which a fee of \$1.00 is charged. This form, known as a B.S.5, is used for the correction of errors, and change of motors, in addition to being used for the registration of non-resident titles.

The total revenue for the Bill of Sale Division from January 1 to December 31, 1933 was \$340,094.43, which indicates an increase of \$36,000. over our 1932 receipts.

The total maintenance cost of this Division including salaries, printing, filing cabinets, and all other equipment, was \$57,484.90.

In the registration and regulation of dealers, very stringent rules have been incorporated to safeguard the issuance of titles, the issuance of dealers' plates, and Bill of Sale Licenses, so that every precaution may be exercised to protect the public in the purchase of automobiles.

During the year 1933 many hearings were held before Deputy Commissioner Arthur W. Magee, and as a result of intensive investigation by Inspectors, 161 dealers' Bill of Sale Licenses were revoked, in addition to the number of dealers' plates that were revoked for the misuse of dealers' plates.

A total of 431 Bill of Sale Licenses have been revoked since the enactment of the law in 1931.

STATE OF TEXAS

County of \_\_\_\_\_

Know all men by these presents, that \_\_\_\_\_

of the County of \_\_\_\_\_ State of Texas, for and in consideration of the sum of \_\_\_\_\_ Dollars, to \_\_\_\_\_ of lawful money of the United States, to \_\_\_\_\_ the receipt of which is hereby acknowledged, have granted, sold and conveyed, and by these presents do grant, sell and convey unto the said \_\_\_\_\_ of the County of \_\_\_\_\_ State of Texas, all that certain \_\_\_\_\_

\_\_\_\_\_

There were 215 new dealers registered during the year 1933, which brings the total number of dealers now registered to issue Bills of Sale to 2,035, of which there are 1,380 New and Used Car Dealers, and 655 permitted to issue titles for Used Cars only.

The Title Division, in addition to maintaining an accurate record of all car sales, records all encumbrances in the form of conditional sales, and each holder of a lien is required by law to notify our department upon the completion of the conditional sales contract. Upon receipt of such notification the lien is cancelled in our files.

Approximately 125 such notices of cancellations are received from the finance companies each day, denoting that the encumbrances have been satisfied.

The department now has on file approximately 1,900,000 titles, showing the complete chain of title of the vehicle, so that in the event of lost titles, court cases, judgments, executions, etc. an authentic history of the car is available.

On November 1, 1933, a new ruling was promulgated whereby dealers were required to file all assignments in their possession within ten days. This ruling was necessary by virtue of the fact that dealers heretofore had held all assignments until the vehicle was sold, thus leaving the Motor Vehicle Department without a record as to the location of the car. This ruling created an influx of bills of sale during September and October due to the dealers having held these Bills of Sale in their possession for almost a year in some instances. Under this ruling all titles are now up to date and an accurate record is in file at the Trenton Office.

The Bureau of Underwriters have been unstinting in their expressions of praise for the efficiency with which the Title Act is functioning. As an evidence of this efficiency, there was a further reduction of 20% in the number of thefts in New Jersey for the year 1933, making a total reduction of 43% since the enactment of the Bill of Sale Act in 1931. Further evidence is given in view of the greatly reduced number of stolen cars recovered in New Jersey. It is indicative of the strictness of the Act that New Jersey is no longer being used as a "dumping ground" for stolen cars, and by our continued strict enforcement, New Jersey is becoming known as the one state to which the auto thieves give a wide berth.

In closing my report I cannot fail to express our appreciation for the cooperation given our department by the dealers and Dealers' Association in the State of New Jersey in their constant efforts to comply with the regulations of the Bill of Sale Act, their generous compliance with all new rulings made to further strengthen our title laws, and their many friendly suggestions.

It is again necessary to call attention to the absolute lack of space both for filing equipment, working space, and the additional filing space required, so the department may maintain its efficiency in the proper filing and maintenance of their records.

Respectfully submitted,

  
R. Earle Leonard,  
Assistant Chief Clerk

March 17th, 1934

Hon. Harold G. Hoffman,  
Commissioner of Motor Vehicles.

Dear Commissioner:

The following is a report of the Excise Tax collected on busses operated interstate for the year 1933, in accordance with the provisions of Chapter 223, P.L. 1930:

This law has been in effect since Jan. 1st, 1931 and required considerable effort and time on our part in order to enforce the collection of the tax imposed. The law as enacted did not provide a method of enforcement, nor was any appropriation set out that would make practical enforcement possible. Under the law the operator merely submits a report of mileage covered by his busses in their interstate operation. Without doubt, if we were to employ inspectors who would first determine those that were liable under the law, and then to use auditors for the purpose of checking the returns by the operators, a greater portion of the receipts collected at present would have been absorbed by the expense involved.

We have made recommendation to the present legislature that would provide for real practical enforcement, the important features of which are as follows:

Bond to be filed by operators, the amount of which would be equal to the tax that may be due for a period of two or three months. Such bond may be increased or decreased at the discretion of the Commissioner and or upon the application of the applicant.

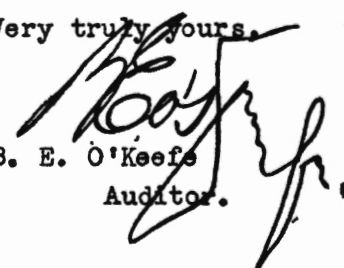
The filing of a certificate by operators, incorporating therein a permanent schedule of their operation, itemized according to route travelled and the number of vehicles used on each route daily, giving the registration numbers of such vehicles. This certificate can be amended without prior notice but such change must be shown in a supplemental certificate.

Penalties as provided in the Act at present are all out of proportion to the nature of the offence in many cases. We have at present, during the peak months of the year, about one hundred operators, and about thirty of them submit a very small amount of tax, these being operators of chartered busses on special trips. Some of the returns vary in amounts from 30¢ to \$2.00, whereas the law provides penalties for failure to file in the amount of \$100.00 for the offence and \$10.00 for each day that the operator is in default.

We have recommended a provision be made in the law that would give us the authority to examine the books and records of bus operators. Of course, in the case of non-resident's refusal to allow us, the law could be so written as to enable us to proceed against them for such refusal.

Any law, in whatever form, requiring a payment of a tax, would be conscientiously complied with by some operators, but the above suggestions would insure the State the proper returns from those who, in our experience, make the law as at present, very difficult to enforce.

Very truly yours,

  
B. E. O'Keefe  
Auditor.

O'K:C

STATEMENT OF EXCISE TAX COLLECTED ON BUSES OPERATED INTERSTATE

MONTH	TOTAL MILES	EXEMPT MILES	TAXABLE MILES	AMOUNT	BANK INTEREST	TOTAL AMOUNT
January	1,008,197.29	182,196.40	826,000.89	\$4,127.56	\$ 3.68	\$ 4,131.24
February	1,342,701.04	180,835.90	1,161,865.14	5,809.25	2.51	5,811.76
March	982,235.27	85,576.20	896,659.07	4,483.75	3.38	4,487.13
April	1,477,303.43	231,756.10	1,245,547.33	6,230.24	3.43	6,233.67
May	1,113,615.47	137,819.60	975,795.87	4,879.17	3.67	4,882.84
June	1,011,195.21	149,610.00	861,585.21	4,308.02	4.00	4,312.02
July	1,693,669.19	305,465.20	1,388,203.99	6,944.14	3.66	6,947.80
August	1,305,575.62	175,797.60	1,129,778.02	5,643.12	4.74	5,647.86
September	1,960,367.20	193,331.80	1,767,035.40	8,840.20	5.09	8,845.29
October	1,344,869.52	172,455.60	1,172,413.92	5,863.36	5.94	5,869.30
November	1,513,673.32	151,941.20	1,361,732.12	6,805.07	4.50	6,809.57
December	967,948.04	146,265.60	821,682.44	4,108.84	-	4,108.84
TOTAL	15,721,350.60	2,113,051.20	13,608,299.40	\$68,042.72	\$44.60	\$68,087.32

### GROSS WEIGHT

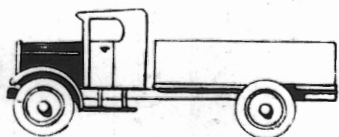
The gross weight commercial vehicles are permitted to carry is based upon the size and carrying capacity of the tires. There being three different types of tires used on these vehicles, namely: solid, high pressure and balloon, each with different carrying capacity, the schedule below is given to indicate the weight permitted on each type and tire. Weights are given for a single size tire and to compute the gross weight carried by dual tires merely double the weight permitted on the single unit. The maximum gross weight permitted on a four wheel vehicle is thirty thousand pounds; the maximum gross weight permitted on a six wheel vehicle is forty thousand pounds, provided the applicant has secured a permit for the additional ten thousand pounds or fraction thereof by paying a fee of five dollars per thousand pounds for each thousand pounds or the fraction thereof in excess of thirty thousand pounds.

To ascertain gross weight allowed on each tire follow the schedule of tire sizes given below. Schedule gives weight permitted on one tire only. For two or more, multiply by the given number of tires of equal size on vehicle. Examples of various types of vehicles and weights permitted on given tire sizes illustrated.

SOLID								HIGH-PRESSURE			
Size of Tire	30"	32"	33"	34"	36"	38"	40"	42"	Size of Tire		
2"	1000	1067	1100	1133	1200	1267	1333	1400	30x5		2800
2½"	1250	1333	1375	1416	1500	1583	1667	1750	32x6		3000
3"	1500	1600	1650	1700	1800	1900	2000	2100	34x7		3500
3½"	1750	1867	1925	1983	2100	2217	2333	2450	36x8		4500
4"	2000	2133	2200	2267	2400	2533	2667	2800	38x7		4000
5"	2500	2667	2750	2833	3000	3167	3333	3500	38x9		5625
6"	3000	3200	3300	3400	3600	3800	4000	4200	40x8		5000
7"	3500	3733	3850	3967	4200	4433	4667	4900	40x10		6875
8"	4000	4267	4400	4533	4800	5067	5333	5600	42x9		6250
10"	5000	5333	5500	5667	6000	6333	6667	7000			
12"	6000	6400	6600	6800	7200	7600	8000	8400			
14"	7000	7467	7700	7933	8400	8867	9333	9800			

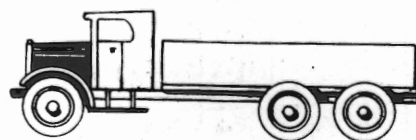
BALLOON						
Size of Tire	20"	22"	24"	20"	22"	24"
6.00"	2800			9.75	6500	7000 7300
6.50"	3300			10.50	6850	7125 7375
7.00"	3800			11.25	7050	7500 7800
7.50"	4200		4800	12.00	7750	8125 8375
8.25"	5100	5600	5900	12.75	9000	9250 9500
9.00"	5850	6300	6600	13.50	10250	10500 10750



36x8 (s)                      40x8 (D)

36x8 (S) Tire Allowed 4,800 lb = 2 at 4,800 = 9,600  
 40x8 (D) " " 5,333 " = 4 at 5,333 = 21,332  
30,932

Permissible Gross Weight Solid Tires 30,000 lb.



40x8 (s)                      40x8 (D)

40x8 (S) Tire Allowed 5,000 lb = 2 at 5,000 = 10,000  
 40x8 (D) " " 5,000 " = 4 at " 20,000  
 40x8 (D) " " 5,000 " = 4 at " 20,000  
50,000

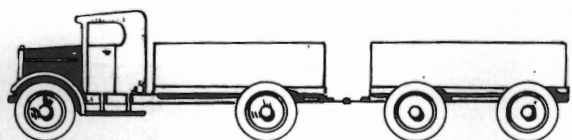
Permissible Gross Weight with Special Permit 40,000 lb.

SIZE RESTRICTIONS ON COMMERCIAL VEHICLES

Overall length permitted on a single unit	28 feet
Overall length permitted on combination tractor and trailer; tractor and semi-trailer; or truck and trailer	56 feet
Height	12 feet 6 inches
Width	8 feet
Gross weight permitted on a 2 or 4 wheel unit - Maximum	30,000 pounds
Gross weight permitted on a 6 wheel truck, for which a special permit has been issued -	40,000 pounds

A special permit for excess width or length, may be issued by the Commissioner of Motor Vehicles, upon application of the owner.

Tractor and semi-trailer combinations, or truck and trailer combinations, require separate registrations for each unit of the combination.

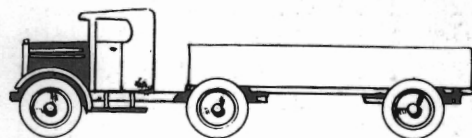


4 WHEEL TRUCK      4 WHEEL TRAILER

24x9.75 (S) Front	7,300 lb. each tire	14,600
24x9.75 (D) Rear	7,300 lb. " " "	<u>29,200</u>
		43,800

22x9.75 (S) Front	7,000 lb. each tire	14,000
22x9.75 (D) Rear	7,000 lb. " " "	<u>28,000</u>
		42,000

Gross Weight Permitted on Truck	30,000 lb.
" " " " Trailer	30,000 "
Permissible Gross Weight on combination	60,000 lb.



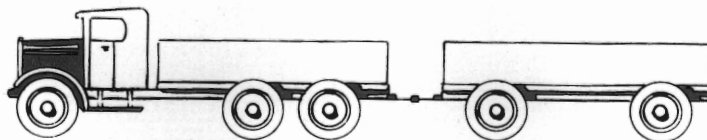
TRACTOR      *Semi Trailer*

24x9.75 (S) Front Permitted	7,300 lb. each tire	14,600
24x9.75 (D) Rear " " "	7,300 " " "	<u>29,200</u>
		43,800

SEMI TRAILER

24x9.75 (D) Rear Permitted 7,300 lb. each tire 29,200

Permissible Gross Weight for  
Tractor and Semi Trailer on  
Combination 60,000 lb.



6 WHEEL TRUCK      *Trailer*

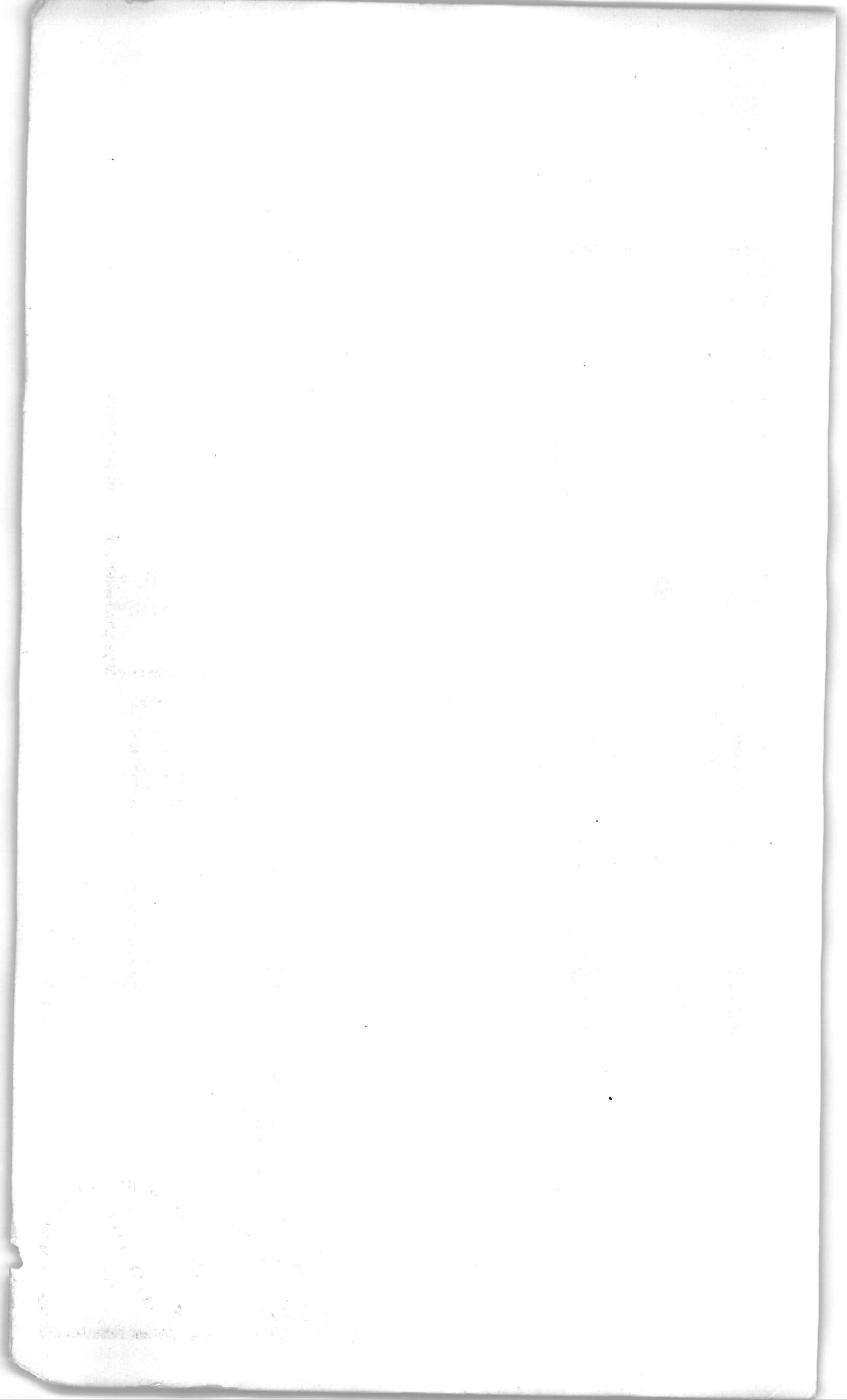
40x8 (S) Front	Allowed 5,000 lb on each tire	10,000
40x8 (D) Rear	" 5,000 " " " "	<u>20,000</u>
		30,000

4 WHEEL TRAILER

40x8 (D) 4 wheels Allowed 5,000 lb. on each tire 40,000

Permissible Gross Weight 60,000 lb.

Permissible Gross Weight on each unit  
30,000 lb. No Special Permit can  
be issued for this combination.



WRECKAGE OF CAR THAT CRASHED THROUGH OPEN  
DRAWBRIDGE AT SEASIDE HEIGHTS, JULY 22, 1933.

\*\*\*\*

FIVE YOUNG PEOPLE, ALL UNDER 23 YEARS OF AGE,  
WERE INSTANTLY KILLED IN THE ACCIDENT.

\*\*\*\*

A BILL HAS BEEN INTRODUCED IN THE LEGISLATURE  
TO PAY THE FAMILIES \$50,000 DAMAGES.

\*\*\*\*



68889

