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ACCIDENTS

DEPARTMENT OF LAW AND PUBLIC SAFETY

FORTY-SIXTH

ANNUAL REPORT

OF THE

DIRECTOR OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1951

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WILLIAM J. DEARDEN
Acting Director

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Public Health Service

ANNUAL REPORT

1970

OFFICE OF THE ASSISTANT SECRETARY FOR PUBLIC HEALTH

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Richard L. Evans, M.D.
Assistant Secretary for Public Health

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ANNUAL REPORT

April 1, 1952

*Hon. Theodore D. Parsons,
Attorney General of the State of New Jersey.*

SIR:

Pursuant to the statutes vesting in the Director, Division of Motor Vehicles full charge of the registration and regulation of all motor vehicles; the licensing of drivers; and the investigation of traffic conditions, means for their improvement and the enforcement of laws and regulations relating to traffic, including pedestrian travel, there is submitted herewith a report of the activities of the Division of Motor Vehicles for the calendar year 1951; except those of revenue, vehicle inspections and certificates of ownership, which are for the registration year ending March 31, 1952.

Gross revenue from vehicle registrations, driver licenses and other administrative responsibilities amounted to \$44,428,594.06 as compared with \$37,667,980.45 in 1950, an increase of 17.9 per cent.

Vehicle registration broke all previous records totaling 1,742,376 of which 1,439,801 were for passenger cars and 213,853 for commercial vehicles and farm trucks,

The number of drivers licensed reached a new high of 1,986,458, a rise of 5 per cent over the previous year.

NEW CAR SALES

New car sales totaled 211,767 as against 258,705 in 1950, a decrease of 18 per cent.

DRIVER EXAMINATIONS

The Inspector Force examined 212,889 applicants for driver licenses, approving 167,478 and rejecting 45,411 who failed to meet the road, written and vision standards.


Of interest was the increasing number of females qualifying for the driving privilege. Women represented 44.2 per cent of those passing tests during the year.

Every 5.5th person passing the examination, on the average, was licensed conditionally to wear glasses and nearly one-fifth of this group was under 21 years of age.

In the senior group there were 933 applicants over 65 years of age who passed the tests. Two-thirds of these, however, were licensed conditionally.

Stress is again placed on the need for strengthening driver examination standards. For the best results, applicants should be submitted, in addition to the present tests, to examination for reaction time, field of vision, depth perception, glare recovery, attitude and enforcement procedure.

The examination setup could be further improved by abolishing the present 34 examination points in the State and replacing them with eight additional permanent examination stations, similar to the Plainfield Station, where driver tests could be conducted on a four-day per week basis. These changes would, of course, require additional facilities and personnel.



DRIVER SCHOOLS

In accordance with Chapter 216, P. L. 1951, the Division inaugurated the licensing and regulation of driver schools on July 1. Fifty-two schools were subsequently licensed and five applications were rejected. A total of 135 individuals applied for instructor licenses but only 100 succeeded in passing the written, road and psychological tests. This activity brought about a decided improvement in the operation of these schools as well as in the calibre of the instructors hired to give driving instruction.

ENFORCEMENT

Traffic and motor vehicle law enforcement was stepped up during the year to the extent of 11.9 per cent over 1950. Total traffic arrests, exclusive of parking, were 147,799 as compared with 132,029 in the previous year.

The leading violation was speeding for which 45,430 arrests, or 30.8 per cent, were made. Careless driving arrests ranked second with 27,056; ignoring traffic signal third with 11,598 and ignoring Stop Street sign fourth with 10,376.

One-third of the year's offenders were in the age group 20 to 29 years.

Non-residents represented 23.4 per cent of the year's violators.

The average fine imposed (exclusive of mandatory penalties) was \$6.68. In 1950 the average fine was \$6.69 and in 1949 it was \$6.73.

Fines imposed in complaints made by motor vehicle inspectors and state police totaled \$686,181, an increase of 44 per cent.

Six per cent of the violators were females.

Municipal police accounted for 62.6 per cent of total arrests as compared with 64.8 per cent in 1950.

Since the adoption of the no-fix summons three years ago, traffic arrests, exclusive of parking, have increased 56 per cent in the State.

ACCIDENTS

The number of reportable traffic accidents recorded during the year was 72,307, a decrease of 9.5 per cent over 1950. A change in the statute raising the minimum damage reporting requirement of a property damage accident from \$25 to \$100 was the reason for the change.

Fatalities numbered 763, an increase of 76 over the previous year while personal injuries reached an all-time high of 36,682. Total injured persons in 1950 was 33,112.

Exposure to accidents was greater than in previous year. Travel was estimated at 17,284,370,879 miles, there were 105,164 more vehicles registered than in 1950 and 95,661 more licensed drivers.

After making steady improvement in the years preceding, pedestrian deaths rose from 266 in 1950 to 295. They represented 38.6 per cent of total deaths as compared with the pedestrian toll in 1945 when it was 60 per cent of the total.

The mileage death rate, or deaths per hundred million vehicle miles of travel was 4.4, a rise from 4.08 in 1950. This compared favorably with the national death rate of 7.7. In 1931 the New Jersey death rate was 17.54.

Economic loss from accidents totaled \$72,485,000. In the previous year it was \$44,655,000.

REGISTRATION PLATES

In the interest of economy and an aid to the defense effort, the State issued, for the 1952 registration year, permanent vehicle registration plates. The plates, more durable than those of previous years, will remain on the vehicle from year to year and will be renewed annually by means of a metal insert, serially numbered.

The "no fee" plates issued to public agencies and charitable organizations will not be renewed annually but will remain the vehicle's identification until such time as the vehicle is destroyed or its title transferred.

MOTOR VEHICLE INSPECTIONS

The motor vehicle inspection program, after 14 years of operation, continues to be of immeasurable benefit to both highway safety and to the individual car owner.

Each inspection period finds approximately 40 per cent of the vehicles rejected on initial inspection. In 1951 the Division conducted 103,000 more initial inspections than in 1950. Because of their inability to comply with inspection requirements, 40,212 owners surrendered their registration plates and certificates during the year. Of this number, 2,974 registrations were returned when owners met inspection standards.

Overtaxed facilities at the stations, particularly in the metropolitan area, made it necessary to go into overtime operation. This schedule, which began the week of September 10 involved 16 of the 30 stations. The morning opening hour was set back from 8:30 a. m. to 8 a. m. and in addition, these stations remained open one night a week.

Public response was most satisfactory. At the end of the second inspection period, a total of 156,794 vehicle appearances had been made during the overtime hours, or 9.6 per cent of total business volume at these stations. Overtime operation appears to have satisfied public demand for night inspections and it has succeeded in relieving the pressure at the 16 overtaxed stations to the extent that at the end of the second period, the Inspection Bureau was in better shape than it had ever been previously at that time of the year.

Ten specific benefits from vehicle inspections follow:

1. It improves the general standard of vehicle condition.
2. It maintains an automobile at a higher value level by lessening depreciation.
3. It affords opportunity to check motor and serial numbers actually on the vehicles against registration certificates, and in other ways to assist in the enforcement of motor vehicle laws.
4. It improves the quality of garage workmanship in making adjustments and repairs.
5. It provides an excellent opportunity for informing drivers about the condition of their cars and their responsibility for driving safely 365 days in the year.
6. The psychological effect on the driver is considerable, for the motorist who has been shown that his brakes meet only the minimum requirements will tend to drive more carefully.
7. Inspections also help to educate and keep car owners aware that certain parts need periodic attention and that it is less expensive to have the vehicle checked regularly and kept in repair than to wait until a breakdown occurs.
8. Rejection of a vehicle informs the motorist in a specific way that he is driving an unsafe car and that as a consequence he is liable to be held as the negligent party in the event of a collision with a car that has been properly maintained.
9. The driver who subjects his car to periodic inspection tends to co-operate with enforcement officers and the general public in the observance of traffic rules and regulations.
10. Periodic inspection provides the motorist with an inexpensive maintenance service not available elsewhere.

CERTIFICATES OF OWNERSHIP

A total of 1,214,247 certificates of motor vehicle ownership was filed with the Division during the year. The Division issued 3,646 car dealer licenses, 1,536 to new car dealers and 2,110 for the used car trade.

FINANCIAL RESPONSIBILITY LAW

Administration of the Financial Responsibility Law resulted in the revocation of 10,645 licenses of persons found to be reckless and financially irresponsible. It also aided in the collection of \$528,357.77 in unsatisfied judgments resulting from litigation involving automobile accidents.

TRAFFIC BUREAU TRANSFER

Executive Order 31, dated November 30, 1951, removed from the Division of Motor Vehicles functions performed by the Bureau of Traffic Engineering and the Bureau of Safety Education and transferred them into a new Bureau of Traffic Safety within the Department of Law and Public Safety. The actual change-over took place on January 1, 1952.

SAFETY EDUCATION

Safety education was concentrated in three major fields namely, public information, school co-operation and official county and municipal safety committees.

The rising tide of traffic accidents has made it increasingly necessary to use all media of information. On a long range basis, greatest hopes for improvement of the safety record lie in the high school driver education program. The inculcation of a proper attitude at the impressionable school age should mean the annual addition of thousands of safe-minded drivers and the influence of these trained motorists should be reflected in a better safety record in the State.

The Division issued a million leaflets on right-of-way rules to owners of vehicles passing vehicle inspection tests. For the second successive year, thousands of motorists learned of alternate routes to and from resort areas via leaflets. Use of these routes helped to alleviate many hazardous and tedious tie-ups.

RECOMMENDATIONS

The following recommendations are made in the interest of greater administrative efficiency and improved public service:

1. **CONSOLIDATION OF QUARTERS.** For greater efficiency and public convenience, there should be a physical consolidation of the Division with space to handle its expanding activities. Units and bureaus in the Division are presently spread out in five different buildings, as follows:

State House—Administrative offices.

State Office Building—Chief Clerk, Record Room, Financial Responsibility, Magistrates Records, Auditing, Vehicle Inspections and Stenographers Bureau.

232 East Hanover Street—Inspector Force.

28 West Hanover Street—Certificate of Ownership Bureau.

117 West Hanover Street—Central Agency and Mailroom.

The physical separation of the Division's units and bureaus prevents efficient use of the clerical staff, involves much waste of time in the conduct of necessary business and causes inconvenience to the public. It interferes with the policy-making functions of the Director who is not in close contact with the heads of the major bureaus.

The need for consolidating the Division under one roof is supported by the State Chamber of Commerce whose Administrative Survey, dated January 19, 1951, stated "it is strongly recommended that top priority in State Building plans be given to the physical consolidation of the Division of Motor Vehicles with space to properly handle its expanding activities."

2. DRIVER EXAMINATIONS. Elimination of the present 34 driver examination points and their replacement with eight additional permanent examination centers, similar to the Plainfield Center, where driver tests could be conducted on a four day per week basis.

3. POINT SYSTEM. Approval of a Point System for traffic law violation repeaters which will remove from the highways those whose records of traffic offenses show continued disregard for law and public safety.

4. VEHICLE INSPECTION STATIONS. Twelve specific building construction proposals for relieving pressure on present overtaxed facilities and to provide for future expansion, are offered, as follows:

PASSAIC COUNTY—The present 3-lane station in Paterson is 59 per cent overloaded. It is recommended that a new 3-lane station be constructed in the southeastern part of the county in Clifton. This would lighten the load on the Paterson station and would attract car owners from lower Bergen and Northern Essex thus lessening the work load on the Hackensack station and, to a lesser extent, the loads on the East Orange and Montclair stations.

BERGEN COUNTY—The 3-lane station in Hackensack is 55 per cent overloaded. This pressure could be greatly relieved with a new 3-lane station in the southerly end of the county near the Hudson County line which would likewise relieve the Union City station.

CAMDEN COUNTY—The State-owned 2-lane station in Camden City is 52 per cent overloaded. It should be replaced with a new 3-lane station and driver examination room at a more accessible point in Camden. A new 2-lane station between Audubon and Magnolia is likewise desirable.

UNION COUNTY—The 3-lane station in Elizabeth is 47½ per cent overloaded and the Westfield station 37½ per cent. It is recommended that a new 3-lane station and driver examination room be constructed in Union, near the Irvington line, which would relieve crowded conditions in Elizabeth, Westfield and East Orange Stations.

ESSEX COUNTY—The 4-lane Newark station is 19 per cent overloaded. The problem here is lack of parking facilities and the heavy patronage by commercial vehicles. It is recommended that a new 1-lane station be constructed in the Ironbound section.

PATERSON—There are no parking facilities available here with the result that nearby streets are continually congested with lines of vehicles, to the great annoyance of residents. A new 3-lane station replacing the present station and located outside the city, preferably in Totowa Borough, is recommended.

UNION CITY—This station is 83 per cent overloaded and street congestion in the vicinity the cause of many complaints. Its abandonment and replacement with a new 2-lane station, with driver examination room, in the same municipality, is recommended.

RIDGEWOOD—A 60 per cent overload exists here. It is recommended that a new 3-lane station with driver examination room be constructed in nearby Paramus.

PERTH AMBOY—This station has a 51 per cent overload. It is located in a congested district close to heavily travelled State highways. It is recommended that a new 2-lane station be constructed in or near Perth Amboy and the present station abandoned.

HIGHLAND PARK—Located on a State highway and experiencing a 74 per cent overload, this station should be replaced with a new 2-lane station either in the Highland Park-New Brunswick area or in North Brunswick.

TRENTON—This station is carrying a 39 per cent overload. It is located in the midst of a newly developed business district with resultant traffic congestion. It is recommended that the present station be abandoned and replaced with a new 3-lane station with driver examination room in nearby Hamilton Township, in the vicinity of the Fair Grounds.

MONMOUTH COUNTY—The present Asbury Park station is operating at normal capacity but the problem here is the long travel distances required of many Monmouth County car owners. It is recommended that a new 2-lane station be constructed in the vicinity of Eatontown which will relieve the Asbury Park and Freehold stations and, to a lesser degree, the Perth Amboy station.

5. MUNICIPALITIES RETAIN FINES. Penalties imposed and collected from violations under Title 39, Revised Statutes are paid into the county treasury for road repair purposes. A higher degree of local traffic enforcement could be expected if municipalities were permitted to retain these fines and penalties. To that end, it is recommended that Title 39:5-41 be amended retaining, however, the provision that penalties imposed in cases in which motor vehicle inspectors, State police and other State officers are the complainants, be paid into the State Treasury, as at present.

In conclusion, I wish to thank the press, the radio, the television and the theatre for their continued co-operation in bringing safety to the public. I would also express my sincere appreciation and thanks to all employees whose loyalty and devotion have contributed so much to the successful administration of the Division of Motor Vehicles.

The pages that follow contain a detailed account, with statistics, of the Division's extensive activities during the year.

Respectfully submitted,

WILLIAM J. DEARDEN, *Acting Director.*

REVENUE, REGISTRATIONS, LICENSES

The registration year ending March 31, 1952 established new high records for Division revenue, vehicle registrations and driver licenses.

Gross revenue amounted to \$44,428,594.06, or \$6,760,613.61 more than in 1950, an increase of 17.9 per cent.

Vehicle registrations totaled 1,742,376 as against 1,637,212 in 1950. The numerical increase was 105,164 and the percentage increase 6.4 per cent.

Among these registrations 1,439,801 were for passenger cars, or 96,004 above the previous year. The rise was 7.1 per cent.

Commercial vehicle registrations numbered 213,853 including 18,671 farm vehicles. Total commercial vehicle registrations in 1950 were 210,689 of which 18,066 were for farm trucks.

Driver licenses were issued to 1,986,458 persons, compared with 1,890,797 in 1950, an increase of 5.06 per cent.

REVENUE, REGISTRATIONS, LICENSES

	1951 Items	1950 Items	1951 Fees	1950 Fees
Passenger vehicles	1,439,801	1,343,797	\$18,073,221.35	\$10,369,715.10
" No Fee" registrations to Motor Vehicle, State and Local Police Departments and Amputee Veterans	1,321	1,320		
" No Fee" registrations of State, county, fed- eral and municipally owned vehicles	16,316	15,655		
Commercial vehicles	195,182	192,623	10,003,183.50	7,641,592.50
Farmer Truck vehicles	18,671	18,066	450,966.25	341,576.75
Undertaker vehicles	1,212	731	37,494.00	19,366.00
Omnibus vehicles	9,744	10,213	480,306.50	467,438.00
Trailer registrations	27,713	25,813	2,243,633.50	1,571,533.50
Motorcycles	9,462	9,454	18,924.00	18,908.00
Dealers (auto & M. C.)	4,467	4,137	221,985.00	102,965.00
Agricultural tractors	6,988	6,219	20,964.00	18,657.00
Farm Use registrations	9,677	8,733	9,677.00	8,733.00
Constructor Registrations	1,242	1	972,825.00	378.00
Contractor equipment—in transit	580	450	29,000.00	22,500.00
TOTAL REGISTRATIONS AND FEES	1,742,376	1,637,212	\$32,562,180.10	\$26,583,362.85
Duplicate certificates	50,396	44,091	50,396.00	44,091.00
Transfers and exchanges	385,927	380,931	1,191,762.45	1,122,703.45
Duplicate tags (auto & M. C.)	25,596	24,797	25,574.00	24,771.00
Auto driver licenses	1,986,458	1,890,797	5,959,374.00	5,672,391.00
Farm vehicle driver licenses	692	586	692.00	586.00
Certificate of Ownership Bureau	1,213,422	1,203,395	1,886,811.00	1,851,742.25
Motorcycle driver licenses	7,638	7,956	7,638.00	7,956.00
Learner permits	405,511	368,241	405,511.00	368,241.00
" No Fee" issued (to State, county and munici- pal governments)				
Auto driver licenses	192	236		
Motorcycle driver licenses	1,025	991		
Transfers	1,388	1,338		
Duplicate tags	74			
Duplicate driver licenses	4	1		
Duplicate certificate (registrations)	25	18		
TOTAL ITEMS ISSUED BY AGENTS	5,820,724	5,560,590		
Fines Bureau			686,181.30	476,638.10
Certified copies			13,238.50	10,137.68
Junk Yard Bureau			3,000.00	2,325.00
Commercial permits			22,496.55	16,308.26
Registration permits (dealers)			612.50	1,967.50
Service of Process fees			9,700.00	7,414.00
Driving School (license fees)			5,200.00	
Driving School (instructor fees)			1,500.00	
Miscellaneous receipts			15,759.19	20,145.52
Excise Bureau			120,139.97	108,481.84
Vehicle Inspection Bureau			1,460,827.50	1,348,718.00
			\$44,428,594.06	\$37,667,980.45

FATALITIES—VEHICLES—DRIVERS

Year	Traffic Fatalities	Motor Vehicle Registrations	Drivers Licensed
1951	763	1,741,928	1,986,458
1950	687	1,637,212	1,890,797
1949	592	1,486,304	1,778,708
1948	597	1,377,740	1,682,969
1947	638	1,270,037	1,602,210
1946	712	1,175,172	1,538,270
1945	630	1,074,430	1,342,038
1944	609	1,022,918	1,184,616
1943	682	1,041,759	1,210,297
1942	771	1,137,392	1,363,052
1941	971	1,182,824	1,447,751
1940	911	1,117,320	1,365,036
1939	814	1,045,604	1,300,795
1938	865	1,024,096	1,259,016
1937	1,278	1,008,909	1,224,557
1936	1,107	956,482	1,155,214
1935	1,188	900,164	1,097,072
1934	1,227	875,978	1,065,990
1933	1,185	851,502	1,043,185
1932	1,180	860,769	1,054,588
1931	1,302	869,613	1,063,062
1930	1,269	852,703	1,024,166
1929	1,275	832,102	965,242
1928	1,088	765,730	881,552
1927	1,042	712,402	814,593
1926	856	651,416	739,519
1925	845	579,978	661,306
1924	850	504,516	581,472
1923	759	427,166	501,518
1922	527	342,266	410,700
1921	397	272,994	348,886
1920	322	227,737	294,438
1919	243	190,873	251,539
1918	197	163,519	201,022
1917	245	134,964	177,568
1916	215	104,341	137,855
1915	241	78,232	100,126
1914	----	60,248	70,313
1913	----	49,458	55,246
1912	----	43,919	51,145
1911	----	43,056	44,341
1910	----	49,931	34,936
1909	----	35,552	28,178
1908	----	21,948	20,545
1907	----	17,619	18,085
1906	----	13,759	15,269

INSPECTOR FORCE

The Inspector Force—the enforcement arm of the Division of Motor Vehicles—was taxed during the year in the discharge of its manifold duties. Chief among these duties was the examination of 212,889 applicants for driver licenses, the greatest yearly total in the history of the Division.

Other leading activities were the following:

- Issued 14,443 summons for traffic and motor vehicle law violations.
- Conducted 4,357 Division investigations.
- Recovered 52 stolen automobiles valued at \$83,995.
- Travelled 2,188,106 miles on highway patrol.
- Re-examined 600 licensed drivers, principally for physical reasons.
- Supervised the examination of 12,885 applicants for special "for hire" driver licenses.

These, and other duties were carried on by a force which, for the greater part of the year, was undermanned. The appointment, however, in November, of eight new inspectors brought the force to full authorized strength for the first time in a number of years. Before reporting for actual duty late in the year, these appointees were put through the training course conducted by the State Police for municipal police officers.

The increasing demand for driver licenses points up the need for strengthening examination standards. While the present examination conforms with the recommendation of the American Association of Motor Vehicle Administrators and is far more stringent than the examination used in other States, it still needs improvement. For the best results, the test should be comprehensive enough to bring out both physical defects and undeveloped mental attitudes that would make the applicant unfit to meet his responsibilities as a safe and careful driver. These defects often escape notice in the present limited examination.

Suggested changes call for more time to be devoted to each applicant with the examination expanded to include a test for reaction time, field of vision, depth perception, glare recovery, attitude and enforcement procedure. These changes would, of course, involve considerable augmentation of present personnel and facilities but the results in better driving material would more than justify the expense.

The driver examination setup could be further improved by abolishing the present 34 examination points in the State and replacing them with eight permanent examination stations, similar to that in Plainfield, where examinations could be conducted on a four day per week basis.

Increasing travel hazards justify reiteration of the Division's recommendation for the re-examination of certain groups of motor vehicle drivers at stated intervals.

The Force continued its patrol of State highways although assignments at fixed post duty during the Summer months considerably reduced the scope of this activity. If the fixed post duty could be taken over by local police trained for the purpose, it would release the inspectors for mobile patrol and enforcement duties for which they are specially trained and fitted.

Investigation of all fatal traffic accidents by members of the Force constitute the grounds for hearings before the Driver Improvement Section. Many operators who escape indictment under the Death by Motor Vehicle statute, but against whom there is evidence of traffic law violation as unearthed by the Inspector Force investigations thus are compelled to defend action against their driving privileges. The success of the fatal accident investigation activity shows the need for probing all personal injury accidents in like manner. This could not be undertaken, of course, without additional personnel.

Two regular members of the Force, permanently assigned to stolen car work, are performing a public service worthy of praise. Working in cooperation with State, Federal and local police authorities, this duo has broken up numerous auto theft

rings and has been directly responsible for restoring many stolen cars to their rightful owners.

A new responsibility vested in the Inspector Force during the year was the licensing and regulation of driver schools, as authorized by Chapter 216, P. L. 1951 and which became effective on July 1. This legislation made possible an impressive improvement in the operation of these schools which give instruction, for compensation, in the driving and operation of motor vehicles and motorcycles.

The law and the regulations thereto have already served to remove from the school instruction business certain persons who, by reason of their records and previous activities, have proven themselves unfit to deal with the public in this important matter. It has also been instrumental in barring from driving instruction persons lacking training and inherent ability to properly perform this work.

During the period July 1 to December 31, the Division licensed 52 driver instruction schools and rejected five applications. In the same months it examined 135 applicants for instructor licenses, granting 100 after several tests and denying licenses to 35 who failed to qualify. In testing these applicants, the Force gave 216 written tests, 162 road tests and 135 psychophysical tests. Revenue from this activity netted \$6,700.

The Force has many activities beyond those already outlined. It enforces and supervises the Junk Yard Law which controls auto junk yards fronting on and in view of State highways; it renders assistance to the Safety Education Bureau and to the State Traffic Engineering Bureau and assists, on many occasions, in police training on both the State and local levels.

The following are the statistical tables showing the work of the Inspector Force during the year 1951:

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

	Passed	Rejected	Total
Asbury Park	3,650	826	4,476
Atlantic City	3,619	1,095	4,714
Bridgeton	2,041	664	2,705
Burlington	1,159	190	1,349
Camden	14,061	2,550	16,611
Cape May Court House	1,132	274	1,406
Dover	2,432	601	3,033
Elizabeth	28,437	10,975	39,412
Englewood	10,921	2,023	12,944
Flemington	707	179	886
Freehold	2,318	690	3,008
Hackettstown	1,025	310	1,335
Hammonton	957	308	1,265
Jersey City	16,389	4,735	21,124
Morristown	2,696	587	3,283
Mount Holly	1,073	149	1,222
Newark	1,425	591	2,016
New Brunswick	1,576	267	1,843
Newton	1,017	274	1,291
Ocean City	1,500	310	1,810
Passaic	5,220	1,582	6,802
Paterson	11,301	3,103	14,404
Perth Amboy	2,360	466	2,826
Phillipsburg	1,021	320	1,341
Plainfield	22,946	6,340	29,286
Red Bank	3,438	746	4,184
Ridgewood	5,815	1,027	6,842
Salem	1,367	559	1,926
Somerville	1,208	263	1,471
Summit	1,004	119	1,123
Sussex	260	123	383
Toms River	1,367	321	1,688
Trenton	9,254	2,043	11,297
Woodbury	2,782	801	3,583
	167,478	45,411	212,889

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

	Passed	Rejected	Total
January	8,518	2,069	10,587
February	6,778	1,609	8,387
March	15,937	3,163	19,100
April	16,952	4,114	21,066
May	17,706	4,520	22,226
June	18,410	4,819	23,229
July	17,490	4,724	22,214
August	18,228	5,707	23,935
September	14,533	4,446	18,979
October	14,700	4,545	19,245
November	10,036	3,293	13,329
December	8,190	2,402	10,592
	167,478	45,411	212,889

DRIVER EXAMINATION STATISTICS

	Number Examined	Per Cent of Total Examined	Number Passed	Per Cent of Total Passed	Number Rejected	Per Cent of Total Rejected	Per Cent Rejected According to Sex
Males	122,551	57.5	93,562	55.8	28,989	63.6	23.5
Females	90,338	42.5	73,916	44.2	16,422	36.4	18.1
Total	212,889	100.0	167,478	100.0	45,411	100.0	21.3

78.7 per cent of those examined passed the test.

28.3 per cent of those passed were under 21 years of age.

55.8 per cent of those passed were males.

28,778 of the 167,478 persons licensed were 17 years of age, a ratio of one in every 5.8 passed. 70.9 per cent of the 17-year-olds passed were males, 29.1 per cent were females.

One in every 5.1 persons was licensed conditionally.

One in every 5.5 persons was licensed conditionally to wear glasses while driving.

18.4 per cent of those issued conditional visual licenses were under 21 years of age.

933 applicants who passed the test were 65 years and older; however, 619 or 66 per cent of this group qualified only for conditional licenses.

602 16-year-olds were licensed to drive motor vehicles "in agricultural pursuits."

REJECTIONS

21.2 per cent of total applicants failed the test.

63.9 per cent of total rejections were males; 36.1 per cent were females.

One in every 2.3 of those rejected failed the road test.

One in every 9.5 of those rejected failed the visual test.

One in every 5.5 of those rejected failed the written test.

One in every 11.2 of those rejected failed the oral test.

22 applicants were rejected for physical defects.

Women applicants failed principally in the road test.

DRIVER LICENSE EXAMINATION

Groups	EXAMINED			PASSED			REJECTED		
	M	F	Total	M	F	Total	M	F	Total
16	674	114	788	516	86	602	158	28	186
17	27,773	10,502	38,275	20,437	8,341	28,778	7,336	2,161	9,497
18	6,364	3,879	10,243	4,263	2,988	7,251	2,101	891	2,992
19	4,251	3,544	7,795	2,927	2,762	5,689	1,324	782	2,106
20	3,385	3,475	6,860	2,403	2,776	5,179	982	699	1,681
21-24	13,883	14,778	28,661	10,703	12,620	23,323	3,180	2,158	5,338
25-29	17,972	18,368	36,340	14,573	15,564	30,137	3,399	2,804	6,203
30-39	24,599	22,556	47,155	19,928	18,748	38,676	4,671	3,808	8,479
40-49	13,825	9,313	23,138	10,789	7,266	18,055	3,036	2,047	5,083
50-64	8,730	3,570	12,300	6,264	2,591	8,855	2,466	979	3,445
65-over	1,095	239	1,334	759	174	933	336	65	401
Total	122,551	90,338	212,889	93,562	73,916	167,478	28,989	16,422	45,411

APPLICANTS REJECTED

SEX AND AGE

Age	WRITTEN			VISION			ORAL		
	M	F	Total	M	F	Total	M	F	Total
16	34	2	36	15	-----	15	8	-----	8
17	808	62	870	645	146	791	192	3	195
18	301	37	338	200	57	257	110	1	111
19	219	30	249	144	60	204	89	3	92
20	211	19	230	95	29	124	89	2	91
21-24	990	190	1,180	349	221	570	557	23	580
25-29	1,101	273	1,374	422	308	730	659	49	708
30-39	1,423	398	1,821	647	351	998	1,033	62	1,095
40-49	909	223	1,132	399	161	560	612	65	677
50-64	648	132	780	396	78	474	445	25	470
65-over	89	7	96	74	9	83	42	-----	42
Total	6,733	1,373	8,106	3,386	1,420	4,806	3,836	233	4,069

APPLICANTS REJECTED—Continued

SEX AND AGE

Age	PHYSICAL			ROAD			OTHER		
	M	F	Total	M	F	Total	M	F	Total
16	-----	-----	-----	26	11	37	75	15	90
17	-----	-----	-----	2,587	804	3,385	3,088	1,146	4,234
18	-----	-----	-----	779	340	1,119	702	455	1,157
19	-----	-----	-----	465	306	771	403	383	786
20	-----	-----	-----	282	300	582	298	347	645
21-24	2	2	4	1,003	1,438	2,441	263	282	545
25-29	1	1	2	981	1,849	2,830	225	323	548
30-39	3	-----	3	1,280	2,661	3,941	266	332	598
40-49	4	2	6	948	1,495	2,443	153	101	254
50-64	4	1	5	888	708	1,596	76	35	111
65-over	2	-----	2	112	47	159	16	-----	16
Total	16	6	22	9,345	9,959	19,304	5,565	3,419	8,984

MOTORCYCLE LICENSE APPLICANTS

Age	PASSED		REJECTED		TOTAL EXAMINED	
	M	F	M	F	M	F
16	-----	-----	-----	-----	-----	-----
17	208	3	22	-----	230	3
18	150	-----	9	1	159	1
19	124	-----	4	-----	128	1
20	101	5	7	2	108	7
21-24	360	13	6	-----	366	13
25-29	310	5	1	-----	311	5
30-39	274	10	8	4	282	14
40-49	93	3	4	-----	97	3
50-64	32	1	1	-----	33	1
65-over	8	-----	1	-----	9	-----
Total	1,660	40	63	7	1,723	47

TOTAL APPLICANTS LICENSED

BY AGES

Age	Number	Per Cent of Total
16	602	.4
17	28,778	17.4
18	7,251	4.3
19	5,689	3.4
20	5,179	3.1
21-24	23,323	13.9
25-29	30,137	17.9
30-39	38,676	22.9
40-49	18,055	10.8
50-64	8,855	5.3
65-over	933	.6
Total	167,478	100.0

CONDITIONAL LICENSES ISSUED

BY AGE GROUPS

Age	MUST WEAR GLASSES			PHYSICAL			ORAL		
	M	F	Total	M	F	Total	M	F	Total
16	51	7	58	209	24	233	4	---	4
17	2,658	1,268	3,926	24	3	27	166	9	175
18	613	487	1,100	15	5	20	95	---	95
19	434	476	910	11	2	13	78	7	85
20	342	506	848	18	8	26	85	7	92
21-24	1,477	2,393	3,870	53	19	72	571	34	605
25-29	2,468	2,981	5,449	105	47	152	669	72	741
30-39	3,408	3,441	6,849	161	57	218	1,024	117	1,141
40-49	2,274	1,794	4,068	63	19	82	656	83	739
50-64	2,703	1,339	4,042	61	11	72	544	55	599
65-over	492	112	604	14	1	15	50	3	53
Total	16,920	14,804	31,724	734	196	930	3,942	387	4,329

HOLDERS OF VALID LICENSES FROM OTHER STATES APPLYING FOR NEW JERSEY LICENSES (ROAD TEST WAIVED)

Age	Passed	Rejected	Total Examined
16	---	1	1
17	439	39	478
18	235	30	265
19	386	55	441
20	548	63	611
21-24	5,101	475	5,576
25-29	9,431	653	10,084
30-39	13,578	972	14,550
40-49	6,798	675	7,473
50-64	3,483	568	4,051
65-over	243	62	305
Total	40,242	3,593	43,835

MOTORCYCLE DRIVER TEST

Total examined	1,770
Passed	1,700
Rejected	70

Only 47 females took the test.

"FOR HIRE" LICENSES

Persons who operate buses "for hire" must submit to a special examination and must be 21 years or over. A total of 1,245 persons were examined for these special licenses during the year. Fifty applicants failed the test.

NON-RESIDENT DRIVERS

Except in cases of serious physical defects, persons holding a valid driver's license from another State are not required to submit to the road test. One in every 5.2 applicants passed held a valid license from another State.

PER CENT REJECTED TO TOTAL EXAMINED BY AGES

Age	Total Examined	Total Passed	Total Rejected	Per Cent Rejected
16	788	602	186	23.6
17	38,275	28,778	9,497	24.8
18	10,243	7,251	2,992	29.1
19	7,795	5,689	2,106	26.6
20	6,860	5,179	1,681	24.5
21-24	28,661	23,323	5,338	18.6
25-29	36,340	30,137	6,203	17.0
30-39	47,155	38,676	8,479	17.9
40-49	23,138	18,055	5,083	21.9
50-64	12,300	8,855	3,445	28.0
65-over	1,334	933	401	30.1
Total	212,889	167,478	45,411	21.3

TYPES OF REJECTIONS BY AGES

Age	WRITTEN		VISION		ORAL		PHYSICAL	ROAD	
	Num.	Per Cent	Num.	Per Cent	Num.	Per Cent	Per Cent	Num.	Per Cent
16	36	.4	15	.3	8	.2	—	37	.2
17	870	10.7	791	16.5	195	4.8	—	3,385	17.5
18	338	4.2	257	5.4	111	2.7	—	1,119	5.8
19	249	3.1	204	4.3	92	2.2	—	771	4.0
20	230	2.8	124	2.6	91	2.2	—	582	3.1
21-24	1,180	14.6	570	11.9	580	14.3	4	2,441	12.6
25-29	1,374	17.0	730	15.1	708	17.4	2	2,830	14.7
30-39	1,821	22.5	998	20.7	1,095	26.8	3	3,941	20.4
40-49	1,132	13.9	560	11.7	677	16.6	6	2,443	12.6
50-64	780	9.6	474	9.8	470	11.6	5	1,596	8.3
65-over	96	1.2	83	1.7	42	1.2	2	159	.8
Total	8,106	100.0	4,806	100.0	4,069	100.0	22	19,304	100.0

FOR HIRE LICENSE APPLICANTS

Age	Passed	Rejected	Total Examined
21-24	201	12	213
25-29	296	10	306
30-39	402	11	413
40-49	201	7	208
50-64	88	8	96
65-over	7	2	9
Total	1,195	50	1,245

RE-EXAMINATIONS

A total of 600 drivers were re-examined during the year, of which number 48, or 8 per cent, failed to meet legal requirements and were rejected.

The remaining 552 were permitted to retain their operating licenses, 167 without restriction and 385 conditionally.

CONDITIONAL LICENSE RESTRICTIONS

Must wear glasses	242
Physical	138
Oral	5
	385

AGE GROUPS

CONDITIONAL LICENSES

Age	Unrestricted	Glasses	Physical	Oral
17	6	11	2	---
18	5	5	---	---
19	4	3	3	---
20	8	5	3	---
21 to 24	18	17	10	---
25 to 29	24	29	19	---
30 to 39	57	45	46	---
40 to 49	34	32	17	---
50 to 64	17	56	29	2
65-over	2	39	9	3
Total	167	242	138	5

AGE GROUPS

REJECTION CAUSES

Age	Written	Vision	Oral	Physical	Road	Other
17	---	---	---	---	---	---
18	---	---	---	---	---	---
19	---	---	---	---	---	---
20	---	---	---	---	---	---
21 to 24	---	1	---	1	---	---
25 to 29	---	---	---	1	---	---
30 to 39	---	1	---	1	---	---
40 to 49	---	---	---	---	---	1
50 to 64	1	3	2	5	1	1
65-over	9	13	---	1	2	4
Total	10	18	2	9	3	6

SUMMARY

	Regular	Patrol	Total
Summonses	8,161	6,282	14,443
Arrests	8,161	6,282	14,443
Fines	\$97,762.50	\$97,099.00	\$194,871.50
Investigations	4,116	241	4,357
Registrations collected	\$150,235.35	\$28,189.45	\$178,424.80
Drivers' licenses collected	\$1,400.00	\$381.00	\$1,781.00
Days off	6,004	2,182	8,186
Vacation	1,379	464	1,843
Sick days	608	294	902
Gasoline (gals.)	92,254	55,025	147,279
Oil (qts.)	2,666	1,311	3,977
Miles	1,416,911	771,195	2,188,106
Travel	Hours 37,753½	3,216¾	40,970¼
Patrol	56,976	52,265	108,241
Investigations	21,027¾	1,383	22,410¾
Check-up	1,779½	54	1,833½
Scale	81½	3,416¾	3,498¾
Examinations	63,294	2,760¼	66,054¼
Court	3,009	1,257¾	4,266¾
Safety education	2,354	---	2,354
Stolen cars	2,258¾	98	2,356¾
Special detail	3,810¼	1,173½	4,983¾
Administration	10,400	---	10,400
Miscellaneous	1,942¾	665	2,607¾
Traffic control	1,748¼	1,740½	3,488¾
Total	205,435¾	68,030½	273,465¾
Recovered stolen cars	42	10	52
Value recovered cars stolen	\$73,200.00	\$10,795.00	\$83,995.00
Overloaded trucks	32	251	283
Inspectors	93	28	121
Resignations	3	2	5
Retirements	---	---	---
Deaths	2	---	2
Appointments	8	---	8
Gasoline—average mile	15.3	14.2	14.9
Oil—average mile	531.9	588.2	560.5

VEHICLE INSPECTIONS

Fourteen years of statutory inspection of registered motor vehicles in State-operated stations have been concluded. The first inspection period of the 1951 registration year extended from March 1 to August 31, and the second inspection period covered the interval from September 1 to February 29, 1952.

The Division continued the enforcement of numerous sections of Title 39 of the Revised Statutes applying to the design, construction and certain performances of motor vehicles and vehicle equipment. An appended report of vehicles inspected gives the annual total of violations found and required to be corrected. This total runs into the millions. The enforcement of this law was handled on an assembly-line basis at a very low unit cost.

The number of vehicles subject to inspection in the registration year 1951 increased approximately 6.5 per cent over 1950 and approximately 40 per cent over 1947. Naturally, the greatest increase in the number of vehicles subject to inspection was found in the metropolitan areas where the great mass of vehicles is concentrated. This, of course, places a great burden on the inspection stations located in these areas and brings to the forefront the need for new inspection stations at strategic locations.

Numerous investigations, surveys and reports were made in various areas of the State for the purpose of determining the best locations for additional inspection stations and for new stations to replace some of the existing stations which have outlived their usefulness. It became increasingly evident that additional stations were needed in Bergen, Passaic, Essex, Union, Monmouth and Camden counties. In addition, the presently operated stations located in Ridgewood, Paterson, Union City, Highland Park, Perth Amboy, Trenton and Camden should be replaced with new stations that will be large enough and be located on plots of ground sufficiently large so that they can handle the inspection needs of the respective communities in a suitable manner. In the past year there has come into being a State Building Authority, and it is hoped that through this body considerable progress will be made toward solving many of the problems concerned with congestion and inconvenience at some of the inspection stations.

At the commencement of the 1951 inspection year, the Division was somewhat handicapped because of an insufficient number of examiners to expedite the inspection of vehicles with the proper speed so that there would be the least amount of inconvenience and delay to the motoring public. On July 1, 1951, the authorized strength was increased by 43 examiners which brought to 407 the total number capable of being employed.

Considerable thought and study was devoted to the problem of demonstrating that congestion and delays at certain inspection stations could be alleviated if those stations were to open a half hour earlier every working day and remain open until 10:00 P. M. one night each week. An appropriation was granted and the overtime program placed into effect in 16 inspection stations, the week of September 10, 1951.

After the night schedule had been in operation for a few weeks, certain modifications were made because it was found that in some communities the public response was not as great as anticipated. However, the extra hours of station operation proved to be of considerable benefit in helping the Division complete the year with the highest totals of initial inspections and handlings ever recorded in one year since the inspection program began in 1938. Between September 10, 1951, and the close of the inspection year under report, the 16 inspection stations concerned with overtime work handled a total of 1,664,242 vehicles. Of this total, 156,794 handlings or 9.6 per cent

were completed during the actual overtime hours. The complete figure for handlings compares with a similar figure for the previous year which was 1,540,593.

The policy of permitting inspections in inspection lanes owned by commercial vehicle fleet owners was continued. The inspections are made by the State personnel and conducted in accordance with the same rules, regulations and requirements followed in the inspection stations. Up to the close of the year, two additional fleet owners had arranged to have inspections made in their own lanes, making a total of four fleet owners availing themselves of this privilege.

The usual policy regarding the need for inspection of vehicles purchased during an inspection year was that no inspection for the first period was required if the vehicle was purchased during the month of August and no inspection was required for the second period if the vehicle was purchased in January or February. In the Summer of 1951, the policy regarding the first period inspection was changed, and the first period inspection is not required for any vehicle purchased in July or August.

During the course of any inspection year, there are many reasons why motor vehicle owners are unable to present their vehicles for inspection. In cases of this nature, it is required that the registration certificate and the license plates be surrendered at either the inspection station or the Central Office. Voluntary surrender of these items are received without prejudice. Whenever the owner is in a position to have an inspection made and so notifies the Central Office, the registration certificate and license plates are returned immediately. In the 1951 registration year, a total of 40,212 registrations (certificates and plates) were surrendered and 2,974 of these were returned upon request.

The procedure followed in the matter of enforcement of the inspection law is to use the inspection station records for reference. For the inspection year under report, approximately 300,000 warning notices and notices of proposed revocation were mailed from the inspection stations. Such mailings, of course, are not made without expense, but the results justify the cost. It is extremely important that the production of the stations be kept as nearly as possible on a uniform basis. Such uniformity can be expedited materially by the use of warning notices. A total of 2,156 violations of the inspection law was cited during the year and the violators summoned to the Trenton Office for hearings. In addition, it was found necessary to revoke 2,458 registrations for violations of the inspection law.

A table of inspection results is appended. From this table it can be determined that about 40 per cent of the vehicles inspected were found to be in an unlawful or unsafe condition for one or more reasons.

STATE OF NEW JERSEY DIVISION OF MOTOR VEHICLES REPORT OF VEHICLES INSPECTED 1951 REGISTRATION

Distribution	*1st Period	†2nd Period
Approved on Initial Examination	928,287	984,293
Approved on Re-examination	467,670	437,764
Rejected on Initial Examination	500,758	464,011
Rejected on Re-examination	96,627	88,708
"NO FEE" Vehicles Approved	8,505	9,240
"NO FEE" Vehicles Rejected	1,583	1,530
Total Handlings	2,004,430	1,985,546

NUMBER OF INDIVIDUAL CARS

Approved on Initial Examination	64.96%	928,287	67.96%	984,293
Rejected on Initial Examination	35.04%	500,758	32.04%	464,011
Totals		1,429,045		1,448,304

APPROVALS

Approved on Initial Examination	928,287	984,293
Approved on Re-examination	467,670	437,764
Totals	1,395,957	1,422,057

HANDLINGS

*1st Period	2,004,430
†2nd Period	1,985,546
Totals	3,989,976

* 1st Period—Commenced March 1, 1951.
 † 2nd Period—Commenced September 1, 1951.

1951

REASONS FOR REJECTIONS

	1st Period		2nd Period	
	%	%	%	%
1—Credentials, License Cards	13,065	1.10	8,363	.79
2—Steering Alignment	51,274	4.34	52,368	4.97
3—Steering Operation	82,630	7.00	77,137	7.33
4—Direction Signals	8,440	.71	7,007	.67
5—Identification Marks (Plates)	39,141	3.31	28,164	2.68
6—Examination of All Glass	53,010	4.48	39,084	3.70
7—Obstruction to Vision	26,456	2.23	20,702	1.97
8—Horn	9,882	.93	8,275	.78
9—Windshield Cleaners	14,287	1.20	13,930	1.32
10—Rear-view Mirror	1,852	.15	1,786	.17
11—Exhaust System	19,790	1.67	22,274	2.12
12—Miscellaneous	47,815	4.04	37,231	3.54
13—Head Lights	261,682	22.67	258,619	24.57
14—Auxiliary Driving Lights	31,013	2.64	12,467	1.19
15—Light Output	45,942	3.89	37,826	3.59
16—Parking Lights	28,458	2.41	24,292	2.30
17—Red Tail Light	63,448	5.38	56,961	5.41
18—Other Rear Lights	79,132	6.90	67,144	6.38
19—Wiring and Switching	35,238	2.24	20,015	1.90
20—Beam Indicator Light	7,725	.69	6,740	.64
21—Service Brake	45,687	3.88	45,117	4.29
23—Parking Brake	47,450	4.02	48,524	4.61
24—Brake Equalization	100,524	8.50	89,259	8.48
25—Pedal and Lever Reserve	66,355	5.62	69,435	6.60
Totals	1,180,296		1,052,720	

HEARINGS—LICENSE REVOCATIONS

A total of 9,882 driver license revocations were invoked during the year exclusive of those imposed under the Financial Responsibility Law.

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1918	702	1935	3,281
1919	707	1936	4,125
1920	770	1937	5,876
1921	956	1938	5,336
1922	931	1939	4,980
1923	2,080	1940	5,700
1924	2,429	1941	6,231
1925	2,886	1942	7,629
1926	2,750	1943	4,762
1927	3,987	1944	4,715
1928	3,657	1945	3,350
1929	4,991	1946	4,490
1930	4,949	1947	6,702
1931	4,993	1948	6,508
1932	4,034	1949	7,432
1933	3,294	1950	10,214
1934	2,863	1951	9,882
		Total	148,192

CAUSES FOR LICENSE REVOCATIONS

	1951	1950	1949	1948	1947
Driving while intoxicated	1,688	1,547	1,221	1,120	1,185
Reckless driving	486	395	278	350	447
Fatal accidents	123	159	146	117	163
Speeding	457	256	222	335	342
Careless driving	562	344	222	220	281
Leaving the scene of accident	118	110	77	78	82
Habitual violators	501	1,487	1,268	1,095	1,080
Physically unfit	412	363	234	133	143
Defective vision	48	26	33	36	48
Commission of crime involving motor vehicle	82	109	148	185	152
Driving without a license	60	50	29	57	140
Driving under age	203	125	91	80	—
Obtained license while on revoked list	26	150	92	122	139
Failure to appear in answer to summonses	3,568	3,381	1,730	662	645
Failure to pay fine	7	10	34	27	9
Misstatement of fact in application for license	17	9	10	9	3
Failure to report change of address	141	133	96	103	62
Fraud at examination of new license	36	77	29	62	64
Parolees	958	1,163	952	1,172	1,083
Failure to appear for re-examination	51	62	196	167	—
All others	338	258	324	378	634
Total	9,882	10,214	7,432	6,508	6,702

DRUNKEN DRIVERS

As in previous years, operating while under influence of intoxicating liquor was one of the leading causes for license revocation. In 1951 there were 1,688 such revocations, a 9 per cent increase over 1950.

The New Jersey penalty for first offenders is one of the heaviest in the country, with its mandatory minimum fine of \$200, or a minimum jail sentence of 30 days, or both, and the forfeiture of driving privileges for two years plus compliance with the Financial Responsibility Law for three years. Eighty per cent of the year's offenders paid the mandatory minimum \$200 fine, 8 per cent served time in default of the fine and the remaining 12 per cent received direct jail sentences ranging from 30 to 90 days.

The severest feature of this law is the penalty for second offenders. During 1951 there were 113 second violators who received the mandatory jail term and suffered permanent loss of their driving privileges.

In the year's 1,688 cases, 1,257 were New Jersey residents arrested in New Jersey, 261 were non-residents arrested in New Jersey and the balance of 170 were New Jersey residents arrested in other States.

DRUNKEN DRIVER REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1918	135	1935	1,305
1919	115	1936	1,534
1920	314	1937	1,690
1921	430	1938	1,425
1922	352	1939	1,256
1923	832	1940	1,295
1924	971	1941	1,454
1925	1,155	1942	1,208
1926	1,259	1943	633
1927	1,640	1944	659
1928	1,952	1945	644
1929	2,044	1946	998
1930	2,095	1947	1,185
1931	2,039	1948	1,120
1932	1,432	1949	1,221
1933	1,227	1950	1,547
1934	1,443	1951	1,688
		Total	40,347

AGE GROUP DRINKING DRIVERS

	1951 Per Cent	1950 Per Cent	1949 Per Cent	1948 Per Cent	1947 Per Cent
Under 20	2.1	1.2	1.3	1.3	1.9
20 to 24	7.0	12.7	10.0	9.5	12.0
25 to 29	14.2	17.0	13.4	14.9	12.0
30 to 39	29.6	27.8	31.3	30.9	28.5
40 to 49	25.1	25.7	24.0	25.9	28.5
50 to 64	12.5	14.2	18.9	16.2	16.3
65 and over	9.5	1.4	1.1	1.3	.8
	100.0	100.0	100.0	100.0	100.0

HABITUAL VIOLATORS

The habitual violator program was started in 1933. It provides for citing a driver for a Division hearing after his third traffic law conviction.

Drivers of this type, Division experience shows, usually have a record of accidents as well; hence, action to curtail the violation repeater is an important implement in the advancement of safety. Effectiveness of the procedure is reflected in the fact that only one in 77, on the average, is ever heard from again after a Division hearing.

	1951	1950	1949	1948	1947
Revoked following hearing -----	273	1,040	916	731	824
Warned following hearing -----	251	526	176	196	188
Revoked by default -----	228	447	352	364	256
	752	2,013	1,444	1,291	1,268

FATAL ACCIDENT HEARINGS

All fatal accidents are investigated by the Division and whenever evidence is found of law violation causing or contributing to the accident, the operator responsible is brought in for a hearing. This procedure is independent of any criminal court action against the operator.

During the year 93 such hearings were held. The results were 66 revocations plus 57 revocations entered by default when the drivers failed to contest the proceedings. Twenty-seven of the cases were dismissed.

FATAL ACCIDENT PROSECUTIONS

1947-1950 INCLUSIVE

A survey covering the four years, 1947 to 1950, inclusive, of the judicial process in New Jersey under Title 2:138-9—the death by motor vehicle statute—shows a disturbing dearth of successful prosecutions in these cases.

Data obtained from the files of the Division and from the 21 county prosecutors reveal 2,514 traffic deaths during this four-year period. The number of accidents with survivors thus amenable to grand jury investigation was 1,825. Of the latter, only 204 indictments were returned and only 105 of those indicted were convicted.

Indictments were returned in only 11 per cent of total cases presented for grand jury investigation!

Only 5.7 per cent of total drivers involved in fatal accidents were convicted under Title 2:139-9, Revised Statutes!

On the assumption that any violation of the motor vehicle or traffic statutes that is the direct cause of a fatal accident should be sufficient evidence for consideration of an indictment, it is interesting to note that in 390 of the 1,825 cases dismissed by grand juries, there was evidence on record in both the municipal courts and in the Division of Motor Vehicles of the violations that were responsible for the accidents.

FATAL TRAFFIC ACCIDENT PROSECUTIONS
YEARS 1947, 1948, 1949, 1950

Counties	Total Cases	Number Indictments	Number Convictions	No		Record of Violations But No Indictments
				Indictments In	Per Cent of Cases	
Atlantic	92	15	9	84.	22	
Bergen	143	14	5	90.	28	
Burlington	84	16	15	81.	14	
Camden	134	14	6	89.	33	
Cape May	18	4	3	78.	5	
Cumberland	63	9	5	86.	15	
Essex	200	15	7	92.	38	
Gloucester	78	8	3	89.	25	
Hudson	178	13	3	93.	26	
Hunterdon	30	5	1	83.	3	
Mercer	118	10	7	91.	27	
Middlesex	171	27	9	84.	26	
Monmouth	99	10	4	90.	28	
Morris	66	6	3	91.	14	
Ocean	32	1	1	97.	9	
Passaic	89	5	3	94.	25	
Salem	35	5	4	86.	10	
Somerset	58	3	1	95.	10	
Sussex	17	1	1	94.	5	
Union	94	19	13	80.	19	
Warren	26	4	2	85.	8	
	1,825	204	105	89.	390	

Indictments in 11 per cent of total cases.

Convictions in 5.7 per cent of total cases.

In 24 per cent of the unindicted cases, there is a record of the defendants having been convicted in the lower courts of a traffic violation in connection with the fatal accident.

HEARINGS

The Division conducted 733 hearings during the year. These cases included not only habitual violators and fatal accident drivers before described, but such other matters involving drivers physically unfit, those committing crime with the aid of an automobile, and other charges coming within jurisdiction of the Division.

While the law vests municipal magistrates with power to suspend licenses, approximately 66 per cent of the total revocations were initiated and completed by the Division.

The authority of the Director of Motor Vehicles to discipline the faulty driver and to conduct hearings, which has been law since 1906, continues a powerful influence in the promotion of safety.

TRAFFIC LAW ARRESTS

Traffic and motor vehicle law arrests for moving violations (parking excluded) during the year totaled 147,799 as compared with 132,029 arrests in the previous year, an increase of 11.9 per cent.

Year	Number Arrests
1951	147,799
1950	132,029
1949	116,422
1948	94,418
1947	95,586

TRAFFIC LAW ARRESTS BY COUNTIES

County	1951	1950	Numerical Change	Percentage Change
Atlantic	6,237	5,256	981 more	18.7 increase
Bergen	17,011	16,141	870 more	5.4 increase
Burlington	9,342	6,629	2,713 more	40.9 increase
Camden	6,381	6,340	41 more	.6 increase
Cape May	1,464	1,148	316 more	27.5 increase
Cumberland	2,761	2,459	302 more	12.3 increase
Essex	23,353	23,345	8 more	.1 increase
Gloucester	6,188	5,171	1,017 more	19.7 increase
Hudson	5,793	4,318	1,475 more	34.2 increase
Hunterdon	2,058	1,515	543 more	35.8 increase
Mercer	6,532	6,650	118 less	1.8 decrease
Middlesex	11,855	8,759	3,096 more	35.3 increase
Monmouth	10,294	8,285	2,009 more	24.2 increase
Morris	4,572	4,389	183 more	4.2 increase
Ocean	6,215	5,234	981 more	18.7 increase
Passaic	5,747	6,066	319 less	5.3 decrease
Salem	1,527	1,446	81 more	5.6 increase
Somerset	4,613	5,345	732 less	13.7 decrease
Sussex	950	771	179 more	23.2 increase
Union	13,546	11,672	1,874 more	16.1 increase
Warren	1,360	1,090	270 more	24.8 increase
Totals	147,799	132,029	15,770 more	11.9 increase

LEADING VIOLATIONS

Of the many traffic and motor vehicle law violations there were five that appeared most frequently in the records, and this group accounted for 67.9 per cent of all arrests. Speeding violations were the most numerous, resulting in 45,430 arrests, or 30.8 per cent of total offenses.

Type of Violations	Number Violations
Speeding	45,430
Careless driving	27,056
Ignoring traffic signal	11,598
Stop street	10,376
Driving without a license	5,926
Total	100,386

REVENUE FROM FINES

Under the statutes, all fines and bail forfeitures collected from complaints made by motor vehicle inspectors and state police for violations of Title 39, Revised Statutes, are paid into the State Treasury. These fines totaled \$686,181.30 for the year, or 44 per cent more than the previous year.

Year	Fines Collected
1951	\$686,181.30
1950	476,638.10
1949	427,679.95
1948	383,418.35
1947	384,439.76

Following is a record of fines levied, by counties, in cases where the complainants were motor vehicle inspectors and state police.

FINES LEVIED BY COUNTIES

County	1951	1950
Atlantic	\$36,380.15	\$32,854.00
Bergen	53,470.00	34,927.00
Burlington	89,007.50	45,146.50
Camden	19,002.40	18,049.10
Cape May	6,223.00	5,816.00
Cumberland	11,779.50	11,917.00
Essex	19,010.50	15,673.00
Gloucester	46,293.50	29,101.00
Hudson	2,703.00	2,237.00
Hunterdon	15,548.50	12,322.00
Mercer	49,108.50	35,208.00
Middlesex	109,500.25	71,821.00
Monmouth	31,660.50	26,021.50
Morris	20,940.50	20,148.00
Ocean	29,863.50	24,758.00
Passaic	24,168.00	13,757.50
Salem	7,090.50	6,506.00
Somerset	47,068.50	41,392.50
Sussex	6,405.00	6,280.00
Union	48,158.00	15,844.00
Warren	12,800.00	6,859.00
	\$686,181.30	\$476,638.10

AGES OF SPEED VIOLATORS

Drivers in the age group, 20 to 29 years were the most numerous offenders of speed regulations. Comprising 26.26 per cent of total licensed operators, this group was involved in 36.2 per cent of all speed arrests.

Age Group	Per Cent Licensed Drivers	Number Arrests	Per Cent Arrests (Stated Ages)
Under 20	5.78	3,709	8.2
20 to 29	26.26	16,484	36.3
30 to 39	27.91	11,644	25.6
40 to 49	21.52	7,013	15.4
50 to 64	15.46	3,765	8.3
65 and over	3.07	345	.8
Unknown	—	2,470	5.4
	100.00	45,430	100.0

SEVERITY OF FINES LEVIED

The average fine imposed during the year (exclusive of mandatory penalty cases) was \$6.68. In 1950 it was \$6.69 and in 1949 it was \$6.73.

Nature of Fines	Per Cent Fines Imposed
\$1	3.3
\$2	10.1
\$3 to \$5	38.2
\$6 to \$10	31.5
\$11 to \$15	6.9
\$16 to \$25	6.0
\$26 to \$50	1.7
\$51 to \$100 .....	.6
Over \$100	1.7
	<hr/> 100.0

NON-RESIDENT VIOLATORS

Non-resident violators accounted for 34,616 arrests or 23.4 per cent of total offenses reported.

The main artery of cross-State traffic, Route 25, extending from Camden to Jersey City, a distance of 87 miles, accounted for 10.5 per cent of total arrests on all streets and highways in the State. There were 15,477 arrests made on this route or slightly more than 21.3 per cent of the violations on all State highways.

AGES OF VIOLATORS

Drivers between 20 and 29 years were the principal offenders. Of the 147,799 total violators, 49,057 or 33.1 per cent, were in this age group.

Age Group	Per Cent Licensed	Per Cent Violators (Stated Ages)
Under 20	5.78	10.4
20 to 29	26.26	36.9
30 to 39	27.91	25.6
40 to 49	21.52	15.8
50 to 64	15.46	9.9
65 and over	3.07	1.4
	<hr/> 100.00	<hr/> 100.0

DISPOSITION OF CASES

Approximately 96 in every hundred persons charged with traffic and motor vehicle law offenses during the year were adjudged guilty.

Only 4.5 per cent of cases were dismissed.

	Number Cases		Per Cent	
	1951	1950	1951	1950
Fined	131,121	103,384	88.7	88.0
Suspended sentences	4,456	4,881	3.1	4.2
Dismissed	6,796	4,655	4.6	4.4
Revoked	555	308	.4	.3
Jailed	992	719	.7	.9
Revoked and fined	2,442	1,484	1.6	1.3
Revoked and jailed	510	311	.3	.3
Others	927	680	.6	.6
	<hr/> 147,799	<hr/> 116,422	<hr/> 100.0	<hr/> 100.0

NEW JERSEY

STATISTICAL SUMMARY OF MOTOR VEHICLE VIOLATIONS

IN New Jersey DURING January to December 19 51
State, County or City Month or Year

VIOLATIONS OF TITLE 39 R. S.							
Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4...	3257	3-80...	19	4-58...	10	4-97...	27056
3-10...	5926	3-81...	2	4-62...	2	4-98...	45430
3-11...	539	3-82...	6	4-63...	16	4-105	
3-12...	38	4-10		4-64...	32	to	
3-17...	453	to		4-65...	21	4-121...	816
3-19...	5	4-14...	6	4-66...	19	4-122...	202
3-29...	5922	4-15		4-67...	99	4-123...	544
3-33...	1236	to		4-70...	57	4-125...	107
3-34...	24	4-25...	6	4-71...	42	4-126...	417
3-35...	406	4-26		4-73...	3	4-127...	52
3-36...	272	to		4-75...	55	4-128...	382
3-37...	52	4-30...	26	4-76...	2	4-129...	1523
3-38...	25	4-32		4-77...	278	4-130...	5
3-39...	1110	to		4-79...	3	4-135	
3-40...	743	4-37...	84	4-80...	390	to	
3-49...	109	4-38		4-81...	11598	4-138...	
3-53...	17	to		4-82...	2124	4-141...	10376
3-56...	275	4-45...	404	4-83...	746	Chap. 6...	5
3-61...	484	4-46...	352	4-84...	130	Chap. 8...	32
3-62...		4-48...	234	4-85...	4587	Chap. 9...	3
3-64...	25	4-49...	45	4-86...	2943	2:138-9...	81
3-67...	142	4-50...	1688	4-87...	458	2:145-6...	2
3-69...	80	4-52...	132	4-88...	3570	Misc.	1599
3-70...	325	4-53...	40	4-89...	402	4-128.1	2405
3-71...	19	4-54...	11	4-90...	451	4-86.1	3
3-72...	12	4-55...	8	4-91...	40	3-34	1325
3-73...		4-56...	42	4-92...	63		
3-74...	12	4-57...	401	4-96...	2279	TOTAL...	147799

VIOLATIONS OCCURRING ON STATE HIGHWAYS					
Route	Violators	Route	Violators	Route	Violators
1...	1261	37...	1197	S-1	226
3...	543	38...	441	S-1-A	21
4...	6043	39...	364	S-3	1041
5...	8	40...	1194	S-4	6
6...	3453	41...	70	S-4-A	
7...	616	42...	4695	S-6	102
8...	39	43...	2210	S-24	298
10...	950	44...	1601	S-25	1
12...	21	45...	539	S-26	1
17...	4200	45...	206	S-28	198
21...	130	47...	1095	S-31	83
23...	1391	48...	548	S-39	355
24...	814	49...	519	S-40	198
25...	15477	50...	141	S-41	663
26...	2243	51...	13	S-44	13
27...	1263	52...	41	S-49	127
28...	2723	54...	21	25B	
29...	5298	84...	5	25T	159
30...	466	4-N	1004	ALT 4	158
31...	477	5-N	25	S-4B	122
32...	296	13-E	3	PKY Rt. 4	179
33...	610	25-M		Rt. 22	15
34...	1732	29-A	3	M.P.	27
35...	2314	45-M	1	Municipal and	
36...	345	A-6	104	County roads	75053
				TOTAL	147799

HOURS OF OCCURRENCE	
12 to 1 A.M.	5067
1 to 2 A.M.	4757
2 to 3 A.M.	4366
3 to 4 A.M.	2758
4 to 5 A.M.	1510
5 to 6 A.M.	1377
6 to 7 A.M.	2238
7 to 8 A.M.	5355
8 to 9 A.M.	5267
9 to 10 A.M.	6292
10 to 11 A.M.	8443
11 to 12 A.M.	7939
12 to 1 P.M.	6415
1 to 2 P.M.	8063
2 to 3 P.M.	9573
3 to 4 P.M.	10550
4 to 5 P.M.	12056
5 to 6 P.M.	6606
6 to 7 P.M.	5684
7 to 8 P.M.	6576
8 to 9 P.M.	6519
9 to 10 P.M.	6473
10 to 11 P.M.	6572
11 to 12 P.M.	5761
Unknown	1279
TOTAL	147799

AGES OF VIOLATORS	
1. Under 17 years.	379
2. 17 years	3019
3. 18 years	5127
4. 19 years	5271
5. 20 years	4835
6. 21 to 24 years.	20101
7. 25 to 29 years.	24121
8. 30 to 39 years.	34052
9. 40 to 49 years.	20941
10. 50 to 64 years.	13175
11. 65 and over	1930
12. Unknown	14848
TOTAL	147799

SCALE OF FINES IMPOSED	
1. Costs only	104
2. \$1	4426
3. \$2	13441
4. \$3 to \$5	50948
5. \$6 to \$10	42060
6. \$11 to \$15	9269
7. \$16 to \$25	7947
8. \$26 to \$50	2211
9. \$51 to \$100	829
10. \$101 to \$150	26
11. \$151 to \$200	2141
12. \$201 and over.	161
TOTAL	133563

COMPLAINTS MADE BY	
1. M. V. Inspectors	13184
2. State Police	38112
3. Local Officers	92646
4. Private Citizens	3824
5. P. U. Inspectors	5
6. Others	28
TOTAL	147799

RESIDENCE OF VIOLATORS	
1. New Jersey	113183
2. New York	14394
3. Pennsylvania	13306
4. Other States	6899
5. Unknown	17
TOTAL	147799

SEX	
1. Male	138336
2. Female	9463
TOTAL	147799

DISPOSITION	
1. Fined	131121
2. Suspended	4456
3. Dismissed	6796
4. Revoked	555
5. Jailed	992
6. Revoked and fined.	2442
7. State appeal	15
8. Local appeal	87
9. Failed to pay	737
10. Grand jury	70
11. Revocation and jail	510
12. Unknown	18
TOTAL	147799

SPECIAL STUDY OF SERIOUS VIOLATIONS

In order to show how the courts dispose of the more serious violations, a breakdown was made of the magistrates' report cards covering all cases of speeding, careless driving, driving while intoxicated and reckless driving. The study reveals that 99.6 per cent of those charged with speeding are adjudged guilty; careless driving, 86.9 per cent; driving while intoxicated, 89.7 per cent, and reckless driving, 85.4 per cent.

Following is a record of the dispositions of these four offenses:

DISPOSITIONS				
	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined	43,932	21,795	1,348	----
Suspended sentence	544	936	33	----
Dismissed	201	3,550	334	174
Revoked	105	176	109	----
Jailed	35	81	72	----
Revoked and fined	380	385	332	1,037
Revoked and jailed	-----	9	28	435
Others (appeals, etc.)	233	124	23	42
	45,430	27,056	2,279	1,688

Where speeding violators were found guilty and paid a fine, 28.2 per cent were assessed penalties between \$3 and \$5 and 45.7 per cent between \$6 and \$10.

With careless drivers 45.4 per cent were fined between \$3 and \$5 while 38.2 per cent were assessed between \$6 and \$10.

The seriousness of the reckless driving violation resulted in higher penalties than for either speeding or careless driving. Here 17.2 per cent of the reckless drivers were fined between \$6 and \$10, and 43.3 per cent paid heavier fines ranging between \$16 and \$25.

In drunken driving cases 96 per cent paid the mandatory penalty of \$200.

FINES IMPOSED

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Costs only	6	22	----	----
\$1	26	45	2	----
\$2	1,227	838	6	----
\$3 to \$5	12,514	10,127	76	----
\$6 to \$10	20,289	8,478	290	----
\$11 to \$15	6,054	1,516	267	----
\$16 to \$25	3,554	1,026	728	----
\$26 to \$50	633	123	254	----
\$51 to \$100	9	5	56	----
Over \$100	-----	-----	1	992
	44,312	22,180	1,680	992

TRAFFIC ARRESTS BY MUNICIPALITIES

Following is a comparative record of total traffic law arrests, by counties for the years 1951, 1950 and 1949.

	1951	1950	1949		1951	1950	1949
ATLANTIC COUNTY:							
Absecon	83	74	151	New Milford	55	27	21
Atlantic City	752	589	664	North Arlington	375	448	363
Brigantine	90	29	14	Northvale	52	39	47
Buena Boro.	56	42	—	Norwood	58	27	5
Buena Vista	78	118	150	Oakland	25	86	53
Corbin City	7	7	10	Old Tappan	27	27	69
Egg Harbor City	63	84	105	Oradell	83	149	50
Egg Harbor Twp.	308	432	402	Palisades Park	150	164	182
Estelle Manor	20	10	30	Paramus	1,294	1,628	2,369
Folsom	65	81	78	Park Ridge	58	54	51
Galloway Twp.	701	586	640	Ramsey	624	476	447
Hamilton Twp.	1,995	1,724	1,834	Ridgefield	443	227	273
Hammonton	375	163	219	Ridgefield Park	212	296	400
Linwood	50	77	69	Ridgewood	272	250	233
Longport	81	77	47	River Edge	270	208	199
Margate City	230	221	299	Riverdale Twp.	126	107	76
Mullica Twp.	322	344	325	Rochelle Park	116	150	171
Northfield	130	113	7	Rockleigh	—	—	1
Pleasantville	476	243	273	Rutherford	593	826	260
Port Republic	—	1	—	Saddle River	776	877	925
Somers Point	127	66	39	Saddle River Twp.	120	105	69
Ventnor	221	156	191	So. Hackensack	82	64	58
Weymouth Twp.	7	19	20	Teaneck Twp.	710	684	631
				Tenafly	265	136	143
				Teterboro	48	58	55
Total	6,237	5,256	5,567	U. Saddle River	39	18	11
				Waldwick	362	278	363
BERGEN COUNTY:							
Allendale	58	47	68	Wallington	198	121	102
Alpine	197	407	407	Washington	28	7	24
Bergenfield	130	171	103	Westwood	80	67	60
Bogota	115	70	3	Woodcliff Lake	17	20	10
Carlstadt	296	106	111	Wood-Ridge	107	73	176
Cliffside Park	46	95	30	Wyckoff Twp.	43	32	28
Closter	91	52	42				
Cresskill	3	13	71	Total	17,011	16,141	14,933
Demarest	125	16	7				
Dumont	33	38	41	BURLINGTON COUNTY:			
East Paterson	435	437	317	Bass River Twp.	127	9	54
East Rutherford	435	444	177	Beverly	148	15	—
Edgewater	51	54	48	Bordentown	76	40	42
Emerson	39	16	80	Bordentown Twp.	530	488	548
Englewood	900	1,140	529	Burlington	518	192	257
Englewood Cliffs	256	427	636	Burlington Twp.	767	828	654
Fair Lawn	1,137	529	636	Chesterfield Twp.	38	21	14
Fair View	242	271	220	Cinnaminson Twp.	1,396	990	1,466
Fort Lee	349	348	401	Delanco Twp.	28	13	8
Franklin Lakes	13	21	24	Delran Twp.	433	241	160
Garfield	208	235	261	Eastampton Twp.	23	10	10
Glen Rock	131	105	95	Edgewater Pk. Twp.	339	126	53
Hackensack	1,458	983	452	Evesham Twp.	346	260	203
Harrington Park	15	15	—	Fieldsboro Twp.	3	9	11
Hasbrouck Heights	362	229	169	Florence	644	206	151
Haworth	51	13	11	Hainesport Twp.	42	36	19
Hillsdale	143	35	37	Lumberton Twp.	60	110	43
Hohokus Boro.	225	217	214	Mansfield Twp.	1,184	752	1,010
Leonia	313	467	633	Maple Shade	95	208	42
Little Ferry	160	242	126	Medford Twp.	52	37	45
Lodi	201	224	237	Medford Lakes	1	—	—
Lyndhurst Twp.	405	225	263	Moorestown Twp.	732	278	82
Mahwah Twp.	446	411	329	Mt. Holly	334	283	496
Maywood	57	82	78	Mt. Laurel Twp.	78	71	32
Midland Park	108	102	68	New Hanover Twp.	51	44	37
Montvale	23	58	37	No. Hanover Twp.	146	67	15
Moonachie	46	67	47	Palmyra	214	169	161
				Pemberton Boro.	52	54	121

	1951	1950	1949
Pemberton Twp.	304	368	301
Riverside Twp.	4	55	17
Riverton	1	12	3
Shamong	7	13	7
Southampton Twp.	100	111	163
Springfield Twp.	320	394	240
Tabernacle Twp.	4	30	18
Washington Twp.	6	12	4
Westampton Twp.	14	18	4
Willingboro Twp.	67	23	10
Woodland Twp.	20	16	16
Wrightstown	38	20	96
Total	9,342	6,629	6,613

CAMDEN COUNTY:

Audubon	156	181	190
Audubon Park	141	175	127
Barrington	163	147	55
Bellmawr	161	199	60
Berlin	246	306	299
Berlin Twp.	185	108	92
Brooklawn	85	75	52
Camden	1,622	1,529	623
Chesilhurst	67	38	28
Clementon Twp.	115	112	80
Collingswood	275	167	338
Delaware Twp.	368	402	298
Gibbsboro	7	10	3
Gloucester	137	122	82
Gloucester Twp.	534	652	393
Haddon Twp.	9	17	43
Haddonfield	93	103	73
Haddon Heights	119	110	78
Hi-Nella	4	---	2
Laurel Springs	5	2	---
Lawnside	20	9	15
Lindenwald	43	61	48
Magnolia	180	93	38
Merchantville	115	91	71
Mt. Ephraim	206	334	223
Oaklyn	42	37	15
Pennsauken	411	445	470
Pine Hill	65	36	47
Pine Valley	---	2	---
Runnemede	235	171	385
Somerdale	55	55	45
Stratford	29	44	57
Tavistock	---	---	1
Voorhees Twp.	67	49	21
Waterford Twp.	150	161	145
Winslow Twp.	227	275	214
Woodlyne	44	22	---
Total	6,381	6,340	4,711

CAPE MAY COUNTY:

Avalon	93	21	15
Cape May City	42	44	45
Cape May Point	---	2	2
Dennis Twp.	83	57	43
Lower Twp.	51	59	51
Middle Twp.	404	279	384
North Wildwood	11	27	13
Ocean City	200	181	173
Sea Isle City	76	87	57
Stone Harbor	14	17	3
Upper Twp.	149	119	133
West Cape May	16	19	6

	1951	1950	1949
West Wildwood	4	1	7
Wildwood City	253	179	123
Wildwood Crest	42	41	21
Woodbine	26	15	16
Total	1,464	1,148	1,092

CUMBERLAND COUNTY:

Bridgeton	337	276	291
Commercial Twp.	114	123	82
Deerfield Twp.	116	58	26
Downe Twp.	29	42	19
Fairfield Twp.	143	144	77
Greenwich Twp.	13	25	13
Hopewell Twp.	60	30	39
Landis Twp.	432	379	408
Lawrence Twp.	143	67	27
Maurice River Twp.	240	294	322
Millville	433	480	455
Shiloh	1	1	1
Stow Creek Twp.	17	15	12
Up. Deerfield Twp.	237	206	168
Vineland	446	319	239
Total	2,761	2,459	2,179

ESSEX COUNTY:

Belleville	549	477	530
Bloomfield	340	436	457
Caldwell	709	733	579
Caldwell Twp.	462	738	496
Cedar Grove Twp.	389	343	247
East Orange	3,587	4,175	4,166
Essex Fells	18	55	48
Glen Ridge	1,098	1,802	1,910
Irvington	898	612	469
Livingston Twp.	508	489	374
Maplewood Twp.	142	129	331
Millburn Twp.	464	378	379
Montclair	1,748	2,953	1,940
Newark	8,838	6,923	3,935
North Caldwell	147	41	28
Nutley	1,028	967	815
Orange	503	248	190
Roseland	56	28	112
South Orange	423	365	158
Verona	536	741	536
West Caldwell	144	192	169
West Orange	766	520	354
Total	23,353	23,345	18,223

GLOUCESTER COUNTY:

Clayton	198	122	136
Deptford Twp.	293	282	219
E. Greenwich Twp.	122	74	11
Elk Twp.	58	54	29
Franklin Twp.	277	372	376
Glassboro Twp.	545	534	357
Greenwich Twp.	564	345	296
Harrison Twp.	109	69	34
Logan Twp.	282	134	78
Mantua Twp.	183	379	82
Monroe Twp.	1,090	819	1,060
National Park	62	111	42
Newfield	20	8	43
Paulsboro	235	143	274
Pitman	119	107	113
So. Harrison Twp.	6	14	2
Swedesboro	130	108	54

	1951	1950	1949		1951	1950	1949
Washington Twp....	773	733	856	Washington Twp....	1,372	1,605	1,450
Wenonah	22	51	10	W. Windsor Twp....	1,042	775	863
W. Deptford Twp...	349	293	306	Total	6,532	6,650	5,461
Westville	395	304	252				
Woodbury	201	15	190	MIDDLESEX COUNTY:			
Woodbury Heights..	41	24	16	Carteret	99	40	25
Woolwich Twp.	114	76	47	Cranbury	333	295	266
Total	6,188	5,171	4,883	Dunellen	515	312	233
				E. Brunswick Twp.	203	256	234
HUDSON COUNTY:				Helmetta	75	58	45
Bayonne	803	693	511	Highland Park	131	116	152
East Newark	29	30	17	Jamesburg	71	55	23
Guttenberg	35	3	9	Madison Twp.	933	770	747
Harrison	221	195	138	Metuchen	366	317	141
Hoboken	482	359	355	Middlesex	171	134	104
Jersey City	2,125	1,477	641	Milltown	49	12	4
Kearny	670	456	573	Monroe Twp.	105	59	64
North Bergen	581	461	494	New Brunswick	281	139	149
Secaucus	228	154	230	N. Brunswick Twp.	1,293	887	729
Union City	140	95	84	Perth Amboy	328	295	251
Weehawken	413	356	213	Piscataway Twp. ...	198	118	110
West New York	66	39	34	Plainsboro Twp. ...	457	221	116
Total	5,793	4,318	3,299	Raritan Twp.	1,132	1,130	827
				Sayreville	539	342	404
HUNTERDON COUNTY:				South Amboy	47	28	5
Alexandria Twp. ...	12	9	5	S. Brunswick Twp.	976	1,024	1,141
Bethlehem Twp. ...	187	108	36	South Plainfield ..	237	123	202
Bloomsbury	4	21	12	South River	256	134	91
Califon	3	2	3	Spotswood	57	97	26
Clinton	170	59	8	Woodbridge	3,003	1,797	1,407
Clinton Twp.	267	328	493	Total	11,855	8,759	7,496
Delaware Twp.	11	13	10				
East Amwell Twp...	64	32	17	MONMOUTH COUNTY:			
Flemington	32	28	16	Allenhurst	763	442	186
Franklin Twp.	9	4	8	Allentown	91	65	59
Frenchtown	22	14	16	Asbury Park	527	444	422
Glen Gardner	14	12	57	Atlantic Twp.	947	229	247
Hampton	48	47	200	Atlantic Highlands..	24	15	12
High Bridge	9	10	13	Avon	148	126	147
Holland Twp.	9	13	2	Belmar	136	119	50
Kingwood Twp.	17	13	6	Bradley Beach	152	74	49
Lambertville	77	126	137	Brielle	37	122	75
Lebanon	14	9	5	Deal	209	255	140
Lebanon Twp.	18	25	60	Eatontown	153	191	77
Milford	10	17	23	Englishtown	33	42	26
Raritan Twp.	305	186	119	Fair Haven	178	96	102
Readington Twp. ...	296	208	275	Farmingdale	9	2	15
Stockton	4	7	1	Freehold	100	109	113
Tewksbury Twp. ...	5	6	4	Freehold Twp.	374	312	219
Union Twp.	320	164	47	Highlands	98	28	33
West Amwell Twp.	131	54	20	Holmdel	398	333	244
Total	2,058	1,515	1,593	Howell Twp.	522	515	626
				Interlaken	129	67	75
MERCER COUNTY:				Keansburg	163	159	270
East Windsor Twp.	274	151	115	Keyport	378	294	257
Ewing Twp.	288	149	89	Little Silver	95	25	82
Hamilton Twp.	602	526	646	Long Branch	118	81	94
Highstown	107	100	49	Manalapan Twp. ...	335	150	105
Hopewell	8	32	16	Manasquan	88	133	150
Hopewell Twp.	249	287	234	Marlboro	162	105	105
Lawrence Twp.	541	423	277	Matawan Boro. ...	374	333	417
Pennington	16	11	14	Matawan Twp.	315	298	417
Princeton	333	591	214	Middletown Twp...	244	429	325
Princeton Twp. ...	288	177	128	Millstone Twp. ...	54	61	23
Trenton	1,412	1,823	1,366	Monmouth Beach...	1	6	3
				Neptune City	153	197	297
				Neptune Twp.	266	224	190
				Ocean Twp.	235	344	81

	1951	1950	1949		1951	1950	1949
Oceanport	140	80	142	Eagleswood Twp.	26	27	---
Raritan Twp.	158	223	225	Harvey Cedars	5	8	---
Red Bank	309	247	239	Island Beach Boró... ..	---	2	---
Roosevelt	8	25	31	Island Heights	2	3	1
Rumson	228	124	113	Jackson Twp.	235	213	71
Sea Bright	39	18	55	Lacey Twp.	53	101	530
Sea Girt	14	49	19	Lakehurst	19	23	48
Shrewsbury Boró... ..	112	106	98	Lakewood Twp.	449	475	300
Shrewsbury Twp.	29	128	106	Lavalette	85	97	33
South Belmar	133	121	93	Little Egg Harbor... ..	26	25	11
Spring Lake	72	57	24	Long Beach Twp.	28	27	26
Spring Lake Hghts. ..	85	150	80	Manchester Twp.	617	395	125
Union Beach	107	56	18	Mantoloking	334	270	216
Up. Freehold Twp. ..	73	58	24	Ocean Twp.	202	132	58
Wall Twp.	456	390	314	Ocean Gate	1	2	1
West Long Branch... ..	152	28	7	Pine Beach	15	11	8
New Shrewsbury	170	---	---	Plumstead Twp.	195	116	107
Total	10,294	8,285	7,321	Pt. Pleasant Boró... ..	127	140	118
				Pt. Pleasant Beach ..	127	115	78
MORRIS COUNTY:				Seaside Heights	14	74	58
Boonton	17	37	42	Seaside Park	175	147	181
Boonton Twp.	35	37	14	Ship Bottom	59	37	62
Butler	102	87	67	South Toms River... ..	27	25	14
Chatham Boró.	65	137	214	Stafford Twp.	816	588	427
Chatham Twp.	70	119	117	Surf City	8	35	23
Chester	22	24	48	Tuckerton	10	32	9
Chester Twp.	44	17	8	Union Twp.	506	437	384
Denville	79	78	92	Total	6,215	5,234	4,076
Dover	219	143	116				
East Hanover Twp. ..	55	36	41	PASSAIC COUNTY:			
Florham Park	49	67	55	Bloomington	25	28	24
Hanover Twp.	300	288	307	Clifton	1,594	1,788	770
Harding Twp.	52	92	51	Haledon	96	59	19
Jefferson Twp.	100	100	103	Hawthorne	149	105	89
Kinnelon Boró.	17	16	---	Little Falls Twp.	439	451	254
Lincoln Park	---	---	---	North Haledon	80	43	67
Madison	111	114	125	Passaic	475	617	546
Mendham Boró.	101	24	36	Paterson	1,152	1,176	801
Mendham Twp.	16	2	7	Pompton Lakes	140	212	160
Mine Hill Twp.	98	101	133	Prospect Park	81	61	49
Montville Twp.	61	99	176	Ringwood	24	25	24
Morris Twp.	143	94	142	Totowa	374	331	231
Morris Plains	55	124	172	Wanaque	248	119	221
Morristown	342	148	87	Wayne Twp.	478	564	603
Mountain Lakes	57	31	35	West Milford Twp. ..	264	259	244
Mt. Arlington	23	19	11	West Paterson	128	228	137
Mt. Olive Twp.	228	168	130	Total	5,747	6,066	4,239
Netcong	73	68	47				
Parsippany	530	533	510	SALEM COUNTY:			
Passaic Twp.	1	---	---	Alloway Twp.	33	22	26
Pequanock Twp.	128	147	179	Elmer	9	17	9
Randolph Twp.	391	487	685	Elsinboro Twp.	5	3	3
Riverdale	146	247	215	L. Alloway Creek	6	3	2
Rockaway	75	27	13	L. Penns Neck Twp. ..	253	217	239
Rockaway Twp.	62	86	78	Mannington Twp.	81	57	59
Roxbury Twp.	506	478	315	Oldsmans Twp.	137	175	351
Washington Twp.	40	25	36	Pennsgrove	3	28	54
Wharton	159	89	49	Pilesgrove Twp.	113	102	109
Total	4,572	4,389	4,456	Pittsgrove Twp.	84	71	71
				Quinton Twp.	141	24	19
OCEAN COUNTY:				Salem	251	283	418
Barnegat City	---	2	108	U. Penns Neck Twp. ..	294	353	500
Bayhead	212	197	72	U. Pittsgrove Twp. ..	76	48	41
Beach Haven	34	34	28	Woodstown	41	43	28
Beachwood	185	20	271	Total	1,527	1,446	1,929
Berkeley Twp.	403	344	165				
Brick Twp.	478	341	474				
Dover Twp.	742	689	69				

	1951	1950	1949
SOMERSET COUNTY:			
Bedminster Twp.	164	148	257
Bernards Twp.	116	85	65
Bernardsville	53	32	21
Bound Brook	364	532	463
Branchburg Twp.	55	53	150
Bridgewater Twp.	1,267	897	729
Far Hills	35	20	32
Franklin Twp.	314	276	195
Greenbrook Twp.	605	1,035	1,183
Hillsboro Twp.	63	65	39
Manville	95	96	127
Millstone	1	-----	1
Montgomery Twp.	48	33	15
North Plainfield ...	472	821	762
Peapack-Gladstone..	8	5	1
Raritan	59	88	278
Rocky Hill	9	2	6
Somerville	477	788	566
South Bound Brook	202	218	229
Warren Twp.	32	25	17
Watchung	174	126	168
Total	4,613	5,345	5,304

	1951	1950	1949
SUSSEX COUNTY:			
Andover	28	8	9
Andover Twp.	31	37	30
Branchville	11	10	3
Byram Twp.	20	20	21
Frankford Twp.	76	42	56
Franklin	210	33	27
Freedon Twp.	11	12	8
Green Twp.	3	13	2
Hamburg	50	77	68
Hampton Twp.	22	17	22
Hardyston Twp.	59	75	54
Hopatcong	17	17	10
Lafayette Twp.	10	9	5
Montague Twp.	9	10	11
Newton	51	55	46
Ogdensburg	28	24	23
Sandyston Twp.	23	17	17
Sparta	150	120	99
Stanhope	23	26	14
Stillwater Twp.	16	7	3
Sussex	35	47	22
Vernon Twp.	16	16	23
Walpack Twp.	8	1	-----
Wantage Twp.	43	78	108
Total	950	771	681

	1951	1950	1949
UNION COUNTY:			
Clark Twp.	388	252	248
Cranford Twp.	427	387	339
Elizabeth	2,936	2,610	2,556
Fanwood	89	28	86
Garwood	118	77	76
Hillside Twp.	1,213	778	583
Kenilworth	180	268	91
Linden	771	790	1,165
Mountainside	767	603	456
New Province Boro.	231	141	67
Berkeley Heights ...	152	169	251
Plainfield	1,159	915	1,248
Rahway	799	845	759
Roselle	509	593	534
Roselle Park	343	428	369
Scotch Plains Twp.	420	368	292
Springfield Twp.	522	750	671
Summit	624	573	660
Union Twp.	1,711	947	1,000
Westfield	179	134	144
Winfield	8	16	-----
Total	13,546	11,672	11,595

	1951	1950	1949
WARREN COUNTY:			
Allamuchy Twp. ...	3	4	2
Alpha	-----	5	2
Belvidere	34	15	9
Blairstown Twp. ...	20	28	21
Franklin Twp.	43	67	52
Frelinghuysen Twp.	2	8	5
Greenwich Twp.	56	53	40
Hackettstown	128	44	76
Hardwick Twp.	1	1	-----
Harmony Twp.	7	8	10
Hope Twp.	5	5	5
Independence Twp.	64	60	46
Knowlton	95	56	44
Liberty Twp.	2	7	5
Lopatcong Twp. ...	80	60	44
Mansfield Twp.	40	31	26
Oxford Twp.	15	21	17
Pahaquarry Twp. ...	-----	12	4
Phillipsburg	279	227	249
Pohatcong Twp.	53	22	24
Washington Boro....	133	91	94
Washington Twp. ...	126	137	122
White Twp.	174	128	70
Total	1,360	1,090	967

TRAFFIC ACCIDENT STATISTICS

In accordance with an amendment to the accident reporting law passed in 1951, the requirements for the reporting of Property Damage accidents was raised from those amounting to \$25 to include only those amounting to \$100 or over. Consequently reportable traffic accidents showed a decrease of 9.6 per cent below 1950, dropping from 79,970 in 1950 to 72,307 in 1951.

Fatalities rose to 763. This was a 11.1 per cent rise over the 1950 death toll.

The number of persons injured also increased this year to another all time high of 36,682, a 10.8 per cent increase over 1950.

The average number of reportable accidents dropped from 219 daily in 1950 to 198 in 1951. There were 2.09 fatalities per day as against 1.9 in the previous year.

The mileage death rate, or deaths per hundred million vehicle miles of travel, was 4.41. In 1950 the death rate was 4.08. Over a ten-year period the death rate has been reduced 43.7 per cent.

Year	Accidents	Deaths	Injured	Death Rate
1951	72,307	763	36,682	4.41
1950	79,970	687	33,112	4.08
1949	63,144	592	27,427	3.85
1948	60,022	597	25,632	4.23
1947	49,513	638	23,909	4.76
1946	38,321	712	21,908	5.75
1945	28,521	630	16,893	7.27
1944	24,120	609	15,252	7.69
1943	22,007	682	14,176	9.22
1942	33,597	771	20,384	7.83

LEADING ACCIDENT CAUSES

The accident pattern continues to follow the same line as it has for many years in the past. Following too closely ranked highest on the list of violations; violating the right of way was second, with speeding, driving on the wrong side of road and improper turning following in that order.

A comparative record of the five leading causes follows:

	1951	1950
Following too closely	11,370	12,639
Violated right of way	8,438	8,762
Speeding	5,652	6,758
On wrong side of road	5,167	5,459
Improper turns	4,971	5,426

SPEED

Speeding was the leading violation in fatal accidents, but in total accidents it ranked third among the major causes.

Speed arrests for the year totaled 45,430, a 1.5 per cent increase over the previous year's record of speed apprehensions. At the same time the total traffic arrests increased 11.9 per cent.

WHAT DRIVERS WERE DOING

The year's 72,307 accidents involved 138,378 vehicles, or 1.9 vehicles per accident. Records show that 79,155 were being driven straight ahead when they became involved in mishaps; 8,740 were making left turns; 3,459 right turns; 996 U-Turns; 6,783 skidded and 9,344 were parked when struck by another vehicle.

SEX OF DRIVERS

Nearly 90 per cent of the drivers involved in all accidents were males. In fatal accidents, male drivers constituted 93 per cent of those involved.

RESIDENCE OF DRIVERS

New Jersey has a relatively high percentage of out-of-state drivers involved in accidents because of its geographic location. During 1951, fourteen per cent of those in accidents were non-residents.

It is interesting to note that of the resident drivers, who represented 86 per cent of total drivers in accidents, 37 per cent lived in the communities where their accidents happened.

Of the 128,725 accident drivers, 842, or .7 per cent were unlicensed.

HOURS OF OCCURRENCE

The hour, 4 to 5 P. M. continues to be the peak hour for all accidents. The high hour for fatal accidents again was 7 to 8 P. M.

DAYS OF WEEK

More accidents occurred on Saturday than on any other day of the week. Sunday was a close second for accidents.

LIGHT—WEATHER—ROAD CONDITIONS

Fifty-nine per cent of total accidents happened during daylight, 75 per cent in clear weather and 69 per cent on dry road surfaces.

In the matter of fatal accidents, 42 per cent occurred during the day, 80 per cent in clear weather and 78 per cent on dry roads.

ROAD LOCATION—SURFACE

Street intersections were the scene of 53 per cent of all accidents, while 4 per cent happened at alley or driveway intersections. Forty per cent of total accidents happened at points between intersections. In fatal accidents, 31 per cent were at intersections and 62 per cent between intersections.

Fifty-one per cent of all accidents took place on asphalt pavement and 33 per cent on concrete.

MILEAGE DEATH RATE

The mileage death rate, or deaths per hundred million vehicle miles of travel, increased from 4.08 in 1950 to 4.41.

Motor vehicle travel in New Jersey was 2.7 per cent greater than in the previous year. The 1,329,566,990 taxable gallons of gasoline, computed on the basis of 13.0 average miles per gallon represent a total of 17,284,000,000 miles of travel, an increase of 457,000,000 miles over 1950.

A 24-year record of mileage death rates, gasoline consumption and traffic fatalities follows:

Year	Traffic Fatalities	Gasoline Consumption	Deaths Per 100 Million Vehicle Miles
1951	763	1,329,566,990 gal.	4.41
1950	687	1,283,592,949 gal.	4.08
1949	592	1,172,127,353 gal.	3.85
1948	597	1,082,274,076 gal.	4.23
1947	638	984,986,413 gal.	4.76
1946	712	909,252,696 gal.	5.75
1945	630	666,189,791 gal.	7.27
1944	609	609,006,228 gal.	7.69
1943	682	568,936,842 gal.	9.22
1942	771	758,204,477 gal.	7.83
1941	971	965,206,065 gal.	7.73
1940	911	896,948,010 gal.	7.81
1939	814	847,809,887 gal.	7.38
1938	865	810,952,855 gal.	8.21
1937	1,278	795,554,193 gal.	12.35
1936	1,107	719,568,890 gal.	11.83
1935	1,188	631,601,466 gal.	14.47
1934	1,227	567,838,694 gal.	16.62
1933	1,185	546,819,642 gal.	16.67
1932	1,180	554,319,929 gal.	16.37
1931	1,302	570,801,964 gal.	17.54
1930	1,269	546,685,108 gal.	17.85
1929	1,275	498,063,808 gal.	19.68
1928	1,075	422,346,478 gal.	19.58

HOLIDAY ACCIDENT DEATHS

The most dangerous of the year's official holidays were Independence Day and Thanksgiving Day when five persons were killed in traffic accidents on each of these days. There were 17 holiday deaths during the year compared with 16 in 1950.

	1951	1950	1949	1948	1947
New Year's Day	1	2	1	2	1
Easter Day	1	5	2	2	3
Memorial Day	1	---	1	4	2
Independence Day	5	4	1	2	1
Labor Day	3	1	5	3	3
Thanksgiving Day	5	3	---	1	5
Christmas Day	1	1	2	2	7
	17	16	12	16	22

MANNER OF COLLISION

Same direction collisions constituted 33.7 per cent of the year's accidents; 24.8 per cent were right angle mishaps and 10.5 per cent were opposite direction accidents.

Collision Types	1951	1950	1949	1948
Right angle	24.8	24.8	25.9	25.1
Same direction—rear end	19.8	19.6	18.6	17.9
Same direction—other	13.8	16.1	14.8	13.2
Opposite direction—head on	6.5	6.3	6.2	10.4
Opposite direction—left turn	4.	3.6	3.5	3.7
Fixed object	1.7	1.6	2.3	5.4
Pedestrian	6.8	5.9	7.7	7.9
Other	22.6	22.1	21.	16.4
	100.0	100.0	100.0	100.0

BLOW-OUTS

Tire blow-out was given as the cause in 356 accidents, or one in every 203 accidents. In the preceding year there was one blow-out in every 239 accidents.

Following is a 10-year period of ratios of tire blow-out accidents to total accidents:

Year	Ratio
1942	One in every 146
1943	One in every 140
1944	One in every 124
1945	One in every 144
1946	One in every 131
1947	One in every 184
1948	One in every 270
1949	One in every 213
1950	One in every 239
1951	One in every 203

HIT-AND-RUN DRIVERS

There was a decrease in hit-and-run driving in 1951. The number of offenders in this type of accident was 2,519 as against 2,593 in the previous year.

A total of 29 fatalities resulted from hit-and-run accidents.

ECONOMIC LOSS

The economic loss from accidents, based on \$95,000 for each fatality, was \$72,485,000, rising from \$44,655,000 in the previous year.

Losses, according to counties, were as follows:

Counties	1951	1950
Atlantic	\$4,180,000	\$3,250,000
Bergen	4,655,000	3,705,000
Burlington	5,225,000	2,340,000
Camden	4,085,000	3,250,000
Cape May	1,330,000	520,000
Cumberland	1,140,000	1,430,000
Essex	6,935,000	3,835,000
Gloucester	5,035,000	1,300,000
Hudson	5,415,000	3,705,000
Hunterdon	2,090,000	1,170,000
Mercer	3,895,000	2,860,000
Middlesex	6,270,000	4,160,000
Monmouth	5,320,000	2,080,000
Morris	2,850,000	1,950,000
Ocean	1,900,000	780,000
Passaic	2,565,000	2,145,000
Salem	1,710,000	1,040,000
Somerset	2,090,000	1,690,000
Sussex	855,000	390,000
Union	4,180,000	2,405,000
Warren	760,000	650,000
	\$72,485,000	\$44,655,000

MANPOWER LOSS

The State's economic structure suffered, directly and indirectly, from traffic accident fatalities. Occupations of those killed in accidents were as follows:

	1951	1950	1949	1948	1947
Unskilled labor	204	226	123	117	130
Skilled labor	96	53	67	97	97
Truck drivers	19	30	26	25	26
Students—Children	85	86	80	73	92
Factory workers	16	24	28	54	24
Retired	58	44	52	61	49
Military—Merchant marine	50	19	19	9	5
Housewives—At home	117	96	74	81	66
Farm workers	13	16	22	21	22
Office workers	19	11	25	15	24
Merchants—Manufacturers	27	15	22	21	22
Executive—Professional	21	17	21	6	20
Salesmen	20	19	14	9	13
Musicians—Stage	2	4	4	2	2
Public employees	20	11	4	6	4
Supervisors	15	6	9	7	11
Criminals	1	1	1	1	1
Unemployed	1	9	2	13	31
	763	687	592	597	638

THE ALCOHOL FACTOR

Drivers who had been drinking were involved in 2,798 accidents that brought death to 110; personal injury to 2,006 others. This was a drop of 14 per cent over the 1950 alcoholic record.

The alcohol factor figured in 94 of the 686 fatal accidents which indicates a drop in the ratio from 1 in every 5.5 in 1950 to 1 in every 7.3 fatal accidents in 1951.

One in every 9.5 drivers in total fatal accidents was under the influence of alcohol; every 46th in all accidents. Twelve per cent of the offending drivers in alcohol accidents were non-residents.

There were more drivers between 30 and 39 than any other age group. Seventy-four per cent of these accidents occurred at night and there were more on Sunday than on any other day of the week. (See statistical summary.)

As in other years, the leading violation was driving on the wrong side of the road. Speeding was second. About 41 per cent of the vehicles were insured.

In the past decade there have been 18,012 accidents, 860 deaths and 12,355 persons injured in New Jersey resulting from drinking drivers.

Year	Accidents	Deaths	Injured
1951	2,798	110	2,006
1950	3,246	126	1,823
1949	2,342	87	1,422
1948	1,921	70	1,140
1947	1,844	97	1,183
1946	1,596	30	1,123
1945	1,001	64	714
1944	914	64	624
1943	892	66	692
1942	1,458	96	1,628
	18,012	860	12,355

SLEDDING ACCIDENTS

No fatalities were reported during the year in accidents involving collisions between sleds and moving motor vehicles. There have been 32 such deaths in the past ten years.

Year	Sledding Fatalities
1951	2
1950	1
1949	3
1948	3
1947	8
1946	7
1945	3
1944	3
1943	5
1942	5
	32

VEHICLE TYPES

A classification of vehicle types involved in the year's 72,307 accidents shows that 117,975 were passenger cars, or 85.3 per cent of the 138,378 vehicles involved; 12,984 were single unit trucks, or 9.4 per cent and 2,587, or 1.9 per cent, were truck combinations. In addition, there were 1,637 regular buses involved, 1,717 station wagons and 448 motorcycles.

Vehicle Types in Accidents	1951		1950	
	Vehicles	Per Cent	Vehicles	Per Cent
Passenger car	117,975	85.3	131,044	84.8
Truck	12,984	9.4	15,515	10.0
Truck combination	2,587	1.9	2,717	1.8
Taxicab—livery	853	.6	874	.6
Bus	1,637	1.2	2,002	1.3
Motorcycle	448	.3	437	.3
Station wagon	1,717	1.2	1,704	1.1
*All others	177	.1	185	.1
	138,378	100.0	154,478	100.0

* Military vehicles, emergency vehicles, school buses.

RAILROAD CROSSING ACCIDENTS

Railroad crossing accidents involving motor vehicles were reported at 84 resulting in 13 deaths and 63 personal injuries. In the previous year there were 107 such accidents, 11 deaths and 59 persons injured.

According to the Board of Public Utility Commissioners, there are approximately 2,640 railroad grade crossings in the State, the majority of which are safeguarded with manually operated gates, watchmen, flashing red signals, bells and standard crossing signs.

The grade crossing accident record:

Year	Accidents	Deaths	Injured
1951	84	13	63
1950	107	11	59
1949	67	10	38
1948	122	27	52
1947	91	11	59
1946	77	21	44
1945	80	25	42
1944	63	24	72
1943	77	34	68
1942	76	21	59

MULTI-DEATH ACCIDENTS

The year's worst accident happened on Rt. 29 in Bridgewater Township, Somerset County when a car traveling on the wrong side of the road crashed head on into another car, also involving two other cars. Four members of one family and two occupants of the second car were killed.

There were 52 multi-death accidents during the year, resulting in 129 fatalities. In 1950 there were 39 multi-death accidents causing 90 deaths.

	1951	1950	1949	1948	1947
Two-death accidents	39	31	27	29	32
Three-death accidents	6	7	5	1	3
Four-death accidents	3	---	1	4	---
Five-death accidents	3	---	1	1	1
Six-death accidents	1	---	1	1	---
Seven-death accidents	---	1	---	---	---
	52	39	35	36	36

TRAFFIC ACCIDENTS CONNECTED WITH SCHOOL BUS OPERATION

There were 40 accidents directly concerned with school bus operation in New Jersey resulting in injury to 24 school children and 14 other persons.

Following is a summary of these accidents:

Types of School Bus Accidents	YEAR 1951 (Twelve Months)									
	Total Number of PUPILS Accidents Killed Inj.			Other School Bus Pass. Killed Inj.		School Bus Driver Killed Inj.		OTHERS Killed Inj.		
	Total Accidents	Killed	Inj.	Killed	Inj.	Killed	Inj.	Killed	Inj.	
1. Collisions with one or more other motor vehicles	34	0	14	0	0	0	4	0	11	
2. Collisions with railroad trains	0	0	0	0	0	0	0	0	0	
3. Other types of collisions ...	0	0	0	0	0	0	0	0	0	
4. Non-collision accidents	5	0	3	0	0	0	0	0	0	
5. Pupil struck crossing road to board or after alighting from school bus	7	0	7	0	0	0	0	0	0	
6. Pedestrian hit by school bus	0	0	0	0	0	0	0	0	0	
GRAND TOTALS	40	0	24	0	0	0	4	0	11	

FATAL PEDESTRIAN ACCIDENT HIGHLIGHTS

SEX: 229 of those killed were males; 66 were females.

SOBRIETY: 72 of the victims were under the influence of alcohol when killed.

ROAD LOCATION: More accidents occurred between, than at, intersections.

PEDESTRIAN ACTIONS: In 205 cases (69 per cent), there was evidence of carelessness on the part of the pedestrians that contributed to their accidents. These errors were as follows:

- 19 were crossing the intersection against the signal.
- 19 were crossing the intersection not on the crosswalk.
- 22 stepped from behind parked cars.
- 97 were crossing between intersections.
- 24 were walking in the roadway with traffic.
- 3 were playing in the roadway.
- 6 were standing in the roadway.
- 9 ran from sidewalk into street.
- 2 were lying in the road.
- 4 were getting on or off other vehicles.

THE PEDESTRIAN

Year	FATALITIES			INJURED		
	Total Deaths	Pedestrian Deaths	Per Cent Pedestrian Deaths	Total Injured	Pedestrian Injured	Per Cent Pedestrian Injured
1951	763	295	38.6	36,682	4,900	13.5
1950	687	266	38.7	33,112	4,811	14.5
1949	592	259	43.7	27,427	4,889	17.8
1948	597	260	43.5	25,632	4,734	18.4
1947	638	323	50.6	23,909	4,768	19.9
1946	712	360	50.5	21,905	4,940	22.5
1945	630	378	60.0	16,893	4,241	26.0
1944	609	346	56.8	15,252	4,030	26.4
1943	682	382	56.0	14,176	4,480	31.4
1942	771	406	52.6	20,384	5,285	25.9
1941	971	472	48.6	30,415	6,219	20.4
1940	811	436	47.8	27,718	6,162	22.2
1939	814	422	51.8	26,214	6,137	24.3
1938	865	425	49.1	24,918	6,069	24.3
1937	1,278	691	54.0	28,835	7,308	25.3
1936	1,107	607	54.8	26,185	7,207	27.5
1935	1,188	604	50.8	26,579	7,936	27.1
1934	1,227	661	53.8	27,754	7,991	26.7
1933	1,185	644	54.3	28,158	8,411	29.8
1932	1,180	612	51.8	31,246	9,213	29.4
20 Years	17,407	8,849		481,898	118,711	

THE PEDESTRIAN

Although the total injured and fatalities rose in volume, the pedestrian death rate was the lowest in the twenty years for which statistical records have been kept. The 295 pedestrian fatalities represented 38.6 per cent of total deaths as compared with 38.7 per cent in the previous year. The highest pedestrian rate was in 1945 when 60 per cent of the total deaths were walkers.

In addition to the 295 fatalities, there were 4,900 pedestrians injured in accidents or 13.4 per cent of the total injured in all accidents. In 1950 the number of pedestrians injured was 4,811.

Pedestrian casualties in New Jersey during the past 20 years have been 8,849 fatalities and 118,711 non-fatally injured.

Middle aged and elderly pedestrians were the principal victims in fatal accidents. There were 186 over 50 years of age, or 63 per cent of total pedestrian fatalities. Thirty-eight were under 15 years.

Age Groups	Deaths	Per Cent
0-4	19	6.4
5-14	19	6.4
15-20	8	2.7
21-50	63	21.4
51-over	186	63.1
	295	100.0

INTOXICATED PEDESTRIANS

One of every 4 adult pedestrians killed in traffic accidents was under the influence of alcohol.

There were 72 intoxicated pedestrians killed and 219 injured by motor vehicles compared to 49 deaths and 249 injured in 1950. In the past 19 years there have been 1,279 fatalities involving pedestrians under the influence of alcohol.

BICYCLE ACCIDENTS

The year's collisions between bicycles and moving motor vehicles numbered 648, inflicting 9 deaths and 668 personal injuries.

Year	Accidents	Deaths	Injured
1951	648	9	668
1950	590	11	575
1949	568	13	570
1948	520	13	508
1947	520	12	526
1946	440	20	433
1945	298	14	308
1944	299	9	313
1943	298	15	286
1942	495	22	474

INSURED CARS

According to the reports of their owners, 61.8 per cent of the vehicles involved in the year's accidents were insured. The actual percentage may be even higher since 24.3 per cent of the owners failed to indicate their insurance status on the accident reports.

Following is a ten-year record:

Year	Per Cent Cars Insured	Per Cent Cars Not Insured	Per Cent Insurance Status Unknown
1951	61.8	13.9	24.3
1950	61.1	15.5	23.4
1949	59.8	16.3	23.9
1948	59.7	16.0	24.3
1947	55.4	17.3	27.3
1946	51.0	20.0	29.0
1945	46.0	21.0	33.0
1944	43.4	24.4	32.2
1943	39.6	25.6	34.8
1942	43.3	25.3	31.4

AGES OF VEHICLES IN ALL ACCIDENTS

Age of Vehicles	Per Cent 1951	Per Cent 1950	Per Cent 1949	Per Cent 1948	Per Cent 1947
1 year	29.1	29.1	24.0	23.17	19.47
2 years	13.3	10.1	11.7	9.78	.74
3 years	8.6	10.1	8.2	.69	.35
4 years	8.8	6.9	.4	.29	.08
5 years	6.1	.3	.2	.07	4.5
6 to 10 years	11.8	21.0	31.2	42.33	55.92
Over 10 years	22.3	22.5	24.3	23.67	18.94
	100.0	100.0	100.0	100.0	100.0

URBAN AND RURAL POPULATION GROUPS

According to the latest U. S. census, New Jersey has 333 municipalities of over 2,500 population and 255 below 2,500. Using this as a basis for an Urban and Rural study the following is a tabulation of the accident statistics in these groups:

	ACCIDENTS				DEATHS		INJURED	
	Fatal	Non-Fatal	Prop. Dam.	Total	Peds.	Total	Peds.	Total
Urban	546	20,736	44,125	65,407	251	606	4,761	32,518
Rural	140	2,487	4,273	6,900	44	157	139	4,164
Total	686	23,223	48,398	72,307	295	763	4,900	36,682

HONOR ROLL

A total of 303 municipalities completed the year without a traffic accident fatality. Thirteen of these communities have established the enviable record of fifteen consecutive death-free years.

Following are the municipalities that went fatality-free during 1951; the numerals appearing after certain municipalities indicating the number of consecutive years that particular community has gone without a traffic death:

ATLANTIC COUNTY—Brigantine (15), Buena Boro.; Corbin City (10), Egg Harbor City; Folsom; Longport (15), Margate (4), Northfield; Fort Republic (5), Somers Point (2), Weymouth (2).

BERGEN COUNTY—Allendale (3), Carlstadt; Closter (3), Cresskill (8), Demarest (9), Dumont (5), Emerson (2), Englewood Cliffs; Franklin Lakes (11), Harrington Park (15), Hasbrouck Heights; Haworth; Hillsdale (15), Hohokus Boro. (3), Leonia (6), Little Ferry; Mahwah (2), Midland Park (10), Montvale; Moonachie; New Milford (8), Northvale (2), Norwood (6), Old Tappan; Oradell (3), Palisades Park; Park Ridge; Rockleigh (15), Saddle River Boro. (5), Tenafly; Teterboro; Waldwick (2) Wallington (4), Washington Twp.; Westwood (13), Woodcliff Lake (3), Wyckoff.

BURLINGTON COUNTY—Bass River (5), Beverly (7), Bordentown City (4), Delanco; Fieldsboro (2), Hainesport; Lumberton; Medford Lakes (15) Moorestown; Palmyra (4), Pemberton Boro. (4), Riverton; Shamong; Southampton Twp.; Washington Twp. (15), Westampton Twp. (11), Willingboro Twp. (4), Wrightstown (6).

CAMDEN COUNTY—Audubon Boro.; Audubon Park (4), Barrington (5), Bellmawr (5), Berlin Twp. (8), Brooklawn (6), Clementon (5), Collingswood (3), Haddonfield; Haddon Heights (3), Hi-Nella (15), Laurel Springs (11), Mt. Ephraim; Oaklyn (4), Pine Valley (15), Runnemede (5), Stratford (4), Tavistock (15), Woodlynn (3).

CAPE MAY COUNTY—Avalon (13), Cape May City (6), Lower Twp.; Cape May Point (3), Sea Isle City (10), Stone Harbor (15), West Cape May (12), West Wildwood (15), Wildwood City (4), Woodbine (4).

CUMBERLAND COUNTY—Bridgeton; Downe Twp. (2), Greenwich Twp.; Hopewell Twp. (2), Lawrence Twp. (5), Shiloh (7), Stow Creek Twp.; Upper Deerfield Twp.; Vineland.

ESSEX COUNTY—Caldwell Boro. (5), Caldwell Twp. (2), Cedar Grove Twp. (4), Essex Falls (15), Glen Ridge; Maplewood (2), North Caldwell (9), Roseland (6), Verona; West Caldwell (3).

GLOUCESTER COUNTY—Mantua Twp. (3), National Park (3), Paulsboro; Pitman (2), South Harrison Twp. (2), Swedesboro; Wenonah (5), Westville (6), Woodbury City; Woolwich Twp.

HUDSON COUNTY—East Newark (4), Guttenberg (3), Harrison; Secaucus (3).

HUNTERDON COUNTY—Alexandria Twp. (5), Bloomsbury (10), Califon (11), Clinton Town; Delaware Twp. (5), Franklin Twp. (14), Frenchtown (15), Glen Gardner (7), Hampton; High Bridge (4), Holland Twp. (2), Kingwood Twp. (3), Lambertville (5), Lebanon Boro. (4), Milford (2), Stockton (15), Tewksbury Twp. (11).

MERCER COUNTY—Hightstown (3), Hopewell Boro. (15), Lawrence Twp.; Pennington (5), Princeton Boro. (2), Princeton Twp.

MIDDLESEX COUNTY—Carteret (2), Dunellen (3), Helmetta (15), Jamesburg (3), Metuchen (4), Middlesex (3), Milltown; Monroe Twp.; South Amboy; Spotswood (4).

MONMOUTH COUNTY—Allentown (11), Avon (9), Belmar (3), Bradley Beach (4), Brielle (3), Deal (2), Eatontown; Englishtown (6), Fair Haven (2), Highlands (2), Interlaken (2), Little Silver (2), Manasquan (7), Marlboro Twp.; Matawan Boro.; Monmouth Beach (6), Neptune City; Oceanport; Roosevelt (15), Rumson (4), Sea Bright (3), Sea Girt (4), Shrewsbury Boro. (2), Shrewsbury Twp.; South Belmar (3), Spring Lake Boro. (5).

MORRIS COUNTY—Boonton Town; Boonton Twp.; Butler (10), Chatham Boro. (2), Chatham Twp. (3), Chester Boro. (2), Denville; East Hanover Twp. (2), Florham Park (3), Kinnelon (15), Lincoln Park (6), Mendham Boro. (15), Mendham Twp. (5), Mine Hill Twp. (3), Morris Plains; Mountain Lakes (2), Mt. Arlington (15), Netcong (3), Passaic Twp. (2), Roxbury Twp.; Victory Gardens; Wharton.

OCEAN COUNTY—Barnegat Light Boro. (8); Beachwood (4), Berkeley Twp. (2), Eagleswood Twp. (7), Harvey Cedars (11), Island Beach Boro. (15), Island Heights (15), Lacey Twp. (5), Lakehurst (5), Lavalette (6), Little Egg Harbor Twp.; Long Beach Twp. (2), Mantoloking (15), Ocean Gate (15), Pine Beach (14), Point Pleasant Boro. (3), Point Pleasant Beach (4), Seaside Heights (15), Seaside Park (6), Ship Bottom (15), South Toms River (12), Stafford Twp.; Surf City (5), Tuckerton (3).

PASSAIC COUNTY—Haledon; Hawthorne; Little Falls Twp.; Prospect Park (3), Wanaque (4), West Paterson (2).

SALEM COUNTY—Elmer (4), Elsinboro Twp.; Lower Alloway Creek Twp.; Mannington Twp.; Oldmans Twp.; Penns Grove; Pittsgrove Twp.; Salem; Upper Pittsgrove Twp. (3), Woodstown (5).

SOMERSET COUNTY—Bernardsville (2), Bound Brook; Far Hills (8), Hillsboro Twp.; Manville; Millstone (4), North Plainfield; Peapack-Gladstone (11), Raritan Town (2), Rocky Hill (3), South Bound Brook (3), Warren Twp.

SUSSEX COUNTY—Andover Boro. (9), Branchville (13), Byram Twp. (2), Franklin Boro. (2), Fredon Twp. (3), Hampton Twp. (5), Hardyston Twp. (3), Hopatcong (9), Lafayette Twp. (13), Montague Twp. (2), Newton (2), Ogdensburg (2), Sandyston Twp.; Sparta Twp.; Stanhope; Stillwater Twp. (13), Vernon; Walpack (8).

UNION COUNTY—Berkeley Heights (formerly New Providence Twp.) (6), Clark Twp.; Fanwood (5), Garwood; Kenilworth; New Providence Boro. (7), Roselle Park; Westfield (3), Winfield (6).

WARREN COUNTY—Allamuchy Twp. (9), Alpha (7), Belvidere (3), Blairstown Twp. (3), Frelinghuysen Twp. (5), Greenwich Twp. (2), Hackettstown (3), Hardwick Twp. (15), Harmony Twp.; Hope Twp. (7), Independence Twp.; Knowlton Twp. (3), Liberty Twp. (9), Pahaquarry Twp. (15), Pohatcong Twp.; Washington Twp. (4).

STATE HIGHWAY ACCIDENTS

State highway routes accounted for 32 per cent of the State's total accidents and 46 per cent of total fatalities. Accidents on these State routes total 23,323 as against 24,792 in 1950; fatalities numbered 351 as against 300 in the previous year and persons non-fatally injured 13,470 as against 11,813.

The accident record on the four leading State highways follows:

Year	Accidents	Fatalities	Injured
ROUTE 25			
1951	5,359	77	3,194
1950	5,855	55	2,589
1949	4,021	57	1,886
ROUTE 6			
1951	1,792	19	895
1950	1,841	16	812
1949	1,344	15	702
ROUTE 4			
1951	1,674	18	996
1950	1,764	18	890
1949	1,267	13	696
ROUTE 29			
1951	1,302	27	679
1950	1,327	18	630
1949	979	15	468

Route	Accidents		Fatalities		Injured	
	1951	1950	1951	1950	1951	1950
1	1,150	1,268	8	10	556	473
S-1	67	97	..	..	28	33
S-1A	36	42	..	1	9	14
3	440	534	1	1	187	204
S-3	222	195	2	2	149	80
4	1,679	1,764	18	18	996	890
Alt. 4	51	74	1	..	30	29
4-Freeway	1	..	1	..	3	..
4-N	204	256	3	..	82	93
4-Parkway	32	..	2	..	16	..
S-4	27	21	1	..	7	8
S-4A	4	2	..	..	2	1
S-4B	17	19	..	..	12	8
5	19	42	1	..	11	8
S-N	33	29	..	1	18	8
S-5	7	20	..	..	2	9
6	1,792	1,841	19	16	895	812
6-A	100	83	1	..	39	49
6-S	18	24	..	..	14	6
7	244	287	2	2	124	123
8	34	22	..	..	13	14
8-N	5	7	..	..	3	9
9 .....	..	..	..	..	..	..
10	234	250	4	2	140	102
12	18	16	..	..	14	3
13-E .....	..	..	..	..	..	..
17	958	1,028	5	11	503	485
21	455	477	..	3	190	136
22	1	..	..	..	1	..
23	435	453	6	3	236	260
24	487	622	7	2	219	206
S-24	287	350	..	..	105	109
25	5,359	5,855	77	55	3,194	2,589
25-A	7	10	..	..	..	11
25-AD	10	9	..	..	1	2
25-B	4	5	..	..	2	1
25-M	15	13	..	..	4	3
25-T	142	158	..	..	73	58
S-25	3	1	..	..	1	..

Route	Accidents		Fatalities		Injured	
	1951	1950	1951	1950	1951	1950
26	280	310	9	18	208	237
26-A	4	10	..	1	2	8
26-S	5	11	..	1	2	3
27	726	789	3	5	371	281
27-28 Conn.	10	14	..	..	4	5
28-29 Conn.	6	18	..	..	..	2
28	636	656	13	12	353	307
28-A	10	7	..	..	1	2
S-28	140	131	1	1	91	61
29	1,302	1,327	27	18	679	630
29-A	8	1	..	..	7	..
29-S	5	7	..	..	..	1
30	179	191	6	5	83	101
31	288	255	5	6	166	156
S-31	50	53	..	2	27	31
31-A	1	..	..	..	..	..
32	151	152	1	..	61	53
33	255	267	3	3	167	142
34	180	161	5	3	163	127
35	799	866	10	15	581	477
33-35 Conn.	16	12	..	..	23	6
36	129	174	4	1	81	88
37	259	292	6	..	144	149
38	153	194	4	4	128	99
39	148	124	1	6	121	53
S-39	35	22	1	1	38	20
40	224	239	7	3	182	157
S-40	34	28	1	6	29	49
41	32	30	4	1	42	34
S-41	114	109	3	2	88	93
S-41-N	..	..	..	..	..	..
42	375	354	14	9	288	286
43	497	507	19	19	351	375
44	347	343	3	5	208	184
S-44	9	8	6	..	13	2
45	380	368	6	4	215	200
46	68	47	..	2	42	26
47	246	266	10	4	166	186
48	229	282	3	5	176	171
49	133	114	9	3	99	62
S-49	53	22	1	..	33	12
50	50	41	3	2	43	20
51	12	10	1	..	18	4
52	20	19	1	..	13	14
54	15	16	..	4	13	24
56	113	71	2	2	71	39
	<hr/> 23,323	<hr/> 17,792	<hr/> 351	<hr/> 300	<hr/> 13,470	<hr/> 11,813

TRAFFIC ACCIDENTS BY MONTHS

Months	1951	1950	1949	1948	1947
January	5,965	5,449	4,801	5,970	3,770
February	5,224	5,893	4,647	5,275	3,871
March	6,147	5,690	4,788	4,083	3,711
April	5,063	5,991	4,562	3,754	3,528
May	5,966	6,619	5,234	4,767	4,082
June	6,220	6,328	4,767	4,730	4,194
July	5,939	6,747	5,535	4,683	3,775
August	6,091	6,903	5,325	5,130	4,266
September	5,766	6,679	5,248	4,611	4,131
October	6,087	6,966	5,107	4,731	4,147
November	6,339	6,453	5,852	5,142	4,762
December	7,500	10,252	7,278	7,148	5,276
Total	72,307	79,970	63,144	60,022	49,513

PERSONS INJURED BY MONTHS

Months	1951	1950	1949	1948	1947
January	2,227	2,202	1,960	1,560	1,716
February	2,176	2,116	1,800	1,474	1,365
March	2,755	2,129	1,873	1,656	1,633
April	2,646	2,562	2,037	1,752	1,752
May	3,067	2,812	2,351	2,366	2,105
June	3,451	2,793	2,119	2,298	2,366
July	3,672	3,267	2,757	2,469	2,129
August	3,679	3,265	2,543	2,554	2,218
September	3,235	2,868	2,377	2,315	2,130
October	3,307	2,929	2,194	2,138	2,033
November	3,211	2,533	2,331	2,443	2,312
December	3,256	3,636	3,085	2,607	2,150
Total	36,682	33,112	27,427	25,632	23,909

PERSONS INJURED BY COUNTIES

County	1951	1950	1949	1948	1947
Atlantic	1,261	1,081	949	897	555
Bergen	3,678	3,380	2,750	2,325	2,177
Burlington	1,200	1,060	819	728	622
Camden	2,074	2,127	1,718	1,796	1,637
Cape May	362	282	263	262	260
Cumberland	537	470	377	385	348
Essex	7,101	5,868	5,157	4,947	4,685
Gloucester	828	726	511	556	512
Hudson	3,686	3,669	2,881	2,619	2,461
Hunterdon	413	354	311	269	281
Mercer	1,438	1,416	1,171	926	971
Middlesex	2,270	1,935	1,531	1,643	1,618
Monmouth	1,998	1,742	1,509	1,342	1,250
Morris	1,361	1,136	1,016	875	758
Ocean	738	715	536	557	398
Passaic	2,655	2,531	2,118	1,899	1,908
Salem	361	234	227	261	176
Somerset	838	761	598	594	560
Sussex	245	311	235	177	196
Union	3,303	2,967	2,474	2,315	2,318
Warren	335	347	276	259	218
Total	36,682	33,112	27,427	25,632	23,909

TRAFFIC FATALITIES BY MONTHS

Months	1951	1950	1949	1948	1947
January	42	42	48	28	54
February	53	47	42	35	30
March	70	55	42	44	61
April	54	43	38	33	48
May	45	49	33	47	45
June	58	55	55	61	45
July	71	61	52	47	48
August	71	62	46	59	57
September	81	59	53	61	69
October	77	74	53	53	46
November	68	63	47	63	65
December	73	77	83	66	80
Total	763	687	592	597	638

TRAFFIC FATALITIES BY COUNTIES

County	1951	1950	1949	1948	1947
Atlantic	44	50	25	28	31
Bergen	49	57	27	48	44
Burlington	55	36	32	17	32
Camden	43	50	48	49	30
Cape May	14	8	9	3	6
Cumberland	12	22	24	14	22
Essex	73	59	57	64	69
Gloucester	53	20	32	28	38
Hudson	57	57	46	48	48
Hunterdon	22	18	9	10	10
Mercer	41	44	34	42	45
Middlesex	66	64	58	50	56
Monmouth	56	32	48	41	33
Morris	30	30	28	26	23
Ocean	20	12	17	9	18
Passaic	27	33	28	24	48
Salem	18	16	8	19	14
Somerset	22	26	19	15	21
Sussex	9	6	6	14	8
Union	44	37	29	29	31
Warren	8	10	8	19	11
Total	763	687	592	597	638

PEDESTRIAN FATALITIES BY MONTHS

Months	1951	1950	1949	1948
January	26	22	23	16
February	25	24	20	21
March	25	20	17	25
April	32	14	15	20
May	20	18	15	29
June	9	16	21	21
July	17	20	14	15
August	23	14	20	13
September	30	20	23	25
October	32	39	26	17
November	27	22	24	34
December	29	37	41	34
Total	295	266	259	260

AGE GROUPS, PEDESTRIANS KILLED

Age Groups	1951	1950	1949	1948	1947
0 to 4	19	15	15	14	22
5 to 14	19	19	26	31	33
15 to 20	8	6	5	5	13
21 to 24	6	3	4	6	4
25 to 44	32	25	22	25	40
45 to 50	25	14	16	13	19
51 to 64	91	85	64	56	92
65—over	95	101	107	110	100
Total	295	266	259	260	323

AGE GROUPS, PEDESTRIANS INJURED

Age Groups	1951	1950	1949	1948	1947
0 to 4	556	557	525	457	478
5 to 14	1,601	1,621	1,707	1,595	1,522
15 to 20	209	178	172	193	215
21 to 24	103	113	116	143	132
25 to 44	631	544	548	639	629
45 to 50	241	232	250	291	236
51 to 64	624	638	600	608	671
65—over	535	514	554	415	477
Age unknown	400	414	419	393	408
Total	4,900	4,811	4,889	4,734	4,768

AGE GROUPS, TOTAL PERSONS KILLED

Age Groups	1951	1950	1949	1948	1947
0 to 4	24	28	20	16	25
5 to 14	34	30	36	43	45
15 to 20	60	63	55	42	54
21 to 24	56	65	49	71	47
25 to 44	210	180	131	135	158
45 to 50	75	43	45	38	40
51 to 64	165	146	116	109	143
65—over	139	132	140	143	126
Total	763	687	592	597	638

AGE GROUPS, TOTAL PERSONS INJURED

Age Groups	1951	1950	1949	1948	1947
0 to 4	1,636	1,519	1,215	1,048	989
5 to 14	3,559	3,248	3,142	2,901	2,631
15 to 20	4,140	3,590	2,936	2,709	2,520
21 to 24	3,660	3,563	2,855	2,673	2,682
25 to 44	12,657	10,934	8,516	8,091	7,297
45 to 50	2,506	2,259	1,832	1,746	1,651
51 to 64	3,785	3,456	2,923	2,696	2,613
65—over	1,555	1,444	1,318	1,072	1,069
Age unknown	3,184	3,099	2,690	2,696	2,457
Total	36,682	33,112	27,427	25,632	23,909

AGES OF DRIVERS IN FATAL ACCIDENTS

Age Groups	Per Cent 1951	Per Cent 1950	Per Cent 1949	Per Cent 1948	Per Cent 1947
Under 20	7.1	8.	7.8	7.9	5.6
20 to 24	15.6	17.6	17.7	23.7	18.7
25 to 29	16.8	16.2	16.4	12.5	16.8
30 to 39	25.4	26.1	26.8	23.8	24.2
40 to 49	16.6	17.	14.	15.5	18.
50 to 64	15.4	12.9	12.9	12.5	14.4
65—over	3.1	3.3	4.4	4.1	2.3
	100.0	100.0	100.0	100.0	100.0

AGES OF DRIVERS IN ALL ACCIDENTS

Age Groups	Per Cent 1951	Per Cent 1950	Per Cent 1949	Per Cent 1948	Per Cent 1947
Under 20	9.2	8.5	7.5	7.3	6.9
20 to 24	15.5	17.6	17.5	18.1	18.5
25 to 29	17.1	17.	16.8	17.	16.8
30 to 39	25.9	24.9	24.9	25.	24.6
40 to 49	16.7	16.4	16.9	16.8	17.2
50 to 64	13.2	13.3	13.9	13.6	13.5
65—over	2.4	2.3	2.5	2.2	2.5
	100.0	100.0	100.0	100.0	100.0

ACCIDENTS, DEATHS, INJURED AND TRAFFIC ARRESTS (PARKING EXCLUDED), BY MUNICIPALITIES, YEAR 1951

ATLANTIC COUNTY

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Absecon	5	48	53	1	..	..	24	83
Atlantic City	674	97	771	3	3	132	298	752
Brigantine	17	..	17	..	..	1	11	90
Buena Boro	14	17	31	..	..	..	31	56
Buena Vista Twp.	30	14	44	3	3	..	57	78
Corbin City	..	7	7	..	..	..	7	7
Egg Harbor City	15	16	31	..	..	1	12	63
Egg Harbor Twp.	83	47	130	..	4	1	95	308
Estelle Manor	5	14	19	..	2	..	27	20
Folsom	9	23	32	..	..	1	25	65
Galloway Twp.	22	95	117	..	4	..	97	701
Hamilton Twp.	30	132	162	2	5	1	134	1,995
Hammonton	29	42	71	2	2	1	55	375
Linwood	11	8	19	..	1	..	7	50
Longport	1	..	1	..	..	..	2	81
Margate	35	..	35	..	..	5	4	230
Mullica Twp.	13	59	72	..	5	2	94	322
Northfield	34	7	41	..	..	1	28	130
Pleasantville	89	76	165	1	1	9	61	476
Port Republic	..	1	1	..	..	..	..	..
Somers Point	23	5	28	..	..	1	29	127
Ventnor	7	..	7	..	2	..	6	221
Weymouth Twp.	6	3	9	..	..	..	1	7
TOTAL	1,152	711	1,863	12	32	156	1,105	6,237

BERGEN COUNTY

Allendale	10	5	15	..	..	..	16	58
Alpine	9	61	70	..	1	..	39	197
Bergenfield	130	..	130	..	1	11	41	130
Bogota	56	..	56	1	..	3	11	115
Carlstadt	75	62	137	..	..	3	51	296
Cliffside Park	225	..	225	..	1	26	39	46
Closter	69	..	69	..	..	1	45	91
Cresskill	17	..	17	..	..	2	9	3
Demarest	8	..	8	..	..	..	6	125
Dumont	85	..	85	..	..	8	25	33
E. Paterson	93	88	181	1	2	5	65	435
E. Rutherford	124	155	279	..	1	9	112	435
Edgewater	23	2	25	..	1	1	13	51
Emerson	18	..	18	..	..	..	10	39
Englewood City	273	83	356	1	1	17	145	900
Englewood Cliffs	5	40	45	..	..	1	29	256
Fair Lawn	187	124	311	2	2	15	123	1,137
Fairview	38	41	79	..	1	1	27	242
Fort Lee	161	185	346	1	..	13	144	349
Franklin Lakes	4	..	4	..	..	..	..	13
Garfield	341	3	344	1	1	23	132	208
Glen Rock	57	..	57	1	..	2	17	131
Hackensack	496	74	570	4	..	19	190	1,458
Harrington Park	5	..	5	..	..	1	1	15
Hasbrouck Heights	92	147	239	..	..	11	126	362
Haworth	14	..	14	..	..	..	8	51
Hillsdale	48	..	48	..	..	1	31	143
Hohokus Boro	28	21	49	..	..	..	22	225
Leonia	71	1	72	..	..	4	24	313
Little Ferry	34	103	137	..	..	4	39	160
Lodi	96	110	206	3	..	9	69	201
Lyndhurst Twp.	158	48	206	..	1	9	91	405
Mahwah Twp.	93	66	159	..	..	3	67	446
Maywood	78	14	92	..	1	4	36	57
Midland Park	28	..	28	..	..	2	6	108
Montvale	21	..	21	..	..	..	15	23
Moonachie	24	..	24	..	..	..	5	46
New Milford	59	..	59	..	..	1	19	55
No. Arlington	82	67	149	1	..	5	52	375
Northvale	10	..	10	..	..	..	1	52
Norwood	11	..	11	..	..	..	14	58
Oakland	19	..	19	..	1	..	13	25
Old Tappan	8	..	8	..	..	..	1	27
Oradell	41	..	41	..	..	1	12	83
Palisades Park	121	105	226	..	..	8	81	150
Paramus	173	465	638	..	1	8	310	1,294
Park Ridge	22	..	22	..	..	3	9	58
Ramsey	46	55	101	..	1	4	47	624
Ridgefield Boro	25	95	120	1	1	..	34	443
Ridgefield Park	71	78	149	1	1	10	50	212
Ridgewood	192	59	251	..	1	19	87	272
River Edge	100	77	177	1	..	2	83	270
Riverdale Twp.	10	..	10	..	1	..	2	126

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Rochelle Park Twp...	43	22	65	..	1	2	31	116
Rochleigh .....	..	..	..	1	..	..	..	..
Rutherford	188	110	298	..	..	11	123	593
Saddle River Boro ..	15	27	42	..	..	..	33	776
Saddle River Twp. . .	50	24	74	2	..	1	36	120
So. Hackensack Twp..	18	23	41	2	..	..	20	82
Teaneck Twp.	339	132	471	1	..	24	171	710
Tenafly	106	8	114	..	..	11	61	265
Teterboro	16	96	112	..	..	1	39	48
Upper Saddle River ..	3	11	14	1	..	..	9	39
Waldwick	36	37	73	..	..	1	30	362
Wallington	53	..	53	..	..	5	12	198
Washington Twp. . . .	15	..	15	..	..	3	12	28
Westwood	61	..	61	..	..	3	21	80
Woodcliff Lake	24	..	24	..	..	..	14	17
Woodridge	65	50	115	1	..	6	67	107
Wyckoff Twp.	44	..	44	..	..	1	17	43
TOTAL	5,360	2,974	8,334	27	22	338	3,340	17,011

BURLINGTON COUNTY

Bass River Twp.	3	14	17	..	..	..	8	127
Beverly	6	..	6	..	..	2	1	148
Bordentown City .. .	9	15	24	..	..	..	5	76
Bordentown Twp. . . .	11	165	176	..	1	5	100	530
Burlington City	83	80	163	1	2	11	64	518
Burlington Twp. . . .	32	35	67	..	1	2	42	767
Chesterfield Twp. . . .	27	..	27	..	1	..	31	38
Cinnaminson Twp. . . .	10	68	78	..	4	..	58	1,396
Delanco Twp.	2	8	10	..	..	..	6	28
Delran Twp.	20	81	101	4	..	..	64	433
Eastampton Twp. . . .	14	12	26	..	1	..	26	23
Edgewater Park Twp..	6	28	34	1	2	..	23	339
Evesham Twp.	14	45	59	..	1	..	57	346
Fieldsboro	2	..	2	..	..	..	..	3
Florence Twp.	20	51	71	1	2	3	36	644
Hainesport Twp.	18	13	31	..	..	1	14	42
Lumberton Twp.	13	12	25	..	..	..	13	60
Mansfield Twp.	11	57	68	1	6	2	55	1,184
Maple Shade	32	28	60	..	2	2	40	95
Medford Twp.	19	15	34	..	5	2	16	52
Medford Lakes	1	..	1	..	..	..	..	1
Moorestown Twp.	50	11	61	..	..	3	38	732
Mt. Holly	64	4	68	..	3	7	28	334
Mt. Laurel Twp.	39	35	74	..	6	1	58	78
New Hanover Twp. . . .	28	4	32	1	..	1	13	51
No. Hanover Twp. . . .	35	..	35	..	1	..	14	146
Palmyra	17	26	43	..	..	..	30	214
Pemberton Boro	9	..	9	..	..	..	1	52
Pemberton Twp.	90	10	100	..	3	2	67	304
Riverside Twp.	25	..	25	1	..	1	2	4
Riverton	7	7	14	..	..	2	..	1
Shamong	3	..	3	..	..	..	16	7
Southampton Twp. . . .	19	53	72	..	..	1	72	100
Springfield Twp.	53	26	79	..	2	4	83	320
Tabernacle Twp.	5	6	11	..	1	..	14	4
Washington Twp.	4	..	4	..	..	..	..	6
Westampton Twp.	16	..	16	..	..	..	7	14
Willingboro Twp.	4	28	32	..	..	..	11	67
Woodland Twp.	5	16	21	..	1	1	28	20
Wrightstown	13	1	14	..	..	1	5	38
TOTAL	839	954	1,793	10	45	54	1,146	9,342

CAMDEN COUNTY

Audubon Boro	24	23	47	..	..	2	11	156
Audubon Park	2	4	6	..	..	..	..	141
Barrington	9	6	15	..	..	1	8	163
Bellmawr	15	16	31	..	..	1	5	161
Berlin Boro	17	37	54	..	1	1	33	246
Berlin Twp.	10	18	28	..	..	1	13	185
Brooklawn	10	52	62	..	..	2	36	85
Camden	1,353	247	1,600	5	5	259	579	1,622
Chesilhurst	1	8	9	2	..	..	7	67
Clementon	15	13	28	..	..	1	8	115
Collingswood	68	91	159	..	..	7	58	275
Delaware Twp.	106	138	244	2	3	4	108	368
Gibbsboro	10	..	10	..	1	..	8	7
Gloucester City	70	51	121	..	1	2	54	137
Gloucester Twp.	28	34	62	1	..	3	39	534
Haddon Twp.	55	92	147	1	..	10	53	9
Haddonfield	58	..	58	..	..	2	35	93
Haddon Heights	19	17	36	..	..	1	24	119
Hi-Nella .....	..	..	..	..	..	..	..	4
Laurel Springs	2	5	7	..	..	..	4	5
Lawnside	5	14	19	1	..	..	13	20

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Lindenwold	11	18	29	1	1	..	9	43
Magnolia	7	35	42	..	1	1	35	180
Merchantville	58	..	58	1	..	4	20	115
Mt. Ephraim	8	15	23	..	..	1	19	206
Oaklyn	4	21	25	..	..	..	6	42
Pennsauken Twp.	146	469	615	4	3	14	336	411
Pine Hill	12	..	12	1	..	1	4	65
Pine Valley	..	..	..	..	..	..	..	..
Runnemede	12	35	47	..	..	2	15	235
Somerdale	4	16	20	1	1	1	11	55
Stratford	4	15	19	..	..	2	7	29
Tavistock	..	..	..	..	1	..	..	..
Voorhees Twp.	23	7	30	..	1	..	23	67
Waterford Twp.	10	39	49	..	2	1	43	150
Winslow Twp.	61	21	82	..	3	2	60	227
Woodlyne	12	3	15	..	..	1	3	44
TOTAL	2,249	1,560	3,809	20	23	327	1,747	6,381

CAPE MAY COUNTY

Avalon	9	..	9	..	..	..	17	93
Cape May City	10	..	10	..	..	..	9	42
Cape May Point	1	..	1	..	..	..	..	..
Dennis Twp.	8	42	50	..	1	..	48	83
Lower Twp.	24	8	32	..	..	..	19	51
Middle Twp.	34	105	139	1	6	1	80	404
No. Wildwood	24	..	24	..	1	..	29	11
Ocean City	82	20	102	..	2	3	63	200
Sea Isle City	13	..	13	..	..	1	2	76
Stone Harbor	4	..	4	..	..	..	..	14
Upper Twp.	21	28	49	..	2	1	50	149
W. Cape May	7	..	7	..	..	1	1	16
W. Wildwood	1	..	1	..	..	..	..	4
Wildwood City	43	..	43	..	..	2	13	253
Wildwood Crest	8	..	8	..	1	..	11	42
Woodbine	3	..	3	..	..	..	11	26
TOTAL	292	203	495	1	13	9	353	1,464

CUMBERLAND COUNTY

Bridgeton	78	43	121	..	..	5	49	337
Commercial Twp.	40	..	40	..	1	..	23	114
Deerfield	60	..	60	1	1	5	50	116
Downe Twp.	10	..	10	..	..	..	..	29
Fairfield Twp.	36	8	44	..	1	1	29	143
Greenwich Twp.	16	..	16	..	..	..	..	13
Hopewell	16	10	26	..	..	1	25	60
Landis Twp.	173	79	252	1	4	5	158	432
Lawrence Twp.	18	..	18	..	..	1	6	143
Maurice River Twp.	16	27	43	..	1	4	24	240
Millville	94	33	127	..	2	2	54	433
Shiloh	7	2	9	..	..	..	..	1
Stow Creek Twp.	7	2	9	..	..	2	11	17
U. Deerfield Twp.	51	25	76	..	..	1	51	237
Vineland	57	..	57	..	..	4	26	446
TOTAL	657	229	886	2	10	31	506	2,761

ESSEX COUNTY

Belleville	276	93	369	1	..	24	117	549
Bloomfield	530	..	530	1	..	52	148	340
Caldwell Boro	66	..	66	..	..	2	20	709
Caldwell Twp.	20	138	158	..	..	3	83	462
Cedar Grove Twp.	31	60	91	..	..	3	44	389
East Orange	1,101	..	1,101	2	1	98	324	3,587
Essex Fells	10	..	10	..	..	..	1	18
Glen Ridge	106	..	106	..	..	3	27	1,098
Irvington	732	..	732	4	1	60	276	898
Livingston Twp.	88	46	134	..	4	6	65	508
Maplewood Twp.	169	63	232	..	..	12	99	142
Millburn	129	16	145	1	1	7	57	464
Montclair	600	..	600	1	4	51	210	1,748
Newark	8,537	1,303	9,840	31	10	1,250	3,372	8,838
No. Caldwell	14	..	14	..	..	..	2	147
Nutley	206	29	235	1	1	17	108	1,028
Orange	406	..	406	1	3	34	126	503
Roseland	35	..	35	..	..	1	19	56
So. Orange	246	..	246	1	1	11	91	423
Verona	80	15	95	..	..	..	30	536
West Caldwell	50	..	50	..	..	..	45	144
West Orange	425	19	444	1	2	26	177	766
TOTAL	13,857	1,782	15,639	45	28	1,660	5,441	23,353

GLOUCESTER COUNTY

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Clayton	7	19	26		5	1	25	198
Deptford Twp.	39	47	86	1	5	7	70	293
E. Greenwich Twp.	31	..	31	1	1	2	15	122
Elk Twp.	29	2	31	..	4	1	34	58
Franklin Twp.	40	66	106	1	8	2	82	277
Glassboro	56	42	98	..	3	6	61	545
Greenwich Twp.	15	44	59	..	1	1	33	564
Harrison Twp.	14	16	30	1	..	2	22	109
Logan Twp.	8	63	71	..	7	1	61	282
Mantua Twp.	29	18	47	..	..	3	33	183
Monroe Twp.	36	72	108	1	6	4	96	1,090
National Park	3	..	3	..	..	1	1	62
Newfield	7	..	7	..	1	..	12	20
Paulsboro	41	35	76	..	..	4	20	235
Pitman	22	..	22	..	..	2	14	119
So. Harrison Twp.	4	3	7	..	..	..	2	6
Swedesboro	12	..	12	..	..	1	3	130
Washington Twp.	15	31	46	2	1	1	38	773
Wenonah	3	..	3	..	..	..	1	22
W. Deptford Twp.	31	107	138	1	2	5	74	349
Westville	11	34	45	..	..	..	28	395
Woodbury City	24	26	50	..	..	1	26	201
Woodbury Heights	3	3	6	..	1	..	7	41
Woolwich Twp.	31	6	37	..	..	1	24	114
TOTAL	511	634	1,145	8	45	46	732	6,188

HUDSON COUNTY

Bayonne	525	8	533	6	2	65	228	803
E. Newark	30	1	31	..	..	3	7	29
Guttenberg	23	..	23	..	..	..	2	35
Harrison	207	13	220	..	..	33	47	221
Hoboken	538	..	538	3	1	81	139	482
Jersey City	2,581	1,068	3,649	12	14	330	1,523	2,125
Kearny	309	443	752	2	5	30	416	670
No. Bergen Twp.	327	359	686	2	2	18	325	581
Secaucus	24	112	136	..	..	3	32	228
Union City	446	7	453	3	..	52	174	140
Weehawken Twp.	152	21	173	..	1	5	90	413
West New York	188	..	188	2	2	11	72	66
TOTAL	5,350	2,032	7,382	30	27	631	3,055	5,793

HUNTERDON COUNTY

Alexandria Twp.	9	..	9	..	..	1	9	12
Bethlehem Twp.	2	46	48	..	4	..	41	187
Bloomsbury	..	2	2	..	..	..	..	4
Califon	2	..	2	..	..	..	..	3
Clinton Town	3	28	31	..	..	3	15	170
Clinton Twp.	6	60	66	1	1	..	27	267
Delaware Twp.	12	5	17	..	..	..	11	11
E. Amwell Twp.	7	20	27	..	1	2	13	64
Flemington	21	18	39	1	..	1	13	32
Franklin Twp.	10	..	10	..	..	..	1	9
Frenchtown	6	1	7	..	..	..	7	22
Glen Gardner	5	7	12	..	..	..	3	14
Hampton	4	4	8	..	..	..	3	48
High Bridge	8	..	8	..	..	1	1	9
Holland Twp.	11	..	11	..	..	..	6	9
Kingwood Twp.	7	8	15	..	..	1	7	17
Lambertville	27	24	51	..	..	6	23	77
Lebanon Boro	1	11	12	..	..	..	11	14
Lebanon Twp.	7	8	15	..	2	..	20	18
Milford	3	..	3	..	..	..	1	10
Raritan Twp.	22	61	83	1	..	2	53	305
Readington Twp.	17	87	104	1	7	..	73	296
Stockton	1	1	2	..	..	..	1	4
Tewksbury Twp.	12	..	12	..	..	..	3	5
Union	7	33	40	..	2	2	32	320
West Amwell Twp.	13	25	38	..	1	..	20	131
TOTAL	223	449	672	4	18	19	394	2,058

MERCER COUNTY

E. Windsor Twp.	22	93	115	2	..	1	71	274
Ewing Twp.	116	59	175	4	6	5	91	288
Hamilton Twp.	345	264	609	4	6	39	244	602
Hightstown	14	22	36	..	..	6	19	107
Hopewell Boro	11	..	11	..	..	..	13	8
Hopewell Twp.	32	51	83	..	4	1	37	249
Lawrence Twp.	58	134	192	..	..	8	101	541
Pennington	4	3	7	..	..	..	1	16

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Princeton Boro	44	30	74	..	..	5	11	333
Princeton Twp.	47	28	75	..	..	2	30	288
Trenton	1,419	5	1,424	5	2	200	403	1,412
Washington Twp.	25	144	169	3	3	1	102	1,372
West Windsor	30	63	93	..	2	..	52	1,042
TOTAL	2,167	896	3,063	18	23	263	1,175	6,532

MIDDLESEX COUNTY

Carteret	61	..	61	..	..	1	31	99
Cranbury Twp.	24	72	96	2	2	..	63	333
Dunellen	50	30	80	..	..	3	24	515
E. Brunswick Twp. ..	56	86	152	..	1	2	88	203
Helmetta	4	..	4	..	..	..	2	75
Highland Park	44	61	105	1	..	3	36	131
Jamesburg	14	..	14	..	..	2	2	71
Madison Twp.	40	112	142	2	3	4	111	933
Metuchen	64	43	107	..	..	6	34	366
Middlesex	27	28	55	..	..	..	17	171
Milltown	13	..	13	..	..	..	2	49
Monroe Twp.	44	7	51	..	..	2	20	105
New Brunswick	462	161	623	2	..	26	177	281
No. Brunswick Twp. ..	21	253	274	3	5	4	160	1,293
Perth Amboy	303	83	386	5	3	25	141	328
Piscataway Twp.	131	..	131	1	2	3	62	198
Plainsboro Twp.	10	19	29	..	..	2	24	457
Raritan Twp.	144	323	467	2	6	4	293	1,132
Sayreville	70	133	203	3	4	4	139	539
So. Amboy	39	64	103	..	..	..	72	47
So. Brunswick Twp. ..	35	130	165	3	5	3	143	976
So. Plainfield	85	..	85	1	..	..	51	237
So. River	96	..	96	2	..	10	33	256
Spotswood	15	..	15	..	..	..	12	57
Woodbridge Twp.	243	475	718	5	4	19	410	3,003
TOTAL	2,095	2,080	4,175	32	34	123	2,147	11,855

MONMOUTH COUNTY

Allenhurst	10	3	13	..	1	1	7	763
Allentown	9	..	9	..	..	..	3	91
Asbury Park	169	35	204	..	3	8	86	527
Atlantic Twp.	20	64	84	..	1	1	83	947
Atlantic Highlands ..	17	7	24	1	..	2	9	24
Avon	10	7	17	..	..	2	13	148
Belmar	137	67	204	..	..	4	52	136
Bradley Beach	36	26	62	..	..	3	23	152
Brielle	6	14	20	..	..	1	11	37
Deal	23	9	32	..	..	2	17	209
Eatontown	13	61	74	..	..	..	52	153
Englishtown	12	..	12	..	..	..	1	33
Fair Haven	28	..	28	..	..	5	11	178
Farmingdale	20	..	20	..	1	1	6	9
Freehold Boro	41	23	64	1	..	4	17	100
Freehold Twp.	62	101	163	1	3	3	142	374
Highlands	11	7	18	..	..	..	4	98
Holmdel Twp.	12	37	49	1	..	2	21	398
Howell Twp.	67	117	184	1	..	4	150	522
Interlaken	8	..	8	..	..	..	8	129
Keansbury	38	4	42	1	..	2	15	163
Keyport	50	60	110	1	..	6	64	378
Little Silver	21	..	21	..	..	..	11	95
Long Branch	117	3	120	3	..	2	43	118
Manalapan Twp.	49	65	114	1	1	5	76	335
Manasquan	20	4	24	..	..	..	10	88
Marlboro	17	39	56	..	..	..	36	162
Matawan Boro	14	25	39	..	..	4	21	374
Matawan Twp.	20	55	75	1	2	2	60	315
Middletown Twp.	79	88	167	1	4	4	106	244
Millstone Twp.	38	11	49	2	3	1	43	54
Monmouth Beach	2	..	2	..	..	..	..	1
Neptune Twp.	52	69	121	2	..	2	100	153
Neptune City	30	42	72	..	..	2	26	266
New Shrewsbury	55	8	63	..	2	1	53	170
Ocean Twp.	29	40	69	..	5	3	61	235
Oceanport	38	2	40	..	..	..	23	140
Raritan Twp.	10	55	65	1	..	5	42	158
Red Bank	231	39	270	..	1	20	77	309
Roosevelt	5	..	5	..	..	..	5	8
Rumson	67	..	67	..	..	1	40	228
Sea Pricht	16	3	19	..	..	..	5	39
Sea Girt	9	1	10	..	..	..	4	14
Shrewsbury Boro	27	42	69	..	..	1	34	112
Shrewsbury Twp.	5	..	5	..	..	..	3	29
So. Belmar	10	..	10	..	..	..	1	133
Spring Lake Boro	19	1	20	..	..	1	11	72

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Spring Lake Heights.	13	23	36	1	..	..	10	85
Union Beach	14	10	24	1	2	1	16	107
Upper Freehold Twp.	47	2	49	..	1	..	46	73
Wall Twp.	45	99	144	..	4	1	121	456
West Long Branch ..	16	7	23	1	1	..	12	152
TOTAL	1,914	1,375	3,289	19	37	107	1,891	10,294

MORRIS COUNTY

Boonton Town	85	..	85	..	..	12	34	17
Boonton Twp.	17	..	17	..	..	..	6	35
Butler	14	16	30	..	..	1	14	102
Chatham Boro	33	34	67	..	..	2	30	65
Chatham Twp.	20	..	20	..	..	1	11	70
Chester Boro	7	5	12	..	..	..	3	22
Chester Twp.	13	10	23	..	1	..	36	44
Denville	41	71	112	..	..	5	60	79
Dover	124	93	217	3	..	22	72	219
E. Hanover Twp.	17	25	42	..	..	..	32	55
Florham Park	31	..	31	..	..	1	13	49
Hanover Twp.	31	43	74	2	2	2	37	300
Harding Twp.	7	11	18	1	..	1	9	52
Jefferson Twp.	25	28	53	..	1	..	37	100
Kinnelon	2	1	3	..	..	..	5	17
Lincoln Park	23	..	23	..	..	2	8	..
Madison	62	49	111	1	..	4	30	111
Mendham Boro	6	..	6	..	..	..	1	101
Mendham Twp.	11	..	11	..	..	..	5	16
Mine Hill Twp.	3	20	23	..	..	2	17	98
Montville Twp.	46	61	107	..	1	1	70	61
Morris Twp.	63	30	93	..	2	3	60	143
Morris Plains	12	31	43	..	..	..	18	55
Morristown	208	122	330	1	2	42	105	342
Mountain Lakes	25	20	45	..	..	..	30	57
Mt. Arlington	8	..	8	..	..	..	6	23
Mt. Olive Twp.	4	50	54	1	3	..	32	228
Netcong	13	57	70	..	..	6	24	73
Parsippany Twp.	101	210	311	..	1	7	168	530
Passaic Twp.	19	..	19	..	..	..	8	1
Pequannock Twp.	28	20	48	1	..	1	22	128
Randolph Twp.	34	47	81	1	1	1	51	391
Riverdale	12	23	35	..	1	4	13	146
Rockaway Boro	43	16	59	..	2	1	42	75
Rockaway Twp.	77	30	107	1	..	2	50	62
Roxbury Twp.	26	74	100	..	..	1	43	506
Victory Gardens	1	..	1	..	..	..	1	..
Washington Twp.	25	20	45	..	1	..	26	40
Wharton	21	23	44	..	..	1	7	159
TOTAL	1,338	1,240	2,578	12	18	125	1,236	4,572

OCEAN COUNTY

Barnegat Lt. Boro ..	..	..	..	..	..	..	9	..
Bayhead	2	10	12	1	..	..	3	212
Beach Haven	9	..	9	1	..	1	8	34
Beachwood	4	8	12	..	..	2	8	185
Berkeley Twp.	8	22	30	..	..	..	22	403
Brick Twp.	39	35	74	..	1	1	41	478
Dover Twp.	70	142	212	..	7	5	134	742
Eagleswood Twp. ....	..	8	8	..	..	..	9	26
Harvey Cedars	1	..	1	..	..	..	..	5
Island Beach Boro ..	..	..	..	..	..	..	..	..
Island Heights	2	..	2	..	..	1	..	2
Jackson Twp.	65	..	65	..	1	1	58	235
Lacey Twp.	5	10	15	..	..	..	8	53
Lakewood	5	10	15	..	..	1	11	19
Lakehurst	97	80	177	..	3	4	141	449
Lavalette	4	9	13	..	..	..	9	85
L. Egg Harbor Twp. ..	4	5	9	..	..	..	16	26
Long Beach Twp.	15	..	15	..	..	..	22	28
Manchester	28	31	59	..	3	..	39	617
Mantoloking	1	4	5	..	..	..	3	334
Ocean Twp.	2	9	11	1	..	..	6	202
Ocean Gate	1	..	1	..	..	..	1	1
Pine Beach	3	1	4	..	..	..	..	15
Plumstead Twp.	26	1	27	..	1	..	18	195
Pt. Pleasant Boro ..	15	13	28	..	..	3	15	127
Pt. Pleasant Beach ..	53	22	75	..	..	..	65	127
Seaside Heights	27	13	40	..	..	1	26	14
Seaside Park	25	..	25	..	..	2	18	175
Ship Bottom	7	..	7	..	..	..	1	59
So. Toms River	6	3	9	..	..	..	4	27
Stafford Twp.	9	30	39	..	..	..	13	816
Surf City	5	..	5	..	..	1	4	8
Tuckerton	4	11	15	..	..	..	6	10
Union Twp.	2	10	12	..	1	..	4	506
TOTAL	544	487	1,031	3	17	24	714	6,215

PASSAIC COUNTY

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Bloomingtondale	20	..	20	..	1	..	7	25
Clifton	768	355	1,123	1	2	47	459	1,594
Haledon	52	..	52	..	..	4	12	96
Hawthorne	126	..	126	..	..	6	64	149
Little Falls Twp.	53	66	119	..	..	3	64	439
No. Haledon	20	..	20	..	1	..	11	80
Passaic	1,005	..	1,005	2	1	152	269	475
Paterson	2,347	168	2,515	6	3	281	795	1,152
Pompton Lakes	77	..	77	..	2	3	35	140
Prospect Park	74	..	74	..	..	5	16	81
Ringwood	37	..	37	..	1	..	9	24
Totowa	28	37	65	..	2	..	29	374
Wanaque	39	..	39	..	..	3	20	248
Wayne Twp.	184	257	441	2	2	9	251	478
West Milford Twp. ...	55	48	103	..	1	3	70	264
West Paterson	49	7	56	..	..	3	25	128
TOTAL	4,934	938	5,872	11	16	519	2,136	5,747

SALEM COUNTY

Alloway Twp.	12	..	12	..	1	..	8	33
Elmer	6	8	14	..	..	1	8	9
Elsinboro Twp.	3	..	3	..	..	..	..	5
L. Alloway Cr. Twp. ..	1	..	1	..	..	..	..	6
L. Penns Neck Twp. ...	27	29	56	1	3	5	34	253
Mannington Twp.	11	16	27	..	..	..	26	81
Oldmans Twp.	12	26	38	..	..	1	45	137
Pennsgrove	12	12	24	..	..	..	10	3
Pilesgrove Twp.	14	19	33	1	1	..	29	113
Pittsgrove Twp.	48	2	50	..	..	2	39	84
Quinton Twp.	12	25	37	1	7	1	32	141
Salem	14	17	31	..	..	2	11	251
U. Penns Neck Twp. ...	30	70	100	2	1	6	70	294
U. Pittsgrove Twp. ...	20	25	45	..	..	..	29	76
Woodstown	6	7	13	..	..	1	1	41
TOTAL	228	256	484	5	13	19	342	1,527

SOMERSET COUNTY

Bedminster	2	22	24	..	2	1	21	164
Bernards Twp.	35	5	40	1	..	..	15	116
Bernardsville	13	22	35	..	..	..	7	53
Bound Brook	89	53	142	..	..	14	44	364
Branchburg Twp.	9	45	54	..	..	..	38	55
Bridgewater Twp. ...	91	236	327	1	11	13	214	1,267
Far Hills	1	3	4	..	..	..	..	35
Franklin Twp.	96	41	137	..	2	8	63	314
Green Brook Twp. ...	21	92	113	..	1	1	69	605
Hillsboro Twp.	33	43	76	..	..	..	37	63
Manville	40	..	40	..	..	..	24	95
Millstone	2	..	2	..	..	..	3	1
Montgomery Twp. ...	17	33	50	..	1	..	33	48
No. Plainfield	96	104	200	..	..	5	81	472
Peapack-Gladstone ..	3	3	6	..	..	..	7	8
Raritan Town	13	14	27	..	..	1	8	59
Rocky Hill	1	..	1	..	..	..	4	9
Somerville	71	70	141	..	1	5	54	477
So. Bound Brook	17	..	17	..	..	3	4	202
Warren	38	..	38	..	..	2	18	32
Watchung	20	17	37	..	1	..	41	174
TOTAL	708	803	1,511	2	20	53	785	4,613

SUSSEX COUNTY

Andover Boro	4	13	17	..	..	1	4	28
Andover Twp.	14	16	30	..	1	..	12	31
Branchville	2	6	8	..	..	..	6	11
Byram Twp.	12	22	34	..	..	2	20	20
Frankford	10	32	42	..	..	2	28	76
Franklin Boro	12	13	25	..	4	1	12	210
Fredon Twp.	2	13	15	..	..	1	8	11
Green Twp.	4	..	4	1	..	..	3	3
Hamburg	1	18	19	1	..	..	8	50
Hampton Twp.	12	4	16	..	..	..	7	22
Hardyston Twp.	15	18	33	..	..	3	18	59
Hopatcong	9	..	9	..	..	..	..	17
Lafayette Twp.	4	10	14	..	..	..	6	10
Montague Twp.	2	11	13	..	..	..	6	9
Newton	19	8	27	..	..	..	19	51
Ogdensburg	5	..	5	..	..	..	3	28
Sandyston Twp.	6	2	8	..	..	..	4	23
Sparta Twp.	35	28	61	..	..	3	21	150

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
Stanhope	6	13	19	..	..	..	5	23
Stillwater Twp.	9	..	9	..	..	..	11	16
Sussex	8	4	12	1	..	1	2	35
Vernon	14	..	14	..	..	..	15	16
Walpack	3	..	3	..	..	..	2	8
Wantage	12	19	31	..	1	..	11	43
TOTAL	220	248	468	3	6	14	231	950

UNION COUNTY

Clark Twp.	40	16	56	..	..	..	24	388
Cranford Twp.	128	22	150	1	..	6	69	427
Elizabeth	810	610	1,420	14	4	97	573	2,936
Fanwood	30	12	42	..	..	4	24	89
Garwood	30	9	39	..	..	..	12	118
Hillside Twp.	280	192	472	3	5	29	159	1,213
Kenilworth	45	5	50	..	..	2	19	180
Linden	432	870	1,302	4	3	36	598	771
Mountainside	16	104	120	..	1	1	62	767
New Providence Boro.	21	..	21	..	..	2	8	231
Berkeley Heights	19	..	19	..	..	1	4	152
Plainfield	724	..	724	..	1	37	271	1,159
Rahway	253	415	668	..	1	34	329	799
Roselle Boro	196	89	285	..	1	29	123	509
Roselle Park	56	92	148	..	..	9	53	343
Scotch Plains Twp.	83	93	176	2	..	8	98	420
Springfield Twp.	94	131	225	1	..	9	89	522
Summit	167	26	193	1	..	6	74	624
Union Twp.	481	410	891	2	..	32	267	1,711
Westfield	192	36	228	..	..	7	94	179
Winfield	12	..	12	..	..	..	4	8
TOTAL	4,059	3,132	7,191	28	16	349	2,954	13,546

WARREN COUNTY

Allamuchy Twp.	10	..	10	..	..	..	1	3
Alpha	8	1	9	..	..	..	13	..
Belvidere	6	..	6	..	..	..	2	34
Blairstown Twp.	7	9	16	..	..	..	6	20
Franklin Twp.	2	26	28	..	1	2	11	43
Frelinghuysen Twp.	2	5	7	..	..	..	4	2
Greenwich Twp.	5	29	34	..	..	1	26	56
Hackettstown	9	34	43	..	..	3	18	128
Hardwick Twp.	3	..	3	..	..	..	2	1
Harmony Twp.	16	..	16	..	..	..	9	7
Hope Twp.	4	..	4	..	..	..	1	64
Independence Twp.	1	19	20	..	..	..	15	6
Knowlton Twp.	1	27	28	..	..	..	18	95
Liberty Twp.	2	2	4	..	..	..	1	2
Lopatcong Twp.	7	32	39	..	2	..	20	80
Mansfield Twp.	9	24	33	..	1	3	16	40
Oxford Twp.	5	4	9	..	1	..	2	15
Pahaquarry Twp. ....	..	..	..	..	..	..	..	..
Phillipsburg	133	38	171	1	..	19	60	279
Pohatcong Twp.	23	16	39	..	..	1	26	53
Washington Boro	3	23	26	1	..	3	9	133
Washington Twp.	16	19	35	..	..	1	16	126
White Twp.	15	32	47	..	1	..	26	174
TOTAL	287	340	627	3	5	33	302	1,360

STATE MONTHLY TOTALS (1951)

January	4,294	1,671	5,965	26	16	312	1,915	9,847
February	3,728	1,496	5,224	25	28	357	1,819	10,406
March	4,322	1,825	6,147	25	45	405	2,350	11,729
April	3,481	1,582	5,063	32	22	411	2,235	12,836
May	4,017	1,919	5,966	20	25	470	2,597	13,010
June	4,128	2,092	6,220	9	49	445	3,006	13,071
July	3,806	2,133	5,939	17	54	381	3,291	15,434
August	3,897	2,194	6,091	23	48	384	3,295	15,565
September	3,727	2,039	5,766	30	51	367	2,868	14,011
October	4,009	2,078	6,087	32	45	483	2,824	12,242
November	4,285	2,054	6,339	27	41	447	2,764	9,970
December	5,260	2,240	7,500	29	44	438	2,818	9,679
Twelve Months	48,984	23,323	72,307	295	468	4,900	31,782	147,799

STATE MONTHLY TOTALS (1950)

	Accidents on			Deaths		Injured		Number Traffic Arrests
	Local Sts.	State Hwys.	Total	Peds.	Others	Peds.	Others	
January	3,876	1,573	5,449	22	20	373	1,829	8,479
February	4,254	1,639	5,893	24	23	354	1,762	7,742
March	4,141	1,549	5,690	20	35	349	1,780	8,705
April	4,099	1,892	5,991	14	29	410	2,152	10,900
May	4,601	2,018	6,619	18	31	463	2,349	11,846
June	4,308	2,020	6,328	16	39	410	2,383	12,940
July	4,277	2,470	6,747	20	41	329	2,938	14,320
August	4,462	2,440	6,903	14	48	354	2,911	14,502
September	4,509	2,170	6,679	20	39	376	2,492	12,631
October	4,767	2,200	6,966	39	35	482	2,447	12,579
November	4,515	1,938	6,453	22	41	410	2,123	10,393
December	7,369	2,883	10,252	37	40	502	3,134	8,342
Twelve Months ...	55,178	24,792	79,970	266	421	4,811	28,301	132,029

SAFETY EDUCATION

Four awards for highway safety accomplishments in 1950 which were presented to the State during 1951 indicate the progress made. The honors were:

National Traffic Safety Contest, sponsored by the National Safety Council: HONORABLE MENTION in the Eastern States Group.

National Pedestrian Protection Contest, conducted by the American Automobile Association: SECOND PLACE, Group II.

High School Driver Education: A SUPERIOR AWARD for the third successive year for having more than 50 per cent of eligible pupils in more than half of the schools of the State enrolled in driver education. In addition, the Association of Casualty and Surety Companies, which sponsored the activity, gave New Jersey a SPECIAL AWARD for progress in parochial and private schools' programs.

The Division continued emphasis in three major fields: schools (elementary, secondary and teacher colleges); general public and official county and municipal highway safety co-ordinating committees.

During 1951 the Division disseminated 52 newspaper releases each to more than 500 official highway safety co-ordinating committee chairmen on a weekly basis. These releases emphasized the educational aspects of a single accident cause for co-ordinated action. The monthly newsletter, "Driver Education," sent to all secondary educational institutions in New Jersey, stressed the classroom and road training aspects of this important subject, as well as new techniques in the field.

NEWSPAPERS

The splendid co-operation of the New Jersey press continued throughout 1951, not only in the handling of the Division's releases but in editorials and cartoons. Highway safety certainly has no better friends than the newspapers of the State.

A weekly newspaper column under the name of the Director of Motor Vehicles was released to 38 periodicals. The articles covered 39 subjects of a seasonal nature and were designed to reach the man in the street in an informal yet informative manner.

The summer season set new records in vehicular traffic, particularly to and from New Jersey's resort areas. For the second year, the Division distributed leaflets, under the signature of the Attorney General, outlining alternate routes to alleviate possible congestion. Motor Vehicle Inspectors and State Police gave out the leaflets.

Misconceptions on right-of-way rules were the subject of a new leaflet, "Don't Be Fooled," distributed to 1,000,000 motorists whose vehicles passed inspection tests.

RADIO-TELEVISION

The radio stations of New Jersey, New York and Pennsylvania continued to offer the Division the use of their facilities as an educational medium. During the year the Division issued 364 spot announcements to 48 stations in this and nearby States. Most of the "spots" related to the general seasonal hazards covered in the press releases issued on behalf of the local co-ordinating committees, but others dealt with direct messages from the Division on topics such as night hours for inspection stations, renewal time for licenses, and the like.

New Jersey Stations		New York Stations	Pennsylvania Stations
WAAT	WMTR	WABC	KYW
WAWZ	WNJR	WBNX	WBUD
WBAB	WOND	WCBS	WCAU
WBGO	WPAT	WEVD	WDAS
WCAM	WPOE	WHN	WEST
WCMC	WSNJ	WINS	WFIL
WCTC	WSOU	WJZ	WIBG
WDHN	WTNJ	WMCA	WPEN
WFMN	WTOA	WNBC	WIP
WFPG	WTTM	WNEW	
WHBI	WVIK	WOR	
WHOM	WVNJ	WOV	
WJLK	WWBZ	WQXR	
WKDN	WXNJ		
WMID			

One radio activity of particular interest was that of the Thermoid Company of Trenton, broadcast daily for many weeks by WTTM of that city. Division personnel, as well as representatives of other State departments and safety organizations, participated in a round-table discussion opening the series.

Division personnel also appeared on a television show from WATV, Newark, called "Know Your State."

Recordings of "Highways to Safety," based on accident case histories, were used effectively by WBGO, Newark's Board of Education Station, throughout 1951.

SAFETY MEETINGS

During 1951 Division personnel participated in 407 safety meetings, a gain of 20 per cent over the previous year. Audiences totalling 59,580 were reached by safety talks and motion pictures in these programs.

MOTION PICTURES AND FILM LIBRARY

An important and popular part of the educational program for young and old consists of motion pictures. The Bureau's library includes 456 prints in 16 and 35 mm. size, a gain of 83 over the 1950 figure, and covers 63 traffic safety subjects. In addition, there are 179 slide films on 10 related subjects available.

Films are mailed to schools and organizations for their own use, in addition to the actual projection by Division personnel.

Film showings were nearly 90 per cent higher than in 1950 and attendance was nearly one-third greater, as indicated in the following figures:

8,308 film showings 454,668 attendance

These included:

Adult groups	166 showings	8,470
Elementary schools	139 showings	41,000
Secondary schools	7,827 showings	403,948
Exhibits	42 showings	38,150
Out of State	134 showings	(Incomplete)

During the year, the Division not only loaned films to out-of-State groups, but set a new record in sales of 82 prints of New Jersey's own films. This included 78 of the revised 1950 edition of the prize-winner "X Marks the Spot," with prologue by Governor Alfred E. Driscoll. In addition, this new version was shown on 48 television stations in 21 States, with laudable results.

EXHIBITS

An attendance of 38,150 persons was registered during 42 exhibit days during 1951. Division-projected films again proved popular at various fairs, especially the New Jersey State Fair in Trenton in September.

PUBLICATIONS AND SAFETY MATERIAL

OFFICIAL AND GENERAL PUBLIC.

Annual Report	6,000
County and Municipal Program	200
Educating the Pedestrian	400
New Year's Resolutions	5,000
Pedestrian Warnings	2,400
OK—Now It's Up to You	15,000
Motoring to New Jersey Summer Resorts	25,000

ELEMENTARY SCHOOLS.

Bike Law	1,500
1-2-3-Go Buttons	40,650
1-2-3-Go Leaflets	40,650
Safe Bike Riders Make Good Drivers	75,000
Teacher Aids Kits	230

SECONDARY SCHOOLS.

A Car Traveling People	200
Behind the Wheel	500
Brake Manual	12,000
Brochure—Man and the Motor Car	500
Building Driver Testing Devices	300
Charts	4,800
Deft Driving	14,000
Don't Let It Happen to You	30,000
Driver Education—News Letter*	14,000
Driver Manual	300,000
Film Lists	5,000
Horses to Horsepower	500
Law Books	3,000
Lesson Plans	1,000
Kits for Teachers	534
Man and the Motor Car	1,548
Motor Vehicle Driving Practices	500
New Motor Vehicle Laws	1,500
Pedestrian Problem	5,000
Power Goes to Work	400
Question and Answer Leaflets	200,000
Teaching Aids and Related Forms	3,500
Tests	27,442
User's Guide	2,000
When the Wheels Revolve	3,000
100 Million Motor Vehicles	500

SPECIAL PROGRAMS

The national emergency was reflected in increased calls for services of Bureau personnel in inaugurating screening, training and testing courses for the armed forces. Installations covered included Fort Dix, Camp Kilmer, the marine detachment at the Naval Ammunition Depot at Earle and the Naval Supply Depot at Bayonne. At the last-named, an aircraft carrier served as lecture point. Both military and civilian personnel were reached in these programs.

Another indication of the national emergency was the increasing frequency of calls for help with special police programs, police reserve units and civilian defense organizations. In all, 21 programs were presented with an attendance of 1,274, the latter figure double that of 1950.

Bureau personnel also were called on to lecture at meetings sponsored by insurance companies, truck fleet operators, bus operators, fire companies and the like. These programs followed mail requests and personal visits by representatives of these groups.

During the year Bureau personnel held 102 conferences with county and municipal officials in connection with county-wide safety programs and safety contests.

* Periodical publication.

SCHOOL PROGRAMS

Despite reduced personnel, records were set in activities among the schools. Outstanding was a new high figure of 211 examinations among secondary schools with 22,442 student certificates issued.

The complete school tabulation follows:

1. ELEMENTARY SCHOOLS

Speaker-motion picture programs	103	(attendance 46,000)
Conferences	182	
Films loaned	139	(attendance 41,000)

2. SECONDARY SCHOOLS

Speaker-motion picture programs	23	(attendance 5,171)
Conferences	210	
Demonstrations	79	(attendance 4,939)
Films loaned	7,827	(attendance 403,948)
Examinations conducted	211	
Student certificates issued	22,442	

3. COLLEGES

During the year, representatives of the Division, as in past years, conducted teacher training courses at Montclair and Trenton State Teachers Colleges. In addition, personnel participated in similar training courses at Seton Hall University.

BEHIND-THE-WHEEL TRAINING

There was another upsurge in Bureau activity when Chapter 7 of the Laws of 1951 was enacted. This provided for special permits for high school pupils of 16½ years of age in a dual-controlled car while accompanied by a certified teacher. Acting in co-ordination with the Department of Education, the Division personnel recorded the certification of teachers and the issuance of the special permits. By the end of the year, the number of schools giving behind-the-wheel instruction reached 72, and 125 teachers had been certified. Special permits issued totaled 5,600.

CERTIFICATES OF OWNERSHIP

A total of 1,214,247 certificates of ownership were filed with the Division during the 1951 registration year, an increase of 10,852 over the previous year. Gross revenue from this source amounted to \$1,886,811.

For the first time since 1946, new car sales in New Jersey failed to exceed the preceding year's record of sales. The 1951 sales totaled 211,767 as compared with 258,705 in 1950, a decrease of 46,938.

The various types of ownership certificates filed reflect important business trends during 1951. Cash car sales decreased five per cent in the State while encumbered sales increased eight per cent. Repossessions rose 11 per cent over 1950.

		1951	1950	1951	1950
		Items	Items	Fees	Fees
Absolute certificates (A)	@ \$1.50	508,183	534,798	\$762,274.50	\$802,183.50
Encumbered certificates (B)	@ 2.00	252,188	232,392	504,376.00	464,784.00
Contract satisfactions (C)	@ .25	266,628	244,790	66,657.00	61,197.50
Dealers Certificates (D)	@ .50	288,482	281,821	144,241.00	140,910.50
Duplicate certificates (E)	@ 1.00	17,766	18,052	17,766.00	18,052.00
Foreign or defective title motor change (F)	@ 2.00	142,624	132,586	285,248.00	265,172.00
Repossessions (G)	@ 1.50	4,179	3,755	6,268.50	5,632.50
Penalties (H)	@ 5.00	7,347	7,486	36,735.00	37,430.00
Dealers licenses	@ 100.00	618	550	61,800.00	55,000.00
Photostats				459.00	652.00
Information and miscellaneous				986.00	728.25
				\$1,886,811.00	\$1,851,742.25

The Division licensed 3,646 dealers to engage in the business of buying, selling and dealing in motor vehicles, 1,536 to new car dealers and 2,110 to used car dealers. Included in this total were 618 initial dealer licenses of which number 138 licenses were subsequently revoked or voluntarily surrendered.

The Certificate of Ownership Law continues to be a vital factor in the suppression of the stolen car traffic. This law's administration and the Division's record of ownership titles were directly responsible for the recovery, in the State, of 34 stolen vehicles valued at \$56,145 in addition to 18 vehicles valued at \$27,850 recovered by enforcement agencies and the FBI in other States. The energy of two inspectors devoting full time plus the records of the Division have kept this illicit traffic to a minimum.

Chapter 334, P. L. 1951, which makes the office of the Director, Division of Motor Vehicles, the filing point for chattel mortgage liens on motor vehicles resulted, for a time, in considerable confusion among individuals and firms accepting chattel mortgages as security for loans on cars. The confusion stemmed from the requirement directing the chattel mortgage recording first in the proper county, as provided in Titles 46:28-5 and 46:28-7, Revised Statutes, and then with the Director or his agent. The time lapse in some counties between filing and copying into the records resulted in delays in issuing the title since the Director could not act until the document was in his hands. The issue was resolved by an opinion from the Attorney General stating that filing a copy of the chattel mortgage with the Director would meet the law's requirements.

The Central Office collected \$107,679.50 in connection with the issuance of 31,888 certificates of ownership, dealers licenses, information requests and certifications.

FINANCIAL RESPONSIBILITY

The administration and enforcement of the Financial Responsibility Law continued to benefit both the public and highway safety.

Material benefits were in the judgment feature of the law. Unsatisfied judgments in litigation involving automobile accidents were reported to the Division and, as a result of subjecting the defendants to the requirements of the law, proof of payments amounting to \$528,357.77 was subsequently filed. Without this law, these judgments would have been uncollectable.

Highway safety benefited by the removal from the driver rolls of 10,645 operators whose licenses were revoked after they had proved themselves reckless and financially irresponsible.

Forward steps were taken during the year toward strengthening the State's old type financial responsibility law in line with more progressive statutes of other States. A legislative committee studying the entire question of automobile liability insurance and methods of providing for the compensation of those injured in motor vehicle accidents (in which the Division gave its full co-operation), came up with a definite program for legislative action.

These recommendations called for a security type responsibility law aimed at encouraging motorists to become financially responsible for accidents and an unsatisfied claim and judgment fund to which motorists would contribute and from which uncollectable claims and judgments could be paid.

Should this program become law, it will correct many shortcomings in the present statute, and provide a greater measure of protection to the public against loss and damage from traffic accidents.

HABITUAL VIOLATORS:

Habitual violators required to comply with Financial Responsibility Law 501

MAGISTRATE REPORTS:

Reports of magistrates received during 1951 covering single convictions of certain sections of the Motor Vehicle Law which are set forth by the New Jersey Financial Responsibility Law are classified as follows:

Personal injury accident and conviction	1,567
Title 39, Chapter 4, Section 96	2,316
Title 39, Chapter 4, Section 129	1,020
Title 39, Chapter 4, Section 50	1,688
Fatal accidents	123
Defendants made subject for other reasons originating in office of Director	467
Three-year period extended because of conviction other than those normally required under the law	163
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	116
Pending cases	

CANCELLATIONS:

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

Cancellation notices received and the parties notified of the requirements of the law	3,608
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	56

EXPIRATIONS:

This law requires that evidence of financial responsibility shall remain on file for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. The Division maintains a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed: the cases checked and the parties advised of the necessity of having a renewal certificate filed.

Certificates received 24,090

JUDGMENTS:

The law requires that the Division shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$25 within 60 days after the date that the judgment becomes final. Upon receipt of a certification from a court showing an unsatisfied judgment which comes within the scope of the law, defendants are advised of the suspension of all their licenses. The defendant must satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this Division evidence of his financial responsibility for future accidents for a period of three years after the date he is made subject to the law. For failure to comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

Total judgment cases certified	1,956
Representing	\$1,013,141.64
Judgments secured against New Jersey residents in another State	50
New Jersey judgments secured against non-residents	162
*Judgments later paid	\$528,357.77
Revocations	2,146
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	1,103
Pending, inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys	15
Pending, sufficient time has not elapsed for case to be completed	53

REVOCATIONS:

Total revocations for failure to comply with the Financial Responsibility Law 10,645

RESTORATIONS:

Total restorations, after establishing financial responsibility 5,927

FILE SEARCHING:

Files were searched to determine whether or not there was a record in 42,135 cases.
This figure does not include phone calls nor the file searching, etc., in connection with the regular office procedure in handling cases.

ABSTRACTS:

The law requires that the Director 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.

Total number of abstracts furnished	11,167
Total fees collected	\$10,816.00
Certified abstracts furnished @ \$1.00	10,816
Certified abstracts furnished "No Fee"	169
Certified abstracts voided	172
Certified abstracts cancelled	10

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

TRAFFIC ENGINEERING

The continuing increase in motor vehicle registration and travel since World War II, approximately 10 per cent per year for the past six years, has placed an unprecedented demand upon the Division for traffic engineering services.

These services include:

1. The conduct of traffic surveys and studies, parking surveys, traffic control, movements of pedestrian traffic, roadway design from a geometric standpoint, as well as technical analyses of motor vehicle accident experience.
2. The determination and recommendation of proper traffic control methods both from the standpoint of regulatory devices as well as highway design.
3. Investigations with respect to local traffic ordinances and resolutions.
4. Compilation, analysis and filing of motor vehicle accident reports to determine not only accident frequency, their causes and necessary prevention measures but also analyses of high accident locations and the development of proper and adequate correctives.
5. Consultation with State, county and municipal officials on matters of traffic and control problems.
6. Conduct of research studies in the field of traffic regulation and control and highway transportation generally, including before and after studies to determine the effectiveness of applied correctives.

The ultimate solution of New Jersey's traffic difficulties is adequate roadway facilities of modern design which will not alone accommodate present and future traffic volumes but of a nature to make less possible the conflicts inherent in older type roadways. Such conflicts not alone reduce roadway efficiency but directly or indirectly are reflected in accident occurrence. By eliminating or controlling intersection, marginal and internal conflicts, it is less possible for motorists to become involved in accidents despite human frailties and the continued performance of improper highway practices. Such roadway facilities, however, are costly and can only be provided in the degree in which moneys, from whatever source, are provided.

Pending the construction and availability of modern type roads designed for present-day traffic needs, the only alternative is that of improving the efficiency of today's streets and highways. Despite the shortcomings of existing highways, much can be done through appropriate action to increase traffic expedition with safety. Such action requires, however, sincere governmental leadership coached by factual determination and measurement plus necessary and appropriate public acceptance of the adopted control measures and restrictions.

Unfortunately, such restrictions at times cause some inconvenience to some highway users, but for the greater good to the larger number it is incumbent upon this small minority to accept in good faith these inconveniences. Such measures include: traffic control procedures through proper and judicious use of regulatory devices, signs, signals and markings; movement prohibitions; parking restrictions plus numerous driver and vehicle controls designed for safety.

During the year the Division initiated, with the co-operation of the State Highway Department and the County Engineers of the State, a statewide system of numbering the secondary or county roadways. Basically county roadways are the secondary roadway system of the State and are useful not alone for intra-state travel but also as relief roadways to the primary system, particularly those portions that are not subject to traffic volumes beyond reasonable capacity.

The Division initiated during the year speed zoning surveys along portions of the State Highway System. This activity is in accordance with amendments made in Chapter 4 of Title 39 of the Revised Statutes authorizing speed zoning. Due to lack of personnel, extended progress has not as yet been made in this activity. However, it is hoped that in the coming year additional surveys can be made resulting in speed zoning for practical and realistic speeds on at least the more important sections of the State Highway System.

During the year 1951 a total of 658 requests for investigations including traffic studies, parking surveys, traffic control signal installations, proper and judicious use of regulatory devices, review of traffic ordinances and miscellaneous investigations were conducted. Of this number 575 were completed including the following:

Traffic control signal investigations	150
Flashing signal investigations	25
Special traffic problems investigated	69
Traffic ordinances and resolutions acted upon	300
Miscellaneous investigations and complaints	31

JUNK YARD SUPERVISION

Chapter 11, Title 39 of the Revised Statutes of New Jersey provides that motor vehicle junk yards adjacent to or visible from State highways be under the supervision of the Division of Motor Vehicles. There were 51 such yards licensed and supervised during the year and fees totaling \$3,000.00 were collected and turned over to the State Treasurer.

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

Location of the 51 yards under Division supervision were as follows:

County	Number
Atlantic	3
Bergen	4
Burlington	1
Camden	3
Cape May	1
Gloucester	3
Hudson	8
Hunterdon	5
Mercer	1
Middlesex	6
Monmouth	1
Morris	3
Ocean	3
Passaic	3
Somerset	2
Union	3
Warren	1
Totals	51

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

Month	License Fees	Inspection Fees	Totals
January	-----	-----	-----
February	\$450	\$50	\$500
March	250	25	275
April	150	25	175
May	-----	-----	-----
June	200	25	225
July	200	100	300
August	400	25	425
September	150	50	200
October	150	-----	150
November	300	50	350
December	400	-----	400
Totals	\$2,650	\$350	\$3,000

Fees collected during the past five years were as follows:

1947	1948	1949	1950	1951
\$1,850.00	\$1,650.00	\$1,725.00	\$2,325.00	\$3,000.00

BUS EXCISE

Section 48:4-20 to 34, inclusive, of the Revised Statutes provides for the payment of an excise by owners or operators of buses transporting passengers for hire interstate. The tax is one-half cent per each mile operated within the State; however, the operator is exempt from the payment of the tax for the miles covered in municipalities to which there is paid a five per cent gross receipts tax.

1951				
Month	Total Miles	Exempt Miles	Taxable Miles	Amount
January	2,190,840	558,990	1,631,850	\$8,159.90
February	2,106,470	558,326	1,548,144	7,755.87
March	2,359,756	612,849	1,746,907	8,734.69
April	2,411,171	614,452	1,796,719	9,093.77
May	2,544,169	562,219	1,981,950	9,935.43
June	2,670,759	482,232	2,188,527	10,943.74
July	3,605,304	918,533	2,686,771	13,434.50
August	3,279,302	488,917	2,790,385	13,962.25
September	3,116,935	872,351	2,244,584	11,243.08
October	2,566,762	617,097	1,949,665	9,748.45
November	2,614,144	974,451	1,639,693	8,213.59
December	2,473,226	690,169	1,783,057	8,914.70
Totals	31,938,838	7,950,586	23,988,252	\$120,139.97

SERVICE OF PROCESS ON NON-RESIDENTS

The Division collected the sum of \$9,082 in carrying out the provisions of Chapter 7 of Title 39 of the Revised Statutes, providing for service of process on non-residents in automobile litigation.

Following is a record of the monthly fees collected:

January	\$830
February	564
March	696
April	728
May	714
June	776
July	868
August	956
September	686
October	792
November	782
December	690
Total	\$9,082

A comparison of the amount collected during the years 1950 and 1951 reveals an increase in these fees for the year 1951 amounting to the sum of \$1,688, or 23 per cent. This figure, at the fee of \$2 for each defendant, shows an increase of 844 cases during the year 1951.

**CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS
AFFECTING MOTOR VEHICLE REGISTRATION, ENACTED
BY THE 1951 SESSION OF THE LEGISLATURE**

- CHAPTER 4—Increases the registration fee for automobile dealers from \$25 to \$50.
- CHAPTER 5—Increases registration fee to \$20 for omnibuses carrying less than 9 passengers.
- CHAPTER 7—Reduces from 17 to 16 years and 6 months the age at which a special learner's permit for the operation of motor vehicles may be issued while applicant is enrolled in course of "behind-the-wheel" driving education approved by the Department of Education and provides for examination for a driver's license upon reaching the age of 17.
- CHAPTER 13—Provides for the free registration of motor vehicles owned by disabled veterans who have qualified under the provisions of Public Law 663 (79th Congress of the United States of America) provided such motor vehicle is equipped with special attachments to insure safe operation.
- CHAPTER 23—Revises Chapter 4 of Title 39 of the Revised Statutes (N. J. Traffic Act) in several respects; raises motor vehicle speed limits, etc.
- CHAPTER 24—Companion Law to Chapter 23. Concerns required motor vehicle lamp reflector, etc., equipment.
- CHAPTER 25—Makes uniform definitions in the Motor Vehicle Traffic Act revision and the State Government Reorganization Act.
- CHAPTER 57—Provides for disposition of motor vehicles, boats, other vehicles and all articles and equipment seized in narcotic violations.
- CHAPTER 61—Permits the Division of Motor Vehicles to replace without fee, registration plates which have become defaced.
- CHAPTER 134—Regulates the use of television sets in motor vehicles.
- CHAPTER 216—Provides for the regulation of drivers' schools under the supervision of the Director of Motor Vehicles.
- CHAPTER 217—Provides for permanent motor vehicle registration plates in those cases in which motor vehicles are registered without fee.
- CHAPTER 218—Companion Law to Chapter 217. Eliminates the necessity of annual renewing of special motor vehicle bus drivers' licenses.
- CHAPTER 251—Provides that where a motor vehicle violation occurs on a street which is the dividing line of two municipalities that the complaint may be made before a court in either of the municipalities.
- CHAPTER 264—Provides for the payment of tolls on the New Jersey Turnpike and the regulation of traffic thereon.
- CHAPTER 295—Makes several changes in the law regulating notification to the Director of Motor Vehicles of the sale and transfer of motor vehicles; provides a penalty of from \$25 to \$100 or imprisonment not exceeding thirty days for persons making the false statements in an application for a duplicate certificate of ownership.
- CHAPTER 334—Provides for notices to the Division of Motor Vehicles of sales and transfers of automobiles, including any liens thereon and the supplying of such information by the Director of Motor Vehicles; excludes liens given to secure agricultural loans.
- CHAPTER 356—Amends Section 39:3-84.3 (relating to commercial vehicles) by adding the following provision: "and such vehicle, but not its contents, may be detained until the owner submits to the jurisdiction of the court and the fine is paid or proper bond is posted for an appeal if there is a conviction."

PERSONNEL

As of December 31, 1951, Division personnel consisted of 823 employees, many of them with unusually long years of service. Included were 17 with over 30 years; 83 with 20 to 29 years; 261 with 10 to 19 years; 165 with 5 to 9 years and 294 with under 5 years of service.

Following is a list of employees showing their length of State employment:

40 YEARS AND OVER

William J. Dearden
M. Agnes Smith

30 TO 39 YEARS

Catherine Blauth
Anne Brettell
Robert V. Buckley
Daniel Coleman
Albert Dorfman
John Johnson
Gustave Lockwood
Robert Loper

R. Earle Leonard
Raynor Londahl
John Meagher
Katherine Nill
Courtland Parker
Frank Snyder
Peter Weigand

25 TO 29 YEARS

Joseph Burfield
John Baky
William C. Brennan
William J. Brennan
Harry Byrne
Francis Conway
John Convery
Watson Dougher
David Doyle
James D'Arcy
John Eyres
Terrence Finnegan
John Flesch
James Hechhan
Thomas Harford

Walter Knott
Ann Lauria
William Manley
Clara McCann
Stella Murphy
Frank Nixon
Bernard E. O'Keefe
Elwood Paderatz
John Rejnis
Vincent Riccato
William Ruffing
Harry Sanders
George W. Schwoebel
Violet Wyers

20 TO 24 YEARS

Joseph Amodio
Raymond Auletta
Herman Bading
John Bettner
Joseph Blaustein
Fannie Brenna
John Boka
Julia Boraten
Lee Campbell
William Cassidy
Florence Cook
Bessie Cottrell
Frank Csighy
John Donovan
Elliott F. Daniels
William D'Arcy
Ann Dillon
Lillian Eardley
Margaret Engennach
Eleanor Feiton
William Gould
Catherine Glenn
Henry Gorczycki
Pearl Guarnieri
Viola Homan
Marion Hartman
William Hoagland
William Jacobs

Agnes Jeanette
Ann Kelly
John Killeen
Edward Landwehr
Laura LeCompte
Irene Lenihan
Angeline Linkwich
Jeanette Lyden
Esther A. McGuire
Joseph Masick
Laura Matthews
William M. Millen, Jr.
Lucy Murray
Peter Muschal
Ann Orpen
William O'Neill
Harry Pigott
Pasquale Petrino
Betty Pizzulo
August Räch
Albert Rhodes
Lena Radice
George Ryan
Helen Saytto
Frank Scott
Catherine Tassons
Howard Wilson

15 TO 19 YEARS

William Anthony
John H. Barlow
Sherwen Benton
Joseph Blume
Walter Case
John Cantrell
James Clark
Cornelius Clopper
Rae DeAngelo
George M. Eichler
L. Evelyn Fitton
Frank Gavenda
Frank Hritz
Cyrus Hasbrouck
Thomas Hommel
Andrew Hulsart

Joshua Jamison
Ellis Karpis
William Lyell
William Lippe
Andrew McConnell
Albert MacCormack
Anna Moo
William Muhlback
Mary M. McClain
Rutherford Noll
Walter Oechler
Andrew Rowatti
Isador Robinson
Edward Smith
Lloyd J. Smith

10 TO 14 YEARS

Ida Agabiti
Dennis Akroyd
Fred Albach
Frank Anastasia
John D. Baldwin
George Bartlett
Elbert Basley
Otto Bayer
Elmer C. Beacht
John A. Bednarz
Samuel J. Bennett
Harry A. Bickler
Walter J. Birgels
Gregg Blackwood
Vincent J. Bonnema
Watson Bowker
Herman Braunlich
George Bredder
James P. Bridge
Charles Bruccoleri
Raymond Bruce
Harold J. Brucker
Stephen Bruckner
Leon Bruera
Frank Brunner
Woodruff Buehrman
Anne Burk
John J. Bush
Carl Butterhof
Herbert Cadmus
James D. Carberry
Elizabeth Carlson
Walter Case
Clifford Chalfont
Clarence Church
William Classon
T. William Cleveland
Herbert Coester
James Combes
Francis Connell
Otto Coombs
Bernard Cullen
Frederick Dale
Herbert Davidson
Charles W. Davis
William Davis
Gustave DeGrave, Jr.
Edgar Dehrenbach
John H. Delaney
William Dempsey
Charles Dennis
Victor DeNourie, Jr.
Michael F. Devaney

Stanley Devonald
Chester Ditzel
Carolyn Doldy
Fred J. Dotter
Thomas Douglas
John C. Drewes
James Drumm
William Duguid
John K. Duncan
Hugh A. Dunnion
Raymond Durham
Herbert Dwight
Raymond Eckel
Rita Estrella
Vernon Farrow
Leo Fitzsimmons
Joseph Flach
Martin Ford
Walter Freebairn
Edward Freyer
Edward J. Frick
David Gamble
Alfred Germann
Alfred M. Gerofsky
Albert Godown
Charles Goess, Jr.
Joseph Goodfriend
Raymond Gray
N. Valentine Green
Harry Greenleaf
William Gruschow
Joseph Halsey
Douglas Harris
Oswald Hasbrouck
John Healy
Richard Henderson
Alexander Henry, Jr.
Mary Heron
Paul Hetzel, Jr.
Watson Hockenberry
Harvey Hoffman
George Hoffner
Florence Hogan
Richard Horner
Alvin Hughes
Henry Huntenberg
Dora Iagulli
William Jensch, Jr.
George Jockish
Walter R. Jones
Max Jorre
Nathan Kadish
Joseph Kasper

Roger Kean
 Carl Keifer
 Chester Kelly
 Edward Kenney
 Thomas Keyworth
 Charles Kieb
 Ernest Kiessling
 Charles Kilpatrick
 Otto Klein
 Richard H. Koos
 Sylvia Krug
 Charles Kuehnle
 William Kummer
 June Kushel
 Harry Lake
 Joseph Layton
 Thomas Leach
 Louis LeFevre
 Laurence Letts
 Albert Lewis
 Emma Lewis
 Walter Lifer
 Marie Lukacs
 Grandon J. Lyons
 John MacDonald
 John Madison
 Marion Manse
 Elsie Markau
 Hilda Markau
 William McEvoy
 James McIlvaine
 Owen McKoen
 Christine McManus
 John McWilliams
 Herbert Meyer
 Ralph Miller
 Raymond Mockridge
 Joseph Moeller
 Edgar Mooney
 Richard Moore, Jr.
 Joseph Murphy
 William Murphy
 Yolanda Nemeth
 Herbert Nicholson
 Charles Nungesser
 Michael O'Connor
 John Oldis
 Wesley Olson
 Edward O'Neill
 Otto Oswald
 Frederick Otten
 Henry Palumbo
 Leon Patterson
 Augustus Peek
 Joseph Perley
 Oscar Pettersen
 John Polci
 George Popp
 Kenneth Post
 Henry Purdy
 William Quake
 John Rait

Forrest Ralston
 Clayton Ready
 John Rechner
 Adelbert Renigar
 Arthur Renz
 Olivia Ricci
 Harold Richards
 George Richardson
 Naomi Ring
 Charles Rodgers
 John Rocketfeller
 Daniel Rogers
 Arthur Rosewall
 Henry Schanck
 John Schuler
 Basil Scordas
 Charles Shane
 Charles Shaylor
 Frederick Sheaf
 A. James Sherwood
 Herbert Sholes
 George Sholtis
 Walter Sittig
 Alexander Smeaton
 Eugene Smethy
 William L. Smith
 George Spangler
 Earl Sparks
 George Sprock
 Thomas Squartino
 Francis R. Stabile
 Walter Stalheber
 Croom Stansill
 Willard Sutphen
 George Terrell
 Christian Ullmann
 Edward Vaitulonis
 William Vandegrift
 Arthur Van Houten
 Leo Van Matre
 Merle Van Syckel
 Sebastian Vermuelen
 Hans Vogel
 Paul von Bosse
 Frank Wagner
 Robert Wagner
 Peter Wagoner
 William Waibel
 Richard Walley
 Fred Wallman
 John F. Walsh
 Robert Walters
 Leslie Ward
 Andrew Watson
 William Weickardt
 George Weiss
 Harry Whitehouse
 Carleton Wilcox
 Frank Wilson
 Eugene Woestendick
 Frank Zulker

Nine Years	21 Employees
Eight Years	19 Employees
Seven Years	11 Employees
Six Years	52 Employees
Five Years	62 Employees
Four Years	59 Employees
Three Years	62 Employees
Two Years	34 Employees
One Year or Less	139 Employees

MULTILITH BUREAU

The Division of Motor Vehicles maintained its own bureau where applications, certificates, pamphlets and all forms used in the administration of the Motor Vehicle and Traffic Acts were printed, numbered, perforated, etc. During the year the Multilith Bureau handled 10,812,308 sheets and 59,973,030 items.

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

Bureau	Sheets Printed	Sheets Numbered	Sheets Perforated	Total Impressions	Items Printed	Items Numbered	Items Perforated	Total Items 1 to 3 Operations
Bookkeeping	20,600			29,800	27,800	1,000		28,800
Central Agency	37,350		800	38,450	75,800		8,000	83,800
Certificate of Ownership	508,100			410,600	559,100			559,100
Excise Tax	9,000	3,000		12,000	9,000	3,000		12,000
Files	9,000		9,000	18,000	85,000		85,000	170,000
Financial Responsibility	140,000	27,000	2,000	220,000	223,000	27,000		270,000
Fines	28,500			54,000	286,000			286,000
Information	10,500			10,500	44,000			44,000
Inspectors	466,050	540	1,150	653,440	788,500	5,400	11,500	805,400
Main Office	116,800		2,000	140,300	145,000		20,000	165,300
Safety Education	128,000			170,000	153,000			153,000
Shipping Room	361,800	192,000	49,500	1,057,350	1,199,350	744,000	364,000	2,307,350
Testing	370,900		4,500	388,400	940,100		22,500	962,600
Traffic	76,500			109,000	159,000			159,000
TOTALS	2,083,100	222,540	68,950	3,311,840	4,694,950	780,400	531,000	6,006,350
Applications	1,562,600			1,800,600				
Certificates	1,881,400	1,633,868	1,881,400	5,699,868	18,814,000	16,338,680	18,814,000	53,966,680
GRAND TOTAL	5,527,100	1,856,408	1,950,350	10,812,308	23,508,950	17,119,080	19,345,000	59,973,030
Addressograph—all bureaus				337,000				
Mimeograph—all bureaus				995,000				

