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THIRTY-FIRST

ANNUAL REPORT

of the

N.J. COMMISSIONER OF MOTOR VEHICLES

to the

LEGISLATURE OF THE STATE OF

NEW JERSEY

for the year

ONE THOUSAND NINE HUNDRED AND

THIRTY-SIX

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January 1, 1937.

TO THE LEGISLATURE OF THE STATE OF NEW JERSEY:

Gentlemen:

The Department of Motor Vehicles respectfully submits herewith a report for the year 1936.

Department receipts increased \$1,224,880.51 over the year 1935. A total of 56,318 additional motor vehicles were registered, 58,142 more drivers' licenses were issued, there was a decrease of 81 automobile fatalities and a 12 per cent increase in total accidents. The greatest satisfaction may be taken in the State's decrease in traffic deaths when consideration is given to the fact that the number of fatalities as a whole increased throughout the United States. New Jersey was one of a half dozen States that kept its casualties below previous years, the decrease being more than twice the number of the previous year.

In order to appreciate the circumstances under which this was accomplished, consideration should be given to the total motor vehicle registration of 956,482, the State's 1,155,214 licensed drivers, New Jersey's 16,827 miles of improved highways, a resident population of over four million within the confines of the fourth smallest State in the Union, its geographical location between the populous cities of New York and Philadelphia and its seashore and mountain resorts that annually attract millions of additional motorists from every State in the country.

The highway traffic problem under these conditions defies comparison with any other single State. It would be unwise, and withal, a shallow statement to say that under existing conditions automobile fatalities in New Jersey are permanently on the downward trend by reason of the 1936 experience. The State of New Jersey ranks third in density of population. Add to consideration of this, the additional motor vehicles using the highways as shown by increasing registration and gasoline consumption and it is difficult to foresee anything but an upward trend unless practical methods are used to cope with the situation.

The most practical method known to administrators of the Motor Vehicle

Law is an adequate highway patrol, operating on a twenty-four hour basis.

The revenue received from automobile owners and drivers warrants appropriation of additional funds to be expended in the interest of persons using the highways. In my judgment, there can be no better restraining influence on accidents than the presence of a uniformed officer on the highway and tests that have been made in this State and other States, show that accidents can be reduced by this method.

There is need for broadening the scope of safety educational activities, in order that there may be a further response and recognition of individual responsibility on the part of automobile drivers. In order to obtain favorable results in this respect, it is necessary to continue relentlessly the campaign of safety education.

Extending the examination of persons applying for a license and thus insuring safer drivers of motor vehicles, should also be given consideration. The importance of operating a car safely would no doubt be realized by prospective drivers if they were trained in a standard manner by representatives of a State agency qualified as driving experts. I recommend also that provision be made for the physical examination of applicants for a license without additional cost to the applicant. This would provide a proper check on persons unfit to drive automobiles by reason of serious heart ailments or other afflictions.

The most serious phase of the present accident problem is the pedestrian of whom there were 607 killed on the streets and highways during the year. This was an increase of four per cent over the previous year and places New Jersey in the position of having one of the highest pedestrian death rates in the country.

And while study of the accident reports shows a fifty-fifty responsibility between driver and victim, the rising death rate emphasizes the urgent need of providing further safeguards such as highway lighting, sidewalks, tighter local enforcement of traffic regulations and the safety education of the man afoot.

Contrary to general belief that the majority of pedestrian killings occur in built-up districts, 147 pedestrians, or 24 per cent of the total were killed on State Highway routes which for the main part, are to be found

in rural sections. Certainly lighting and sidewalks would reduce this toll. In the urban localities the problem would seem to be that of better education of the pedestrian coupled with tighter traffic regulations that would require pedestrians to obey traffic signals and cross only at crosswalks.

Within a few months the Department will be prepared to operate the Safety Inspection Division as authorized by Chapter 169, Laws of 1936. Twenty-eight stations will be in operation in which all registered motor vehicles must be inspected twice yearly under State direction. Besides insuring safer cars on the highways, these inspections will provide a further safety influence on the driver, thus broadening the scope of individual responsibility heretofore referred to.

We must of necessity recognize and give praise to the forward steps taken in the safety field by the commercial fleet owners and the utilities concerns engaged in the transportation of passengers. By rewarding drivers for the best safety records, many of these concerns have reduced accidents to a minimum with accompanying economic benefits.

In conclusion, it should be stated that added revenues of the Motor Vehicle Department, plus those received from taxation on increased fuel sales will be welcomed by the State but at the same time they indicate the need for heavier expenditures for motor vehicle administration. More motoring means increased congestion, greater accident hazard, agitation for improvement of the highway system to keep up with the need and GREATER NECESSITY FOR ADEQUATE PATROL OF THE ROADS. One of the reasons why safety drives fail to show better results is that cars multiply faster than the facilities to accomodate and regulate them.

Respectfully submitted,



Commissioner of Motor Vehicles.

January 31, 1937

Hon. Arthur W. Magee
Commissioner of Motor Vehicles
Trenton, New Jersey

Dear Commissioner:

I am submitting herewith my report as Deputy Commissioner from March 12, 1936 to December 31, 1936.

I would like first to take the opportunity of again thanking you for the confidence which you have reposed in me. I have endeavored to discharge my duties in such a manner as to warrant the continuance of this confidence. The reports of the divisions of the Department show them to be in the best condition possible.

The agencies have been conducted all year with no complaints from the public. Their accounts have been in excellent condition and all monies collected from them have been properly accounted for.

Many of the divisions report that during the past year, due to the increase in registrations and the natural increase in work, it was necessary to have the employees work overtime to a great extent. I heartily recommend to you that everything possible be done to convince the Appropriation Committee and the Legislature that our request for additional help and increases, especially for those in the lower grades, is both fair and equitable. Practically all of our employees are rendering services far beyond that for which they are being compensated.

I also wish to express to the Division Heads and all the employees my sincere thanks for the wholehearted cooperation I have had from them. We are fortunate in having a most loyal group.

You will note in the report of Mr. Rejniss that I have conducted a large number of hearings. In our endeavor to reduce accidents, I have tried to be both just and merciful in my decisions.

I have enjoyed my work with you. Your inspiration has helped me considerably in my effort to discharge my duties to the best of my ability.

Respectfully submitted,

Wm. J. Dearden
Deputy Commissioner

February 11, 1937

Hon. A. W. Magee,
Commissioner of Motor Vehicles,
Trenton, N. J.

Dear Commissioner:

I desire to give you a brief report of our activities during the past year.

I would advise that our agencies, located in strategic points throughout the State, have, as a whole, functioned in a very efficient manner, having distributed a total of 956,482 registration tags, after properly examining titles and collecting the proper fees thereon. In addition there were 1,159,426 drivers' licenses issued, 224,878 permits, 253,149 transfers made, in addition to numerous exchanges, duplicate tags and duplicate certificates. These agencies, under the capable supervision of our Chief Auditor, Bernard E. O'Keefe, have been repeatedly audited and checked and all records, certificates, plates and monies properly accounted for.

In our Stenographic Bureau, consisting of a Supervisor, four stenographers, four typists and one clerk, all corrections, correspondence with agents and the general public, has been very capably handled, and all correspondence promptly answered.

In our Filing Division, consisting of a Supervisor, Assistant and thirty-seven file clerks, a careful check has been made to see that all applications and certificates were in proper order and all necessary information contained thereon, before being filed in our numerical and alphabetical files respectively.

The Financial Responsibility Division, consisting of a Supervisor, one stenographer, ten typists and fifteen file clerks, carefully recorded all accidents and has required reports from those persons involved in accidents as provided by law. Proper action, in regard to their licenses, has been taken where they have failed to comply with the Financial Responsibility Act.

Our Fine Division, consisting of two clerks, charged with the proper filing of all magistrates reports and the collection of monies from said magistrates, has carefully followed out their detail. In instances where monies were not forthcoming, legal measures have been taken by referring these cases to the Attorney General for his action. A number of these cases are now being adjudicated.

The Bill of Sale Division, consisting of a Supervisor, five stenographers, six typists and thirty-two clerks, again shows an increase in revenue over last year. Although it has had added duties placed upon it by the necessity of maintaining records of conditional sales, it has repeatedly proven its value, both to the public and to this Department, resulting in again decreasing the number of stolen cars in this State, as well as assisting in proving titles in many court procedures.

Hon. A. W. Magee, Commissioner
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The distribution of tags and supplies, through our Shipping Division, consisting of two clerks, has been performed in a very efficient manner and the agents, at all times, were kept adequately supplied with certificates, plates and other materials needed to properly conduct their offices.

Our Printing Division, consisting of one Supervisor and five operators, has resulted in a very considerable saving to the State in its operation. We are, at all times, able to print our own certificates, applications, numerous safety bulletins, permits, and other printing work necessary for an organization of this kind. It has been particularly valuable in those instances where important forms were required to be printed in a minimum of time, as we were thus able to comply with all requests.

Our Information Bureau, consisting of one Supervisor and eleven file searchers, was heavily taxed, there having been 180,761 telephone requests, 350,999 written requests and 23,043 verbal requests for information, all of which was speedily and courteously given. Our system of maintaining twenty-four hour service has been invaluable to police and other enforcement agencies, enabling them to promptly secure the information needed for their purposes.

I wish to state that the head of every Division has worked conscientiously to promote efficiency, to increase the high standard of service set and to cooperate in every way with the policies of service to the public as laid down by you and the Deputy Commissioner, William J. Dearden. A detailed report is being submitted to you by each Division Head, of their activities during the year 1936.

I wish, at this time, to express, on behalf of these Division heads and myself, our appreciation for the splendid cooperation, advice, and the kindly interest shown in our work at all times.

Sincerely yours,

R. Earle Leonard,
Chief Clerk

DIVISION OF SAFETY EDUCATION

January 1, 1937

Honorable Arthur W. Magee
Commissioner of Motor Vehicles

Dear Commissioner:

I herewith submit the report of the Bureau of Safety Education for the calendar year of 1936.

On June 1, 1936 my appointment to the directorship of this bureau became effective.

The amount and variety of activities conducted actually astounded me taking into consideration the small appropriation of \$14,640 per annum granted for this humane work in a Department bringing in the largest revenue in the State of New Jersey which is less than the appropriation for safety education of such a progressive city as Milwaukee. The lack of personnel and equipment, the direct cause of the lack of funds, presented then and continued to be a serious handicap to carry on an effective state-wide safety program. This however was overcome to a marked degree with judicious management.

I shall proceed with a detailed account of the activities conducted as well as ideals stressed starting with the pre-school child and so continuing along the line concluding with recommendations for future activities aimed to fulfill the primary function of this Department which is to maintain safety upon the streets and highways of New Jersey.

Through our constant contact with adult groups we have an excellent opportunity to give practical advice to parents for the proper training of the pre-school child to safely meet present-day traffic conditions. True - it is a painfully slow procedure, yet, the peace of mind that comes from a job well done and the knowledge that the child has developed safe habits will be worth every effort. For what will it profit parents to have taught the child politely - brush teeth three times a day etc. when the lack of the above-mentioned training may cost life or limb of an otherwise well trained child. The foundation for correct habits and attitudes is laid in the home, so too safety education must commence there.

This Division has but the highest praise for safety educational activities conscientiously conducted in our elementary schools. The fact that child pedestrian accidents continue to decrease year by year is ample proof of the successful method employed. The School Boy Patrol deserves special mention for their relentless and adequate guidance of children to and from school.

Requests from principals, teachers and students seeking our assistance in the planning, institution and conduction of safety educational projects varying in nature arrive constantly. These were given every attention and aid was rendered by means of posters, statistics, literature and sources thereof, playlets, moving pictures, speakers etc.

Our silent movies entitled "Child Safety for Primary Grades" and "Child Safety for Advanced Grades" were used extensively but a new sound film for school children is hereby recommended most urgently as the pictures on hand are four years old thus having been previously witnessed by most schools. Aside from our own programs the second set of said films had wide circulation through the distributing service of the Department of Conservation and Development, which agency has enjoyed this privilege for about three years.

Grateful letters for assistance rendered were frequently received and a typical one from a school child is herewith included.

May 27, 1936

"On May 27, 1936 when you came to the Mott School and showed us a film on safety, I enjoyed all of what you told us. I bet everybody will be careful now, and I hope that not so many people will be killed and injured this year as last year. I am going to try and follow all of the safety rules. We all thank you for coming. We hope you will come again."

Principals and teachers are enthusiastic about our programs always requesting to advise them when a new film becomes available for a similar program should be presented at least once every school term. A visit from representatives of this Department aids tremendously not only in substantiating the lessons taught by the teachers but in having given students the opportunity to meet and hear one fully qualified to speak with authority on the vital subject of street and highway safety.

The schools covered will be listed in a monthly record given later in the report.

When the plan for future activities becomes reality systematic visits will be made to all schools.

Every effort was made to comply with each request to the fullest for child safety deserves particular attention. The plastic minds of our children must be molded because actions are but the reflections of what we think. Therefore, it is of uttermost importance to create an appreciation of the accident situation which will bring about safe behavior and attitudes. This is especially needed after school and during vacation when children are away from the guiding influence of the school at which time child accidents increase.

During the summer vacation however progressive Recreation Departments continue safety educational activities for which the services and facilities of this Division have rendered cheerful cooperation. The city of Newark is especially to be commended for this work. The list of playgrounds covered will be found in the report later on. Such programs are conducted out-of-doors requiring frequent postponements caused by inclement weather.

The weakest link in safety education in the schools, the high school, has been notably strengthened during the year. The combined efforts of you, Commissioner and Dr. Elliot, Commissioner of Education, aroused principals throughout the State to assume the responsibility to include a course designed to prepare students, who according to our law become eligible to drive during their high school career, to meet this privilege, granted by this Department under certain conditions but not as an inalienable right, intelligently through adequate training.

In February a "High School Motor Vehicle Committee" was selected composed of superintendents, high school principals and representatives of this Department under the chairmanship of Dr. Ireland, Director of Physical and Health Education, for the purpose of compiling a uniform, workable manual for the guidance of the teachers. Upon completion this publication will be financed by this Department.

The ultimate aim of the "Driving Course" is safety. It will naturally become more favorable as experience is gained in teaching said course. However, the resourcefulness of the instructors, who constantly are in communication with us for assistance, is commendable and largely accountable for the success so far attained.

Assistance was extended by this Division in the form of literature, posters, statistics, charts, manuals and sources thereof, speakers, sound film, "Highway

Mania" etc.

In our high school activities the cooperation of Mr. J. J. Shanley, Chief Inspector, was inestimable because his experienced Inspectors, among whom Inspector Robert V. Buckley carried the heaviest schedule, gave personal assistance to high schools for the "Driving Course" in the inauguration thereof, instructing classes in preparation of written test and conducting same at conclusion.

Successful students were presented with the authorized card, a replica of which may be seen among illustrations, which will eliminate the written examination upon presentation when a license is obtained by the owner.

High schools in Bergen County are again leading in this activity encouraged by the local, active Safety Council the example of which, it is hoped, will inspire the adoption of a similar program in all counties for which our sincere cooperation is hereby offered.

Good driving depends on knowledge, skills, habits and attitudes of the individual. The important decisions made while driving are unquestionably influenced by education with all due respects to engineering and enforcement. Thus since this opportunity has been provided to develop these pre-requisites to skillful operation of a motor vehicle the future can be faced more confidently for an improved record of the new generation of drivers to lead the way to a new era wherein safe, courteous driving should be an effortless habit.

Newspapers and magazines have been very generous in lauding New Jersey high school "Driving Courses" which resulted in inquiries from most every State in our country. These, as in the case of our own schools, were answered in detail and supplied with the requested safety literature.

Adult education conducted by this Division will again be listed under two headings VISUAL and AURAL a report of which is herewith given in a concise form.

AURAL: Not content to give our message to organizations requesting same and in accordance with your instructions, a communication was sent to various members of the clergy of several religious denominations throughout the State to enlist their cooperation with this Department in preaching the subject of safety from their pulpits to the congregation.

Many responses were received in reply from a large number of clergymen who not only applauded our efforts but also signified their intention to comply with our appeal. Many sermons on safety were delivered as a result thereof.

This Division is most grateful and appreciated to the fullest extent this sincere cooperation.

In several instances Episcopal and Catholic Bishops responded wholeheartedly in furnishing lists of their clergy and enclosed with our letter a personal communication requesting and instructing them to heed and comply with our appeal. Throughout the northern section of our State our communication was read on August 16th to 761,000 parishioners. Many favorable newspaper comments were made of this occasion with results that would be obtained therefrom. It is the intention of this Division to repeat this effort and are of the belief and convinced that it will be more gratifying than the first.

Members of our Speakers Bureau, composed of heads of the various divisions comprising this Department and Inspectors, have carried our appeal for safe walking and safe driving to grammar, junior high schools, senior high schools, (public, parochial and private), Parent-Teacher Associations connected therewith, schoolmens' clubs, CCC Camps, municipal meetings, county affairs, industrial concerns, Elks, Masonic Lodges, Knights of Columbus, Holy Name Societies, Rotary, Kiwanis, Lions Clubs, Exchange Clubs, American Business Clubs, Magistrates Asso-

STATE OF NEW JERSEY

THE COMMISSIONER OF MOTOR VEHICLES
Division of Traffic Control and Regulation

Trenton, N.J.

July 15, 1936

The clergy has always been recognized in civic life as one of the essential factors of any community. The Motor Vehicle Department of New Jersey, under my direction, is and have been waging a state-wide educational campaign to reduce the appalling loss of life caused by automobile accidents on our highways.

Enclosed herewith you will find a safety pamphlet entitled "STOP THIS KILLING" containing statistics of accidents resulting in these terrible fatalities which, I am sure, will be of interest to you.

You, no doubt, will agree with me that public opinion must be aroused to the seriousness of the conditions existing. Hence, I am appealing to you for your cooperation in this humane effort and respectfully suggest that the matter of self-preservation be brought to the attention of your congregation in some of your sermons in the future suggesting as a text "THOU SHALT NOT KILL".

If you desire any further information relative to the subject in question please advise me.

Sincerely,

Commissioner of Motor Vehicles

AWM/ASM

ciations, Volunteer Firemens Association, Fire Chiefs Associations, Engineering Clubs, Federation of Women, Political Clubs etc. For the complete list I would respectfully refer you to the programs listed for each month of the year later in the report.

The value of these messages is clearly stated in a letter reproduced herewith typical of many unsolicited communications received after meetings.

"I am delayed, but none the less sincere, in thanking you, for the club, for your clear and challenging address to us on July 6th. We appreciate the cooperation also your willingness to take the time and trouble, so that this Rotary Club might benefit by your message."

Audiences for speaking engagements vary because of locations and strength of unit from 25 to 500. Requests have steadily increased and are ever welcomed.

The services of our speakers are without compensation. In most instances meetings are held in the evening while some fall on holidays and even Sundays. Therefore, I herewith wish to express the deep appreciation of this Division for many additional hours after duty at meetings and on the road. Assignments are cheerfully accepted and commendably executed for the humane purpose of arousing our citizens to join the crusade against reckless driving responsible for an inexcusable loss of life and limb.

Requests from our neighboring States of New York and Pennsylvania for our program are certainly proof of the success of our efforts yet the acceptance of these was confined to commercial organizations whose fleet of trucks make free use of our highways in the conduction of their business. We were at all times generously rewarded by pledges to strictly abide by New Jersey regulations and gained their respect for our grave concern relative to street and highway safety.

Aside from your radio addresses, Station WOR of the Mutual Broadcasting Company and Station WNEW of Newark graciously extended several valuable periods on the air to which I was personally assigned by you. Radio is a most satisfactory means of spreading the gospel to large audiences. The time was gratefully accepted and used advantageously as it is far beyond our means to make use of this modern avenue to bring our message into the homes of our people. Especially so when these homes are constantly threatened by the sudden intrusion of death and injury caused by motor vehicle accidents.

Smaller Stations have from time to time broadcasted brief appropriate seasonal messages for which due acknowledgment is hereby made.'

There was an unusually great number of requests by mail, phone and personal visits throughout the year for posters, literature etc., even more stimulated toward the end by "Safety Week" (September 27th to October 3rd) proclaimed by Governor Harold G. Hoffman followed by the 25th Annual Congress of the National Safety Council held in Atlantic City from October 5th to 9th. Our services and personnel were taxed to capacity to fulfill all requests. Never-the-less all were handled to the satisfaction of those who sought our cooperation. This could only be accomplished by diplomatic postponements and substitutions almost completely disrupting the usual routine and demanding a great deal of night work to keep abreast with heavy schedule.

The titles of the posters issued during the year were -- "Think -- Of What Can Happen When You Drive Carelessly"; "Don't Make An Instrument of Death and Destruction of the Vehicle You Drive"; "It's Thrilling to Take Chances -- but, NOT ON THE HIGHWAY"; "Enjoy Yourself, BUT -- Drive Safely"; "Children are a Danger Signal -- Slow Down" and "Your License is Revoked -- Habitual Violators Cannot Expect Consideration". In the distribution of these I must again thank Chief Shanley whose Inspectors delivered issues to Motor Vehicle

Proclamation

State of New Jersey

Executive Department

Trenton

To the People of New Jersey:

Whereas, The untimely deaths of 2,894 persons in this State last year from motor vehicle, home, industrial and other public accidents and the injury to thousands of others presents a serious challenge to all who believe in the conservation of human life; and

Whereas, This toll of life and injury was accompanied by the loss of millions of dollars; and

Whereas, Accidents are preventable, as evidenced by the records of many States and cities, through known methods proved by experience; and

Whereas, New Jersey has been signally honored by the National Safety Council in holding its Twenty-fifth Annual Safety Congress at Atlantic City, October 5 to 9, inclusive; and

Whereas, The attention of the Nation will be focused upon the accident prevention activities of our State and their effectiveness in saving and protecting the lives, limbs and health of our people;

Therefore, I, Harold G. Hoffman, Governor of the State of New Jersey, do decree and proclaim that the period of

September 27 to October 3, 1936

be known as

Safety Week

Furthermore, I request and urge the Mayors and other municipal officials to organize their communities for concerted action for safety and elimination of the accident hazards existing therein, and I hereby call upon all citizens individually and collectively to render their complete cooperation in this endeavor; and

I pledge the assistance of every branch of the Government to make this undertaking successful.



Agencies, Police Departments, Magistrates etc.

A mailing list has been compiled in this Division of interested groups and individuals who desire to receive publications issued from time to time by the Department. Posters and bulletins received are conspicuously and conscientiously displayed upon bulletin boards and other vantage points.

Throughout the year safety campaigns were conducted by municipalities and Counties with marked success during which our posters were used extensively. Thus, every issue so far issued has been exhausted.

The leaflet entitled "STOP THIS KILLING", reproduced among illustrations, containing safe driving rules and New Jersey accident facts received wide circulation and was tremendously popular. Among methods employed for the distribution of several million of this leaflet were the following -- attached to all outgoing mail; issued to all drivers over holidays and several week-ends at such points of entry as the Holland Tunnel, George Washington Bridge, Camden-Philadelphia Bridge and the more important ferries and bridges over the Hudson and Delaware Rivers; during display of our exhibit; at safety meetings; libraries; schools; county, municipal and clubs sponsoring Safety Campaigns; insurance companies for attachment to policies even to New York and Pennsylvania for their New Jersey clients; churches; theatres for all patrons where "___And Sudden Death" was featured etc.

For the first 9 months of the year the original safety exhibit in use for three years was displayed in Camden during 'Safety Week'; Bridgeton for entire week of May 12th for which it was also requested by Bankers' Association for Convention at Atlantic City; Morristown County Fair; American Legion Convention at Asbury Park. The latter was the last display of former exhibit after travelling the length and breadth of the State during its existence serving its purpose admirably. In the meantime a new exhibit was under construction for initial display in the Convention Hall for the 25th Annual Congress of the National Safety Council in Atlantic City. The exhibit provoked most favorable comments to our attendants from visitors delegated from all the States, Canada and some European Countries. Other displays of exhibit were Newark Truck Show, Trenton Automobile Show, and Newark Automobile Show.

When the proper routine has been completed in the office further details such as display and transportation was most satisfactorily handled, as since the institution of this Division, by Inspectors Earle Severs and Richard Stearn detailed from the Inspection Force to assist in safety activities of the Department. Their judgment, ingenuity and experience can always be thoroughly depended upon to make the best^{of} times trying conditions to produce the desirable effect.

For the purpose of answering inquiries of visitors and the distribution of safety literature, aside from Inspectors Severs and Stearn, this Division hereby wishes to acknowledge the faithful services of all other Inspectors for aiding in the operation of the "Reactometer" loaned to this Department during the display of the exhibit on several occasions through the courtesy of the Aetna Life Insurance Company whose cooperation is gratefully acknowledged.

For the sake of variety and as a service to our citizens to test their ability in reaction time, steering, color, distance etc., the Aetna Insurance Company's Highway Safety Demonstration was exhibited at the Trenton State Fair from September 28th to October 3rd. The public eagerly proved its appreciation by continuously taking advantage of the opportunities provided. The exhibit was attended by 6 members of the Inspection Force. Mrs. K. McMahon, Ass't. Director of the Division and Miss M. Colburn at entrance and exit respectively. Representatives of this Department worked diligently and handled enormous crowds courteously.

Our deepest appreciation to the Aetna Company is hereby publicly acknowledged for their generosity for a most scientific and yet comprehensive demonstration for the education of our driving public.

New Jersey Accident Facts

You Are Viewing an Archived Report from the New Jersey State Library

There were 30,511 motor vehicle accidents in 1935.
1188 persons were killed in traffic accidents during 1935.
25,579 persons were injured in New Jersey in 1935.
\$15,000,000 economic loss resulted from motor vehicle accidents in New Jersey in 1935.
More than one-half the persons killed on the highways were pedestrians.
Most accidents happened on Saturday.
5:00 to 6:00 P. M. was the peak hour for accidents.
31 persons were killed in collisions with railroad trains.
One person was killed by an automobile on an average of every seven and one-third hours during the year.
Seventy persons were injured on an average each day in the year.
An average of 80 accidents occurred daily.

HOW FAST CAN YOU THINK?

40 miles per hour is 59 feet a second and requires 137 feet to stop.

60 miles per hour is 88 feet a second and requires 287 feet to stop.

Remember this the next time you feel the urge to drive at unsafe speeds

Forty miles per hour is the maximum speed permitted in New Jersey and then only in the open country.

Get acquainted with your speed laws and traffic regulations at once.

**PLEDGE YOURSELF
TO BE A SAFE DRIVER**

STOP

This Killing!!

... 1188 Persons Killed In
Traffic Accidents In 1935



NEW JERSEY DEPARTMENT OF MOTOR VEHICLES

Arthur W. Magee
Commissioner

William J. Dearden
Dep. Commissioner

Safe Driving Rules

Be courteous at all times.

Don't insist on the right of way. Exercising this prerogative may cause an accident or cost a life.

Dim your lights for the other fellow.

Use the accepted hand signals when making turns or stops.

Never attempt to pass another vehicle when going in the same direction on a curve or on a hill. *This is a violation in every State in the United States.*

Don't try to blow pedestrians off the street with your horn. They have their rights as well as you and remember that YOU may be a pedestrian some time

When walking on a highway always face traffic. Then you can see what is coming your way.

Always be on the lookout for children playing in the streets or on the sidewalk. Children are impulsive and are liable to dash into the path of your car without warning. Therefore be prepared for such emergencies and give them all the room you can.

A skid can be stopped before it starts if you drive slowly and carefully on wet or oily streets.

Don't ignore DANGER or SPEED signs. They are not erected without good and sufficient reason.

Inspect your lights before dark and always carry a supply of spare bulbs. *This is a legal requirement.*

You cannot read the minds of others. Be prepared, therefore, for the reckless moves of others.

Cutting in and out of traffic to get ahead of the other fellow causes many accidents.

Children under 17 years are not permitted to drive a motor vehicle *under any circumstances.*

If your equipment is faulty in any way, have it attended to at once.

New Jersey Courts are very severe with drunken drivers. A mandatory \$200 fine and loss of driver's license for two years is the penalty for first offenders.

If you have an accident, it is your duty to lend aid to anyone who might have been injured. Common decency requires this.

Accidents involving death, personal injury or property damage to an apparent extent of \$25 or more, are reportable to the Motor Vehicle Department within 48 hours. *You can lose your license for not complying.*

Never park without lights. If you must park for repairs stay off the paved portion of the highway whenever possible.

Be as courteous in your driving as you are in business or social contacts.

Don't Be Tortured the rest of YOUR Life by the memory of an Accident!

The success of the first sound street and highway safety film made by the Department entitled "Public Enemy #1" (The Careless Driver) continued from April 1934 to the end of June 1936 when because of incessant use only one print in fair condition was in our possession. For the continuance of this most effective and popular service rendered by this Division a sequel to Public Enemy #1 was again made by the Pathe News Company in which you, Governor Harold G. Hoffman took active part narrated throughout by the famed news commentator, Lowell Thomas. The title of this new picture is "Highway Mania", which is about two reels in length. The size of our prints is 35mm.

"Highway Mania" is not as spectacular as "Public Enemy #1" which was intended to arouse an apathetic public to the appalling motor vehicle accident problem and accomplished this purpose with unprecedented success. This having been done the sequel known as "Highway Mania" is by far more educational, in fact it is hailed everywhere as the finest educational film of its kind anywhere in the country. Since July 1st this picture has been in constant use for our meetings.

Each day of the week this film is presented somewhere in our State and bookings are always one month to 6 weeks in advance thus necessitating those who seek our cooperation to give us ample notice in advance to insure our assistance. Inspectors Severs and Stearn had to be singularly assigned to cover meetings to comply with the ever increasing demand. The following is the report by months for the year.

January

St. Lucy's Holy Name Society, Jersey City; CCC Camp SP11 - Company 1271 Englewood, N.J.; Falls Township Parent-Teacher Association, Fallsington; CCC Camp - Freehold; Carteret High School, Carteret, N.J.; Boys Vocational School, Atlantic City; Roosevelt School Parent-Teacher Association, Summit; Brookdale School, Bloomfield; Employees of Woodbine Colony, Woodbine; St. Mary's Holy Name Society, Nutley; Vineland Rotary Club, Vineland; Deans Parent-Teacher Association, Deans; International Business Machine Company, Philadelphia, Pa.; CCC Camp Company 1273 Clinton; Paterson Repair and Garage Mens' Association, Paterson; Civic Forum of Elizabeth, Elizabeth; Pemberton High School, Pemberton.

February

Shell Eastern Petroleum Products, Brooklyn, N.Y.; Somerville High School, Somerville; Lawrence Harbor Vigilantes, Lawrenceville; St. Mary's Parent-Teacher Association, South Amboy; CCC Camp S-72, Glassboro; Maple Shade Parent-Teacher Association, White Horse; Ventnor Schools (2 showings), Ventnor City; 2nd Annual Community Father and Son Dinner, Wanaque; Morris County School Bus Drivers, Denville; CCC Camp P-65 Company 1256, Denville; Princeton High School and Princeton Junior High School, Princeton; Woodbury Principals and Supervisors Meeting, Glassboro; Parvin State Park, N.J.S.P. #4, Norma; Irvington Kiwanis, Irvington; Freehold High School, Freehold; Vailcraft of Vailsburgh, Newark, N.J.; Central Presbyterian Church, Newark, N.J.

March

CCC Camp, A-3, Company 288, Fort Hancock; Mt. Holly High School (2 showings) Mount Holly; Mens Club, Methodist Church, Montclair; School Boy Patrol Program, Majestic Theatre, Perth Amboy; CCC Camp, Company 1273 Clinton; Amerman Bareca Bible Class, Highland Park; Middlesex County Republican Club, South Amboy; Butler Rotary Club, Butler; Mens Club of St. Paul Episcopal Church; Rahway; Hawthorne Parent-Teacher Association, Hawthorne; East Orange American Legion #73, East Orange; Young Mens Club, Burlington; North Newark Kiwanis, Newark; Stanhope Schools (3 showings), Stanhope; Hillstown Parent-Teacher Association, Hillstown; Budd Lake Schools (2 showings), Budd Lake; Hawthorne High School, Hawthorne; Woodrow Wilson Democratic Club, Trenton; Dumont High School, Dumont; Whippany Grammar School, Whippany; Red Bank Rotary, Red Bank; General Kearny Council #261 Jr. O.U.A.M., Paterson; Florence Parent-Teacher Association, Florence; Coca-Cola Bottling, Newark, N.J.

April

National Union for Social Justice, Elizabeth; Exchange Club; New Brunswick; Merchantville High School (3 showings), Merchantville; East Side High School, Paterson; Morris County School Bus Drivers, Denville; Hawthorne Unit Passaic County Republican Club, Hawthorne; Elizabeth Safety Council, Elizabeth; Florham Park School, Florham Park; American Legion, Coatesville, Pa.; Hammonton Parent-Teacher Association, Hammonton; New Brunswick Schools (5 programs), New Brunswick; Hunterdon County Municipal Officers Association; Oldwick; Mens Club of Union Ave. Baptist Church, Paterson; New Brunswick Health Week Safety Meeting, New Brunswick; Metuchen High School, Metuchen; Elizabeth Kiwanis, Elizabeth; North Shore Bus Line Company, Flushing, N. Y.; Coatesville High School, Coatesville, Pa.; Pearsonville M. E. Church, White Horse; Bettletwood Parent-Teacher Association; Oaklyn; Whippany School, Whippany; Hillside Junior High School, Montclair; Atlantic Refining Company, Philadelphia, Pa.; Manasquan High School, Manasquan; Mens Club of Evang. Luthern Church, St. Albans, N. Y.; Madison Township Republican Club, Lawrence Harbor; Rollo Transit Corporation, Keyport; Glen Ridge High School, Glen Ridge.

May

Columbus School Parent-Teacher Association, Carteret; Hackensack Kiwanis, Hackensack; Middlesex County Past Councilors Association, Perth Amboy; Masonic Lodge, Camden; National Union for Social Justice, Iselin; Safety Council Campaign (4 showings), Camden; Wildwood and Beach Council Jr. O.U.A.M., Wildwood; Florence School #1, Florence; Newark Kiwanis, Newark; Belmont Delivery Chauffeurs, Philadelphia, Pa.; Safety Council Safety Campaign (3 showings), Camden; St. Joseph's Mens Club, Camden; Safety Council Campaign (4 showings), Camden; Keyport Kiwanis, Keyport; Netsong Business Mens Association, Cranberry Lake; Belmar Kiwanis, Belmar; Monmouth County School Board, Asbury Park; Rosedale Mens Club, Lawrence Township; Junior High School #1, Trenton; (2 showings); Defender Fire Company, Audubon; Warren County Magistrates, Washington; Mott School, Trenton; Franklin Junior High School, Metuchen;

June

St. Stephens Lodge #63 FBAM, South Amboy; Brith Schilon Lodge, Camden; CCC Camp - Companies 265 & 556, Mays Landing; Toms River Kiwanis, Toms River; Bordentown Business Men, Fieldsboro; Eastern Star Darcy Chapter, Flemington; Safety Meeting, Borough of Watchung; Bloomfield High School, Bloomfield; Clara Barton School, parents and School Patrol, Raritan Township; 2nd Ward Republican Club, Rahway; Raritan Craftsmens Club, South Amboy; Pre-view of "Highway Mania", capitol Theatre, Trenton; Cadwalader School (2 showings) Trenton; Young peoples Group, Vienna.

July

CCC Camp S-55 - Company 225, New Gretna; Lakewood Rotary Club, Lakewood; Rotary of Perth Amboy, Perth Amboy; Safety Meeting, Governors Home, Sea Girt; Past Councilors Association, Jr. O.U.A.M., Readington; West Hudson Kiwanis, Arlington; Bloomfield Rotary, Bloomfield; American Business Club, Fieldsboro;

August

Ivy Street Playground; Newark; Woodbury Kiwanis, Woodbury; Prince Street Playground, Newark; Motor Transfer Company, Lake Mohawk; Deputy Fish and Game Warden Association, Jersey City; Webster Playground, Newark; Hays Park East Playground, Newark; Newton Street Playground, Newark; McKinley Playground, Newark; South Orange Rotary Club, South Orange; Keyport Kiwanis Club, Keyport; Robert Treat Playground, Newark; West Side Playground, Newark; Lafayette Street Playground; Newark; Madison Playground, Newark; Garfield Playground, Newark; Central Avenue Community Center, Newark; Lakewood Kiwanis, Lakewood.

September

New York World Telegram, New York, N. Y.; Sun Printing and Publishing Company, New York, N. Y.; Aura Grange, Aura; Exchange Club of North Hudson, Union City; Magistrates Association of Monmouth County, Keyport; CCC Camp

MC-76 Manahawkin; Trenton Traffic Club, Trenton; Wallkill Flood Control Project, New Hampton, N. Y.; (2 showings); Gaufield Republican Club, Almonessen; North Hudson Rotary, Union City; Woodcliff Kiwanis, North Bergen; Royal Arcanum, Garfield; Livingston Kiwanis, Livingston; Citizens Meeting, Trenton; Weequahic High School, Newark; West Orange Rotary Club, West Orange; Bloomfield High School, Bloomfield; Womens Club, Pitman; St. Mary's School South Amboy; South Amboy Rotary Club, South Amboy; Audubon High School, Audubon; Pompton Lakes High School, Pompton Lakes; Richfield Safety Meeting, Richfield; Audubon Jr. High School; Audubon; Hanover Township Safety Meeting, Hanover; Glendola Grange, Glendola, N. J.

October

Community Meeting, Midvale; Glassboro High School, Glassboro; Williamstown Rotary Club, Williamstown; 25th Congress National Safety Council, Atlantic City; Knights of Columbus Council, Union City; Enterprise Chapter #2 R.A.M., Union City; Reapaupa School Parent-Teacher Association, Paulsboro; Hammonton Kiwanis, Hammonton; Brookdale Civic Club, Bloomfield; Bradley Park School, Neptune; Square Club, Cliffside; Asbury Park Kiwanis, Asbury Park; Foremans Club; Camden; Italian Civic Club, Cliffside Park; CCC Camp - Company 265, Mays Landing; Kiwanis of Paterson, Paterson; Fairview Home and School Association, Fairview; Garfield Volunteer Firemens Association; Gaston Junior High School Parent-Teacher Association, West Orange; CCC Camp S-31 Company 218, Branchville; Hamilton High School, Hamilton Township (2 showings); Phillipsburg Auto Club, Phillipsburg; Hazlet Fire Company, Keyport; CCC Camp - Company 1271, Hasbrouck Heights; Morristown Link #28 O.G.C., Morristown; Young Peoples Club, East Summit; Kollo Transit Company, Asbury Park; Ridgewood Exchange Club; Ridgewood; Foremans Club; Elizabeth, N. J.

November

Irvington Kiwanis Club, Irvington; Mountainside School, Mountainside; Hedding School Parent-Teacher Association, Kinkora; Drake College, Elizabeth; Motor Vehicle Agents meeting, Trenton; Annandale School Parent-Teacher Association, Annandale; American Cyanamid Company, Linden (2 showings); New Jersey State Police, State Police Training School; Standard Oil Company Meeting, Newark; Belhaven School, Linwood; Linwood Parent Teacher Association; Washington School, Raritan; Fellowship Farm Parent-Teacher Association, Piscataway; Thorofare Grange #59, Thorofare; Deptford Central Parent-Teacher Association, Gardenville; Pierrepont Parent-Teacher Association, Rutherford; Community Gathering, Mount Holly; Parkway Parent-Teacher Association, Trenton; Morrisville High School, Morrisville, Pa; Westwood Kiwanis, Hillsdale; Mens Club Reformed Church, Union City; School Boy Patrol, Perth Amboy; I.O.O.F. Grand Encampment #45, Red Bank; CCC Camp S-60, Chatsworth; Kingston Trap Rock Company, Kingston.

December

Yorkship School, Camden; Camden Junior High School, Camden; Gloucester High School, Gloucester; Cooper School, Camden; Sharp School, Camden; Camden Senior High School, Camden; Woodrow Wilson High School, Camden; Y's Mens Club, Camden; Brookdale School, Bloomfield; St. Josephs Mens Club, Camden; Yanticaw Parent-Teacher Association, Nutley; Morristown High School (2 showings) Morristown; Essex County Vocational School, Bloomfield; Jr. O.U.A.M. Garfield Council #56, Union City; Rotary Club, Ocean City; Alumni Association Christian School, Paterson; Parent-Teacher Association and School Patrol, Phillipsburg; Woodstown Grange, Woodstown; Washington School, West Orange; Rumson High School, Rumson; Alexander Hamilton Chapter, Union City; Girls Special Safety Group, Merchantville; St. John's School, Orange; Our Lady of the Valley School, Orange; St. Venantius School, Orange; Rotary of Freehold, Freehold.

"Highway Mania" has now been seen by over 65,000 people and gives every promise to far outdo "Public Enemy #1" in popularity. The presentation of our new picture at the 25th Congress of the National Safety Council was attended

by delegates from the entire country naturally resulting in a steady stream of requests for "Highway Mania" from the more progressive States, cities and organization for use in their safety campaigns. It might be of interest to mention here that a communication was received from Czechoslovakia for said film. Large audiences in the following States have seen "Highway Mania" -- New York - safety meetings; Nebraska - featured in all larger theatres; District of Columbia - sponsored by Washington Board of Trade; Illinois, Pennsylvania, Indiana, Tennessee and Connecticut for safety meetings. Requests from Ohio and Texas and other States had to be rejected as all of our ten prints in our possession were advantageously utilized in local theatres during "Safety Week" from September 23rd to October 3rd.

The projection equipment in steady use since April 1934 is not in satisfactory condition consequently not very dependable and I hereby strongly urge and recommend the purchase of new and this time 16mm sound projectors. For months our screens have been unfit for further use being replaced by a sheet which is both unsatisfactory and inadequate. Consequently, the purchase of 2 regulation, collapsible screens is also most respectfully requested.

The following films have been loaned to this Department and shown with marked success at meetings solely devoted to safety.

"Saving Seconds"	-----	Aetna Life Insurance Company
"Remember Jimmy"	-----	Firemens' Insurance Company

This Division hereby extends its most sincere gratitude for these valuable contributions.

The assignment to present "Highway Mania" to Inspectors Severs and Stearn has most commendably been executed with marked precision and courteously at all times. Their cheerful cooperation has helped this Division surmount difficulties when the lack of appropriation and personnel seriously interfered with when our participation was depended upon as the principal feature in safety drives.

During July, when our safety programs take a considerable drop caused by the closing of schools and the inactivity of the larger organizations, the time was utilized for the erection of 212 signs (CAUTION THREE KILLED DAILY) by the men assigned to us along the major arteries of our highway system throughout the State in compliance with your orders regarding which favorable comment was made in newspapers, magazines and in letters received from individuals.

New Jersey ranks among the very few States having a reduction in motor vehicle fatalities for 1936. The increase in accidents is outweighed by the increase in licensed drivers, registered vehicles and gasoline consumption substantiating your unshaken faith in the value of education as one of the vital three E's Engineering - Enforcement - Education conscientiously employed to combat the ever-present motor vehicle accident problem by the Department.

I herewith submit a plan with organization chart for 1937 in compliance with your request to further induce our citizens to use the indispensable tool, the automobile, in a safe, courteous, sportsmanlike manner and to enlist all communities to join your crusade against carelessness. This is directly traceable to human failure causing sudden death to men, women and children, choking grief, untold agony and a property loss far greater than temporary catastrophes over which man has no control.

After 6 months of observation and study of safety educational activities in my capacity I hereby urge (FIRST) -- the continuance of all functions heretofore conducted; (SECOND) -- I recommend personal contact with governing bodies of all municipalities suggesting the appointment of live safety committees composed of interested citizens (with particular concentration of our efforts in localities showing an increase in accidents); (THIRD) -- that such committees be supplied with a program of activities adaptable in any community and elastic enough to be curtailed or enlarged to best meet the local problem with the facilities at their command. In application of said program our assistance will be cheerfully extended. (FOURTH) -- that meetings be held once a month attended by a

representative of this Department; (FIFTH) -- to incorporate local committees into county units having semi-annual meetings and county units into a state organization with yearly conference. Thus united action, without which we cannot succeed, will be obtained.

From my personal observation there are four groups for whom we must and will be obliged to find methods (with the cooperation of above proposed local units) to convince and educate the public in the observance of all traffic regulations and the appliance of the "Golden Rule" to curb the slaughter on our highways.

Group #1: Individuals eager to learn and always alert to the observance of all regulations governing the operation of automobiles. They stand ready, when duly informed, to support sound traffic improvement measures.

Group #2: Individuals with good intentions but who unfortunately cannot resist the impulse, on certain occasions, to take chances and experience thrills.

Group #3: Individuals who constantly defy all laws and regulations ever boasting of their ability to kill "tickets" because of political pull.

Group #4: Individuals known as drunken drivers who cannot resist drinking when driving; a serious menace to themselves and all drivers and pedestrians unfortunate enough to meet with them.

Groups #1 and #2, constituting the vast majority are greatly benefited and stimulated by activities conducted by this Division. The last two, constituting the minority, are beyond the reach of an appeal or threat and can only be restricted by an intense campaign of prosecution and revocation of licenses.

Arthur Brisbane said: "No man puts his hand on a red hot stove. The trouble is the stove of justice is usually quite cool and doesn't burn anybody." -- This is a bit far fetched yet true in many instances. Therefore my (SIXTH) and last recommendation is to enlist closer cooperation with all magistrates and police justices for the correction of evils aiming toward certainty rather than severity of punishment to traffic offenders.

In conclusion would say that throughout 1936, under your wise leadership and in conformity with your noble ideals for greater safety on our streets and highways, every activity and means at our command was directed to fulfill this objective.

I am particularly glad to report a real interest in safety and a general desire for action. This healthy outgrowth of previous efforts must now be organized in the manner described for which I sincerely trust you will have the staunch support of all vested with power to afford us greater opportunities.

Grateful acknowledgment is extended to all newspapers, periodicals, magazines and trade magazines, radio stations, departments and agencies who made contributions to our unceasing "Campaign of Education."

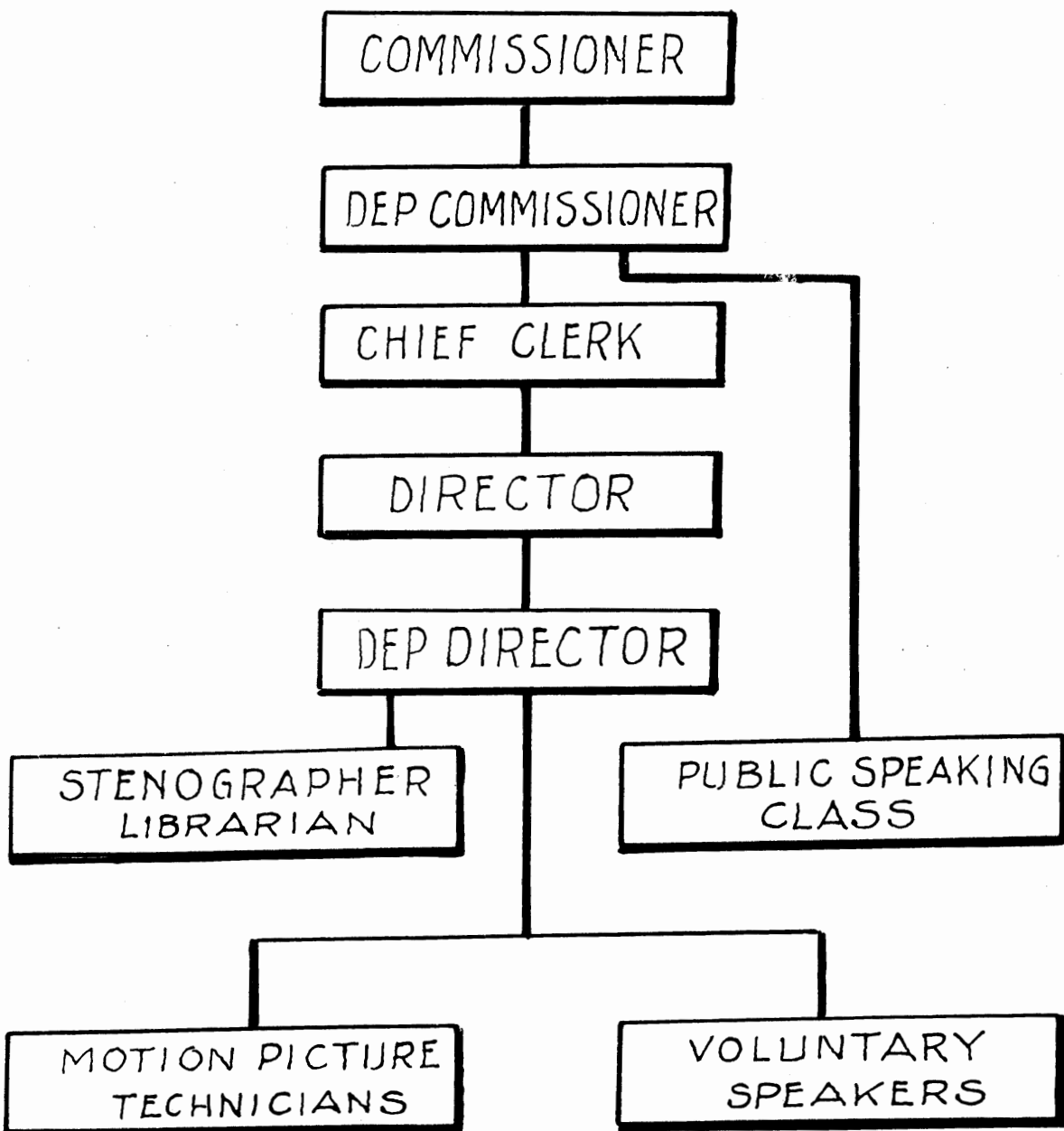
The whole-hearted cooperation of Mrs. Kathryn McMahon, Assistant Director, was an asset in all activities. Although her duties are confined to schools and Parent-Teacher Associations, she freely gave of her time and effort in all branches of the work and in the compilation of this report.

To all Divisions comprising this Department whose generous cooperation was vital in the performance of our activities, gratitude is heartily extended and our assistance, whenever needed, is at their service.

Respectfully submitted,

A. Swan, Jr., Director
Safety Education

NEW JERSEY
DEPT OF MOTOR VEHICLES
ORGANIZATION
SAFETY EDUCATION DIVISION



DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1937

Honorable Arthur W. Magee,
Commissioner of Motor Vehicles

Dear Commissioner:

I submit herewith the annual statistical summary and analysis of motor vehicle accidents in the State of New Jersey for the year 1936.

There were 34,349 traffic accidents reported, an increase of 12.5 per cent over the previous year; 1,107 fatalities, a decrease of 6.8 per cent and 26,185 non-fatal injuries, an increase of 2 per cent.

The increase in accidents can be accounted for in part by the rise in automobile registrations and drivers licensed plus a 9.8 per cent increase in gasoline consumption during the year. On the other hand the decrease in fatalities is all the more commendable for the State in the face of the greater number of cars on the highways and the additional millions of miles travelled.

The fatality total was the lowest in eight years, its nearest approach being the year 1928 when deaths numbered 1,075. Deaths during the past twelve years were as follows:

<u>YEAR</u>	<u>DEATHS</u>
1925	862
1926	861
1927	1027
1928	1075
1929	1275
1930	1269
1931	1302
1932	1180
1933	1185
1934	1227
1935	1188
1936	1107

PEDESTRIANS. One of the most serious aspects of the New Jersey accident picture for the year was the 4 per cent increase in pedestrian deaths. The State incidentally, has one of the highest pedestrian death percentages in the country - 54.84 per cent of the total fatalities. In contrast with this is the average of 46 per cent for the country as a whole.

TYPES OF ACCIDENTS AND THE NUMBER KILLED AND INJURED IN EACH CLASS

	<u>Number of Accidents</u>	<u>Per Cent</u>	<u>Number Killed</u>	<u>Per Cent</u>	<u>Number Injured</u>	<u>Per Cent</u>
COLLISION WITH						
Pedestrian	7510	21.86	607	54.84	7209	27.53
Other Motor Vehicle	22920	66.74	263	23.76	15719	60.03
Horse Drawn Vehicle	178	.52	1	.09	135	.52
Railroad Train	63	.18	20	1.80	47	.18
Street Car	221	.64	1	.09	123	.47
Bicycle	550	1.60	40	3.61	498	1.90
Fixed Object	2152	6.27	128	11.57	1676	6.40
Non-Col. Operating	689	2.00	45	4.06	764	2.92
Non-Operating	10	.03	1	.09	7	.02
Miscellaneous	56	.16	1	.09	9	.03
TOTAL	34349	100.00	1107	32.23	26185	76.27

It must be assumed that the principal reason for the high pedestrian casualty rate is the fact that New Jersey contains more urban districts than most other States--urban districts being the scene of a higher rate of pedestrian accidents than the rural areas. Crossing between intersections, stepping from behind parked cars, walking with instead of against traffic and crossing against red signals are the leading causes of these accidents.

HOURS OF OCCURRENCE. The hour of 5 to 6 P.M. was again the most dangerous time for total accidents, eight per cent occurring during this period of the day. This is the hour when drivers are hurrying to their homes from factories and offices, sacrificing safety for speed. While most accidents occur in this hour, the hour from 7 to 8 P.M. is the time when most fatalities occurred.

HOURS OF OCCURRENCE OF AUTOMOBILE ACCIDENTS

	Total Accidents	Per Cent	Fatal Accidents	Per Cent	Other Accidents	Per Cent
12 to 1 AM	1089	3.17	39	3.75	1050	3.15
1 to 2 AM	965	2.80	37	3.56	928	2.80
2 to 3 AM	971	2.83	37	3.56	934	2.80
3 to 4 AM	732	2.13	37	3.56	695	2.10
4 to 5 AM	457	1.33	25	2.40	432	1.30
5 to 6 AM	344	1.00	8	.77	336	1.00
6 to 7 AM	439	1.28	20	1.92	419	1.26
7 to 8 AM	869	2.53	22	2.12	847	2.54
8 to 9 AM	1151	3.35	12	1.15	1139	3.41
9 to 10 AM	982	2.86	17	1.63	965	2.87
10 to 11 AM	1347	3.92	24	2.31	1323	3.97
11 to 12 NOON	1496	4.35	23	2.21	1473	4.42
12 to 1 PM	1499	4.36	37	3.56	1462	4.40
1 to 2 PM	1446	4.20	17	1.63	1429	4.30
2 to 3 PM	1676	4.88	26	2.50	1650	4.95
3 to 4 PM	1901	5.53	42	4.04	1859	5.58
4 to 5 PM	2201	6.41	45	4.33	2156	6.50
5 to 6 PM	2745	8.00	68	6.54	2677	8.04
6 to 7 PM	2341	6.82	73	7.02	2268	6.80
7 to 8 PM	2423	7.05	91	8.75	2332	7.00
8 to 9 PM	2128	6.20	75	7.21	2053	6.16
9 to 10 PM	1715	5.00	65	6.25	1650	4.95
10 to 11 PM	1555	4.53	62	5.00	1503	4.51
11 to 12 PM	1435	4.18	56	5.38	1379	4.14
Not Stated	442	1.29	92	7.85	350	1.05
	<u>34349</u>	<u>100.00</u>	<u>1040</u>	<u>100.00</u>	<u>33309</u>	<u>100.00</u>

DAYS OF OCCURRENCE OF ACCIDENTS. As in other years, more accidents occurred on Saturday than any other day of the week, but Sunday was the day when most fatalities occurred. The day when the fewest accidents occurred was Tuesday and this applied to both fatal and non-fatal accidents.

DAYS OF OCCURRENCE OF AUTOMOBILE ACCIDENTS

	Total Accidents	Per Cent	Fatal Accidents	Per Cent	Other Accidents	Per Cent
Sunday	5719	16.65	210	20.20	5509	16.54
Monday	4547	13.24	140	13.48	4407	13.23
Tuesday	3957	11.52	114	11.00	3843	11.54
Wednesday	4444	12.94	130	12.50	4314	12.95
Thursday	4751	13.83	125	12.00	4626	13.89
Friday	4656	13.55	150	14.40	4506	13.53
Saturday	6181	18.00	168	16.15	6013	18.05
Not Stated	94	.27	3	.27	91	.27
	<u>34349</u>	<u>100.00</u>	<u>1040</u>	<u>100.00</u>	<u>33309</u>	<u>100.00</u>

FATALITIES IN URBAN AND RURAL DISTRICTS. As in previous years, there were more traffic fatalities in the rural districts of the State than in the urban sections. Rural deaths totaled 586 and urban deaths 521.

Urban districts claimed a higher percentage of pedestrian fatalities while the more serious types of accidents such as colliding with another motor vehicle or fixed object were more numerous in the rural localities.

FATALITIES IN RURAL DISTRICTS ACCORDING TO AGE GROUPS

COLLISION WITH:	Total	0-4	5-14	15-21	22-64	65 & Over
	Killed					
Pedestrian	245	12	26	17	133	57
Other Motor Vehicle	171	4	4	28	115	20
Horse Drawn Vehicle	1					1
Railroad Train	14		1	1	12	
Street Car						
Bicycle	30		12	12	5	1
Fixed Object	90	1		23	62	4
Non-Collision Opr.	35	2	4	6	21	2
Non-Operating						
Miscellaneous						
TOTAL	586	19	47	87	348	85

FATALITIES IN URBAN DISTRICTS ACCORDING TO AGE GROUPS

COLLISION WITH:	Total	0-4	5-14	15-21	22-64	65 & Over
	Killed					
Pedestrian	362	26	45	5	201	85
Other Motor Vehicle	92	3	3	14	67	5
Horse Drawn Vehicle						
Railroad Train	6		1	3	2	
Street Car	1				1	
Bicycle	10		6	1	1	2
Fixed Object	38	1	1	3	33	
Non-Collision Opr.	10	2	1	2	5	
Non-Operating	1				1	
Miscellaneous	1		1			
TOTAL	521	32	58	28	311	92

ROAD AND WEATHER CONDITIONS. There is very little variation from year to year in the weather and road conditions under which accidents occur. In 71.39 per cent of the accidents the roadway was dry and safe while clear weather prevailed in 79.71 per cent of the smash-ups, again providing conclusive proof that the driver and not the car is responsible for the terrible traffic toll.

WEATHER CONDITIONS UNDER WHICH ACCIDENTS OCCURRED

	Total	Per	Fatal	Per	Other	Per
	Accidents	Cent	Accidents	Cent	Accidents	Cent
Clear	27380	79.71	865	83.17	26515	79.60
Fog	548	1.60	22	2.12	526	1.58
Rain	5603	16.31	138	13.27	5465	16.41
Snow	818	2.38	15	1.44	803	2.41
TOTAL	34349	100.00	1040	100.00	33309	100.00

ROAD CONDITIONS UNDER WHICH ACCIDENTS OCCURRED

	Total	Per	Fatal	Per	Other	Per
	Accidents	Cent	Accidents	Cent	Accidents	Cent
Dry	24523	71.39	818	78.65	23705	71.17
Wet	6079	17.70	165	15.87	5914	17.75
Muddy	17	.05			17	.05
Snowy	825	2.40	16	1.54	809	2.43
Icy	2905	8.46	41	3.94	2864	8.60
TOTAL	34349	100.00	1040	100.00	33309	100.00

CONDITION OF DRIVERS INVOLVED IN ACCIDENTS. Abnormal and unusual conditions were ascribed by about twenty per cent of the drivers in accidents. Nearly nine per cent claimed their view was obstructed, 5.58 per cent were confused, 2.69 per cent "had been drinking" and the others were blinded by headlights of approaching cars or had physical defects that interfered with their driving.

CONDITION OF DRIVERS INVOLVED IN ACCIDENTS

	<u>Total</u> <u>Drivers</u>	<u>Per</u> <u>Cent</u>	<u>In Fatal</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>	<u>In other</u> <u>Accidents</u>	<u>Per</u> <u>Cent</u>
Asleep	281	.48	17	1.31	264	.46
Had Been Drinking	1591	2.69	46	3.54	1545	2.68
Physical Defect	183	.31	8	.60	175	.30
View Obstructed	5280	8.95	221	17.00	5059	8.77
Confused	3292	5.58	65	5.00	3227	5.59
Blinded by Headlights	685	1.16	30	2.32	655	1.13
No Unusual Condition	47702	80.83	913	70.23	46789	81.07
TOTAL	59014	100.00	1300	100.00	57714	100.00

ACCIDENTS INVOLVING DRIVERS UNDER THE INFLUENCE OF LIQUOR. Despite severe mandatory penalties, operators under the influence of varying degrees of alcoholic beverages continue to drive automobiles and have accidents.

During the year 57 persons were killed and 1338 persons injured in 1586 accidents in which one of the drivers "had been drinking". In 1935 there were 44 killed and 1294 injured in 1396 accidents of this kind. In 1934 there were 32 deaths and in 1933 thirty deaths.

Eleven of the year's fatalities were pedestrians, the majority of deaths occurring in collisions with other vehicles. Fifteen fatalities occurred in accidents involving fixed objects.

Forty per cent of the drinking driver accidents occurred between the hours of 10 P.M. and 3 A.M. while 2 to 3 A.M. was the hour in which most occurred. While the majority of the vehicles that figured in the accidents were of the passenger type, there were 102 commercial vehicles, twelve taxicabs, three buses and one motorcycle.

As was expected the greatest number of traffic violations committed by the drinking drivers was driving "on wrong side of road". Fear of discovery of an alcoholic breath or lack of control of their normal mental faculties led 145, or nine per cent of the drivers to drive away from the scene without lending aid to their victims. Six of these drivers were in fatal accidents.

The following table shows the number of accidents, number of persons killed and injured in each type of accident in which drinking drivers were involved:

COLLISION WITH	ACCIDENTS	KILLED	INJURED
Pedestrian	51	11	27
Other Motor Vehicle	1425	30	1201
Horse Drawn Vehicle	10		11
Railroad Train	3		1
Bicycle	1		2
Fixed Object	106	15	90
Non-collision Operating	10	1	6
TOTAL	1586	57	1338

DRIVERS ASLEEP. The hazard of sleeping at the wheel is substantiated in the following highlights of a specific study relating to this phase of the accident problem. The fact that the peak accident hours involving fatigue and actual cases of sleeping at the wheel is the six hour period from 12 midnight to 6 A.M. as 57.6 per cent of the total accidents of this type occurred during that period.

Further substantiation of this phase of traffic accidents is borne out by the fact that 59 per cent of the accidents resulted from sleepy drivers leaving the road or failed to keep to the right side of the highway.

The majority of accidents by type involving the sleepy driver were those of collision with other motor vehicles, or with telephone poles, trees, fences and other fixed objects.

The study would indicate that drivers between the ages of 18 and 24 have apparently underestimated their physical stamina by taking long trips or doing their driving when almost utterly fatigued because there were 27 per cent of the sleepy drivers in this age bracket, with the age group of 25 to 34 next in importance as to number. Further reasoning along this line might indicate that as the operator passes the age of 35 he better judges his physical qualifications and endurance and does not put it to undue stress for sleepy drivers considerably drop in number as that age is passed.

The available records revealed 281 accidents in which 19 persons were killed and 267 were injured as compared with 240 accidents, 13 fatalities and 216 injured in the year 1935.

The following table shows the number of accidents by type, the number killed and number injured in accidents involving sleepy drivers:

COLLISION WITH	ACCIDENTS	KILLED	INJURED
Pedestrian	5		6
Other Motor Vehicle	131	8	140
Horse Drawn Vehicle	2		
Street Car	2	1	
Bicycle	1		2
Fixed Object	130	8	104
Non-collision Operating	10	2	15
TOTAL	281	19	267

STATE HIGHWAY FATALITIES. One-third of the year's traffic deaths occurred in accidents on the State Highway System, an increase of nearly three per cent over the previous year. State highway accident fatalities in 1936 totaled 363. In the year 1935 the deaths numbered 354; in 1934 they totaled 411 and in 1933 they were 402.

The following table gives a four year listing of the fatalities on each State Highway:

		<u>FATALITIES ON STATE HIGHWAY ROUTES</u>			
		<u>1936</u>	<u>1935</u>	<u>1934</u>	<u>1933</u>
Route 1		11	5	11	4
Route 2		12	9	8	8
Route 3		4	6	9	1
Route 4		39	33	38	28
Route 5-N		-	1	2	3
Route 6		14	27	23	22
Route 7		-	-	1	2
Route 8		1	-	-	-
Route 8-N		1	1	-	-
Route 10		3	6	6	5
Route 21		5	2	1	-
Route 23		11	10	12	9
Route 24		1	9	7	3
Route 25		50	56	61	79
Route 26		13	22	41	23
Route 27		15	15	16	22
Route 28		15	12	16	21
Route S-28		5	-	3	2
Route 29		26	35	22	16
Route 30		4	5	5	10
Route 31		8	6	7	12
Route 32		-	2	-	-
Route 33		5	2	6	4
Route 34		1	1	1	6
Route 35		13	8	20	12
Route 36		10	2	5	6
Route 37		1	-	2	8
Route 38		1	2	4	3
Route 39		6	2	8	3
Route 40		8	6	3	6
Route S-41		4	2	1	2
Route 42		19	17	14	16
Route 43		23	22	28	24
Route 44		8	6	6	2
Route 45		7	3	7	1
Route 46		1	2	1	6
Route 47		7	11	6	9
Route 48		6	3	7	9
Route 49		4	2	2	8
Route 50		<u>1</u>	<u>1</u>	<u>1</u>	<u>5</u>
		<u>363</u>	<u>354</u>	<u>411</u>	<u>402</u>

There were, however, encouraging improvements in the death rate on two of the leading State Highways, namely, the Brunswick Pike which comprises that section of Route 25 from Jersey City to North Brunswick and thence on Route 26 to Trenton; and on Route 29.

On the Brunswick Pike where fatalities in 1934 totalled 90 and in 1935 67, the deaths in 1936 numbered 49.

The following table shows the deaths in each municipality along the Pike for the past two years:

LOCATION OF FATALITIES ON BRUNSWICK PIKE

<u>MUNICIPALITY</u>	<u>1936</u>	<u>1935</u>
Jersey City	-	2
Kearny	1	1
Newark	6	13
Elizabeth	3	8
Linden	9	8
Rahway	1	5
Woodbridge	5	4
Metuchen	-	-
Raritan	9	2
New Brunswick	-	1
North Brunswick	3	12
South Brunswick	7	4
Plainsboro	2	2
West Windsor	1	3
Lawrence	2	2
	<u>49</u>	<u>67</u>

Fatalities on Route 29, which ranks second in importance to the Brunswick Pike from the standpoint of traffic, decreased its death toll from 35 in 1935 to 26 in 1936. The following table shows the location of the casualties:

LOCATION OF FATALITIES ON ROUTE 29

<u>MUNICIPALITY</u>	<u>1936</u>	<u>1935</u>
Newark	1	2
Hillside	-	3
Union Township	1	3
Springfield	-	-
Mountainside	8	3
Scotch Plains	-	2
North Plainfield	1	11
Green Brook	5	-
Bound Brook	-	-
Bridgewater	4	7
Somerville	1	-
Watchung	1	-
Branchburg Twp.	2	-
Readington	1	4
Raritan	-	-
East Amwell	-	-
West Amwell	1	-
	<u>26</u>	<u>35</u>

The White Horse Pike and the Black Horse Pike, parallel highways in the Southern part of the State, remained in the forefront among the State routes having high death rates. The 23 deaths on the White Horse Pike represent an increase of one over the previous year while on the Black Horse Pike there was an increase from 17 to 19 fatalities.

The following tables show where the casualties occurred on both highways:

LOCATION OF FATALITIES ON WHITE HORSE PIKE

<u>MUNICIPALITY</u>	<u>1936</u>	<u>1935</u>
Absecon	-	-
Egg Harbor City	1	-
Galloway Township	4	3
Mullica Township	2	2
Hammonton	2	1
Winslow Township	1	-
Stratford	1	-
Waterford	1	2
Somerdale	3	-
Berlin	3	4
Laurel Springs	-	-
Magnolia	2	4
Lawnside	1	2
Barrington	-	-
Haddon Heights	1	-
Audubon	1	3
Mi-Nella	-	1
Oaklyn	-	-
Collingswood	-	-
	<u>23</u>	<u>22</u>

LOCATION OF FATALITIES ON BLACK HORSE PIKE

<u>MUNICIPALITY</u>	<u>1936</u>	<u>1935</u>
Hamilton Township	2	4
Egg Harbor Township	2	-
Buena Vista Township	-	-
Folsom	-	3
Washington	-	2
Monroe Township	7	4
Runnemede	1	1
Haddon Township	4	2
Gloucester Township	1	-
Bellmawr	2	-
Mt. Ephraim	-	-
Oaklyn	-	-
Audubon	-	1
Collingswood	-	-
	<u>19</u>	<u>17</u>

**TOTAL ACCIDENTS, TOTAL KILLED AND TOTAL INJURED
ACCORDING TO COUNTIES**

	<u>TOTAL ACCIDENTS</u>		<u>NUMBER KILLED</u>		<u>NUMBER INJURED</u>	
	<u>1936</u>	<u>1935</u>	<u>1936</u>	<u>1935</u>	<u>1936</u>	<u>1935</u>
Atlantic	651	580	61	44	704	637
Bergen	2331	2080	95	88	1763	1686
Burlington	609	520	36	51	585	554
Camden	2049	1723	83	79	1833	1606
Cape May	269	259	22	20	200	191
Cumberland	223	178	19	22	204	189
Essex	9525	9250	148	195	6567	6801
Gloucester	523	407	47	36	608	395
Hudson	4022	3526	91	90	2950	2910
Hunterdon	300	275	14	19	226	226
Mercer	1884	1545	46	53	1170	1141
Middlesex	1840	1670	97	100	1574	1577
Monmouth	1102	1084	71	60	1028	1063
Morris	929	870	24	49	658	772
Ocean	386	375	23	25	345	389
Passaic	2855	2489	67	78	2095	1976
Salem	195	165	25	13	200	172
Somerset	611	621	32	40	553	570
Sussex	260	212	13	14	227	198
Union	3445	2384	74	89	2404	2295
Warren	340	298	19	23	291	231
TOTAL	<u>34349</u>	<u>30511</u>	<u>1107</u>	<u>1188</u>	<u>26185</u>	<u>25579</u>

Respectfully submitted,

Albert Rhodes
Statistician

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1937.

Honorable Arthur W. Magee,
Commissioner of Motor Vehicles

Dear Commissioner:

I submit herewith the report of the Division of Traffic Control and Regulation for the year 1936.

During the year numerous applications were received for the installation of traffic control signals. After a thorough investigation by the engineering department to determine their necessity, 46 approvals were granted.

The improved financial condition of many municipalities in the State brought with it an increase in the number of applications for traffic regulation device installations. Many of these were denied however when investigation revealed that traffic conditions did not warrant the use of Stop and Go operations. In place of the latter the Division permitted the installation of flashing signals which, in most instances, are operating to the benefit of the motoring public.

One of the Division's most important duties is the approval of traffic regulating ordinances. Every ordinance, when submitted by a municipality, is closely inspected for irregularities as to form, restrictions and penalties and wherever errors are discovered that might result in causing the ordinance to be ruled invalid by the courts, the ordinance is returned to the municipality for correction before final passage and adoption. Final approval by the Commissioner of Motor Vehicles, however, is withheld until a certified copy of the ordinance has been received. This year approval was granted for 42 such ordinances.

Applications were received from the State Highway Commissioner, the County of Mercer and the Boroughs of Flemington, Haledon and Milford for the designation of Through Streets and the use of Stop Street Signs and approval was granted.

Countless letters of inquiry were received from members of the bar and citizens inquiring as to the legality of Stop Street Signs in different municipalities. Unfortunately, not all the municipalities have yet complied with Chapter 247, Laws of 1931, which requires the approval of the Commissioner of Motor Vehicles for all existing Stop Street Signs.

Hundreds of complaints were received concerning traffic hazards on the highways and streets in municipalities. Investigations were made by the engineering and inspection departments and in many cases corrective measures have been recommended.

Winners in the Fourth National Traffic Safety Contest held in 1935 were not announced in time to appear in the 1935 report of the Division. Sixty-six New Jersey municipalities enrolled in this contest, ten of which received prizes or honorable mention.

In the Inter-State Contest, New Jersey received honorable mention in the Group A class whereas the year previous the State won first prize.

Illinois was the State receiving first prize in Group A in this contest.

The New Jersey winners in the different groups were as follows:

GROUP TWO
(250,000 to 500,000 population)

Jersey City, honorable mention

GROUP FOUR
(50,000 to 100,000 population)

Atlantic City, honorable mention

GROUP FIVE
(25,000 to 50,000 population)

Hackensack and Plainfield, honorable mention

GROUP SIX
(10,000 to 25,000 population)

Roselle, second prize
Orange, honorable mention

HONOR ROLL
(Cities between 5,000 and 10,000 population)

Bogota
Manville
Pitman
Tenafly

I am pleased to advise that of the sixty-six eligible municipalities in the State, sixty-five were enrolled in the Fifth (1936) National Traffic Safety Contest, the result of which will not be known for several months since the time for filing final reports does not expire until March 1. New Jersey has a very good chance of again winning first prize in the Inter-State Contest.

Since the last report, the Division of Traffic Control and Regulation has been transferred from its inadequate quarters in the State House to more pleasant and commodious quarters in the State Office Building.

Accompanying this report are complete reports of the accident statistical and engineering branches as compiled by Albert Rhodes, Statistician and Arnold H. Vey, Traffic Engineer.

Respectfully submitted,

J. Fred Margerum
Secretary

DIVISION OF TRAFFIC CONTROL AND REGULATION

January 1, 1937

Hon. Arthur W. Magee
Commissioner of Motor Vehicles

Dear Commissioner:

I herewith submit the report of the engineering activities of the Division of Traffic Control and Regulation for the year 1936.

Before reviewing the activities of the past year, I thought it would be of interest to briefly review the results of the efforts made during the past ten years to reduce the accident toll in New Jersey and also compare these results with those for the entire country. In other words, to take stock of all of these activities.

We have therefore prepared two charts which are attached and which to some extent are indicative of the favorable effect of all of the street and highway accident prevention activities in New Jersey, both by official and unofficial organizations.

These charts, as you can see, concern only deaths resulting from motor vehicle accidents and therefore do not concern the motor vehicle accident problem in its entirety. I have repeatedly stated that a mere study of motor vehicle accident deaths is not necessarily indicative of the accident hazard of any community or jurisdiction as, after all, any accident may be fatal. Deaths from motor vehicle accidents are more or less erratic, fluctuating up and down, and are dependent upon the circumstances at the time of the accident. Fatal accidents, too, represent a rather small per cent of total accidents. However, as the majority of States do not report or compile total accident figures, it is impossible to make such comparisons with the country as a whole.

The first chart shows the percentage change from year to year in motor vehicle accident deaths in New Jersey and the United States from 1927 to 1937 and the second chart compares the motor vehicle death rate in New Jersey and the United States for the same period (1927 to 1937) on the basis of gasoline consumed and motor vehicles registered.

The chart first mentioned indicates a more or less continued improvement in motor vehicle deaths in New Jersey for the past ten years. There is of course some fluctuation but the general trend is sharply downward, while the general trend for the country fluctuates to a greater degree and is slightly upward.

The second chart also shows New Jersey in a more favorable light than for the country. On the basis of motor vehicles registered in New Jersey, the trend is slightly downward, while for the country the trend is conversely upward.

On the basis of gasoline consumed, the New Jersey trend is sharply downward, while the average for the country during the same period is downward only to a slight degree. It will likewise be noted from this chart that the 1936 death rate in New Jersey per 10,000 vehicles registered, is approximately 11.6, while for the country the rate is 13.6.

On the basis of gasoline consumption for 1936, the New Jersey rate per 10,000,000 gallons of gasoline consumed is approximately 17, while for the country it is 21.4.

It is likewise interesting in reviewing each of these charts to observe the more or less constant improvement from the year 1930, in which year the department initiated, in an intensive and state-wide manner, its street and highway safety program based upon the three fundamentals of traffic safety - Engineering, Education and Enforcement.

The increased public interest in the motor vehicle accident problem initiated in a country-wide manner during the year 1935, continued throughout 1936 and even to a greater degree.

During the past year more and more official and unofficial organizations, as well as private citizens, became intensely interested in the accident problem and the necessity for bringing about a curtailment in the accident toll and the suffering and sorrow as well as financial loss which inevitably accompany motor vehicle accidents.

The holding of the 25th Annual National Safety Congress in Atlantic City the early part of October afforded New Jersey officials and citizens an opportunity to spread the Gospel of Safety throughout the entire State and to organize the State in a manner never before accomplished. As a result of the pre-Congress and Congress Week activities, numerous committees - both state-wide and local in character - were formed, the latter of which concerned themselves with local street and highway safety activities.

The Division through its personnel continued in an increasing degree its activities in assisting state, county, municipal and other officials in the proper regulation and control of traffic and the correction of specific hazards along the roadways of the State. This activity afforded the Division the opportunity of holding numerous conferences and meetings with officials and interested parties. It likewise afforded the opportunity of applying sound, scientific remedies and correctives, as well as the application of uniform measures for the regulation and control of traffic.

Numerous research studies were carried on, also, the outstanding one of which is reported in an address presented at the annual convention of the American Society of Civil Engineers, copy of which is attached hereto at your request. This study conclusively proves the favorable effect of major highway improvements upon traffic accidents. On the other hand, it proves that such highway improvements are not cure-alls and that with streets and highways as they generally exist today and the inability of their immediate re-construction, it is necessary, through educational endeavors and enforcement activities, to cause drivers and pedestrians alike to practice safe highway habits when upon the highways.

The personnel of the Division also cooperated with many national organizations in their activities relative to the street and highway accident problem. Such cooperation was not only in the form of supplying facts and figures in answer to questionnaires, special studies, etc., but also the holding of office in many of these organizations as well as representation on their many committees.

The special committee composed of high school principals, supervising principals and superintendents, under the chairmanship of Dr. Allen G. Ireland, Director of Health, Safety and Physical Education of the State Department of Public Instruction, and upon which you directed me to serve, has about completed the official outline of a course to be used in secondary schools of the State in teaching the safe operation of motor vehicles. It is the desire of the committee that this course be distributed throughout the State and be made ready for inclusion in the school curriculums of all high schools in the State this coming September.

I personally believe that a course such as this, broadened if possible to include proper field instruction as well as classroom study, is the most fruitful field of educational endeavor today in bringing about greater street and highway safety.

For the past three years I have, in my annual reports, specifically recommended that the State take over jurisdiction of existing traffic control signals as well as the erection, maintenance and operation of new traffic

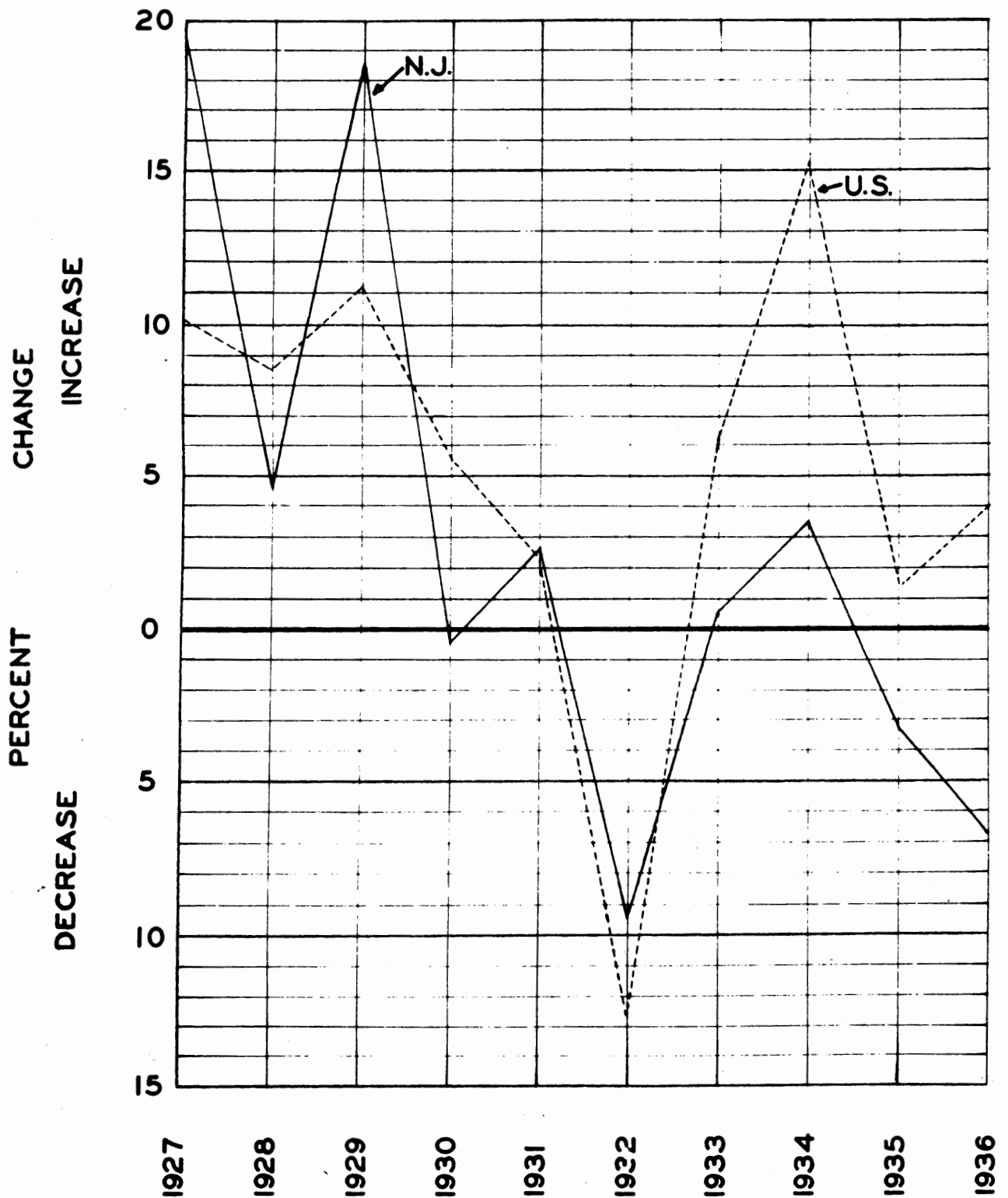
control signals and other regulatory devices on all highways of the State Highway System. I am pleased to report that under the direction of State Highway Commissioner Sterner, the State Highway Department has entered this activity and during the past year that department has taken over jurisdiction of numerous traffic control signals and is assisting municipalities in the erection of new traffic control signals at hazardous locations where such devices are warranted and necessary and where approval has been granted by this office. It is my understanding that it is Commissioner Sterner's plan to continue this activity and in an increasing degree, providing sufficient monies are made available for this work. I firmly believe that such an activity on the part of the State Highway Department will not only correct hazards which now exist because of the inability of municipalities to finance the installation and operation of traffic control signals at hazardous intersections but will also correct hazards caused by improperly installed and operated traffic control signals. Too, such an activity will enable a material improvement in the expedition of traffic on the more heavily traveled and important highways.

May I express my appreciation for the cooperation received from state, county and municipal officials, as well as others, during the course of the year in our activities?

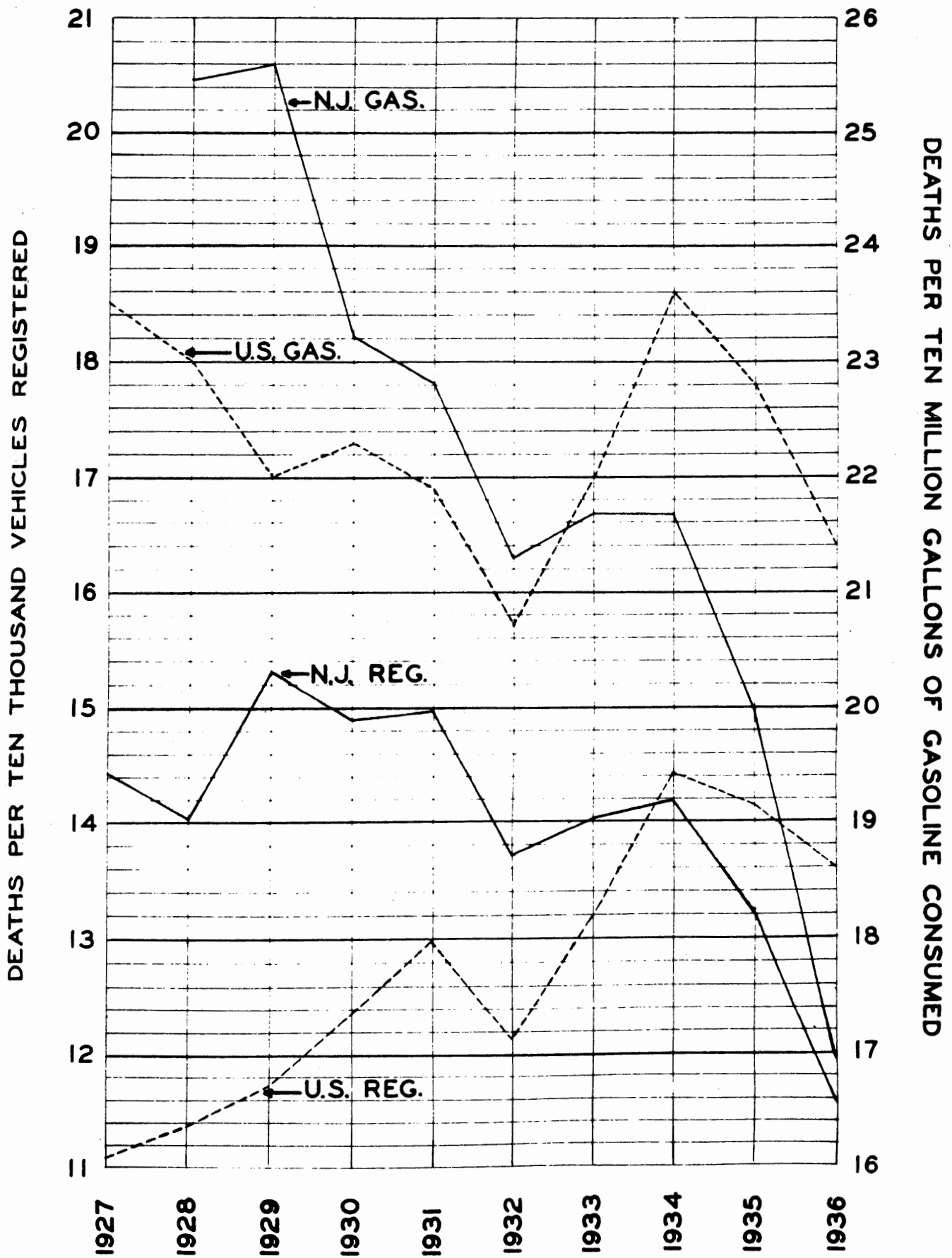
Respectfully submitted,

Arnold H. Vey
Traffic Engineer

PERCENT CHANGE IN MOTOR VEHICLE DEATHS 1927 TO 1937 NEW JERSEY AND THE UNITED STATES



MOTOR VEHICLE DEATH RATE 1927 TO 1937 NEW JERSEY AND THE UNITED STATES



Address by
Arnold H. Vey, Traffic Engineer
State of New Jersey
Before the American Society of Civil Engineers
New York City
January 21, 1937.

THE INFLUENCE OF MAJOR HIGHWAY IMPROVEMENTS ON TRAFFIC ACCIDENTS

Any detailed analysis of motor vehicle accident reports discloses numerous conditions, circumstances and situations involved in the highway accident problem. There are, consequently, hundreds of causes of such accidents and to further complicate the problem, these causes may operate either singly or in combination.

It is difficult, therefore, with a real degree of accuracy, to determine the exact number of accidents which may be charged to the car, the highway or the highway user.

We know, however, that all three elements are involved and contribute in one way or another and in varying degrees to highway accidents. We know, too, that of the three elements, the latter (the driver and pedestrian) is responsible for the greatest number of accidents. In other words, most motor vehicle accidents are caused by some improper action on the part of the person or persons involved, regardless of whether such action was wilful, negligent or due to ignorance.

It therefore seems reasonable to suppose that if all highway users knew and would voluntarily observe safe highway practices at all times, the present day accident problem would be materially lessened. Actually, however, the solution is not so simple. Because of human frailties and the inability to supervise and govern the actions of all persons at all times, safety on the highway is made extremely difficult.

Educational endeavors and increased enforcement activities are not only essential but invariably prove helpful. However, such activities, despite their importance, are not in themselves a complete solution.

It is necessary that roadway facilities be designed and applied which are, as far as possible, inherently safe in order to render the failures of human beings of lesser or little importance.

Roadway facilities are of course made up of many component parts, a number of which may be classed as major highway improvements. Time and space will not permit a discussion of all such improvements and it is my purpose, therefore, to discuss only those highway improvements about which accident facts are immediately available.

As most major highway improvements during recent years concerned State Highways and primarily in rural or less densely populated areas, this discussion is largely confined to improvements on the State Highway system of New Jersey.

Before entering into such a discussion, however, it is important and also of interest to have some knowledge of the accident problem as it exists in New Jersey and as it concerns New Jersey State Highways and, with your kind permission, I wish to briefly discuss some of the more pertinent accident facts.

ACCIDENT EXPERIENCE - NEW JERSEY STATE HIGHWAY SYSTEM

1934

The source of these data represents reports of accidents filed by motorists involved, together with supplemental reports from police and other officials concerned with motor vehicle traffic and highway accidents.

The reports include accidents involving death and personal injury, as well as those resulting in property damage to the extent of \$25.00 or more.

TOTAL ACCIDENTS

Table #1, shown below, represents the number and severity of accidents in New Jersey during the year 1934 and segregated by those occurring on the State Highway System and those which occurred on all other roadways of the State.

TABLE #1
NUMBER AND SEVERITY OF ACCIDENTS

NEW JERSEY - 1934

	STATE HIGHWAYS		ALL OTHER ROADWAYS		STATE-WIDE	
Severity of Accidents	No. of Accidents	% of Total	No. of Accidents	% of Total	No. of Accidents	% of Total
Fatal	400	5.5	742	2.8	1,142	3.5
Non-fatal	3,768	52.3	15,069	56.9	18,837	55.9
Property Damage	3,049	42.2	10,625	40.3	13,674	40.6
Total	7,217	100.0	26,436	100.0	33,653	100.0

A review of this table will indicate that of the total accidents, 3.5% involved fatalities, 55.9% involved personal injury and the remaining 40.6% concerned property damage only.

It may be seen, too, that of the total accidents, 7,217 or 21.4% occurred on the State Highway System. It is interesting to compare this per cent of state highway accidents to total accidents with the per cent of state highway mileage to total miles of roads in New Jersey.

For example, of the more than 35,000 miles of improved and unimproved roadways of New Jersey, only slightly more than 1,500 or nearly 6% represent miles of road under the jurisdiction of the State Highway Department. In other words, about 6% of the roadways of the State are the scene of more than 21% of the accidents. Such a comparison, however, is not necessarily a measure of the hazards of State Highways as consideration must be given to the use made of such roadways. Unfortunately, vehicle mile figures segregated by the jurisdictions of the different classes of official bodies are not available.

When comparing the severity of accidents on State Highways with those on all other roadways, it is found that of the total State Highway accidents, those involving fatalities, in per cent, equalled nearly twice the per cent of fatal accidents to total accidents for the remaining portion of the State, while a similar comparison for injury accidents showed a per cent slightly less than that for the rest of the State. However, if pedestrian accidents are excluded from the results, as most pedestrian accidents occur in urban or built-up districts, it is found that the per cent of fatal and non-fatal accidents to total accidents on State Highways is greater in each instance than for the rest of the State. This of course is the result of higher average speeds on State Highways and, too, a lesser degree of enforcement and supervision activities in rural areas than in urban and built-up areas.

A comparison of pedestrian accidents occurring on State roads and those for the rest of the State, indicates that of the total State Highway pedestrian accidents, 25% concerned fatalities, while for all other roadways, only 6% resulted in fatalities. This, too, is the result of not only greater speeds but also the lack of pedestrian sidewalks or pathways along most State Highways, as well as lack of proper and sufficient illumination.

ACCIDENT LOCATION AND TIME OF OCCURRENCE

Of the total State Highway accidents in 1934, 40.4% occurred at street intersections and the remaining 59.6% occurred at between intersection locations. It may be seen, therefore, that the portions of State Highway having little or no cross movements of traffic represent the more hazardous sections of highway.

Night-time accidents equalled 46.3% of the total, while those occurring during hours of daylight represented the remaining 53.7%. Despite the fact that approximately one-fifth of the 24-hour traffic represents night-time travel, this lesser volume of traffic produces nearly one-half of the accidents. In other words, it is more than three times as hazardous to drive at night than during daylight.

ACCIDENTS PER MILLION VEHICLE MILES

To enable a comparison of accident experience and accident hazard on State Highways of different widths, an analysis was made of accident rates on a million vehicle miles basis on those roadways or portions of roadways having two, three and four improved, hard surfaced lanes used for the purpose of vehicular travel.

Table #2 gives the results of this study.

TABLE #2

ACCIDENTS PER MILLION VEHICLE MILES

NEW JERSEY STATE HIGHWAYS

1934

	Million Vehicle Miles	Accidents	Accidents Per Million Vehicle Miles
2 Lane Roads	1173.78	3241	2.75
3 Lane Roads	390.85	1378	3.53
4 Lane Roads *	483.21	1743	3.61
Total	2052.84	6362	3.10

* Includes about thirty miles of divided highway.

From this analysis it is determined that for the State Highway System studies, the average accident rate equals 3.10 accidents per million vehicle miles, while on two lane roadways the rate is 2.75, on three lane roadways 3.53, and four lane roadways 3.61. In other words, an increased accident rate with the increased width of highways, or contrary to common belief, the wider the road the more hazardous it is.

It is interesting, too, to note that contrary to common belief, four lane highways of the undivided type are more hazardous than three lane roadways.

I do not mean by this that I support or endorse the construction of three lane roadways. However, the facts do prove, at least insofar as New Jersey is concerned, that the accident rate per million vehicle miles on four lane roads is greater by eight hundredths than on three lane roadways.

There are many possible explanations for this. The primary one, in my opinion, being the wider the road the more flexible the movement of traffic from one side to the other, unless congestion or enforcement prevents such movements.

A comparison of severity of accidents on two, three and four lane roadways is shown in Table #3.

TABLE #3ACCIDENT SEVERITY ON 2, 3 & 4 LANE HIGHWAYSNEW JERSEY - 1934

<u>Width of Roadway</u>	<u>Per Cent of Total for Each Type of Highway</u>			
	<u>Fatal</u>	<u>Non-fatal</u>	<u>Property Damage</u>	<u>Total</u>
Two lane roadways	5.05	50.23	44.72	100%
Three lane roadways	6.24	54.51	39.25	100%
Four lane roadways	6.27	52.59	41.14	100%

From the above table it is seen that fatal accidents increased slightly with the width of the highway, while non-fatal and property damage accidents fluctuated without regard to highway width.

Segregating the accident experience of two, three and four lane roadways by accident types, it is found that the per cent of right angle collisions decreased with the width, as did head-on collisions and fixed object collisions. Same direction accidents, however, increased with the width and opposite direction accidents (involving a left turn) and pedestrian accidents fluctuated without regard to highway width. In other words, despite the increase in accident rates with increased width of highways, certain types of accidents conversely decreased, while other types increased, and still others fluctuated without regard to width.

RELATIONSHIP BETWEEN DAILY TRAFFIC AND ACCIDENT RATES.

To determine the relationship between daily traffic and accident experience, a survey was made on two lane roads or portions of two lane roads in the State Highway System, the results of which are shown in Figure #1.

It is interesting to note from this chart the rather definite relationship between daily traffic volume and accidents per million vehicle miles. In other words, as the average daily traffic increases, accident experience on a million vehicle miles basis likewise increases up to approximately 7,000 vehicles per day, which is considered by many authorities to be the capacity of a two lane highway. Beyond that point, primarily because of congestion and the resultant decrease in speed and flexibility of movement during heavy traffic hours, there is a gradual decrease in the accident rate, despite the increase in traffic.

TYPES OF ACCIDENTS

An analysis of the extent of accidents of various types which have occurred on the State Highway System will give an indication as to the probable degree of usefulness of some of the major highway improvements which we know of today.

Figure #2 illustrates the relationship of various types of accidents to total accidents and segregated into those occurring at intersections and between intersections.

Assuming it is physically and economically possible to reconstruct the New Jersey State Highway System to the extent of applying major highway improvements now familiar to the Highway Engineer, including controlled rights of way in addition to physical separation or segregation of conflicting flows of traffic, adequate shoulders for stopping, pedestrian sidewalks or pathways, proper and sufficient highway lighting, plus other possible advanced features, a reduction of 75% or more of the accidents we experience today could, I believe, be brought about. In other words, the use of such highway safeguards would make it physically impossible to experience many of the types of accidents indicated on the chart.

For example, a controlled right of way, prohibiting ingress to and egress from the highway, except at specific points where there are grade

RELATIONSHIP BETWEEN DAILY TRAFFIC AND ACCIDENTS PER MILLION VEHICLE MILES TWO LANE ROADS-NEW JERSEY STATE HIGHWAYS-1934

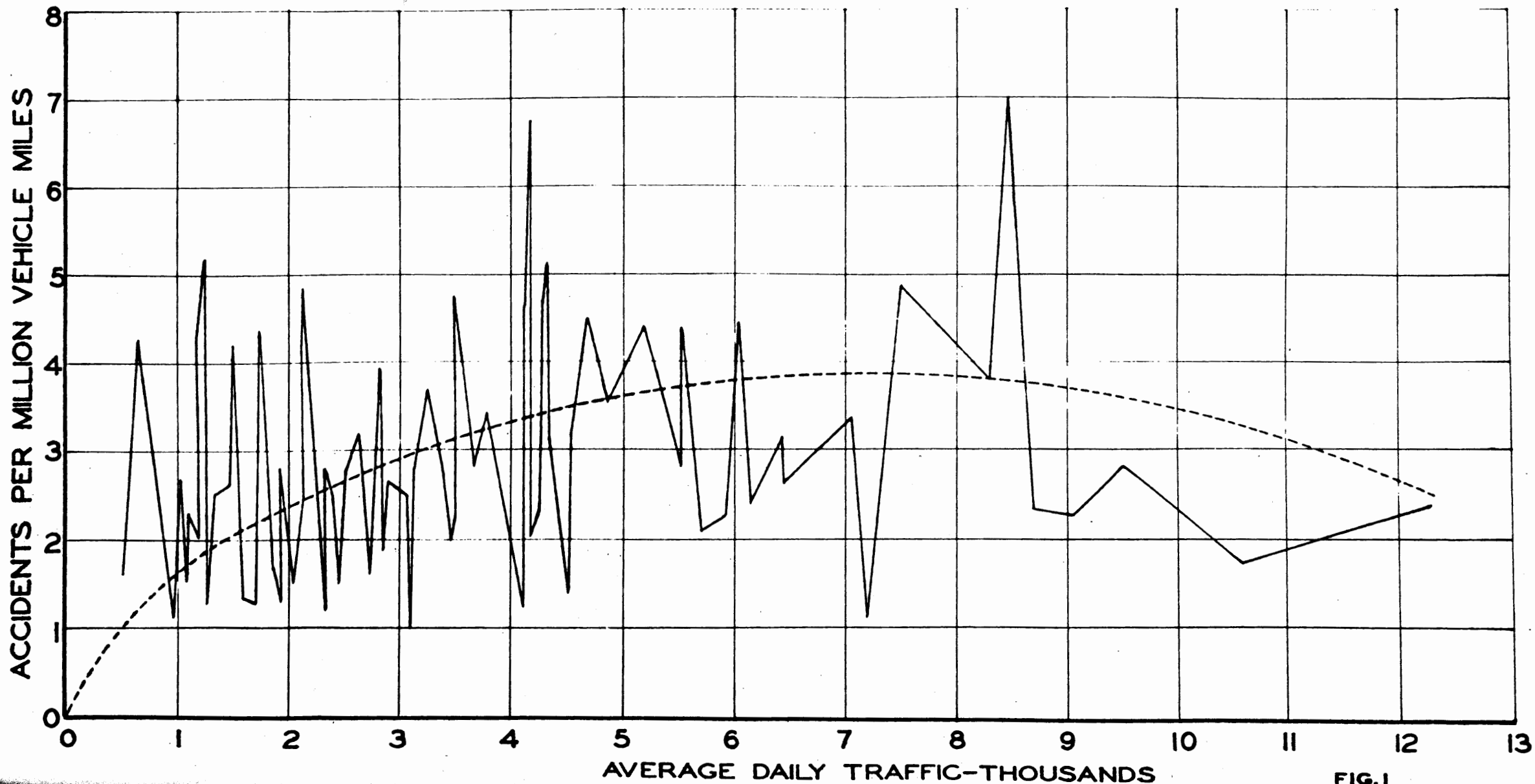


FIG. 1

separations, would almost entirely correct the right angle collision type of accidents, together with those collisions between vehicles going in opposite directions where one was making a left turn.

A center island would prevent most head-on collisions and possibly, too, have some effect on same direction as well as other accidents.

Pedestrian sidewalks or pathways, if provided along major highways, would, I believe, have a material, favorable effect in reducing rural pedestrian accidents.

Too, the application of proper and adequate highway lighting not only at roadway crossings but also along sections of heavily travelled highways between crossings will enable a reduction of all accidents, many of which are of the same direction type, fixed object type, as well as pedestrian type, and which are directly caused by inadequate vision and illumination.

It is of course impossible without great expenditures of money which would be prohibitive, to reconstruct the State Highway System in such a manner. However, much can now be done in the way of applying some of these so-called highway safeguards or major improvements without prohibitive expenditures of money and which will enable a reduction in accidents of an amount making such expenditures economically proper. Let us therefore consider the accident experience as a result of the application of some of these improvements.

"BEFORE" AND "AFTER" ACCIDENT EXPERIENCE

Unfortunately, in most instances major highway improvements now existing on the State Highways of New Jersey were constructed as a part of the initial system and, therefore, reliable "before" and "after" records are not available.

It is possible, however, in the case of divided roadways to obtain some rather interesting and reliable "before" and "after" facts for portions of highways which have recently been converted from an undivided highway to that of a divided type.

In the case of other major improvements and where it has not been possible to obtain "before" and "after" records, interesting comparisons can be made indicating the usefulness of the improvement.

DIVISIONAL ISLANDS

Divisional or center islands, separating opposing flows of traffic, when properly constructed, make it practically impossible for motorists travelling in opposite directions to collide head-on. This type of highway construction has been used in New Jersey for the past several years but until recently proper and adequate "before" and "after" studies determining the usefulness of such construction have not been possible.

As a result of converting portions of State Highway Route #26 from a four lane undivided highway to a four lane divided highway by sliding one lane of concrete to the side for a sufficient distance to permit the construction of a twelve-foot center island, and adding an additional lane to make available a two lane roadway either side of the island, it has been possible to obtain "before" and "after" records for a rather limited period.

Table #4 represents a "before" and "after" study on 2.1 miles of this highway in the Township of North Brunswick.

TYPES OF ACCIDENTS ON STATE HIGHWAYS

NEW JERSEY-1934

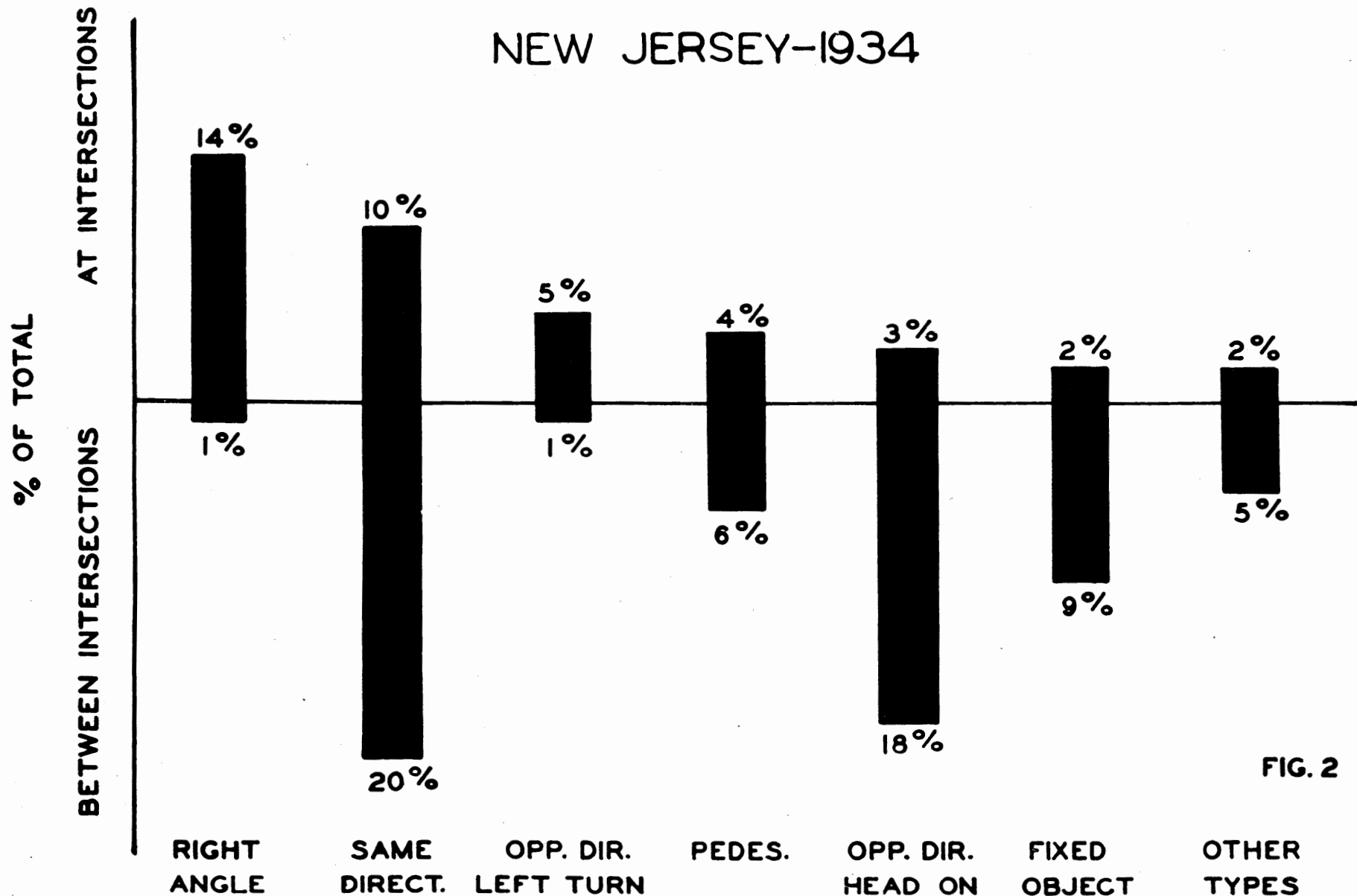


FIG. 2

TABLE #4

ACCIDENT EXPERIENCE "BEFORE" AND "AFTER"
THE CONSTRUCTION OF CENTER ISLAND
ROUTE #26 - NORTH BRUNSWICK TOWNSHIP
JUNE 5 - OCTOBER 31 (1935 before) and (1936 after)

TYPE OF ACCIDENT	AT INTERSECTION		BETWEEN INTERSECTION		TOTAL	
	Before	After	Before	After	Before	After
Right Angle	--	--	1	--	1	--
Same Direction	--	1	3	3	3	4
Opposite Direction)	--	1	1	--	1	1
Left Turn	--	--	2	--	2	--
Opposite Direction)						
Head-on	--	--	2	--	2	--
Fixed Object	--	--	2	2	2	2
Pedestrian	--	--	--	--	--	--
Other Types	--	--	--	--	--	--
Total	--	2	11	5	11	7

A review of this table indicates a general reduction in accidents of all types, after the conversion, of 36%. It will be noted, too, that not all types of accidents have decreased. Some indicate no change while one type shows an increase. It is important to note, however, that this study - representing not only a rather short section of road but also for a limited period of time (not quite five months) - is inadequate to determine with any degree of certainty that the conversion of this roadway to one of the divided type will eventually bring about such a reduction as now indicated. Nevertheless, it is my opinion that a reduction somewhat comparable to this will be shown as time goes on. Incidentally, all characteristics of the highway remained the same before and after the conversion, with the exception of the construction of the center island as mentioned above.

Another example of accident experience after the construction of a center island but where the roadway was converted from that of a two lane highway to a four lane divided highway, is that of State Highway Route #25 in Cinnaminson and Delran Townships.

Table #5 shows the results of a "before" and "after" analysis of this stretch of highway, representing approximately seven miles of road.

TABLE #5
ACCIDENT EXPERIENCE "BEFORE" AND "AFTER" THE
CONVERSION OF HIGHWAY FROM TWO LANE TO FOUR
LANE DIVIDED ROADWAY
ROUTE #25 - CINNAMINSON AND DELRAN TWPS., N.J.

TYPE OF ACCIDENT	AT INTERSECTION		BETWEEN INTERSECTION		TOTAL	
	Before	After	Before	After	Before	After
Right Angle	3	3	--	--	3	3
Same Direction	1	1	5	4	6	5
Opposite Direction)	--	1	--	3	--	4
Left Turn						
Opposite Direction)	1	1	12	--	13	1
Head-on	1	--	5	1	6	1
Fixed Object	1	--	1	2	2	2
Pedestrian	--	--	--	--	--	--
Other Types	--	--	--	--	--	--
Total	7	6	23	10	30	16

Note: Cinnaminson Twp. - Jan. 1 - Sept. 9 (1934 Before) and (1935 After)
 Delran Twp. - Aug. 6 - Aug. 5 (1934-35 Before) and (1935-36 After)

The study indicates a total reduction in all types of accidents of more than 46% and further indicates that some types of accidents are reduced,

others increase, while others remain the same. In this case, however, the reduction cannot be entirely credited to the conversion of this highway into a divided roadway as, in addition to the construction of the ten to twelve foot center island, the roadway width was increased from two to four lanes plus a favorable straightening of the alignment in many instances. This study concerns a period considerably longer than that for State Highway Route #26 as can be noted from the table and is therefore somewhat more indicative of the ultimate results of the improvement.

A further example of the effect of the construction of a center island, but where the improvement differed slightly from that of either of the two previous cases, and where the district is substantially urban rather than rural, is that of Route #25 in the City of Elizabeth.

Table #6 shows a comparison of accident experience before and after the improvement along 1.3 miles of this highway.

TABLE #6
ACCIDENT EXPERIENCE "BEFORE" AND "AFTER" THE
CONSTRUCTION OF CENTER ISLAND
ROUTE #25 - CITY OF ELIZABETH
Aug. 1 - Nov. 30 (1935 Before) and (1936 After)

TYPE OF ACCIDENT	AT INTERSECTION		BETWEEN INTERSECTION		TOTAL	
	Before	After	Before	After	Before	After
Right Angle	7	6	--	--	7	6
Same Direction	21	47	4	3	25	50
Opposite Direction)						
Left Turn	7	7	--	--	7	7
Opposite Direction)						
Head-on	--	--	2	1	2	1
Fixed Object	3	1	--	1	3	2
Pedestrian	10	1	1	--	11	1
Other Types	2	6	1	--	3	5
Total	50	67	8	5	58	72

This highway was initially constructed with narrow islands either side, approximately four feet in width and twenty feet from the curb lines, to segregate local traffic from through traffic. As the roadway width between curb lines was 96 feet, there remained approximately a 48-foot roadway in the center between islands for through traffic.

The improvement concerned the removal of the so-called local islands and the construction of a center island, 16 feet wide, down the center of the highway leaving, therefore, a 40-foot roadway either side of the center island.

A review of Table #6 shows an increase of about 24% in total accidents after the improvement. Only two types of accidents, however, have increased and one of these types - same direction accidents (primarily rear-end collisions) - increased 100%.

The increase in same direction accidents, in my opinion, is the result of not properly re-locating signal units at the 10 signalized intersections along this stretch of highway after the improvement in a manner that motorists traversing the highway can unmistakably receive a signal command sufficiently in advance of the crossing to govern their actions accordingly.

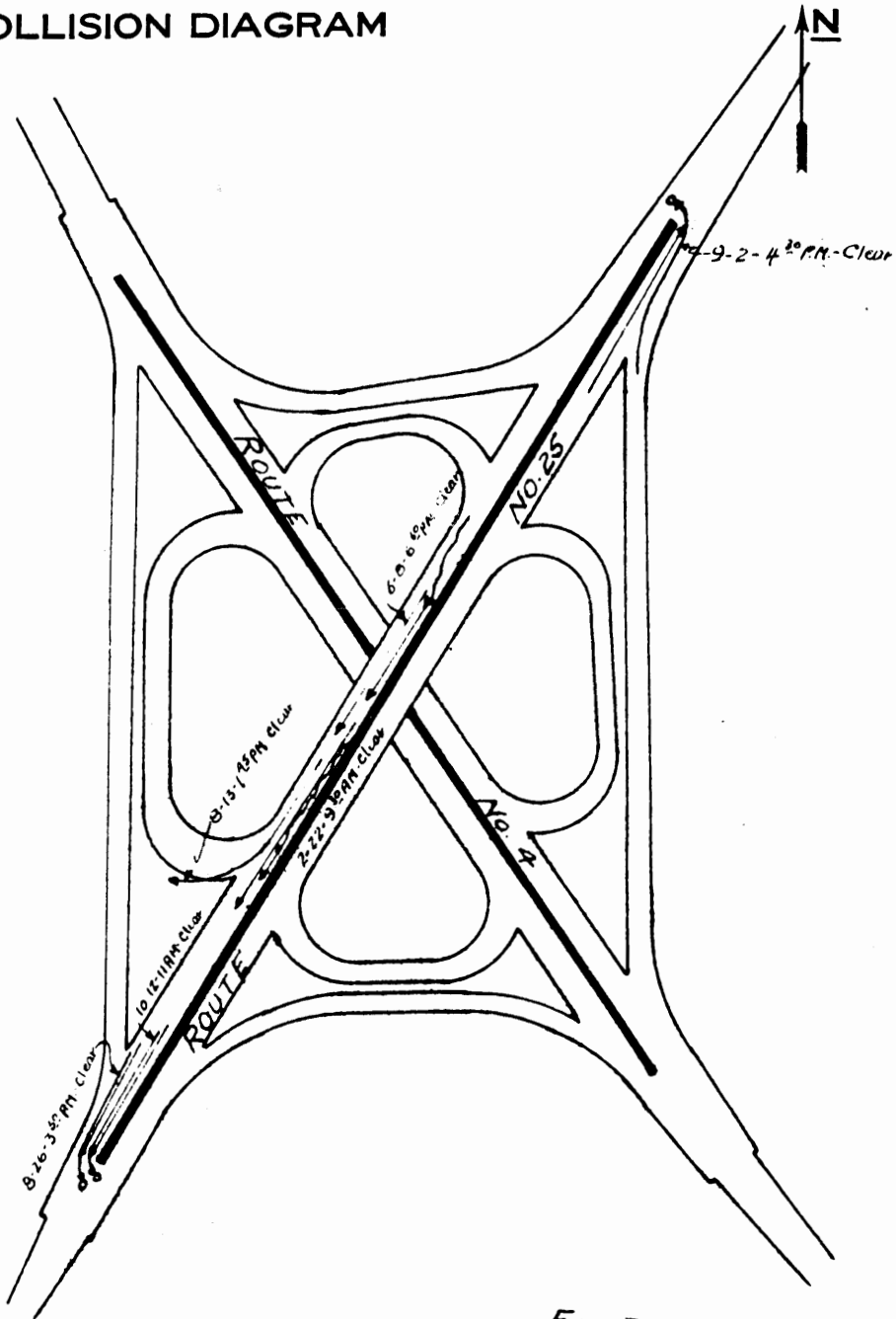
Plans are now under way to properly re-locate signal units along this highway as well as improving their operation and I firmly believe that after this further improvement there will be a material decrease in this type of accident.

Assuming such a decrease can be brought about, it will therefore be seen that the improvement of this stretch of highway - eliminating the so-called local islands and constructing a center island, will have a favorable

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

COUNTY *Middlesex*
MUNICIPALITY *Woodbridge*
LOCATION *Cloverleaf- Route #4 + Route #25*
DATE *Dec 31, 1936*
FROM: *Jan. 1, 1934* TO: *Dec. 31, 1934*

COLLISION DIAGRAM



LEGEND

- PATH OF MOTOR VEHICLE ———>
PEDESTRIAN PATH - - - - O
FATAL ———●————
NON-FATAL ———O————
PROPERTY DAMAGE ———<————

FIG 3

ACCIDENT SUMMARY CLASSIFICATION BY TYPES	DAYLIGHT				NIGHT				TOTALS			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES												
APPROACHING SAME DIRECTIONS		3	2	5								
APPROACHING OPPOSITE DIRECTIONS												
PEDESTRIAN ACCIDENTS												
FIXED OBJECT ACCIDENTS												
OTHER ACCIDENTS			1	1								
TOTALS		3	3	6								

MOTOR VEHICLE DEPARTMENT

DIVISION OF TRAFFIC CONTROL AND REGULATION

STATE HOUSE, TRENTON, N. J.

COUNTY

Middlesex

MUNICIPALITY Woodbridge Twp.

LOCATION Route 25 + Avenel St

DATE Dec 31, 1936

FROM: Jan 1, 1934

TO: Dec 31, 1934

COLLISION DIAGRAM

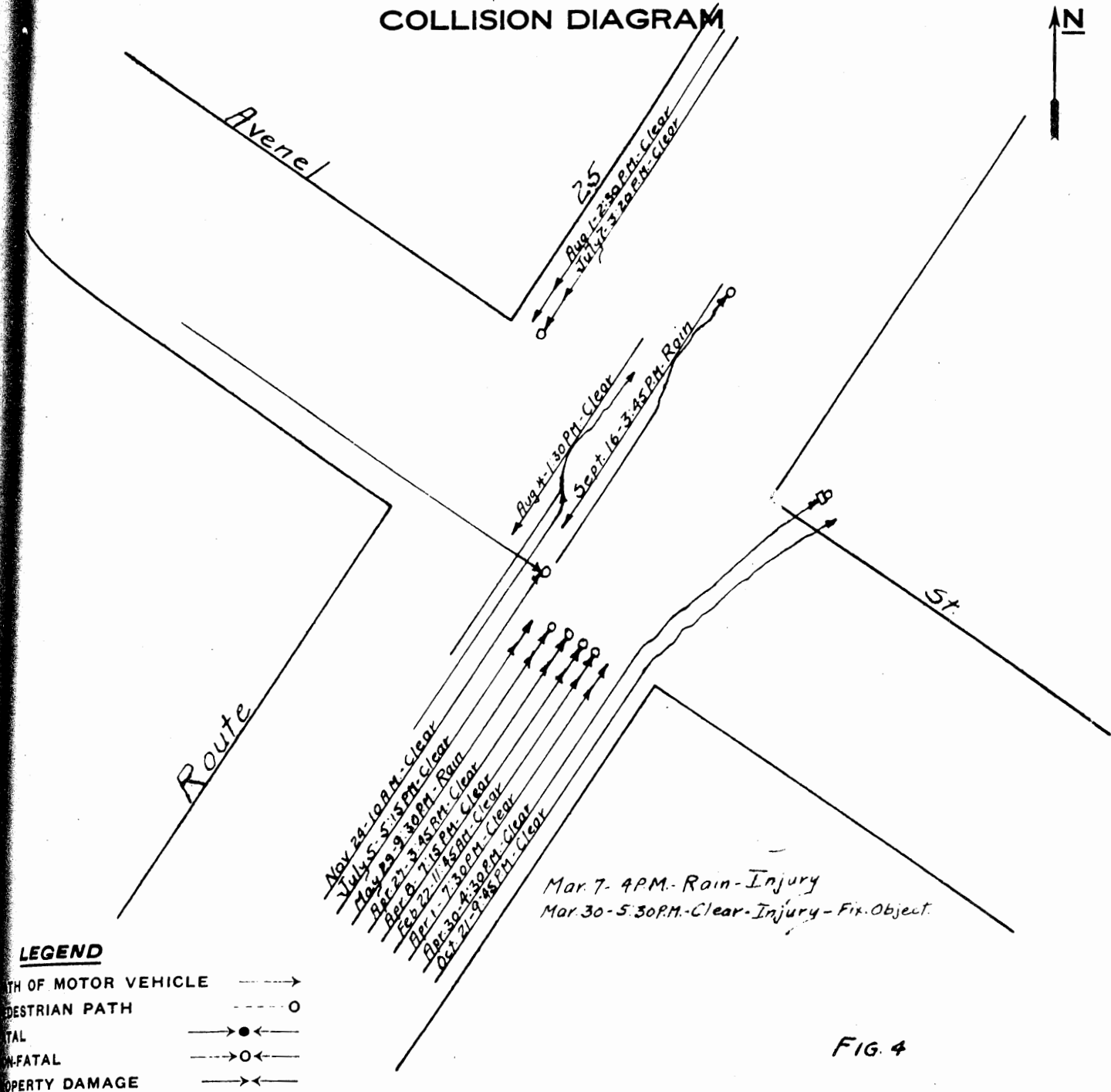


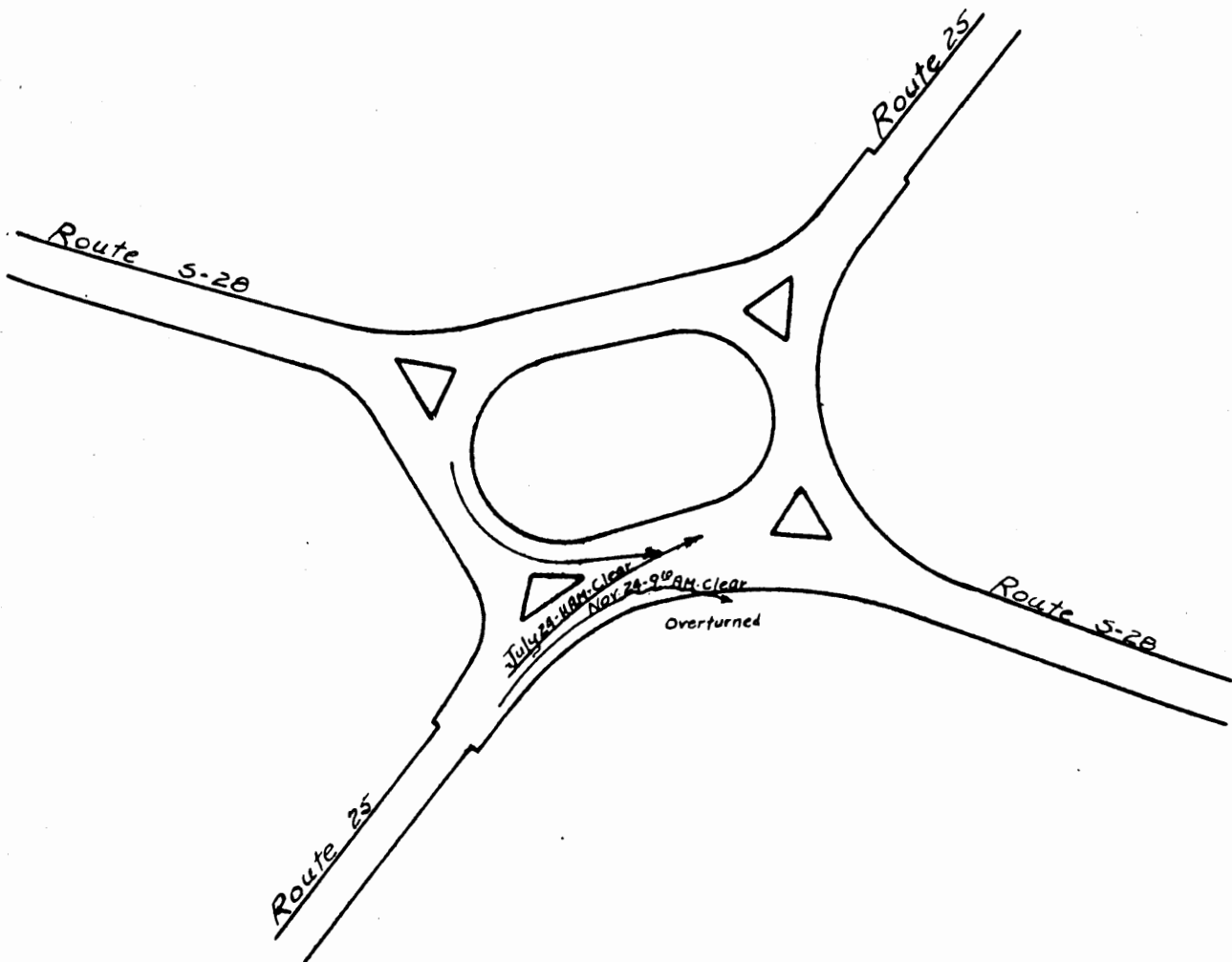
FIG. 4

ACCIDENT SUMMARY CLASSIFICATION BY TYPES	DAYLIGHT				NIGHT				TOTALS			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES		1		1						1		1
APPROACHING SAME DIRECTIONS		3	1	4		2	2	4		5	3	8
APPROACHING OPPOSITE DIRECTIONS		1	1	2						1	1	2
PEDESTRIAN ACCIDENTS												
FIXED OBJECT ACCIDENTS		2		2			1	1		2	1	3
OTHER ACCIDENTS		1		1						1		1
TOTALS		8	2	10		2	3	5		10	5	15

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

COUNTY *Middlesex*
MUNICIPALITY *New Brunswick*
LOCATION *Route 25 + Route 5-28*
DATE *Dec 31, 1936*
FROM: *Jan 1, 1934* TO: *Dec 31, 1934*

COLLISION DIAGRAM



LEGEND

- TH OF MOTOR VEHICLE ———>
- PEDESTRIAN PATH - - - - - O
- FATAL ———>●<—
- NON-FATAL ———>○<—
- PROPERTY DAMAGE ———>X<—

FIG. 5

ACCIDENT SUMMARY CLASSIFICATION BY TYPES	DAYLIGHT				NIGHT				TOTALS			
	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES			1	1								
APPROACHING SAME DIRECTIONS												
APPROACHING OPPOSITE DIRECTIONS												
PEDESTRIAN ACCIDENTS												
FIXED OBJECT ACCIDENTS												
OTHER ACCIDENTS			1	1								
TOTALS			2	2								

MOTOR VEHICLE DEPARTMENT

DIVISION OF TRAFFIC CONTROL AND REGULATION

STATE HOUSE, TRENTON, N. J.

COUNTY

Middlesex

MUNICIPALITY North Brunswick Twp

LOCATION Route 25- Georges Rd + Route S26

DATE Dec 31, 1936

FROM: Jan 1, 1934

TO: Dec 31, 1934

COLLISION DIAGRAM

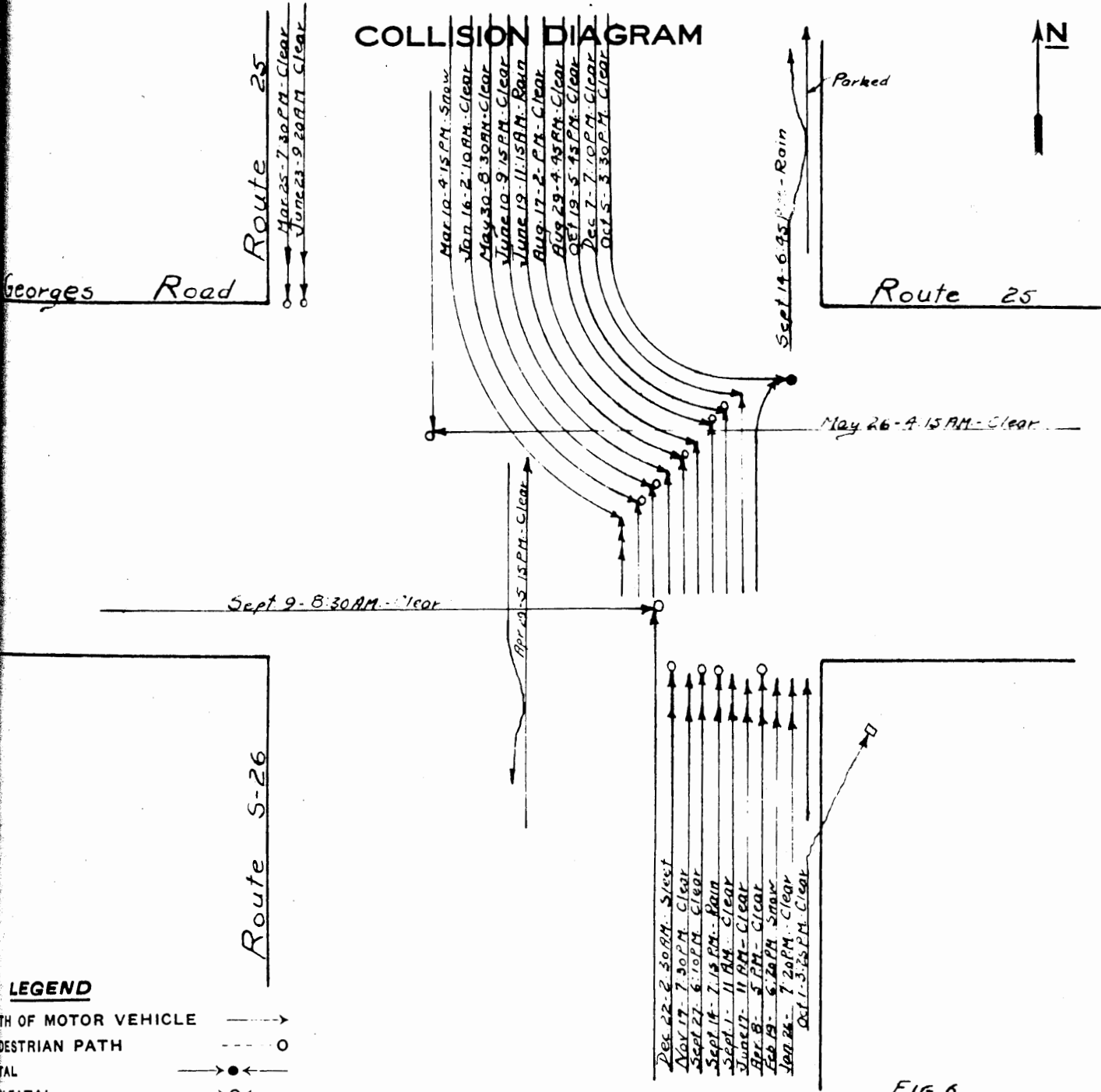


FIG 6

ACCIDENT SUMMARY				DAYLIGHT				NIGHT				TOTALS			
CLASSIFICATION BY TYPES				FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL	FATAL	NON-FATAL	PROP. DAMAGE	TOTAL
APPROACHING AT RIGHT ANGLES					1		1		1		1		2		2
APPROACHING SAME DIRECTIONS					3	3	6		3	3	6		6	6	12
APPROACHING OPPOSITE DIRECTIONS				1	4	3	8		1	2	3	1	5	5	11
PEDESTRIAN ACCIDENTS															
FIXED OBJECT ACCIDENTS						1	1							1	1
OTHER ACCIDENTS															
TOTALS				1	8	7	16		5	5	10	1	13	12	26

effect on accident experience.

With regard to the improvements at all three of the above mentioned locations, it is interesting to compare the severity of accidents before and after the improvement. For example, on State Highway Route #26 in North Brunswick, fatal accidents decreased from 2 to none; injury accidents increased from 3 to 5 and property damage accidents decreased from 6 to 2.

On Route #25 in Cinnaminson and Delran Townships, fatal accidents decreased from 2 to none; injury accidents decreased from 14 to 5 and property damage accidents decreased from 14 to 11, while on Route #25 in Elizabeth, fatal accidents decreased from 2 to 1; injury accidents decreased from 48 to 19, and property damage accidents increased from 8 to 52.

GRADE SEPARATIONS AND TRAFFIC CIRCLES

Unfortunately, it has been impossible to obtain "before" and "after" records at intersections of highways separated by grade and at traffic circles.

However, it is interesting to make a comparison of accident experience at one of the first grade separations constructed in New Jersey with that of a signalized highway intersection along the same roadway and but a short distance to the north, and also at a traffic circle along this same roadway with that of a signalized intersection a short distance south of this circle.

Figure #3, by collision diagram method, indicates the number and type of accidents which occurred on the Woodbridge Gloverleaf where State Highway Routes #4 and #25 intersect, while Figure #4 indicates accident experience at the signalized intersection of State Highway Route #25 and Avenel Street, a short distance to the north of the Gloverleaf.

Route #25 in this vicinity averages approximately 25,000 vehicles daily, while State Highway Route #4 carries about 15,000 daily or considerably more traffic than the local roadway intersecting with Route #25 shown on Figure #4. In other words, despite considerably greater volume of traffic using the Gloverleaf grade separation, three were caused by motorists who apparently in error took the wrong roadway or proceeded beyond their turn and then, in an effort to correct themselves, and in violation of traffic regulations attempted to make a left turn in a prohibited left-turn area.

Figures #5 and #6 show a similar comparison but between a traffic circle and a signalized intersection. In this case, the signalized crossing is but a short distance to the south of the traffic circle and on the same highway. The volume of traffic on Route #25 in this section equals approximately 13,000 to 15,000 vehicles per day. Despite the constant operation of traffic control signals at the George's Road intersection, there occurred during the year 1974, 26 accidents. Most of these accidents, however, were the result, either directly or indirectly, of a heavy left turn from the north to the east.

Without doubt, in my opinion, a properly designed and constructed traffic circle at this intersection would greatly curtail these accidents.

HIGHWAY LIGHTING

Unfortunately, reliable "before" and "after" studies enabling a determination of accident experience following the installation of highway lighting are not available in New Jersey.

As a result of a survey made along portions of State Highway Route #25 and #26 in New Jersey, the first of which is properly lighted with up-to-date equipment, while the portion along Route #26 has no lighting whatever except at a few isolated points or intersections, some rather

interesting facts were developed. These facts were reported upon in a paper entitled "Relation of Highway Lighting to Highway Accidents" presented before the New York Section of the Illuminating Engineering Society in 1934.

The conclusions arrived at as a result of this study stated, in part, as follows:

....."there is a definite relationship between highway lighting and highway accidents and that, in general, where highway lighting is adequately provided, there is a substantial reduction in night accidents. This reduction in night accidents results in an economic saving in all cases in excess of the cost of providing street lighting, not mentioning, of course, the suffering and sorrow which inevitably accompany motor vehicle accidents."

OTHER IMPROVEMENTS

There are of course many other highway improvements which may be classed as major improvements and which have a favorable effect on accident experience. Such improvements might include better sight distance at curves and hills, as well as at street intersections; flatter crowns and curves; shoulders wide enough to permit vehicles to park off the normal travelable portion of the highway; and the proper use of standard signs, signals and markings and only at locations where they will perform useful functions.

Time will not permit a discussion of these improvements.

CONCLUSIONS

Safety upon the streets and highways depends upon the application of proper "safeguards" as well as the use of proper "safe practices" - that is - unless and until the highways as well as motor vehicles are provided with proper and adequate "safeguards" and the highway user performs "safe practices" when making use of these facilities, the motor vehicle accident problem will not be solved.

Major highway improvements or "highway safeguards", when properly designed and applied, will, in general, as indicated in this paper, produce a favorable effect upon traffic accidents. In other words, such improvements designed for safety make it less possible for highway users to perform improper practices causing accidents. Even these improvements, however, are not cure-alls and with streets and highways as they generally exist today and the inability of their immediate re-construction, it is necessary through educational endeavors and enforcement activities to cause drivers and pedestrians alike to practice safe highway habits, as well as to maintain the proper attitude towards the other fellow when upon the highways. Such campaigns will do much to curtail the horror and suffering now caused by motor vehicle accidents and a most fruitful field of educational endeavor today is that of teaching the safe use of the highway to our young and prospective drivers.

INSPECTION FORCE

January 1, 1937

Hon. Arthur W. Magee,
Commissioner of Motor Vehicles.

Dear Commissioner:

Permit me to make this report concerning the Inspection Force and its activities for the calendar year of 1936.

It is interesting to note that the Inspection Force rounded out thirty years of service to the State on June 30th last.

As of December 31st, last, the personnel consisted of seventy-two men; a Chief Inspector, six Deputy Chief Inspectors and sixty-five Inspectors. Changes in personnel were as follows: Inspector Lipman resigned to accept another position, the temporary services of Inspectors Apgar, V. P. Smith and Peek were terminated and Inspectors Cantrell, Lyell, McDonough and J. L. O'Neill were appointed to fill the vacancies.

In connection with the enforcement of all laws pertaining to motor vehicles, the cars assigned to the Inspection Force were operated a total distance of 1,169,544 miles. Despite the dangerous nature of the work, there were no serious accidents. In December, we were able to order twenty-six more suitable cars to replace some of our lowest-priced class cars, and we fully expect that these better tools will produce correspondingly better results. Speaking of tools, for several years we have lacked an appropriation to acquire necessary accessories and equipment for our patrol cars and it now looks as if such acquisition is off again for another year. Our cars lack sirens, fire extinguishers, decelerometers, and other desirable and necessary equipment.

Examinations of applicants for drivers' licenses were conducted, as per schedule, in thirty-four municipalities from Sussex to Cape May Court House. The total number of applicants was 117,212, of whom 18,728 or about 15.9 per cent were rejected. The tests for visual acuity and color blindness resulted in 3,005 rejections. Many licensees alleged to be or suspected of being no longer fit to hold a driver's license, were given re-examinations and a number of revocations resulted. The total number of driver's permits issued during the year was 224,878 which produced a revenue of \$112,439.00. A break-down of examinations is attached. During November and December, much work was entailed in issuing 8,300 special bus driver's licenses as a result of Chapter 240, P. L. 1936. The examination standards are on par with the best in the country and, although they could be made much more rigid with salutary results, it does not seem advisable when you consider that our highways, by virtue of reciprocity, are being used continuously by tens of thousands of non-licensed drivers from States having no driver's license law. In other words, it would not be quite fair to subject our resident drivers to requirements not required of a large percentage of non-resident drivers using our highways. Due care is exercised to insure that none but the fit are granted the privilege of driving, but the most rigid examination imaginable would not foretell how any applicant would use the driving privilege once it is granted. Our statutes provide ample and simple processes for disciplining drivers who abuse the driving privilege; would that magistrates would suspend or revoke more of the licenses of drivers who abuse the driving privilege.

Routine check-ups were held as usual at various strategic points for the purposes of checking license cards and examining vehicles in respect to lights, brakes and other equipment. This work is always productive of corrective results which can be had in no other way.

The wide scope of motor vehicle administration necessitates an almost unbelievable amount of investigational work of every description. Investigations and the collection of thousands of revoked licenses required considerable time and work.

Each of the year's 107 motor vehicle fatalities was thoroughly investigated and a complete report submitted for attention and action. Such reports were accompanied by signed statements by witnesses, photographs, diagrams, medical and autopsy reports and other pertinent enclosures.

Our work, supplemented by an efficient administration of the Bill of Sale Act, was more than a little responsible for our State continuing to hold an enviable position due to comparative freedom from organized trafficking in stolen cars.

The use of commercial motor vehicles provided special enforcement problems, not the least of which is overloading and its attendant evils. Much use was made of our stationary and portable scales. Some of our stationary scales have been by-passed by the relocation of state highways and conferences are now being held with the view to relocating some scales. During the year many trucks were stopped and boarded for the purpose of testing braking capacity by means of portable decelerometers.

Our statutes provide for reciprocity exactly in kind. This is not so difficult when applied to passenger vehicles but the bus and truck reciprocity situation is becoming more and more complex. In about half of the States, buses and trucks are regulated not only by a motor vehicle department but also by a public utility or other commission with the result that it is often most difficult to determine under what conditions certain foreign-registered motor vehicles may operate in New Jersey.

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

Classroom courses in motor vehicle safety are being conducted in a large percentage of our schools, particularly high schools. In almost every such school, we have participated in the activity in question either by lecturing or by conducting the examination, or both. We have cooperated with a number of the County Superintendents of Schools in the inspection of school buses with the result that many buses were held up until they were placed in proper and safe condition.

Inspectors Severs and Stearn have been assigned exclusively to the Division of Safety Education and have handled our two motion picture projectors in our safety educational work. They have averaged nearly two showings a day in all parts of the State, many at night. Showings were had at schools and playgrounds, parent teacher associations, service clubs, G.C.C. camps, safety conferences, veterans' associations, Grange meetings, fleet owner garages, fire and police and military organizations, civic and fraternal organizations, manufacturing plants, and elsewhere, where suitable audiences were assembled. The same two inspectors also handled the moving and setting-up of the Department's Safety Exhibit. This exhibit attracted considerable attention wherever shown, particularly at the State Fair and several large automobile shows.

We have continued to make all requested investigations and surveys for our Division of Traffic Control and Regulation.

The dockets of many magistrates were audited, thereby insuring the Department's receipts of all moneys due. Much overdue money was collected.

We continued to monitor the issuance and use of dealer plates and dealers' licenses thus preventing irregular and criminal acts. Title papers of dealers' plates were collected from defunct dealers.

The licensing and regulation of automobile junk yards continues to provide new problems.

The total of 5,111 hours was spent in making court appearances in connection with prosecutions.

During the December renewal rush, about 12 Inspectors were assigned to collect records from the agencies for delivery at Trenton, thus saving much postage and facilitating the prompt receipt of important records.

The Inspectors, in stride, delivered a large part of the several editions of large safety posters published by the Department. Delivery and display was had at schools, agencies, police stations and court rooms, large manufacturing plants and other desirable places.

We have continued to handle all of the Department's technical work in connection with vehicles, equipment and accessories. Every progressive motor vehicle department, of necessity, has a lot of technical work to do. Considerable time has been devoted to assisting in the setting up of the new motor vehicle inspection stations.

Below is a break-down of total hours worked:

<u>ACTIVITY</u>	<u>HOURS</u>	<u>%</u>
Patrol and Travel	67,740 $\frac{1}{2}$	37.4
Investigations	16,382 $\frac{1}{2}$	9.0
Collections	4,223 $\frac{1}{2}$	2.3
Check-ups	1,407 $\frac{1}{2}$.8
Stationary Scales	347 $\frac{1}{2}$.2
Examinations	49,078	27.1
Courts	5,111 $\frac{1}{2}$	2.8
Safety Education	6,949 $\frac{1}{2}$	3.8
Stolen cars	625	.3
Miscellaneous	29,472 $\frac{1}{2}$	16.3
	<u>181,337</u>	<u>100.00</u>

There follows some accomplishments of the Inspection Force:

VIOLATIONS REPORTED	9,968
VIOLATIONS ADJUSTED	37,438
CASES REFERRED FOR INVESTIGATION	11,035
SUMMONS ISSUED	1,094
ARRESTS	6,629

FINES TO STATE TREASURY	\$70,058.45
REGISTRATION FEES COLLECTED	8,987.70
DRIVERS LICENSE FEES COLLECTED	<u>1,601.50</u>
	<u>\$80,647.65</u>

As the year ended, preparations were under way to put into effect some new plans and policies which bid well for the future.

Respectfully submitted,

James J. Shanley,
Chief Inspector.

DRIVERS EXAMINATIONS FOR 1936

<u>LOCATION</u>	<u>PASSED</u>	<u>REJECTED</u>	<u>TOTAL</u>
Asbury Park	1,863	295	2,158
Atlantic City	2,532	783	3,315
Bridgeton	1,210	330	1,540
Burlington	469	115	584
Camden	6,066	1,560	7,626
Cape May C. H.	705	185	890
Dover	1,385	137	1,522
Elizabeth	7,930	1,524	9,454
Englewood	1,575	144	1,719
Freehold	820	168	988
Hackensack	15,735	2,387	18,122
Hackettstown	837	109	946
Hammononton	407	101	508
Jersey City	7,445	1,280	8,725
Morristown	1,395	155	1,550
Mt. Holly	456	145	601
Newark	18,524	3,030	21,554
New Brunswick	2,258	483	2,741
Newton	564	59	623
Ocean City	666	106	772
Passaic	1,883	429	2,312
Paterson	2,677	482	2,159
Perth Amboy	1,104	215	1,319
Phillipsburg	651	90	741
Plainfield	1,863	225	2,088
Red Bank	1,872	325	2,197
Ridgewood	1,374	199	1,573
Salem	914	277	1,191
Somerville	2,352	521	2,873
Summit	785	112	897
Sussex	245	20	265
Toms River	531	93	624
Trenton	5,676	1,609	7,285
Woodbury	3,715	1,035	4,750
	<u>98,484</u>	<u>18,728</u>	<u>117,212</u>

DRIVERS EXAMINATION FOR 1936

MONTH	PASSED	REJECTED	TOTAL
January	5,364	642	6,006
February	3,072	417	3,489
March	6,373	1,151	7,524
April	9,804	2,022	11,826
May	12,247	2,539	14,786
June	13,375	2,555	15,930
July	12,705	2,790	16,495
August	11,965	2,358	14,323
September	7,893	1,725	9,618
October	5,624	1,257	6,881
November	2,003	428	2,431
December	7,059	844	7,903
	<u>98,484</u>	<u>18,728</u>	<u>117,212</u>

	<u>MALES</u>	<u>FEMALES</u>
PASSED	71,403	27,081
REJECTED	<u>15,307</u>	<u>3,421</u>
	<u>86,710</u>	<u>30,502</u>

CLASSES OF REJECTIONS

Illiteracy	2,889
Impaired Vision	3,005
Driving Test	7,511
Written Test & Misc.	<u>5,523</u>
	<u>18,728</u>

- INSPECTORS WITH CARS
- INSPECTORS WITHOUT CARS

DEPT. OF MOTOR VEHICLES
STATE OF N.J.

January 1, 1937

Hon. Arthur W. Magee,
Commissioner of Motor Vehicles.

Dear Commissioner:

I herewith submit a report relating to the revocation of licenses for various violations of the motor vehicle and traffic laws.

The drunken driver, a prime factor of this report, is shown to be at a considerable increase during the year 1936. This is brought out by the fact that while the total for 1935 was only 1305, this year it jumped sharply to 1534 representing a 17.5% increase. The figure for this year, therefore, is the largest since the year 1931, a time which might be termed as the "Prohibition Era" and which has, according to records, shown the greatest totals for driving while intoxicated.

This increase, however, does not apply to this violation alone. The total of all classes shows even a greater increase, for whereas 3281 licenses were revoked during 1935, the revocations for 1936 totaled 4125 or an increase of 25.7%.

One of the reasons for the general increase is the vigilant manner in which the records of the Department have been watched for drivers who have three or more convictions against them, thereby putting them in a category of "habitual violators". The revocations for this reason have increased from 30 in 1935 to a total of 257 in 1936. This does not represent all of the action taken against "habitual violators" as there were 300 warned by letters from the Department and 429 others forced to appear at Trenton for a hearing to explain their mode of driving.

Another reason for the increase is the effect of the present policy of the Department whereby every fatal accident is investigated for the purpose of determining if a violation of the law existed at the time of the accident. Due to this phase, a total of 194 drivers lost their licenses compared with only 76 for the year 1935.

The general increase in these cases correspondingly increased the work of this division. This can be borne out by the fact that during the year 1936, 7826 cases were considered and disposed because of daily correspondence and personal inquiries, compared with 5,266 for the year 1935. This represents an increase of 48%.

Respectfully submitted,

John Rejniss

REVOCATIONS

Nature of Violations

	<u>1936</u>	<u>1935</u>	<u>1934</u>
Driving while intoxicated -----	1534	1305	1443
Speeding and reckless driving -----	582	510	340
Fatal accidents -----	194	76	78
Obtaining license while on revoked list --	81	67	69
Habitual violators -----	257	30	34
Failure to appear in answer to summonses -	616	557	152
Failure to pay fine -----	45	47	28
Leaving scene of accident -----	59	49	48
Mis-statement of facts on application ----	43	25	21
Larceny & receiving & driving no consent -	95	110	154
Defective vision -----	14	11	16
Physically or mentally unfit -----	59	54	50
Fraud at examination -----	55	44	49
Driving without a license -----	70	55	46
Mis-representing age -----	11	12	12
Other violations -----	410	329	323
	-----	-----	-----
TOTALS	4125	3281	2863

DISPOSITIONS

Drivers licenses revoked -----	3078	2348	1995
Placed upon prohibitory list -----	499	397	435
Reciprocity privileges revoked -----	480	478	333
Passenger registrations revoked -----	42	35	37
Motorcycle drivers licenses revoked -----	10	13	13
Motorcycle registrations revoked -----	--	--	1
Dealer registrations revoked -----	14	9	48
Bus registrations revoked -----	2	1	1
	-----	-----	-----
TOTALS	4125	3281	2863

The figures given above covering the charge of driving while intoxicated include in them the permanent revocations for this offense. Separating the first offenders from the second or permanent revocations they are as follows:

	<u>1936</u>	<u>1935</u>	<u>1934</u>
Permanent revocations --	106	70	108
First offenses -----	1428	1235	1335
	-----	-----	-----
	1534	1305	1443

**STUDY OF THE DRUNKEN
DRIVING REVOCATIONS**

CLASSIFICATION

	<u>1936</u>	<u>1935</u>
New Jersey residents arrested in New Jersey -----	1122	964
New Jersey residents arrested in other States -----	122	97
New Jersey residents not holding driver's licenses, placed upon prohibitory list -----	142	114
Non-residents arrested in New Jersey -----	<u>148</u>	<u>130</u>
	1534	1305

RESIDENTS ARRESTED OUT-OF-THE-STATE

	<u>1936</u>	<u>1935</u>
New York -----	25	16
Pennsylvania -----	49	46
Massachusetts -----	7	13
Delaware -----	9	9
Connecticut -----	7	6
Virginia -----	6	2
Rhode Island -----	--	2
West Virginia -----	3	1
Maryland -----	10	1
Maine -----	1	1
North Carolina -----	1	--
Michigan -----	2	--
New Hampshire -----	2	--
	<u>122</u>	<u>97</u>

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

New York -----	66	67
Pennsylvania -----	68	51
Maryland -----	3	2
Delaware -----	--	1
Connecticut -----	1	1
Massachusetts -----	1	1
Kentucky -----	1	1
Wyoming -----	--	1
District of Columbia ----	1	1
Illinois -----	1	1
Georgia -----	--	1
Ohio -----	2	1
Nebraska -----	--	1
Florida -----	1	--
Washington -----	1	--
Michigan -----	1	--
Virginia -----	1	--
	<u>148</u>	<u>130</u>

SEX OF VIOLATORS

Males -----	1511	1276
Females -----	<u>23</u>	<u>29</u>
	1534	1305

NATURE OF PENALTIES IMPOSED

These totals do not include the number of convictions reported by various States wherein New Jersey operators were apprehended and convicted.

	: Resident :		Residents :		Non :		TOTAL	
	: Drivers :		No License :		Pro. List :		Residents :	
	:		:		:		:	
	1936	1935	1936	1935	1936	1935	1936	1935
Fine penalty imposed and paid	517	528	31	26	77	72	625	626
Jail sentence imposed	279	206	65	56	35	19	379	281
Defaulted payment of fine and thereby served time in jail	326	230	46	32	36	39	408	301
TOTALS	1122	964	142	114	148	130	1412	1208

CLASSIFICATION OF VIOLATORS AS TO AGE

	1936	1935
17 to 24 -----	24	114
25 to 35 -----	448	360
36 to 50 -----	512	377
51 to 64 -----	125	107
65 and over -----	13	6
	1122	964

COUNTIES WHERE VIOLATORS RESIDE AND COUNTIES WHERE ARRESTED

Counties where violators reside

	1936	1935
Atlantic -----	14	12
Bergen -----	113	94
Burlington -----	41	66
Camden -----	102	63
Cumberland -----	47	34
Cape May -----	4	8
Essex -----	176	169
Gloucester -----	23	19
Hudson -----	112	68
Hunterdon -----	14	16
Mercer -----	59	57
Middlesex -----	69	68
Monmouth -----	48	46
Morris -----	53	40

Counties where violators arrested

	1936	1935
Atlantic -----	15	12
Bergen -----	107	99
Burlington -----	40	35
Camden -----	108	63
Cumberland -----	43	39
Cape May -----	6	5
Essex -----	134	128
Gloucester -----	21	19
Hudson -----	108	86
Hunterdon -----	13	15
Mercer -----	55	59
Middlesex -----	68	70
Monmouth -----	41	43
Morris -----	55	32

COUNTIES WHERE VIOLATORS RESIDE
AND COUNTIES WHERE ARRESTED

(continued)

Counties where violators reside

	<u>1936</u>	<u>1935</u>
Ocean -----	9	7
Passaic -----	69	68
Salem -----	16	18
Somerset -----	27	9
Sussex -----	12	29
Union -----	105	89
Warren -----	9	14
	<u>1122</u>	<u>964</u>

Counties where violators arrested

	<u>1936</u>	<u>1935</u>
Ocean -----	19	8
Passaic -----	77	74
Salem -----	15	15
Somerset -----	30	36
Sussex -----	14	8
Union -----	140	105
Warren -----	13	13
	<u>1122</u>	<u>964</u>

FINANCIAL RESPONSIBILITY DIVISION

January 1, 1937

Honorable Arthur W. Magee
Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting herewith a report of the activities of The Financial Responsibility and Accident Division for the year of 1936.

The Financial Responsibility Law is identified as Chapter 116, Laws of 1929, as amended by Chapter 267, Laws of 1930 and Chapter 169, Laws of 1931; supplemented by Chapter 126, Laws of 1934.

A thorough understanding together with a strict enforcement of the Financial Responsibility Law gives us one of the strongest weapons that we have today with which to combat accidents. When drivers are made familiar with the requirements of this law and come to learn its importance, they will in fairness to themselves be forced to drive carefully. Our statistics will prove that the majority of drivers do not have accidents; therefore, it is the minority which is responsible for our accident situation. **IT IS THIS MINORITY AGAINST WHOM THE FINANCIAL RESPONSIBILITY LAW IS DIRECTED.**

During the seven years which we have been enforcing the Financial Responsibility Law, we have removed from our highways, 56,222 drivers. This number is a small percentage of the total licensed drivers in New Jersey but it is a large percentage of this minority who are the reckless irresponsible drivers who are most likely to have accidents. The removal of this type of driver from our highways has been a contributing factor to New Jersey's substantial decrease in motor vehicle accidents during this seven year period.

The New Jersey Financial Responsibility Law has two principle purposes. First - to promote security for payment of damages by motorists, where legally due and, second - to promote safety by removing from the roads those financially irresponsible motorists who have proved themselves to be reckless or unfit - all without subjecting the mass of careful and responsible motorists to oppressive regulations. For such purposes, the law has four essential features:

FIRST - Provisions requiring insurance or other security, after conviction of a serious offense against the public safety, under penalty of suspension of license and registration - such requirement to continue until the offender has established a record of some three continuous years without further offense.

SECONDLY - Provisions for suspension of license and registration for non-payment of a judgment for death or personal injury or damage to property.

THIRD - Provisions requiring automobile "liability" and "property damage" policies to contain provisions essential for the protection of the public.

FOURTH - Reciprocity provisions to make penalties incurred and judgments suffered in one jurisdiction effective throughout the United States and Canada - or, more accurately, throughout all States and Provinces having this type of law.

The intent of the New Jersey Financial Responsibility Law is that anyone who becomes subject shall operate in the future only insured motor vehicles, covering which evidence of financial responsibility is filed with this Department. Taking this intent into consideration and operating under a departmental ruling, effective on September 1, 1935, this Division now restricts the driver's license of anyone subject to this law to the operation of only those vehicles covered by the certificate of insurance which is accepted to cover his case. In addition to the new cases set up on and after September 1, the application of this ruling was retroactive, and as renewal certificates are received covering old cases, the driver's license of the defendant is restricted to operate the vehicles covered by the renewal certificate.

The enforcement of this ruling, while it has substantially increased our work and in many cases added burdens upon those subject to the requirements of the law, has covered up the glaring weakness which was in our law, and which is in the majority of Financial Responsibility Laws. Before the enforcement of this ruling, a defendant upon the filing of a certificate of insurance was allowed to retain an unrestricted driver's license, and with such a license, he could operate any motor vehicle without violating any law. Many of the vehicles which might have been operated would not have been insured and in the event of an accident, there would have been no financial responsibility to compensate anyone injured or who had suffered property damage.

The law has now been in effect in excess of seven years and we are still confronted with a few minor difficulties. The major problem at the present time is the attitude of many magistrates who, it is believed, find motorists guilty of reckless driving when they should have been convicted for a less serious violation which might not bring them within the scope of the Financial Responsibility Law.

The apparent falling off of the work according to those statistics does not present a true picture. The reason for this decrease can be accounted for, by the section of the law which provides that when three years have elapsed since proof of financial responsibility was required that the person may be relieved of continuing to establish evidence of his financial responsibility. In carrying out our work, particularly in connection with the cancellations and the expirations, numerous cases are discontinued when we find that the three year period has expired. This, however, does not relieve the clerks of thoroughly checking each individual case although the actual work does not appear in these statistics.

ACCIDENTS

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

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

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

Total accidents reported 41,439
Total accident reports received 59,756

Included in these totals are 4,350 accident reports which were received in letter form, and the operators have failed to comply with our request to forward a report on the regular accident report form. In numerous cases drivers concerned in accidents, report such accident to the local police authorities, and are of the opinion that such a report is sufficient, and therefore, do not report such accident to this office. In such cases many of the reports are received direct from the police departments and would be included in the total accidents reported which is submitted by the Traffic Division.

Also included in these totals are 2,747 accident cases where the parties concerned have established to our satisfaction that the property damage as result of the accident was not \$25.00, and there was no evidence of personal injury. Therefore, these parties have not been required to file a report as the law does not require that such accidents be reported.

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

MAGISTRATES REPORTS

Magistrates reports received during 1936 covering convictions of certain sections of the Motor Vehicle or Traffic Act which are set forth by the New Jersey Financial Responsibility Law, total 5,986. These reports are classified as follows:

Article 9, paragraph 1, Chapter 281, P. L. 1928 3,944
Article 2, Chapter 281, P. L. 1928 76
Section 14, subdivision 4, Chapter 208, P. L. 1921 342
Section 14, subdivision 3, Chapter 208, P. L. 1921 1,534

Evidence of financial responsibility requested as
result of convictions 5,986

Total cases - evidence of financial responsibility
requested as result of convictions where sufficient
time has not elapsed for a certificate to be filed
or case completed,

Pending cases 237

CANCELLATIONS

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

Cancellation notices received and the parties
notified of the requirements of the law 3,056
Pending cancellation cases, where sufficient
time has not elapsed to complete the cases 36

EXPIRATIONS

This law requires that evidence of financial responsibility shall remain on file in this office for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. We maintain a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed; the cases checked, and the parties advised of the necessity of having a renewal certificate filed. During the year of 1936, the expiring certificates averaged 30 per day, making a total of approximately 10,950 cases checked, and when necessary the party advised of the requirements of the law. This work was discounted considerably due to the expiration of the three year period in many cases.

Certificates received during 1936 13,902

JUDGMENTS

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

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

Total judgment cases	1,190
Revocations	810
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	412
Satisfied law, cases	343
Pending, Inspector attempting to locate or we are endeavoring to determine address through correspondence with courts or with attorneys	3
Pending sufficient time has not elapsed for case to be completed	34

REVOCATIONS

Total revocations for failure to comply with the Financial Responsibility Law	7,113
Total restorations, after establishing financial responsibility	3,546

I have in my possession a list of 1,903 sets of plates which were revoked during 1936, for failure to comply with the Financial Responsibility Law. These plates have been forwarded to the New Jersey State Prison for disposal.

ABSTRACTS

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

Abstracts furnished	470
Fee Collected	\$421.00
416 certified abstracts .. @ .. \$1.00	\$416.00
1 " copy @ .. \$2.00	2.00
2 " " @ ..\$ 1.50	3.00
*51 " " No Fee	
	<hr/>
	\$421.00

*These 51 certified copies were issued - no fee, and were for inspectors to be used as evidence to assist them in the prosecution of cases.

.....

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

Respectfully submitted,

George B. Schwoebel,
Financial Responsibility Division.

STATE OF NEW JERSEY
THE COMMISSIONER OF MOTOR VEHICLES
BILL OF SALE LAW DIVISION

January 1, 1937

Honorable Arthur W. Magee,
Commissioner of Motor Vehicles.

Dear Commissioner:

I am submitting, herewith, the Annual Report of the Bill of Sale Law Division for 1936.

I have itemized below the various types of Bills of Sale issued and the purpose for which each bill of sale form is used:

Original Bills of Sale

These forms are used by N. J. new car dealers)
only upon sale of a new vehicle to a purchaser) 131,829 @ \$.50 \$65,914.50

Assignments

These forms are used for the sale of a vehicle)
from one individual to another, when a vehicle) 571,499 @ \$.50 \$285,749.50
is traded into a Dealer, and when a used car)
is sold by a dealer to an individual.)

Abstracts of Contract

These forms are used in conjunction either)
the Original Bill of Sale or an assignment,)
when the vehicle is subject to a Conditional)
Sales Contract, Chattel Mortgage, Note, Lease,)
and other forms of security agreement whereby) 191,694 @ \$.50 \$95,847.00
motor vehicles are sold and purchased. They)
are surrendered to the purchaser, in lieu of)
the Original Bill of Sale or Assignment, as)
evidence of his ownership, subject to)
the said agreement.)

Foreclosure Bills of Sale

These forms are issued directly by the Main)
Office, upon proper evidence being submitted,)
indicating the right of the holder of the)
lease or the Conditional Sales Agreement to) 7,113 @ \$.50 \$ 3,556.50
sell the vehicle after conforming with the)
process as set forth by law.)

Certificates Permitting Title
Papers to be Filed

These Certificates are issued by the Main)
Office and the Agents of the Department of)
Motor Vehicles, upon evidence submitted as) 71,273 @ \$1.00 \$71,273.00
to proper ownership of the vehicle when it has)
purchased outside the state; for correction)
of motor numbers; exchange of motors; and to)
correct errors of preceding Bills of Sale.)

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

10,101 @ \$1.00 \$10,101.00

Dealers Bill of Sale License

Chapter 166, Laws of 1931, requires every person engaged in the business of buying and selling cars to be licensed under that Act. A registration fee of \$10.00 is required and these licenses are issued only after strict investigation as to their qualifications by an Inspector of the Department of Motor Vehicles.

389 @ \$10.00 \$ 3,890.00

Penalties

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

8,535 @ \$1.00 \$ 8,535.00

Photostatic Copies

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

\$ 485.25

Interest

This represents interest paid on deposits, due to the fact reports are made three times a week. The money is promptly drafted to our main depositories.

\$ 342.63

Additional Filing Fees

This represents two percent of the purchase price of vehicles, which was collected under Chapter 306, P. L. 1935, although law was repealed Oct. 25, 1935 this amount was outstanding as still due the department and was paid in January, 1936.

\$ 42.61

Cancellation of Liens

In accordance with Chap. 185 Laws of 1936, effective July 4, 1936, a fee is charged for cancellation of recorded liens in our files and also the issuance of statements verifying such record

\$ 646.70

Total Revenue from January 1 to December 31, 1936

\$546,383.69

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The Total Maintenance cost of this Division, including salaries, printing, filing cabinets and other equipment totaled \$60,000.

There were 389 new dealers licensed during the year 1936, bringing our total number of dealers registered since July, 1931 to issue Bills of Sale to 3274. Of this total 1231 were revoked leaving an active list of 2043 dealers. Of this group 1202 are licensed to sell new and used cars whereas 841 are licensed to sell used cars only.

During the year 1936 Commissioner Arthur W. Magee revoked the Bill of Sale Licenses of 277 dealers, due either to their having retired from business, misuse of dealers' plates, misuse of Bill of Sale forms, or improper business practices in conjunction with the issuance of titles.

The Bill of Sale Division now has on file approximately 3,660,000 Bills of Sale, showing the chain of ownership, from the date of sale, so that in the event of lost titles, court hearings, judgments, executions, etc., an authentic history of the vehicle is available.

As an example of the efficiency with which this Act is functioning, in addition to providing the chain of title, there has been a marked decrease in not only the number of stolen cars, but in the recovery of those that have been stolen, I am pleased to quote a letter received from Harry M. Shedd, Director of the Automobile Underwriters Detective Bureau as follows:

"Dear Commissioner Magee:

"For many years I have had the pleasure of working with the Department of Motor Vehicles in matters pertaining to automobile thieves and dishonest receivers, and I take this opportunity of calling to your attention the fact that the Bill of Sale Law now in force in New Jersey and the vigorous enforcement of same by your Department, plus the personal interest which you have displayed in all matters pertaining to stolen motor vehicles, has been most successful in ridding New Jersey of automobile thieves and protecting the motoring public in the purchase of secondhand cars.

"The system in vogue in your Department in checking the complete chain of title on cars offered for registration, the printing of all bills of sale on State paper which it is difficult if not impossible to counterfeit without detection, and the efficient and vigorous work of the inspectors whom you have assigned to this class of work, has shown results and will, in my opinion, continue to better conditions as time goes on.

"Hundreds of automobiles have been recovered by your inspectors through the checking of State records and many notable convictions have been obtained of persons guilty of infractions of the stringent New Jersey anti-theft laws.

"I congratulate you upon your achievements and deem it a privilege to be associated with you and your Department in the work that has so long been conducted in harmony and with outstanding results.

"Wishing you every success in the continuance of your desire to rid New Jersey of the automobile thief and his allies, I am

Yours very truly,

H. M. Shedd
Director."

Due to your splendid cooperation in effecting the passage of the Amendment, Section 8, to the Bill of Sale Act, a great saving in filing space has resulted, in removing bills of sale on vehicles over eight years of age. I would

make special mention of the new type bill of sale form as originated by former Chief Clerk, now Deputy Commissioner, William J. Dearden. These forms were placed into circulation February, 1936 through the efforts and cooperation of R. Earle Leonard, former Assistant Chief Clerk, and Bernard O'Keefe, Chief Auditor. These new forms are effecting a great saving in filing space due to the smaller size and will also reduce the cost of printing.

Under Chapters 185 and 186 which became effective July 4, 1936, this division will become a clearing office for all encumbrances which are recorded against motor vehicles. This means that any request for information as to liens or encumbrances may be made directly to this office instead of canvassing the many County Clerks' offices throughout the state. Due to the increased amount of work which has resulted from these laws, it is hoped that the department will assign additional clerks in order that our records may be up to date to provide accurate and instant information on all inquiries.

I wish to express my sincere appreciation for the splendid cooperation given by the Automobile Dealers, and the Automobile Dealers Association, as well as the entire personnel of the Motor Vehicle Department during my first year as Supervisor of the Bill of Sale Division.

Respectfully submitted,

Jules Y. Shein,
Supervisor.

STATE OF NEW JERSEY

DEPARTMENT OF MOTOR VEHICLES

TRENTON, N.J.

January 15, 1937

Honorable A. W. Magee
Commissioner of Motor Vehicles

Dear Commissioner:

During the period of November 1, 1935 to December 31, 1936, on account of 1936 business, there were three hundred thirty-six detailed audits made of the Agents' accounts. It is gratifying to note that nearly every audit necessitated an adjustment of only a nominal amount to bring the accounts into balance. In many cases the accounts were found to be in strict balance. Three auditors were constantly engaged in this work.

During the same period there were five hundred seventy-nine "spot audits" made.

In accordance with your instructions that a check-up of the Agents' accounts be made during the renewal period or immediately after the December "rush", I detailed seven men to make these "spot audits". The result of which gives us a very practical idea of the account of the Agent, in that this "spot audit" comprises a physical inventory of the tags and certificates unissued,--the amount of current business unreported which should not be greater than the business done one day prior to the date of the "spot audit",--a record of the deposits made to cover current reports,--and the amount of cash on hand applied against the business done on the date of the audit. At the same time the auditors would reconcile the Agent's pass book with the summaries of business from November 1st to the date of the audit, calling to the attention of the Agent any differences and requiring that immediate deposit be made to bring the account into balance.

We have had wonderful results since inaugurating the "spot audit" system along with the detailed audits, as well as the fact that the Agent gets an accurate idea of the condition of his account during the "rush period", or immediately thereafter. This being the period, by reason of the heavy volume of business, when errors are most likely to occur, the auditors are in a position to make immediate adjustments so that when their reports are received in the Central Office, the Agents' Ledger and Bank Accounts are adjusted here without any delay.

The total number of all audits made during the year is nine hundred fifteen, an average of six per Agency; in other words, the average periodical check-up in each Agent's account is two months.

Worthy of commendation in accomplishing the above are auditors Lippe, Reilly, Hickey, Brown, Kaufman, Holvick and General Agent, Case.

Respectfully submitted,

B. E. O'Keefe,
Chief Auditor

FINANCIAL STATEMENT

December 31, 1936

COLLECTION ACCOUNTS

Paid State Treasurer, 1936 Account	\$16,927,776.73	
On Deposit December 31, 1936 on Account of 1937 collections	9,603,323.80	
Refunds for errors in rating on 1937 registrations	1,490.55	
Amount of claims filed with Bonding Companies on account defalcations in agents' accounts	5,637.68	
Commissions paid to Agents, on Account 1936 Collections	370,482.37	
Refunds for errors in rating on 1936 registrations	6,788.80	
Collections Nov. 1, 1935 to December 31, 1936, Account of 1936 business		\$17,310,685.58
Collections November 1, 1936 to December 31, 1936, Account 1937 business		<u>9,604,814.35</u>
	\$ 26,915,499.93	\$ 26,915,499.93

MONIES COLLECTED AND DISPOSITION

	PAID TO STATE TREASURER	AGENTS COMMISSIONS	REFUNDS	TOTALS
1936	1,509,215.00	37,955.89	3,449.15	1,550,620.04
1937	7,090,771.47	30,115.07	754.00	7,121,640.54
1938	2,336,101.83	30,217.66	661.80	2,366,981.29
1939	1,003,032.31	30,336.85	324.60	1,033,693.76
1940	1,299,205.33	30,257.58	240.10	1,329,703.01
1941	854,042.98	30,257.58	279.50	884,580.06
1942	509,083.78	30,257.58	348.15	539,689.51
1943	504,154.62	30,249.24	69.05	534,472.91
1944	389,818.30	30,240.90	247.90	420,307.10
1945	511,279.05	30,240.40	103.70	541,623.15
1946	304,447.09	30,113.90	--	334,560.99
1947	616,624.97	30,239.72	310.85	647,175.54

\$ 16,927,776.73 \$ 370,482.37 \$ 6,788.80 \$ 17,305,047.90

Amount of claims filed with Bonding Company on account
of defalcations in agents' accounts

5,637.68

\$ 17,310,685.58

Respectfully submitted,

B. E. O'Keefe,
Chief Auditor

PASSENGER REGISTRATIONS - 1st Class

This item includes the registrations issued for all passenger vehicles with a horse power (S.A.E.) of from 10 to 29. Fees collected are at a rate of \$4.40 per H. P. with a minimum fee of \$4.00

) Total number	989,918	
) Total horse power	14,489,985	
) Total Fees		5,795,854.00
) Total number "H. P."	65,579	
) Total horse power	1,541,187	
) Total Fees		308,237.40

PASSENGER REGISTRATIONS - 2nd Class

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

) Total number	139,334	
) Total horse power	4,913,726	
) Total Fees		2,256,863.00
) Total number "H. P."	11,586	
) Total horse power	379,124	
) Total Fees		94,781.00
	804,417	8,453,715.40

TOTAL NUMBER VEHICLES REGISTERED

TOTAL FEES COLLECTED-PASSENGER REGISTRATIONS

COMMERCIAL REGISTRATIONS

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

) Total number	103,742	
) Total Gross Weight	858,728	
) Total Fees		3,431,650.00
) Total number "H. P."	11,949	
) Total Gross Weight	88,915	
) Total Fees		179,736.00

UNDERTAKER REGISTRATIONS

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

) Total number	690	
) Total Gross Weight		
) Total Fees	3,920	17,373.00
) Total number "R.H."	12	
) Total Gross Weight		
) Total Fees	66	152.00
)		
)		
)		
)		
)		
)		
)		

TOTAL NUMBER VEHICLES REGISTERED

130,642

TOTAL FEES COLLECTED-COMMERCIAL REGISTRATIONS

3,930,124.30

ONLINE REGISTRATIONS

This item includes all registrations issued for vehicles used for the carrying of passengers for hire. These are divided into 4 classes:

- U-Drive (UD), Taxi (T), Private Livery (L), and Buses (B). Fees are based on the number of passengers to be carried commencing at \$15.00 for 5 passengers or less, to \$40.00 for 30 passengers. For buses carrying over 30 persons, a fee of \$2.00 is charged for each passenger in addition.

Total number (UD)	36		
Total number passengers		230.0	
Total fees (UD)			840.00
Total number (UD)	1		
Total number passengers		5.0	7.50
Amount of fees (UD)			347.50
Total Fees (UD)			
Total number (T)	1,595		
Total number passengers		8,862.5	24,512.50
Amount of Fees			
Total number (T) *H.R.	193		
Total number passengers		1,052.5	1,431.25
Amount of Fees (T) *H.R.			26,303.75
Total fees (T)			
Total number (L)	1,228		
Total number passengers		9,967.5	21,247.00
Amount of Fees			
Total number (L) *H.R.	62		
Total number passengers		435.0	527.50
Amount of Fees (L) *H. R.			21,774.50
Total Fees (L)			
Total number (B)	4,785		
Total number passengers		236,637.5	234,537.50
Amount of Fees			
Total number (B)	433		
Total number passengers		16,131.5	10,230.75
Amount of Fees (B) *H.R.			234,768.25
Total Fees (B)			
	8,353		343,694.00

TOTAL NUMBER VEHICLES REGISTERED
TOTAL FEES COLLECTED-ONLINE REGISTRATIONS

Note: For clearance in this report, the letters UD have been used although the figure 5 is now prefixed on UD license plates.

TRAILER REGISTRATIONS

This item includes all registrations issued for vehicles to be trailed by any motor vehicle whether 2 or 4 wheels. The fees are based upon the Gross Wt. the same as Commercial vehicles.

Special Trailer registrations are issued in accordance with Chapter 150, P.L. 1927 for the carrying of road building machinery, etc., for a fee of \$150.00. These vehicles cannot be registered as regular trailers as the Gross Weight exceeds 30,000 pounds.

) Total number	3,993
) Total Gross Weight in thous.	49,541
) Amount of Fees	181,160.00
) Total number #H.R. 1,599	
) Total Gross Weight	9,789
) Amount of Fees	20,458.00
) Total number (Special)	48
) Amount of Fees	7,200.00
) Total number Vehicles Registered	5,645
) Total Fees Collected Trailer Registrations	208,818.00

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

TRACTOR REGISTRATIONS

This item includes all registrations issued for Agricultural Tractors and Traction Engines. The fee is \$3.00.

) Total number	283
) Total Fees Collected - Tractor Registrations	849.00

MOTORCYCLE REGISTRATIONS

This item includes all registrations issued for Motorcycles. The fee is \$2.00.

) Total number
) Total Fees col-
) lected - Motor-
) cycle Registrations

4,739

9,478.00

DEALERS REGISTRATIONS

This item includes all registrations issued to Dealers. Automobile Dealers are issued 3 sets of tags and certificates at a fee of \$25.00 per set. Motorcycle Dealers are issued 3 sets of tags and certificates at a fee of \$15.00 per set.

) Total number
) (Auto)
) Amount of Fees
) Total number (M.C.)
) Amount of Fees
) Total number reg.
) Total fees col-
) lected - Dealers
) Registrations

2,403

60,075.00

19

285.00

2,422

60,360.00

TRANSFERS OF REGISTRATIONS

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

) Total number
) Excess Auto.
) Total fees col-
) lected from
) transfers
)
)
)
)
)
)

253,149

304,099.22

557,198.22

EXCHANGES OF REGISTRATIONS FROM ONE CLASS OF REGISTRATION TO ANOTHER

This item includes all issues of registrations exchanged upon application of the registrant, who desires to use the car registered for commercial or omnibus purposes. Exchanges are made by collecting the original tags issued and issuing new tags for the class of registration applied for. The fee is \$1.00 plus any difference between the original fee paid and the fee for the new registration applied for.

) Total number	
) Passenger	866
) Commercial	4,146
) Omnibus	299
) Difference in fees	98,460.00
) Total fees collected	
) for exchanges	43,771.00
)	
)	
)	

DUPLICATE CERTIFICATES

This item includes all issues of Duplicate Certificates to applicants, who have lost the original certificates issued them. The fee is \$1.00

) Total number	
) Drivers	12,010
) Car	10,430
) Total fees collected	
) for duplicate certificates	22,490.00
)	
)	
)	

DUPLICATE TAGS

This item includes the issue of all tags to applicants who have lost one or both of the original tags issued to them. Upon application, new tags are issued and the remaining tag, if only one has been lost, is returned. Fees are \$1.00 for each auto tag lost and \$.50 for each M. C. tag lost. Where a fee of \$2.00 was collected for both tags lost, and excess of \$1.00 is included with the excess amount collected on transfers.

NOTE: P. for Passenger
C. for Commercial
F.C. for Farmer Commercial
O. for Omnibus
T. for Trailer
D. for Dealers
M.C. for Motorcycle

DRIVER'S LICENSES

This item includes all licenses issued to applicants to drive an automobile or motorcycle. The fee is \$3.00 for auto, and \$1.00 for motorcycle.

TOTAL NUMBER OF LICENSES
TOTAL FEES COLLECTED FROM DRIVER'S LICENSES

Total number P.	8,603	8,603.00
Amount of Fees		
Total number C.	4,106	4,106.00
Amount of Fees		
Total number F.C.	404	404.00
Amount of Fees		
Total number O.	77	77.00
Amount of Fees		
Total number T.	260	260.00
Amount of Fees		
Total number M. C.	33	16.50
Amount of Fees		
Total number issued	13,483	13,466.50
Total fees collected for duplicate tags		
Total number (Auto)	1,153,214	3,469,642.00
Amount of fees		
Total number (M.C.)	4,212	4,212.00
Amount of fees		
	1,159,426	3,469,854.00

LEARNER'S PERMITS

This item includes all permits issued to applicants who desire to learn how to drive and are afterwards examined, before Driver's license is issued. The fee is \$.50

) Total number	224,873
) Amount of fees	112,439.00
)	
)	
)	
)	

INTEREST ON DEPOSITS - AGENTS

This item is the interest credited on deposits of collections made by Agents in their local banks in the name of the Department.

) Total amount of interest	3,725.95
)	
)	
)	
)	

CHARGES FOR 1935

This item includes charges for items issued by Agents in 1935. These items were not included in their report of issuance and were charged after the close of the 1935 accounts.

) Total amount	329.20 -
)	
)	
)	
)	

TOTAL FEES COLLECTED BY AGENTS

17,131,644.57

COLLECTIONS BY CENTRAL OFFICE

Fines for violations of Law

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

Total fines collected

146,361.66

CERTIFIED COPIES

Certified copies of any record at this office are acceptable in any court as evidence. By furnishing these, the Department is not called upon to send a witness to substantiate the record.

Registration Division
Insurance Division

1,541.25
432.50

Total collected from
Certified Copies

1,973.75

DEALERS DUPLICATE TAGS

Rather than issue a new set of tags consisting of 3 pairs where dealers report the loss of one or more tags, these tags are manufactured and sent them. The fee is \$1.00 for each tag.

Total collected from
Duplicate Dealer's Tags

373.00

DEALER'S "IN TRANSIT TAGS"

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

Total collections from Dealer's
"Intransit" Tags

93.00

SPECIAL PERMITS

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

Total collections from
Special Permits

12,262.00

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

NON-RESIDENT FINDER OF ATTORNEY PROCESS FEES

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

3,396.61

Total collections from service of process

LIST PRIVILEGE

This Department, after proper advertising, accepts bids for the privilege of copying its records for commercial purposes. This privilege in 1936 was awarded to the New Jersey Motor List Company for a bid of \$3,100.00

3,100.00

Total collection from list privilege

MISCELLANEOUS COLLECTIONS

This item is made up of Special registration Permits - \$963.00. Dealers Registrations issued by Central Office - \$6,423.00. Duplicate passenger tags issued by Central Office - \$146.00. Collected from registrants on account of wrong fees \$241.50. Sale of Photostat solution \$13.18. Loop-up of information .06. Release of passenger through Central Office - \$10.20.

9,782.74

Total for miscellaneous collections

INTEREST ON DEPOSITS - C.O.

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

Total Interest)

5,733.47

TOTAL COLLECTIONS - AGENTS AND CENTRAL OFFICE

17,310,685.58

DISBURSEMENTS - CENTRAL OFFICE

Total Fees Paid to Agents

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

Agent's Commissions

370,482.37

REFUNDS

Refunds for errors in ratings

6,783.80

TOTAL DISBURSEMENTS - CENTRAL OFFICE

577,971.17

DEPARTMENT OF MOTOR VEHICLES

EXCISE DIVISION

January 1, 1937

Honorable A. W. Magee
Commissioner of Motor Vehicles

Dear Commissioner:

The Commissioner of Motor Vehicles is charged with the duty of collecting a half cent per mile tax from operators of passenger buses transporting from:

- (1) a point outside the State to another point outside the State,
- (2) a point outside the State to another point within the State,
- (3) a point within the State to another point outside the State,

by virtue of Chapter 68, Laws of 1934.

The main features of the Act are:

- (1) payment of tax monthly.
- (2) filing of permanent schedules of operation; immediate notice of changes in schedules, routes or number of miles traveled daily.
- (3) Commissioner may demand surety bond to guarantee payment of tax.
- (4) Commissioner can examine books of operator; examine witnesses under oath; issue subpoenas to compel production of books and attendance of witnesses; institute contempt proceedings in Supreme Court against witnesses who ignore subpoena or refuse to give answers.
- (5) Commissioner is empowered to revoke auto bus registrations of delinquent operator or to bar operation of buses registered in another State for failure to pay tax, file bond when demanded, refusal to submit books for examination or to respond to subpoena.
- (6) To make a false or fraudulent report with intent to defraud the State of proper tax is constituted a misdemeanor.

New Jersey is the gateway of the Nation. Bus travelers use every one of our State highways in their migrations to all points, North, South, East and West. The limited personnel in this division concentrate primarily, therefore, upon the bridge, tunnel and ferry boat approaches. The monthly mileage reports are checked by

route inspections and observations. The books of the established bus companies are examined. The experience of this Division with the interstate operators running on daily schedule has been highly satisfactory. The others are the ones whose operations must be constantly scrutinized and checked. During the summer months, the operating privilege of New York bus operators, riding the summer traffic to the mountain regions of New York State were revoked for failure to file surety bonds; previous investigation had disclosed they had utterly ignored the requirements of the Act as to the filing of schedules and payment of tax.

The subordinates of this Division have proven to be conscientious and intelligent. They have carried out their duties efficiently and diligently.

I take this opportunity of acknowledging my grateful appreciation for the cordial co-operation constantly displayed by Chief Auditor O'Keefe in the administration of this Division. I desire, also, to thank Chief Inspector Shanley for the prompt assistance he has always given.

I am enclosing a statement of excise collections for 1936.

Respectfully yours,

George M. Eichler

Chief Excise Division

MONTH	TOTAL MILEAGE	EXEMPT MILEAGE	TAXABLE MILEAGE	AMOUNT	BANK INTEREST	TOTAL AMOUNT
January	1,373,359.1	166,263.4	1,207,095.7	\$ 6,044.37	\$ 2.33	\$ 6,046.70
February	1,200,849.0	125,229.2	1,075,619.8	5,372.11	2.87	5,374.98
March	1,296,503.0	125,279.0	1,171,224.0	5,862.20	3.23	5,865.43
April	1,380,310.0	124,874.0	1,255,436.0	6,278.22	2.54	6,280.76
May	1,649,137.7	138,051.2	1,511,086.5	7,679.52	2.82	7,682.34
June	1,607,058.8	131,595.2	1,475,463.6	7,386.96	3.91	7,390.87
July	2,092,160.0	140,199.6	1,951,960.4	9,756.71	4.11	9,760.82
August	1,908,079.9	146,957.0	1,761,122.9	8,801.97	3.76	8,805.73
September	1,823,822.9	142,944.8	1,680,878.1	8,408.88	2.95	8,411.83
October	1,351,278.0	123,002.4	1,228,275.6	6,138.69	4.30	6,142.99
November	1,366,599.9	117,837.4	1,248,762.5	6,246.32	2.60	6,248.92
December	1,363,606.7	128,933.2	1,234,673.5	6,175.71	-	6,175.71
TOTAL	18,412,765.0	1,611,166.4	16,801,598.6	\$ 84,151.66	\$ 35.42	\$ 84,187.08

January 19, 1937.

Honorable A. W. Magee,
Commissioner of Motor Vehicles.

Dear Commissioner:

The following is the Financial Statement of collection of
the Automobile Junk Yard Division for the year 1936:

Date	License Fees	Inspection Fees	Bank Int.	Total
January	\$ 200.00	\$ 100.00	-	\$ 300.00
February	-	-	-	-
March	50.00	25.00	-	75.00
April	100.00	50.00	-	150.00
May	100.00	25.00	-	125.00
June	50.00	25.00	-	75.00
July	100.00	50.00	-	150.00
August	-	-	-	-
September	-	-	-	-
October	50.00	-	-	50.00
November	50.00	25.00	-	75.00
December	-	-	.86	.86
TOTAL	\$ 700.00	\$ 300.00	\$0.86	\$ 1,000.86

Respectfully submitted,

R. Earle Leonard,
Chief Clerk.

SERVICE OF PROCESS ON NON RESIDENTS

December 31, 1936.

Hon. Arthur W. Magee,
Commissioner of Motor Vehicles

Dear Commissioner:

Following is a report by months of the fees received for the year 1936 under the provisions of Chapter 69 of the Laws of 1930 as amended:

<u>MONTH</u>	<u>AMOUNT</u>
January	\$152.00
February	158.00
March	302.00
April	260.00
May	220.00
June	488.00
July	102.00
August	476.00
September	214.00
October	266.00
November	286.00
December	<u>472.00</u>
Total	\$3,396.00

In explanation of this report, the law provides a fee of two dollars for service on each defendant in civil suits brought against non-resident motorists who are involved in accidents in the State of New Jersey.

The law provides for the acknowledgment of the papers by the Commissioner of Motor Vehicles, for the forwarding of the papers to the defendants by registered mail, for the entry and deposit of the fees, for the return of the papers to the Court, and for the docketing of the cases.

Respectfully submitted,

M. Agnes Smith
Administrative Clerk.

January 4, 1937

Honorable Arthur W. Magee,
Commissioner of Motor Vehicles

Dear Commissioner:

I am submitting, herewith, a report of the work completed by the clerks of the Information Division for the calendar year 1936.

During the year, the clerks of this Division have maintained a 24 hour telephone service every day. By so doing, they have been able to keep the service of this Division at the highest possible standard of efficiency, which has been very beneficial to Law Enforcement Officials and the Public in general.

As the report shows, 554,803 requests were received and answered. This was an average of 1,520 per day for 365 days.

During the year, a total of 974 certified and photostatic copies were furnished and fees collected amounting to \$1,541.23.

Respectfully submitted,

Joseph M. Bright,
Chief Information Clerk

REPORT OF THE NUMBER OF REQUESTS FOR INFORMATION REGARDING LICENSES AND REGISTRATIONS ANSWERED DURING THE YEAR 1936

	<u>Jan.</u>	<u>Feb.</u>	<u>Mar.</u>	<u>Apr.</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>Aug.</u>	<u>Sept.</u>	<u>Oct.</u>	<u>Nov.</u>	<u>Dec.</u>	<u>Total</u>
Letters regarding Dup. & renewal licenses & telegrams	4,701	3,409	3,248	3,023	2,895	3,370	3,732	3,321	3,475	2,876	3,200	5,849	43,099
Regular information letters	9,874	9,086	9,429	8,869	9,901	9,369	9,448	8,968	9,764	9,603	9,382	10,097	113,790
Certified copies, special delivery & registered letters	1,116	1,137	1,072	946	1,024	1,163	1,084	1,087	1,239	1,119	1,433	1,757	14,177
Lookups on lists and miscellaneous lookups	7,492	7,088	7,545	6,960	8,638	9,667	11,552	11,002	10,963	15,417	12,162	10,217	118,703
Lookups on correspondence regarding accidents	5,285	4,496	4,709	4,894	5,401	5,401	4,565	4,733	4,990	5,670	5,520	5,566	61,230
People appearing at office in person for information	3,312	1,627	1,570	1,565	1,516	1,457	1,631	1,627	1,599	1,770	1,586	3,783	23,043
Telephone calls and telautograph 1 A. M. to 9 A. M. Local	456	495	677	618	781	684	783	678	786	733	737	779	8,207
Telephone calls and telautograph 1 A. M. to 9 A. M. Long Distance	92	84	106	85	93	89	109	105	118	100	138	103	1,222
Telephone calls and telautograph 9 A. M. to 5 P. M. Local	6,786	7,367	7,674	7,658	7,901	7,687	7,826	7,822	7,759	8,146	6,905	7,869	91,400
Telephone calls and telautograph 9 A. M. to 5 P. M. Long Distance	4,837	4,756	4,853	4,828	4,937	4,809	5,180	5,100	5,088	5,332	4,317	4,837	58,874
Telephone calls and telautograph 5 P. M. to 1 A. M. Local	1,117	993	1,463	1,506	1,656	1,425	1,532	1,558	1,629	1,572	1,470	2,018	17,939
Telephone calls and telautograph 5 P. M. to 1 A. M. Long Distance	244	153	271	234	255	244	270	277	292	267	280	332	3,119
TOTAL	45,312	40,691	42,617	41,186	44,998	45,365	47,712	46,278	47,702	52,605	47,130	53,207	554,803

RECORD ROOM

January 1, 1937

Honorable A. W. Magee
Commissioner of Motor Vehicles

Dear Commissioner:

The following is an annual report of the Record Room for the year of 1936:

38 PERMANENT CLERKS

50 TEMPORARY CLERKS FOR A PERIOD OF THREE MONTHS

A total of 2,410,360 certificates have been filed for the year of 1936. This includes passenger registrations, commercial, Farmers' commercial, hearses, trailers, taxi, bus, livery, U-Drive-It, motorcycle registrations, dealers, motorcycle dealers, transfers, exchanges, duplicate certificates, duplicate tags, auto drivers and motorcycle drivers.

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

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

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

There were filed a total of 804,417 passenger registrations, 8,603 passenger duplicate tags, 866 passenger exchanges, 115,091 commercial registrations, 4,106 commercial duplicate tags, 4,146 commercial exchanges, 14,849 Farmers commercial registrations, 404 Farmers commercial duplicate tags and exchanges, 702 hearses, 8,353 omnibus registrations, 77 omnibus duplicate tags, 299 omnibus exchanges, 5,643 trailer registrations, 260 trailer duplicate tags and exchanges, 4,739 motorcycle registrations, 33 motorcycle duplicate tags, 2,403 dealers' (auto), 19 dealers' (M.C.), 12,010 duplicate certificates (drivers), 10,480 duplicate certificates (auto), 253,149 transfer registrations, 1,155,214 auto drivers' licenses, 4,212 motorcycle drivers' licenses, 283 tractors (agricultural).

Applications are carefully watched for proper information regarding bills of sale. On transfers, the fee is checked to see that the difference is correct if an increase in horse power is shown.

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

Approximately 10,000 change of addresses have been filed during the year of 1936.

Respectfully submitted,

Virginia Paul,
Supervisor of Records.

January 1, 1937

Honorable Arthur W. Magee,
Commissioner of Motor Vehicles,
State House, Trenton, N. J.

Dear Commissioner:

I am submitting, herewith, figures showing
fines received from the various Magistrates
throughout the State for the year 1936.

A total of \$146,361.66 was received in fines
and the magistrate's cards numbered 81,958.
I believe this is the greatest number of report
cards received in any one year.

Respectfully submitted,

Raynar Londahl,
Chief, Division of Fines.

COMPARATIVE STATEMENT OF FINES

Fines collected for violations of the Motor Vehicle and Traffic Act amount to \$146,361.66. A comparative table follows, showing the collections of fines by months for the years 1932, 1933, 1934, 1935 and 1936.

	<u>1932</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>
January	6,910.00	3,703.50	2,912.00	4,849.13	5,726.00
February	9,941.00	3,051.00	4,811.60	3,721.50	6,556.50
March	10,382.10	4,558.00	6,119.00	9,047.00	5,928.00
April	8,177.00	6,607.00	9,841.25	11,674.11	11,657.37
May	9,312.00	11,589.00	11,254.50	11,914.60	14,659.00
June	12,396.50	9,985.95	8,752.00	14,724.50	15,468.59
July	15,556.50	11,005.00	13,031.00	13,174.50	18,732.00
August	14,216.50	13,445.00	10,760.00	14,753.75	16,295.95
September	12,300.50	13,706.50	8,280.50	15,460.50	15,583.35
October	9,671.00	8,578.50	5,449.50	13,136.50	14,491.65
November	6,586.50	8,969.25	8,470.40	12,397.40	8,898.35
December	3,994.00	7,007.50	3,471.00	9,966.00	12,364.90
Totals	<u>\$119,443.60</u>	<u>\$102,206.20</u>	<u>\$93,152.75</u>	<u>\$134,819.49</u>	<u>\$146,361.66</u>

COUNTY TABULATION OF FINES1936

Counties	Amt. due 12-31-35	Checks ret. from Banks	Fines Imposed 1936	Cash Received 1936	Cancellations Adjustments	Amt. due 12-31-36
Atlantic	1,730.50	19.00	7,632.50	7,426.64	204.00	1,751.36
Bergen	8.00		23,555.65	23,563.65		
*Burlington	98.00		3,552.50	3,548.50		102.00
*Camden	479.00	22.50	7,113.50	7,113.00	242.00	260.00
Cape May	50.37		2,891.50	2,910.87		31.00
*Cumberland	439.00		5,271.00	5,685.00		25.00
Essex			2,556.00	2,556.00		
Gloucester		20.00	6,022.00	6,022.00	20.00	
Hudson			2,858.00	2,858.00		
Hunterdon			2,654.50	2,654.50		
Mercer			7,709.50	7,709.50		
Middlesex	654.00		23,714.65	23,716.65		652.00
Monmouth	261.00		4,828.00	4,828.00		261.00
Morris	220.00		5,140.50	5,021.50		339.00
*Ocean	539.00		4,589.00	4,589.00	339.00	200.00
Passaic	13.00		2,774.60	2,554.60	103.00	130.00
Salem			1,466.00	1,462.00	4.00	
Somerset			25,535.75	25,535.75		
Sussex	5.00		1,143.00	1,143.00	5.00	
*Union	400.00		2,463.50	2,463.50		400.00
Warren	70.00		2,930.00	3,000.00		
Totals	\$4,966.87	\$61.50	\$146,401.65	\$146,361.66	\$917.00	\$4,151.36

*
Appeal cases.

A T L A N T I C

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Berehtold, Fred	1,605.50					1,605.50
Branigan, L. P.			2.00	2.00		
Breder, Frank	125.00		887.50	932.50	80.00	
Craven, A. J.			819.50	819.50		
Dressler, H. D.			1.00	1.00		
Driscoll, C. B.			521.00	521.00		
Filling, Louis		19.00	766.00	766.00	19.00	
Garrity, Joseph			215.50	215.50		
Hopper, William			424.00	424.00		
Kellar, A. H.			123.00	123.00		
Langer, G. J.			151.00	151.00		
Marinelli, Peter			5.00	5.00		
Montgomery, R. E.			2.00	2.00		
Morganweck, C. A.			9.50	9.50		
Myers, James			1,236.00	1,236.64		.64 OP
Naglee, J. H.			1.50	1.50		
Nassokin, Carl			837.00	837.00		
Reilly, J.J.			431.50	431.50	105.00	146.50
Robertson, J.E.			15.00	15.00		
Scull, B. L.			997.50	997.50		
Smith, J. T.			4.00	4.00		
Strouse, G. E.			63.00	63.00		
Turner, J. E.			7.00	7.00		
Viano, John			103.00	103.00		
Wolfhart, Joseph			10.00	10.00		
Totals	<u>\$1,730.50</u>	<u>\$19.00</u>	<u>\$ 7,632.50</u>	<u>\$7,426.64</u>	<u>\$204.00</u>	<u>\$1,751.36</u>

B E R G E N

Magistrates	Amt. due 12-31-35	Checks ret. from Banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Albert, William			10,501.00	10,501.00		
Bernstorff, B. A.			18.00	18.00		
Burns, H. P.			1.00	1.00		
Cleary, J. J.			77.00	77.00		
Draney, J. J.			495.00	495.00		
Eargreaves, L. M.			1,870.00	1,870.00		
Hartnett, J. J.			10.00	10.00		
Huckin, LeRoy			68.00	68.00		
Jony, J. L.			324.00	324.00		
Kepsel, J. A.			100.00	100.00		
Kiermaier, Alfred			44.00	44.00		
Langbien, Otto			162.00	162.00		
Mahler, P. G.			822.00	822.00		
Marconi, Dominic			356.00	356.00		
Martin, W. J.			5.00	5.00		
May, J. M.			61.00	61.00		
Melillo, Joseph			308.00	308.00		
Morris, Charles			1,287.00	1,287.00		
Nicosia, R. S.			83.00	83.00		
Romano, L. D.			1,067.00	1,067.00		
Sansone, Filomeno			200.00	200.00		
Sauerbrey, George			25.00	25.00		
Scharf, M. N.			1,450.65	1,450.65		
Shield, J. H. Jr.			63.00	63.00		
Smith, Harold	3.00			3.00		
Smith, Herbert			35.00	35.00		
Strickland, A. J.			26.00	26.00		
Washer, W. W.			3,266.00	3,266.00		
Webster, F. H.	5.00		186.00	191.00		
Zahuransky, E. S.			645.00	645.00		
Totals	\$8.00		\$23,555.65	\$23,563.65		

B U R L I N G T O N

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Donatelli, Tony			10.00	10.00		
Addison, A. M.			1.00	1.00		
Barter, G. W.			47.00	47.00		
Blankenmeyer, J. J.			2.00	2.00		
Bowen, Oliver			30.00	30.00		
Bowers, Cecil			15.00	15.00		
Brettell, F. A.			8.00	8.00		
Brown, F. H.			3.00	3.00		
Burtis, C. C.			166.00	166.00		
Gallery, T. A.			24.00	24.00		
Carlslake, E. L.			13.00	13.00		
Coates, J. R.			10.00	10.00		
Cramer, Garrett			2.00	2.00		
Dickinson, James			27.00	27.00		
Dugan, David			259.00	259.00		
Furth, F. G.			6.00	6.00		
Gibbs, Wesley			200.00	200.00		
Grady, William			896.50	896.50		
Kelly, John			67.00	65.00		2.00
Lambert, D. E.			10.00	10.00		
Lutz, C. W.			5.00	5.00		
McCloskey, H. F.			25.00	25.00		
Piston, T. J.			135.00	135.00		
Pond, W. G.			2.00	2.00		
Probsting, Frank			5.00	5.00		
Roberts, J. E.			30.00	30.00		
Simmons, E. J.			35.00	35.00		
Smith, J. L.	1.00 OP		129.00	128.00		
Smyth, F. L.			12.50	12.50		
Speier, E. T.			2.00	2.00		

continued

B U R L I N G T O N - continued

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Stevenson, G.S.	100.00		20.00	20.00		100.00
Tunney, Wm.	1.00 OP		1,048.00	1,047.00		
Worthington, I.R.			37.50	37.50		
Young, W. P.			270.00	270.00		
Totals	\$98.00		\$3,552.50	\$3,548.50		\$102.00

* Appealed cases.

C A M D E N

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Boardman, Arch			143.00	143.00		
Britton, A. Z.			221.00	221.00		
Clapp, F. B.	219.50					219.50
Cook, J. E.			291.00	291.00		
Daniels, J. M.			150.00	150.00		
Finkenbinder, David			607.00	607.00		
Fraser, W. P.	.50 OP		3.00	2.50		
Hofbauer, J. J.			2.00	2.00		
Hunter, E. D.			20.00	20.00		
Irwin, A. D.			221.00	221.00		
Jackson, C. H.			812.00	812.00		
Johnson, Fred			280.50	280.50		
Kaufmann, C. W.			51.00	51.00		
Keilman, G. B.			22.00	22.00		
King, R. H.			12.50	12.50		
Krewson, Amos			5.00	5.00		
Lawrence, Thos.			2.50	2.50		
Matthews, W. A.			192.00	192.00		
McGross, J. H.			25.00	25.00		
Patton, J. A.			2.50	2.50		
Ritchie, E. M.			5.00	5.00		
Russell, H. J.			47.50	47.50		
Schramm, F. C.			435.50	435.50		
Schweiger, M. D.			560.00	560.00		
Smith, James S.			295.00	295.00		
Stetser, Oliver			235.00	235.00		
Valleley, John		22.50	92.50	92.50	22.50	
Van Isterdal, M. F.			37.50	37.50		

continued

C A M D E N - continued

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Voight, Chas.			5.00	5.00		
Wallen, E. B.			10.00	10.00		
Wilkinson, G. W.			840.00	840.00		
*Yost, G. E.	260.00		1,457.50	1,457.50		260.00
Ziesch, G. J.			30.00	30.00		
Totals	<u>\$479.00</u>	<u>\$22.50</u>	<u>\$7,113.50</u>	<u>\$7,113.00</u>	<u>\$242.00</u>	<u>\$260.00</u>

* Appealed cases.

C A P E M A Y

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Brown, E. R.			406.00	406.00		
Brownmiller, G. A.			53.50	53.50		
Coapman, J. M.			585.00	585.00		
Gandy, Floyd			21.00	21.00		
Gorman, Harold			18.00	18.00		
Griffiths, Joseph			2.00	2.00		
Holton, John			4.00	4.00		
Jackson, John			16.00	16.00		
Killman, James			232.50	232.50		
Kohle, Joseph	31.00		181.00	181.00		31.00
Lapidus, Henry			4.00	4.00		
Levin, Jacob			43.00	43.00		
Meerwald, William			329.00	329.00		
Myers, Lanning			699.00	699.00		
Nittinger, Edward			58.50	58.50		
Payne, Russell			20.00	20.00		
Richards, George	19.37			19.37		
Schlegel, Edgar			219.00	219.00		
Totals	\$50.37		\$2,891.50	\$2,910.87		\$31.00

C U M B E R L A N D

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Del, Roland			9.00	9.00		
Hams, Richard			18.00	18.00		
Burnett, Charles			24.00	24.00		
Wohen, Wolfe			23.00	23.00		
Wreaner, J. P.			15.00	15.00		
Wavis, H. M.	414.00			414.00		
Wavis, Lavern			6.00	6.00		
Wavis, Samuel	25.00		136.00	136.00		25.00
Wlorentino, Maurice			21.00	21.00		
Wardiner, Harry			10.00	10.00		
Woldblatt, Isidor			15.00	15.00		
Wross, Jack			309.00	309.00		
Wasker, Elder			64.00	64.00		
Warper, David			13.50	13.50		
Wohnson, Samuel			170.00	170.00		
Wore, Frank			358.00	358.00		
Woe Lean, James			241.00	241.00		
W Malcolm, Edwin			2,243.50	2,243.50		
Wyers, Herbert			12.00	12.00		
Wovaria, D. J.			114.00	114.00		
Willet, Zilpah			5.00	5.00		
Wobbins, Karl			101.00	101.00		
Wroth, Sewell			966.00	966.00		
Wnilden, Asfred			10.00	10.00		
Wane, Burton			387.00	387.00		
Totals	<u>\$439.00</u>		<u>\$5,271.00</u>	<u>\$ 5,685.00</u>		<u>\$25.00</u>

*Appealed cases.

E S S E X

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Watty, Lloyd			10.00	10.00		
Wmarest, F. A.			3.00	3.00		
Weld, August			12.00	12.00		
Waller, Louis			8.00	8.00		
Wemy, Thomas			50.00	50.00		
Will, Julius			40.00	40.00		
Wundage, Norman			33.00	33.00		
Wagee, John			100.00	100.00		
Wingh, Martin			20.00	20.00		
Woble, E. R.			1,396.00	1,396.00		
Smith, E. V.			172.00	172.00		
Stoddard, Fred			110.00	110.00		
Walmadge, A. V.			212.00	212.00		
Willey, J. F.			275.00	275.00		
Vaugh, Alex			115.00	115.00		
Totals			<u>\$2,556.00</u>	<u>\$2,556.00</u>		

G L O U C E S T E R

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Alsito, Frank			42.00	42.00		
Ammer, Charles			23.00	23.00		
Bowers, William			142.50	142.50		
Carione, William		15.00	420.00	420.00	15.00	
Daniels, Oliver			12.00	12.00		
Davenport, G. J.			3.00	3.00		
Fredericks, Albert			2,260.50	2,260.50		
Friant, Harry			685.50	685.50		
Gellenthin, Chas.			408.50	408.50		
Gellenthin, John			143.00	143.00		
Hughes, Burton			12.00	12.00		
Hunter, Walter			15.00	15.00		
Johnson, Frank			212.00	212.00		
Jordon, George			264.50	264.50		
Lewis, Alex			7.50	7.50		
Magill, David			33.00	33.00		
Miller, Albert			245.00	245.00		
Mitchell, Fred			32.50	32.50		
Perrella, Michael			25.00	25.00		
Robertson, Joseph			6.00	6.00		
Rossiter, Samuel		5.00	5.00	5.00	5.00	
Simmier, Fred			122.00	122.00		
Smith, John			128.00	128.00		
Snyder, Linwood			593.50	593.50		
Steelman, George			8.00	8.00		
Twiss, Harold			66.00	66.00		
Vernon, John			30.00	30.00		
Warlow, William			33.00	33.00		
Wert, James			39.00	39.00		
Wick, John			5.00	5.00		
Totals		\$20.00	\$6,022.00	\$6,022.00	\$20.00	

H U D S O N

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Barison, Morris			497.00	497.00		
Casale, Anthony			1,041.00	1,041.00		
Gallagher, Joseph			1,018.00	1,018.00		
Lepore, Michael			2.00	2.00		
McCabe, James			200.00	200.00		
Murray, Daniel			100.00	100.00		
Totals			\$2,858.00	\$2,858.00		

H U N T E R D O N

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Agens, Floyd			4.00	4.00		
Ackerman, J. P.			2.00	2.00		
Coss, James			608.00	608.00		
Hoffman, Emmert			2.00	2.00		
Hoffman, Oliver			2.50	2.50		
Huffman, Barton			28.00	28.00		
Hummer, Embley			100.00	100.00		
Iobst, Harry			56.00	56.00		
Morris, John			16.00	16.00		
Oliver, Lester Sr.			1,418.00	1,418.00		
Oliver, Lester Jr.			149.00	149.00		
Sheets, Rodney			27.00	27.00		
Stochowicz, Edw.			15.00	15.00		
Torantola, Italo			2.00	2.00		
Thomas, W. H.			15.00	15.00		
Voorhees, J. L.			69.00	69.00		
Webster, George			141.00	141.00		
Totals			\$2,654.50	\$2,654.50		

M E R C E R

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Britton, Raymond			3,431.00	3,431.00		
Burtis, Leslie			27.00	27.00		
Carpenter, Edwin			948.00	948.00		
Draine, Charles			1,485.50	1,485.50		
Duch, Andrew			430.00	430.00		
Gropp, Andrew			417.00	417.00		
Hampton, Franklin			724.00	724.00		
Hart, George			5.00	5.00		
Dearden, William			200.00	200.00		
Lawrence, Latimer			40.00	40.00		
Winfield, Ernest			2.00	2.00		
Totals			\$7,709.50	\$7,709.50		

M I D D L E S E X

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Bloom, Charles			55.00	55.00		
Boland, Charles			116.00	118.00		2.00 OP
Brown, Arthur			1,283.00	1,283.00		
Conover, David			88.00	88.00		
Duggan, Frank			10.00	10.00		
Fillhower, George			17.00	17.00		
Gaskill, Fred			5.00	5.00		
Hand, William			363.00	363.00		
Harris, Walter			226.00	226.00		
Henry, Lloyd			201.00	201.00		
Holohan, John			4,022.40	4,022.40		
Ivins, Harry	1.00 OP					1.00 OP
Kish, John			1,671.00	1,671.00		
Lynch, John			10.00	10.00		
MacManis, Elmer			4,613.00	4,613.00		
Matthews, Charles	655.00					655.00
Mayer, Maxwell			135.00	135.00		
Melko, Mathew			5.00	5.00		
Perna, William			67.00	67.00		
Rynone, Albert			5.00	5.00		
Schiller, Harold			3,154.00	3,154.00		
Sellyei, Louis			184.00	184.00		
Smith, William			312.00	312.00		
Spilatore, Frank			4,466.00	4,466.00		
Tegen, John			98.00	98.00		
Tetlow, Joseph			77.00	77.00		
Urffer, Alfred			128.25	128.25		
Vogel, Bernard			5.00	5.00		
Walter, George			1,772.00	1,772.00		
Westmayer, John			626.00	626.00		
Totals	<u>\$654.00</u>		<u>\$23,714.65</u>	<u>\$23,716.65</u>		<u>\$652.00</u>

MONTH

Magistrates	Amt. Due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash received 1936	Cancel- lations Adjust- ments	Amt. due 12-31-36
Berman, David			1.00	1.00		
Bolte, Harry Sr.			281.00	281.00		
Bolte, Harry Jr.			436.00	436.00		
Bry, Louis Jr.			518.00	518.00		
Capabianco, Eugene			10.00	10.00		
Clot, Marcel	232.00					232.00
Eiseman, Sigmund			76.00	76.00		
Emmons, Walter			18.00	18.00		
Evans, Alton			75.00	75.00		
Greene, George			21.00	21.00		
Haag, William			5.00	5.00		
Krusen, Lawrence			594.00	594.00		
Madigan, Thomas			19.00	19.00		
Marks, Robert			76.00	76.00		
Meese, Louis			242.00	242.00		
Merritt, Waldo			23.00	23.00		
Nichols, Standish	29.00					29.00
Packer, W. K.			56.00	56.00		
Quinn, Fred			978.00	978.00		
Rue, Harold			370.00	370.00		
Rupp, Charles			14.00	14.00		
Schur, Curt			12.00	12.00		
Smith, Thomas			227.00	227.00		
Stoye, Herman			5.00	5.00		
Wainright, E. C.			731.00	731.00		
Weeks, Joseph			16.00	16.00		
Weigand, Frank			24.00	24.00		
Totals	\$261.00		\$4,828.00	\$4,828.00		\$261.00

M O R R I S

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Adolff, A. M.			7.00	7.00		
Bishop, William			248.00	129.00		119.00
Brown, Albert			10.00	10.00		
Budd, Hulse			4.00	4.00		
Cooke, J. D.			86.00	86.00		
De Campb, F. A.			239.00	239.00		
Doney, Clarence			63.00	63.00		
Dudley, Charles			15.50	15.50		
Ebert, Meyer			43.00	43.00		
Gardner, William			200.00	200.00		
Gensheimer, Frank			19.00	19.00		
Gilliland, Arthur			5.00	5.00		
Hartdorn, Gustav			85.00	85.00		
Higgins, William			58.00	58.00		
Huyler, Louis			651.00	651.00		
Keefe, William			61.00	61.00		
Keeler, Henry			2.00	2.00		
Lucas, William			735.00	735.00		
Mabie, Lefferts			5.00	5.00		
McPeak, George			33.00	33.00		
Mischlara, R. Sar			9.00	9.00		
Myers, William			1,475.00	1,475.00		
Passmonick, George			25.00	25.00		
Randall, E. R.			10.00	10.00		
Rennie, Alexander			470.00	470.00		
Salny, Milford			2.00	2.00		
Stell, Robert			10.00	10.00		
Stirone, Marco			14.00	14.00		
Trengove, Joseph			73.00	73.00		
Troop, Charles			2.00	2.00		

continued

M O R R I S - continued

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Van Keuren, John	220.00					220.00
Watson, Fred			37.00	37.00		
Waxberg, Louis			444.00	444.00		
Totals	\$220.00		\$5,140.50	\$5,021.50		\$339.00

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash received 1936	Cancel- lations Adjust- ments	Amt. due 12-31-36
Asson, Joseph			2.00	2.00		
Becker, Fred			114.00	114.00		
Bennett, Raymond	143.00				143.00	
Berkowitz, Isaac			41.00	41.00		
Briggs, Frank			313.50	313.50		
Burbol, Joseph			105.00	105.00		
Clark, James			10.00	10.00		
Connors, Robert			47.50	47.50		
Cranmer, W. S.			309.50	309.50		
Curtis Arthur			10.00	10.00		
Farrow, William			430.50	430.50		
Ferguson, Charles			37.00	37.00		
Hefferman, Mortin			208.00	208.00		
Hodge, Raymond			5.00	5.00		
Hulse, George			5.00	5.00		
Klein, Joseph			4.00	4.00		
Landry, William			6.00	6.00		
*Leary, William	200.00		1,277.00	1,277.00		200.00
Mahland, Fred	196.00				196.00	
McCluskey, Albert			3.00	3.00		
Novins, Benj.			530.50	530.50		
Polk, John			79.00	79.00		
Smith, Henry			583.00	583.00		
Weiss, Paul			50.00	50.00		
Wheeler, Walter			186.50	186.50		
Whitson, William			2.00	2.00		
Woerner, Charles			220.00	220.00		
Yoder, Lester			10.00	10.00		
Totals	\$539.00		\$4,589.00	\$4,589.00	\$339.00	\$200.00

*Appealed case.

P A S S A I C

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash received 1936	Cancel- lations Adjust- ments	Amt. due 12-31-36
Ball, Edward	130.00					130.00
Duffy, Vincent			188.00	188.00		
Gall, Ronald	117.00	OP	439.60	219.60	103.00	
Gardner, Walter			172.00	172.00		
Hart, Francis			127.00	127.00		
Houman, Garrett			221.00	221.00		
Husk, Richard			84.00	84.00		
Klein, Moritz			807.00	807.00		
McNaughton, John			50.00	50.00		
Schmidt, George			557.00	557.00		
Schulster, Ernest			18.00	18.00		
Smith, Bentley			95.00	95.00		
Steel, James			5.00	5.00		
Weaver John			11.00	11.00		
Totals	\$13.00		\$2,774.60	\$2,554.60	\$103.00	\$130.00

S A L E M

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Alterman, Joseph			35.00	35.00		
Ayers, L. S.			1.00	1.00		
Boggs, Russell			2.00	2.00		
Conine, Walter			268.00	268.00		
Davis, Robert			41.00	41.00		
Glick, Harry			288.00	288.00		
Humphries, D. G.			432.00	432.00		
Kirk, George			1.50	1.50		
Linch, Halie			2.00	2.00		
Lippincott, Walter			180.00	180.00		
Megill, Warren			93.50	93.50		
Rogers, George			37.50	37.50		
Wright, Samuel			84.50	80.50	4.00	
Totals			\$1,466.00	\$1,462.00	\$4.00	

S O M E R S E T

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash received 1936	Cancel- lations Adjust- ments	Amt. due 12-31-36
Baier, Joseph			8.00	8.00		
Bodin, Francis			102.00	102.00		
Bulat, Joseph			4.00	4.00		
Dean, Charles			1,178.85	1,178.85		
Delmonte, James			10.00	10.00		
Mathews, O. B.			25.00	25.00		
Rehder, Carl			8.00	8.00		
Reid Charles			456.00	456.00		
Silvestein, Charles			3.00	3.00		
Smith, George			8,232.00	8,232.00		
Sutphen, R. H.			17.00	17.00		
Totten George			3,949.50	3,949.50		
Williams, Joseph			11,517.40	11,517.40		
Wyckoff, Frank			<u>25.00</u>	<u>25.00</u>		
Totals			\$25,535.75	\$25,535.75		

S U S S E X

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Dalling, James			7.00	7.00		
Hulse, Roy			3.00	3.00		
Lang, Robert			7.00	7.00		
Miller, F.M.K.			11.00	11.00		
Moyse, William			13.00	13.00		
Rodimer, Howard			3.00	3.00		
Shaw, J. J.			16.00	16.00		
Sutting, Emil			45.00	45.00		
Sutton, James			18.00	18.00		
Van Ness, Charles	5.00		843.00	843.00	5.00	
Young, G. G.			177.00	177.00		
Totals	<u>\$5.00</u>		<u>\$1,143.00</u>	<u>\$1,143.00</u>	<u>\$5.00</u>	

U N I O N

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash received 1936	Cancel- lations Adjust- ments	Amt. due 12-31-36
Buckley, W. R.			128.00	128.00		
*Ceglowski, W. M.	200.00					200.00
Compton, H. L.			100.00	100.00		
Herrigel, Emil			12.50	12.50		
*Kein, G. G.	200.00		307.00	307.00		200.00
Kirk, J. T.			46.00	46.00		
Lyding, Frank			624.00	624.00		
Murphy, Robert			30.00	30.00		
Nash, A. C.			114.00	114.00		
Needel, David			210.00	210.00		
Rakin, Louis			6.00	6.00		
Spitzhoff, F. H.			873.00	873.00		
Winckler, W. L.			13.00	13.00		
Totals	\$400.00		\$2,463.50	\$2,463.50		\$400.00

* Appealed cases.

W A R R E N

Magistrates	Amt. due 12-31-35	Checks ret. from banks	Fines imposed 1936	Cash Rec'd. 1936	Cancellations Adjustments	Amt. due 12-31-36
Baker, Charles			220.00	220.00		
Baker, Edward			64.00	64.00		
Craig, Albert			40.00	40.00		
Fisher, Clarence			597.00	597.00		
Fuller, Galen			55.00	55.00		
Hutchinson, Thomas			153.00	153.00		
Kennedy, David			51.00	51.00		
Mazzotta, Benj.			14.00	14.00		
Opdyke, Weldon			3.00	3.00		
Pierson, M. A.			624.00	624.00		
Sharps, E. W.			1.00	1.00		
Sloan, Alvin			173.00	173.00		
Snyder, Berton			118.00	118.00		
Timmerman, William			142.00	142.00		
Van Billiard, James	70.00			70.00		
Weiss, Ray			177.50	177.50		
Wildrick, John			32.00	32.00		
Willever, Clark			465.50	465.50		
Totals	<u>\$70.00</u>		<u>\$2,930.00</u>	<u>\$3,000.00</u>		

STATE OF NEW JERSEY
OFFICE OF THE ATTORNEY GENERAL
TRENTON

January 25, 1937.

Hon. Arthur W. Magee,
Commissioner of Motor Vehicles,
State House,
Trenton, New Jersey.

My dear Commissioner:

In accordance with a letter, dated January 6th, from Deputy Commissioner William J. Dearden, stating that you were anxious to complete the annual report for the department as soon as it was possible, I herewith enclose for your consideration a report of the matters that were referred to me for attention and advice during the year of 1936.

By the submission of reports in the past, you are acquainted with the several phases of the work involved concerning my department. You are not unmindful of the fact that much of the work involves the trying of cases in the several counties of our State and that miscellaneous motor vehicle and traffic violations are prosecuted to a conclusion.

In some matters, the issue is carried to higher jurisdictions of our courts for final determination while others remain in inferior courts. Much time is spent in interviewing witnesses and officials, the examination of pleadings and the investigations that are necessary in the preparation of this work. Concomitant with these matters telephonic communications and correspondence are also very vital.

During the past year I have continued making public addresses concerning the promotion of general safety and have attended safety campaign conferences and have given my personal views as a result of my experience with the matters herein.

From time to time I have been called to assist in the preparation of new laws concerning the general welfare of our department and have assisted both Deputy Commissioner William J. Dearden and you in the several hearings held in Trenton.

I have also been personally available at your command to advise you as to certain inquiries arising in due course. In matters that concern other departments of the State, I have conferred with both counsel and superiors for the purpose of enacting cooperative measures. I have assisted in the preparation of the motor vehicle booklet of 1936 which has been made available by you for the courts, prosecutors and the people of our State.

In some cases I have been able to recover monies for the department that in some instances were rather doubtful as to success. I have conferred with the superiors of the different departments and have given them advice on several occasions. It has also been necessary for me to institute suits throughout the year; file necessary pleadings and prepare miscellaneous papers in the prosecution of this work connected with the Motor Vehicle Department.

Respectfully submitted,
Alexander M. Ormsby
Assistant Attorney General.

State vs. James J. Ackerman
(Payment of Fine.)

State vs. Patsy Agnelli
(Summary Review)

In re American Trucking Association
(Statutory Agents--Sec. 221(c) of Motor Carrier Act.)

In re L. S. Armstrong of U.S. Consulate Service
(Reciprocity Privilege)

In re Asbury Park and Ocean Grove Bank
(\$9600.00 recovered.)

In re Beach Buggy
(Registration)

In re Thomas J. Bell
(Reduction of Sentence)

In re Belleville Auto Sales, Inc.
(Registration)

In re James H. Blauvelt
(2% Filing Fee.)

In re L. F. Branigan
(Authority of Mayor to hear cases.)

In re Jacques Braunstein
(Reciprocity)

In re Peter Breidt Co.
(Registration)

State vs. Rosindo Buonanno
(Bond)

In re Joseph Burbol
(Refusal to sign power of attorney card.)

In re bus drivers
(Chapter 240, P. S. 1936)

In re bus drivers
(Chapter 269, P. L. 1936--special examinations)

State vs. Walter Castles
(Appeal)

State vs. James Collins
(Appeal)

In re Joseph M. Cox
(Rubin I. Pollack)

In re Inspector Cummings
(Conduct in Court)

State vs. Hildreth M. Davis
(Bond)

In re Father Divine Mission
(Registration)

In re Emmett T. Drew
(Disposition of Fines.)

Finley vs. Duvall
(Appeal)

Harry Eckman vs. John H. Pilgrim and
W. Chester Ferguson, trading as
Ferguson Express Company

In re Family Service Bureau
(Humane society--NF plates)

In re Alvin R. Featherer
(Illegal Parking of Cars)

In re Sidney Finkel
(Definition of "operators")

Michael Finocchiaro vs. Eugene P. Mittern
(Financial Responsibility)

In re Fleetway Coach Lines, Inc.
(Operation in New Jersey)

In re C. K. D. Foxwell
(Photostatic copy of registration or driver's licenses)

Walter Fredericks vs. A. W. Magee
(Opinion rendered in May Term, 1936)

In re Philip Gaudiosi
(Appeal)

In re Hampton Hanna
(Financial Responsibility Act)

In re General Accident Fire & Life Insurance Co.
(Filing of certificate of cancellation)

In re General Motors Acceptance Corporation
(Form of voluntary surrender)

In re Frank J. Hall, Recorder
(Drunken Driving Cases)

In re Hampton Hanna
(Financial Responsibility Act)

In re Louis M. Hargreaves
(Justice of the Peace)

In re John P. Heller
(Reckless Driving)

In re Bernard Hirschhorn
(Dismissal of Complaint)

In re Hoboken Chamber of Commerce
(License fee for crane.)

In re Eugene F. Hoffman
(Assembly Bills Nos. 382 and 383)

State vs. Samuel Husk & Standard Accident Insurance Co.
(Bond)

Inspection Stations
(Leases; requirements for buildings)

In re James Karian
(Surety Bond)

In re John Kirsh
(State vs. Woodhead, 134 Atl. 556)

In re Howard Johnson
(Parking Regulations)

In re Justices of the Peace
(Summary Arrests)

In re Leslie S. Lapham
(Driver's License)

State vs. Howard H. Lepper
(Bond)

In re Licenses
(Revocation of same):

State vs. Rocco Adase
State vs. Leslie Bingham
State vs. George Both
State vs. Caputti
State vs. Brownie Cross (alias "Brownie Hayes.")
State vs. Fredericks
State vs. Freer
State vs. Warren Green
State vs. William H. Hickey
State vs. Frank Hill
State vs. James Landitch
State vs. Mirabella
State vs. Olive
State vs. Taylor

In re Irvin M. Lichtenstein
(Filing of conditional sales contracts)

In re Fannie Litvinoff
(Unsatisfied Judgment)

In re John A. Lynch
(Case of John C. Moran)

Matters concerning magistrates:

William Tunney, Justice of the Peace, Bordentown, N. J.
Louis Filling, Magistrate, Pomona, N. J.
Linwood Snyder, Magistrate, Clayton, N. J.
Marcel Clot, Justice of the Peace, West Belmar, N. J.
Magistrate Bennett, Point Pleasant, N. J.
Charles G. Matthews, Magistrate, New Brunswick, N. J.
W. Standish Nichols, Magistrate, Brielle, N. J.
James Van Billiard, Justice of the Peace, Phillipsburg, N. J.
Fred Berchtold, Magistrate, Egg Harbor City, N. J.
George S. Stevenson, Magistrate, Beverly, N. J.
Frank H. Clapp, Magistrate, Magnolia, N. J.
William R. Leary, Magistrate, Toms River, N. J.
George E. Yost, Recorder, Merchantville, N. J.
Edward Ball, Magistrate, Bloomingdale, N. J.
Gustave G. Kein, Jr., Recorder, Union, N. J.
Samuel S. Davis, Justice of the Peace, Bridgeton, N. J.
Walter M. Geglowski, Hillside, N. J.
James J. Reilly, Recorder, Atlantic City, N. J.

In re George J. Mason
(Motor Vehicle Accident)

In re Harold McDermott
(Engel Matter)

State vs. Marie McGee & Acting Recorder Brown
(Certiorari)

In re McKirgan & Gilson
(Jurisdiction of court)

In re Charles J. Monks, Chief of Police, Passaic, N. J.
(Cars bearing 1935 license plates.)

In re motor vehicle operators
(Fingerprinting)

In re Notice of Seizure
(Form to be used)

In re Jacob L. Nydick
(Non-resident service)

In re Ordinances:

Ordinance of City of Bayonne (Parking)
Ordinance of City of Bloomfield (Parking Meters)
Ordinance of City of Passaic (Blind Pedestrians)
Ordinance of City of Passaic (Parking Meters)
Ordinance of City of Trenton (Art. 8, Sec. 63)
Ordinance of City of Woodbury (Parking)

In re Thomas M. Kane, Newark
(Ordinance concerning bicycles)

In re John Palmieri
(Redress from officials)

In re Kasimir Panek
(Junk Yard License)

In re Frank Posluszny
(License)

In re Pupil Transportation
(Morristown School)

State vs. Edward Purdue
(Conviction)

In re Reciprocity
(New York Vehicles operating in New Jersey and
carrying merchandise without commercial plates)

State vs. James L. Reid
(Insanity of defendant)

In re Reports
(Accident reports of Jersey City and Bayonne)

In re Reed & Reynolds
(Licenses)

In re Israel J. Rosenblum
(Garnishee Order -- Bankruptcy)

In re Safety Council
(New Organization)

In re Felix F. Sanduski
(Revocation of licenses)

In re Morris W. Scharf
(Sec. 26 of M.V.A. and Art. 15, Sec. 4 of Traffic Act)

In re H. A. Schnaars
(Postponement of Trial)

State vs. Samuel Shane and Standard Accident Insurance Co.
(Bond)

In re David E. and Moe Silver
(Service in District Courts of other counties)

State vs. Lillian Slotkin
(Appeal)

In re Sydney T. Smith
(Jurisdiction of Recorder)

In re Social Security Act
(Employees of Motor Vehicle Department)

In re Social Service Bureau
(humane society -- NF plates)

Spilatore vs. Griffinger
(Financial Responsibility Act)

In re Nathaniel S. Spira
(Arrest for speeding)

In re S. Monroe Staats
(Section 26 of M.V.A. and Art. 15, Sec. 4 of Traffic Act)

In re Standard Accident Insurance Co.
(New form of bond)

In re Summonses

(Right of officer to suspend ticket or summons after
same has been issued in the name of the court.)

In re Kenneth Swan

(Financial Responsibility Act)

In re Mrs. Helen Tekel

(Forged Bill of Sale)

In re Tide Water Oil Company

In re Mrs. Townsend

(Parmelee Taxi Co.)

In re Traffic Signals

(Mays Landing)

State vs. John O. Van Keuren

(Bond)

In re Frank Van Sycle

(Declaratory Judgment)

In re Alexander Waugh

(Anthony Salerno--Art. 9, Sec. 1 of Traffic Act)

State vs. Dorch & Rowe

(Court of Errors and Appeals)

State vs. Kerrigan

State vs. Gleason

State vs. O'Keefe

State vs. Blount

State vs. Pascarella

State vs. Nungesser

State vs. Ahneman

State vs. Keating

State vs. Leishman

State vs. Alden

State vs. Howardell

State vs. Fitzgerald

State vs. Charles

State vs. Krick

State vs. Edwards

State vs. Miller

State vs. Morrocco

State vs. Welt

State vs. Wegner

State vs. Bennett

State vs. Mullen

State vs. Goodley

State vs. Robertson

State vs. Cassidy

State vs. Zeller

State vs. West

State vs. Hobensach

State vs. Cawman

State vs. E. Riley

State vs. Giles

State vs. Jepson

State vs. James

State vs. Byrnes

State vs. Smith

State vs. Brown

State vs. Devitt

State vs. Magin

State vs. Woodward

State vs. Jastrzebski

State vs. Lee

State vs. Matusz

State vs. Price

State vs. Miles

State vs. Carr

State vs. Yeskel

State vs. Apgar

State vs. McMichael

State vs. Feltman

State vs. Butler

State vs. Van Kirk

State vs. Frederick

State vs. Wiech

State vs. Gibe

State vs. Caputo

State vs. Albisser

State vs. Kurtzer

State vs. Nelson

State vs. Paulus

State vs. Siplsbury

State vs. Hockenbery