

THIRTY-FIFTH
ANNUAL REPORT

OF THE
COMMISSIONER OF MOTOR VEHICLES

OF THE
STATE OF NEW JERSEY

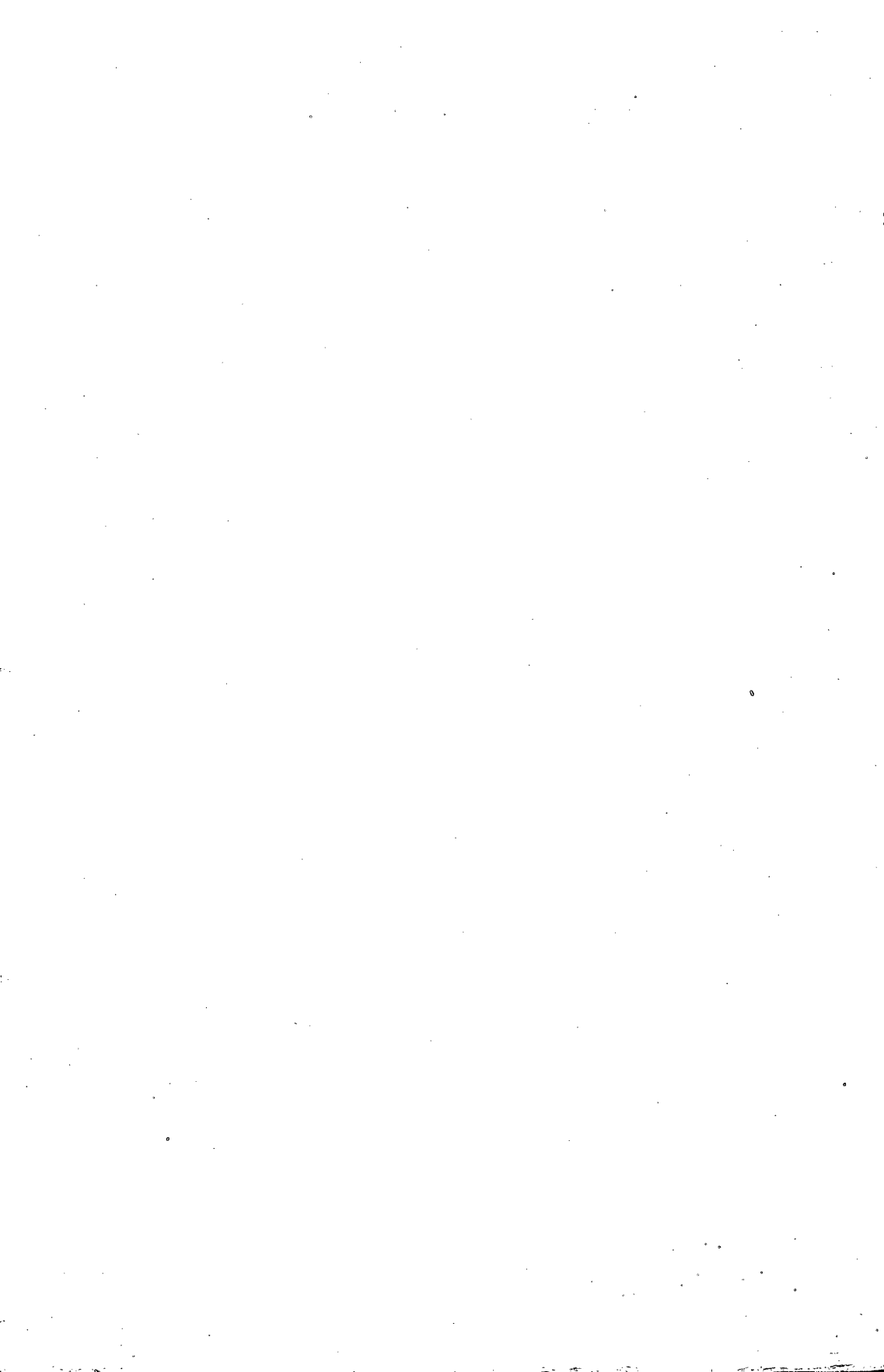
FOR THE YEAR

1940



ARTHUR W. MAGEE,
Commissioner

WILLIAM J. DEARDEN,
Deputy Commissioner



THIRTY-FIFTH

ANNUAL REPORT

OF THE

COMMISSIONER OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

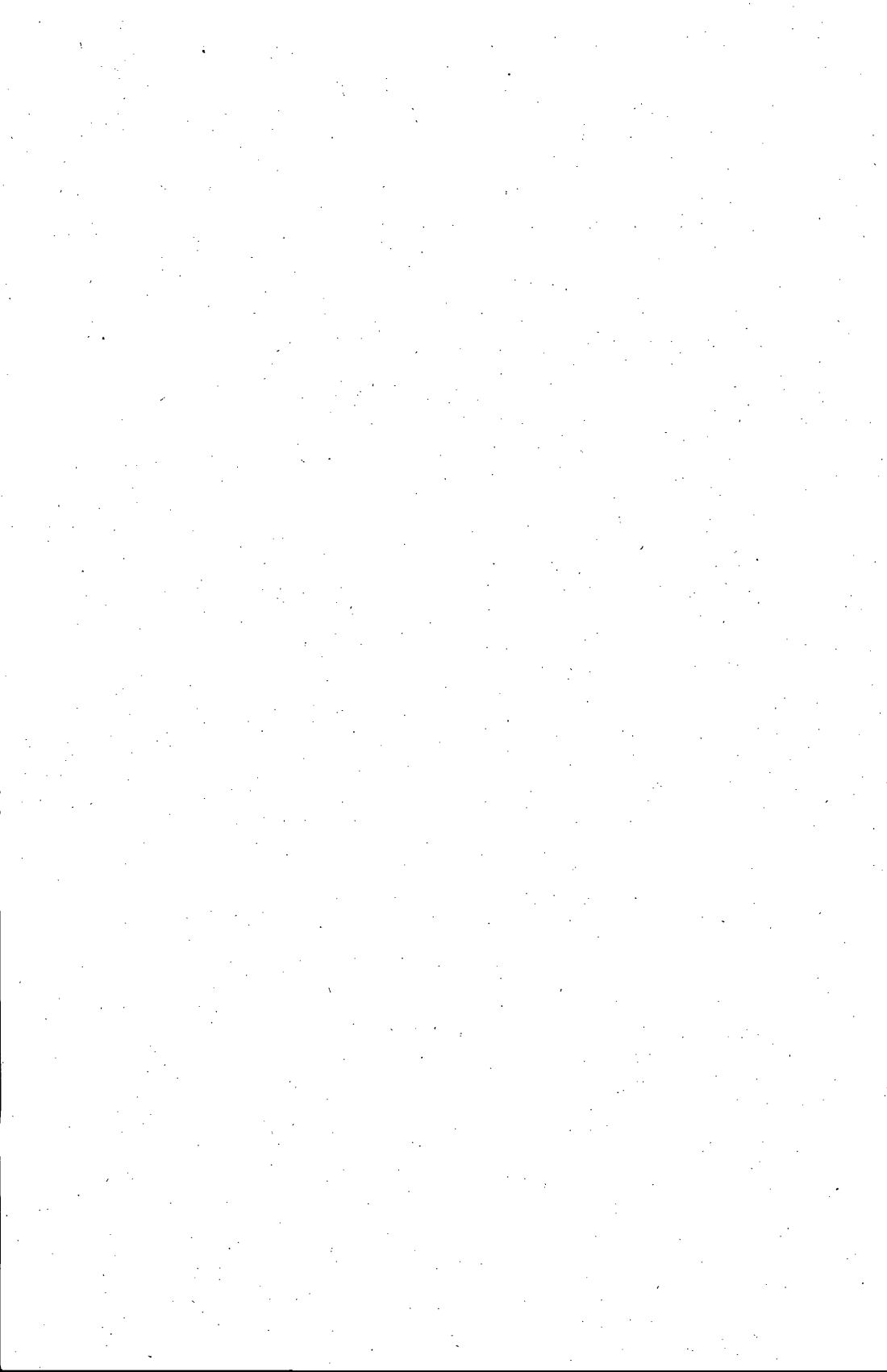
FOR THE YEAR

1940



ARTHUR W. MAGEE,
Commissioner

WILLIAM J. DEARDEN,
Deputy Commissioner





STATE OF NEW JERSEY
THE COMMISSIONER OF MOTOR VEHICLES
TRENTON, N. J.

April 1, 1941

TO HIS EXCELLENCY THE GOVERNOR AND THE LEGISLATURE:

Gentlemen:

In accordance with the provisions of Chapter 39:4-6
of the Revised Statutes, I submit herewith a report of the
activities of the Motor Vehicle Department for the year 1940.

Respectfully,


Arthur W. Magee
Commissioner of Motor Vehicles

REPORT OF THE
COMMISSIONERS OF THE
LAND OFFICE

CONTENTS

	PAGE
Introduction	7
Licenses, Registrations, Revenue	9
Vehicle Inspections	11
License Revocations and Hearings	15
Habitual Violators	18
Inspector Force	20
Safety Education	25
Traffic Engineering	32
Accident Analysis	44
Traffic Law Violations	54
Financial Responsibility	56
Bills of Sale	60
Excise Tax	61
Information Service	62
Junk Yard Supervision	64
Multilith Room	65
Service of Process	65
Statistical Summaries	66, 67



INTRODUCTION

The Motor Vehicle Department being an administrative office dealing in large sums of money, attention is directed to receipts for the year.

Gross revenue reached an all-time high of \$22,898,439.37, an increase of 6.5 per cent over the previous year.

The number of motor vehicle registrations and drivers' licenses also broke existing records. Vehicle registrations totaled 1,117,320, an increase of 5.6 per cent and the number of drivers was 1,365,036, a rise of 5.9 per cent.

The low operating cost of the Department is shown by the legislated appropriation of \$1,848,992, representing about eight cents out of each dollar collected, and comparing favorably with private industry. On the other hand, it is a fact that an additional appropriation would permit the Department to render better public service and to conduct a more rounded highway safety program which would reduce the estimated 25 million dollar economic loss from motor vehicle accidents. The public is unquestionably entitled to greater service in return for its automobile fees.

In ranking the pedestrian accident problem as of first importance, as mentioned in the 1939 report, the Department carried on a program of channeled activity that resulted during the year in a three per cent reduction in pedestrian fatalities and a two per cent decrease in the number of pedestrians injured. With adequate funds, it is likely that the Department could bring about a comparable reduction in the number of collision accidents, which are the accidents next in seriousness to those involving pedestrians.

Agitation was strongly revived during the year for periodic re-examination of drivers with public sentiment, as crystallized by the newspapers, appearing to have reached a point that will give ready acceptance to any sound program having for its object the determining of the continued qualifications necessary to safely operate a motor vehicle.

It takes far too much for granted to assume that because a person was found to be a fit driver on a certain occasion when he was examined, he necessarily remains equally fit for the rest of his life. Just as periodic examination has disclosed apparently fit motor vehicles to have faults, so periodic examination of drivers will disclose them to have dangerous faults.

Manufacturers have done their best to make motor cars controllable and safe; inspection has provided the means for keeping them mechanically safe, and engineering has gone far to improve the safety of the highways and to control traffic movement at congested points. Progressive administration of the motor vehicle laws recognizes the importance of proper motor vehicle operation and it is an established fact that the driver can do more to prevent highway accidents than all of the aforementioned factors combined.

I am convinced that re-examination of drivers at stated intervals, for the purpose of determining their continued fitness to operate a motor vehicle, has its place in any well-rounded safety program. The adoption of such a plan would be acceptable but under no circumstances should it be undertaken without provision being first made for adequate funds to properly administer the plan. I feel, too, that there should be no further tax on the motorist for the expense of re-examination.

The Department recognized the importance of the human factor in another activity during the year when it tightened the requirements to qualify for the privilege of an initial operator's license, particularly in the driving test. As the result of subjecting applicants to more rigid driving examination under everyday traffic conditions and rating their ability by their observance of signs, signals and markings, as well as capacity for ordinary control of the vehicle, rejections increased 135 per cent over the previous year.

A still further expansion of the initial driver's examination is promised for the near future, this time in the visual test. The proposed tests will more accurately determine the condition of the driver's vision than the test now in use, since it will reveal ability to judge distance and field of vision as well as the ordinary visual acuity test.

The steadily increasing demands on the Department for information concerning motor vehicle registrations and drivers' licenses point to the possibility of a new source of revenue. The bureau handling these inquiries, known as the Look-Up Division, operates 24 hours each day and renders prompt service to the police and general public. During the year 577,929 requests were received through the police telautograph, telephone and mails and each month the business is increasing.

Since the handling of these "look-ups" requires the services of a large staff of clerks, the Legislature might well consider a proposal fixing a nominal fee for each inquiry exempting, of course, inquiries from the police.

Attention is called to the inadequate quarters in which the Motor Vehicle Department is functioning. The allotted floor space has not kept step with the increasing business expansion of the Department, with the result that cramped working conditions exist that would not be tolerated in private industry. The need for additional floor space is imperative!

As in past years, the Department is deeply indebted to outside sources for helping to keep the subject of safety alive. The newspapers have given generously of their space, the radio broadcasting stations their time and the outdoor advertising industry their facilities, all of which has helped materially to carry the safety message direct to the people.

ARTHUR W. MAGEE.

LICENSES, REGISTRATIONS AND TOTAL REVENUE

The number of motor vehicles registered, persons licensed to drive and gross income of the Motor Vehicle Department exceeded all previous records during the year 1940.

Car registrations totaled 1,117,320, an increase of 5.6 per cent over the previous year.

The number of licensed drivers was 1,365,036, an increase of 5.9 per cent over 1939.

Department revenue reached \$22,898,439.37, including \$1,004,902.00 from the third year's operation of motor vehicle inspection. Gross revenue increased 6.5 per cent over the year 1939.

Following is a two-year comparison of registration, licensed operators and gross income:

REGISTRATIONS, LICENSES AND REVENUE

	1939 ITEMS	1940 ITEMS	1939 FEES	1940 FEES
Passenger Vehicles	887,753	942,103	\$10,056,775.35	\$10,760,367.95
"No Fee" Registrations to Motor Vehicle, State and Local Police Departments		455		
"No Fee" Registrations of State, County, Federal and Municipal owned vehicles		12,579		
Commercial Vehicles	118,820	121,852	3,897,488.00	4,041,809.00
Farmer Commercial Vehicles	15,078	15,342	228,919.25	235,404.50
Undertaker Vehicles	755	748	19,540.50	19,440.00
Omnibus Vehicles	7,468	7,632	336,071.50	343,003.50
Trailer Registrations	7,716	8,235	337,997.50	384,577.50
Motorcycles	4,915	4,980	9,630.00	9,960.00
Dealers (Auto and M. C.)	2,478	2,567	61,740.00	63,935.00
Agricultural Tractors	621	827	1,863.00	2,481.00
TOTAL REGISTRATIONS	1,045,604	1,117,320		
Duplicate Certificates	28,590	27,536	28,590.00	27,536.00
Transfers and Exchanges	266,975	309,205	576,542.55	672,648.50
Duplicate Tags (Auto and M. C.)	17,791	18,421	17,772.00	18,404.50
Auto Driver Licenses	1,300,795	1,365,036	3,902,385.00	4,095,108.00
Motorcycle Driver Licenses	4,974	4,715	4,974.00	4,715.00
Learner Permits	238,591	269,018	119,295.50	134,509.00
Postage				3,152.69
"No Fee" Auto Driver Licenses		728		
"No Fee" Motorcycle Driver Licenses		865		
"No Fee" Transfers		1,180		
TOTAL ITEMS ISSUED BY AGENTS.....	2,903,320	3,114,024		
Fines, State			234,326.75	232,409.00
Certified Copies			1,858.00	1,945.05
Commercial Permits			17,920.57	22,411.12
Registration Permits			1,057.50	1,567.55
Power of Attorney Fees			3,418.25	4,296.00
Miscellaneous Receipts			15,017.49	16,066.15
			\$19,873,182.71	\$21,095,746.92
Bill of Sale Division			558,736.00	694,859.25
Excise Division			94,935.65	101,056.20
Junk Yard Division			1,575.00	1,875.00
Auto Testing Division			974,987.50	1,004,902.00
			\$21,503,416.86	\$22,898,439.37

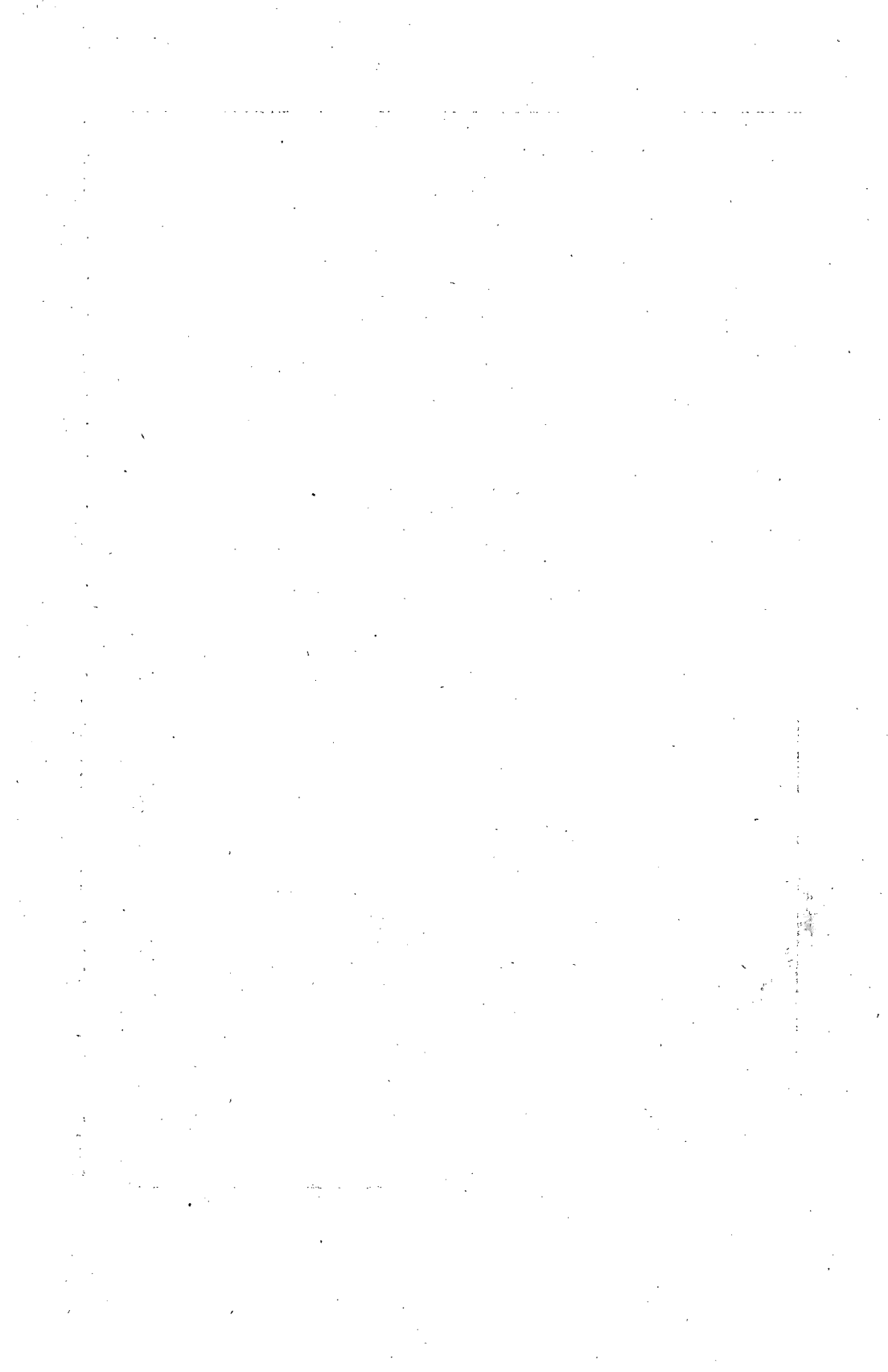
1940 FINANCIAL STATEMENT—APRIL 1, 1940 TO MARCH 31, 1941

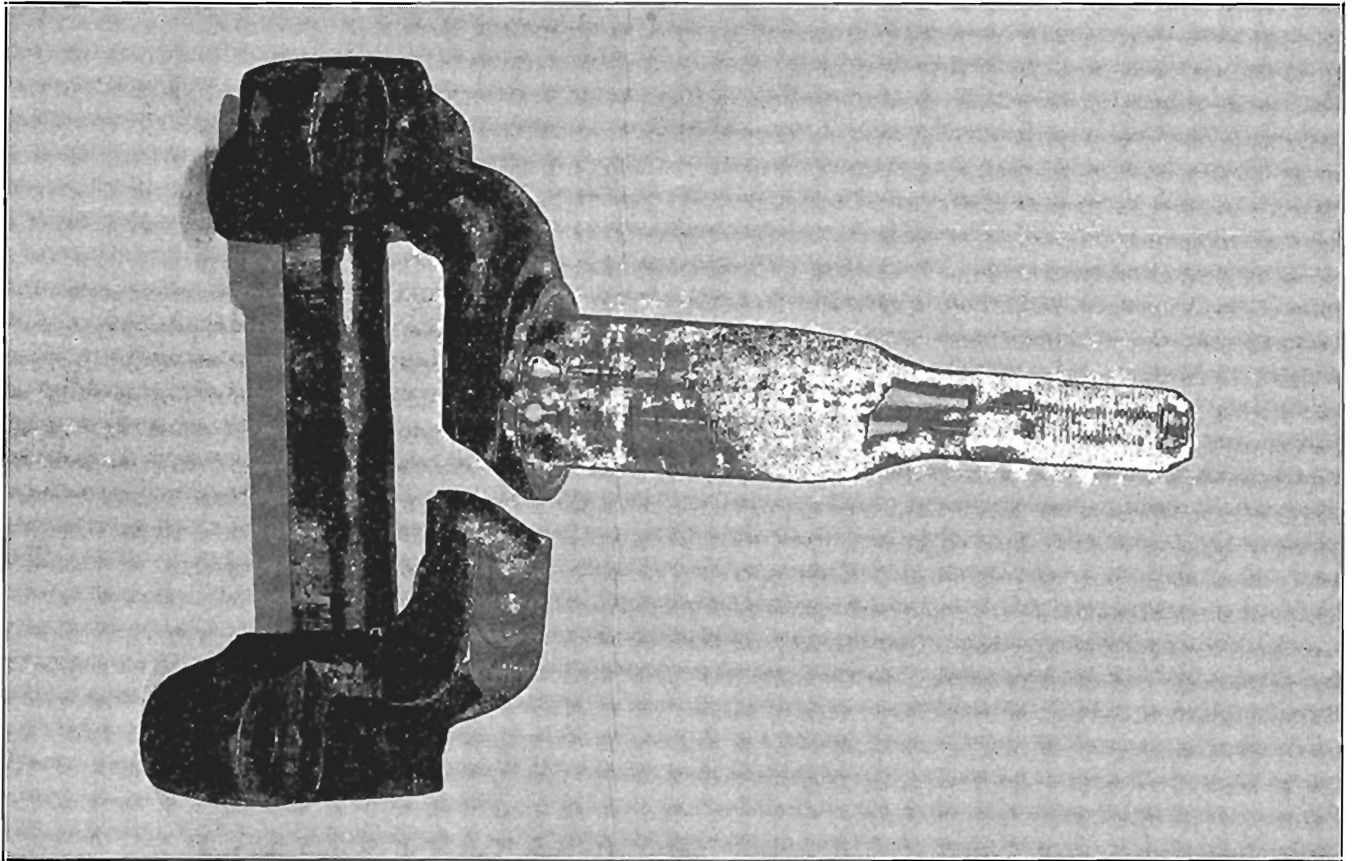
Paid State Treasurer, 1940 account	\$20,713,120.33	
On deposit March 31, 1941, on account 1941 collections	17,099,239.45	
Commissions paid to agents, on account 1940 Commissions	374,454.64	
Refunds for errors in rating 1940 registrations	8,171.95	
Collections April 1, 1940 to March 31, 1941, account 1940 business...		\$21,095,746.92
Collections March 1, 1941 to March 31, 1941, on account 1941 business		17,099,239.45
		<hr/>
	\$38,194,986.37	\$38,194,986.37

YEARLY RECEIPTS OF DEPARTMENT—1906-1940
TOTAL RECEIPTS FROM ALL SOURCES—TOTAL REGISTRATIONS AND
LICENSED DRIVERS

YEAR	MOTOR VEHICLE REGISTRATIONS	DRIVERS LICENSED	GROSS RECEIPTS
1906	13,759	15,269	\$67,063.00
1907	17,619	18,085	92,763.25
1908	21,948	20,545	188,742.94
1909	35,552	28,178	247,424.21
1910	49,931	34,936	322,649.66
1911	43,056	44,341	413,786.27
1912	43,919	51,145	496,653.35
1913	49,458	55,246	661,084.40
1914	60,248	70,313	814,535.30
1915	78,232	100,126	1,063,207.71
1916	104,341	137,855	1,402,695.05
1917	134,964	177,568	1,923,163.65
1918	163,519	201,022	2,431,756.70
1919	190,873	251,539	2,931,902.15
1920	227,737	294,438	3,503,936.70
1921	272,994	348,886	4,106,650.48
1922	342,266	410,700	6,484,038.68
1923	427,166	501,518	7,981,022.56
1924	504,516	581,472	9,277,402.06
1925	579,978	661,306	10,515,323.40
1926	651,416	739,519	11,870,529.19
1927	712,402	814,593	12,963,540.72
1928	765,730	881,552	13,569,028.74
1929	832,102	965,242	14,803,015.62
1930	852,703	1,024,166	15,368,194.15
1931	869,613	1,063,062	15,880,346.03
1932	860,769	1,054,588	15,413,227.75
1933	851,502	1,043,185	15,004,784.37
1934	875,978	1,065,990	15,254,085.48
1935	900,164	1,097,072	16,724,147.05
1936	956,482	1,155,214	17,949,027.56
1937	1,008,909	1,224,557	19,369,940.61
*1938	1,024,096	1,259,016	20,510,593.06
*1939	1,045,604	1,303,795	21,503,416.86
*1940	1,117,320	1,365,036	22,898,439.37

* Fiscal year ending March 31st of following year.





Each Inspection Period discloses a surprising number of vehicles in operation with broken steering knuckles, as above.

VEHICLE INSPECTIONS

The Testing Division has completed its third year of inspecting all motor vehicles registered in New Jersey and operated on its highways, except motorcycles and buses under the jurisdiction of the Board of Public Utility Commissioners.

During the year, no changes worthy of mention were found necessary in the inspection requirements. As would be expected, acquired experience brought about more than a few improvements not only in testing procedure but also in enforcement. However, most of the credit for the increased smoothness of the inspection program should go to the motoring public whose co-operation, on the whole, has been most gratifying.

As usual, there were two designated inspection periods which of necessity were related to the registration year rather than to the calendar year. Since the annual renewal of registrations commenced on February 1, the designated periods were February 1 to July 31, and August 1 to January 31, 1941.

Despite a more than 10 per cent increase in motor vehicle registrations in the past three years, the original testing facilities are still adequate except in the northern part of Hudson County, where there is dire need for another inspection lane. Previous efforts to secure additional facilities in that locality were unsuccessful but another attempt will be made with the new Legislature.

Notwithstanding the passage of 10,500,000 vehicles, in three years, through the 28 stations, for an average of 233,333 vehicles for each of the 45 lanes, there has been remarkably little wear or breakage of the testing equipment. For those who might be statistically inclined, it is pointed out that if all of the vehicles handled were lined up in single file, bumper to bumper, with no spacing between, they would extend a distance of 35,000 miles, or about one and a half times around the earth at the equator, and the average number of vehicles handled per land would extend 777 miles.

Due to improved conditions in industry, there has been more than the average loss of trained and experienced personnel. To date, 10 men have joined the Armed Forces of the United States, but their jobs are being held open for them with temporary employees filling in meanwhile. Because of the previously mentioned considerable increase in registrations, at least 12 more employees should be added to the original complement of 281 examiners. Efforts are being made to secure this necessary additional help.

The leases on many of the 28 inspection stations expire within the year and the State House Commission will be consulted as to its wishes concerning the several options in said leases. When and if the leases are renewed, it is intended to seek needed additional office and locker-room space in many of the stations. Examinations of applicants for drivers' licenses are conducted per a schedule in 35 municipalities. At 13 of these locations, armories were used for the written examinations, but such use has been terminated by the military authorities, making it necessary in most cases to secure privately-owned facilities. As a result, consideration is being given to the possibility of pro-

viding additional facilities at some of the inspection stations for the purpose of conducting driver examinations.

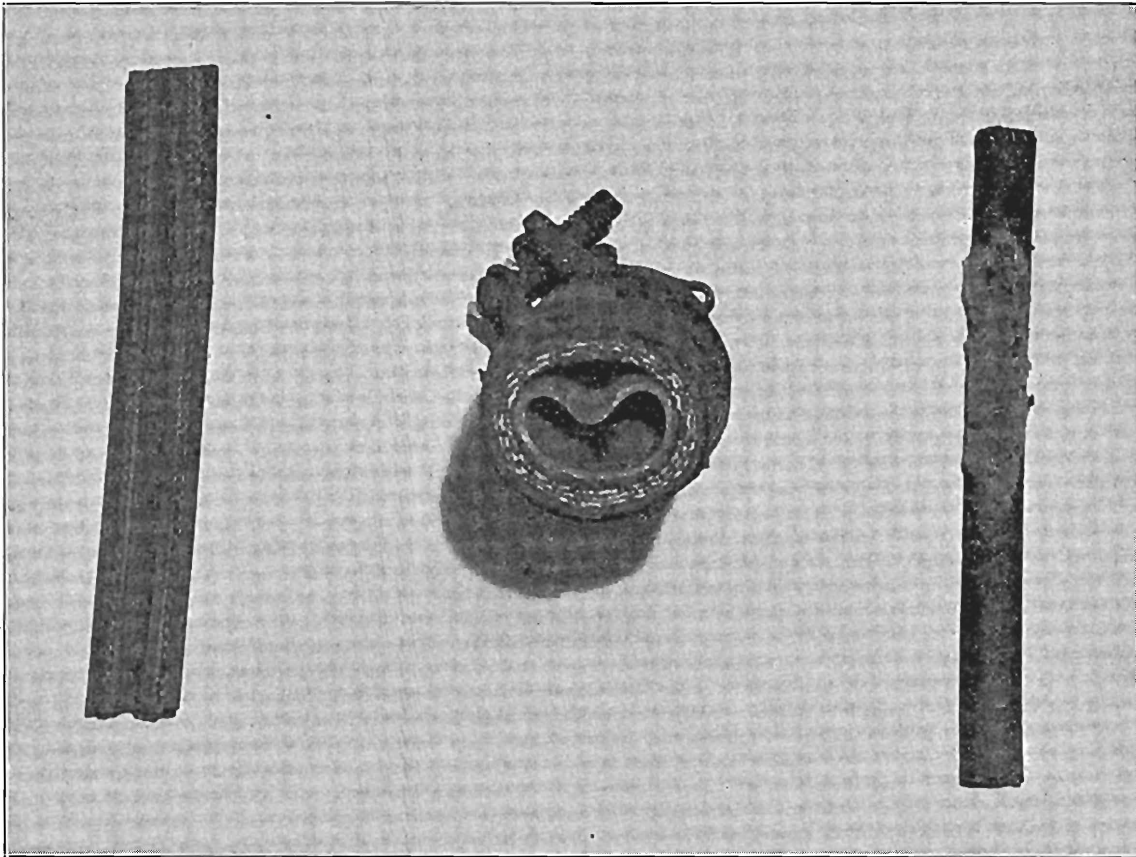
The New Jersey Vehicle Inspection Program from the beginning has been watched and studied by officials and other interested persons from coast to coast. Many such persons have come great distances to see the program in operation. This interest seems to be increasing month after month and during the year it is necessary to devote considerable time to distinguished visitors and to answering correspondence inquiries about the program.

Appended is a table of inspection results for the two periods of the 1940 registration year, but the statistics for the second period are not complete or final because the period had not quite ended at the deadline of this report. The outstanding features of the table follow:

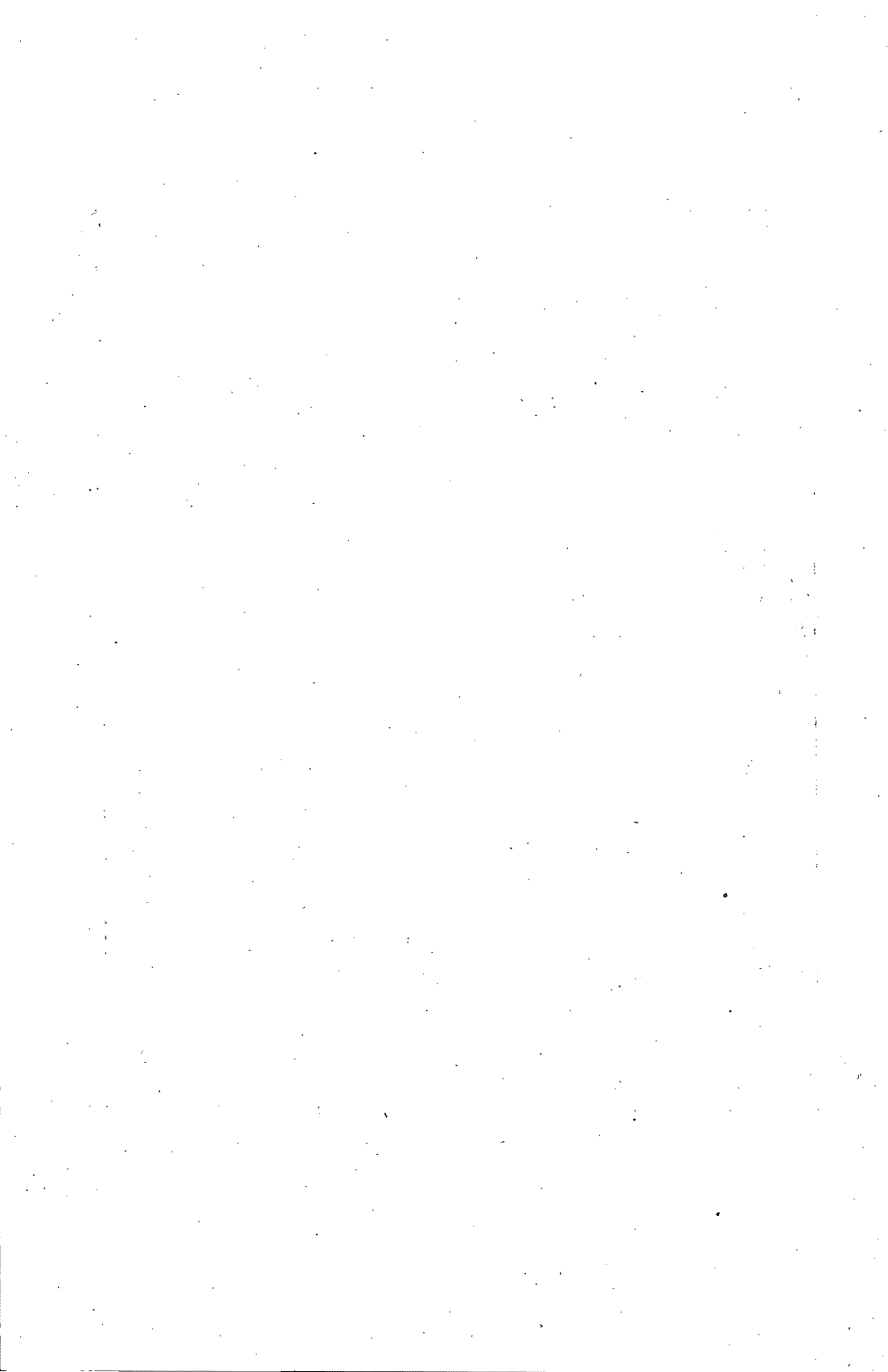
- (a) The various percentages of rejections, item by item, are remarkably consistent with the findings of the previous two years. This makes it possible to predict the number of the various vehicle defects that will be found for some years to come, because altogether too many owners will not maintain their vehicles in safe condition except under compulsion.
- (b) In the first inspection period of this year, the percentage of cars approved on initial examination crossed the 50 per cent mark for the first time, the percentage being 50.6; but, for the second period, it fell back to 48.4. The corresponding percentages for the previous periods were 35.2, 42.1, 46.0 and 44.94.

To insure an air-tight program, the Department requires the surrender of the registration cards and license plates of those vehicles not presented for inspection. A registration voluntarily surrendered by an owner is received without prejudice and is returned promptly upon request when and if the owner is ready to present the vehicle for inspection. In cases of flagrant violations of the law, the registrations are revoked and the registration cards and license plates picked up. Altogether, 44,071 registrations were surrendered, or picked up, during the year. Of this total 6,186 were returned promptly upon request when the owners presented evidence of their intention to have their vehicles inspected and approved. A survey of the 37,885 registrations remaining on hand reveals that a surprisingly large percentage were issued for vehicles of an average age of over 10 years which apparently have outlived their usefulness or now do not warrant the cost of putting them in condition to pass inspection.

Since its inception, the inspection program has guarded against the motoring public being mulcted by the purchase of unlawful or spurious and worthless catch-penny gadgets and accessories, such as counterfeit headlamp and tail-lamp lenses. A conspicuous example made its appearance upon the market in the past year in the form of a blackjack of lethal design and construction. Several hundred of these devices were confiscated at the inspection stations but few have been found lately. Since most of the purchasers went to the vendors and demanded their money back, it is probable that such devices as remained in stock have been shipped to other parts of the country where they can be peddled without molestation. Coincidental with the appearance of the devices in question, a considerable number of homemade



HOSE TROUBLES DISCOVERED BY INSPECTIONS—Shown are a clogged hydraulic brake hose and a collapsed vacuum brake hose both resulting in complete loss of braking effort. Item to right is a windshield wiper hose eaten through by a mouse which had its nest behind instrument panel.



blackjacks and bludgeons were found in vehicles and as quickly confiscated. These constitute quite a museum. Incidentally, the carrying of any such devices in a motor vehicle, except under a permit, is a misdemeanor.

A wealth of additional evidence continues to prove that inspections provide a check upon the quality of work turned out by the service end of the automotive industry.

Aside from the other benefits of motor vehicle inspections, the testing set-up provides the Department with a splendid medium for making direct contact with the State's million-odd motorists. Advantage of this was taken in both periods during the year to place in the hands of owners and drivers safety literature specially prepared for this purpose by the Department.

In the Traffic Engineering section of this report will be found a chart graphically indicating the trend of traffic deaths over a period of years. A study of the appended table of inspection results, even without seeing at first hand some of the hair-raising, unsafe items discovered at the inspection stations, leads to the conclusion that the inspection program has played no small part in the favorable record of the past three years. In addition to a reduction for three years of well over ten million dollars in economic losses due to traffic accidents, the present favorable accident experience has resulted in greatly lowered insurance rates and an actual monetary saving running into seven figures to those owners carrying coverage.

REPORT OF VEHICLES INSPECTED 1940 REGISTRATION YEAR

Distribution	*1st Period	**2nd Period
Approved on Initial Examination	502,678	491,580
Approved on Re-Examination	477,988	501,017
Rejected on Initial Examination	490,766	523,957
Rejected on Re-Examination	170,900	174,687
"NO FEE" Vehicles Approved	7,273	7,234
"NO FEE" Vehicles Rejected	2,305	1,995
TOTAL HANDLINGS	1,651,910	1,700,470

NUMBER OF INDIVIDUAL CARS

	Per Cent		Per Cent	
Approved on Initial Examination	50.6	502,678	48.4	491,580
Rejected on Initial Examination	49.4	490,766	51.6	523,957
TOTALS		993,444		1,015,537

APPROVALS

Approved on Initial Examination	502,678	491,580
Approved on Re-Examination	477,988	501,017
TOTALS	980,666	992,597

HANDLINGS

*1st Period	1,651,910
**2nd Period	1,700,470
TOTALS	3,352,380

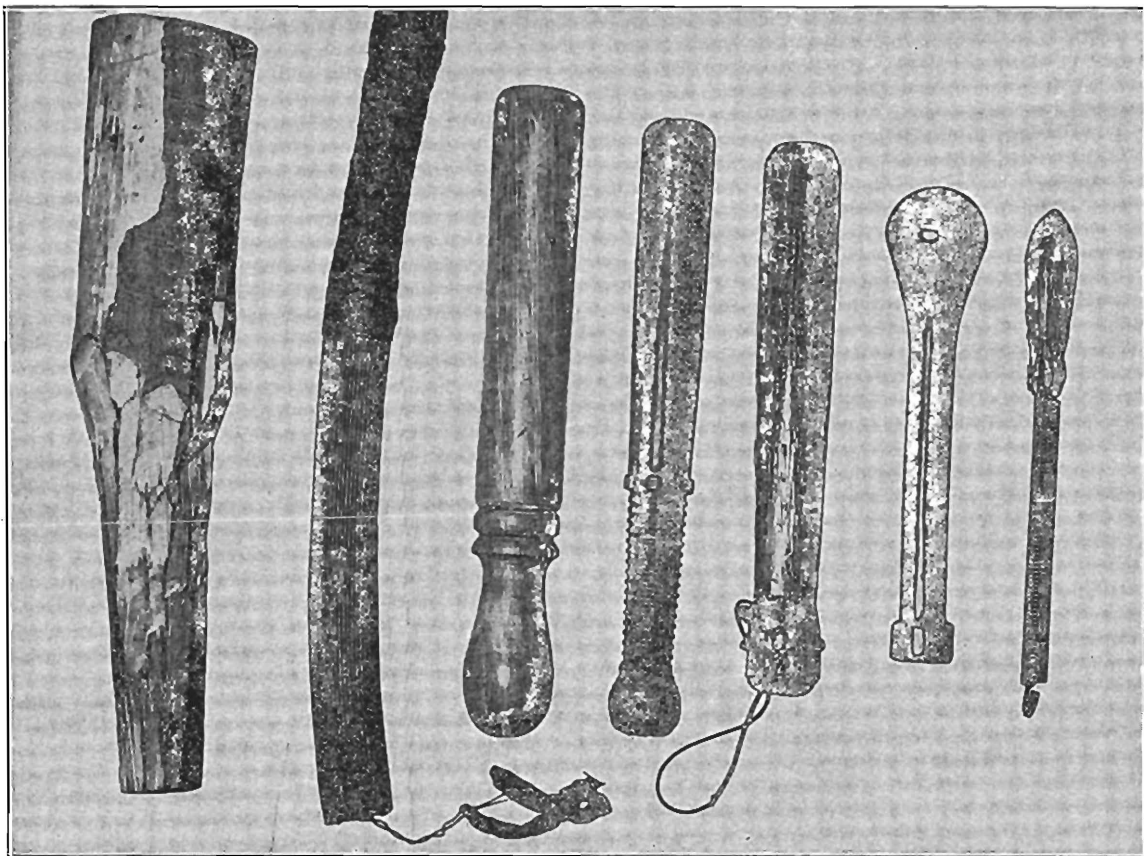
*1st Period—February 1, 1940 to July 31, 1940.

**2nd Period—August 1, 1940 to February 28, 1941.

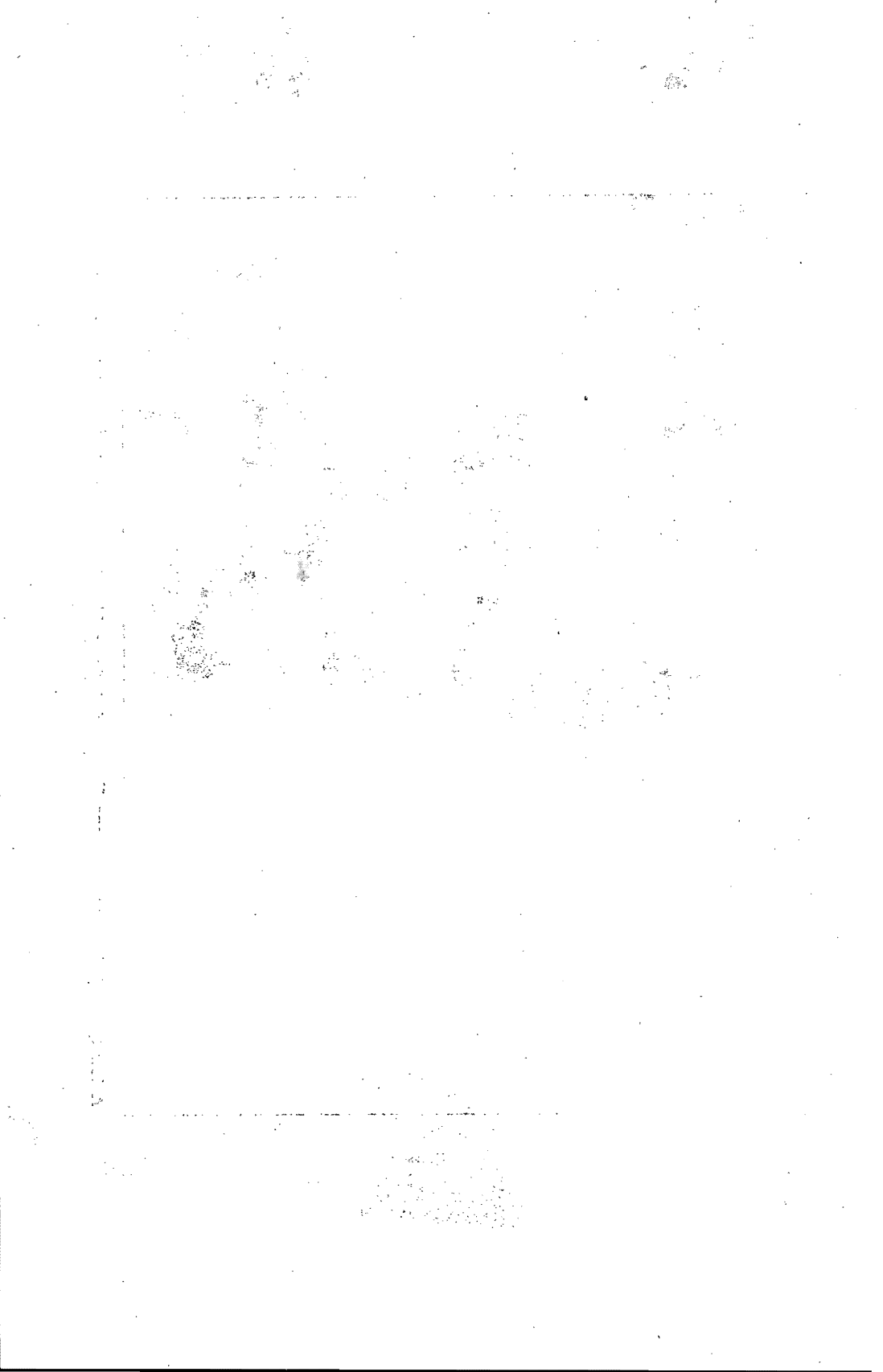
NOTE—Figures for second period incomplete. Inspection still in progress.

1940 REASONS FOR REJECTIONS

	1st Period		2nd Periods		
		Per Cent		Per Cent	
1. Registration and License Cards	21,371	1.6	11,966	.83	
2. Steering Alignment	39,045	2.9	45,993	3.21	} 8.71
3. Steering Operation	70,071	5.2	78,611	5.50	
4. Vehicle Dimensions	47		30		
5. Display of License Tags	23,345	1.7	29,351	2.05	
6. Examination of All Glass	21,038	1.6	27,493	1.92	
7. Obstruction to Vision	5,284	.4	9,138	.64	
8. Horn	7,373	.5	7,915	.55	
9. Windshield Cleaners	13,730	1.0	22,223	1.55	
10. Rear View Mirror	2,140	.2	2,569	.18	
11. Exhaust System	18,360	1.4	22,753	1.60	
12. Miscellaneous	42,413	3.1	44,308	3.10	
13. Head Lights	328,869	24.3	334,372	23.34	} 49.92
14. Auxiliary Driving Lights	12,539	.9	14,897	1.04	
15. Light Output	139,514	10.3	135,060	9.41	
16. Parking and Other Lights	19,562	1.5	23,200	1.62	} 28.80
17. Rear and Stop Lights	135,025	10.0	154,892	10.82	
18. Bulbs	26,340	2.0	27,891	1.95	
19. Wiring and Switching	24,305	1.8	24,989	1.74	
20. Reflex Reflectors	420		264	.02	
21. Direction Signals	1,517	.1	1,880	.13	
22. Service Brake	111,751	8.3	119,936	8.36	} 28.80
23. Parking Brake	29,794	2.2	33,885	2.36	
24. Brake Equalization	189,768	14.0	180,391	12.60	
25. Pedal and Lever Reserve	67,540	5.0	78,568	5.48	
TOTALS	1,351,231		1,432,575		



A few types of the many weapons discovered during vehicle inspections. It is a misdemeanor to carry one of these devices in a vehicle without a lawful permit to do so.



DRIVER'S LICENSE REVOCATIONS AND HEARINGS

During the past 23 years the Department has revoked the operating privilege of 76,277 persons for various infractions of the Motor Vehicle and Traffic Laws. During the year 1940, revocations totaled 5,700, a 14.4 per cent increase over the preceding year.

Yearly revocations over the 23 year period were as follows:

Year	Revocations	Year	Revocations
1918	702	1930	4,949
1919	707	1931	4,993
1920	770	1932	4,034
1921	956	1933	3,294
1922	931	1934	2,863
1923	2,080	1935	3,281
1924	2,429	1936	4,125
1925	2,886	1937	5,876
1926	2,750	1938	5,336
1927	3,987	1939	4,980
1928	3,657	1940	5,700
1929	4,991		
		TOTAL	76,277

The exact nature of the revocations and the causes for which they were ordered over the past four years follow:

CAUSES FOR THE LICENSE REVOCATIONS

	1940	1939	1938	1937
Driving while intoxicated	1,295	1,256	1,425	1,690
Reckless driving	413	413	447	493
Speeding	386	412	406	708
Fatal accidents	223	205	322	366
Obtaining license while on revoked list	85	51	101	60
Habitual violators	815	478	526	703
Failure to appear	901	720	760	797
Failure to pay fines	78	99	136	50
Leaving scene of accident	81	61	69	81
Misstatement of facts on application	22	31	21	44
Larceny, receiving and driving without consent	150	111	97	85
Defective vision	14	9	12	12
Physically or mentally unfit	158	99	92	87
Fraud at examinations	45	31	33	57
Driving without license	93	56	65	55
Misrepresenting age	7	2	6	25
Permanent revocations, bad records	3	6	8	3
Failure to report change of address	146	122	....	....
Careless driving	307	157	....	....
Other violations	478	661	810	560
	<u>5,700</u>	<u>4,980</u>	<u>5,336</u>	<u>5,876</u>

DRUNKEN DRIVERS

The campaign against "drunken driving" continued unabated during the year, there being 1,295 operators convicted of this serious offense. This cause led all other offenses for which licenses were revoked by the Department.

In the past 23 years, 27,890 drivers' licenses have been revoked under this law. Following is a yearly record of drunken driving revocations during the 23 year period:

Year	Revocations	Year	Revocations
1918	135	1930	2,095
1919	115	1931	2,089
1920	314	1932	1,432
1921	430	1933	1,227
1922	352	1934	1,443
1923	832	1935	1,305
1924	971	1936	1,534
1925	1,155	1937	1,690
1926	1,259	1938	1,425
1927	1,640	1939	1,256
1928	1,952	1940	1,295
1929	2,044		
		TOTAL	27,890

In classifying the "drunken driving" revocations, figures are revealed that show the total New Jersey residents arrested in New Jersey, the total arrested in other states, the total of those not possessing a driver's license arrested in New Jersey and the total of non-residents arrested and convicted here. The table with comparisons follows:

STUDY OF DRUNKEN DRIVER REVOCATIONS

Classification	1940	1939	1938	1937
New Jersey residents arrested in New Jersey ...	955	941	1,071	1,284
New Jersey residents arrested in other states ...	87	78	105	87
New Jersey residents not holding drivers' licenses placed upon prohibitory list	127	112	109	158
Non-residents arrested in New Jersey	126	125	140	161
	<u>1,295</u>	<u>1,256</u>	<u>1,425</u>	<u>1,690</u>

Of interest, too, are the following tables showing the totals and the states where New Jersey residents were arrested and convicted for this offense, together with one showing non-residents and the states they come from:

RESIDENTS ARRESTED OUT OF THE STATE

IN	1940	1939	1938	1937
New York	19	11	22	18
Pennsylvania	31	28	36	30
Massachusetts	4	11	9	8
Delaware	1	3	5	3
Connecticut	4	12	5	4
Virginia	10	3	5	7
Rhode Island	0	0	4	1
Maryland	1	2	8	8
Maine	0	2	3	1
North Carolina	7	2	1	5
New Hampshire	2	1	3	2
South Carolina	1	1	3	0
District of Columbia	0	1	1	0
Tennessee	1	1	0	0
West Virginia	1	0	0	0
Florida	1	0	0	0
Georgia	1	0	0	0
Michigan	1	0	0	0
Kentucky	1	0	0	0
Canada	1	0	0	0
	<u>87</u>	<u>78</u>	<u>105</u>	<u>87</u>

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

IN	1940	1939	1938	1937
New York	41	49	60	71
Pennsylvania	70	57	69	74
Maryland	2	1	1	3
Delaware	1	1	2	0
Connecticut	3	6	0	3
Massachusetts	2	0	0	2
District of Columbia	0	1	0	0
Illinois	2	1	1	0
Georgia	0	2	2	0
Nebraska	0	0	1	0
Florida	0	2	0	0
Michigan	0	1	0	2
Virginia	0	0	0	2
Alabama	0	0	0	1
South Carolina	0	0	1	1
Indiana	0	0	0	1
Idaho	0	0	0	1
North Carolina	1	1	3	0
Maine	0	1	0	0
Rhode Island	1	1	0	0
Arkansas	0	1	0	0
Ohio	1	0	0	0
Washington	1	0	0	0
	<u>125</u>	<u>125</u>	<u>140</u>	<u>161</u>

The sex of the violators is given by the following table:

SEX OF VIOLATORS

	1940	1939	1938	1937
Males	1,258	1,228	1,381	1,648
Females	37	28	44	42
TOTALS	<u>1,295</u>	<u>1,256</u>	<u>1,425</u>	<u>1,690</u>

A classification of the violators as to age shows the following:

CLASSIFICATION OF VIOLATORS AS TO AGE

	1940	1939	1938	1937
17 to 24	87	93	121	175
25 to 35	389	363	410	489
36 to 50	437	439	499	553
51 to 64	109	109	127	139
65 and up	20	15	19	15
TOTALS	<u>1,042</u>	<u>1,019</u>	<u>1,176</u>	<u>1,371</u>

The two tables that follow will show the county residence of the violators and the counties in which the violations occurred.

COUNTIES WHERE VIOLATORS RESIDE AND COUNTIES WHERE ARRESTED

Reside In	1940	1939	1938	1937	Arrested In	1940	1939	1938	1937
Atlantic	35	29	21	26	Atlantic	33	32	29	36
Bergen	91	110	117	131	Bergen	94	128	133	138
Burlington	61	48	44	63	Burlington	61	60	51	77
Camden	81	82	113	133	Camden	106	89	112	144
Cape May	8	8	20	10	Cape May	14	13	19	14
Cumberland	30	28	37	51	Cumberland	43	30	37	63
Essex	164	175	192	196	Essex	118	152	139	153
Gloucester	34	27	31	48	Gloucester	49	27	41	44
Hudson	92	105	146	186	Hudson	74	94	137	196
Hunterdon	20	14	15	12	Hunterdon	22	16	14	15
Mercer	55	62	70	95	Mercer	55	55	65	80
Middlesex	89	85	82	79	Middlesex	104	85	101	85
Monmouth	44	46	55	73	Monmouth	44	54	69	89
Morris	56	56	44	58	Morris	47	50	51	57
Ocean	15	23	24	26	Ocean	22	19	25	25
Passaic	64	48	49	82	Passaic	75	50	45	84
Salem	59	26	37	38	Salem	60	30	34	35
Somerset	30	27	29	27	Somerset	37	29	36	45
Sussex	16	9	11	16	Sussex	15	11	10	15
Union	113	107	134	152	Union	139	131	150	178
Warren	12	16	14	27	Warren	18	23	22	30
	1,169	1,131	1,285	1,529		1,208	1,178	1,320	1,603
Non-residents arrested in New Jersey	126	125	140	161	New Jersey residents arrested in other states	87	78	105	87
	1,295	1,256	1,425	1,690		1,295	1,256	1,425	1,690

HABITUAL VIOLATORS

The Department has a very effective way of coping with "repeaters," drivers who continually violate the law or become involved in more than a reasonable number of accidents.

These "repeaters" are detected by means of two Department files, one composed of reports of traffic convictions forwarded by police magistrates, the other composed of accident reports filed by both operators and the police. When an operator commits three violations of the Motor Vehicle or Traffic Laws or is involved in three accidents or has a record of a combination of three accidents or arrests, he receives a warning letter from the Department. Any subsequent conviction or accident results in the summoning of the driver to Trenton to show cause why his license should not be revoked on the ground that he is a habitual violator of the law or is accident prone.

Under this policy a total of 3,780 "repeaters" were cited during the year for action, of which 2,165 received warning letters, 700 appeared for hearings and were dismissed with a final warning, and 598 were deprived of their drivers' licenses. In addition 317 had their licenses revoked when they failed to defend their records on the rule to show cause.

These operators are both unfit and unsafe to be behind the wheel of a motor vehicle, if their qualifications are to be judged or gauged by the record of their convictions and accidents. This class is under close scrutiny and supervision. Rightly so, in view of the fact that they constitute a risk and a

hazard to the driving public. Through the exercise of vigilance, in this direction, New Jersey has attained a degree of safety on its streets and highways that would otherwise be lacking.

FATAL ACCIDENTS

Every fatal accident occurring in the State was investigated by Department inspectors, as the result of which 206 drivers were given hearings. Of the 206 cases heard, 124 resulted in revocation of drivers' licenses, while 99 had their licenses revoked for failure to contest the charges.

Where there is evidence of flagrant carelessness, the license suspension period in fatal accident cases is five years. As a result, the driving public is gradually becoming educated to the fact that it is no longer possible to take human life through careless operation of a motor vehicle, and escape punishment.

HEARINGS

A peak in hearings was reached by the Department during the year 1940 with the total high of 2,217 cases being heard by Deputy Commissioner William J. Dearden. These represent the persistent violators of the law and the total of fatal accident cases disclosed by figures given in previous paragraphs. In addition, there were 379 hearings conducted in cases where requests were made for the restoration of licenses but which cases upon examination revealed bad records. It was necessary, therefore, to cite these people for appearance to determine whether a restoration of the license would be in order. A great number of hearings involved violations of the Testing Law.

This phase of the work has grown tremendously and will continue to expand. It is a clear indication of how closely the Department is supervising the drivers of today in the interest of public safety.

INSPECTOR FORCE

The examination of applicants for drivers' licenses is carried on by the Inspector Force. During 1940, 134,447 persons were examined, in addition to 9,681 applicants for special "for hire" licenses.

The road test was revised and greatly extended during the year and now conforms to the standard of the American Association of Motor Vehicle Administrators. The change in the test has resulted in an increase in rejections, and has undoubtedly improved the calibre of new drivers. The new test consumes more time, and has consequently increased the work of the Inspectors.

The Force likewise continued its patrol and enforcement work, making 24,994 arrests that net the State revenue amounting to \$129,502.25 in fines, etc. The Force now totals 110 men, including the Chief Inspector and eight Deputy Chief Inspectors.

Four of the State's most important highways are continually patrolled by a special section of the Force. This patrol system is unique in that it operates over definitely laid out beats, and is very closely supervised. The work has been very successful and should be extended.

Examinations are conducted at 35 key points in the State, selected with a view to efficiency, operating cost, and convenience to citizens.

The Manual prepared for use of prospective drivers has been re-edited and revised.

The examination given to applicants for special "for hire" licenses, has been carried on as in previous years. The physical examination which is an important part of this test has produced results which, more definitely than ever, point to the need for re-examination of all drivers. The determination of the mental and physical capabilities of drivers of motor vehicles is an important part of the safety program.

The checking of drivers at strategic points has been carried out as other duties permitted. This work, which has a distinct deterrent value, as well as providing a means of apprehending violators, will be continued.

Trucks are checked for load and equipment at frequent intervals. The portable weighing equipment owned by the Department has been loaned to the Highway Department for survey purposes. It is hoped that the survey will furnish valuable information.

A number of Inspectors were assigned to transport agency reports to the Central Office during the license renewal season. This system of handling these important records results in the saving of a very considerable amount of money, because the reports must otherwise be sent by first-class mail.

Two Inspectors operate as technical assistants to the Division of Safety Education. Likewise, the Inspectors have carried the major portion of the burden imposed on the Department by reason of the operation of the Speakers' Bureau. Two members of the Inspector Force are associated with

the Department Debating Team. This, of course, is overtime work, and is performed without cost to the State.

One Inspector is detailed to the Division of Traffic Control. He assists in the engineering work of that Division.

One Inspector, by reason of his specialized knowledge, is assigned to work with the Underwriter's representatives on stolen car activity. This operation has resulted directly in the almost total absence of professional car thieves from New Jersey.

The Inspectors likewise help with the administration of the Bill of Sale Law and the Junk Yard Law. These two laws in particular make necessary a very considerable number of investigations.

All fatal accidents are investigated by members of the Inspector Force detailed for that purpose. The report of the Inspector is the basis for determining whether or not the revocation of the driver's license should be considered. All personal injury accidents should be investigated in the same manner. This, of course, cannot be done at present, by reason of budget and personnel limitations.

The operation of the law requiring periodic inspection of motor vehicles has added greatly to the duties of the Inspectors. The work, however, has been so successful that it must be continued.

Various members of the Inspector Force have engaged, from time to time during the year, in conferences with representatives of other states and of the Federal Government. These conferences have dealt with matters of common interest.

The location in New Jersey of several large military posts has imposed an additional burden on the Force. Conferences with the Commanding Officers of the units are still in progress, and will undoubtedly result in a solution of most of the newly developed traffic problems.

The Inspector Force has been and will continue to co-operate with Federal agencies in matters connected with espionage, sabotage and subversive activities.

Certain members of the Force completed special courses in traffic problems during the year.

As in past years the enforcement index for the State as a whole is entirely too low. On the other hand the index for the roads continually patrolled by Inspectors is 12.3, a figure which traffic authorities agree is satisfactory. This again points to the need for extension of the Department's patrol activities.

Accident prevention work should and must be carried on by specialists, allowing for the time element in applying education, engineering and enforcement.

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

Location	Passed	Rejected	Total
Asbury Park	2,008	651	2,659
Atlantic City	2,276	802	3,078
Bridgeton	1,218	450	1,668
Burlington	610	219	829
Camden	6,065	2,043	8,108
Cape May Court House	840	230	1,070
Dover	1,490	302	1,792
Elizabeth	8,656	2,393	11,049
Englewood	1,896	339	2,235
Flemington	431	159	590
Freehold	1,215	452	1,667
Hackensack	20,004	5,649	25,653
Hackettstown	827	244	1,071
Hammonont	391	99	490
Jersey City	6,570	1,715	8,285
Morristown	1,548	264	1,812
Mount Holly	664	183	847
Newark	18,572	3,892	22,464
New Brunswick	2,131	753	2,884
Newton	779	114	893
Ocean City	704	203	907
Passaic	1,665	433	2,098
Paterson	2,566	669	3,235
Perth Amboy	1,216	395	1,611
Phillipsburg	733	130	863
Plainfield	1,846	559	2,405
Red Bank	1,742	502	2,244
Ridgewood	2,048	374	2,422
Salem	1,020	365	1,385
Somerville	2,228	1,005	3,233
Summit	766	144	910
Sussex	196	64	260
Toms River	568	131	699
Trenton	5,782	2,206	7,988
Woodbury	3,854	1,189	5,043
	105,125	29,322	134,447

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

Month	Passed	Rejected	Total
January	2,923	511	3,434
February	1,577	312	1,889
March	10,211	1,903	12,114
April	12,200	2,548	14,748
May	11,601	4,012	15,613
June	12,172	4,018	16,190
July	12,682	4,231	16,913
August	12,190	3,960	16,150
September	9,120	2,666	11,786
October	9,090	2,355	11,445
November	6,469	1,628	8,097
December	4,890	1,178	6,068
	105,125	29,322	134,447

	Males	Females
Passed	73,031	32,094
Rejected	21,499	7,823
	94,530	39,917

CLASS OF REJECTIONS

Illiteracy	2,111
Impaired vision	3,372
Driving test	17,536
Written test and miscellaneous	6,303
	29,322

1940	Males Passed	Females Passed	Males Rejected	Females Rejected
January	2,448	475	463	48
February	1,363	214	266	46
March	8,190	2,021	1,635	268
April	9,206	2,994	2,092	456
May	7,990	3,611	2,955	1,057
June	8,059	4,113	2,817	1,201
July	8,192	4,490	2,957	1,274
August	7,643	4,547	2,624	1,336
September	5,677	3,443	1,832	834
October	5,975	3,115	1,667	688
November	4,550	1,919	1,230	398
December	3,738	1,152	961	217
	73,031	32,094	21,499	7,823

1940	Illiterates Passed	Illiterates Rejected	Total
January	70	85	155
February	39	46	85
March	94	140	234
April	162	181	343
May	163	214	377
June	177	218	395
July	187	245	432
August	182	301	483
September	173	200	373
October	172	170	342
November	113	181	294
December	87	130	217
	1,619	2,111	3,730
"For Hire" licenses: Issued 9,681	Rejected 24	Total 9,705	

1940	Specials & Reexams. Passed	Specials & Reexams. Rejected	Total
January	48	7	55
February	45	5	50
March	119	10	129
April	32	76	108
May	80	5	85
June	80	3	83
July	108	...	108
August	78	9	87
September	63	14	77
October	89	10	99
November	184	4	188
December	48	3	51
	974	146	1,120

1940	Must Wear Glasses	Rejected	Total
January	406	92	498
February	233	65	298
March	634	381	1,015
April	1,748	507	2,255
May	1,607	425	2,032
June	1,650	337	1,987
July	1,735	394	2,129
August	874	341	1,215
September	1,245	254	1,499
October	1,149	237	1,386
November	871	171	1,042
December	629	168	797
	12,781	3,372	16,153

1940	Over 75 Years	Over 75 Years	Total
	Passed	Rejected	
January	...	2	2
February	5	...	5
March	18	5	23
April	6	2	8
May	1	2	3
June	1	1	2
July	1	1	2
August	2	...	2
September	1	...	1
October	1	1	2
November	1	...	1
December	...	...	...
	37	14	51

The following is a breakdown of the Inspector Force activities and results for the year 1940.

	Regular	Patrol	Grand Total
Total hours	197,954	61,883¾	259,837¾
Days sick	589	229	818
Days off	3,761	1,311	5,072
Vacation days	1,079	390	1,469
Travel hours	26,659½	251¾	26,911¼
Patrol hours	69,568¾	57,698¾	127,267¾
Investigations	16,836 hrs.	190 hrs.	17,026 hrs.
Revoked licenses collected	4,163¾ hrs.	102½ hrs.	4,266 hrs.
Check up of cars on highways	1,106¾ hrs.	.20 hrs.	1,126¾ hrs.
Scales	83 hrs.	4½ hrs.	87½ hrs.
Examinations	49,586½ hrs.	...	49,586½ hrs.
Court	5,298 hrs.	2,460 hrs.	7,758 hrs.
Safety education	5,545 hrs.	30¾ hrs.	5,575¾ hrs.
Stolen cars	658½ hrs.	24½ hrs.	683 hrs.
Special detail	5,187½ hrs.	103¾ hrs.	5,291¼ hrs.
Traffic engineering	1,491½ hrs.	...	1,491½ hrs.
Administration	8,168 hrs.	...	8,168 hrs.
Miscellaneous	3,602¾ hrs.	997¾ hrs.	4,600 hrs.
Violations reported	15,304	6,667	21,971
Warnings issued (written and verbal)	9,671	9,048	18,719
Summons issued	2,616	5,108	7,724
Summary arrests	7,568	9,702	17,270
Cases investigated	10,084	188	10,272
Fines collected	\$57,235.00	\$61,630.00	\$118,865.00
Registrations collected	\$6,920.70	\$2,037.55	\$8,958.25
Driver's license collected	\$1,236.00	\$443.00	\$1,679.00
Mileage	1,553,532	1,073,723	2,627,255
Gas consumed (gals.)	115,210.4	81,513.6	196,724
Oil consumed (qts.)	6,955	4,632	11,587
Miles per gallon gas	13.48	13.17	13.36
Miles per quart oil	233.36	375.05	226.74
Number of Inspectors	84	26	110

Reductions in Inspector Force due to: Deaths—1 (Gill—6/6/40); Resigned—0; New Inspectors appointed to fill vacancies—8.

SAFETY EDUCATION

The purpose of safety education is the correction of improper attitudes and habits on the part of motorists and pedestrians that result in accidents. Hence the promotion of traffic safety must of necessity be a long range program conscientiously and persistently prosecuted to correct not only evils of the present motor age but very definitely designed to cope with the motorized world of tomorrow.

The Department's program during the year utilized all possible effective media and to reach each street and highway user, individually and collectively, the following methods were employed.

I. *Elementary and Junior High School Child Safety.*

1. Speakers for assemblies and classrooms.
2. Motion pictures, sound and silent.
3. Posters for bulletin boards and other school and community safety projects.
4. Literature—for teachers and students.
5. Conferences with police, municipal and school officials.

The increase in the activity of the Division of Safety Education in the field of child safety presents an interesting comparison with the remarkable reduction in child traffic fatalities during the past four years:

Year	Child Programs	Attendance	Child Fatalities
1937	87	40,335	102
1938	186	72,824	69
1939	192	62,909	63
1940	248	89,650	49

II. *High School.*

1. Driver education and training in the high schools has received national acceptance and endorsement by educators as a necessary part of modern high school curricula. In co-operation with the New Jersey Department of Public Instruction this Division has attempted to broaden the scope of this training throughout the State and give every possible technical assistance to the school administrators in setting up and improving these courses.

A State-wide survey was made of all public secondary schools to determine the extent and type of driver education courses in relation to the requirements of the New Jersey Manual, "Highway Safety; A Course of Study for High Schools." In addition, classroom lectures, assembly programs, teacher conferences and examinations were given throughout the 21 counties. The following tabulation is an indication of the extent of the Division's activity in this work:

Number of visits made to High Schools	297
Number of examinations conducted	91
Number of Safe Driving Certificates issued	10,343

The desirability of the further extension of this training is evidenced by the fact that the number of students receiving the State Safe Driving Certificate represented only about 10 per cent of the estimated number of students who were eligible to receive this training.

2. In joint co-operation with the Department of Public Instruction, a series of Street and Highway Safety Institutes for school administrators and secondary school teachers were conducted for the convenience of residents of northern, central and southern New Jersey areas as follows:

First Session

- A. The Street and Highway Safety Problem.
Speakers: Leo R. Welch, Director, Division of Safety Education, New Jersey Department of Motor Vehicles, Trenton.
Lieut. Daniel J. Dunn, Commanding Traffic Bureau, New Jersey State Police Department, Trenton.
- B. Objectives of Street and Highway Safety Instruction.
The driver—his responsibility; habit and attitude.
Speaker: Albert W. Whitney, Consulting Director National Conservation Bureau, New York City.
- C. Teacher Aids in Street and Highway Safety Instruction.
Speaker: Herbert J. Stack, Center for Safety Education New York University, New York City.
- D. Administrative Problems in Schools Relative to Street and Highway Safety Instruction.
Speaker: Howard Dare White, Assistant Commissioner for Secondary Education, New Jersey Department of Public Instruction, Trenton.

Second Session

- A. Motor Vehicle Operation.
Speaker: Milton Kramer, Center for Safety Education New York University, New York City.
- B. Rules of the Road.
Speaker: George W. Zeigler, Chief Inspector, New Jersey Department of Motor Vehicles, Trenton.
- C. Developing Advanced Skills.
Speaker: Charles E. Dull, Supervisor of Science, High Schools, Newark.
- D. Educating Teachers for Effective Instruction in Street and Highway Safety.
Speakers: Roy L. Shaffer, President Newark State Teachers College.
Roscoe L. West, President Trenton State Teachers College.
Edgar F. Bunce, President Glassboro State Teachers College.

Third Session

- A. The Motor Vehicle
Speaker: James J. Shanley, Chief of Testing Division New Jersey Department of Motor Vehicles, Trenton.
- B. The Driver.
Speaker: Harry DeSilva, Institute of Human Relations Yale University, New Haven, Connecticut.
- C. The Pedestrian.
Speaker: Burton W. Marsh, Director American Automobile Association, Washington, D. C.
- D. Planning the Street and Highway Safety Education Curriculum.
Speakers: Willard Zweidinger, Instructor in Safety Education Newark State Teachers College.
E. Clare Schooler, Instructor in Safety Education Trenton State Teachers College.
Roland Esbjornson, Instructor in Safety Education Glassboro State Teachers College.

Fourth Session

A. The Highway.

Speakers: Fred L. Gerard, Location Engineer, New Jersey State Highway Department, Trenton.
Elliott Daniels, Assistant Traffic Engineer, New Jersey Department of Motor Vehicles.

B. The Accident.

Speakers: Kirk A. Keegan, National Safety Council, Chicago, Illinois.
Louis M. Mallin, Special Counsel New Jersey Department of Motor Vehicles, Trenton.

C. Teacher Education.

Speaker: Lawrence B. Tipton, Head Bureau of Public Safety Rutgers University, New Brunswick, New Jersey.

SUMMARY OF INDIVIDUAL ATTENDANCE

	1st Session	2nd Session	3rd Session	4th Session	Individual Attendance
Superintendents	1	2	1	7	11
Supervising Principals	1	1	3	7	12
Principals	4	5	3	15	27
Teachers	57	35	49	99	240
Non-school	8	2	9	58	77
	71	45	65	186	367

Invitations and announcements were mailed to newspapers, American Legion Posts, Parent-Teachers Associations, Parochial High Schools and County Safety Committees.

3. In response to the need for trained and informed teachers to improve the traffic safety program in the secondary schools, Rutgers University conducted courses for teacher preparation in co-operation with the Department of Public Instruction and the Department of Motor Vehicles. Announcements of these courses for both semesters in connection with which the co-operation of the Department of Public Instruction was an invaluable aid were mailed to the following:

County Superintendents	21
City Superintendents	40
Supervising Principals	183
Principals	200
Physical Education Instructors	900
School Nurses	800
	2,144

4. New Jersey newspapers gave very helpful co-operation to the high school driver education program, by publishing editorials and news articles, stressing the importance of this instruction.

III. *Adult Education* in safe street and highway use constitutes the greater part of the activity of this Division. A program reaching every municipality in the State was conducted as follows:

A. Organized State-wide activities.

1. For the fifth consecutive year a direct safety message in the form of a letter was sent to the bishops and clergy of the various churches throughout

the State. These letters, containing an appeal for co-operation from the people in the promotion of traffic safety, were read from the pulpit in churches of the following denominations:

a. Roman Catholic	478
b. Presbyterian	420
c. Methodist Episcopal	228
d. Baptist	213
e. Episcopal	114
	1,453

2. A letter with accompanying bulletin was sent to all State Departments asking the co-operation of the 15,000 State employees to set an example in safety to others in their use of the streets and highways both as drivers and pedestrians.

3. Seventy spot announcements were broadcast through the 11 radio stations in the State between April 1 and December 6. Both series carried safe walking and good driving messages. In addition, several 15 minute programs were broadcast by employees of the Department.

4. Over 400 newspapers in the State co-operated in publishing separate articles, each having 15 true and false questions under subtitles as "Understanding Yourself," "Your Car on the Road," "What About the Pedestrian," etc., to focus attention on the responsibilities of drivers and pedestrians in traffic.

5. Seventy-three signs with inscription, "Walk on left facing traffic," were erected on State highways at selected locations where the pedestrian accident record showed the need of such warning.

6. Arrangements were made for the display of four hundred 24 sheet billboards at vantage points throughout the State in the early months of 1941, indicating the seriousness of the traffic problem.

B. Organized County Activities.

1. The New Jersey Traffic Safety Program for co-ordinating the various counties and municipalities in a unified safety promotional program was established in eight additional counties. A conference of the public safety officials, both county and municipal, was held in each county with subsequent meetings incidental to organization.

The original conferences were held as follows:

<i>Counties</i>	<i>Date of Original Conference</i>
Ocean	July 9, 1940
Salem	July 15, 1940
Sussex	July 17, 1940
Cape May	July 24, 1940
Warren	July 29, 1940
Cumberland	August 5, 1940
Hunterdon	August 7, 1940
Burlington	November 18, 1940

C. Public Speaking.

1. The messages given by the speakers, unless specific topics were requested by groups, emphasized pedestrian safety. The reduction in pedestrian fatalities can be attributed in some measure to the competency with which this subject was handled. Requests from schools predominated but among other organizations visited were parent-teacher associations, commercial organizations, men's clubs, State institutions, women's clubs, American Legions, Rotary, Kiwanis, Lions, Elks and Granges.

2. The Debating Team's topic for the year was "Resolved, That the Pedestrians are more Responsible for Pedestrian Accidents than are Motor Car Drivers." Aside from New Jersey engagements, this debate was presented at the Greater New York Safety Conference.

D. Visual Education.

1. Motion pictures have proved most effective in the promotion of street and highway safety. The popularity of this service is clearly indicated in the following table showing the number of monthly projections during a four year period:

Month	1940	1939	1938	1937
January	45	42	42	25
February	66	46	35	22
March	86	51	64	43
April	94	73	48	26
May	44	55	41	23
June	18	20	42	21
July	14	18	9	7
August	14	22	14	7
September	22	17	7	10
October	48	32	51	28
November	29	38	23	30
December	19	26	26	29
	<u>499</u>	<u>440</u>	<u>402</u>	<u>271</u>

The total attendance for the 499 showings during 1940 was 113,136; the average attendance at each meeting over the four-year period was 227 persons.

2. Ninety-one out-of-State showings were made of the Department's sound film, and the attendance was 14,548.

3. A new sound motion picture dedicated to pedestrian safety and entitled "Steps to Safety" was made under the direction of the Division of Safety Education. Typical street scenes were filmed in several representative cities of the State which clearly portray actual traffic conditions. The Department is indebted to the officials of these municipalities for the interest and co-operation given to the project.

4. The number of Safety Exhibits presented during the past year and the attendance were as follows:

Location	Date	Attendance
Jersey City Auto Show	February 14-24	125,000
Cavalcade of Progress (Morristown)	February 21-24	8,000
New Jersey Association of Underwriters (Newark)	March 7 & 8	400
Annual Conference (Panzer College)	March 9	250
School of Deaf (Trenton)	March 15-20	250
Safety Week (Englewood)	March 23-30	5,000
Administration Building (Paterson)	March 25 & 26	1,000
Know Union Better Exhibit	March 25-30	500
State Teachers College (Jersey City)	April 2 & 3	250
Wanaque Municipal Building	April 4	1,000
1940 Cavalcade of Progress (Asbury Park)	April 8-14	20,000
Motor Bus Association Convention (Atlantic City)	April 19-21	400
Know Bloomfield Better Exhibit	June 10-14	10,000
2nd Annual Food Show (Ocean City)	August 2-10	5,000
Morris County Fair	August 21-24	10,000
Trenton Fair	September 22-28	40,000
Bankers' Conference (Atlantic City)	September 23-28	250
4th N. J. Street and Highway Safety Conference (Newark)	September 24-25	400
Newark Auto Show	October 19-26	5,000
25th Anniversary Convention N. J. State League of Municipalities	November 14-15	2,000
Business Show (Millville)	November 6-9	10,000
Total		244,700

5. Safety posters are issued periodically and distributed in the following manner:

Municipalities	Posters Displayed
6 (100,000 and over)	36
7 (50 to 100,000)	28
14 (25 to 50,000)	56
41 (10 to 25,000)	123
68 (5 to 10,000)	204
93 (2,500 to 5,000)	186
196 (1,000 to 2,500)	392
135 (<1,000)	135
Motor Vehicle Inspection Stations	28
Motor Vehicle Agents	150
200 large industrial plants (5 groups)	475
Railroad Stations and Bus Terminals	430
Posters issued by mail	257
Total posters per issue	2,500

6. Literature depicting safety in its various aspects was distributed to schools, at meetings, for duration of display of safety exhibit, county safety committees, points of entry, municipal, industrial and fraternal groups, safety councils, individual and others.

List of Publications

- a. Creating Safer Communities.
- b. Compendium of New Jersey Motor Vehicle Act.
- c. Questions and Answers on Motor Vehicle Laws.
- d. The Pedestrian Problem.
- e. The Skilled Driver.
- f. Highway Safety; A Course of Study for High Schools.
- g. Make New Jersey a Safer State.
- h. List of Services and Facilities.

7. The safety library has been further extended and made more complete. Additional material is available for ready reference including the best safety information from Federal Departments, National organizations, other states, 78 monthly Safety magazines, etc. This material is catalogued under 95 different traffic safety subjects.

New Jersey's safety record for 1940 is conclusive evidence of the progress that has been made in traffic safety through educational means and indicates the desirability of the extension of the safety educational effort wherever possible.

TRAFFIC ENGINEERING

The activities of the Traffic Engineering Division are primarily those of improving the expedition of traffic with safety on the streets and highways of the State.

Numerous high accident locations and points of congestion, both along rural and urban roadways, were studied throughout the year and recommendations offered to the responsible authorities, to the end that the bad accident locations in question might be corrected and unreasonable delay to traffic curtailed.

An outstanding example of this activity was the improvement made at Irvington Center where, through the co-operative efforts of Essex county and Irvington officials, the recommendations for proper regulation and control of traffic made by the Traffic Engineering Division were placed into effect.

Owing to the favorable results obtained at Irvington Center, requests have been made for the Traffic Engineering Division to study other points of congestion in the northern metropolitan section of the State. Incidentally, the recommended method of traffic control applied at Irvington Center includes pedestrian "walk" and "wait" signals, the first such installation where signals of that type were properly installed and operated in conjunction with vehicular traffic control signals. The results so far indicate a surprisingly high obedience to "walk" and "wait" signals on the part of pedestrians and without a doubt, this installation is a forerunner of similar installations at heavily traveled pedestrian points.

Throughout the year, the Division received 112 applications requesting approval for the installation and operation of traffic control signals along roadways of the State. After a thorough investigation to determine the reasonableness and necessity for traffic control signals at these locations, 55 approvals were granted.

During the year, the Division reviewed ordinances submitted by 68 cities, townships and boroughs, 1 of which was recommended for disapproval and the remaining 67 were approved as initially drawn up or approved after correction in accordance with recommendations made by the Traffic Engineering Division.

In addition, 10 resolutions were approved designating THROUGH STREETS, which included local and county roadways as well as State Highways.

Letters of complaint concerning traffic hazards or traffic conditions throughout the State received and given attention by the Division throughout the year totaled 102. Each of these complaints was investigated to determine the need for corrective measures and recommendations for correction were forwarded to the proper authorities having jurisdiction over the roadways in question.

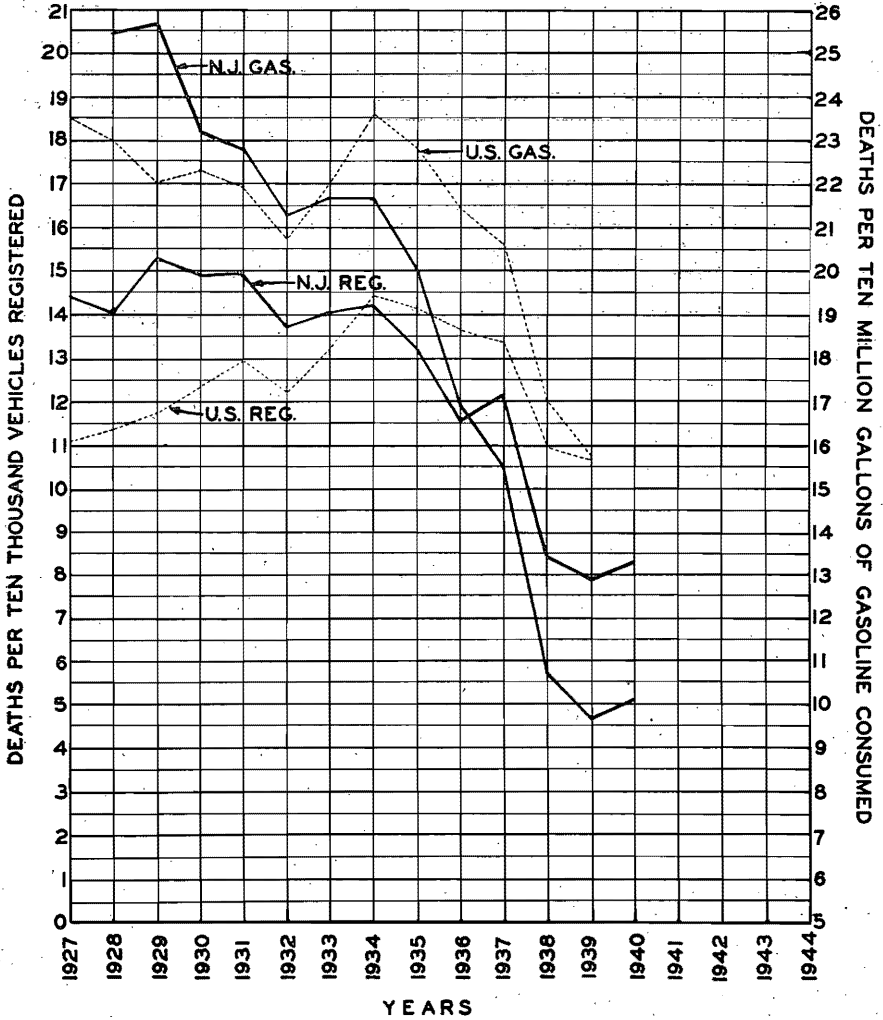
During the year, the Division completed accident surveys for eleven counties of New Jersey. This furnished the statistical data necessary to guide governmental authorities of these counties in the application of a proper and adequate engineering, enforcement and educational program in line with the policy of the department of sponsoring official county accident prevention committees in each of the twenty-one counties.

In addition to its regular activities, special studies were made by the Division during the year, including a study of motor vehicle accident death rates in New Jersey for the past several years compared with the country as a whole, as well as a survey of speed practices of motorists along the State Highway System of the State and a study of the distribution of ages of drivers licensed and involved in accidents in New Jersey.

Motor Vehicle Accident Death Rate

The attached chart entitled "Motor Vehicle Death Rate in New Jersey and the United States," clearly illustrates the continued improvement in motor vehicle deaths in New Jersey during the past several years, both on the basis of motor vehicles registered and motor vehicle use (gasoline consumption).

MOTOR VEHICLE DEATH RATE NEW JERSEY AND THE UNITED STATES



An examination of the chart clearly indicates a more sharply downward trend of New Jersey's death rate both on the basis of motor vehicles registered and gasoline consumption than for the country as a whole. The death rate in 1940 in New Jersey on the basis of deaths per 10,000 vehicles registered, represents an approximate 44 per cent reduction as compared with the 1927 rate and on the basis of deaths per 10,000,000 gallons of gasoline consumed is an approximate 66 per cent reduction as compared with the 1928 rate.

Although there is some fluctuation from year to year in the rates for vehicles registered and gasoline consumed, the consistent downward trend in both cases is significantly indicative of the favorable results of the efforts of all of the organizations of the State (official and unofficial) in their combined activities in accident prevention during the past several years.

*Distribution of Ages of Drivers Licensed
and Involved in Accidents in New Jersey*

A survey was made during the year of age distribution of licensed motor vehicle operators involved in accidents and comparisons made of the age distribution of licensed operators, thus permitting an analysis of accident rate per unit of licensed drivers. Three separate charts (Figures 1, 2 and 3) are included, illustrating results of this study, the interpretation of which is as follows:

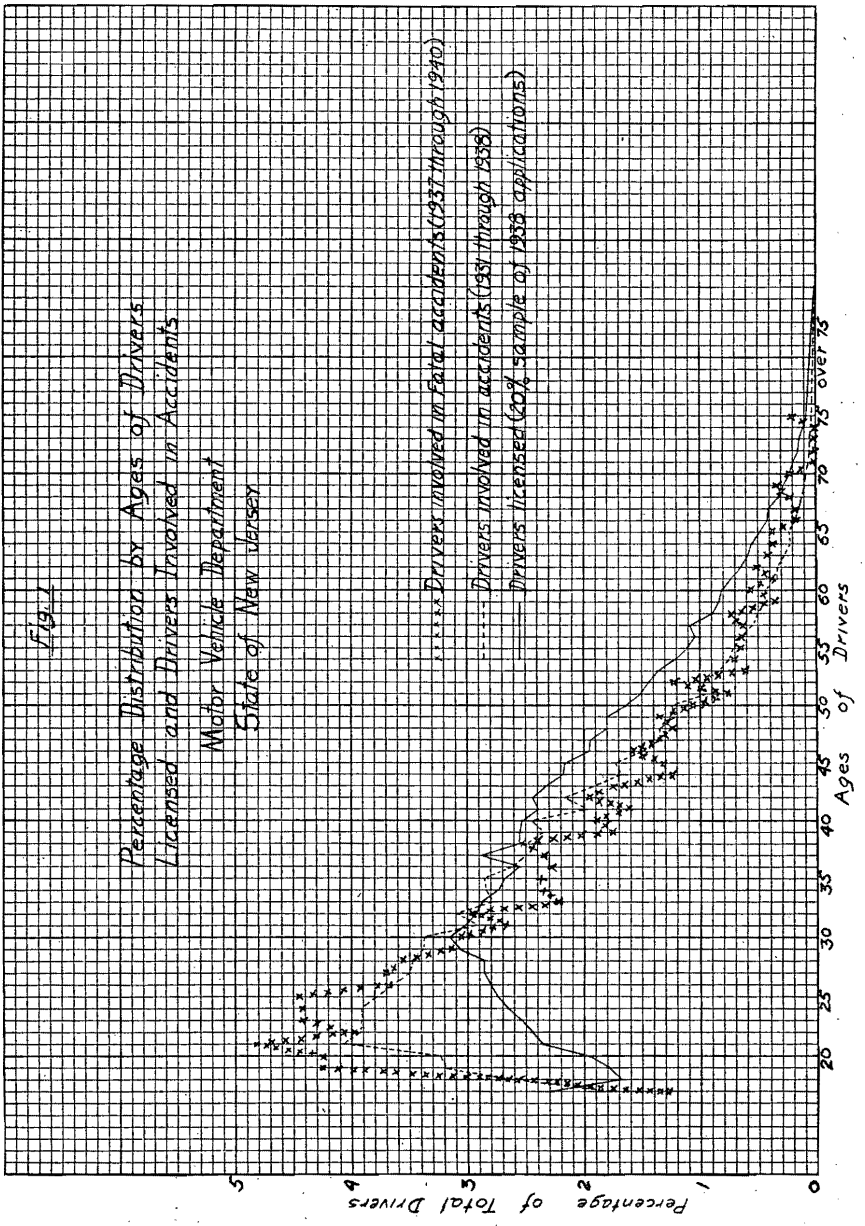


FIGURE 1 illustrates the percentage distribution by ages of drivers licensed and drivers involved in accidents and contains three separate curves—one showing percentage distribution of ages of drivers licensed for the year 1938, another the percentage distribution of ages of drivers involved in all motor vehicle accidents (1931 through 1938) and still another the percentage distribution of ages of drivers involved in fatal accidents (1937 through 1940).

A review of Figure 1 immediately indicates the more or less same general trend in percentage distribution of ages of drivers licensed and drivers involved in accidents, fatal as well as all accidents, with the exception of drivers between the ages of 18 and 30.

Drivers between the ages of 18 and 30 have a consistently higher percentage of accidents (both fatal and total) than the percentage of drivers licensed within these ages and which is illustrated in the following table:

Age	Per Cent of Total Drivers Licensed	Per Cent of Total Drivers Involved in All Accidents	Per Cent of Total Drivers Involved in Fatal Accidents
17	2.30	1.78	1.29
18	1.69	2.67	2.32
19	1.79	3.19	4.26
20	1.95	3.23	4.24
21	2.35	4.08	4.83
22	2.43	3.92	3.98
23	2.53	3.91	4.43
24	2.65	3.92	4.43
25	2.74	3.79	4.45
26	2.80	3.64	3.58
27	2.86	3.50	3.70
28	2.87	3.48	3.56
29	3.08	3.39	3.14
30	3.16	3.37	3.07

Figure 1 further indicates that the largest percentage of accident drivers, both in the case of total accidents and fatal accidents, occurs at age 21, while the largest percentage for licensed drivers occurs at age 30.

It is interesting, too, to note that the percentage of drivers involved in all accidents as well as fatal accidents for drivers at age 17, more or less conforms to the percentage of drivers licensed at this age. As a matter of fact, the percentages of 1.78 and 1.29, representing drivers at age 17 involved in all accidents and fatal accidents, respectively, are not equalled by drivers in any age group between 18 and 44.

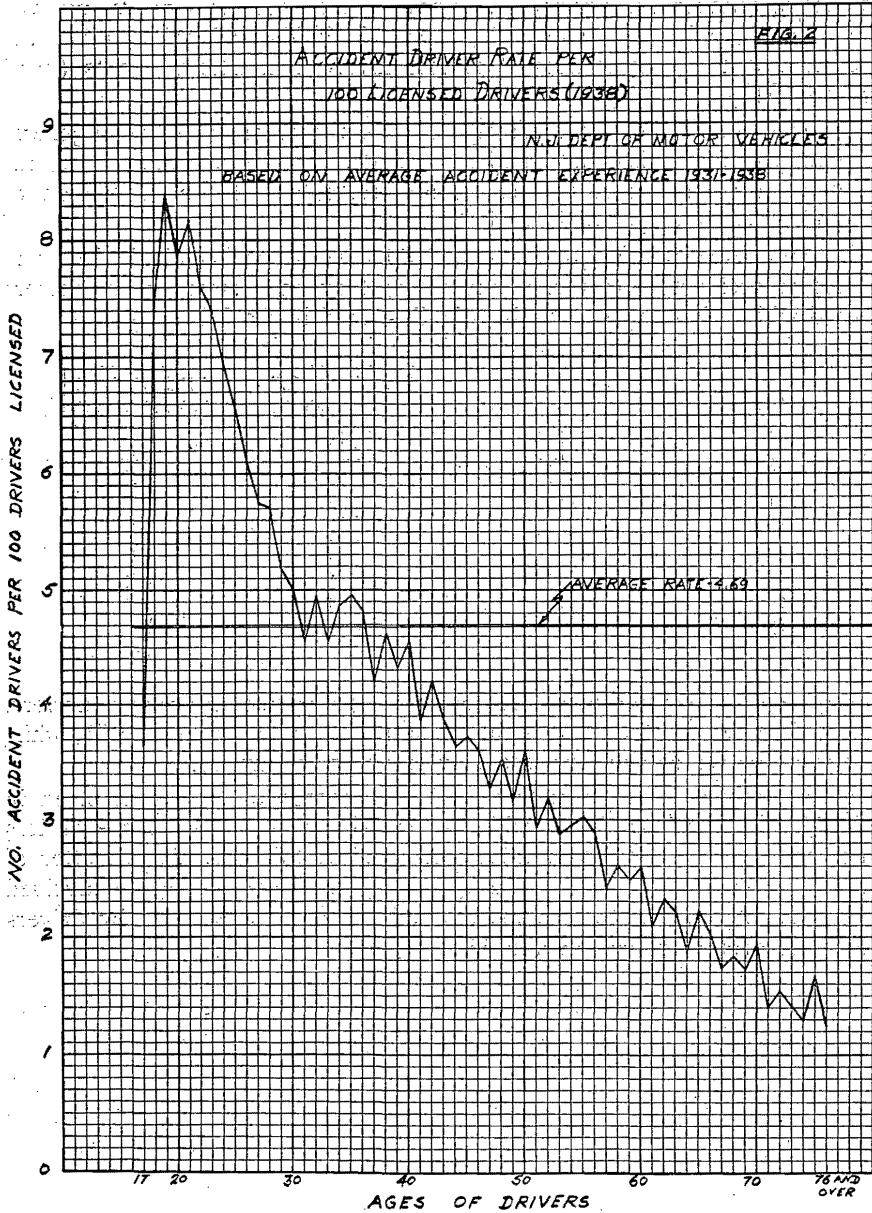


FIGURE 2 illustrates the accident driver rate per 100 licensed drivers for all accidents for the year 1938 and based upon the percentage age distribution obtained from the 1931-1938, inclusive, study.

This chart indicates that the average accident driver rate per 100 licensed drivers for the year 1938 equalled 4.69; in other words, nearly 5 of every 100 licensed drivers in 1938 were involved in a motor vehicle accident.

A review of Figure 2 determines that drivers of age 17 have a rate below the average, while drivers between the ages of 18 and 30 have a rate consistently above the average. The tabulation below shows the accident rate per 100 licensed drivers for all ages from 17 to 30.

Age	Accident Driver Rate Per 100 Licensed Drivers
17	3.65
18	7.46
19	8.39
20	7.87
21	8.17
22	7.60
23	7.41
24	6.96
25	6.55
26	6.10
27	5.74
28	5.71
29	5.18
30	5.00

It is interesting to note from the table above, the accident driver rate for drivers between the ages of 18 and 23 is for each age within this group consistently more than twice the rate of drivers at age 17. As a matter of fact, the rate for drivers of age 17 is not equaled or lowered in any age group prior to age 44.

Figure 2 also indicates that drivers between the ages of 31 and 36 have a rate approximately equal to the average rate and from 37 and over the rate is consistently below the average and decreases with yearly increase in age in more or less of a straight line.

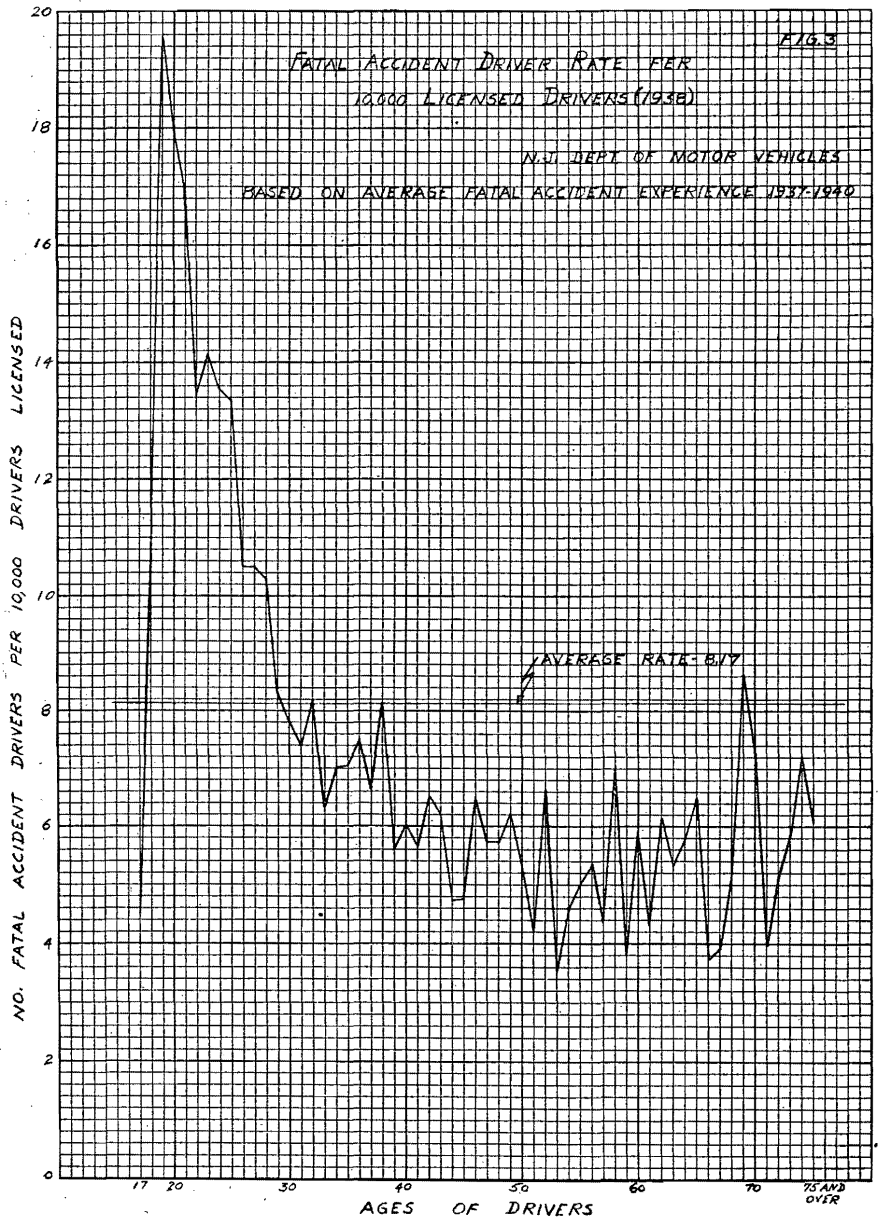


FIGURE 3 illustrates fatal accident driver rate per 10,000 licensed drivers for the year 1938 and is based upon average fatal accident experience obtained from fatal accident report cards for the years 1937 through 1940.

This curve is similar to the rate curve illustrated in Figure 2, except there is a somewhat greater fluctuation in the fatal accident driver rate between the respective age groups, particularly for older drivers; also, the trend for drivers above 30 is not as sharply downward as in the case of Figure 2.

A review of Figure 3 indicates that the average fatal accident driver rate per 10,000 licensed drivers was 8.17; in other words, of every 10,000 licensed drivers for the year 1938, slightly more than 8 of them were involved in a fatal motor vehicle accident.

Drivers of age 17 had a rate even in fatal accidents below the average rate while drivers between the ages of 18 and 29 had a rate consistently above the average as illustrated in the following tabulation.

Age	Fatal Accident Driver Rate Per 10,000 Licensed Drivers
17	4.50
18	11.32
19	19.55
20	17.96
21	16.93
22	13.45
23	14.15
24	13.55
25	13.37
26	10.51
27	10.55
28	10.28
29	8.29

From the table above it is determined that the fatal accident driver rate between the ages of 18 and 28, inclusive, is more than twice that of drivers at age 17. The rate of 4.50 of drivers at age 17 is not equaled or lowered prior to the age 51.

Figure 3 further indicates that the rate of drivers from age 31 and over, with the exception of the three ages—32, 38 and 69—have a rate consistently below the average.

Survey of Speed Practices of Motorists Along the State Highway System of the State

To establish a basis for the designation of 45-mile per hour speed limit zones along the State Highway System, in compliance with Chapter 211, P. L. 1939, the Traffic Engineering Division conducted a State-wide survey of speed practices of motorists traveling along the State Highway System.

The tables following give the results of this speed survey and indicate the average speeds for the New Jersey registered vehicles as well as those registered in New York, Pennsylvania and other foreign states and also the speed practices of trucks and buses when operating on the State Highway System.

AVERAGE SPEEDS OF PASSENGER VEHICLES BY ROUTES
NEW JERSEY STATE HIGHWAYS—1940

Route No.	M. P. H.		M. P. H.		M. P. H.		M. P. H.		Total For.	M. P. H.		Grand Total	M. P. H.	
	Cars	Average	N. Y.	Average	Pa.	Average	For.	Average		Cars	Average		Cars	Average	Cars	Average
1	2030	36.1	768	39.9	32	38.5	125	36.8	925	39.4	2955	37.1	44.5	
S-1	530	38.0	24	39.4	...	...	5	38.2	29	39.1	559	38.0	46.2
S-1-A	269	38.3	76	41.5	...	...	5	41.4	81	41.5	350	39.0	44.5
2	2153	40.2	866	42.0	11	36.7	59	42.3	936	41.9	3089	40.7	48.0	
3	432	40.3	89	40.1	7	40.4	9	42.0	105	40.3	537	40.3	46.2	
4	6123	41.0	1008	43.9	144	42.5	243	45.1	1395	44.5	7518	41.5	50.0	
4-N	1285	35.2	28	38.3	12	36.3	12	33.5	52	36.7	1337	35.9	46.2	
5	214	34.3	25	35.1	1	35.3	...	...	26	35.1	240	34.4	40.0
5-N	171	38.8	...	...	...	...	2	36.1	2	36.1	173	38.7	48.0
6	2115	39.6	350	41.7	95	42.6	133	41.8	578	41.9	2693	40.1	48.0	
8	300	41.5	23	44.8	74	42.3	14	42.5	111	42.8	411	41.8	50.0	
8-N	116	39.4	52	39.9	2	48.0	1	46.2	55	40.3	171	39.6	48.0	
10	702	39.7	22	36.3	6	40.0	41	44.1	69	40.9	771	39.3	49.0	
23	1423	39.4	140	40.7	36	40.1	33	41.2	209	40.7	1632	39.6	48.0	
24	1280	38.6	70	41.5	95	42.8	38	40.9	203	42.0	1483	39.0	48.0	
25	6275	46.2	1496	47.7	862	45.9	1272	48.0	3630	47.4	9905	46.7	53.4	
26	1018	47.7	368	51.0	236	48.5	280	50.5	884	50.1	1902	48.8	57.1	
S-26	217	43.1	94	47.5	57	44.3	51	48.1	203	47.0	419	44.8	52.2	
27	2015	39.6	48	39.0	49	40.9	37	40.2	134	40.0	2149	39.3	48.0	
28	2004	37.9	296	43.7	351	43.9	184	41.2	831	43.2	2835	39.3	48.0	
S-28	954	43.3	53	44.7	7	43.3	17	43.5	77	44.3	1031	43.4	50.0	
29	2761	43.5	712	43.8	413	46.7	421	46.5	1546	45.3	4307	44.1	52.2	
30	1816	40.6	72	43.7	217	41.7	20	46.6	309	42.5	2125	40.8	52.2	
31	2051	42.0	166	43.1	106	45.2	87	44.9	359	44.1	2410	42.3	52.2	
S-31	183	38.4	56	41.6	18	41.8	11	42.9	85	41.8	268	39.4	50.0	
32	888	38.9	27	40.3	8	41.1	62	40.9	97	40.8	985	39.1	48.0	
33	2269	43.5	50	48.1	90	46.2	16	48.7	156	47.1	2425	43.7	54.6	
34	1495	46.2	115	47.3	12	46.3	17	46.2	144	47.1	1639	46.3	57.1	
35	3755	40.4	454	43.1	30	43.1	50	42.3	534	43.1	4289	40.8	48.0	
36	997	42.9	52	44.5	7	38.9	9	42.5	68	43.6	1065	42.9	54.6	
37	1889	38.6	46	37.9	124	40.8	24	45.1	194	40.6	2083	38.8	49.0	
38	607	43.5	...	...	71	44.7	8	48.0	79	45.1	686	43.7	52.2
39	1148	46.1	63	52.8	62	47.3	99	47.0	224	48.6	1372	46.5	58.5	
40	1460	45.3	9	49.7	662	46.5	121	48.5	792	46.8	2252	45.8	55.8	
S-40	430	48.0	...	...	339	49.2	9	43.4	348	49.0	778	48.5	57.1
41	206	43.9	1	60.0	37	47.7	1	48.0	39	47.9	245	44.5	54.6	
S-41	580	41.8	4	48.5	709	46.3	22	46.6	735	46.3	1315	44.2	53.4	
42	1435	44.6	28	45.9	818	47.8	59	47.6	905	47.8	2340	45.8	57.1	
43	822	45.0	14	52.9	479	46.4	70	46.8	563	46.6	1385	45.7	55.8	
44	718	44.8	191	48.5	165	45.8	181	47.4	537	47.3	1255	45.8	54.6	
45	2065	42.2	81	47.5	445	43.7	67	46.1	593	44.5	2658	42.7	52.2	
46	721	45.0	13	49.7	148	46.8	16	52.1	177	47.4	898	45.5	57.1	
47	1507	43.6	29	47.8	326	44.7	23	46.7	378	45.0	1885	43.9	53.4	
48	1733	43.1	17	47.8	449	46.3	301	48.0	767	47.0	2500	44.2	54.6	
49	1822	44.6	6	49.5	429	48.5	70	49.7	505	48.7	2327	45.5	57.1	
S-49	349	42.7	3	58.5	274	47.8	9	54.5	286	48.1	635	45.0	54.6	
50	408	43.1	1	47.1	311	45.6	10	45.4	322	45.6	730	44.2	53.4	
TOTAL	65741	41.7	8106	43.4	8826	45.8	4344	49.7	21276	44.8	87017	42.5		

AVERAGE SPEEDS OF TRUCKS AND BUSES BY ROUTES
NEW JERSEY STATE HIGHWAYS—1940

TRUCKS			BUSES	
Route No.	No.	Average Speed	No.	Average Speed
1	1154	31.9	48	35.0
S-1	114	36.4	20	30.1
S-1-A	66	36.3	10	33.9
2	893	36.2	35	36.0
3	255	35.2	17	43.1
4	1467	35.8	159	41.8
4-N	328	32.9	26	28.6
5	73	29.3	12	31.0
5-N	37	35.6	2	34.8
6	876	35.8	34	36.1
8	155	36.0	5	31.3
8-N	79	33.7	1	30.8
10	156	33.2	6	35.3
23	560	34.0	9	36.7
24	400	33.9	24	35.4
25	2231	37.2	118	44.2
26	510	38.7	22	49.9
S-26	136	32.5	5	45.1
27	504	34.2	69	38.6
28	919	34.4	37	41.8
S-28	181	34.2	14	40.1
29	842	32.0	28	42.3
30	821	35.0	25	32.6
31	541	36.5	5	44.3
S-31	104	33.3	...	...
32	210	34.5	5	32.5
33	613	37.7	16	34.7
34	370	35.4	1	44.5
35	807	35.4	41	33.2
36	251	38.9	12	37.2
37	445	35.3	22	30.9
38	167	36.4	9	42.2
39	460	37.1	13	44.8
40	389	35.9	13	42.9
S-40	134	37.4	...	...
41	66	37.9	...	...
S-41	162	35.7	...	...
42	361	37.6	30	43.3
43	301	37.1	55	49.9
44	354	36.9	13	41.6
45	761	35.3	30	42.5
46	314	38.1	24	49.7
47	674	37.5	40	45.3
48	524	36.3	8	43.5
49	583	38.3	18	45.1
S-49	46	36.8	1	49.0
50	117	36.0	6	29.0
TOTALS	21514	34.9	1088	39.4

The personnel of the Division continued its co-operation with the many national organizations in their activities in street and highway safety. Such co-operation was not only in the form of supplying accident figures, including special accident studies, but also the holding of office or membership on various committees.

ACCIDENT ANALYSIS

Reportable traffic accidents during the year 1940 totaled 42,538; fatalities 911 and persons injured 27,718, increases of 17, 12 and 8.6 per cent respectively.

The economic loss from accidents based upon the National Safety Council's formula of \$11,500 for each death, \$425 for each person injured and \$125 for each property damage accident was slightly over \$25,000,000. On the basis of the 1940 census of 4,160,165 residents in New Jersey, this represents an average economic loss of \$6 for every man, woman and child in the State.

Despite the tremendous volume of interstate or through traffic, the State's traffic problem was largely confined to municipal and county roads and not the State Highway System as many believe. Seventy-five per cent of all accidents and sixty-two per cent of the fatalities occurred on municipal and county streets and roadways.

The one favorable spot in the year's accident picture was an improvement in the pedestrian accident phase. During the year 1939, 51.8 per cent of total fatalities and 17.5 per cent of total accidents involved pedestrians. This year pedestrian deaths represented 47.8 per cent of total deaths, a decrease of four per cent while total pedestrian accidents dropped to 15 per cent, or two per cent lower.

In comparison, the collision type of accident (auto vs. auto, auto vs. fixed object, non-collision) accounted during the year for 82.9 per cent of total accidents, an increase of 2.9 per cent; 47.7 per cent of the deaths, a rise of 3.7 per cent and 75 per cent of total persons injured, an increase of 3 per cent.

That pedestrian accidents did not rise correspondingly with collision accidents was undoubtedly due to the extensive safety education work among pedestrians by the Department during the past few years.

Fatalities resulting from collisions with railroad trains numbered 22, an increase of ten over the previous year, while the number of persons injured in these collisions totaled 57 as against 50 in 1939.

Deaths resulting from collisions with bicycles dropped from 19 in 1939 to 18 and there were 749 bicyclists injured, an increase of 40.

1940 MONTHLY RECORD OF ACCIDENTS BY COUNTIES

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Atlantic	29	32	54	34	35	80	82	96	49	54	35	68	648
Bergen	262	335	335	261	279	313	289	291	298	326	308	378	3674
Burlington	48	70	53	49	65	69	64	99	82	91	93	111	894
Camden	216	221	206	188	229	232	203	249	229	242	253	314	2782
Cape May	14	15	11	14	26	30	90	90	31	70	14	13	418
Cumberland	22	32	15	32	31	52	36	34	41	62	57	48	462
Essex	967	991	1041	889	972	914	871	1018	941	1260	1261	1419	12544
Gloucester	35	36	52	29	36	54	55	85	57	57	65	73	634
Hudson	306	311	332	326	321	409	270	327	335	390	369	392	4088
Hunterdon	24	29	24	20	29	42	37	44	37	36	41	45	408
Mercer	108	136	103	136	103	105	80	160	125	142	220	262	1680
Middlesex	153	223	163	158	156	163	187	202	194	185	239	256	2278
Monmouth	79	100	83	60	87	115	185	192	97	108	94	128	1327
Morris	98	107	77	74	74	115	130	110	92	83	123	131	1214
Ocean	18	24	16	22	34	49	85	94	35	22	26	37	462
Passaic	254	252	275	250	278	269	263	272	296	328	317	361	3415
Salem	27	22	16	9	23	24	44	27	22	28	35	23	300
Somerset	67	67	60	60	64	73	59	81	76	95	91	96	889
Sussex	12	21	24	21	15	22	25	39	24	22	19	25	269
Union	264	276	274	276	302	322	279	329	343	339	385	390	3777
Warren	36	27	29	22	23	26	34	38	31	40	37	31	375
TOTAL	3039	3327	3243	2930	3182	3478	3368	3877	3435	3980	4082	4601	42538

POPULATION DEATH RATE

On the basis of population, there were 21.9 deaths per 100,000 persons in New Jersey. Hudson County had the lowest rate with 9.9 and the highest rate was in Ocean County with 61.3.

The rate by counties follows:

County	Population	Total Deaths	Deaths Per 100,000 Population
Atlantic	124,066	31	25.
Bergen	409,646	77	18.8
Burlington	97,013	54	55.6
Camden	255,727	64	28.3
Cape May	28,919	11	38.
Cumberland	73,184	23	31.5
Essex	837,340	122	14.5
Gloucester	72,219	33	45.8
Hudson	652,040	65	9.9
Hunterdon	36,766	21	57.5
Mercer	197,318	45	22.8
Middlesex	217,077	80	36.8
Monmouth	161,238	50	31.
Morris	125,732	32	25.5
Ocean	37,706	23	61.3
Passaic	309,353	48	15.5
Salem	42,274	15	35.7
Somerset	74,390	26	35.1
Sussex	29,632	8	27.1
Union	328,344	58	17.7
Warren	50,181	25	50.
NEW JERSEY	4,160,165	911	21.9

1940 MONTHLY RECORD OF FATALITIES BY COUNTIES

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Atlantic	2	1	2	..	1	7	4	6	2	..	3	3	31
Bergen	6	5	2	7	5	2	7	3	11	8	11	10	77
Burlington	4	2	2	2	2	..	4	4	6	14	5	9	54
Camden	4	6	2	4	4	4	9	3	8	3	9	8	64
Cape May	..	1	..	2	..	1	1	1	4	2	..	..	11
Cumberland	1	1	..	..	1	2	2	2	3	6	2	1	23
Essex	12	11	9	5	17	8	4	11	7	9	16	13	122
Gloucester	2	1	1	..	3	2	1	4	6	6	3	4	33
Hudson	6	5	4	1	6	7	6	7	6	4	7	6	65
Hunterdon	1	..	..	..	3	2	2	1	2	4	3	3	21
Mercer	..	3	2	3	1	6	4	8	4	2	7	4	45
Middlesex	6	1	5	10	1	1	4	8	4	7	13	12	80
Monmouth	3	1	7	1	1	3	6	3	2	8	8	5	50
Morris	1	..	2	2	2	4	4	1	2	6	4	4	32
Ocean	..	1	1	1	2	6	3	1	2	..	3	2	23
Passaic	3	7	5	1	5	..	..	6	2	4	8	7	48
Salem	..	1	..	2	1	2	1	1	..	4	1	2	15
Somerset	1	..	..	1	1	5	..	3	3	4	3	5	26
Sussex	..	..	..	..	1	1	1	4	..	..	..	1	8
Union	6	3	5	5	9	9	3	3	4	2	5	4	58
Warren	3	1	1	3	2	1	2	1	2	4	2	3	25
	61	50	52	51	73	76	72	77	78	102	110	109	911

PEDESTRIAN CASUALTIES

Three-fourths of the fatal pedestrian accidents during the year occurred during dusk and darkness.

The most frequently reported bad walking practice that contributed to the pedestrian fatality toll was crossing in the middle of the open block. A total of 160 pedestrians, most of them middle aged or elderly were struck while thus engaged, while another 62 were killed also in the middle of the block but when stepping out from behind parked cars.

Walking in the roadway was a practice that killed 67 pedestrians, 51 of whom were walking with traffic in direct violation of the law and 16 were killed while walking against traffic. Twelve victims, all under 15 years of age were playing in the roadway when hit.

A total of 107 pedestrians were struck at intersections and in the majority of these cases the question of responsibility was debatable. Eighty-one of this group were crossing at unsignalized intersections and on the crosswalk where they had the right of way. One pedestrian was killed while crossing with the signal which was his legal right; 14 were killed while walking against the signal and 11 while engaged in the dangerous practice of crossing the intersection diagonally.

The dangerous age for pedestrians appears to be beyond 45 years, 70 per cent of the casualties being middle-aged or elderly persons.

1940. ACTIONS OF PEDESTRIANS KILLED, THEIR CONDITION AND LIGHT CONDITIONS UNDER WHICH ACCIDENTS OCCURRED

Action	Killed	AGE GROUPS						CONDITION				LIGHT CONDITION			
		0-4	5-14	15-24	25-44	45-64	65-Over	Had Been Drinking	Physical Defect	Con-fused	Attention Diverted	Normal	Day	Dusk	Dark
Crossing at intersection—with signal . . .	1	..	..	..	..	1	..	..	..	..	..	1	1	..	..
Crossing at intersection—against signal	14	..	..	3	..	4	7	..	2	2	1	9	5	1	8
Crossing at intersection—no signal . . .	81	4	4	1	8	33	31	9	3	13	4	52	16	1	64
Crossing at intersection diagonally . . .	11	..	..	..	..	5	6	..	..	1	1	9	2	1	8
Crossing not at intersection—coming from behind parked vehicle	62	3	9	4	6	19	21	8	2	5	4	43	20	..	42
Crossing not at intersection—not coming from behind parked vehicle	160	4	10	2	20	65	59	32	12	10	9	97	29	5	126
From behind parked cars to enter vehicle . . . . .	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Getting on or off other vehicle	4	..	..	1	1	2	..	..	..	..	..	4	4	..	..
Playing in roadway	12	4	8	..	..	..	..	..	..	..	1	11	12	..	..
Walking in road with traffic	51	1	..	4	9	25	12	18	1	1	1	30	3	1	47
Walking in road against traffic	16	..	..	1	4	4	7	2	2	..	1	11	3	..	13
Hitching on vehicle	2	..	1	1	..	..	..	..	..	..	..	2	2	..	..
Lying in roadway	2	..	..	1	..	1	..	1	..	..	..	1	1	..	1
At work on car in roadway	5	..	..	2	1	2	..	1	..	..	..	5	..	..	5
Other actions	15	..	1	1	8	3	2	1	..	..	2	12	9	..	6
TOTAL	436	16	33	21	57	164	145	71	22	32	24	287	107	9	320

47

PEDESTRIANS—YOUNG AND OLD

Perhaps the greatest advancement in safety in recent years has been among young children.

Back in 1933, the year the Department began its compilation of accident statistics, the State was shocked when 157 youngsters under 15 years of age were killed and 4,119 were non-fatally injured in traffic accidents. In 1940 child pedestrian casualties numbered 49 and injured 2,601, decreases over the eight-year period of 69 per cent in fatalities and 37 per cent in injuries.

In direct contrast was the elderly pedestrian (65 years and over) on whom safety education has made little impression during the eight years. In the same year, 1933, when child pedestrian casualties were at their peak, the elderly pedestrian was figuring in the accident casualty lists to the extent of 135 killed and 441 injured. In 1940, eight years later, the death toll for this age group numbered 145 and 463 were injured, increases of 7 and 5 per cent respectively.

The following records show the directly opposite trends in child and elderly pedestrian casualties during the period mentioned:

Year	Children (Under 15)		Elderly Pedestrians (65—Over)	
	Killed	Injured	Killed	Injured
1933	157	4119	135	441
1934	148	3623	123	434
1935	106	3042	147	417
1936	109	3026	142	522
1937	102	3016	164	549
1938	69	2756	96	469
1939	63	2728	114	465
1940	49	2601	145	463

FIVE-YEAR RECORD OF ACCIDENTS BY COUNTIES

	1940	1939	1938	1937	1936
Atlantic	648	588	601	679	651
Bergen	3674	2637	2594	2696	2331
Burlington	894	708	543	679	609
Camden	2782	1985	1712	2084	2049
Cape May	418	296	273	335	269
Cumberland	462	244	218	283	223
Essex	12544	11483	9766	11231	9525
Gloucester	634	550	496	636	523
Hudson	4088	3989	3871	4533	4022
Hunterdon	408	376	345	370	300
Mercer	1680	1480	1407	1761	1884
Middlesex	2278	1861	1939	2139	1840
Monmouth	1327	1178	1182	1436	1102
Morris	1214	978	941	1041	929
Ocean	462	435	442	432	386
Passaic	3415	2948	2755	3152	2855
Salem	300	177	188	222	195
Somerset	889	697	616	670	611
Sussex	269	262	265	290	260
Union	3777	3042	3067	3409	3455
Warren	375	376	349	332	340
	42538	36290	33570	38410	34349

THE ALCOHOL FACTOR IN ACCIDENTS

Alcoholic beverages were an element in 160 fatalities, or 17 per cent of the year's total traffic deaths. Of these casualties, 89 resulted from accidents in which the driver was intoxicated and 71 were pedestrians whose alcoholic condition greatly contributed to their accidents.

Accidents in which the driver was reported as "had been drinking" totaled 1,846, a 31 per cent increase over the previous year. The 89 deaths represent an increase of 16 and there were 1,285 persons non-fatally injured as compared with 1,084.

The driver between 25 and 44 years was the offender in nearly two-thirds of these accidents with the next age group, 45 to 64 years ranking second. The majority had over eleven years driving experience.

Slightly over one-third of the drinking drivers in accidents were local residents, that is to say, residents of the municipality in which their accidents occurred. Nine per cent of the drivers were from other states.

As might be expected, the leading violation was driving "on the wrong side of the road" with speeding second in importance. Records reveal that 143 of these drivers hit and ran.

Four-fifths of the accidents happened at night, rising in intensity at 6 P. M. and continuing until 4 A. M. Saturday and Sunday were the days of the week when the drinking driver was most prevalent.

Included among the non-abstainers were 65 women, two of whom were involved in fatal accidents.

INTOXICATED PEDESTRIANS

One in every six pedestrians killed and one in every seventeen pedestrians injured in traffic accidents was under the influence of alcoholic beverages. As heretofore stated, the death toll was 71 and 363 were injured.

Three of the fatalities were women and three-fourths of the casualties were over 45 years of age. Nearly all, or 94 per cent of the accidents occurred during dusk or darkness.

Crossing in the middle of the block was the fault of nearly one-half the pedestrians who "had been drinking." One-fourth were walking in the roadway with traffic when struck.

During the past five years 416 pedestrians killed were reported as having been under the influence of liquor.

FIVE-YEAR RECORD OF FATALITIES BY COUNTIES

	1940	1939	1938	1937	1936
Atlantic	31	46	50	72	61
Bergen	77	87	78	110	95
Burlington	54	36	39	45	36
Camden	64	37	61	104	83
Cape May	11	4	9	18	22
Cumberland	23	24	14	31	19
Essex	122	117	95	195	148
Gloucester	33	24	25	33	47
Hudson	65	67	70	109	91
Hunterdon	21	8	21	20	14
Mercer	45	44	35	55	46
Middlesex	80	71	90	121	97
Monmouth	50	44	57	49	71
Morris	32	37	27	47	24
Ocean	23	15	20	18	23
Passaic	48	50	47	63	67
Salem	15	9	26	19	25
Somerset	26	25	17	55	32
Sussex	8	13	10	7	13
Union	58	43	62	95	74
Warren	25	13	12	12	19
	<u>911</u>	<u>814</u>	<u>865</u>	<u>1278</u>	<u>1107</u>

AGES OF DRIVERS

Twenty to twenty-four was the dangerous age for drivers.

Youths within this age group comprised but 12 per cent of total registered drivers yet they figured in 22 per cent of the fatal accidents and more than 20 per cent of all accidents. Comparisons with other age groups follow:

Age Group	Per Cent of Registration	Per Cent in Fatal Accidents	Per Cent in All Accidents
17 to 19	6.	9.	8.44
20 to 24	12.	22.	20.57
25 to 44	54.	49.	52.17
45 to 64	25.	18.	17.42
65 and over	3.	2.	1.4
	<u>100.00</u>	<u>100.00</u>	<u>100.00</u>

HIT AND RUN ACCIDENTS

Hit and run drivers increased 13 per cent during the year with the total number of offenders 1,363 as against 1,206 in the previous year. Fifty-four lives were lost in accidents involving drivers who sped away without offering assistance to their victims.

Fifty-one of the 54 hit and run victims were pedestrians, two were bicyclists and one was a passenger in another vehicle.

The largest number of hit and run fatalities was in Hudson County where there were nine and in Essex and Monmouth counties there were seven each.

RESIDENCE OF DRIVERS

While statistics show that the majority (over 88 per cent) of the drivers involved in New Jersey accidents during the year were Jerseymen, it is interesting to note that over 36 per cent were residents of the municipalities in which their accidents occurred. This is mentioned solely for the purpose of putting at rest oft expressed claims that drivers from other places are responsible for most of the accidents and not the local citizen.

Over ten per cent of the accident drivers were residents of other states and about one-half this group came from New York State.

AGE OF VEHICLE

For the purpose of determining, if possible, whether the age of a motor vehicle figures in the accident problem, the Department maintained a record of car vintage during the year. It reveals that cars of the current year and those three years old figured more frequently in accidents than the other age groups listed. The percentages follow:

Age	Percentage
Current year	15.19
1 year old	12.27
2 years old	9.26
3 years old	15.38
4 years old	13.21
5 years old	8.43
6 to 10 years old	22.89
Over 10 years old	3.37
	100.00

ACCIDENTS ON STATE HIGHWAYS

While accidents on all streets and highways increased 17 per cent during the year, a survey of the State Highway system shows the toll on these routes was 23 per cent higher than the previous year. Deaths rose 5.7 per cent and the number of persons injured 14 per cent.

Despite this, the State's traffic problem is still definitely concerned with local and county streets as distinguished from State Highways. Three-fourths of total accidents and 62 per cent of total fatalities occurred on thoroughfares within local jurisdiction.

	1940	1939
Accidents—local streets	32,083 (75%)	27,819 (76.6%)
Accidents—State Highways	10,455 (25%)	8,471 (23.4%)
Total accidents	42,538	36,290
Fatalities—local streets	564 (62%)	486 (60%)
Fatalities—State Highways	347 (38%)	328 (40%)
Total fatalities	911	814

The highest accident record of all the State Highways was on Route 25 with 2,589 accidents, 64 deaths and 1,926 persons injured. Route 4 had 791 accidents, 19 deaths and 580 injured and Route 29 ended the year with 625 accidents, 20 fatalities and 470 injured.

TWO-YEAR RECORD OF STATE HIGHWAY ACCIDENTS

ROUTE No.	ACCIDENTS		DEATHS		INJURED	
	1940	1939	1940	1939	1940	1939
1	290	255	2	13	208	200
S-1	16	9	1	..	10	11
S-1A	12	5	2	..	14	3
2	464	257	23	14	355	239
3	142	114	3	4	81	89
4	791	621	19	27	580	528
S-4A	..	1	..	..	..	..
4N	100	81	1	2	40	44
5	10	11	..	..	4	8
5-N	14	13	..	2	22	11
6	558	455	34	25	421	373
7	73	82	6	2	40	42
8	28	26	1	..	21	12
8-N	8	5	2	2	7	2
10	165	163	3	9	141	118
12	7	13	1	1	9	9
21	257	243	1	7	149	150
23	214	192	5	9	124	147
24	287	239	6	6	171	126
S-24	96	74	1	1	53	82
25	2589	2042	64	45	1926	1693
25-M	77	27	2	..	44	13
26	173	180	8	8	147	123
27	401	354	7	13	303	301
28	398	339	9	10	294	227
S-28	54	43	3	2	49	28
29	625	513	20	10	470	412
30	150	115	10	5	105	88
31	138	129	3	3	99	91
S-31	23	31	..	4	15	33
32	79	61	1	1	48	28
33	145	132	8	2	121	97
34	60	86	3	4	42	115
35	309	231	12	15	264	187
36	48	52	6	1	45	64
37	104	90	5	1	86	57
38	70	38	..	1	62	31
39	119	77	6	6	107	65
40	81	68	3	4	68	75
S-40	11	12	1	1	6	10
41	17	14	..	4	22	9
S-41	26	31	1	2	21	2
42	134	132	7	16	133	135
43	261	249	19	12	272	253
44	168	100	4	7	117	79
45	181	115	8	5	153	94
45-M	14	10	..	1	3	8
46	62	14	2	..	45	10
47	141	134	7	8	113	141
48	128	86	9	5	103	80
49	81	61	6	5	49	44
S-49	21	19	1	..	24	14
50	23	27	1	3	18	2
State Highway with no No.	12	..	..	..	12	..
	10455	8471	347	328	7836	6863

DISTRIBUTION OF ACCIDENTS AND FATALITIES ACCORDING TO
STATE HIGHWAYS AND LOCAL STREETS

County	ACCIDENTS		FATALITIES	
	On State Highways	On Local Streets	On State Highways	On Local Streets
Atlantic	42%	58%	39%	61%
Bergen	28	72	58	42
Burlington	49	51	39	61
Camden	30	70	44	56
Cape May	31	69	9	91
Cumberland	31	69	35	65
Essex	9	91	13	87
Gloucester	47	53	39	61
Hudson	14	86	12	88
Hunterdon	65	35	76	24
Mercer	24	76	33	67
Middlesex	42	58	48	52
Monmouth	43	57	52	48
Morris	50	50	59	41
Ocean	51	49	52	48
Passaic	5	95	15	85
Salem	49	51	73	27
Somerset	48	52	65	35
Sussex	52	48	38	62
Union	37	63	34	66
Warren	47	53	36	64
ENTIRE STATE	25%	75%	38%	62%

TRAFFIC LAW VIOLATIONS

Police magistrates reported to the Department a total of 100,709 arrests during the year for violations of the Traffic and Motor Vehicle Acts. This was but 264 more arrests than in the previous year despite the greater volume of traffic on the streets and highways.

In addition to the 100,709 arrests within the State there were 6,939 New Jersey drivers arrested for violations while traveling in other states.

ARRESTS AND PENALTIES

	1940	1939
Total arrests	100,709	100,445
Fined or jailed	77,141	77,582
Suspended sentence	19,431	18,795
Dismissed	4,137	4,068

MAJOR VIOLATIONS

	1940	1939
Reckless driving	2,502	2,726
Speeding	44,358	46,941
Drunken driving	1,302	1,248
Hit and run	701	605
Manslaughter	104	78
Careless driving	16,662	16,596
Stop street	2,620	2,824
Passing signal	4,817	4,953
Miscellaneous	27,643	24,474
	100,709	100,445

The sum of \$232,390.50 was derived from fines imposed in cases where arrests were made by motor vehicle inspectors and State police.

By means of the filing system used by the Department in its handling of the magistrates' reports of convictions, a total of 3,780 "repeaters" were brought to attention. These were drivers with three or more convictions which automatically made them subject to revocation proceedings.

TOTAL ARRESTS BY COUNTIES

	1940	1939
Atlantic	4,065	3,694
Bergen	11,821	12,124
Burlington	5,713	5,269
Camden	4,198	4,455
Cape May	682	720
Cumberland	1,610	1,474
Essex	19,657	17,984
Gloucester	2,954	4,448
Hudson	1,875	1,671
Hunterdon	1,530	1,708
Mercer	4,433	4,666
Middlesex	9,004	9,318
Monmouth	3,185	3,250
Morris	3,925	3,273
Ocean	2,910	3,032
Passaic	4,431	3,565
Salem	2,195	1,893
Somerset	5,823	6,393
Sussex	1,189	1,024
Union	8,388	9,355
Warren	1,118	1,129
	100,709	100,445

REPORT OF TRAFFIC VIOLATIONS

Counties	DISPOSITION					VIOLATIONS								
	Total Reports	Fine or Jail	Suspended Sentence	Dismissed	Reckless Driving	Speeding	Drunken Driving	Hit and Run	Man-slaughter	Careless Driving	Stop Street	Passing Signal	Miscellaneous	Parking
Atlantic	4,065	3,560	297	208	111	2,625	74	9	4	527	121	103	487	4
Bergen	11,821	8,366	2,671	784	286	6,120	124	57	2	1,496	10	545	2,647	534
Burlington	5,713	5,282	376	55	122	3,499	43	19	1	963	86	28	908	44
Camden	4,198	3,576	567	55	156	1,550	100	39	5	978	125	73	1,006	166
Cape May	682	584	84	14	28	237	13	9	4	194	3	13	176	5
Cumberland	1,610	1,321	244	45	43	392	46	6	1	537	222	11	345	7
Essex	19,657	12,868	5,880	909	136	7,071	138	200	4	2,225	623	2,028	4,126	3,106
Gloucester	2,954	2,643	270	41	150	1,274	38	18	6	687	123	54	556	48
Hudson	1,875	956	630	289	205	656	91	20	17	157	3	148	399	179
Hunterdon	1,530	1,393	108	29	25	357	21	6	..	444	25	52	594	6
Mercer	4,433	3,946	364	123	153	2,395	47	26	2	685	168	42	811	104
Middlesex	9,004	7,878	990	136	170	5,146	98	36	18	1,368	48	330	1,714	76
Monmouth	3,185	2,466	424	295	167	730	42	32	4	1,167	37	93	864	49
Morris	3,928	3,302	467	159	138	1,929	41	27	9	852	29	50	782	71
Ocean	2,910	2,414	441	55	99	1,617	18	4	1	520	50	22	521	58
Passaic	4,431	2,015	2,000	416	117	1,369	102	64	6	835	34	184	1,168	552
Salem	2,195	1,981	196	18	50	629	56	16	4	364	646	31	382	17
Somerset	5,823	5,059	694	70	74	3,461	37	16	2	859	135	110	1,012	117
Sussex	1,189	1,068	101	20	35	236	16	12	1	260	22	11	585	11
Union	8,388	5,400	2,584	404	209	2,737	142	82	11	1,262	98	846	1,915	1,086
Warren	1,118	1,063	43	12	28	328	15	3	2	282	12	43	338	67
TOTALS	100,709	77,141	19,431	4,137	2,502	44,358	1,302	701	104	16,662	2,620	4,817	21,336	6,307

55

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING

Judgment creditors in motor vehicle accident litigation were rendered a distinct public service during the year through the application of the Financial Responsibility Law.

One of the important features of this law is the section that provides for the revocation of the licenses of those who fail to satisfy judgments which result from motor vehicle accidents. Unsatisfied judgments totaling \$697,993.07 were reported to the Department and as a result of subjecting the defendants to the requirements of the law, proof of payment was subsequently filed in the amount of \$219,348.59. Had it not been for the enforcement of the Financial Responsibility Law, these judgments might have been uncollectible. In the cases where the judgments remained unsatisfied the driving and registration privileges of the defendants were revoked.

In addition to the foregoing, there were scores of cases in which the mere threat of revocation was sufficient to force prompt settlement of claims before the cases were officially brought within the scope of the law.

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

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

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

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

In order that the safety value of this law can be realized it is important that every driver be made familiar with its requirements and brought to the realization that persistent flaunting of the Traffic and Motor Vehicle Laws will, through this law, directly affect his pocketbook, his livelihood and his privilege of owning and operating a motor vehicle in New Jersey. It can be made one of the law's strongest weapons with which to combat accidents.

Then and only then will drivers see the wisdom of driving carefully and thus avoid being placed in the class affected by the application of this law. There is no authentic data as to the number of motor vehicles registered in New Jersey that are covered by insurance. The number of cars involved in accidents which were insured may be gained from the figures compiled as the result of the answers to the question on our accident report, asking whether or not the vehicles concerned in the accidents were insured.

The results show that of the 76,872 cars involved in accidents reported to this Department during the year 1940, 37 per cent were insured, 26 per cent were not insured, while the information was unanswered in 37 per cent of the cases. The figures were as follows:

	Total Cars	Fatal Accidents	Persons Injured Accidents	Property Damage Accidents
Car insured	28,141	362	10,578	17,201
Car not insured	20,198	338	8,654	11,206
Insurance status unknown	28,533	400	11,444	16,689
Total Cars	76,872	1,100	30,676	45,096

ACCIDENTS

Title 39: Chapter 4, Section 130 of the Revised Statutes of New Jersey, makes it obligatory for the driver of any vehicle involved in an accident resulting in injuries or death to any person or damage to property to the apparent extent of 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, 5,953 were originally reported in letter form. Numerous accidents are reported over the telephone or by persons who call personally at the office. Upon receipt of these reports a regular report form is sent to each party concerned in the accident, requesting that the report be filled in and returned to the office.

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

Total accident reports received 81,257

Included in these totals are 1,832 accident reports which were received in letter form, the operators having failed to comply with a report on the regular accident report form. In numerous cases drivers involved in accidents, report such accidents to the local police authorities, and are of the opinion that such a report is sufficient, and, therefore, do not report to this office. In such cases, many of the reports are received direct from the police departments and would be included in the total accidents reported by the Traffic Division.

Also included in these totals are 2,553 accident cases where the parties concerned have established to Department 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 call for such accidents to be reported—or the parties concerned have proved that a report is not required.

Photostat copies of all reports are forwarded to the Traffic Division where detailed statistics of accidents are compiled. Complete statistics on these accidents will be found in the statistical report of accidents.

MAGISTRATES' REPORTS.

Magistrates' reports received during 1940 covering convictions of certain sections of the Motor Vehicle or Traffic Act which are set forth by the New Jersey Financial Responsibility Law, total 3,408. These reports are classified as follows:

Title 39: Chapter 4, Section 96	2,146
Title 39: Chapter 4, Section 129	397
Title 39: Chapter 4, Section 50	1,295
Evidence of financial responsibility requested as result of convictions.....	3,408
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	430

CANCELLATIONS.

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

Cancellation notices received and the parties notified of the requirements of the law	3,554
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	88

EXPIRATIONS.

This law requires that evidence of financial responsibility shall remain on file for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. The Department maintains a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed; the cases checked, and the parties advised of the necessity of having a renewal certificate filed. During the year 1940, 7,886 certificates expired. These cases were checked and when necessary the party advised of the requirements of the law. This work has discounted considerably due to the expiration of the three-year period in many cases.

Certificates received during 1940	13,595
---	--------

JUDGMENTS.

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

Total judgment cases certified during 1940	817
Judgments secured against New Jersey residents in another State	70
New Jersey judgments secured against non-residents	61
Revocations	746
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	497
Satisfied law, cases	217
Pending, Inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys	8
Pending, sufficient time has not elapsed for case to be completed	33

REVOCATIONS.

Total revocations for failure to comply with the Financial Responsibility Law 4,671

RESTORATIONS.

Total restorations, after establishing financial responsibility 3,297

There is in possession of the Department a list of 845 sets of plates that were revoked during 1940 for failure to comply with the Financial Responsibility Law. These plates have been forwarded to the New Jersey State Prison for disposal.

The operation of the photostat equipment comes under the jurisdiction of this Division. Pictures were made 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 included in the general returns of the Department.

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	575
Fee collected	\$537.50
536 Certified abstracts @ \$1.00	536.00
1 Certified abstracts @ \$1.00	1.50
*38 Certified abstracts No fee	
	\$537.50

* These 38 certified copies were issued—no fee, and were for Inspectors to be used as evidence to assist them in the prosecution of cases.

BILLS OF SALE

One of the most reliable barometers of business conditions is the Bill of Sale Division of the Department which reveals each year the number of new car sales and the used car turnover in the State. 1940 was the biggest year in this respect since the law went into effect in July, 1931.

New car sales during the year totaled 144,219, while the number of used car assignments which includes deals covering cars sold between dealers as well as the trade-in and the subsequent re-sale to the retail purchaser, was 678,377. These figures represent an increase of 32,671 in new car sales and an increase of 89,065 in assignments over the previous year.

Total revenue from bill of sale issuances and transactions was \$694,859.25 as compared with \$558,736 in 1939, an increase of 24 per cent.

During the year 341 new dealers' licenses were issued by the Division, making a total of 2,168 on the active dealers' list. At the same time the Division revoked 296 dealers' licenses for improper business operations and cessation of business activities.

The original intent of the Bill of Sale Law was to provide a uniform method of recording titles on automobiles and the elimination of stolen car sales. It has accomplished its purpose and at the same time is providing an excellent source of revenue at a minimum operating cost.

Following is a ten-year record of new car sales and used car assignments:

Year	New Car Sales	Used Car Assignments
1931	5,668	29,458 (July to Dec.)
1932	58,628	324,730
1933	67,778	373,223
1934	75,995	400,068
1935	105,258	473,656
1936	131,829	571,499
1937	143,144	619,482
1938	83,854	503,406
1939	111,548	589,312
1940	144,219	678,377
	927,921	4,583,211

TYPES OF BILL OR SALE FORMS ISSUED

ORIGINAL BILLS OF SALE (BS-1)

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

144,219 @ .50 \$72,109.50

ASSIGNMENTS (BS-2)

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

*678,377 @ .50 339,188.50

ABSTRACTS OF CONTRACT

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

71,378 on BS-1 35,689.00
162,379 on BS-2 81,189.50

* The total figure on assignments is not to be construed as being the actual number of used cars sold in this State. This figure includes the deals covering cars sold between dealers as well as the trade-in and the subsequent resale to the new retail purchaser.

FORECLOSURE BILLS OF SALE
(BS-4)

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

7,219 @ .50 3,609.50

PROOF OF OWNERSHIP
CERTIFICATES (BS-5)

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

80,811 @ 1.00 80,811.00
9,602 @ 1.00 9,602.00

DEALERS BILL OF SALE LICENSES

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

341 @ 10.00 3,410.00

PENALTIES

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

6,522 @ 1.00 6,522.00

PHOTOSTATIC COPIES

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

261.00

COLLECTIONS ON LIENS

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

245,392 @ .25 61,348.00

INFORMATION ON LIENS

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

2,269 @ .25 567.25

SPECIAL COLLECTIONS

These items represent collections on default of dealers, bonds and other miscellaneous charges.

552.00

Total revenue from January 1, 1940, to December 31, 1940.

\$694,859.25

EXCISE TAX

The law (Sections 48:4-20 through 48:4-34 Revised Statutes) requires the Commissioner to collect a half-cent per mile tax for the use of the highways from passenger motor carriers engaged in interstate commerce. As New Jersey, the gateway of the nation, is crossed by numerous buses in their movements to all parts of the country from New York City, the mileage is considerable.

Suburban bus traffic from New York and Philadelphia via the bridges and tunnels also constitutes a large factor. The tax is payable monthly. For 1940, a total of \$101,056.20 was collected, an increase of \$6,120.55 over the previous year.

The personnel of the Division devotes its activities to study of the reports filed monthly, periodical examination of the books and records of the operators, and a physical check of bus movements at the various points of entry to the State.

During the summer months many persons are transported for compensation from New York City to the Catskill Mountain area of New York, in sedan type vehicles via Bergen County highways. As these vehicles are individually owned, their owners are required to post surety bonds to guarantee payment of the tax. The requirement is also imposed upon other bus operators engaged in seasonal operations only.

MONTHLY RECORD OF EXCISE TAXES IMPOSED AND COLLECTED
1940

Month	Total Mileage	Exempt Miles	Taxable Mileage	Amount	Total Amount
January	1,598,802.93	143,541.90	1,455,261.03	\$7,337.30	\$7,337.30
February	1,491,826.93	159,568.60	1,332,258.33	6,659.94	6,659.94
March	1,623,033.89	138,311.60	1,484,722.29	7,424.55	7,424.55
April	1,575,067.74	108,554.00	1,466,513.74	7,336.49	7,336.49
May	1,671,011.36	113,067.00	1,557,944.36	7,793.59	7,793.59
June	1,825,791.13	69,940.00	1,755,851.13	8,804.53	8,804.53
July	2,426,590.92	151,754.00	2,274,836.92	11,421.24	11,421.24
August	2,318,731.00	21,380.00	2,297,351.00	11,487.27	11,487.27
September	2,013,198.64	117,671.00	1,895,527.64	9,477.88	9,477.88
October	1,779,212.28	112,529.00	1,666,683.28	8,330.52	8,330.52
November	1,545,853.00	100,796.00	1,445,057.00	7,253.50	7,253.50
December	1,646,906.00	105,702.00	1,541,204.00	7,729.39	7,729.39
TOTAL	21,516,025.82	1,342,815.10	20,173,210.72	\$101,056.20	\$101,056.20

INFORMATION SERVICE

Once described as a veritable beehive of activity is the room in which car registrations and drivers' license are filed. Here is maintained a 24-hour information service available to the police and the general public seeking car and driver data.

During the year this Division handled 577,827 inquiries or a daily average of 1,583 requests for every day in the year.

The steady increase in the number of cars registered and drivers licensed likewise added to the volume of work handled by the "look up" clerks attached to the Division. The 577,827 requests received represent a 26 per cent increase over the previous year.

TYPES OF REQUESTS HANDLED BY INFORMATION BUREAU

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding duplicates and renewal licenses and telegrams..	2,195	1,982	3,340	3,201	2,583	2,924	3,127	2,930	2,656	2,472	2,984	2,361	32,755
Regular information letters	6,085	5,825	5,993	6,563	6,663	6,379	6,280	6,056	6,552	6,333	5,771	5,697	74,197
Certified copies, special delivery and registered letters	5,821	6,516	6,658	8,184	7,552	5,912	7,242	7,911	5,730	5,423	7,000	8,095	82,044
Lookups on lists and miscellaneous lookups	12,366	13,717	13,146	14,345	13,676	12,189	15,522	15,516	13,614	11,880	12,838	13,898	162,707
People appearing at office in person for informat.on	711	677	1,408	1,010	775	696	807	796	1,429	958	750	787	10,804
Telephone and telautograph, 1 A. M. to 9 A. M.—Local	297	276	253	196	279	268	262	316	1,230	1,694	440	506	6,017
Telephone and telautograph, 1 A. M. to 9 A. M.—Long Distance	2,829	2,576	3,666	2,321	3,246	3,099	3,132	3,918	3,418	4,440	4,679	6,728	44,052
Telephone and telautograph, 9 A. M. to 5 P. M.—Local	3,132	3,280	3,842	3,432	3,244	3,170	3,468	4,050	3,912	4,739	4,183	3,699	44,151
Telephone and telautograph, 9 A. M. to 5 P. M.—Long distance	6,067	5,733	6,860	4,976	5,661	5,568	5,578	6,192	6,908	7,236	7,344	6,749	74,872
Telephone and telautograph, 5 P. M. to 1 A. M.—Local	401	422	501	399	444	477	427	452	1,234	1,673	584	794	7,808
Telephone and telautograph, 5 P. M. to 1 A. M.—Long distance	2,460	2,772	2,526	2,288	2,461	2,717	3,014	2,983	3,604	4,487	3,127	5,981	38,420
TOTALS	42,364	43,776	48,193	46,915	46,584	43,399	48,859	51,120	50,287	51,335	49,700	55,295	577,827

JUNK YARD SUPERVISION

By direction of law, the Motor Vehicle Department maintains supervision over all automobile junk yards adjacent to or visible from the State highways. There were 35 such yards licensed and supervised during the year from which was derived a total revenue of \$1,875.

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

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

County	Number
Atlantic	3
Bergen	4
Burlington	4
Essex	2
Gloucester	2
Hudson	4
Hunterdon	3
Mercer	1
Middlesex	2
Monmouth	1
Morris	1
Passaic	1
Somerset	2
Union	5
	35

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

Date	License Fees	Inspection Fees	Totals
January	\$250	....	\$250
February	100	....	100
March	250	....	250
April	100	....	100
May	100	....	100
June	100	\$25	125
July	150	....	150
August	200	....	200
September	No business	....	....
October	300	50	350
November	100	....	100
December	150	....	150
TOTALS	\$1,800	\$75	\$1,875

MULTILITH ROOM

The Department maintains its own bureau where applications, certificates, pamphlets and all forms used in the administration of the motor vehicle and traffic acts are printed, numbered, perforated, etc. During the year the Multilith Room handled 29,413,457 operations in the process of keeping the various divisions supplied with working material.

Following is a break-down of the activities and the divisions for which the work was performed:

Division				Items		Total
	Sheets	Imprints	Items	Numbered	Perforated	Operations
Testing	528,600	615,000	822,600	.....	.....	822,600
Shipping	515,700	607,400	949,800	.....	80,000	1,029,800
Inspector	274,195	318,685	451,085	.....	30,000	481,085
Financial	184,500	276,500	235,500	.....	.....	235,500
Fines	127,000	162,000	204,500	.....	.....	204,500
Safety	8,800	14,900	8,800	.....	.....	8,800
Traffic	21,780	23,280	21,780	.....	.....	21,780
Files	14,000	14,000	84,000	.....	.....	84,000
Information	41,550	41,550	166,200	.....	.....	166,200
Main office	61,500	61,500	69,000	.....	.....	69,000
Excise	18,820	31,320	36,320	22,300	12,000	70,620
Bill of sale	292,540	329,410	375,080	59,300	59,300	493,680
Low number	20,000	20,000	20,000	.....	.....	20,000
Pamphlets	421,250	842,500	842,500	.....	.....	842,500
Permits	35,133	70,216	140,332	.....	.....	140,332
Applications	487,475	933,350	2,952,050	.....	.....	2,952,050
Certificates	808,892	1,130,590	8,808,920	11,663,000	1,175,090	21,647,010
Dealer permits	31,000	31,000	124,000	.....	.....	124,000
TOTALS	3,892,735	5,523,201	16,312,467	11,744,600	1,356,390	29,413,457

SERVICE OF PROCESS ON NON-RESIDENTS

Under the provisions of Chapter 7 of Title 39, Revised Statutes, the Department collected the sum of \$3,982.25 during the year for the service of process on non-residents in automobile accident litigation.

Monthly collection of fees was as follows:

January 1940	\$232.00
February "	308.25
March "	292.00
April "	326.00
May "	332.00
June "	290.00
July "	288.00
August "	288.00
September "	568.00
October "	408.00
November "	238.00
December "	412.00
TOTAL	\$3,982.25





STATISTICAL SUMMARY OF MOTOR VEHICLE ACCIDENTS

In New Jersey—Accidents involving Drivers who "Had been Drinking"
 State, County or City

TYPE OF ACCIDENT	NUMBER ACCIDENTS				NUMBER OF PERSONS KILLED										NUMBER OF PERSONS INJURED										TOTALS FOR YEAR SINCE JANUARY 1		CLASSIFICATION OF VICTIMS			
	Total	Fatal	Personal Injury	Property Damage Only	Total All Ages	Male	Female	0-4	5-14	15-24	25-44	45-64	65-Over	Ages Unknown	Total All Ages	Male	Female	0-4	5-14	15-24	25-44	45-64	65-Over	Ages Unknown	Killed	Injured	Killed Current Month	Killed Since Jan. 1	Injured Current Month	Injured Since Jan. 1
COLLISION WITH																														
1. Pedestrian	28	10	18		10	10					1	5	4		20	15	5		4		9	3	3	1						
2. Other motor vehicle	1610	30	558	1022	40	29	11		1	10	20	7	2	1091	651	440	17	36	291	449	156	23	119							
3. Horse drawn vehicle	1	1			1	1																								
4. Railroad train	1																													
5. Bicycle	5		3	2																										
6. Fixed object	164	24	79	61	27	22	5				5	14	8	134	113	21		2		22	75	24	7	3						
7. Non-collision	34	2	20	2	10	7	3			1	5	4		34	29	5			13	17	3	1								
8. Miscellaneous	3				1									3																
Total	1846	75	678	1093	69	70	19		1	11	32	31	14	1285	811	474	17	45	326	550	187	34	126				89		1285	

HOUR OF OCCURRENCE	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. 12:01 A.M. to 1 A.M.	143	6	56	81
2. 1:01 A.M. to 2 A.M.	129	7	49	72
3. 2:01 A.M. to 3 A.M.	147	10	59	78
4. 3:01 A.M. to 4 A.M.	110	7	38	65
5. 4:01 A.M. to 5 A.M.	42	3	15	24
6. 5:01 A.M. to 6 A.M.	28	2	8	18
7. 6:01 A.M. to 7 A.M.	20	2	7	13
8. 7:01 A.M. to 8 A.M.	14	1	4	9
9. 8:01 A.M. to 9 A.M.	11	1	4	7
10. 9:01 A.M. to 10 A.M.	4			4
11. 10:01 A.M. to 11 A.M.	21	1	8	12
12. 11:01 A.M. to 12 noon	21	1	6	14
13. 12:00 noon to 1 P.M.	33		15	18
14. 1:01 P.M. to 2 P.M.	36	1	12	23
15. 2:01 P.M. to 3 P.M.	46		17	29
16. 3:01 P.M. to 4 P.M.	41	1	10	30
17. 4:01 P.M. to 5 P.M.	68	2	26	40
18. 5:01 P.M. to 6 P.M.	91	2	32	57
19. 6:01 P.M. to 7 P.M.	136	7	61	68
20. 7:01 P.M. to 8 P.M.	153	8	48	97
21. 8:01 P.M. to 9 P.M.	153	9	50	94
22. 9:01 P.M. to 10 P.M.	140	2	59	79
23. 10:01 P.M. to 11 P.M.	115	1	38	76
24. 11:01 P.M. to 12 midnight	129	4	52	73
25. Unknown	16		4	12
TOTAL	1846	75	678	1093

LIGHT CONDITIONS	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	414	12	147	255
2. Darkness with street lights	80	4	29	47
3. Street lights	736	20	257	459
4. No street lights	600	39	241	320
5. Unknown	16		4	12
TOTAL	1846	75	678	1093

DAY OF OCCURRENCE	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	508	30	198	280
2. Monday	206	4	68	134
3. Tuesday	153	6	51	96
4. Wednesday	165	3	60	102
5. Thursday	179	7	74	97
6. Friday	223	5	81	137
7. Saturday	222	20	146	245
8. Unknown	1			1
TOTAL	1846	75	678	1093

ROAD CONDITION	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. Dry				
2. Wet				
3. Muddy				
4. Snowy				
5. Icy				
6. Other				
7. Unknown				
TOTAL				

ROAD SURFACE	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. Concrete				
2. Asphalt				
3. Brick				
4. Wood Block				
5. Gravel				
6. Other				
7. Unknown				
TOTAL				

ROAD CHARACTER	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. Straight road				
2. Sharp curve or turn				
3. Other curves				
4. Level road				
5. Up grade				
6. Hill crest				
7. Down grade				
8. Unknown				
TOTAL				

ROAD LOCATION	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. At intersection				
2. Alley or driveway intersection				
3. Between intersections				
4. Bridge, underpass				
5. Railroad crossing				
6. Other locations				
7. Unknown				
TOTAL				

TRAFFIC CONTROL	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
<i>Provided and functioning</i>				
1. At intersection				
2. At railroad crossing				
3. Other locations				
<i>Provided—Not functioning</i>				
4. At intersection				
5. At railroad crossing				
6. Other locations				
<i>No control provided</i>				
7. At intersection				
8. At railroad crossing				
9. Other locations				
10. Unknown				
TOTAL				

WEATHER CONDITIONS	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. Clear				
2. Raining				
3. Snowing				
4. Fog				
5. Unknown				
TOTAL				

PROPERTY DAMAGE	NUMBER OF ACCIDENTS			
	Total	Fatal	Personal Injury	Property Damage Only
1. \$25				
2. \$25 to \$50				
3. \$50 to \$100				
4. \$100 to \$250				
5. \$250 to \$500				
6. \$500 to \$1,000				
7. \$1,000 or more				
8. Other				
9. Not known				
TOTAL				

DRIVERS AGE OF DRIVER	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Under 17 years				
2. 17 years	6		3	3
3. 18 years	9		6	3
4. 19 years	20		12	8
5. 20 years	21	1	11	9
6. 21 to 24 years	164	15	70	79
7. 25 to 44 years	992	41	397	554
8. 45 to 64 years	328	18	119	191
9. 65 and over	18		6	12
10. Ages unknown	312		69	243
TOTAL	1860	75	683	1102

SEX OF DRIVERS	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Male	1795	73	661	1061
2. Female	65	2	22	41
3. Unknown				
TOTAL	1860	75	683	1102

DRIVING EXPERIENCE	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Learner under instruction	2		1	1
2. Licensed less than three months	13	1	3	9
3. Three to six months	5	1	3	1
4. Six to 12 months	149	11	74	64
5. 1 to 5 years	188	12	72	104
6. 6 to 10 years	424	24	197	273
7. 11 years or more	1004	24	333	647
8. Experience unknown	1860	75	683	1102
TOTAL	1860	75	683	1102

RESIDENCE OF DRIVERS	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
<i>Licensed in State</i>				
1. Local resident	618	42	197	404
2. Elsewhere in State	1020	42	393	585
<i>Resident—No license</i>				
3. Local resident	14		5	9
4. Elsewhere in State	31	4	15	12
<i>Non-resident—no license</i>				
5. New York State	65	5	31	29
6. Pennsylvania	88	7	35	46
7. Other states	18		6	12
8. Residence unknown	6		1	5
TOTAL	1860	75	683	1102

CONDITION OF DRIVERS	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Had been drinking	1860	75	683	1102
2. Sleepy, fatigued, etc.				
3. Physical defect				
4. Blinded by headlights				
5. Attention diverted				
6. No unusual condition				
TOTAL				

VISION OBSCURED	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Rain, snow, etc. on windshield				
2. Cracked windshield				
3. Dirty windshield, windows				
4. Trees, crops, etc.				
5. Building				
6. Embankment				
7. Signboards				
8. Parked cars				
9. Moving cars				
10. Vision unobscured				
TOTAL				

DRIVER VIOLATIONS	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Exceeding lawful speed	360	44	151	165
2. On wrong side of road	482	13	201	268
3. Cutting in	48		9	39
4. Passing on hill	1			1
5. Passing on curve	2			2
6. Failure to signal or improper signal	42		20	22
7. Improper turn—wide right turn	22		5	17
8. Same—cut corner on left turn	32		13	19
9. Same—turned from wrong lane	2			2
10. Disregarded Stop Sign	29	3	9	17
11. Disregarded warning sign or signal	12		1	11
12. Disregarded Stop and Go Light	52		25	27
13. Disregarded police officer	2		1	1
14. Improper starting from parked position	19		3	16
15. Improper parking	5		2	3
16. Following too closely	69	1	23	45
17. Hit and run	143	4	29	110
18. Passing on wrong side	8		1	7
19. Overcrowded, passengers	2		1	1
20. No violations indicated	528	10	189	329
TOTAL	1860	75	683	1102

WHAT DRIVERS WERE DOING	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Making right turn	66		21	45
2. Making left turn	142	4	60	78
3. Making U turn	16	1	5	10
4. Going straight ahead	1414	58	525	831
5. Slowing down, stopping	9		5	4
6. Overtaking	60	3	20	37
7. Forward from parking space	14		3	11
8. Backward from parking space	8		3	5
9. Other backing	10		2	8
10. Stopped in traffic lane	8		2	6
11. Parked	64	4	27	33
12. Skidding	14	1	6	7
13. Tire blew out	21	4	5	12
14. Avoiding vehicle, object or pedestrian	6		2	4
15. Emerging from alley or driveway	6		2	4
16. Unknown	1860	75	683	1102
TOTAL	1860	75	683	1102

FINANCIAL RESPONSIBILITY	NUMBER OF DRIVERS			
	Total	In Fatal Accidents	In Personal Injury Accidents	In Property Damage Accidents
1. Car insured	385	15	144	226
2. Car not insured	618	18	222	378
3. Unknown	857	4		



