

THIRTY-SIXTH

ANNUAL REPORT

OF THE
COMMISSIONER OF MOTOR VEHICLES

OF THE
STATE OF NEW JERSEY
FOR THE YEAR

1941

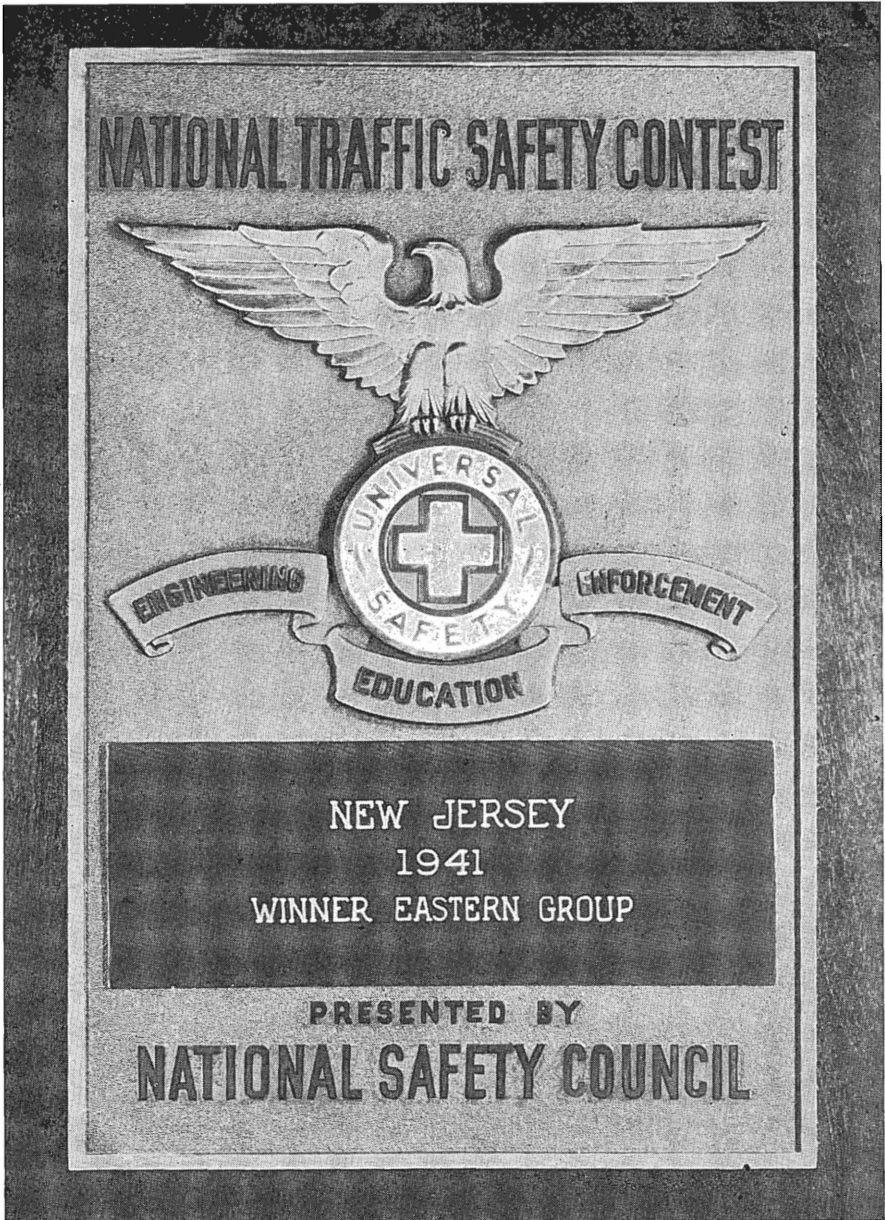


ARTHUR W. MAGEE,
Commissioner

WILLIAM J. DEARDEN,
Deputy Commissioner

29
1988
1988

SAFETY AWARD



National Safety Council plaque presented to New Jersey for winning First Place, Eastern Division, 1941 Interstate Traffic Safety Contest.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

CONTENTS

	PAGE
Licenses, Registrations, Revenue	10
Accident Statistics	12
Alcohol Factor in Accidents	15
Pedestrian Problem	16
Accidents on State Highways	19
Pedestrian Casualties by Municipalities	32
Hearings—License Revocations	41
Drunken Drivers—Revocations	41
Habitual Violators	44
Traffic Engineering	46
Vehicle Inspections	51
Inspector Force	53
Safety Education	58
Traffic Law Violations	63
Financial Responsibility	65
Excise Tax	69
Changes in Law	70
Information Service	72
Service of Process	74
Bills of Sale	74
Multilith Room	76
Statistical Summaries	77, 78

ANNUAL REPORT

April 1, 1942.

To His Excellency the Governor and the Legislature:

In accordance with the provisions of Chapter 39:4-6 of the Revised Statutes, there is submitted herewith a report of the activities of the Motor Vehicle Department for the year 1941.

A review of the year reveals the Department breaking all existing records in the matter of revenue, motor vehicle registrations and driver license issuances.

The State's traffic accident experience, while less favorable than in 1940, nevertheless won for New Jersey first place among the Eastern States in the National Interstate Traffic Safety Contest.

It was the sixth time in eight years that New Jersey has achieved prominent position in the national safety movement, as follows:

1934—First Place, Eastern Group of States.

1935—Honorable Mention.

1936—Honorable Mention.

1938—GRAND AWARD.

1939—Third Place, Eastern Group of States.

1941—First Place, Eastern Group of States.

Traffic deaths totaled 971, an increase of 6.5 per cent; all accidents 48,734, an increase of 14½ per cent and persons injured 30,415, an increase of 9.7 per cent.

Winning the coveted safety award is credited to the effectiveness of the state-wide safety campaign in which governmental and private agencies, industry, radio and the press closely cooperated. The State record is all the more encouraging when it is considered that the National Safety Council attributes the national death increase of 16 per cent to the rising tempo of war activities. In no State has the tempo been higher or broader than in New Jersey.

From the standpoint of accident frequency related to miles of motor vehicle travel, New Jersey's accident improvement is further accentuated when considered over a span of the last fourteen years. Motor vehicle registrations in 1941 over 1928 were 54 per cent higher; there were 64 per cent more drivers licensed and gasoline consumption was 129 per cent greater. Despite these factors, deaths in New Jersey per 100 million miles of travel DECREASED 60.5 PER CENT.

In other words, there were 19.58 deaths per 100 million miles of travel back in 1928. In 1941, despite the greater exposure to accidents resulting from many more vehicles using the roadways and the greater use to which they were put as evidenced by the 129 per cent increase in gasoline consumption, deaths per 100 million miles of travel were down to 7.73.

The following table comparing deaths with gasoline consumption and registrations, shows how the accident situation has been improved. The column "Deaths per 100 million vehicle miles" is computed on the basis, recommended by the National Safety Council, of 13 miles per gallon per vehicle.

Year	Traffic Fatalities	Motor Vehicle Registrations	Drivers Licensed	Gasoline Consumption (Taxable Gallons)	Deaths Per 100 Million Veh. Miles
1928	1,075	765,730	881,552	422,346,478 gal.	19.58
1929	1,275	832,102	965,242	498,063,808 "	19.69
1930	1,269	852,703	1,024,166	546,685,108 "	17.85
1931	1,302	869,613	1,063,062	570,801,964 "	17.54
1932	1,180	860,769	1,054,588	554,319,929 "	16.37
1933	1,185	851,502	1,043,185	546,819,642 "	16.67
1934	1,227	875,978	1,065,990	567,838,694 "	16.62
1935	1,188	900,164	1,097,072	631,601,466 "	14.47
1936	1,107	956,482	1,155,214	719,568,890 "	11.83
1937	1,278	1,008,909	1,224,557	795,554,193 "	12.35
1938	865	1,024,096	1,259,016	810,952,855 "	8.21
1939	814	1,045,604	1,300,795	847,809,887 "	7.38
1940	911	1,117,320	1,365,036	896,948,010 "	7.81
1941	971	1,196,209	1,447,751	965,206,065 "	7.73

There is gratification to be gained from the downward tendency in deaths but, laying aside the chill statistical approach, one must not lose sight of the human tragedy represented by the year's 971 deaths and the more than 30,000 personal injuries. Not only is it an appalling sacrifice to carelessness, hasty action and reckless disregard for the simple rights of fellow-men but it is likewise a challenge.

With the nation at war, the safety movement imposes additional demands on the home front to do more than ever before to conserve the lives and property of the people. There is need for greater organized coordinated activity among the state, county and municipal authorities from the standpoint of traffic enforcement, education and engineering.

An outstanding example of what can be accomplished by organized activity is the case of Cape May County. This was the only county in the State that reduced its traffic accidents during the year and the answer can be found in the fact that Cape May county and municipal officials responded to the program advanced by the Motor Vehicle Department, organized and promoted a real, workable, safety program. Its officials met regularly, analyzed the records to ascertain the danger spots and then undertook corrective measures. What Cape May has done through organization, every other county can do. It is, in fact, one of the best methods by which accidents can be reduced.

Year after year the pedestrian continues to be the State's main traffic problem. Statistics show that in spite of constant appeals from officials and safety organizations, pedestrians continue to violate rules and regulations designed for their protection with the result that they comprise approximately fifty per cent of the fatalities.

Here again, a smooth working county organization can bring about results by having police officers warn pedestrians when they violate the rules crossing against traffic signals, stepping from behind parked cars, crossing between inter-

sections and other dangerous practices that cause disaster. After a reasonable period of police warnings, the program should call for pedestrian law enforcement.

The importance of selective enforcement is again stressed. While it may mean drastic changes in working hours, it is nevertheless sound judgment that police details should be assigned to the points and during the hours when most accidents occur. This data can be obtained only through scientific analysis of the accident records.

As heretofore stated, the accident situation constitutes a challenge to every man, woman and child to help reduce in 1942 the disgraceful waste and suffering. We can all share in this patriotic service by driving and walking, working and playing in such a way that the accident toll will be cut drastically.

LICENSES, REGISTRATIONS AND TOTAL REVENUE

During the registration year 1941, the number of motor vehicles registered, persons licensed to drive and gross income of the Motor Vehicle Department exceeded all previous records.

Car registrations totaled 1,196,209, an increase of 7.06 per cent over 1940.

The number of licensed drivers 1,447,751, an increase of 6.05 per cent over 1940.

Department revenue reached \$24,742,106.46, including \$1,076,277.60 from the fourth year's operation of motor vehicle inspection. Gross revenue increased 8.05 per cent over the year 1940.

The following is a two-year comparison of registrations, licensed operators and gross income:

REGISTRATIONS, LICENSES AND REVENUE				
	1940 Items	1941 Items	1940 Fees	1941 Fees
Passenger Vehicles	942,103	1,014,570	\$10,760,367.95	\$11,809,387.50
"No Fee" Registrations to Motor Vehicle, State and Local Police Departments.....	455	490	.....	.....
"No Fee" Registrations of State, County, Federal and Municipal owned vehicles..	12,579	12,870		
Commercial Vehicles	121,852	124,611	4,401,809.00	4,258,687.00
Farmer Commercial Vehicles.....	15,342	15,581	235,404.50	241,244.25
Undertaker Vehicles	748	759	19,440.00	19,763.50
Omnibus Vehicles	7,632	7,995	343,003.50	355,455.25
Trailer Registrations	8,235	9,203	384,577.50	449,664.00
Motorcycles	4,980	5,628	9,960.00	11,256.00
Dealers (Auto and M. C.).....	2,567	2,609	63,935.00	64,975.00
Agricultural Tractors	827	988	2,481.00	2,964.00
Farm Use Registrations.....	.....	905	.....	905.00
TOTAL REGISTRATIONS	1,117,320	1,196,209		
Duplicate Certificates	27,536	32,637	27,536.00	32,637.00
Transfers and Exchanges.....	309,205	294,106	672,648.50	679,530.60
Duplicate Tags (Auto and M. C.).....	18,421	21,790	18,404.50	21,772.50
Auto Driver Licenses	1,365,036	1,447,751	4,095,108.00	4,343,253.00
Motorcycle Driver Licenses.....	4,715	5,146	4,715.00	5,146.00
Learner Permits	269,018	337,268	134,509.00	168,634.00
Postage .....	.....	.....	3,152.60	3,705.18
"No Fee" Auto Driver Licenses.....	728	479		
"No Fee" Motorcycle Driver Licenses.....	865	857		
"No Fee" Transfers.....	1,180	1,151		
TOTAL ITEMS ISSUED BY AGENTS.....	3,114,024	3,337,394		
Fines, State			232,409.00	262,114.37
Certified Copies			1,945.05	2,044.55
Commercial Permits			22,411.12	22,949.16
Registration Permits			1,567.55	825.05
Power of Attorney Fees			4,296.00	5,118.00
Contractors Equipment—Intransit Registrations.....				375.00
Miscellaneous Receipts			16,066.15	22,713.92
			\$21,095,746.92	\$22,785,119.83
Bill of Sale Division.....			694,859.25	773,897.50
Excise Division			101,056.20	104,461.53
Junk Yard Division			1,875.00	2,350.00
Auto Testing Division			1,004,902.00	1,076,277.60
			\$22,898,439.37	\$24,742,106.46
1941 FINANCIAL STATEMENT—APRIL 1, 1941 TO MARCH 31, 1942				
Paid State Treasurer, 1941 account			\$22,377,676.06	
On deposit March 31, 1942 on account 1942 collections.....			17,463,446.68	
Commissions paid to Agents, on account 1941 Commissions.....			397,701.32	
Refunds for errors in rating 1941 registrations.....			9,742.45	
Collections April 1, 1941 to March 31, 1942, account 1941 business..				\$22,785,119.83
Collections March 1, 1942 to March 31, 1942, on account of 1942 business				17,463,446.68
			\$40,248,566.51	\$40,248,566.51

YEARLY RECEIPTS OF DEPARTMENT—1906-1941
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	60,348	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	856,789	1,043,185	15,004,784.37
1934	876,176	1,065,990	15,254,085.48
1935	900,180	1,097,072	16,724,147.05
1936	956,501	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	1,300,795	21,503,416.86
*1940	1,117,320	1,365,036	22,898,439.37
*1941	1,196,209	1,447,751	24,742,106.46

*Fiscal year ending March 31st of following year.

ACCIDENT STATISTICS

The year 1941 is charged with the greatest total of traffic accidents ever recorded by the Department of Motor Vehicles since the Statistical Division was established.

The number of persons non-fatally injured in accidents likewise reached a new peak while fatalities, although showing a slight increase over 1940, were 331 below the record-breaking year 1931 when 1,302 deaths occurred in traffic.

Accidents reached the unprecedented figure of 48,734 which was 6,196 more than in 1940, an increase of $14\frac{1}{2}$ per cent.

The number of persons non-fatally injured was 30,415, or 2,697 above the 1940 total. This increase was 9.7 per cent.

Traffic fatalities totaled 971 which was 60 more than the previous year; an increase of $6\frac{1}{2}$ per cent.

The year's economic loss from accidents was \$27,000,000.

From the very beginning of the year things started unfavorably as regards fatalities. January ran up a total of 88 deaths, the third highest for the month in ten years. Only four months, April, June, October and November recorded lower tolls than in the same months of the previous year. April, with 49, was the lowest for that month in ten years while the highest monthly toll for the year was in December with 112 deaths.

During the course of the year an average of 2.6 persons were killed each day. There were, however, 47 "deathless days" and strangely enough more fell in the month of June than in any other month of the year. The "deathless days" were as follows:

January 28.

February 3, 21, 27.

March 9, 12, 17, 19, 20, 26, 31.

April 1, 3, 7, 11, 15, 16, 17, 19, 23.

May 20, 21, 27.

June 2, 4, 5, 9, 11, 14, 18, 21, 23, 25, 29.

July 10, 29.

August 11, 13, 28.

September 14, 22.

October 7, 20, 21, 23.

November 11.

December 3.

In contrast was Sunday, August 24 when 12 persons were killed, eight of them in the Bergen County bus catastrophe. Wednesday, December 24, piled up a toll of 11 fatalities.

Among the year's holidays, New Year's Day was high with 11 killed. Easter ranked second with 7; Thanksgiving Day 6; Christmas Day 4 and Memorial Day, Independence Day and Labor Day 3 each.

Multiple death accidents killing two or more persons each were not unusual. There were 57 such accidents taking a toll of 137 lives. The worst accident in the State's history was the Bergen County bus collision in which eight lives were lost. Others were 2 four-death accidents, 13 three-death accidents and 41 two-death accidents.

There was an average of 133 accidents daily as against 116 daily during the previous year.

The average number of persons injured daily was 83 as compared with 76 the year before.

There was one death for every 31 persons injured. In the year 1940 there were 30 injured for every person killed.

URBAN-RURAL

Seven in every ten accidents occurred in urban districts (over 10,000 population) but while only 30 per cent of the accidents took place in municipalities under 10,000 population, these smaller municipalities accounted for 56 per cent of the fatalities.

ACCIDENTS

	1941	1940
Urban	33,991 (70%)	30,113 (71%)
Rural	14,743 (30%)	12,425 (29%)
	<u>48,734</u>	<u>42,538</u>

FATALITIES

	1941	1940
Urban	430 (44%)	431 (47%)
Rural	541 (56%)	480 (53%)
	<u>971</u>	<u>911</u>

It can be seen from the foregoing that the entire increase in the State's traffic deaths during the year occurred not in the cities but in the municipalities under 10,000 population. Deaths in the smaller communities increased 13 per cent.

The same situation prevailed in regard to pedestrian fatalities. As expected, more pedestrians were killed in the cities and built-up areas than in the rural districts. The division was 58 per cent urban and 42 per cent rural. Yet, pedestrian deaths in the urban areas remained practically the same as in 1940 while in the communities under 10,000 population, pedestrian fatalities increased 19 per cent. Rural pedestrian deaths totaled 197 as against 165 in 1940 while in urban areas pedestrian deaths numbered 275 compared with 271 in the previous year.

PEDESTRIAN FATALITIES

	1941	1940
Urban	275 (58%)	271 (62%)
Rural	197 (42%)	165 (38%)
	<u>472</u>	<u>436</u>

POPULATION DEATH RATE

There were 23.3 deaths per 100,000 population during 1941 as against 21.9 in the previous year. Among the counties, Hudson had the lowest death rate, 11.5 and the highest rate was in Salem with 61.5. Ocean County which had the highest rate in 1940 materially improved its rating by dropping from 61.3 to 37.1.

The rate by counties follows:

County	Population	1941	1940
Atlantic	124,066	41.9	25.
Bergen	409,646	21.9	18.8
Burlington	97,013	49.4	55.6
Camden	255,727	28.1	28.3
Cape May	28,919	31.1	38.
Cumberland	73,184	40.9	31.5
Essex	837,340	13.	14.5
Gloucester	72,219	51.2	45.8
Hudson	652,040	11.5	9.9
Hunterdon	36,766	40.8	57.5
Mercer	197,318	21.2	22.8
Middlesex	217,077	36.8	36.8
Monmouth	161,238	38.4	31.
Morris	125,732	40.5	25.5
Ocean	37,706	37.1	61.3
Passaic	309,353	17.1	15.5
Salem	42,274	61.5	35.7
Somerset	74,390	33.6	35.1
Sussex	29,632	20.2	27.1
Union	328,344	17.7	17.7
Warren	50,181	31.8	50.
NEW JERSEY	4,160,165	23.3	21.9

SPEED GREATEST ACCIDENT CAUSE

Because there are frequently joint causes, it is difficult to state exactly how many accidents are attributable to high speeds alone.

Yet, taking the accident, rather than the driver, as a unit, speed violations were reported to be a factor in more than one-fourth, (28.7%), of all fatal accidents.

From the standpoint of all accidents, the next most common traffic violation that caused accidents was driving on the wrong side of the road. Following too closely to the vehicle ahead was the third violation in the order of importance and fourth was the failure to signal.

AGE OF DRIVERS

The young driver (under 25 years old) has the worst accident record of any age. Representing but 18 per cent of the total registration, this age group was involved in nearly one-third of total accidents.

Disregarding mileage and other factors but relying strictly on the accident figures, it appears that the group 25 to 44 had the most favorable record during the year. This group, although it was involved in 50 per cent of total accidents, represents 54 per cent of all drivers licensed.

The break-down according to age groups follows:

Age Group	Per Cent of Registration	Per Cent in All Accidents		Per Cent in Fatal Accidents	
		1941	1940	1941	1940
Under 20	6.	10.23	8.44	10.16	9.
20 to 24	12.	20.90	20.57	21.77	22.
25 to 44	54.	50.16	52.17	48.66	49.
45 to 64	25.	17.21	17.42	17.51	18.
65 and over	3.	1.5	1.4	1.9	2.
	100.00	100.00	100.00	100.00	100.00

MANNER OF COLLISION

Sixty-eight per cent of the accidents involved collisions with other motor vehicles while the remaining 32 per cent concerned accident contact with pedestrians, fixed objects, railroad trains, horse drawn vehicles, as well as accidents of the non-collision type.

Analysis of the collision type (auto vs auto) records show that three in every ten of all accidents were of the right angle variety occurring at street intersections. Approximately one in every four accidents (24½%), occurred while both vehicles were heading in the same direction. Three-fifths of the same direction accidents concerned rear-end collisions and two-fifths were side-swipes, etc.

The remaining type of collision accident was the opposite direction accident, usually the type having the most serious results. Nine per cent of all accidents were head-on collisions and 4½ per cent concerned cars travelling in opposite directions but caused when one of the vehicles undertook a left turn.

Following is a record of the manner of collision of the year's accidents:

Type	Percentage of Accidents
Right angle	30.
Same direction—rear end	14.5
Same direction—other	10.
Opposite direction—head on	9.
Opposite direction—L turn	4.5
Fixed object	6.
Pedestrian	13.
Other	13.
	100.00

THE ALCOHOL INFLUENCE

Although New Jersey imposes the heaviest penalty in the country upon drunken drivers, alcohol was a factor in four per cent. of the year's accidents. There were 2,038 accidents reported in which drivers were under the influence of strong drink as compared with 1,846 accidents in the previous year.

The year's accidents caused the death of 82 persons and bodily injury to 1,390 others. The estimated economic loss from these collisions was \$1,400,000.

One of the pathetic aspects of drunken driving is the suffering it causes to innocent people. Considering the 82 fatalities resulting from drunken driving during the year, 37 were drivers whose condition caused the accidents, while 45 were passengers, pedestrians and bicyclists. Among the 1,390 persons injured

in these accidents slightly more than one-third were drivers and the remainder pedestrians or occupants.

Following is a classification of those killed and injured in drunken driver accidents:

	Killed	Injured
Drivers	36	481
Passengers	30	865
Pedestrians	13	27
Bicyclists	2	3
Motorcycle drivers	1	2
Motorcycle passengers .....	..	3
Others .....	..	9
	82	1390

Nearly eight out of every ten accidents featuring drunken driving occurred during hours of darkness and more of them happened on Sunday than on any other day of the week.

The leading traffic violation was driving "on wrong side of road", reported against 27 per cent of these drivers. Second in importance was "speeding," which violation was charged to 19 per cent of the offenders. "Following too closely" was third and "cutting in" fourth. Also listed among the violators were 157 hit and run drivers.

Three in every five of the drivers were of the age group 25 to 44. Also showing up in the record were 91 youths under 21 years of age and 18 elderly drivers over 65 years of age.

The majority of the drivers were males, although 61 females were reported in the list. Nine per cent of the drivers were non-residents and 94 per cent of the vehicles involved were of the passenger type.

Only 28 per cent of the drivers carried liability insurance on their vehicles.

INTOXICATED PEDESTRIANS

Drinking on the part of the driver is not the only place where alcohol figures in the accident picture. Alcohol crops up prominently in another angle namely, the pedestrian accident.

During the year 95 pedestrians were killed by motor vehicles when they staggered across the roadway or from behind parked cars and 365 were injured. In other words, one in every five pedestrians killed in traffic and one in every seventeen injured were under the influence of liquor and thus contributed almost wholly to their accidents.

During the past six years 511 pedestrians killed were reported as being under the influence of liquor:

THE PEDESTRIAN PROBLEM

Motor vehicle accidents killed 472 pedestrians and injured 6,219 during 1941—nearly one-half of all traffic deaths and one-fifth of all injuries. Despite these high casualty rates, pedestrian accidents comprised but 13 per cent of total accidents.

The 1941 pedestrian death total was 8 per cent greater than the 1940 figure. Non-pedestrian deaths, however, rose 5 per cent.

Nearly two-thirds of the pedestrians killed and injured were committing a violation or engaged in some obviously unsafe act. In one out of every three pedestrian accidents the driver was careless.

While a great many pedestrian accidents occurred while crossing between intersections, a total of 1,752 walkers were struck while crossing at unsignallized intersections and in the proper manner prescribed by law. The majority of these accidents were unquestionably the fault of the driver who usurped the pedestrian's right of way at these points of crossing. There can be no question of driver responsibility in the case of the 202 pedestrians who were struck while crossing with the traffic signal, while the 350 pedestrians struck crossing against the signal openly invited disaster.

The year's statistics show definitely that all too many pedestrians still lack the knowledge of safe walking in and across the streets and highways. A striking example of this is the fact that 205 pedestrians were struck while walking with backs to traffic, not to mention those crossing against signals, stepping from behind parked cars, etc.

CHILD PEDESTRIANS

A startling reversal occurred in the death record of children under 15 years of age. During the year 1940, New Jersey was one of the few States in the country that reduced deaths in this age group, but 1941 saw a 20 per cent increase over that record. The total number of fatalities was 59 as compared with 49 in the previous year.

Despite its 1941 increase the school child group still has the only long-time reduction, the 1941 record being 65 per cent below the 1932 rate when 171 youngsters were killed in traffic.

ACTION	PEDESTRIANS KILLED AND INJURED AGE GROUPS								CONDITION					LIGHT CONDITION					
	Total Pedes.	Total Killed	Total Injured	0-4	5-14	15-24	25-44	45-64	65-over	Age unknown	Had been drinking	Physical defect	Confused	Attent. diverted	Normal	Day	Dusk	Dark	Unknown
Crossing at intersection—with signal.....	202	4	198	1	26	22	48	68	31	6	4	4	10	13	171	93	6	97	6
Same—against signal.....	350	21	329	11	40	40	66	116	53	24	39	3	30	32	246	154	15	181	..
Same—no signal	1752	81	1671	87	391	143	287	479	232	133	112	18	77	102	1443	832	85	827	8
Same—diagonally	72	4	68	3	8	4	17	24	11	5	11	3	4	6	48	19	6	47	..
Crossing not at intersection—coming from behind parked vehicle.....	1504	65	1439	215	668	75	142	209	113	82	80	12	66	162	1184	963	59	465	17
Same—not coming from behind parked veh...	1503	181	1322	154	470	105	159	360	171	84	127	19	54	75	1228	760	59	654	30
Coming from behind parked car to enter veh.	35	2	33	4	9	3	6	5	4	4	..	..	1	4	30	29	..	6	..
Getting on or off other vehicle.....	75	1	74	3	13	18	10	16	2	13	1	2	..	2	70	41	2	31	1
Playing in roadway.....	544	15	529	99	404	28	3	..	..	10	..	3	7	69	465	400	32	105	7
Walking in roadway with traffic.....	205	54	151	1	22	31	42	64	33	12	49	5	6	19	126	51	7	143	4
Walking in roadway against traffic.....	94	21	73	2	1	13	26	36	11	5	23	2	1	4	64	28	1	64	1
Hitching on vehicle.....	14	1	13	..	13	..	..	..	..	1	..	..	..	..	14	11	..	3	..
Lying in roadway.....	10	1	9	1	2	1	1	4	1	..	4	..	..	..	6	4	..	6	..
At work on car in roadway.....	40	8	32	..	1	12	10	10	..	7	1	..	..	7	32	16	2	22	..
Other actions	291	13	278	29	51	33	52	72	23	31	9	3	2	15	262	202	5	79	5
TOTAL	6691	472	6219	610	2119	528	869	1463	685	417	460	74	258	510	5389	3603	279	2730	79

PERTINENT ACCIDENT DATA

The peak hour of all accidents was 5 to 6 P. M. and for fatal accidents 6 to 7 P. M.

The majority of accidents (56%) occurred in daylight but 64 per cent of fatal accidents happened during darkness.

More accidents occurred on Saturday than any other day of the week. Tuesday was the safest day.

Nine per cent of the accident drivers were women.

One-fourth of the accidents occurred on concrete pavement; 59 per cent on asphalt and the remainder on various other types of road surfaces.

Eight out of every ten accidents happened in clear weather.

Forty-two per cent of the accident drivers reported carrying liability insurance; 25 per cent stated they were not insured, while 33 per cent did not indicate their financial responsibility status.

STATE HIGHWAY ACCIDENTS

One in every four accidents and two out of every five deaths in the State took place on the State Highway System. The 12,422 accidents on state routes represent a 19 per cent increase over 1940 while the 399 deaths reported was a 15 per cent increase.

As usual the highest accident and death record occurred on Route 25 which had 3,125 accidents and 56 fatalities.

Route 4 again ranked second with 749 accidents and 24 deaths and Route 29 third with 721 accidents and 18 deaths.

STATE HIGHWAY ACCIDENTS
DEATHS AND INJURED

Route	Accidents		Deaths		Injured	
	1941	1940	1941	1940	1941	1940
1	356	290	13	2	262	208
S-1	18	16	..	1	14	10
S-1 A	11	12	..	2	7	14
2	527	464	20	26	366	355
3	160	142	6	3	109	81
4	749	791	24	19	555	580
S-4 A	1	..	..	..	1	..
4 N	123	100	3	1	78	40
5	20	10	1	..	16	4
5 N	15	14	..	..	10	22
6	791	558	38	34	563	421
S-6	26	..	..	..	13	..
7	93	73	2	6	45	40
8	18	28	..	1	10	21
8 N	9	8	..	2	5	7
10	187	165	6	3	127	141
12	16	7	..	1	18	9
21	285	257	2	1	134	149
23	225	214	5	5	133	124
24	332	287	10	6	152	171
S-24	100	96	2	1	73	53
25	3123	2589	56	64	2262	1926
25 M	111	77	3	2	66	44
26	238	173	12	8	201	147
27	394	401	8	7	278	303
28	479	398	14	9	278	294
S-28	63	54	..	3	35	40
29	721	625	18	20	471	470
30	156	150	6	10	94	105
31	155	138	6	3	115	99
S-31	39	23	2	..	24	15
32	86	79	2	1	40	48
33	154	145	8	8	145	121
34	100	60	2	3	73	42
35	479	309	12	12	314	264
36	80	48	5	6	73	45
37	117	104	3	5	82	86
38	99	70	1	..	69	62
39	122	119	9	6	128	107
40	86	81	1	3	58	68
S-40	9	11	2	1	9	6
41	13	17	..	..	13	22
S-41	49	26	..	1	35	21
42	171	134	9	7	165	133
43	331	261	33	19	363	272
44	178	168	13	4	105	117
45	232	181	7	8	189	153
45 M	29	14	2	..	29	3
46	74	62	5	2	49	45
47	152	141	8	7	133	113
48	161	128	17	9	151	103
49	92	81	1	6	28	49
S-49	23	21	1	1	15	24
50	33	23	1	1	23	18
51	..	..	..	..	..	..
54	7	..	..	..	9	..
No Number	4	12	..	..	2	12
	12422	10455	399	347	8816	7836

1941

COMPARATIVE RECORD OF
ACCIDENTS BY COUNTIES

County	1941	1940	Numerical Change	% Change
Atlantic	764	648	116 more	18. increase
Bergen	4192	3674	518 more	14. increase
Burlington	1148	894	254 more	28. increase
Camden	3370	2782	588 more	21. increase
Cape May	343	418	75 less	18. decrease
Cumberland	504	462	42 more	9. increase
Essex	13955	12544	1411 more	11. increase
Gloucester	753	634	119 more	19. increase
Hudson	4368	4088	280 more	7. increase
Hunterdon	504	408	96 more	24. increase
Mercer	2002	1680	322 more	19. increase
Middlesex	2645	2278	367 more	16. increase
Monmouth	1654	1327	327 more	25. increase
Morris	1466	1214	252 more	21. increase
Ocean	508	462	46 more	10. increase
Passaic	4049	3415	634 more	19. increase
Salem	340	300	40 more	13. increase
Somerset	1049	889	160 more	18. increase
Sussex	335	269	66 more	25. increase
Union	4288	3777	511 more	14. increase
Warren	497	375	122 more	33. increase
STATE	48734	42538	6196 more	14½ increase

1941

ACCIDENT TYPES BY COUNTIES

County	Fatal	Non- Fatal	Property Damage	Total
Atlantic	43	385	336	764
Bergen	78	1545	2569	4192
Burlington	40	497	611	1148
Camden	65	1497	1808	3370
Cape May	9	131	203	343
Cumberland	28	176	300	504
Essex	106	5560	8289	13955
Gloucester	29	322	402	753
Hudson	71	2085	2312	4368
Hunterdon	13	192	299	504
Mercer	41	885	1076	2002
Middlesex	77	1025	1543	2645
Monmouth	56	666	932	1654
Morris	47	541	878	1466
Ocean	13	233	262	508
Passaic	51	1733	2265	4049
Salem	21	155	164	340
Somerset	25	399	625	1049
Sussex	6	119	210	335
Union	55	1924	2309	4288
Warren	16	202	279	497
STATE	890	20272	27572	48734

9 YEARS

FATALITIES BY COUNTIES

County	1933	1934	1935	1936	1937	1938	1939	1940	1941
Atlantic	66	66	44	61	72	50	46	31	52
Bergen	98	94	88	95	110	78	87	77	90
Burlington	41	55	51	36	45	39	36	54	48
Camden	74	95	79	83	104	61	37	64	72
Cape May	8	10	20	22	18	9	4	11	9
Cumberland	28	20	22	19	31	14	24	23	30
Essex	179	165	195	148	195	95	117	122	109
Gloucester	44	38	36	47	33	25	24	33	37
Hudson	119	117	90	91	109	70	67	65	75
Hunterdon	18	20	19	14	20	21	8	21	16
Mercer	60	53	53	46	55	35	44	45	42
Middlesex	102	138	100	97	121	90	71	80	80
Monmouth	59	59	60	71	49	57	44	50	62
Morris	50	54	49	24	47	27	37	32	51
Ocean	26	26	25	23	18	20	15	23	14
Passaic	66	53	78	67	63	47	50	48	53
Salem	14	15	13	25	19	26	9	15	26
Somerset	28	30	40	32	55	17	25	26	25
Sussex	14	16	14	13	7	10	13	8	6
Union	70	91	89	74	95	62	43	58	58
Warren	21	12	23	19	12	12	13	25	16
	1185	1227	1188	1107	1278	865	814	911	971

9 YEARS

ACCIDENTS BY MONTHS

	1933	1934	1935	1936	1937	1938	1939	1940	1941
January	2306	2294	2088	2231	2712	2754	2934	3038	4022
February	2561	2723	2005	2196	2570	2015	2110	3325	3497
March	2409	2482	2272	2179	2907	2458	2669	3243	3571
April	2515	2401	2284	2641	3083	2666	2645	2930	3024
May	2711	2733	2431	2762	3123	2763	2720	3181	3968
June	2702	2839	2593	2714	3246	2625	3038	3478	3986
July	2894	2945	2947	3338	3363	3096	2993	3368	4607
August	3255	2939	2881	3251	3766	2989	3263	3877	4410
September	2950	3084	2763	3101	3346	2810	3095	3435	3866
October	3169	2982	2757	3083	3546	3002	3661	3980	4365
November	2952	3052	2651	3150	3245	3187	3169	4082	4372
December	3388	3179	2839	3703	3503	3205	3993	4601	5046
	33803	33653	30511	34349	38410	33570	36290	42538	48734

1941

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%	60%	40%
Bergen	29	71	42	58
Burlington	44	56	40	60
Camden	31	69	38	62
Cape May	34	66	22	78
Cumberland	33	67	27	73
Essex	9	91	15	85
Gloucester	49	51	46	54
Hudson	15	85	20	80
Hunterdon	68	32	94	6
Mercer	22	78	29	71
Middlesex	47	53	51	49
Monmouth	44	56	55	45
Morris	50	50	75	25
Ocean	49	51	71	29
Passaic	6	94	6	94
Salem	41	59	65	35
Somerset	47	53	80	20
Sussex	49	51	50	50
Union	37	63	41	79
Warren	45	55	44	56
STATE	25	75	41	59

1941

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

ATLANTIC COUNTY

	ACCIDENTS			DEATHS		
	Total	State Highways	Local Streets	Total	State Highways	Local Streets
Absecon	22	6	16	3	1	2
Atlantic City	201	..	201	9	..	9
Brigantine	3	..	3	..	..	..
Buena Vista	48	10	38	2	1	1
Corbin City	2	2	..	1	1	..
Egg Harbor City	34	17	17	4	2	2
Egg Harbor Twp.	71	39	32	5	3	2
Estelle Manor	6	4	2	..	..	..
Folsom	21	17	4	1	1	..
Galloway Twp.	80	67	13	9	8	1
Hamilton Twp.	64	53	11	5	5	..
Hammonton	45	24	21	3	3	..
Linwood	1	..	1	..	..	..
Longport	1	..	1	..	..	1
Margate City	4	..	4	..	..	1
Mullica Twp.	45	40	5	6	5	..
Northfield	12	3	9	..	..	..
Pleasantville	91	36	55	1	1	..
Port Republic	2	1	1	..	..	2
Somers Point	6	1	5	2	..	..
Ventnor	3	..	3	..	..	..
Weymouth	2	1	1	..	..	..
	764	321	443	52	31	21

BERGEN COUNTY

Allendale	12	7	5	..	..	1
Alpine	56	50	6	1	..	..
Bendix	47	47	..	..	..	..
Bergenfield	53	..	53	..	..	..
Bogota	41	..	41	..	..	..
Carlstadt	213	54	159	1	..	1
Cliffside Park	199	..	199	2	..	2
Closter	64	..	64	2	..	2
Cresskill	20	..	20	1	..	1
Demarest	5	..	5	..	..	..
Dumont	50	..	50	..	..	..
East Paterson	62	29	33	5	3	2
E. Rutherford	110	46	64	1	..	1
Edgewater	26	2	24	1	..	1
Emerson	17	..	17	..	..	2
Englewood	163	20	143	2	..	..
Englewood Cliffs ..	21	21	..	1	1	..
Fair Lawn	125	40	85	..	..	..
Fairview	26	9	17	..	..	4
Fort Lee	98	69	29	4	..	..
Franklin Lakes	15	..	15	..	..	2
Garfield	230	2	228	2	..	2
Glen Rock	45	..	45	2	..	5
Hackensack	271	23	248	5	..	..
Harrington Park	10	..	10	..	..	1
Hasbrouck Hgts.	172	101	71	2	1	..
Haworth	7	..	7	..	..	..
Hillsdale	22	..	22	..	..	..
Hohokus Boro	14	7	7	..	..	2
Hohokus Twp.	41	25	16	3	1	1
Leonia	22	..	22	1	..	..
Little Ferry	49	36	13	..	..	..
Lodi	44	24	20	4	4	..
Lyndhurst	132	35	97	2	1	1
Maywood	45	5	40	1	..	1
Midland Park	25	..	25	1	..	1
Montvale	10	..	10	..	..	..
Moonachie	9	..	9	..	..	..
New Milford	25	..	25	..	..	..
North Arlington ..	107	45	62	1	1	..
Northvale	2	..	2	..	..	1
Norwood	6	..	6	1	..	..
Oakland	21	..	21	..	..	..

ACCIDENTS

DEATHS

	Total	State Highways	Local Streets		Total	State Highways	Local Streets
Old Tappan	2	..	2	..	..	..	..
Oradell	24	..	24	..	..	..	..
Palisade Park	56	31	25	3	3	..	..
Paramus	276	187	89	5	4	1	..
Park Ridge	15	..	15	..	..	..	..
Ramsey	38	23	15	3	..	3	..
Ridgefield	41	27	14	4	4	..	..
Ridgefield Park	121	46	75	1	..	1	..
Ridgewood	110	19	91	..	..	..	..
River Edge	55	23	32	..	..	..	..
Rivervale	3	..	3	..	..	..	..
Rochelle Park	27	12	15	1	1	..	..
Rockleigh	3	..	3	..	..	..	..
Rutherford	143	29	114	4	1	3	..
Saddle River Boro.	44	37	7	9	9	..	..
Saddle River Twp.	21	7	14	3	..	3	..
South Hackensack ..	8	5	3	2	1	1	..
Teaneck	281	36	245	..	..	..	..
Tenafly	42	5	37	4	2	2	..
Upper Saddle River ..	1	..	1	..	..	..	..
Waldwick	32	21	11	1	1	..	..
Wallington	24	..	24	1	..	1	..
Washington	11	..	11	1	..	1	..
Westwood	28	..	28	..	..	..	..
Woodcliffe Lake	7	..	7	..	..	..	..
Wood-Ridge	28	17	11	1	..	1	..
Wyckoff	19	..	19	1	..	1	..
	4192	1222	2970	90	38	52	..

BURLINGTON COUNTY

Bass River	10	8	2	..	..	..
Beverly	11	..	11	..	..	..
Bordentown City	4	..	4	..	..	..
Bordentown Twp.	166	151	15	6	6	..
Burlington City	42	19	23	1	..	1
Burlington Twp.	55	32	23	4	1	3
Chester Twp.	20	8	12	..	..	..
Chesterfield	28	..	28	6	..	6
Cinnaminson Twp.	57	38	19	1	1	..
Delanco	12	..	12	..	..	..
Delran	49	30	19	2	1	1
Easthampton	18	2	16	3	3	..
Edgewater Park	15	7	8	2	..	2
Evesham	25	17	8	..	..	..
Fieldsboro	1	..	1	..	..	..
Florence	35	17	18	..	..	..
Hainesport	24	10	14	1	..	1
Lumberton	23	16	7	..	..	..
Mansfield	55	33	22	1	1	..
Medford	14	4	10	1	..	1
Moorestown	41	6	35	2	..	2
Mt. Holly	30	1	29	..	..	..
Mt. Laurel	36	16	20	..	..	..
New Hanover	28	..	28	5	..	5
North Hanover	18	..	18	2	..	2
Palmyra	26	6	20	..	..	..
Pemberton Boro	10	..	10	..	..	..
Pemberton Twp.	81	6	75	1	..	1
Riverside	26	..	26	..	..	..
Riverton	7	..	7	..	..	..
Shamong	8	4	4	1	..	1
Southampton	41	31	10	2	2	..
Springfield	46	19	27	5	2	3
Tabernacle	7	5	2	1	1	..
Washington	2	..	2	..	..	..
Westhampton	20	..	20	..	..	..
Willingsboro	18	11	7	..	..	..
Woodland	12	7	5	1	1	..
Wrightstown	27	..	27	..	..	..
	1148	504	644	48	19	29

CAMDEN COUNTY

ACCIDENTS

DEATHS

	Total	State Highways	Local Streets	Total	State Highways	Local Streets
Audubon	42	20	22	1	1	..
Barrington	13	3	10	2	..	2
Bellmawr	10	6	4	..	..	..
Berlin Boro	45	32	13	2	..	2
Berlin Twp.	11	3	8	..	..	..
Brooklawn	8	6	2	..	..	..
Camden	1823	121	1702	21	2	19
Chesilhurst	6	4	2	1	1	..
Clementon	21	14	7	2	2	..
Collingswood	118	50	68	2	..	2
Delaware	65	34	31	2	2	..
Gibbsboro	5	..	5	1	..	1
Gloucester City	91	27	64	5	2	3
Gloucester Twp.	42	38	4	2	2	..
Haddon Twp.	63	44	19	2	1	1
Haddonfield	44	..	44	2	..	2
Haddon Heights	23	6	17	..	..	..
Hi-Nella .....	..	..	..	..	..	..
Laurel Springs	6	4	2	..	..	..
Lawnside	18	14	4	3	2	1
Lindenwold	23	11	12	..	..	..
Magnolia	26	20	6	2	2	..
Merchantville	30	..	30	..	..	..
Mt. Ephraim	28	19	9	..	..	..
Oaklyn	30	21	9	..	..	..
Pennsauken	636	466	170	5	1	4
Pine Hill	8	..	8	..	..	..
Pine Valley .....	..	..	..	..	..	..
Runnemede	21	19	2	2	2	..
Somerdale	14	10	4	..	..	..
Stratford	10	9	1	2	2	..
Tavistock .....	..	..	..	..	..	..
Voorhees Twp.	16	5	11	2	..	2
Waterford	21	15	6	7	5	2
Winslow	44	20	24	4	..	4
Woodlynne	9	1	8	..	..	..
	3370	1042	2328	72	27	45

CAPE MAY COUNTY

Avalon	6	..	6	..	..	..
Cape May City	5	..	5	..	..	..
Cape May Point	2	..	2	..	..	..
Dennis Twp.	24	20	4	1	1	..
Lower Twp.	31	8	23	2	..	2
Middle Twp.	78	58	20	2	1	1
North Cape May	19	..	..	..	..	..
North Wildwood	78	4	74	..	..	..
Ocean City	5	..	5	1	..	1
Sea Isle City .....	..	..	..	..	..	..
South Cape May .....	..	..	..	..	..	..
Stone Harbor	34	28	6	1	..	1
Upper Twp. ....	..	..	..	..	..	..
West Cape May	6	..	6	..	..	..
West Wildwood	44	..	44	2	..	2
Wildwood City	2	..	2	..	..	..
Wildwood Crest	4	..	4	..	..	..
Woodbine	343	118	225	9	2	7

CUMBERLAND COUNTY

Bridgeton	216	96	120	2	..	2
Commercial	21	..	21	1	..	1
Deerfield	24	..	24	3	..	3
Downe	6	..	6	..	..	..
Fairfield	12	..	12	..	..	..
Greenwich	1	..	1	..	..	..
Hopewell	9	5	4	2	1	1
Landis	56	20	36	10	4	6
Lawrence	13	..	13	..	..	..
Maurice River	18	13	5	..	..	..
Millville	47	16	31	2	..	2
Shiloh .....	..	..	..	..	..	..
Stowe Creek	2	..	2	..	..	..
Upper Deerfield	45	17	28	3	3	5
Vineland	34	..	34	2	..	2
	504	167	337	30	8	22

ESSEX COUNTY

ACCIDENTS

	Total	State Highways	Local Streets
Belleville	254	61	193
Bloomfield	364	..	364
Caldwell Boro	62	..	62
Caldwell Twp.	90	69	21
Cedar Grove	41	30	11
East Orange	947	..	947
Essex Fells	7	..	7
Glen Ridge	62	..	62
Irvington	650	..	650
Livingston	93	44	49
Maplewood	111	20	91
Millburn	104	18	86
Montclair	253	..	253
Newark	9818	1024	8794
North Caldwell	11	..	11
Nutley	196	23	173
Orange	306	..	306
Roseland	22	..	22
South Orange	147	..	147
Verona	69	10	59
West Caldwell	38	..	38
West Orange	310	..	310
	13955	1299	12656

DEATHS

	Total	State Highways	Local Streets
Belleville	5	2	3
Bloomfield	4	..	4
Caldwell Boro	2	..	2
Caldwell Twp.	2	1	1
Cedar Grove	2	2	..
East Orange	4	..	4
Essex Fells	1	..	1
Glen Ridge	4	..	4
Irvington	1	1	..
Livingston	2	2	..
Maplewood	1	..	1
Millburn	4	..	4
Montclair	66	8	58
Newark .....	..	..	..
North Caldwell .....	..	..	..
Nutley	4	..	4
Orange .....	..	..	..
Roseland	3	..	3
South Orange	1	..	1
Verona .....	..	..	..
West Caldwell	3	..	3
West Orange	109	16	93

GLOUCESTER COUNTY

	Total	State Highways	Local Streets
Clayton	10	9	1
Deptford	64	27	37
East Greenwich	20	..	20
Elk Township	15	1	14
Franklin	63	49	14
Glassboro	69	41	28
Greenwich	21	17	4
Harrison	24	7	17
Logan	35	26	9
Mantua	27	6	21
Monroe	41	24	17
National Park	15	..	15
Newfield	2	..	2
Paulsboro	24	4	20
Pitman	32	2	30
South Harrison	3	2	1
Swedesboro	9	..	9
Washington	35	25	10
Wenonah	3	..	3
West Deptford	114	85	29
Westville	37	22	15
Woodbury	60	19	41
Woodbury Heights ..	6	..	6
Woolwich	24	..	24
	753	366	387

	Total	State Highways	Local Streets
Clayton	1	..	1
Deptford	1	..	1
East Greenwich .....	..	..	..
Elk Township	7	6	1
Franklin	3	1	2
Glassboro	2	1	1
Greenwich	1	..	1
Harrison .....	..	..	..
Logan	4	..	4
Mantua	1	1	..
Monroe .....	..	..	..
National Park .....	..	..	..
Newfield	1	..	1
Paulsboro	1	1	..
Pitman	1	..	1
South Harrison	1	1	..
Swedesboro	1	..	1
Washington	1	1	..
Wenonah	6	4	2
West Deptford	4	2	2
Westville	1	..	1
Woodbury	2	..	2
Woodbury Heights ..	..	..	..
Woolwich	37	17	20

HUDSON COUNTY

	Total	State Highways	Local Streets
Bayonne	185	..	185
East Newark	26	..	26
Guttenberg	15	..	15
Harrison	158	..	158
Hoboken	346	..	346
Jersey City	2326	455	1871
Kearny	572	91	481
North Bergen	180	85	95
Secaucus	59	41	18
Union City	382	..	382
Weehawken	49	..	49
West New York	70	..	70
	4368	672	3696

	Total	State Highways	Local Streets
Bayonne	6	..	6
East Newark .....	..	..	..
Guttenberg .....	..	..	..
Harrison	2	..	2
Hoboken	2	..	2
Jersey City	34	5	29
Kearny	11	2	9
North Bergen	4	3	1
Secaucus	8	5	3
Union City	1	..	1
Weehawken	3	..	3
West New York	4	..	4
	75	15	60

DEATHS

	Total	State Highways	Local Streets	Total	State Highways	Local Streets
Alexandria	7	..	7	..	..	..
Bethlehem	23	16	7	1	1	..
Bloomsbury	4	3	1	3	3	..
Califon	4	..	4	..	..	..
Clinton	25	18	7	2	2	..
Clinton Twp.	75	71	4	2	2	..
Delaware	4	..	4	..	..	..
East Amwell	15	12	3	..	..	..
Flemington	26	11	15	..	..	..
Franklin Twp.	5	..	5	..	..	..
Frenchtown	9	..	9	..	..	..
Glen Gardner	16	10	6	..	..	..
Hampton	10	5	5	..	..	..
High Bridge	6	..	6	..	..	..
Holland	7	..	7	..	..	..
Kingwood	10	6	4	..	..	..
Lambertville	16	2	14	..	..	..
Lebanon Bor.	34	32	2	..	..	..
Lebanon Twp.	13	6	7	1	1	..
Milford	6	..	6	..	..	..
Raritan	64	50	14	4	3	1
Readington	82	71	11	3	3	..
Stockton	4	..	4	..	..	..
Tewksbury	3	..	3	..	..	..
Union	23	19	4	..	..	..
West Amwell	13	12	1	..	..	..
	<u>504</u>	<u>344</u>	<u>160</u>	<u>16</u>	<u>15</u>	<u>1</u>

MERCER COUNTY

East Windsor	84	53	31	1	1	..
Ewing	207	40	167	2	..	2
Hamilton Twp.	286	91	195	13	4	9
Hightstown	12	..	12	..	..	..
Hopewell	4	..	4	..	..	..
Hopewell Twp.	64	12	52	..	..	..
Lawrence	143	95	48	3	2	1
Pennington	6	..	6	..	..	..
Princeton	58	27	31	..	..	..
Princeton Twp.	13	9	4	1	..	1
Trenton	974	..	974	16	..	16
Washington	66	57	9	1	..	1
West Windsor	85	53	32	5	5	..
	<u>2002</u>	<u>437</u>	<u>1565</u>	<u>42</u>	<u>12</u>	<u>30</u>

MIDDLESEX COUNTY

Carteret	88	..	88	3	..	3
Cranbury	72	57	15	2	1	1
Dunellen	53	18	35	2	..	2
East Brunswick	93	54	39	5	..	5
Helmetta .....	..	..	..	..	1	..
Highland Park	66	34	32	1	1	..
Jamesburg	11	..	11	2	..	2
Madison	151	109	42	3	2	1
Metuchen	35	12	23	2	1	1
Middlesex	33	15	18	1	..	1
Milltown	13	..	13	1	..	1
Monroe	20	8	12	2	1	1
New Brunswick....	287	26	261	4	1	3
North Brunswick ..	191	170	21	11	11	..
Perth Amboy	277	22	255	5	1	4
Piscataway	94	..	94	3	..	3
Plainsboro	26	18	8	..	..	..
Raritan	384	233	151	10	8	2
Sayreville	137	97	40	4	1	3
South Amboy	43	30	13	1	1	..
South Brunswick ..	117	106	11	6	6	..
South Plainfield ..	54	..	54	1	..	1
South River	68	..	68	1	..	1
Spotswood	4	..	4	..	..	..
Woodbridge	328	236	92	10	6	4
	<u>2645</u>	<u>1245</u>	<u>1400</u>	<u>80</u>	<u>41</u>	<u>39</u>

MONMOUTH COUNTY

ACCIDENTS

	Total	State Highways	Local Streets
Allenhurst	5	1	4
Allentown	7	..	7
Asbury Park	148	26	122
Atlantic Twp.	68	37	31
Atlantic Highlands..	9	2	7
Avon	10	8	2
Belmar	49	18	31
Bradley Beach	51	20	31
Brielle	40	31	9
Deal	16	12	4
Eatontown	40	29	11
Englishtown	9	..	9
Fair Haven	5	..	5
Farmingdale	7	..	7
Freehold Boro.	44	26	18
Freehold Twp.	66	27	39
Highlands	7	6	1
Holmdel	20	15	5
Howell	90	52	38
Interlaken	3	..	3
Jersey Homesteads..	3	..	3
Keansburg	26	1	25
Keyport	54	35	19
Little Silver	17	..	17
Long Branch	62	..	62
Manalapan	41	18	23
Manasquan	16	2	14
Marlboro	44	32	12
Matawan Boro.	45	30	15
Matawan Twp.	61	49	12
Middletown	98	57	41
Millstone	23	5	18
Monmouth Beach ..	4	..	4
Neptune Twp.	75	42	33
Neptune City	17	8	9
Oceanport	18	..	18
Ocean Twp.	28	18	10
Raritan	51	41	10
Red Bank	65	16	49
Rumson	23	..	23
Sea Bright	8	..	8
Sea Girt	7	2	5
Shrewsbury Twp.	28	4	24
Shrewsbury Boro ..	15	4	11
South Belmar	2	..	2
Spring Lake	12	..	12
Spring Lake Hgts..	10	7	3
Union Beach	12	5	7
Upper Freehold	32	..	32
Wall Twp.	58	36	22
W. Long Branch...	5	2	3
	1654	724	930

DEATHS

	Total	State Highways	Local Streets
Allenhurst	1	1	..
Allentown .....	..	..	..
Asbury Park .....	..	..	..
Atlantic Twp. ....	..	..	..
Atlantic Highlands..	..	..	..
Avon .....	..	..	..
Belmar	3	2	1
Bradley Beach .....	..	..	..
Brielle .....	..	..	..
Deal	1	..	1
Eatontown	3	3	..
Englishtown .....	..	..	..
Fair Haven	1	..	1
Farmingdale .....	..	..	..
Freehold Boro.	1	..	1
Freehold Twp. ....	..	..	..
Highlands	1	..	1
Holmdel	1	..	1
Howell	5	4	1
Interlaken .....	..	..	..
Jersey Homesteads..	..	..	..
Keansburg	1	1	..
Keyport	2	1	1
Little Silver .....	..	..	..
Long Branch	2	..	2
Manalapan	5	3	2
Manasquan .....	..	..	..
Marlboro	4	4	..
Matawan Boro.	1	1	..
Matawan Twp.	1	1	..
Middletown	9	3	6
Millstone .....	..	..	..
Monmouth Beach ..	1	..	1
Neptune Twp.	2	1	1
Neptune City .....	..	..	..
Oceanport .....	..	..	..
Ocean Twp.	2	2	..
Raritan	2	2	..
Red Bank	1	..	1
Rumson	2	..	2
Sea Bright	1	..	1
Sea Girt .....	..	..	..
Shrewsbury Twp.	2	..	2
Shrewsbury Boro ..	..	..	..
South Belmar .....	..	..	..
Spring Lake	1	1	..
Spring Lake Hgts..	..	..	..
Union Beach	1	1	..
Upper Freehold .....	..	..	..
Wall Twp.	6	3	3
W. Long Branch...	..	..	..
	62	34	28

MORRIS COUNTY

Boonton Twp.	67	..	67
Boonton Town	3	..	3
Butler	13	8	5
Chatham Boro	40	20	20
Chatham Twp.	7	..	7
Chester Boro	9	1	8
Chester Twp.	10	6	4
Denville	52	42	10
Dover	137	59	78
East Hanover	35	20	15
Florham Park	9	..	9
Hanover Twp.	53	33	20
Harding	19	9	10
Jefferson	41	4	37
Kinnelon	2	..	2
Lincoln Park	8	..	8
Madison	44	22	22
Mendham Boro.	5	..	5
Mendham Twp.	4	..	4
Mine Hill	25	24	1

	ACCIDENTS			DEATHS		
	Total	State Highways	Local Streets	Total	State Highways	Local Streets
Montville	35	16	19	2	2	..
Morris Plains	35	25	10	..	..	..
Morris Twp.	63	28	35	4	2	2
Morristown	111	48	63	3	2	1
Mt. Arlington	3	..	3	..	..	..
Mountain Lakes	28	15	13	2	2	..
Mount Olive	73	65	8	2	2	..
Netcong	32	30	2	1	1	..
Parsippany	129	92	37	9	8	1
Passaic Twp.	21	..	21	1	..	1
Pequannock	21	9	12	1	..	1
Randolph	47	25	22	4	1	3
Riverdale	23	6	17	..	..	..
Rockaway Boro.	30	24	6	4	4	..
Rockaway Twp.	49	11	38	2	..	2
Roxbury	111	81	30	1	1	..
Washington	28	8	20	2	..	2
Wharton	44	5	39	1	1	..
	1466	736	730	51	38	13

OCEAN COUNTY

Barnegat	2	..	2	..	..	..
Bay Head	9	3	6	..	..	..
Beach Haven	13	..	13	..	..	..
Beachwood	7	3	4	..	..	..
Berkeley	22	19	3	1	1	..
Brick Twp.	38	19	19	..	..	..
Dover Twp.	89	65	24	3	3	..
Eagleswood	6	6	..	..	..	..
Harvey Cedars .....	..	..	..	..	..	..
Island Beach .....	..	1	1	..	..	..
Island Heights	2	1	1	..	..	1
Jackson Twp.	36	..	36	1	..	..
Lacey Twp.	12	9	3	..	..	..
Lakehurst	6	3	3	..	..	..
Lakewood	44	15	29	1	1	..
Lavallette	3	1	2	1	..	1
Little Egg Harbor ..	6	4	2	1	1	..
Long Beach	11	..	11	..	..	..
Manchester	19	12	7	..	..	..
Mantoloking	4	3	1	..	..	..
Ocean Twp.	5	5	..	2	2	..
Ocean Gate	1	..	1	..	..	..
Pine Beach	3	..	3	..	..	..
Plumsted	7	..	7	2	..	2
Point Pleasant Boro.	22	8	14	..	..	..
Pt. Pleasant Beach ..	47	22	25	..	..	..
Seaside Heights	20	16	4	..	..	..
Seaside Park	7	..	7	..	..	..
Ship Bottom	9	..	9	..	..	..
S. Toms River	4	..	4	..	..	..
Stafford	26	14	12	2	2	..
Surf City	3	..	3	..	..	..
Tuckerton	11	8	3	..	..	..
Union Twp.	14	12	2	..	..	..
	508	248	260	14	10	4

PASSAIC COUNTY

Bloomingsdale	16	..	16	1	..	1
Clifton	626	11	615	12	1	11
Haledon	26	..	26	2	..	2
Hawthorne	66	..	66	2	..	2
Little Falls	46	7	39	2	..	2
North Haledon	19	..	19	..	..	..
Passaic	876	..	876	5	..	5
Paterson	2004	78	1926	19	..	19
Pompton Lakes	54	..	54	..	..	..
Prospect Park	19	..	19	..	..	..
Ringwood	5	..	5	..	..	..
Totowa	43	26	17	1	..	1
Wanaque	22	..	22	3	..	3
Wayne	135	63	72	6	2	4
West Milford	62	40	22	..	..	..
West Paterson	30	..	30	..	..	..
	4049	225	3824	53	3	50

SALEM COUNTY

ACCIDENTS

	Total	State Highways	Local Streets
Alloway	8	..	8
Elmer	7	5	2
Elsinboro	3	..	3
Lower Alloway Cr.	3	..	3
Lower Penns Neck..	39	7	32
Mannington	23	9	14
Oldmans	24	16	8
Pennsgrove	36	18	18
Pilesgrove	36	17	19
Pittsgrove	32	3	29
Quinton	12	7	5
Salem	41	15	26
Upper Penns Neck..	40	23	17
Upper Pittsgrove ..	26	15	11
Woodstown	10	4	6
	340	139	201

DEATHS

	Total	State Highways	Local Streets
Alloway .....	..	..	..
Elmer .....	..	..	..
Elsinboro	1	..	1
Lower Alloway Cr. ....	..	..	..
Lower Penns Neck..	6	6	..
Mannington	4	1	3
Oldmans	1	..	1
Pennsgrove	1	1	..
Pilesgrove	6	5	1
Pittsgrove .....	..	..	..
Quinton .....	..	..	..
Salem	3	1	2
Upper Penns Neck..	2	1	1
Upper Pittsgrove ..	2	2	..
Woodstown .....	..	..	..
	26	17	9

SOMERSET COUNTY

	Total	State Highways	Local Streets
Bedminster	29	21	8
Bernardsville	21	9	12
Bernards Twp.	23	..	23
Bound Brook	147	40	107
Branchburg	53	48	5
Bridgewater	212	146	66
Far Hills	4	..	4
Franklin	89	13	76
Green Brook	52	45	7
Hillsboro	52	25	27
Manville	33	..	33
Millstone	8	..	8
Montgomery	31	19	12
North Plainfield ..	112	65	47
Peapack-Gladstone..	7	3	4
Raritan	20	12	8
Rocky Hill .....	..	..	..
Somerville	87	39	48
S. Bound Brook....	12	..	12
Warren	34	..	34
Watchung	23	5	18
	1049	490	559

	Total	State Highways	Local Streets
Bedminster	2	1	1
Bernardsville .....	..	..	..
Bernards Twp. ....	..	..	..
Bound Brook	1	1	..
Branchburg	1	1	..
Bridgewater	8	6	2
Far Hills .....	..	..	..
Franklin	1	1	..
Green Brook	5	4	1
Hillsboro	1	1	..
Manville	1	..	1
Millstone .....	..	..	..
Montgomery .....	..	..	..
North Plainfield ..	2	2	..
Peapack-Gladstone..	..	..	..
Raritan	1	1	..
Rocky Hill .....	..	..	..
Somerville	1	1	..
S. Bound Brook....	..	..	..
Warren .....	..	..	..
Watchung	1	1	..
	25	20	5

SUSSEX COUNTY

	Total	State Highways	Local Streets
Andover Boro.....	8	5	3
Andover Twp.....	20	6	14
Branchville	1	1	..
Byram	19	15	4
Frankford	25	17	8
Franklin	23	12	11
Fredon	8	6	2
Green	4	..	4
Hamburg	16	12	4
Hampton	12	10	2
Hardyston	22	15	7
Hopatcong	5	..	5
Lafayette	7	..	7
Montague	12	3	9
Newton	24	..	24
Ogdensburg	7	..	7
Sandyston	12	8	4
Sparta	18	..	18
Stanhope	15	12	3
Stillwater .....	..	..	..
Sussex	21	17	4
Vernon	18	..	18
Walpack	2	..	2
Wantage	36	25	11
	335	164	171

	Total	State Highways	Local Streets
Andover Boro.....	..	..	..
Andover Twp.....	1	..	1
Branchville .....	..	..	..
Byram	1	1	..
Frankford	2	2	..
Franklin .....	..	..	..
Fredon .....	..	..	..
Green	1	..	1
Hamburg .....	..	..	..
Hampton .....	..	..	..
Hardyston .....	..	..	..
Hopatcong .....	..	..	..
Lafayette .....	..	..	..
Montague .....	..	..	..
Newton .....	..	..	..
Ogdensburg .....	..	..	..
Sandyston .....	..	..	..
Sparta .....	..	..	..
Stanhope .....	..	..	..
Stillwater .....	..	..	..
Sussex .....	..	..	..
Vernon	1	..	1
Walpack .....	..	..	..
Wantage .....	..	..	..
	6	3	3

UNION COUNTY

	ACCIDENTS			DEATHS		
	Total	State Highways	Local Streets	Total	State Highways	Local Streets
Clark Twp.	37	..	37	2	..	2
Cranford	96	10	86	2	..	2
Elizabeth	1127	311	816	16	8	8
Fanwood	20	8	12	..	..	..
Garwood	23	10	13	..	..	..
Hillside	200	89	111	4	2	2
Kenilworth	23	..	23	1	..	1
Linden	652	408	244	7	2	5
Mountainside	61	59	2	1	1	..
New Providence Boro	14	..	14	..	..	..
New Providence Twp.	16	..	16	2	..	2
Plainfield	501	..	501	2	..	2
Rahway	277	160	117	4	4	..
Roselle	192	35	157	3	1	2
Roselle Park	68	32	36	..	..	..
Scotch Plains	102	53	49	1	..	1
Springfield	280	204	76	3	1	2
Summit	125	8	117	2	..	2
Union	313	164	149	6	5	1
Westfield	161	27	134	2	..	2
	4288	1578	2710	58	24	34

WARREN COUNTY

Allamuchy	4	..	4	..	..	..
Alpha	1	..	1	..	..	..
Belvidere	6	..	6	..	..	..
Blairstown	9	3	6	..	..	..
Franklin	18	16	2	..	..	..
Frelinghuysen	9	4	5	..	..	..
Greenwich	21	19	2	1	1	..
Hackettstown	34	14	20	1	..	1
Hardwick .....	..	..	..	..	..	..
Harmony	15	..	15	1	..	1
Hope Twp.	3	..	3	1	..	1
Independence	17	17	..	2	2	..
Knowlton	18	16	2	..	..	..
Liberty	11	10	1	..	..	..
Lopatcong	35	26	9	..	..	..
Mansfield	21	17	4	1	1	..
Oxford	14	7	7	1	..	1
Pahaquarry .....	..	..	..	..	..	..
Phillipsburg	142	..	142	4	..	4
Pohatcong	22	6	16	1	..	1
Washington Boro...	20	8	12
Washington Twp...	41	35	6	2	2	..
White	36	24	12	1	1	..
	497	222	275	16	7	9

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PEDESTRIAN CASUALTIES

The following is a record of total casualties and pedestrian casualties, according to municipalities:

ATLANTIC COUNTY

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Absecon	3	2	27	2
Atlantic City	9	6	137	45
Brigantine .....	..	..	6	..
Buena Vista	2	1	42	1
Corbin City	1	1	1	..
Egg Harbor City	4	..	62	..
Egg Harbor Twp.	5	..	86	3
Estelle Manor .....	..	..	4	..
Folsom	1	..	36	..
Galloway Twp.	9	1	94	1
Hamilton Twp.	5	..	61	..
Hammonton	3	2	39	1
Linwood .....	..	..	..	..
Longport .....	..	..	1	..
Margate City	1	..	3	..
Mullica	6	1	76	1
Northfield .....	..	..	13	..
Pleasantville	1	1	46	15
Port Republic .....	..	..	3	..
Somers Point	2	..	4	..
Ventnor .....	..	..	2	..
Weymouth .....	..	..	1	..
	52	15	744	69

BERGEN COUNTY

Allendale .....	..	..	7	..
Alpine	1	..	36	..
Bendix .....	..	..	27	2
Bergenfield .....	..	..	34	6
Bogota .....	..	..	35	7
Carlstadt	1	..	106	6
Cliffside Park	2	2	79	29
Closter	2	2	10	..
Cresskill	1	1	16	2
Demarest .....	..	..	3	..
Dumont .....	..	..	18	5
East Paterson	5	4	35	4
East Rutherford	1	1	48	10
Edgewater	1	1	16	3
Emerson .....	..	..	16	1
Englewood	2	2	89	14
Englewood Cliffs	1	1	24	..
Fair Lawn .....	..	..	78	8
Fairview .....	..	..	20	2
Fort Lee	4	2	70	7
Franklin Lakes .....	..	..	8	..
Garfield	2	1	128	41
Glen Rock	2	1	37	4
Hackensack	5	4	139	21
Harrington Park .....	..	..	5	..
Hasbrouck Heights	2	2	92	9
Haworth .....	..	..	5	1
Hillsdale .....	..	..	12	1
Hohokus Boro .....	..	..	9	..
Hohokus Twp.	3	3	25	3
Leonia	1	1	10	1
Little Ferry .....	..	..	27	1
Lodi	4	1	39	4
Lyndhurst	2	1	58	9
Maywood	1	..	19	4
Midland Park	1	1	14	4
Montvale	1	1	5	..
Moonachie .....	..	..	4	1
New Milford .....	..	..	15	..
North Arlington	1	1	64	12
Northvale .....	..	..	2	1
Norwood	1	..	1	..

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Oakland .....	..	..	11	..
Old Tappan .....	..	..	4	..
Oradell .....	..	..	11	1
Palisades Park	3	1	33	2
Paramus	5	2	168	7
Park Ridge .....	..	..	9	3
Ramsey	3	..	20	1
Ridgefield	4	..	29	1
Ridgefield Park	1	..	84	14
Ridgewood .....	..	..	59	6
River Edge .....	..	..	27	1
Rivervale .....	..	..	11	..
Rochelle Park	1	1	20	1
Rockleigh .....	..	..	6	..
Rutherford	4	3	82	16
Saddle River Boro	9	9	75	..
Saddle River Twp.	3	..	12	2
South Hackensack	2	1	5	..
Teaneck .....	..	..	148	25
Tenafly	4	2	52	2
Upper Saddle River .....	..	..	..	..
Waldwick	1	..	25	..
Wallington	1	1	15	5
Washington	1	..	2	..
Westwood .....	..	..	27	3
Woodcliff Lake .....	..	..	3	1
Wood-ridge .....	..	..	18	3
Wyckoff	1	1	8	..
	90	45	2449	317

BURLINGTON COUNTY

Bass River .....	..	..	5	..
Beverly .....	..	..	4	..
Bordentown .....	..	..	3	1
Bordentown Twp.	6	3	109	6
Burlington	1	1	22	6
Burlington Twp.	4	1	50	3
Chester Twp. ....	..	..	13	3
Chesterfield	6	..	18	..
Cinnaminson	1	..	38	3
Delanco .....	..	..	8	..
Delran Twp.	2	2	34	2
Easthampton	3	3	18	1
Edgewater Park	2	1	3	..
Evesham Twp. ....	..	..	17	..
Fieldsboro .....	..	..	1	..
Florence .....	..	..	17	3
Hainesport	1	..	28	..
Lumberton .....	..	..	19	..
Mansfield Twp.	1	1	48	..
Medford	1	..	17	1
Moorestown	2	2	28	1
Mt. Holly .....	..	..	20	3
Mt. Laurel Twp.	5	4	36	1
New Hanover Twp.	2	2	20	5
N. Hanover Twp. ....	..	..	10	..
Palmyra .....	..	..	27	5
Pemberton Boro .....	..	..	6	..
Pemberton Twp.	1	1	73	..
Riverside Twp. ....	..	..	9	6
Riverton .....	..	..	3	1
Shamong	1	..	12	..
Southampton Twp.	2	..	35	1
Springfield	5	..	69	..
Tabernacle	1	..	11	..
Washington Twp. ....	..	..	..	1
Westhampton .....	..	..	19	1
Willingsboro .....	..	..	21	1
Woodland Twp.	1	..	16	..
Wrightstown .....	..	..	17	2
	48	21	904	56

CAMDEN COUNTY

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Audubon	1	..	24	3
Barrington	2	..	13	..
Bellmawr .....	..	..	8	..
Berlin Boro	2	2	28	1
Berlin Twp. ....	..	..	6	2
Brooklawn .....	..	..	6	..
Camden	21	16	1313	403
Chesilhurst	1	1	..	..
Clementon Twp.	2	1	19	1
Collingswood	2	1	74	3
Delaware Twp.	2	2	44	3
Gibbsboro	1	..	1	..
Gloucester	5	2	55	7
Gloucester Twp.	2	2	40	4
Haddon Twp.	2	1	52	3
Haddonfield	2	1	21	4
Haddon Heights .....	..	..	12	1
Hi-Nella .....	..	..	..	..
Laurel Springs .....	..	..	3	..
Lawnside	3	..	16	1
Lindenwold .....	..	..	12	3
Magnolia	2	1	22	..
Merchar tville .....	..	..	15	4
Mt. Ephraim .....	..	..	27	5
Oaklyn .....	..	..	17	2
Pennsauken Twp.	5	3	331	29
Pine Hill Boro .....	..	..	12	..
Pine Valley .....	..	..	..	..
Runnemede	2	2	13	1
Somerdale .....	..	..	12	1
Stratford	2	1	12	1
Tavistock .....	..	..	..	..
Voorhees Twp.	2	..	10	..
Waterford	7	2	29	..
Winslow	4	1	39	1
Woodlynnne .....	..	..	1	1
	72	39	2287	484

CAPE MAY COUNTY

Avalon .....	..	..	3	..
Cape May City .....	..	..	2	..
Cape May Point .....	..	..	..	..
Dennis Twp.	1	..	17	..
Lower Twp.	2	1	24	..
Middle Twp.	2	1	42	..
North Cape May .....	..	..	..	1
North Wildwood .....	..	..	18	..
Ocean City .....	..	..	48	4
Sea Isle City	1	1	1	..
South Cape May .....	..	..	..	..
Stone Harbor .....	..	..	..	..
Upper Twp.	1	..	25	2
West Cape May .....	..	..	..	..
West Wildwood .....	..	..	7	..
Wildwood City	2	2	35	..
Wildwood Crest .....	..	..	4	..
Woodbine .....	..	..	4	..
	9	5	230	7

CUMBERLAND COUNTY

Bridgeton	2	2	72	17
Commercial Twp.	1	..	12	..
Deerfield	3	1	26	1
Downe Twp. ....	..	..	2	..
Fairfield .....	..	..	6	..
Greenwich Twp.	2	2	1	1
Hopewell	2	2	7	..
Landis	10	6	53	2
Lawrence .....	..	..	9	1
Maurice River .....	..	..	8	1
Millville	2	1	14	2
Shiloh .....	..	..	..	..
Stowe Creek .....	..	..	..	..
Upper Deerfield	8	3	51	1
Vineland	2	1	32	3
	30	16	293	29

ESSEX COUNTY

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Belleville	5	4	124	24
Bloomfield	4	4	190	39
Caldwell	2	2	34	11
Caldwell Twp.	2	1	55	4
Cedar Grove	2	2	38	2
East Orange	4	3	440	101
Essex Falls	1	..	7	..
Glen Ridge	1	..	40	2
Irvington	4	4	383	116
Livingston	1	..	45	4
Maplewood	2	1	56	9
Millburn	1	1	57	10
Montclair	4	..	117	8
Newark	66	49	5185	1813
North Caldwell .....	..	..	6	2
Nutley .....	..	..	108	19
Orange	4	1	181	47
Roseland .....	..	..	20	1
South Orange	3	..	70	10
Verona	1	1	32	5
West Caldwell .....	..	..	33	1
West Orange	3	1	194	39
	109	74	7415	2267

GLOUCESTER COUNTY

Clayton .....	..	..	6	..
Deptford	1	1	58	3
East Greenwich	1	..	15	..
Elk Township .....	..	..	22	..
Franklin Twp.	7	..	50	4
Glassboro	3	..	73	..
Greenwich Twp.	2	2	11	2
Harrison Twp.	1	..	46	1
Logan Twp. ....	..	..	22	..
Mantua Twp.	4	1	15	..
Monroe Twp.	1	1	37	1
National Park .....	..	..	9	1
Newfield .....	..	..	..	..
Paulsboro .....	..	..	9	..
Pitman	1	..	24	3
S. Harrison Twp.	1	..	4	..
Swedesboro	1	1	4	1
Washington Twp.	1	..	35	1
Wenonah .....	..	..	1	..
W. Deptford Twp.	6	1	81	2
Westville	4	3	17	2
Woodbury	1	..	38	2
Woodbury Heights .....	..	..	6	..
Woolwich Twp.	2	..	19	..
	37	10	602	23

HUDSON COUNTY

Bayonne	6	5	133	26
East Newark .....	..	..	14	3
Guttenberg .....	..	..	6	2
Harrison	2	2	71	31
Hoboken	2	2	255	147
Jersey City	34	25	1570	599
Kearny	11	7	300	61
North Bergen	4	1	131	14
Secaucus	8	2	53	3
Union City	1	1	239	107
Weehawken	3	1	32	12
West New York	4	3	35	12
	75	49	2839	1017

HUNTERDON COUNTY

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Alexandria .....	..	..	3	..
Bethlehem	1	..	31	..
Bloomsbury	3	..	3	..
Califon .....	..	..	3	..
Clinton	2	1	9	2
Clinton Twp.	2	1	37	1
Delaware .....	..	..	1	..
East Amwell .....	..	..	10	..
Flemington .....	..	..	16	2
Franklin Twp. ....	..	..	3	..
Frenchtown .....	..	..	2	..
Glen Gardner .....	..	..	6	..
Hampton .....	..	..	5	..
High Bridge .....	..	..	2	..
Holland .....	..	..	2	..
Kingwood .....	..	..	10	1
Lambertville .....	..	..	9	5
Lebanon .....	..	..	12	..
Lebanon Twp.	1	1	9	..
Milford .....	..	..	1	1
Raritan Twp.	4	2	48	2
Readington	3	2	71	1
Stockton .....	..	..	1	1
Tewksbury .....	..	..	1	..
Union Twp. ....	..	..	7	..
West Amwell .....	..	..	14	1
	16	7	316	17

MERCER COUNTY

East Windsor	1	..	59	1
Ewing	2	1	124	8
Hamilton Twp.	13	7	205	71
Hightstown .....	..	..	7	2
Hopewell .....	..	..	3	..
Hopewell Twp. ....	..	..	40	3
Lawrence	3	1	108	8
Pennington .....	..	..	2	..
Princeton .....	..	..	27	13
Princeton Twp.	1	1	14	..
Trenton	16	13	606	244
Washington Twp.	1	..	79	2
West Windsor	5	4	51	..
	42	27	1325	292

MIDDLESEX COUNTY

Carteret	3	1	52	16
Cranbury	2	..	66	2
Dunellen	2	1	20	2
East Brunswick	5	2	52	..
Helmetta .....	..	..	..	..
Highland Park	1	1	41	10
Jamesburg	2	..	18	1
Madison	3	1	112	8
Metuchen	2	1	28	3
Middlesex	1	..	17	..
Milltown	1	1	11	..
Monroe	2	1	15	..
New Brunswick	4	3	158	66
North Brunswick	11	4	150	2
Perth Amboy	5	3	139	29
Piscataway	3	1	71	3
Plainsboro .....	..	..	12	..
Raritan	10	5	276	20
Sayreville	4	1	104	3
South Amboy	1	..	29	..
South Brunswick	6	3	85	1
South Plainfield	1	1	48	4
South River	1	1	42	10
Spotswood .....	..	..	2	..
Woodbridge	10	4	186	6
	80	35	1734	186

MONMOUTH COUNTY

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Allenhurst	1	1	3	..
Allentown	..	..	5	..
Asbury Park	..	..	109	9
Atlantic Twp.	..	..	38	1
Atlantic Highlands	..	..	7	..
Avon	..	..	6	1
Belmar	3	1	35	1
Bradley Beach	..	..	25	3
Brielle	..	..	24	1
Deal	1	..	15	3
Eatontown	3	1	19	2
Englishtown	..	..	3	1
Fair Haven	1	..	2	..
Farmingdale	..	..	4	..
Freehold	..	..	20	1
Freehold Twp.	1	..	84	1
Highlands	1	..	1	..
Holmdel	..	..	16	..
Howell Twp.	5	2	70	2
Interlaken	..	..	1	..
Jersey Homesteads	..	..	1	1
Keansburg	1	1	27	4
Keyport	2	..	42	4
Little Silver	..	..	16	..
Long Branch	2	2	39	6
Manalapan	5	4	35	1
Manasquan	..	..	5	..
Marlboro	4	..	53	3
Matawan Boro	1	..	27	3
Matawan Twp.	1	..	37	1
Middletown	9	3	84	5
Millstone	..	..	28	..
Monmouth Beach	1	1	6	1
Neptune Twp.	2	1	44	5
Neptune City	..	..	20	..
Oceanport	..	..	9	1
Ocean Twp.	2	..	15	..
Raritan Twp.	2	1	43	2
Red Bank	1	..	30	2
Rumson	2	..	24	..
Sea Bright	1	1	4	..
Sea Girt	..	..	5	..
Shrewsbury Twp.	2	..	32	..
Shrewsbury Boro	..	..	2	..
South Belmar	..	..	10	..
Spring Lake	1	..	7	..
Spring Lake Heights	..	1	3	1
Union Beach	1	..	25	..
Upper Freehold Twp.	..	1	47	1
Wall Twp.	6	..	3	..
West Long Branch	..	..	..	..
	62	22	1213	67

MORRIS COUNTY

Boonton	..	..	28	13
Boonton Twp.	..	..	5	1
Butler	1	..	16	3
Chatham Boro	3	1	8	..
Chatham Twp.	..	..	5	1
Chester	1	..	11	..
Chester Twp.	4	1	29	1
Denville	..	..	74	16
Dover	..	..	31	..
East Hanover	..	..	3	..
Florham Park	..	..	32	2
Hanover	1	..	8	..
Harding Twp.	..	..	21	1
Jefferson	..	..	..	..
Kinnelon	..	..	2	2
Lincoln Park	..	..	18	1
Madison	..	..	7	1
Mendham Boro	..	..	..	..
Mendham Twp.	..	..	25	1
Mine Hill	2	2	36	2
Montville	2	..	..	..

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Morris Plains .....	..	..	20	2
Morris Twp.	4	1	35	1
Morristown	3	3	59	8
Mt. Arlington .....	..	..	..	..
Mountain Lakes	2	..	23	1
Mt. Olive	2	1	90	1
Netcong	1	..	22	..
Parsippany-Troy Hills	9	3	97	7
Passaic Twp.	1	..	15	..
Pequannock	1	1	16	4
Randolph	4	2	24	..
Riverdale .....	..	..	13	3
Rockaway	4	2	15	..
Rockaway Twp.	2	..	34	3
Roxbury	1	1	64	5
Washington Twp.	2	..	20	2
Wharton	1	1	26	3
	51	22	932	85

OCEAN COUNTY

Barnegat City .....	..	..	3	2
Bay Head .....	..	..	5	3
Beach Haven .....	..	..	6	..
Beachwood .....	..	..	1	1
Berkeley	1	..	16	..
Brick Twp. ....	..	..	34	..
Dover Twp.	3	..	67	2
Eagleswood .....	..	..	9	..
Harvey Cedars .....	..	..	..	..
Island Beach .....	..	..	..	..
Island Heights .....	..	..	..	..
Jackson Twp.	1	..	40	..
Lacey Twp. ....	..	..	9	1
Lakehurst .....	..	..	9	..
Lakewood	1	1	37	3
Lavallette	1	..	1	..
Little Egg Harbor	1	..	6	1
Long Beach .....	..	..	13	..
Manchester .....	..	..	21	..
Mantoloking .....	..	..	6	..
Ocean Twp.	2	..	5	..
Ocean Gate .....	..	..	1	..
Pine Beach .....	..	..	2	..
Plumsted	2	..	6	..
Pt. Pleasant Boro .....	..	..	16	1
Pt. Pleasant Beach .....	..	..	35	..
Seaside Heights .....	..	..	18	1
Seaside Park .....	..	..	6	..
Ship Bottom .....	..	..	7	1
South Toms River .....	..	..	2	..
Stafford Twp.	2	..	17	2
Surf City .....	..	..	6	..
Tuckerton .....	..	..	3	..
Union Twp. ....	..	..	6	2
	14	1	413	20

PASSAIC COUNTY

Bloomingtondale	1	1	5	..
Clifton	12	7	379	78
Haledon	2	2	7	1
Hawthorne	2	2	34	8
Little Falls	2	..	18	1
North Haledon .....	..	..	15	..
Passaic	5	3	534	206
Paterson	19	16	1119	380
Pompton Lakes .....	..	..	28	4
Prospect Park .....	..	..	13	1
Ringwood .....	..	..	2	..
Totowa	1	1	28	1
Wanaque	3	..	18	1
Wayne	6	2	85	5
West Milford .....	..	..	43	2
West Paterson .....	..	..	11	1
	53	34	2339	689

SALEM COUNTY

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Alloway .....	..	..	5	..
Elmer .....	..	..	6	1
Elsinboro	1	..	..	..
Lower Alloway Creek .....	..	..	2	..
Lower Penns Neck	6	1	28	1
Mannington	4	..	29	..
Oldmans	1	1	31	..
Pennsgrove	1	..	12	4
Pilesgrove	6	..	38	..
Pittsgrove .....	..	..	35	2
Quinton .....	..	..	7	..
Salem	3	2	22	7
Upper Penns Neck	2	..	38	5
Upper Pittsgrove	2	..	29	1
Woodstown .....	..	..	14	..
	26	4	296	21

SOMERSET COUNTY

Bedminster	2	1	24	1
Bernardsville .....	..	..	7	1
Bernards Twp. ....	..	..	12	1
Bound Brook	1	..	81	14
Branchburg	1	..	43	..
Bridgewater	8	3	126	6
Far Hills .....	..	..	6	..
Franklin Twp.	1	1	47	4
Green Brook Twp.	5	2	38	2
Hillsboro	1	..	31	1
Manville	1	..	11	2
Millstone .....	..	..	6	2
Montgomery .....	..	..	15	1
North Plainfield	2	1	68	2
Peapack-Gladstone .....	..	..	1	..
Raritan	1	..	21	1
Rocky Hill .....	..	..	..	..
Somerville	1	..	41	7
S. Bound Brook .....	..	..	10	..
Warren .....	..	..	22	1
Watchung	1	..	14	..
	25	8	624	46

SUSSEX COUNTY

Andover .....	..	..	2	..
Andover Twp.	1	..	22	2
Branchville .....	..	..	..	..
Byram	1	..	13	..
Frankford	2	..	18	2
Franklin .....	..	..	20	3
Fredon .....	..	..	1	..
Green Twp.	1	..	2	..
Hamburg .....	..	..	15	1
Hampton .....	..	..	7	..
Hardyston .....	..	..	15	..
Hopatcong .....	..	..	6	..
Lafayette .....	..	..	3	1
Montague .....	..	..	2	..
Newton .....	..	..	10	2
Ogdensburg .....	..	..	1	..
Sandyston .....	..	..	9	..
Sparta .....	..	..	10	1
Stanhope .....	..	..	5	..
Stillwater .....	..	..	..	..
Sussex .....	..	..	6	2
Vernon	1	1	15	..
Walpack .....	..	..	1	..
Wantage .....	..	..	18	3
	6	1	201	17

UNION COUNTY

Municipalities	Fatalities		Persons Injured	
	Total	Pedestrians	Total	Pedestrians
Clark	2	..	32	1
Cranford	2	..	65	8
Elizabeth	16	11	909	245
Fanwood .....	..	..	16	..
Garwood .....	..	..	13	2
Hillside	4	2	128	18
Kenilworth	1	1	18	2
Linden	7	4	451	50
Mountainside	1	1	31	..
New Providence .....	..	..	10	2
New Providence Twp.	2	1	10	2
Plainfield	2	2	237	49
Rahway	4	..	229	24
Roselle	3	2	114	17
Roselle Park .....	..	..	55	..
Scotch Plains	1	..	98	3
Springfield	3	..	108	12
Summit	2	..	73	9
Union	6	3	209	10
Westfield	2	2	116	18
	58	29	2922	474

WARREN COUNTY

Allamuchy .....	..	..	2	..
Alpha .....	..	..	2	..
Belvidere .....	..	..	1	..
Blairstown .....	..	..	2	..
Franklin .....	..	..	9	..
Frelinghuysen .....	..	..	3	..
Greenwich	1	..	11	..
Hackettstown	1	..	27	..
Hardwick .....	..	..	..	..
Harmony	1	1	16	..
Hope	1	..	..	..
Independence	2	2	8	1
Knowlton .....	..	..	20	1
Liberty .....	..	..	9	..
Lopatcong .....	..	..	31	4
Mansfield	1	..	21	..
Oxford	1	1	5	1
Pahaquarry .....	..	..	..	..
Phillipsburg	4	2	90	24
Pohatcong	1	1	13	1
Washington Boro .....	..	..	7	2
Washington Twp.	2	..	35	1
White Twp.	1	1	25	1
	16	8	337	36
ENTIRE STATE	971	472	30415	6219

HEARINGS—LICENSE REVOCATIONS

During the past 24 years, the Department revoked the operating privileges of 82,508 persons for various infractions of the Motor Vehicle and Traffic Laws. In 1941 revocations totaled 6,231, a 9.7 per cent increase over the previous year. The year's total, incidentally, was the highest in the Department's history.

YEARLY RECORD OF REVOCATIONS

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	1941	6,231
		TOTAL	82,508

CAUSES FOR LICENSE REVOCATION

	1941	1940	1939	1938
Driving while intoxicated	1,454	1,295	1,256	1,425
Reckless driving	544	413	413	447
Speeding	364	386	412	406
Fatal accidents	298	223	205	322
Obtaining license while on revoked list	84	85	51	101
Habitual violators	635	815	478	526
Failure to appear in answer to summonses	873	901	720	760
Failure to pay fines	60	78	99	136
Leaving scene of accident	89	81	61	69
Mis-statement of facts in application for license	20	22	31	21
Larceny, receiving and driving without consent	185	150	111	97
Defective vision	109	14	9	12
Physically or mentally unfit	286	158	99	92
Fraud at examination for new licenses	64	45	31	33
Driving without license	123	93	56	65
Misrepresenting age in attempt for new license	27	7	2	6
Permanent revocations, bad records	0	3	6	8
Failure to report change of address	217	146	122	....
Careless driving	319	307	157	....
Commission of crime involving a motor vehicle	103	....	....	....
Other violations	377	478	661	810
TOTALS	6,231	5,700	4,980	5,336

DRUNKEN DRIVERS

A total of 1,454 were deprived of their operating privileges during the year for driving while under the influence of intoxicating beverages. Each year this violation leads the list of causes for revocation despite the severe penalty involved and the strenuous efforts of the authorities to discourage the practice.

Although there has been a gradual increase in convictions for driving while intoxicated during the past three years, the total is still considerably lower than those in the last years of the prohibition era.

DRUNKEN DRIVER REVOCATIONS BY YEARS

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	1941	1,454
		TOTAL	29,344

PLACE OF ARREST

	1941	1940	1939	1938
New Jersey residents arrested in New Jersey.....	1,047	955	941	1,071
New Jersey residents arrested in other states.....	80	87	78	105
New Jersey residents not holding drivers' licenses placed upon prohibitory list.....	154	127	112	109
Non-residents arrested in New Jersey.....	173	126	125	140
	1,454	1,295	1,256	1,425

RESIDENTS ARRESTED OUT OF THE STATE

IN	1941	1940	1939	1938
New York	16	19	11	22
Pennsylvania	7	31	28	36
Virginia	15	10	3	5
Massachusetts	9	4	11	9
North Carolina	8	7	2	1
Connecticut	6	4	12	5
Maryland	4	1	2	8
South Carolina	3	1	1	3
Florida	2	1	0	0
Georgia	2	1	0	0
Michigan	2	1	0	0
Indiana	2	0	0	0
Vermont	1	0	0	0
New Hampshire	1	2	1	3
Delaware	1	1	3	5
Maine	1	0	2	3
Rhode Island	..	0	0	4
District of Columbia	..	0	1	1
Tennessee	..	1	1	0
West Virginia	..	1	0	0
Kentucky	..	1	..	0
Canada	..	1	0	0
	80	87	78	105

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

IN	1941	1940	1939	1938
Pennsylvania	79	70	57	69
New York	69	41	49	60
Florida	6	0	2	0
Virginia	5	0	0	0
Maryland	4	2	1	1
Delaware	2	1	1	2
Connecticut	2	3	6	0
California	2	0	0	0
District of Columbia	1	0	1	0
Georgia	1	0	2	2
Indiana	1	0	0	0
North Carolina	1	1	1	3
Massachusetts	0	2	0	0
Illinois	0	2	1	1
Nebraska	0	0	0	1
Michigan	0	0	1	0
South Carolina	0	0	0	1
Maine	0	0	1	0
Rhode Island	0	1	1	0
Arkansas	0	0	1	0
Ohio	0	1	0	0
Washington	0	1	0	0
	173	125	125	140

FEW WOMEN VIOLATORS

In listing the violators, according to sex, it is interesting to note that the female sex appears very infrequently in the records.

	1941	1940	1939	1938
Males	1,408	1,253	1,228	1,381
Females	46	37	28	44
TOTALS	1,454	1,295	1,256	1,425

VIOLATORS ACCORDING TO AGE GROUPS

	1941	1940	1939	1938
17 to 24	91	87	93	121
25 to 35	373	389	363	410
36 to 50	509	437	439	499
51 to 64	143	109	109	127
65 and up	11	20	15	19
TOTALS	1,127	1,042	1,019	1,176

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

COUNTIES WHERE VIOLATORS RESIDE

Reside In	1941	1940	1939	1938
Atlantic	33	35	29	21
Bergen	98	91	110	117
Burlington	37	61	48	44
Camden	73	81	82	113
Cape May	16	8	8	20
Cumberland	42	30	28	37
Essex	194	164	175	192
Gloucester	31	34	27	31
Hudson	111	92	105	146
Hunterdon	8	20	14	15
Mercer	52	55	62	70
Middlesex	85	89	85	82
Monmouth	66	44	46	55
Morris	52	56	56	44
Ocean	22	15	23	24
Passaic	86	64	48	49
Salem	59	59	26	37
Somerset	39	30	27	29
Sussex	18	16	9	11
Union	143	113	107	134
Warren	16	12	16	14
TOTALS	1,281	1,169	1,131	1,285

COUNTIES WHERE VIOLATORS ARRESTED

Arrested In	1941	1940	1939	1938
Atlantic	44	33	32	29
Bergen	103	94	128	133
Burlington	53	61	60	51
Camden	91	106	89	112
Cape May	19	14	13	19
Cumberland	49	43	30	37
Essex	149	118	152	139
Gloucester	31	49	27	41
Hudson	90	74	94	137
Hunterdon	12	22	16	14
Mercer	52	55	55	65
Middlesex	95	104	85	101
Monmouth	77	44	54	69
Morris	52	47	50	51
Ocean	33	22	19	25
Passaic	106	75	50	45
Salem	63	60	30	34
Somerset	52	37	29	36
Sussex	21	15	11	10
Union	167	139	131	150
Warren	15	18	23	22
TOTALS	1,374	1,208	1,178	1,320

New Jersey non-residents arrested in New Jersey...	173	126	125	140
TOTALS	1,454	1,295	1,256	1,425

New Jersey residents arrested in other states.....	80	87	78	105
TOTALS	1,454	1,295	1,256	1,425

New Jersey has the most severe penalty in the country for driving while intoxicated, beginning with a mandatory fine of \$200, revocation of driver's license for two years, plus three years of compliance with the Financial Responsibility Law for first offenders. For the second offense there is a mandatory jail sentence.

During 1941, 51.2 per cent of those convicted went to jail and 48.8 per cent received the mandatory fine and penalties. 92 of the offenders lost their licenses permanently.

Other pertinent data divulged by the records include the extreme youth of some of the violators. During the year there was one violator of the tender

age of 17 years; 4 were 18 years old and 9 nineteen years of age. The oldest violator was 76 years old.

The number of permanent revocations during the past ten years has been 936. For a second violation, defendants must serve a mandatory ninety day jail sentence and are forever barred from again driving a motor vehicle in New Jersey.

HABITUAL VIOLATORS

The campaign against persistent violators, commonly known as "repeaters", continued unabated.

Under the Department's policy, "repeaters" are detected by means of two files, one consisting of reports of traffic convictions forwarded by police magistrates and the other of accident reports. When an operator commits two violations of the motor vehicle and traffic laws or is involved in three accidents, or has a record of a combination of three accidents or arrests, he received a warning letter from the Department. Any future conviction or accident causes him to be summoned to Trenton to show cause why his license should not be revoked on the grounds that he is a habitual violator of the law or is accident prone.

Under this system, 3,648 cases were acted upon during the year of which 2,628 received warning letters, 385 appeared for hearings and were dismissed with final warning, and 468 were deprived of their driving privileges. In addition, 167 had their licenses revoked when they failed to contest the rule to show cause.

Instituted in 1933 on a small scale, this campaign against repeaters is today one of the important activities of the Department. From the year 1933 to date, 13,648 warning letters have been sent. In addition to that, as a result of 6,648 hearings, 3,646 licenses have been revoked. By the action taken through letters of warning and the hearings, the Department has been successful in correcting the habits of these "repeater" violators of the Motor Vehicle regulations. When an operating record of any driver was a serious one, a revocation of the driver's license was ordered.

An interesting discovery in this connection is that, as a general rule, drivers who have records of convictions also have records of being concerned in accidents.

FATAL ACCIDENTS

The Department continued to investigate all fatal traffic accidents and to hold hearings in all cases where the accident was found to have resulted from some violation of the law on the part of the driver or drivers. As a result, 273 drivers were given hearings, 186 of whom lost their driving licenses. Another 25 had their licenses revoked for failing to contest the Department's charges.

In cases that produce evidence of flagrant carelessness, the license revocation period is five years.

HEARINGS

During the year 1941, the Department cited for appearance a total of 1,864 persons whose cases were heard by Deputy Commissioner William J. Dearden. These represent the persistent violators of the law; the total of fatal accident cases disclosed by figures in previous paragraphs, and cases where requests were made for the restoration of licenses, which 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 large portion of the hearings involved violations of the testing law.

This phase of 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.

TRAFFIC ENGINEERING

New Jersey's location between and partly within two of the nation's greatest commercial, industrial and financial centers, together with its high rank in the production of war implements, further intensified its highway traffic problem during 1941. The Traffic Engineering Division therefore was confronted more and more with problems of traffic expedition and safety.

An indication of the increase in industrial activity in New Jersey is found in the official figures compiled by the State Department of Labor showing increases during the early part of the year in employment of from 20 per cent to more than 50 per cent in important industrial areas of the state.

In addition to this rapid expansion in industrial and commercial activity, there was an increase in street and highway traffic due to military activities, including the enlargement of military reservations as well as ordnance depots, all of which intensified the traffic problem not only within and adjacent to these industrial and military areas but increased the problem as a whole throughout the state.

The demand for labor, particularly in the specialized skills, resulted in the migration of workers from outlying sections of the state and in some instances from out of the state. Because of preference or convenience, many of these workers as well as those residing within shorter distances, drove private cars to their places of employment. This practice increased the traffic problem along already heavily traveled major roadways and many times produced a difficult problem in the vicinity of industrial areas and plants. In some areas adequate off-street parking facilities were not available for the storage of cars during working hours and of necessity vehicles parked all day along public roadways, thus further reducing roadway space for moving traffic and at times creating accident hazards.

Simultaneous starting and dismissal hours of industrial plants and business establishments within the same areas also created serious congestion not only on roadways adjacent to the plants but in some instances at considerable distances from the plants. During the rush hour in some industrial areas, traffic was slowed to the pace of a few miles per hour because of this condition.

The increase of slightly more than 7 per cent in motor vehicle registration and more than 7 per cent in gasoline consumption in 1941 as compared with 1940, was a further indication of the increase in New Jersey's traffic problem during the year.

Traffic volume studies made at specific locations in the state and compared with similar studies for comparable periods during 1940, indicate in some locations increases of traffic volume of approximately 50. per cent over the previous year.

The increase in accident experience, which somewhat parallels the increase in motor vehicle use reported upon elsewhere in this report, is also indicative of New Jersey's ever-increasing traffic problem.

Throughout the year the Traffic Engineering Division conducted special traffic studies at 169 locations, including studies at 52 rural high-accident locations. After a thorough investigation of each of these locations, recommendations for correction of the difficulties were forwarded to the proper authorities.

During the year the Division reviewed and passed upon 93 ordinances submitted by cities, townships and boroughs in addition to 14 resolutions, all of which pertained to the regulation and control of local traffic.

Applications requesting approval for the installation and operation of traffic control signals at 104 locations were specially investigated. Following thorough investigations to determine the reasonableness and necessity for traffic control signals at these locations, 82 approvals were granted and the installation of traffic control signals at the remaining 22 locations were disapproved.

Approval was granted for the erection of "Stop Street" signs along roadways or sections thereof of 21 municipalities within the state during the year.

Special traffic engineering studies were made, including a survey of accident experience on divided roadways along the state highway system having center islands of varying widths. This study when completed will enable a determination of the degree of effectiveness from the standpoint of accident reduction on divided highways having center islands of from two to twenty-five feet in width.

At the request of local officials, special parking studies were made along sections of important business roadways of three municipalities in the state, resulting in presentation of recommendations for proper and adequate parking restrictions to relieve congestion and improve the expedition of traffic and safety.

LOOKING AHEAD

During the remainder of the emergency, on account of the stringency of the tire situation, the freezing of motor vehicle production and the contemplated rationing of gasoline, the problem of street and highway traffic congestion will progressively be lessened and ultimately there will exist a serious transportation problem rather than a traffic problem; that is, one of making available a sufficient number of vehicles—private automobiles as well as mass transportation facilities—to transport people from their homes to their places of employment rather than one of too many vehicles making simultaneous use of inadequate roadways.

To substantiate this opinion, there is herein partially quoted a statement made on February 17, 1942 by Joseph B. Eastman, Director of the Office of Defense Transportation:

"Street car and bus lines and other local transportation services will be called upon this year to carry the heaviest loads in history, and many cities face acute transportation shortages.

To prevent interference with war production, local communities must take immediate action to assure that equipment and manpower in the transit industry are used at maximum efficiency.

The total volume of local passenger traffic on public carriers in 1942 is likely to increase at least 20 per cent over 1941 as a result of increased employment, construction of new industrial plants in outlying areas, stoppage of private automobile production, restriction of civilian purchases of tires, and other factors.

Increases in passenger traffic ranging from 20 to 100 per cent over 1941 totals are anticipated in some important war-industry centers and in many cities of less than 100,000 population, where a relatively higher proportion of persons than in large cities normally travels to and from work in private automobiles."

To obtain expeditious and efficient use of transportation facilities, including private automobiles as well as mass transportation vehicles, it is important that first, wherever necessary, improved traffic regulations making possible more expeditious movement of traffic be inaugurated; second, that a uniform system of the staggering hours of business establishments and industrial plants and schools be adopted and, third, that a more efficient use of automobiles be established through neighborhood pooling of private cars used for transportation to and from work.

More specifically, traffic control measures and traffic engineering principles which will result in improved regulation and control of traffic are:

Traffic Bottlenecks

Frequently congestion occurs at heavily traveled grade intersections due to inadequate facilities and because of obsolete or antiquated traffic control measures. Because of the probable curtailment in use of private motor vehicles, the number of such problems will undoubtedly decrease. However, some may still remain. Ofttimes, at such points, traffic may be expedited through the application of improved and up-to-date control measures such as re-timing traffic control signals, eliminating conflicting turning movements, prohibiting traffic from entering the intersection from minor roadways at multiple-throat intersections and the establishment of by-pass routes. Each problem must be treated individually and a specific solution determined after factual studies.

One-Way Streets

The adoption of one-way streets in congested areas where existing roadway facilities are inadequate and where the street pattern is such that one-way roadways may readily be established, will prove helpful in expediting traffic. One-way streets not only increase street space for moving traffic in specific directions but reduce vehicular conflicts. One-way streets may be established permanently or temporarily. For example, a one-way regulation for the inbound direction during the heavily traveled morning rush period and the outbound direction during the evening rush period, with two-way traffic permitted at all other times.

Parking Restrictions

The adoption and enforcement of proper and adequate parking restrictions, including time limit and prohibited parking along heavily traveled congested roadways in built-up areas, will make available additional street space for vehicular traffic. On two-way roadways used to capacity in one direction in the morning and the other direction in the evening rush periods, but not to the same extent during mid-day, it is many times advantageous to prohibit parking along the curb of the inbound side in the morning and the outbound side in the evening.

The stopping and parking of a motor vehicle is an integral part of motor vehicle transportation and without such a privilege, motor vehicles would be of little value to most of the population. However, the courts have ruled that the primary purpose of streets is for passage and travel and when the parking privilege becomes so extensive that it interferes with reasonable and free passage, then it is necessary to curtail and in extreme cases even abolish the privilege of parking motor vehicles upon the public highways. Many roadways or portions of roadways in congested business districts of some communities in New Jersey have reached the place where permissible parking upon the public streets interferes with free passage of vehicular traffic. It is imperative, therefore, that convenient, off-street parking facilities in these areas be provided.

Staggering of Hours

Staggering business, school and working hours is one of the most productive means of not only reducing serious traffic congestion at and adjacent to business districts and industrial areas but also is a means of providing a more efficient use of mass transportation facilities.

An indication of this latter fact may be observed in determining the number of hours in scheduled service of all mass transportation vehicles operated by one of the larger transport companies of the State. For example, 5 per cent of all vehicles within a 24-hour day are in service for one hour or less; 12.9 per cent two hours or less; 21.8 per cent three hours or less; 30.4 per cent four hours or less, and so on. Slightly less than 50 per cent of all the vehicles in service within a 24-hour day are operated eight hours or less.

It is apparent, therefore, that a plan for adequate staggering of hours within the same plant, between plants within an industrial area, between business establishments within the entire central business district, including schools, offices, retail stores and theatres will not only relieve overcrowding the streets and highways as well as mass transportation vehicles, through reducing the volume of peak-hour flows of traffic and spreading the present comparatively short rush-hour periods over a longer period of time, but also will aid in speeding up traffic flow; will permit street cars and buses to maintain a more uniform schedule of operation; will provide economy in transit equipment and personnel now urgently needed for other purposes and will provide more comfortable and safe conditions for all street users.

Conservation of Private Car Equipment

As the scarcity of tires for civilian use becomes more and more apparent, it is extremely important that the public generally, and particularly motor vehicle owners who are so situated that no other form of transportation to and from their places of employment is available, must conserve to the utmost the vehicle and especially the tires now in their possession.

It is necessary, therefore, that private car users not only stop entirely all unnecessary use of their motor vehicles but adopt neighborhood methods of doubling up to and from work to the extent that all seats are occupied. For example, workers who heretofore individually drove their cars from the same neighborhood to the same plant or industrial or business area, must now mutually agree to travel together to and from work. Such a plan of pooling cars would spread the life of the tires over a considerably longer period of time providing, of course, that all driving except that to and from work is stopped.

VEHICLE INSPECTIONS

In the fourth year of the inspection program, the twenty-eight inspection stations of the Testing Division operated every business day in 1941 with an average daily handling of about 12,000 vehicles.

As usual there were two designated inspection periods which of necessity were related to the registration year rather than to the calendar year. The first period was from March 1 to August 31. The second period commenced on September 1, 1941 and will terminate on February 28, 1942.

It had been planned to seek an expansion of inspection facilities and personnel because of the over 17% increase in registrations since inspections were inaugurated; the expansion being needed most in Bergen, Passaic, Hudson, Essex, Union and Camden counties. After our entry into the War on December 8 and in view of some doubt as to how availability of rubber and gasoline will affect the civilian use of motor vehicles, it was decided not to seek an appropriation for expansion at this time. However, it is a pretty safe prediction that more inspection facilities and personnel will be needed quickly after the termination of the War if not before. Incidentally, lack of facilities makes for long lines and undue waiting at the stations with resultant complaints from the motoring public. One type of complaint has to do with waiting and then there are those owners who receive warning notices because of delinquency and then come back with the excuse that they were to the station a number of times only to find what they believed to be an impossibly long line on each occasion.

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, 60,427 registrations were surrendered, or picked up, during the year. Of this total 6,635 were returned promptly upon request when the owners presented evidence of their intention to have their vehicles inspected and approved. A survey of the 53,792 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.

Appended is a table of inspection results for the two periods of the 1941 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. It is interesting to note that the results are remarkably consistent with the findings of the previous three years. This continues to point to the conclusion that altogether too many owners will not maintain their vehicles in safe and lawful condition except under compulsion.

Leases on a number of the stations expired on December 31, 1941. New leases were negotiated by the Commissioner of Finance providing additional

office and locker room space at each of the stations in question at a lower over-all rental than heretofore.

The personnel turnover of the Division both in the stations and in the central office has been large because of employees going into the armed forces and war industries.

The New Jersey Vehicle Inspection Program has continued to have the unqualified approval of such authorities as National Safety Council, the Automotive Safety Foundation, the National Conservation Bureau, the American Association of Motor Vehicle Administrators and the automotive industry.

REPORT OF VEHICLES INSPECTED 1941 REGISTRATION YEAR

Distribution	*1st Period	**2nd Period
Approved on Initial Examination.....	542,609	526,544
Approved on Re-Examination.....	535,666	495,873
Rejected on Initial Examination.....	556,465	518,202
Rejected on Re-Examination.....	189,943	150,608
"NO FEE" Vehicles Approved.....	7,588	7,186
"NO FEE" Vehicles Rejected.....	2,199	1,905
TOTAL HANDLINGS	1,834,470	1,700,318

NUMBER OF INDIVIDUAL CARS

	Per Cent		Per Cent
Approved on Initial Examination.....	49.4	542,609	50.4
Rejected on Initial Examination.....	50.6	556,465	49.6
		1,099,074	1,044,746

APPROVALS

Approved on Initial Examination.....	542,609	526,544
Approved on Re-Examination	535,666	495,873
TOTALS	1,078,275	1,022,417

HANDLINGS

*1st Period	1,834,470
**2nd Period	1,700,318
TOTALS	3,534,788

*1st Period—March 1, 1941 to August 31, 1941.

**2nd Period—September 1, 1941 to February 28, 1942.

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

1941 REASONS FOR REJECTIONS

	1st Period			2nd Period	
		Per Cent			Per Cent
1. Registration and License Cards....	26,744	1.74		13,601	.99
2. Steering Alignment	46,949	3.06 }	8.53	51,743	3.78 }
3. Steering Operation	84,025	5.47 }		73,357	5.36 }
4. Vehicle Dimensions	48			16	
5. Display of License Tags.....	34,771	2.27		35,526	2.60
6. Examination of All Glass.....	32,412	2.11		37,660	2.74
7. Obstruction to Vision.....	8,884	.58		13,624	1.00
8. Horn	8,143	.53		7,697	.56
9. Windshield Cleaners	19,905	1.30		25,843	1.89
10. Rear View Mirror	2,395	.16		2,182	.16
11. Exhaust System	24,125	1.57		23,111	1.69
12. Miscellaneous	48,751	3.18		40,885	2.99
13. Head Lights	363,208	23.66 }	49.75	308,377	22.53 }
14. Auxiliary Driving Lights.....	17,389	1.13		18,590	1.36
15. Light Output	141,251	9.20		113,985	8.33
16. Parking and Other Lights.....	25,529	1.66		23,476	1.71
17. Rear and Stop Lights.....	163,305	10.64 }	28.12	156,383	11.43 }
18. Bulbs	27,510	1.80		26,685	1.95
19. Wiring and Switching.....	25,406	1.66 }		23,775	1.74 }
20. Reflex Reflectors	335	.02		300	.02
21. Direction Signals	2,169	.14		2,047	.15
22. Service Brake	134,431	8.76 }	27.02	109,266	7.98 }
23. Parking Brake	34,328	2.24		30,377	2.22
24. Brake Equalization	187,439	12.21 }		156,448	11.43 }
25. Pedal and Lever Reserve.....	75,343	4.91 }		73,736	5.39 }
TOTALS	1,534,795			1,368,690	

INSPECTOR FORCE

The Inspector Force has an authorized strength of one hundred and ten, including the Chief Inspector and eight Deputy Chief Inspectors. It has been a uniformed organization since January 1, 1937 which changeover has been of material benefit, serving not only as a means of better identification, but in other ways increasing the efficiency of the men.

The conduct of the driver's license examinations is one of the important duties of the Inspector Force. These examinations are carried on at thirty-four points strategically located throughout the State.

During 1941, applicants were examined under the standard examination system developed by the American Association of Motor Vehicle administrators. This examination at present consists of an extended road test, an eye test, and a written and oral examination.

There is, of course, room for improvement in the driver examination, particularly in the eye test, but any changes would involve the need of additional Inspectors and certain special apparatus, and for these reasons must be postponed until conditions are more favorable.

The Manual prepared for the use of applicants for drivers' licenses has again been brought up to date. This pamphlet has proved of great value to the prospective drivers.

In addition to the regular drivers' examinations, the Force is responsible for the examination of applicants for special "For Hire" drivers' licenses. These licenses are issued to drivers of vehicles used for the transportation of passengers for hire. The holder of a special "For Hire" license is required to undergo a complete physical examination each year. This system of annual re-examination has brought to light information which points most conclusively to the need for periodic re-examination of all drivers.

Since January 1, 1941, the Department, as a matter of policy, has re-examined all drivers sixty-five years of age and over, who have been involved in accidents. This experiment has added considerably to the evidence supporting the need for the periodic re-examination of all drivers. The results follow:

Total number examined	390
Drivers' licenses revoked	96
Drivers' licenses endorsed, "Conditional"	136
No action taken	158

REASONS FOR REVOCATION

Heart	5
Vision	31
Failed on road test	7
Road and vision	7
Revoked by default	26
Miscellaneous	20

The twenty-four hour systematic patrol of important highways continued uninterrupted for the greater part of the year. It is unfortunate that shortage of personnel has made it impossible to extend this patrol system to other highways where such activity is badly needed.

Checking of drivers at strategic points was carried out wherever possible. If time and personnel permitted, an extension of this work would produce salutary results.

Supervision of truck loading shows a vast improvement over past years.

The transportation of agency reports during the license renewal season was again entrusted to the Inspector Force, bringing about, as in past years, a very considerable saving in money and time.

Two members of the Force are assigned to the Division of Safety Education and various other members have constituted the major part of the Speakers Bureau. This part of the Safety Education program was carried out as overtime work without added cost to the State.

One Inspector devoted all of his time to the activities of the Traffic Division, his work consisting mainly of traffic engineering surveys.

The Force cooperated closely with the Underwriters' representatives in the apprehension of car thieves. This work, in conjunction with the activities of the Bill of Sale Law Division, has resulted in the practical elimination of the professional car thief in New Jersey.

The Inspectors also did the field work connected with the operation of the Junk Yard Law. This work has disclosed the need for amendment of the present law, there being no seemingly valid reason why some junk yards should be licensed and others permitted to operate uncontrolled.

Investigation of all fatal accidents was made by the Inspector Force. These investigations, and the report and recommendations of the Inspector, form the basis of possible action by the Department. All personal injury accidents should be investigated in like manner. At present, this cannot be done because of budget and personnel limitations.

Members of the Force had occasion during the year to meet in conference with representatives of other States and the Federal Government, working out problems dealing with interstate cooperation.

The Force cooperated with other State agencies and with the Federal Government in dealing with espionage, sabotage, subversive activities, and the operation of the Selective Service and Alien Registration Laws.

The establishment in New Jersey of a number of large military posts has added considerably to the traffic problem. Conferences are being held with the proper military authorities in an attempt to reach a solution of some of the difficulties.

The outbreak of war on December 7 added much to the work of the Force. It was necessary to suspend the patrol system temporarily in order to provide guards for the civil airports scattered throughout the State. The fact that New Jersey is a coastal State, and distinctly within the area of possible attack, also because so much of the defense effort is concentrated here, has made it necessary to assign Inspectors to work which would not normally be carried out by an agency organized primarily for Traffic Law enforcement. Because the protection of such vital structures as bridges, etc., is of paramount importance, however, work of this type will be continued as long as the Governor considers it necessary.

The difficulty of securing additional officers during wartime, the loss of trained officers through the operation of the Selective Service Law and the demands of defense industries, makes it extremely important that the best possible use be made of the available manpower for traffic work.

Traffic enforcement during wartime therefore, should be extremely selective, and officers should be assigned to duty at places and during hours when accidents are most frequent and concentration should be on the violations most conducive to accidents.

Because of the shortage of tires, motor vehicles and repair parts, thought is being given to the substitution of mechanical speed check devices for some of the motor vehicle patrol now carried on.

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

Location	Passed	Rejected	Total
Asbury Park	2,435	484	2,919
Atlantic City	2,567	749	3,316
Bridgeton	1,238	336	1,574
Burlington	801	186	987
Camden	7,640	2,013	9,653
Cape May Court House	1,130	252	1,382
Dover	2,098	327	2,425
Elizabeth	10,411	2,237	12,648
Englewood	3,535	531	4,066
Flemington	497	152	649
Freehold	1,590	447	2,037
Hackensack	15,027	4,207	19,234
Hackettstown	1,052	177	1,229
Hammonton	559	122	681
Jersey City	9,237	2,067	11,304
Morristown	2,160	386	2,546
Mount Holly	797	180	977
Newark	25,209	5,422	30,631
New Brunswick	3,078	768	3,846
Newton	878	156	1,034
Ocean City	773	166	939
Passaic	2,848	715	3,563
Paterson	4,977	1,099	6,076
Perth Amboy	1,583	352	1,935
Phillipsburg	1,021	165	1,186
Plainfield	2,531	534	3,065
Red Bank	2,419	440	2,859
Ridgewood	2,996	569	3,565
Salem	1,306	360	1,666
Somerville	2,880	872	3,752
Summit	1,084	173	1,257
Sussex	283	64	347
Toms River	782	143	925
Trenton	7,214	2,206	9,420
Woodbury	4,975	1,280	6,255
	129,611	30,337	159,948

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

Month	Passed	Rejected	Total
January	3,703	722	4,425
February	2,588	476	3,062
March	12,592	2,231	14,823
April	13,916	3,096	17,012
May	17,062	4,521	21,583
June	16,566	3,952	20,518
July	15,058	3,918	18,976
August	13,783	3,692	17,475
September	10,676	2,461	13,137
October	10,750	2,557	13,307
November	6,899	1,482	8,381
December	6,018	1,229	7,247
	129,611	30,337	159,948

	Passed	Rejected
Males	89,077	22,800
Females	40,534	7,537
	<u>129,611</u>	<u>30,337</u>

CLASS OF REJECTIONS

Illiteracy	3,404
Impaired vision	4,352
Driving test	15,654
Written test and miscellaneous	6,927
	<u>30,337</u>

	Males Passed	Females Passed	Males Rejected	Females Rejected
1941				
January	3,007	696	622	100
February	2,131	457	407	69
March	10,132	2,460	1,916	315
April	10,285	3,631	2,508	588
May	11,267	5,795	3,318	1,203
June	10,444	6,122	2,741	1,211
July	9,614	5,444	2,780	1,138
August	8,774	5,009	2,577	1,115
September	6,859	3,817	1,773	688
October	7,193	3,557	1,976	581
November	4,875	2,024	1,182	300
December	4,496	1,522	1,000	229
	<u>89,077</u>	<u>40,534</u>	<u>22,800</u>	<u>7,537</u>

	Illiterates Passed	Illiterates Rejected	Total
1941			
January	91	86	177
February	43	66	109
March	121	147	268
April	128	172	300
May	196	329	525
June	234	363	597
July	223	357	580
August	176	337	513
September	221	271	492
October	186	308	494
November	121	202	323
December	463	766	1,229
	<u>2,203</u>	<u>3,404</u>	<u>5,607</u>

	Specials & Reexams. Passed	Specials & Reexams. Rejected	Total
1941			
January	65	6	71
February	44	4	48
March	192	11	203
April	90	11	101
May	110	15	125
June	77	18	95
July	119	16	135
August	95	14	109
September	67	7	74
October	136	15	151
November	92	13	105
December	101	23	124
	<u>1,188</u>	<u>153</u>	<u>1,341</u>

	Must wear Glasses	Rejected	Total
1941			
January	538	129	667
February	373	88	461
March	1,702	384	2,086
April	1,901	464	2,365
May	2,296	561	2,857
June	2,376	547	2,923
July	2,140	489	2,629
August	1,975	461	2,436
September	1,442	371	1,813
October	1,524	353	1,877
November	960	259	1,219
December	943	246	1,189
	<u>18,170</u>	<u>4,352</u>	<u>22,522</u>

1941	Over 75 years Passed	Over 75 years Rejected	Total
January	2	2	4
February	17	5	22
March	8	...	8
April	12	9	21
May	20	4	24
June	8	1	9
July	4	2	6
August	4	...	4
September	1	5	6
October	8	4	12
November	6	2	8
December	90	34	124

CLASSIFIED EYE REJECTIONS ACCORDING TO AGE

Ages	17 to 21	22 to 30	31 to 35	36 to 40	41 and over
October	155	68	28	19	36
November	115	55	23	14	53
December	138	43	14	13	40
"For Hire" licenses:	Issued 10,554				
"For Hire" licenses:	Rejected 28				
	Total 10,582				

The following is a breakdown of the Inspector Force activities and results for the year 1941.

	Regular	Patrol	Grand Total
Total Hours	201,172	61,951	263,123
Days sick	403	86	489
Days off	4,188	1,311	5,499
Vacation days	1,233	345	1,578
Travel hours	34,021	821 3/4	34,842 3/4
Patrol Hours	74,262 1/4	53,187 3/4	127,450
Investigations	17,925	182 1/2 hrs.	18,107 1/2 hrs.
Revoked licenses collected	4,705 1/2 hrs.	103 1/2 hrs.	4,809 hrs.
Check up of cars on highways	937 1/2 hrs.	5 1/2 hrs.	943 hrs.
Scales	44 3/4 hrs.	...	44 3/4 hrs.
Examinations	54,818 hrs.	...	54,818 hrs.
Court	5,372 1/2 hrs.	2,870 1/2 hrs.	8,243 hrs.
Safety education	5,246 1/2 hrs.	22 1/2 hrs.	5,269 hrs.
Stolen cars	727 1/2 hrs.	30 1/2 hrs.	758 hrs.
Special detail	2,271 1/2 hrs.	868 1/2 hrs.	3,140 hrs.
Traffic engineering	1,539 hrs.	...	1,539 hrs.
Administration	8,270 hrs.	...	8,270 hrs.
Miscellaneous	2,009 hrs.	1,150 hrs.	3,159 hrs.
Violations reported	13,726	11,690	25,416
Warnings issued (written and verbal)	9,339	6,613	16,052
Summons issued	3,640	5,261	8,901
Summary issued	8,174	10,623	18,797
Cases investigated	11,538	174	11,712
Fines collected	\$57,509.50	\$69,231.50	\$126,741.
Registrations collected	\$4,791.85	\$3,343.10	\$8,134.95
Driver's license collected	\$1,251.50	\$762.	\$2,013.50
Mileage	1,662,756	937,604	2,600,360
Gas consumed (gals.)	119,542.9	73,832.6	193,375.5
Oil consumed (qts.)	6,853	3,850	10,703
Miles per gallon gas	13.91	12.7	13.45
Miles per quart oil	242.63	243.53	242.96
Number of Inspectors	86	24	110

Reductions in Inspector Force due to: Deaths—1 (O'Neill, J. L.—10-1-41); Resigned—1 (Murray—3-12-41); Granted a year leave of absence—1 (Sherwood—5-11-41).

SAFETY EDUCATION

The activities of the Division of Safety Education were directed:

1. To acquaint the motoring and walking public with their responsibility in traffic and for the development of habits, attitudes and skills that will enable highway users to avoid accidents.
2. To cooperate with State, County and Municipal officials in all efforts for the promotion of street and highway safety in accordance with a uniform and coordinated plan.

I. Elementary and Junior High School Activities.

1. Speakers for assemblies, classrooms and school safety organization meetings.
2. Motion pictures, sound and silent.
3. Exhibits.
4. Posters and illustrations for bulletin board and other school and community safety projects.
5. Literature for teachers and students.
6. Conferences with police, municipal and school officials pertaining to child safety during school time and for leisure hours.
7. Distribution of 208,885 "Bike Quiz", to all County Superintendents.

Immediate action was taken to curtail the rise in child pedestrian fatalities by (a) radio messages, (b) news releases carried in all 425 New Jersey newspapers, (c) a direct appeal by letter to all Mayors and Chairmen of Township Committees for the issuance of a proclamation urging drivers to use the greatest caution for the preservation of the nation's greatest asset—our children.

II. High School.

Driver Education in the high schools, which has the endorsement of educators, is now rendering a definite contribution to National Defense. In cooperation with the New Jersey Department of Public Instruction this Division has attempted to broaden the scope of this training throughout the State and has given every possible technical assistance to the school administrators in setting up and improving these courses so they conform as closely as possible to the requirements of the New Jersey Manual, "Highway Safety; A Course of Study for High Schools". The following tabulation is an indication of the extent of the Division's activity in this work:

		Attendance
Number of high school examinations	152	15,457
Number of classroom lectures	45	4,169
Number of Senior-Junior high school programs..	190	73,967
Number of Vocational Schools	6	2,250
Number of tests used with motion pictures		30,129

An indication of how the younger people are responding to this course was evidenced in a 66 per cent increase in State Safe Driving Certificates issued to

high school students in 1941. The progress made was most gratifying especially in its relation to qualifications demanded of the nation's youth for military and defense purposes.

The School of Education of Rutgers University offered two Credit Courses in Safety Education for teachers. These have been developed as the result of the interest and need expressed by school administrators and teachers in the medium of education. A course for elementary school teachers was included for the year.

Number of Announcements mailed to Superintendents.....	5,000
Number of Announcements mailed to secondary school teachers and nurses	11,729
Miscellaneous requests	250
Total	16,979

New Jersey newspapers gave very helpful cooperation to the high school driver education program by publishing editorial and news articles stressing the importance of this instruction.

III. *Adult Education* in safe street and highway use constitutes the major part of the activity of this Division. The adopted program reaches out to every municipality in the State as follows:

A. Organized State-wide activities.

1. For the sixth 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 cooperation from the people in the promotion of traffic safety, were read from the pulpit in churches of the following denominations:

a. Presbyterian	441
b. Roman Catholic	420
c. Methodist	224
d. Baptist	206
e. Episcopalian	115
f. Hebrew congregations	84
	1,490

2. A letter was sent to all Mayors asking cooperation with the Department's safety program to the end that the 1941 accident record would show a reduction. During the summer vacation this procedure was repeated but the letter urged Mayors and Chairmen of Township Committees to issue a proclamation urging drivers to use the greatest caution during the vacation period for the safety of children and to encourage adult pedestrians to set a good example in their conduct on streets and highways to the youngsters.

Date	No. of Letters
January 10, 1941	565
July 22-25, 1941	565

3. The lack of guidance in safety during the summer months, when children are away from the influence of the school, was compensated for by cooperating with the 54 active recreational centers in the larger cities.

4. The regular periodic spot announcements were broadcast through the 12 radio stations in New Jersey carrying safe walking, good driving and child safety messages. In addition there was a marked increase in 15-minute programs by employees of the Department. The best medium for appeal to child safety was realized in an interview on the radio featuring the outstanding baseball player, Joe DiMaggio, whose subject was "Playing Safe".

5. 339 billboards carried a safety message on 24-sheet poster panels to the motoring and walking public at vantage points throughout the State.

6. The vast population of service men within the State's boundaries, stationed at all permanent units of the United States Army at Fort Dix, Fort Hancock, Fort Monmouth and Delaware Ordnance Depot, Pedrickstown, was responsible for the inclusion of safety activities for the military forces. A schedule of motion picture programs for all above-mentioned locations was conducted and attendance requested by military authorities at official theaters.

7. The 425 newspapers in the State cooperated in publishing releases, mats, etc.

8. Signs erected on State Highways where the accident record warranted their usefulness were checked and maintained.

B. Organized County Activities.

1. The New Jersey Traffic Safety Program, created to develop a uniform and coordinated plan of accident prevention procedure for the 21 counties, was intensified and given every possible individual and technical cooperation.

January	Burlington, Cape May
March	Cape May
April	Somerset
June	Middlesex (2), Union, Somerset, Monmouth (2), Gloucester, Sussex (2), Cape May
July	Passaic, Essex, Atlantic, Salem, Cumberland, Burlington
August	Union, Camden, Monmouth, Atlantic, Gloucester, Middlesex
September	Atlantic (2), Camden, Bergen, Gloucester, Cape May, Salem
October	Ocean, Warren (2), Essex (2)
November	Essex, Cape May
December	Gloucester, Essex

C. Public Speaking.

Speakers concentrated on Pedestrian Safety, unless specific topics were requested by groups. Requests from schools and Parent-Teacher Associations predominated. Others were Rotary, Kiwanis, political clubs, church groups, women's clubs, American Legions, Lions, Elks, Granges and others too numerous to mention.

D. Visual Education.

1. Motion pictures have proved most effective in the promotion of street and highway safety as the tabulation of the year's activities clearly indicates:

Month	1941	1940	1939
January	39	45	42
February	22	66	46
March	38	86	51
April	42	94	73
May	52	44	55
June	42	18	20
July	28	14	18
August	55	14	22
September	44	22	17
October	99	48	32
November	87	29	38
December	79	19	26
	627	499	440

2. The new sound pedestrian motion picture titled "Steps to Safety" was extensively used and requested. Other films shown emphasized driving, bicycle, child pedestrian.

3. The number of Safety Exhibits with attendance presented during the year were:

Location	Date	Attendance
Asbury Park Press Window (Asbury Park).....	January 28-February 4.....	Cannot be estimated
Hudson County Auto-Sports-Camera Exposition (Jersey City)	February 25-March 4.....	125,000
Annual Conference (Panzer College).....	March 8	50
Cavalcade of Progress (Asbury Park).....	March 17-25	24,000
Clifton Avenue Grade School (Lakewood).....	April 30-May 2	600
Variety Club Parade (Atlantic City)	May 17	Cannot be estimated
Medical Society of New Jersey (Atlantic City).....	May 20-22	10,000
Atlantic City Electric Co. Window Display.....	June 13	Cannot be estimated
44th Annual Congress, American Optometric Ass'n (Atlantic City)	June 28-July 3	1,000
American Legion (Ocean City)	July 25-August 2.....	3,000
Morris County Fair (Morristown).....	August 19-23	10,000
American Hospital Ass'n Convention (Atlantic City).....	September 15-19	15,000
Trenton Fair	September 22-29	60,000
Fox Theater (Hackensack)	October 11-13	6,000
Junior High School No. 2 (Trenton).....	November 12-14	2,000
Rahway Theater (Rahway)	November 15-19	6,000
Roosevelt School (Rahway)	November 19-26	1,000
Grant Elementary School (Trenton).....	November 27-December 8.....	600
Total		264,250

4. Due to limitations posters were distributed to municipalities according to population:

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

5. Literature depicting safety in its various aspects and in conformity with prevailing conditions was distributed to schools, counties, municipalities, at

meetings, for the duration of the safety exhibits, motor vehicle inspection stations, safety councils, individuals and others.

Literature	Distribution
a. "Creating Safer Communities"	600
b. "Manual for Drivers"	30,000
c. "The Pedestrian Problem"	20,000
d. "The Skilled Driver"	20,000
e. "Time to Take Stock"	20,000
f. "Waste Not, Want Not"	20,000
g. "Annual Report of the Department of Motor Vehicles"	200
h. "Highway Safety; A Course of Study for High Schools"	500
i. "Law Book"	200
j. "Statistical Summary Sheets"	400
k. "Bike Quiz"	208,885
l. "New Jersey Traffic Safety Program. A Uniform Plan of Accident Prevention Procedure for New Jersey's County Traffic Safety Organizations"	1,000

6. Publications from Federal Departments, National organizations, other States and 78 monthly safety magazines were catalogued and indexed according to the adopted procedure for ready reference.

The end of the year found the nation at war. This called for additional efforts to prevent losses of civilian lives, health and property. Statistical data on the traffic accident increase in Great Britain since the start of hostilities in September, 1939 called for immediate measures to be taken to prevent a similar increase here. Public education will be an indispensable adjunct to all traffic safety effort during the war period which should include the following provisions:

Economy of operation and conservation of fuel, parts and accessories.
Steps to prevent traffic congestion and delay at key points in our industrial areas.

Alternate routes adjacent to strategic highways, adequately publicized.

Many old problems must be solved, such as pedestrian protection, parking, etc.

Many new problems may arise and we must be prepared for such possibilities as lighting restrictions and new methods of night traffic control.

TRAFFIC LAW VIOLATIONS

Police magistrates reported to the Department a total of 111,542 arrests during the year for violations of the Traffic and Motor Vehicle Acts. This was an increase of 10,833 or 10 per cent over the year 1940.

In addition to the 111,542 arrests within the State there were 12,534 New Jersey drivers apprehended for violations while traveling in other States.

ARRESTS AND PENALTIES

	1940	1941
Total arrests	100,709	111,542
Fined or jailed	77,141	84,279
Suspended Sentence	19,431	22,781
Dismissed	4,137	4,482

MAJOR VIOLATIONS

	1940	1941
Reckless driving	2,502	3,021
Speeding	44,358	44,394
Drunken driving	1,302	1,585
Hit and run	701	901
Manslaughter	104	85
Careless driving	16,662	19,396
Stop street	2,620	3,788
Passing signal	4,817	5,325
Parking	Not tabulated	8,629
Miscellaneous	27,643	24,418

The sum of \$262,114.37 was derived from fines imposed in cases where arrests were made by Motor Vehicle Inspectors and State Police. This was an increase of 12.7 per cent.

By means of the filing system used by the Department in its handling of the Magistrates' reports of convictions, a total of 2,628 repeaters were brought to attention. These were drivers with a minimum of two convictions which automatically made them subject to revocation proceedings.

TOTAL ARRESTS BY COUNTIES

	1940	1941
Atlantic	4,065	3,063
Bergen	11,821	11,110
Burlington	5,713	6,921
Camden	4,198	4,531
Cape May	682	841
Cumberland	1,610	1,576
Essex	19,657	22,561
Gloucester	2,954	3,085
Hudson	1,875	2,735
Hunterdon	1,530	2,185
Mercer	4,433	4,433
Middlesex	9,004	10,466
Monmouth	3,185	3,400
Morris	3,928	4,460
Ocean	2,910	3,349
Passaic	4,431	4,931
Salem	2,195	1,708
Somerset	5,823	6,542
Sussex	1,189	1,299
Union	8,388	11,166
Warren	1,118	1,180
	<hr/> 100,709	<hr/> 111,542

REPORT OF TRAFFIC VIOLATIONS

Counties	Total Reports	DISPOSITION					VIOLATIONS							
		Fine or Jail	Suspended Sentence	Dis- missed	Reckless Driving	Speeding	Drunken Driving	Hit and Run	Man- slaughter	Careless Driving	Stop Street	Passing Signal	Miscel- laneous	Parking
Atlantic ..	3063	2737	232	94	60	1814	93	17	3	479	67	15	505	10
Bergen	11110	8394	1995	721	293	5428	151	89	8	1567	22	589	2667	296
Burlington..	6921	6348	487	86	148	3785	58	25	1	1347	122	82	1173	180
Camden	4531	3990	461	80	196	1537	86	56	2	1106	215	142	1027	164
Cape May..	841	777	50	14	53	261	19	4	1	287	8	13	185	10
Cumberland	1576	1244	237	45	57	348	49	18	3	593	103	5	395	5
Essex	22561	12677	9059	825	141	7124	161	214		2281	2089	1715	4831	4005
Gloucester..	3085	2726	300	59	139	1043	33	23	4	920	171	41	643	68
Hudson	2735	1289	982	464	383	619	111	48	7	219	3	155	858	332
Hunterdon..	2185	1961	191	33	62	636	13	11		514	19	53	804	73
Mercer	4433	4012	261	160	141	2429	46	42	1	780	19	38	795	142
Middlesex..	10466	9135	1115	216	212	5498	101	48	9	1569	69	409	2448	103
Monmouth..	3400	2791	403	206	213	710	80	40	7	1160	55	172	907	56
Morris	4460	3905	319	236	200	1987	54	40	7	1129	25	74	791	153
Ocean	3349	3033	267	49	75	1723	33	11	1	800	42	9	520	135
Passaic	4931	2627	1722	582	166	1216	154	72	10	982	25	239	1358	709
Salem	1708	1532	150	26	45	548	64	13	1	367	155	12	481	22
Somerset ..	6542	5689	799	54	86	3559	56	20	4	1177	216	194	993	237
Sussex	1299	1225	55	19	74	361	19	7		301	64		397	76
Union	11166	7047	3617	502	246	3418	189	93	15	1458	292	1305	2359	1791
Warren	1180	1140	29	11	31	350	15	10	1	360	7	63	281	62
	111542	84279	22781	4482	3021	44394	1585	901	85	19396	3788	5325	24418	8629

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING DIVISION

The New Jersey Financial Responsibility Law was amended effective July 28, 1941. The law formerly provided for the revocation of licenses of those failing to satisfy judgments in excess of \$100. The amendment calls for the revocation of licenses where a defendant has failed to satisfy a judgment in excess of \$25. within thirty days after the date the judgment becomes final. The law provides, however, for installment payments of judgments.

Defendants in this class are also required to prove evidence to the Motor Vehicle Department of financial responsibility for future accidents for a period of three years after the judgment becomes final. The law applies to judgments secured against New Jersey residents in any part of the United States or Canada.

The other important change pertains to motorists who have avoided compliance with the financial responsibility law by undergoing bankruptcy proceedings. Since July 28, a discharge in bankruptcy following a judgment against an owner or operator resulting from a motor vehicle accident, no longer relieves him of any requirements of the act.

Unsatisfied judgments totaling \$593,025.91 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 \$225,345.10. 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 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 motorists. Thus is provided a protection to persons injured in motor vehicle accidents by broadening their ability to collect damages.

Perhaps the outstanding feature of the Financial Responsibility Law is that it either removes from the highways the irresponsible motorists or else forces these motorists into a financially responsible position whereby they will be able to 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 89,775 cars involved in accidents reported to this department during the year 1941, 42 per cent were insured, 26 per cent were not insured, while the information was unanswered in 32 per cent of the cases. The figures were as follows:

	Total Cars	Fatal Acci.	Pers. Inj. Acci.	Prop. Dmge. Acci.
Car Insured	37,780	413	13,282	24,085
Car not insured	23,150	364	9,012	13,774
Insurance Status Unknown..	28,845	380	11,041	17,424
Total cars	89,775	1157	33,335	55,283

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, 5,539 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 . . . 69,183. Included in these totals are 1,940 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 1,765 accident cases where the parties concerned have established to department satisfaction that the property damage as result of the accident was not \$25. 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.

HABITUAL VIOLATORS:

Habitual Violators required to comply with Financial Responsibility Law	119
Financial Responsibility required result of fatal accidents	113

MAGISTRATE REPORTS:

Magistrates' reports received during 1941 covering convictions of certain sections of the Motor Vehicle or Traffic Act which are set forth by the New Jersey Financial Responsibility Law, total, 4,756. These reports are classified as follows:

Title 39: Chapter 4, Section 96	2,638
Title 39: Chapter 4, Section 129	649
Title 39: Chapter 4, Section 50	1,454
Title 39: Chapter 4, Section 98 (License Revoked)	8
Title 39: Chapter 4, Section 97 (License Revoked)	7
Evidence of financial responsibility requested as result of convictions	4,756
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	492

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	3,237
Pending cancellation cases, where sufficient time has not elapsed to complete the cases.....	120

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 1941, 7,433 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 1941 14,255

JUDGMENTS:

The law requires that the department shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$25. 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 1941	900
Judgments secured against New Jersey residents in another State	69
New Jersey judgments secured against non-residents.	46
Unsatisfied judgments reported	\$593,025.91
Judgments later paid	\$225,345.10
Revocations	732
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	558
Satisfied law, cases	175
Pending, Inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys.....	1
Pending, sufficient time has not elapsed for case to be completed	15

REVOCATIONS:

Total revocations for failure to comply with the Financial Responsibility Law	5,767
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RESTORATIONS:

Total restorations, after establishing financial responsibility	3,363
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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	643
Fee collected	\$568.00
568 Certified abstracts @ \$1.00	\$568.00
*48 Certified abstracts @ No Fee	
18 Certified abstracts @ Void	
	<hr/>
	\$568.00

*These 48 certified copies were issued—No Fee, and were for Inspectors to be used as evidence to assist them in the prosecution of cases.

The operation of the photostat equipment comes under the jurisdiction of this division. 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.

EXCISE TAX

Transportation is as essential as production in the effort to ACHIEVE VICTORY. Fulfillment of the obligation to keep a fighting America on the move involves "all out" efforts on the part of all agencies of transportation. The role of highway transportation of passengers by the interstate bus lines is a highly important one.

The bus, as well as the automobile, is making available a supply of labor without which newly located and vastly expanded war industries could not operate. Though the shortage of rubber for tires promises future difficulties for the passenger automobile, American ingenuity and common sense will prove equal to the task of insuring that existing public motor transportation facilities render maximum service. In accordance with the provisions of Sections 48: 4-20 to 48: 4-34 inclusive of the Revised Statutes, the Commissioner of Motor Vehicles has collected from the interstate bus operators a half-cent per mile tax for the use of the highways. Following is a summary of the total mileage, mileage exempted from the tax, the taxable mileage and the revenue collected. The tax is payable monthly. For 1941, the total of \$104,461.53 represented an increase of \$3,405.33 over 1940.

MONTHLY RECORD OF EXCISE TAXES IMPOSED AND COLLECTED

1941

Month	Total Mileage	Exempt Miles	Taxable Mileage	Total Amount
January	1,562,823	99,274	1,463,549	\$7,317.63
February	1,480,743	99,848	1,380,895	6,868.45
March	1,610,712	105,790	1,504,922	7,549.54
April	1,678,681	104,517	1,574,164	7,898.52
May	1,755,440	109,087	1,646,353	8,292.11
June	1,961,202	99,916	1,861,286	9,321.95
July	2,409,641	111,407	2,298,234	11,510.16
August	2,547,419	127,891	2,419,528	12,093.81
September	2,026,749	95,968	1,930,781	9,654.25
October	1,786,651	101,787	1,684,864	8,424.59
November	1,649,576	77,172	1,572,404	7,807.88
December	1,634,862	103,557	1,531,305	7,722.64
TOTAL	22,104,499	1,236,214	20,868,285	\$104,461.53

CHANGES IN TITLE 39, REVISED STATUTES

CHAPTER 341—Provides for the issuance of Compendiums to the holders of learner's permits only.

39:3-41. At the time of the issuance of a learner's permit to operate a motor vehicle, the commissioner shall give to each applicant for the learner's permit a compendium of this Title.

CHAPTER 342—Requires motor vehicles equipped with multiple-beam lighting to be furnished with beam indicator plainly visible to driver.

39:3-59. Every New Jersey registered motor vehicle hereafter equipped with multiple-beam road lighting equipment shall be equipped with a beam indicator, which shall be lighted whenever the uppermost distribution of light from the headlamps is in use, and shall not otherwise be lighted. Said indicator shall be so designed and located that when lighted it will be readily visible without glare to the driver of the vehicle so equipped.

CHAPTER 343—Fixes penalties for violations of Chapter 3 where there is no specific penalty provided.

For a violation of a provision of Chapter 3 of Title 39 of the Revised Statutes for which no specific penalty is provided, the offender shall be liable to a penalty of not more than fifty dollars (\$50.00) or imprisonment for a term not exceeding fifteen days or both.

CHAPTER 344—Provides penalties for operating after registration or reciprocity privilege has been revoked.

39:3-40. No person to whom an operator's license has been refused, or whose operator's license or reciprocity privilege has been suspended or revoked, shall personally operate a motor vehicle during the period of the refusal, suspension or revocation.

No person whose motor vehicle registration has been revoked shall operate or permit the operation of such motor vehicle during the period of such revocation. A person who violates this section shall be fined not less than one hundred dollars (\$100.00) nor more than five hundred dollars (\$500.00).

CHAPTER 345—Fixes uniform standards for highway and traffic signs. Amends 39:4-141.

CHAPTER 60—Requires reports to Commissioner of convictions for offense involving use of motor vehicle.

39:5-42. Every judge or magistrate shall make a report, in writing, to the Commissioner (1) of all cases heard before him for violation of Chapter 3, of this Title (R.S. 39:3-1 et seq.), or for any other violation in which a motor vehicle was used in any way, and (2) of the conviction of any person having committed a penal offense or crime in the commission of which a motor vehicle was used, within three days after the disposition of the case before him as a judge or magistrate, upon blanks provided by the Commissioner for that purpose.

The report shall state the nature of the violation, the full facts concerning the use of the motor vehicle in the commission of the penal offense or crime, the disposition of the case by the judge or magistrate and any recommendations which the judge or magistrate may deem of value to the Commissioner in determining whether action should be taken against the license of the driver or owner of the motor vehicle.

CHAPTER 31—Fixes \$1.00 annual license fee for farm implements operated as motor vehicles traversing public highways for not more than five miles.

Supplements 39:3.

The Commissioner may register motor vehicles, not for hire, used exclusively as farm machinery or farm implements, to travel upon the public highways from one farm, or portion thereof, to another farm, or portion thereof, both owned or managed by the registered owner of the vehicle or vehicles; provided, that no such vehicle shall traverse more than five miles of highway in traveling from one farm or portion thereof, to another farm, or portion thereof; and no such vehicle shall be used to deliver or transport any farm products, goods, wares or merchandise, excepting from one farm or portion thereof, to another farm, or portion thereof, both owned or managed by the registered owner of the vehicle or vehicles, and no such vehicle shall be operated on the highway between sunset and sunrise; and no such vehicle, which is not equipped with rubber tires on all wheels, shall be operated at a speed exceeding four miles per hour, nor with wheels of a type that will damage or will be likely to damage the highway; and no such vehicle shall draw any other vehicle except that, with the permission of the Commissioner, it may draw not more than one vehicle used exclusively on the farm and in such case such drawn vehicle need not be registered.

The fee for such registration shall be one dollar (\$1.00) per annum, whether the registration is issued for a yearly period or only a portion thereof.

CHAPTER 178—Fixes minimum and maximum salary for motor vehicle inspectors, deputy chief inspectors and chief inspectors; prescribes uniform yearly increments.

Amends 39:2-6.

In accordance with the limits hereinafter prescribed the compensation of inspectors is hereby fixed at a minimum of eighteen hundred dollars (\$1,800.00) per annum and a maximum of twenty-nine hundred and forty dollars (\$2,940.00) per annum; of deputy chief inspectors, at a minimum of three thousand dollars (\$3,000.00) per annum and a maximum of thirty-six hundred dollars (\$3,600.00) per annum; of the chief inspector, at a minimum of thirty-nine hundred dollars (\$3,900.00) per annum and a maximum of forty-two hundred dollars (\$4,200.00) per annum. For each year of service after appointment, the minimum salary as inspector, deputy chief inspector and chief inspector shall be increased at the rate of one hundred and twenty dollars (\$120.00) until the maximum salary is reached.

CHAPTER 257—Permits operation of roadbuilding machinery between place of storage and location of construction with "in transit" license. These

registrations are issued from the office of the Commissioner.
Amends 39:4-30.

CHAPTER 260—Governs moving of roadbuilding machinery on trailers or semi-trailers. Fee of \$150.00 required for this special registration and before crossing the tracks of any railroad at grade, twenty-four hours' notice shall be given to the officials of the railroad.
Amends 39:4-26-27-128.

CHAPTER 296—This amendment provides for the revocation of licenses where a defendant has failed to satisfy a judgment in excess of \$25.00 within thirty days after the date the judgment becomes final. The law provides, however, for installment payments of judgments. A certificate of insurance for a period of three years after the judgment becomes final is also required. This law applies to judgments procured against New Jersey residents in any part of the United States or Canada.
Amends 39:6-1-5.

INFORMATION SERVICE

An important public service rendered by the Department of Motor Vehicles is the Information Bureau through which data concerning registered motor vehicles, licensed drivers, etc., is supplied twenty-four hours a day. This service ties in directly with the State and local police and has proved, through the years, of great value in connection with criminal and alien investigations.

An idea of the great volume of queries at the Information Bureau is seen in the fact that 613,006 requests for information were handled during the calendar year.

A breakdown showing the types of requests handled by the Bureau is as follows:

TYPES OF REQUESTS HANDLED BY INFORMATION BUREAU

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding duplicate and renewal licenses and telegrams..	3,822	2,104	3,821	3,771	2,727	2,941	3,662	3,276	2,991	2,928	2,588	2,641	37,272
Regular information letters.....	6,335	6,371	6,681	6,364	5,897	6,749	6,504	5,608	6,748	6,974	6,426	6,783	77,440
Certified Copies, special delivery and registered letters	5,427	6,032	5,524	5,212	6,137	5,324	5,117	5,412	5,575	5,309	5,420	5,047	65,536
Lookups on lists and miscellaneous lookups	14,669	14,481	15,087	13,624	16,042	14,894	15,182	13,163	14,320	15,842	13,402	12,846	123,552
People appearing at office in person for information.....	906	966	1,462	1,201	986	723	997	940	939	946	857	913	11,836
Telephone calls and telautograph 1 a. m.-9 a. m. Local.....	674	3,144	3,563	2,421	2,795	2,140	2,246	3,029	3,176	3,054	2,503	2,784	31,529
Telephone calls and telautograph 1 a. m.-9 a. m. Long Distance..	3,980	1,391	2,113	1,990	2,380	2,269	2,143	2,060	2,081	2,529	2,834	2,943	28,713
Telephone calls and telautograph 9 a. m.-5 p. m. Local.....	6,647	7,685	6,044	4,795	3,840	3,468	2,934	2,874	2,844	3,239	2,888	3,165	50,423
Telephone calls and telautograph 9 a. m.-5 p. m. Long Distance..	6,744	3,617	3,560	2,966	3,724	3,537	3,150	3,244	3,197	3,093	2,855	3,342	43,029
Telephone calls and telautograph 5 p. m.-1 a. m. Local.....	500	3,445	3,986	3,113	2,976	2,913	3,173	2,907	2,945	2,880	2,960	3,147	34,945
Telephone calls and telautograph 5 p. m.-1 a. m. Long Distance.	4,034	2,725	3,326	3,293	3,016	2,919	3,174	2,849	3,044	3,113	2,845	3,293	37,631
Record checks	1,208	1,349	986	1,174	1,191	1,046	897	1,321	1,891	2,470	3,873	3,694	21,100
TOTALS	54,946	53,310	56,153	49,924	51,711	48,923	49,179	46,683	49,751	52,377	49,451	50,598	613,006

SERVICE OF PROCESS ON NON-RESIDENTS

The Department collected the sum of \$4,842.00 in carrying out the provisions of Chapter 7 of Title 39, providing for the service of process on non-residents in automobile accident litigation.

Following is a list of fees collected:

1941	
January	\$272.00
February	168.00
March	570.00
April	216.00
May	398.00
June	508.00
July	318.00
August	504.00
September	530.00
October	352.00
November	528.00
December	478.00
TOTAL	\$4,842.00

BILLS OF SALE

New car sales during the year totaled 151,881 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 763,310. These figures represent an increase of 7,662 in new car sales and an increase of 84,933 in assignments over the previous year.

Total revenue from bill of sale issuances and transactions was \$773,897.50 as compared with \$694,859.25 in 1941, an increase of 11 per cent.

During the year 317 new dealers' licenses were issued by the Division, making a total of 2,190 on the active dealers' list. At the same time the Division revoked 295 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 an eleven-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
1941	151,881	763,310

TYPES OF BILL OF SALE FORMS ISSUED

ORIGINAL BILLS OF SALE (BS-1)

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

151,881 @ .50 \$75,940.50

ASSIGNMENTS (BS-2)

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

*763,310 @ .50 381,655.00

ABSTRACTS OF CONTRACT

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

72,796 on BS-1 36,398.00
183,893 on BS-2 91,946.50

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.

6,848 @ .50 3,424.00

PROOF OF OWNERSHIP CERTIFICATE (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.

94,578 @ 1.00 94,578.00
10,549 @ 1.00 10,549.00

DEALERS BILL OF SALE LICENSES

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

317 @ 10.00 3,170.00

PENALTIES

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

7,036 @ 1.00 7,036.00

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.

275.00

COLLECTIONS ON LIENS

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

270,220 @ .25 67,555.00

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.

2,475 @ .25 618.75

SPECIAL COLLECTIONS

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

751.75

Total revenue from January 1, 1941 to December 31, 1941.

\$773,897.50

* 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.

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 34,230,383 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	Sheets	Imprints	Items	Items Numbered	Perforated	Total Oper- ations
Testing	352,400	447,540	737,960			737,960
Shipping	363,110	469,270	1,074,490		50,000	1,124,490
Inspectors	175,735	191,735	300,705			300,705
Financial	240,870	354,780	367,440			367,440
Fines	149,350	202,398	264,088			264,088
Traffic	7,000	7,000	7,000			7,000
Safety. Ed.	68,350	129,850	99,300		30,000	129,300
Files	13,000	13,000	130,000		7,000	137,000
Information	28,200	28,000	122,800			122,800
Main Office	51,000	72,500	59,500			59,500
Excise	19,100	32,600	42,600	23,000	11,100	76,700
Bill of Sale	197,810	231,310	286,000			286,000
Low Number	29,500	29,500	29,500			29,500
Pamphlets	450,000	450,000	900,000			900,000
Permits	198,000	297,000	792,000			792,000
Law Books	27,300	54,600	1,300			1,300
Applications	787,563	1,490,569	4,742,478			4,742,478
Certificates	1,057,050	1,360,500	13,606,500	9,816,020	982,002	24,404,522
Miscellaneous	5,000	5,000	5,000			5,000
TOTAL	4,240,338	5,867,592	23,311,261	9,839,020	1,080,102	34,230,383
Mimeograph (for all divisions)						775,450
Addressograph (for all divisions)						125,000

STATISTICAL SUMMARY OF MOTOR VEHICLE ACCIDENTS

IN NEW JERSEY
State, County or CityDURING YEAR 19 41
Month or Year

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	6498	465	6033		472	372	100	17	42	24	50	193	146		6219	4204	2016	593	2077	504	819	1270	539	417					222		7959
2. Other motor vehicle	37026	220	11423	25383	275	205	70	3	9	66	95	77	25		20063	10870	9193	388	916	5595	7328	3263	556	2017					229		15036
3. Horse drawn vehicle	62	1	37	24	1	1									49	45	4	1	2	6	10	20	5	5					472		6219
4. Railroad train	90	12	36	42	21	13	8	1	2	6	7	5			69	49	20	3	7	22	27	10	6					24		762	
5. Bicycle	813	23	719	71	24	23	1		12	6	1	4	1		762	694	68	1	465	228	30	15	3	20					15		155
6. Fixed object	3061	130	1354	1577	137	113	24	2	1	36	64	27	7		2245	1558	687	24	57	916	806	261	36	145					3		51
7. Non-collision	1026	38	635	353	40	37	3	1	3	9	14	11	2		953	656	297	28	65	353	318	110	20	59					6		233
8. Miscellaneous	158	1	35	122	1	1									55	31	24	1	2	10	19	12	5	6							
Total	48734	890	20272	27572	971	764	207	24	69	147	232	318	181		30415	18107	12308	1039	3591	7634	9357	4961	1164	2669					971		30415

HOUR OF OCCURRENCE	NUMBER OF ACCIDENTS				ROAD CHARACTER	NUMBER OF ACCIDENTS				DRIVERS	NUMBER OF DRIVERS				DRIVER VIOLATIONS	NUMBER OF DRIVERS				PEDESTRIANS	NUMBER OF PEDESTRIANS		
	Total	Fatal	Personal Injury	Property Damage Only		Total	Fatal	Personal Injury	Property Damage Only		Total	Fatal	In Personal Injury Accidents	In Property Damage Accidents		Total	Fatal	In Personal Injury Accidents	In Property Damage Accidents		ACTIONS OF PEDESTRIANS	Total	Killed	Injured
1. 12:01 A.M. to 1 A.M.	1811	44	722	1045	1. Straight road	43576	713	18219	24644	1. Under 17 years	66	1	26	39	1. Exceeding lawful speed	7761	256	3203	4302	1. Crossing at intersection—with signal	202	4	198
2. 1:01 A.M. to 2 A.M.	1468	31	589	848	2. Sharp curve or turn	1119	41	444	634	2. 17 years	1793	31	679	1083	2. On wrong side of road	5118	94	1852	3172	2. Same—against signal	350	21	329
3. 2:01 A.M. to 3 A.M.	1318	48	543	727	3. Other curves	1202	58	473	673	3. 18 years	2534	28	1010	1496	3. Cutting in	1653	5	389	1259	3. Same—no signal	1752	81	1671
4. 3:01 A.M. to 4 A.M.	1106	55	471	600	4. Level road	36	18	18	18	4. 19 years	3099	52	1260	1787	4. Passing on hill	106	2	36	68	4. Same—diagonally	72	4	68
5. 4:01 A.M. to 5 A.M.	571	19	270	282	5. Up grade	988	32	397	559	5. 20 years	3291	47	1304	1940	5. Passing on curve	86	1	29	56	5. Crossing not at intersection—coming from behind parked vehicle	1504	65	1439
6. 5:01 A.M. to 6 A.M.	1034	24	371	639	6. Hill crest	193	3	77	113	6. 21 to 24 years	12011	192	4826	6993	6. Failure to signal or improper signal	2908	7	782	2119	6. Same—not coming from behind parked vehicle	1503	181	1322
7. 6:01 A.M. to 7 A.M.	1978	18	674	1286	7. Down grade	1616	45	642	929	7. 25 to 44 years	36726	636	14657	21632	7. Improper turn—wide right turn	528		112	416	7. Coming from behind parked cars to enter vehicle	35	2	33
8. 7:01 A.M. to 8 A.M.	1642	17	600	1025	9. Unknown	4	2	2	2	8. 45 to 64 years	12559	193	4858	7508	8. Too close to corner on left turn	939	4	322	613	8. Getting on or off other vehicle	75	1	74
9. 8:01 A.M. to 9 A.M.	1463	24	574	865	TOTAL	48734	890	20272	27572	9. 65 and over	16596	56	4304	12236	9. Same—turned from wrong lane	405	1	63	321	9. Playing in roadway	544	15	529
10. 9:01 A.M. to 10 A.M.	1762	20	668	1074						TOTAL	89775	1157	33335	55283	10. Disregarded Stop Sign	1754	38	676	1040	10. Walking in roadway with traffic	205	54	161
11. 10:01 A.M. to 11 A.M.	1920	14	792	1114										11. Disregarded warning sign or signal	467	8	146	313	11. Hitching on vehicle	34	1	13	
12. 11:01 A.M. to 12 noon	2280	20	977	1283	ROAD LOCATION									11. Disregarded Stop and Go Light	1246	8	471	767	12. Lying in roadway	10		9	
13. 12:01 noon to 1 P.M.	2159	25	828	1306	1. At intersection	25732	276	10510	14946					12. Improper parking	32	4	28		13. At work on car in roadway	40	8	32	
14. 1:01 P.M. to 2 P.M.	2443	32	943	1468	2. Alley or driveway intersection	1108	9	367	732					13. Disregarded police officer	1246	2	144	1100	14. Other actions	291	13	278	
15. 2:01 P.M. to 3 P.M.	2791	34	1199	1658	3. Between intersections	21142	579	9093	11470	1. Male	81303	1097	30247	49959	14. Improper starting from parked position	547	3	161	393	15. Actions unknown	6691	472	6219
16. 3:01 P.M. to 4 P.M.	3567	40	1533	1994	4. Bridge, underpass	660	14	266	380	2. Female	8225	60	30289	5136	15. Following too closely	4969	10	1707	3252				
17. 4:01 P.M. to 5 P.M.	3932	70	1731	2131	5. Railroad crossing	90	12	36	42	9. Unknown	247	59	188		16. Hit and run	1497	71	371	1055				
18. 5:01 P.M. to 6 P.M.	3078	78	1412	1588	6. Unknown	2			2	TOTAL	89775	1157	33335	55283	17. Passing on wrong side	345	3	79	263				
19. 6:01 P.M. to 7 P.M.	3010	61	1381	1568	TOTAL	48734	890	20272	27572						18. Overcrowded, passengers	64	4	20	30				
20. 7:01 P.M. to 8 P.M.	2449	54	1130	1265											20. No violations indicated	58114	640	22768	34716				
21. 8:01 P.M. to 9 P.M.	2109	51	898	1160	MANNER OF COLLISION										TOTAL	89775	1157	33335	55283				
22. 9:01 P.M. to 10 P.M.	1840	68	744	1028																			
23. 10:01 P.M. to 11 P.M.	1924	47	791	1086																			
24. 11:01 P.M. to 12 midnight	577	213	364																				
25. Unknown	48734	890	20272	27572																			
TOTAL	48734	890	20272	27572																			
LIGHT CONDITIONS	NUMBER OF ACCIDENTS				ROAD CHARACTER	NUMBER OF ACCIDENTS				DRIVERS	NUMBER OF DRIVERS				DRIVER VIOLATIONS	NUMBER OF DRIVERS				PEDESTRIANS	NUMBER OF PEDESTRIANS		
	Total	Fatal	Personal Injury	Property Damage Only		Total	Fatal	Personal Injury	Property Damage Only		Total	Fatal	In Personal Injury Accidents	In Property Damage Accidents		Total	Fatal	In Personal Injury Accidents	In Property Damage Accidents		ACTIONS OF PEDESTRIANS	Total	Killed	Injured
1. Daylight	27443	328	11193	15922	1. Straight road	43576	713	18219	24644	1. Under 17 years	66	1	26	39	1. Exceeding lawful speed	7761	256	3203	4302	1. Crossing at intersection—with signal	202	4	198
2. Dusk	2048	25	883	1140	2. Sharp curve or turn	1119	41	444	634	2. 17 years	1793	31	679	1083	2. On wrong side of road	5118	94	1852	3172	2. Same—against signal	350	21	329
3. Darkness with street lights	12634	274	5505	6854	3. Other curves	1202	58	473	673	3. 18 years	2534	28	1010	1496	3. Cutting in	1653	5	389	1259	3. Same—no signal	1752	81	1671
4. No street lights	6032	263	2477	3292	4. Level road	36	18	18	18	4. 19 years	3099	52	1260	1787	4. Passing on hill	106	2	36	68	4. Same—diagonally	72	4	68
5. Unknown	577	213	364		5. Up grade	988	32	397	559	5. 20 years	3291	47	1304	1940	5. Passing on curve	86	1	29	56	5. Crossing not at intersection—coming from behind parked vehicle	1504	65	1439
TOTAL	48734	890	20272	27572	6. Hill crest	193	3	77	113	6. 21 to 24 years	12011	192	4826	6993	6. Failure to signal or improper signal	2908	7	782	2119	6. Same—not coming from behind parked vehicle	1503	181	1322
					7. Down grade	1616	45	642	929	7. 25 to 44 years	36726	636	14657	21632	7. Improper turn—wide right turn	528		112	416	7. Coming from behind parked cars to enter vehicle	35	2	33
					9. Unknown	4	2	2	2	8. 45 to 64 years	12559	193	4858	7508	8. Too close to corner on left turn	939	4	322	613	8. Getting on or off other vehicle	75	1	74
					TOTAL	48734	890	20272	27572	9. 65 and over	16596	56	4304	12236	9. Same—turned from wrong lane	405	1	63	321	9. Playing in roadway	544	15	529
										TOTAL	89775	1157	33335	55283	10. Disregarded Stop Sign	1754	38	676	1040	10. Walking in roadway with traffic	205	54	161
															11. Disregarded warning sign or signal	467	8	146	313	11. Hitching on vehicle	34	1	13
															11. Disregarded Stop and Go Light	1246	8	471	767	12. Lying in roadway	10		9
															12. Improper parking	32	4	28		13. At work on car in roadway	40	8	32
															13. Disregarded police officer	1246	2	144	1100	14. Other actions	291	13	278
															14. Improper starting from parked position	547	3	161	393	15. Actions unknown	6691	472	6219
															15. Following too closely	4969	10	1707	3252				
															16. Hit and run	1497	71	371	1055				
															17. Passing on wrong side	345	3	79	263				
															18. Overcrowded, passengers	64	4	20	30				
															20. No violations indicated	58114	640	22768	34716				
															TOTAL	89775	1157	33335	55283				

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 Since Jan. 1.	Injured Since Jan. 1.		
COLLISION WITH	36	13	23		13	13				1		11	1		27	16	11		1	5	7	11	3							
1. Pedestrian	1794	28	611	1155	32	28	4			7	17	8			1182	682	500	9	35	300	512	179	26	121				36	491	
2. Other motor vehicle	6		3	3											3	5					1	1						30	865	
3. Horse drawn vehicle	2		1	1											1	1					1	1						13	27	
4. Railroad train	5	2	2		2	2				1		1			3	3			1	1								2	3	
5. Bicycle	146	24	63	59	27	21	6			3	22	1	1		117	94	23	2	1	35	57	15	7					1	2	
6. Fixed object	47	6	29	12	8	7	1			3	4	1			57	50	7	2	1	19	26	4	5						3	
7. Non-collision	2																												9	
8. Miscellaneous	2038	73	732	1233	82	71	11			15	43	22	2		1390	849	541	13	39	360	605	210	30	133						
Total																											TOTAL	82	1390	

HOUR OF OCCURRENCE					NUMBER OF ACCIDENTS			
					Total	Fatal	Personal Injury	Property Damage Only
1. 12.01 A.M. to 1 A.M.	165	4	62	99				
2. 1.01 A.M. to 2 A.M.	140	3	48	89				
3. 2.01 A.M. to 3 A.M.	126	12	48	66				
4. 3.01 A.M. to 4 A.M.	126	16	47	63				
5. 4.01 A.M. to 5 A.M.	43	5	23	15				
6. 5.01 A.M. to 6 A.M.	51	2	16	13				
7. 6.01 A.M. to 7 A.M.	25	2	10	13				
8. 7.01 A.M. to 8 A.M.	16	1	3	8				
9. 8.01 A.M. to 9 A.M.	12	1	3	13				
10. 9.01 A.M. to 10 A.M.	18	1	7	10				
11. 10.01 A.M. to 11 A.M.	19		9	10				
12. 11.01 A.M. to 12 noon	26	2	10	14				
13. 12.00 noon to 1 P.M.	35	2	13	20				
14. 1.01 P.M. to 2 P.M.	37		16	21				
15. 2.01 P.M. to 3 P.M.	59	2	25	32				
16. 3.01 P.M. to 4 P.M.	75	2	27	46				
17. 4.01 P.M. to 5 P.M.	122	5	32	85				
18. 5.01 P.M. to 6 P.M.	141	1	50	90				
19. 6.01 P.M. to 7 P.M.	165	1	59	105				
20. 7.01 P.M. to 8 P.M.	143	1	53	89				
21. 8.01 P.M. to 9 P.M.	170	4	56	110				
22. 9.01 P.M. to 10 P.M.	158	5	57	96				
23. 10.01 P.M. to 11 P.M.	152	1	48	103				
24. 11.01 P.M. to 12 midnight	18		3	15				
25. Unknown	2038	73	732	1233				
TOTAL								

LIGHT CONDITIONS					NUMBER OF ACCIDENTS			
					Total	Fatal	Personal Injury	Property Damage Only
1. Daylight	454	14	166	274				
2. Dusk	81	2	27	52				
Darkness with								
3. Street lights	913	25	294	594				
4. No street lights	572	32	242	298				
9. Unknown	18		3	15				
TOTAL	2038	73	732	1233				
DAY OF OCCURRENCE					NUMBER OF ACCIDENTS			
					Total	Fatal	Personal Injury	Property Damage Only
1. Sunday	587	28	225	334				
2. Monday	172	6	56	110				
3. Tuesday	117	5	38	74				
4. Wednesday	197	11	67	119				
5. Thursday	192	4	78	110				
6. Friday	294	8	103	183				
7. Saturday	479	11	165	303				
9. Unknown	2038	73	732	1233				
TOTAL								
ROAD CONDITION					NUMBER OF ACCIDENTS			
					Total	Fatal	Personal Injury	Property Damage Only
1. Dry								
2. Wet								
3. Muddy								
4. Snowy								
5. Icy								
9. 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								
9. 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								
9. Unknown								
TOTAL								

