

*N. J. Dept. of Law and Public Safety, Division
of Motor Vehicles*

A CHRONOLOGY

of the

NEW JERSEY MOTOR VEHICLE DEPARTMENT,

The New Jersey Department of Motor Vehicles was organized in 1906 as an adjunct of the Secretary of State's Office. It became a separate department of state government on March 29, 1926.

Five administrators have guided its destiny over the past 40 years, beginning with J. B. R. Smith who served from 1906 to 1911; Job H. Lippincott from 1912 to 1914; William L. Dill from 1915 to 1929; Harold G. Hoffman from 1930 to 1935 and Arthur W. Magee from 1935 to the present.

The speed limit for automobiles in 1906 was "one mile in three minutes" or 20 miles per hour. Motorists were required to provide their own license plates and the top registration fee was \$5.

It was a comparatively simple matter in those early days to obtain a driver's license. All that was required was a declaration from the applicant that he was competent to drive and a written statement giving a description of the vehicle.

During the first year of its operation the Department registered 13,759 motor vehicles and realized a gross revenue of \$67,063. Thirty-six years later the Department had a total car registration of 1, 196, 209 and a gross revenue of \$24,742,100.

The following excerpts (most of them direct quotes) were taken from the yearly reports of the commissioners. They are both interesting and instructive, reflecting as they do the rapid development of the motor vehicle as a medium of transportation..

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First employes appointed were a Chief Inspector and 7 assistants. Three of the assistants were paid \$3 per day until December 1 when their services were dispensed with for the winter. One was stationed at New Brunswick, one on the Rumson Road and the third was equipped with a motorcycle and did general patrol duty throughout the State. Four assistants were appointed without compensation..gentlemen who were interested in the proper use of motor vehicles and in the enforcement of the law..Their services, so freely given, have been of greatest value.

During the first year full time motor vehicle licensing agencies were established in Jersey City, Newark and Camden, Part-time agencies were created at Phillipsburg, Asbury Park, Sea Bright, Freehold, Lakewood, Plainfield, Bridgeton, Rahway, Edgewater, Hackensack, Branchville, Morristown, Atlantic City, Ringwood and Lambertville.

Registration fees were \$3 for vehicles with lower than 33 horsepower and \$5 for vehicles with more than 33 hp. A driver's license cost \$1 for the former classification of vehicle and \$2 for the latter.

The license plate, or marker, was provided by the owner of the vehicle and the law required that it be kept distinct and clean from grease, dust and all other blurring matter. In his first annual report, Commissioner Smith advised the Legislature that "there are many times when it is impossible to comply with this part of the law since the numbers cannot be kept free from dust for any considerable period of time when the roads are ordinarily dusty."

These were the days before full reciprocity. "Some of our States have extended courtesies to tourists by recognizing the registrations of other States, provided the identification marks indicate the State in which the registration was originally made. Others again extend this courtesy for a limited time while New Jersey and Pennsylvania not only insist upon registration in their own State before the car can be driven, but insist that the identification marks of no other State shall be displayed while the car is driven within its territory.

Personal examination of drivers is not only unpopular but "it accomplishes no good purpose". The experience of the Department bears out the contention that practically nobody attempts to drive a car who does not have sufficient knowledge to operate it carefully with a view to individual safety while those who are the most skillful are the ones who generally take reckless chances and who are responsible for most of the accidents. This view is being generally taken in other States and countries. The method which suggests itself as the most rational is to allow the licenses to be issued upon application under oath, in which the applicant testifies that he is above the age limit provided by statute; that he is physically and mechanically competent to drive a vehicle; that he is acquainted with the motor vehicle laws of the state and that he will not wilfully violate them. This is substantially the affidavit which we now require and it seems to cover all the information which should be necessary to insure safe driving on the roads.

Speed regulation is another question upon which the general public seems unable, at present, to arrive at anything even remotely approaching agreement. Some insist that the maximum limit should be 8 miles an hour, while others think that all speed limits should be removed and the motor car placed on a parity with other classes of vehicles.

There is much misunderstanding and lack of knowledge regarding the provisions of the "law of the road", not only by those who know them but an apparent contempt of the plain rights of other users. Motorists bitterly condemn the horsemen who neglect or refuse to make the proper and lawful concessions on their part. Besides this, pedestrians, especially boys, seeing the approach of a motor vehicle, frequently, and with evident intent, step in the way of the vehicle, to the driver's great annoyance. In all such cases there seems too often to be a disposition to observe the law of might rather than of right.

The Commissioner urged against legislation concerning the construction of motor vehicles, observing that manufacturers were rapidly solving these questions; that defective workmanship, together with the abuses originating from excessive noise, offensive odors caused by the escape of gas or steam, the dropping of ashes and refuse on the roads and other annoyances heretofore attending the use of motor vehicles are very rapidly becoming things of the past.

The horse breeding industry fears the rapid development of the motor vehicle and urges that there be restraint to hold down its expansion. However, statistics and experience both prove that the advent of the motor vehicle, as well, in fact, as the advent of every other new method of transportation, has stimulated rather than restricted the breeding of horses, and at no time in history is the horse bringing so much money or is so much thought of as at present. He prophesied that "the horse will continue to grow in favor, not perhaps as the lowly beast of burden (for motor vehicle will succeed the dray and other heavy vehicles as the electric car has succeeded the horse car), but as the noble and beloved dumb friend of man, and he will take his proper place in work where he may be used but not abused. The motor vehicle is both the horses' and the horsemen's benefactor.

Total motor vehicle registration.....13,759
 Total drivers licensed.....15,269
 Gross revenue.....\$67,063

1907..J.B.R.SMITH, Commissioner.

The big event of the year was the purchase of a second motorcycle for the inspector force. It will probably be found wise to equip all paid inspectors in this way.

Total motor vehicle registration.....17,619
 Total drivers licensed,.....18,085
 Gross revenue.....\$92,763

1908..J.B.R. SMITH, Commissioner.

The State supplied its own identification markers and registration fees were increased.

The question of reciprocity is still predominant. It must not be forgotten that New Jersey is situated in the heart of the most densely populated section of the Western Hemisphere; that over 5,000,000 residents of other states reside so near its boundaries that a single day's automobile journey is sufficient to carry them from their homes, over our improved roads, across our State, to a point far beyond its farthest boundaries; that the mileage of improved roads in New Jersey is many fold that of any other given territory of equal size outside the Continent of Europe; that contrary to the laws in many other states, these roads, as well as our unimproved roads, with two or three unimportant exceptions, are all absolutely free of toll charges or other expenses, to all tourists. This together with our numerous sea coast, and mountain pleasure and health resorts, constitute many advantages given to visiting motorists, not possessed by other states.

Complaints are frequent about the excessive noise of car motors. There is no excuse for this on the modern automobile. All exhaust pipes should be made to run parallel with the line of motion**much of the damage done to the roads by automobiles is caused by the exhaust pipes being at right angles rather than parallel with the line of motion.

Horse breeding interests persist in their objection to the motor vehicle, but with cheaper fuel and cheaper construction, the automobile will surely become the vehicle of commerce and of the masses. It will not supplant either the horse or the railroad but it will supplement both. It will do for the twentieth century progress what steam and rails did for the

19th Century and will soon be recorded among our greatest blessings.

Total motor vehicle registration.....21,948
Total drivers licensed.....20,545
Gross revenue.....\$188,742

1909...J.S.R. SMITH, Commissioner

Total motor vehicle registration.....35,552
Total drivers licensed.....28,178
Gross revenue.....\$247,424

1910...J.B.R. SMITH, Commissioner.

Total motor vehicle registration.....49,921
Total drivers licensed.....34,936
Gross revenue.....\$322,649

1911...J.B.R. SMITH, Commissioner.

15 day reciprocity law adopted in April.

Total motor vehicle registration.....43,056
Total drivers licensed.....44,341
Gross revenue.....\$413,786

1912...JOB H. LIPPINCOTT, Commissioner.

The Department devoted much of its inspection force to the work of enforcing the 15 day reciprocity privilege, particularly during the Summer months when tourists were frequent in New Jersey. The results directly traceable to such work were an increase of revenue to the State of many thousands of dollars.

Recommended to the Legislature boosting the minimum age of drivers from 16 to 18 years.

Total motor vehicle registration.....43,919
Total drivers licensed.....51,143
Gross revenue.....\$496,653

1913...JOB H. LIPPINCOTT, Commissioner.

Eight inspectors now employed by the Inspector Force

Bus transportation has sprung up over night. The establishment of motor buses, both for passenger traffic and for the transfer of freight opens a new field in which legislative action is imperative. There are operated in New Jersey at least 20 such lines and other similar lines are in the course of organization. The fact that these lines operate heavy machines at regular intervals upon given routes causes great damage to our roads, and such machines should be compelled to pay a license fee, or tax in

proportion to the damage done.

Total motor vehicle registration.....	49,458
Total drivers licensed.....	55,246
Gross revenue.....	\$661,084

1914..JOB H. LIPPINCOTT, Commissioner

To Commissioner Lippincott goes the credit for the first uniform traffic laws in the State. With traffic regulations controlled by local ordinance, motor travel required a knowledge of the speed limits and other rules of every municipality through which one travelled.

Commissioner Lippincott surveyed the traffic ordinances of all the cities and boroughs in the State, took the best features of each and included them into its recommendations to the Legislature. This bill removed from municipalities the power to regulate speed and other general traffic rules and substituted in its place state regulations. The bill was introduced and passed on April 6, 1915.

Although the 15 day reciprocity privilege was a law, it was much abused by the Summer visitor. It was the opinion of the Department that any person owning a car from another state who comes to New Jersey for the purpose of spending the Summer or spending a considerable time, should be willing to pay a license fee, thus contributing toward the cost of regulation and toward the cost of repairing roads.

For the first time in the nine years of its operation, the Motor Vehicle Department sees the necessity for safety education. Regulation of motor vehicles has become complicated through the general use of motors and the Department has been impelled to request the Commissioner of Education to suggest that instruction be given in the proper use of streets.

The inspectors will be equipped this year with complete registration lists covering New York, Connecticut, and Pennsylvania so that at their various homes in their own districts they will have a sufficient fund of information to be of value to persons inquiring for information from them and for their own use in regulation work.

Total motor vehicle registration.....	60,348
Total drivers licensed.....	70,313
Gross revenue.....	\$215,535

1915..WILLIAM L. DILL, COMMISSIONER.

Abolished speed trap on the White Horse Pike.

Maintained first yearly record of traffic fatalities. 241 deaths that year.

Total motor vehicle registration.....	78,232
Total drivers licensed.....	100,126
Gross revenue.....	\$1,063,207

1916..WILLIAM L. DILL, Commissioner.

215 traffic fatalities	
Total motor vehicle registration.....	104,341
Total drivers licensed.....	137,855
Gross revenue.....	\$1,402,695

1917..WILLIAM L. DILL, Commissioner.

New Jersey is singularly free of speed traps. The necessity of remitting all fines to the State has removed the incentive which at one time actuated many constables and justices of the peace.

245 traffic fatalities.
 Total motor vehicle registration.....134,964
 Total drivers licensed.....177,568
 Gross revenue.....\$1,923,163

1918..WILLIAM L. DILL, Commissioner.

The States of New York and Pennsylvania are still sadly lacking in proper laws for the regulation of vehicular traffic. We in New Jersey have a right to demand from those states whose resident motorists come into our State in such great numbers as do the motorists from New York and Pennsylvania that every non-resident motorist should be properly licensed. At the present time the vast majority of drivers from these states have never been subjected to an examination and know nothing whatsoever about the motor vehicle law. The result is that the New Jersey resident is constantly menaced by the recklessness of these non-residents, many of whom have absolutely no regard for the law and who believe themselves immune because of the lack of enforcement in the state from whence they come.

The commercial vehicle regulation has been in effect one year and is a great success. A five-ton truck license in New Jersey costs \$49 while in Maryland the cost is \$500.

License plates are being made in the State Prison.

197 traffic fatalities.
 Total motor vehicle registration.....163,519
 Total drivers licensed.....201,022
 Gross revenue.....\$2,431,756

1919..WILLIAM L. DILL, Commissioner.

The question of full reciprocity continues to be the all-absorbing topic among motorists.

Maryland and Connecticut enact laws similar to the New Jersey Motor Vehicle Act.

The jitney bus is rapidly growing in favor. Recommend legislation to prevent overcrowding, smoking on the part of passengers and the use of the abominable siren horn or whistle.

Legislation limiting loads of commercial vehicles to 25,000 pounds is worthy of consideration.

243 traffic fatalities.
 Total motor vehicle registration.....190,873
 Total drivers licensed.....251,539
 Gross revenue.....\$2,931,902

1920..WILLIAM L. DILL, Commissioner.

Drunken driving is increasing at an alarming rate. 314 license revocations in one year.

322 traffic fatalities.
 Total motor vehicle registration.....227,737
 Total drivers licensed.....294,438
 Gross revenue.....\$3,503,936

1921...WILLIAM L. DILL, Commissioner.

430 drunken driving convictions during the year.

Motor Vehicle Law of 1906 revised.

Recommends one cent per gallon gasoline tax, similar to tax in Pennsylvania and Connecticut.

Chapter 206, repealing the original traffic law of 1915 became a law on recommendation of a Special Commission.

Held first conference of motor vehicle administrators of Eastern States.

397 traffic fatalities
 Total motor vehicle registration.....272,904
 Total drivers licensed.....348,886
 Gross revenue.....\$4,106,650

1922...WILLIAM L. DILL, Commissioner

Again recommended enactment of gasoline tax.

527 traffic fatalities.
 Total motor vehicle registrations.....342,266
 Total drivers licensed.....410,700
 Gross revenue.....\$6,484,038

1923...WILLIAM L. DILL, Commissioner

Deputy Chief Inspector Anderson Shinn reported that "the general speed conditions are not so bad as formerly due to the overcrowded roads."

823 drunken driver revocations during the year* "these accidents occurring by reason of the intoxicated driver are among the most distressing and horrible that have ever darkened the annals of this Department's history."

The low number problem makes it a appearance, provoking the Commissioner to declare that "Many people are under the impression that a low registration number entitled the user to special privileges or courtesies that are not otherwise extended. That this thought is becoming more prevalent is best evidenced by the fact that the Department has been overburdened with applications for low registration numbers, thus necessitating the issuance of numbers with a serial letter prefixed in order to meet the demand. The Department cannot disabuse too strongly that the low numbers are issued for the purpose of protection. On the contrary, we renew again our plea to the police authorities of the State that all motorists be treated uniformly alike, and we express the hope that the Department will be able to put an end to the low number evil in the very near future."

Repeated recommendations for gasoline tax.
 Urged compulsory insurance.

759 traffic fatalities.
 Total motor vehicle registration.....427,166
 Total drivers licensed.....501,508
 Gross revenue.....\$7,981,022

1924...WILLIAM L. DILL, Commissioner.

Low numbers again. The Commissioner announced that beginning in 1925 county serial letters will be used with plates for each county, beginning with 1001.

The Department still placed its vehicles in winter storage on December 1.

Recommended compulsory insurance of all motor vehicles.

Drunken driver revocations this year totaled 971.

850 traffic fatalities.

Total motor vehicle registration	504,516
Total drivers licensed	581,742
Gross revenue	\$9,277,402

1925...WILLIAM L. DILL, Commissioner.

The Motor Vehicle Department having become one of the largest departments in the State Government, the Commissioner recommends divorcing it from the Secretary of State's Office.

1,152 drunken driver revocations.

845 traffic fatalities.

Total motor vehicle registration	579,978
Total drivers licensed	661,306
Gross revenue	\$10,515,323

1926...WILLIAM L. DILL, Commissioner.

On March 29, 1926, the Legislature created the Department of Motor Vehicles, separating it from the Department of State. William L. Dill was named Commissioner of the Department and Arthur W. Magee Deputy Commissioner.

The courtesy card evil was gaining public notice.

Again recommended a gasoline tax. 44 states now have such taxes.

The Uniform Lights and Signals Commission appointed by Legislature with Russell S. Wise, as chairman.

1,264 drunken driver convictions.

856 traffic fatalities.

Total motor vehicle registration	651,416
Total drivers licensed	739,519
Gross revenue	\$11,870,529

1927...WILLIAM L. DILL, Commissioner.

Two cents per gallon gasoline tax became effective July 1, 1927.

Excise Tax Law enacted, effective July 1, 1927. Provided mileage tax on interstate buses.

1,636 drunken driver revocations.

1,042 traffic fatalities.

Total motor vehicle registration	712,402
Total drivers licensed	814,593
Gross revenue	\$12,963,540

1928...WILLIAM L. DILL, Commissioner.

Uniform Traffic Act (Chapter 281, Laws of 1928) adopted by Legislature upon recommendation of Special Committee headed by Assemblyman Russell S. Wise.

First inspection of motor vehicles. This was a voluntary affair, known as the Save-A-Life Campaign, conducted in private garages throughout the State.

1,952 drunken driver revocations.

1,088 traffic fatalities.

Total Motor Vehicle Registration	765,730
Total driver licensed	881,552
Gross revenue	\$13,569,028

1929...WILLIAM L. DILL, Commissioner.

Save-A-Life Campaign repeated in October. 70 percent of drivers responded but law lacked teeth to penalize those not cooperating.

Financial Responsibility Law became effective November 15, 1929.

With only 16 convictions in 1,088 fatalities during 1928, Commissioner urged drastic enforcement of law pertaining to death by automobile.

Found that Stop Street Sign Law, enacted in 1928 was not being satisfactorily enforced by municipal authorities.

Recommends automobile junk yard law.

Expresses the hope that car builders will sense the danger of automobile radios and abandon the idea of making the radio a part of the car equipment. Preoccupation of mind is one of the greatest contributing factors in automobile accidents.

2,044 drunken driver revocations.

1,275 traffic fatalities.

Total motor vehicle registration	832,102
Total drivers licensed	965,242
Gross revenue	\$14,802,015

1930...HAROLD G. HOFFMAN, Commissioner

Installed traffic accident statistical division.

Automobile Junk Yard Law effective July 4, 1930.

Intensified campaign against trunk overloads.

Ordered discontinuance of compressed air trumpets on buses.

1,269 traffic fatalities.

Total motor vehicle registration	852,703
Total driver licensed	1,024,166
Gross revenue	\$15,368,194

1931...HAROLD G. HOFFMAN, Commissioner.

Gasoline Tax Bureau transferred to State Tax Commissioner's Office.

Billboard Division transferred to State Tax Commissioner's Office

The market for scrap metal is so poor that auto junk dealers are compelled to fence in their scrap piles to hide them from public view.

First use made of 100 Questions and Answers in connection with drivers' examinations.

Traffic fatalities reached an all high record — 1,302 for year.

Total motor vehicle registration	869,613
Total drivers licensed	1,063,062
Gross revenue	\$15,880,346

1932...HAROLD G. HOFFMAN, Commissioner.

State Traffic Commission's duties and functions transferred to Department of Motor Vehicles.

Bill of Sale Law adopted.

Effects of depression shown in a decrease of registrations.

1,180 traffic fatalities.

Total motor vehicle registration	860,769
Total drivers licensed	1,054,588
Gross revenue	\$15,413,227

State won second place, Eastern Group, National Traffic Safety Contest.

1933...HAROLD G. HOFFMAN, Commissioner.

First modern highway lighting exhibits.

Took first action against habitual violators. 74 revocations.

Safety Education Division authorized.

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

1,185 traffic fatalities.

Total motor vehicle registration	858,789
Total drivers licensed	1,043,185
Gross revenue	\$15,004,784

1934...HAROLD G. HOFFMAN, Commissioner.

Highway Safety Committee of 100 appointed by Governor Moore.

Speed survey conducted by Newark College of Engineering in cooperation with the Department.

State won First Place, Eastern States in the National Traffic Safety Contest.

1,227 traffic fatalities.

Total motor vehicle registration	876,176
Total drivers licensed	1,065,990
Gross revenue	\$15,254,085

1935.. ARTHUR W. MAGEE, Acting Commissioner.

Department began its own investigation of all fatal accidents,
State won Honorable Mention in National Traffic Safety Contest.

1,188 traffic fatalities.
Total motor vehicle registration 900,180
Total drivers licensed..... 1,097,072
Gross revenue\$16,724,147

1936.. ARTHUR W. MAGEE, Commissioner.

Legislature passes amended Safety Inspection Law.
Recommended periodic re-examination of drivers.
First appeal sent to clergy to preach safety sermons.
Speakers Bureau organized in Department.
National Safety Congress held in Atlantic City, October 5-9.
First safety pamphlet "Stop This Killing!" issued.
State won Honorable Mention in National Traffic Safety Contest.

1,107 traffic fatalities.
Total motor vehicle registration 956,501
Total drivers licensed 1,155,214
Gross revenue.....\$17,949,027

1937.. ARTHUR W. MAGEE, Commissioner.

Arranged with State Medical Society to make a study of possibility of re-examining drivers subject to heart attacks, epileptic seizures, chronic blood pressure and other serious ailments.
Entire year devoted to acquiring sites for 28 motor vehicle inspection stations and training personnel.
Held first county safety conferences; Atlantic, Bergen, Camden.
Established highway patrol on Routes 25 and 29.
State passed million registrations for first time.

1,278 traffic fatalities.
Total motor vehicle registration 1,008,909
Total drivers licensed 1,224,557
Gross revenue \$19,369,940

1938.. ARTHUR W. MAGEE, Commissioner.

Inaugurated motor vehicle inspection program. Traffic fatalities drop to amazing low of 865 for year.
State won the GRAND AWARD in National Traffic Safety Contest.

865 traffic fatalities:

Total motor vehicle registration.....1,024,096
Total drivers licensed.....1,259,016
Gross revenue.....\$30,510,593

1939...ARTHUR W. MAGER, Commissioner.

State won Third Place, Eastern Group, in National Traffic Safety Contest.

Department held 12 county safety meetings.

Second year of motor vehicle inspections.

814 traffic fatalities.

Total motor vehicle registration.....1,045,604
Total drivers licensed.....1,300,795
Gross revenue.....\$21,503,416

1940...ARTHUR W. MAGER, Commissioner

Held first of a series of conferences with military authorities on traffic problems incident to military movements.

Adopted stricter program for examination of applicants for drivers' licenses.

Third year of motor vehicle inspections.

Renewed recommendation for periodic re-examination of drivers.

911 traffic fatalities

Total motor vehicle registration.....1,117,320
Total drivers licensed.....1,365,036
Gross revenue.....\$22,898,439

State won Second Place, Eastern Group, National Traffic Safety Contest.

1941...ARTHUR W. MAGER, Commissioner.

State won First Place, Eastern Group, National Traffic Safety Contest.

Fourth year of motor vehicle inspections.

Nation at war.

Department broke all existing records for registrations, drivers licensed and revenue.

State's worst traffic accident occurred August 24, in Bergen County in which 8 people were killed.

971 traffic fatalities.

Total motor vehicle registration.....1,196,209
Total drivers licensed.....1,447,751
Gross revenue.....\$24,742,100

1942..ARTHUR W. MAGER, COMMISSIONER

Fifth year of motor vehicle inspections.

First year of war with its curtailment of travel resulted in a 31 per cent decrease in total accidents and a 20.5 per cent decrease in fatalities. It also brought about a 4.9 per cent reduction in car registrations; a 5.9 per cent reduction in the number of licensed drivers and a 9.4 per cent drop in Department revenue.

Gasoline rationing in effect.

New car sales dropped from 151,881 in 1941 to 11,402.

All efforts directed toward conservation of motor transportation facilities.

Group riding. Staggering of hours.

Traffic arrests dropped 38 per cent under the previous year.

Pedestrian fatalities rose to 52.6 per cent of total deaths.

94 Department employees in armed forces.

771 traffic fatalities.

Total motor vehicle registration.....	1,137,392
Total drivers licensed.....	1,363,052
Gross revenue.....	\$22,409,923

1943..ARTHUR W. MAGER, Commissioner

Second year of war.

Sixth year of motor vehicle inspections.

Pedestrian deaths increased to 56 per cent of total deaths.

Traffic arrests 26 per cent under 1942.

Truck Control Stations maintained for Director of Civilian Defense and U. S. Army.

Total accidents 55 per cent below 1941 and 45 per cent lower than year 1942.

150 Department employees in armed forces.

682 traffic fatalities.

Total motor vehicle registration.....	1,041,700
Total drivers licensed.....	1,210,297
Gross revenue.....	\$20,410,497

State won Third Place, Eastern Group, National Traffic Safety Contest.

1944..ARTHUR W. MAGEE, Commissioner.

Third year of war.

Seventh year of motor vehicle inspections.

Department's safety film "X" Marks The Spot" receives national award as best safety film of year.

Transportation problem critical.

Pedestrian deaths increased to 57 per cent of total deaths.

New car sales down to 5,530.

Traffic arrests totaled 50,914, practically same as previous year.

609 traffic deaths.

Total motor vehicle registration.....	1,022,918
Total drivers licensed.....	1,187,616
Gross revenue.....	\$20,139,433

State won Honorable Mention, Eastern Group, National Traffic Safety Contest.

1945..ARTHUR W. MAGEE, Commissioner.

War ends in August. Gas rationing lifted. Accident trend rises.

Eighth year of motor vehicle inspections.

Pedestrian deaths increased to 60 per cent of total deaths.

New car sales totaled 9,998.

"X" MARKS THE SPOT" shown to 780,000 people in theatres.

Traffic arrests totaled 56,859, an increase of 11.6 per cent.

630 traffic deaths.

Total motor vehicle registration.....	1,074,430
Total drivers licensed.....	1,340,805
Gross revenue.....	\$21,308,071

State won Honorable Mention, Eastern Group, National Traffic Safety Contest.

1946.. ARTHUR W. MAGEE, COMMISSIONER.

Ninth year of motor vehicle inspections.

Curb parking the Number One highway transportation problem. Municipalities urged to provide off-street parking facilities.

93,663 traffic arrest, exclusive of parking.

Pedestrian deaths 50 per cent of total fatalities.

Re-examination of all drivers over 40 at regular intervals recommended. President's Highway Safety Conference recommended re-examination of all drivers.

712 traffic fatalities.

Total motor vehicle registration	1,175,172
Total drivers licensed	1,340,805
Gross revenue	\$24,819,573

1947.. ARTHUR W. MAGEE, COMMISSIONER.

Tenth year of motor vehicle inspections.

Off-street parking facilities again stressed.

50 per cent of total fatalities were pedestrians.

First survey of fatal accident prosecutions showed scarcity of indictments. Recommended amending death by motor vehicle law by omitting the words, "willful and wanton".

Total traffic arrests 100,119, exclusive of parking.

Mandatory minimum fines for traffic law violations recommended.

Governor's Highway Safety Conference held May 8, in Trenton.

638 traffic fatalities.

State won second place (in a tie with Massachusetts) in National Interstate Traffic Safety Contest.

State won first place in National Pedestrian Safety Contest conducted by AAA

Total motor vehicle registration	1,270,037
Total drivers licensed	1,602,210
Gross revenue	\$28,766,580

1948.. ARTHUR W. MAGEE, COMMISSIONER.

Eleventh year of motor vehicle inspections.

Legislature reorganized State government placing former Department of Motor Vehicles in Department of Law and Public Safety. Effective July 2, 1948.

Total accidents	60,022
Total fatalities	597
Total injured	25,632

Pedestrian deaths 43.5 per cent of total fatalities.

New car sales 164,311

State safety program centered on six leading causes of accidents as indicated in accident statistics.

Total traffic arrests, exclusive of parking, 94,418

Recommended legislation requiring mechanical turn signals in all new cars.

Again recommended re-examination of drivers over 40.

Repeated recommendation for change in death by motor vehicle law.

State won three safety awards: Tied for second place with Massachusetts in National Interstate Traffic Safety Contest; First place in National AAA Pedestrian Safety Contest and a meritorious award by the Association of Casualty & Surety Companies for achievement in high school driver education.

Total motor vehicle registration	1,377,740
Total drivers licensed	1,682,968
Gross Revenue	\$31,203,193

1949.. ARTHUR W. MAGEE, DIRECTOR.

Twelfth year of motor vehicle inspections.

Total accidents	63,144
Total fatalities	592
Total injured	27,427

New car sales 195,991

Pedestrian fatalities 43.7 per cent of total deaths.

No-fix summons law effective January 1, 1949

Total Traffic law arrests 116,422, a 23 per cent increase over previous year.

Fatal accident prosecution survey of previous year showed only 38 indictments out of 430 fatal accidents.

Division distributed two new safety publications, "Highway Safety Action" and "Driver Education".

12,000 posters distributed among licensed beverage establishments calling attention to danger of mixing alcohol and driving.

Total motor vehicle registrations	1,486,364
Total drivers licensed	1,778,708
Gross revenue	\$33,662,981

1950.. MARTIN J. FENNER, DIRECTOR.

Thirteenth year of motor vehicle inspections.

Total accidents	79,970
Total fatalities	687
Total injured	33,112

New car sales 252,464

Pedestrian fatalities 38.5 per cent of total deaths.

Second year of no-fix summons. Total arrests exclusive of parking 132,029, which was 13 per cent over 1949 and 40 per cent over 1948.

Recommended change in driver license procedure, replacing annual renewal fee of \$3 with three year license at \$8.25 renewable on holder's birthday.

Recommended five year license plate, renewable annually with insert.

Recommended more inspection station facilities to cope with increased registration.

Recommended nine permanent driver license examination centers replacing present 34 widely scattered examination points.

Recommended consolidation of quarters.

Recommended consolidating all state traffic operational functions in a single Bureau of Traffic and Safety in the Division of Motor Vehicles.

Issued "MD" license registration series to members of medical profession.

Total motor vehicle registrations	1,637,212
Total drivers licensed	1,890,797
Gross revenue	\$ 37,667,980

1951. MARTIN J. FENNER, DIRECTOR. (Resigned October 1, 1951.)

WILLIAM J. DEARDEN, ACTING DIRECTOR.

Fourteenth year of motor vehicle inspections.

Total accidents	72,307
Total fatalities	763
Pedestrian fatalities.....	295
Total injured	36,682
New car sales	211,767
Total arrests, (exclusive of parking).....	147,799, as compared with 132,029 in previous year.

Driver Schools....Licensing and regulation of driver schools inaugurated on July 1, 1951.

Permanent Plates..The State issued, for the 1952 registration year, permanent plates, to be renewed by means of metal insert from year to year.

Traffic Bureau Transfer...Executive Order dated November 30, 1951 removed from the Division of Motor Vehicles functions performed by the Bureau of Traffic Engineering and Bureau of Safety Education and transferred them into Bureau of Traffic Safety.

Recommended consolidation of quarters.

Total motor vehicle registration	1,742,376
Total drivers licensed.....	1,986,458
Gross Revenue	\$44,428,594

1952..WILLIAM J. DEARDEN, DIRECTOR

Fifteenth year of motor vehicle inspections.

ACCIDENT STATISTICS. Traffic accident statistics now compiled by the Bureau of Traffic Safety.

New Car Sales..... 184,445
Traffic Arrests..... 173,303 - an increase of 17.3% over 1951

1952 License Plate to be continued in succeeding years, with metal inserts.

Automobile Race Tracks. Chapter 299, Laws of 1952 provides for licensing and regulation of automobile race tracks. Enforcement under supervision of Chief Inspector of Division of Motor Vehicles.

Point System for violation of the law repeaters was put into effect on July 1, 1952

Accident Prevention Clinic for violation law repeaters was opened on October 1, 1952 at 152 West State Street.

Security-Responsibility Law enacted in 1952. Bureau located at 222 West State Street.

Certificate of Ownership Law administered at 215 West State Street.

Consolidation of quarters under one building again recommended.

Total motor vehicle registrations 1,811,417
Total drivers licensed 2,082,770
Gross revenue \$46,507,087.45

1953..WILLIAM J. DEARDEN, DIRECTOR

Sixteenth year of motor vehicle inspections.

Accident Statistics. Traffic accident statistics now compiled by the Bureau of Traffic Safety.

New Car Sales..... 223,485, - an increase of 40% over the figure for the year 1952...159,656.

Total arrests exclusive of parking.....213,464 - an increase of 23% over the 1952 figure. Enforcement on the New Jersey Turnpike helped to increase the number of arrests.

Recommended consolidation of quarters.

Recommended change in driver examination procedure by reducing the number of examination locations from 34 to 11, and conduct examinations on a four days per week basis.

Recommended additional inspection stations and change in location of some of the present stations.

Recommended special provision in the law making license revocation mandatory for the first offense in cases involving seventeen and eighteen year old operators

Recommended permanent passenger vehicle registration to remain on the vehicle as long as the title remains unchanged.

Total motor vehicle registrations..... 1,900,829
Drivers' Licenses..... 2,185,554
Gross revenue..... \$49,919,896