

DEPT OF MOTOR VEHICLES PRINCETON SURVEYS
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FAIRLEIGH DICKINSON UNIVERSITY

THIRTY-SEVENTH

ANNUAL REPORT

OF THE

COMMISSIONER OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1942



ARTHUR W. MAGEE,
Commissioner

WILLIAM J. DEARDEN,
Deputy Commissioner



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ANNUAL REPORT

April 1, 1943.

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 1942.

The first year of war with its speed restrictions, elimination of pleasure driving and new-found desire to conserve means of transportation left an indelible imprint upon department affairs, favorable and otherwise. Its beneficial effects, briefly summed up, were as follows:

- 31% decrease in total accidents.
- 20.5% decrease in traffic fatalities.
- 32.9% decrease in persons injured.
- Reduction in the average daily number of accidents from 133 to 92.
- 14% reduction in the number of pedestrians killed.
- 44% decrease in accidents on State highways.

The red side of the ledger showed:

- 9.4% reduction in department revenue.
- 4.9% decrease in motor vehicle registrations.
- 5.9% decrease in driver license issuances.
- 14% increase in deaths caused by drunken drivers.
- Increase in bus accidents.
- 92% decrease in new cars sold—from 151,881 in 1941 to 11,402.
- 55% drop in used car transactions.
- Cancellation of 415 automobile dealers' licenses.

Mere statistics sometimes fail to portray adequately the situation for they can miss entirely the most important facts. For example, the 771 traffic fatalities during 1942 represented 200 fewer deaths than in the previous year, a one-fifth reduction. This, in itself, was a commendable record, but the important fact behind the figures is that of the 771 fatalities, 130 were workers in plants turning out the material of war. This loss of manpower, plus the thousands of war workers who were temporarily injured or disabled, definitely delayed the war program. That broken arm, that smashed finger or that loss of life did more than upset a single job. It removed, for a shorter or longer time, at least one active name from the manpower rolls of the nation at a time when manpower in America was no less a critical item than was steel, or rubber, or oil.

With the whole population engaged in winning the war, there were far too many casualties among the civilian population. Not only does the enemy kill valuable Americans, but carelessness in the operation of motor vehicles or in improper walking costs many lives needed by the country in using every resource most effectively.

Viewed on a broad scale, the pedestrian accident problem remained more or less static over the year. True, there were fewer pedestrians killed and injured as compared with 1941, but the percentage of pedestrian accidents to total accidents of all types rose from 13 to 16 per cent. Total traffic accidents decreased 31 per cent.

The ratio of pedestrian fatalities was 52.6 in every 100 traffic deaths as compared with 48.5 in every 100 deaths during 1941.

Although pedestrian deaths may continue their downward trend under present restrictions limiting driving to essential uses, State-wide dimout regulations may increase the ratio of pedestrian deaths during the coming year unless there is a public awakening. The Motor Vehicle Department has striven to arouse public interest by means of statistics, bulletins and appeals and this medium of education will be intensified, in the hope that eventually the situation will improve.

The Department reports with pride that 94 of its employees joined the armed forces during the year. These patriots, whose names have been inscribed on a roll of honor in the State House corridors, are:

Main Office—John A. Baky, George D. Bartlett, John J. Carlton, Richard Conley, James D'Arcy, William D'Arcy, Larry Filadore, William Frey, Henry Gorczycki, Samuel Gurney, Frank Hritz, Francis C. Larkin, Raynor Londahl, Jack Lyons, Alvin McMinn, Angelo J. Masi, Jerry Masi, Edward Miller, Leonard Moonan, Peter J. Muschal, Rocco F. Paganò, Albert L. Paine, Joseph Povio, Christine A. Riccio, James Roe, Conrad F. Shea, Carson Van Horn, Arnold H. Vey, H. Douglas Wahl.

Inspector Force—John D. Baldwin, Thomas J. F. Clarke, William B. Davis, Joseph B. Flach, Charles Fromherz, Joseph H. Goodfriend, Ellis B. Karpes, Charles N. Petty, A. James Sherwood, Earl G. Sparks, Harry T. Whitehouse, H. C. Wilson.

Testing Division—John A. Bednarz, Watson P. Bowker, Joseph M. Bright, Charles C. Bruccoleri, Raymond R. Bruce, Harold J. Brucker, Carl J. Butterhof, Jesse M. Casperson, Wesley E. Churchill, Edward H. De Soucey, Michael F. Devaney, Stanley C. Devonald, Raymond M. Dorrer, Raymond E. Durham, Harold K. Elwell, Samuel R. Fetzner, Edward C. Gifford, Albert W. Godown, Czeslaw Gorski, Douglas R. Harris, Charles H. Hastings, John J. Healy, William L. Humphreys, Joshua H. Jamison, Nathan Kadash, Francis C. Keane, William A. King, Sr., Henry F. Kip, Hugo Loeser, Henry T. Lyon, Joseph Masick, Herman Merten, Edgar B. Mooney, Richard E. Moore, Joseph N. Murphy, Edward J. Nugent, Charles A. Nungesser, Berthold C. Ostberg, W. Warren Palmer, Albert N. Pollara, Theodore Proppe, John Rechner, Benjamin F. Roll, Francis Schnorbus, Peter Tanzone, Martin P. Tomlinson, John S. Toth, Leo A. Van Matre, Robert F. Wagner, F. H. Wilson, George Wirz, Jr., Albert J. Woringer, Arthur W. Worrell.

LICENSES, REGISTRATIONS AND TOTAL REVENUE

Gross revenue, motor vehicle registrations and driver license issuances all decreased during 1942 from the totals of the previous year.

Car registrations numbered 1,137,392, a decrease of 4.9 per cent; drivers licenses 1,363,052, a drop of 5.9 per cent while gross revenue totaled \$22,409,923.71, including \$496,985.00 from the fifth year's operation of motor vehicle inspection. Gross revenue fell off 9.4 per cent.

Follows a two-year comparison of registrations, drivers' licenses and gross revenue:

REGISTRATIONS, LICENSES AND REVENUE

	1941 Items	1942 Items	1941 Fees	1942 Fees
Passenger Vehicles	1,014,570	954,406	\$11,809,387.50	\$11,306,725.45
"No Fee" Registrations to Motor Vehicle, State and Local Police Departments	490	566		
"No Fee" Registrations of State, County, Federal and Municipal owned Vehicles ..	12,870	13,796		
Commercial Vehicles	124,811	122,789	4,258,637.00	4,240,056.50
Farmer Truck Vehicles	15,581	16,135	241,244.25	251,461.25
Undertaker Vehicles	759	750	19,763.50	19,686.50
Omnibus Vehicles	7,995	8,666	355,455.25	395,181.75
Trailer Registrations	9,203	8,528	449,664.00	464,501.00
Motorcycles	5,625	6,716	11,256.00	13,432.00
Dealers (Auto and M. C.)	2,609	1,855	64,975.00	46,185.00
Agricultural Tractors	988	1,082	2,964.00	3,246.00
Farm Use Registrations	905	2,103	905.00	2,103.00
TOTAL REGISTRATIONS	1,196,209	1,137,392		
Duplicate Certificates	32,637	25,907	32,637.00	25,907.00
Transfers and Exchanges	294,106	103,087	679,530.60	276,571.90
Duplicate Tags (Auto and M. C.)	21,790	12,260	21,772.50	12,245.50
Auto Driver Licenses	1,447,751	1,363,052	4,343,253.00	4,089,156.00
Farm Vehicle Driver Licenses		66		66.00
Motorcycle Driver Licenses	5,146	5,587	5,146.00	5,587.00
Learner Permits	337,268	168,717	168,634.00	84,358.50
Postage			3,705.18	3,964.35
"No Fee" Auto Driver Licenses	479	675		
"No Fee" Motorcycle Driver Licenses	857	990		
"No Fee" Transfers	1,151	626		
TOTAL ITEMS ISSUED BY AGENTS	3,537,394	2,818,359		
Fines, State			262,114.37	214,644.02
Certified Copies			2,044.55	1,718.10
Commercial Permits			22,949.16	21,815.62
Registration Permits			825.05	80.00
Power of Attorney Fees			5,118.00	3,224.00
Contractors' Equipment—Intransit Registrations			375.00	1,128.50
Miscellaneous Receipts			22,713.92	10,655.03
			\$22,785,119.83	\$21,493,697.97
Bill of Sale Division			773,897.50	306,504.60
Excise Division			104,461.53	110,936.14
Junk Yard Division			2,350.00	1,800.00
Auto Testing Division			1,076,277.60	496,985.00
			\$24,742,106.46	\$22,409,923.71

YEARLY RECEIPTS OF DEPARTMENT—1906-1942
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	38,178	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	736,519	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	890,769	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
*1942	1,137,392	1,363,052	22,409,923.71

*Fiscal year ending March 31st of following year.

ACCIDENT STATISTICS

War restrictions on new car manufacture and driving resulted in a downward trend in accidents and casualties during the year.

	1942	1941	Numerical Change	Percentage Change
Accidents	33,597	48,734	15,137 less	31. decrease
Fatalities	771	971	200 less	20.5 decrease
Injured	20,384	30,415	10,031 less	32.9 decrease

The year's economic loss from accidents, based on the formula of \$11,500 for each death, \$425 for each personal injury and \$125 for each property damage accident, was approximately \$20,000,000. This was \$7,000,000 less than the previous year.

There was one death for every 24 persons injured as against one for every 31 during the year 1941.

The average daily number of accidents was 92, compared with 133 during the previous year.

Fifty-one persons were injured, on the average daily, during 1942 as against 83 in the previous year.

The day having the greatest number of deaths was September 27 when ten persons lost their lives in traffic accidents. The second worst day for fatalities was January 1; with nine.

In contrast there were 57 deathless days as compared with 47 in the previous year. They were as follows:

- January 3.
- February 17, 23, 24, 25.
- March 4, 5, 16, 20, 28, 31.
- April 3, 9, 15, 16, 21, 22, 29.
- May 1, 8, 13, 25, 26, 28, 31.
- June 5, 8, 13, 19.
- July 6, 8, 15, 26, 30.
- August 1, 4, 22, 27.
- September 1, 12, 17, 25.
- October 1, 8, 18, 20, 23, 25, 28.
- November 6, 9, 25.
- December 4, 11, 18, 19, 30.

Although death "took a holiday" on the 57 foregoing days, it ran more or less rampant over the highways on the seven legal holidays of the year, as follows:

New Year's Day	9 deaths
Easter	6 deaths
Memorial Day	3 deaths
Independence Day	1 death
Labor Day	3 deaths
Thanksgiving Day	1 death
Christmas Day	8 deaths

Gasoline rationing and the 35-mile per hour war speed, which reduced accident severity generally, also brought about a decrease in the number of multiple-death accidents. Compared with 57 multiple-death accidents that took a toll of 137 lives in the year 1941, the 1942 record was 45 accidents that killed 102 persons. These included 35 two-death accidents, 8 three-death accidents and 2 four-death accidents.

Man Power Loss

One in every six persons killed in traffic during the year was a war worker . . . employed at an occupation vital to the war effort. The actual number of deaths was 130—including 15 shipyard workers, 12 aircraft workers, 26 factory operators, 14 laborers, 1 inspector, 4 engineers, 2 welders, 2 foremen, 7 arsenal workers, 5 ironworkers, 14 machinists, 6 truck drivers, 6 office workers, 2 merchant seamen, 2 moulders, 2 technicians, 2 carpenters, 3 guards and 5 others.

More than three-fourths (78%) of these accidents occurred during darkness. The peak hour was 12 midnight to 1 A. M., with 15 deaths while 3 to 4 A. M. was next in severity with 13.

A breakdown of the figures shows that 51 war workers were driving at the time of their accidents, 49 were pedestrians and 30 were passengers.

There follows a classification by counties and the light conditions prevailing:

County	Passengers	Pedestrians	Drivers	Daylight	Dark
Atlantic	1	..	1	1	1
Bergen	2	4	2	8	..
Burlington	4	1	5	5	5
Camden	3	4	3	6	4
Cape May .....	..	1	1	2	..
Cumberland	1	..	1	2	..
Essex	3	8	6	12	5
Gloucester .....	..	2	2	4	..
Hudson	2	7	4	11	2
Hunterdon .....	..	2	1	2	1
Mercer	4	2	2	6	2
Middlesex	1	7	3	9	2
Monmouth .....	..	2	5	6	1
Morris	2	..	3	5	..
Ocean .....	..	..	..	..	..
Passaic	1	2	4	7	..
Salem .....	..	..	2	1	1
Somerset .....	..	..	1	..	1
Sussex .....	..	..	..	..	..
Union	5	7	5	14	3
Warren	1	..	..	1	..
	<u>30</u>	<u>49</u>	<u>51</u>	<u>102</u>	<u>28</u>

Housewives—Farm Workers

Further data on the occupations of persons killed in traffic accidents shows that there were 73 housewives, 31 farm workers and 43 men in the retired status.

Pedestrians

The pedestrian problem continued the main consideration of the enforcement official.

During the year, 406 pedestrians were killed and 5,285 were injured, a decrease of 14 and 15 per cent respectively from the previous year. The decrease might have been greater, had it not been for the fact that there were more pedestrians on the streets than ever before.

Of interest is the fact that in 1941, when the pedestrian death toll was higher, the ratio of pedestrian deaths was 48.5 in every hundred traffic fatalities. During 1942 the ratio was 52.6 pedestrian deaths in every 100.

The ratio of pedestrians injured also increased from one in every five in 1941 to one in every four last year. Total pedestrian accidents increased from 13 to 16 per cent.

Light conditions prevailing at the time of occurrence of total pedestrian accidents were evenly divided between night and day although more pedestrian fatalities occurred under cover of darkness than in daylight. During 1941 only 46 per cent of total pedestrian accidents occurred at night.

The pedestrian problem was particularly acute in many of the urban communities. In some of the large communities such as Hackensack, Belleville, Bloomfield, Irvington, Hoboken and Perth Amboy, pedestrians comprised 100 per cent of total traffic fatalities.

Other cities with high pedestrian death percentages were Camden, 89 per cent; East Orange, 50 per cent; Newark, 75 per cent; Orange, 66 per cent; Bayonne, 90 per cent; Jersey City, 74 per cent; Kearny, 50 per cent; North Bergen, 78 per cent; Trenton, 64 per cent; Passaic, 75 per cent; Paterson, 71 per cent; Elizabeth, 64 per cent and Linden, 71 per cent.

The following table shows the month by month change in pedestrian fatalities as compared with other traffic fatalities:

Month	1942		1941		Change in Ped. Fatals	Change in Other Fatals
	Peds.	Others	Peds.	Others		
January	54	45	46	42	17% increase	7% increase
February	39	36	37	28	5% increase	28% increase
March	40	36	37	24	8% increase	50% increase
April	18	27	24	25	25% decrease	8% increase
May	19	34	30	51	36% decrease	33% decrease
June	23	29	26	31	11% decrease	6% decrease
July	30	24	36	44	16% decrease	45% decrease
August	23	38	36	64	36% decrease	41% decrease
September	28	28	34	50	17% decrease	44% decrease
October	30	25	42	43	28% decrease	42% decrease
November	44	21	56	53	21% decrease	60% decrease
December	58	22	68	44	15% decrease	50% decrease
	406	365	472	499	14% decrease	27% decrease

Intoxicated Pedestrians

Seventy-one of the pedestrians killed and 286 of those injured during the year were under the influence of alcohol. This compared with 95 fatalities and 365 personal injuries under that circumstance in the previous year.

Child Pedestrians

Children under 15 years of age again showed superiority over their elders in safe walking practices.

Because of the safety education received in the schools, youngsters of this age group have proved to be much more safety-minded than older people as evidenced by the fact that but 54 were killed in traffic during the year as against 116 in the age group 65 years and over.

Speed

Speed was the greatest single cause of accidents during the year, although in many instances there were joint causes. Driving on the wrong side of the road ranked second while following too closely was third.

Urban—Rural

Restrictions on unnecessary driving, while reducing accidents and casualties generally, also brought about a change in the location of accidents as distinguished between urban and rural communities.

During the pre-war year of 1941, seven in every ten accidents occurred in urban districts (over 10,000 population) and 30 per cent in the municipalities under 10,000 population. The year 1942, however, saw the ratio of urban accidents increased to nearly three in every four (74%).

Total fatalities in the urban areas likewise increased from 44 per cent in 1941 to 52 per cent while pedestrian deaths jumped from 58 per cent to 67 per cent in the urban districts.

	ACCIDENTS		
	1942	1941	1940
Urban	24,891 (74%)	33,991 (70%)	30,113 (71%)
Rural	8,700 (26%)	14,743 (30%)	12,425 (29%)
	33,597	48,734	42,538

	FATALITIES		
	1942	1941	1940
Urban	400 (52%)	430 (44%)	431 (47%)
Rural	371 (48%)	541 (56%)	480 (53%)
	771	971	911

	PEDESTRIAN FATALITIES		
	1942	1941	1940
Urban	270 (67%)	275 (58%)	271 (62%)
Rural	136 (33%)	197 (42%)	165 (38%)
	406	472	436

Alcohol and Accidents

Although there was a 28 per cent reduction in the number of reported accidents involving drivers who "had been drinking," deaths increased 14 per cent. The economic loss from these accidents was \$1,644,000 as compared with \$1,400,000 in the previous year.

The record:

Year	Accidents	Deaths	Injured
1942	1,458	96	1,028
1941	2,038	82	1,390
	580 less	14 more	362 less

Three out of every four accidents involving tipsy drivers occurred during hours of darkness as compared with nearly eight in every ten the previous year. More accidents happened on Sunday than any other day of the week.

The leading violation in this class of accident was driving on the wrong side of the road, which accounted for the high number of head-on collisions. Speeding was the second most frequent violation and in addition there were 114 hit and run cases.

Drivers in the age group 30 to 39 were the most numerous and there were 67 drivers under 21 years of age, including one under 17 years. Most of the drivers were males but 52 females showed up in the records.

Follows a classification of those killed and injured in drunken driving accidents for a two-year period:

	Fatalities		Injured	
	1942	1941	1942	1941
Drivers	29	36	357	481
Passengers	44	30	616	865
Pedestrians	21	13	44	27
Bicyclists	2	2	2	2
Motorcycle drivers .....	..	1	2	2
Motorcycle passengers .....	..	..	..	3
Others .....	..	..	7	9
	96	82	1,028	1,390

Bus Accidents Increase

The prominence of bus transportation in the general traffic picture following gasoline rationing and the ban on unnecessary passenger car driving was shown in the year's accident record covering buses. Beginning with July, accidents involving buses began to increase monthly, climaxing the year with a 52 per cent rise in December.

There follows a comparative monthly record of bus accidents:

Month	1942	1941
January	152	163
February	116	152
March	124	132
April	94	74
May	115	120
June	112	130
July	151	134
August	125	100
September	128	111
October	140	114
November	149	126
December	228	150
	1,634	1,506

Manner of Collision

Slightly more than 6 in every 10 accidents (62%) involved collisions between two or more vehicles. This compared with 68 per cent in the previous year.

Due, no doubt, to the 35-mile per hour war speed, rear-end collisions dropped from 14.5 per cent of the total in 1941 to 12 per cent. Pedestrian accidents jumped from 13 per cent to 16 per cent.

Following is a record of the manner of collision of accidents over the past two years:

	1942	1941
Right angle	29%	30 %
Same direction—rear end	12%	14.5%
Same direction—other	9%	10 %
Opposite direction—head on	8%	9 %
Opposite direction—left turn	4%	4.5%
Fixed object	8%	6 %
Pedestrian	16%	13 %
Other	14%	13 %
	100%	100 %

Age of Drivers

Drivers under 20 years of age had the poorest safety record of any age group. Although comprising but 5.8 per cent of the total number of licensed drivers, this youthful group was involved in 14 per cent of total accidents and in 14 per cent of the fatal accidents.

The breakdown according to age groups follows:

Age Group	Per Cent of Registration	Per Cent Involved in All Accidents	Per Cent Involved in Fatal Accidents
Under 20	5.8	14.	14.
20-24	11.9	14.	17.
25-29	14.4	16.	17.
30-39	27.0	26.	24.
40-49	21.6	18.	16.
50-64	15.4	11.	10.
65-over	3.	1.	2.
	100.	100	100.

Accidents Involving Military Vehicles

With New Jersey such an important military area, there were bound to be accidents involving army and navy vehicles and personnel while traveling over the highways. Yet, considering the great movement of troops and materiel there were but 199 serious accidents in this category reported.

These accidents caused the death of 5 and injury to 76 members of the military and the death of 4 and personal injury of 83 civilians.

Thirty-six per cent of the military vehicle accidents occurred on State highways. The actual number occurring on State routes was 72 of which 44 took place on Route 25. Only seven of the total accidents involved pedestrians, the remainder being of the collision type. The record of accidents by months of occurrence follows:

<i>Month</i>	<i>Accidents</i>
January	36
February	21
March	19
April	21
May	8
June	18
July	8
August	8
September	10
October	15
November	13
December	22
	<hr/>
	199

State Highway Accidents

Traffic accidents on the State highway system fell off 44 per cent during the year and fatalities decreased 41 per cent from the previous year's total. In all there were 6,982 accidents and 236 deaths on State routes compared with 12,422 accidents and 399 fatalities in the year 1941.

On Route 25, the heaviest traveled artery in the State, accidents decreased 40 per cent, and on Route 29, 53 per cent. Other leading routes showed decreases in accidents as follows: Route 4, 50 per cent; Route 6, 40 per cent; Route 34, 72 per cent; Route 35, 42 per cent; Route 42, 31 per cent and Route 43, 46 per cent.

STATE HIGHWAY ACCIDENTS

DEATHS AND INJURED

Route	Accidents		Deaths		Injured	
	1942	1941	1942	1941	1942	1941
1	2942	3941	5	13	161	262
S-1	234	356	5	13	161	262
S-1 A	15	18	..	..	6	14
2 (17)	6	11	1	..	1	7
3	214	527	5	20	128	366
4	98	160	3	6	75	109
S-4 A	376	749	14	24	257	555
4 N	..	1	..	..	..	1
5	49	123	2	3	20	78
5 N	13	20	..	..	5	16
6	11	15	..	..	5	10
S-6	462	791	21	38	372	563
7	20	26	..	..	23	13
8	73	93	..	2	43	45
8 N	21	18	1	..	19	10
10	5	9	..	..	4	5
12	102	187	4	6	76	127
21	8	16	..	..	2	18
23	175	285	1	2	71	134
24	119	225	9	5	70	133
S-24	174	332	1	10	94	152
25	51	100	..	2	20	73
25 M	1,875	3,123	49	56	1,242	2,262
26	88	111	1	3	39	66
27	110	238	8	12	43	201
28	281	394	7	8	192	278
S-28	287	479	11	14	187	278
29	23	63	1	1	14	35
30	342	721	13	18	216	471
31	88	156	3	6	48	94
S-31	122	155	5	6	90	115
32	24	39	..	2	20	24
33	38	86	1	2	21	40
34	79	154	1	8	59	145
35	28	100	..	2	31	73
36	277	479	7	12	175	314
37	53	80	1	5	25	73
38	40	117	1	3	23	82
39	47	99	2	1	50	69
40	40	122	..	9	59	128
S-40	64	86	5	1	53	58
41	9	9	..	2	10	9
S-41	11	13	1	1	14	13
42	13	49	1	..	10	35
43	117	171	6	9	105	165
44	178	331	20	33	161	363
S-44	115	178	4	13	91	105
45	1	..	..	..	2	..
45 M	137	232	5	7	85	189
46	24	29	1	2	11	29
47	32	74	2	5	17	49
48	74	152	4	8	47	133
49	68	161	3	17	54	151
S-49	29	92	4	1	19	28
50	19	23	..	1	8	15
51	18	33	1	1	7	23
54	..	..	..	..	..	..
S4	1	7	..	..	1	9
No number	1	..	1	..	..	..
	3	4	..	..	..	2
	6,982	12,422	236	399	4,681	8,816

COMPARISON OF TRAFFIC FATALITIES BY COUNTIES

County	1942	1941	Numerical Change	Percentage Change
Atlantic	35	52	17 less	33. decrease
Bergen	59	90	31 less	34. decrease
Burlington	35	48	13 less	27. decrease
Camden	59	72	13 less	18. decrease
Cape May	13	9	4 more	44. increase
Cumberland	20	30	10 less	33. decrease
Essex	122	109	13 more	12. increase
Gloucester	20	37	17 less	46. decrease
Hudson	73	75	2 less	1. decrease
Hunterdon	9	16	7 less	44. decrease
Mercer	39	42	3 less	7. decrease
Middlesex	45	80	35 less	44. decrease
Monmouth	39	62	23 less	37. decrease
Morris	29	51	22 less	43. decrease
Ocean	10	14	4 less	29. decrease
Passaic	45	52	8 less	15. decrease
Salem	15	26	11 less	42. decrease
Somerset	17	25	8 less	32. decrease
Sussex	14	6	8 more	133. increase
Union	60	58	2 more	3. increase
Warren	13	16	3 less	19. decrease
ENTIRE STATE	771	971	200 less	21. decrease

ACCIDENTS BY COUNTIES

County	1942	1941	Numerical Change	Percentage Change
Atlantic	312	764	452 less	59. decrease
Bergen	2,717	4,192	1,475 less	35. decrease
Burlington	733	1,148	415 less	36. decrease
Camden	2,276	3,370	1,094 less	32. decrease
Cape May	250	343	93 less	27. decrease
Cumberland	279	504	225 less	45. decrease
Essex	10,360	13,955	3,595 less	26. decrease
Gloucester	458	753	295 less	39. decrease
Hudson	3,518	4,368	850 less	19. decrease
Hunterdon	250	504	254 less	50. decrease
Mercer	1,076	2,002	926 less	46. decrease
Middlesex	1,807	2,645	838 less	32. decrease
Monmouth	971	1,654	683 less	41. decrease
Morris	991	1,466	475 less	32. decrease
Ocean	244	508	264 less	52. decrease
Passaic	3,097	4,049	952 less	24. decrease
Salem	186	340	154 less	45. decrease
Somerset	682	1,049	367 less	35. decrease
Sussex	211	335	124 less	37. decrease
Union	2,859	4,288	1,429 less	33. decrease
Warren	320	497	177 less	36. decrease
	33,597	48,734	15,137 less	31. decrease

AVERAGE DAILY ACCIDENTS BY MONTH

Month	1941		1942		Percentage Change
	Total	Daily Average	Total	Daily Average	
January	4,022	129	4,615	149	15. increase
February	3,497	125	3,282	118	5.6 decrease
March	3,571	115	3,588	115	No change
April	3,024	101	2,764	92	8.9 decrease
May	3,968	128	2,657	86	32.8 decrease
June	3,986	133	2,358	78	41. decrease
July	4,607	149	2,344	76	48.9 decrease
August	4,410	123	2,301	74	39.8 decrease
September	3,866	128	2,064	69	46. decrease
October	4,365	141	2,025	65	53.9 decrease
November	4,372	141	2,353	76	46. decrease
December	5,046	163	3,246	105	35.5 decrease
YEAR	48,734	133	33,597	92	30.8 decrease

ACCIDENT TYPES BY COUNTIES—1942

County	Fatal	Non-Fatal	Property Damage	Total Accidents
Atlantic	30	136	146	312
Bergen	57	985	1,675	2,717
Burlington	31	308	394	733
Camden	49	1,071	1,156	2,276
Cape May	11	94	145	250
Cumberland	19	113	142	279
Essex	119	4,222	6,019	10,360
Gloucester	20	195	243	458
Hudson	68	1,789	1,651	3,518
Hunterdon	9	85	156	250
Mercer	35	458	583	1,076
Middlesex	44	671	1,092	1,807
Monmouth	35	340	596	971
Morris	28	368	595	991
Ocean	9	103	132	244
Passaic	40	1,388	1,669	3,097
Salem	14	66	106	186
Somerset	16	236	430	682
Sussex	11	70	130	211
Union	58	1,297	1,304	2,859
Warren	11	138	171	320
TOTAL	714	14,148	18,735	33,597

THREE-YEAR RECORD OF ACCIDENTS, FATALITIES AND INJURIES
ACCORDING TO MUNICIPALITIES

ATLANTIC COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Absecon	10	22	28	1	3	2	8	27	36
Atlantic City	34	201	182	11	9	9	35	137	175
Brigantine	..	3	..	..	..	..	..	6	..
Buena Vista	33	48	41	2	2	3	21	42	41
Corbin City	1	2	..	..	1	..	1	1	..
Egg Harbor City	13	34	19	..	4	..	10	62	8
Egg Harbor Twp.	25	71	67	3	5	2	31	86	61
Estelle Manor	3	6	9	..	..	1	1	4	4
Folsom	14	21	18	2	1	2	18	36	14
Galloway Twp.	27	80	66	2	9	5	24	94	87
Hamilton Twp.	36	64	31	1	5	1	43	61	44
Hammonton	24	45	36	5	3	2	29	39	29
Linwood	1	1	3	..	..	..	2	..	1
Longport	..	1	1	..	..	..	..	1	1
Margate City	..	4	1	..	1	..	..	3	..
Mullica	24	45	36	2	6	3	26	76	37
Northfield	9	12	11	1	..	..	3	13	8
Pleasantville	44	91	66	2	1	..	19	46	37
Port Republic	1	2	2	..	..	..	..	3	..
Somers Point	3	6	14	..	2	1	..	4	11
Ventnor	7	3	13	2	..	..	4	2	3
Weymouth	3	2	4	1	..	..	..	1	4
TOTAL	312	764	648	35	52	31	275	744	601

BERGEN COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Allendale	9	12	15	..	..	..	3	7	14
Alpine	32	56	71	..	1	..	21	36	54
Bendix	27	47	24	3	..	..	17	27	13
Bergenfield	43	53	41	2	..	..	39	34	25
Bogota	23	41	41	1	..	..	6	35	16
Carlstadt	93	213	151	..	1	1	52	106	81
Cliffside Park	158	199	176	3	2	2	43	79	51
Closter	8	64	22	..	2	..	3	10	16
Cresskill	6	20	20	..	1	..	6	16	18
Demarest	5	5	17	1	..	..	5	3	8
Dumont	29	59	60	1	..	1	22	18	37
E. Paterson	45	62	43	1	5	2	20	35	32
E. Rutherford	53	110	84	5	1	3	36	48	50
Edgewater	16	26	28	..	1	1	10	16	22
Emerson	4	17	13	..	..	..	2	16	11
Englewood	123	163	143	3	2	3	76	89	59
Englewood Cliffs	6	21	24	..	1	..	3	24	24
Fairlawn	196	125	115	2	..	2	93	78	78
Fairview	17	26	23	1	..	1	11	20	21
Fort Lee	63	98	84	3	4	5	33	70	72
Franklin Lakes	2	15	11	..	..	1	2	8	7
Garfield	163	230	237	2	2	..	67	128	127
Glen Rock	19	45	52	..	2	2	5	37	40
Hackensack	199	271	200	5	5	3	91	139	147
Harrington Park	2	10	2	..	..	..	2	5	3
Hasbrouck Hghts.	112	172	133	2	2	1	71	92	87
Haworth	1	7	7	..	..	..	..	5	5
Hillsdale	28	22	24	..	..	..	15	12	11
Hobokus Boro	6	14	21	..	..	1	10	9	11
Hobokus Twp.	14	41	58	..	3	4	16	25	57
Leonia	17	22	10	..	1	1	11	10	7
Little Ferry	30	49	35	1	..	1	27	27	27
Lodi	32	44	38	4	4	2	26	39	27
Lyndhurst	111	132	124	..	2	2	94	58	66
Maywood	35	45	18	..	1	..	16	19	13
Midland Park	14	25	19	..	1	..	7	14	7
Montvale	12	10	17	..	1	..	10	5	13
Moonachie	6	9	10	1	..	1	1	4	6
New Milford	19	25	32	2	..	..	14	15	28
N. Arlington	60	107	60	1	1	3	30	64	40
Northvale	2	2	4	..	..	..	..	2	3
Norwood	8	6	4	..	1	..	2	1	3
Oakland	11	21	10	..	..	..	3	11	9
Old Tappan	..	2	9	..	..	..	..	4	8
Oradell	16	24	11	1	..	1	15	11	13
Palisades Park	41	56	53	1	3	4	39	33	21
Paramus	125	276	263	1	5	3	73	168	202
Park Ridge	22	15	18	..	..	1	10	9	8
Ramsey	20	38	41	..	3	1	14	20	28
Ridgefield	22	41	33	..	4	1	12	29	19
Ridgefield Park	86	121	98	1	1	5	62	84	72
Ridgewood	68	110	139	2	..	3	39	59	68
River Edge	32	55	29	..	..	..	13	27	25
Riverdale	2	3	6	..	..	..	1	11	14
Rochelle Park	17	27	29	..	1	4	13	20	21
Rockleigh	..	3	..	..	..	..	..	6	..
Rutherford	90	143	119	3	4	4	43	82	60
Saddle River Boro	11	44	43	1	9	1	9	75	54
Saddle River Twp.	9	21	16	..	3	..	6	12	8
S. Hackensack	5	8	10	..	2	..	5	5	5
Teaneck	206	281	269	2	..	2	129	148	172
Tenafly	15	42	33	..	4	..	5	52	24
Upper Saddle River	2	1	3	..	..	..	2	..	..
Waldwick	12	32	29	..	1	..	3	25	14
Wallington	27	24	27	1	1	2	10	15	13
Washington	5	11	5	..	1	..	1	2	2
Westwood	29	28	27	..	..	..	6	27	28
Woodcliff Lake	11	7	4	2	..	2	6	3	4
Wood-Ridge	23	28	25	..	..	2	9	18	4
Wyckoff	22	19	14	..	1	..	6	8	6
TOTAL	2,717	4,192	3,674	89	90	77	1,552	2,449	2,339

BURLINGTON COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Bass River	3	10	8	1	..	..	1	5	10
Beverly	7	11	5	1	..	..	4	4	3
Bordentown	11	4	9	..	..	..	5	3	8
Bordentown Twp.	96	166	129	1	6	9	67	109	111
Burlington	49	42	62	1	1	2	21	22	35
Burlington Twp.	36	55	40	1	4	2	27	50	36
Chester Twp.	34	20	13	5	..	1	29	13	4
Chesterfield	22	28	25	1	6	1	18	18	23
Cinnaminson	19	57	62	..	1	2	8	38	23
Delanco	7	12	11	..	..	1	6	8	3
Delran Twp.	47	49	39	2	2	2	37	34	16
Easthampton	9	18	9	1	3	1	10	18	13
Edgewater Park	16	15	14	2	2	1	10	3	10
Evesham Twp.	8	25	15	..	..	..	3	17	16
Fieldsboro	1	1	..	..	..	..	3	1	..
Florence	23	35	29	1	..	4	10	17	21
Hainesport	14	24	10	..	1	..	16	28	13
Lumberton	9	23	11	2	..	..	15	19	10
Mansfield Twp.	33	55	57	2	1	4	31	48	52
Medford	15	14	15	..	1	..	14	17	10
Medford Lakes	..	..	..	..	..	..	..	..	..
Moorestown	22	41	34	..	2	1	18	28	29
Mt. Holly	28	30	26	2	..	2	12	20	29
Mt. Laurel Twp.	17	36	20	..	..	1	14	36	30
New Hanover Twp.	30	28	27	3	5	5	19	20	24
N. Hanover Twp.	10	18	13	..	2	3	11	10	13
Palmyra	9	26	9	..	..	..	7	27	6
Pemberton Boro	8	10	3	..	..	..	4	6	1
Pemberton Twp.	44	81	59	2	1	1	41	73	58
Riverside Twp.	14	26	13	..	..	2	6	9	10
Riverton	5	7	6	..	..	..	8	3	7
Shamong	5	8	4	..	1	..	6	12	4
Southampton Twp.	18	41	35	5	2	4	33	35	32
Springfield Twp.	18	46	30	..	5	1	13	69	20
Tabernacle	..	7	7	..	1	..	..	11	8
Washington Twp.	1	2	2	..	..	..	..	..	..
Westhampton	9	20	11	..	..	1	7	19	6
Willingsboro	16	18	19	2	..	1	8	21	17
Woodland Twp.	5	12	10	..	1	2	10	16	11
Wrightstown	15	27	3	..	..	..	3	17	3
TOTAL	733	1,148	894	35	48	54	555	904	725

CAMDEN COUNTY

Audubon	20	42	20	2	1	1	17	24	21
Barrington	3	13	8	..	2	1	..	13	4
Bellmawr	7	10	4	..	..	..	17	8	2
Berlin	27	45	31	6	2	3	32	28	12
Berlin Twp.	8	11	3	1	..	..	8	6	..
Brooklawn	13	8	12	2	..	..	11	6	6
Camden	1,371	1,823	1,497	18	21	21	1,047	1,313	1,182
Chesilhurst	3	6	4	..	1	..	..	..	3
Clementon Twp.	19	21	19	1	2	2	15	19	26
Collingswood	70	118	100	..	2	1	36	74	63
Delaware Twp.	44	65	32	4	2	1	32	44	72
Gibbsboro	4	5	5	..	1	..	2	1	3
Gloucester	41	91	53	2	5	6	43	55	26
Gloucester Twp.	29	42	36	3	2	4	12	40	28
Haddon Twp.	35	63	64	2	2	3	13	52	75
Haddonfield	18	44	42	..	2	1	10	21	25
Haddon Hghts.	10	23	22	1	..	..	6	12	18
Hi-Nella	1	6	..	..	..	..	..	..	..
Laurel Springs	2	6	9	..	..	1	2	3	7
Lawnside	6	18	4	..	3	4	6	16	2
Lindenwood	17	23	13	..	..	..	22	12	9
Magnolia	7	26	10	..	2	1	3	22	6
Merchantville	16	30	54	..	..	..	11	15	26
Mt. Ephraim	12	28	11	1	..	..	10	27	7
Oaklyn	19	30	33	..	..	..	6	17	22
Pennsauken Twp.	388	636	534	6	5	8	224	331	251
Pine Hill Boro	..	8	4	..	..	..	..	12	3
Pine Valley	..	..	..	..	..	..	..	..	..
Runnemede	21	21	15	1	2	..	13	13	17
Somerdale	9	14	11	..	..	..	5	12	3
Stratford	6	10	10	1	2	..	1	12	3
Tavistock	..	..	..	..	..	..	..	..	..
Voorhees Twp.	6	16	18	..	2	1	7	10	4
Waterford	20	21	22	3	7	1	20	29	33
Winslow	25	44	30	5	4	4	28	39	39
Woodylann	1	9	2	..	..	..	1	1	1
TOTAL	2,276	3,370	2,782	59	72	64	1,661	2,287	2,029

CAPE MAY COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Avalon	2	6	7	..	..	..	3	3	12
Cape May City	6	5	11	1	..	..	2	2	2
Cape May Pt. ....	..	2	..	..	..	1	..	..	..
Dennis Twp.	17	24	31	4	1	1	10	17	25
Lower Twp.	32	31	23	2	2	..	21	24	11
Middle Twp.	54	78	85	4	2	5	26	42	64
N. Cape May .....	..	..	..	..	..	..	..	..	..
N. Wildwood	11	19	15	..	..	1	19	18	19
Ocean City	31	78	109	..	..	..	16	48	58
Sea Isle City	2	5	3	..	1	..	1	1	4
S. Cape May .....	..	..	..	..	..	..	..	..	..
Stone Harbor	2	5	3	..	..	..	..	..	4
Upper Twp.	23	34	35	..	1	..	15	25	22
W. Cape May	1	..	..	..	..	..	1	..	..
W. Wildwood .....	..	6	..	..	..	..	..	7	..
Wildwood City	62	44	82	1	2	2	33	35	39
Wildwood Crest .....	..	2	6	..	..	..	..	4	1
Woodbine	7	4	8	1	..	1	2	4	5
TOTAL	250	343	418	13	9	11	150	230	266

CUMBERLAND COUNTY

Bridgeton	73	216	171	1	2	3	23	72	76
Commercial	9	21	12	1	1	..	11	12	8
Deerfield	22	24	32	1	3	..	21	26	27
Downe	7	6	7	1	..	2	2	2	7
Fairfield	11	12	13	..	..	1	5	6	11
Greenwich	2	1	1	..	..	..	5	1	..
Hopewell	13	9	16	..	2	1	16	7	19
Landis	34	56	43	7	10	6	25	53	37
Lawrence	5	13	8	..	..	..	4	9	6
Maurice River	13	18	20	1	..	1	5	8	15
Millville	24	47	34	1	2	5	15	14	24
Shiloh	2	..	2	..	..	..	3	..	2
Stowe Creek .....	..	2	5	..	..	..	..	..	4
Upper Deerfield	39	45	44	5	8	3	41	51	32
Vineland	25	34	54	2	2	1	12	32	46
TOTAL	279	504	462	20	30	23	193	293	314

ESSEX COUNTY

Belleville	165	254	206	4	5	7	95	124	156
Bloomfield	303	364	350	1	4	3	162	190	184
Caldwell	41	62	47	..	2	3	31	34	29
Caldwell Twp.	54	90	47	3	2	1	47	55	42
Cedar Grove	23	41	43	..	2	..	30	38	24
East Orange	665	947	880	4	4	5	238	440	382
Essex Fells	3	7	5	..	..	..	4	7	6
Glen Ridge	37	62	49	1	1	..	10	40	36
Irvington	530	650	554	7	4	11	230	383	315
Livingston	61	93	89	2	1	1	28	45	60
Maplewood	68	111	104	1	2	2	26	56	56
Millburn	54	104	103	1	1	2	32	57	64
Montclair	209	253	191	5	4	7	113	117	112
Newark	7,362	9,818	8,871	77	66	69	3,943	5,185	4,785
N. Caldwell	7	11	6	1	..	..	5	6	3
Nutley	181	196	183	4	..	1	110	108	90
Orange	242	306	278	3	4	3	106	181	134
Roseland	7	22	18	..	..	..	8	20	12
S. Orange	83	147	160	1	3	1	28	70	98
Verona	26	69	67	..	1	1	7	32	42
West Caldwell	31	38	27	..	..	..	8	33	16
West Orange	208	310	266	7	3	5	131	194	149
TOTAL	10,360	13,955	12,544	122	109	122	5,492	7,415	6,794

GLOUCESTER COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Clayton	15	10	13	1	..	..	11	6	13
Deptford	43	64	58	5	1	..	38	58	62
E. Greenwich	9	20	15	1	1	1	10	15	9
Elk Twp.	7	15	13	..	..	..	2	22	16
Franklin Twp.	38	63	51	..	7	6	27	50	41
Glassboro	26	69	53	..	3	..	23	73	43
Greenwich	22	21	20	2	2	2	17	11	11
Harrison Twp.	13	24	17	1	1	..	10	46	15
Logan Twp.	24	35	30	1	..	1	26	22	30
Mantua Twp.	22	27	32	1	4	1	27	15	29
Monroe Twp.	23	41	32	1	1	3	25	37	31
National Park	7	15	2	..	..	..	2	9	2
Newfield	2	2	3	..	..	..	2	..	1
Paulsboro	16	24	20	1	..	..	11	9	20
Pitman	21	32	48	1	1	2	14	24	27
S. Harrison Twp.	4	3	9	..	1	..	4	4	6
Swedesboro	12	9	7	..	1	..	6	4	7
Washington	18	35	36	..	1	3	11	35	31
Wenonah	1	3	4	..	..	..	..	1	3
W. Deptford Twp.	73	114	90	2	6	2	52	81	66
Westville	12	37	14	..	4	1	7	17	19
Woodbury	36	60	49	..	1	4	17	38	39
Woodbury Hghts.	8	6	3	..	..	..	2	6	1
Woolwich Twp.	11	24	15	3	2	1	12	19	21
TOTAL	458	753	634	20	37	33	356	602	543

HUDSON COUNTY

Bayonne	195	185	261	10	6	10	138	133	209
E. Newark	12	26	5	..	..	..	2	14	2
Guttenberg	14	15	10	..	..	..	4	6	4
Harrison	140	158	137	5	2	2	76	71	90
Hoboken	271	346	276	8	2	5	204	255	194
Jersey City	1,906	2,326	2,281	23	34	26	1,350	1,570	1,587
Kearny	382	572	511	8	11	7	198	300	297
N. Bergen	149	180	154	9	4	3	132	131	119
Secaucus	48	59	51	2	8	6	32	53	31
Union City	297	382	299	4	1	5	199	239	226
Weehawken	40	49	46	1	3	..	40	32	37
West New York	64	70	57	3	4	1	46	35	34
TOTAL	3,518	4,368	4,088	73	75	65	2,421	2,839	2,830

HUNTERDON COUNTY

Alexandria	2	7	8	..	..	..	1	3	5
Bethlehem	12	23	18	1	1	..	5	31	19
Bloomsbury	2	4	2	..	3	..	1	3	1
Califon	3	4	2	..	..	1	..	3	1
Clinton	9	25	16	..	2	2	4	9	16
Clinton Twp.	30	75	73	..	2	2	16	37	52
Delaware	4	4	5	..	..	..	1	1	2
East Amwell	12	15	14	..	..	3	6	10	13
Flemington	17	26	31	..	..	..	13	16	11
Franklin Twp.	3	5	6	..	..	..	7	3	9
Frenchtown	4	9	4	..	..	..	2	2	3
Glen Gardner	4	16	9	..	..	..	1	6	6
Hampton	7	10	14	1	..	1	3	5	8
High Bridge	6	6	8	2	..	..	3	2	4
Holland	2	7	4	..	..	..	3	2	3
Kingwood	6	10	7	..	..	1	6	10	7
Lambertville	7	16	10	1	..	..	5	9	6
Lebanon	19	34	27	1	..	..	10	12	11
Lebanon Twp.	11	13	10	1	1	..	4	9	5
Milford	3	6	6	..	..	2	2	1	3
Raritan Twp.	23	64	33	..	4	..	10	48	29
Readington	42	82	64	2	3	6	39	71	36
Stockton	..	4	1	..	..	..	..	1	2
Tewksbury	8	3	6	..	..	..	2	1	5
Union Twp.	12	23	21	..	..	1	4	7	25
West Amwell	7	13	9	..	..	1	2	14	6
TOTAL	250	504	408	9	16	21	150	316	288

MERCER COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
East Windsor	38	84	56	5	1	4	21	59	42
Ewing	96	207	156	5	2	5	46	124	118
Hamilton Twp.	140	286	238	4	13	5	131	205	180
Highstown	10	12	8	2	..	..	1	7	3
Hopewell	5	4	6	..	..	..	5	3	2
Hopewell Twp.	30	64	59	2	..	2	24	40	33
Lawrence	25	143	131	4	3	5	23	108	113
Pennington	7	6	12	..	..	..	3	2	17
Princeton	28	58	65	..	..	..	13	27	29
Princeton Twp.	1	13	10	..	1	..	2	14	8
Trenton	606	974	821	11	16	18	351	606	474
Washington Twp.	38	66	59	1	1	2	21	79	27
West Windsor	52	85	59	5	5	4	21	51	31
TOTAL	1,076	2,002	1,680	39	42	45	662	1,325	1,077

MIDDLESEX COUNTY

Carteret	56	88	100	2	3	1	37	52	59
Cranbury	54	72	58	5	2	5	23	66	41
Dunellen	25	53	35	..	2	2	9	20	34
E. Brunswick	62	93	71	2	5	3	40	52	82
Helmetta	2	..	1	..	..	..	1	..	..
Highland Park	53	66	73	..	1	1	26	41	54
Jamesburg	5	11	4	1	2	..	2	18	..
Madison	72	151	99	..	3	6	43	112	72
Metuchen	23	35	47	..	2	1	12	28	25
Middlesex	23	33	35	1	1	..	8	17	14
Milltown	7	13	11	..	1	..	11	11	16
Monroe	21	20	14	..	2	1	16	15	7
New Brunswick	210	287	320	1	4	7	123	158	183
N. Brunswick	117	191	157	5	11	8	68	150	122
Perth Amboy	190	277	265	3	5	5	112	139	163
Piscataway	85	94	110	3	3	3	40	71	74
Plainsboro	12	26	17	..	..	..	2	12	10
Raritan	287	384	287	6	10	9	170	276	231
Sayreville	59	137	111	3	4	4	51	104	99
South Amboy	28	43	33	2	1	..	12	29	25
S. Brunswick	74	117	93	4	6	4	43	85	64
S. Plainfield	28	54	25	1	1	..	8	48	20
South River	52	68	34	..	1	1	39	42	13
Spotswood	2	4	5	..	1	..	1	2	4
Woodbridge	221	328	273	6	10	19	110	186	217
TOTAL	1,807	2,645	2,278	45	80	80	995	1,734	1,629

MONMOUTH COUNTY

Allenhurst	4	5	9	..	1	..	..	3	8
Allentown	4	7	5	..	..	1	2	5	1
Asbury Park	115	148	121	5	..	1	82	109	75
Atlantic Twp.	27	68	48	..	..	1	25	38	31
Atlantic Highlands	5	9	16	..	..	1	8	7	6
Avon	12	10	17	1	..	1	7	6	16
Belmar	13	49	24	2	3	..	11	35	17
Bradley Beach	19	51	44	1	..	..	10	25	25
Brielle	6	40	20	..	..	..	..	24	9
Deal	8	16	17	..	1	..	1	15	14
Eatontown	23	40	14	..	3	1	15	19	10
Englishtown	3	9	10	..	..	..	1	3	4
Fair Haven	2	5	3	..	1	..	..	2	2
Farmingdale	3	7	10	..	..	..	8	4	2
Freehold	27	44	38	2	2	3	6	20	13
Freehold Twp.	43	66	74	3	1	1	25	84	69
Highlands	12	7	5	..	..	..	6	1	2
Holmdel	14	20	27	1	1	2	20	16	21
Howell Twp.	37	90	98	..	5	8	36	70	92
Interlaken	..	3	2	..	..	..	..	1	2
Jersey Homest'ds Boro	..	3	1	..	..	..	..	1	1
Keansburg	16	26	12	..	1	1	10	27	17
Keyport	32	54	46	2	2	..	27	42	37
Little Silver	11	17	13	..	..	2	16	16	13
Long Branch	32	62	54	1	2	1	8	39	38
Manalapan	26	41	30	3	5	1	19	35	17
Manasquan	9	16	11	..	..	1	11	5	3
Marlboro	21	44	51	1	4	..	22	53	33

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Matawan Boro	15	45	22	..	1	1	6	27	16
Matawan Twp.	12	61	29	..	1	..	8	37	24
Middletown	132	98	64	6	9	5	50	84	54
Millstone	8	23	20	1	..	..	6	28	17
Monmouth Beach	..	4	2	..	1	..	..	6	5
Neptune Twp.	53	75	70	..	2	..	48	44	49
Neptune City	8	17	17	1	..	..	5	20	9
Ocean Twp.	20	28	20	2	2	..	16	15	15
Oceanport	9	18	8	..	..	..	4	9	4
Raritan Twp.	29	51	29	2	2	8	14	43	24
Red Bank	48	65	63	1	1	..	20	30	23
Rumson	10	23	14	..	2	2	9	24	8
Sea Bright	5	8	11	..	1	2	1	4	10
Sea Girt	7	7	5	..	..	..	7	5	7
Shrewsbury Boro	8	15	10	1	..	1	4	8	5
Shrewsbury Twp.	22	28	28	2	2	..	10	32	26
S. Belmar	..	2	1	..	..	..	..	2	4
Spring Lake	15	12	10	1	1	..	5	10	6
Spring Lake Hghts.	2	10	7	..	..	..	2	7	4
Union Beach	9	12	8	..	1	1	2	3	5
Upper Freehold Twp.	14	32	18	..	1	2	9	25	17
Wall Twp.	17	58	45	..	6	2	14	47	48
West Long Branch	4	5	0	..	..	..	3	3	7
TOTAL	971	1,654	1,327	39	62	50	613	1,213	973

MORRIS COUNTY

Boonton	59	67	28	..	..	..	36	28	15
Boonton Twp.	3	3	9	..	..	..	4	..	13
Butler	19	18	17	..	1	2	10	5	18
Chatham Boro	19	40	50	1	3	..	10	16	25
Chatham Twp.	1	7	4	..	..	..	..	8	..
Chester	9	9	6	..	..	..	6	5	5
Chester Twp.	9	10	15	1	1	1	6	11	18
Denyille	37	52	40	..	4	2	26	29	42
Dover	122	137	92	4	..	2	57	74	32
E. Hanover Twp.	23	35	21	1	..	1	34	31	19
Florham Park	9	9	13	..	..	..	5	3	9
Hanover	42	53	44	1	1	..	32	32	36
Harding Twp.	5	19	12	1	..	..	4	8	4
Jefferson	28	41	39	..	..	..	13	21	13
Kinnelon Boro	3	2	5	..	..	..	1	..	3
Lincoln Park	7	8	7	..	..	..	6	2	1
Madison	35	44	44	2	..	2	15	18	19
Mendham Boro	2	5	7	..	..	..	..	7	1
Mendham Twp.	6	4	5	1	..	..	1	..	5
Mine Hill Twp.	18	25	14	2	2	..	12	25	8
Montville	24	35	45	..	2	6	12	36	34
Morris Twp.	34	63	66	..	4	1	20	35	56
Morris Plains	18	35	32	..	1	1	13	20	25
Morristown	56	111	90	1	3	..	30	59	39
Mountain Lakes	9	28	21	..	2	..	4	23	20
Mt. Arlington	4	3	3	..	..	..	..	..	..
Mt. Olive	40	73	49	..	2	1	43	90	42
Netcong	25	32	22	..	1	1	14	22	5
Parsippany-Troy Hills	74	129	135	1	9	3	64	97	137
Passaic Twp.	14	21	21	1	1	1	9	15	16
Pequannock	13	21	17	..	1	..	10	16	23
Randolph	30	47	46	2	4	2	21	24	30
Riverdale	17	23	21	1	..	1	7	13	16
Rockaway	27	30	16	3	4	1	14	15	16
Rockaway Twp.	35	49	31	..	2	..	19	34	17
Roxbury	78	111	78	6	1	2	51	64	34
Washington Twp.	13	28	16	..	2	2	8	20	18
Wharton	28	44	33	..	1	..	15	26	22
TOTAL	991	1,466	1,214	29	51	32	632	932	816

OCEAN COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Barnegat City	..	2	1	..	..	..	..	3	..
Bayhead	1	9	9	..	..	2	..	5	11
Beach Haven	2	13	8	1	..	..	..	6	2
Beachwood	2	7	10	..	..	1	1	1	5
Berkeley	9	22	20	..	1	..	5	16	15
Brick Twp.	20	38	32	2	..	4	20	34	28
Dover Twp.	54	39	90	2	3	3	43	67	57
Eagleswood	5	6	6	1	..	1	3	9	9
Harvey Cedars	..	..	2	..	..	1	..	..	1
Island Beach Boro	..	2	2	..	..	..	..	..	2
Island Hghts.	..	2	..	..	..	..	..	..	..
Jackson Twp.	20	36	29	..	1	..	13	40	31
Lacey Twp.	2	12	9	..	..	..	2	9	4
Lakehurst	6	6	4	..	..	..	8	9	2
Lakewood	33	44	46	..	1	4	19	37	31
Lavalette	..	3	3	..	1	1	..	1	2
Little Egg Harbor	4	6	7	..	1	1	4	6	3
Long Beach	2	11	7	1	..	..	2	13	8
Manchester	16	19	24	2	..	..	8	21	28
Mantoloking	..	4	2	..	..	..	..	6	..
Ocean Twp.	1	5	3	..	2	..	..	5	4
Ocean Gate	2	1	..	..	..	..	1	1	..
Pine Beach	2	3	..	..	..	..	..	2	..
Plumstead	10	7	7	..	2	1	9	6	3
Pt. Pleasant Boro	9	22	19	..	..	..	7	16	11
Pt. Pleasant Beach	5	47	44	..	..	3	4	35	37
Seaside Hghts.	5	20	14	..	..	..	2	18	4
Seaside Park	3	7	8	..	..	..	5	6	10
Ship Bottom	4	9	6	..	..	..	2	7	10
S. Toms River	3	4	3	..	..	..	1	2	3
Stafford Twp.	10	26	24	..	2	1	16	17	25
Surf City	..	3	1	..	..	..	..	6	..
Tuckerton	2	11	7	1	..	..	..	3	5
Union Twp.	12	14	15	..	..	..	10	6	12
TOTAL	244	508	462	10	14	23	185	413	363

PASSAIC COUNTY

Bloomington	11	16	16	..	1	1	9	5	6
Clifton	510	626	506	8	12	6	304	379	308
Haledon	12	26	39	..	2	2	4	7	21
Hawthorne	48	66	48	1	2	..	27	34	44
Little Falls	34	46	44	..	2	2	26	18	20
N. Haledon	18	19	15	..	..	..	11	15	8
Passaic	696	876	819	4	5	8	392	534	479
Paterson	1,552	2,004	1,645	21	19	22	906	1,119	921
Pompton Lakes	37	54	31	3	..	..	22	28	14
Prospect Park	14	19	17	..	..	..	7	13	10
Ringwood	7	5	6	1	..	..	4	2	6
Totowa	31	43	39	..	1	2	24	28	24
Wanaque	9	22	24	..	3	3	7	18	15
Wayne	70	135	77	6	6	3	26	85	62
West Milford	34	62	60	1	..	2	18	43	50
West Paterson	14	30	29	..	..	..	6	11	16
TOTAL	3,097	4,049	3,415	45	53	48	1,793	2,339	2,004

SALEM COUNTY

Alloway	2	8	2	..	..	..	..	5	2
Elmer	1	7	7	..	..	..	1	6	3
Elsinboro	4	3	4	2	1	1	3	..	7
Lower Alloway Creek	1	3	2	..	..	..	1	2	2
Lower Penns Neck	18	39	24	2	6	1	5	28	18
Mannington	11	23	9	..	4	1	10	29	5
Oldmans	9	24	18	1	1	..	9	31	12
Oldmans	21	36	59	..	1	2	11	12	42
Pennsgrove	17	33	18	2	6	2	6	38	16
Pilesgrove	29	32	26	5	..	..	10	37	20
Pittsgrove	8	12	13	1	..	2	7	7	8
Quinton	34	41	23	..	3	1	16	22	8
Salem	16	40	65	1	2	3	14	38	39
Upper Penns Neck	13	26	24	1	2	2	8	29	23
Upper Pittsgrove	2	10	6	..	..	..	..	14	3
Woodstown	..	..	..	..	..	..	..	..	..
TOTAL	186	340	300	15	28	15	101	296	208

SOMERSET COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Bedminster	11	29	20	..	2	1	16	24	14
Bernards Twp.	13	23	37	..	..	1	8	12	33
Bernardsville	11	21	22	..	..	..	2	7	18
Bound Brook	107	147	141	1	1	..	40	81	73
Branchburg	21	53	44	3	1	2	14	43	44
Bridgewater	157	212	173	4	8	8	115	126	113
Far Hills	1	4	3	..	..	..	..	6	..
Franklin Twp.	69	89	75	3	1	3	59	47	63
Green Brook Twp.	26	52	49	2	5	3	16	38	51
Hillsboro	63	52	47	3	1	..	35	31	37
Manville	17	33	12	1	1	..	2	11	13
Millstone	1	8	2	..	..	..	..	6	..
Montgomery	17	31	24	..	..	..	15	15	17
N. Plainfield	52	112	75	..	2	3	28	68	55
Peapack-Gladstone	1	7	6	..	..	1	..	1	..
Raritan	12	20	22	..	1	..	9	21	8
Rocky Hill	2	..	1	..	..	..	1	..	..
Somerville	60	87	73	..	1	3	21	41	33
S. Bound Brook	9	12	11	..	..	..	5	10	5
Warren	20	34	18	..	..	1	12	22	9
Watchung	12	23	34	..	1	..	7	14	32
TOTAL	682	1,049	889	17	25	26	405	624	618

SUSSEX COUNTY

Andover	7	8	11	1	..	1	4	2	6
Andover Twp.	14	20	8	2	1	..	8	22	7
Branchville	1	1	6	..	..	..	..	..	4
Byram	13	19	14	..	1	..	9	13	12
Frankford	24	25	15	..	2	2	18	18	20
Franklin	11	23	14	1	..	1	6	20	10
Fredon	7	8	13	..	..	..	5	1	8
Green	3	4	2	..	1	..	..	2	..
Hamburg	8	16	16	3	..	..	4	15	9
Hampton	10	12	11	..	..	..	7	7	4
Hardyston	20	22	25	..	..	..	8	15	23
Hopatcong	6	5	8	2	..	..	1	6	11
Lafayette	7	7	6	..	..	..	4	3	2
Montague	2	12	9	..	..	..	2	2	7
Newton	19	24	24	1	..	..	11	10	9
Ogdensburg	1	7	7	..	..	..	..	1	3
Sandyston	3	12	3	..	..	..	1	9	1
Sparta	8	18	15	..	..	1	1	10	13
Stanhope	9	15	4	..	..	..	4	5	..
Stillwater	1	..	2	..	..	..	..	..	1
Sussex	4	21	15	1	..	..	2	6	6
Vernon	11	18	14	..	1	1	10	15	8
Walpack	1	2	..	..	..	..	..	1	..
Wantage	21	36	27	3	..	2	10	18	19
TOTAL	211	335	269	14	6	8	115	201	183

UNION COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1942	1941	1940	1942	1941	1940	1942	1941	1940
Clark	21	37	30	3	2	2	6	32	23
Cranford	64	96	98	2	2	2	38	65	63
Elizabeth	910	1,127	1,109	11	16	14	775	909	976
Fanwood	13	20	18	..	..	..	4	16	12
Garwood	14	23	16	..	..	..	15	13	7
iHillside	144	200	200	3	4	3	77	128	171
Kenilworth	13	23	17	3	1	1	12	18	14
Linden	399	652	548	7	7	12	236	451	437
Mountainside	40	61	55	4	1	1	22	31	32
New Providence	6	14	11	..	..	..	8	10	10
New Providence Twp.	7	16	4	..	2	2	1	10	4
Plainfield	348	501	443	7	2	6	182	237	243
Rahway	203	277	219	8	4	2	167	229	209
Roselle	113	192	128	2	3	2	56	114	76
Roselle Park	46	68	50	2	..	1	10	55	27
Scotch Plains	64	102	97	1	1	..	39	98	92
Springfield	113	280	219	1	3	5	37	108	105
Summit	93	125	100	2	2	..	58	73	46
Union	168	313	279	4	6	4	77	209	174
Westfield	79	161	136	..	2	1	44	116	107
Windeld	1	..	..	..	..	..	..	..	..
TOTAL	2,859	4,288	3,777	60	58	58	1,864	2,922	2,828

WARREN COUNTY

Allamuchy	6	4	5	1	..	4	3	2	5
Alpha	3	1	2	1	..	..	..	2	..
Belvidere	6	6	6	..	..	..	9	1	5
Blairstown	9	9	14	..	..	1	8	2	13
Franklin	10	18	19	..	..	3	9	9	17
Frelinghuysen	5	9	11	1	..	..	1	3	13
Greenwich	10	21	17	..	1	1	8	11	16
Hackettstown	19	34	25	..	1	1	11	27	14
Hardwick	1	..	2	..	..	..	..	..	3
Harmony	18	15	12	..	1	..	9	16	9
Hope	3	3	3	..	1	1	2	..	..
Independence	11	17	22	1	2	1	7	8	15
Knowlton	15	18	9	3	..	2	13	20	7
Liberty	7	11	8	1	..	..	7	9	3
Lopatcong	15	35	19	1	..	..	19	31	21
Mansfield	14	21	18	..	1	5	6	21	12
Oxford	7	14	10	..	1	1	5	5	2
Pahaquarry	..	..	..	..	..	..	..	..	..
Phillipsburg	92	142	83	1	4	3	63	90	51
Pohatcong	9	22	14	2	1	1	5	13	10
Washington Boro	13	20	15	..	..	..	9	7	9
Washington Twp.	19	41	20	1	2	..	10	35	19
White	28	36	35	..	1	1	20	25	46
TOTAL	320	497	375	13	16	25	214	337	290
ENTIRE STATE	33,597	48,734	42,538	771	971	911	20,384	30,415	27,718

TRAFFIC LAW VIOLATIONS

As in practically every other phase of motor vehicle activity, war restrictions on driving had its effect in the number of traffic violators arrested during the year for infractions of the Motor Vehicle and Traffic Acts. There were 42,476 fewer arrests than in the previous year, a reduction of 38 per cent.

ARRESTS AND PENALTIES

	1941	1942
Total arrests	111,542	69,066
Fined or jailed	84,279	52,863
Suspended sentence	22,781	13,452
Dismissed	4,482	2,751

MAJOR VIOLATIONS

	1941	1942
Reckless driving	3,021	2,053
Speeding	44,394	25,631
Drunken driving	1,585	1,140
Hit and run	901	618
Manslaughter	85	78
Careless driving	19,396	12,435
Stop street	3,788	2,873
Passing signal	5,325	4,305
Parking	8,629	4,912
Miscellaneous	24,418	15,021

In addition to the arrests heretofore noted, 10,971 New Jersey motorists were arrested in other States for traffic law violations. This represented a 12 per cent reduction from the number arrested the previous year.

Fines imposed in cases where arrests were made by motor vehicle inspectors and State Police totaled \$214,534.35, which was 18 per cent less than the sum realized the year before.

One of the outstanding achievements of the Fines Division during the year was the detection of 7,996 repeaters—drivers twice convicted of law violations. This was more than a 200 per cent increase over the number of repeaters brought to attention in the year 1941. In these cases, the Department took corrective measures which included warning letters and revocation proceedings against all the 7,996 repeaters. These proceedings constituted an important contribution to the war effort since it provided disciplinary action against a class of drivers who might otherwise have continued their careless driving to the detriment of the conservation program.

TOTAL ARRESTS BY COUNTIES

	1941	1942
Atlantic	3,063	1,579
Bergen	11,110	8,029
Burlington	6,921	4,709
Camden	4,531	2,364
Cape May	841	468
Cumberland	1,576	809
Essex	22,561	12,856
Gloucester	3,085	1,977
Hudson	2,735	1,853
Hunterdon	2,135	1,023
Mercer	4,423	2,655
Middlesex	10,406	5,879
Monmouth	3,400	2,534
Morris	4,460	2,643
Ocean	3,349	2,129
Passaic	4,931	3,010
Salem	1,708	990
Somerset	6,542	4,973
Sussex	1,299	542
Union	11,166	7,139
Warren	1,180	905
	<hr/>	<hr/>
	111,542	69,066

REPORT OF TRAFFIC VIOLATIONS—1942

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	1,579	1,395	120	64	42	833	62	5	4	328	17	3	280	5
Bergen	8,029	6,065	1,442	522	178	3,143	105	65	9	1,062	559	641	1,733	534
Burlington	4,709	4,494	193	22	88	2,837	34	12	..	702	136	61	705	134
Camden	2,364	2,025	282	57	107	606	77	29	1	721	105	98	539	81
Cape May	468	441	18	9	19	183	6	2	..	116	4	9	126	3
Cumberland	809	662	115	32	42	182	28	8	1	309	24	10	197	8
Essex	12,856	7,358	4,873	625	95	4,163	107	110	2	1,565	476	1,527	3,468	1,343
Gloucester	1,977	1,790	154	33	135	628	26	17	2	628	91	25	372	53
Hudson	1,853	694	958	201	155	294	71	41	11	171	23	128	379	580
Hunterdon	1,023	936	69	18	105	316	15	17	..	230	30	16	254	40
Mercer	2,655	2,476	94	85	98	1,580	39	39	7	492	12	27	486	81
Middlesex	5,879	5,081	699	99	98	2,791	92	40	7	1,069	168	491	1,043	80
Monmouth	2,534	2,141	260	133	143	727	56	28	6	738	84	141	590	23
Morris	2,643	2,338	146	159	189	659	44	30	9	741	194	51	655	71
Ocean	2,129	1,935	182	12	42	1,133	12	5	1	579	9	4	256	88
Passaic	3,010	1,936	905	169	125	867	99	63	2	530	72	132	861	259
Salem	890	944	43	3	20	279	46	11	1	255	89	7	249	33
Somerset	4,973	4,204	623	146	110	1,987	48	22	..	846	447	247	909	357
Sussex	542	517	12	13	63	123	12	6	1	141	8	2	171	15
Union	7,139	4,539	2,259	341	143	2,316	150	64	18	952	308	660	1,532	906
Warren	905	892	5	8	56	184	11	4	2	262	17	25	216	128
TOTALS ...	69,066	52,863	13,452	2,751	2,053	25,631	1,140	618	78	12,435	2,873	4,305	15,021	4,912

Hearings—License Revocations

More drivers lost their operating privileges during 1942 for infractions of the motor vehicle and traffic laws than in any year of the Department's history. The revocations totaled 7,629, which was a 22 per cent increase over the preceding year.

During the past 25 years, a total of 90,137 license revocations have been ordered by the Department.

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1918	702	1931	4,993
1919	707	1932	4,034
1920	770	1933	3,294
1921	956	1934	2,863
1922	931	1935	3,281
1923	2,080	1936	4,125
1924	2,429	1937	5,876
1925	2,886	1938	5,336
1926	2,750	1939	4,980
1927	3,987	1940	5,700
1928	3,657	1941	6,231
1929	4,991	1942	7,629
1930	4,949		
		TOTAL	90,137

CAUSES FOR LICENSE REVOCATION

	1942	1941	1940	1939
Driving while intoxicated	1,208	1,454	1,295	1,256
Reckless driving	599	544	413	413
Speeding	361	364	386	412
Fatal accidents	242	298	223	205
Obtaining license while on revoked list	71	84	85	51
Habitual violators	1,738	635	815	478
Failure to appear in answer to summonses	1,126	873	901	720
Failure to pay fine	40	60	78	99
Leaving the scene of an accident	87	89	81	61
Misstatement of facts in application for license	23	20	22	31
Larceny and receiving and driving without consent	81	185	150	111
Defective vision	46	109	14	9
Physically or mentally unfit	307	288	158	99
Fraud at examination for new licenses	21	64	45	31
Driving without a license	96	123	93	56
Misrepresenting age in attempt for new license	6	27	7	2
Permanent revocations, bad records	2	...	3	6
Failure to report change of address	227	217	146	122
Careless driving	313	319	307	157
Commission of crime involving a motor vehicle	204	103	...	...
Personal injury accident while driving in violation	216	...	...	...
Emergency regulation (2 speeding convictions)	266	...	...	...
All others	349	377	478	661
TOTAL	7,629	6,231	5,700	4,980

Drunken Drivers

Driving while intoxicated, frequently condemned by the courts as a most reprehensible offense against public safety, was still a leading cause for revocation of license. In all, 1,208 drivers were convicted of the offense which carried with it the mandatory loss of driving privilege for a two-year period. This was a 17 per cent reduction from the convictions in the previous year. (See "Accident Statistics" for accidents involving drunken drivers.)

DRUNKEN DRIVER REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1918	135	1931	2,080
1919	115	1932	1,432
1920	314	1933	1,227
1921	430	1934	1,443
1922	352	1935	1,305
1923	832	1936	1,534
1924	971	1937	1,690
1925	1,155	1938	1,425
1926	1,259	1939	1,256
1927	1,640	1940	1,295
1928	1,952	1941	1,454
1929	2,044	1942	1,208
1930	2,095		
TOTAL			30,652

PLACE OF ARREST

	1942	1941	1940	1939
New Jersey residents arrested in New Jersey	933	1,047	955	941
New Jersey residents arrested in other states	66	80	87	78
New Jersey residents not holding drivers licenses placed upon prohibitory list	113	154	127	112
Non-residents arrested in New Jersey	96	173	126	125
TOTAL	1,208	1,454	1,295	1,256

RESIDENTS ARRESTED OUT OF THE STATE

	1942	1941	1940	1939
New York	11	16	19	11
Pennsylvania	1	7	31	28
Virginia	6	15	10	3
Massachusetts	6	9	4	11
North Carolina	9	8	7	2
Connecticut	7	6	4	12
Maryland	7	4	1	2
South Carolina	1	3	1	1
Florida	2	2	1	0
Georgia	0	2	1	0
Michigan	1	2	1	0
Indiana	0	2	0	0
Vermont	0	1	0	0
New Hampshire	0	1	2	1
Delaware	4	1	1	3
Maine	1	1	0	2
Rhode Island	1	0	0	0
District of Columbia	2	0	0	1
Tennessee	1	0	1	1
West Virginia	0	0	1	0
Kentucky	1	0	1	0
Canada	1	0	1	0
California	3	6	0	0
Wisconsin	1	0	0	0
TOTAL	66	80	87	78

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

	1942	1941	1940	1939
Pennsylvania	38	79	70	57
New York	43	69	41	49
Florida	2	6	0	2
Virginia	3	5	0	0
Maryland	4	4	2	1
Delaware	1	2	1	1
Connecticut	1	2	3	6
California	0	2	0	0
District of Columbia	2	1	0	1
Georgia	0	1	0	2
Indiana	0	1	0	0
North Carolina	0	1	1	1
Massachusetts	0	0	2	0
Illinois	0	0	2	1
Nebraska	0	0	0	0
Michigan	0	0	0	1
South Carolina	1	0	0	0
Maine	0	0	0	1
Rhode Island	0	0	1	1
Arkansas	0	0	0	1
Ohio	0	0	1	0
Washington	0	0	1	0
Tennessee	1	0	0	0
TOTAL	96	173	125	125

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.

	1942	1941	1940	1939
Males	1,178	1,408	1,258	1,228
Females	30	46	37	28
TOTAL	1,208	1,454	1,295	1,256

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

COUNTIES WHERE VIOLATORS RESIDE

	1942	1941	1940	1939
Atlantic	29	33	35	29
Bergen	76	98	91	110
Burlington	40	37	61	48
Camden	73	73	81	82
Cape May	10	16	8	8
Cumberland	12	42	30	28
Essex	163	194	164	175
Gloucester	33	31	34	27
Hudson	114	111	92	105
Hunterdon	17	8	20	14
Mercer	47	52	55	62
Middlesex	105	85	89	85
Monmouth	43	66	44	46
Morris	66	52	56	56
Ocean	8	22	15	28
Passaic	62	86	64	48
Salem	39	59	59	26
Somerset	37	39	30	27
Sussex	12	18	16	9
Union	121	143	113	107
Warren	5	16	12	16
	1,112	1,281	1,169	1,131
Non-residents arrested in New Jersey	96	173	126	125
TOTAL	1,208	1,454	1,295	1,256

COUNTIES WHERE VIOLATORS ARRESTED

	1942	1941	1940	1939
Atlantic	33	44	33	32
Bergen	67	103	94	128
Burlington	44	53	61	60
Camden	79	91	106	89
Cape May	8	19	14	13
Cumberland	27	49	43	30
Essex	123	149	118	152
Gloucester	30	31	27	27
Hudson	103	90	74	94
Hunterdon	15	12	22	16
Mercer	47	52	55	55
Middlesex	113	95	104	85
Monmouth	49	77	44	54
Morris	45	52	47	50
Ocean	13	33	22	19
Passaic	81	106	75	50
Salem	47	63	60	30
Somerset	53	52	37	29
Sussex	14	21	15	11
Union	141	167	139	131
Warren	10	15	18	23
	<hr/>	<hr/>	<hr/>	<hr/>
New Jersey residents arrested in other states	66	80	87	78
TOTAL	1,142	1,454	1,295	1,178
	<hr/>	<hr/>	<hr/>	<hr/>
	66	80	87	78
	<hr/>	<hr/>	<hr/>	<hr/>
	1,208	1,454	1,295	1,256

Age Group Drinking Drivers

	Per Cent
Under 21	2.5
21-29	19.3
30-39	31.1
40-49	31.4
50 and over	15.7
	<hr/>
	100.00

Enforcement officials are at a loss for an explanation of the prevalence of drunken driving when it is considered that New Jersey imposes the heaviest penalty of all the States on convicted offenders. This penalty begins with a mandatory \$200, loss of driving privilege for two years and three years' compliance with the Financial Responsibility Law. For second offenders there is a mandatory 90 days jail sentence and the permanent loss of driving privilege.

During the year, 59.8 per cent of offenders paid the mandatory \$200 fine (plus the other penalties) while 40.2 per cent were unable to pay and went to jail. There were 81 second offenders in 1942, bringing the number of permanent revocations in the past 11 years to 1,017.

Habitual Violators

No other enforcement activity pays the safety dividends that come from the Department's continuous campaign against repeaters or habitual violators of the motor vehicle and traffic laws. Repeaters are detected by means of two files, one of traffic conviction reports forwarded by police magistrates and the other of accident reports. When the files reveal two convictions or three

accidents, the driver receives a letter from the Department warning that a future conviction or accident will make him subject to revocation proceedings. Follows a four-year record of this activity:

	1942	1941	1940	1939
Warning letters	7,996	2,628	2,165	3,007
Revoked following hearing	1,184	468	598	243
Warned following hearing	179	385	700	442
Revocation by default	375	167	317	235
	<u>9,734</u>	<u>3,648</u>	<u>3,780</u>	<u>3,927</u>

The campaign against repeaters, first instituted in 1933 on a small scale, is today one of the Department's major activities. Since 1933, 21,644 warning letters have been sent out, 8,011 hearings have been held and 4,930 licenses revoked.

A significant discovery growing out of the campaign against repeaters is that, as a general rule, drivers who have a record of traffic convictions also have a record of accidents.

Fatal Accidents

The Department investigated all fatal accidents occurring during the year and where there was evidence of law violation, the responsible drivers were brought in for hearings. A total of 204 drivers were brought up for hearings, of which number 129 were deprived of their driving privileges and 113 licenses were revoked when the drivers failed to contest the Department's proceedings. In cases of flagrant disregard of the law, the revocation period was five years.

Hearings

During the year 1942, the Department cited for appearance a total of 2,016 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, bill of sale law violations, and cases where the 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.

Year	Number of Hearing Days
1937	103
1938	103
1939	98
1940	74
1941	69
1942	89
Total	<u>536</u>

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

The year 1942 was one of unprecedented changes in traffic conditions. Prior to the war there had been a yearly increase in car registrations and gasoline consumption which reached its peak in 1941 and this was reflected in the increased travel over the roadways of the State.

This, however, was changed in May with the advent of gasoline rationing, designed to eliminate unnecessary travel. That this was accomplished is borne out by the results of numerous traffic counts made at strategic locations which showed reductions of from 25 per cent to 50 per cent in traffic volume.

The decrease in travel was further revealed in the year's figures covering gasoline consumption and motor vehicle registration. Gasoline consumption, as compared with 1941, showed a reduction of 21.5 per cent, while motor vehicle registrations dropped 5.2 per cent compared with the same year. The registration year commenced before gasoline rationing and it is obvious that even though vehicles were registered, many of them were used but little.

In order to further gasoline and tire conservation, the Department embarked on a program to enlist the assistance of State, county and municipal authorities to eliminate the stop-and-go operation of traffic control signals during the times when such operation, in the light of reduced traffic volume, was not necessary. Beginning in June, investigations were made at the 133 signal installations on State highways controlled by the State Highway Department. Signal operation was discontinued at two installations and at others the signal cycles were shortened considerably. Since these signals were of the vehicle-actuated type, it was thought that their continued operation would be satisfactory from the standpoint of both expeditious travel and safety.

In mid-summer, work was commenced on shortening the hours of stop-and-go operation of traffic control signals under the control of 169 political subdivisions. By the end of the year, cooperation had been obtained in 80 different municipalities, with the result that signal operation at over 700 intersections had been shortened by approximately 3,000 hours per day.

At many signalized intersections throughout the State it was evident that a great deal of benefit could be derived by shortening the signal cycles. This procedure obviated the necessity for a large amount of useless stopping and waiting.

No estimate can be made of the number of car minutes or the amount of gasoline saved by the shortening of signal cycles and the hours of stop-and-go operation of traffic control signals. Many factors were involved which precluded the possibility of obtaining accurate data. Regardless of this, ample proof was presented to demonstrate that the Department is continually exerting every effort to benefit the motorists of the State. This mode of action made clear that the Department had devised and brought into being one more plan as a contribution to the war effort.

During the year, thirty-six applications for the installation and operation of traffic control signaling devices were submitted to the Department. Thorough investigations were conducted at each intersection and studies made of the accident experience prior to the dates on which the applications were received. These endeavors resulted in approvals being granted for the following:

- 15 traffic control signals
- 11 flashing beacon signals
- 1 green arrow lens which was incorporated in an existing signal installation

Highway Traffic Advisory Committee

Two days after the entry of our country into the war, the Secretary of War appointed the Highway Traffic Advisory Committee to the War Department. The membership was composed of representatives of State and local police acting through the International Association of Chiefs of Police, motor vehicle administrators acting through the American Association of Motor Vehicle Administrators and highway officials acting through the Public Roads Administration and the American Association of State Highway Officials.

The original functions were to provide for military movements with maximum efficiency and with minimum inconvenience to civilian traffic, to conduct an inventory of trucks and buses and to provide civilian records of prospective army drivers. It was deemed advisable to keep action decentralized and in order to do this, it was necessary to enlist the aid of the various states. The Secretary of War therefore requested the Governors of the forty-eight states and the Commissioners of the District of Columbia to appoint State Highway Traffic Advisory Committees.

In compliance with the request of the Secretary of War, the Governor appointed a State Highway Traffic Advisory Committee composed of the Commissioner of Motor Vehicles, the State Highway Commissioner and the Superintendent of the State Police.

The Director of the Office of Defense Transportation recognized that many problems of wartime highway transportation would be the joint responsibility of the War Department and the Office of Defense Transportation. He therefore sought the cooperation of the Highway Traffic Advisory Committee to the War Department as follows:

To continue war production unabated and to maintain essential civilian services, immediate steps must be taken to conserve the vital transportation facilities represented by our 33,000,000 motor vehicles. . . . I request, therefore, that your Committee take over the active planning and direction of the national campaign, acting in this respect for, and in close cooperation with, the Office of Defense Transportation.

By active cooperation between the committee and the Office of Defense Transportation, it was believed that both the joint and separate highway transportation problems of that office and the War Department would receive constructive solutions.

The federal authorities were responsible for the formulation of policies. State and local authorities assumed the responsibility for placing the plans into operation. The State Highway Traffic Advisory Committees were recognized as the groups best qualified to act as liaison agents between the two bodies and to coordinate the functions of the various State and local authorities. By the regular participation in such activity, the State committees were better qualified to act effectively should more stringent regulation and full mobilization of highway transportation become necessary.

Prior to the formation of the State Highway Traffic Advisory Committee, the Governor appointed the New Jersey War Transportation Committee. This was done in order to forestall a breakdown in transportation services brought about by the rubber shortage, the freezing of motor vehicle production and the rationing of gasoline. He charged the committee with the duty of studying the transportation problem and preparing recommendations to be presented to the responsible authorities. The committee was composed of representatives of State departments, transportation companies, business, industrial and labor organizations. For certain definite reasons this committee was made a subcommittee of the State Highway Traffic Advisory Committee. The programs of the two committees were integrally connected since the work which has been done by the War Transportation Committee was concerned with important parts of the program of the Highway Traffic Advisory Committee.

The Motor Vehicle Department played an important part in the work done by these two committees. This came about because it was recognized that the Engineering Division of the Department, through years of experience, was well qualified to contribute its services to the committees engaged in war time transportation problems. These services were drafted by the Governor.

The program of activity for the New Jersey Highway Traffic Advisory Committee is such that it involved studies and surveys which pertained to the following:

1. Conservation of Motor Transportation Facilities.
2. Facilitation of Highway Transportation.
3. Protection of Highway Transportation Facilities.
4. Facilitation of Military Movements on Highways.
5. Maintenance of Truck and Bus Inventory.
6. Provision of Driver Records for the Army.
7. Routes for Civilian Traffic in Time of Emergency.
8. Special Studies in Vicinity of Individual Military or Naval Establishments.
9. Special Studies in Vicinity of Individual War Production Plants.

CONSERVATION OF MOTOR TRANSPORTATION FACILITIES

Private and Mass Transportation Studies

The Department contributed greatly to the procedure which was adopted in order to make extensive private and mass transportation studies. Private transportation entered into the picture because it was necessary to obtain specific information regarding the rate of vehicle occupancy, the extent of

necessary driving, hours of employment, the relationship of workers' residential and employment locations and condition of tires. Mass transportation studies were made because it was essential to have complete data on mass transportation systems in order to determine the areas served by such transportation lines, the capacity of facilities, passengers carried and the frequency of service.

From these studies the War Transportation Committee took the necessary steps to place into effect a staggered hours program which, when completed, affected certain critical areas in the State where the transportation problem was particularly acute.

A staggered hours program was designed to eliminate congestion and provide a better use of existing public or mass transportation systems. In other words, it meant the transporting of the greatest number of persons with the least possible expenditure of critical materials—rubber, metal and gasoline. Greater efficiency in transportation, it was realized, could be had through a wider use of public transportation vehicles. Many workers were accustomed to the use of private vehicles for transportation to and from work not because of necessity but because of preference. As a result, they used gasoline and rubber which had to be replaced from the nation's depleted stockpile.

Through a widespread staggering-of-hours program, including not only schools and business establishments but also industries where necessary, coupled with required changes in schedules and routes of transportation lines, the maximum use was made of every piece of transportation equipment by making it available for two runs where it formerly made one.

The systematic staggering of business, working and school hours relieved overcrowding of the streets and highways as well as of mass transportation vehicles by reducing the volume of peak hour flows of traffic and spreading the comparatively short rush hour periods over longer periods of time. The program aided in speeding up traffic flow, permitted transportation vehicles to maintain a more uniform schedule of operation, brought about economy in transit equipment and personnel and safer conditions for transportation users.

GROUP RIDING

The Department was also vitally interested in group riding or the share-a-ride plan. This work was carried on through the efforts of the Highway Traffic Advisory Committee and the War Transportation Committee. The simplest and most direct method of immediate conserving of the use of private automobiles, tires and gasoline was in the adoption of group riding. In its essentials, the plan contemplated using one automobile to carry several persons from one area to a common destination, thereby eliminating separate use of cars by each. Its application, furthermore, can be widespread—transportation to work, to stores, to theatres, to schools, to churches, to markets, etc.

The promotion of "swap riding" was done with the following objectives in mind:

1. Acceptance of the fact that there are no more cars, no more tires and less gasoline.
2. Realization that existing transportation units must be conserved and their use prolonged.
3. Acceptance of the "swap riding" plan as an effective means, coupled with other methods of prolonging the life of transportation facilities.
4. Familiarity with the workings of the plan.
5. Creating the assurance that participation in the plan will contribute toward the success of the war effort.
6. Sustained interest and desire to continue the plan over a long period of time.

The Director of the Office of Defense Transportation requested the mayors of municipalities with a population of 10,000 or over to appoint local administrators. The administrators were given proper instruction in their duties and engaged in the problem of setting up transportation committees in plants employing more than 100 people. The purpose of these committees was to put into effect a sound group riding plan so that the maximum use could be obtained from private cars used for the transportation of workers to and from their places of employment.

FACILITATION OF HIGHWAY TRANSPORTATION

Special Traffic Surveys

The purpose of such work was to obtain information pertaining to traffic volumes and other traffic characteristics where serious congestion, or bottlenecks, occurred.

In the past, the Department has been concerned with the supervision of the movement of traffic over the roadway system of the State. Special emphasis was placed on traffic expedition with safety and, wherever possible, the Department aided State and local officials in the improvement of traffic movement at bottlenecks, particularly in the vicinity of large industrial plants.

During the year, 66 complaints were investigated which were concerned with the operation of traffic control signals, accident prone locations and numerous points where serious congestion of traffic occurred.

The frequent opening of the bridges over the Passaic River between Newark, Kearny and Harrison repeatedly resulted in serious delays to automobile traffic. These delays were particularly obnoxious for the reason that thousands of war workers were involved.

The War Transportation Committee recognized the fact that the only measure of relief which could be applied was to obtain an edict from the War Department prohibiting the opening of the bridges during rush periods. The Engineering Division of the Department was asked to do considerable work on calculations which resulted in data which gave certain pertinent information pertaining to delays. Traffic counts had been made over fifteen-minute intervals and the actual times in minutes of each bridge opening were given.

The results of the calculations were as follows:

BRIDGE STREET BRIDGE		Eastbound	Westbound
1.	Total traffic 6 A. M. to 12 midnight	11,957	12,339
2.	Total traffic during 15-minute periods when there were bridge openings	3,234	3,500
3.	Total vehicle minutes lost by bridge openings	4,651	5,261
4.	Total vehicle hours lost by bridge openings	78	88
5.	Average loss minutes per vehicle during 15-minute periods when there were bridge openings	1.438	1.503
6.	Total passengers at 3.3 passengers per vehicle	10,672	11,550
7.	Total passengers at 3.3 passengers per vehicle, 6 A. M. to 12 midnight	39,458	40,719
8.	Total passenger minutes lost during 15-minute intervals in which there were bridge openings	15,346	17,360
9.	Total passenger hours lost during 15-minute intervals in which there were bridge openings	256	289
10.	Average minutes lost per passenger, 6 A. M. to 12 midnight	.388	.426

JACKSON STREET BRIDGE		To Harrison	To Newark
1.	Total traffic 6 A. M. to 12 midnight	7,293	9,100
2.	Total traffic during 15-minute periods when there were bridge openings	2,773	3,780
3.	Total vehicle minutes lost by bridge openings	2,218	3,247
4.	Total vehicle hours lost by bridge openings	37	54
5.	Average loss minutes per vehicle during 15-minute periods when there were bridge openings	.8	.859
6.	Total passengers at 3.3 passengers per vehicle	9,151	12,474
7.	Total passengers at 3.3 passengers per vehicle, 6 A. M. to 12 midnight	24,067	30,030
8.	Total passenger minutes lost during 15-minute intervals in which there were bridge openings	7,321	10,715
9.	Total passenger hours lost during 15-minute intervals in which there were bridge openings	122	179
10.	Average minutes lost per passenger, 6 A. M. to 12 midnight	.304	.357

The problem of traffic congestion at the intersection of Route 6 and Industrial Avenue in Bendix was of particular importance. The Eclipse Aviation Company property is bounded on the north by Route 6 and on the east by Industrial Avenue. About 1,200 feet west of Industrial Avenue, a grade separation had been constructed so that employees could have ingress to and egress from the main parking lot without interfering with the normal flow of traffic on Route 6. Another parking lot was provided for company employees on the night shift but, unfortunately, the only entrance to and exit from this space was on Industrial Avenue. The result was that in the morning, large numbers of employees were forced to proceed along Industrial Avenue to the point where it intersected with Route 6 and then make a right or left turn.

Route 6 in this area is a divided highway and at Industrial Avenue an island had been constructed across the center of the intersection. This created a condition whereby motorists attempting to turn left into and turn left from Industrial Avenue were forced to make a movement around one end of this island which was similar to an S-turn. The island opening west of Industrial Avenue was so close to it that there was a direct conflict between those who turned left and those who were proceeding east on Route 6.

A suggestion was made that traffic signals be installed or a different route found for those employees who were forced to use Industrial Avenue. A large amount of time and a great deal of thought was devoted to a study of conditions and the proposals. It was finally decided that traffic signals would

not solve the problem because the conflict between the eastbound vehicles on Route 6 and those turning left into Industrial Avenue could not be avoided except by the use of a three-movement controller. This would have caused more delay than existed at the time. Another route could not be utilized because the only other existing road which was on the south end of the property extended through private property owned by the Erie Railroad. Furthermore, it meant that proper protection would have to be provided for another railroad crossing and this would not meet the approval of the Board of Public Utility Commissioners.

The remedy suggested was that the island opening immediately west of Industrial Avenue be closed. This would force westbound motorists on Route 6, who intended to turn left into Industrial Avenue, to proceed to the next island opening which was several hundred feet farther west. It was estimated that there was sufficient distance between the latter opening and Industrial Avenue so that motorists could accelerate to a speed which was comparable to the average speed of vehicles using Route 6. In this way they could gradually move over to the right side of the road and then make a right turn into Industrial Avenue with safety.

Study of Accident Reports

During the year, studies and compilations were made of accident statistics pertaining to State highways. In addition, information was gathered for the purpose of showing the accident picture at many intersections throughout the State. These studies were necessary because of applications for permission to install traffic signals and complaints of congestion or other circumstances. Also, much information of this nature was provided for the State Highway Department and other agencies and groups.

Ordinances

A total of 78 ordinances was submitted to the Department for approval in the course of the year. In all instances the ordinances were carefully scanned to prevent the inclusion of matters contrary to law and to insure strict compliance with Title 39:4-107 which defines the authority granted to municipalities. In many cases it was necessary to make investigations and this was particularly important in nine instances where the municipal governing bodies contemplated the erection of a large number of STOP STREET signs. In six of these instances, approvals were not granted and in the other three, permission was given only after municipal authorities had consented to revise the ordinances to include only a few of the more important intersections.

MAINTENANCE OF TRUCK AND BUS INVENTORY

At the request of the War Department, a file was maintained to provide information about the characteristics of trucks, buses, tractor trucks, trailers and semi-trailers, the purpose being to aid the military, naval and civilian authorities in emergencies. Such a file makes available through the proper State and federal agencies any type of vehicle in any area in the quantity required.

The Department, in September, 1941, commenced an inventory of all trucks and buses registered in New Jersey. Following considerable publicity both through the press and radio, registered owners of trucks and buses were mailed questionnaire forms for each vehicle registered. When the forms were properly filled out, they contained full and complete information about the vehicles, including descriptions, their use and their availability to the War Department if and when needed.

The maintenance of this file was continued during the year with the Department extending every assistance to the Federal agency conducting the survey.

ROUTES FOR CIVILIAN TRAFFIC IN TIME OF EMERGENCY

It was deemed essential by the War Department that a plan be devised to show special travel routes to be used by civilians in case of emergency.

The roadway system of the State has been surveyed and there has been designated at least one and, where possible, two secondary routes paralleling every main primary roadway. Through the cooperation of county highway departments, the roads have been posted with civil route markers in the 500 series.

The Department extended its help in this work to the State Highway Department and many days were spent in making special investigations which were vitally necessary for the successful completion of the survey.

SPECIAL STUDIES IN VICINITY OF INDIVIDUAL MILITARY AND NAVAL ESTABLISHMENTS—SPECIAL STUDIES IN VICINITY OF INDIVIDUAL WAR PRODUCTION PLANTS

This work involved the accumulation of data pertaining to vehicular traffic, traffic characteristics, highway capacities, and problems involved in supplying the area with adequate transportation.

The Engineering Division of the Department, with the assistance of the authority which had jurisdiction over the facilities under study, made surveys at numerous points of congestion adjacent to military or naval establishments and war production plants. Such work always has been considered the normal function of the Department since the Commissioner of Motor Vehicles is charged with the responsibility of giving assistance in the regulation of traffic on the roadways of the State.

The recommendations made included the installation and revision of traffic control signals and other regulatory devices such as signs, markings and islands; the establishment, where necessary, of one-way traffic; the establishment of proper and adequate parking regulations and other suggestions which aided in the facilitation of traffic.

Recommendations

The critical situation brought about by the shortage of rubber, the rationing of gasoline and the freezing of motor vehicle manufacture has been highly instrumental in reducing the extent of traffic congestion. However, a serious transportation problem now exists. In order to dispose of this perplexing problem, and its solution is imperative, a sufficient number of vehicles must be furnished to transport essential workers to their places of employment.

It is obvious that, as more cars are removed from the roads because of obsolescence or other reasons, a greater burden is placed on mass transportation vehicles. Consequently, every effort should be expended along those lines to keep motor vehicles in running condition.

The seriousness of the rubber shortage is borne out by a Report of the Rubber Survey Committee of September 10, 1942. The Report said:

"Of all critical and strategic materials, rubber is the one which presents the greatest threat to the safety of our nation and the success of the Allied cause. Production of steel, copper, aluminum, alloys or aviation gasoline may be inadequate to prosecute the war as rapidly and effectively as we could wish, but at the worst we are still assured of sufficient supplies of these items to operate our armed forces on a very powerful scale. But if we fail to secure quickly a large new rubber supply, our war effort and our domestic economy both will collapse. Thus the rubber situation gives rise to our most critical problem."

The quotation makes it clear that the Department should continue to stress important functions related to traffic engineering which will conserve transportation facilities. Specifically, these measures are:

Operation of Traffic Control Signals

It is evident that restrictions on travel by motor vehicle will be continued during the year. Traffic control signals which were timed in the past for a given volume of traffic may be the cause of useless stopping and starting with a consequent waste of gasoline and rubber because of the absence of traffic on the cross streets. Furthermore, traffic volumes may fall at many intersections to levels where signal operation is no longer justified.

Great progress has been made in the past year on the subject of war timing of traffic control signals. This work should be continued since it is an excellent means of saving time for motorists who must travel by car. It is also a method whereby the Department can contribute to the motor vehicle conservation program.

Stop Street Signs

A recent promulgation by Joseph B. Eastman, Director of the Office of Defense Transportation, stated in part that governmental authorities should cause the removal of all unnecessary STOP STREET signs. This statement was in line with the policy of eliminating useless stopping and starting of motor vehicles and thus save wear on tires.

A survey should and will be undertaken in all municipalities in the State to determine the locations of STOP STREET signs which are no longer serving a useful purpose. The municipal authorities will be advised to remove such signs.

Only a few ordinances permitting the erection of STOP STREET signs were submitted to the Department during the past year. In the coming year, ordinances of this type should receive particular attention and complete investigations made to determine definitely whether or not the installations are justified.

Staggering of Hours

Staggering the working hours of people employed in industrial plants and in business establishments in large cities has proved a prime factor in the relief of congestion during the peak hours of travel.

What was accomplished in the City of Newark is indicative of the effect the staggered hours program had in other sections of the State. In the Newark area, the number of passengers carried on mass transportation vehicles in December, 1942, was 65 per cent more than in December, 1941. The transportation companies could not have carried the load if a staggered hours program had not been in operation. Before the program was put into effect, there were 494 buses in downtown Newark making only one trip during the rush hours. Now 266 of these buses make at least two trips in peak hours and some make three. The effect has been the same as though several hundred buses had been added to the fleet.

The New Jersey War Transportation Committee has made the studies and investigations which were necessary in order to determine whether or not the staggered hours program in any locality would be beneficial. This work is to continue and the Department will cooperate to the fullest extent with the War Transportation Committee.

Group Riding

The Office of Defense Transportation considers group riding one of the two most important measures which can be adopted to conserve gasoline and tires. Its principal application is in industrial plants employing 100 or more people since there are approximately 1,500 of these establishments in the State.

The Office of Price Administration also considers group riding a most valuable means of bringing about a tremendous saving in wear and tear on tires and automobiles. This was brought to the attention of the public by an OPA regulation which stated that plant transportation committees must see to it that the cars of all employees used to carry workers to and from the plant should carry the maximum number of riders possible.

The War Transportation Committee, through its sub-committee on group riding, has been instrumental in setting up plant transportation committees and has done everything in its power to encourage and foster group riding

plans throughout the State. It has been necessary to enlist the aid of Local Administrators, and the Department will continue to assist them. This will be done by adhering firmly to its customary action of cooperating with the State Highway Traffic Advisory Committee.

Parking Restrictions

The lack of parking regulations in congested districts and the lack of proper enforcement of parking restrictions where they exist are frequently the cause of unjustified delays to vehicular traffic. Many new industrial plants employing thousands of workers have been constructed in the State during the last year or two. Ofttimes the number of access roadways is very limited, with the consequence that indiscriminate parking causes extensive delays to people going to and from work.

The great increase in the number of mass transportation vehicles now being used may prove to be an impediment to the free flow of traffic through city streets. Municipal authorities should be urged to consider the adoption of ordinances which, when adopted and properly enforced, will remove the troubles caused by the absence of proper regulations.

Traffic Bottlenecks

Due to the expansion of industrial plants, a condition can be brought about whereby the facilities afforded to the employees for entrance to and exit from the plant property are severely overtaxed. Such a situation requires and demands a thorough study in order to determine what remedies may be used. This work is of particular importance today because of the emergency and the Department will continue to extend its cooperation to the proper authorities and assist in every way possible in relieving such conditions.

One-Way Streets

The adoption of ordinances which create one-way streets in congested areas proves helpful in the expedition of traffic. This procedure should be followed where existing roadway facilities are inadequate and where the street pattern is such that one-way roadways may be established readily. One-way streets have the advantage of increasing the amount of roadway space available for moving traffic in a given direction and of reducing the number of conflicting movements at intersections.

Many times in the past the department has advocated to municipal authorities that they enact ordinances which will give legal status to one-way streets and the result has been that traffic has been able to move freely through many intersections where congestion and traffic confliction formerly existed. The Department will continue this policy and its cooperation will be extended to all governmental authorities.

Staggering of Hours

The results attained by a systematic staggering of business, working and school hours were such that there can be no question of the efficacy of the program. Peak hour volumes of traffic flows were reduced and the overcrowding of mass transportation vehicles relieved to a great extent. Traffic flow was accelerated and transportation vehicles were permitted to maintain a more uniform schedule of operation. This produced conditions which were safer for transportation users.

In the past, statistics have shown that the greatest concentration of accidents occurs during the rush periods when traffic flows are the heaviest. It is obvious that a program designed to relieve such congestion and spread rush periods over longer stretches of time will lessen the hazards confronting motorists. It is strongly recommended that the staggered hours programs be kept in effect.

Group Riding

Group riding has proven itself to be an economical measure of no mean value. In addition to the savings in gasoline and tire wear, group riding has the additional advantage of relieving congestion on streets and highways.

Such a scheme is particularly adaptable even in normal times to business establishments and other concerns with large fleets of motor vehicles. The result should be economy in operation which undoubtedly will prove attractive. Group riding, of course, will continue to be an integral part of war time economy. It is recommended that after the war, when the public has returned to a normal way of life, group riding plans be kept in operation wherever possible.

Use of Civil Routes

A survey of the roadway system of the State was made and there was designated one and, where possible, two secondary routes to parallel every main primary roadway. Through the cooperation of county highway departments, these roads were signed with civil route markers in the "500" series.

The system of civil routes was laid out so that it can be used by civilians in case of emergency. During normal times the primary roadway system of the State is severely taxed by the volumes of vehicular traffic, especially during certain times of the year. It is recommended that the secondary roadway system of roadways be brought before the attention of the public so that it can be used as an adjunct to the primary roadway system of the State. Thus, traffic congestion will be relieved on the main arteries.

VEHICLE INSPECTIONS

The beginning of the fifth year of vehicle inspections in New Jersey heard the reverberations of Pearl Harbor still echoing around the world.

Another portent that the new year was to be a fateful one for the Department, and for the Testing Division in particular, was the fact that the Federal Government had frozen the sale of tires and tubes on December 27, 1941, in order to conserve the nation's all-too-meager stock of rubber. However, few persons suspected some of the related things that the year was to bring forth.

This nation-wide attempt to conserve rubber found New Jersey already out in the lead because such conservation had been a by-product of the vehicle inspection program for the preceding four years. As evidence of this there follows a table of corrections, adjustments or repairs made in the same period of time and every single item represents the removal of a cause or tire wear.

Steering Alignment	Steering Operation	Brake Equalization
453,750	665,137	1,627,520

It is safe to say that the rubber crisis found New Jersey registered vehicles less prone to undue tire wear than vehicles in those states not having inspection programs. A perusal of the appended table of corrections, adjustments and repairs for the fifth year shows continued conservation as evidenced by a considerable addition to the statistics heretofore quoted.

In previous years there were two inspection periods each year which were of necessity related to the registration year rather than the calendar year. This called for the first period to run from March 1 to August 31 and for the second period to run from September 1 to the end of February of the following year. Despite the war, the approach of March 1 of this year disclosed nothing on the horizon to indicate that the regular inspection program should not be carried out. On the contrary, there were indications that vehicle inspections were more necessary than ever. Later on this was definitely borne out by developments such as:

- (a) The survey by ODT to determine if a nation-wide uniform inspection of all commercial motor vehicles could be set up. New Jersey was ideally equipped for such a program but there was such a dearth of inspection facilities under governmental auspices elsewhere that the program was abandoned in its original form. Later on it was set up on a voluntary basis and called the U. S. Truck Conservation Corps.
- (b) The promulgation of the Wartime Highway Traffic Safety Program, sponsored by 33 national organizations and endorsed by the country's leading authorities. This program in part has as objectives the conservation of man-hours and man-power through accident prevention and the conservation of the current critical stock of vehicles and tires. The program calls for inspection of vehicles and tires and it urges official agencies to coordinate and carry out the entire program, each maintaining sufficient personnel to discharge its vital responsibility.

As a result, what was intended to be the first inspection period of 1942 was started on March 1 with no change in the usual procedure. For a time things proceeded quite normally with many thousands of owners voluntarily presenting their cars for inspection even before they received notices to do so. Then in May, registration for the rationing of gasoline entered the picture and rationing actually became effective on May 15 with an allowance of three gallons per coupon. These coupons were not surrendered but were cancelled by punching by the dealers. Of course, rationing actually made it difficult for some owners to present their vehicles for inspection within a given time, but an unfortunate angle was that it provided some owners with an excuse, or escape mechanism, for not having their vehicles inspected. In an attempt at reasonable administration, the form of inspection notice was amended to include a statement that the date of inspection would be extended until the vehicle was next in the vicinity of an inspection station. Unfortunately, some delinquent owners abused this latitude, and when punitive action was inaugurated against them at the end of the year they stated that their vehicles had not been in the vicinity of any inspection station during the whole year.

The gasoline rationing program was amended and supplemented on July 22 and A, B and C coupons with a value of four gallons per coupon made their appearance. Owners allowed A coupons only were thus limited to an annual mileage of just about 3,000 miles. These owners constituted over 50 per cent of the total registration. Since it would hardly be reasonable to require two inspections in 3,000 miles of travel and since it would be impracticable to make a distinction between the holders of A books and the other ration books, the Department in mid-August announced cancellation of the second inspection period scheduled to commence on September 1.

In October, OPA announced a federal tire inspection program to be carried on by 100,000 tire inspectors appointed by local ration boards. This seemed like something the Department could participate in and applications for appointment as tire inspectors were made to the local ration boards in the municipalities having inspection stations. The first appointments came through toward the end of the year.

The Army promulgated regulations, effective November 20, defining a coastal dimout area within New Jersey and providing for the control of artificial lighting in the area in question. Roughly, the defined dimout area took in the eastern half of the State. Subdivision 9 of the requirements was as follows:

"The use of high-beam vehicle headlights within the coastal dimout area is prohibited. Headlights, if used, shall have the upper one-half of the lens obscured by opaque paint or other opaque material."

The inspection stations could have been most helpful in the enforcement of this regulation except for the fact that the phrase, "if used," in the regulation, virtually confined enforcement to after dark. For instance, if an owner were asked in a station why a lens was not obscured and he replied that he did not use his headlights, that would stop any further action by the examiner.

However, there are indications that a change will be made early next year to enable the stations to enforce the obscuration of lenses.

Despite the nation-wide shortage of repair parts there was no let-down in the inspection requirements because it was felt that they already represented the minimum compatible with safety. However, the examiners were instructed to be tolerant if it did not involve safety. For instance, quite a few patched-up mufflers, which in normal times would have been scrapped, were approved.

Because of the vicissitudes confronting the motoring public, during the first nine months of the inspection year, the Department put no pressure whatever on vehicle owners; yet, in that period, over 923,000 vehicles were presented for inspection. This support of the inspection program was most gratifying. Late in the year, when it became necessary to do something about the small percentage of vehicles still uninspected, two facts stood out:

- (a) Many of the delinquent owners were found to have been delinquent in previous inspection periods.
- (b) A much higher than average percentage of the remaining uninspected vehicles were unsafe as evidenced by the fact that it was necessary to reject 65 per cent of these vehicles upon initial inspection.

To insure an air-tight program, the Department requires the surrender of the registration cards and license plates of those subject 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, 32,553 registrations were surrendered, or picked up, during the year. Of this total 2,533 were returned promptly upon request when the owners presented evidence of their intention to have their vehicles inspected and approved. A survey of the 30,020 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.

Toward the end of the year it became apparent that the license plate situation would soon present a serious problem. It was known that the 1942 license plates would be used in 1943 and that no material was in sight for 1944 plates. On the other hand, there were so many plates in various stages of deterioration that it was a question whether they would last another year. After some research and tests, it was decided to apply a coat of clear lacquer to the license plates when a car was presented for inspection and this refurbishing of plates will be carried on during the 1943 inspection year.

Since the one inspection period of the 1942 registration year is scheduled to continue until the end of February, and is therefore still in progress, the table of inspection results that follows represents the handling of 993,577 individual motor vehicles. An analysis of the results discloses that the

1,204,622 rejections were made for the same reasons and in just about the same proportion as in the previous year. 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.

REPORT OF VEHICLES INSPECTED 1942 REGISTRATION YEAR

Distribution

Approved on Initial Examination	535,334
Approved on Re-Examination	427,831
Rejected on Initial Examination	458,243
Rejected on Re-Examination	118,353
"NO FEE" Vehicles Approved	7,850
"NO FEE" Vehicles Rejected	1,858
Total handlings	1,549,469

NUMBER OF INDIVIDUAL CARS

Approved on Initial Examination	53.88%	535,334
Rejected on Initial Examination	46.12%	458,243
Total		993,577

APPROVALS

Approved on Initial Examination	535,334
Approved on Re-Examination	427,831
Total	963,165

REASONS FOR REJECTIONS

		%
1. Registration and License Cards.....	17,853	1.48
2. Steering Alignment	50,210	4.17
3. Steering Operation	57,643	4.79
4. Vehicle Dimensions	33	
5. Display of License Tags	29,781	2.47
6. Examination of all Glass	27,309	2.27
7. Obstruction to Vision	28,302	2.35
8. Horn	6,725	.56
9. Windshield Cleaners	18,432	1.53
10. Rear-View Mirror	2,008	.17
11. Exhaust System	21,422	1.78
12. Miscellaneous	32,602	2.71
13. Head Lights	248,719	20.65
14. Auxiliary driving Lights	15,827	1.31
15. Light Output	96,163	7.98
16. Parking and Other Lights	22,800	1.89
17. Rear and Stop Lights	143,470	11.91
18. Bulbs	26,668	2.21
19. Wiring and Switching	21,979	1.82
20. Reflex Reflectors	229	.02
21. Direction Signals	2,155	.18
22. Service Brake	102,143	8.48
23. Parking Brake	27,597	2.29
24. Brake Equalization	140,906	11.70
25. Pedal and Lever Reserve	63,646	5.28
Total	1,204,622	

8.96%
47.77%
27.75%

Inspector Force

The Inspector Force is a uniformed body of 110 men, including a chief inspector and eight deputy chief inspectors. While specializing primarily in traffic law enforcement, the Force has complete police powers which are State-wide in scope.

Section 39:3-10, Revised Statutes charges the Inspector Force with the responsibility of examining applicants for drivers' licenses which tests are conducted at 34 points conveniently located throughout the State. These examination centers have been maintained (although with reduced personnel) despite the downward trend in license applications with the resultant economy in gasoline to applicants who might otherwise be required to travel great distances for their tests.

The drivers' examination is in accordance with standards approved by the American Association of Motor Vehicle Administrators and includes an extended road test, eye test, written and oral examination. When funds are made available, it is planned to improve the eye test in line with recent scientific discoveries along this line.

For those seeking to operate vehicles used for the transportation of passengers for hire, the Force conducts a separate examination, an important feature of which is a rigid physical examination, which the applicant must undergo each year as a prerequisite for renewal of a "for hire" driver's license. A total of 11,907 such examinations were held during the year.

Several years ago the Department inaugurated the policy of reexamining drivers 65 years of age and over who had been involved in accidents. This reexamination is intended to determine the fitness of these drivers to continue operating motor vehicles in a safe manner required by law. Throughout the year, the Force examined 411 of these drivers; brought about the license revocation of 109; issued conditional licenses to 131 and took no action in 171 cases. Conditions revealed in the regular examinations, reexaminations and the "for hire" tests lend strong support to the oft-recommended need for the reexamination of all drivers at stated periods. Only lack of funds delays the adoption of a general reexamination program.

With the exception of interruptions brought about by the outbreak of war, the systematic patrol of important trunk highways has been maintained. This system of patrol should be extended to other leading routes when normal traffic conditions return since its value is unquestioned.

The duties of the Inspector Force are not solely concerned with drivers' examinations and patrol work. Two inspectors are detailed full time to the Division of Safety Education and one full time to the Traffic Division. Other inspectors are assigned, from time to time, to different branches of the Department. In addition, certain members of the Force are members of the

Speakers Bureau which travels the length and breadth of the State expounding the principles of highway and pedestrian safety.

Through the cooperation of the Inspector Force with the Bill of Sale Division and the insurance underwriters, professional car thievery has been practically eliminated in New Jersey.

Enforcement of the Junk Yard Law is the responsibility of the Force and in this connection the recommendation is repeated that the law be amended to bring all auto junk yards within the scope of the act, there being no logical grounds for licensing some and not others.

An important task performed by the Force is the investigation of all fatal traffic accidents. These investigations are made the basis for action by the Commissioner against drivers whose careless actions were the cause of the fatal accidents. In the interest of highway safety, this investigational work should be extended to include personal injury accidents as well.

Issuance of a Manual for prospective drivers was continued as in previous years.

The Force continued its cooperation with other State agencies, and with the Federal Government in matters connected with espionage, sabotage, subversive activities, Selective Service Act, Alien Registration Law and various Federal regulations dealing with war-time speed, the operation of trucks transporting war materials, dim-out regulations, etc.

War Activities

With the outbreak of war, it became necessary for the Inspector Force to take on additional duties directly connected with the war effort. The first of these was the furnishing of assistance in the protection of bridges and viaducts considered vital by the War Department. This was done by means of a roving patrol in which one inspector covered a greater number of installations than would have been possible under a fixed post plan.

The Force has dove-tailed its personnel with the program of the Police Coordinator which will take over control in the event of disaster at important war plants resulting from enemy bombing, sabotage or accident. Members have been assigned to key posts under an arrangement by which all important points will be covered by trained officers and the necessary steps taken for first-aid, medical care and hospital service within a few minutes after the disaster.

Still another war activity assumed by the Force is the operation of Truck Control Stations at important travel points. These stations are operated 24 hours daily and their purpose is to insure delivery of food and other important materials to metropolitan North Jersey and New York in the event normal deliveries are interrupted by bombing or acts of sabotage.

The operation of the Control Stations and other war protection service makes use of all the inspectors now available to a point, in fact, where normal patrol activities have of necessity been reduced. This work is of vital importance, however, and will be continued as long as the Governor's War Cabinet considers it necessary.

Drivers' Examinations According to Location

Location	Passed	Rejected	Total
Asbury Park	1,665	313	1,978
Atlantic City	1,404	384	1,788
Bridgeton	850	245	1,095
Burlington	420	99	519
Camden	4,482	996	5,478
Cape May Court House	523	128	651
Dover	1,305	146	1,451
Elizabeth	5,874	899	6,773
Englewood	3,297	492	3,789
Flemington	412	117	529
Freehold	979	298	1,277
Hackettstown	699	76	775
Hammonton	444	83	527
Jersey City	6,286	1,274	7,560
Morristown	1,197	180	1,377
Mount Holly	445	87	532
Newark	15,746	2,308	18,054
Newton	639	52	691
Ocean City	464	81	545
Passaic	2,134	423	2,557
Paterson	4,197	584	4,781
Perth Amboy	890	170	1,060
Phillipsburg	609	65	674
Plainfield	1,776	281	2,057
Raritan Township	1,768	370	2,138
Red Bank	1,543	263	1,806
Ridgewood	2,364	282	2,646
Salem	720	163	883
Somerville	1,834	452	2,286
Summit	688	47	735
Sussex	134	16	150
Toms River	551	110	661
Trenton	4,046	990	5,036
Woodbury	2,470	578	3,048
	72,855	13,052	85,907

Drivers' Examinations According to Month

Month	Passed	Rejected	Total
January	4,221	644	4,865
February	2,954	458	3,412
March	10,933	1,471	12,404
April	9,995	1,682	11,677
May	8,194	1,571	9,765
June	5,933	1,141	7,074
July	5,864	1,199	7,063
August	5,448	1,157	6,605
September	5,197	1,058	6,255
October	6,008	1,099	7,107
November	4,848	986	5,834
December	3,260	586	3,846
	72,855	13,052	85,907

	Passed	Rejected
Males	53,404	10,606
Females	19,451	2,446
	72,855	13,052

CLASS OF REJECTIONS

Illiteracy	1,579
Impaired Vision	2,506
Driving Test	4,577
Written Test and Miscellaneous	4,390

13,052

1942	Males Passed	Females Passed	Males Rejected	Females Rejected
January	3,440	781	566	78
February	2,419	535	399	59
March	8,355	2,578	1,235	236
April	7,325	2,670	1,381	301
May	5,724	2,470	1,217	354
June	4,313	1,620	905	236
July	4,192	1,672	948	251
August	3,897	1,551	908	249
September	3,669	1,528	840	218
October	4,216	1,792	898	201
November	3,397	1,451	810	176
December	2,457	803	499	87
	53,404	19,451	10,606	2,446

1942	Illiterates Passed	Illiterates Rejected	Total
January	67	79	146
February	54	60	114
March	67	149	216
April	101	176	277
May	112	182	294
June	101	139	240
July	83	134	217
August	76	132	208
September	100	144	244
October	107	166	273
November	102	133	235
December	75	85	160
	1,045	1,579	2,624

1942	Specials and Reexams Passed	Specials and Reexams Rejected	Total
January	74	10	84
February	95	10	105
March	260	15	275
April	148	19	167
May	102	63	165
June	135	14	149
July	112	19	131
August	65	5	70
September	65	14	79
October	89	11	100
November	48	5	53
December	69	4	73
	1,262	189	1,451

1942	Must Wear Glasses	Rejected	Total
January	621	142	763
February	417	103	520
March	1,559	331	1,890
April	1,392	333	1,725
May	1,113	246	1,359
June	784	190	974
July	855	232	1,087
August	752	218	970
September	703	212	915
October	821	202	1,023
November	675	195	870
December	439	102	541
	<u>10,131</u>	<u>2,506</u>	<u>12,637</u>

1942	Over 75 Years Passed	Over 75 Years Rejected	Total
January	8	1	9
February	4	1	5
March	16	9	25
April	13	3	16
May	7	1	8
June	13	0	13
July	6	5	11
August	1	0	1
September	1	0	1
October	5	4	9
November	3	0	3
December	3	1	4
	<u>80</u>	<u>25</u>	<u>105</u>

CLASSIFIED EYE REJECTIONS ACCORDING TO AGE

Ages	17 to 21	22 to 30	31 to 35	36 to 40	41 and over
January	62	33	14	8	24
February	38	29	12	9	19
March	149	63	28	33	49
April	129	76	34	14	59
May	132	37	17	16	44
June	87	37	12	13	35
July	109	45	16	21	41
August	109	45	13	14	25
September	109	50	8	15	21
October	112	31	18	10	34
November	103	32	16	11	38
December	61	14	4	6	17

"For Hire" licenses: Issued 11,869
 "For Hire" licenses: Rejected 38
11,907

Reexamination of Persons Involved in Accidents (Drivers 65 Years of Age and Over)

Total number examined	411
Drivers' licenses revoked	109
Drivers' licenses endorsed "Conditional"	131
No action taken	171

Reasons for Revocation

Heart	7
Vision	15
Failed on road test	26
Road and vision	10
Revoked by default	31
Miscellaneous	20

The following is a breakdown of the Inspector Force activities and results for the year 1942.

	Regular	Patrol	Grand Total
Total hours	196,446	61,023½	264,998¾
Days sick	695	76	771
Days off	4,063	1,234	5,297
Vacation days	1,217	346	1,563
Travel hours	38,279¾	1,124	39,403¾
Patrol hours	68,882½	56,412	125,294½
Investigations	21,727½ hrs.	444½ hrs.	22,172 hrs.
Check-ups	394¾ hrs.	17½ hrs.	412¾ hrs.
Scales	6 hrs.	2½ hrs.	8½ hrs.
Examinations	37,014 hrs.	21½ hrs.	37,035½ hrs.
Court	3,153¾ hrs.	1,356¼ hrs.	4,510 hrs.
Safety Education	4,384¾ hrs.	.....	4,384¾ hrs.
Stolen cars	595¾ hrs.	22 hrs.	617¾ hrs.
Special detail	2,784¾ hrs.	333 hrs.	3,117¾ hrs.
Traffic engineering	1,527 hrs.	.....	1,527 hrs.
Administration	7,529 hrs.	.....	7,529 hrs.
Miscellaneous	17,687½ hrs.	1,298½ hrs.	18,986 hrs.
Arrests	4,419	8,936	13,355
Violations reported	6,557	11,284	17,841
Warnings issued	5,654	6,527	12,181
Investigations	11,418	1,819	13,237
Fines collected	\$86,544.00	\$49,361.50	\$85,905.50
Registrations collected	\$3,275.65	\$2,422.95	\$5,698.60
Driver's license collected	\$778.00	\$739.50	\$1,515.50
Mileage	1,344,766	931,994	2,276,460
Gas consumed (gals.)	96,161.7	68,292.3	164,454
Oil consumed (qts.)	5,748.5	3,697.5	9,446
Miles per gallon gas	13.93	13.64	13.84
Miles per quart oil	233.93	251.97	241
Number of inspectors	72	37	109
Deaths	1	1	2
Resignations .....	..	..	..
Armed service	8	4	12
Replacements	12	..	12

SAFETY EDUCATION

Safety Education continued to be an important phase of Department activity during the year, with a program designed to meet not only ordinary conditions but to combat the many new hazards arising from the exigencies of war. Conservation of manpower and the increased efficiency and conservation of essential civilian transportation were the principal aims.

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 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.

II. *Driver Education* in the high schools was endorsed by the War Department since the basic qualifications of a skilled civilian driver parallel those of the competent military and emergency motor vehicle driver. In cooperation with the New Jersey Department of Public Instruction the Department has attempted to broaden the scope of this training and has given every possible technical assistance to the school administrators in setting up and improving these courses as outlined in the New Jersey Manual "Highway Safety; A Course of Study for High Schools." The following tabulation is an indication of the extent of the Department's activities in this vital education.

Activities	No.	Attendance
State examinations	140	12,188
Classroom lectures	35	3,526
Senior-Junior high school assembly programs	46	11,555
Film distribution	142	54,320
Tests used with motion pictures .....	...	17,000

The School of Education of Rutgers University offered two credit courses in safety education for teachers in elementary and secondary schools with the Department of Motor Vehicles and the Department of Public Instruction cooperating.

Announcements mailed 5,500

New Jersey newspapers gave helpful cooperation to the high school driver education program through the medium of editorials and news articles.

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

A. ORGANIZED STATE-WIDE ACTIVITIES.

1. For the seventh consecutive year a direct safety message in letter form was sent to the bishops and clergy of the various churches. The letter, containing an appeal for the cooperation from the people in the promotion of traffic safety to conserve manpower and material was read from the pulpits in churches of the following denominations:

a. Presbyterian	448
b. Roman Catholic	438
c. Baptist	206
d. Methodist	204
e. Episcopalian	114
f. Hebrew	85
	1,495

2. Letters were sent to all mayors in municipalities completing the year 1941 without a fatal accident. A certificate was issued to each of the municipalities in recognition of the distinctive record established.

No. of letters	256
No. of certificates	256

3. Training courses for instructors of emergency motor vehicle drivers were conducted in five cities in cooperation with the New Jersey Office of Civilian Defense, since the Driver Corps, consisting of trained and certified motor vehicle operators in emergencies, was essential in protective services.

Announcements mailed to local Civilian Defense Organizations.. 1,000

The objectives of the three-day institute were:

- a. Review good driving practices.
- b. Indicate new revisions of the motor vehicle and traffic laws particularly as they relate to emergency conditions.
- c. Demonstrate the most skillful manner of motor vehicle operation under simulated emergency conditions.
- d. Familiarize these drivers with Army rules and regulations for motor vehicle operation.
- e. Methods of making emergency automotive repairs.
- f. How to transport injured persons and the various other unusual conditions that may be expected to surround such emergency driving duties.

LOCATION AND DATES OF INSTITUTES

June 19, 20, 21	Hackensack	68 Instructors certified
June 26, 27, 28	Morristown	63 Instructors certified
July 10, 11, 12	Newark	84 Instructors certified
July 17, 18, 19	New Brunswick	39 Instructors certified
July 24, 25, 26	Hammonton	39 Instructors certified

Certificates issued to Instructors	293
Letters sent to all local Defense Councils not represented ...	301

4. In order that the municipal training courses would be uniform and meet the minimum requirements of the U. S. Office of Civilian Defense and would insure the maintenance of a highly responsible efficient branch of the civilian protective system, a Manual for Instructors of Emergency Motor Vehicle Drivers was prepared.

CONTENTS

Preface

- I. Civilian Defense Organization; Control system and protective services
- II. War-traffic problems; importance of traffic safety.
- III. Organizing the driver corps; selection and training; screening tests.
- IV. Instructional methods.
- V. Motor vehicle construction; preventive maintenance and minor roadside repairs.
- VI. Traffic rules and regulations; advanced driving skills.
- VII. Traffic engineering methods of aiding emergency driving.
- VIII. Pedestrian protection and public education for emergencies.
- IX. Map reading.
- X. Emergency and cross-country driving; convoy duty.
- XI. Blackout driving and emergency traffic rules.
- XII. Transportation of injured persons.
- XIII. Conservation and cooperative transportation.
- XIV. Legal responsibility of drivers in emergencies.
- XV. Certifying drivers for emergency duty; "refresher" courses.

5. Cooperation was extended to certified instructors who conducted the specified course in their respective communities by providing lectures, motion pictures, demonstrations, exhibits, literature, final written test and an intensified road test.

No. of OCD Motor Corps assisted	87
No. of Emergency Motor Vehicle Drivers	4,510

Additional aids furnished:

Manual for Instructors	1,500
Road Maps	1,500
Handbook for Driver Corps Members	10,000
United Nations Rubber Situation Reports	338

6. The American Red Cross Motor Corps Units were extended the same cooperation as previously indicated relative to OCD Emergency Motor Vehicle Drivers.

No. of Units assisted	21
No. of Red Cross Drivers	802

7. A Driver Training Course was conducted by the Department for U. S. Coast Guard drivers at Brooklyn because New Jersey was continuously traversed in the performance of their duties.

Attendance at each lecture	200
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Aside from lectures and sound motion pictures, supplies of manuals, maps, handbooks, statistical reports and posters, were issued to meet all requirements.

8. The services and facilities of the Department were extended to the Signal Corps, OC Motor Transport Section, Camp Evans, Belmar, to develop safe driving skills in civilian personnel under their jurisdiction.

9. The regular periodic spot announcements were broadcast through the State's twelve radio stations carrying safe walking and driving messages in cooperation with national manpower conservation.

No. of radio addresses	55
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10. Lectures and motion picture programs were provided in conjunction with training courses to auxiliary policemen, firemen, air raid wardens and defense councils.

No. of organizations listed	45
Attendance	7,535

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 twenty-one counties was given every possible individual and technical cooperation.

Essex County, 8; Warren County, 3; Union County, 2;
Ocean County, 1; Middlesex County, 1.

C. PUBLIC SPEAKING.

Speakers concentrated on pedestrian, wartime emergency hazards, unless specific topics were requested by the organizations. Requests from schools, organizations created in conjunction with our war effort and parent-teacher associations predominated. Others were Rotary, Kiwanis, Exchange Clubs, Lions, Granges, Church groups, industrial organizations and others.

1. In addition to New Jersey programs, speakers were provided for the following institutes:

- a. Training Institute for Instructors of Civilian Defense Driver Corps, Center for Safety Education, New York University.
- b. New York City Municipal Employees, Mayors' Council on Public Service Training.
- c. New York Police Department.

D. VISUAL EDUCATION.

1. Sound motion pictures were not only the most effective but the most popular medium in the promotion of street and highway safety as indicated in the year's tabulation.

Month	Child Programs		Adult Programs	
	Meetings	Attendance	Meetings	Attendance
January	71	21,615	30	2,460
February	30	6,452	18	1,570
March	15	4,794	26	1,309
April	33	8,348	49	3,013
May	32	4,870	41	22,480
June	2	80	17	1,432
July	1	100	24	864
August	1	300	24	1,667
September	1	200	44	4,300
October	4	1,950	47	2,009
November	4	1,700	37	1,886
December	3	643	18	629
	197	51,052	375	43,619

2. The film library of the Department consists of forty-one prints portraying all essential aspects of traffic safety such as driving skills, pedestrian, maintenance and conservation of motor vehicles; conservation of tires and related materials, bicycle, commercial driver, U. S. Army training films to meet specific requests from adult and child groups.

3. Prints mailed to schools and organizations for year total 142. Attendance—54,320.

4. Safety Exhibits were displayed as listed:

Location	Date	Attendance
Toms River Elementary School	January 5-9	500
Clifton Ave. Grade School (Lakewood)	January 12-16	600
Clifton Ave. School (Lakewood)	April 29	75
New Jersey State Fair (Trenton)	September 28-October 3	40,000
Lakewood High School	May 4-8	500
Madison High School	May 18-23	500
Convent of St. Elizabeth (Morristown)	May 11-June 1	300
Crescent Temple (Trenton)	October 29	1,000

5. Literature depicting safety in its various aspects and in conformity with wartime regulations was distributed to schools, counties, municipalities, institutes, training courses, at meetings, for the duration of exhibits, motor vehicle inspection stations, safety councils, individuals, and others.

Literature:

- a. "Manual for Instructors of Emergency Motor Vehicle Drivers" (Distribution— 1,500)
- b. "Manual for Drivers" (Distribution—30,000)
- c. "A Handbook for Drivers Corp Members" (Distribution—10,000)
- d. "Creating Safer Communities" (Distribution— 600)
- e. "The Pedestrian Problem" (Distribution—20,000)
- f. "The Skilled Driver" (Distribution—20,000)
- g. "Time to Take Stock" (Distribution—20,000)
- h. "Waste Not, Want Not" (Distribution—20,000)
- i. "Inattention" (Distribution—20,000)
- j. "Annual Report of Department of Motor Vehicles" (Distribution— 700)
- k. "Highway Safety; A Course of Study for High Schools" (Distribution— 200)
- l. "Statistical Summary Sheets" (Distribution— 400)
- m. "Bike Quiz" (Distribution—10,000)
- n. "Urgent" (Distribution—20,000)

6. The safety library was maintained and all publications received by the Commissioner from Federal Departments, National Organizations, other states and seventy-eight monthly safety magazines were catalogued and indexed according to the adopted procedure for ready reference.

Public education will continue to be an important part of the National Program to conserve manpower and increase the efficiency and conservation of essential civilian transportation.

BILL OF SALE DIVISION

During the year 1941, a total of 151,881 new motor vehicles were sold and registered in New Jersey. It was the greatest number in a single year of the Department's history.

Then came the war, and one of the first federal edicts in 1942 was the ban on further motor vehicle manufacture for civilian needs and the rationing of all new vehicles in storage and on showroom floors. The effect of this order in New Jersey was a reduction for the year of 92% in new car sales, the drop being from 151,881 in 1941 to 11,402.

Used car assignments, which include deals covering cars sold between dealers as well as the trade-in and subsequent re-sale to the retail purchaser, also suffered from war restrictions. Here, the number of transactions totaled but 342,373 as compared with 763,310 the previous year, a reduction of 55%.

Although the reduction in new and used car sales made for a considerable decrease in the number of bill of sale filings, the slack was taken up by the demands of federal agencies for the maintenance of special files controlling the sale and resale of 1942 vehicles under restrictions of OPA and WPB.

The dealers' file at the end of the year listed 1,923 active motor vehicle dealers licensed to do business in the State. A total of 415 dealers' licenses were cancelled during the year, which included dealers going out of business and revocations.

The intent of the Bill of Sale Law is to provide a uniform method of recording titles on automobiles and the elimination of stolen car sales. There is no question but that it has accomplished its purpose, at the same time providing an excellent source of revenue at a minimum operating cost. Total revenue collected by the Division during the year was \$308,034.60.

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.

11,402 @ .50 \$5,701.00

ASSIGNMENTS (BS-2)

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

342,373 @ .50 171,186.50

ABSTRACTS OF CONTRACT

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

3,201 on BS-1 1,600.50
58,528 on BS-2 29,263.00

FORECLOSURE BILLS OF SALE (BS-4)

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

7,021 @ .50 3,510.50

PROOF OF OWNERSHIP CERTIFICATES (BS-5)

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

65,157 @ 1.00 65,157.00
5,717 @ 1.00 5,717.00

DEALERS BILL OF SALE LICENSES

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

103 @ 10.00 1,030.00

PENALTIES

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

3,894 @ 1.00 3,894.00

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.

287.75

COLLECTIONS ON LIENS

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

68,776 @ .25 17,194.00

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.

2,117 @ .25 529.25

SPECIAL COLLECTIONS

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

2,984.10

Total revenue from January 1, 1942, to December 31, 1942.

\$308,034.60

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING DIVISION

During the year 1942 the work and activities of the Financial Responsibility Division increased 24 per cent over the year 1941. This increase can be attributed mainly to the fact that practically every driver brought before the Commissioner because of an unfavorable driving record, was made subject to the requirements of the Financial Responsibility Law. Also, with a few exceptions, all drivers whose licenses were revoked were directed to prove evidence of financial responsibility before their driving privilege was restored.

File searching, which embraces the scanning of records of drivers, materially increased during the year, reaching a grand total of 22,221 searches.

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 the target of the Financial Responsibility Law.

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

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

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

In order that the safety value of this law can be realized it is important that every driver be made familiar with its requirements and brought to the realization that persistent flaunting of the Traffic and Motor Vehicle Laws will, through this law, directly affect his pocketbook, his livelihood and his privilege of owning and operating a motor vehicle in New Jersey. It can be made one of the law's strongest weapons with which to combat accidents. Then and only then will drivers see the wisdom of driving carefully and thus avoid being placed in the class affected by the application of this law.

There is no authentic data as to the number of motor vehicles registered in New Jersey that are covered by insurance. The number of cars involved in accidents which were insured may be gained from the figures compiled as the result of the answers to the question on our accident report, asking whether or not the vehicles concerned in the accidents were insured.

The results show that of the 59,867 cars involved in accidents reported to this Department during the year 1942, 43 per cent were insured, 25 per cent were not insured, while the information was unanswered in 32 per cent of the cases. The figures were as follows:

	In All Accidents	In Fatal Accidents
Car Insured	25,905	313
Car Not Insured	15,125	278
Insurance Status Unknown	18,837	296
Total Cars	59,867	887

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, 3,294 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.

Total accident reports received—46,402. Included in these totals are 2,213 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 991 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.. 1,446

MAGISTRATE REPORTS:

Reports of Magistrates received during 1942 covering single convictions of certain sections of the Motor Vehicle or Traffic Act which are set forth by the New Jersey Financial Responsibility Law, total, 3,395. These reports are classified as follows:

Title 39: Chapter 4, Section 96	1,752
Title 39: Chapter 4, Section 129	435
Title 39: Chapter 4, Section 50	1,208
Evidence of financial responsibility requested result of convictions	3,395
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..... 149
Defendants made subject for other reasons originating in office of Commissioner	1,168

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	3,579
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	47

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 1942, 8,048 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 1942 14,094

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 on which 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 comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

Total judgment cases certified during 1942	1,123
Judgments secured against New Jersey residents in another State	4
New Jersey judgments secured against nonresidents	53
*Judgments later paid	\$203,422.88
Revocations	977
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	537
Satisfied law cases (before revocation)	126
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	23

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

REVOCATIONS:

Total revocations for failure to comply with the Financial Responsibility Law	7,962
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RESTORATIONS:

Total restorations, after establishing financial responsibility ...	3,531
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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	928
Fee collected	\$865.
865 Certified abstracts @ \$1.00	\$865.
* 43 Certified abstracts @ No Fee .....	.....
20 Certified abstracts @ Void .....	.....
	\$865.

*These 43 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.

CHANGES IN TITLE 39, REVISED STATUTES

- CHAPTER 313 (A 253)—Prohibits reregistration of an automobile whose registration has been suspended or revoked. Amendment to section 39:3-34. Approved November 30.
- CHAPTER 324 (S 334)—Provides for the licensing of applicants of the age of sixteen years to drive motor vehicles in agricultural pursuits provided such person has passed an examination. The license fee is one dollar (\$1) and the license cannot be used in the operation of any vehicle except farm vehicles. Approved November 30.
- CHAPTER 325 (S 347)—Amends section 39:4-98G by changing the maximum speed limit to thirty-five miles an hour. Approved November 30.
- CHAPTER 8 (S 5)—Fixes penalty of high misdemeanor for theft of automobile tires or tubes. Approved February 14.
- CHAPTER 268 (S 103)—Extends to thirty-five feet permissible overall length of two-axle, four-wheel commercial automobiles operated in New Jersey. Approved June 30.
- CHAPTER 46 (S 114)—Highway Appropriation Bill. Approved April 20.
- CHAPTER 192 (S 120)—Requires vehicles to halt when approaching school buses stopped to receive or discharge children until children have entered such school buses or have reached side of highway. Approved May 13.
- CHAPTER 227 (S 232)—Permits motor vehicles to be equipped with tires other than rubber provided substitute material is approved by Motor Vehicle Commissioner. Approved May 14.
- CHAPTER 251 (S 250)—Gives war time powers to the Governor. Approved May 23.
- CHAPTER 49 (A 314)—Confers upon State Board of Public Utility Commissioners power to meet emergency transportation conditions due to defense industries and war conditions through issuance of temporary bus operating permits. Approved April 27.
- CHAPTER 66 (A 119)—Permits magistrates and clerks to take complaints, issue warrants and hold to bail. Approved May 2.
- CHAPTER 100 (S 206)—Extends for one year after close of present war, operation of Chapter 390, Laws of 1941, permitting temporary bus service to national defense industries. Approved May 2.
- CHAPTER 220 (S 197)—Reduces from six to four inches width of painted highway traffic line. Approved May 14.

CHAPTER 334 (A 255)—Provides for corrections and improvements in Chapter 5, as follows:

Section 39:5-3 is amended to provide that a complaint may be made to a magistrate for a violation of section 39:3-12 as well as sections 39:3-34, 39:3-37 and 39:4-129, at any time within one year after the commission of the offense. This law was designed to bring within the one year statute of limitation, section 39:3-12, "illegal securing of driver's license."

The remaining part of the foregoing section is directed at a serious omission in the law pertaining to the filing of a complaint before a magistrate. By an amendment passed in 1940, Chapter 212, all complaints were required to be made before a magistrate of the municipality in which the offense took place. That amendment made no provision for those cases where the magistrates were unavailable, or indisposed to try the cases, which has resulted in the complaints being made before magistrates of the nearest municipality, and which were subsequently declared illegal by the appellate court, because the prosecution of a complaint before a different magistrate did not come within one of the exceptions now provided in the law. The proposed amendment, while carrying out the original intention, of making the complaint before a magistrate in whose district the offense was committed, still takes care of those cases in which the magistrate is not available, or for any reason, does not care to function.

Section 39:5-9. The amendment to this section clarifies the present law in respect to the disposition of moneys collected from *forfeited bails* in motor vehicle cases, placing them in the same category as fines. Since it is the general policy of the Motor Vehicle Laws to remit all moneys collected as a result of motor vehicle violations to the Commissioner of Motor Vehicles, except in those cases where the complaint has been made by a local officer, it is deemed advisable to so state that policy without requiring a reference to specific sections of the law violated for the purpose of ascertaining to whom the money should be remitted. This amendment, as well as 39:5-40 and 39:5-41, pages 8 and 9 of the bill, helps to clarify the State's policy in respect to the remission of fines and forfeitures.

Section 39:5-15. The last paragraph of this section is amended to provide as follows: "If, however, the defendant fails to complete his appeal within the ten days allowed him, the magistrate shall summon the defendant to appear before him for the execution of the sentence theretofore imposed upon him by the magistrate and if the defendant fails to appear in answer to said summons, the magistrate may forfeit the bond." Under this amendment the magistrate should retain jurisdiction if the appeal is not approved in accordance with the provisions of the law.

Section 39:5-17. This section now reads as follows: The recognizance taken pursuant to section 39:5-12 of this Title shall, by the magistrate or his clerk, after the service of the notice of appeal, be duly recorded in the office of, or the cash deposited pursuant to said section 39:5-12 be turned over to the clerk of the county, and the magistrate shall promptly notify the prosecu-

tor of the pleas or the Attorney-General, as the case may be, of the service of the notice of the appeal upon such magistrate and filing of the bond with such magistrate.

Section 39:5-21. This amendment makes mandatory the imposition of costs of the appeal as part of the sentence where the defendant has been convicted on appeal.

Section 39:5-29. This amendment provides for a form of conviction which remedies the criticism made by the courts as to the present forms.

Section 39:5-36. This amendment is designed to do two things. First, it places Chapter 3 and Chapter 4 of Title 39 on the same plane in respect to penalties. For some unknown reason the present law deals differently with these two chapters, although the offenses in both cases are equal in importance and effect. The proposed amendment provides equal alternative sentences where the fine is not paid as it applies to both Chapters 3 and 4. Secondly, under the existing law where the fine is not paid for a violation of Chapter 3, the magistrate may in effect suspend sentence, even though the penalty is mandatory, by imposing a fine, and in lieu thereof, giving the defendant a one-day jail sentence. The fine might be two hundred (\$200) dollars and under the present law although he could not give more than one day for each dollar he could, on the other hand, give one day for two hundred (\$200) dollars. The amendment will retain the magistrate's discretionary power in non-mandatory sections of the law, but would limit his discretion in those sections where a penalty or fine is mandatory; and provides that in such cases the alternative jail sentence would have to be not less than a day for each ten (\$10) dollars, so that if the mandatory fine is two hundred (\$200) dollars (and no alternative jail sentence is provided by the act) the defendant, in default of the fine, would have a jail sentence of twenty days.

Section 39:5-49. This amendment makes the law pertaining to reports by committing magistrates applicable to Chapter 4 as well as Chapter 3.

Section 39:5-44. This section gives the auditor of the county as well as the Commissioner of Motor Vehicles the authority to inspect the records of the committing magistrate in cases where the fines collected are payable to the county. This would give better control over the moneys belonging to the counties and the State.

Section 39:5-45. This section provides that magistrates shall be required to give receipts for all fines and that the magistrate shall retain a carbon copy of the receipt to be filed with his docket.

LEGAL DEPARTMENT

As in many other fields of activity, the Motor Vehicle Department has felt the impact of changes due to the war effort. Although there has been some decrease in the number of appeal cases for the year 1942, there has been considerable increase in the legal questions that have arisen due to the conflict of State laws and federal war time regulations. These complications have resulted in confusion in the minds of the automobilist and the law-enforcement agencies, which have required the attention and study of counsel upon many points of law of first and novel impression.

Following is the list of matters requiring the attention of counsel during the year; motor vehicle appeals, prosecution of claims, suits at law, hearings, legal opinions, etc.

MOTOR VEHICLE APPEALS

Atlantic County: State vs. Charles Bloom; State vs. Arthur Bunting; State vs. William J. Evans; State vs. Robert J. Fetzko; State vs. Samuel P. Grillo; State vs. Herman Kassner; and State vs. Joseph A. Marshall.

Bergen County: State vs. Simon T. Flanagan; State vs. David J. Jacobs; State vs. John Gray; State vs. Harry Stonley; State vs. Benjamin Weinstein; and State vs. Morris Weissberg.

Burlington County: State vs. Walter Brown; State vs. Julia Hayes; State vs. Harry Monck; State vs. William Nemeth; State vs. Victor Oprea; and State vs. G. Sterling Otis.

Camden County: State vs. LeRoy Cline; State vs. Louis De Palma; State vs. Robert Lafferty; State vs. William Smith; State vs. Harry F. Stern; and State vs. John Veres.

Cape May County: State vs. Joseph Cavoli and State vs. Joseph F. Yates.

Cumberland County: State vs. Charles J. Brown; State vs. William H. Lockman; State vs. William Clair Padgett; and State vs. Menasche Wolf.

Gloucester County: State vs. LeGrande Bailey; State vs. Joseph Holbert; State vs. Freedman Irwin; and State vs. Norton Simon.

Hunterdon County: State vs. Michael Barron; State vs. Michael Barron; State vs. Cecil Burd; State vs. William Meyer; State vs. Robert Johnson; and State vs. Frank Leichliter.

Middlesex County: State vs. Michael Christian; State vs. Emil Eggers; State vs. Langer Transport Corporation; State vs. Fred Nelson; State vs. Joseph Putera; State vs. Walter Owens; State vs. Louis Rembisz; and State vs. Alex Sitnitsky.

Monmouth County: State vs. Mary K. King; State vs. Donald S. Tracy; and State vs. Joseph Zuzich.

Morris County: State vs. George Finn; and State vs. Gerald Wildeboer.

Passaic County: State vs. Louis Meisheid.

Salem County: State vs. Chester Edwards; State vs. Merritt W. Goodell; State vs. Alfred Wiltbank; and State vs. Ralph Woolman.

Somerset County: State vs. Irving S. Foley; State vs. Warren Mading; State vs. Waldemar Poulson; and State vs. Edward Tuttle Snook.

Sussex County: State vs. Michael Barron (2 cases); State vs. Leo Greer; State vs. Horace A. Mills; State vs. Sylvester Weidman; and State vs. Abe Zagorio.

Union County: State vs. Walter O. Nettleton.

PROSECUTION OF CLAIMS

Bond Forfeiture Matters: American Motors; Louis Balint, Jr.; Crater Motors, Inc.; Dunn Auto Sales, Inc.; I. Dudley Edge; Elgin, Inc.; Essex Auto Coach Works; Fred J. Gibney; Harley Motors, Inc.; Lehroff Garage; Arthur Lumino; Margrove Motor; Melnick Auto Sales; Mid-Town Motors, Inc.; Newark Nash, Inc.; Nick's Auto Sales; Vincent O'Donelle; Packard Paterson, Inc.; Patton Motor Sales; Larry's Auto Body Works (Larry Rausch); Rocco Di Natale, t.a. Rocky's Auto Sales; Turkey's Auto Exchange; Harry Schultz; Harold J. Vreeland; Webb Motors, Inc.; William H. Windsor, and William W. White (Judge Clot).

SUITS AT LAW

New Jersey Supreme Court, in re M. & G. Motors to collect bond forfeiture; New Jersey Supreme Court, in re discovery proceedings in re State vs. Albert et als. to collect judgment recovered in New Jersey Supreme Court; New Jersey Supreme Court, in re Michael Barron, suit to collect fines under surety bonds filed in appeal cases; New Jersey Supreme Court, in re Hillside Motors, to collect bond forfeiture against principal and surety, Sophie Kusiv and Melba O. Kusiv; Atlantic City District Court, in re Joseph Marshall, suit to collect fine on appeal conviction.

MISCELLANEOUS HEARINGS

In re Joseph Evans, application for license for junk yard business at Millville, New Jersey; in re Samuel Carpenter, habeas corpus proceedings; in re Dr. L. Biddle Duffield, in re habeas corpus proceedings; in re Albert Knudsen, certiorari proceedings; in re Richard D. Norton, certiorari proceedings; in re Edgar Henion, Jr., certiorari proceedings; in re Edgar Johnson, certiorari proceedings; in re Ernest Micone, certiorari proceedings.

LECTURE TOUR

Lecture on the "Legal Responsibility of the Motor Corps Driver Under Civilian Defense" given on June 21st and 28th; and July 12th, 19th and 25th, respectively, at Hackensack, Morristown, Newark, New Brunswick and Hammonton, New Jersey, in conjunction with the Safety Education Division of the Department of Motor Vehicles of the State of New Jersey.

LEGAL OPINIONS

In re: Automobile registration records for 1942, draft of letter to be sent to successful bidder for privilege of copying records; Attorney-General's Office, in re Cleland, Lewis;

In re: Robert J. Benson (respecting enforcement of dim-out and parking light regulations issued by the Military Authorities); J. P. Russell W. Boggs (violation where a motor vehicle follows fire truck too closely for safety upon return of truck from fire alarm); Rose Brady, Captain Motor Transportation, American Women's Voluntary Services, Inc., of North Bergen (re Lecture-Civilian Defense); Jacob E. Buehler (re Governor's Proclamation as to thirty-five mile speed limit law); Charles Blume (re liability of Department's Agent upon issuance of bill of sale); Robert K. Bell (re no-fee registration tags); Chief Justice Brogan (re "Death by Automobile");

In re: Judge Cullum (re one George Schloicka); City Clerk of Summit (re enforcement of dimout and parking light regulations issued by Military Authorities); Peter Cooper, Esq. (re J. Ralph Burtis Estate); Walter J. Conine, J. P. (re Governor's Proclamation as to thirty-five mile speed limit law); James Collins (secondhand automobile sale); Judge Mitchell H. Cohen (re one John Abdull); Inspector Chalfant (re operation of a motor vehicle by one on prohibitory list); Carteret School for Boys, Inc. (re omnibus license plates for station wagons); Captain Thomas Crawbuck, Commanding Traffic Division, Police Headquarters, Passaic (Summonses); Herbert T. Crookall of Kearny (power of magistrates in drunken driving cases); "Careless Driving" (Memorandum); Sam Capri (re insurance);

In re: Howard Drinkwater, Whitehouse, N. J. (Governor's Proclamation as to thirty-five mile speed limit law); Defense Plant Corporation (no-fee license plates); Inspector Watson Dougher (suspended sentences); "Death by Automobile" (Memorandum);

In re: Enforcement of Governor's Proclamation as to thirty-five mile speed limit law (Memorandum);

In re: Louis C. Fiocca, Wildwood Police Department (operator of private car with Pennsylvania license plates carrying passengers, without obtaining New Jersey plates); Charles J. Falcey, Clerk of Trenton Police Court (imposition of a mandatory sentence); William G. Ford, Fort Dix, N. J. (concerning right of way of government trucks in convoy); Michael J. Forster, Bogota, N. J. (powers of a special policeman); Recorder Leverne M. Fake of Paramus, N. J. (R. S. 39:4-98 and R. S. 39:4-99); in re Fines and Sentences (letter of Warden George A. Beattie of Morris County Jail);

In re: David G. Godwin (Helen Burrell Alias Helen B. Wilson); Giordano, Golden & Hurley, Esqs. (Chester A. Hall);

In re: Harkavy and Lieb (one Edwin Woodson); Police Recorder Hulbert (traffic at Picatinny Arsenal); Samuel D. Hoffman (Jacob Kaplan) Financial Responsibility Law;

In re: Insurance Police on premises occupied by Motor Vehicle Department; Police Magistrate Nicholas Paul Isaac of Paulsboro (enemy aliens); Interpretation of provisions of Chapter 192 of Laws of 1942 (Inquiry of Inspector Zeigler);

In re: Magistrate Frederick Johnson, Berlin (interpretation of 39:3-10);

In re: Albert L. Kiermaier (Governor's Proclamation as to thirty-five mile speed limit law);

In re: R. Earle Leonard (Recorder Brenner); Raynor Londahl (violations at "stop street" signs); Henry C. Lapidus (recorders' fees); Peter Latzko, Margate, N. J. (Financial Responsibility Law);

In re: Joseph McLaughlin, Director, Fuel Tax Division, and George Eichler (tax allowance for losses on gasoline by evaporation); John Mack, Esq. (doctors' fees in drunken driving cases); Loretta MacBride (accident at Motor Vehicle Agency—the White Motor Company); David Manser (Frederick R. Salvani, Jr.); Andrew J. Markey (Richard Cornell); James M. Muth (Disorderly Persons Act); Markel Service Inc. (inspectors' reports); Samuel Milberg (Frank Mongiello);

In re: National Fireworks, Inc. (license plates for fire-fighting vehicles); New York University (course of lectures);

In re: Ordinances (Union Township—parking meters); William E. Ohland, Executive Assistant for Defense (transportation problem of James Gibbons Co. of Relay, Maryland); B. E. O'Keefe (Triple Lake Ranch Station Wagon); B. E. O'Keefe (free registration for Civil Defense Fire Trucks and construction of R. S. 39:3-27); Lester W. Oliver, Jr., Clinton, N. J. (Double Jeopardy);

In re: Photo Developing Inc. (State of New York); Parsons, Labrecque & Borden, Esqs., Red Bank, N. J. (sentence by Recorder Kind re State vs. Louis B. Evans);

In re: Rental Departmental Space (Secretary of the State House Commission—space adjacent to State House Buildings; (also re Washington Inspection Station); Nathaniel Rogovoy (seventeen-year-old obtaining license); Frank Reggiano, Margate City, N. J. (automobile registration); Frederick Ripperger, Hackensack (Carl J. Templeton); George D. Rothermel, Esq., Camden, N. J. (Governor's Proclamation as to thirty-five mile speed limit law); C. W. Reynolds, Chairman of Labor-Management War Production Committee (proper classification of motor vehicles used for transportation of employees to and from work in a common "car pool"); Charles Roth, Jr. (rights of fire engines, "emergency vehicles"); "Reckless and Careless Driving Cases" (Memorandum);

In re: Safety Education Division (Picture—"The Patriotic Driver"); Police Recorder Sydney T. Smith (interpretation of law); William R. Smith (procedure for sale of lost or stolen automobile); Vernon Shible, West Belmar, New Jersey (re abandoned car); Miss Agnes Smith (information as to citation of Ray Case); Jules Y. Shein (re authority of justice of peace to take acknowledgments to bills of sale for automobiles); William Herda Smith, Esq., Newark, N. J. (issue of title involving a truck); sale of tickets by Examiners (Memorandum); D. Monroe Staats (Disorderly Persons Proclamation—speeding cases); J. P. Elmer J. Simmons, Bordentown, N. J. (one John Uslie); J. P. Santo J. Salvo, Millville, N. J. (one Andrew Chew); Senate Bill No. 334 (Memorandum); Bill No. 259; Bill No. 314; Senators Stanger and Pascoe (re Bill No. 255); Milford Salny (one Mrs. Charlotte Conn of Netcong); Police Recorder Sydney T. Smith (magistrates' fees);

In re: Judge Tully (disposition of cases adjourned "sine die"); Laurel S. Terry, Florham Park, N. J. (lecture);

In re: Universal Atlas Cement Company (power of attorney appointing Commissioner of Motor Vehicles attorney for purpose of accepting process of service);

In re: Wolber, Gilholly and Yauch, Newark, N. J. (Little Falls Laundry Co. and the Little Falls Laundry); Walter Wolos and Harvey Landau Inc. (chattel mortgage); David A. Walker, North Haledon, N. J. (duties of police officer); War Transportation Committee, Nutley, N. J. (civil liability—swap riding); Robert B. Wickes, Sampson, N. J. (recording of liens); Joseph Wichmann, New Brunswick, N. J. (lecture course).

EXCISE TAX

It is with the transportation of people to and from work that the municipalities of the country are primarily concerned. While carried on principally by the private automobile and local transit systems, in the area adjacent to Philadelphia on the one hand and New York City on the other, the role of the interstate bus is a highly important one. All sections of the State are engaged in a productive effort which goes far beyond anything ever known. To carry on this constructive effort many new manufacturing plants have been built. Some employ thousands of workers. Every one of them has created a serious and difficult new transportation problem. Towards their solution both local and interstate bus operators are giving every effort.

Bus operators engaged in a local service pay five per cent of their revenues directly to the municipalities they serve. Interstate operators pay to the State itself a mileage tax of one-half cent per mile for the use of the highways.

In accordance with the provisions of sections 48:4-20 to 48:4-34, inclusive, Revised Statutes, the Commissioner is the collector of the tax.

Follows a summary of the total mileage, mileage exempted from the tax, taxable mileage and revenue collected from interstate bus transportation.

MONTHLY RECORD OF EXCISE TAXES IMPOSED AND COLLECTED—1942

Month	Total Mileage	Exempt Miles	Taxable Mileage	Total Amount
January	1,664,415	159,664	1,504,751	\$7,523.80
February	1,580,821	129,717	1,451,104	7,255.44
March	1,753,303	170,489	1,582,814	7,907.17
April	1,756,757	147,343	1,609,414	8,067.32
May	2,054,187	151,880	1,902,307	9,631.18
June	2,085,428	184,868	1,900,560	9,512.72
July	2,500,701	168,329	2,332,372	11,680.44
August	2,693,139	188,929	2,504,210	12,541.32
September	2,126,823	174,242	1,952,581	9,764.02
October	2,111,845	170,125	1,941,720	9,725.21
November	1,809,629	168,435	1,641,194	8,206.05
December	2,001,782	177,499	1,824,283	9,121.47
Totals	24,138,830	1,991,520	22,147,310	\$110,936.14

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.

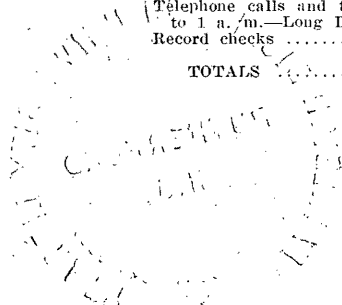
An idea of the great volume of queries at the Information Bureau is seen in the fact that 602,439 requests for information were handled during the calendar year.

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

TYPES OF REQUESTS HANDLED BY INFORMATION BUREAU—1942

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Letters regarding duplicate and renewal licenses and telegrams	5,234	5,812	6,134	5,304	5,962	5,801	5,693	5,187	5,266	5,194	5,007	4,322	64,916
Regular information letters	6,624	6,328	6,544	6,185	5,980	6,842	6,641	5,843	5,331	6,076	5,986	5,730	74,110
Certified Copies, special delivery and registered letters	2,794	1,973	3,224	3,589	2,802	2,382	3,016	2,953	2,742	2,879	2,547	2,609	33,600
Lists and miscellaneous lookups	13,784	14,592	14,987	13,962	17,340	15,427	15,094	14,653	13,780	14,567	12,986	13,421	174,593
People appearing at office in person for information	821	840	1,490	1,222	814	722	730	821	859	939	831	843	10,932
Telephone calls and telautograph 1 a. m. to 9 a. m.—Local	1,890	3,342	3,268	2,940	2,639	2,039	2,178	3,243	3,045	2,963	2,817	2,794	33,158
Telephone calls and telautograph 1 a. m. to 9 a. m.—Long Distance	3,452	2,046	2,258	2,163	2,489	2,045	2,011	1,969	2,234	2,481	2,745	2,916	28,809
Telephone calls and telautograph 9 a. m. to 5 p. m.—Local	6,270	7,986	5,943	4,617	3,467	3,495	2,848	2,910	2,661	2,982	2,453	2,684	48,316
Telephone calls and telautograph 9 a. m. to 5 p. m.—Long Distance	6,643	3,387	3,687	2,763	3,426	3,031	3,246	3,027	3,245	2,867	2,643	2,940	40,914
Telephone calls and telautograph 5 p. m. to 1 a. m.—Local	1,669	3,042	3,846	2,452	2,847	2,670	2,989	2,045	3,077	2,751	2,561	2,883	33,432
Telephone calls and telautograph 5 p. m. to 1 a. m.—Long Distance	3,874	2,981	3,061	2,672	2,961	2,857	3,096	2,789	3,282	2,783	2,743	2,629	35,728
Record checks	1,112	1,397	1,939	2,235	2,039	1,986	2,184	1,877	2,176	2,019	2,657	2,310	23,931
TOTALS	54,167	53,726	56,381	50,104	52,856	49,297	49,726	47,917	47,968	48,501	45,976	46,090	602,439

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SERVICE OF PROCESS ON NON-RESIDENTS

The Department collected the sum of \$3,994.00 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 the monthly fees collected:

January	\$508.00
February	416.00
March	362.00
April	434.00
May	424.00
June	346.00
July	342.00
August	266.00
September	306.00
October	194.00
November	224.00
December	172.00
Total	\$3,994.00

MULTILITH ROOM

The Department maintained its own bureau where applications, certificates, pamphlets and all forms used in the administration of the motor vehicle and traffic acts were printed, numbered, perforated, etc. During the year the Multilith Room handled 34,406,015 operations in the process of keeping the various divisions supplied with working material.

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

Division	Sheets	Imprints	Items	Items Numbered	Perforated	Total Operations
Bill of Sale	168,500	181,500	247,000	66,000		313,000
Excise	12,760	11,760	17,000	22,000	11,000	50,000
Files	20,600	20,600	112,000		5,000	117,000
Financial Responsibility	237,567	371,730	490,874			490,874
Fines	117,500	140,500	190,500			190,500
Information	30,715	30,715	164,860			164,860
Inspectors	199,945	243,030	437,410			437,410
Main Office	80,900	90,900	80,900	16,800		97,700
Receiving	2,500	2,500	2,500			2,500
Safety Education	66,690	119,190	91,440			91,440
Shipping	306,413	339,140	840,000			840,000
Testing	424,157	580,857	992,969			992,969
Traffic	2,500	2,500	2,500			2,500
Low Number	10,500	13,500	25,500			25,500
Pamphlets	321,700	324,950	649,900			649,900
Permits	58,832	117,664	235,328	324,000		559,328
Applications	870,254	1,685,108	5,221,524			5,221,524
Certificates	986,868	1,263,360	12,633,600	10,031,730	972,400	23,637,730
Miscellaneous	67,435	67,435	261,940	259,340		521,280
TOTAL	3,986,336	5,608,939	22,697,745	10,719,870	988,400	34,406,015
Mimeograph (for all divisions)						807,300
Addressograph (for all divisions)						128,000

Respectfully submitted,

A. W. MAGEE,
Commissioner of Motor Vehicles.

Discard
98947

STATISTICAL SUMMARY OF MOTOR VEHICLE ACCIDENTS

IN New Jersey
State, County or City

DURING Year 1942
Month or Year

TYPE OF ACCIDENT	NUMBER OF ACCIDENTS					Total Killed	Total Injured	AGE AND SEX OF KILLED AND INJURED PERSONS														
	Total Accidents	Fatal	Non-Fatal	Property Damage	Total			PERSONS KILLED						PERSONS INJURED								
								ALL PERSONS			PEDESTRIANS			BICYCLISTS			ALL PERSONS			PEDESTRIANS			BICYCLISTS
1. Collision of Motor Vehicle with—	5460	401	5059	406	5285																	
2. Other motor vehicle	24038	129	7036	16873	153	11916																
3. Horse drawn vehicle	61	16	34	27	36																	
4. Railroad train	76	16	28	32	21	59																
5. Bicycle	495	22	438	35	22	474																
6. Fixed object	2679	114	1146	1419	132	1990																
7. Overturned in roadway	208	10	92	103	11	174																
8. Ran off roadway	231	13	112	110	10	175																
9. Other non-collision	227	13	172	39	13	194																
10. Miscellaneous	125	28	97	3	81																	
TOTAL	33597	714	14148	18735	771	20384																

PEDESTRIAN ACTIONS BY AGE SEX AND LIGHT CONDITIONS	Total Pedestrians	Pedestrians Killed	PEDESTRIANS KILLED AND INJURED															CLASSIFICATION OF VICTIMS				VEHICLES																		
			AGE										SEX		LIGHT CONDITIONS			Total	Killed	Injured	Type of Vehicle	In All Accidents	In Fatal Accidents																	
			0-4	5-14	15-20	21-24	25-44	45-60	61-64	65-Over	Not Stated	Male	Female	Daylight	Dusk	Darkness	Not Stated																							
			1. Crossing at intersection—with signal	2. Same—against signal	3. Same—no signal	4. Same—not on crosswalk	5. Coming from behind parked car at intersection	6. Coming from behind parked car not at intersection	7. Crossing between intersections	8. Getting on or off other vehicle	9. Playing in roadway	10. Running from sidewalk into street	11. Walking in Roadway	12. With traffic—sidewalks	13. With traffic—no sidewalks	14. Against traffic—sidewalks	15. Against traffic—no sidewalks	16. Hitting on vehicle	17. Lying in roadway	18. Standing in road	19. Working in roadway	20. Not on roadway	21. Other actions	1. Drivers	2. Passengers	3. Pedestrians	4. Bicyclists	5. Motorcycle drivers	6. Motorcycle passengers	7. Others	8. Not known	1. Passenger car	2. Passenger car with trailer	3. Truck	4. Truck with trailer	5. Taxicab-livery	6. Bus	7. School bus	8. Military vehicle	9. Motorcycle
1. Crossing at intersection—with signal	214	11	1	19	15	6	43	28	53	36	13	130	84	71	19	120	4	5096	142	5096	1. Passenger car	49278	655																	
2. Same—against signal	327	19	3	32	26	16	79	39	61	39	32	211	116	106	32	188	1	9107	168	9107	2. Passenger car with trailer	10																		
3. Same—no signal	1336	70	46	223	84	43	259	106	292	193	90	854	482	530	89	695	23	5285	406	5285	3. Truck	6783	104																	
4. Same—not on crosswalk	210	18	6	33	11	8	39	27	48	29	9	140	70	64	19	121	6	474	22	474	4. Truck with trailer	852	37																	
5. Coming from behind parked car at intersection	283	12	16	97	22	6	41	10	39	27	25	183	100	167	28	85	3	162	17	162	5. Taxicab-livery	56	1																	
6. Coming from behind parked car not at intersection	965	52	135	445	37	21	81	44	89	54	58	636	329	640	69	242	14	56	22	4	6. Bus	1634	38																	
7. Crossing between intersections	1093	102	59	321	37	25	149	79	200	133	65	773	325	509	69	498	22	17	185	202	17	7. School bus	13	1																
8. Getting on or off other vehicle	61	4	12	9	2	15	4	3	3	2	1	6	37	14	29	9	19	194	11	194	8. Military vehicle	208	14																	
9. Playing in roadway	306	10	53	228	15	1	15	4	7	2	15	236	70	215	32	58	1	406	771	20384	9. Motorcycle	302	22																	
10. Running from sidewalk into street	306	10	70	191	5	5	7	4	7	2	15	226	80	232	14	55	5	406	771	20384	10. Emergency vehicle (ambulance, police wagon, etc.)	53	1																	
11. Walking in Roadway	91	10	3	11	10	19	5	23	8	12	76	15	13	18	60	6	286	357	71	286	11. Station wagon	262	5																	
12. With traffic—sidewalks	118	48	4	14	3	30	12	34	11	10	102	16	19	8	87	4	22	202	17	185	12. Type unknown	59867	887																	
13. With traffic—no sidewalks	26	1	2	4	2	4	3	5	5	1	19	7	9	2	15	1	6	524	36	488	1. Defective brakes	696	14																	
14. Against traffic—sidewalks	30	11	2	4	1	7	4	7	3	1	25	5	8	1	21	1	1	4542	260	4282	2. Improper headlights	305	10																	
15. Against traffic—no sidewalks	92	2	24	4	1	3	1	2	2	2	8	1	27	1	3	1	1	524	36	488	3. Taillight out or obscured	275	6																	
16. Hitting on vehicle	32	2	24	4	1	3	1	2	2	2	8	1	27	1	3	1	1	4542	260	4282	4. Defective steering gear	133	5																	
17. Lying in roadway	93	7	3	8	10	5	19	11	14	8	15	72	21	45	4	43	1	5691	406	5285	5. Other defects	109	5																	
18. Standing in road	55	6	2	6	11	14	9	5	2	6	54	1	19	2	31	3	3	5691	406	5285	9. No unusual condition	58349	847																	
19. Working in roadway	96	8	26	19	3	16	6	13	5	8	59	37	73	2	21	1	1	5691	406	5285	TOTAL	59867	887																	
20. Not on roadway	45	1	3	6	2	11	3	10	2	8	38	7	21	1	22	1	1	5691	406	5285	CONDITION OF VEHICLE																			
21. Other actions	45	1	3	6	2	11	3	10	2	8	38	7	21	1	22	1	1	5691	406	5285	1. Defective brakes	696	14																	
TOTAL PEDESTRIANS	5691	406	453	1675	314	169	836	397	905	559	385	3909	1782	2800	412	2389	90	59867	406	5285	2. Improper headlights	305	10																	

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12:01 A.M. to 1 A.M.	1297	41	1. Sunday	5763	144	1. At intersection	18281	231	1. Under 17 years	35	1	1. Licensed in State	22499	233	1. Exceeding lawful speed	4082	186
2. 1:01 A.M. to 2 A.M.	1114	43	2. Monday	4731	100	2. Alley or driveway intersection	874	7	2. 17 years	1116	11	2. Elsewhere in State	31506	493	2. On wrong side of road	3027	55
3. 2:01 A.M. to 3 A.M.	957	38	3. Tuesday	3768	87	3. Between intersections	13860	439	3. 18 years	1681	24	3. Resident—No license	118	9	3. Cutting in	688	1
4. 3:01 A.M. to 4 A.M.	830	33	4. Wednesday	4191	79	4. Bridge, underpass	506	21	4. 19 years	1925	42	4. Non-resident—no license	7		4. Passing on hill	40	2
5. 4:01 A.M. to 5 A.M.	370	13	5. Thursday	4732	92	5. Railroad crossing	76	16	5. 20 years	2108	36	5. Local resident	118	9	5. Failing on signal	1945	3
6. 5:01 A.M. to 6 A.M.	394	15	6. Friday	4430	87	9. Unknown	33597	714	6. 21 to 24 years	6559	144	6. Elsewhere in State	189	16	6. Failure to yield or improper signal	1391	6
7. 6:01 A.M. to 7 A.M.	943	50	7. Saturday	6879	125	MANNER OF COLLISION			7. 25 to 29 years	7741	145	7. Non-resident—no license	7		7. Improper turn	1179	6
8. 7:01 A.M. to 8 A.M.	1543	24	8. Sunday	4430	87	1. Right angle	9693	36	8. 30 to 39 years	12250	205	8. New York State	2615	43	8. Drove off roadway	1555	39
9. 8:01 A.M. to 9 A.M.	1182	14	9. Unknown	43		2. Same direction—rear end	4038	16	9. 40 to 49 years	8677	158	9. Pennsylvania	1651	30	9. Violated right of way	1923	33
10. 9:01 A.M. to 10 A.M.	982	15	ROAD CONDITION			3. Same direction—front end	3032	6	10. 50 to 64 years	5155	80	9. Other states	844	23	10. Disregarded Stop and Go light	995	8
11. 10:01 A.M. to 11 A.M.	1200	11	1. Dry	22549	523	4. Opposite direction—head on	2218	45	11. 65-over	643	15	9. Residence unknown	438	40	11. Inproper starting from parked position	816	50
12. 11:01 A.M. to 12 noon	1270	12	2. Wet	7259	162	5. Opposite direction—left turn	1235	19	12. Age unknown	12000	46	TOTAL	59867	887	12. Improper parking	433	5
13. 12:00 noon to 1 P.M.	1540	19	3. Muddy	1399	15	6. Fixed object	2679	114	TOTAL	59867	887	13. Following too closely	2484	7	13. Hit and run	1185	68
14. 1:01 P.M. to 2 P.M.	1464	17	4. Snowy	2365	23	7. Pedestrian	5460	401	SEX OF DRIVERS			CONDITION OF DRIVERS			14. Backing carelessly	549	6
15. 2:01 P.M. to 3 P.M.	1604	13	5. Icy	2365	23	8. Other	4642	88	1. Male	54705	844	1. Had been drinking	1464	88	15. Backing carelessly	549	6
16. 3:01 P.M. to 4 P.M.	1970	19	9. Unknown	33597	714	TOTAL	33597	714	2. Female	5162	43	2. Sleepy, fatigued, etc.	838	27	16. Backing carelessly	549	6
17. 4:01 P.M. to 5 P.M.	2359	29	PROPERTY DAMAGE			1. \$25	2690	165	9. Unknown	59867	887	3. Physical defect	143	7	17. Backing carelessly	549	6
18. 5:01 P.M. to 6 P.M.	2530	40	1. \$25 to \$50	7531	40	2. \$50 to \$100	7585	36	TOTAL	59867	887	4. Blinded by headlights	341	12	18. Backing carelessly	549	6
19. 6:01 P.M. to 7 P.M.	2003	43	3. \$50 to \$100	5924	75	4. \$100 to \$250	5924	75	DRIVING EXPERIENCE			5. Attention diverted	1273	21	19. Backing carelessly	549	6
20. 7:01 P.M. to 8 P.M.	1948	52	5. \$250 to \$500	1991	61	5. \$500 to \$1000	442	50	1. Learner under instruction	119	3	6. No unusual condition	55808	732	20. Backing carelessly	549	6
21. 8:01 P.M. to 9 P.M.	1635	66	6. \$1000 or more	442	50	9. Not known	6370	239	2. Licensed less than three months	305	9	TOTAL	59867	887	21. Backing carelessly	549	6
22. 9:01 P.M. to 10 P.M.	1354	31	TOTAL	33597	714	TOTAL	33597	714	3. Three to six months	330	3	VISION OBSCURED			22. Backing carelessly	549	6
23. 10:01 P.M. to 11 P.M.	1309	39	1. Rain, snow, etc., on windshield	2028	59	DRIVERS			4. Six to 12 months	716	21	1. Rain, snow, etc., on windshield	2028	59	23. Backing carelessly	549	6
24. 11:01 P.M. to 12 midnight	1387	36	2. Cracked windshield	14		1. Learner under instruction	119	3	5. 1 to 5 years	9424	202	2. Cracked windshield	14		24. Backing carelessly	549	6
25. Unknown	412	2	3. Dirty windshield, windows	51		2. Licensed less than three months	305	9	6. 6 to 10 years	6870	151	3. Dirty windshield, windows	51	1	25. Backing carelessly	549	6
TOTAL	33597	714	4. Trees, crops, etc.	315		3. Three to six months	330	3	7. 11 years or more	17225	347	4. Trees, crops, etc.	315	9	26. Backing carelessly	549	6
			5. Building	411		4. Blinded by headlights	341	12	8. Experience unknown	24817	151	5. Building	411	4	27. Backing carelessly	549	



