

FORTY-SECOND
ANNUAL REPORT

OF THE
COMMISSIONER OF MOTOR VEHICLES

OF THE
STATE OF NEW JERSEY

For the Year

1947

ARTHUR W. MAGEE
Commissioner

WILLIAM J. DEARDEN
Deputy Commissioner

Discard

JERSEY PRINTING COMPANY
BAYONNE • NEW JERSEY

CONTENTS

	PAGE
Revenue, Registrations, Licenses	10
Accident Statistics	11
Economic Loss	11
Mileage Death Rate	12-13
The Pedestrian	14
Driver Actions	15
The Speed Factor	15-16
Manpower Loss	16
Alcohol-Accidents	17-18
Urban-Rural Accidents	19
State Highway Accidents	22-23
Accidents by Municipalities	27-35
Pedestrian Accidents by Municipalities	36-44
Hearings—License Revocations	45
Drunken Driver Revocations	47-51
Habitual Violators	51
Inspector Force	53-60
Vehicle Inspections	61-64
Safety Education	65-68
Traffic Engineering	69-71
Financial Responsibility	72-75
Traffic Law Arrests	76-78
Certificates of Ownership	79-80
Changes in Laws	81
Junk Yard Supervision	81-82
Bus Excise	82-83
Information Service	83-84
Multilith Room	85
Service of Process	85



April 1, 1948.

To His Excellency the Governor and the Legislature:

In accordance with sections 30:2-12 and 39:4-6 of the Revised Statutes, there is submitted herewith a report of the activities of the Motor Vehicle Department for the year 1947.

1947 was a banner year from the standpoint of motor vehicles and motor vehicle transportation.

Vehicle registrations reached a new high, the number of operators licensed to drive was the greatest in history and vehicular travel, as reflected by gasoline consumption, broke all records including that of the peak year 1941. New car sales totaled 147,670, or only three per cent less than 1941's new car sales when 151,881 such transactions were recorded.

There was only one thing to mar what would otherwise have been an all-around improvement. Total traffic accidents increased 29 per cent over 1946 and even exceeded the number that occurred in 1941, the previous record breaking year for total accidents.

Despite this increase in total accidents, the traffic death rate in New Jersey reached a new low of 4.76 deaths per one hundred million vehicle miles of travel. The national death rate was 8.6. In the past ten years the State's traffic death rate has dropped 61 per cent.

Only three other states had a lower death rate than New Jersey's. They were Connecticut, 4.2; North Dakota, 4.3 and Rhode Island, 4.5. In none of these states were traffic volume and traffic conditions anywhere comparable with those existing here.

Off Street Parking

A survey of traffic conditions in general finds curb parking still the leading traffic problem of community and state. It can be reported, however, that since the emphasis placed on this factor in last year's report, several communities have responded with programs to provide for off-street parking facilities and others have the matter in the discussion stage.

The two by-products of motor vehicle transportation—accidents and traffic congestion—remain a constant threat to community and state progress. If community and state are to expand and develop to the utmost, the problem of accidents and congestion must be alleviated.

To a large extent, the State's traffic problem centers in municipal and county roadways (as distinguished from state highways), within concentrated residential and business areas. The re-building of admittedly inade-

quate, obsolete roadways is, of course, the ultimate but extensive re-building is an economic impossibility in most instances. The only alternative is the improvement of existing roadways to provide better traffic expedition with safety.

Actual deaths during the year numbered 638, compared with 712 in 1946 and 971 in 1941. Exclusive of the two war years 1944 and 1945, it was the lowest death toll in 25 years.

While pleased with the saving of human lives, the record of 638 fatalities constitutes a serious indictment of a segment of the driving and walking public and proves, beyond doubt, that there is still a long road to be travelled before the State reaches a satisfactory degree of highway safety.

The fault for most of the accidents lies squarely in the lap of the motor vehicle driver, of which there are various types. Excluding the majority of operators who really try to drive safely and observe the regulations at all times, there remain three distinct types of troublesome drivers whose actions create traffic problems and require constant supervision. These types are the demanding, the aggressive and the indifferent driver.

The demanding driver feels, because he has helped pay for the road through his taxes, that he has the right to drive on it any way he likes. He resents policemen and warning signals as an intrusion of his personal liberty. The aggressive driver, tough by nature, is the type seen weaving in and out of traffic, snarling at other motorists and pedestrians, and carrying a literative chip on his shoulder. The indifferent driver knows the dangers of carelessness and can even dramatize his own harrowing experiences. His shortcoming lies in the fact that he thinks about an accident as an unfortunate incident which always happens to the other fellow—never to himself. This false sense of security lulls him into a moment of inattention and it is during this split second that he figures in an accident.

Speed

As in previous years speed, by a wide margin, was the largest single killer. Although few seem to realize it, the driver with a heavy foot on the accelerator is often at the wheel of a car which is effectively out of control, if an emergency arises.

At 60 miles an hour, a car travels 88 feet per second. If the driver's reaction time, (the time it takes to remove the foot from the accelerator to the brake pedal) is as slow as one second, the car, after the brakes have been applied and depending on the condition of the brakes and the road surface, will travel an additional distance of 198 feet before it can be brought to a stop. Thus, at 60 miles an hour, and with a slow reaction time of one second, the car will travel a total distance of 286 feet before being brought under control.

The unexpected appearance of a pedestrian or another car, a sudden turn in the road, a few moments of inattention and the driver, if he has passed the limit of control, suddenly faces death for himself or others.

While speed is the principal killer, other factors may combine at the wrong split second. Driving while under the influence of intoxicants, driving on the wrong side of the highway, disregarding the right of way of others and ignoring road signs or stop signals all add to the reasons for fatal accidents.

Few Indictments

A survey made by the Department shows conclusively the need for amending R. S. 2:138-9, the killing by motor vehicle statute, which has been in effect since 1935. This law, in its present form, has been difficult to enforce because it imposes in the State responsibility for proving "willful or wanton" disregard on the part of drivers causing death by motor vehicle. Grand juries have been reluctant to indict under this law despite the fact that the taking of human life was involved.

The Department's survey covered a total of 212 fatal accident cases occurring during the first six months of 1947. Only 30 of these cases resulted in indictments. **THUS THE CHANCES OF PUNISHMENT FOR CAUSING DEATH BY MOTOR VEHICLE IN NEW JERSEY ARE SEVEN TO ONE AGAINST ANY SUCH EVENTUALITY.** Such conditions seriously handicap the State's efforts to promote highway safety because they tend to encourage disrespect for law.

This unusual characteristic of the New Jersey law requiring the proving of "willful or wanton" disregard is not found in the death by motor vehicle statutes of adjoining states. The laws in four of these states merely require proof that the car was being operated in a careless or negligent manner, as follows:

NEW YORK: Anyone "who operates or drives any vehicle of any kind in a reckless or culpably negligent manner, whereby a human being is killed."

RHODE ISLAND: Anyone "who shall operate or cause to be operated, any motor vehicle upon the highways recklessly or at a rate of speed greater than is reasonable or proper."

MASSACHUSETTS: Anyone "operating recklessly, or negligently so that the lives or safety of the public might be endangered."

MARYLAND: Anyone "causing the death of another as the result of the driving, operation or control of an automobile or motor vehicle * * * in a grossly negligent manner."

It is recommended therefore, that R. S. 2:138-9 be amended by elimination of the words "willful or wanton". This will make the law less difficult to enforce and assure more certain punishment for those who cause death by automobile by driving carelessly or heedlessly.

Enforcement

Measured by total arrests for motor vehicle and traffic law violations, enforcement increased seven per cent over 1946. There were 100,119 arrests in the State of which 40,345, or 40 per cent, were for speeding. This was an increase of 1,065 speed arrests over the previous year.

A noticeable improvement was the stepping up of enforcement on the part of municipal police who accounted for 49 per cent of total arrests as compared with 44 per cent in the year 1946.

Token fines between \$3 and \$5 were imposed in 47.6 per cent of the cases where a fine was the penalty. The average fine in traffic cases, exclusive of mandatory penalties, was \$6.05.

With both accidents and violations on the increase, there are two methods of control open for consideration. One is the assignment of more officers to patrol the streets and highways and the other is legislation to provide mandatory minimum fines for the leading offenses such as speeding, reckless driving and careless driving which aggregate 58 per cent of total violations. The first mentioned course is an expensive one while the matter of mandatory minimum fines would involve no public cost but would be of a positive deterrent to potential offenders because they would know that violation of these regulations would result in certain penalty. Mandatory minimum fines would have a particularly sobering effect on the 40,345 speeders arrested during the year as well as the demanding, the aggressive and the indifferent drivers heretofore discussed. The choice in the matter seems to be that of mandatory minimum fines.

This proposal gains further support by the fact that token fines not only fail to impress the violator but likewise fail to compensate the governing body for the officer's time in making the arrest.

The Pedestrian

Despite a ten per cent decrease in pedestrian deaths and a three per cent drop in the number of pedestrians injured, the pedestrian was still the leading problem of the public safety official. Year after year, 50 per cent of total traffic fatalities in New Jersey are pedestrians.

The Department and other agencies continued to stress pedestrian safety during the year but there was no appreciable improvement in walking habits, generally. It is recommended therefore that all public agencies invoke the full force of education, engineering and enforcement as a means of reducing pedestrian accidents.

The outstanding event of the year in New Jersey's traffic improvement efforts was the Governor's Highway Safety Conference held in Trenton on May 8. Attended by state, county and municipal public safety officials in addition to representatives from numerous non-official organizations, this all day session was devoted to a discussion and review of the State's traffic problem. Definite conclusions, as expressed in a number of resolutions adopted, were referred to the New Jersey Highway Safety Coordinating Committee for appropriate action.

Safety Education

An extensive safety educational program, in three major fields of activity, was conducted during the year. The first was the schools where every possible cooperation was given the authorities at the elementary, secondary and teacher college levels.

In the field of general public education, all possible media of public information was utilized on a state-wide basis to reach individuals of all age groups. In addition to these generalized adult programs, many specialized activities were arranged for special groups and special occasions.

The third field of activity related to the Department's part in the organization of county and municipal safety committees to carry out the directives of the Governor's Highway Safety Conference. The same applies to the Department's part in the proposal made to organize non-official groups to handle the continuous public support program recommended.

Two distinctive honors came to the State during the year in recognition of its highway safety achievements in 1946. In the National Interstate Traffic Safety Contest, conducted by the National Safety Council, New Jersey was tied, with Massachusetts, for second place among the states in the Eastern Region. It was the twelfth time since 1932 that New Jersey has figured prominently in the national contest.

The other was a first place award, again in a tie with Massachusetts, in the national Pedestrian Safety Contest sponsored by the American Automobile Association.

The state motor vehicle inspection program, now in its eleventh year, continued to benefit both car owners and the public generally. Its importance as a safety factor is best evidenced by the fact that, despite semi-annual inspection of all registered motor vehicles, approximately 50 per cent of the vehicles presented were rejected on initial inspection.

The Department expresses its appreciation to the press, the radio and the theatre of the State for the splendid cooperation and support given during the year to the highway safety program. These agencies were most effective in reaching the individual and helping to impress on him that highway safety is, after all, an individual matter. Newspapers generally, gave news column and editorial page space to the cause; the radio broadcasting stations time for safety dramatization and spot accident prevention announcements and the theatre, program allotment for the projection of safety films.

REVENUE, REGISTRATIONS, LICENSES

The gross revenue of the Department for 1947 was \$28,766,580.53, an increase of 15.9 per cent over 1946.

Motor vehicle registrations totaled 1,270,037, a rise of eight per cent. Passenger vehicle registrations numbered 1,018,395 as compared with 943,095 in the previous year, an increase of eight per cent, while commercial vehicle registrations were 163,252, an increase of 9.3 per cent.

The Department issued 1,602,979 driver's licenses, a rise of 4.2 per cent over the year 1946.

Revenue, Registrations, Licenses

	1947 Items	1946 Items	1947 Fees	1946 Fees
✓ Passenger vehicles	1,018,395	943,095	\$11,948,933.20	\$10,955,636.85
" No Fee " registrations to Motor Vehicle, state and local police departments	719	679	<i>8301, 220.00</i>	
" No Fee " registrations of state, county, federal and municipally owned vehicles	13,649	13,071	<i>20,250 153.20</i>	
✓ Commercial vehicles	163,252	149,371	6,273,811.50	5,119,847.00
✓ Farmer truck vehicles	17,291	17,282	308,999.00	281,676.25
✓ Undertaker vehicles	710	707	18,479.00	18,464.00
✓ Omnibus vehicles	10,661	10,429	454,095.00	428,404.00
Trailer registrations	22,685	20,189	1,119,672.50	806,661.50
Motorcycles	9,936	9,517	19,872.00	19,034.00
Dealers (auto and M. C.)	3,128	3,082	84,075.00	76,680.00
Agricultural tractors	4,070	3,085	12,210.00	9,255.00
Farm use registrations	5,355	4,519	5,355.00	4,519.00
Contractors equipment—in transit	186	146	4,651.00	3,651.00
TOTAL REGISTRATIONS	1,270,037	1,175,172	<i>8,301,220.00</i>	
Duplicate certificates	35,829	33,546	35,829.00	33,546.00
Transfers and exchanges	190,142	145,294	548,656.70	383,396.55
Duplicate tags (auto and M. C.)	35,149	11,925	35,346.00	11,869.50
Auto driver licenses	1,602,210	1,538,270	4,806,630.00	4,614,810.00
Farm vehicle driver licenses	587	568	587.00	568.00
Certificate of Ownership Division	731,116		1,323,188.50	551,255.55
Motorcycle driver licenses	8,081	7,637	8,081.00	7,637.00
Learner permits	269,537	307,944	221,591.50	153,972.00
Duplicate driver licenses (armed forces)	167	361	167.00	361.00
" No Fee " issues (to state, county and municipal governments)				
Auto driver licenses	425	451		
Motorcycle driver licenses	899	849		
Transfers	1,497	1,226		
Duplicate tags	80	39		
Duplicate driver licenses	3	2		
Duplicate certificate (registrations)	12	3		
TOTAL ITEMS ISSUED BY AGENTS	4,145,771	3,223,287		
Fines, state			384,459.76	358,186.25
Certified copies			4,926.62	2,784.97
Junk Yard Division			1,850.00	1,825.00
Commercial permits			7,287.96	23,417.06
Registration permits			107.50	67.50
Power of attorney fees			5,082.00	3,570.00
Miscellaneous receipts			8,324.48	3,909.02
Excise Division			107,104.81	103,219.17
Auto Testing Division			1,017,207.50	841,350.50
			\$28,766,580.53	\$24,819,573.67

TRAFFIC ACCIDENT STATISTICS

Traffic accident fatalities during 1947 numbered 638, representing a 10.3 per cent decrease over 1946 and the lowest, with the exception of two war years 1944 and 1945, in 25 years.

Total accidents however, were the highest in the history of the State reaching 49,513. The previous peak year for accidents was 1941 when 48,734 traffic mishaps were reported.

The number of persons non-fatally injured in accidents was 23,909, an increase of nine per cent over the year preceding.

Year	Accidents	Deaths	Injured	Death Rate
1947.....	49,513	638	23,909	4.76
1946.....	38,321	712	21,908	5.75
1945.....	28,521	630	16,893	7.27
1944.....	24,120	609	15,252	7.69
1943.....	22,007	682	14,176	9.22
1942.....	33,597	771	20,384	7.83
1941.....	48,734	971	30,415	7.73

The average number of accidents daily was 136 as against 105 in the preceding year.

There were less than two fatalities daily (1.7), on the average, compared with 1.9 in 1946. Thirty-seven persons were injured in accidents for every fatality.

Economic Loss

The year's accidents imposed an economic loss of approximately \$22,180,000. This estimate was based on \$11,500 for each death, \$450 for each person injured and \$125 for each property damage accident.

1947.....	\$22,180,000
1946.....	20,930,000
1945.....	16,900,000
1944.....	15,150,000
1943.....	15,300,000
1942.....	26,000,000
1941.....	27,000,000

Hour of Occurrence

The peak hour for all accidents and for fatal accidents was 5 to 6 P. M. The safest of daylight hours was 5 to 6 A. M.

Day of Week

The most dangerous day of the week from the standpoint of all accidents was Saturday. The second most hazardous day was Sunday.

Sex of Drivers

Of the 92,585 drivers involved in the year's accidents, 91 per cent were males. In fatal accidents, 95 per cent of the operators were males.

Vehicle Types

Eighty-two per cent of the vehicles involved were of the passenger type and 13 per cent were commercial vehicles. There were 2,247 buses in accidents compared with 2,080 in the previous year.

Insured Cars

More than one-half of the total number of vehicles involved in accidents were covered by liability insurance, according to the reports submitted by their owners. Seventeen per cent of the vehicles were reported as not insured while there was no report of financial responsibility for 27 per cent of the vehicles.

	Per Cent	Per Cent	Per Cent	Per Cent	Per Cent
	1947	1946	1945	1944	1943
Cars insured	55.4	51.	46.	43.4	43.3
Cars not insured....	17.3	20.	21.	24.4	25.6
Not stated	27.3	29.	33.	32.2	34.8
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	100.0	100.0	100.0	100.0	100.0

Mileage Death Rate

New Jersey's mileage death rate for 1947, or deaths per hundred million vehicle miles of travel; was 4.76 as compared with the national rate of 8.6. It was the lowest mileage rate since 1928, the first year of gasoline taxes. In that year the mileage death rate was 19.58.

What makes the New Jersey rate outstanding is the fact that motor travel was 8.3 per cent greater than in the previous year and two per cent higher than in 1941, the previous peak year of travel.

Gasoline consumption during the year amounted to 984,986,413 gallons as compared with 909,252,696 gallons in 1946 and 965,206,068 gallons in 1941.

Traffic Accident Death Rate

Deaths per 100 Million Vehicle Miles

Year	Deaths per 100 Million Vehicle Miles		
	Traffic Fatalities	Gasoline Consumption	
1947.....	638	984,986,413 gal.	4.76
1946.....	712	909,252,696 gal.	5.75
1945.....	630	666,189,791 gal.	7.27
1944.....	609	609,006,228 gal.	7.69
1943.....	682	568,936,842 gal.	9.22
1942.....	771	758,204,477 gal.	7.83
1941.....	971	965,206,065 gal.	7.73
1940.....	911	896,948,010 gal.	7.81
1939.....	814	847,809,887 gal.	7.38
1938.....	865	810,952,855 gal.	8.21
1937.....	1,278	795,554,193 gal.	12.35
1936.....	1,107	719,568,890 gal.	11.83
1935.....	1,188	631,601,466 gal.	14.47
1934.....	1,227	567,838,694 gal.	16.62
1933.....	1,185	546,819,642 gal.	16.67
1932.....	1,180	554,319,929 gal.	16.37
1931.....	1,302	570,801,964 gal.	17.54
1930.....	1,269	546,685,108 gal.	17.85
1929.....	1,275	498,063,808 gal.	19.68
1928.....	1,075	422,346,478 gal.	19.58

Age Groups, All Persons Killed and Injured

Age Groups	Killed		Injured	
	1947	1946	1947	1946
0 to 4.....	25	26	989	920
5 to 14.....	45	44	2,631	2,556
15 to 20.....	54	57	2,520	2,215
21 to 24.....	47	55	2,682	2,335
25 to 44.....	158	163	7,297	6,676
45 to 50.....	40	61	1,651	1,532
51 to 64.....	143	162	2,613	2,385
65—over.....	126	144	1,069	1,061
Age unknown.....	..	..	2,457	2,225
	638	712	23,909	21,905

Age Groups, Pedestrians Killed and Injured

Age Groups	Killed		Injured	
	1947	1946	1947	1946
0 to 4.....	22	22	478	493
5 to 14.....	33	28	1,522	1,582
15 to 20.....	13	9	215	195
21 to 24.....	4	7	132	141
25 to 44.....	40	38	629	674
45 to 50.....	19	28	236	298
51 to 64.....	92	105	671	662
65—over.....	100	123	477	503
Age unknown.....	..	..	408	392
	323	360	4,768	4,940

The Pedestrian

Along with the drop in total traffic fatalities, pedestrian deaths likewise decreased in number. There were 323 pedestrian traffic deaths reported as compared with 360 in 1946, a decrease of ten per cent. It was the lowest pedestrian death toll in 16 years of statistical compilations.

On the other hand, the ratio of pedestrian fatalities increased fractionally over the previous year. In 1947, 50.6 per cent or approximately one in every two traffic deaths was a pedestrian. In 1946 pedestrian fatalities comprised 50.5 per cent of total deaths.

In addition to the deaths, there were 4,768 pedestrians injured in the year's accidents, or 20 per cent of the total injured in all accidents. This compares with the 1946 record of 4,940 pedestrians injured. There was a three per cent decrease in the number of pedestrians injured over the previous year.

During the past 16 years, 7,769 pedestrians have been killed and 99,377 injured in traffic accidents in the state.

As in previous years, death struck heaviest among middle aged and elderly pedestrians. Of pedestrians killed, 59.5 per cent were over 50 years of age.

Age Groups	Fatalities		Per Cent Fatalities	
	1947	1946	1947	1946
0 to 4.....	22	22	6.8	6.1
5 to 14.....	33	28	10.2	7.8
15 to 20.....	13	9	4.	2.5
21 to 50.....	63	73	19.5	20.3
65—over.....	192	228	59.5	63.3
	323	360	100.0	100.0

Seventy-four per cent of the fatal pedestrian accidents took place after dark. Three in every four pedestrians killed contributed to their accidents by careless walking or inattention. Seventy-seven per cent of the pedestrian victims were males.

Between intersections was the street location of 62.5 per cent of the fatal pedestrian accidents.

Pedestrian Casualties

Year	FATALITIES			INJURED		
	Total Deaths	Pedestrian Deaths	Pedestrian Deaths	Total Injured	Pedestrians Injured	Pedestrians Injured
1947.....	688	323	50.6	23,909	4,768	19.9
1946.....	712	360	50.5	21,905	4,940	22.5
1945.....	630	378	60.	16,893	4,241	26.
1944.....	609	346	56.8	15,252	4,030	26.4
1943.....	682	332	56.	14,176	4,480	31.4
1942.....	771	406	52.6	20,384	5,285	25.9
1941.....	971	472	48.6	30,415	6,219	20.4
1940.....	811	436	47.8	27,718	6,162	22.2
1939.....	814	422	51.8	26,214	6,137	24.3
1938.....	865	425	49.1	24,918	6,069	24.3
1937.....	1,278	691	54.	28,835	7,308	25.3
1936.....	1,107	607	54.8	26,185	7,207	27.5
1935.....	1,188	604	50.8	26,579	6,936	27.1
1934.....	1,227	661	53.8	27,754	7,991	26.7
1933.....	1,185	644	54.3	28,153	8,411	29.8
1932.....	1,180	612	51.8	31,246	9,213	29.4
16 Years	14,768	7,769		388,521	99,377	

Road Location—Surface

Street intersections were the locations of more than half (57 per cent) of total accidents; 3.9 per cent were at alley or driveway intersections and 37 per cent between intersections. In the matter of fatal accidents, 32 per cent were at street or alley intersections and 65 per cent between intersections.

About 59 per cent of all accidents occurred on asphalt pavement and 29 per cent on concrete.

Hit-and-Run Drivers

An increase was noted in the number of hit-and-run drivers in total accidents. Records show 1,499 of these callous individuals during the year as compared with 1,088 in 1946.

There were 60 hit and run drivers in fatal accidents as against 42 in the previous year.

Driver Actions

There were 92,585 drivers involved in the 49,513 accidents reported during the year.

A breakdown of these actions, or violations, shows that there are six leading violations, as follows:

Following too closely.....	6,749
Violated right of way.....	6,724
Speeding.....	4,689
On wrong side of road.....	4,674
Failing to signal.....	2,532
Improper turn.....	2,494

What Drivers Were Doing

A total of 55,932 drivers, or 60 per cent of those involved in accidents, were travelling straight ahead at the time of their mishaps; 2,212 were making right turns, 5,914 left turns; 584 U-turns; 4,003 skidded and 268 reported their tires blew out.

Speed

Drivers between 20 and 29 years were the most frequent offenders of speed regulations, and this age group figured in more speed accidents than any other group.

There were 40,345 speed arrests during the year and 4,689 accidents caused by driving too fast for conditions. The 20 to 29-year group, while comprising 26.26 per cent of total licensed drivers figured in 39 per cent of the speed arrests and 42 per cent of the speed accidents.

The so-called teen-age driver (under 20 years) was concerned in 4.6 per cent of the speed arrests and 10.5 per cent of the speed accidents while representing 5.78 per cent of the total licensed drivers.

After 40, there is less desire for speed, according to the records. At least there are proportionately fewer drivers over 40 concerned in speed arrests and speed accidents.

Following is a breakdown of the per cent of licensed drivers by age groups and their involvement in speed arrests and speed accidents.

Age Groups	Per Cent Licensed Drivers	Number of Speed Arrests	Per Cent Speed Arrests	Number of Speed Accidents	Per Cent Speed Accidents (Stated Ages)
Under 20.....	5.78	1,856	4.6	411	10.5
20 to 29.....	26.26	15,734	39.	1,637	42.
30 to 39.....	27.91	11,700	29.	860	22.
40 to 49.....	21.52	7,262	18.	540	13.9
50 to 64.....	15.46	3,591	8.9	391	10.
65—over.....	3.07	202	.5	62	1.6
Not stated.....	..	..	..	788	..
	100.00	40,345	100.0	4,689	100.0

Excessive speed was the leading violation reported in fatal accidents during the year.

Manpower Loss

Besides heartaches and broken families, fatal traffic accidents cause a serious drain on the manpower resources of the State. A list of occupations of the 638 killed during the year follows:

	1947	1946	1945
Unskilled labor.....	130	170	156
Skilled labor.....	97	121	65
Truck drivers.....	26	24	27
Student—children.....	92	91	111
Factory workers.....	24	16	27
Retired.....	49	53	59
Military—Merchant Marine.....	5	19	31
Housewives—at home.....	66	70	51
Farm workers.....	22	29	20
Office workers.....	24	19	14
Merchants—manufacturers.....	22	17	14
Executive—professional.....	20	32	9
Salesmen.....	13	6	5
Musicians—stage.....	2	1	3
Public employes.....	4	..	..
Supervisors.....	11	..	..
Criminals.....	..	5	..
Unemployed.....	31	39	38
	638	712	630

Widows—Dependents

Perhaps the saddest aftermath of fatal traffic accidents is the suffering and deprivation that occurs when a breadwinner is the victim.

Department investigations list 101 widows and 80 dependent minor children among the survivors of the year's fatalities.

Fatalities—Vehicles—Drivers

Year	Traffic Fatalities	Motor Vehicle Registrations	Drivers Licensed
1947.....	638	1,270,037	1,602,210
1946.....	712	1,175,172	1,538,270
1945.....	630	1,074,430	1,342,038
1944.....	609	1,022,918	1,184,616
1943.....	682	1,041,759	1,210,297
1942.....	771	1,137,392	1,363,052
1941.....	971	1,182,824	1,447,751
1940.....	911	1,117,320	1,365,036
1939.....	814	1,045,604	1,300,795
1938.....	865	1,024,096	1,259,016
1937.....	1278	1,008,909	1,224,557
1936.....	1107	956,482	1,155,214
1935.....	1188	900,164	1,097,072
1934.....	1227	875,978	1,065,990
1933.....	1185	851,502	1,043,185
1932.....	1180	860,769	1,054,588
1931.....	1302	869,613	1,063,062
1930.....	1269	852,703	1,024,166
1929.....	1275	832,102	965,242
1928.....	1088	765,730	881,552
1927.....	1042	712,402	814,593
1926.....	856	651,416	739,519
1925.....	845	579,978	661,306
1924.....	850	504,516	581,472
1923.....	759	427,166	501,518
1922.....	527	342,266	410,700
1921.....	397	272,994	348,886
1920.....	322	227,737	294,438
1919.....	243	190,873	251,539
1918.....	197	163,519	201,022
1917.....	245	134,964	177,568
1916.....	215	104,341	137,855
1915.....	241	78,232	100,126
1914.....	...	60,248	70,313
1913.....	...	49,458	55,246
1912.....	...	43,919	51,145
1911.....	...	43,056	44,341
1910.....	...	49,931	34,936
1909.....	...	35,552	28,178
1908.....	...	21,948	20,545
1907.....	...	17,619	18,085
1906.....	...	13,759	15,269
1908	597	1,377,740	1,682,969

Alcohol—Accidents

Despite the heavy penalty for those found guilty of the practice, an average of one in nine drivers in fatal accidents and one in every 49 drivers

in all accidents during the year were reported under the influence of intoxicating beverages.

There were 97 deaths and 1,183 personal injuries resulting from drinking driver accidents compared with 80 fatalities and 1,123 injured in the previous year.

Year	Accidents	Deaths	Injured
1947.....	1,844	97	1,183
1946.....	1,596	80	1,123
1945.....	1,001	64	714
1944.....	914	64	624
1943.....	892	66	692
1942.....	1,458	96	1,628
1941.....	2,038	82	1,390
1940.....	1,846	89	1,285

As would be expected from drivers not in possession of their normal faculties, the leading violation of these operators was driving on the wrong side of the road with speeding second. In the fatal accidents however, speed was the principal offense.

More of these accidents happened on Sunday than any other day of the week and 76 per cent took place at night.

There were more offenders between 30 and 39 years than in any other age group (See statistical summary). Most of the drivers were males. Only 37 per cent of the vehicles involved were covered by liability insurance.

A record check of the 82 drivers involved in the year's fatal alcohol accidents revealed that 42 had been in previous trouble, either a traffic violation or an accident or both. Five of these drivers had been previously convicted of drunken driving.

Manner of Collision

A breakdown of accidents according to the manner of collision shows that 25.9 per cent were right angle collisions; 12.2 per cent were opposite direction accidents and 29.9 per cent were the same direction (rear end and sideswipe) accidents.

COLLISION TYPES	Per Cent 1947	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943
Right angle	25.9	26.8	27.8	30.4	27.9
Same direction—rear end.....	18.	16.8	13.7	11.5	10.8
Same direction—other	11.9	10.8	9.9	9.2	7.5
Opposite direction—head on.....	8.2	8.2	10.	8.1	7.5
Opposite direction—left turn.....	4.	3.9	3.7	3.	2.8
Fixed object	7.	6.6	6.3	6.8	7.4
Pedestrian	9.7	13.1	14.9	17.1	20.6
Other	15.3	13.8	13.7	13.9	15.5
	100.0	100.0	100.0	100.0	100.0

Light - Weather - Road Conditions

Sixty-eight per cent of the fatal accidents happened under cover of darkness and 60 per cent of all accidents in daylight hours.

The weather was clear in 79 per cent of fatal accidents and 80 per cent of all accidents.

Favorable, or dry road conditions prevailed during 73 per cent of fatal accidents and 70 per cent of all accidents.

Ages of Vehicles in All Accidents

Age of Vehicle	Per Cent 1947	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943
1 year	19.47	6.	1.14	.3	5.4
2 years .....	.74	.3	.11	5.9	19.6
3 years .....	.35	.1	6.01	20.1	13.8
4 years .....	.08	5.4	19.44	14.5	13.2
5 years	4.50	18.	14.52	11.4	6.7
6 to 10 years.....	55.92	57.1	51.03	41.9	36.2
Over 10 years.....	18.94	13.1	7.25	5.9	5.1
	100.00	100.0	100.00	100.0	100.0

Urban—Rural

Sixty-seven per cent of total accidents took place in urban communities of over 10,000 population. This compares with 69 per cent in 1946. Urban communities were the scene of 44.5 per cent of fatal accidents as against 51 per cent in the previous year, while 55.7 per cent of the pedestrian deaths occurred in places of over 10,000 population.

Total Accidents		
	1947	1946
Urban	33,231 (67.1%)	26,513 (69.1%)
Rural	16,282 (32.9%)	11,808 (30.9%)
	49,513	38,521

Fatal Accidents		
	1947	1946
Urban	265 (44.5%)	366 (51%)
Rural	330 (55.5%)	322 (49%)
	595	658

Pedestrian Fatalities		
	1947	1946
Urban	180 (55.7%)	229 (63.6%)
Rural	143 (44.3%)	131 (36.4%)
	323	378

Population Groups

A breakdown of accident types and casualties according to four distinct population groups follow:

POPULATION GROUPS	Total	ACCIDENTS		Prop. Dmge.	KILLED		INJURED	
		Fatal	Non Fatal		Total	Peds.	Total	Peds.
100,000 or more.....	13,947	97	4,847	9,003	97	76	6,414	2,211
25,000 to 100,000.....	10,917	92	3,413	7,412	96	64	4,701	1,272
10,000 to 25,000.....	8,367	76	2,567	5,724	79	40	3,881	543
Under 10,000.....	16,282	330	5,417	10,535	366	143	8,913	742
TOTAL.....	49,513	595	16,244	32,674	638	323	23,909	4,768

Railroad Crossing Accidents

New Jersey has approximately 2,640 railroad grade crossings safeguarded with manually operated gates, watchmen, flashing red signals, bells and

standard crossing signs. These safeguards account for the relatively few collisions between motor vehicles and railroad trains. The record:

Year	Accidents	Killed	Injured
1947.....	91	11	59
1946.....	77	21	44
1945.....	80	25	42
1944.....	63	24	72
1943.....	77	34	68
1942.....	76	21	59
1941.....	90	21	69
1940.....	70	22	57

Intoxicated Pedestrians

Nearly one in every five adult pedestrians killed in traffic accidents during the year was under the influence of alcohol.

There were 55 such pedestrians reported under the influence in the following age groups:

25 to 44.....	11
45 to 50.....	6
51 to 64.....	26
65—over.....	12
	55

In addition to the 55 deaths there were 249 such pedestrians non-fatally injured during the year as compared with 76 deaths and 250 non-fatally injured in 1946.

During the past 15 years there have been 1,059 pedestrian fatalities reported in which there was evidence of alcohol on the part of the victim.

Total Injured in Accidents

County	1947	1946	1945	1944	1943	1942	1941	1940
Atlantic	555	598	366	326	162	275	744	601
Bergen	2,177	1,849	1,381	1,123	1,023	1,552	2,449	2,339
Burlington	622	545	397	344	425	555	904	725
Camden	1,637	1,599	1,206	1,208	1,065	1,661	2,287	2,029
Cape May	260	176	123	108	81	150	230	266
Cumberland	348	262	145	121	88	193	293	314
Essex	4,685	4,687	4,493	4,329	4,098	5,492	7,415	6,794
Gloucester	512	469	298	313	289	356	602	543
Hudson	2,461	2,347	1,906	1,608	1,608	2,421	2,839	2,830
Hunterdon	281	266	146	138	109	150	316	288
Mercer	971	787	568	526	532	682	1,325	1,077
Middlesex	1,618	1,298	884	662	588	995	1,734	1,629
Monmouth	1,250	1,122	667	598	423	613	1,213	973
Morris	758	704	520	376	345	632	932	816
Ocean	398	359	231	137	145	185	413	363
Passaic	1,908	1,882	1,315	1,435	1,315	1,793	2,339	2,004
Salem	176	190	155	102	112	101	296	208
Somerset	560	462	294	229	228	405	624	618
Sussex	196	186	119	88	62	115	201	183
Union	2,318	1,911	1,509	1,360	1,372	1,864	2,922	2,828
Warren	218	206	170	121	106	214	337	290
Total.....	23,909	21,905	16,893	15,252	14,176	20,384	30,415	27,718

Traffic Fatalities by Months

Month	1947	1946	1945	1944	1943	1942	1941	1940
January	54	83	52	53	66	99	88	61
February	30	63	47	52	37	75	65	50
March	61	58	45	66	58	76	61	52
April	48	56	42	28	49	45	49	51
May	45	42	30	38	52	53	81	73
June	45	40	41	37	38	52	57	76
July	48	50	51	46	52	54	80	72
August	57	61	53	45	53	61	100	77
September	59	50	46	39	62	56	84	78
October	46	75	67	49	69	55	85	102
November	65	54	90	64	63	65	109	110
December	80	80	66	92	83	80	112	109
Total.....	638	712	630	609	682	771	971	911

Accidents by Month

Month	1947	1946	1945	1944	1943	1942	1941	1940
January	3,770	2,757	2,582	2,245	1,733	4,615	4,022	3,038
February	3,871	2,782	2,441	2,128	1,716	3,282	3,479	3,325
March	3,711	2,757	1,683	2,136	2,009	3,588	3,571	3,243
April	3,528	2,702	1,675	1,872	1,771	2,764	3,024	2,930
May	4,082	3,112	1,946	1,699	1,699	2,657	3,968	3,181
June	4,194	3,014	1,984	1,778	1,425	2,358	3,986	3,478
July	3,775	3,097	2,121	1,762	1,510	2,344	4,607	3,368
August	4,266	3,477	2,308	1,822	1,772	2,301	4,410	3,877
September	4,131	3,408	2,356	1,678	1,745	2,064	3,866	3,435
October	4,147	3,347	2,655	2,036	2,265	2,025	4,365	3,980
November	4,762	3,558	3,123	2,184	2,006	2,353	4,372	4,082
December	5,276	4,310	3,647	2,780	2,386	3,246	5,046	4,601
Total.....	49,513	38,321	28,521	24,120	22,007	33,597	48,734	42,538

Ages of Drivers in All Accidents

Age Groups	Per Cent 1947	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943	Per Cent 1942
Under 20	6.9	6.6	8.5	7.2	8.2	14.
20 to 24.....	18.5	18.3	9.1	9.7	11.1	14.
25 to 29.....	16.8	16.	13.4	14.1	14.9	16.
30 to 39.....	24.6	24.8	28.9	28.8	28.7	26.
40 to 49.....	17.2	18.3	22.4	23.1	21.8	18.
50 to 64.....	13.5	13.6	15.5	15.	13.6	11.
65—over	2.5	2.4	2.2	2.1	1.7	1.
	100.0	100.0	100.0	100.0	100.0	100.0

State Highway Accidents

The state highway system, embracing the majority of leading through routes of travel accounted for 13,496 accidents out of the State's total of 49,513. Thus, 27 per cent of all accidents occurred on the state highway system, as compared with 26 per cent in 1946.

Of the State's 638 total traffic fatalities, 273 or 43 per cent happened on state routes as compared with 37 per cent in the previous year. State highway accident non-fatal injuries numbered 7,439, or 31 per cent of total injured.

Records of four of the leading state routes follow:

Year	Accidents	Fatalities	Injured
Route 25			
1947.....	2,879	35	1,582
1946.....	2,356	39	1,405
Route 6			
1947.....	932	20	475
1946.....	634	16	379
Route 4			
1947.....	873	18	527
1946.....	608	22	474
Route 29			
1947.....	833	13	396
1946.....	522	10	278

Total accidents on state highways increased 36.5 per cent over 1946; fatalities 4.6 per cent and non-fatal injured 17.3 per cent.

State Highway Accidents and Casualties

ROUTE	ACCIDENTS			DEATHS			INJURED		
	1947	1946	1941	1947	1946	1941	1947	1946	1941
1	432	312	356	8	5	13	188	189	262
S-1	44	17	18	..	2	..	10	14	14
S-1A	21	4	11	..	2	..	10	5	7
3	223	129	160	1	1	6	96	79	109
S-3	33	6	..	..	..	..	15	3	..
4	873	608	749	18	22	24	527	474	555
Alt. 4	27	..	..	..	..	..	21	..	..
S-4	7	2	..	..	..	..	3	..	..
4N	156	107	123	3	1	3	71	51	73
S-4A	..	..	1	..	..	..	..	..	1
5	31	12	20	..	..	1	12	8	16
5N	17	24	15	1	..	..	8	8	10
S-5	1	..	..	..	..	..	..	..	..
6	932	654	791	20	16	38	475	379	563
6A	28	17	..	1	..	..	16	12	..
S-6	8	3	26	..	..	..	..	..	13
7	108	112	93	..	3	2	39	63	45
8	24	27	18	..	3	..	8	31	10
8N or 84	9	7	9	1	..	..	14	8	5
10	165	117	187	4	3	6	91	67	127
12	21	23	16	2	..	..	14	14	18
17	550	349	527	6	11	20	294	209	366
21	318	239	285	1	1	2	128	133	134
23	239	207	225	6	3	5	144	136	133
24	419	247	332	7	6	10	152	138	152
S-24	189	126	100	4	2	2	67	84	73
25	2,879	2,356	3,133	35	39	56	1,582	1,405	2,262
25M	88	32	111	..	..	3	30	25	66
S-25 & 25A	1	5	..	..	..	..	..	6	..
26	182	152	238	5	4	12	117	88	201
S-26	6	8	..	1	1	..	8	7	..
27	500	391	394	6	4	8	262	237	278
28	547	384	479	15	13	14	261	251	278
S-28	56	36	63	..	1	..	50	24	35
29	833	522	721	13	10	18	396	278	471
29A	1	1	..	..	..	..	1	1	..
30	144	102	156	1	4	6	78	52	94
31	176	135	155	5	5	6	111	80	115
S-31	38	34	39	1	1	2	22	22	24
32	86	62	86	..	1	2	28	29	40
33	170	164	154	6	6	8	111	133	145
34	143	79	100	2	4	2	96	80	73
35	576	394	479	9	14	12	383	281	314
36	119	81	80	6	4	5	79	60	73
37	148	96	117	4	2	3	62	59	82
38	75	49	99	1	..	1	36	37	69
39	81	67	122	5	4	9	45	47	128
S-39	13	8	..	1	2	..	9	15	..
40	119	83	86	10	3	1	74	54	58
S-40	18	7	9	1	..	2	18	7	9
41	26	15	13	1	..	..	21	18	13
S-41	64	33	49	6	2	..	67	14	35
42	247	183	171	11	15	9	221	133	165
43	352	277	331	10	13	33	252	216	363
44	193	136	178	11	10	13	95	90	105
S-44	3	..	..	..	..	..	4	..	..
45	256	215	232	8	5	7	155	148	189
45M	..	..	29	..	..	2	..	..	29
46	38	44	74	3	1	5	21	30	49
47	167	169	152	5	4	8	124	109	133
48	159	111	161	..	5	17	108	115	151
49	61	51	92	7	2	1	46	47	28
S-49	13	8	23	..	1	1	20	9	15
50	30	24	33	..	..	1	34	18	23
51	2	2	..	..	..	..	2	..	..
52	6	9	4	..	..	..	4	2	2
54	5	10	7	1	..	..	3	8	9
35-4N Connection	..	..	..	..	..	..	..	..	..
	13,496	9,884	12,422	273	261	399	7,439	6,340	8,816

Bicycle Accidents

Accidents involving motor vehicles and bicycles numbered 521, resulting in death to 12 cyclists and personal injury to 526. A seven-year record of motor vehicle-bicycle accidents follows:

Year	Accidents	Killed	Injured
1947.....	520	12	526
1946.....	440	20	433
1945.....	298	14	308
1944.....	299	9	313
1943.....	298	15	286
1942.....	495	22	474
1941.....	813	24	762
1940.....	810	18	748

Classification of Victims

Every other person killed in traffic accidents during the year was, as in previous years, a pedestrian. In non-fatal accidents there were more passengers injured than drivers and pedestrians combined.

	Killed	Per Cent Killed	Injured	Per Cent Injured
Drivers	137	21.5	6,558	27.4
Passengers	143	22.4	11,659	48.8
Pedestrians	323	50.6	4,768	20.
Bicyclists	12	1.9	526	1.5
Motorcycle drivers	23	3.6	364	2.2
Others .....	..	..	34	.1
	<u>638</u>	<u>100.0</u>	<u>23,909</u>	<u>100.0</u>

Residence of Drivers

New Jersey residents comprised 89 per cent of the year's accident drivers. Eleven per cent of the operators involved were non-residents.

A further analysis of the resident drivers shows that 33 per cent lived in the communities where their accidents occurred. (See Statistical Summary).

Youth - Early Morning Accidents

The need for stricter parental control over youthful drivers and their use of motor vehicles in the early morning hours is shown by the 110 per cent increase in fatal accidents after midnight involving operators under 21 years of age.

During 1947 there were 21 fatal accidents and 21 deaths in accidents involving junior drivers after midnight. In the previous year there were 10 fatal accidents and 13 fatalities. A description of the year's accidents follows:

6:30 A.M., an 18-year-old driver fell asleep at the wheel with the result that the car struck a guard rail killing an occupant and injuring two others.

1 A.M., a 20-year-old driver ran down and killed a pedestrian.

2:05 A.M., a 19-year-old driver drove his car head-on into another vehicle causing the death of an occupant.

1:30 A.M., a 20-year-old driver collided with another vehicle at an intersection killing an occupant and injuring himself.

1:47 A.M., a 20-year-old driver speeding and on the wrong side of the road collided with another car killing himself and injuring two occupants.

2:27 A.M., a 20-year-old driver ran into a fixed object along the road and was killed.

5:30 A.M., a 20-year-old driver collided with a tree, killing himself.
 2 A.M., a 19-year-old motorcycle driver collided with an automobile, killing his passenger.
 2:30 A.M., a 20-year-old driver struck a pole, killing himself.
 12:30 A.M., a 20-year-old driver ran down and killed a pedestrian.
 3:09 A.M., a 19-year-old driver struck a pole, killing a passenger and injuring himself.
 2 A.M., a 19-year-old driver, while pushing his stalled car was run down by another car and killed.
 1:50 A.M., a 20-year-old driver ran down and killed a pedestrian.
 2:20 A.M., an 18-year-old driver ran down and killed a pedestrian.
 1:47 A.M., a 20-year-old driver, returning from a party and speeding, left the road, overturned, killing a passenger and injuring four others.
 4:10 A.M., a 19-year-old driver travelling at high speed struck a tree, killing himself.
 2:25 A.M., a 19-year-old driver ran into another car, killing a passenger.
 3:10 A.M., a 19-year-old driver ran down and killed a pedestrian, then skidded 400 feet, indicating high speed.
 12:50 A.M., an 18-year-old driver in collision with a car driven by a 20-year-old, while on the way home from a party fell asleep at the wheel. A girl passenger was killed.
 2:15 A.M., a 20-year-old motorcyclist collided head-on with a car killing himself and injuring his passenger.
 3:30 A.M., a 17-year-old driver collided with another vehicle at an intersection killing a passenger and injuring three occupants.

Multiple Death Accidents

The worst traffic accident of the year occurred in Cedar Grove, Essex County. It involved a car travelling at high speed that skidded, overturned and then caught fire, trapping the driver and four passengers. All five were burned to death.

There were 36 multiple death accidents during the year resulting in 78 deaths as compared with 95 fatalities in 41 accidents in the previous year.

	1947	1946	1945
Two-death accidents	32	34	22
Three-death accidents	3	4	5
Four-death accidents .....	..	1	..
Five-death accidents	1	1	..
Six-death accidents .....	..	1	..
	<hr/> 36	<hr/> 41	<hr/> 27

More than four out of every five of these accidents took place in rural areas (municipalities under 10,000 population). In 1946 the ratio was three in every four.

December Highest Accident Month

December was an outstanding month from several standpoints. It recorded the highest monthly toll of accidents in the state's history with 5,276, and it provided a limited study of the effect of weather on accident frequency.

Open weather conditions prevailed during the first 25 days of the month while on the early morning of December 26 the heaviest snowstorm of many decades blanketed the entire State and remained on the ground for weeks thereafter.

During the first 25 days of the month, the average number of accidents daily was 180. In the last six days of snowbound and icy highways, the

average daily number of accidents fell to 121, or a decrease of nearly one-third.

Holiday Deaths

Christmas and Thanksgiving were the two most dangerous holidays from a traffic fatality standpoint. Seven lives were lost in traffic accidents on the former and five on the latter holiday.

The record of holiday deaths follow:

	1947	1946	1945	1944	1943
New Year's Day	1	3	3	10	7
Easter Sunday	3	4	3	1	1
Memorial Day	2	1	1	..	2
Independence Day	1	2	..	2	2
Labor Day	3	1	4	2	3
Thanksgiving Day	5	4	1	1	3
Christmas Day	7	2	1	2	5
	<u>22</u>	<u>17</u>	<u>13</u>	<u>18</u>	<u>23</u>

Sledding Accidents

Collisions on the public highways between ice sleds and moving motor vehicles resulted in three fatalities during 1947. During the past seven years there have been 26 sledding fatalities in the State. Twenty of these victims were under 15 years of age and six were 15 and over.

	Sledding Deaths
1947	3
1946 .....	..
1945	8
1944	7
1943	3
1942	5
	<u>26</u>

Traffic Fatalities by Counties

Counties	1947	1946	1945	1944	1943	1942	1941	1940
Atlantic	31	34	23	22	14	35	52	31
Bergen	44	67	56	58	56	59	90	77
Burlington	32	30	27	23	35	35	48	54
Camden	30	52	39	43	47	59	72	64
Cape May	6	7	12	5	4	13	9	11
Cumberland	22	18	28	23	25	20	30	23
Essex	69	100	83	97	113	122	109	122
Gloucester	38	30	20	24	27	20	37	33
Hudson	48	55	56	53	72	73	75	65
Hunterdon	10	16	12	10	8	9	16	21
Mercer	45	44	20	28	30	39	42	45
Middlesex	56	44	53	44	47	45	80	80
Monmouth	33	50	37	41	39	39	62	50
Morris	23	17	16	16	13	29	51	32
Ocean	18	16	10	7	16	10	14	23
Passaic	48	38	34	48	39	45	53	48
Salem	14	19	15	5	11	15	26	15
Somerset	21	13	18	8	15	17	25	26
Sussex	8	10	8	6	9	14	6	8
Union	31	39	51	42	55	60	58	58
Warren	11	13	12	6	7	13	16	25
Total	<u>638</u>	<u>712</u>	<u>630</u>	<u>609</u>	<u>682</u>	<u>771</u>	<u>971</u>	<u>911</u>

ACCIDENTS, FATALITIES, INJURED, BY MUNICIPALITIES

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
Atlantic County									
Absecon	20	16	15	1	..	2	16	22	11
Atlantic City	97	184	129	7	11	4	72	202	132
Brigantine	2	3	3	..	..	..	1	4	4
Buena Vista	39	30	23	5	..	..	18	19	15
Corbin City	2	2	1	..	..	..	1	1	..
Egg Harbor City	36	19	13	..	..	..	15	22	28
Egg Harbor Twp.	70	60	44	2	3	4	61	63	37
Estelle Manor	6	3	3	1	..	..	6	..	3
Folsom	7	19	7	..	1	..	9	15	13
Galloway	75	45	36	4	3	4	64	45	29
Hamilton	111	66	35	3	6	2	98	53	33
Hammonton	37	31	18	2	1	..	25	23	9
Linwood	8	5	..	..	..	..	2	3	..
Longport	1	1	1	..	..	..	1	..	..
Margate City	39	43	6	1	1	1	13	9	3
Mullica	60	40	31	2	2	3	60	34	21
Northfield	23	27	14	2	1	..	14	12	8
Pleasantville	124	99	72	2	1	3	50	58	35
Port Republic	4	2	..	..	1	..	2	1	..
Somers Point	20	7	4	..	1	..	16	4	1
Ventnor	6	9	5	..	2	..	4	5	4
Weymouth	5	5	1	1	..	..	7	3	..
TOTAL	792	716	461	31	34	23	555	598	366
Bergen County									
Allendale	23	16	7	..	..	..	18	9	4
Alpine	47	37	19	..	1	1	33	32	14
Bergenfield	78	53	39	..	1	1	31	24	23
Bogota	46	31	36	..	1	..	23	12	12
Carlstadt	56	40	37	..	..	..	11	18	17
Cliffside Park	157	114	113	..	..	2	38	23	24
Closter	74	52	38	..	..	1	20	13	11
Cresskill	10	12	10	..	..	..	4	5	10
Demarest	8	7	..	..	..	..	7	4	..
Dumont	72	37	21	..	2	..	28	28	6
E. Paterson	79	43	38	3	3	3	45	12	24
E. Rutherford	110	64	57	1	2	1	47	24	34
Edgewater	29	20	18	..	..	..	12	19	4
Emerson	14	11	5	..	..	..	7	3	2
Englewood	214	148	128	4	7	2	95	112	79
Englewood Cliffs	7	11	7	2	..	..	1	26	5
Fairlawn	174	108	114	2	..	..	73	46	61
Fairview	41	40	16	..	..	3	29	27	..
Fort Lee	219	86	49	..	6	4	74	56	23
Franklin Lakes	17	5	7	..	..	..	9	3	3
Garfield	213	218	147	3	4	2	79	109	75
Glen Rock	40	43	21	1	..	2	19	17	9
Hackensack	450	265	152	..	4	1	167	124	83
Harrington	10	5	5	..	..	..	3	..	4
Hasbrouck Heights	166	113	87	1	2	2	87	47	57
Haworth	11	7	3	..	..	..	4	10	8
Hillsdale	34	21	15	..	..	..	13	13	17
Hohokus	18	18	13	1	3	..	7	12	7
Leonia	58	25	14	..	..	1	6	6	6
Little Ferry	59	33	32	2	3	2	15	24	13
Lodi	78	88	23	3	..	1	36	46	10
Lyndhurst	175	122	72	2	..	1	85	56	39
Mahwah	99	40	28	2	..	..	55	19	32
Maywood	56	49	27	..	1	..	14	16	19
Midland Park	14	18	20	..	..	..	3	7	3
Montvale	21	11	18	..	..	..	5	6	5
Moonachie	8	4	3	..	..	..	4	..	2
New Milford	23	22	15	..	..	..	12	17	9
No. Arlington	108	60	56	2	..	2	41	25	33
Northvale	2	..	4	..	..	1	..	..	1
Norwood	18	17	7	..	..	1	15	13	3
Oakland	12	10	7	..	..	..	10	3	3
Old Tappan	4	..	1	..	..	..	10	..	1
Oradell	29	33	14	..	1	1	11	10	23
Palisades Park	124	72	36	..	1	..	53	44	22
Paramus	296	209	146	2	6	2	136	147	91
Park Ridge	18	23	7	..	..	..	8	23	3
Ramsey	70	41	32	..	1	1	33	28	28
Ridgefield Boro	102	32	20	..	..	..	19	13	5
Ridgefield Park	130	85	79	1	1	1	58	45	62
Ridgewood	180	151	66	..	4	..	84	59	27

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
River Edge	65	35	24	..	2	..	23	21	8
Rivervale	4	9	5	..	2	1	1	7	5
Rochelle Park	27	16	20	2	..	2	7	5	12
Rockleigh	..	..	..	..	..	..	..	..	..
Rutherford	296	164	53	4	1	1	113	81	24
Saddle River Boro.	33	18	20	..	2	1	21	20	16
Saddle River Twp.	34	13	15	1	1	3	16	5	6
So. Hackensack	11	7	19	1	..	1	1	3	11
Teaneck	319	249	207	2	..	1	118	113	125
Tenafly	65	33	27	..	..	..	40	16	5
Teterboro	37	26	22	..	1	..	14	14	19
Upper Saddle River	18	9	3	..	1	..	13	1	2
Waldwick	37	18	21	..	..	..	17	25	16
Wallington	39	38	18	1	1	..	10	18	14
Washington	4	6	4	..	..	..	5	4	2
Westwood	31	58	25	..	..	..	17	47	22
Woodcliff Lake	19	12	11	..	..	..	16	6	9
Wood-Ridge	74	51	30	..	..	2	30	21	13
Wyckoff	46	30	23	1	2	..	18	7	16
TOTAL	5,260	3,562	2,481	44	67	56	2,177	1,849	1,381

Burlington County

Bass River	11	10	2	..	1	..	8	8	2
Beverly	5	2	6	..	..	..	..	..	4
Bordentown City	24	9	7	1	..	..	8	4	1
Bordentown Twp.	95	84	80	2	4	1	74	70	59
Burlington City	114	73	61	1	1	2	60	39	18
Burlington Twp.	44	36	24	2	..	1	26	28	8
Chesterfield	19	11	11	1	..	1	14	7	7
Cinnaminson	43	32	28	2	1	3	20	16	21
Delanco	6	6	5	..	1	..	6	1	3
Delran	34	29	28	..	1	1	13	21	16
Eastampton	16	10	6	1	1	..	12	10	12
Edgewater Park	10	13	8	..	..	..	7	5	4
Evesham	35	16	12	..	..	..	28	17	16
Fieldsboro	3	1	..	..	..	..	1	..	..
Florence	29	31	27	..	2	..	11	18	20
Hainesport	15	15	12	..	1	..	5	14	12
Lumberton	10	8	7	1	..	1	3	5	4
Mansfield	46	36	37	..	2	2	29	28	37
Maple Shade	53	39	20	..	..	..	29	16	16
Medford	30	22	8	..	1	8	15	19	2
Medford Lakes	3	1	..	..	..	..	2	..	..
Moorestown	63	44	22	2	..	1	49	27	19
Mt. Holly	61	28	15	1	..	1	20	5	15
Mt. Laurel	21	16	8	2	..	..	13	27	4
New Hanover Twp.	19	24	22	..	2	..	5	26	10
No. Hanover	6	13	7	..	1	..	6	6	4
Palmyra	30	12	10	1	1	..	18	2	3
Pemberton Boro	17	6	6	1	1	..	3	1	3
Pemberton Twp.	49	28	36	4	..	4	38	21	29
Riverside	25	16	12	..	..	..	5	9	6
Riverton	7	4	8	1	..	..	2	1	8
Shamong	7	8	2	..	..	..	6	2	..
Southampton	33	26	12	6	1	1	27	22	13
Springfield	23	26	12	1	7	4	15	41	10
Tabernacle	5	5	3	..	..	..	6	1	2
Washington	2	2	1	..	1	..	2	1	2
Westampton	9	9	..	..	..	..	8	9	..
Willingboro	13	9	5	1	..	..	9	9	2
Woodland	12	7	3	1	..	..	12	8	2
Wrightstown	17	6	13	..	..	1	7	1	3
TOTAL	1,069	773	586	32	30	27	622	545	397

Camden County

Audubon	35	29	23	..	1	..	29	10	12
Barrington	10	10	5	..	1	..	6	8	..
Bellmawr	9	10	10	..	1	1	12	8	6
Berlin Boro	41	34	24	1	..	2	32	25	32
Berlin Twp.	13	13	9	..	..	..	3	5	8
Brooklawn	14	19	7	..	..	..	8	12	2
Camden	1,245	1,371	924	8	17	8	748	881	689
Chesilhurst	8	3	2	..	..	..	10	1	3
Clementon	19	26	18	..	2	1	11	22	18
Collingswood	226	147	37	..	2	1	74	69	35
Delaware	141	94	36	5	2	3	103	67	47
Gibbsboro	8	3	1	..	..	..	6	7	..
Gloucester City	47	48	35	..	3	6	32	25	24

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
Gloucester Twp.	44	35	23	1	3	..	33	26	11
Haddon Twp.	84	67	30	1	2	..	49	48	10
Haddonfield	43	29	23	2	1	1	24	13	12
Haddon Hghts.	21	21	9	..	..	1	11	16	5
Hi-Nella .....	..	..	..	..	..	..	..	..	..
Laurel Springs	4	..	2	..	..	..	..	..	..
Lawnside	12	7	11	..	..	..	6	5	10
Lindenwold	23	27	10	..	2	..	21	31	4
Magnolia	12	15	8	..	1	..	8	17	9
Merchantville	44	35	16	..	..	..	19	14	9
Mt. Ephraim	15	12	12	..	..	1	5	7	7
Oaklyn	51	28	22	2	1	..	33	14	7
Pennsauken	406	388	274	6	7	8	219	193	159
Pine Hill	7	2	2	1	..	..	3	1	..
Pine Valley .....	..	..	1	..	..	..	..	..	..
Runnemede	31	29	11	..	3	1	14	6	3
Somerdale	14	9	10	..	1	2	16	4	13
Strafford	10	6	4	1	1	..	2	3	4
Tavistock .....	..	..	..	..	..	..	..	..	..
Voorhees	11	8	6	..	2	..	7	10	4
Waterford	34	24	24	2	..	1	22	18	33
Winslow	48	34	21	..	..	1	66	32	30
Woodlynne	8	4	..	..	..	..	5	1	..
TOTAL	2,738	2,587	1,650	30	53	39	1,637	1,599	1,206

Cape May County

Avalon	7	6	2	..	..	..	20	1	6
Cape May City	12	9	6	..	..	1	9	11	1
Cape May Pt.	1	1	..	..	..	..	1	..	..
Dennis	25	19	15	1	4	..	20	19	9
Lower	14	21	19	..	3	..	12	17	7
Middle Twp.	79	56	39	..	4	1	65	42	23
No. Wildwood	12	10	7	1	..	..	6	8	3
Ocean City	93	69	51	2	..	..	47	26	36
Sea Isle City	6	3	2	..	..	..	5	3	3
Stone Harbor	11	7	1	..	..	..	2	3	..
Upper Twp.	32	22	15	..	1	..	21	12	13
W. Cape May	1	2	2	..	..	..	2	2	1
W. Wildwood .....	..	..	..	..	..	..	..	..	..
Wildwood City	105	41	40	1	..	3	45	27	21
Wildwood Crest	3	2	..	..	..	..	..	2	..
Woodbine	9	8	2	2	..	..	5	3	..
TOTAL	410	276	201	6	7	12	260	176	123

Cumberland County

Bridgeton	29	24	18	2	3	3	11	20	5
Commercial	23	15	12	..	..	1	14	10	8
Deerfield	17	21	18	..	2	3	17	19	11
Downe	7	9	3	..	..	..	4	5	3
Fairfield	23	14	9	3	..	3	13	8	4
Greenwich	2	3	4	1	1	1	6	2	7
Hopewell	16	12	8	2	..	..	13	11	5
Landis	160	114	29	4	5	9	119	88	18
Lawrence	9	11	9	..	1	..	13	1	7
Maurice River	18	27	11	..	1	..	20	23	4
Millville	107	53	32	4	1	4	79	23	14
Shiloh	4	3	1	..	..	..	2	3	2
Stowe Creek	4	1	3	2	..	..	2	1	2
Upper Deerfield	40	51	35	3	1	3	24	44	37
Vineland	28	19	15	2	3	1	11	4	18
TOTAL	487	377	207	22	18	28	348	262	145

Essex County

Belleville	229	187	134	3	7	2	98	89	77
Bloomfield	383	347	252	5	6	1	164	179	150
Caldwell Boro	45	49	45	..	2	..	22	16	38
Caldwell Twp.	85	63	48	..	..	..	62	50	31
Cedar Grove	48	43	17	5	..	..	30	35	14
East Orange	931	787	578	6	7	5	329	304	258
Essex Fells	9	9	2	..	..	..	4	3	..
Glen Ridge	116	66	41	1	..	1	29	33	16
Irvington	666	542	418	4	2	5	241	281	190
Livingston	99	74	49	2	1	..	52	30	20
Maplewood	221	121	53	1	1	..	66	63	16
Millburn	121	141	89	..	..	1	48	59	39
Montclair	493	299	174	2	1	1	175	111	70
Newark	6,787	6,022	5,699	32	61	54	2,865	2,965	3,210

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
No. Caldwell	9	4	4				7	2	1
Nutley	197	158	166	3		3	93	88	90
Orange	340	269	194	2	4	4	119	111	108
Roseland	21	14	9			1	18	12	4
So. Orange	180	118	79		1	2	74	69	41
Verona	89	54	35	2			38	25	23
West Caldwell	35	32	11				31	17	7
West Orange	261	262	167		7	3	120	145	90
TOTAL	11,365	9,661	8,284	69	100	83	4,685	4,687	4,493

Gloucester County

Clayton	11	18	12	1		2	4	7	12
Deptford	54	46	45			5	36	51	36
E. Greenwich	12	12	13	2			9	8	8
Elk	12	11	9		2		10	7	7
Franklin	57	72	39	3	7	2	42	66	33
Glassboro	57	74	46			1	24	33	21
Greenwich	24	14	16	2	1	1	14	7	8
Harrison Twp.	24	16	9	1	1		18	15	10
Logan	41	28	14	5	3	1	36	28	8
Mantua Twp.	20	25	19				15	11	12
Monroe Twp.	102	60	18	5	6	1	77	49	17
National Park	7	3	2	1			9	1	3
Newfield	2	4	2					1	
Paulsboro	51	19	11	1	2	1	33	8	8
Pitman	26	20	17				10	3	14
So. Harrison	9	7	1	2	1		10	8	3
Swedsboro	15	18	7	2			2	3	2
Washington	42	21	15	4	1		40	20	18
Wenonah	6	3	1		1		4		
W. Deptford	94	86	53	4	4	2	54	84	41
Westville	43	21	22			1	18	9	8
Woodbury	57	64	35	3		2	33	27	14
Woodbury Hghts.	10	8	5				5	7	2
Woolrich	14	14	14	2			9	16	13
TOTAL	790	664	425	38	29	20	512	469	298

Hudson County

Bayonne	839	460	120	7	11	6	362	284	69
E. Newark	22	12	4	1			21	6	1
Guttenberg	34	13	9	1	1		10	5	9
Harrison	198	85	67	1		2	62	50	36
Hoboken	388	292	290	1	2	4	171	170	192
Jersey City	2,199	1,784	1,468	23	19	27	1,110	1,168	987
Kearny	446	324	276	5	9	8	225	161	136
No. Bergen	367	241	210	3	4	3	183	109	137
Secaucus	93	73	45	2	2		48	42	45
Union City	404	304	234	3	2		201	240	178
Weehawken	68	76	65	1	1	1	40	36	73
W. New York	180	110	76		4	5	78	76	43
TOTAL	5,238	3,774	2,864	48	55	56	2,461	2,347	1,906

Hunterdon County

Alexandria	6	5	1		1		4	7	1
Bethlehem	40	13	6				25	19	2
Bloomsbury	3	1	1				3	2	2
Califon	4	3	3					3	
Clinton Boro	20	19	19				8	13	10
Clinton Twp.	62	54	29		1	1	44	35	24
Delaware	15	11	4		1		13	4	
East Amwell	14	13	17			1	5	9	9
Flemington	28	22	20			1	8	3	1
Franklin	7	6	3				2	8	2
Frenchtown	3	4	2					2	
Glen Gardner	6	7	7				5	4	6
Hampton	14	4	3				5	3	2
High Bridge	14	7	12	1			2		2
Holland	14	7	4	1			5	6	10
Kingwood	13	15	10	1	1	2	9	8	2
Lambertville	20	17	16		1		7	7	6
Lebanon Boro	9	10	7	1			5	11	3
Lebanon Twp.	15	13	6	1		1	13	1	7
Milford	5	7	5				4	2	1
Raritan	55	42	28	1	2	3	30	22	11
Readington	80	54	34	2	6	3	57	48	24
Stockton	3	2	2				4	6	

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
Tewksbury	6	5	2	..	..	..	6	3	4
Union	32	25	13	1	2	..	14	31	14
West Amwell	7	8	3	1	1	..	3	9	3
TOTAL	495	374	257	10	16	12	281	266	146

Mercer County

East Windsor	56	58	56	9	..	1	41	44	30
Ewing	143	72	87	2	..	4	64	54	10
Hamilton	463	264	101	12	7	6	278	141	55
Hightstown	24	30	15	1	2	..	3	9	9
Hopewell Boro	8	3	..	..	..	..	3	..	..
Hopewell Twp.	72	45	27	3	5	..	34	47	25
Lawrence	132	96	30	1	1	2	58	50	16
Pennington	9	8	2	..	1	..	2	3	..
Princeton Boro	81	59	31	..	..	..	36	20	17
Princeton Twp.	44	15	7	2	..	..	18	15	3
Trenton	855	657	622	12	19	5	367	331	301
Washington	70	47	43	1	7	1	39	46	33
West Windsor	57	45	36	2	2	1	28	27	18
TOTAL	2,014	1,399	1,059	45	44	20	971	787	568

Middlesex County

Carteret	65	56	32	2	1	..	36	33	23
Cranbury	52	34	32	4	..	4	37	14	24
Dunellen	54	43	29	..	..	1	28	13	21
E. Brunswick	78	59	48	1	2	3	51	47	43
Helmetta	3	1	1	..	..	..	1	1	..
Highland Park	122	90	61	..	2	2	46	42	39
Jamesburg	7	5	4	..	..	2	3	5	2
Madison	107	76	57	2	..	4	86	64	33
Metuchen	49	31	42	1	..	1	23	17	24
Middlesex	39	18	20	1	1	..	20	5	24
Milbourn	11	10	5	..	..	..	2	2	1
Monroe	27	23	17	2	..	2	18	16	15
New Brunswick	404	300	214	1	4	5	143	149	90
No. Brunswick	134	93	66	7	5	5	92	80	48
Perth Amboy	308	225	146	5	3	3	181	151	59
Piscataway	59	46	39	1	..	1	36	30	37
Plainsboro	17	16	13	..	2	1	9	12	15
Raritan	341	340	245	10	10	5	245	244	158
Sayreville	129	85	48	8	1	3	88	56	31
South Amboy	60	46	37	1	1	..	26	24	13
So. Brunswick	90	78	45	3	4	1	76	55	41
So. Plainfield	39	41	21	1	..	..	20	27	2
South River	56	52	45	..	2	..	30	22	30
Spotswood	6	8	5	2	..	..	4	3	5
Woodbridge	504	300	221	4	6	10	317	186	106
TOTAL	2,752	2,076	1,493	56	44	53	1,618	1,298	884

Monmouth County

Allenhurst	3	5	2	..	..	..	..	1	2
Allentown	6	5	2	..	..	..	6	6	..
Asbury Park	182	144	96	..	3	1	68	103	60
Atlantic Twp.	67	42	36	..	3	1	64	44	38
Atlantic Highlands	16	16	9	..	1	..	6	4	8
Avon	24	10	7	..	..	..	12	18	7
Belmar	53	62	31	..	1	2	28	25	17
Bradley Beach	38	39	18	1	1	..	18	10	18
Brielle	29	29	6	..	..	..	16	9	4
Deal	45	17	7	..	..	2	16	12	4
Eatontown	40	23	19	2	1	1	25	9	18
Englishtown	16	11	7	..	..	1	3	5	9
Fair Haven	19	12	2	..	1	..	5	9	..
Farmingdale	3	8	7	..	..	1	2	4	2
Freehold Boro	47	53	23	..	2	1	9	44	18
Freehold Twp.	84	63	35	2	2	1	49	45	34
Highlands	6	5	2	..	1	..	4	..	1
Holmdel	25	17	15	1	1	1	22	20	21
Howell Twp.	108	86	50	2	4	3	67	80	28
Interlaken	8	6	1	..	..	..	10	2	..
Keansburg	1	30	22	..	1	1	20	22	22
Keyport	37	73	33	3	..	1	73	39	16
Little Silver	118	8	4	3	1	..	3	4	3
Long Branch	13	49	37	1	1	2	27	34	23
Manalapan	61	47	20	..	3	2	31	34	16
Manasquan	41	33	15	..	..	..	13	13	3
Marlboro	31	25	26	..	3	..	26	20	28

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
Matawan Boro	24	25	17		2		21	10	8
Matawan Twp.	38	34	24	1	2		23	23	6
Middletown	32	89	60	3	2	10	115	71	37
Millstone	182	16	14				16	17	6
Monmouth Beach	26	1	2			1	3	1	
Neptune Twp.	3	123	54	2	4		68	107	33
Neptune City	113	25	9				22	16	5
Ocean Twp.	47	24	12		2	1	23	23	22
Oceanport	43	13	12	1			4	8	10
Raritan	20	33	19	1	1		44	23	11
Red Bank	56	113	61	1	1		67	52	22
Roosevelt	250	4	4					2	
Rumson	51	25	6	1			21	7	6
Sea Bright	19	2	6	2			11	1	1
Sea Girt	19	15	3	2	1		12	11	
Shrewsbury Boro	36	21	17				35	17	24
Shrewsbury Twp.	54	33	31		1	1	41	24	24
So. Belmar	4	4	1	1					
Spring Lake Boro	22	15	11		1	1	6	14	4
Spring Lake Hghts.	29	10	5	1			11		5
Union Beach	18	15	5		2		20	11	7
Upper Freehold	30	20	19				28	17	14
Wall	74	43	26	3		2	32	48	20
W. Long Branch	16	6	4		1		4	3	2
TOTAL	2,327	1,627	954	33	50	37	1,250	1,122	667

Morris County

Boonton Town	116	71	57				36	23	21
Boonton Twp.	2	2	3						1
Butler	18	14	11				13	8	7
Chatham Boro	86	36	32	2			32	18	7
Chatham Twp.	12	6	5				10	8	1
Chester Boro	17	10	2			1	11	5	
Chester Twp.	18	6	9				9	12	5
Denville	39	51	26	1			15	20	17
Dover	157	129	102	1	2	1	43	60	49
E. Hanover	33	32	26		1	1	30	21	24
Florham Park	20	12	5			1	12	15	1
Hanover	63	34	28	3	2	2	26	25	14
Harding	8	12	10				3	8	5
Jefferson	37	29	19	1			14	15	5
Kinnelon	5	1	4				5		4
Lincoln Park	6	9	7			1	4	7	4
Madison	64	80	27	3			29	56	24
Mendham Boro	7	7	5				4	8	
Mendham Twp.	7	4	5		1		5	3	3
Mine Hill	28	14	15	2	2		19	8	12
Montville	26	34	19	2			13	24	15
Morris Twp.	47	46	35	1	2	1	22	29	30
Morris Plains	24	24	19				9	12	12
Morristown	195	112	64		1	1	101	42	30
Mountain Lakes	24	7	15				7	1	7
Mt. Arlington	7	1	3				3		
Mt. Olive	44	34	13		1		29	20	9
Netcong	33	33	15	1		1	10	15	11
Parsippany-Troy Hills	149	121	88	2	1	2	103	91	64
Passaic Twp.	23	15	10	1			7	8	1
Pequannock	12	18	16		1		5	12	13
Randolph	49	33	20		1	1	24	33	17
Riverdale	16	21	17				6	19	10
Rockaway Boro	20	17	21			1	12	9	12
Rockaway Twp.	35	32	21			1	28	22	14
Roxbury	80	68	46	1	2		43	42	33
Washington Twp.	22	21	18			1	10	3	27
Wharton	21	13	10	1			6	2	11
TOTAL	1,570	1,209	845	23	17	16	758	704	520

Ocean County

Barnegat City	3	3						1	
Bayhead	9	13	6		1		1	7	1
Beach Haven	14	9	2				5	6	2
Beachwood	10	8	3	1			5	8	4
Berkeley	22	16	7	1			23	12	7
Brick	54	32	17	2	1		36	28	10
Dover	134	93	61	4	3	1	66	61	38
Eagleswood	10	6	1				9	3	
Harvey Cedars	2						2		
Island Beach									
Island Hghts	1		1						

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
Jackson	21	31	22	1	2	..	22	25	29
Lacey	8	7	5	..	1	..	11	7	5
Lakehurst	16	17	5	..	2	..	12	9	5
Lakewood	77	59	30	1	3	1	49	54	20
Lavalette	4	4	2	..	..	1	3	1	..
Little Egg Harbor	4	6	4	..	..	..	3	4	3
Long Beach	16	10	5	..	..	..	10	2	6
Manchester	16	14	15	3	1	..	7	15	24
Mantoloking	6	1	4	..	..	..	4	1	1
Ocean Twp.	6	2	6	..	..	..	3	4	6
Ocean Gate	3	3	..	..	..	..	4	2	..
Pine Beach	6	7	2	..	..	..	1	7	5
Plumstead	9	11	13	2	..	1	8	4	15
Pt. Pleasant Boro.	49	24	17	..	..	..	23	23	7
Pt. Pleasant Beach	50	41	21	2	..	..	27	21	10
Seaside Hgts.	23	13	11	..	..	..	9	3	6
Seaside Park	23	12	7	..	..	1	12	7	..
Ship Bottom	8	13	6	..	..	..	..	5	5
So. Toms River	1	7	2	..	..	..	..	3	2
Stafford	21	20	21	1	..	3	17	15	15
Surf City	6	5	1	..	1	..	1	1	..
Tuckerton	9	12	7	..	1	..	9	5	3
Union Twp.	15	15	4	..	..	2	16	15	2
TOTAL	656	514	308	18	16	10	398	359	231

Passaic County

Bloomingdale	12	13	8	1	..	..	7	5	5
Clifton	708	554	420	16	4	5	317	286	197
Haledon	48	22	20	2	1	..	18	11	3
Hawthorne	150	101	51	1	1	1	53	46	45
Little Falls	49	39	43	..	..	3	32	14	17
No. Haledon	24	13	6	..	..	1	10	9	6
Passaic	886	794	653	2	6	2	355	420	302
Paterson	1,990	1,612	1,235	16	19	17	814	801	621
Pompton Lakes	51	34	30	1	..	..	24	23	21
Prospect Park	67	34	13	1	1	..	16	25	9
Ringwood	23	13	9	..	..	1	9	4	5
Totowa	54	45	30	..	..	1	19	41	14
Wanaque	23	24	6	1	..	..	11	17	4
Wayne	276	182	69	3	..	2	158	103	36
West Milford	67	71	41	1	5	1	43	56	26
W. Paterson	22	24	5	1	1	..	22	16	4
TOTAL	4,450	3,575	2,689	48	38	34	1,908	1,882	1,315

Salem County

Alloway	14	6	4	1	1	..	10	9	2
Elmer	5	1	7	1	..	..	1	1	5
Elsinboro	4	2	1	..	1	..	..	1	2
Lower Alloway Creek	9	4	1	1	..	..	7	2	1
Lower Penns Neck	31	35	25	3	2	2	14	19	19
Mannington	17	13	10	1	1	4	8	15	8
Oldmans	26	18	16	2	1	2	17	4	9
Pennsgrove	32	19	14	2	1	1	27	12	11
Pilesgrove	26	23	13	..	2	..	18	33	12
Pittsgrove	25	11	18	2	..	1	20	13	45
Quinton	12	13	5	1	1	1	7	9	12
Salem	27	34	17	..	..	..	8	10	..
Upper Penns Neck	32	23	10	..	5	3	27	26	11
Upper Pittsgrove	17	26	20	..	2	1	12	26	15
Woodstown	3	11	5	..	2	..	..	10	3
TOTAL	280	244	166	14	19	15	176	190	155

Somerset County

Bedminster	17	16	13	..	1	..	12	5	8
Bernards Twp.	41	18	17	1	..	..	23	2	9
Bernardsville	18	19	10	..	..	..	3	12	..
Bound Brook	180	116	95	2	..	1	69	57	32
Branchburg	25	25	26	1	1	..	19	21	23
Bridgewater	264	165	120	8	7	5	142	95	65
E. Millstone	..	3	..	..	..	..	..	1	..

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
Far Hills	10	1	1				3		
Franklin	72	54	38	1	1	1	42	24	25
Green Brook	43	41	21	2			24	24	13
Hillsboro	62	48	36	2		5	34	39	27
Manville	44	26	18	1			12	7	1
Millstone	7	6	2	2		1	1	3	
Montgomery	31	29	16			1	21	24	10
No. Plainfield	120	91	53	1		1	43	53	31
Peapack-Gladstone	4	4	3				2	2	8
Raritan	24	10	9			2	10	4	
Rocky Hill	1	2					1	1	
Somerville	138	108	88		1	1	48	49	22
So. Bound Brook	13	15	3				1	7	3
Warren	37	22	15		2		24	21	10
Watchung	42	30	10				26	11	6
TOTAL	1,193	849	594	21	13	18	560	462	294

Sussex County

Andover Boro	17	5	14				11	5	6
Andover Twp.	26	18	19		1		12	17	18
Branchville	7	3	4				2		1
Byram	17	17	6	1	2	1	8	8	10
Frankford	32	27	11	1		1	21	23	5
Franklin	18	15	10		1	1	14	5	7
Fredon	11	17	5		1		8	21	3
Green	5	6	3				5	7	2
Hamburg	14	16	12		1		2	2	3
Hampton	9	17	6		1		4	13	4
Hardyston	24	16	10	1			22	6	7
Hopatcong	16	6	1				6	6	
Lafayette	10	8	8				6	11	3
Montague	10	6	7		1		7	5	8
Newton	25	8	19				5	1	4
Ogdensburg	8		4				2		4
Sandyston	5	4	2			2	3	5	
Sparta	25	15	5	1		1	12	9	
Stanhope	10	14	10	2	1	2	3	10	8
Stillwater	5	2	5				4	3	2
Sussex	17	10	11				4	3	3
Vernon	16	11	11	1			8	5	4
Walpack			4						1
Wantage	26	25	23	1	1		27	21	16
TOTAL	353	266	210	8	10	8	196	186	119

Union County

Clark	42	23	19				34	9	5
Cranford	113	87	74	5	2	1	48	55	56
Elizabeth	871	604	614	6	9	13	510	451	454
Fanwood	36	26	7		3		24	25	1
Garwood	42	18	17				10	4	6
Hillside	212	154	111	3		4	90	60	66
Kenilworth	12	18	13			1	10	14	7
Linden	812	580	413	3	4	9	436	346	257
Mountainside	116	57	30			1	46	29	9
New Providence Boro.	22	7	13				9	3	9
New Providence Twp.	10	5	7			2	7	3	5
Plainfield	638	493	444	3	3	4	258	220	170
Rahway	321	229	177	3	3	3	187	147	141
Roselle Boro	221	160	125		1	3	103	83	49
Roselle Park	87	54	34	4	1		47	28	41
Scotch Plains	130	89	55	1	3	2	82	67	33
Springfield	180	97	35	1	3	1	50	36	27
Summit	139	110	73		1	2	56	68	35
Union	645	365	186	2	1	4	243	190	96
Westfield	162	124	86		5		67	72	42
Winfield	4	3	1			1	1	1	
TOTAL	4,815	3,393	2,534	31	39	51	2,318	1,911	1,509

Warren County

Allamuchy	6	2	3				5	3	3
Alpha	6	2	6				3	7	3
Belvidere	6	3	7			1	5	1	2

	ACCIDENTS			FATALITIES			INJURED		
	1947	1946	1945	1947	1946	1945	1947	1946	1945
Blairstown	15	9	5				4	3	4
Franklin	17	17	8	2	1		15	14	4
Frelinghuysen	8	8	5	1			12	8	3
Greenwich	27	27	13	2	1	1	9	12	5
Hackettstown	43	31	17	2			19	20	7
Hardwick	1	1	1						
Harmony	12	7	7			1	2	5	6
Hope	3	1	2				2		3
Independence	19	18	6		3		6	9	3
Knowlton	18	13	10		3		7	16	5
Liberty	10	7	3				9	4	3
Lopatcong	38	20	10	3	2		18	15	15
Mansfield	27	14	12			1	13	7	4
Oxford	13	12	9	1			17	4	6
Pahaquarry			2						3
Phillipsburg	72	132	73	1		4	21	39	38
Pohatcong	22	16	10	1		1	13	13	14
Washington Boro	30	13	11				4	5	6
Washington Twp.	29	24	14	1	1	1	8	11	11
White	37	23	20			1	26	10	21
TOTAL	459	405	253	11	13	12	218	206	170
ENTIRE STATE	49,513	38,321	28,521	638	712	630	23,909	21,905	16,893

PEDESTRIAN FATALITIES AND INJURED BY MUNICIPALITIES

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Atlantic County						
Absecon	1	..	..	16	1	..
Atlantic City	7	2	29.	72	15	21.
Brigantine	..	..	..	1	..	..
Buena Vista	5	2	..	18	3	..
Corbin City	..	..	..	1	1	..
Egg Harbor City	..	..	..	15	1	..
Egg Harbor Twp.	2	2	..	61	..	..
Estelle Manor	1	..	..	6	..	..
Folsom	..	..	..	9	..	..
Galloway Twp.	4	3	..	64	5	..
Hamilton Twp.	3	..	..	98	4	..
Hammonton	2	..	..	25	2	..
Linwood	..	..	..	2	1	..
Longport	..	..	..	1	..	..
Margate City	1	..	..	13	2	..
Mullica	2	1	..	60	3	..
Northfield	2	..	..	14	1	..
Pleasantville	..	..	..	50	9	..
Fort Republic	..	..	..	2	..	..
Somers Point	..	..	..	16	1	..
Ventnor	..	..	..	4	2	..
Weymouth	1	1	..	7	..	..
TOTAL	31	11	35.	555	51	9.
Bergen County						
Allendale	..	..	..	18	1	..
Alpine	..	..	..	33	1	..
Bergenfield	..	..	..	31	13	..
Bogota	..	..	..	23	5	..
Carlstadt	..	..	..	11	1	..
Cliffside Park	..	..	..	38	13	..
Closter	..	..	..	20	1	..
Cresskill	..	..	..	4	2	..
Demarest	..	..	..	7	..	..
Dumont	..	..	..	28	15	..
E. Paterson	3	2	..	45	2	..
E. Rutherford	1	..	..	47	7	..
Edgewater	..	..	..	12	5	..
Emerson	..	..	..	7	..	..
Englewood	4	3	..	95	18	..
Englewood Cliffs	2	..	..	1	..	..
Fairlawn	2	1	..	73	8	..
Fairview	..	..	..	29	8	..
Fort Lee	..	..	..	74	15	..
Franklin Lakes	..	..	..	9	..	..
Garfield	3	3	100.	79	21	27.
Glen Rock	1	..	..	19	2	..
Hackensack	..	..	..	167	32	19.
Harrington Park	..	..	..	3	3	..
Hasbrouck Hghts.	1	1	..	87	7	..
Haworth	..	..	..	4	..	..
Hillsdale	..	..	..	13	..	..
Hohokus Boro	1	1	..	7	..	..
Leonia	..	..	..	6	3	..
Little Ferry	2	1	..	15	2	..
Lodi	3	3	..	36	4	..
Lyndhurst	2	2	100.	85	16	19.
Mahwah	2	1	..	55	1	..
Maywood	..	..	..	14	4	..
Midland Park	..	..	..	3	..	..
Montvale	..	..	..	5	1	..
Moonachie	..	..	..	4	1	..
New Milford	..	..	..	12	2	..
No. Arlington	2	2	..	41	8	..
Northvale	..	..	..	..	..	..
Norwood	..	..	..	15	1	..
Oakland	..	..	..	10	1	..
Old Tappan	..	..	..	10	..	..
Oradell	..	..	..	11	2	..
Falisesades Park	..	..	..	53	12	..
Paramus	2	2	..	136	1	..
Park Ridge	..	..	..	8	1	..
Ramsey	..	..	..	33	..	..
Ridgefield	..	..	..	19	2	..

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Ridgefield Park	1	1	..	58	8	..
Ridgewood	..	..	..	84	13	..
River Edge	..	..	..	23	4	..
Rivervale	..	..	..	1	..	..
Rochelle Park	2	1	..	7	1	..
Rochleigh	..	..	..	..	..	..
Rutherford	4	2	50.	113	23	20.
Saddle River Boro.	..	..	..	21	..	..
Saddle River Twp.	1	1	..	16	..	..
So. Hackensack	1	1	..	1	..	..
Teaneck	2	2	100.	118	20	17.
Tenaflly	..	..	..	40	5	..
Teterboro	..	..	..	14	4	..
Upper Saddle River	..	..	..	13	1	..
Walwick	..	..	..	17	..	..
Wallington	1	1	..	10	2	..
Washington	..	..	..	5	1	..
Westwood	..	..	..	17	3	..
Woodcliff Lake	..	..	..	16	2	..
Woodridge	..	..	..	30	..	..
Wyckoff	1	1	..	18	1	..
TOTAL	44	32	73.	2,177	330	15.

Burlington County

Bass River	..	..	..	8	1	..
Beverly	..	..	..	..	..	..
Bordentown	1	..	..	8	1	..
Bordentown Twp.	2	2	..	74	4	..
Burlington	1	..	..	60	4	..
Burlington Twp.	2	2	..	26	4	..
Chester Twp.	..	..	..	29	5	..
Chesterfield	1	..	..	14	1	..
Cinnaminson	2	..	..	20	..	..
Delanco	..	..	..	6	..	..
Delran Twp.	..	..	..	13	..	..
Eastampton	1	..	..	12	..	..
Edgewater Park	..	..	..	7	..	..
Evesham Twp.	..	..	..	23	..	..
Fieldsboro	..	..	..	1	..	..
Florence	..	..	..	11	..	..
Hainesport	..	..	..	5	..	..
Lumberton	1	1	..	3	..	..
Mansfield Twp.	..	..	..	29	3	..
Medford	..	..	..	15	4	..
Medford Lakes	..	..	..	2	..	..
Moorestown	2	1	..	49	6	..
Mt. Holly	1	..	..	20	3	..
Mt. Laurel Twp.	2	1	..	13	..	..
New Hanover Twp.	..	..	..	5	..	..
No. Hanover Twp.	..	..	..	6	..	..
Palmyra	1	..	..	18	..	..
Pemberton Boro	1	..	..	3	..	..
Pemberton Twp.	4	1	..	33	3	..
Riverside Twp.	1	..	..	5	2	..
Riverton	..	..	..	2	1	..
Shamong	..	..	..	6	..	..
Southampton Twp.	6	1	..	27	1	..
Springfield Twp.	1	..	..	15	..	..
Tabernacle	..	..	..	6	..	..
Washington Twp.	..	..	..	2	..	..
Westampton	..	..	..	9	..	..
Willingboro	1	..	..	9	..	..
Woodland Twp.	1	..	..	12	..	..
Wrightstown	..	..	..	7	1	..
TOTAL	32	9	31.	622	44	7.

Camden County

Audubon	..	..	..	29	..	..
Barrington	..	..	..	6	3	..
Bellmawr	..	..	..	12	..	..
Berlin	1	1	..	32	..	..
Berlin Twp.	..	..	..	3	..	..
Brooklawn	..	..	..	8	2	..
Camden	8	5	63.	748	292	39.
Chesilhurst	..	..	..	10	2	..
Clementon Twp.	..	..	..	11	1	..
Collingswood	..	..	..	74	11	..

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Delaware Twp.	5	..	..	103	8	..
Gibbsboro .....	..	..	..	6	..	..
Gloucester .....	..	..	..	32	1	..
Gloucester Twp.	1	1	..	33	4	..
Haddon Twp.	1	1	..	49	3	..
Haddonfield	2	2	..	24	6	..
Haddon Hghts. ....	..	..	..	11	1	..
Hi-Nella .....	..	..	..	..	..	..
Laurel Springs .....	..	..	..	..	..	..
Lawnside .....	..	..	..	6	2	..
Lindenwold .....	..	..	..	21	1	..
Magnolia .....	..	..	..	8	1	..
Merchantville .....	..	..	..	19	1	..
Mt. Ephraim .....	..	..	..	5	5	..
Oaklyn	2	2	..	33	4	..
Pennsauken Twp.	6	..	..	219	16	7.
Pine Hill Boro.	1	..	..	3	1	..
Pine Valley .....	..	..	..	..	..	..
Runnemede .....	..	..	..	14	2	..
Somerdale .....	..	..	..	16	2	..
Stratford	1	..	..	2	1	..
Tavistock .....	..	..	..	..	..	..
Voorhees Twp. ....	..	..	..	7	1	..
Waterford	2	1	..	22	2	..
Winslow .....	..	..	..	66	4	..
Woodlynne .....	..	..	..	5	..	..
TOTAL	30	13	44.	1,637	372	23.
Cape May County						
Avalon .....	..	..	..	20	..	..
Cape May City .....	..	..	..	9	1	..
Cape May Pt. ....	..	..	..	1	1	..
Dennis Twp. ....	..	..	..	20	..	..
Lower Twp. ....	..	..	..	12	..	..
Middle Twp. ....	..	..	..	65	2	..
No. Cape May .....	..	..	..	..	..	..
No. Wildwood	1	1	..	6	..	..
Ocean City .....	..	..	..	47	8	..
Sea Isle City	2	..	..	5	2	..
So. Cape May .....	..	..	..	..	..	..
Stone Harbor .....	..	..	..	2	..	..
Upper Twp. ....	..	..	..	21	1	..
W. Cape May .....	..	..	..	2	..	..
W. Wildwood .....	..	..	..	..	..	..
Wildwood City	1	..	..	45	9	..
Wildwood Crest .....	..	..	..	..	..	..
Woodbine	2	2	..	..	5	..
TOTAL	6	3	50.	260	24	9.
Cumberland County						
Bridgeton	2	2	100.	11	3	..
Commercial .....	..	..	..	14	1	..
Deerfield .....	..	..	..	17	3	..
Downe .....	..	..	..	4	1	..
Fairfield	3	3	..	13	..	..
Greenwich .....	..	..	..	6	..	..
Hopewell	2	..	..	13	..	..
Landis	4	2	50.	119	..	..
Lawrence .....	..	..	..	13	2	..
Maurice River .....	..	..	..	20	1	..
Millville	4	1	25.	79	3	..
Shiloh .....	..	..	..	2	..	..
Stowe Creek	2	2	..	2	..	..
Upper Deerfield	3	3	..	24	..	..
Vineland	2	1	..	11	1	..
TOTAL	22	14	64.	348	15	4.
Essex County						
Belleville	3	2	33.	98	9	9.
Bloomfield	5	3	60.	164	36	22.
Caldwell .....	..	..	..	22	6	..
Caldwell Twp. ....	..	..	..	62	2	..
Cedar Grove	5	..	..	30	..	..
East Orange	6	5	83.	329	84	26.
Essex Fells .....	..	..	..	4	1	..
Glen Ridge	1	..	..	29	7	..

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Irvington	4	1	25.	241	76	32.
Livingston	2	2	..	52	10	..
Maplewood	1	1	..	66	17	..
Millburn	..	..	..	48	2	..
Montclair	2	2	100.	175	40	23.
Newark	32	25	78.	2,865	1,002	35.
No. Caldwell	..	..	..	7	..	..
Nutley	3	3	100.	93	27	29.
Orange	2	2	..	119	47	..
Roseland	..	..	..	18	..	..
So. Orange	..	..	..	74	8	..
Verona	2	1	..	38	7	..
West Caldwell	1	..	..	31	..	..
West Orange	..	..	..	120	21	..
TOTAL	69	47	68.	4,685	1,402	30.

Gloucester County

Clayton	1	1	..	4	..	..
Deptford	..	..	..	36	2	..
E. Greenwich	2	..	..	9	1	..
Elk Twp.	..	..	..	10	1	..
Franklin Twp.	3	1	..	42	1	..
Glassboro	..	..	..	24	3	..
Grenwich Twp.	2	1	..	14	1	..
Harrison Twp.	1	1	..	18	1	..
Logan Twp.	5	..	..	36	..	..
Mantua Twp.	..	..	..	15	3	..
Monroe Twp.	5	1	..	77	2	..
National Park	1	1	..	9	1	..
Newfield	..	..	..	..	..	..
Paulsboro	1	..	..	33	8	..
Pitman	..	..	..	10	2	..
So. Harrison Twp.	2	..	..	10	..	..
Swedesboro	2	..	..	2	..	..
Washington Twp.	4	2	..	40	2	..
Wenonah	..	..	..	4	..	..
W. Deptford Twp.	4	..	..	54	2	..
Westville	..	..	..	18	1	..
Woodbury	3	2	..	33	6	..
Woodbury Hghts.	..	..	..	5	2	..
Woolwich Twp.	2	2	..	9	..	..
TOTAL	38	12	32.	512	39	76.

Hudson County

Bayonne	7	7	100.	362	154	43.
E. Newark	1	1	..	21	4	..
Guttenberg	1	1	..	10	2	..
Harrison	1	1	..	62	36	..
Hoboken	1	1	100.	171	90	53.
Jersey City	23	18	78.	1,110	346	31.
Kearny	5	1	20.	225	32	14.
No. Bergen	3	1	33.	133	26	20.
Secaucus	2	..	..	48	3	..
Union City	3	3	100.	201	93	46.
Weehawken	1	1	..	40	3	..
West New York	..	..	..	78	20	..
TOTAL	48	35	73.	2,461	809	33.

Hunterdon County

Alexandria	..	..	..	4	1	..
Bethlehem	..	..	..	25	1	..
Bloomsbury	..	..	..	3	..	..
Califon	..	..	..	..	..	..
Clinton	..	..	..	8	..	..
Clinton Twp.	..	..	..	44	1	..
Delaware	..	..	..	13	1	..
East Amwell	..	..	..	5	..	..
Flemington	..	..	..	8	2	..
Franklin Twp.	..	..	..	2	..	..
Frenchtown	..	..	..	..	..	..
Glen Gardner	..	..	..	5	..	..
Hampton	..	..	..	5	1	..
High Bridge	1	..	..	2	1	..
Holland	1	..	..	5	..	..
Kingwood	1	..	..	9	1	..

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Lambertville	1	1	100	7	2	28.6
Lebanon	1	1	100	5	1	20
Lebanon Twp.	1	1	100	13	1	7.7
Milford	1	1	100	4	1	25
Raritan Twp.	1	1	100	30	2	6.7
Readington	2	1	50	57	1	1.8
Stockton	1	1	100	4	1	25
Tewksbury	1	1	100	6	1	16.7
Union Twp.	1	1	100	14	2	14.3
West Amwell	1	1	100	3	1	33.3
TOTAL	10	1	10	281	16	6
Mercer County						
East Windsor	9	1	11.1	41	3	7.3
Ewing	2	1	50	64	9	14.1
Hamilton Twp.	12	7	58.3	278	30	11
Hightstown	1	1	100	3	1	33.3
Hopewell	1	1	100	3	3	100
Hopewell Twp.	3	1	33.3	34	1	2.9
Lawrence	1	1	100	58	7	12.1
Pennington	1	1	100	2	1	50
Princeton	1	1	100	36	12	33.3
Princeton Twp.	2	1	50	18	1	5.6
Trenton	12	10	83.3	367	136	37
Washington Twp.	1	1	100	39	3	7.7
West Windsor	2	1	50	28	1	3.6
TOTAL	45	21	47	971	206	21
Middlesex County						
Carteret	2	1	50	36	14	38.9
Cranbury	4	1	25	37	2	5.4
Dunellen	1	1	100	28	6	21.4
E. Brunswick	1	1	100	51	5	9.8
Helmetta	1	1	100	1	1	100
Highland Park	1	1	100	46	11	23.9
Jamesburg	1	1	100	3	1	33.3
Madison	2	2	100	86	3	3.4
Metuchen	1	1	100	23	3	13
Middlesex	1	1	100	20	1	5
Milltown	1	1	100	2	1	50
Monroe	2	1	50	18	1	5.6
New Brunswick	1	1	100	143	45	31.5
No. Brunswick	7	1	14.3	92	3	3.3
Perth Amboy	5	4	80	181	76	42
Piscataway	1	1	100	36	5	13.9
Plainsboro	1	1	100	9	1	11.1
Raritan	10	2	20	245	12	4.9
Sayreville	8	4	50	88	4	4.5
So. Amboy	1	1	100	26	1	3.8
So. Brunswick	3	2	66.7	76	3	3.9
So. Plainfield	1	1	100	20	3	15
South River	1	1	100	30	6	20
Spotswood	2	1	50	4	1	25
Woodbridge	4	3	75	317	38	12
TOTAL	56	26	46	1,618	242	15
Monmouth County						
Allenhurst	1	1	100	6	2	33.3
Allentown	1	1	100	6	2	33.3
Asbury Park	1	1	100	68	12	18
Atlantic Twp.	1	1	100	64	1	1.6
Atlantic Highlands	1	1	100	6	2	33.3
Avon	1	1	100	12	1	8.3
Belmar	1	1	100	28	5	17.9
Bradley Beach	1	1	100	18	4	22.2
Brielle	1	1	100	16	1	6.2
Deal	1	1	100	16	1	6.2
Eatontown	2	2	100	25	1	4
Englishtown	1	1	100	3	1	33.3
Fair Haven	1	1	100	5	1	20
Farmingdale	1	1	100	2	1	50
Freehold	1	1	100	9	2	22.2
Freehold Twp.	2	1	50	49	1	2
Highlands	1	1	100	4	1	25
Holmdel	1	1	100	22	2	9.1

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Howell Twp.	2	1	..	67	1	..
Interlaken .....	..	..	..	10	..	..
Keansburg .....	..	..	..	20	2	..
Keyport	3	..	..	73	3	..
Little Silver	3	..	..	3	..	..
Long Branch	1	..	..	27	4	15.
Manalapan .....	..	..	..	31	1	..
Manasquan .....	..	..	..	13	1	..
Marlboro .....	..	..	..	26	1	..
Matawan Boro .....	..	..	..	21	3	..
Matawan Twp.	1	..	..	23	1	..
Middletown	3	1	..	115	11	..
Millstone .....	..	..	..	16	..	..
Monmouth Beach .....	..	..	..	3	..	..
Neptune Twp.	2	2	..	63	4	..
Neptune City .....	..	..	..	22	2	..
Ocean Twp.	1	1	..	23	..	..
Oceanport	1	..	..	4	..	..
Raritan Twp.	1	..	..	44	2	..
Red Bank .....	..	..	..	67	12	..
Roosevelt .....	..	..	..	..	..	..
Rumson	1	..	..	21	..	..
Sea Bright	2	..	..	11	..	..
Sea Girt	2	..	..	12	..	..
Shrewsbury Boro .....	..	..	..	35	2	..
Shrewsbury Twp. ....	..	..	..	41	3	..
So. Belmar	1	1	..	..	..	..
Spring Lake .....	..	..	..	6	..	..
Spring Lake Hghts.	1	1	..	11	..	..
Union Beach .....	..	..	..	20	..	..
Upper Freehold Twp. ....	..	..	..	23	1	..
Wall Twp.	3	1	..	32	3	..
West Long Branch .....	..	..	..	4	1	..
TOTAL	33	11	33.	1,250	90	7.

Morris County

Boonton .....	..	..	..	36	6	..
Boonton Twp. ....	..	..	..	..	..	..
Butler .....	..	..	..	13	..	..
Chatham Boro	2	1	..	32	8	..
Chatham Twp. ....	..	..	..	10	..	..
Chester .....	..	..	..	11	1	..
Chester Twp. ....	..	..	..	9	..	..
Denville	1	..	..	15	3	..
Dover	1	..	..	43	11	..
E. Hanover Twp. ....	..	..	..	30	1	..
Florham Park .....	..	..	..	12	..	..
Hanover	3	1	..	26	1	..
Harding Twp. ....	..	..	..	3	1	..
Jefferson	1	..	..	14	..	..
Kinnelon Boro .....	..	..	..	5	..	..
Lincoln Park .....	..	..	..	4	..	..
Madison	3	..	..	29	7	..
Mendham Boro .....	..	..	..	4	..	..
Mendham Twp. ....	..	..	..	5	..	..
Mine Hill Twp.	2	1	..	19	..	..
Montville	2	2	..	13	2	..
Morris Twp.	1	1	..	22	1	..
Morris Plains .....	..	..	..	9	..	..
Morristown .....	..	..	..	101	28	28.
Mountain Lakes .....	..	..	..	7	..	..
Mt. Arlington .....	..	..	..	3	..	..
Mt. Olive .....	..	..	..	29	2	..
Netcong	1	..	..	10	..	..
Parsippany-Troy Hills	2	1	..	103	2	2.
Passaic Twp.	1	1	..	7	..	..
Pequanock .....	..	..	..	5	..	..
Randolph .....	..	..	..	24	1	..
Riverdale .....	..	..	..	6	2	..
Rockaway .....	..	..	..	12	1	..
Rockaway Twp. ....	..	..	..	28	3	..
Roxbury	1	1	..	10	2	..
Washington Twp.	1	..	..	6	..	..
Wharton	1	..	..	6	1	..
TOTAL	23	9	39.	758	84	11.

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Ocean County						
Barnegat City	..	..	..	1	..	..
Bayhead	..	..	..	5	..	..
Beach Haven	..	..	..	1	..	..
Beachwood	1	1	..	5	..	..
Berkeley	1	1	..	23	..	..
Brick Twp.	2	..	..	36	2	..
Dover Twp.	4	1	..	66	1	..
Eagleswood	..	..	..	9	..	..
Harvey Cedars	..	..	..	2	..	..
Island Beach Boro.	..	..	..	..	..	..
Island Hghts.	..	..	..	..	..	..
Jackson Twp.	1	..	..	22	..	..
Lacey Twp.	..	..	..	11	..	..
Lakehurst	..	..	..	12	..	..
Lakewood	1	..	..	49	1	..
Lavalette	..	..	..	3	..	..
Little Egg Harbor	..	..	..	3	..	..
Long Beach	..	..	..	10	..	..
Manchester	3	..	..	7	..	..
Mantoloking	..	..	..	4	..	..
Ocean Twp.	..	..	..	3	1	..
Ocean Gate	..	..	..	4	..	..
Pine Beach	..	..	..	1	..	..
Plumstead	2	1	..	8	1	..
Pt. Pleasant Boro.	..	..	..	23	2	..
Pt. Pleasant Beach	2	2	..	27	1	..
Seaside Hghts.	..	..	..	9	1	..
Seaside Park	..	..	..	12	2	..
Ship Bottom	..	..	..	..	..	..
So. Toms River	..	..	..	..	..	..
Stafford Twp.	1	1	..	17	..	..
Surf City	..	..	..	1	..	..
Tuckerton	..	..	..	9	1	..
Union Twp.	..	..	..	16	..	..
TOTAL	18	7	39.	398	13	3.

Passaic County						
Bloomington	1	1	..	7	2	..
Clifton	16	10	62.	317	67	21.
Haledon	2	..	..	18	3	..
Hawthorne	1	..	..	53	8	..
Little Falls	2	..	..	32	5	..
No. Haledon	..	..	..	10	1	..
Passaic	2	1	50.	355	152	43.
Paterson	16	13	81.	814	310	38.
Pompton Lakes	1	..	..	24	3	..
Prospect Park	1	1	..	16	3	..
Ringwood	..	..	..	9	2	..
Totowa	..	..	..	19	1	..
Wanaque	1	..	..	11	5	..
Wayne	3	2	..	158	14	..
West Milford	1	1	..	43	..	..
West Paterson	1	1	..	22	6	..
TOTAL	48	30	62.	1,908	582	31.

Salem County						
Alloway	1	..	..	10	1	..
Elmer	1	..	..	1	..	..
Elsinboro	..	..	..	..	..	..
Lower Alloway Creek	1	..	..	7	..	..
Lower Penns Neck	3	2	..	14	1	..
Mannington	1	1	..	8	..	..
Oldmans	2	..	..	17	..	..
Pennsgrove	2	..	..	27	..	..
Pilesgroves	..	..	..	18	1	..
Pittsgrove	2	..	..	20	..	..
Quinton	1	..	..	7	..	..
Salem	..	..	..	8	2	..
Upper Penns Neck	..	..	..	27	3	..
Upper Pittsgrove	..	..	..	12	1	..
Woodstown	..	..	..	..	..	..
TOTAL	14	3	21.	176	9	5.

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Somerset County						
Bedminster				12		
Bernards Twp.	1	1		23		
Bernardsville		1		3		
Bound Brook	2			69	17	
Branchburg	1	1		19	2	
Bridgewater	8	4		142	9	
East Millstone						
Far Hills				3		
Franklin Twp.	1	1		42	7	
Green Brook Twp.	2	2		24		
Hillsboro	2	1		34	4	
Manville	1	1		12	2	
Millstone	2	2		1		
Montgomery				21	1	
No. Plainfield	1	1		43	6	
Peapack-Gladstone				2		
Raritan				10		
Rocky Hill				1	1	
Somerville				48	8	
So. Bound Brook				1		
Warren				24	4	
Watchung				26		
TOTAL	21	15	71.	560	61	11.
Sussex County						
Andover				11		
Andover Twp.				12	1	
Branchville				2		
Byram	1			8		
Frankford	1	1		21	2	
Franklin				14	2	
Fredon				8		
Green				5		
Hamburg				2	1	
Hampton				4		
Hardyston	1			22		
Hopatcong				6	1	
Lafayette				6		
Montague				7	1	
Newton				5	1	
Ogdensburg				2	1	
Sandyston				3		
Sparta	1			12	1	
Stanhope	2			3		
Stillwater				4		
Sussex				4		
Vernon	1			8		
Walpack						
Wantage	1			27	1	
TOTAL	8	1	13.	196	12	6.
Union County						
Clark				34		
Cranford	5	4		48	14	
Elizabeth	6	5	83.	510	125	25.
Fanwood				24	1	
Garwood				10	4	
Hillside	3			90	16	
Kenilworth				10		
Linden	3	3	100.	436	36	8.
Mountainside				46	2	
New Providence				9	1	
New Providence Twp.				7	2	
Plainfield	3	3	100.	258	48	19.
Rahway	3	1	33.	187	17	9.
Roselle				103	10	
Roselle Park	4	3		47	3	
Scotch Plains	1			82	5	
Springfield	1	1		50	6	
Summit				56	7	
Union	2	1	50.	243	36	15.
Westfield				67	13	
Winfield				1	1	
TOTAL	31	21	68.	2,318	347	15.

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Warren County						
Allamuchy	..	..	..	5	1	..
Alpha	..	..	..	3	..	..
Belvidere	..	..	..	5	1	..
Blairstown	..	..	..	4	..	..
Franklin	..	..	..	15	..	..
Frelinghuysen	..	..	..	12	1	..
Greenwich	2	..	..	9	..	..
Hackettstown	2	..	..	19	4	..
Hardwick	..	..	..	..	..	..
Harmony	..	..	..	2	..	..
Hope	..	..	..	2	..	..
Independence	..	..	..	6	2	..
Knowlton	..	..	..	7	..	..
Liberty	..	..	..	9	..	..
Lopatcong	3	..	..	18	..	..
Mansfield	..	..	..	13	..	..
Oxford	1	..	..	17	1	..
Pehaquarry	..	..	..	..	..	..
Phillipsburg	1	..	..	21	7	..
Pohatcong	1	1	..	13	1	..
Washington Boro	..	..	..	4	2	..
Washington Twp.	1	1	..	8	..	..
White	..	..	..	26	..	..
TOTAL	11	2	18.	218	20	9.
ENTIRE STATE	638	323	50.6	23,909	4,768	20.

HEARINGS—LICENSE REVOCATIONS

A total of 6,702 driver license revocations, an increase of 49 per cent, were recorded during the year.

Over the period of the last 30 years, 114,156 operators have had their driving privileges revoked for infractions of the Traffic and Motor Vehicle Laws.

Yearly Record of Revocations

Year	Revocations	Year	Revocations
1918.....	702	1933.....	3,294
1919.....	707	1934.....	2,863
1920.....	770	1935.....	3,281
1921.....	956	1936.....	4,125
1922.....	931	1937.....	5,876
1923.....	2,080	1938.....	5,336
1924.....	2,429	1939.....	4,980
1925.....	2,886	1940.....	5,700
1926.....	2,750	1941.....	6,231
1927.....	3,987	1942.....	7,629
1928.....	3,657	1943.....	4,762
1929.....	4,991	1944.....	4,715
1930.....	4,949	1945.....	3,350
1931.....	4,993	1946.....	4,490
1932.....	4,034	1947.....	6,702
		TOTAL.....	114,156

Causes for License Revocations

	1947	1946	1945	1944	1943
Driving while intoxicated.....	1,185	998	644	649	633
Reckless driving.....	447	349	166	205	220
Fatal accidents.....	163	153	122	128	157
Speeding.....	342	262	97	115	184
Careless driving.....	281	204	81	107	126
Leaving the scene of accident.....	82	79	60	42	47
Habitual violators.....	1,080	713	451	491	844
Physically or mentally unfit.....	143	208	228	193	210
Defective vision.....	48	46	30	52	52
Commission of crime involving motor vehicle.....	152	190	188	170	144
Driving without a license.....	140	206	305	73	71
Obtained license while on revoked list.....	139	60	25	95	41
Failure to appear in answer to summonses.....	645	456	306	424	662
Failure to pay fine.....	9	9	8	18	24
Misstatement of facts in application for license.....	3	9	15	13	15
Personal injury accident while driving in violation.....	113	74	148	305	179
Failure to report change of address.....	62	64	34	60	71
Fraud at examination of new licenses.....	64	64	34	34	35
Parolees.....	1,083	..	..	..	..
*Emergency regulation (2 speeding convictions).....	..	..	157	1,227	762
All others.....	521*	346	251	304	285
TOTAL.....	6,702	4,490	3,350	4,715	4,762

*The cause for this revocation discontinued during early part of year 1945.

FATAL ACCIDENT SURVEY

A survey made by the Department reveals a shocking state-wide condition with respect to the prosecution of drivers who cause death by motor vehicle. As the result of the present process of law in these cases the chances even of being indicted for death by motor vehicle are slightly less than seven to one against any such eventuality. Furthermore, should the indictment be moved, the chances of an acquittal are about even.

The survey that yielded these startling facts covered 212 fatal traffic accident cases occurring in the State during the first six months of 1947, including, of course, only those cases in which the driver or drivers survived. Here is what happened:

30 operators were indicted.

181 operators were not indicted.

1 case has not yet been presented for grand jury investigation.

The disposition by counties was as follows:

	Total Cases	Number Indictments	No Indictments	Not Yet Presented
Atlantic	7	1	6	..
Bergen	19	1	17	1
Burlington	12	4	8	..
Camden	7	1	6	..
Cape May	1	..	1	..
Cumberland	7	..	7	..
Essex	28	4	24	..
Gloucester	12	1	11	..
Hudson	23	2	21	..
Hunterdon	1	..	1	..
Mercer	17	2	15	..
Middlesex	20	5	15	..
Monmouth	11	..	11	..
Morris	8	1	7	..
Ocean	6	..	6	..
Passaic	14	4	10	..
Salem	3	..	3	..
Somerset	7	..	7	..
Sussex	1	..	1	..
Union	7	4	3	..
Warren	1	..	1	..
	<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 212	<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 30	<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 181	<hr style="width: 100%; border: 0.5px solid black; margin-bottom: 5px;"/> 1

It is the considered opinion of this Department that any operator who drives carelessly and heedlessly in disregard of the rights and safety of others, and, in so doing, causes the death of a human being, should answer to the law. The requirement that "willful or wanton disregard" must be proved to warrant prosecution under R. S. 2:138-9, the death by motor vehicle statute, makes prosecution almost impossible of attainment. Grand juries appear to use this "willful or wanton disregard" provision of the law as an excuse for reporting "No Bill" as shown by the 181 cases that were

dismissed by grand juries during the first six months of the year. Only the most flagrant cases result in indictment and trial.

The survey went to a step beyond the grand jury disposition of the cases investigated. It checked the driving records of the 181 drivers who escaped indictment and found that 42 of these drivers had been convicted in the local courts or by the Motor Vehicle Department of a traffic violation in connection with the fatal accidents in which they were involved. It stands to reason that if the lower courts found 42 operators guilty of traffic law violations that were the direct or indirect result of the fatal accidents in which they were involved, ample grounds existed for causing them to answer to the charge of death by motor vehicle.

Further evidence of the apparent light regard held for automobile fatalities is the record of disposition of the few indictments reported. At the time of this report, only 18 of the 30 indictments had been moved for trial. Of the 18, ten resulted in conviction of the operators charged and eight were acquitted either by jury or court direction.

Keeping in mind that each case involved the loss of a human life here is a record of the final disposition of the eighteen cases that reached trial:

Acquittals or dismissals.....	8
\$300 fine and 9 months.....	1
60 days	1
\$1,000 fine and 2½ to 3 years susp.....	1
\$1,000 fine and 2 to 3 years susp.....	2
\$1,000 fine and 1 year susp.....	1
\$500 fine	4
	18

DRUNKEN DRIVERS

“Driving while under the influence of intoxicating liquor” was the leading cause for revocation in 1947, as in previous years. The increase was 18.7 per cent.

The New Jersey statute covering this offense is the strongest of all the States. The law provides for a mandatory minimum fine of \$200 or a jail sentence of 30 days, or both, and the revocation of driving privileges for two years. In addition, violators are made subject to the Financial Responsibility Law.

Approximately 79 per cent of the offenders paid the mandatory \$200 fine and the remainder served jail sentences ranging from 30 to 90 days.

The severest feature of this law is the penalty for second offenders. During the year 1947 there were 68 such drivers who received mandatory jail terms of 90 days and the permanent loss of their driving privileges.

Drunken Driver Revocations by Years

Year	Revocations	Year	Revocations
1918.....	135	1933.....	1,227
1919.....	115	1934.....	1,443
1920.....	314	1935.....	1,305
1921.....	430	1936.....	1,534
1922.....	352	1937.....	1,690
1923.....	832	1938.....	1,425
1924.....	971	1939.....	1,256
1925.....	1,155	1940.....	1,295
1926.....	1,259	1941.....	1,454
1927.....	1,640	1942.....	1,208
1928.....	1,952	1943.....	633
1929.....	2,044	1944.....	659
1930.....	2,095	1945.....	644
1931.....	2,089	1946.....	998
1932.....	1,432	1947.....	1,185
TOTAL.....			34,771

Place of Arrest

	1947	1946	1945	1944	1943
New Jersey residents arrested in New Jersey.....	775	646	473	456	458
New Jersey residents arrested in other states.....	114	89	34	42	43
New Jersey residents not holding drivers licenses placed upon prohibitory list.....	143	145	88	83	82
Non-residents arrested in New Jersey.....	153	118	49	78	50
TOTAL.....	1,185	998	644	659	633

Residents Arrested Out of the State

	1947	1946	1945	1944	1943
New York.....	17	11	3	6	9
Pennsylvania.....	19	14	9	11	4
Virginia.....	5	6	2	3	13
Massachusetts.....	5	5	4	3	4
North Carolina.....	9	5	0	1	1
Connecticut.....	5	7	1	2	2
Maryland.....	7	8	5	2	4
South Carolina.....	3	2	1	0	0
Florida.....	12	5	2	3	1
Georgia.....	0	1	0	0	0
Michigan.....	0	1	1	0	0
New Hampshire.....	5	3	0	1	0
Delaware.....	3	8	0	3	2
Maine.....	6	2	1	4	0
Rhode Island.....	1	0	0	0	0
District of Columbia.....	0	0	1	0	0
West Virginia.....	1	0	0	0	1
Kentucky.....	0	0	0	0	1
California.....	5	3	2	0	0
Texas.....	1	1	0	0	1
Colorado.....	1	1	0	1	0
Minnesota.....	0	0	0	1	0
Washington.....	1	0	0	1	0
Illinois.....	0	0	2	0	0
New Mexico.....	1	1	0	0	0
Montana.....	0	1	0	0	0
Indiana.....	1	2	0	0	0
Alabama.....	4	1	0	0	0
Iowa.....	1	1	0	0	0
Vermont.....	1	0	0	0	0
TOTAL.....	114	89	34	42	43

Non-Resident Violators and Where They Reside

	1947	1946	1945	1944	1943
Pennsylvania	78	70	24	29	20
New York	33	33	10	30	23
Florida	4	1	2	1	1
Virginia	3	0	3	3	1
Maryland	4	3	3	3	1
Delaware	6	2	1	3	2
Connecticut	2	1	0	0	0
District of Columbia.....	3	1	0	0	0
Georgia	0	0	0	0	1
North Carolina	5	0	3	2	0
Massachusetts	3	0	0	0	1
South Carolina	1	2	0	1	0
Ohio	1	0	1	2	0
Washington	0	0	0	1	0
Tennessee	0	0	0	1	0
Nebraska	0	0	0	1	0
Kansas	0	0	0	1	0
Rhode Island	0	0	1	0	0
Alabama	0	0	1	0	0
Kentucky	0	1	0	0	0
California	3	2	0	0	0
Michigan	1	1	0	0	0
Missouri	1	1	0	0	0
Wyoming	1	0	0	0	0
TOTAL.....	149	118	49	78	50

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.

	1947	1946	1945	1944	1943
Males	1,151	977	621	641	616
Females	34	21	23	18	17
TOTAL.....	1,185	998	644	659	633

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

Counties Where Violators Reside

	1947	1946	1945	1944	1943
Atlantic	52	27	15	6	7
Bergen	70	74	61	51	33
Burlington	29	21	20	12	11
Camden	88	66	32	36	37
Cape May	13	14	6	4	6
Cumberland	29	38	21	15	19
Essex	136	126	87	98	93
Gloucester	35	25	19	17	17
Hudson	62	51	36	47	43
Hunterdon	10	7	10	4	8
Mercer	53	44	30	31	34
Middlesex	74	60	38	47	49
Monmouth	65	43	20	20	37
Morris	47	30	24	29	32
Ocean	21	16	7	6	5
Passaic	43	47	35	34	37
Salem	52	42	34	18	24
Somerset	27	29	11	20	23
Sussex	9	9	6	9	3
Union	107	107	71	69	56
Warren	6	4	5	8	8
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Non-residents arrested in N. J..	1,028	880	593	581	583
	157	118	51	78	50
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL.....	1,185	998	644	659	633

Counties Where Violators Arrested

	1947	1946	1945	1944	1943
Atlantic	91	33	22	16	13
Bergen	61	64	45	46	36
Burlington	26	18	14	12	10
Camden	114	93	35	42	44
Cape May	15	25	8	6	4
Cumberland	27	35	16	16	19
Essex	88	87	71	74	69
Gloucester	33	26	19	21	19
Hudson	56	59	43	58	48
Hunterdon	12	11	7	2	12
Mercer	53	39	31	30	35
Middlesex	65	49	43	59	49
Monmouth	70	51	23	21	33
Morris	49	35	25	26	32
Ocean	25	17	9	4	6
Passaic	39	55	41	34	35
Salem	59	47	38	22	26
Somerset	30	34	16	24	32
Sussex	13	7	7	8	2
Union	134	117	80	89	60
Warren	7	7	2	7	6
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
New Jersey residents arrested	1,067	909	600	617	590
in other States.....	118	89	44	42	43
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
TOTAL.....	1,185	998	644	659	633

Age Group Drinking Drivers

	1947 Per Cent	1946 Per Cent	1945 Per Cent	1944 Per Cent	1943 Per Cent
Under 20	1.9	1.7	1.0	.4	.85
20-24	12.0	8.4	3.3	4.7	3.4
25-29	12.0	11.9	8.3	11.7	11.2
30-39	28.5	28.4	30.2	31.8	33.2
40-49	28.5	32.7	32.4	34.9	29.8
50-64	16.3	15.5	22.2	15.3	19.65
65 and over.....	.8	1.4	2.6	1.2	1.9
	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>	<u>100.0</u>

HABITUAL VIOLATORS

Action against the habitual violator was first started in 1933 on a small scale. Today it is one of the most important phases of disciplinary action undertaken by the Department.

The procedure consists of a warning letter to the operator when the records reveal a second conviction for a violation of the traffic or motor vehicle acts. A subsequent conviction results in the operator being served with a rule to show cause why his license should not be revoked.

The records collected over the years bring out the important fact that, as a general rule, the driver with a record of traffic convictions usually has a record of accidents.

Since 1933 the Department has sent out 36,626 warning letters, conducted 11,186 hearings on rules to show cause and directed 8,609 license revocations.

A five-year record of activity follows:

	1947	1946	1945	1944	1943
Warning letters	3,849	3,420	1,810	1,747	4,156
Revoked following hearing.....	824	475	358	300	553
Warned following hearing.....	188	134	126	75	142
Revocation by default.....	256	238	193	191	291
	<u>5,117</u>	<u>4,267</u>	<u>2,487</u>	<u>2,313</u>	<u>5,142</u>

FATAL ACCIDENT HEARINGS

A survey made during the year revealed that one in every three fatal accident drivers, on the average, had a previous driving record, consisting of either a traffic law violation or an accident, or both.

All fatal accidents are investigated by department inspectors and where evidence is found of law violations that caused or contributed to the accident, the operator responsible is brought for a hearing before the Department. A considerable number of the fatal accident investigations revealed evidence of flagrant carelessness in the operation of motor vehicle, establishing reasonable grounds for license revocations.

During the year 149 hearings were conducted. The number of licenses revoked after hearing and by default, was 163.

HEARINGS

Operators' hearings totaling 1,384 were held during the year by Deputy Commissioner William J. Dearden. This is a year-round task that calls for many hours to be devoted to the hearing of cases involving not only fatal accidents and habitual violators but those who are physically unfit, committing crimes with the aid of an automobile as well as other offenses coming within the jurisdiction of the Department.

While the law gives power to municipal magistrates to revoke or suspend licenses, 3,777 or 56 per cent of the total revocations for the year were initiated and completed by the Department.

The important and necessary right of the Commissioner of Motor Vehicles to discipline the faulty driver and to conduct hearings, which has been law since the adoption in New Jersey of the first traffic act in the year 1906, is a powerful influence over the operator and one of the forces that help to maintain the State's fine safety record.

INSPECTOR FORCE

The Inspector Force, at the end of the calendar year, had an authorized strength of 123 men and an actual strength of 118, including the Chief Inspector and eight Deputy Chief Inspectors. During 1947, the Force examined 143,815 applicants for driver licenses; supervised the examination of 13,270 applicants for "for hire" licenses in connection with the operation of buses; travelled 2,308,746 miles on highway patrol; made 19,759 arrests that netted the State \$167,660.25 in fines; initiated and completed 14,347 investigations; issued 13,993 written warnings and recovered 92 stolen cars with an estimated value of \$126,000. Two members of the Force died during the year, two resigned, two were retired and one returned to duty from military service. Five were appointed during the year to fill vacancies.

It is important to discuss again the driver license examination. The Department has continued to use the standard examination approved by the American Association of Motor Vehicle Administrators which consists of a driving test, a test of vision and color, together with a written examination and an oral test in cases where this appears advisable. Although the examination equals or even exceeds the standards in use in many States, it still has many features that call for improvement. A more desirable procedure would add a test of reaction time, depth perception, field of vision, glare recovery and an attitude test. It should be understood, of course, that these modern additions would require a considerable increase in personnel, together with permanent quarters for the examinations. The present method of conducting examinations in places which are borrowed from other agencies, makes any present improvement impossible.

It is again recommended that consideration be given to the establishment of a system of reexamination of all drivers. The reexaminations carried out in private industry, together with the results of reexaminations which have been conducted by other States, furnish ample proof that this innovation is desirable and productive of good results. The reexamination of senior drivers which has been conducted in New Jersey, as described on another page of this report, provides impressive proof of the value of this idea.

The patrol of the major State highways was continued, as in previous years, with safety benefits which cannot be over-emphasized.

The Inspectors continued the enforcement of the law providing for the licensing of junk yards. The law requires that licenses be issued only to operators whose yards are adjacent to or visible from state highways.

The Force investigated all fatal traffic accidents and, as in the past, proceedings were instituted against the licenses of drivers who were found

to be concerned in violation of the motor vehicle law at the time of their accidents. It seems obvious that all personal injury accidents should be investigated in like manner but this task cannot be undertaken with the present limited personnel.

Inspectors assisted during the year with the work of the Divisions of Safety Education and Traffic Engineering.

The increase in motor vehicle thefts by professionals made it necessary for several members of the Force to concentrate their efforts in an attempt to reduce this activity. These Inspectors have worked in full cooperation with all other enforcement agencies, state, federal and local, who have an interest in this matter. The present high value of cars has resulted in car larceny becoming a serious problem which will take a long time to correct. It is becoming evident, however, that the efforts now being put forth will eventually result in solving this trying problem.

During the year, the Department conducted an In-Service Training School for members of the Inspector Force. This type of training is intended to promote uniformity in operations and to refresh the personnel in matters of law, department policy, etc.

The following are the statistical tables showing the work of the Force during the year.

Drivers' Examinations According to Location

	Passed	Rejected	Total
Asbury Park	3,152	596	3,748
Atlantic City	3,527	849	4,376
Bridgeton	1,537	421	1,958
Burlington	733	173	906
Camden	8,124	1,463	9,587
Cape May Court House.....	986	200	1,186
Dover	1,698	311	2,009
Elizabeth	9,585	1,233	10,818
Englewood	6,639	848	7,487
Flemington	583	115	698
Freehold	1,838	363	2,201
Hackettstown	716	130	846
Hammonton	759	171	930
Jersey City	9,332	2,827	12,159
Morristown	2,092	310	2,402
Mount Holly	798	153	951
Newark	24,737	5,732	30,469
New Brunswick	3,139	675	3,814
Newton	844	148	992
Ocean City	1,170	192	1,362
Passaic	3,299	723	4,022
Paterson	7,043	1,235	8,278
Perth Amboy	1,487	219	1,706
Phillipsburg	809	139	948
Plainfield	2,659	352	3,011
Red Bank	2,667	426	3,093
Ridgewood	3,819	474	4,293
Salem	1,386	360	1,746
Somerville	2,869	533	3,402
Summit	1,457	187	1,644
Sussex	224	36	260
Toms River	1,135	134	1,269
Trenton	7,016	1,490	8,506
Woodbury	2,267	471	2,738
	120,126	23,689	143,815

Drivers' Examinations According to Month

Month	Passed	Rejected	Total
January	6,312	1,208	7,520
February	4,493	875	5,368
March	12,003	1,873	13,876
April	12,373	2,417	14,790
May	12,657	2,540	15,197
June	12,555	2,360	14,915
July	12,466	2,609	15,075
August	12,405	2,511	14,916
September	10,661	2,135	12,796
October	10,608	2,369	12,977
November	7,313	1,520	8,833
December	6,280	1,272	7,552
	120,126	23,689	143,815

1947	Males		Females	
	Passed	Rejected	Passed	Rejected
January	5,160	1,075	1,152	133
February	3,629	783	864	92
March	9,223	1,655	2,780	218
April	8,963	2,042	3,410	375
May	8,500	1,997	4,157	543
June	8,239	1,840	4,316	520
July	7,971	1,946	4,495	663
August	7,781	1,873	4,624	638
September	6,666	1,600	3,995	535
October	6,847	1,760	3,761	609
November	4,843	1,190	2,470	330
December	4,587	1,077	1,693	195
	82,409	18,838	37,717	4,851
		Passed	Rejected	
Males		82,409	18,838	
Females		37,717	4,851	
		120,126	23,689	

Classes of Rejections

Illiteracy	1,710
Impaired vision	3,339
Driving test	9,702
Written test and miscellaneous	8,938
	<u>23,689</u>

1947	Illiterates	Illiterates	Total
	Passed	Rejected	
January	70	93	163
February	65	82	147
March	123	163	286
April	127	155	282
May	171	185	356
June	144	168	312
July	134	171	305
August	136	158	294
September	146	150	296
October	194	177	371
November	81	119	200
December	104	89	193
	1,495	1,710	3,205

1947	Specials Passed	Rejected	Total
January	31	0	31
February	20	1	21
March	33	1	34
April	65	0	65
May	42	0	42
June	40	0	40
July	41	1	42
August	42	0	42
September	48	5	53
October	130	16	146
November	27	0	27
December	31	0	31
	<u>550</u>	<u>24</u>	<u>574</u>

1947	Re-exams Passed	Rejected	Total
January	64	14	78
February	58	7	65
March	126	22	148
April	110	15	125
May	119	17	136
June	89	10	99
July	86	6	92
August	61	3	64
September	71	4	75
October	80	22	102
November	55	14	69
December	51	11	62
	<u>970</u>	<u>145</u>	<u>1,115</u>

1947	Motor Cycle Passed	Rejected	Total
January	53	7	60
February	57	5	62
March	172	11	183
April	259	13	272
May	295	40	335
June	312	24	336
July	365	38	403
August	284	29	313
September	258	30	288
October	228	39	267
November	123	9	132
December	55	11	66
	<u>2,461</u>	<u>256</u>	<u>2,717</u>

1947	Farm Use Passed	Rejected	Total
January	26	2	28
February	11	1	12
March	29	2	31
April	40	4	44
May	39	1	40
June	36	4	40
July	67	3	70
August	50	6	56
September	31	6	37
October	0	0	0
November	24	3	27
December	20	0	20
	<hr/> 373	<hr/> 32	<hr/> 405

1947	Bus for Hire Passed	Rejected	Total
January	62	2	64
February	15	3	18
March	29	3	32
April	52	4	56
May	60	2	62
June	105	5	110
July	73	7	80
August	50	0	50
September	57	2	59
October	0	0	0
November	33	7	40
December	60	0	60
	<hr/> 596	<hr/> 35	<hr/> 631

1947	Must Wear Glasses	Rejected	Total
January	1,008	189	1,197
February	722	119	841
March	1,970	338	2,308
April	2,053	349	2,402
May	2,057	342	2,399
June	1,992	305	2,297
July	2,081	297	2,378
August	2,129	366	2,495
September	1,807	299	2,106
October	1,785	318	2,103
November	1,231	223	1,454
December	1,048	194	1,242
	<hr/> 19,883	<hr/> 3,339	<hr/> 23,222

Reexamination of Persons Involved in Accidents

(Drivers 65 years of age and over)

Total number examined.....	1,474
Drivers' licenses revoked.....	409
Drivers' license endorsed "conditional".....	531
No action taken.....	534

Reasons for Revocation

Heart	2
Vision	81
Road test	47
Written test	53
Road and vision.....	36
Revoked by default.....	162
Miscellaneous	28

Classified Eye Rejections According to Age

	17 to 21	22 to 30	31 to 35	36 to 40	41 and over
January	70	53	18	7	41
February	45	37	10	3	24
March	113	91	26	32	76
April	141	95	34	9	70
May	138	87	35	15	67
June	113	90	23	24	55
July	120	83	20	20	54
August	134	101	36	17	78
September	106	88	24	22	59
October	124	84	25	21	64
November	68	63	23	11	58
December	75	44	16	9	50
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
	1,247	916	290	190	696
"For Hire" licenses: issued.....					13,219
"For Hire" licenses: rejected.....					51
					<hr/>
					13,270

Summary

	Regular	Patrol	Total
Warnings	8,470	5,523	13,993
Summonses	11,977	7,782	19,759
Arrests	11,977	7,782	19,759
Fines	\$114,216.25	\$53,444.00	\$167,660.25
Investigations	13,416	931	14,347
Registrations collected	\$9,304.50	\$5,897.60	\$15,202.10
Driver's licenses collected	\$1,254.70	\$472.80	\$1,727.50
Days off	2,340	369	2,709
Vacation	1,128	136	1,264
Sick days	1,220	100	1,320
Gasoline (gals.)	96,746	58,524	155,270
Oil (qts.)	2,777	1,556	4,333
Miles	1,494,816	813,930	2,308,746
Travel	Hours 32,816	959¼	33,775¼
Patrol	" 65,432½	63,298¼	128,730¾
Investigation	" 4,638¾	2,016¾	6,655½
Check-up	" 20	41½	61½
Scale	" 3	..	3
Examinations	" 42,402¼	263½	42,665¾
Court	" 4,627½	1,433	6,060½
Safety education	" 5,411	..	5,411
Stolen cars	" 42	2	44
Special detail	" 1,002½	1,620¼	2,622¾
Traffic engineering	" 1,284	..	1,284
Administration	" 7,224	..	7,224
Miscellaneous	" 4,324	1,212¾	5,536¾
Total	" 169,227½	70,847¼	240,074¾
Inspectors	90	28	118
Resignations	2	..	2
Retirements	2	..	2
Deaths	2	..	2
Returned—armed service	1	..	1
Appointments	5	..	5
Gasoline—average miles	15.45	13.90	14.86
Oil—average miles	538.28	523.09	532.82

VEHICLE INSPECTIONS

The end-of-the-year under report marked the completion of ten years of statutory inspections of New Jersey registered motor vehicles. The inspection requirements were based upon the various sections of the statutes applying to the design, construction and equipment of motor vehicles. During this period, despite the war-time annual, instead of semi-annual, inspections from 1942 to 1945 inclusive, over 15,435,000 vehicles were presented for periodic initial inspections. Of this number, over 8,155,000 were found to meet the requirements and were approved upon initial examination. The inspection and reinspection of the remainder disclosed over 20,710,000 unlawful and unsafe conditions which did not meet the inspection requirements and necessitated the rejections of the vehicles in question. Parenthetically, over 5,950,000 of the rejections were due to unsafe braking conditions. Rejections resulted in over 20,000,000 corrections, adjustments and repairs to secure the approval of all of the rejected vehicles upon reinspection. So far, the traffic through the 28 inspection stations operated by the Testing Division, has totaled more than 25,100,000 vehicles.

Even a partial appraisal of inspections makes it apparent that the program has had a salutary effect on the overall state-wide traffic safety situation. Supporting evidence can be found in other sections of the report of which this is a part, particularly the table showing traffic fatalities before and after inauguration of the program.

A year ago, plans were well under way to provide more inspection stations to take care of inspecting the considerably increased number of registered motor vehicles. During the year, a number of proposed station sites were surveyed and the potentialities studied. The further this work progressed, the more evident it became that it was impractical to establish any additional inspection stations under existing economic conditions. The obvious alternative was to utilize the existing stations to the best possible advantage by a judicious increase in manpower.

At the beginning of 1947, due to war-time civil service exigencies, a large percentage of the examiners were temporary employees. On February 1, the replacement of the temporary men was inaugurated by the employment of 91 examiners from the first post-war civil service eligible list. Immediately after employment, the group reported to Trenton for one week's class instruction under the direction of the State Department of Public Instruction. In December, the authorized number of examiners was increased from 294 to 305. Also, it was expected that authority would be forthcoming to increase the number of examiners to about 345 in keeping with the efforts to make the best possible utilization of the present stations.

There were no notable changes in inspection requirements and inspection methods during the year. However, there was a stepping up of enforcement against delinquent owners. In addition to revocation action against the registration of uninspected vehicles, the inspectors stopped uninspected vehicles on the highways and summonsed 1,408 of the owners to the Trenton office where hearings were conducted. Enforcement led to revocation action against 27,651 registrations. Subsequent compliance with the inspection law led, after a time, to favorable reconsiderations and restorations in a number of cases.

When a vehicle is subject to the inspection law, and its owner for some reason cannot present it for inspection, the Department requires that the registration card and license plate be surrendered at any motor vehicle inspection station. A registration thus voluntarily surrendered is received without prejudice and filed at Trenton. A registration is returned promptly upon request when, and if, the owner is ready to present the vehicle for inspection. Altogether 25,030 registrations were surrendered during the period under report and 2,673 of these were returned upon request.

The inspection requirements in force were classified as follows:

CLASS (A)

Requirements remaining unchanged because of their vital bearing on safety and the prevention of loss of life, limb and property. Rejections under these requirements require re-examination at an inspection station.

CLASS (B)

Requirements covering items required by law but which are something less than vitally important to safety. When a vehicle or its equipment does not comply with any such requirement, the resulting Class (B) rejection will not require that the vehicle be brought back for reinspection. However, the owner or driver is to be told that the vehicle will be operated in violation of the law if the requirement in question is not met by an adjustment, correction or repair.

A table of inspection results is appended. It is important to note that the table cannot be compared item by item with the published results of the inspection periods prior to 1944 because of certain differences in statistical reporting. A direct comparison can be made with the corresponding tables for 1944, 1945 and 1946. In the appended table, the accounting procedure pertaining to inspection cards issued, inspection fees collected and windshield decalomania affixed made it necessary to omit from the table a large total of Class (B) rejections on vehicles approved on initial examination. By the end of the inspection year, the number of Class (B) rejections not shown will total about 200,000 for each of the two inspection periods.

It is not surprising that the interim report for the second inspection period shows that 68.32 per cent of the vehicles were approved on initial examination. This percentage will be lower at the end of the period because it invariably develops that vehicles presented for inspection late in the period are usually in poorer-than-average condition.

Taking both Class (A) and (B) rejections into consideration, approximately 50 per cent of the vehicles inspected were found to be in an unlawful or unsafe conditions for one or more reasons.

INTERIM REPORT OF VEHICLES INSPECTED

1947 Registration Year

Distribution	1st Period	*2nd Period
Approved on initial examination.....	660,219	647,975
Approved on re-examination.....	340,672	281,051
Rejected on initial examination.....	362,190	300,520
Rejected on re-examination.....	97,625	75,131
"No Fee" vehicles approved.....	5,822	6,248
"No Fee" vehicles rejected.....	1,112	954
	1,467,640	1,311,879

* Period still in progress.

Number of Individual Cars

Approved on initial examination.....	64.57%	660,219	68.32%	647,975
Rejected on initial examination.....	35.43%	362,190	31.68%	300,520
Totals		1,022,409		948,495

Approvals

Approved on initial examination.....	660,219	647,975
Approved on re-examination.....	340,672	281,051
Totals	1,000,891	929,026

Handlings

1st Period	1,467,640
2nd Period	1,311,879
Totals.....	2,779,519

Reasons for Rejections

	1st Period		*2nd Period	
		Per Cent		Per Cent
(B) 1. Credentials, license cards..	10,995	1.02	8,342	.96
(A) 2. Steering alignment.....	54,964	5.10	44,503	5.12
(A) 3. Steering operation.....	72,281	6.71	59,807	6.88
4.				
(B) 5. Identification marks (plates).....	30,760	2.85	22,847	2.63
(B) 6. Examination of all glass..	46,764	4.34	40,521	4.66
(A) 7. Obstruction to vision.....	14,499	1.35	12,554	1.44
(A) 8. Horn	8,078	.75	6,324	.73
(B) 9. Windshield cleaners.....	7,626	.71	6,811	.78
(A) 10. Rear-view mirror.....	3,209	.30	2,651	.30
(B) 11. Exhaust system	9,363	.87	8,015	.92
12. Miscellaneous	34,230	3.17	28,178	3.24
(A) 13. Headlights	235,049	21.80	196,376	22.58
(B) 14. Auxiliary driving lights...	11,216	1.04	9,880	1.14
(B) 15. Light output	65,159	6.04	45,422	5.22
(B) 16. Parking lights.....	20,952	1.94	15,937	1.83
(A) 17. Red tail light.....	31,375	2.91	22,935	2.64
(B) 18. Other rear lights.....	86,090	7.98	70,633	8.13
(B) 19. Wiring and switching.....	24,727	2.29	18,675	2.15
20. Beam indicator light.....	11,500	1.07	7,873	.91
21.				
(A) 22. Service brake	78,619	7.29	62,576	7.20
(A) 23. Parking brake.....	35,730	3.31	30,127	3.47
(A) 24. Brake equalization.....	132,605	12.31	100,306	11.54
(A) 25. Pedal and lever reserve....	52,381	4.85	48,284	5.53
Totals.....	1,078,172		869,577	

* Period still in progress.

SAFETY EDUCATION

The year 1947 was one of increased safety education activity. Additional efforts were made to reach all New Jersey residents with regular and continuous public information on the prevention of accidents and the improvement of traffic conditions generally.

These safety educational activities were channelized in three major areas: the schools, general public, and safety organizations.

Two safety awards were made to the State of New Jersey in 1947 for accomplishments in the year 1946. One was by the National Safety Council in the Annual National Traffic Safety Contest in which New Jersey placed second in the eastern states group in a tie with Massachusetts. This was the twelfth award to New Jersey in the 15 years the national contest has been conducted. The second was a plaque from the American Automobile Association in recognition of New Jersey's first place award, in a tie with Massachusetts, in its group of states, in the AAA Pedestrian Protection Contest. This national contest among states has been conducted by the American Automobile Association since 1939 but it was the first year that New Jersey won an award. The winners were selected on the basis of improvement in accident record as well as protection activities.

Both these awards were presented to Governor Driscoll at the opening of the Governor's Highway Safety Conference held at the War Memorial Building, Trenton, on May 8.

One of the important developments in safety educational activity which resulted from the Governor's Conference, was a program of state-county-municipal cooperation for the improvement of traffic conditions carried on by the New Jersey Highway Safety Coordinating Committee.

The 181 municipalities which had formed local safety committees by the end of 1947, as well as the 16 county coordinating committees organized, will provide a basis for broadening the scope of safety education at the county and municipal levels of government.

NEWSPAPERS

An important part of the general educational program was the cooperation given by the publishers of the 250 daily and weekly newspapers in the State. Over 150 regular state releases were carried as well as over 100 special news stories. In addition, the coverage given by the press to local safety stories was a most effective part of the public educational program.

Other publications, such as magazines, carried ten special safety stories during the year.

RADIO

A continuous public educational program was carried on through the cooperation of New Jersey radio stations as well as many stations located outside of the State but having coverage in New Jersey. This radio program consisted of 15-minute dramatizations and "spot" announcements. There were 8,099 "spot" announcements distributed on a weekly release schedule and 154½ hours of actual broadcast time was donated by New Jersey stations for the Department's dramatized program, "Highways to Safety."

The following is a list of the New Jersey radio stations where the "Highways to Safety" program was regularly scheduled:

WAAT	WFGP	WWBZ
WAWZ	WHOM	WNJR
WCAM	WPAT	WEST (Easton, Pa.)
WCAP	WSNJ	
WCTC	WTM	

The following is a list of stations that received "spot" announcements each week:

New Jersey	New York	Pennsylvania
WAAT	CBS	KYW
WAWZ	NBC	WBUD
WCAM	WABC	WCAU
WCAP	WBNX	WDAS
WCTC	WEVD	WEST
WFGP	WHN	WFIL
WHOM	WINS	WIBG
WMID	WMCA	WIP
WNJR	WNEW	WPEN
WPAT	WOR	
WSNJ	WOV	
WWBZ	WXQR	

SAFETY MEETINGS

Department personnel conducted over 250 safety meetings during the year at which safety talks and motion pictures were presented as a part of the regular public information program. There was an attendance of 25,995 persons at these meetings.

MOTION PICTURES AND FILM LIBRARY

Motion pictures were an important part of the educational program for all age groups. The Department's film library consists of motion pictures on 46 traffic safety subjects and slide films on eight related subjects. Total number of motion picture prints in use is over 200.

Film use during the year included actual projection of films by Department personnel as well as films that were mailed out to other organizations for their use.

The following facts indicate the extensive use of the film library during the year:

2,981 film showings..... 372,510 attendance

These showings were as follows:

Adults groups	502 showings	107,216 attendance
Elementary schools	422 showings	132,273 attendance
Secondary schools	1,932 showings	104,550 attendance
Out of state	125 showings	28,471 attendance

In addition to the loans of films to organizations outside of New Jersey, as shown above, there were 40 prints of department films purchased by outside organizations.

Motion picture theatres cooperated in the safety education program.

DIRECT MAIL

Approximately 225,000 pieces of direct mail were sent by the Department during the year in the interest of safety promotion.

EXHIBITS

There were 33 safety exhibits of various types. Motion pictures were shown at some of these exhibits to an actual audience of 15,850 persons.

SAFETY MATERIALS DISTRIBUTED

1-2-3-Go buttons	128,370
1-2-3-Go leaflets	128,370
Pedestrian Problem	5,000
Educating the Pedestrian.....	300
Bike Quiz	20,000
Bike Law	8,000
Skillful Driver	500
Urgent	200
Time to Take Stock.....	200
An Appeal to Reason.....	250,000
Pedestrian Warnings	20,000
Behind the Wheel.....	3,200
M. V. Driving Practices.....	2,800
User's Guide	6,500
When the Wheels Revolve.....	6,500
Brochure—Man and the Motor Car.....	500
A Car Traveling People.....	200
Kits	251
Building Testing Devices.....	100
Brake Manual	2,640
Support Program	850
County and Municipal Program.....	1,250
Film Lists	350
Teaching Aids and Related Forms.....	550
Charts	11,000
Tests	15,340
Man and the Motor Car.....	931
Traffic Safety	13,512
Pedestrian Bulletin	8,000
Annual Report	6,000
Drivers Manual	178,815
Law Books	6,200

SPECIAL PROGRAMS

There were 117 special programs which included lectures, demonstrations and tests, given for various organizations including bus drivers, fire and police organizations, military personnel and related groups.

SCHOOL PROGRAM

1. Elementary Schools

Conferences	10
Lectures	293 (attendance of 100,008)
Films shown or loaned..	422 showings (attendance of 132,273)

2. Secondary Schools

Conferences	113
Demonstrations	40 (attendance of 3,607)
Lectures	9 (attendance of 730)
Film loaned	1,932 showings (attendance of 104,550)
Examinations conducted.	125
Student certificates issued	13,340

3. Teachers Colleges

Teacher training courses were conducted by representatives of the Department at Montclair and Trenton State Teachers Colleges.

Four courses were given during the year. Two courses were for 16 periods and two for 34 periods. There were 91 teachers who completed these courses.

TRAFFIC ENGINEERING

Since modern life is built around the motor vehicle, motor vehicle transportation is an integral component of the social and economic structure. Without it, cities would become stagnant and rural areas would revert to the isolation of the pre-motor era with resultant commercial and social chaos.

Experience and observation in many cities of the State, particularly in concentrated commercial areas, bear evidence of the fact, however, that present day motor vehicle travel approaches, at times, the mobility of the "horse and buggy" days.

The motor vehicle has improved general welfare both economically and socially but, unfortunately, has resulted in the by-products of traffic accidents and traffic congestion. These by-products tend to impair the usefulness of the motor vehicle.

If municipalities are to survive as modern, progressive business and industrial areas in which to live and work and the choking of essential surface transportation is to be avoided, it is a "must" that the ever-growing problems of traffic accidents and congestion be dealt with immediately and effectively.

Despite continued motor vehicle shortages, ensuing from the war years, motor vehicle travel in New Jersey increased more than eight per cent in 1947 over the previous year, 1946. The 1947 increase represents a two per cent higher total than in 1941, the previous peak year of travel in New Jersey.

It has been estimated that annual motor vehicles miles traveled in New Jersey by 1970 will double the present mileage. Whether there is unanimity in the degree of increase in years to come is, at the moment, unimportant. There is, however, agreement in the fact an increase is inevitable, with a further aggravation of New Jersey's traffic problems unless specific, concentrated, cooperative action is taken immediately by responsible state, county and municipal authorities.

New Jersey's traffic difficulties are primarily municipal problems. True, there exist serious traffic difficulties on sections of the State's trunkline system, particularly within or adjacent to large population centers. However, plans of the State Highway Department for the improvement of facilities will, when completed, alleviate these difficulties but, despite these improvements, there will remain many of the problems now existing on local roadways within community concentrated centers.

To a large extent, therefore, New Jersey's traffic problem concerns local municipal and county roadways within concentrated residential and busi-

ness areas; that is, the improvement of traffic conditions on these roadways or, in other words, increased use of today's streets.

The responsibility for the improvement of existing and future traffic conditions in New Jersey is twofold—that of government and that of the public, collectively and individually.

It is government's place to establish and maintain leadership in the adoption and application of a traffic control plan suitable to meet the needs, and citizens' responsibility to support all such needed action without regard to individual or selfish interests.

For the past several years the Motor Vehicle Department has stressed the importance of organizing community and county forces in a manner necessary to effectively cope with the traffic problem. It is more important than ever that such forces be effectively and cooperatively organized in a manner to:

1. Appraise traffic conditions and needs within their respective areas.
2. Develop and apply plans for action based upon factual data and not opinion.
3. Coordinate activities within communities and county areas.
4. Obtain public support.

The traffic engineering facilities of the Department were utilized during the year by providing assistance to state, county and local departments in the application of the many traffic control techniques which, when properly applied, where and when needed, will result in traffic improvement. These techniques may be summarized into three general categories—movement, storage and safety.

To further assist in the development and application of these techniques and to offer additional aid, the Department in 1947 added three assistant traffic engineers to its technical forces. Many communities have already had the advantage of this increased technical assistance.

During the year requests by officials of state, county and municipal organizations for recommendations and assistance in the solution or alleviation of their traffic difficulties have risen to an all-time high.

These requests included applications for approval of the installation and operation of traffic control signals, flashing signals, stop signs and other regulatory devices, as well as investigations to determine the necessity of restrictive control measures such as one-way streets, prohibited or time limited parking, control of turning movements and other measures.

During the year the Department received 461 such requests, of which 235 were approved as follows:

Traffic control signals approved.....	68
Flashing signals approved.....	18
Resolutions approved	7
Ordinances approved	142

In addition, the Department assisted many local authorities in the completion of special traffic studies.

The principal function of the traffic engineering facilities is that of a state traffic authority performing on a state-wide basis engineering activities dealing with control and regulation of street and highway transportation to the end that such transportation may move expeditiously with safety.

The major duties and responsibilities include:

1. Traffic engineering responsibilities such as traffic surveys and studies, parking surveys, traffic control methods, movements of pedestrian traffic, roadway design from a geometric standpoint, as well as technical analyses of motor vehicle accident experience.
2. Determining and recommending proper traffic control methods both from the standpoint of regulatory devices as well as highway design.
3. Investigate and recommend to the Commissioner of Motor Vehicles action with respect to local traffic ordinances or resolutions.
4. Compiling, analyzing and filing of motor vehicle accident reports to determine not only accident frequency, their causes and necessary prevention measures but also constant analyses of high accident locations and the development of proper and adequate correctives.
5. Consulting with state, county and municipal officials on traffic matters and control problems.
6. Conduct research studies in the field of traffic regulation and control and highway transportation generally, including before and after studies to determine the effectiveness of applied correctives.

Traffic engineering alone is not the solution to the highway transportation problem or of motor vehicle accidents. However, through traffic engineering activities, places or areas of traffic congestion and hazard can be relieved, if not correctly entirely. Furthermore, through the improvement of physical conditions, the importance of human behavior factors in the accident problem will be lessened; that is, physical conditions which will make it less possible for drivers and pedestrians to be involved in accidents.

This phase of traffic engineering can be of great service to local governments, benefitting the economic welfare of the community and reaching beyond municipal boundary lines and favorably affecting the State as a whole.

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING

Enforcement of the Financial Responsibility Law was stepped up considerably during the year. Conviction cases increased 26 per cent; judgment cases 25 per cent; revocations 27 per cent, and certified copies of operating records 127 per cent.

Once again the administration of the judgment feature of this law proved to be of material benefit to the public. Unsatisfied judgments totaling \$550,659.75 were reported to the Department and as a result of subjecting the defendants to the requirements of the Financial Responsibility Law, proof of payment was subsequently filed totaling \$232,005.84. Had it not been for the requirements of the law these judgments might have been uncollectible. In the cases where the judgment debtor did not pay the judgment the driver's license and registration privileges were revoked and the debtors will never again be permitted to own or operate motor vehicles in the State unless these judgments, caused by their negligence, are satisfied. In addition to the unsatisfied judgments actually reported, there were many cases in which the mere threat of revocation was sufficient to force prompt settlement of claims and judgments. This information was gained from correspondence, interviews with attorneys and from those who were concerned in accidents.

In 1938 the Department added to the regular accident reports the question; "Is your vehicle insured?" Of the accidents reported during the year 1938, only 27 per cent of the total vehicles involved were reported as insured. The statistics covering accidents reported during the year 1947 disclose that 55 per cent of the vehicles involved were insured. There is no authentic data as to the number of motor vehicles registered in New Jersey that are covered by insurance. However, the number of vehicles involved in accidents is a good sample and covers a fair cross-section of the total vehicles registered. It is interesting to note the increase in insured motor vehicles in the State of New Jersey.

	In All Accidents	In Fatal Accidents
Car insured	51,328	321
Car not insured	15,966	131
Insurance status unknown.....	25,291	322
Total.....	92,585	774

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 \$25 or more, to forward a report of such accident to the Department of Motor Vehicles within 48 hours.

Of the accident reports received, 9,683 were originally reported in letter form. Numerous accidents are reported over the telephone or by persons who call personally at the office. Upon receipt of these reports a regular report form is sent to each party concerned in the accident, requesting that the report be filled in and returned to the office.

During the year, the Department answered thousands of inquiries regarding accidents advising names and addresses, etc., of the applicants whose license numbers have been quoted, and explaining the procedure to be followed by law in order to make a complaint or to collect damages. Numerous inquiries over the telephone are answered daily, and persons are interviewed who desire information regarding accidents. Index cards for each driver concerned in every accident have been filed in the Drivers' Record File. The original accident reports were transferred to the Traffic Division where detailed statistics covering accidents are compiled. Complete statistics covering these accidents will be found in the statistical report of accidents.

HABITUAL VIOLATORS:

Habitual violators required to comply with Financial Responsibility Law	1,080
---	-------

MAGISTRATE REPORTS:

Reports of magistrates received during 1947 covering single convictions of certain sections of the Motor Vehicle Law which are set forth by the New Jersey Financial Responsibility Law are classified as follows:

Title 39, chapter 4, section 96	2,007
Title 39, chapter 4, section 129	569
Title 39, chapter 4, section 50	1,185
Fatal accidents	163
Defendants made subject for other reasons originating in office of Commissioner	1,018
Three-year period extended because of conviction other than those normally required under the law	420
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	72

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	2,948
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	27

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.

Certificates received during 1947..... 16,995

JUDGMENTS:

The law requires that the Department shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$25 within 30 days after the date that the judgment becomes final. Upon receipt of a certification from a court showing an unsatisfied judgment which comes within the scope of the law, defendants are advised of the proposed suspension of all his licenses, unless he satisfies the requirements of the law within a reasonable length of time. The defendant must immediately satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this Department evidence of his financial responsibility for future accidents for a period of three years after the date he is made subject to the law. For failure to comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

Total judgment cases certified during 1947.....	811
Representing	\$550,659.75
Judgments secured against New Jersey residents in another state	13
New Jersey judgments secured against non-residents....	48
*Judgments later paid.....	\$232,005.84
Revocations	851
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored....	589
Pending, inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys.....	4
Pending, sufficient time has not elapsed for case to be completed	39

*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.

REVOICATIONS:

Total revocations for failure to comply with the Financial Responsibility Law 7,840

RESTORATIONS:

Total restorations, after establishing financial responsibility. 4,460

FILE SEARCHING:

Files were searched to determine whether or not there was a record in 37,089 cases. This figure does not include phone calls nor the file searching, etc., in connection with the regular office procedure in handling cases.

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	3,869
Fees collected:	
3,703 certified abstracts at \$1.00.....	\$3,703.00
2 certified abstracts at \$1.06.....	2.12
1 certified abstract at \$2.50.....	2.50
	<hr/>
Total fees collected.....	\$3,707.62
Certified copies at "No Fee".....	100
Certified copies "Voided".....	63

TRAFFIC LAW VIOLATIONS

Traffic and motor vehicle law enforcement, as measured by arrests, was seven per cent greater in 1947 than in the previous year. The total number of violators apprehended was 100,119.

Year	Violations
1947.....	100,119
1946.....	93,663
1945.....	56,859
1944.....	50,914
1943.....	50,845
1942.....	69,066
1941.....	111,542

Under the statute, fines imposed on complaints instituted by Motor Vehicle Inspectors or State Police revert to the State Treasury. The fines collected from this source during 1947 was \$384,439.76, the highest in history.

Year	Fines Collected
1947.....	\$384,439.76
1946.....	358,176.25
1945.....	247,001.92
1944.....	197,543.59
1943.....	222,956.50
1942.....	214,580.02
1941.....	262,114.37

The leading violation of the year was speeding with 40,345 arrests, or 40 per cent of all violations. Second in number were careless driving arrests which totaled 16,052, or 16 per cent. Other frequent violations were failing to observe traffic signal, 6,601, or 6.6 per cent and operating without a driver's license 4,395, or 4.4 per cent. A breakdown of the speed arrests reveals that operators between 20 and 29 were involved in more violations numerically and proportionately than any other age group.

	Per cent licensed drivers	Number arrests	Per cent arrests
Under 20	5.78	1,856	4.60
20 to 29.....	26.26	15,734	39.
30 to 39.....	27.91	11,700	29.
40 to 49.....	21.52	7,262	18.
50 to 64.....	15.46	3,591	8.90
65 and over	3.07	202	.50
	<hr style="width: 50%; margin: 0 auto;"/> 100.00	<hr style="width: 50%; margin: 0 auto;"/> 40,345	<hr style="width: 50%; margin: 0 auto;"/> 100.00

The five leading violations that showed up most frequently in the records for the year accounted for 71 per cent of total arrests. These violations, in the order of their frequency in the records, were as follows:

Violations	Number
Speeding	40,345
Careless driving	16,052
Ignoring traffic signal.....	6,601
Driving without a license.....	4,395
Parking	3,670
Total.....	71,063

Close to 50 per cent of those fined for violations paid a nominal penalty of between \$3 and \$5. One-fourth of the fines imposed ranged between \$6 and \$10.

Fines Imposed

	Per Cent
Costs only .....	.4
\$1	2.8
\$2	10.7
\$3 to \$5.....	47.6
\$6 to \$10.....	25.1
\$11 to \$15.....	5.8
\$16 to \$25.....	4.5
\$26 to \$50.....	1.5
\$51 to \$100.....	.6
Over \$100	1.0
	100.0

More than a third (35 per cent) of the year's violators were non-residents.

Route 25, the State's heaviest travelled artery, accounted for 12,114 arrests, or 21.3 per cent of violations occurring on state highways. This was 12 per cent of total arrests on all streets and highways.

One of the encouraging facts obtained from the record was the stepping up of enforcement by municipal police officers. In 1946, municipal police made but 44 per cent of total traffic arrests. During 1947 they accounted for 49 per cent of arrests.

As was the case with speed arrests discussed earlier in this chapter, the driver group 20 to 29 years accounted for more total arrests than any other age classification. These youthful operators figured in 35,876, or 39.6 per cent of total arrests.

Ages of Violators

	Per Cent Licensed	Per Cent Violators
Under 20	5.78	5.76
20 to 29.....	26.26	39.61
30 to 39.....	27.91	26.76
40 to 49.....	21.52	16.85
50 to 64.....	15.46	9.92
65 and over.....	3.07	1.10
	100.00	100.00

Almost 98 per cent of those persons apprehended for violating the motor vehicle and traffic laws were found guilty, while about two per cent of the charges were dismissed.

Disposition of Cases

	Number	Per Cent
Fined	83,611	83.5
Suspended sentence	10,701	10.7
Dismissed	2,698	2.7
Revoked	345	.3
Jailed	654	.7
Revoked and fined	1,621	1.6
Revocation and jail	253	.3
Others	236	.2
	<hr/> 100,119	<hr/> 100.0

Monthly Record of Violations

Month	1947	1946	1945
January	6,122	5,560	2,144
February	6,192	5,987	2,894
March	7,540	7,186	4,269
April	9,613	7,650	5,078
May	9,184	8,329	4,870
June	9,504	9,398	5,171
July	10,571	9,873	5,270
August	10,676	10,559	6,398
September	8,507	8,312	6,276
October	8,910	8,291	5,233
November	7,083	6,281	5,261
December	6,217	6,237	3,995
Totals.....	<hr/> 100,119	<hr/> 93,663	<hr/> 56,859

NEW JERSEY

STATISTICAL SUMMARY OF MOTOR VEHICLE VIOLATIONS

MOTOR VEHICLE DEPARTMENT
ARTHUR W. MAGEE, Commissioner
Trenton, N. J.

IN New Jersey
State, County or City

DURING January to December (incl.) 1947
Month or Year

VIOLATIONS OF TITLE 39 R. S.							
Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4...	1250	3-80...	12	4-58...	40	4-97...	16052
3-10...	4395	3-81...	1	4-62...	4	4-98...	40345
3-11...	271	3-82...	3	4-63...	7	4-105	
3-12...	63	4-10		4-64...	13	to	
3-17...	546	to		4-65...	89	4-121...	522
3-19...	3	4-14...	22	4-66...	7	4-122...	72
3-29...	3465	4-15		4-67...	113	4-123...	115
3-23...	680	4-20...	17	4-70...	12	4-125...	70
3-34...	51	4-25		4-71...	31	4-126...	211
3-35...	147	4-26		4-73...	41	4-127...	12
3-36...	109	to		4-75...		4-128...	1355
3-37...	48	4-30...	17	4-76...	3	4-129...	882
3-38...	30	4-32		4-77...	74	4-130...	7
3-39...	610	to		4-79...	1	4-135	
3-40...	398	4-37...	43	4-80...	124	to	
3-49...	76	4-38		4-81...	6601	4-138...	3670
3-53...	31	to		4-82...	404	4-141...	3430
3-56...	310	4-45...	431	4-83...	56	Chap. 6...	4
3-61...	450	4-46...	224	4-84...	113	Chap. 8...	18
3-62...	863	4-48...	205	4-85...	2947	Chap. 9...	3
3-64...	13	4-49...	57	4-86...	1376	2-138-9...	110
3-67...	171	4-50...	1239	4-87...	414	2-145-6...	12
3-69...	31	4-52...	10	4-88...	869	Misc.	968
3-70...	129	4-53...	6	4-89...	14		
3-71...	47	4-54...	8	4-90...	81		
3-72...	3	4-55...	2	4-91...	26		
3-73...	2	4-56...	47	4-92...	32		
3-74...	9	4-57...	140	4-96...	2084	TOTAL...	100119

VIOLATIONS OCCURRING ON STATE HIGHWAYS					
Route	Violators	Route	Violators	Route	Violators
1...	88	37...	451	S-1.....	29
3...	49	38...	35	S-1-A.....	
4...	5524	39...	254	S-3.....	38
5...	12	40...	271	S-4.....	
6...	3707	41...	34	S-4-A.....	
7...	70	42...	4365	S-6.....	12
8...	40	43...	2142	S-24.....	276
10...	1116	44...	2167	S-25.....	
12...	39	45...	197	S-26.....	2
17...	5123	46...	97	S-28.....	65
21...	81	47...	768	S-31.....	119
23...	1303	48...	776	S-39.....	
24...	766	49...	526	S-40.....	116
25...	12114	50...	62	S-41.....	241
26...	2110	51...	6	S-44.....	2
27...	406	52...	1	S-49.....	119
28...	2547	54...	4		
29...	3989	84...	16		
30...	366	4-N.....	143		
31...	511	5-N.....	28		
32...	283	13-E.....			
33...	355	25-M.....	57		
34...	647	29-A.....	2	Municipal and	
35...	1633	45-M.....	2	County roads	43490
36...	321	A-6.....	6	TOTAL...	100119

HOURS OF OCCURRENCE	
12 to 1 A.M.	2703
1 to 2 A.M.	2652
2 to 3 A.M.	2648
3 to 4 A.M.	1475
4 to 5 A.M.	741
5 to 6 A.M.	652
6 to 7 A.M.	1063
7 to 8 A.M.	2676
8 to 9 A.M.	2977
9 to 10 A.M.	4269
10 to 11 A.M.	7053
11 to 12 A.M.	6923
12 to 1 P.M.	4322
1 to 2 P.M.	5998
2 to 3 P.M.	8226
3 to 4 P.M.	8252
4 to 5 P.M.	6854
5 to 6 P.M.	4661
6 to 7 P.M.	3400
7 to 8 P.M.	4136
8 to 9 P.M.	4162
9 to 10 P.M.	3649
10 to 11 P.M.	3357
11 to 12 P.M.	3013
Unknown...	4257
TOTAL	100119

AGES OF VIOLATORS	
1. Under 17 years	154
2. 17 years	679
3. 18 years	1871
4. 19 years	2510
5. 20 years	3609
6. 21 to 24 years	15759
7. 25 to 29 years	16508
8. 30 to 39 years	24239
9. 40 to 49 years	15258
10. 50 to 64 years	8982
11. 65 and over	1001
12. Unknown	9549
TOTAL	100119

SCALE OF FINES IMPOSED	
1. Costs only	352
2. \$1	2353
3. \$2	9073
4. \$3 to \$5	40550
5. \$6 to \$10	21414
6. \$11 to \$15	4970
7. \$16 to \$25	3830
8. \$26 to \$50	1239
9. \$51 to \$100	546
10. \$101 to \$150	19
11. \$151 to \$200	842
12. \$201 and over	44
TOTAL	85232

COMPLAINTS MADE BY	
1. M. V. Inspectors	17802
2. State Police	30257
3. Local Officers	48953
4. Private Citizens	3101
5. P. U. Inspectors	1
6. Others	5
TOTAL	100119

RESIDENCE OF VIOLATORS	
1. New Jersey	65307
2. New York	15728
3. Pennsylvania	10937
4. Other States	8107
5. Unknown	40
TOTAL	100119

SEX	
1. Male	95212
2. Female	4907
TOTAL	100119

DISPOSITION	
1. Fined	83611
2. Suspended	10701
3. Dismissed	2698
4. Revoked	345
5. Jailed	654
6. Revoked and fined	1621
7. State appeal	12
8. Local appeal	68
9. Failed to pay	27
10. Grand jury	87
11. Revocation and jail	253
12. Unknown	42
TOTAL	100119

CERTIFICATES OF OWNERSHIP

The purpose of *R.S. 39:10* is to regulate and control titles to, and possession of, all motor vehicles in this state as well as to prevent the sale, purchase, disposal, possession, use or operation of stolen motor vehicles or motor vehicles with fraudulent titles within this state.

The first step in accomplishing the purpose of the chapter is to license all persons engaged in the business of buying, selling or dealing in motor vehicles. Consequently, the Department licensed a total of 2,987 dealers during the year. Of this number, 145 either voluntarily relinquished their licenses or their licenses were revoked, leaving a total active list of 2,842 dealers, of which 1,389 were new and used motor vehicle dealers, while 1,453 were used motor vehicle dealers. Such dealers were required to meet, among other provisions, certain minimum standards as to space and equipment in order to qualify for a license.

The Department reports that the Certificate of Ownership Law, during its first full year of operation has met all of its expectations, with respect to efficiency of operation, service to the automotive trade and the general public as well as an increase in revenue. The total revenue realized from the issuance of certificates of ownership was \$1,166,936.75, as compared with \$551,995.25 in 1946, or an increase of 111 per cent. Motor vehicle dealers and those engaged in the business of financing the purchase of motor vehicles, as well as the general public, have praised those features of the amendments which eliminated provisions causing delay in the purchase and sale of motor vehicles and the filing of evidence of ownership with the Department.

Manufacturers have shown a splendid willingness to cooperate with the Department in delivering a certificate of origin with each new motor vehicle delivered into the State of New Jersey. This important phase of the Certificate of Ownership Law is carried out by the manufacturers with little or no inconvenience to the dealers or general public.

The record of new car purchases maintained by the Department reflects a favorable trend in the production of this most important economic item. New car sales during the year totaled 147,671, or only 3 per cent less than 1941's new car sales, when 151,881 such transactions were recorded.

Motor vehicle agents issued 674 short-form repossession certificates of ownership. The balance, or 1,204 of the total of 1,878, were long form repossessions issued by the Central Office. These certificates were issued as the result of motor vehicles being seized and sold at public sale by reason of a breach of conditional sales contracts, chattel mortgages in default, garage liens, distress for rent and execution or attachment proceedings. Upon receipt of the foreclosure papers, an examination is made to ascer-

tain whether or not the statute which governs the repossession has been complied with. In the course of processing such certificates, the Department is called upon to consider many interesting points of law, which necessitates seeking many opinions, both verbal and written, from the Attorney General. This is necessary in order to protect the interest of all parties concerned and to implement the regulations relative to the issuance of repossession certificates.

Many requests for certifications of certificates of ownership records were received during the past year, and in addition thereto, there was an average of 450 letters received each day as well as a daily average of 45 visitors and 95 telephone calls.

The high market price for used motor vehicles was the incentive for automobile thieves to start an unprecedented large-scale automobile theft ring that operated in the Northern Metropolitan New Jersey area and several surrounding states. Members of the ring burglarized agencies of the Department and, among other items, stole blank certificate of ownership forms, which were used to facilitate the sale of stolen motor vehicles. Likewise, motor vehicle ownership forms of other states, such as New York, Pennsylvania, and Ohio, were also stolen and used for the same purpose. An investigation of this ring is drawing to a close, with more than 50 suspects in custody or under bail. The investigations were conducted by the Department with the splendid cooperation of the New Jersey State Police, the Automobile Underwriters Detective Bureau, prosecutors of several counties and local police departments.

If it were not for the amendments which concentrated the execution and issuance of title forms in the hands of the Department and its agents, many more of the blank forms would have been stolen, for many dealers' establishments were burglarized during the year.

Absolute certificates (A).....	383,051	@	\$1.50	\$574,576.50
Encumbered certificates (B).....	112,181	@	2.00	224,362.00
Contract satisfactions (C).....	117,329	@	.25	29,332.25
Dealers certificates (D).....	128,160	@	.50	64,080.00
Duplicate certificates (E).....	12,791	@	1.00	12,791.00
Foreign or defective title, motor change (F)	90,252	@	2.00	180,504.00
Repossessions (G).....	1,878	@	1.50	2,817.00
Penalties (H).....	4,835	@	5.00	24,175.00
Dealers licenses.....	529	@	100.00	52,900.00
Photostats.....				498.00
Information and miscellaneous.....				901.00
				\$1,166,936.75

CHANGES IN TITLE 39, REVISED STATUTES, ENACTED BY THE 1947 SESSION OF THE LEGISLATURE

CHAPTER 25—Provides fine of \$100 to \$500, or imprisonment not exceeding 90 days, or both, for persons convicted of driving automobiles after driver's license has been refused or license, reciprocity privilege, or car registration has been revoked.

CHAPTER 82—Permits trucks weighing more than 5,000 pounds unladen, or buses of more than 10-passenger capacity, to use red reflector emergency warning devices; requires such reflectors, or lighted flares, or lighted red electric lanterns to be used in case of vehicles becoming disabled on highways.

CHAPTER 247—Increases motor vehicle learners' permit fee from fifty cents to one dollar, also increases time from three weeks to 30 days.

CHAPTER 317—Fixes 18 miles per hour speed for farm tractors and traction equipment on public highways; permits tractors to draw agricultural machinery and implements while in transit from farm to farm if wheels present smooth surface to highway.

AJR 1—Directs Commission on State Tax Policy to study, prepare and report on equitable methods and formulas for levying and collecting motor vehicle taxes.

ACR 12—Provides that Motor Vehicle Commissioner issue special vehicle identification cards to certain amputee veterans entitling them to special parking privileges.

JUNK YARD SUPERVISION

Chapter 11 of title 39 of the Revised Statutes of New Jersey provides that motor vehicle junk yards adjacent to or visible from the state highways be under the supervision of the Motor Vehicle Department. There were 35 such yards licensed and supervised during the year and fees totaling \$1,850 were collected and turned over to the State Treasurer.

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

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

County	Number
Atlantic	2
Bergen	5
Burlington	1
Camden	3
Cape May	1
Gloucester	5
Hudson	5
Hunterdon	2
Middlesex	1
Monmouth	1
Morris	1
Ocean	3
Passaic	1
Somerset	2
Union	2
	35

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

Month	License Fees	Inspection Fees	Totals
January	\$150	..	\$150
February	200	..	200
March	200	\$25	225
April	50	..	50
May	50	..	50
June	100	25	125
July	200	..	200
August	250	..	250
September	100	..	100
October	100	..	100
November	100	..	100
December	300	..	300
Totals.....	\$1,800	\$50	\$1,850

Fees collected during the past five years were as follows:

1943	1944	1945	1946	1947
\$1,801	\$1,825	\$1,876.50	\$1,825	\$1,850

BUS EXCISE

Section 48:4-20 to 34, inclusive, of the *Revised Statutes* provides for the payment of an excise by owners or operators of buses transporting passengers for hire in interstate operations. The tax is one-half cent for each mile operated within the State; however, the operator is exempt from the payment of the tax for the miles covered in municipalities to which there is paid a five per cent gross receipts tax.

Compared with 1946 there was an increase of 3.6 per cent in the 1947 revenues. This may well be attributed to the fact that bus operations are approaching normalcy; new equipment is available and a lifting of general restrictions on the use of gasoline and tires. Furthermore, bus operators

have been permitted freedom in charter work, being previously restricted to local operations.

Bus Excise—1947

Month	Total Miles	Exempt Miles	Taxable Miles	Amount
January	2,024,044	623,297	1,400,747	\$7,003.81
February	2,181,484	581,982	1,599,502	7,997.62
March	2,133,795	621,117	1,512,678	7,578.12
April	1,887,640	469,511	1,418,129	7,090.79
May	2,539,464	652,525	1,886,939	9,479.73
June	2,538,763	709,373	1,829,390	9,147.12
July	2,944,317	645,313	2,299,004	11,495.19
August	3,121,528	687,830	2,433,698	12,168.73
September	2,488,899	557,586	1,931,313	9,656.65
October	3,021,044	1,072,146	1,948,898	9,738.15
November	2,108,039	627,829	1,480,210	7,407.64
December	2,311,102	642,883	1,668,219	8,341.28
Totals.....	29,300,119	7,891,392	21,408,727	\$107,104.83

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 24 hours a day. This service ties indirectly 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 514,058 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 During 1947

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Letters regarding duplicate and re-newal licenses	4,426	6,293	8,814	7,124	7,099	6,557	6,217	5,401	5,429	4,812	4,731	4,910	71,813
Regular information letters	3,982	3,844	4,777	4,796	5,229	4,855	4,613	4,305	4,163	3,991	3,617	3,328	51,530
Certified copies, special deliveries and registered mail	1,512	1,367	1,687	1,522	1,409	1,167	1,178	1,301	1,319	1,251	1,132	1,254	16,099
Lists and miscellaneous lookups	13,160	13,344	14,186	14,926	15,323	19,067	16,524	15,991	15,081	12,131	12,317	12,504	174,556
People appearing at office in person for information	1,037	1,541	2,349	1,539	1,168	974	831	811	805	783	724	691	13,253
Telephone and Tellaotograph calls 1 a.m. to 9 a.m.—Local	859	993	1,340	1,256	1,284	1,632	1,721	1,787	1,671	1,523	1,566	1,506	17,133
Telephone and Tellaotograph calls 1 a.m. to 9 a.m.—Long Distance	1,178	1,116	1,339	1,564	1,329	1,265	1,420	1,161	1,245	1,192	1,177	1,163	15,149
Telephone and Tellaotograph calls 9 a.m. to 5 p.m.—Local	5,321	6,007	6,156	4,812	3,074	3,212	3,249	2,957	3,124	3,169	2,542	2,777	46,400
Telephone and Tellaotograph calls 9 a.m. to 5 p.m.—Long Distance	3,119	3,789	4,990	4,667	3,645	3,220	2,278	2,216	2,840	2,332	2,503	2,551	33,150
Telephone and Tellaotograph calls 5 p.m. to 1 a.m.—Local	1,054	2,617	3,265	2,147	2,118	2,206	2,211	2,058	2,281	2,215	2,371	2,326	26,869
Telephone and Tellaotograph calls 5 p.m. to 1 a.m.—Long Distance	2,315	2,679	2,530	2,270	2,567	2,184	2,376	2,149	2,260	2,133	2,046	1,918	27,427
Record Checks	1,457	1,184	1,097	1,417	1,261	1,539	1,382	1,305	1,393	1,307	1,143	1,189	15,674
TOTALS	35,420	44,774	52,530	48,040	45,503	47,908	44,000	41,442	41,611	36,839	35,869	36,117	514,058

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 31,988,230 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:

	Sheets	Imprints	Items	Items Numbered	Per- forated	Total Opera- tions
Bookkeeping	5,500	5,500	5,500			5,500
Central agency	16,000	16,000	16,000			16,000
Certificate of ownership	382,600	400,100	756,800	10,000		766,800
Excise tax	4,700	5,300	8,600			8,600
Files	11,000	11,000	86,000			96,000
Financial responsibility	126,500	143,500	220,500	10,000	10,000	28,000
Fines	229,900	253,800	320,800			320,800
Information	25,200	33,200	100,800			100,800
Inspectors	187,600	299,600	394,600			394,600
Main office	14,500	14,500	27,000			27,000
Safety education	8,900	16,400	33,900			33,900
Shipping room	385,450	546,970	1,247,140	38,000	110,000	1,395,140
Testing	116,700	116,700	136,700			136,700
Traffic	13,000	13,000	13,000			13,000
Applications	1,209,800	1,395,300	7,258,800			7,258,800
Certificates	999,670	1,139,090	9,996,700	9,992,500	996,500	20,985,700
Miscellaneous	21,390	21,390	160,390		10,000	170,390
TOTALS	3,758,410	4,431,350	20,783,230	10,050,500	1,154,500	31,988,230
Mimeograph—all divisions						925,000
Addressograph—all divisions						210,000

SERVICE OF PROCESS ON NON-RESIDENTS

The Department collected the sum of \$4,872 in carrying out the provisions of *chapter 7 of title 39 of the Revised Statutes*, providing for the service of process on non-residents in automobile litigation.

The following is a list of the monthly fees collected:

January	\$278.00
February	318.00
March	422.00
April	366.00
May	334.00
June	396.00
July	464.00
August	418.00
September	366.00
October	472.00
November	508.00
December	530.00
Total	\$4,872.00

Respectfully submitted,

A. W. MAGEE,

Commissioner of Motor Vehicles.









