

PRINCETON SURVEYS

FORTY-FIRST

ANNUAL REPORT

OF THE

COMMISSIONER OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1946



ARTHUR W. MAGEE
Commissioner

WILLIAM J. DEARDEN
Deputy Commissioner

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Discard

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ANNUAL REPORT

April 1, 1947.

To His Excellency the Governor and the Legislature:

In accordance with sections 39:2-12 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 1946.

Total traffic accidents increased 34 per cent and fatalities 13 per cent over the previous year. During the same period there were 17 per cent more drivers licensed and 10 per cent more vehicles registered while vehicular travel, as reflected by taxable gasoline, was 36 per cent greater than in 1945. Vehicular travel, in fact, was within five per cent of the volume of the peak year 1941, yet 1946's total accidents were 22 per cent and fatalities 27 per cent below total accidents and fatalities in that pre-war year.

The mileage death rate, based on deaths per one hundred million vehicle miles of travel was 5.75. The 1945 rate was 7.27 and in 1941 the rate was 7.73.

Despite the continued improvement in the New Jersey traffic accident picture as measured by the death rate heretofore mentioned, the accident situation in the State is still a serious matter. There is no single solution of the problem. The answer is more and better enforcement, education and engineering.

Contemplated roadway improvements, particularly the primary roadway system of the State, will alleviate, to a large extent, some of the congestion and accident hazards as they affect the inter-city and the inter-state motorist. On the other hand, even with the completion of these major roadway facilities, the large percentage of important primary and secondary roads will remain for many years as they now exist. It is important therefore that the authorities give special attention to relieving congestion and eliminating hazards on this larger part of the State's roadway system through application of engineering techniques.

In this connection, it is reported that the present Number One highway transportation problem in the State is that of curb parking. Curb parking has reached such proportions, especially in the concentrated business areas, that the traffic congestion, traffic delay and accident hazards it causes threatens both public safety and business in such areas.

Present curb parking difficulties can be substantially corrected with the establishment of off-street parking facilities conveniently located and operated at reasonable cost to public users. Such facilities, which can be self-supporting would, without costly roadway construction, make available for moving traffic lanes now used for the storage of vehicles.

The financial and technical phases involved in providing off-street parking facilities are of such magnitude as to be beyond the reach of many municipalities. It is recommended, therefore, that the State assist in the solution of the parking problem through the establishment of a study committee, with sufficient appropriation and authority, to make a state-wide study of curb parking difficulties and the establishment of off-street parking facilities.

Traffic law enforcement, measured by total arrests for violations, increased 65 per cent over the previous year. Arrests totaled 93,663, more than half (53 per cent) of which were made by motor vehicle inspectors and state police netting, incidentally, the State \$358,176 in fines imposed.

The enforcement structure was noticeably weakened, however, by the mild penalties imposed upon offenders. Fining a speeder or flagrant violator a token penalty of \$3 or \$5 neither teaches the individual a lesson nor increases his respect for safety. Yet nearly half the fines imposed during the year were within this range.

Year after year the leading traffic violation and the principal cause of fatal accidents is speeding. The number of arrests for this offense in 1946 was 39,280, which was 54 per cent more speeding arrests than in the previous year. Thus it is evident that token fines have failed to curb this dangerous driving practice. In the interest of effective enforcement, therefore, it is recommended that a mandatory minimum penalty of \$25 be fixed by statute for all speed violations. Mandatory minimum penalties should be likewise considered for the other leading violations that cause accidents namely, driving on the wrong side of the road, following too closely, violating the right of way and improper turning.

Pedestrian accidents continued to be the leading source of traffic fatalities, although the record improved slightly over 1945. There were 360 pedestrian deaths from accidents, or 50.5 per cent of total traffic fatalities. As in former years, there were more fatal pedestrian accidents than any other accident type.

Despite wide efforts to educate the pedestrian into safer ways of crossing and walking the streets, investigation reveals little, if any, improvement in walking habits. It is recommended, therefore, that municipal officials begin enforcing the pedestrian laws by arresting those who cross against traffic signals, in the middle of the block or on the wrong side of the roadway. Only in this way will pedestrians be impressed with the fact that, under the law, they too are traffic the same as motor vehicles and subject to the same rules of safety as the latter.

Car owners and the public generally continued to benefit from state inspection of motor vehicles. Now in its tenth year, the necessity for car inspection is still evidenced by the continued large percentage of unsafe vehicles rejected on initial inspection. Inspections are again on a semi-annual basis, replacing the yearly inspection requirement that prevailed during the war years.

An important phase of the Department's activity was the promotion of safety education along the lines of informing the individual highway user, driver and pedestrian, about the traffic problem and the need for personal co-operation. This public information related to the causes and circumstances under which accidents occur; why the problem is important to the individual and what the individual driver and pedestrian can do to prevent accidents and aid traffic efficiency generally. For maximum effectiveness, this safety educational activity must be broad in scope, realistic in nature and continuous.

Traffic casualties affect everyone and the job of reaching all age groups effectively is a vast and complex undertaking. In addition to utilizing all possible media of public information on a state-wide basis, the program calls for the co-ordination of effort in three distinct areas, primarily at the local level:

1. County and municipal officials who share the responsibility for traffic safety can assist the safety educational program in their jurisdictions.
2. The schools can contribute a most effective part on an immediate and long-term basis by inculcating the proper attitudes and habits concerning traffic safety at all school age levels.
3. Non-official organizations which have an interest in public safety can help the program through the dissemination of safety information.

Wide public interest was developed during the year in the oft-advocated subject of driver re-examination. The Department has for years urged some form of control over that important factor in accidents, the human element, and it again emphasizes periodic examination of drivers to be most vital to the cause of highway safety.

The Department contends that it takes far too much for granted to assume that because a person was found to be a fit driver on a certain occasion when he was examined for his initial license, he necessarily remains equally fit for the rest of his life. Just as periodic examination has often disclosed apparently fit machines to have dangerous faults, so periodic examination of drivers may disclose them to have dangerous faults.

There are many kinds of defective human mechanisms. There are the drivers who suffer from heart trouble, epilepsy, alcohol and drug addiction, certain types of insanity, certain forms of paralysis affecting muscular control, night blindness and other physical ailments—to say nothing of emotional instability—which make them unfit to sit behind the wheel. The question has been raised that if such strict control over drivers were put into practice, the State would be depriving many people of their means of livelihood. The answer is that a live man can find another job, but a dead one cannot find another life. The social interest is paramount.

The ideal set-up, naturally, would be one that brought in every driver, at regular intervals, for re-examination, but the fact that New Jersey has over 1,500,000 licensed drivers would make this such a vast and costly task that it is doubtful whether funds could be obtained for the purpose. It has been suggested, therefore, that a beginning be made with the age group most in need of re-examination. On the basis of medical advice this group is the one 40 years and over.

Normal vision, so important in safe operation of an automobile, is lacking, in an amazing degree, in men and women over 40. The Better Vision Institute reports that at forty, 40 per cent—nearly half the people—have impaired vision and that this condition grows progressively worse with age. At 50 and over, muscular and mental changes develop so gradually that many people do not notice them.

The high percentage of vision defects found in persons over 40, as reported by the Better Vision Institute, must have a direct connection with two of the leading causes of accidents in New Jersey, namely, driving on the wrong side of the road and following too closely. Detecting and correcting these defects in senior drivers would undoubtedly eliminate many accidents caused by their inability to bring into proper focus markings, objects and other vehicles on the road.

There are no data available as to the number of drivers physically unfit to drive. Granted that they are in the minority, these drivers nevertheless constitute a threat to highway safety. They should be singled out and their defects corrected, if possible, not only for their own individual safety but for the safety of others. If re-examination would save as few as ten lives a year, it would be worth the effort and expense.

It would be fitting, therefore, for the Department to embark upon a re-examination program that would require every driver, upon reaching the age of 40, to undergo an eye test and related visual tests; at 50 years, a complete driver test and at 60, 65, 70 and every two years thereafter a complete driver test together with a medical test.

Leading safety authorities have long emphasized the need for driver re-examination. Re-examination likewise has the support of the Eastern Conference of Motor Vehicle Administrators and the President's Highway Safety Conference. The latter, in session last Spring at Washington made the following recommendation:

"Thorough re-examination of those most obviously in need of it is much more desirable than hurried mass re-examination of dubious thoroughness or value. Public opinion warrants further extension of re-examination."

Support will also be found in the Princeton Survey of a few years back in this recommendation to the Legislature:

"The principal purpose of the Department of Motor Vehicles today is to maintain safety on the public highways.

"The existence of the department as an agency for registration of automobiles and collection of license fees is incidental to this end. The authority over licenses enables the department to scrutinize the motor vehicle and its driver before they are permitted on the highways, and also provides a means of regulation and control after the privilege is granted."

The Department expresses its thanks to the New Jersey Press Association and the newspapers of the State for their generous co-operation in carrying highway safety to the people. Several newspapers were exceptionally outstanding in their efforts, while all rendered yeoman service to this worthy cause. The radio stations, too, were most co-operative.

REVENUE, REGISTRATIONS, LICENSES

The gross revenue of the Department for 1946 totaled \$24,819,573.67, an increase of 16.5 per cent over 1945.

Total motor vehicle registrations were 1,175,172, a rise of 9.4 per cent. Passenger vehicle registrations totaled 943,095 as compared with 876,172 in the previous year, an increase of 7.6 per cent, while commercial vehicle registrations were 166,653; an increase of 14.0 per cent.

The Department issued 1,538,270 driver's licenses, which figure was 15.0 per cent greater than the issuances of the preceding year.

REVENUE, REGISTRATIONS, LICENSES

	1946 Items	1945 Items	1946 Fees	1945 Fees
Passenger vehicles	943,095	876,172	\$10,955,636.85	\$10,183,633.05
"No Fee" registrations to Motor Vehicle, State and Local Police Departments	679	691	2,723,826.50	2,926,795.05
"No Fee" registrations of State, county, federal and municipally owned vehicles	13,071	13,123		
Commercial vehicles	149,373	128,411	5,119,847.00	4,347,845.50
Farmer truck vehicles	17,282	17,808	281,676.25	286,081.75
Undertaker vehicles	707	723	18,464.00	18,929.00
Omnibus vehicles	10,429	9,363	428,404.00	398,576.75
Trailer registrations	20,189	13,023	806,661.50	590,861.00
Motorcycles	9,517	6,493	19,034.00	12,986.00
Dealers (auto and M. C.)	3,082	2,208	76,680.00	54,960.00
Agricultural tractors	3,085	2,330	9,255.00	6,890.00
Farm use registrations	4,519	3,982	4,519.00	3,982.00
Contractor equipment-intransit	146	98	3,651.00	2,450.00
TOTAL REGISTRATIONS	1,175,172	1,074,430	6,596,877.75	5,723,162.00
Duplicate certificates	33,546	25,790	33,546.00	25,790.00
Transfers and exchanges	145,294	71,237	383,396.55	199,169.65
Duplicate tags (auto and M. C.)	11,925	9,514	11,869.50	9,481.00
Auto driver licenses	1,538,270	1,340,805	4,614,810.00	4,022,415.00
Farm vehicle driver licenses	568	619	568.00	619.00
Motorcycle driver licenses	7,637	5,005	7,637.00	5,005.00
Learner permits	307,944	236,734	153,972.00	118,367.00
Duplicate driver licenses (armed forces)	361	5,023	361.00	5,023.00
Postage			1,777.34	4,075.29
"No Fee" issues (to State, county and municipal governments)				4,152,429.00
Auto driver licenses	451	614		
Motorcycle driver licenses	849	778		
Transfers	1,226	278		
Duplicate tags	39	37		
Duplicate driver licenses	2	3		
Duplicate certificate (registrations)	3			
TOTAL ITEMS ISSUED BY AGENTS	3,223,287	2,770,867		
Fines, State			358,186.25	247,001.92
Certified copies			2,784.97	2,014.24
Commercial permits			23,417.06	17,517.18
Registration permits			67.50	32.50
Power of attorney fees			3,570.00	2,752.00
Miscellaneous receipts			3,909.02	2,740.50
			\$23,321,923.45	\$20,568,798.33
Bill of Sale and Certificate of Ownership Division			531,255.55	212,981.75
Excise Division			103,219.17	76,682.68
Junk yard			1,825.00	1,876.50
Auto Testing Division			841,350.50	447,732.00
			\$24,819,573.67	\$21,308,071.24

ACCIDENT STATISTICS

With motor vehicle travel more than a third greater than the previous year, traffic accidents in New Jersey during 1946 increased 34 per cent, fatalities were 13 per cent higher and the number of persons non-fatally injured rose 30 per cent.

	1946	1945	1944	1943	1942	1941
Accidents	38,321	28,521	24,120	22,007	33,597	48,734
Fatalities	712	630	609	682	771	971
Injured	21,908	16,893	15,252	14,176	20,384	30,415
Gasoline (mil. gals.)	910.4	666.1	609.	568.9	758.2	965.2
Mileage death rate	5.75	7.27	7.69	9.22	7.83	7.73

The average number of accidents daily rose from 78 in 1945 to 105. In 1941 there were 133 daily, on the average.

Fatalities averaged slightly less than two daily (1.9), while the average daily personal injury toll was 60. For every fatality during the year there were 31 persons injured.

Economic Loss

In estimating the economic loss from traffic accidents, the formula used is \$11,500 for each death, \$450 for every personal injury and \$125 for each property damage accident.

1946	\$20,930,000
1945	16,900,000
1944	15,150,000
1943	15,300,000
1942	20,000,000
1941	27,000,000

Light-Weather-Road Conditions

The majority of accidents, 67 per cent, occurred during daylight hours. Sixty-three per cent of the fatal accidents happened at night.

Clear weather prevailed at the time of 81 per cent of total accidents and 83 per cent of fatal accidents.

The extent to which road conditions figured is shown in the fact that 77 per cent of total accidents happened on dry pavement, 18 per cent on wet pavement and 5 per cent on snow and ice covered pavement.

The Pedestrian

Although all accidents and total fatalities increased in number over the previous year, there was one bright spot in the State's accident picture. Pedestrian fatalities decreased from 378 in 1945 to 360 or nearly five per cent.

Viewed from another angle—ratio—the improvement in pedestrian traffic deaths was far more impressive. During 1946, 50.5 per cent, or approximately one in every two traffic deaths was a pedestrian as compared with the year 1945 when 60 per cent, or three in every five fatalities were classified as pedestrians.

This improvement can be attributed, in large measure, to pedestrian safety activities sponsored by the Department and joined in by many municipalities during the year. The use of police warnings, sidewalk stencils, posters, safety films and safety speakers all contributed to making more people pedestrian safety conscious with the results heretofore shown.

Aside from the fatalities, there were 4,940 pedestrians injured in traffic accidents, or 22.5 per cent of the total injured in all accidents. In 1945, the number of pedestrians injured was 4,241, or 25 per cent of the total number injured.

The pedestrian toll during the past 15 years has been 7,446 fatalities and 94,609 injured in accidents.

Night time was danger time for pedestrians during the year, 60 per cent of the fatal pedestrian accidents having occurred during hours of darkness. Nearly seven in every 10 pedestrians killed contributed to their accidents by careless walking in or across the streets and highways. Eighty per cent of the fatalities were males.

Death struck heaviest among middle-aged and elderly pedestrians, 63 per cent of these killed being over 50 years of age.

Age Groups	Fatalities	Per Cent Fatalities
0 to 4	22	6.1
5 to 14	28	7.8
15 to 20	9	2.5
21 to 50	73	20.3
50-over	228	63.3
	360	100.0

The majority of fatal pedestrian accidents, nearly 60 per cent, occurred at points between intersections. Eight pedestrians were killed while on the sidewalk.

Pedestrian Casualties

Year	Fatalities			Injured		
	Total Deaths	Pedestrian Deaths	Per Cent Pedestrian Deaths	Total Injured	Pedestrians Injured	Per Cent Pedestrians Injured
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	382	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	28.7
1933	1,185	644	54.3	28,158	8,411	29.8
1932	1,180	612	51.8	31,246	9,213	29.4
15 Yrs.	14,130	7,446		364,612	94,609	

The pedestrian problem was particularly acute in the larger cities. In Bayonne, pedestrian deaths represented 91 per cent of total traffic fatalities; Paterson, 89 per cent; Atlantic City, 64. per cent; Camden, 76 per cent; Newark, 75 per cent; Irvington, 50 per cent; Jersey City, 63 per cent; Passaic, 83 per cent; Trenton, 79 per cent and Elizabeth, 78 per cent.

Intoxicated Pedestrians

One in every four adult pedestrians killed in traffic during the year was under the influence of alcohol.

There were 76 such pedestrians killed and 250 non-fatally injured as compared with 57 deaths and 171 injured in the previous year.

In the past 14 years there have been 1,004 pedestrian fatalities reported in which there was evidence of alcohol on the part of the pedestrian.

Urban-Rural

Seven in every 10 residents of New Jersey live in urban communities (over 10,000 population). These urban communities were the scene of 69 per cent of total accidents during the year compared with 72 per cent in 1945. Fifty-one per cent of total fatal traffic accidents and 63.6 per cent of pedestrian fatalities likewise occurred in urban areas.

TOTAL ACCIDENTS

	1946	1945
Urban	26,513 (69.1%)	20,637 (72.3%)
Rural	11,808 (30.9%)	7,884 (27.7%)
	<hr/> 38,521	<hr/> 28,521

FATAL ACCIDENTS

	1946	1945
Urban	336 (51%)	320 (53.5%)
Rural	322 (49%)	278 (46.5%)
	<hr/> 658	<hr/> 598

PEDESTRIAN FATALITIES

	1946	1945
Urban	229 (63.6%)	241 (63.7%)
Rural	131 (36.4%)	137 (36.3%)
	<hr/> 360	<hr/> 378

Fatalities-Vehicles-Drivers

In the year 1915, the first year in which traffic fatalities were recorded separately, there was one traffic death in New Jersey for every 324 cars registered. During 1946 there was one death for nearly every 1,600 registered vehicles.

Year	Traffic Fatalities	Vehicle Registrations	Drivers Licensed
1906	...	13,759	15,269
1907	....	17,619	18,085
1908	.....	21,948	20,545
1909	.....	35,552	28,178
1910	.....	49,931	34,936
1911	.....	43,056	44,341
1912	.....	43,919	51,145
1913	.....	49,458	55,246
1914	.....	60,248	70,313
1915	241	78,232	100,126
1916	215	104,341	137,855
1917	245	134,964	177,568
1918	197	163,519	201,022
1919	243	190,873	251,539
1920	322	227,737	294,438
1921	397	272,994	348,886
1922	527	342,266	410,700
1923	759	427,166	501,518
1924	850	504,516	581,472
1925	845	579,978	661,306
1926	856	651,416	739,519
1927	1,042	712,402	814,593
1928	1,088	765,730	881,552
1929	1,275	832,102	965,242
1930	1,269	852,703	1,024,166
1931	1,302	869,613	1,063,062
1932	1,180	860,769	1,054,588
1933	1,185	851,502	1,043,185
1934	1,227	875,978	1,065,990
1935	1,188	900,164	1,097,072
1936	1,107	956,482	1,155,214
1937	1,278	1,008,909	1,224,557
1938	865	1,024,096	1,259,016
1939	814	1,045,604	1,300,795
1940	911	1,117,320	1,365,036
1941	971	1,182,824	1,447,751
1942	771	1,137,392	1,363,052
1943	682	1,041,759	1,210,297
1944	609	1,022,918	1,184,616
1945	630	1,074,430	1,342,038
1946	712	1,175,172	1,538,270

Manner of Collision

An analysis of the year's accidents according to the manner of collision shows that 26.8 per cent were right angle collisions; 12.1 per cent were opposite direction accidents and 27.6 per cent were of the same direction type of accident.

Collisions	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943	Per Cent 1942
Right angle	26.8	27.8	30.4	27.9	29.
Same direction—rear end	16.8	13.7	11.5	10.8	12.
Same direction—other	10.8	9.9	9.2	7.5	9.
Opposite direction—head on	8.2	10.	8.1	7.5	8.
Opposite direction—left turn	3.9	3.7	3.	2.8	4.
Fixed object	6.6	6.3	6.8	7.4	8.
Pedestrian	13.1	14.9	17.1	20.6	16.
Other	13.8	13.7	13.9	15.5	14.
	100.	100.	100.	100.	100.

Day of the Week

Saturday was the most dangerous day of the week from the standpoint of traffic accidents. Monday was the day with the second highest number.

Hour of Occurrence

The hour of 5 to 6 P. M. was the peak hour for all accidents and 6 to 7 P. M. for fatal accidents. Nine to 10 A. M. was the safest of daylight hours.

Sex of Drivers

Male drivers were involved in 90 per cent of total accidents and 94 per cent of fatal accidents.

Residence of Drivers

Eighty-nine per cent of the year's accident drivers were residents of the State; 11 per cent were non-residents.

It is interesting to note that 39 per cent of the New Jersey drivers were residents of the communities where the accidents occurred (see Statistical Summary); 61 per cent were New Jerseyites but residents of communities other than where their accidents happened.

Persons Injured

	1946	1945	1944	1943	1942	1941	1940	1939
Atlantic	598	366	326	162	275	744	601	556
Bergen	1,849	1,381	1,123	1,023	1,552	2,449	2,339	1,923
Burlington	545	397	344	425	555	904	725	685
Camden	1,599	1,206	1,208	1,065	1,661	2,287	2,029	1,723
Cape May	176	123	108	81	150	230	266	196
Cumberland	262	145	121	88	193	293	314	194
Essex	4,687	4,493	4,329	4,098	5,492	7,415	6,794	6,489
Gloucester	469	298	313	289	356	602	543	495
Hudson	2,347	1,906	1,608	1,608	2,421	2,839	2,880	2,842
Hunterdon	266	146	138	109	150	316	288	237
Mercer	787	568	526	532	662	1,325	1,077	979
Middlesex	1,298	884	662	588	995	1,734	1,629	1,429
Monmouth	1,122	667	598	423	613	1,213	973	935
Morris	704	520	376	345	632	932	816	716
Ocean	359	231	137	145	185	413	363	361
Passaic	1,882	1,315	1,435	1,315	1,793	2,339	2,004	1,999
Salem	190	155	102	112	101	296	208	147
Somerset	462	294	229	228	405	624	618	537
Sussex	186	119	88	62	115	201	183	192
Union	1,911	1,509	1,360	1,372	1,864	2,622	2,828	2,309
Warren	206	170	121	106	214	337	290	262
	21,905	16,893	15,252	14,176	20,384	30,415	27,718	25,214

Speed

Excessive speed was the leading violation reported in fatal accidents during the year. The second most frequently reported violation in fatal accidents was driving on wrong side of road.

In all accidents, the most frequently reported unsafe practice was following too closely, with violating the right of way second, speed third, driving on the wrong side of the road fourth, and improper turning fifth.

Vehicle Types

Eighty-one per cent of the vehicles involved in the year's accidents were of the passenger car type and 13 per cent were commercial vehicles. The number of buses in accidents was 2,080, compared with 2,283 in the previous year.

Hit-and-Run Drivers

Hit-and-run driving increased over the previous year. There were 1,088 accidents involving this callous driver type as against 928 in 1945 and 747 in 1944. Fatalities resulted from 42 of the year's hit-and-run accidents.

Classification of Victims

The leading victims of fatal accidents in New Jersey were pedestrians. In non-fatal injury accidents, more passengers were injured than drivers or pedestrians.

	Killed	Per Cent Killed	Injured	Per Cent Injured
Drivers	152	21.3	5,636	25.7
Passengers	156	21.9	10,526	48.
Pedestrians	360	50.6	4,940	22.6
Bicyclists	20	2.8	433	2.
Motorcycle drivers	24	3.4	333	1.5
Others .....	...	...	37	.2
	712	100.	21,905	100.

Ages of Drivers in all Accidents

Age Groups	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943	Per Cent 1942
Under 20	6.6	8.5	7.2	8.2	14.
20-24	18.3	9.1	9.7	11.1	14.
25-29	16.	13.4	14.1	14.9	16.
30-39	24.8	28.9	28.8	28.7	26.
40-49	18.3	22.4	23.1	21.8	18.
50-64	13.6	15.5	15.	13.6	11.
65-over	2.4	2.2	2.1	1.7	1.
	100.	100.	100.	100.	100.

Ages of Vehicles in all Accidents

Age of Vehicle	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943
1 year	6.	1.14	.3	5.4
2 years .....	.3	.11	5.9	19.6
3 years .....	.1	6.01	20.1	13.8
4 years	5.4	19.44	14.5	13.2
5 years	18.	14.52	11.4	6.7
6 to 10 years	57.1	51.03	41.9	36.2
Over 10 years	13.1	7.25	5.9	5.1
	100.	100.	100.	100.

Bicycle Accidents

There were 440 accidents during the year involving motor vehicles and bicycles resulting in the death of 20 cyclists and personal injury to 433 others. Following is the record of accidents and casualties for the past seven years:

Year	Accidents	Killed	Injured
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

Railroad Crossing Accidents

The safeguards New Jersey has placed around 2,640 railroad grade crossings in the form of automatic or manual gates, watchmen, flashing red signals, bells and standard crossing signs are responsible for the relatively few collisions between motor vehicles and railroad trains. The record:

Year	Accidents	Killed	Injured
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

Age Groups, All Persons Killed and Injured

Age Groups	Killed		Injured	
	1946	1945	1946	1945
0 to 4	26	26	920	620
5 to 14	44	59	2,556	1,995
15 to 20	57	53	2,215	1,616
21 to 24	55	35	2,335	1,354
25 to 44	163	140	6,676	5,297
45 to 50	61	47	1,532	1,390
51 to 64	162	142	2,385	1,908
65—over	144	128	1,061	811
Age unknown .....	..	..	2,225	1,902
	712	630	21,905	16,893

Age Groups Pedestrians Killed and Injured

Age Groups	Killed		Injured	
	1946	1945	1946	1945
0 to 4	22	21	493	353
5 to 14	28	45	1,582	1,299
15 to 20	9	14	195	225
21 to 24	7	7	141	115
25 to 44	38	45	674	596
45 to 50	28	32	298	300
51 to 64	105	103	662	586
65—over	123	111	503	401
Age unknown			392	366
	360	378	4,940	4,241

Road Location—Surface

More than half (56.8 per cent) of total accidents occurred at street intersections, 3.6 per cent at alley or driveway intersections and 39.4 per cent between intersections. Reports showed the road locations of fatal accidents to be 42 per cent at street and alley intersections and 58 per cent between intersections.

Nearly 60 per cent of all accidents occurred on asphalt pavement and 28 per cent on streets paved with concrete.

Insured Cars

A favorable trend of the times was the increase in the number of accident drivers financially responsible for damages incurred through accident. More than half the accident drivers (51 per cent) reported their cars covered by liability insurance, the highest percentage in the history of accident statistical compilations. Twenty per cent of the vehicles were reported as not insured while 29 per cent failed to indicate in their reports their financial responsibility status.

	Per Cent 1946	Per Cent 1945	Per Cent 1944	Per Cent 1943	Per Cent 1942
Cars insured	51.	46.	43.4	39.6	43.3
Cars not insured	20.	21.	24.4	25.6	25.3
Not stated	29.	33.	32.2	34.8	31.4
	100.	100.	100.	100.	100.

Mileage Death Rate

Public Roads Administration computations indicate that the average miles per gallon for 1946 approximated 13.6 instead of 13 miles per gallon during and before the war years. The rate 13.6 miles per gallon, therefore, has been used for 1946 in translating gallons of gasoline used in motor vehicle travel to motor vehicle miles. The rate 13 miles per gallon was used in all previous year's computations cited here.

Deaths per 100 Million Vehicle Miles

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

* 13.6 miles per gallon rate used.

Alcohol-Accidents

The extent to which alcohol was a factor in accidents is shown by the fact that one in 11 drivers in fatal accidents, on the average, was reported as "had been drinking." One in 43 drivers in all accidents was likewise reported under the influence of alcohol.

There were 1,596 accidents reported during the year in which a driver or drivers were under various degrees of intoxication. These accidents resulted in 80 deaths and 1,123 personal injuries as compared with 64 deaths and 714 injuries from this type of collision in 1945.

Year	Accidents	Deaths	Injured
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

More of these accidents happened on Sunday than any other day of the week and seven out of every 10 took place under cover of darkness.

The leading traffic violation was driving on wrong side of road; with speeding second. There were 126 hit-and-run drivers, six of whom were in fatal accidents.

Drivers in the age group 30 to 39 were involved in 25 per cent of these accidents and 15 per cent were middle-aged or older. There were 70 drivers under 21 years of age. Ninety-seven per cent of the drivers were males. Only 32 per cent of the vehicles were reported covered by liability insurance.

Multiple Death Accidents

Multiple death accidents, usually the result of speed, increased nearly 52 per cent over the previous year. There were 41 such accidents compared with 28 in 1945.

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

Total casualties resulting from the year's multiple death accidents were 95 as against 59 in the year 1945.

Three in every four of these accidents occurred in rural areas (municipalities under 10,000 population).

Sledding Accidents

Not a single fatality resulted during the year from the dangerous pastime of sledding in and across public thoroughfares. In the year 1945, however, there were eight youths killed in collisions with moving motor vehicles; in 1944, seven; in 1943, three and in 1942, five.

Stricter Parental Control Over Youthful Drivers

The unusual number of fatal traffic accidents involving youthful drivers during the early morning hours suggests the need for stricter parental control over young drivers and their use of cars after midnight.

During the year there were 10 such accidents resulting in 13 fatalities. From the descriptions that follow, notice how frequently the element of fatigue figured in these accidents:

1:50 A. M., a 20-year-old driver *fell asleep* at the wheel and ran his car into a tree, killed a girl passenger, injuring himself and two others.

2:50 A. M., a 19-year-old college student, returning from a week-end visit with his family, *fell asleep* and ran into the rear of a truck, killing a fellow student-passenger.

1:19 A. M., a 17-year-old driver ran down and killed a pedestrian.

12:55 A. M., a 20-year-old driver drove into another vehicle, killing the other driver.

1:08 A. M., a 20-year-old driver ran his car into a railroad locomotive and was killed.

1:00 A. M., an 18-year-old driver *fell asleep* at the wheel, ran his car into a tree and was killed.

2:20 A. M., a 20-year-old driver *fell asleep*, drove into a pole killing a 20-year-old passenger and causing injury to three occupants.

3:15 A. M., a 19-year-old driver, *apparently asleep* and traveling at high speed, drove on the left side of the highway, collided head-on with another vehicle and caused death to himself and three others, all in their early twenties.

2:45 A. M., a 20-year-old driver ran off the road into a tree, killing a 20-year-old companion and causing critical injuries to himself.

12:30 A. M., a 19-year-old driver ran down and killed an elderly pedestrian.

Holiday Deaths

Legal holidays, usually an occasion for increased pleasure driving, accounted for a total of 17 traffic accident fatalities during the year. There were 13 holiday deaths in 1945.

Easter Sunday and Thanksgiving Day each claimed four fatalities and there were three on New Year's Day.

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

Traffic Fatalities by Months

Month	1946	1945	1944	1943	1942	1941	1940	1939	1938
January	83	52	53	66	99	88	61	79	74
February	68	47	52	37	75	65	50	34	57
March	58	45	66	58	76	61	52	53	74
April	56	42	28	49	45	49	51	65	64
May	42	30	38	52	53	81	73	62	65
June	40	41	37	38	52	57	76	54	56
July	50	51	46	52	54	80	72	60	79
August	61	53	45	53	61	100	77	70	86
September	50	46	39	62	56	84	78	70	72
October	75	67	49	69	55	85	102	86	73
November	54	80	64	63	65	109	110	88	63
December	80	66	92	83	80	112	109	93	92
TOTAL	<u>712</u>	<u>630</u>	<u>609</u>	<u>682</u>	<u>771</u>	<u>971</u>	<u>911</u>	<u>814</u>	<u>865</u>

Traffic Fatalities by Counties

County	1946	1945	1944	1943	1942	1941	1940	1939	1938
Atlantic	34	23	22	14	35	52	31	46	50
Bergen	67	56	58	56	59	90	77	87	78
Burlington	30	27	23	35	35	48	54	36	39
Camden	52	39	43	47	59	72	64	37	61
Cape May	7	12	5	4	13	9	11	4	9
Cumberland	18	28	23	25	20	30	23	24	14
Essex	100	83	97	113	122	109	122	117	95
Gloucester	30	20	24	27	20	37	33	24	25
Hudson	55	56	53	72	73	75	65	67	70
Hunterdon	16	12	10	8	9	16	21	8	21
Mercer	44	20	28	30	39	42	45	44	35
Middlesex	44	53	44	47	45	80	80	71	90
Monmouth	50	37	41	39	62	50	50	44	57
Morris	17	16	16	13	29	51	32	37	27
Ocean	16	10	7	16	10	14	23	15	20
Passaic	38	34	48	39	45	53	48	50	47
Salem	19	15	5	11	15	26	15	9	26
Somerset	13	18	8	15	17	25	26	25	17
Sussex	10	8	6	9	14	6	8	13	10
Union	39	51	42	55	60	58	58	43	62
Warren	13	12	6	7	13	16	25	13	12
TOTAL	<u>712</u>	<u>630</u>	<u>609</u>	<u>682</u>	<u>771</u>	<u>971</u>	<u>911</u>	<u>814</u>	<u>865</u>

Manpower Loss

Traffic accidents each year impose a serious drain on the manpower reserves of the State. Unskilled labor headed the list of fatalities in 1946 with skilled labor running second. Included in the list of victims were 70 housewives and 53 in the retired status.

Occupations	1946	Killed 1945
Laborers	170	156
Skilled labor	121	65
Truck drivers	24	27
Student-children	91	111
Factory workers	16	27
Retired	53	59
Military—Merchant Marine	19	31
Housewives—at home	70	51
Farm workers	29	20
Office workers	19	14
Merchants	17	14
Executive—professional	32	9
Salesmen	6	5
Musicians—stage	1	3
Criminals	5	
Unemployed	39	38
	<hr/> 712	<hr/> 630

Accidents by Month

Month	1946	1945	1944	1943	1942	1941	1940
January	2,757	2,582	2,245	1,733	4,615	4,022	3,038
February	2,782	2,441	2,128	1,716	3,282	3,497	3,325
March	2,757	1,683	2,136	2,009	3,588	3,571	3,243
April	2,702	1,675	1,872	1,771	2,764	3,024	2,930
May	3,112	1,946	1,699	1,699	2,657	3,968	3,181
June	3,014	1,984	1,778	1,425	2,358	3,986	3,478
July	3,097	2,121	1,762	1,510	2,344	4,607	3,368
August	3,477	2,308	1,822	1,772	2,301	4,410	3,877
September	3,408	2,356	1,678	1,745	2,064	3,866	3,435
October	3,347	2,655	2,036	2,265	2,025	4,365	3,980
November	3,558	3,123	2,184	2,006	2,353	4,372	4,082
December	4,310	3,647	2,780	2,386	3,246	5,046	4,601
Total	<hr/> 38,321	<hr/> 28,521	<hr/> 24,120	<hr/> 22,007	<hr/> 33,597	<hr/> 48,734	<hr/> 42,538

State Highway Accidents

Twenty-six per cent of the State's total accidents, 37 per cent of total fatalities and 29 per cent of injuries occurred on state highways. Accidents on these routes totaled 9,884, fatalities 261, and injuries 6,340. The increase in accidents was 51 per cent, deaths 18 per cent and injuries 46 per cent.

The accident records on four of the heavier traveled State routes follow:

ROUTE 25

Year	Accidents	Fatalities	Injured
1946	2,356	39	1,405
1945	1,627	37	1,028

ROUTE 6

1946	654	16	379
1945	451	12	298

ROUTE 4

1946	608	22	474
1945	415	15	275

ROUTE 29

1946	522	10	278
1945	316	11	172

State Highways Accidents and Casualties

Route	Accidents			Deaths			Injured		
	1946	1945	1941	1946	1945	1941	1946	1945	1941
1	312	219	356	5	10	13	189	121	262
S-1	17	12	18	2	1	..	14	1	14
S-1A	4	5	11	2	..	..	5	5	7
3	129	94	160	1	1	6	79	63	109
S-3	6	4	..	..	..	..	3	12	..
4	608	415	740	22	15	24	474	275	555
S-4	2	1	..	..	1	..	..	..	..
4N	107	60	123	1	..	3	51	37	78
S-4A	..	..	1	..	..	..	..	..	1
5	12	7	20	..	..	1	8	11	16
5N	24	11	15	..	..	..	8	8	10
6	654	451	791	16	12	38	379	298	563
6A	17	6	..	..	..	..	12	7	..
S-6	3	5	26	..	1	..	..	1	13
7	112	94	93	3	2	2	63	50	45
8	27	14	18	3	..	..	31	11	10
SN or 84	7	9	9	..	..	..	8	8	5
10	117	65	187	3	1	6	67	37	127
12	23	9	16	..	2	..	14	5	18
17	349	239	527	11	6	20	209	189	366
21	239	219	285	1	2	2	133	135	134
23	207	113	225	3	4	5	136	70	133
24	247	139	332	6	5	10	138	86	152
S-24	126	62	100	2	2	2	84	33	73
25	2,356	1,627	3,133	39	37	56	1,405	1,023	2,262
25M	32	53	111	..	1	3	25	18	66
S-25 & 25A	5	..	..	..	..	..	6	..	..
26	152	77	238	4	3	12	88	69	201
S-26	8	2	..	..	..	..	7	1	..
27	391	290	394	4	8	8	237	172	278
28	354	272	479	13	5	14	251	189	278
S-28	36	46	63	1	1	..	24	28	35
29	522	316	721	10	11	18	278	172	471
29A	1	..	..	..	..	..	1	..	..
30	102	79	156	4	3	6	52	58	94
31	135	80	155	5	4	6	80	60	115
S-31	34	16	39	1	3	2	22	10	24
32	62	58	86	1	1	2	29	17	40
33	164	86	154	6	2	8	133	66	145
34	79	48	100	4	1	2	80	39	73
35	394	229	479	14	8	12	281	146	314
36	81	44	80	4	4	5	60	32	73
37	96	50	117	2	3	3	59	27	82
38	49	39	99	..	..	..	37	30	69
39	67	38	122	4	4	9	47	32	128
S-39	8	16	..	2	1	..	15	18	..
40	83	36	86	3	3	1	54	34	58
S-40	7	6	9	..	1	2	7	3	9
41	15	8	13	..	3	..	18	8	13
S-41	33	20	49	2	1	..	14	15	35
42	183	102	171	15	3	9	133	85	165
43	277	197	331	13	10	33	216	181	363
44	136	106	178	10	5	13	90	72	105
S-44	..	1	..	..	..	..	..	..	..
45	215	99	232	5	3	7	148	63	189
45M	..	..	29	..	2	2	..	..	29
46	44	32	74	1	2	5	30	29	49
47	169	90	152	4	10	8	109	71	133
48	111	80	161	5	9	17	115	54	151
49	51	36	92	2	5	1	47	24	28
S-49	8	9	23	1	..	1	9	4	15
50	24	8	33	..	..	1	18	6	23
51	2	1	..	..	..	..	2	1	..
52	9	3	4	..	..	..	2	4	2
54	10	2	7	..	..	..	8	5	9
35-4N Connections	..	..	..	..	..	..	..	..	..
	9,884	6,535	12,422	261	221	399	6,340	4,334	8,816

ACCIDENTS, FATALITIES, INJURED, BY MUNICIPALITIES

ATLANTIC COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Absecon	16	15	5	..	2	..	22	11	3
Atlantic City	184	129	215	11	4	9	202	132	158
Brigantine	3	3	..	..	..	..	4	4	..
Buena Vista	30	23	27	..	..	..	19	15	14
Corbin City	2	1	..	..	..	..	1	..	..
Egg Harbor City	19	13	14	..	..	1	22	28	9
Egg Harbor Twp.	60	44	21	3	4	2	63	37	14
Estelle Manor	3	3	3	..	..	..	..	3	5
Folsom	19	7	5	1	..	..	15	13	3
Galloway Twp.	45	36	28	3	4	3	45	29	31
Hamilton Twp.	66	35	39	6	2	4	53	33	29
Hammonton	31	18	12	1	..	1	23	9	6
Linwood	5	..	..	..	..	..	3	..	..
Longport	1	1	..	..	..	..	..	..	..
Margate City	43	6	3	1	1	1	9	3	..
Mullica	40	31	19	2	3	1	34	21	15
Northfield	27	14	13	1	..	..	12	8	7
Pleasantville	99	72	48	1	3	..	58	35	23
Port Republic	2	..	2	1	..	..	1	..	2
Somers Point	7	4	2	1	..	..	4	1	1
Ventnor	9	5	1	2	..	..	5	4	1
Weymouth	5	1	..	..	..	..	3	..	..
TOTAL	716	461	457	34	23	22	598	366	326

BERGEN COUNTY

Allendale	16	7	9	..	..	1	9	4	1
Alpine	37	19	21	1	1	..	32	14	9
Bergenfield	53	39	31	1	1	1	24	23	16
Bogota	31	36	21	1	..	1	12	12	15
Carlstadt	40	37	26	..	..	3	18	17	16
Cliffside Park	114	113	95	..	2	..	23	24	38
Closter	52	38	38	..	1	..	13	11	11
Cresskill	12	10	4	..	..	..	5	10	5
Demarest	7	..	2	..	..	..	4	..	8
Dumont	37	21	17	2	..	1	28	6	11
E. Paterson	43	38	30	3	3	3	12	24	11
E. Rutherford	64	57	35	2	1	1	24	34	24
Edgewater	20	18	11	..	..	..	19	4	4
Emerson	11	5	6	..	..	..	3	2	8
Englewood	148	128	79	7	2	1	112	79	54
Englewood Cliffs ..	11	7	6	..	..	1	26	5	5
Fairlawn	108	114	104	..	1	2	46	61	71
Fairview	40	16	24	..	3	1	27	..	15
Fort Lee	86	49	47	6	4	2	56	23	31
Franklin Lakes	5	7	6	..	..	..	3	3	1
Garfield	218	147	125	4	2	2	109	75	60
Glen Rock	43	21	16	..	2	3	17	9	12
Hackensack	265	152	138	4	1	..	124	83	69
Harrington	5	5	2	..	..	..	..	4	1
Hasbrouck Heights ..	113	87	76	2	2	2	47	57	43
Haworth	7	3	2	..	..	..	10	8	1
Hillsdale	21	15	17	..	..	..	13	17	8
Hohokus Boro.	18	13	10	3	..	1	12	7	8
Hohokus Twp.	40	28	11	..	..	..	19	32	6
Leonia	25	14	13	..	1	1	6	6	..
Little Ferry	33	32	14	3	2	1	24	13	12
Lodi	88	23	30	..	1	6	46	10	34
Lyndhurst	122	72	67	..	1	1	56	39	34
Maywood	49	27	14	1	..	..	16	19	7
Midland Park	18	20	5	..	..	..	7	3	2
Montvale	11	18	3	..	..	..	6	5	1
Moonachie	4	3	6	..	..	2	..	2	2
New Milford	22	15	8	..	..	..	17	9	4
No. Arlington	60	56	38	..	2	1	25	33	25
Northvale .....	..	4	1	..	1	..	..	1	1
Norwood	17	7	1	..	1	..	13	3	4
Oakland	10	7	5	..	..	..	3	3	2
Old Tappan .....	..	1	1	..	..	..	..	..	1
Oradell	33	14	6	1	1	..	10	23	12
Palisades Park	72	36	22	1	..	2	44	22	1
Paramus	209	146	116	6	2	1	147	91	73
Park Ridge	23	7	10	..	..	..	23	3	15
Ramsey	41	32	20	1	1	..	28	28	16

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Ridgefield	32	20	27	..	..	3	13	5	16
Ridgefield Park	85	79	63	1	1	..	45	62	39
Ridgewood	151	66	48	4	..	..	59	27	24
River Edge	35	24	16	2	..	1	21	8	31
Rivervale	9	5	3	2	1	..	7	5	3
Rochelle Park	16	20	13	..	2	..	5	12	16
Rockleigh	..	..	1	..	..	..	..	..	2
Rutherford	164	58	49	1	1	..	81	24	23
Saddle River Boro.	18	20	13	2	1	..	20	16	9
Saddle River Twp.	13	15	11	1	3	1	5	6	4
So. Hackensack	7	19	13	..	1	2	3	11	4
Teaneck	249	207	148	..	1	6	113	125	83
Tenafly	53	27	19	..	..	..	16	5	9
Teterboro	26	22	20	1	..	..	14	19	11
Upper Saddle River	9	3	2	1	..	..	1	2	1
Waldwick	18	21	12	..	..	1	25	16	17
Wallington	38	18	19	1	..	2	18	14	8
Washington	6	4	3	..	..	..	4	2	..
Westwood	58	25	14	..	..	..	47	22	8
Woodcliff Lake	12	11	10	..	..	1	6	9	5
Wood-Ridge	51	30	20	..	2	..	21	13	8
Wyckoff	30	23	8	2	..	..	7	16	..
TOTAL	3,562	2,481	1,921	67	56	58	1,849	1,381	1,123

BURLINGTON COUNTY

Bass River	10	2	2	1	..	..	8	2	1
Beverly	2	6	5	..	..	4	..	4	3
Bordentown	9	7	5	..	..	..	4	1	..
Bordentown Twp.	84	80	47	4	1	..	70	59	38
Burlington	73	61	38	1	2	..	59	18	24
Burlington Twp.	36	24	15	..	1	1	28	8	18
Chester Twp.	39	20	8	..	..	..	16	16	8
Chesterfield	11	11	7	..	1	1	7	7	11
Cinnaminson	32	28	20	1	3	2	16	21	11
Delanco	6	5	2	1	..	1	1	3	3
Delran Twp.	29	28	17	1	1	..	21	16	9
Eastampton	10	6	5	1	..	..	10	12	2
Edgewater Park	13	8	7	..	..	1	5	4	5
Evesham Twp.	16	12	9	..	1	1	17	16	16
Fieldsboro	1	..	2	..	..	..	..	..	1
Florence	31	27	16	2	..	1	18	20	18
Hainesport	15	12	11	1	..	..	14	12	12
Lumberton	8	7	9	..	1	..	5	4	9
Mansfield	36	37	22	2	2	3	28	37	19
Medford	22	8	8	1	3	1	19	2	4
Medford Lakes	1	..	..	..	..	..	..	..	..
Moorestown	44	22	20	..	1	1	27	19	21
Mt. Holly	28	15	17	..	1	1	5	15	7
Mt. Laurel Twp.	16	8	10	..	..	2	27	4	6
New Hanover Twp.	24	22	15	2	..	..	26	10	8
N. Hanover Twp.	13	7	4	1	..	..	6	4	1
Palmyra	12	10	8	1	..	..	2	3	5
Pemberton Boro.	6	6	3	1	..	..	1	3	1
Pemberton Twp.	28	36	17	..	4	..	21	29	15
Riverside Twp.	16	12	11	..	..	..	9	6	3
Riverton	4	8	5	..	..	1	1	8	2
Shamong	8	2	..	..	..	..	2	..	..
Southampton Twp.	26	12	15	1	1	2	22	13	19
Springfield Twp.	26	12	16	7	4	..	41	10	29
Tabernacle	5	3	3	1	..	..	1	2	2
Washington Twp.	2	1	..	..	..	..	1	2	..
Westampton	9	..	2	..	..	..	9	..	..
Willingboro	9	5	9	..	..	..	9	2	7
Woodland Twp.	7	3	2	..	..	..	8	2	4
Wrightstown	6	13	12	..	1	..	1	3	2
TOTAL	773	586	424	30	27	23	545	397	344

CAMDEN COUNTY

Audubon	29	23	18	1	..	..	10	12	18
Barrington	10	5	5	1	..	1	8	..	1
Bellmawr	10	10	5	1	1	..	8	6	6
Berlin	34	24	25	..	2	..	25	32	14
Berlin Twp.	13	9	6	..	..	..	5	8	4
Brooklawn	19	7	7	..	1	..	12	2	5
Camden	1,371	924	986	17	8	20	881	689	786
Chesilhurst	3	2	3	..	..	..	1	3	..

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Clementon Twp.	26	18	10	2	1	..	22	18	10
Collingswood	147	37	43	2	1	1	69	35	19
Delaware Twp.	94	36	16	2	3	1	67	47	13
Gibbsboro	3	1	4	..	..	1	7	..	10
Gloucester	48	35	29	3	6	2	25	24	32
Gloucester Twp.	35	23	7	3	..	..	26	11	2
Haddon Twp.	67	30	34	2	..	2	48	10	20
Haddonfield	29	23	30	1	1	1	13	12	15
Haddon Hghts.	21	9	12	..	1	..	16	5	6
Hi-Nella .....	..	..	..	..	..	..	..	..	..
Laurel Springs .....	..	2	2	..	..	..	..	..	3
Lawnside	7	11	3	..	..	..	5	10	8
Lindenwold	27	10	11	2	..	..	31	4	9
Magnolia	15	8	4	1	..	1	17	9	3
Merchantville	35	16	4	..	..	..	14	9	4
Mt. Ephraim	12	12	9	..	1	2	7	7	12
Oaklyn	28	22	10	1	..	..	14	7	7
Pennsauken	388	274	250	7	8	8	193	159	149
Pine Hill Boro.	2	2	1	..	..	..	1	..	..
Pine Valley .....	..	1	..	..	..	..	..	..	..
Runnemede	29	11	9	3	1	..	6	3	12
Somerdale	9	10	8	1	2	..	4	13	2
Strafford	6	4	9	1	..	..	3	4	8
Tavistock .....	..	..	..	..	..	..	..	..	..
Voorhees Twp.	8	6	7	2	..	..	10	4	2
Waterford	24	24	18	..	1	2	18	33	12
Winslow	34	21	21	..	1	1	32	30	15
Woodlynne	4	..	3	..	..	..	1	..	1
TOTAL	2,587	1,850	1,609	53	39	43	1,599	1,206	1,208

CAPE MAY COUNTY

Avalon	6	2	3	..	..	..	1	6	2
Cape May City	9	6	10	..	1	..	11	1	3
Cape May Pt.	1	..	..	..	..	..	..	..	..
Dennis Twp.	19	15	14	1	4	..	19	9	7
Lower Twp.	21	19	11	1	3	1	17	7	13
Middle Twp.	56	39	39	4	1	4	42	23	35
No. Cape May .....	..	..	..	..	..	..	..	..	..
No. Wildwood	10	7	5	..	..	..	8	3	5
Ocean City	69	51	38	..	..	..	26	36	13
Sea Isle City	3	2	6	..	..	..	3	3	6
So. Cape May .....	..	..	..	..	..	..	..	..	..
Stone Harbor	7	1	3	..	..	..	3	..	..
Upper Twp.	22	15	17	1	..	..	12	13	17
W. Cape May	2	2	..	..	..	..	2	1	..
W. Wildwood .....	..	..	..	..	..	..	..	..	..
Wildwood City	41	40	18	..	3	..	27	21	4
Wildwood Crest	2	..	1	..	..	..	2	..	..
Woodbine	8	2	1	..	..	..	3	..	4
TOTAL	276	201	166	7	12	5	176	123	108

CUMBERLAND COUNTY

Bridgeton	24	18	16	3	3	1	20	5	2
Commercial	15	12	3	..	1	..	10	8	1
Deerfield	21	18	15	2	3	4	19	11	12
Downe	9	3	3	..	..	..	5	3	4
Fairfield	14	9	8	..	3	1	8	4	11
Greenwich	3	4	1	1	1	..	2	7	2
Hopewell	12	8	10	..	..	..	11	5	5
Landis	114	29	32	5	9	6	88	18	29
Lawrence	11	9	4	1	..	..	1	7	1
Maurice River	27	11	11	1	..	2	23	4	7
Millville	53	32	11	1	4	4	23	14	8
Shiloh	3	1	2	..	..	1	3	2	..
Stowe Creek	1	3	2	..	..	1	1	2	..
Upper Deerfield	51	35	29	1	3	2	44	37	34
Vineland	19	15	20	3	1	1	4	18	5
TOTAL	377	207	167	18	28	23	262	145	121

ESSEX COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Belleville	187	134	115	7	2	3	89	77	73
Bloomfield	347	252	262	6	1	2	179	150	115
Caldwell	49	45	34	2	..	..	16	38	17
Caldwell Twp.	63	48	34	..	..	1	50	31	30
Cedar Grove	43	17	22	..	..	1	35	14	18
East Orange	787	578	482	7	5	4	304	258	212
Essex Fells	9	2	5	..	..	..	3	..	5
Glen Ridge	66	41	33	..	1	1	33	16	12
Irvington	542	418	330	2	5	7	281	190	189
Livingston	74	49	47	1	..	..	30	20	28
Maplewood	121	53	48	1	..	1	63	16	23
Millburn	141	89	50	..	1	1	59	30	30
Montclair	299	174	113	1	1	2	111	70	44
Newark	6,022	5,699	5,253	61	54	71	2,965	3,210	3,180
No. Caldwell	4	4	1	..	..	..	2	1	2
Nutley	158	166	132	..	3	..	88	90	75
Orange	269	194	164	4	4	..	111	108	87
Roseland	14	9	5	..	1	..	12	4	4
So. Orange	118	79	63	1	2	2	69	41	41
Verona	54	35	29	..	..	..	25	23	12
West Caldwell	32	11	15	..	..	..	17	7	15
West Orange	262	167	158	7	3	1	145	90	117
TOTAL	9,661	8,284	7,395	100	83	97	4,687	4,493	4,329

GLOUCESTER COUNTY

Clayton	18	12	3	..	2	..	7	12	2
Deptford	46	45	33	..	5	4	51	36	34
E. Greenwich	12	13	5	..	..	..	8	7	4
Elk Twp.	11	9	11	2	..	..	7	7	14
Franklin Twp.	72	39	47	7	2	6	66	33	47
Glassboro	74	46	38	..	1	..	33	21	31
Greenwich	14	16	19	1	1	2	7	8	13
Harrison Twp.	16	9	11	..	..	..	15	10	8
Logan Twp.	28	14	27	3	1	1	28	8	14
Mantua Twp.	28	19	15	..	1	..	11	12	11
Monroe Twp.	60	18	16	6	1	1	49	17	24
National Park	3	2	2	..	..	..	1	3	4
Newfield	4	2	3	..	..	..	1	..	1
Paulsboro	19	11	22	2	1	1	8	8	10
Pitman	20	17	15	..	..	..	3	14	7
So. Harrison Twp.	7	1	2	1	..	..	8	3	1
Swedesboro	18	7	2	..	..	..	3	2	..
Washington	21	15	16	1	..	..	20	18	14
Wenonah	3	1	5	1	..	1	..	..	1
W. Deptford Twp.	86	53	54	4	2	3	84	41	48
Westville	21	22	6	..	1	1	9	8	6
Woodbury	64	35	25	..	2	2	27	14	14
Woodbury Hghts.	8	5	3	..	..	..	7	2	1
Woolwich	14	14	6	..	..	..	16	13	4
TOTAL	664	425	386	29	20	24	469	298	313

HUDSON COUNTY

Bayonne	460	120	88	11	6	6	284	69	65
E. Newark	12	4	10	..	..	..	6	1	2
Guttenberg	13	9	4	1	..	1	5	9	..
Harrison	85	67	68	..	2	..	50	36	39
Hoboken	282	290	211	2	4	3	170	192	141
Jersey City	1,784	1,468	1,302	19	27	23	1,168	987	963
Kearny	324	276	214	9	8	5	161	136	146
N. Bergen	241	210	99	4	5	3	109	137	55
Secaucus	73	45	17	2	..	2	42	45	11
Union City	304	234	186	2	..	8	240	178	128
Weehawken	76	65	35	1	1	1	36	73	29
W. New York	110	76	41	4	5	1	76	43	29
TOTAL	3,774	2,864	2,275	55	56	53	2,347	1,906	1,608

HUNTERDON COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Alexandria	5	1	3	1	..	..	7	1	4
Bethlehem	13	6	9	..	..	1	19	2	2
Bloomsbury	1	1	1	..	..	..	2	2	..
Califon	3	3	1	..	..	..	3	..	..
Clinton	19	19	8	..	..	..	13	10	1
Clinton Twp.	54	29	30	1	1	..	35	24	41
Delaware	11	4	4	1	..	..	4	..	2
East Amwell	13	17	6	..	1	..	9	9	1
Flemington	22	20	13	..	1	1	3	1	5
Franklin Twp.	6	3	4	..	..	..	8	2	4
Frenchtown	4	2	5	..	..	..	2	..	1
Glen Gardner	7	7	5	..	..	1	4	6	2
Hampton	4	3	4	..	..	1	3	2	..
High Bridge	7	12	3	..	..	..	..	2	1
Holland	7	4	7	..	..	..	6	10	10
Kingwood	15	10	3	1	2	..	8	2	1
Lambertville	17	16	8	1	..	..	7	6	1
Lebanon	10	7	3	..	..	2	11	3	5
Lebanon Twp.	13	6	8	..	1	..	2	7	5
Milford	7	5	3	..	..	..	2	1	..
Raritan	42	28	20	2	3	1	22	11	18
Readington	54	34	28	6	3	3	48	24	15
Stockton	2	2	1	..	..	..	6	..	1
Tewksbury	5	2	4	..	..	..	3	4	1
Union Twp.	25	13	10	2	..	..	31	14	15
West Amwell	8	3	5	1	..	..	9	3	3
TOTAL	374	257	196	16	12	10	266	146	138

MERCER COUNTY

East Windsor	58	56	22	..	1	3	44	30	11
Ewing	72	87	96	..	4	4	54	10	64
Hamilton Twp.	264	101	107	7	6	5	141	55	56
Hightstown	30	15	9	2	..	1	9	9	7
Hopewell	3	..	3	..	..	..	..	..	3
Hopewell Twp.	45	27	33	5	..	3	47	25	20
Lawrence	96	30	12	1	2	1	50	16	6
Pennington	8	2	4	1	..	..	3	..	1
Princeton	59	31	27	..	..	..	20	17	13
Princeton Twp.	15	7	8	..	..	1	15	3	5
Trenton	657	622	577	19	5	8	331	301	312
Washington Twp.	47	43	21	7	1	1	46	33	6
West Windsor	45	36	33	2	1	1	27	18	22
TOTAL	1,399	1,059	952	44	20	28	787	568	526

MIDDLESEX COUNTY

Carteret	56	32	35	1	..	1	33	23	31
Cranbury	34	32	25	..	4	1	14	24	19
Dunellen	43	29	26	..	1	..	13	21	15
E. Brunswick	59	48	27	2	3	1	47	43	27
Helmetta	1	1	1	..	..	..	1	..	..
Highland Park	90	61	40	2	2	..	42	39	30
Jamesburg	5	4	6	..	2	..	5	2	..
Madison	73	57	38	..	4	1	64	33	24
Metuchen	31	42	17	..	1	..	17	24	11
Middlesex	18	20	14	1	..	1	5	24	4
Milltown	10	5	2	..	..	..	2	1	..
Monroe	23	17	14	..	2	1	16	15	4
New Brunswick	300	214	197	4	5	2	149	90	81
No. Brunswick	93	66	53	5	5	3	80	48	33
Perth Amboy	225	146	134	3	5	6	151	59	73
Piscataway	46	39	23	..	1	1	30	37	9
Plainsboro	16	13	6	2	1	..	12	15	2
Raritan	340	245	174	10	5	6	244	158	112
Sayreville	85	48	41	1	3	5	56	31	26
South Amboy	46	37	24	1	..	1	24	13	9
So. Brunswick	78	45	53	4	1	4	55	41	31
So. Plainfield	41	21	16	..	..	1	27	2	11
South River	52	45	29	2	..	..	22	30	18
Spotswood	8	5	1	..	..	..	3	5	1
Woodbridge	300	221	177	6	10	9	186	106	101
TOTAL	2,076	1,493	1,173	44	53	44	1,298	884	662

MONMOUTH COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Allenhurst	5	2	4	..	..	1	1	2	4
Allentown	5	2	2	..	..	..	6	..	..
Asbury Park	144	96	79	3	1	2	103	60	50
Atlantic Twp.	42	26	33	3	1	..	44	38	31
Atlantic Highlands	16	9	5	1	..	..	4	8	3
Avon	10	7	6	..	..	..	18	7	1
Belmar	62	31	17	1	2	2	25	17	7
Bradley Beach	39	18	25	1	..	..	10	18	14
Brielle	29	6	2	..	..	..	9	4	2
Deal	17	7	4	..	2	1	12	4	5
Eatontown	23	19	19	1	1	2	9	18	25
Englishtown	11	7	8	..	1	1	5	9	5
Fair Haven	12	2	5	1	..	..	9	..	2
Farmingdale	8	7	11	..	1	..	4	2	7
Freehold	53	23	23	2	1	3	44	18	13
Freehold Twp.	63	35	37	2	1	1	45	34	24
Highlands	5	2	1	1	..	..	..	1	2
Holmdel	17	15	10	1	..	..	20	21	10
Howell Twp.	86	50	48	4	3	2	80	28	28
Interlaken	6	1	3	..	..	..	2	..	1
Keansburg	30	22	15	1	1	..	22	22	13
Keyport	73	33	30	..	1	1	39	16	19
Little Silver	8	4	4	1	..	..	4	3	1
Long Branch	49	37	34	1	2	5	34	23	23
Manalapan	47	20	22	3	2	..	34	16	20
Manasquan	33	15	13	..	..	2	13	3	3
Marlboro	25	26	11	3	..	5	20	28	4
Matawan Boro.	25	17	20	2	..	2	10	8	15
Matawan Twp.	34	24	18	2	..	1	23	6	18
Middletown	89	60	43	2	10	4	71	37	39
Millstone	16	14	10	..	..	..	17	6	2
Monmouth Beach	1	2	1	..	1	..	1	..	..
Neptune Twp.	123	54	54	4	..	1	107	33	59
Neptune City	25	9	..	..	..	..	16	5	..
Ocean Twp.	24	12	24	2	1	..	23	22	16
Oceanport	13	12	12	..	..	..	8	10	11
Raritan Twp.	33	19	16	1	..	..	23	11	16
Red Bank	113	61	58	1	..	..	52	22	22
Roosevelt	4	4	1	..	..	..	2	..	..
Rumson	25	6	5	..	..	..	7	6	..
Sea Bright	2	6	6	..	..	1	1	1	5
Sea Girt	15	3	4	1	..	..	11	..	..
Shrewsbury Boro.	21	17	9	1	..	..	17	24	13
Shrewsbury Twp.	33	31	29	..	1	..	24	24	24
So. Belmar	4	1	2	..	..	..	..	..	2
Spring Lake	15	11	4	1	1	1	14	4	2
Spring Lake Hghts.	10	5	11	..	..	1	..	5	4
Union Beach	15	5	7	2	..	1	11	7	5
Upper Freehold Twp.	20	19	8	..	..	..	17	14	7
Wall Twp.	43	26	25	..	2	1	48	20	7
W. Long Branch	6	4	5	1	..	..	3	2	4
TOTAL	1,627	954	843	50	37	41	1,122	667	598

MORRIS COUNTY

Boonton	71	57	34	..	..	..	23	21	9
Boonton Twp.	2	3	1	..	..	..	..	1	1
Butler	14	11	7	..	..	..	8	7	3
Chatham Boro.	36	32	16	..	..	1	18	7	6
Chatham Twp.	6	5	4	..	..	..	8	1	..
Chester	10	2	4	..	1	..	5	..	3
Chester Twp.	6	9	5	..	..	..	12	5	3
Denville	51	26	18	..	..	..	20	17	12
Dover	129	102	82	2	1	..	60	49	44
E. Hanover Twp.	32	26	13	1	1	..	21	24	9
Florham Park	12	5	3	..	1	2	15	1	5
Hanover	34	28	14	2	2	2	25	14	5
Harding Twp.	12	10	5	..	..	..	8	5	3
Jefferson	29	19	9	..	..	2	15	5	3
Kinnelon Boro.	1	4	2	..	..	..	..	4	..
Lincoln Park	9	7	2	..	1	..	7	4	1
Madison	80	27	16	..	..	1	56	24	9
Mendham Boro.	7	2	2	..	..	..	8	..	1
Mendham Twp.	4	5	2	1	..	..	3	3	..
Mine Hill Twp.	14	15	15	2	..	2	8	12	8
Montville	34	19	15	..	..	..	24	15	12
Morris Twp.	46	35	23	2	1	..	29	30	12

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Morris Plains	24	19	11	..	..	..	12	12	5
Morristown	112	64	44	1	1	1	42	30	28
Mountain Lakes	7	15	4	..	..	..	1	7	6
Mt. Arlington	1	3	..	..	..	..	..	..	..
Mt. Olive	34	13	21	1	..	..	20	9	24
Netcong	33	15	12	..	..	..	15	11	5
Parsippany-Troy Hills ..	121	88	51	1	2	..	91	64	61
Passaic Twp.	15	10	9	..	..	1	8	1	..
Pequannock	18	16	4	1	..	..	12	13	2
Randolph	33	20	19	1	1	1	33	17	14
Riverdale	21	17	13	..	..	1	19	10	4
Rockaway	17	21	11	..	1	..	9	12	3
Rockaway Twp.	32	21	21	..	1	1	22	14	19
Roxbury	68	46	55	2	..	1	42	33	46
Washington Twp.	21	18	11	..	1	..	3	27	7
Wharton	13	10	9	..	..	..	2	11	4
TOTAL	1,209	845	587	17	16	16	704	520	376

OCEAN COUNTY

Barnegat City	3	..	..	..	..	..	1	..	..
Bayhead	13	6	4	1	..	..	7	1	1
Beach Haven	9	2	4	..	..	..	6	2	2
Beachwood	8	3	3	..	..	..	8	4	..
Berkeley	16	7	8	..	..	..	12	7	5
Brick Twp.	32	17	12	1	..	..	28	10	10
Dover Twp.	93	61	30	3	1	..	61	38	20
Eagleswood	6	1	1	..	..	..	3	..	..
Harvey Cedars .....	..	..	..	..	..	..	..	..	..
Island Beach .....	..	..	..	..	..	..	..	..	..
Island Hghts. ....	..	1	1	..	..	..	..	..	..
Jackson Twp.	31	22	8	2	..	1	25	29	3
Lacey Twp.	7	5	1	1	..	..	7	5	1
Lakehurst	17	5	11	2	..	..	9	5	5
Lakewood	59	30	29	3	1	2	54	20	15
Lavalette	4	2	1	..	1	..	1	..	..
Little Egg Harbor	6	4	10	..	..	..	4	3	6
Long Beach	10	5	1	..	..	..	2	6	1
Manchester	14	15	10	1	..	..	15	24	9
Mantoloking	1	4	4	..	..	..	1	1	1
Ocean Twp.	2	6	3	..	..	..	4	6	7
Ocean Gate	3	..	1	..	..	..	2	..	..
Pine Beach	7	2	2	..	..	..	7	5	..
Plumstead	11	13	7	..	1	1	4	15	7
Pt. Pleasant Boro.	24	17	8	..	..	..	23	7	5
Pt. Pleasant Beach ..	41	21	17	..	..	..	21	10	7
Seaside Hghts.	13	11	10	..	..	..	3	6	6
Seaside Park	12	7	3	..	1	..	7	..	4
Ship Bottom	13	6	1	..	..	..	5	5	..
So. Toms River	7	2	1	..	..	..	3	2	..
Stafford Twp.	20	21	11	..	3	1	15	15	14
Surf City	5	1	1	1	..	..	1	..	1
Tuckerton	12	7	3	1	..	..	5	3	4
Union Twp.	15	4	4	..	2	..	15	2	3
TOTAL	514	308	210	16	10	7	359	231	137

PASSAIC COUNTY

Bloomington	13	8	6	..	..	..	5	5	2
Clifton	554	420	371	4	5	4	286	197	244
Haledon	22	20	25	1	..	1	11	3	20
Hawthorne	101	51	34	1	1	1	46	45	21
Little Falls	39	43	17	..	3	..	14	17	15
No. Haledon	13	6	9	..	1	1	9	6	1
Passaic	794	653	540	6	2	24	420	302	307
Paterson	1,612	1,285	1,156	19	17	15	801	621	706
Pompton Lakes	34	30	24	..	..	..	28	21	24
Prospect Park	34	13	6	1	..	..	25	9	3
Ringwood	13	9	5	..	1	..	4	5	1
Totowa	45	30	13	..	1	..	41	14	16
Wanaque	24	6	12	..	..	..	17	4	12
Wayne	182	69	49	..	2	2	103	36	34
West Milford	71	41	19	5	1	..	56	26	22
W. Paterson	24	5	11	1	..	..	16	4	7
TOTAL	3,575	2,689	2,297	38	34	48	1,882	1,315	1,435

SALEM COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Alloway	6	4	3	1	..	..	9	2	..
Elmer	1	7	6	..	..	..	1	5	1
Elsinboro	2	1	3	1	..	1	1	2	..
Lower Alloway Creek	4	1	4	..	..	..	2	1	1
Lower Penns Neck	35	25	14	2	2	..	19	19	12
Mannington	13	10	7	1	4	..	15	8	6
Oldmans	18	16	13	1	2	..	4	9	18
Pennsgrove	19	14	19	1	1	..	12	11	9
Pilesgrove	28	13	11	2	..	..	33	12	5
Pittsgrove	11	18	14	..	1	..	13	45	15
Quinton	13	5	9	1	1	..	9	12	9
Salem	34	17	17	..	..	1	10	..	8
Upper Penns Neck	23	10	12	5	3	2	26	11	3
Upper Pittsgrove	26	20	17	2	1	..	26	15	13
Woodstown	11	5	3	2	..	1	10	3	2
TOTAL	244	166	152	19	15	5	190	155	102

SOMERSET COUNTY

Bedminster	16	13	9	1	..	..	5	8	2
Bernards Twp.	18	17	11	..	..	..	2	9	7
Bernardsville	19	10	5	..	..	..	12	..	4
Bound Brook	116	95	79	..	1	..	57	32	34
Branchburg	25	26	15	1	..	1	21	23	13
Bridgewater	165	120	90	7	5	2	95	65	41
E. Millstone	3	..	..	..	..	..	1	..	..
Far Hills	1	1	4	..	..	..	..	..	1
Franklin Twp.	54	38	34	1	1	4	24	26	19
Green Brook Twp.	41	21	17	..	..	..	24	13	14
Hillsboro	48	36	29	..	5	..	39	27	13
Manville	26	18	8	..	..	..	7	1	4
Millstone	6	2	..	..	1	..	3	..	..
Montgomery	29	16	15	..	1	..	24	10	7
No. Plainfield	91	53	46	..	1	..	53	31	32
Peapack-Gladstone	4	3	2	..	..	..	2	8	..
Raritan	10	9	7	..	2	..	4	..	8
Rocky Hill	2	..	..	..	..	..	1	..	..
Somerville	108	88	46	1	1	..	49	22	16
So. Bound Brook	15	3	5	..	..	..	7	3	2
Warren	22	15	20	2	..	1	21	10	9
Watchung	30	10	7	..	..	..	11	6	3
TOTAL	849	594	449	13	18	8	462	294	229

SUSSEX COUNTY

Andover	5	14	13	..	..	..	5	6	5
Andover Twp.	18	19	7	1	..	2	17	18	11
Branchville	3	4	1	..	..	..	..	1	..
Byram	17	6	4	2	1	..	8	10	2
Frankford	27	11	14	..	1	..	23	5	6
Franklin	15	10	13	1	1	..	5	7	6
Fredon	17	5	6	1	..	1	21	3	3
Green	6	3	2	..	..	..	7	2	2
Hamburg	16	12	5	1	..	..	2	3	3
Hampton	17	6	5	1	..	..	13	4	3
Hardyston	16	10	9	..	..	2	6	7	10
Hopatcong	6	1	1	..	..	..	6	..	..
Lafayette	8	8	10	..	..	..	11	3	5
Montague	6	7	3	1	..	..	5	8	3
Newton	8	19	16	..	..	..	1	4	8
Ogdensburg .....	..	4	4	..	..	..	..	4	1
Sandyston	4	2	3	..	2	..	5	..	3
Sparta	15	5	9	..	1	..	9	..	5
Stanhope	14	10	6	1	2	..	10	8	1
Stillwater	2	5	3	..	..	..	3	2	1
Sussex	10	11	11	..	..	..	3	3	2
Vernon	11	11	7	..	..	..	5	4	1
Walpack .....	..	4	1	..	..	..	..	1	..
Wantage	25	23	15	1	..	1	21	16	7
TOTAL	286	210	168	10	8	6	186	119	88

UNION COUNTY

	ACCIDENTS			FATALITIES			INJURED		
	1946	1945	1944	1946	1945	1944	1946	1945	1944
Clark	23	19	13	..	..	..	9	5	12
Cranford	87	74	41	2	1	1	55	56	26
Elizabeth	694	614	575	9	13	14	451	454	475
Fanwood	26	7	12	3	..	..	25	1	10
Garwood	18	17	7	..	..	..	4	6	5
Hillside	154	111	102	..	4	3	60	66	62
Kenilworth	18	13	8	..	1	..	14	7	4
Linden	580	413	386	4	9	3	346	257	262
Mountainside	57	30	18	..	1	1	29	9	8
New Providence	7	13	4	..	..	1	3	9	5
New Providence Twp. ..	5	7	3	..	2	..	3	5	..
Plainfield	493	444	338	3	4	1	220	170	148
Rahway	229	177	122	3	3	..	147	141	94
Roselle	160	125	92	1	3	3	83	49	45
Roselle Park	54	34	33	1	..	4	28	41	21
Scotch Plains	89	55	38	3	2	1	67	33	32
Springfield	97	35	33	3	1	1	36	27	21
Summit	110	73	60	1	2	1	68	35	34
Union	265	186	127	1	4	6	190	96	69
Westfield	124	86	74	5	..	2	72	42	27
Winfield	3	1	..	..	1	..	1	..	..
TOTAL	3,393	2,534	2,086	39	51	42	1,911	1,509	1,360

WARREN COUNTY

Allamuchy	2	3	..	..	..	..	3	3	..
Alpha	2	6	4	..	..	1	7	3	3
Belvidere	3	7	4	..	1	..	1	2	..
Blairstown	9	5	5	..	..	..	3	4	4
Franklin	17	8	7	2	1	..	14	4	2
Frelinghuysen	8	5	2	1	..	..	8	3	1
Greenwich	27	13	8	1	1	1	12	5	4
Hackettstown	31	17	15	..	..	..	20	7	1
Hardwick	1	1	1	..	..	..	..	..	..
Harmony	7	7	5	..	1	..	5	6	5
Hope	1	2	2	..	..	1	..	3	8
Independence	13	6	12	3	..	1	9	3	5
Knowlton	13	10	7	3	..	..	16	5	1
Liberty	7	3	2	..	..	..	4	3	1
Lopatcong	20	10	12	2	..	..	15	15	13
Mansfield	14	12	15	..	1	..	7	4	4
Oxford	12	9	7	..	..	..	4	6	4
Pahaquarry .....	..	2	..	..	..	..	..	3	..
Phillipsburg	132	73	60	..	4	2	39	38	39
Pohatcong	16	10	2	..	1	..	13	14	4
Washington Boro.	18	11	11	..	..	..	5	6	6
Washington Twp.	24	14	16	1	1	..	11	11	13
White	23	20	10	..	1	..	10	21	4
TOTAL	405	253	207	13	12	6	206	170	121
ENTIRE STATE	38,321	28,521	24,120	712	630	609	21,905	16,893	15,252

PEDESTRIAN FATALITIES AND INJURED, BY MUNICIPALITIES

ATLANTIC COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Absecon .....	..	..	..	22	1	..
Atlantic City	11	7	64	202	85	42
Brigantine .....	..	..	..	4	..	..
Buena Vista .....	..	..	..	19	2	..
Corbin City .....	..	..	..	1	..	..
Egg Harbor City .....	..	..	..	22	..	..
Egg Harbor Twp.	3	..	..	63	2	..
Folsom	1	1	..	15	..	..
Galloway Twp.	3	..	..	45	..	..
Hamilton Twp.	6	..	..	53	1	..
Hammonton	1	..	..	23	..	..
Linwood .....	..	..	..	3	..	..
Margate City	1	..	..	9	1	..
Mullica	2	..	..	34	1	..
Northfield	1	1	..	12	..	..
Pleasantville	1	..	..	58	12	..
Port Republic	1	..	..	1	..	..
Somers Point	1	..	..	4	..	..
Ventnor	2	2	..	5	2	..
Weymouth .....	..	..	..	3	..	..
TOTAL	34	11	32	598	107	18

BERGEN COUNTY

Allendale .....	..	..	..	9	..	..
Alpine	1	1	..	32	..	..
Bergenfield	1	..	..	24	9	..
Bogota	1	1	..	12	2	..
Carlstadt .....	..	..	..	18	2	..
Cliffside Park .....	..	..	..	23	14	..
Closter .....	..	..	..	13	1	..
Cresskill .....	..	..	..	5	3	..
Demarest .....	..	..	..	4	1	..
Dumont	2	1	..	28	5	..
E. Paterson	3	1	..	12	1	..
E. Rutherford	2	..	..	24	5	..
Edgewater .....	..	..	..	19	8	..
Emerson .....	..	..	..	3	..	..
Englewood	7	..	..	112	5	..
Englewood Cliffs .....	..	..	..	26	..	..
Fairlawn .....	..	..	..	46	14	..
Fairview .....	..	..	..	27	2	..
Fort Lee	6	1	..	56	5	..
Franklin Lakes .....	..	..	..	3	..	..
Garfield	4	3	..	109	32	..
Glen Rock .....	..	..	..	17	2	..
Hackensack	4	2	..	124	18	..
Hasbrouck Hgts.	2	1	..	47	4	..
Haworth .....	..	..	..	10	2	..
Hillsdale .....	..	..	..	13	3	..
Hohokus Boro.	3	..	..	12	..	..
Hohokus Twp. ....	..	..	..	19	2	..
Leonia .....	..	..	..	6	4	..
Little Ferry	3	..	..	24	1	..
Lodi .....	..	..	..	46	9	..
Lyndhurst .....	..	..	..	56	13	..
Maywood	1	1	..	16	5	..
Midland Park .....	..	..	..	7	3	..
Montvale .....	..	..	..	6	..	..
New Milford .....	..	..	..	17	3	..
No. Arlington .....	..	..	..	25	6	..
Norwood .....	..	..	..	13	..	..
Oakland .....	..	..	..	3	..	..
Oradell	1	1	..	10	1	..
Palisades Park	1	..	..	44	6	..
Paramus	6	1	..	147	5	..
Park Ridge .....	..	..	..	23	5	..
Ramsey	1	..	..	28	..	..
Ridgefield .....	..	..	..	18	3	..

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Ridgefield Park	1	..	..	45	12	..
Ridgewood	4	1	..	59	11	..
River Edge	2	2	..	21	1	..
Rivervale	2	..	..	7	..	..
Rochelle Park .....	..	..	..	5	..	..
Rutherford	1	1	..	81	16	..
Saddle River Boro.	2	..	..	20	1	..
Saddle River Twp.	1	..	..	5	1	..
So. Hackensack .....	..	..	..	3	..	..
Teaneck .....	..	..	..	113	21	..
Tenafly .....	..	..	..	16	2	..
Teterboro	1	1	..	14	..	..
Upper Saddle River	1	..	..	1	..	..
Waldwick .....	..	..	..	25	1	..
Wallington	1	1	..	18	2	..
Washington .....	..	..	..	4	1	..
Westwood .....	..	..	..	47	12	..
Woodcliff Lake .....	..	..	..	..	0	..
Wood-Ridge .....	..	..	..	21	3	..
Wyckoff	2	1	..	7	2	..
TOTAL	67	21	31.	1,849	290	16.

BURLINGTON COUNTY

Bass River	1	..	..	8	..	..
Beverly .....	..	..	..	..	..	..
Bordentown .....	..	..	..	4	1	..
Bordentown Twp.	4	..	..	70	1	..
Burlington	1	..	..	39	7	..
Burlington Twp. ....	..	..	..	28	7	..
Chester Twp. ....	..	..	..	16	4	..
Chesterfield	1	..	..	7	..	..
Cinnaminson	1	..	..	16	..	..
Delanco	1	..	..	1	..	..
Delran Twp.	1	..	..	21	3	..
Eastampton	1	1	..	10	..	..
Edgewater Park .....	..	..	..	5	..	..
Evesham Twp.	2	..	..	17	2	..
Florence	2	2	..	18	6	..
Hainesport	1	..	..	14	1	..
Lumberton .....	..	..	..	5	..	..
Mansfield	2	1	..	28	..	..
Medford	1	..	..	18	3	..
Moorestown .....	..	..	..	27	4	..
Mt. Holly .....	..	..	..	5	3	..
Mt. Laurel Twp.	2	2	..	27	1	..
New Hanover Twp.	2	..	..	26	..	..
No. Hanover Twp.	1	1	..	6	1	..
Palmyra	1	..	..	2	1	..
Pemberton Boro.	1	..	..	1	..	..
Pemberton Twp. ....	..	..	..	21	..	..
Riverside Twp. ....	..	..	..	9	..	..
Riverton .....	..	..	..	1	1	..
Shamong	1	..	..	2	..	..
Southampton	1	1	..	22	..	..
Springfield Twp.	7	..	..	41	..	..
Tabernacle	1	1	..	1	1	..
Washington Twp. ....	..	..	..	1	..	..
Westampton .....	..	..	..	9	..	..
Willingboro .....	..	..	..	9	..	..
Woodland Twp. ....	..	..	..	8	2	..
Wrightstown .....	..	..	..	1	..	..
TOTAL	30	9	30.	545	49	9.

CAMDEN COUNTY

Audubon	1	1	..	10	2	..
Barrington	1	1	..	8	2	..
Bellmawr	1	1	..	8	1	..
Berlin .....	..	..	..	25	1	..
Berlin Twp. ....	..	..	..	5	2	..
Brooklawn .....	..	..	..	12	1	..
Camden	17	15	76.	881	348	40.
Chesilhurst .....	..	..	..	1	..	..
Clementon Twp.	2	2	..	22	2	..
Collingswood	2	2	..	69	9	..
Delaware Twp.	2	1	..	67	4	..

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Gibbsboro .....	..	..	..	7	..	..
Gloucester	3	3	..	25	5	..
Gloucester Twp.	3	1	..	26	2	..
Haddon Twp.	2	..	..	48	8	..
Haddonfield	1	1	..	13	1	..
Haddon Hghts. ....	..	..	..	16	3	..
Lawnside .....	..	..	..	5	..	..
Lindenwold	2	2	..	31	1	..
Magnolia	1	1	..	17	1	..
Merchantville .....	..	..	..	14	3	..
Mt. Ephraim .....	..	..	..	7	2	..
Oaklyn	1	..	..	14	1	..
Pennsauken	7	2	29.	193	29	15.
Pine Hill Boro. ....	..	..	..	1	..	..
Runnemede	3	3	..	6	4	..
Somerdale	1	1	..	3	1	..
Stratford	1	1	..	3	..	..
Voorhees Twp.	2	1	..	10	..	..
Waterford .....	..	..	..	13	1	..
Winslow .....	..	..	..	32	3	..
Woodynnne .....	..	..	..	1	..	..
TOTAL	53	37	70.	1,599	437	27.

CAPE MAY COUNTY

Avalon .....	..	..	..	1	..	..
Cape May City .....	..	..	..	11	..	..
Cape May Pt. ....	..	..	..	..	..	..
Dennis Twp.	1	1	..	19	1	..
Lower Twp.	1	1	..	17	..	..
Middle Twp.	4	..	..	42	2	..
No. Wildwood .....	..	..	..	8	..	..
Ocean City .....	..	..	..	26	1	..
Sea Isle City .....	..	..	..	3	..	..
Stone Harbor .....	..	..	..	3	1	..
Upper Twp.	1	..	..	12	..	..
W. Cape May .....	..	..	..	2	..	..
Wildwood City .....	..	..	..	27	2	..
Wildwood Crest .....	..	..	..	2	..	..
Woodbine .....	..	..	..	3	2	..
TOTAL	7	2	29.	176	9	5.

CUMBERLAND COUNTY

Bridgeton	3	..	..	20	2	..
Commercial .....	..	..	..	10	2	..
Deerfield	2	1	..	19	1	..
Downe .....	..	..	..	5	1	..
Fairfield .....	..	..	..	8	1	..
Greenwich	1	..	..	2	..	..
Hopewell .....	..	..	..	11	2	..
Landis	5	3	..	88	7	..
Lawrence	1	1	..	1	..	..
Maurice River	1	..	..	23	..	..
Millville	1	1	..	23	1	..
Shiloh .....	..	..	..	3	1	..
Stow Creek .....	..	..	..	1	..	..
Upper Deerfield	1	..	..	44	4	..
Vineland	3	..	..	4	..	..
TOTAL	18	6	33.	262	22	8.

ESSEX COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Belleville	7	4	57.	89	18	20.
Bloomfield	6	4	67.	179	42	23.
Caldwell	2	1	..	16	9	..
Caldwell Twp. ....	..	..	..	50	7	..
Cedar Grove .....	..	..	..	35	1	..
E. Orange	7	3	43.	304	87	29.
Essex Fells .....	..	..	..	3	..	..
Glen Ridge .....	..	..	..	33	3	..
Irvington	2	1	50.	281	100	36.
Livingston	1	..	..	30	6	..
Maplewood	1	1	..	63	11	..
Millburn .....	..	..	..	59	5	..
Montclair	1	1	..	111	25	..
Newark	61	46	75.	2,965	1,156	39.
No. Caldwell .....	..	..	..	2	1	..
Nutley .....	..	..	..	88	19	..
Orange	4	2	..	111	48	..
Roseland .....	..	..	..	12	..	..
So. Orange	1	1	..	69	12	..
Verona .....	..	..	..	25	4	..
West Caldwell .....	..	..	..	17	5	..
West Orange	4	4	..	145	28	..
TOTAL	100	68	68.	4,687	1,587	34.

GLOUCESTER COUNTY

Clayton .....	..	..	..	7	1	..
Deptford .....	..	..	..	51	5	..
E. Greenwich .....	..	..	..	8	..	..
Elk Twp.	2	..	..	7	..	..
Franklin Twp.	7	..	..	66	3	..
Glassboro .....	..	..	..	33	7	..
Greenwich	1	1	..	7	1	..
Harrison	1	..	..	15	1	..
Logan Twp.	3	..	..	28	..	..
Mantua Twp. ....	..	..	..	11	3	..
Monroe Twp.	6	..	..	49	1	..
National Park .....	..	..	..	1	1	..
Newfield .....	..	..	..	1	1	..
Paulsboro	2	..	..	8	3	..
Pitman .....	..	..	..	3	..	..
So. Harrison Twp.	1	1	..	8	..	..
Swedesboro .....	..	..	..	3	1	..
Washington	1	1	..	20	..	..
Wenonah	1	1	..	..	..	..
West Deptford Twp.	4	..	..	84	14	..
Westville .....	..	..	..	9	1	..
Woodbury .....	..	..	..	27	7	..
Woodbury Hghts. ....	..	..	..	7	..	..
Woolwich Twp. ....	..	..	..	16	..	..
TOTAL	29	4	14.	469	50	11.

HUDSON COUNTY

Bayonne	11	10	91.	284	110	39.
E. Newark	1	..	..	6	2	..
Guttenberg	1	..	..	..	..	..
Harrison .....	..	2	..	50	17	..
Hoboken	2	2	100.	170	88	52.
Jersey City	19	12	63.	1,168	408	35.
Kearny	9	7	78.	161	50	31.
No. Bergen	4	4	100.	109	23	21.
Secaucus	2	..	..	42	1	..
Union City	2	2	100.	240	91	38.
Weehawken	1	1	..	36	5	..
West New York	4	2	..	76	23	..
TOTAL	53	40	73.	2,347	818	35.

HUNTERDON COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Alexandria	1	..	..	7	..	..
Bethlehem .....	..	..	..	19	..	..
Bloomsbury .....	..	..	..	2	..	..
Califon .....	..	..	..	3	..	..
Clinton	1	..	..	13	..	..
Clinton Twp.	1	1	..	35	1	..
Delaware .....	..	..	..	4	1	..
East Amwell .....	..	..	..	9	..	..
Flemington .....	..	..	..	3	..	..
Franklin Twp. ....	..	..	..	8	..	..
Frenchtown .....	..	..	..	2	..	..
Glen Gardner .....	..	..	..	4	..	..
Hampton .....	..	..	..	3	..	..
Holland .....	..	..	..	6	..	..
Kingwood	1	1	..	8	..	..
Lambertville	1	1	..	7	2	..
Lebanon .....	..	..	..	11	1	..
Lebanon Twp. ....	..	..	..	1	..	..
Milford .....	..	..	..	2	..	..
Raritan Twp.	2	..	..	22	1	..
Readington	6	2	..	48	3	..
Stockton .....	..	..	..	6	..	..
Tewksbury .....	..	..	..	3	..	..
Union Twp.	2	..	..	31	..	..
West Amwell	1	..	..	9	..	..
TOTAL	16	5	31.	266	9	3.

MERCER COUNTY

East Windsor .....	..	..	..	44	3	..
Ewing .....	..	..	..	54	5	..
Hamilton Twp.	7	5	71.	141	23	16.
Hightstown	2	1	..	9	..	..
Hopewell Twp.	5	3	..	47	..	..
Lawrence	1	1	..	50	6	..
Pennington	1	..	..	3	..	..
Princeton .....	..	..	..	20	7	..
Princeton Twp. ....	..	..	..	15	..	..
Trenton	19	15	70.	331	117	35.
Washington Twp.	7	3	..	46	1	..
West Windsor	2	..	..	27	..	..
TOTAL	44	27	81.	787	102	21.

MIDDLESEX COUNTY

Carteret	1	..	..	33	11	..
Cranbury .....	..	..	..	14	3	..
Dunellen .....	..	..	..	13	3	..
E. Brunswick	2	..	..	47	1	..
Helmetta .....	..	..	..	1	1	..
Highland Park	2	2	..	42	7	..
Jamesburg .....	..	..	..	5	..	..
Madison .....	..	..	..	64	4	..
Metuchen .....	..	..	..	17	2	..
Middlesex	1	..	..	5	3	..
Milltown .....	..	..	..	2	..	..
Monroe .....	..	..	..	16	1	..
New Brunswick	4	4	100.	149	48	32.
No. Brunswick	3	1	..	80	5	..
Perth Amboy	3	3	100.	151	40	26.
Piscataway .....	..	..	..	30	3	..
Plainsboro	2	2	..	12	1	..
Raritan	10	3	..	244	16	..
Sayreville	1	1	..	50	3	..
So. Amboy	1	1	..	24	3	..
So. Brunswick	4	1	..	56	1	..
So. Plainfield .....	..	..	..	27	3	..
So. River	2	1	..	22	11	..
Spotswood .....	..	..	..	3	..	..
Woodbridge	6	3	..	186	14	..
TOTAL	44	21	48.	1,298	186	18.

MONMOUTH COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Allenhurst .....	..	..	..	1	..	..
Allentown .....	..	..	..	6	..	..
Asbury Park	3	..	..	103	12	..
Atlantic Twp.	3	1	..	44	..	..
Atlantic Highlands	1	..	..	4	2	..
Avon .....	..	..	..	18	1	..
Belmar	1	1	..	23	4	..
Bradley Beach	1	1	..	10	2	..
Brielle .....	..	..	..	9	1	..
Deal .....	..	..	..	12	1	..
Eatontown	1	1	..	9	1	..
Englishtown .....	..	..	..	5	1	..
Fair Haven	1	1	..	9	1	..
Farmingdale .....	..	..	..	4	..	..
Freehold	2	2	..	44	9	..
Freehold Twp.	2	1	..	45	2	..
Highlands	1	1	..	..	..	..
Holmdel	1	..	..	20	..	..
Howell Twp.	4	2	..	80	2	..
Interlaken .....	..	..	..	2	..	..
Keansburg	1	1	..	22	3	..
Keyport .....	..	..	..	39	4	..
Little Silver	1	..	..	4	..	..
Long Branch	1	1	..	34	4	..
Manalapan	3	2	..	34	3	..
Manasquan .....	..	..	..	13	1	..
Marlboro	3	..	..	20	3	..
Matawan Boro.	2	..	..	10	2	..
Matawan Twp.	2	1	..	23	3	..
Middletown	2	2	..	71	3	..
Millstone .....	..	..	..	17	..	..
Monmouth Beach .....	..	..	..	1	..	..
Neptune Twp.	4	2	..	107	12	..
Neptune City .....	..	..	..	16	2	..
Ocean Twp.	2	..	..	23	..	..
Oceanport .....	..	..	..	8	..	..
Raritan Twp.	1	1	..	23	2	..
Red Bank	1	1	..	52	6	..
Roosevelt .....	..	..	..	2	1	..
Rumson .....	..	..	..	7	1	..
Sea Bright .....	..	..	..	1	..	..
Sea Girt	1	..	..	11	2	..
Shrewsbury Boro.	1	1	..	17	1	..
Shrewsbury Twp. ....	..	..	..	24	..	..
S. Belmar .....	..	..	..	..	..	..
Spring Lake	1	..	..	14	..	..
Union Beach	2	..	..	11	..	..
Upper Freehold Twp. ....	..	..	..	17	..	..
Wall Twp. ....	..	..	..	48	..	..
West Long Branch	1	..	..	3	..	..
TOTAL	50	23	48.	1,122	92	8.

MORRIS COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Boonton .....	..	..	..	25	7	..
Butler .....	..	..	..	8	..	..
Chatham Boro. ....	..	..	..	18	2	..
Chatham Twp. ....	..	..	..	8	..	..
Chester .....	..	..	..	5	..	..
Chester Twp. ....	..	..	..	12	..	..
Denville .....	..	..	..	20	2	..
Dover	2	2	..	80	9	..
E. Hanover Twp.	1	..	..	21	1	..
Florham Park .....	..	..	..	15	..	..
Hanover	2	1	..	25	4	..
Harding Twp. ....	..	..	..	8	1	..
Jefferson .....	..	..	..	15	1	..
Kinnelon Boro. ....	..	..	..	..	..	..
Lincoln Park .....	..	..	..	7	3	..
Madison .....	..	..	..	58	3	..
Mendham Boro. ....	..	..	..	8	..	..
Mendham Twp. ....	..	1	..	3	..	..
Mine Hill Twp.	2	1	..	8	2	..
Montville .....	..	..	..	24	2	..
Morris Twp.	2	..	..	20	..	..
Morris Plains .....	..	..	..	12	1	..
Morristown	1	..	..	42	17	..
Mountain Lakes .....	..	..	..	1	..	..
Mt. Olive	1	..	..	20	1	..
Netcong .....	..	..	..	15	2	..
Parsippany-Troy Hills	1	..	..	91	7	..
Passaic Twp. ....	..	..	..	8	2	..
Pequannock	1	1	..	12	..	..
Randolph	1	..	..	33	2	..
Riverdale .....	..	..	..	19	2	..
Rockaway .....	..	..	..	9	..	..
Rockaway Twp. ....	..	..	..	22	2	..
Roxbury	2	1	..	42	7	..
Washington Twp. ....	..	..	..	3	..	..
Wharton .....	..	..	..	2	1	..
TOTAL	17	7	41.	704	82	12.

OCEAN COUNTY

Barneget City .....	..	..	..	1	..	..
Bayhead	1	1	..	7	1	..
Beach Haven .....	..	..	..	6	..	..
Beachwood .....	..	..	..	8	1	..
Berkeley .....	..	..	..	12	..	..
Brick Twp.	1	..	..	28	3	..
Dover Twp.	3	3	..	61	3	..
Eagleswood .....	..	..	..	3	..	..
Jackson	2	1	..	25	1	..
Lacey Twp.	1	..	..	7	..	..
Lakehurst	2	2	..	9	..	..
Lakewood	3	2	..	54	1	..
Lavallette .....	..	..	..	1	..	..
Little Egg Harbor .....	..	..	..	4	..	..
Long Beach .....	..	..	..	2	1	..
Manchester	1	..	..	15	..	..
Mantoloking .....	..	..	..	1	..	..
Ocean Twp. ....	..	..	..	4	1	..
Ocean Gate .....	..	..	..	2	..	..
Pine Beach .....	..	..	..	7	..	..
Plumstead .....	..	..	..	4	..	..
Point Pleasant Boro. ....	..	..	..	23	..	..
Point Pleasant Beach .....	..	..	..	21	3	..
Seaside Heights .....	..	..	..	3	..	..
Seaside Park .....	..	..	..	7	2	..
Ship Bottom .....	..	..	..	5	1	..
S. Toms River .....	..	..	..	3	..	..
Stafford Twp. ....	..	..	..	15	2	..
Surf City	1	1	..	1	..	..
Tuckerton	1	1	..	5	..	..
Union Twp. ....	..	..	..	15	2	..
TOTAL	16	11	69.	359	22	6.

PASSAIC COUNTY

	FATALITIES			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Bloomington	..	..	..	5	1	..
Clifton	4	2	50.	286	63	22.
Haledon	1	..	..	11	3	..
Hawthorne	1	..	..	46	3	..
Little Falls	..	..	..	14	2	..
N. Haledon	..	..	..	9	8	..
Passaic	6	5	83.	420	164	39.
Paterson	19	17	89.	801	272	34.
Pompton Lakes	..	..	..	28	1	..
Prospect Park	1	1	..	25	9	..
Ringwood	..	..	..	4	1	..
Totowa	..	..	..	41	2	..
Wanaque	..	..	..	17	2	..
Wayne	..	..	..	103	10	..
West Milford	5	1	..	56	2	..
West Paterson	1	..	..	16	7	..
TOTAL	38	26	68.	1,682	544	29.

SALEM COUNTY

Alloway	1	..	..	9	1	..
Elmer	..	..	..	1	..	..
Elsinboro	1	1	..	1	..	..
Lower Alloway Creek	..	..	..	2	..	..
Lower Penns Neck	2	1	..	19	3	..
Mannington	1	..	..	16	..	..
Oldmans	1	1	..	4	..	..
Pennsgrove	1	..	..	12	1	..
Pilesgrove	2	1	..	33	3	..
Pittsgrove	..	..	..	13	1	..
Quinton	1	..	..	9	..	..
Salem	..	..	..	10	3	..
Upper Penns Neck	5	1	..	26	1	..
Upper Pittsgrove	2	..	..	26	1	..
Woodstown	2	1	..	10	..	..
TOTAL	19	6	32.	190	14	7.

SOMERSET COUNTY

Bedminster	1	..	..	5	..	..
Bernards Twp.	..	..	..	2	1	..
Bernardsville	..	..	..	12	..	..
Bound Brook	..	..	..	57	13	..
Branchburg	1	1	..	21	1	..
Bridgewater	7	2	..	95	3	..
East Millstone	..	..	..	1	..	..
Far Hills	..	..	..	..	..	..
Franklin Twp.	1	1	..	24	5	..
Green Brook Twp.	..	..	..	24	2	..
Hillsboro	..	..	..	39	..	..
Manville	..	..	..	7	3	..
Millstone	..	..	..	2	..	..
Montgomery	..	..	..	24	..	..
N. Plainfield	..	..	..	53	6	..
Peapack-Gladstone	..	..	..	2	1	..
Raritan	..	..	..	4	..	..
Rocky Hill	..	..	..	1	..	..
Somerville	1	1	..	49	2	..
S. Bound Brook	..	..	..	7	4	..
Warren	2	..	..	21	2	..
Watchung	..	..	..	11	1	..
TOTAL	13	5	38.	462	44	10.

SUSSEX COUNTY

	FATALITIES.			INJURED		
	Total Deaths	Ped. Deaths	% Ped. Deaths	Total Injured	Ped. Injured	% Ped. Injured
Andover .....	..	..	..	5	1	..
Andover Twp.	1	..	..	17	..	..
Branchville .....	..	..	..	8	..	..
Byram	2	1	..	..	..	..
Frankford .....	..	..	..	23	1	..
Franklin	1	1	..	5	2	..
Fredon Twp.	1	..	..	21	..	..
Green Twp. ....	..	..	..	7	..	..
Hamburg	1	1	..	2	1	..
Hampton	1	1	..	13	..	..
Hardyston .....	..	..	..	6	..	..
Hopatcong .....	..	..	..	6	..	..
Lafayette .....	..	..	..	11	..	..
Montague	1	..	..	3	..	..
Newton .....	..	..	..	1	..	..
Sandyston .....	..	..	..	5	..	..
Sparta .....	..	..	..	9	1	..
Stanhope	1	..	..	10	..	..
Stillwater .....	..	..	..	3	..	..
Sussex .....	..	..	..	3	2	..
Vernon .....	..	..	..	5	..	..
Wantage	1	..	..	21	3	..
TOTAL	10	4	40.	186	11	6.

UNION COUNTY

Clark .....	..	..	..	9	..	..
Cranford	2	..	..	55	13	..
Elizabeth	9	7	78.	451	133	29.
Fanwood	3	..	..	25	2	..
Garwood .....	..	..	..	4	2	..
Hillside .....	..	..	..	60	17	..
Kenilworth .....	..	..	..	14	1	..
Linden	4	3	75.	346	44	13.
Mountainside .....	..	..	..	29	..	..
New Providence .....	..	..	..	3	..	..
New Providence Twp. ....	..	..	..	3	..	..
Plainfield	3	2	67.	220	60	27.
Rahway	3	1	..	147	23	..
Roselle	1	1	..	83	15	..
Roselle Park	1	1	..	28	..	..
Scotch Plains	3	2	..	67	5	..
Springfield	3	1	..	36	5	..
Summit	1	1	..	68	9	..
Union	1	1	..	190	28	..
Westfield	5	4	..	72	9	..
Winfield .....	..	..	..	1	1	..
TOTAL	39	24	62.	1,911	367	19.

WARREN COUNTY

Allamuchy .....	..	..	..	3	..	..
Alpha .....	..	..	..	7	..	..
Belvidere .....	..	..	..	1	..	..
Blairstown .....	..	..	..	3	2	..
Franklin	2	1	..	14	1	..
Frelinghuysen	1	1	..	8	..	..
Greenwich	1	1	..	12	..	..
Hackettstown .....	..	..	..	20	5	..
Harmony .....	..	..	..	5	..	..
Independence	3	..	..	9	1	..
Knowlton	3	..	..	16	2	..
Liberty .....	..	..	..	4	1	..
Lopatcong	2	..	..	15	3	..
Mansfield .....	..	..	..	7	..	..
Oxford .....	..	..	..	4	..	..
Phillipsburg .....	..	..	..	39	19	..
Pohatcong .....	..	..	..	13	2	..
Washington Boro. ....	..	..	..	5	2	..
Washington Twp.	1	..	..	11	..	..
White .....	..	..	..	10	..	..
TOTAL	13	3	23.	206	38	18.
ENTIRE STATE	712	360	50.5	21,905	4,940	22.5

HEARINGS—LICENSE REVOCATIONS

The record of the first post-war year shows a 34 per cent increase in the number of driving privilege revocations. A total of 4,490 operators were affected during the year.

Over the period of the last 28 years, 107,454 license revocations have been ordered by the Department.

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		
		TOTAL	107,454

CAUSES FOR LICENSE REVOCATIONS

	1946	1945	1944	1943	1942
Driving while intoxicated	998	644	659	633	1,208
Reckless driving	349	166	205	220	599
Fatal accidents	153	122	128	157	242
Speeding	262	97	115	184	361
Careless driving	204	81	107	126	313
Leaving the scene of accident	79	60	42	47	87
Habitual violators	713	451	491	844	1,738
Physically or mentally unfit	208	228	193	210	307
Defective vision	46	30	52	52	46
Commission of crime involving motor vehicle	190	188	170	144	285
Driving without a license	206	305	73	71	96
Obtained license while on revoked list	60	25	95	41	71
Failure to appear in answer to summonses	456	306	424	662	1,126
Failure to pay fine	9	8	18	24	40
Misstatement of facts in application for license	9	15	13	15	23
Personal injury accident while driving in violation	74	148	305	179	216
Failure to report change of address	64	34	60	71	227
Fraud at examination of new licenses	64	34	34	35	21
*Emergency regulation (2 speeding convictions)		157	1,227	762	266
All others	346	251	304	285	357
TOTAL	4,490	3,350	4,715	4,762	7,629

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

DRUNKEN DRIVERS

Year after year the violation, "driving while under the influence of intoxicating liquor," is the leading cause for strong disciplinary action. Although revocations for this offense dropped considerably during the war years, the increase in car use since the cessation of hostilities has brought with it a rise in the number of drinking driver convictions. The 1946 increase over 1945 was 55 per cent.

New Jersey statute relating to the operation of auto vehicles by persons under the influence of intoxicants is one of the strongest in the country. The statute provides for a mandatory minimum fine of \$200 or a jail sentence of 30 days or both and the suspension of driving privileges for two years. In addition, violators are made subject to the Financial Responsibility Law.

Approximately 80 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 that is imposed upon second offenders. During the year 1946 there were 52 such drivers who received mandatory jail terms of 90 days and the loss of their driving privileges permanently.

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		
		TOTAL	33,586

PLACE OF ARREST

	1946	1945	1944	1943	1942
New Jersey residents arrested in New Jersey	646	473	456	458	933
New Jersey residents arrested in other states	89	34	42	43	66
New Jersey residents not holding drivers licenses placed upon prohibitory list	145	88	83	82	113
Non-residents arrested in New Jersey	118	49	78	50	96
TOTAL	998	644	659	633	1,208

RESIDENTS ARRESTED OUT OF THE STATE

	1946	1945	1944	1943	1942
New York	11	3	6	9	11
Pennsylvania	14	9	11	4	1
Virginia	6	2	3	13	6
Massachusetts	5	4	3	4	6
North Carolina	5	0	1	1	9
Connecticut	7	1	2	2	7
Maryland	8	5	2	4	7
South Carolina	2	1	0	0	1
Florida	5	2	3	1	2
Georgia	1	0	0	0	0
Michigan	1	1	0	0	1
New Hampshire	3	0	1	0	0
Delaware	8	0	3	2	4
Maine	2	1	4	0	1
Rhode Island	0	0	0	0	1
District of Columbia	0	1	0	0	2
Tennessee	0	0	0	0	1
West Virginia	0	0	0	1	0
Kentucky	0	0	0	1	1
Canada	0	0	0	0	1
California	3	2	0	0	3
Wisconsin	0	0	0	0	1
Texas	1	0	0	1	0
Colorado	1	0	1	0	0
Minnesota	0	0	1	0	0
Washington	0	0	1	0	0
Illinois	0	2	0	0	0
New Mexico	1	0	0	0	0
Montana	1	0	0	0	0
Indiana	2	0	0	0	0
Alabama	1	0	0	0	0
Iowa	1	0	0	0	0
TOTAL	89	34	42	43	66

NON-RESIDENT VIOLATORS AND WHERE THEY RESIDE

	1946	1945	1944	1943	1942
Pennsylvania	70	24	29	20	38
New York	33	10	30	23	43
Florida	1	2	1	1	2
Virginia	0	3	3	1	3
Maryland	3	3	3	1	4
Delaware	2	1	3	2	1
Connecticut	1	0	0	0	1
District of Columbia	1	0	0	0	2
Georgia	0	0	0	1	0
North Carolina	0	3	2	0	0
Massachusetts	0	0	0	1	0
South Carolina	2	0	1	0	1
Ohio	0	1	2	0	0
Washington	0	0	1	0	0
Tennessee	0	0	1	0	1
Nebraska	0	0	1	0	0
Kansas	0	0	1	0	0
Rhode Island	0	1	0	0	0
Alabama	0	1	0	0	0
Kentucky	1	0	0	0	0
California	2	0	0	0	0
Michigan	1	0	0	0	0
Missouri	1	0	0	0	0
TOTAL	118	49	78	50	96

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.

	1946	1945	1944	1943	1942
Males	977	621	641	616	1,178
Females	21	23	18	17	30
TOTAL	998	644	659	633	1,208

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

COUNTIES WHERE VIOLATORS RESIDE

	1946	1945	1944	1943	1942
Atlantic	27	15	6	7	29
Bergen	74	61	51	33	76
Burlington	21	20	12	11	40
Camden	66	32	36	37	73
Cape May	14	6	4	6	10
Cumberland	38	21	15	19	12
Essex	126	87	98	93	163
Gloucester	25	19	17	17	33
Hudson	51	36	47	43	114
Hunterdon	7	10	4	8	17
Mercer	44	30	31	34	47
Middlesex	60	38	47	49	105
Monmouth	43	20	20	37	43
Morris	30	24	29	32	66
Ocean	16	7	6	5	8
Passaic	47	35	34	37	62
Salem	42	34	18	24	39
Somerset	29	11	20	23	37
Sussex	9	6	9	3	12
Union	107	71	69	56	121
Warren	4	5	8	8	5
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Non-residents arrested in N. J.	880	593	581	583	1,112
	118	51	78	50	96
TOTAL	998	644	659	633	1,208

COUNTIES WHERE VIOLATORS ARRESTED

	1946	1945	1944	1943	1942
Atlantic	33	22	16	13	33
Bergen	64	45	46	36	67
Burlington	18	14	12	10	44
Camden	93	35	42	44	79
Cape May	25	8	6	4	8
Cumberland	35	16	16	19	27
Essex	87	71	74	69	123
Gloucester	26	19	21	19	30
Hudson	59	43	58	48	103
Hunterdon	11	7	2	12	15
Mercer	39	31	30	35	47
Middlesex	49	43	59	49	113
Monmouth	51	23	21	33	49
Morris	35	25	26	32	45
Ocean	17	9	4	6	13
Passaic	55	41	34	35	81
Salem	47	38	22	26	47
Somerset	34	16	24	32	53
Sussex	7	7	8	2	14
Union	117	80	89	60	141
Warren	7	2	7	6	10
	<hr/> 909	<hr/> 600	<hr/> 617	<hr/> 590	<hr/> 1,142
New Jersey residents arrested in other states	89	44	42	43	66
TOTAL	<hr/> 998	<hr/> 644	<hr/> 659	<hr/> 633	<hr/> 1,208

AGE GROUP DRINKING DRIVERS

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

HABITUAL VIOLATORS

Department procedure 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 his 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 32,777 warning letters; has conducted 10,174 hearings on rules to show cause and directed 7,529 license revocations.

A five-year record of activity follows:

	1946	1945	1944	1943	1942
Warning letters	3,420	1,810	1,747	4,156	7,996
Revoked following hearing	475	358	300	553	1,184
Warned following hearing	134	126	75	142	179
Revocation by default	238	193	191	291	554
	<u>4,267</u>	<u>2,487</u>	<u>2,313</u>	<u>5,142</u>	<u>9,893</u>

FATAL ACCIDENTS

All fatal accidents are investigated by Department inspectors and where evidence is found of law violations that caused or contributed to the accidents, the operators responsible are brought for hearing before the Department. During the year 156 hearings were conducted. The number of licenses revoked after hearing, or by default, was 153.

A considerable number of the fatal accident investigations revealed evidence of flagrant carelessness in the operation of a motor vehicle, establishing reasonable grounds for license revocation.

HEARINGS

Operators' hearings totaling 1,036 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 fatal accidents, habitual violators, those seeking restoration of licenses previously revoked, physically unfit operators and those committing a crime with the aid of a motor vehicle as well as violators of other offenses coming within the jurisdiction of the Department.

The right of the Commissioner of Motor Vehicles to conduct hearings has been law since 1906, the year New Jersey adopted its first traffic Act. It has been a powerful influence over errant drivers and is one of the forces that help to maintain the State's fine safety record.

INSPECTOR FORCE

The Inspector Force, consisting of 117 men including a chief inspector and eight deputy chief inspectors, kept pace with the great increase in motor vehicle travel and its added responsibilities during the year 1946. The Force performed these outstanding functions:

1. Examined 154,212 applicants for driver licenses.
2. Supervised the issuance of 12,987 "for hire" driver licenses.
3. Traveled 2,310,094 miles on road patrol.
4. Completed 9,370 investigations.
5. Issued 9,536 warnings to drivers.
6. Made 20,525 arrests of traffic violators.
7. Netted the State \$168,504.50 in fines imposed on violators.
8. Recovered 87 stolen cars having an estimated value of \$123,760.00.

There was one death in the Force during the year; one retirement, one resignation and six inspectors returned from service in the armed forces.

The driver examination in use during the year is the standard test approved by the American Association of Motor Vehicle Administrators. Although it includes a road, vision and color test, plus a written and oral examination, the present driver test is far from ideal. Conducted at high speed by a relatively small number of inspectors, the present test is strictly a production line operation that serves to screen out only those applicants with obvious defects. Inadequate quarters in most examination cities also hamper efforts to operate a satisfactory examination procedure.

The need for state-owned or leased permanent examination quarters cannot be stressed too strongly. With permanent and adequate quarters, it would be possible, to a degree, to conduct a more satisfactory examination of applicants on initial examination with more time devoted to each applicant. It would also provide facilities for the re-examination of drivers should this be decided in the future.

The improved examination under consideration would include a test of the applicant's reaction time, his ability to judge distance, his field of vision and, eventually, a test that would eliminate those with an unhealthy attitude toward safety. The improved test also contemplates the use of a discussion period through which applicants can be familiarized with good driving practices and advised against faulty habits which cause accidents.

Persons engaged in the transportation of passengers "for hire" are required each year to undergo a medical examination before receiving their special licenses. In supervising the issuance of these special licenses, the Force serves to screen out drivers with obvious physical defects.

Results from the re-examination of senior drivers who have been involved in accidents (see accompanying table) provide strong support for the idea of periodic re-examination of drivers.

One of the important responsibilities of the Force is that of highway patrol. In addition to a continuous coverage of heavily traveled State arteries, the Force patrolled other routes on week-ends and holidays during the year. The steady increase in travel points to the necessity for extending this coverage.

Close co-operation with other agencies in the matter of recovering stolen cars was continued during the year. Department activities in this regard have been a most effective deterrent to the professional car thief.

Inspectors furnished the only enforcement and supervision over the activities of automobile junkyard operators. At present, the law covers only junkyards on and visible from State highways.

Members of the Force investigated all fatal traffic accidents and instituted proceedings against the licenses of drivers found to have been operating their vehicles in violation of the law at the time of the accident. This system should be extended to include the investigation of all personal injury accidents as well but this added responsibility cannot be undertaken without additional personnel.

Inspectors were assigned regularly to full time duty with the Safety Education Division and one inspector devoted all his time to the Traffic Division.

The tables that follow constitute a statistical report of the work of the Inspector Force for the year:

Drivers' Examinations According to Location

	Passed	Rejected	Total
Asbury Park	3,206	678	3,884
Atlantic City	4,072	766	4,838
Bridgeton	1,524	365	1,889
Burlington	821	189	1,010
Camden	9,279	1,537	10,816
Cape May Court House	1,147	139	1,286
Dover	1,923	290	2,213
Elizabeth	10,647	1,812	12,459
Englewood	6,847	785	7,632
Flemington	642	147	789
Freehold	1,676	362	2,038
Hackettstown	901	149	1,050
Hammonton	806	144	950
Jersey City	10,860	2,385	13,245
Morristown	2,193	231	2,424
Mount Holly	735	150	885
Newark	27,497	4,701	32,198
New Brunswick	2,988	668	3,656
Newton	944	119	1,063
Ocean City	1,099	135	1,234
Passaic	4,072	809	4,881
Paterson	7,105	1,034	8,139
Perth Amboy	1,610	304	1,914
Phillipsburg	937	112	1,049
Plainfield	3,196	347	3,543
Red Bank	2,956	445	3,401
Ridgewood	4,317	390	4,707
Salem	1,494	371	1,865
Somerville	2,902	598	3,500
Summit	1,431	183	1,614
Sussex	242	27	269
Toms River	1,136	162	1,298
Trenton	7,453	1,735	9,188
Woodbury	2,806	479	3,285
	<u>131,464</u>	<u>22,748</u>	<u>154,212</u>

Drivers' Examinations According to Month

Month	Passed	Rejected	Total
January	7,010	975	7,985
February	5,642	862	6,504
March	15,332	2,134	17,466
April	15,746	2,417	18,163
May	14,147	2,387	16,534
June	12,784	2,257	15,041
July	12,239	2,347	14,586
August	13,005	2,441	15,446
September	11,344	1,792	13,136
October	9,686	2,162	11,848
November	7,813	1,506	9,319
December	6,716	1,468	8,184
	<u>131,464</u>	<u>22,748</u>	<u>154,212</u>

1946	Males		Females	
	Passed	Rejected	Passed	Rejected
January	6,135	888	875	87
February	4,834	770	808	92
March	12,083	1,884	3,249	250
April	11,932	2,033	3,814	384
May	10,655	1,940	3,492	447
June	9,281	1,776	3,503	481
July	8,675	1,832	3,564	515
August	9,204	1,901	3,801	540
September	7,652	1,352	3,692	440
October	6,612	1,673	3,074	489
November	5,543	1,171	2,270	335
December	4,981	1,233	1,735	235
	<u>97,587</u>	<u>18,453</u>	<u>33,877</u>	<u>4,295</u>

	Passed	Rejected
Males	97,587	18,453
Females	33,877	4,295
	<u>131,464</u>	<u>22,748</u>

CLASSES OF REJECTIONS

Illiteracy	1,853
Impaired vision	3,325
Driving test	8,703
Written test and miscellaneous	8,867
	<u>22,748</u>

1946	Illiterates Passed	Illiterates Rejected	Total
January	75	85	160
February	62	84	146
March	118	122	240
April	192	208	400
May	160	207	367
June	162	215	377
July	135	173	308
August	132	207	339
September	123	154	277
October	106	152	258
November	105	127	232
December	79	119	198
	<u>1,449</u>	<u>1,853</u>	<u>3,302</u>

1946	Specials and Re-exams Passed	Specials and Re-exams Rejected	Total
January	81	7	88
February	62	11	73
March	90	6	96
April	59	8	67
May	80	6	86
June	89	6	95
July	81	6	87
August	135	11	146
September	136	9	145
October	152	12	164
November	155	16	171
December	105	18	123
	<u>1,225</u>	<u>116</u>	<u>1,341</u>

1946	Must Wear Glasses	Rejected	Total
January	986	205	1,191
February	795	156	951
March	2,293	382	675
April	2,325	392	2,717
May	2,041	359	2,400
June	1,930	316	2,246
July	1,895	303	2,198
August	2,024	300	2,324
September	1,740	245	1,985
October	1,630	270	1,900
November	1,256	193	1,449
December	989	204	1,193
	<u>19,904</u>	<u>3,325</u>	<u>23,229</u>

Re-examination of Persons Involved in Accidents

(Drivers 65 years of age and over)

Total number examined	564
Drivers' licenses revoked	182
Drivers' licenses endorsed "Conditional"	269
No action taken	113

REASONS FOR REVOCATION

Heart	2
Vision	62
Road test	47
Written test	28
Revoked by default	31
Miscellaneous	12

Classified Eye Rejections According to Age

Ages	17 to 21	22 to 30	31 to 35	36 to 40	41 and Over
January	59	78	21	11	36
February	52	63	14	5	22
March	138	129	24	20	71
April	153	119	29	27	64
May	150	106	45	16	42
June	136	101	25	19	35
July	132	96	13	22	40
August	131	78	21	13	57
September	110	75	11	16	33
October	97	90	24	15	44
November	73	51	24	18	27
December	87	46	12	13	46
	<u>1,318</u>	<u>1,032</u>	<u>263</u>	<u>195</u>	<u>517</u>

"For Hire" licenses: issued 12,987

"For Hire" licenses: rejected 63

SUMMARY

	Regular	Patrol	Total
Warnings	4,687	4,849	9,536
Summonses	12,265	8,260	20,525
Arrests	12,265	8,260	20,525
Fines	\$109,935.00	\$58,569.50	\$168,504.50
Investigations	8,618	752	9,370
Registrations collected	\$6,566.40	\$1,135.95	\$7,702.35
Drivers' licenses collected	\$1,393.50	\$345.50	\$1,739.50
Days off	3,749	1,667	5,416
Vacation	1,236	522	1,758
Sick days	1,485	154	1,639
Gasoline (gals.)	107,282	60,737	168,019
Oil (qts.)	1,616	695	2,311
Miles	1,509,532	800,562	2,310,094
Travel	Hours 29,415½	2,610	32,025½
Patrol	" 63,684½	72,606	136,290½
Investigation	" 17,101	3,025½	20,126½
Check-up	" 108	15¾	123¾
Scale	" 8	2	10
Examinations	" 43,940	1,488	45,428
Court	" 3,177¾	1,471¾	4,649
Safety education	" 6,968¾	.....	6,968¾
Stolen cars	" 916½	.....	916½
Special detail	" 2,912	330	3,242
Traffic engineering	" 1,711¾	.....	1,711¾
Administration	" 7,020	.....	7,020
Miscellaneous	" 4,919½	827¾	5,746¾
Total	" 181,882½	82,375	264,258
Gasoline—average miles	14.07	13.18	13.7
Oil—average miles	934.1	1,151.8	999.6
Inspectors	89	28	117
Deaths	1	..	1
Resigned	1	..	1
Retired	1	..	1
Returned, armed service	5	1	6
Replacements .....	..	..	..

VEHICLE INSPECTIONS

Since motor vehicle inspection is a sequel to registration, the beginning of the inspection year coincides with the beginning of the registration year which is March 1. Hence, the ninth year of operation of the Testing Division has two months yet to run.

This year saw a return to semi-annual inspection replacing the war-time one-a-year frequency.

The plant continued to consist of 28 inspection stations with a total of 45 inspection lanes strategically located in the 21 counties. However, a plot of the indicated increase of registered motor vehicles in the immediate foreseeable future dictates that the inspection facilities be increased. Plans for the required increase are well advanced.

The change to two inspection periods required that the station personnel be brought up to full pre-war strength. This made it necessary to fill about 100 vacancies, with the advice of the Civil Service Commission, by the temporary appointment of veterans. Examinations were held later in the year after a high percentage of service men had been returned to civilian life. Soon all vacancies will be filled by permanent appointments.

This year, the postal inspection notices gave owners three weeks in which to present their vehicles for inspection instead of the 60 days in force when there was but one annual inspection period. Otherwise, there was no other significant change in inspection procedures.

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 by leaving them at any motor vehicle inspection station. A registration thus voluntarily surrendered is received without prejudice and filed at Trenton. A registration will be returned promptly upon request when and if the owner is ready to present the vehicle for inspection. Altogether, 23,029 registrations were surrendered during the period under report and 2,606 of these were returned upon request.

During the first inspection period under report, a distinctive stamped endorsement was placed on the reverse side of the registration certificate when a vehicle was approved. Another type of endorsement was used to indicate approval for the second inspection period. Such endorsements were not only informational but were also valuable for enforcement purposes when registrations were being renewed since renewal could be refused for a vehicle which had not been inspected and approved.

The revised requirements first made effective in 1944 were continued in force under the following classifications:

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.

Turning to the appended combination table of inspection results, it should be remembered that it is an interim report because the second inspection period had not been concluded when the table was prepared.

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 table for 1945. In the appended table, the accounting procedure pertaining to inspection cards issued, inspection fees collected and windshield decalcomania 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 more than 200,000 for each of the two inspection periods.

The appended table for the first inspection period shows 56.28 per cent of the vehicles approved on initial examination and 43.72 per cent rejected. The corresponding figures for 1945 were 61.23 per cent approved and 38.77 per cent rejected. This comparison seems to reflect the Department's findings that many mechanical failures, which some authorities expected in older cars during the war years, actually did not show an undue rise until this year with its greatly increased average mileage.

It is not surprising to note that the interim report for the second inspection period shows that 65.52 per cent of the vehicles were approved on initial examination. This percentage will be lower by 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, slightly over 50 per cent of the vehicles inspected were found to be in an illegal or unsafe condition for one or more reasons.

INTERIM REPORT OF VEHICLES INSPECTED

1946 REGISTRATION YEAR

Distribution	1st Period	*2nd Period
Approved on initial examination	509,887	434,728
Approved on re-examination	368,909	202,972
Rejected on initial examination	396,146	228,789
Rejected on re-examination	113,368	57,199
"No Fee" vehicles approved	5,220	5,030
"No Fee" vehicles rejected	1,171	849
Total number of vehicles handled	<u>1,394,701</u>	<u>929,567</u>

* Period still in progress.

NUMBER OF INDIVIDUAL CARS

Approved on initial examination	56.28%	509,887	65.52%	434,728
Rejected on initial examination	43.72%	396,146	34.48%	228,789
Totals		<u>906,033</u>		<u>663,517</u>

APPROVALS

Approved on initial examination	509,887	434,728
Approved on re-examination	368,909	202,972
Totals	<u>878,796</u>	<u>637,700</u>

HANDLINGS

1st Period	1,394,701
2nd Period	<u>929,567</u>
Totals	<u>2,324,268</u>

REASONS FOR REJECTIONS

		1st Period Per Cent		*2nd Period Per Cent	
(B) 1. Credentials, license cards	16,664	1.38		5,847	.92
(A) 2. Steering alignment	68,959	5.69		38,001	5.90
(A) 3. Steering operation	72,232	5.97	11.66%	38,937	6.04
4.					
(B) 5. Identification marks	13,288	1.10		7,609	1.18
(plates)					
(B) 6. Examination of all glass	42,133	3.48		26,763	4.15
(A) 7. Obstruction to vision ...	13,088	1.08		7,006	1.09
(A) 8. Horn	7,024	.58		3,881	.60
(B) 9. Windshield cleaners	9,646	.80		5,870	.91
(A) 10. Rear-view mirror	2,963	.24		1,411	.22
(B) 11. Exhaust system	9,166	.76		5,494	.85
12. Miscellaneous	36,658	3.03		17,428	2.70
(A) 13. Head lights	271,898	22.46		149,519	23.20
(B) 14. Auxiliary driving lights.	7,721	.64		6,718	1.04
(B) 15. Light output	93,618	7.73		40,806	6.33
(B) 16. Parking lights	25,122	2.07	47.27%	12,442	1.93
(A) 17. Red tail light	38,673	3.19		18,508	2.87
(B) 18. Other rear lights	94,126	7.77		53,869	8.36
(B) 19. Wiring and switching ..	30,034	2.48		15,182	2.36
20. Beam indicator light ...	11,298	.93		7,840	1.22
21.					
(A) 22. Service brake	103,842	8.58		47,505	7.37
(A) 23. Parking brake	33,224	2.74	28.62%	19,308	3.00
(A) 24. Brake equalization	155,349	12.83		81,616	12.66
(A) 25. Pedal and lever reserve.	54,117	4.47		32,852	5.10
Totals	1,210,843			*644,412	

* Period still in progress.

SAFETY EDUCATION

The program of public education designed to reach all age-groups for the improvement of traffic efficiency and safety was based primarily upon the use of all possible media of public information and the co-operation of other official and non-official agencies in the dissemination of traffic accident facts and preventive procedures.

In this respect the following summary indicates the extent to which present safety education facilities were employed for the accomplishment of these objectives.

I. State-local Co-operation.

An important part of the safety educational program was concerned with the co-ordination of effort at the State, county, and municipal levels. It is a matter of obtaining the views of local public safety officials, formulating an acceptable and uniform procedure, and providing local officials with educational materials which can be adapted to local conditions.

To this end, representatives of the Department made personal calls on public safety officials in 133 municipalities. The results of these interviews were analyzed for broadening the scope and effectiveness of the state-wide program. In addition, educational and engineering facilities were provided for many of these municipalities as a result of the surveys.

II. Public Education and Information.

Traffic safety and efficiency is largely a matter of individual responsibility and co-operation on the part of all users of the public highways. The individual needs to be informed concerning the causes and circumstances under which accidents occur; why the problem is of importance to the individual; and what the individual driver and pedestrian can do about it:

The following media of public information was used to the extent indicated during the year:

1. *Publications.*

The co-operation of the 250 newspapers in the State was a most important factor in the safety educational program. Sixty-five releases from the Department were carried by these newspapers during the year.

In support of the State's over-all traffic safety effort, the New Jersey Press Association contributed a most effective part with a 13 weeks campaign conducted from October 1 to December 31. The 250 newspapers comprising the membership of the Association used the following items each week during the campaign:

- A. An article on the general traffic safety problem.
- B. Editorials.
- C. Cartoons.
- D. Miscellaneous safety stories of local interest.
- E. Advertisements containing safety appeals.

In addition to the newspaper releases there were 15 magazine safety articles prepared by the Department.

2. *Radio.*

Through the co-operation of New Jersey radio stations, state-wide coverage was obtained in this medium of public education. In addition to the use of "spot" and special announcements, there were 25 "live" broadcasts presented for a total of six and one-half hours of radio time and 103 transcribed dramatizations of actual cases broadcast for a total of 39 hours of radio time.

The weekly schedule of broadcasts of the transcribed program, "Highways to Safety," presented over 10 New Jersey stations, was as follows:

- WAAT, Newark—Saturdays, 8:30 P. M.
- WAWZ, Zarephath—Fridays, 7:00 P. M.
- WCAP, Asbury Park—Saturdays, 3:30 P. M.
- WCTC, New Brunswick—Fridays, 8:00 P. M.
- WFPG, Atlantic City—Sundays, 1:00 P. M.
- WHOM, Jersey City—Saturdays, 2:30 P. M.
- WPAT, Paterson—Sundays, 10:00 A. M.
- WSNJ, Bridgeton—Fridays, 7:45 P. M.
- WTTM, Trenton—Wednesdays, 1:15 P. M.
- WWBZ, Vineland—Sundays, 2:30 P. M.

3. *Safety Meetings.*

Representatives of the Department conducted over 200 safety meetings of adults during the year at which safety motion pictures were shown and safety talks presented. There were 30,000 persons in attendance at these meetings.

4. *Motion Pictures and Film Library.*

In addition to the actual showing of motion pictures at safety meetings, films were made available to other organizations for their own showings. There were 664 showings of Department films in this manner to a reported audience totaling 240,000 people.

Films were loaned to organizations outside the State of New Jersey, but no record was kept of audiences reached in this manner. Our films were used by 29 other states during the year.

Organizations outside the State also purchased 31 copies of films made by the Department. The United States Army has purchased prints for world-wide distribution and purchases have been made by the countries of Canada and New Zealand as well as other states during the past year.

Motion picture theatres co-operated in the safety educational program by showing films on traffic safety subjects as a part of the regular theatre program. There were previews of such films held in theatres at Newark, Jersey City, Camden, Atlantic City and Trenton for public safety officials.

5. *Direct Mail.*

The medium of direct mail was used for the promotion of safety education and 20,000 such items were sent out during 1946.

6. Exhibits.

Safety exhibits of various types were displayed by the Department for a total of 264 days. An estimated 45,000 people viewed these exhibits.

7. Safety Literature.

Printed safety materials distributed, other than to schools, totaled 170,000 items.

III. School Programs.

Accidents of all types rank first as a cause of death among young people, aged 5 to 19, according to national statistics compiled by the recent President's Conference on Highway Safety. Traffic accidents are the leading cause of death and injuries in these accidents.

These facts point-up the immediate need for safety education for children of school age. Also, the necessity of safety instruction for young people in terms of long-range safety planning is obvious.

The Department carried on a co-operative program with the schools at the elementary, secondary, and college levels, as follows:

1. Elementary Schools.

Conferences	37
Lectures	258
Films shown or loaned	327 showings
Safety literature distributed	150,000 leaflets
Safety buttons.....	145,000 items

The "1-2-3-Go" Clubs sponsored by the Department during 1946 was a very successful elementary school project and no doubt contributed to the remarkable reduction (37.7) in pedestrian fatalities among children of this age group, last year.

2. Secondary Schools.

Conferences	139
Demonstrations	27. (audience 4,220)
Lectures	12 (audience 1,593)
Textbooks distributed	1,816
Teaching aids provided	32,000 items
Films loaned	1,007 (audience 73,171)
Examinations conducted	103
Student certificates issued	9,400

The extension and intensification of driver education instruction in the high schools is in the process of development after a war-time hiatus.

3. Teachers Colleges.

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

Four such courses were given during the past year for a total of 60 hours of instruction. The courses were designed to prepare prospective high school teachers to give courses in driver education. There were 92 teachers who completed such courses during the year.

IV. *Special Programs.*

Special safety programs were conducted at 101 sessions for bus drivers, police and fire personnel, military personnel, Red Cross members and related groups during 1946. Instruction included demonstrations, lectures, motion picture showings and driver testing.

The job of reaching all age groups effectively in a state-wide educational program is a vast and complex undertaking. The procedures outlined above do not represent a complete and adequate education of drivers and pedestrians but are indicating of the manner in which the various media of public information have been used with present facilities.

TRAFFIC ENGINEERING

With the abolition of war-time motor vehicle transportation conservation measures during the latter part of 1945, the year 1946 was the first post-war year during which there was no limitation or control of motor vehicle use, except for shortages of equipment and supplies.

Despite these shortages motor vehicle registration and use during 1946 approximated that of 1941, the previous peak year. For example, 1946 registration is within three per cent of the 1941 figure and gasoline consumption is within five per cent of the 1941 total.

It may be said, therefore, that highway traffic in New Jersey during 1946 was substantially comparable to that of the last pre-war year, New Jersey's biggest year in motor vehicle registration and highway travel.

These statistical facts substantiate the experiences of highway users. The old problem of traffic congestion and hazards at locations which existed prior to the war again appeared and in some instances in increasing intensity. In addition war-time changes in population density in some areas of the State brought about changes in traffic pattern at specific locations resulting in problems of congestion or hazards which did not exist heretofore.

The increase in highway travel during 1946 was further reflected in a comparison of official requests from State, county and municipal governments, made upon the Department for recommendations and assistance in the solution or curtailment of traffic difficulties. These requests included applications for approval of the installation and operation of traffic control signals or other regulatory devices, requests for investigations to determine the need for the installation and operation of regulatory devices, requests for investigations to determine the necessity of restrictive control measures, such as one-way streets, prohibited or time limited parking, controlled or prohibited turning movements, pedestrian control and other measures.

During the year 1946 the Department received 240 such requests subdivided into the following categories:

Traffic control signal applications	109
Traffic control signal investigations	47
Requests for investigations concerning traffic ordinances	20
Special traffic surveys	11
Miscellaneous studies, surveys, conferences, etc.	53

During the year the Department, upon request of the authorities concerned, completed special studies and presented recommendations for the proper operation of traffic control signals along the Hudson County Boulevard; recommendations concerning the modernization of traffic control signals and their operation in Asbury Park; special studies concerning the alleviation of traffic congestion in the downtown business district of the City of Passaic; studies concerning modernization and improvement in the operation of traffic

control signals along Penn and Linden Streets in Camden (the two important access roads to the Camden-Philadelphia Bridge) and special studies concerning the improvement in traffic control at Bloomfield Center, in the Town of Bloomfield. The recommendations promulgated as the result of these special studies have either been adopted or plans are under way for adoption in the near future.

Comparing activities during the year with those of the previous year, it is determined there is an approximate 300 per cent increase in requests to the Department from governmental agencies for assistance. These demands, together with the nature of the requests, have placed a burden on the Department which is impossible to fulfill with existing technical, as well as clerical personnel. If, therefore, the Department is to continue to serve in the future as it has in the past as an agency of State government upon which governmental agencies, particularly governments of smaller municipalities, may call for assistance and advice in the correction or alleviation of highway traffic problems including congestion and hazards, it is necessary that additional personnel, including engineering technicians as well as clerks, be made available.

Recommendations

The responsibility for highway transportation improvement, including traffic congestion as well as safety, is twofold, that of government and the individual highway user.

Through proper and adequate engineering activities carried on by responsible governmental agencies, the problems of traffic congestion and delay, as well as traffic hazards can be materially curtailed.

Although streets and highways cannot be designed which are in all respects foolproof, modern roadways incorporating up-to-date design features will materially alleviate past difficulties. Of the total of 27,970 miles of roads in New Jersey, the majority—approximately 94 per cent—are under the jurisdiction of local municipal and county governments. It is this roadway system that represents the scene of most accidents in New Jersey, more than 70 per cent of the total and upon which, particularly in urban business and shopping areas, considerable of the present-day congestion occurs. To a large extent these roadways leave much to be desired in the way of physical features conducive to free flowing traffic and safe driving.

Despite these shortcomings, much can be done through the application of sound traffic engineering principles to correct or at least alleviate congestion, as well as accident hazards. This includes the determination and application of proper and adequate traffic control methods including the establishment of restrictive regulations, such as one-way streets, prohibited turning movements, prohibited and restrictive parking regulations, and many others. It is essential, however, that these control measures be determined through factual tech-

nical analysis. It is recommended, therefore, that the engineering facilities of the Department be increased commensurate with the growth of the problem and the demand for aid by governmental agencies.

The difficulties created by curb parking have reached such proportions, particularly in the urban business areas of the municipalities of the State, that it now ranks the *number one* highway transportation problem. Curb parking in such areas not alone causes traffic congestion and delay and, directly or indirectly, accidents, but is also an economic matter affecting the conduct of business as well as the State's real estate ratables.

The establishment of urban off-street parking facilities conveniently located and operated for reasonable parking fees will materially alleviate the present-day curb parking difficulties. Such off-street facilities will immediately make available lanes, now used for the storage of vehicles, for moving traffic, thereby providing increased roadway facilities without the expenditure of moneys otherwise required.

Off-street parking facilities when properly located and operated can be self-supporting.

Most municipalities, however, are unable to cope with this problem either from a financial or technical standpoint. It is therefore recommended that the State develop means to assist in the solution of the urban parking problem through the establishment of a study committee with sufficient appropriation and authority to study from an over-all state-wide standpoint urban curb parking difficulties and the method or methods of establishing off-street parking areas.

In recent years the Department has conducted research studies in the field of accident causes and their prevention, as well as the effectiveness of control measures, including highway design features. More extensive studies of this character are needed, including driver actions and habits as well as driver behavior. It is recommended, therefore, that adequate assistance be made available to the Department for the conduct of such research studies.

FINANCIAL RESPONSIBILITY AND ACCIDENT REPORTING

Enforcement of the Financial Responsibility Law reveals that in a given year only a small percentage of drivers become involved in accidents or are convicted of traffic or motor vehicle law violations. It is this minority which is responsible for the accident record, and, incidentally, the target of the Financial Responsibility Law.

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

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

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

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

Unsatisfied judgments totaling \$472,527.02 were reported to the Department. As a result of subjecting the defendants to the requirements of the Financial Responsibility Law, proof of payment was subsequently filed totaling \$235,723.60. Had it not been for the requirements of the law these judgments might have been uncollectible. In cases where the judgment debtor did not pay the judgment, the driver's license and registration privileges were revoked and the debtor will never again be permitted to own or operate motor vehicles in the State of New Jersey unless the judgment, caused by his negligence, is satisfied. In addition to the unsatisfied judgments actually reported, there were scores of cases in which the mere threat of revocation was suffi-

cient to force prompt settlements of claims and judgments. This information is gained from correspondence and interviews with attorneys and 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 1946 disclose that 51 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	35,978	363
Car not insured	13,901	163
Insurance status unknown	20,479	310
Total	<u>70,358</u>	<u>836</u>

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, 6,845 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 legal procedure to be followed 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.

There were 742 accident reports which were received in letter form, the operators having failed to comply with a report on the regular accident report form. In numerous cases drivers involved in accidents report such accidents to the local police authorities, and, believing that such a report is sufficient, do not report to this office. In such cases, many of the reports are received direct from the police departments and would be included in the total accidents reported by the Traffic Division. Index cards for each driver concerned in every accident are filed in the Drivers' Record File. The original accident

reports are 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	713
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MAGISTRATE REPORTS:

Reports of magistrates received during 1946 covering single convictions under 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	1,733
Title 39, chapter 4, section 129	482
Title 39, chapter 4, section 50	998
Fatal accidents	153
Defendants made subject for other reasons originating in office of Commissioner	903
Three-year period extended because of conviction other than those normally required under the law	110
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	54

CANCELLATIONS:

Insurance companies are required to advise this office 10 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	2,877
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	21

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 1946	16,676
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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,

defendant is 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 1946	648
Representing	\$472,527.02
Judgments secured against New Jersey residents in another state	10
New Jersey judgments secured against non-residents	52
*Judgments later paid	\$235,723.60
Revocations	461
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	761
Pending, inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys	5
Pending, sufficient time has not elapsed for case to be completed	31

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

REVOCATIONS:

Total revocations for failure to comply with the Financial Responsibility Law	6,164
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RESTORATIONS:

Total restorations, after establishing financial responsibility	5,038
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FILE SEARCHING:

Files were searched to determine whether or not there was a record in 81,462 cases (not including phone calls):

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	1,699
Fees collected:	
1,609 certified abstracts at \$1.00	\$1,609.00
1 certified abstract at \$2.00	2.00
1 certified abstract at \$1.05	1.05
8 certified abstracts at \$1.06	8.48
Total fees collected	\$1,620.53
Certified copies at "No Fee"	53
Certified copies "Voided"	27

TRAFFIC LAW VIOLATIONS

Traffic law enforcement, as reflected by reports of violations from municipal and county magistrates, increased 65 per cent over the previous year.

Year	Violators
1946	93,663
1945	56,859
1944	50,914
1943	50,845
1942	69,066
1941	111,542
1940	100,709

Speeding violations accounted for 39,280 arrests, or 42 per cent of all violations reported. This figure represents 54 per cent more speeding arrests than the previous year. The next most frequent violation was careless driving with a total of 13,711 offenses, or 15 per cent of all arrests. A total of 5,480 persons, or six per cent of all violators, were charged with ignoring traffic signals, while 4,673, or five per cent were accused of operating a motor vehicle without a driver's license. More traffic violations occurred between 2 and 4 P. M. than in any other two-hour period.

The five leading violations that showed up most frequently in the record for the year accounted for 72 per cent of total arrests. These violations, in the order of their frequency in the records, were as follows:

Violations	Number
Speeding	39,280
Careless driving	13,711
Ignoring traffic signal	5,480
Driving without a license	4,673
Parking	3,930
Total	<u>67,074</u>

Records show that 38,782 persons, or 49 per cent of those fined, received a penalty between \$3 and \$5, while 18,789, or 24 per cent, were fined between \$6 and \$10.

FINES IMPOSED

	Per Cent
Costs only .....	.1
\$1	3.1
\$2	11.6
\$3 to \$5	49.3
\$6 to \$10	23.9
\$11 to \$15	5.3
\$16 to \$25	3.8
\$26 to \$50	1.2
\$51 to \$100 .....	.7
Over \$100	1.0
	<u>100.0</u>

Route 25, the most widely used highway in the State, accounted for 12,022 arrests, or 21 per cent of total violations occurring on state highways and 13 per cent of the arrests on all streets and highways.

56,265 arrests, or 60 per cent of total arrests, were on state highways.
37,398 arrests, or 40 per cent of total arrests, were on municipal and county roads.

Motor vehicle inspectors and state police were responsible for 50,049 arrests, or 53 per cent of all arrests made for motor vehicle violations. (See Statistical Summary.) The total amount of fines turned over to the State Treasury from these arrests was \$358,176.25.

The records show that 47,630 offenders, or 56 per cent, were in the age group 25 to 44 years. Drivers between the ages of 45 to 64 numbered 13,782, or 16 per cent, and 7,882 violators were under 21 years of age, or 9 per cent.

AGES OF VIOLATORS

Age Groups	Per Cent Licensed	1946 Per Cent Violators	1945 Per Cent Violators	1944 Per Cent Violators
Under 21	7.73	9.4	9.9	11.0
21 to 24	9.96	17.4	8.6	9.1
25 to 44	54.11	56.4	58.7	59.3
45 to 64	25.13	16.3	21.9	19.7
65 and over	3.07	.5	.9	.9
	100.00	100.0	100.0	100.0

Penalties were imposed in 98 per cent of the year's arrests and about two per cent of the cases were dismissed.

DISPOSITION OF CASES

	Cases	Per Cent
Fined	77,461	82.7
Suspended	11,618	12.4
Dismissed	2,097	2.2
Revoked	334	.4
Jailed	575	.6
Revoked and fined	1,180	1.3
Revocation and jail	174	.2
Others	224	.2
Total	93,663	100.0

New Jersey's geographical position, which results in a large part of the metropolitan district's through traffic transversing its highways, and New Jersey's extensive recreational facilities account for the high percentage of non-resident arrests. New Jersey residents were involved in 59,256, or 63 per cent, of all violations, while non-resident motorists accounted for 34,407 arrests, or 37 per cent.

STATISTICAL SUMMARY OF MOTOR VEHICLE VIOLATIONS

STATE OF NEW JERSEY—MOTOR VEHICLE DEPARTMENT
ARTHUR W. MAGER, Commissioner
Trenton, N. J.

IN New Jersey
State, County or City

DURING January to December 1946
Month or Year

VIOLATIONS OF TITLE 39 R. S.

Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4	1474	3-80	20	4-58	61	4-97	13711
3-10	4673	3-81	7	4-62	12	4-98	39280
3-11	235	3-82	3	4-63	5	4-105	
3-12	57	4-10		4-64	9	to	
3-17	623	to		4-65	111	4-121	979
3-19	7	4-14	13	4-66	8	4-122	46
3-29	3433	4-15		4-67	84	4-123	54
3-33	564	to		4-70	6	4-125	36
3-34	34	4-25	14	4-71	26	4-126	180
3-35	108	4-26		4-73	46	4-127	14
3-36	94	to		4-75	125	4-128	257
3-37	50	4-30	19	4-76		4-129	750
3-38	32	4-32		4-77	57	4-130	8
3-39	525	to		4-79		4-135	
3-40	321	4-37	40	4-80	100	to	
3-49	110	4-38		4-81	5480	4-138	3930
3-53	66	to		4-82	310	4-144	2840
3-56	325	4-45	410	4-83	57	Chap. 6	9
3-61	568	4-46	230	4-84	108	Chap. 8	7
3-62	488	4-48	245	4-85	2417	Chap. 9	2
3-64	22	4-49	59	4-86	1626	2-138-9	108
3-67	241	4-50	994	4-87	408	2-145-6	25
3-69	54	4-52	28	4-88	864	Misc.	861
3-70	86	4-53	4	4-89	7		
3-71	62	4-54	14	4-90	62		
3-72	7	4-55	21	4-91	24		
3-73	2	4-56	62	4-92	30		
3-74	11	4-57	163	4-96	1905	TOTAL	93663

DISPOSITION

	Number
1. Fined	77461
2. Suspended	11618
3. Dismissed	2097
4. Revoked	334
5. Jailed	575
6. Revoked and fined	1180
7. State appeal	8
8. Local appeal	32
9. Failed to pay	26
10. Grand Jury	100
11. Unknown	58
12. Revocation and Jail	174
TOTAL	93663

HOURS OF OCCURRENCE

12 to 1 A.M.	2346
1 to 2 A.M.	2245
2 to 3 A.M.	2219
3 to 4 A.M.	1145
4 to 5 A.M.	562
5 to 6 A.M.	471
6 to 7 A.M.	968
7 to 8 A.M.	2186
8 to 9 A.M.	2438
9 to 10 A.M.	3936
10 to 11 A.M.	6963
11 to 12 A.M.	6800
12 to 1 P.M.	3871
1 to 2 P.M.	5837
2 to 3 P.M.	7885
3 to 4 P.M.	7711
4 to 5 P.M.	6615
5 to 6 P.M.	4562
6 to 7 P.M.	3327
7 to 8 P.M.	3973
8 to 9 P.M.	4029
9 to 10 P.M.	3716
10 to 11 P.M.	3222
11 to 12 P.M.	2630
Unknown	4006
TOTAL	93663

SCALE OF FINES IMPOSED

1. Costs only	124
2. \$1	2453
3. \$2	9126
4. \$3 to \$5	38782
5. \$6 to \$10	18789
6. \$11 to \$15	4144
7. \$16 to \$25	2982
8. \$26 to \$50	945
9. \$51 to \$100	518
10. \$101 to \$150	11
11. \$151 to \$200	714
12. \$201 and over	53
TOTAL	78641

RESIDENCE OF VIOLATORS

1. New Jersey	59256
2. New York	14959
3. Pennsylvania	11381
4. Other States	8047
5. Unknown	20
TOTAL	93663

AGES OF VIOLATORS

1. Under 17	480
2. 17	1006
3. 18	1713
4. 19	2090
5. 20	2593
6. 21 to 24	14691
7. 25 to 44	47630
8. 45 to 64	13782
9. 65 and over	435
10. Unknown	9243
TOTAL	93663

COMPLAINANTS

1. M. V. Inspectors	19356
2. State Troopers	30693
3. Local Officers	41142
4. Private Citizens	2436
5. P. U. Inspectors	13
6. Others	23
TOTAL	93663

VIOLATIONS ON STATE HIGHWAYS ROUTES

Route	Violators	Route	Violators	Route	Violators
1.	88	34.	633	S-3	3
3.	62	35.	1651	S-4	
4.	5520	36.	265	S-4-A	
5.	8	37.	350	4-N	82
6.	3567	38.	51	S-N	18
7.	134	39.	336	S-6	4
8.	43	40.	294	13-E	
10.	863	41.	45	S-24	279
12.	30	42.	3736	S-25	2
17.	4350	43.	2233	25-M	92
21.	133	44.	1617	S-26	
23.	985	45.	241	S-28	74
24.	482	46.	113	29-A	9
25.	12022	47.	1078	S-31	144
26.	2338	48.	940	S-40	92
27.	329	49.	429	S-41	320
28.	2110	50.	79	S-44	2
29.	6283	51.	16	45-M	5
30.	435	54.	6	S-49	216
31.	485	84.	14	Other roads	37398
32.	85	S-1	1		
33.	443	S-1-A		TOTAL	93663

MONTHLY RECORD OF VIOLATIONS

Month	1946	1945	1944
January	5,560	2,144	3,508
February	5,987	2,894	3,652
March	7,186	4,269	3,753
April	7,650	5,078	4,736
May	8,329	4,870	5,178
June	9,398	5,171	5,015
July	9,873	5,270	6,547
August	10,559	6,398	5,002
September	8,312	6,276	3,809
October	8,291	5,233	3,308
November	6,281	5,261	3,182
December	6,237	3,995	3,224
Totals	93,663	56,859	50,914

CERTIFICATES OF OWNERSHIP

Chapter 136, Laws of 1946, amending the Bill of Sale Law, became effective October 1, 1946. The new law requires automobile manufacturers to furnish a certificate of origin for each motor vehicle sold in the State, thereby establishing a complete chain of title from manufacturer to purchaser with all titles issued by the Motor Vehicle Department. It also provides that applicants for dealer's licenses meet certain minimum standards as to character and permanency of place of business.

More specifically, the amendment enables the Department to concentrate the execution of prescribed forms in the central office and its agencies rather than in the offices of 2,800 motor vehicle dealers as heretofore. This change in regulations has been welcomed by dealers because it relieves them of the responsibility of executing and accounting for forms that were furnished them under bond.

The history of ownership of a motor vehicle now begins with a manufacturer's or importer's certificate of origin rather than a dealer's bill of sale which was the practice under the old law. The new procedure is beneficial in several ways. It is a more convenient arrangement for the public; it facilitates the execution and issuance of certificate of ownership forms by agents; it permits a uniform procedure and appearance and greatly simplifies the central office accounting of forms by eliminating more than 2,800 dealers' accounts and concentrating the accounting of stock and fees collected, in the agencies. It is now possible, with one reference to the files, to extract the entire chain of title of a motor vehicle. Under the old Bill of Sale Law, certification of title required a separate search of each owner's name.

Previous to October 1, both seller and purchaser of a motor vehicle were required to appear at an agency in order to assign ownership. Now, only the purchaser is required to present his evidence of ownership.

The amendments became effective in time to title many of the 1946 vehicles sold in the State.

Due to the increase in fees for dealers' licenses and certificates of ownership made possible by the amendments, a sizeable increase in Division revenue is anticipated for the year 1947.

BILL OF SALE LAW

FROM JANUARY 1, 1946 TO SEPTEMBER 30, 1946

Original Bills of Sale (BS-1)	58,228 @ \$0.50	\$29,114.00
These forms are used by New Jersey car dealers only upon the sale of a new vehicle.		
Abstracts on BS-1	10,460 @ .50	5,230.00
Assignments (BS-2)	332,361 @ .50	166,180.50
Abstracts on BS-2	33,819 @ .50	16,909.50
Foreclosure Bills of Sale (BS-4)	968 @ .50	484.00
These forms are used in completing foreclosure transactions arising out of repossession of vehicles by virtue of conditional sales contracts, chattel mortgages, garage lien proceedings, etc.		
Proof of Ownership Certificates (BS-5)	62,719 @ 1.00	62,719.00
These forms are used on vehicles purchased out of State, exchange of motors, correcting errors in the chain of title, etc.		
Duplicate Titles	9,085 @ 1.00	9,085.00
Penalties	3,250 @ 1.00	3,250.00
The law requires a penalty fee to be collected where bills of sale have not been filed within the required five-day period.		
Dealers	936 @ 10.00	9,360.00
Information	533 @ .25	133.25
Liens	48,293 @ .25	12,073.25
Photostats		272.50
Lost Bills of Sale	687 @ .50	343.50
Miscellaneous	36 @ .50	18.00
		<hr/> \$315,172.50

CERTIFICATE OF OWNERSHIP LAW

FROM OCTOBER 1, 1946 TO DECEMBER 31, 1946

Absolute certificates (A)	84,120 @ \$1.50	\$126,180.00
Encumbered certificates (B)	19,272 @ 2.00	38,544.00
Contract satisfactions (C)	20,204 @ .25	5,051.00
Dealers certificates (D)	28,027 @ .50	14,013.50
Duplicate certificates (E)	2,718 @ 1.00	2,718.00
Foreign or defective title, motor change (F)	19,841 @ 2.00	39,682.00
Repossessions (G)	216 @ 1.50	324.00
Penalties (H)	769 @ 5.00	3,845.00
Dealers licenses	63 @ 100.00	6,300.00
Photostats		103.50
Information	235 @ .25	58.75
Miscellaneous		3.00
		<hr/> \$236,822.75

CHANGES IN TITLE 39, REVISED STATUTES, ENACTED BY THE 1946 SESSION OF THE LEGISLATURE

CHAPTER 3—Gives servicemen 90 days after discharge, privilege of operating motor vehicle if such servicemen previously held operators' licenses and if they are attired in military uniform or have in their possession evidence of their discharge or release.

CHAPTER 8—Changes maximum speed limit from 35 to 40 miles an hour and also provides a maximum of 45 miles an hour for passenger vehicles only within certain zones designated by the Commissioner and so marked.

CHAPTER 45—Permits veterans who buy from surplus United States property to use temporary identification markers to drive such cars into New Jersey to be licensed here.

CHAPTER 46—Changes the schedule of fees for commercial registrations. The present law has a scale ranging from \$10 to \$99. The scale of the new law ranges from \$10 to \$204. The law becomes effective April 1, 1947.

CHAPTER 77—Raises to 18 years, age of offenders whose cases are cognizable in Juvenile Courts; permits Juvenile Court judge to refer to prosecutor cases of defendants between ages 16 and 18 charged as habitual offenders or accused of heinous crimes.

CHAPTER 125—Defines term "auto bus" and includes taxicab service which is held to be regular service between stated termini. All other taxicabs are excluded from the definition of "auto bus" as contained in R. S. 48:4-1.

CHAPTER 136—Amends the Bill of Sale Law and practically eliminates the term "bill of sale" for which the term "Certificate of Ownership" has been substituted. Requires manufacturers to furnish "Certificates of Origin" for each motor vehicle. Provides certain qualifications for motor vehicle dealers.

CHAPTER 208—Gives to blind persons using a seeing eye dog the right of way in traffic.

CHAPTER 219—Defines public utilities to include the term "auto bus."

JUNK YARD SUPERVISION

Chapter 11 of Title 39 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 \$1,825.00 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	2
Camden	2
Cape May	1
Cumberland	1
Gloucester	3
Hudson	6
Hunterdon	2
Middlesex	1
Monmouth	1
Morris	1
Ocean	3
Passaic	1
Somerset	2
Union	2
	<hr/> 35

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

Month	License Fees	Inspection Fees	Totals
January	\$100.00		\$100.00
February	350.00		350.00
March	150.00		150.00
April	100.00		100.00
May	50.00		50.00
June	100.00		100.00
July	50.00		50.00
August	200.00		200.00
September	100.00		100.00
October	200.00	\$25.00	225.00
November	50.00		50.00
December	350.00		350.00
Totals	<hr/> \$1,800.00	<hr/> \$25.00	<hr/> \$1,825.00

Fees collected during the past five years were as follows:

1942	1943	1944	1945	1946.
\$1,800.00	\$1,801.00	\$1,825.00	\$1,876.50	\$1,825.00

BUS EXCISE

Section 48:4-20 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 1945, there was an increase of approximately 36 per cent in the 1946 revenues. This sharp increase in the receipts may well be attributed to the return to peace-time operation, the accessibility of new equipment and the lifting of the general restrictions on the use of gasoline and tires. There is also the fact that bus operators are now permitted freedom in charter operations, being previously restricted to local operations in supplying the necessary transportation service to war workers.

It is anticipated that in 1947 there will be a further increase in the State's revenue from this source. Generally, bus transportation is being streamlined to meet demands upon it that were interrupted on Pearl Harbor Day.

BUS EXCISE—1946

Month	Total Miles	Exempt Miles	Taxable Miles	Amount
January	1,709,554	473,154	1,236,400	\$6,182.05
February	1,911,009	629,753	1,281,256	6,406.29
March	2,023,851	645,671	1,378,180	6,890.97
April	2,321,481	645,882	1,675,599	8,378.10
May	2,353,063	695,776	1,657,287	8,286.48
June	2,412,719	648,489	1,764,230	8,821.31
July	3,007,893	713,178	2,294,715	11,473.69
August	2,673,037	542,303	2,130,734	10,653.76
September	2,488,752	573,222	1,915,530	9,577.82
October	2,672,832	637,364	2,035,468	10,177.49
November	2,044,264	543,048	1,501,216	7,506.17
December	2,487,289	714,304	1,772,985	8,865.04
Totals	28,105,744	7,462,144	20,643,600	\$103,219.17

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., are 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 507,643 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 1946

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Letters regarding duplicate and renewal licenses	4,259	6,187	8,560	7,240	6,931	6,362	6,149	5,512	5,678	4,576	4,338	4,784	70,576
Regular information letters	3,328	3,816	4,591	4,666	5,102	4,728	4,489	4,220	3,910	3,895	3,416	3,267	49,428
Certified copies, special deliveries and registered mail	1,457	1,264	1,795	1,478	1,306	1,319	1,201	1,326	1,269	1,180	1,041	1,127	15,763
Lists and miscellaneous lookups	12,031	12,600	13,994	14,618	17,695	18,142	15,328	15,127	14,481	12,859	12,482	12,897	172,264
People appearing at office in person for information	903	1,394	2,037	1,429	1,220	961	846	835	787	709	663	507	12,291
Telephone and telautograph calls, 1 a. m. to 9 a. m.—Local	847	960	1,138	1,047	1,267	1,512	1,598	1,584	1,575	1,623	1,419	1,665	16,235
Telephone and telautograph calls, 1 a. m. to 9 a. m.—Long distance	1,267	1,220	1,212	1,469	1,248	1,387	1,471	1,284	1,349	1,293	1,227	1,265	15,692
Telephone and telautograph calls, 9 a. m. to 5 p. m.—Local	5,482	6,195	6,013	4,917	3,169	3,245	3,146	2,993	3,226	3,184	2,672	2,857	47,099
Telephone and telautograph calls, 9 a. m. to 5 p. m.—Long distance	3,267	3,870	4,915	4,576	3,791	3,201	2,442	2,185	2,692	2,580	2,471	2,629	38,619
Telephone and telautograph calls, 5 p. m. to 1 a. m.—Local	1,274	2,549	3,167	2,374	2,290	2,145	2,111	2,024	2,351	2,140	2,286	2,313	27,024
Telephone and telautograph calls, 5 p. m. to 1 a. m.—Long distance	2,152	2,584	2,692	2,238	2,415	2,169	2,430	2,035	2,365	2,088	1,943	1,875	26,926
Record checks	1,378	1,091	1,112	1,341	1,397	1,519	1,467	1,344	1,325	1,296	1,227	1,239	15,736
TOTALS	37,645	43,730	51,226	47,393	47,831	46,690	42,678	40,469	40,948	37,423	35,185	36,425	507,643

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 32,372,132 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	Perforated	Total Operations
Certificate of Ownership	473,000	498,900	798,200	15,000		813,200
Bookkeeping	4,500	4,500	4,500			4,500
Central Agency	3,500	7,000	21,000		10,000	31,000
Excise Tax	9,000	9,000	9,000			9,000
Files	10,412	10,412	73,412			73,412
Financial Responsibility	136,525	166,025	389,250	3,000	1,500	393,750
Fines	183,500	227,500	321,500			321,500
Information	50,900	74,600	229,600			229,600
Inspector Force	364,705	914,115	751,120			751,120
Main Office	51,350	69,350	51,350			51,350
Safety Education	72,550	132,100	140,300			140,300
Shipping Room	324,650	433,300	1,193,100	47,000	24,500	1,266,600
Testing	189,800	203,800	216,800			216,800
Traffic	500	500	500			500
Applications	1,132,980	2,175,500	6,797,880			6,797,880
Certificates	998,462	1,254,655	9,984,620	9,990,000	995,000	20,989,620
Miscellaneous	26,000	30,000	150,000	142,000	10,000	302,000
TOTAL	4,028,334	6,211,257	21,134,132	10,197,000	1,041,000	32,372,132
Mimeograph (for all divisions)						855,000
Addressograph (for all divisions)						150,000

SERVICE OF PROCESS ON NON-RESIDENTS

The Department collected the sum of \$3,748 in carrying out the provisions of Chapter 7 of Title 39 of the Revised Statutes, providing for the services of process on non-residents in automobile litigation.

The following is a list of the monthly fees collected:

January	\$158.00
February	212.00
March	572.00
April	158.00
May	306.00
June	388.00
July	246.00
August	270.00
September	372.00
October	408.00
November	268.00
December	390.00
Total	\$3,748.00

Respectfully submitted,

A. W. MAGEE,

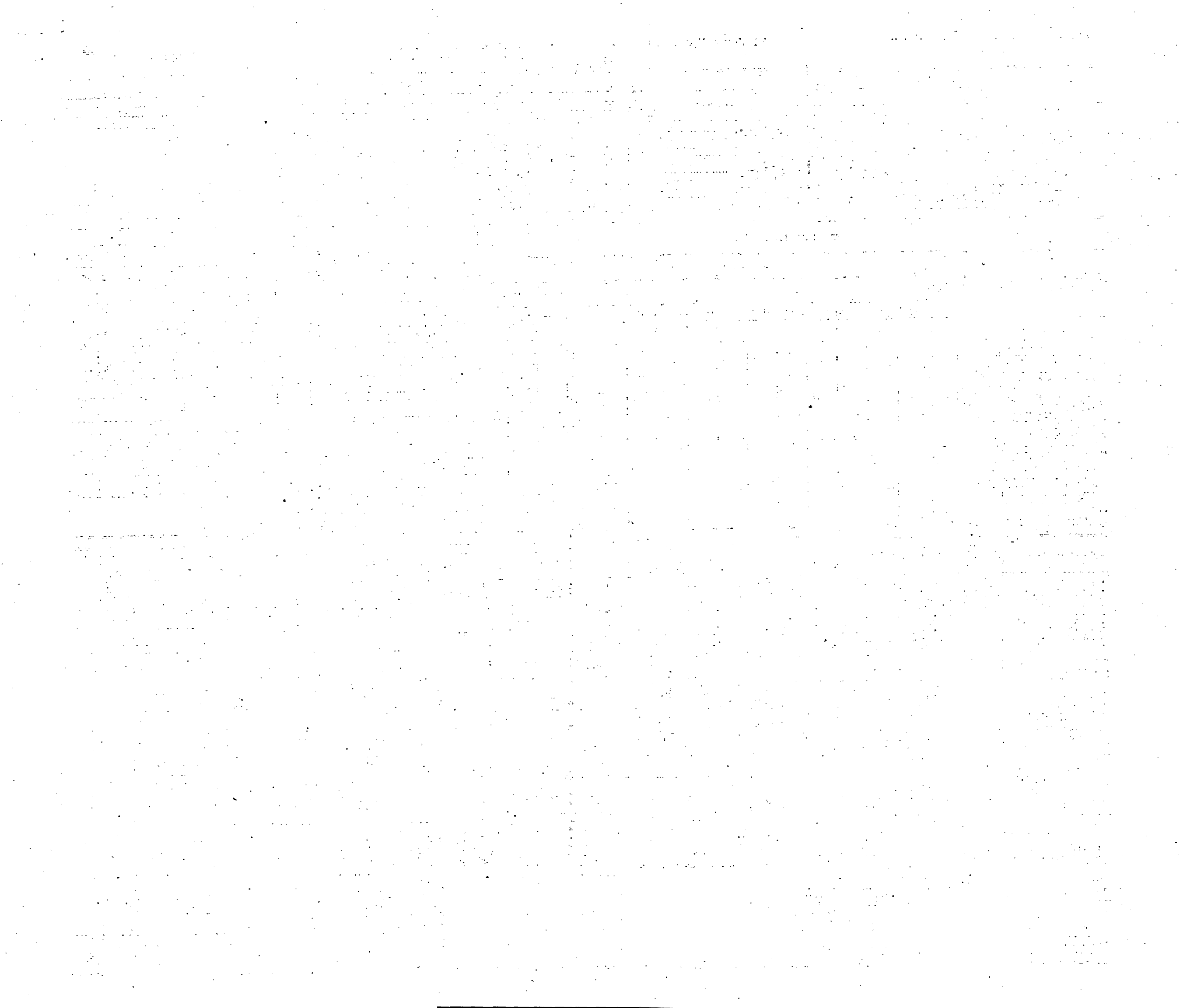
Commissioner of Motor Vehicles.

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TYPE OF ACCIDENT	NUMBER OF ACCIDENTS				Total Killed	Total Injured	AGE AND SEX OF KILLED AND INJURED PERSONS											
	Total Accidents	Fatal	Non-Fatal	Property Damage			AGE GROUP						PERSONS KILLED					
							ALL PERSONS			PEDESTRIANS			BICYCLISTS			ALL PERSONS		
							Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
Collision of Motor Vehicle with—	5001	347	4654		360	4940												
1. Pedestrian.....	29247	139	7913	21289	165	13723												
2. Other motor vehicle.....	28	20	8	20	21	44												
3. Horse drawn vehicle.....	440	20	415	5	20	433												
4. Railroad train.....	2525	88	1136	1301	97	1907												
5. Fixed object.....	321	17	160	144	21	267												
6. Overturned in roadway.....	200	7	103	90	7	173												
7. Run off roadway.....	554	15	239	77	20	309												
8. Other non-collision.....	148	2	45	103	3	97												
9. Miscellaneous.....	58321	658	14607	23056	712	21905												
TOTAL.....																		

PEDESTRIAN ACTIONS															CLASSIFICATION OF VICTIMS										VEHICLES							
PEDESTRIANS KILLED AND INJURED															Killed Current Month			Killed Since Jan. 1		Injured Current Month			Injured Since Jan. 1		TYPE OF VEHICLE		In All Accidents		In Fatal Accidents			
															AGE										SEX		LIGHT CONDITIONS				TOTAL	
PEDESTRIAN ACTIONS BY AGE SEX AND LIGHT CONDITIONS															Total		Killed		Injured		TOTAL		Killed		Injured		TOTAL		Killed		Injured	
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HOUR OF OCCURRENCE		ACCIDENTS		DAY OF OCCURRENCE		ACCIDENTS		ROAD LOCATION		ACCIDENTS		AGE OF DRIVER		DRIVERS		RESIDENCE OF DRIVERS		DRIVERS		VIOLATIONS INDICATED		DRIVERS	
		All Accidents	Fatal Accidents			All Accidents	Fatal Accidents			In All Accidents	In Fatal Accidents			In All Accidents	In Fatal Accidents			In All Accidents	In Fatal Accidents			In All Accidents	In Fatal Accidents
1. 12:01 A.M. to 1 A.M.	138	4	1. Sunday	417	24	1. At intersection		1. Under 17 years	1	1. Licensed in State		1. Exceeding lawful speed	252	25									
2. 1:01 A.M. to 2 A.M.	151	7	2. Monday	183	7	2. Alley or driveway intersection		2. 17 years	1	1. Local resident	443	14	2. On wrong side of road	432	16								
3. 2:01 A.M. to 3 A.M.	143	13	3. Tuesday	183	5	3. Between intersections		3. 18 years	11	2. Elsewhere in State	924	45	3. Cutting in	23	1								
4. 3:01 A.M. to 4 A.M.	75	5	4. Wednesday	153	9	4. Bridge, underpass		4. 19 years	16	3. Resident—No license	21	1	4. Passing on hill	1	1								
5. 4:01 A.M. to 5 A.M.	24	1	5. Thursday	139	4	5. Railroad crossing		5. 20 years	36	4. Elsewhere in State	43	5	5. Passing on curve	1	1								
6. 5:01 A.M. to 6 A.M.	14	2	6. Friday	202	9	6. Unknown		6. 21 to 24 years	217	17	5. Non-resident—no license	8		6. Failure to signal or improper signal	80								
7. 6:01 A.M. to 7 A.M.	9		7. Saturday	337	14	TOTAL		7. 25 to 29 years	210	18	6. New York State	60	2	7. Improper turn	67	10							
8. 7:01 A.M. to 8 A.M.	6		8. Sunday	2		MANNER OF COLLISION		8. 30 to 39 years	354	12	7. Pennsylvania	79	4	8. Driving on wrong side of road	174	1							
9. 8:01 A.M. to 9 A.M.	7		TOTAL	1596	72	1. Right angle	286	3	9. 40 to 49 years	310	16	8. Other states	33	3	9. Violated right of way	23	2						
10. 9:01 A.M. to 10 A.M.	11		ROAD CONDITION			2. Same direction—rear end	183	1	10. 50 to 59 years	175	5	9. Residence unknown	14		10. Disregarded Stop Sign	49							
11. 10:01 A.M. to 11 A.M.	16		1. Dry			3. Same direction—other	102	2	11. 60-over	22		TOTAL	1625	74	11. Disregarded Stop and Go light	3							
12. 12:00 noon to 1 P.M.	23	1	2. Wet			4. Opposite direction—head on	446	15	TOTAL	1625	74	12. Improper starting from parked position	17		12. Improper parking	65	1						
13. 1:01 P.M. to 2 P.M.	23	1	3. Muddy			5. Opposite direction—left turn	59		SEX OF DRIVERS			13. Backing car ahead	21		13. Following too closely	21							
14. 2:01 P.M. to 3 P.M.	44	2	4. Snowy			6. Fixed object	188	27	1. Male	1573	73	14. Hacking car ahead	126	6	14. Hitting and run	8							
15. 3:01 P.M. to 4 P.M.	35	3	5. Ice			7. Pedestrian	29	12	2. Female	52	1	15. Passing on wrong side	8		15. Overcrowded, passengers	2							
16. 4:01 P.M. to 5 P.M.	53	3	9. Unknown			8. Other	303	12	9. Unknown	1625	74	16. No violation indicated	243	11	TOTAL	1625	74						
17. 5:01 P.M. to 6 P.M.	99	3	TOTAL			TOTAL	1596	72	TOTAL	1625	74	WHAT DRIVERS WERE DOING			1. Making right turn	62							
18. 6:01 P.M. to 7 P.M.	105	5	ROAD SURFACE			PROPERTY DAMAGE			DRIVING EXPERIENCE			2. Making left turn	30	1	2. Making left turn	30	1						
19. 7:01 P.M. to 8 P.M.	94	4	1. Concrete			1. \$25			1. Learner under instruction	5		3. Making U turn	9		3. Making U turn	9							
20. 8:01 P.M. to 9 P.M.	117	6	2. Asphalt			2. \$25 to \$50			2. Licensed less than three months	9	1	4. Going straight ahead	1288	56	4. Going straight ahead	1288	56						
21. 9:01 P.M. to 10 P.M.	128	4	3. Brick			3. \$50 to \$100			3. Three to six months	4	1	5. Slowing down, stopping	2	5	5. Slowing down, stopping	2	5						
22. 10:01 P.M. to 11 P.M.	131	4	4. Wood block			4. \$100 to \$250			4. Six to 12 months	14	1	6. Overtaking	53	4	6. Overtaking	53	4						
23. 11:01 P.M. to 12 midnight	107	7	5. Gravel			5. \$250 to \$500			5. 1 to 5 years	148	13	7. Forward from parking space	1	4	7. Forward from parking space	1	4						
24. 11:01 P.M. to 12 midnight	107	7	6. Macadam			6. \$500 to \$1,000			6. 6 to 10 years	208	16	8. Backward from parking space	14		8. Backward from parking space	14							
25. Unknown	16		7. Granite block, etc.			7. \$1,000 or more			7. 11 years or more	553	25	9. Other backing	20		9. Other backing	20							
TOTAL	1596	72	8. Other			9. Not known			9. Experience unknown	71	13	10. Stopped in traffic lane	7		10. Stopped in traffic lane	7							
LIGHT CONDITIONS			TOTAL			TOTAL			TOTAL	1625	74	11. Parked	18		11. Parked	18							
1. Daylight	359	12	ROAD CHARACTER			1. Straight road			VISION OBSCURED			12. Skidding	40	5	12. Skidding	40	5						
2. Dusk	133	5	1. Straight road			2. Sharp curve or turn			1. Rain, snow, etc., on windshield			13. Tire blew out	8	1	13. Tire blew out	8	1						
Darkness with	826	40	2. Sharp curve or turn			3. Other curves			2. Cracked windshield			14. Avoiding vehicle, object or pedestrian	20	1	14. Avoiding vehicle, object or pedestrian	20	1						
4. No street lights	276	17	3. Other curves			4. Grade			3. Dirty windshield, windows			15. Emerging from alley or driveway	8		15. Emerging from alley or driveway	8							
9. Unknown	2		4. Grade			5. Hillcrest			4. Trees, crops, etc.			19. Unknown			19. Unknown								
TOTAL	1596	72	5. Hillcrest			6. Circle			5. Building			TOTAL	1625	74	FINANCIAL RESPONSIBILITY								
WEATHER CONDITIONS			6. Circle			7. Grade separation			6. Embankment			VEHICLES			1. Car insured	613	21						
1. Clear			7. Grade separation			8. Unknown			7. Signboards			In All Accidents	406	16	2. Car not insured	406	16						
2. Raining			8. Unknown						8. Parked cars			In Fatal Accidents	706	37	9. Unknown	706	37						
3. Snowing									9. Moving cars			TOTAL	1625	74	TOTAL	1625	74						
4. Fog									10. Vision unobscured														
9. Unknown									TOTAL														
TOTAL																							



[illegible]

HOUR OF OCCURRENCE	ACCIDENTS		DAY OF OCCURRENCE	ACCIDENTS		ROAD LOCATION	ACCIDENTS		AGE OF DRIVER	DRIVERS		RESIDENCE OF DRIVERS	DRIVERS		VIOLATIONS INDICATED	DRIVERS	
	All Accidents	Fatal Accidents		All Accidents	Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents		In All Accidents	In Fatal Accidents
1. 12:01 A.M. to 1 A.M.	93		1. Sunday	510		1. At intersection	2525		1. Under 17 years	2		Licensed in State			1. Exceeding lawful speed	35	
2. 1:01 A.M. to 2 A.M.	79		2. Monday	671		2. Alley or driveway intersection	82		2. 17 years	85		1. Local resident	2286		2. On wrong side of road	9	
3. 2:01 A.M. to 3 A.M.	52		3. Tuesday	661		3. Between intersections	2335		3. 18 years	83		2. Elsewhere in State	2215		3. Cutting in	1	
4. 3:01 A.M. to 4 A.M.	37		4. Wednesday	696		4. Bridge, underpass	9		4. 19 years	102		Resident—No license			4. Passing on hill		
5. 4:01 A.M. to 5 A.M.	17		5. Thursday	684		5. Railroad crossing			5. 20 years	116		3. Local resident	12		5. Passing on curve		
6. 5:01 A.M. to 6 A.M.	23		6. Friday	795		9. Unknown			6. 21 to 24 years	600		4. Elsewhere in State	11		6. Failure to signal or improper signal		
7. 6:01 A.M. to 7 A.M.	42		7. Saturday	824		TOTAL	4751		7. 25 to 29 years	747					7. Improper turn	15	
8. 7:01 A.M. to 8 A.M.	90		9. Unknown	10		MANNER OF COLLISION			8. 30 to 39 years	1219					8. Drove off roadway	13	
9. 8:01 A.M. to 9 A.M.	119		TOTAL	4751		1. Right angle	18		9. 40 to 49 years	831		5. Non-resident—no license	4		9. Violated right of way	36	
10. 9:01 A.M. to 10 A.M.	118		ROAD CONDITION			2. Same direction-rear end	15		10. 50 to 64 years	576		6. New York State	133		10. Disregarded Stop Sign	2	
11. 10:01 A.M. to 11 A.M.	146		1. Dry	3916		3. Same direction-other	4		11. 65 over	98		7. Pennsylvania	106		11. Disregarded Stop and Go light	27	
12. 11:01 A.M. to 12 noon	248		2. Wet	704		4. Opposite direction-head on	1		12. Ages unknown	423		8. Other states	41		12. Disregarded police officer	5	
13. 12:00 noon to 1 P.M.	266		3. Muddy	388		5. Opposite direction-left turn	2		TOTAL	4882		9. Residence unknown	74		13. Improper starting from parked position	24	
14. 1:01 P.M. to 2 P.M.	166		4. Snowy	45		6. Fixed object	13		SEX OF DRIVERS			TOTAL	4882		14. Improper parking	10	
15. 2:01 P.M. to 3 P.M.	207		5. Ice	85		7. Pedestrian	4654		1. Male	4120		CONDITION OF DRIVERS			15. Following too closely	7	
16. 3:01 P.M. to 4 P.M.	464		9. Unknown			8. Other	44		2. Female	762		1. Had been drinking	26		16. Picking up/dropping	110	
17. 4:01 P.M. to 5 P.M.	559		TOTAL	4751		TOTAL	4751		9. Unknown			2. Sleepy, fatigued, etc.	4		17. Hit and run	85	
18. 5:01 P.M. to 6 P.M.	390		ROAD SURFACE			PROPERTY DAMAGE			TOTAL	4882		3. Physical defect	5		18. Passing on wrong side	4	
19. 6:01 P.M. to 7 P.M.	368		1. Concrete	656		1. \$25	159		DRIVING EXPERIENCE			4. Blinded by headlights	26		19. Overcrowded, passengers	1	
20. 7:01 P.M. to 8 P.M.	290		2. Asphalt	3573		2. \$25 to \$50	103		1. Learner under instruction	8		5. Attention diverted	31		20. No violation indicated	4498	
21. 8:01 P.M. to 9 P.M.	226		3. Brick	87		3. \$50 to \$100	45		2. Licensed less than three months	26		9. No unusual condition	4790		TOTAL	4882	
22. 9:01 P.M. to 10 P.M.	153		4. Wood block	22		4. \$100 to \$250	20		3. Three to six months	23		VISION OBSCURED					
23. 10:01 P.M. to 11 P.M.	155		5. Gravel	189		5. \$250 to \$500	14		4. Six to 12 months	80		1. Rain, snow, etc., on windshield	77		1. Making right turn	161	
24. 11:01 P.M. to 12 midnight	129		6. Macadam	108		6. \$500 to \$1,000	4		5. 1 to 5 years	550		2. Cracked windshield	2		2. Making left turn	273	
25. Unknown	83		7. Granite block, etc.	11		7. \$1,000 or more	1		6. 6 to 10 years	699		3. Dirty windshield, windows	13		3. Making U turn	5	
TOTAL	4751		8. Other			9. Not known	4405		9. Experience unknown	1891		4. Trees, crops, etc., in view	13		4. Going straight ahead	3923	
			TOTAL	4751		TOTAL	4751		TOTAL	4882		5. Building	5		5. Stopping down	61	
LIGHT CONDITIONS			ROAD CHARACTER									6. Embankment	1		6. Overtaking	25	
1. Daylight	2894		1. Straight road	4652								7. Signboards	1		7. Forward from parking space	25	
2. Dusk	504		2. Sharp curve or turn	16								8. Parked cars	150		8. Backward from parking space	67	
3. Street lights	1279		3. Other curves	17								9. Moving cars	42		9. Other backing	84	
4. No street lights	73		4. Grade	58								10. Vision obscured	4591		10. Stopped in traffic lane	25	
9. Unknown	1		5. Hillcrest	5								TOTAL	4882		11. Parked	72	
TOTAL	4751		6. Circle	3											12. Slidding	52	
WEATHER CONDITIONS			7. Circle separation												13. Tire blew out	2	
1. Clear	4096		8. Unknown												14. Avoiding vehicle, object or pedestrian	52	
2. Raining	574		TOTAL	4751											15. Emerging from alley or driveway	44	
3. Snowing	3														19. Unknown	51	
4. Fog	34														TOTAL	4882	
9. Unknown															FINANCIAL RESPONSIBILITY		VEHICLES
TOTAL	4751														1. Car insured	2533	In All Accidents
															2. Car not insured	1165	In Fatal Accidents
															9. Unknown	1194	
															TOTAL	4882	

