39:4-126

LEGISLATIVE HISTORY CHECKLIST
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NJSA: 39:4-126

LAWS OF: 1932 **CHAPTER:** 137

BILL NO: A386

SPONSOR(S) Doughty

DATE INTRODUCED: February 8, 1932

COMMITTEE: **ASSEMBLY:** Miscellaneous Business

SENATE: Highways

AMENDED DURING PASSAGE: Yes

DATE OF PASSAGE: **ASSEMBLY:** April 12, 1932

SENATE: April 26, 1932

DATE OF APPROVAL: May 2, 1932

FOLLOWING STATEMENTS ARE ATTACHED IF AVAILABLE:

SPONSOR STATEMENT: Yes

COMMITTEE STATEMENT: **ASSEMBLY:** No

SENATE: No

FISCAL NOTE: No

VETO MESSAGE: No

MESSAGE ON SIGNING: No

FOLLOWING WERE PRINTED:

REPORTS: No

HEARINGS: No

KBG:pp

STATE OF NEW JERSEY

INTRODUCED FEBRUARY 8, 1932

By Mr. DOUGHTY

(By Request)

Referred to Committee on Miscellaneous Business

AN ACT to amend and supplement an act entitled "An act providing for the regulation of vehicles, animals and pedestrians on all public roads and turnpikes and prescribing and regulating process and service thereof and proceedings for the violations of the provisions of the act, and penalties for the said violations, and granting authority to towns, cities, boroughs and townships, under certain restrictions for the adoption of ordinances further regulating vehicles, pedestrians and animals and designating the authority to enforce this provision and defining their powers and their authority" (Revision of 1928), approved July fourteenth, one thousand nine hundred and twenty-six."

BE IT ENACTED *by the Senate and General Assembly of the State of New Jersey:*

1. Section four of Article XLV of the act to which this act is an amendment and supplement is hereby amended to read as follows and is hereby supplemented by the addition of new subsections to be known as subsection (c) and subsection (d).

(a) The driver of any vehicles upon a highway, before starting, stopping, backing or turning from a direct line, shall first see that such movement can be made in safety, and if any pedestrian may be affected by such movement, shall give a clearly audible signal by sounding the horn, and whenever the operation of any other vehicles may be affected by such movement, shall give a signal, as required in this section, plainly visible to the driver of such other vehicle or pedestrian of the intention to make such movement.

(b) The signal herein required shall be given either by means of the hand and arm in the manner herein specified, or by an approved signal device which shall be

lighted during the period from one-half hour after sunset and one-half hour before sunrise, and at such other times that substantial objects are not clearly discernible from a distance of three hundred (300) feet, except that when a vehicle is so constructed or loaded as to prevent the hand and arm signal from being visible, to the extent of fifteen (15) inches thereof, both to the front and rear, the signals shall be given by some such device as above set forth which has been approved of by the department.

(c) For the purpose of complying with the last foregoing sections (a) and (b) comercial vehicles including vehicles used for the transportation of passengers shall be deemed to require the signal device set out in section (b) herein, unless said vehicle has been examined by the Commissioner of Motor Vehicles of the State of New Jersey and has been specifically exempted from the provision of this section.

(d) The provisions of the foregoing sections shall not take effect until January first, one thousand nine hundred and thirty-three, and on and after said date the Commissioner of Motor Vehicles shall not issue a license for any vehicles until after the provisions of the foregoing sections have been complied with.

STATEMENT

The highways have become so burdened with many vehicles, the operators of which are unable to give any signal, indicating their intention to turn right, or left or to stop. The safety of the highways demand that some mechanical signal be made available, which will be illuminated at night and warn the driver coming from the rear, of the intent of the preceding vehicle to turn or stop. There are many mechanical signal devices and have the approval of the Motor Vehicle Commissioner, most of which are very satisfactory in their operation and the cost of installation is very moderate.

Such signals would make the highways much safer and avert many accidents.