

**DEPARTMENT OF LAW AND PUBLIC SAFETY**

**FIFTIETH**

**ANNUAL REPORT**

**OF THE DIRECTOR**

**DIVISION OF MOTOR VEHICLES**

**OF THE**

**STATE OF NEW JERSEY**

**FOR THE YEAR**

**1955**



**FREDERICK J. GASSERT, Jr.**  
*Director*

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## ANNUAL REPORT

April 1, 1956

*Honorable Grover C. Richman, Jr.*  
*Attorney General of the State of New Jersey*

SIR:

As required by law, there is submitted, herewith, a report of the activities of the Division of Motor Vehicles of the Department of Law and Public Safety for the calendar year 1955; except that those portions of the report concerning revenue, vehicle inspections and certificates of ownership, and the conversion of the records and issuance systems of the Division to a machine record system, cover the registration year ending March 31, 1956. For the first time the report contains a summary of the activities of the Unsatisfied Claim and Judgment Fund Board, which came into existence April 1, 1955, and which by law is assigned to the Division of Motor Vehicles for administrative purposes, and the activities of the Bureau of Traffic Safety which rejoined the Division in accordance with Executive Order #14.

### NEW MOTOR VEHICLE SYSTEM

The period covered by this report saw the adoption of many of the proposals of the Governor's Committee on the motor vehicle system, its implementation in many areas and a healthy start made on those remaining. As reported in the 1954 report, enabling legislation, Chapters 8 and 9 of the Laws of 1955 was passed by the Legislature on April 4, 1955, and signed by the Governor on April 5, 1955. Only three of the recommendations of the Committee were altered by the Legislature: (1) the option for drivers to have either a one or a three year license; (2) that drivers have the option of renewing their license either by mail or at agencies; and (3) that the Director be required to appoint a minimum number of agents, thus continuing the agency system. Immediately, the Division began the tremendous task of converting its manual, handwritten records into machine records so that issuance of renewal applications for drivers' licenses and registrations could be made on machine records and by mail. There were over 5,000,000 of these records, and the Division had almost no trained machine personnel with which to do the job. Personnel had to be trained to handle the machines and a rigid production schedule set up. Many experts advised it would be impossible to complete the task by the end of 1955, at which time we had to begin mailing out applications for renewal. Without experienced personnel, in rented quarters, during one of the hottest summers in recent weather history, and through the fall, this job was done! As a matter of fact, we found ourselves far enough ahead of schedule so that we were also able to put on machine records our data on commercial and other type vehicles—something we had not expected we would be able to do until the following year.

The first driver's license renewal application was mailed from the Central Office of the Division on January 3, 1956. By March 14, 1956, the renewal application of every driver and every car owner in the State had been mailed out.

The renewal process, especially during March, 1956, was by no means an easy one. As provided for by the legislation, we were not merely renewing drivers' licenses and registrations, but were also, at the same time, establishing a "stagger" system whereby all future renewals would be spread over the year, with an equal portion of our drivers' licenses and registrations falling due for renewal each month. This meant that the fees collected were often in odd amounts. Also, each driver had to indicate his option as to whether or not he chose to have a one year or a

three year driver's license. There were literally thousands of inquiries concerning these renewal applications and thousands were submitted to us incorrectly, which necessitated a re-mailing. Probably the most difficult aspect of the problem was the fact that our records of the addresses of our drivers and car owners were only current as of March, 1955. Although, by law, every driver and car owner is required to advise us of any change of address, the law had not been often complied with and was difficult to enforce. As a consequence, many thousands of addresses to which renewal applications were made were obsolete and where no forwarding address had been left, both the Division and the individual concerned experienced considerable difficulty in completing the renewal of the driver's license or registration.

During the last week of March, 1956, many demands were made both in the press, from individuals and from members of the Legislature for an extension of the renewal period on the grounds that many people had not been able to renew their licenses and registrations and would not be able to do so by the end of March. Our own estimates indicated that approximately 2,500 people were in some difficulty with their renewals, because of the address situation, heretofore described, and because the address our records showed was often a residence address, while the mailing address was entirely different. (This was particularly true in rural areas.) Using the powers conferred by law on the Director of Motor Vehicles, temporary certificates of registration and driver's license were sent to some 12,000 individuals who wrote, telephoned or telegraphed indicating they had not received their validated driver's license or registration. Within a short period after March 31, some 9,000 of the temporary certificates had been returned indicating that the regular certificate of registration or driver's license had been received in time. Our estimate, therefore, was high by a few hundred, so that actually out of some four and one-half million documents, which were handled by the Division, only 3,000 or .06% were the subject of errors which justified extension beyond the renewal period. And it might be pointed out that in some of those cases the difficulty was not resolved until well after the 15 day period which had been proposed for an extension of the renewal period.

The general public's recognition of the advantages of renewal by mail was, of course, somewhat offset by stories in the press and from individuals concerning the difficulties which have just been recounted. Still, 65% of the drivers' licenses and 45% of the registrations were renewed by mail from the central office, the remainder being renewed at motor vehicle agencies.

The institution of the mail renewal system enabled the reduction during early 1956 of the number of our agencies located throughout the State from 157 to 100 with further reductions in prospect. However, a more drastic reduction must await the resolution of the problem of the issuance of certificates of ownership,—that is, titles to vehicles,—since more than half of agency business today is title business. Studies are underway in the Division of Motor Vehicles, at this time, looking toward the setting up of the system for central issuance of titles. A system whereby a licensed automobile dealer would issue a temporary registration and a temporary license plate, forwarding the title papers directly to the central office of the Division, from which the title, the permanent registration and the permanent license plates would issue in a short period of time, would not only give even greater convenience to the general public, but also attain the basic objective of the certificate of ownership law—the prevention of the theft of automobiles. Scrutiny in the central office of the Division by trained experts of each title before it is issued would go far to prevent an innocent purchaser from buying a stolen automobile and later losing both the automobile and the price he paid for it. It may be possible to introduce machine operation into this area as well.

## SAFETY RECORD

Motor vehicle travel on New Jersey's streets and highways reached an all-time high during 1955 with an estimated total of 22,933,387,202 miles. This was an increase of 7.9 per cent over the previous year and a 94.0 per cent increase over the past decade.

Traffic accidents reported also show an increase somewhat comparable to the increase in travel. However, traffic deaths were reduced and New Jersey achieved its lowest mileage death rate—3.4—on record. This was the second best rating in the nation being surpassed only by the State of Rhode Island with a rate of 3.0. Following is a comparative record of New Jersey's traffic accidents for the years 1955 and 1954:

	1955	1954	<i>Percentage Change</i>
Total accidents .....	98,577	91,696	-7.5%
Persons killed .....	791	807	-2.0%
Persons injured .....	53,115	48,946	-8.5%
Economic loss (est.) .....	\$96,988,465	\$96,706,000	-0.3%

While the traffic accident record for 1955 indicates that preventive efforts are just about "holding the line" with the increase in travel, New Jersey has made significant improvement over the past decade as the following data shows:

	<i>Population Death Rate</i>	<i>Registration Death Rate</i>	<i>Mileage Death Rate</i>
1946 .....	17.1	6.1	6.0
1955 .....	16.3	3.7	3.4
Change .....	- 4.7%	-39.3%	-43.3%

Considering that New Jersey has the highest traffic density per square mile of area of any state in the nation and, consequently, a higher exposure factor, the record stands as factual evidence of the effectiveness of the State's safety program, as well as a mandate to expand the program commensurate with the increase in travel and motor vehicle use, so that further improvement may be achieved in the conservation of life, health and property.

## SPECIAL EMPHASIS CAMPAIGNS

During 1955, two special emphasis campaigns were conducted in co-operation with national campaigns.

The Slow Down and Live Campaign was conducted during the period beginning with the eve of Memorial Day weekend and continuing through midnight of Labor Day. New Jersey participation featured a state-wide tour of the "Somerville Wreck" accompanied by motor vehicle personnel. In addition, New Jersey First Aid Squads were posted at key highway locations during summer holiday weekends.

National SD Safe Driving Day and New Jersey's own Christmas safety campaign were conducted during the period of November 21 through New Year's Day. The campaign was marked by an unprecedented public support effort stemming from a series of planning conferences and by increased local official activity. Planning conferences were held for County Prosecutors, Highway and Bridge Authorities, Public Utilities, Automobile Clubs, Parent-Teacher and Women's Clubs, Service Clubs, Insurance Groups, and Labor Leaders. A variety of promotional materials was prepared and distributed, all with the slogan "WILL YOU BE HOME FOR CHRISTMAS? Drive and Walk Safely".

## COUNTY TRAFFIC COORDINATORS

A new approach to the traffic safety problem was instituted in the spring of 1955, when the Attorney General appointed a committee to develop a program of local coordination, particularly with respect to enforcement, whereby a county traffic safety coordinator would be designated in each county and would serve on the Prosecutor's staff for that purpose.

Promotional efforts during the year included visits by the chairman of the committee and the Superintendent of State Police to many boards of freeholders. With the designation of state police officers as coordinators in six of the smaller counties, the organization of all twenty-one counties was practically complete at the end of the year.

Plans call for the completion of the organizational part of the program early in 1956, including a course of instruction in duties and responsibilities which will be given in cooperation with Rutgers University.

The local coordination of safety activities should be greatly enhanced and the safety records of counties and municipalities vastly improved when the new system is fully developed.

## RUTGERS COURSE

The certificate program in "Street and Highway Traffic Planning and Control" on a scholarship basis, for county and municipal employees engaged in official traffic engineering activities ended its first year and began the second-year phase during 1955.

There were twenty students enrolled in the course at the start of the second year, some ten or twelve having dropped out at or prior to the end of the first year. It is expected that these twenty enrollees will be certificated.

Division personnel have been performing a major part of the instructional duties with guest lecturers on specialized phases of traffic engineering invited to participate from time to time.

The course is designed to provide non-technical training in the practical application of standard traffic engineering principles for persons engaged in traffic control and regulation at the county and local levels. The program has been successful to date and should result in improvements in state-wide traffic operations.

## MANUALS

A manual entitled "A Guide for the Teaching of Driver Education" was completed in cooperation with the State Department of Education and published in 1955. This became the official teachers' manual for New Jersey high schools.

Four additional manuals were undertaken during the year but all have not yet been completed. These are:

Manual on Speed Zoning and Speed Enforcement	Final draft prepared but not yet published.
Manual on Traffic Signals	First draft only.
Manual on No Passing Zones	First draft only.
Manual on Through Street Programs	First draft only.

These manuals are intended for the guidance of county and local officials in conducting necessary surveys, studies, and reports to facilitate the work in gaining approvals. In addition, the manuals will, when completed and approved, provide a uniform system for a state-wide coordinated traffic operations procedure in these areas.

## **PUBLIC SUPPORT**

Promotional activities in the area of public support were conducted to the extent of available facilities. Cooperative projects included: The New Jersey Motor Truck Association, American Automobile Associations, The New Jersey State Safety Council and various other organizations.

Special activities connected with the Holiday Safety Campaign were developed on a broader scale of public support than ever achieved previously.

There are many heretofore undeveloped opportunities for broadening the scope of this activity.

## **SAFE-TEEN CLUBS**

With the cooperation of the Department of Education, the Division proposed as a supplement to the high school driver education program the formation of student safety organizations as a part of student council activities. The plan suggests a membership card and decal for display on cars driven by member teenagers, both of which could be revoked for unsafe driving practices.

The advisory committee for each club would include a faculty member, student council member, member of a parent organization, and the chief of police or his representative. The New Jersey Association of High School Councils has approved and will sponsor the program.

## **REVENUE**

Gross revenue from vehicle registrations, drivers' licenses and all other sources amounted to \$59,547,529. There was no collection this year for the Unsatisfied Claim and Judgment Fund.

Vehicle registrations totaled 2,142,845 as compared with 2,001,076 in the previous year. Of this number, 1,790,270 were passenger car registrations and 233,273 were commercial vehicle registrations. Drivers' licenses number 2,388,722. Since, in March 1956, the "stagger system" was being set up, many of the registration and license fees collected in that period were less than normal, thus contributing a reduction in the amount of revenue collected at that time. Moreover, by a provision of Chapter 8 of the Laws of 1955, the fees collected from those drivers who chose three year licenses are pro rated for revenue purposes over the period of the license.

## **VALIDATED LICENSES**

An innovation this year was the institution of the validated probationary license, red and white in color. It is issued for those point system cases where a revocation does not seem warranted, but is needed to impress the driver with the fact that his license is a privilege. It, too, has enjoyed the success of the red validated license which is issued to persons at the time revoked licenses are restored.

## **VEHICLE INSPECTIONS**

The year 1955 saw the first major expansion of the facilities of the inspection system. Appropriations were received for the construction of new permanent stations, plans were completed and contracts let for the first two new buildings. In addition, a new concept was introduced: outdoor inspection lanes in drive-in motion picture theatres. Three of these were built, one in Woodbridge, one in Delaware Township, Camden County and one in Rutherford, and proved immediately successful. The cost was relatively minor, approximately \$10,000 per lane, exclusive of personnel, and lanes were constructed within a period of weeks. In addition, the Division leased a private commercial inspection lane in Whippany and opened the first commercial inspection lane in the State, thus relieving considerable pressure from the inspection station in Morristown.

## ORDINANCES AND RESOLUTIONS

The review of local ordinances and resolutions submitted for approval by counties and municipalities as required by the statute is an important administrative function.

Since few such documents were found in proper form when submitted either because of legal conflicts, non-standard traffic control regulations, or being improperly drawn generally, a new procedure was adopted in the interest of uniformity and improved operations. This new procedure included:

- Encouraging counties to enact regulations where county roadways were affected.
- Reviewing each ordinance or resolution both from a legalistic and a traffic operations standpoint. (This involved a double check, one by the administrative section, the other by the engineering section. In the latter review, if a reference to available maps is insufficient evidence of proper traffic operation, a field survey is made a requirement.)
- Taking more positive action in getting local cooperation in submitting preliminary copies of regulations for review prior to final adoption.

As a result of the new procedure, the entire system has been improved. Additional work is involved in making the engineering review, particularly where a field study is necessary, but it is the only way in which uniformity and coordination of traffic regulations at the local level can be assured. Further improvements in the system are needed and will be adopted as the opportunity arises.

Recommendations: The task of modernizing the facilities and procedures of the Division of Motor Vehicles to give to the people of the State of New Jersey the service they want and deserve is well underway. The major accomplishment was the institution of the mail renewal system for drivers' licenses and passenger vehicle registrations and with it the stagger system, which spreads the workload on the Division in equal portions. Our program for increasing inspection facilities must be increased and expanded. Far greater utilization of the economical drive-in theatre inspection lane can bring completion of the program much sooner and at considerably less cost than was anticipated.

Of overall importance is the problem of greater safety on our roads. In addition to all of the tangible methods in the enforcement and engineering field, we must undertake a thorough and all-out effort to enlist the support of the public and to convince every driver of the horrible seriousness of this problem. Such a program must be continuous and sustaining, rather than on a short time period basis. It must enlist the support of every organized group of citizens, of the churches, of industry and labor. We cannot guarantee its success, but our tragic accident toll impels us to try.

Respectfully submitted,  
FREDERICK J. GASSERT, Jr.,  
*Director*

## REVENUE, REGISTRATIONS, LICENSES

This Division established new high records in revenue, vehicle registrations and driver licenses for the registration year ending March 31, 1956.

Gross revenue amounted to \$59,547,529.28 or \$5,571,751.64 more than 1954; exclusive of \$2,745,415.00 collected for the Unsatisfied Claim and Judgment Fund, an increase of 10.32 per cent.

Vehicle registrations numbered 2,142,845 compared with 2,001,076 in 1954. The numerical increase was 141,769 and the percentage increase 7.08. Included in these registrations were 1,790,270 passenger car registrations or 120,370 more than the previous year. The rise was 7.21 per cent.

Commercial vehicle registrations totaled 233,273, including 18,044 farmer trucks, while in 1954 total commercial vehicle registrations were 224,269 of which 18,259 were farmer trucks.

Driver licenses were issued to 2,388,727 applicants, compared with 2,280,479 in 1954, an increase of 4.75 per cent.

### 1955 Annual Report

#### REVENUE, REGISTRATIONS, LICENSES

	1955 Items	1954 Items	1955 Fees	1954 Fees
Passenger Vehicles .....	1,790,270	1,669,900	\$25,589,610.40	\$22,691,062.40
"No Fee" Registrations to Motor Vehicle, State and Local Police Departments and Amputee Veterans .....	2,617	2,090		
"No Fee" Registrations of State, County, Federal and Municipality owned vehicles .....	22,552*	20,628*		
Commercial Vehicles .....	215,229	206,010	11,635,800.50	10,980,110.00
Farmer Truck Vehicles .....	18,044	18,259	457,702.50	457,098.50
Hearse and Service Wagons .....	6,633	4,779	172,930.00	127,742.50
Omnibus Vehicles .....	9,541	9,637	489,399.00	493,349.50
Trailer Registrations .....	42,055	37,034	3,101,257.50	2,818,555.00
Motorcycle Registrations .....	9,898	8,901	19,796.00	17,802.00
Dealers (Auto and Motorcycle) .....	6,184	5,594	307,520.00	278,020.00
Agricultural Tractors .....	7,009	6,477	21,027.00	19,431.00
Farm Use Registrations .....	9,623	8,975	9,623.00	8,975.00
Constructor Registrations .....	1,924	1,738	1,624,192.50	1,433,287.50
Contractor Equipment Intransit .....	1,266	1,054	63,300.00	52,700.00
<b>Total Registrations and Fees .....</b>	<b>2,142,845</b>	<b>2,001,076</b>	<b>\$43,492,158.40</b>	<b>\$39,378,133.40</b>
Duplicate Certificates .....	66,517	63,680	66,517.00	63,680.00
Transfers .....	472,883	422,495	1,935,025.42	1,502,368.40
Duplicate Tags and Exchanges .....	56,290	44,543	203,833.20	157,701.65
Auto Driver Licenses .....	2,388,727	2,280,479	7,166,181.00	6,841,437.00
Farm Vehicle Driver Licenses .....	638	665	638.00	665.00
Certificate of Ownership Section .....	1,532,636	1,374,832	2,327,150.00	2,079,179.25
Motorcycle Driver Licenses .....	8,212	7,559	8,212.00	7,559.00
Learner Permits .....	452,718	415,075	452,718.00	415,075.00
"No Fee" issued to (State, County and Municipal Governments) .....				
Auto Driver Licenses .....	77	94		
Motorcycle Driver Licenses .....	618	564		
Transfers .....	1,658	1,784		
Duplicate Tags .....	38	237		
Duplicate Certificates (Registrations) .....	162	1		
<b>Total Items issued and Fees Collected by Agents .....</b>	<b>7,124,019</b>	<b>6,613,084</b>	<b>\$55,652,438.02</b>	<b>\$50,475,798.70</b>

Fines Section .....	1,958,511.20	1,598,560.75
Certified Copies .....	3,688.50	3,289.00
Junk Yard Section .....	4,175.00	4,175.00
Commercial Permits .....	62,170.53	50,369.17
Registration Permits (Dealers) .....	1,737.50	1,305.00
Service of Process Fees .....	9,554.00	10,016.10
Driving School (License Fees) .....	5,000.00	4,400.00
Driving School (Instructor Fees) .....	4,036.00	3,630.00
Certified Driving Record Pads .....	29,450.00	30,250.00
Miscellaneous Receipts .....	17,702.20	4,577.72
Excise Section .....	105,904.83	100,320.20
Race Track Licenses and Permits .....	1,400.00	1,800.00
Vehicle Inspection Section .....	1,691,761.50	1,687,286.00
	<hr/>	<hr/>
Unsatisfied Claim and Judgment Fund Fees .....	\$59,547,529.28	\$53,975,777.64
	<hr/>	<hr/>
	\$59,547,529.28	\$56,721,192.64

\* No Renewal, Permanent Plates, 1952, 1953, 1954 and 1955 Issuances.

**FATALITIES — VEHICLES — DRIVERS**

<i>Year</i>	<i>Traffic Fatalities</i>	<i>Motor Vehicle Registrations</i>	<i>Drivers Licensed</i>
1955 .....	791	2,142,845	2,388,727
1954 .....	807	2,001,076	2,280,479
1953 .....	784	1,900,829	2,185,554
1952 .....	837	1,811,417	2,082,770
1951 .....	763	1,742,376	1,986,458
1950 .....	687	1,637,212	1,890,797
1949 .....	592	1,486,304	1,778,708
1948 .....	597	1,377,740	1,682,969
1947 .....	638	1,270,037	1,602,210
1946 .....	712	1,175,172	1,538,270
1945 .....	630	1,074,430	1,342,038
1944 .....	609	1,022,918	1,184,616
1943 .....	682	1,041,759	1,210,297
1942 .....	771	1,137,392	1,363,052
1941 .....	971	1,182,824	1,447,751
1940 .....	911	1,117,320	1,365,036
1939 .....	814	1,045,604	1,300,795
1938 .....	865	1,024,096	1,259,016
1937 .....	1,278	1,008,909	1,224,557
1936 .....	1,107	956,482	1,155,214
1935 .....	1,188	900,164	1,097,072
1934 .....	1,227	875,978	1,065,990
1933 .....	1,185	851,502	1,043,185
1932 .....	1,180	860,769	1,054,588
1931 .....	1,302	869,613	1,063,062
1930 .....	1,269	852,703	1,024,166
1929 .....	1,275	832,102	965,242
1928 .....	1,088	765,730	881,552
1927 .....	1,042	712,402	814,593
1926 .....	856	651,416	739,519
1925 .....	845	579,978	661,306
1924 .....	850	584,516	581,472
1923 .....	759	427,166	501,518
1922 .....	527	342,266	410,700
1921 .....	397	272,994	348,886
1920 .....	322	227,737	294,438
1919 .....	243	190,873	251,539
1918 .....	197	163,519	201,022
1917 .....	245	134,964	177,568
1916 .....	215	104,341	137,855
1915 .....	241	78,232	100,126
1914 .....		60,248	70,313
1913 .....		49,458	55,246
1912 .....		43,919	51,145
1911 .....		43,056	44,341
1910 .....		49,931	34,936
1909 .....		35,552	28,178
1908 .....		21,948	20,545
1907 .....		17,619	18,085
1906 .....		13,759	15,269

## HEARINGS — LICENSE REVOCATIONS

License revocations imposed by the Division of Motor Vehicles and municipal magistrates during the year totaled 19,621, an increase of 16.2 per cent over the previous year. Approximately 70 per cent of the revocations were made by the Division.

### CAUSES FOR LICENSE REVOCATIONS

	1955	1954	1953	1952	1951
Driving while intoxicated	2,972	2,484	2,211	1,858	1,688
Reckless driving	928	751	636	544	486
Fatal Accidents	119	157	112	139	123
Speeding	747	599	697	745	457
Careless driving	723	674	616	674	562
Leaving the scene of accident	154	170	159	158	118
Habitual violators	2,906	2,586	1,821	1,193	501
Physically unfit	602	630	547	545	412
Defective vision	28	32	35	32	48
Commission of crime involving motor vehicle	182	192	150	101	82
Driving without a license	29	95	105	93	60
Driving under age	170	171	214	206	203
Obtained license while on revoked list	184	196	80	3	26
Failure to appear in answer to summonses	6,511	5,482	4,516	4,524	3,568
Failure to pay fine	6	1	17	12	7
Misstatement of fact in application for license	65	36	27	22	17
Failure to report change of address	84	76	75	109	141
Fraud at examination of new license	139	66	85	49	36
Parolees	1,285	1,179	1,089	1,030	958
Failure to appear for reexamination	338	266	52	60	51
All others	1,449	1,036	639	425	338
<b>Total</b>	<b>19,621</b>	<b>16,879</b>	<b>13,883</b>	<b>12,522</b>	<b>9,882</b>

### YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1919	707	1938	5,336
1920	770	1939	4,980
1921	956	1940	5,700
1922	931	1941	6,231
1923	2,080	1942	7,629
1924	2,429	1943	4,762
1925	2,886	1944	4,715
1926	2,750	1945	3,350
1927	3,987	1946	4,490
1928	3,657	1947	6,702
1929	4,991	1948	6,508
1930	4,949	1949	7,432
1931	4,993	1950	10,214
1932	4,034	1951	9,882
1933	3,294	1952	12,522
1934	2,863	1953	13,883
1935	3,281	1954	16,879
1936	4,125	1955	19,621
1937	5,876	<b>Total</b>	<b>210,395</b>

### POINT SYSTEM

The Point System, in operation since July 1, 1952, saw 3,408 traffic violation repeaters disciplined during 1955, an increase of 525 cases over 1954.

Fifty-eight per cent of all repeaters were under 30 years of age, while in the bracket over 65 years of age, 22 repeaters were listed. Thirty-three per cent of the repeaters were married and had dependents.

The Point System during its three and a half years of operation has processed 9,135 violation repeater cases. Fifty-eight per cent of these cases involved married persons and sixty-seven per cent of the drivers had dependents. Of the total number of cases, 3,248 or thirty-five per cent were not contested by licensees who apparently realized the futility of defending their traffic law violations. Penalties ranging up to two years revocation were imposed in eighty-eight per cent of the cases.

Conspicuous by their absence from the classification of violation repeaters were female drivers. Only seventy-one, or eight tenths of one per cent, of the total cases involved women drivers.

A most encouraging factor in this program is the fact that ninety-three per cent of those drivers so far cited under the Point System are now "converted" drivers, that is to say, they have not been involved in any further conflict with the traffic laws.

During the year, two refinements were added to the over-all Point System procedure: the Advisory Notice and the Probationary License.

The Advisory Notice is sent to a potential Point System violator upon reaching a score of 8, 9, 10, or 11 points. The purpose of the notice is to enlighten a driver and to act as a possible deterrent against future traffic violations. Since starting this innovation in August, 5,185 notices were mailed and only ten of these drivers have subsequently been cited for having collected the added points bringing them to the 12 point range.

To the Addressee:

A review of your driving record shows that as of this writing you have accumulated .....points under the New Jersey Point System. If and when your point score reaches 12 or more points you will have subjected yourself to possible revocation of your driver's license privilege. If your driver's license means your livelihood I feel sure you will want to give this matter serious thought. If you will examine and improve your driving habits you will probably eliminate any reason for revocation action. Should you desire to discuss your record with a member of this Division you may call at this office at any time during regular office hours.

Very truly yours,  
FREDERICK J. GASSERT, Jr.,  
Director.

#### POINT SYSTEM SCALE

Driving, or permitting another to drive, while under the influence of alcohol or drugs .....	12 Points
Involvement in fatal accident (if held responsible) .....	12 Points
Leaving scene of accident .....	8 Points
Reckless driving .....	6 Points
Exceeding Speed limit .....	4 Points
Other violation .....	3 Points
If 3 convictions within 18 months period — add .....	3 Points

12 Points within three years calls you in for a hearing before the Director of Motor Vehicles to show cause why your driving privilege should not be revoked.

The Probationary License is applied in cases involving violation repeaters where it is felt that because of extenuating or mitigating circumstances, such a license will accomplish the same purpose as a revocation. This feature was also started in August of 1955 and sixty of these licenses were issued during the balance of the

year. Of this total, only one has since resulted in revocation because of a subsequent traffic law conviction.

**NEW JERSEY  
AUTO DRIVER'S LICENSE**  
Issued—Pursuant to Title 39—R. S.  
Expires 3-31-56

Original '55  
auto driver's license No. ....

Name .....

Street .....

City or Town ..... State .....

Age..... Weight..... Height.....

Sex..... Eyes.....

Date of birth: Month..... Day..... Year.....

CONDITION .....

My blood type is .....

If RH (  positive or  negative

Signature of licensee .....

This certificate must be carried by licensee when operating a motor vehicle.

IN TESTIMONY WHEREOF, I have set my hand and my seal of office this .....day of .....A. D. 19.....

.....  
Director

Over

**STATE OF NEW JERSEY  
Department of Law and Public  
Safety  
DIVISION OF MOTOR VEHICLES**

Reason for probation:

**This License Cannot Be Renewed  
at a Local Agency**

For renewal of this license, forward application and \$3.00 fee to Driver Improvement Bureau, Division of Motor Vehicles, State House, Trenton 8, New Jersey.

Consideration will be given to the return of the regular driver's license certificate ..... years after the date of issue hereof, providing there is no subsequent violation or conviction since that date.

**VALIDATED LICENSES**

The holder of a red validated license continues to absent himself from the ranks of traffic law violators. Four thousand nine hundred and fifty-five red validated licenses were issued during the year and only 626 holders of such licenses were involved in further traffic law violations.

**DRIVING WHILE INTOXICATED**

Two thousand nine hundred and seventy-two drivers were convicted for operating a motor vehicle while under the influence of intoxicating liquor. This figure represents an increase of 19 per cent over 1954, and includes 307 New Jersey drivers convicted of the offense in other states.

During the year, 23 second offenders qualified for reinstatement of driving privileges in accordance with the provisions of Chapter 286, P.L. 1952, after thorough investigation by the Division. They were first required to submit references from reputable citizens attesting to their general sobriety and habits, and to successfully undergo a complete driver's examination. Finally, they were given a hearing on restoration by the Director.

### DRUNKEN DRIVING REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1919.....	115	1938.....	1,425
1920.....	314	1939.....	1,256
1921.....	430	1940.....	1,295
1922.....	352	1941.....	1,454
1923.....	832	1942.....	1,208
1924.....	971	1943.....	633
1925.....	1,155	1944.....	659
1926.....	1,259	1945.....	644
1927.....	1,640	1946.....	998
1928.....	1,952	1947.....	1,185
1929.....	2,044	1948.....	1,120
1930.....	2,095	1949.....	1,221
1931.....	2,089	1950.....	1,547
1932.....	1,432	1951.....	1,688
1933.....	1,227	1952.....	1,858
1934.....	1,443	1953.....	2,211
1935.....	1,305	1954.....	2,484
1936.....	1,534	1955.....	2,972
1937.....	1,690		
		Total.....	49,737

### LOCATION OF OUT-OF-STATE CONVICTIONS OF NEW JERSEY RESIDENTS

Alabama .....	5	Michigan .....	3
Alaska .....	2	Minnesota .....	3
Arizona .....	1	Mississippi .....	1
California .....	2	Nevada .....	4
Canada .....	1	New Hampshire .....	4
Connecticut .....	9	New York .....	44
Delaware .....	15	North Carolina .....	25
Florida .....	32	Pennsylvania .....	32
Georgia .....	4	Rhode Island .....	1
Illinois .....	1	South Carolina .....	22
Indiana .....	3	Tennessee .....	6
Iowa .....	2	Texas .....	6
Kentucky .....	1	Utah .....	1
Louisiana .....	1	Virginia .....	35
Maine .....	4	Washington .....	5
Maryland .....	13	West Virginia .....	4
Massachusetts .....	13	Wyoming .....	2
		Total .....	307

### FATAL ACCIDENTS

In accordance with Division policy, all fatal accidents are investigated by the Inspector Force and every surviving driver involved in a fatal accident, regardless of fault, is required to submit to thorough examination at the Accident Prevention Clinic. Where there is evidence of a traffic law violation leading to the accident, the driver is brought before the Director to show cause why his operating privilege should not be revoked. This procedure is independent of grand jury or criminal court action.

One hundred and nineteen license revocations were entered during the year as the result of fatal accident involvement. Twenty of these followed hearings and 99 were entered by default when drivers failed to contest the action. In addition, 21 cases were dismissed, after hearing, for insufficient evidence.

### HEARINGS

During the year, the Division conducted 2,144 hearings. Of this number, 2,064 were violation repeater and fatal accident cases; 78 on request for restoration and two of a miscellaneous nature.

## INSPECTOR FORCE

As the year 1955 came to a close, the Inspector Force numbered 145 men of all ranks and grades of duty. Three Inspectors were assigned to the Bureau of Traffic Safety where they were performing engineering studies. Eight Inspectors were absent for sickness and other reasons.

For the year the Inspectors reported 394,186 hours of duty, or an average of 2,718½ hours per man. The great amount of work and the varied assignments performed by the members of the Inspector Force are reflected in the statistics appearing on the following pages. Here are some brief descriptive notes regarding the activities.

The primary mission of the Inspector Force is to function as the enforcement arm for the Director with the additional assignment of providing liaison between the Division and local police organizations. This mission consists of three main categories:

1. Examining all applicants for New Jersey drivers' licenses.
2. Conducting investigations for the Division.
3. Carrying out patrol assignments on State highways.

In regard to the testing of applicants for drivers' licenses, there is a continuing effort to strengthen the examination procedure. The techniques of administering the examination were improved and many of the procedures were standardized throughout the State. The main effort is toward complete standardization and to make the testing as objective as possible.

The questionnaire which is used for testing an applicant's knowledge of the laws and safety practices was revised. Although experience shows that the present method of administering the written test is a tremendous improvement over that used in previous years, the Inspector Force is still striving to make it better. Along this line, some of the questions were rewritten to conform to suggestions from the public. The content of the printed matter was made more understandable and more easily readable. Certain "key" questions were changed to discourage any tendency on the part of some unscrupulous persons to furnish "stock" answers to applicants who had not prepared themselves for the examination. The knowledge test questionnaire retains the original format as it was recently designed, and is scored with a matrix which makes for equitable and accurate scoring.

The administering of the "oral" test to semi-literates was improved also. Experience has shown, too, that the present system of projecting colored slides, portraying the actual highway signs in their locale, is the best method to test a person's ability to recognize traffic signs.

Also added to the procedure, were prepared lists of direct questions which are read to the applicant by the examining Inspector. This procedure was designed so that all applicants are required to answer the same, or very similar, questions. This replaces an undesirable and inequitable method of questioning at random.

The road test scoring technique is rapidly being standardized. The introduction of the two-piece record sheet, which allows an applicant to take away with him his score on the demonstration, is being accepted favorably by the public. This system of scoring also tests the mettle of the examining Inspector because he now may be called upon to explain a rejection. The present method requires the Inspector to complete the score sheet during the test. In past years, the sheet was prepared from memory after the demonstration was completed.

The activity in the Accident Prevention Clinic has been rapidly increasing. In preparation for the opening of additional Clinics during the year 1956, several Inspectors have been given special training in this type of examining. During the three years that the Clinic has been in operation, much has been learned by way of experience and many useful statistics have been assembled. It is obvious that this type of activity will become increasingly important in the future wherever driver behavior is concerned. It is anticipated that the reexamination program will be fairly well stabilized during the year 1956 when the three additional Clinics are in operation.

In general, the examination program has improved to the point where it is now receiving public support and recognition.

The primary need of the program is better examination facilities. The first of these, part of the new motor vehicle centers, is under construction at Trenton, and will serve as the prototype for some 11 more. It contains a modern examination room, a driver clinic, and an outdoor, planned road test course. With such new facilities, improvements in the type and quality of our driver license examinations can proceed far more rapidly than at present.

The Inspector Force cooperated with other bureaus and sections of the Division by completing 10,040 investigations of all types and degrees of complexity. One of the outstanding investigations recently successfully concluded by four members of the Force was an extensive and complicated fraud case involving some 250 persons, who, through illegal means, obtained drivers' licenses without demonstrating their ability to drive.

This particular case threatened to disturb the stability of the entire examination program and it was incumbent upon the Inspector Force to reach a satisfactory conclusion quickly in order to discourage other persons who entertained ideas of perpetrating similar illegal actions.

Because the present procedure of examining is being strengthened, there have been several attempts to circumvent the requirement of the law, viz: that every applicant for a driver's license must first pass a satisfactory examination before the privilege to drive may be granted. Many small scale attempts have been made to obtain licenses by fraud but, in each instance, the Inspector Force has moved quickly to successfully thwart such schemes.

The handling of investigations was greatly improved and probably reached a peak in efficiency during the year as a direct result of the forming of a special group who concentrated the greater part of their efforts on this type of work. Constant supervision and training are in effect. All investigations of a complex nature are handled by this group. Routine matters are investigated by other members of the Inspector Force who perform this work in addition to their primary duties.

The patrol activity was continued with emphasis being placed on quality of apprehensions as well as volume. This is in line with the present policy of training. The Inspectors are encouraged to handle all types of violations and to solicit assistance when needed rather than to avoid a complex case. In this way, they are improving in techniques and are broadening their knowledge and experience. At the present time, a survey is being made of the entire State to place the patrol coverage where the most benefit will be accomplished. Certain areas will be studied so that the Inspectors can be assigned to designated beats and during the hours of greatest traffic density. Each area is assigned to an Inspector who will concentrate his patrol efforts in that particular area during certain specified hours.

The activities engaged in by the members of the Inspector Force are so varied and numerous that it is most difficult to report specifically on all of them. How-

ever, some others beside the three main categories cited above deserve some special mention if for no other reason than to indicate the versatility of the men.

For example, the Inspectors were called upon seven times during the year to act as instructors in various police schools where they instructed other police officers regarding motor vehicle laws and the application of them. Their efforts were well received.

Eighteen calls were answered by the Inspectors to act as judges at motor vehicle road-races where teen age drivers were competing with each other to be adjudged the best and safest operators. Although this is a comparatively new activity, we are receiving more and more requests for Inspectors' services in this connection.

The Harger Drunkometer has now become an accepted instrument in our enforcement program. This acceptance by members of the judiciary and the public is due in no small measure to the efforts of the Inspectors. One member of the Force is rapidly becoming recognized as a top expert in the use of this instrument. His services are constantly in demand. The Drunkometer was demonstrated no fewer than 20 times during the year, although it is comparatively new to this Division. These demonstrations were before groups of interested civilians and officials in the enforcement field. Included, were explanations by radio and demonstrations on television. Seven of the Inspectors have received special training and have used the instrument in actual practice, both in examining suspects apprehended by them and those arrested by other police organizations. Although some cases have gone to appeal, the Inspector has been upheld in every instance in which he found the suspect under the influence of intoxicating liquor. The Inspector Force has handled 15 special speaking assignments in which were disseminated to the public explanations regarding safe practices in driving and walking. Two Inspectors compiled and edited the present edition of Title 39, which is distributed to all police officials as a ready reference in the enforcement of the motor vehicle and traffic laws.

Several professional motor vehicle theft rings were uncovered through the efforts of the Inspectors. In many instances, members of the Force furnished invaluable assistance to other agencies, federal and state, in connection with the locating and apprehending of persons who were attempting to defraud the public through manipulation of motor vehicle title papers.

The Inspectors, through their investigational activities, very often observe certain weaknesses in the statutes which permit persons of dubious character to defraud the State. The moral violation exists but there can be no prosecution because the law does not permit this action. Accordingly, the Inspector Force offers the following two recommendations which, through legislation, would strengthen the application of the law in favor of the general public:

1. It is recommended that legislation be enacted making it a misdemeanor to steal a driver's license certificate or registration certificate, or registration plate from the Division of Motor Vehicles, or from an agent thereof, and further, that the theft of a certificate of ownership from either the Division of Motor Vehicles, an agent thereof, or from a dealer of motor vehicles, be considered a misdemeanor.

It is also recommended that the legislation include that any person having in his possession a stolen certificate of ownership, driver's license certificate, registration certificate, or registration plate stolen from the Division of Motor Vehicles or an agent thereof, or a certificate of ownership stolen from a dealer of motor vehicles, shall be deemed guilty of a misdemeanor.

2. It is recommended that all motor vehicle junk dealers be required to secure a state junk yard license. At present, only those yards which are adjacent to, or visible from, a state highway are required to secure state junk yard licenses. All junk yards handling motor vehicles are required to have a state motor vehicle dealer's license.

**DRIVERS' EXAMINATIONS ACCORDING TO LOCATION**

	Passed	Rejected	Total
Asbury Park .....	4,166	1,968	6,134
Atlantic City .....	3,501	1,961	5,462
Bridgeton .....	2,251	1,345	3,596
Camden .....	18,230	6,546	24,776
Cape May Court House .....	1,562	812	2,374
Dover .....	2,835	1,260	4,095
Elizabeth .....	19,126	13,742	32,868
Flemington .....	767	364	1,131
Fort Dix .....	1,602	566	2,168
Freehold .....	2,107	1,465	3,572
Garfield .....	4,224	1,515	5,739
Hackettstown .....	762	372	1,134
Hammonton .....	708	433	1,141
Jersey City .....	13,155	8,214	21,369
Lodi .....	32,390	13,766	46,156
Morristown .....	3,691	1,146	4,837
Newton .....	746	488	1,234
Ocean City .....	1,917	884	2,801
Passaic .....	2,141	1,379	3,520
Paterson .....	3,958	2,506	6,464
Perth Amboy .....	2,774	1,500	4,274
Phillipsburg .....	796	300	1,096
Plainfield .....	27,868	15,014	42,882
Red Bank .....	3,405	1,615	5,020
Salem .....	1,864	1,263	3,127
Sussex .....	523	352	875
Toms River .....	1,497	808	2,305
Trenton .....	11,161	4,445	15,606
<b>Total .....</b>	<b>169,727</b>	<b>86,029</b>	<b>255,756</b>

**DRIVERS' EXAMINATIONS ACCORDING TO MONTH**

January .....	10,111	4,693	14,804
February .....	8,423	4,034	12,457
March .....	16,934	7,374	24,308
April .....	15,781	7,688	23,469
May .....	16,393	8,598	24,991
June .....	18,035	9,595	27,630
July .....	15,840	8,556	24,396
August .....	16,187	8,526	24,713
September .....	15,800	8,561	24,361
October .....	14,439	7,589	22,028
November .....	12,134	6,221	18,355
December .....	9,650	4,594	14,244
<b>Total .....</b>	<b>169,727</b>	<b>86,029</b>	<b>255,756</b>

### DRIVER EXAMINATION STATISTICS

	Number Examined	Per Cent of Total Examined	Number Passed	Per Cent of Total Passed	Number Rejected	Per Cent of Total Rejected	Per Cent Rejected According To Sex
Males .....	148,293	57.9	94,538	55.7	53,755	63.9	23.2
Females .....	107,463	42.1	75,189	44.3	32,274	36.1	14.1
Total .....	255,756	100.0	169,727	100.0	86,029	100.0	35.3

65.5 per cent of those examined passed the test.

28.9 per cent of those passed were under 21 years of age.

55.7 per cent of those passed were males.

36,618 of the 169,727 persons licensed were 17 years of age, a ratio of one in every 4.8 passed. 66.5 per cent of the 17 year olds passed were males, 35.4 per cent were females.

One in every 4.6 persons was licensed conditionally.

One in every 5.3 persons was licensed conditionally to wear glasses while driving.

23.1 per cent of those issued conditional visual licenses were under 21 years of age.

1,280 applicants who passed the test were 65 years and older; however, 941 or 71.3 per cent of this group qualified only for conditional licenses.

### REJECTIONS

32.6 per cent of total applicants failed the test.

62.2 per cent of total rejections were males; 36.1 per cent were females.

One in every 3.7 of those rejected failed the road test.

One in every 19.5 of those rejected failed the visual test.

One in every 2.1 of those rejected failed the written test.

One in every 9.2 of those rejected failed the oral test.

2 applicants were rejected for physical defects.

Women applicants failed principally in the road test.

### DRIVER LICENSE EXAMINATION

Groups	Examined			Passed			Rejected		
	M	F	Total	M	F	Total	M	F	Total
16 .....	678	94	772	443	66	509	235	28	263
17 .....	34,225	17,590	51,815	23,306	13,312	36,618	10,919	4,278	15,197
18 .....	5,697	4,476	10,173	3,127	5,098	6,225	2,570	1,378	3,948
19 .....	3,940	3,557	7,497	2,102	1,103	4,556	1,838	1,103	2,941
20 .....	3,711	3,075	6,786	2,115	2,214	4,329	1,596	861	2,457
21-24 .....	19,489	13,767	33,256	11,857	10,084	21,941	7,632	3,683	11,315
25-29 .....	20,337	16,750	37,087	13,557	12,226	25,783	6,780	4,524	11,304
30-39 .....	29,149	27,359	56,508	19,922	19,320	39,242	9,227	8,039	17,266
40-49 .....	17,307	14,221	31,528	10,666	8,707	19,373	6,641	5,514	12,155
50-64 .....	11,472	6,128	17,600	6,393	3,478	9,871	5,079	2,650	7,729
65 on .....	2,288	446	2,734	1,050	230	1,280	1,238	216	1,454
Total .....	148,293	107,463	255,756	94,538	75,189	169,727	53,755	32,274	86,029

**APPLICANTS REJECTED**

SEX AND AGE

Age	Written			Vision			Oral		
	M	F	Total	M	F	Total	M	F	Total
16 .....	99	8	107	7	1	8	8	.....	8
17 .....	4,346	1,278	5,624	622	183	805	423	5	428
18 .....	1,164	517	1,681	106	48	154	241	8	249
19 .....	896	434	1,330	75	47	122	228	8	236
20 .....	821	310	1,131	64	31	95	229	8	237
21-24 .....	4,537	1,534	6,071	309	184	493	1,285	61	1,346
25-29 .....	3,750	1,794	5,544	354	225	579	1,314	114	1,428
30-39 .....	4,901	3,138	8,039	526	392	918	1,990	232	2,222
40-49 .....	3,430	2,181	5,611	375	210	585	1,427	197	1,624
50-64 .....	2,549	965	3,514	462	160	622	975	102	1,077
65 on .....	579	86	665	165	25	190	189	9	198
Total ....	27,072	12,245	39,317	3,065	1,506	4,571	8,309	745	9,054

**APPLICANTS REJECTED—Continued**

SEX AND AGE

Age	Physical			Road			Other		
	M	F	Total	M	F	Total	M	F	Total
16 .....	.....	.....	.....	53	11	64	67	8	75
17 .....	.....	.....	.....	3,394	1,863	5,257	2,135	949	3,082
18 .....	.....	.....	.....	726	534	1,260	331	271	660
19 .....	.....	.....	.....	462	436	898	177	177	354
20 .....	.....	.....	.....	342	357	699	140	155	295
21-24 .....	.....	.....	.....	1,299	1,761	3,060	199	143	342
25-29 .....	.....	.....	.....	1,206	2,225	3,431	153	166	319
30-39 .....	1	.....	1	1,642	4,063	5,705	164	214	378
40-49 .....	1	.....	1	1,326	2,845	4,171	76	80	156
50-64 .....	.....	.....	.....	1,042	1,393	2,435	51	30	81
65 on .....	.....	.....	.....	291	95	386	14	1	15
Total ....	2	.....	2	11,783	15,583	27,363	3,505	2,194	5,699

**MOTORCYCLE LICENSE APPLICANTS**

Age	Passed		Rejected		Examined	
	Male	Female	Male	Female	Male	Female
16 .....	.....	.....	1	.....	1	.....
17 .....	1	.....	1	.....	2	.....
18 .....	153	2	2	.....	155	2
19 .....	.....	5	.....	.....	.....	5
20 .....	126	2	.....	.....	126	2
21-24 .....	386	13	1	.....	387	13
25-29 .....	360	6	3	.....	363	6
30-39 .....	260	11	1	.....	261	11
40-49 .....	100	5	1	.....	101	5
50-64 .....	42	.....	.....	.....	42	.....
65 on .....	4	.....	.....	.....	4	.....
Total .....	1,632	44	10	.....	1,442	44

**TOTAL APPLICANTS LICENSED**

**By Ages**

Ages	Number	Per Cent of Total
16 .....	509	.3
17 .....	36,618	25.7
18 .....	6,225	3.6
19 .....	4,556	2.5
20 .....	4,329	2.5
21-24 .....	21,941	13.1
25-29 .....	25,783	15.5
30-39 .....	39,242	21.0
40-49 .....	19,373	10.8
50-64 .....	9,871	4.4
65 on .....	1,280	.6
Total .....	169,727	100.0

**CONDITIONAL LICENSES ISSUED**

Ages	Must Wear Glasses			Physical			Oral		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
16 .....	50	8	58	125	14	139	3	.....	3
17 .....	3,133	2,192	5,325	34	4	38	179	1	180
18 .....	459	484	943	20	.....	20	98	10	108
19 .....	313	408	721	11	3	14	96	9	105
20 .....	256	359	615	14	5	19	94	8	102
21-24 .....	1,705	1,907	3,612	55	16	71	520	52	572
25-29 .....	2,384	2,384	4,768	48	28	76	558	101	659
30-39 .....	3,461	3,562	7,023	124	46	170	886	173	1,059
40-49 .....	2,353	2,229	4,582	95	39	134	614	132	746
50-64 .....	3,057	1,871	4,928	66	20	86	450	89	539
65 on .....	766	175	941	19	.....	19	73	75	75
Total .....	17,937	15,579	33,516	611	175	786	3,571	577	4,148

**HOLDERS OF VALID LICENSES FROM OTHER STATES  
APPLYING FOR NEW JERSEY LICENSES (ROAD TEST WAIVED)**

Ages	Passed	Rejected	Total Examined
16 .....	.....	1	1
17 .....	368	63	431
18 .....	314	82	396
19 .....	459	109	568
20 .....	599	133	732
21-24 .....	7,040	1,238	8,298
25-29 .....	10,808	1,367	12,175
30-39 .....	16,327	2,217	18,544
40-49 .....	7,929	1,651	9,580
50-64 .....	3,706	1,153	4,859
65 on .....	154	106	260
Total .....	47,704	8,140	55,840

**MOTORCYCLE DRIVER TESTS**

Total Examined .....	1,486
Passed .....	1,476
Rejected .....	10

Only 45 females took the test.

**FOR HIRE LICENSES**

Persons who operated buses "for hire" must submit to a special examination and must be 21 years or over. A total of 1,001 persons were examined for these special licenses during the year. Ten applicants failed the test.

**NON-RESIDENT DRIVERS**

Except in cases of serious physical defects, persons holding a valid driver's license from another State are not required to submit to the road test. One in every 3.3 applicants passed held a valid license from another State.

**PER CENT REJECTED TO TOTAL EXAMINED**

By Ages

Age	Total Examined	Total Passed	Total Rejected	Per Cent Rejected
16 .....	772	509	263	32.7
17 .....	51,815	36,618	15,197	31.0
18 .....	10,173	6,225	3,948	37.6
19 .....	7,497	4,556	2,941	39.5
20 .....	6,786	4,329	2,457	35.6
21-24 .....	33,256	21,941	11,315	32.3
25-29 .....	37,087	25,783	11,304	28.5
30-39 .....	56,508	39,242	17,266	30.0
40-49 .....	31,528	19,373	12,155	37.6
50-64 .....	17,600	9,871	7,229	45.4
65 on .....	2,734	1,280	1,454	51.2
<b>Total .....</b>	<b>255,756</b>	<b>169,727</b>	<b>86,029</b>	<b>33.4</b>

**TYPES OF REJECTIONS**

By Ages

Age	Written		Vision		Oral		Physical Num.	Road	
	Num.	Per Cent	Num.	Per Cent	Num.	Per Cent		Num.	Per Cent
16 .....	107	.3	8	.2	8	.1	—	64	.3
17 .....	5,624	13.8	805	18.1	428	4.3	—	5,237	18.5
18 .....	1,681	5.2	154	3.5	249	2.5	—	1,260	4.3
19 .....	1,330	3.3	122	2.4	237	2.3	—	898	3.0
20 .....	1,131	4.0	95	1.8	237	2.9	—	699	2.5
21-24 .....	6,071	14.7	493	11.9	1,346	17.5	—	3,060	11.1
25-29 .....	5,544	14.0	579	14.0	1,428	14.4	—	3,431	12.7
30-39 .....	8,039	21.5	918	21.8	2,222	22.6	1	5,705	21.9
40-49 .....	5,611	13.3	585	11.5	1,624	19.3	1	4,171	16.0
50-64 .....	3,514	8.3	622	11.6	1,077	12.0	—	2,435	8.7
65 on .....	665	1.6	198	3.2	198	2.1	—	386	1.0
<b>Total ....</b>	<b>39,317</b>	<b>100.0</b>	<b>4,571</b>	<b>100.0</b>	<b>9,054</b>	<b>100.0</b>	<b>2</b>	<b>27,366</b>	<b>100.0</b>

**FOR HIRE LICENSE APPLICANTS**

Age	Passed	Rejected	Total Examined
21-24 .....	154	2	156
25-29 .....	205	—	205
30-39 .....	359	2	361
40-49 .....	182	6	188
50-54 .....	83	—	83
65 on .....	8	—	8
<b>Total .....</b>	<b>991</b>	<b>10</b>	<b>1,001</b>

### RE-EXAMINATIONS

A total of 5,110 drivers were re-examined during the year of which number 927, or 17.3 per cent failed to meet legal requirements and were rejected.

The remaining 4,733 were permitted to retain their operating licenses, 3,078 without restrictions and 1,732 conditionally.

#### AGE GROUPS CONDITIONAL LICENSES

Ages	Unrestricted	Glasses	Physical	Oral
17 .....	58	10	1	—
18 .....	114	12	5	1
19 .....	107	22	2	1
20 .....	68	14	2	3
21-24 .....	342	73	15	8
25-29 .....	570	132	33	23
30-39 .....	777	232	59	34
40-49 .....	598	192	51	19
50-64 .....	399	521	37	60
65 on .....	45	136	13	21
<b>Total .....</b>	<b>3,078</b>	<b>1,344</b>	<b>218</b>	<b>170</b>

#### AGE GROUPS REJECTION CAUSES

Age	Written	Vision	Oral	Physical	Road	Other
17 .....	—	1	—	—	—	—
18 .....	—	—	—	—	—	—
19 .....	—	1	2	—	—	—
20 .....	—	1	—	—	—	—
21-24 .....	2	10	2	—	—	—
25-29 .....	2	18	4	—	—	—
30-39 .....	3	31	7	1	2	—
40-49 .....	6	42	7	2	5	—
50-64 .....	18	81	18	4	7	1
65 on .....	24	34	11	—	19	2
<b>Total .....</b>	<b>55</b>	<b>219</b>	<b>51</b>	<b>7</b>	<b>33</b>	<b>3</b>

\* Rejections at Driver Qualification Center indicate revocation based on rejection. Rejections at Accident Prevention Clinic, indicate failure to pass initial test, examinees are then referred to Driver Qualification Center.

#### ACCIDENT REPEATER RE-EXAMINATION PROGRAM

Drivers involved in fatal accidents, or two or more accidents within 18 months, one of which involved personal injuries, are required to submit to re-examination at the Accident Prevention Clinic. The record:

Males	Passed	Rejected	Total
16 .....	1	—	1
17 .....	24	10	34
18 .....	49	9	58
19 .....	31	13	44
20 .....	25	8	33
21-24 .....	112	50	162
25-29 .....	152	73	225
30-39 .....	245	130	375
40-49 .....	153	104	257
50-64 .....	62	96	158
65 on .....	12	31	43
<b>Total .....</b>	<b>866</b>	<b>524</b>	<b>1,390</b>

Females	Passed	Rejected	Total
16 .....	—	—	—
17 .....	—	—	—
18 .....	3	—	3
19 .....	3	—	3
20 .....	1	—	1
21-24 .....	11	4	15
25-29 .....	14	5	19
30-39 .....	34	7	41
40-49 .....	19	10	29
50-64 .....	2	5	7
65 on .....	3	—	3
<b>Total .....</b>	<b>90</b>	<b>31</b>	<b>121</b>

Drivers involved in two property damage accidents within 10 months, and persons 60 to 64 years of age involved in one reportable accident are required to submit to re-examination at the regular Driver Qualification Center. The record:

Males	Passed	Rejected	Total
16 .....	1	—	1
17 .....	28	—	28
18 .....	50	—	50
19 .....	50	—	50
20 .....	33	—	33
21-24 .....	149	—	149
25-29 .....	232	1	233
30-39 .....	370	6	376
40-49 .....	253	7	260
50-64 .....	429	12	441
65 on .....	73	5	78
<b>Total .....</b>	<b>1,668</b>	<b>31</b>	<b>1,699</b>

Females	Passed	Rejected	Total
16 .....	—	—	—
17 .....	2	—	2
18 .....	7	—	7
19 .....	4	—	4
20 .....	3	—	3
21-24 .....	10	—	10
25-29 .....	24	—	24
30-39 .....	33	—	33
40-49 .....	25	—	25
50-64 .....	46	2	48
65 on .....	6	—	6
<b>Total .....</b>	<b>160</b>	<b>2</b>	<b>162</b>

**SUMMARY**

	Regular	Patrol	Total
Summonses .....	12,523	8,865	21,388
Arrests .....	12,523	8,865	21,388
Fines .....	\$ 147,509.50	\$223,956.44	\$ 371,465.94
Investigations .....	10,040		10,040
Registrations collected .....	\$ 7,556.45	\$ 93.05	\$ 7,649.50
Drivers' licenses collected .....	\$ 1,192.00	31.00	1,223.00
Days off .....	6,537	1,617	8,154
Sick days .....	1,391	13	1,404
Gasoline (gals.) .....	134,644	64,544	199,188
Oil (qts.) .....	4,746	1,923	6,669
Miles .....	1,980,100	873,045	2,853,145
Patrol .....	Hours 78,196 $\frac{1}{4}$	66,177	145,373 $\frac{1}{4}$
Investigations .....	Hours 46,232 $\frac{1}{2}$	19	46,251 $\frac{1}{2}$
Traffic control .....	Hours 5,087 $\frac{1}{2}$	819 $\frac{1}{2}$	5,907
Examinations .....	Hours 131,633 $\frac{1}{2}$	161 $\frac{1}{2}$	131,795
General enforcement activities .....	Hours 30,191 $\frac{3}{4}$	5,889 $\frac{1}{2}$	36,091 $\frac{1}{4}$
Administration .....	Hours 6,450 $\frac{1}{2}$	203	6,653 $\frac{1}{2}$
Police school instruction .....	Hours 286 $\frac{1}{2}$		286 $\frac{1}{2}$
Accident Prevention Clinic .....	Hours 10,372		10,372
Truck weighing .....	Hours 8,609		8,609
Junk yards .....	Hours 2,628 $\frac{1}{2}$		2,628 $\frac{1}{2}$
Race tracks .....	Hours 219		219
Total .....	Hours 320,907	73,279 $\frac{1}{2}$	394,186 $\frac{1}{2}$
Recovered stolen cars .....	57	16	73
Value recovered stolen cars .....	\$ 165,900.00	\$ 21,915.00	\$ 187,815.00
Overloaded trucks .....	227	859	1,086
Inspectors .....	128	28	156
Retirements .....	1		1
Appointments .....	2		2
Gasoline — average mile .....	14.7	13.5	14.3
Oil — average mile .....	417	454	427

**AUTOMOBILE RACE TRACKS**

Spectator and participants safety was greatly increased at Automobile Race Tracks this year. Reports indicate only two spectators received minor injuries, and only two participants were seriously injured. There were no fatalities. Fourteen tracks were licensed resulting in a total revenue to the state of \$1400.

The 14 approved tracks were as follows:

- Alcyon Speedway, Pitman
- Atco Speedway, Atco
- Flemington Fair, Flemington
- Hightstown Speedway, Hightstown
- R.D. Speedway, Lawnside
- Morristown Speedway, Morristown
- New Jersey Interstate Speedway, Jersey City
- New Jersey State Fair, Trenton
- Old Bridge Stadium, Old Bridge
- Pleasantville Speedway, Pleasantville
- Sportsman Speedway, New Egypt
- Vineland Speedway, Vineland
- Wall Stadium, Belmar
- Weinheim Inc., Arney's Mt.

### JUNK YARD SUPERVISION

Chapter 11, Title 39, of the Revised Statutes of New Jersey provides that Motor Vehicle Junk Yards adjacent to or visible from State highways be under the supervision of the Division of Motor Vehicles. There were 74 such yards licensed and supervised during the year and fees totaling \$4,175 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 74 yards under Division supervision were as follows:

County	Number
Atlantic .....	2
Bergen .....	9
Burlington .....	2
Camden .....	2
Cape May .....	1
Cumberland .....	1
Essex .....	5
Gloucester .....	3
Hudson .....	11
Hunterdon .....	4
Middlesex .....	16
Monmouth .....	4
Morris .....	4
Ocean .....	2
Passaic .....	3
Salem .....	1
Somerset .....	1
Union .....	2
Warren .....	1
Total .....	74

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

Month	License Fees	Inspection Fees	Totals
January .....	\$ 200.00	\$ 50.00	\$ 250.00
February .....	850.00	50.00	900.00
March .....	300.00	25.00	325.00
April .....	200.00	50.00	250.00
May .....	100.00	.....	100.00
June .....	300.00	50.00	350.00
July .....	400.00	25.00	425.00
August .....	450.00	25.00	475.00
September .....	100.00	.....	100.00
October .....	200.00	.....	200.00
November .....	400.00	25.00	425.00
December .....	350.00	25.00	375.00
Totals .....	\$3,850.00	\$325.00	\$4,175.00

Fees collected during the past five years were as follows:

1950	1951	1952	1953	1954
\$2,325.00	\$3,000.000	\$3,250.00	\$3,550.00	\$4,225.00

**DRIVERS' SCHOOL LICENSING AND REGULATION**

Number Drivers' Schools Licensed in 1955 .....	113
Number Drivers' Schools Privately Owned .....	100
Number Drivers' Schools Board of Education (Adult Education) .....	13
Number Drivers' Schools Renewal Licenses .....	102
Number Drivers' Schools Initial Licenses .....	11
Number Drivers' Schools Application Rejected .....	3
Reason:	
Operating Unlicensed School .....	2
No Licensed Instructor .....	1
Number Driving School Licenses Revoked .....	2
Number Instructors' Licenses in 1955 .....	267
Number Instructors' Renewal Licenses .....	201
Number Instructors' Initial Licenses .....	66
Number Instructors' Applications Rejected .....	105
Reason:	
Withdrew Application .....	15
Failed Examination Three Times .....	17
Record of Crime .....	3
Unsatisfactory Driving Record .....	3
Failed to Complete Examination .....	67
Number of Instructor Tests Conducted for Initial License .....	494
Psychophysical .....	119
Read .....	203
Written .....	172
Revenue Collected from Licensing of Drivers' Schools and Instructors .....	\$9,006

## VEHICLE INSPECTION

The year 1955 marked the eighteenth consecutive year of compulsory state motor vehicle inspection in New Jersey. It saw the first steps taken to increase greatly the number of facilities available for this important safety program.

In 1937, when the inspection system was inaugurated, some 28 inspection stations were erected. Two additional one-lane stations were added in 1949. However, the same span of time saw vehicles increase from one million to two million in this State, and the present facilities are far from adequate to handle the load. The Legislature approved a transfer of funds which permitted us to begin plans and acquisition of land for new permanent stations, the beginning of a four-year construction program which, it is hoped, will give the State 50 permanent inspection stations and permit the abandonment of most of the original 30 stations. These original stations, in addition to being thoroughly overloaded, have the further disadvantage of being located inside highly urbanized areas, with the result that the waiting lines that they have causes congestion and much annoyance on the public streets of these municipalities. The new type of permanent stations, some of which are under construction, will include sufficient surrounding area to hold off the public street any waiting line that there may be.

Compared to the preceding year, there was an increase in the number of vehicles subject to inspection in the registration year of 1955. The increase amounted to approximately 34,000 initial inspections, which is slightly more than two per cent. Compared to the year 1947, there was an increase of more than 65 per cent in the number of initial inspections.

As a temporary measure, it was found that inspection lanes with temporary equipment could be erected quickly and inexpensively in drive-in motion picture theaters. Three of these were opened in late 1955 near Haddonfield, in Woodbridge, and in East Rutherford, New Jersey. It is hoped that further additions of these temporary lanes may be made during the ensuing year, in order to provide immediate relief while the construction program is under way.

As a further measure, a privately owned inspection lane in Whippany, New Jersey was leased and opened for commercial vehicle inspection only. Both this lane and the drive-in theater lanes have proved highly successful in eleviating conditions in their respective areas. With these additions, there are now 34 inspection stations in the State, with 51 inspection lanes.

Since additional inspection lanes were placed in operation, it was necessary to increase the authorized personnel. Thirty-six additional positions in the grade of examiner were authorized. Four promotions were made to the position of senior examiner and four promotions were made to the position of supervisor. At the end of the registration year, the entire station personnel consisted of 496 examiners, 51 senior examiners and 38 supervisors.

The existing policy in regard to night overtime in certain inspection stations was continued throughout the year. One station was added during the year and this brought the total number open one night a week to 19. The number of initial inspections made during the overtime hours in the 19 stations amounted to 7.0 per cent of the total number of inspections made in those stations. Approximately 81 per cent of the total business for the year was conducted in the 19 stations. The importance of the overtime work can be noted in another way by considering that the total number of initial inspections made during overtime hours was 5.6 per cent of the total number of inspections made in the entire year.

Each year, there has been a certain number of vehicles which did not have the required number of inspections by the close of business on March 31. The owners of such vehicles received special permission to renew the expired registrations so that inspections could be made. This was accomplished by issuing letters of authorization which would be honored by any motor vehicle agent on or after the date given in the bodies of the letters. The penalty was such that an owner was made to wait a certain amount of time before the renewal could be made. In the month of April 1955, approximately 10,300 people applied for permission to renew their registrations. This is slightly more than one-half of one per cent of the number of vehicles subject for inspection.

During 1955, tests were made under the supervision and with a final report from the United States Testing Company, of the inspection equipment of two manufacturers, one of which has been used in the inspection system since its inception in 1937. These tests were given at the Millville Inspection Station. The equipment of one of the manufacturers was so laid out that it produced a much shorter length, but the overall results of the test indicated that the present alignment of equipment and the present equipment used, justified the State's investment over the years.

The policy of permitting inspections in inspection lanes owned by fleet owners was continued. Inspections are made by State personnel and conducted in accordance with the same rules, regulations and requirements followed in the inspection stations.

In the 1955 registration year, nearly 56,000 registrations (certificates, inserts and plates) were surrendered voluntarily and about 1,600 of these were returned upon request. Plates were surrendered because the vehicles were under repair and they could not be presented for inspection at the time designated or the vehicles had been sold, junked or repossessed.

The policy of using inspection station records for reference in inspection matters was continued. About 300,000 warning notices and notices of proposed revocation were mailed from the inspection stations. The mailing of such notices was quite effective in that they brought about the appearance of motorists who procrastinated and those who put off the inspection because of vacations, business, etc. During the year, it was found necessary to revoke 999 registrations for violation of the inspection law.

In the course of the 1955 registration year, there became effective a law which changed the system under which licenses and registrations are issued. Since the law provided for the issuances of registrations on a monthly basis, it made it mandatory that commencing in April 1956, inspections would be staggered in the same manner as the registrations. The law provided also that inspection fees be included in the cost of registration and this meant that commencing in April 1956, the collection of inspection fees at the stations would cease. The impact of the new law on the Vehicle Inspection Section was such that certain new policies and procedures had to be adopted. In order that the inspection program could be carried out in an orderly manner in conference with the new system, it was required that inspections for any given passenger vehicle be made in certain months only. The new policies and procedures, as finally adopted, were set forth in writing and explained to all supervisory personnel in the inspection stations. The written information was distributed to the stations for the benefit of the examiners and additional help was provided by the supervisors, so that a thorough understanding would be obtained.

The table of inspection results is appended. It can be seen that a large proportion of the vehicles inspected were found to be in an unlawful and unsafe condition for one or more reasons.

**STATE OF NEW JERSEY  
DIVISION OF MOTOR VEHICLES  
REPORT OF VEHICLES INSPECTED  
1955 REGISTRATION YEAR**

Distribution	*1st Period	**2nd Period
Approved on Initial Examination .....	1,114,689	1,130,993
Approved on Re-examination .....	558,621	399,116
Rejected on Initial Examination .....	596,302	425,448
Rejected on Re-examination .....	82,653	54,669
"No Fee" Vehicles Approved .....	8,371	8,869
"No Fee" Vehicles Rejected .....	1,697	1,804
<b>Total Handlings .....</b>	<b>2,362,333</b>	<b>2,020,899</b>

**NUMBER OF INDIVIDUAL CARS**

	%		%
Approved on Initial Examination .....	65.15	1,114,689	72.67
Rejected on Initial Examination .....	34.85	596,302	27.33
<b>Totals .....</b>		<b>1,710,991</b>	<b>1,556,441</b>

**APPROVALS**

Approved on Initial Examination .....	1,114,689	1,130,993
Approved on Re-examination .....	558,621	399,116
<b>Totals .....</b>	<b>1,673,310</b>	<b>1,530,109</b>

**HANDLINGS**

*1st Period .....	2,362,333
**2nd Period .....	2,020,899
<b>Totals .....</b>	<b>4,383,232</b>

\*1st Period—Commenced March 1, 1955  
\*\*2nd Period—Commenced September 1, 1955

**1955**

1. Credentials, License Cards .....	11,464	1.04	4,805	.62
2. Steering Alignment .....	50,176	4.56	42,274	5.49
3. Steering Operation .....	77,083	7.00	54,040	7.01
4. Direction Signals .....	44,620	4.06	24,439	3.17
5. Identification Marks (Plates) .....	34,819	3.16	19,779	2.57
6. Examination of All Glass .....	31,278	2.85	17,099	2.21
7. Obstruction to Vision .....	17,806	1.61	11,168	1.44
8. Horn .....	9,994	.91	6,118	.80
9. Windshield Cleaners .....	13,765	1.26	8,859	1.15
10. Rear-view Mirror .....	1,422	.13	758	.01
11. Exhaust System .....	29,690	2.70	20,956	2.72
12. Miscellaneous .....	44,393	4.04	24,462	3.18
13. Head Lights .....	272,956	24.82	203,853	26.47
14. Auxiliary Driving Lights .....	6,679	.61	3,072	.40
15. Light Output .....	12,725	1.16	7,574	.98
16. Parking Lights .....	23,698	2.15	16,280	2.11
17. Red Tail Light .....	73,475	6.69	48,937	6.35
18. Other Rear Lights .....	105,990	9.64	75,934	9.87
19. Wiring and Switching .....	18,493	1.69	11,100	1.44
20. Beam Indicator Light .....	5,926	.53	3,343	.43
21. Fender Flaps .....	2,785	.25	1,786	.23
22. Service Brake .....	40,408	3.67	32,189	4.18
23. Parking Brake .....	46,459	4.22	34,720	4.51
24. Brake Equalization .....	58,852	5.35	44,405	5.76
25. Pedal and Lever Reserve .....	64,773	5.90	52,541	6.82
<b>Totals .....</b>	<b>1,099,729</b>		<b>770,491</b>	

## TRAFFIC LAW ARRESTS

Traffic and motor vehicle law enforcement as measured by arrests (excluding parking violations,) showed a steady rise during the year. Arrests reported by magistrates to the Division of Motor Vehicles totalled 288,983, a numerical increase of 32,711 over the previous year.

It is interesting to note that arrests have increased from 147,799 in 1951 to 288,983 in 1955, a rise of 141,184, or 95.5 per cent. During 1954, violations on all state highways including the New Jersey Turnpike and the Garden State Parkway, numbered 144,411 or 56.4 per cent of the 256,272 arrests reported, while the municipal and county roads accounted for 111,861 or 43.6 per cent of total violations.

For the year 1955, the number of violations on all state highways rose to 162,107, or 56.1 per cent of the total reported.

On municipal and county roads there were 126,876 arrests, or 43.9 per cent.

Arrests by state officers (State Police and Motor Vehicle Inspectors) represent 47.5 per cent of the traffic apprehensions. Municipal police accounted for a total of 51.0 per cent and all others made 1.5 per cent.

Year	Number of arrests	Numerical Change	Percentage Change
1955 .....	288,983	32,711 more	12.8 increase
1954 .....	256,272	42,808 more	20.0 increase
1953 .....	213,464	40,161 more	23.2 increase
1952 .....	173,303	25,504 more	17.3 increase
1951 .....	147,029	15,607 more	13.4 increase

## TRAFFIC LAW ARRESTS BY COUNTIES

County	1955	1954	Numerical Change	Percentage Change
Atlantic .....	15,542	13,375	2,167 more	16.2 increase
Bergen .....	30,020	25,775	4,245 more	16.5 increase
Burlington .....	19,184	18,268	916 more	5.0 increase
Camden .....	14,852	16,918	2,066 less	12.2 decrease
Cape May .....	3,046	2,853	193 more	6.8 increase
Cumberland .....	5,347	5,507	160 less	2.9 decrease
Essex .....	32,645	25,076	7,569 more	30.2 increase
Gloucester .....	10,817	11,135	318 less	2.9 decrease
Hudson .....	14,261	12,675	1,586 more	12.5 increase
Hunterdon .....	4,029	3,791	238 more	6.3 increase
Mercer .....	12,267	10,978	1,289 more	11.7 increase
Middlesex .....	29,903	28,566	1,337 more	4.7 increase
Monmouth .....	17,523	14,206	3,317 more	23.3 increase
Morris .....	9,231	8,441	790 more	9.4 increase
Ocean .....	10,020	9,774	246 more	2.5 increase
Passaic .....	11,827	10,625	1,202 more	11.3 increase
Salem .....	5,247	4,428	819 more	18.5 increase
Somerset .....	9,019	7,790	1,229 more	15.8 increase
Sussex .....	1,508	1,625	117 less	7.2 decrease
Union .....	29,172	21,481	7,691 more	35.8 increase
Warren .....	3,523	2,985	538 more	18.0 increase
Totals .....	288,983	256,272	32,711 more	12.8 increase

### LEADING VIOLATIONS

The five most frequently reported violations accounted for 201,847 arrests, or 69.8 per cent of the total. The leading violation was speed with 115,777, or 40.1 per cent of all arrests.

Type of Violation		1955	1954
Speeding .....	39:4-98	115,777	100,685
Careless driving .....	39:4-97	34,825	32,681
Stop Street .....	39:4-144	20,777	18,652
Ignoring traffic signal .....	39:4-81	19,241	17,025
Driving without license .....	39:3-29	11,227	10,447
or registration in possession			
Totals .....		201,847	179,490

### REVENUE FROM FINES

The sum of \$1,958,511.20 was received from all magistrates and turned over by the Director of Motor Vehicles to the State Treasury for fines, penalties and forfeitures in cases prosecuted by motor vehicle inspectors and state police officers under Title 39, Revised Statutes. A notable fact is that the 1955 receipts show a 22.5 per cent gain over the 1954 collections.

Year	Fines Collected	Numerical Change	Percentage Change
1955 .....	\$1,958,511.20	\$359,950.45	20.5
1954 .....	1,598,560.75	412,539.00	34.8
1953 .....	1,186,021.75	281,453.03	31.1
1952 .....	904,568.72	218,387.42	31.8
1951 .....	686,181.30	209,543.20	44.0

### FINES COLLECTED BY COUNTIES

County	1955 Cash Received	1954 Cash Received	1953 Cash Received
Atlantic .....	\$115,218.45	\$84,585.75	\$68,655.05
Bergen .....	163,191.02	146,692.00	84,105.00
Burlington .....	210,989.66	163,086.00	123,426.50
Camden .....	68,651.00	59,580.00	50,831.00
Cape May .....	13,276.10	12,243.00	8,552.00
Cumberland .....	31,078.10	24,978.00	22,115.00
Essex .....	95,019.80	48,871.00	33,034.00
Gloucester .....	107,475.70	84,078.50	66,310.00
Hudson .....	77,320.90	78,376.00	63,032.00
Hunterdon .....	49,579.20	38,889.00	26,352.00
Mercer .....	89,194.90	78,918.00	65,949.00
Middlesex .....	318,443.94	295,667.50	191,606.00
Monmouth .....	94,447.20	61,936.00	57,241.50
Morris .....	43,036.80	32,330.50	40,041.00
Ocean .....	71,102.80	63,628.50	53,201.00
Passaic .....	99,730.70	80,972.00	34,174.00
Salem .....	53,596.48	35,467.00	25,468.20
Somerset .....	81,622.10	70,321.00	73,543.00
Sussex .....	19,809.80	17,791.00	12,645.50
Union .....	116,198.65	90,887.00	68,384.00
Warren .....	39,527.90	32,263.00	17,356.00
Totals .....	\$1,958,511.20	\$1,598,560.75	\$1,186,021.75

### SEVERITY OF FINES LEVIED

Exclusive of mandatory offenses that carry a penalty higher than \$25, the average fine imposed in traffic and motor vehicle law violations during 1955 was \$7.86. This is an increase from \$7.48 in 1954 and \$7.40 in 1953.

Nature of Fines	Per Cent	Per Cent	Per Cent
	Fines Imposed 1955	Fines Imposed 1954	Fines Imposed 1953
\$1 .....	1.2	1.1	.1
\$2 .....	5.0	5.7	.9
\$3 to \$5 .....	32.2	34.2	23.1
\$6 to \$10 .....	38.1	39.0	49.4
\$11 to \$15 .....	11.8	9.7	15.9
\$16 to \$25 .....	7.1	6.3	7.3
\$26 to \$50 .....	2.3	2.0	1.2
\$51 to \$100 .....	.9	.5	.1
Over \$100 .....	1.4	1.5	.0
No Fine Imposed .....	.0	.0	2.0
	100.0	100.0	100.0

### NON-RESIDENT VIOLATORS

Non-resident violators totalled 72,262 or 25 per cent of the 288,983 offenses reported on all highways of the State. The 118 mile New Jersey Turnpike accounted for 14,242 or 19.8 per cent while the 165 mile Garden State Parkway accounted for 834 or 1.2 per cent of all violations.

### AGES OF VIOLATORS

Drivers between 20 and 29 years of age were the principal offenders. There were 288,983 violations and of this total, 91,680 or 31.7 per cent were in the 20 to 29 age group.

Age Group	Per Cent	Number of	Per Cent
	Licensed	Arrests	Violations (Stated Ages)
Under 20 .....	5.78	28,245	9.8
20 to 29 .....	26.26	91,680	31.7
30 to 39 .....	29.91	69,839	24.2
40 to 49 .....	21.52	45,070	15.6
50 to 64 .....	15.46	29,148	10.1
65 and over .....	3.07	4,725	1.6
Unknown .....	.....	20,277	7.0
	100.0	288,983	100.0

### DISPOSITION OF CASES

The best evidence of close co-operation between the magistrates hearing cases in the municipal and other courts and the law enforcement officers who issue the summons is the fact that convictions were invoked in 95.8 per cent of traffic and motor vehicle violation arrests.

	Number of Cases			Per Cent		
	1955	1954	1953	1955	1954	1953
Fined .....	261,166	231,004	192,055	90.4	90.1	90.0
Suspended Sentence .....	7,362	6,523	5,473	2.5	2.5	2.6
Dismissed .....	12,002	10,946	9,041	4.2	4.3	4.2
Revoked .....	640	648	502	.2	.3	.2
Jailed .....	2,320	2,229	1,714	.8	.9	.8
Revoked and fined .....	4,577	3,638	3,495	1.6	1.4	1.6
Revoked and jailed .....	801	630	570	.3	.2	.3
Others (appeals, etc.) .....	115	660	614	.0	.3	.3
	288,983	256,272	213,464	100.0	100.0	100.0

**SPECIAL STUDY OF SERIOUS VIOLATIONS**

A study of the more serious violations, such as, speeding, careless driving, drunken driving, and reckless driving, discloses that 99.3 per cent of those charged with speeding were adjudged guilty; careless, 84.6 per cent; drunken driving, 92.5 per cent, and reckless driving, 86.1 per cent.

The following resume shows the disposition of these cases.

**DISPOSITIONS**

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined .....	112,754	27,124	2,612	.....
Suspended .....	1,219	1,328	67	.....
Dismissed .....	772	5,366	601	194
Revoked .....	149	203	132	.....
Jailed .....	88	167	137	.....
Revoked and fined .....	781	618	729	1,810
Revoked and jailed .....	10	8	44	564
Others (appeals, etc.) .....	4	11	11	35
	<hr/>	<hr/>	<hr/>	<hr/>
	115,777	34,825	4,333	2,603

Where speeding violators paid fines, 18.7 per cent were assessed penalties of \$3 to \$5; 49.9 per cent between \$6 and \$10, and 29.3 per cent were fined between \$11 and \$25. In the case of careless drivers 33.4 per cent were fined \$3 to \$5, and 44.8 per cent between \$6 and \$10, and 20.0 per cent between \$11 and \$50.

The seriousness with which reckless driving is viewed by the courts is shown by the imposition of higher penalties for this violation. In this group 23.7 per cent of the reckless drivers were assessed penalties from \$6 to \$15 while a larger percentage 65.6 paid much heavier fines ranging from \$16 to \$50. In drunken driving cases 69.5 per cent paid the minimum mandatory penalty of \$200 or more.

**FINES IMPOSED**

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Costs only .....	20	9	2	.....
\$1 .....	20	29	1	.....
\$2 .....	722	460	4	.....
\$3 to \$5 .....	21,202	9,253	87	.....
\$6 to \$10 .....	56,632	12,425	404	.....
\$11 to \$15 .....	24,166	3,047	389	.....
\$16 to \$25 .....	9,075	2,144	1,289	.....
\$26 to \$50 .....	1,633	354	904	.....
\$51 to \$100.....	34	21	254	.....
Over \$100 .....	8	.....	7	1,810
No fine imposed .....	2,242	7,083	992	793
	<hr/>	<hr/>	<hr/>	<hr/>
	115,777	34,825	4,333	2,603

### AGES OF SPEED VIOLATORS

The most frequent violators of the speed regulations were the drivers in the age group 20 to 29 years. They comprised 26.26 per cent of the total licensed but were involved in 33.6 per cent of all the speed arrests.

Age Group	Per Cent Licensed Drivers	Number Arrests	Per Cent Arrests (Stated Ages)
Under 20 .....	5.78	9,475	8.2
20 to 29 .....	26.26	38,831	33.6
30 to 39 .....	27.91	31,155	26.9
40 to 49 .....	21.52	20,186	17.4
50 to 64 .....	15.46	11,624	10.0
65 and over .....	3.07	1,283	1.1
Unknown .....	.....	3,223	2.8
	100.00	115,777	100.0

### AGES OF CARELESS AND RECKLESS DRIVING VIOLATORS

Age Group	Per Cent License Drivers	Careless Driving	Per Cent Arrests	Reckless Driving	Per Cent Arrests
Under 20 .....	5.78	5,249	15.1	758	17.5
20 to 29 .....	26.26	11,421	32.9	1,557	35.9
30 to 39 .....	27.91	6,800	19.5	792	18.3
40 to 49 .....	21.52	4,124	11.8	422	9.7
50 to 64 .....	15.46	2,929	8.4	215	5.0
65 and over .....	3.07	705	2.0	26	.6
Unknown .....	.....	3,597	10.3	563	13.0
Total .....	100.0	34,825	100.0	4,333	100.0

Drivers in the age group 20 to 29 were again the predominant violators of careless and reckless driving offenses. They comprised 32.9 per cent of all careless driving violations and 35.9 per cent of all reckless driving violations.

### AGES OF DRUNKEN DRIVING VIOLATORS

Drivers between the ages of 30 to 39 years were the largest group of offenders in drunken driving cases, accounting for 29.0 per cent of arrests.

Age Group	Number of Arrests	Per Cent Violators (Stated Ages)
Under 20 .....	48	1.8
20 to 29 .....	541	20.8
30 to 39 .....	754	29.0
40 to 49 .....	671	25.8
50 to 64 .....	445	17.1
65 and over .....	46	1.7
Unknown .....	98	3.8
	2,603	100.0

### NEW JERSEY TURNPIKE TRAFFIC VIOLATIONS

The New Jersey Turnpike, patrolled only by the State Police, had a total of 19,909 violations, a decrease of 2,809 or 12.4 per cent, less than the 1954 total of 22,718. Fines collected on the Turnpike for 1955 amounted to \$248,129.00 as a result of these arrests.

**TURNPIKE ARRESTS BY MONTHS**

	1955	1954	1953
January .....	1,436	1,369	701
February .....	1,526	1,993	1,160
March .....	1,746	2,094	1,255
April .....	1,584	2,264	1,364
May .....	1,401	2,172	1,608
June .....	1,644	1,788	1,377
July .....	1,638	1,808	1,613
August .....	1,633	1,754	1,607
September .....	1,923	1,726	1,593
October .....	1,908	2,165	1,468
November .....	1,405	1,722	2,122
December .....	2,059	1,863	2,043
<b>Total .....</b>	<b>19,909</b>	<b>22,718</b>	<b>17,911</b>

**DISPOSITION OF TURNPIKE CASES**

Only 115 of the 19,909 arrests made on the New Jersey Turnpike were dismissed by the courts.

	1955 Number of Cases	1954 Number of Cases	1953 Number of Cases
Fined .....	19,566	22,314	17,587
Suspended Sentence .....	115	135	88
Dismissed .....	115	133	97
Revoked .....	10	26	9
Jailed .....	47	59	42
Revoked and Fined .....	39	29	48
Revoked and Jailed .....	12	4	10
Others .....	5	18	30
<b>Total .....</b>	<b>19,909</b>	<b>22,718</b>	<b>17,911</b>

**AGES OF TURNPIKE VIOLATORS**

Teen-age violators appeared less frequently on the Turnpike than on other State roadways. Drivers under 20 years of age accounted for 1,026 violations or 5.1 per cent as compared with 27,219 violations or 10.1 per cent on other public highways.

Age Group	Turnpike Per Cent Violators	Public Highways Per Cent Violators
Under 20 .....	5.1	10.1
20 to 29 .....	35.3	31.4
30 to 39 .....	28.2	23.9
40 to 49 .....	18.3	15.4
50 to 64 .....	10.6	10.1
65 and over .....	1.1	1.7
Unknown .....	1.4	7.4
	<b>100.0</b>	<b>100.0</b>

**SEVERITY OF TURNPIKE FINES LEVIED**

A penalty of \$10 or less was imposed upon 70.7 per cent of the cases. A study of the fines indicates that fines are being imposed on the basis of \$1 for each mile of speed over the posted limit.

Amount of Fines	1955		1954		1953	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
\$1 .....	20	.1	25	.1	31	.2
\$2 .....	71	.4	136	.6	207	1.2
\$3 to 5 .....	2,049	10.5	1,909	8.5	1,569	8.9
\$6 to 10 .....	11,712	59.7	14,429	64.6	10,890	61.8
\$11 to \$15 .....	3,723	19.0	3,895	17.4	3,283	18.6
\$16 to \$25 .....	1,575	8.0	1,558	7.0	1,327	7.5
\$26 to \$50 .....	330	1.7	333	1.5	277	1.5
\$51 to \$100 .....	61	.3	43	.2	32	.2
Over \$100 .....	64	.3	15	.1	19	.1
	<u>19,605</u>	<u>100.0</u>	<u>22,343</u>	<u>100.0</u>	<u>17,635</u>	<u>100.0</u>

71.5 per cent of the violators on the Turnpike were non-residents.

Residence	1955		1954		1953	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
New Jersey .....	5,665	28.5	6,239	27.4	5,141	28.7
New York .....	5,822	29.2	6,541	28.8	5,283	29.5
Pennsylvania .....	1,675	8.4	2,018	8.9	1,359	7.5
Others .....	6,747	33.9	7,920	34.9	6,128	34.3
	<u>19,909</u>	<u>100.0</u>	<u>22,718</u>	<u>100.0</u>	<u>17,911</u>	<u>100.0</u>



	1955	1954	1953
Eastampton Twp. ....	38	32	16
Edgewater Pk. Twp. ..	310	375	344
Evesham Twp. ....	1,250	1,048	1,037
Fieldsboro Twp. ....	4	3	8
Florence Twp. ....	362	264	366
Hainesport Twp. ....	220	269	217
Lumberton Twp. ....	149	112	94
Mansfield Twp. ....	2,642	1,957	1,848
Maple Shade Twp. ....	480	132	201
Medford Twp. ....	219	127	104
Medford Lakes .....	17	13	11
Moorestown Twp. ....	745	830	668
Mt. Holly Twp. ....	1,248	650	493
Mt. Laurel Twp. ....	759	2,608	2,273
New Hanover Twp. ....	31	34	13
No. Hanover Twp. ....	138	92	74
Painyva .....	260	305	217
Pemberton Boro. ....	32	41	31
Pemberton Twp. ....	513	494	342
Riverside Twp. ....	158	169	50
Riverton .....	8	4	8
Shamong Twp. ....	32	48	46
Southampton Twp. ....	935	650	322
Springfield Twp. ....	352	222	236
Tabernacle Twp. ....	20	22	29
Washington Twp. ....	15	7	8
Westampton Twp. ....	444	848	493
Willingboro Twp. ....	206	320	153
Woodland Twp. ....	255	126	94
Wrightstown .....	147	42	36
Fort Dix .....	54	141	66
Total .....	19,184	18,268	14,978

CAMDEN COUNTY:

Audubon .....	132	163	140
Audubon Park .....	19	22	45
Barrington .....	264	299	308
Bellmawr .....	2,231	1,873	1,406
Berlin .....	551	426	427
Berlin Twp. ....	963	579	294
Brooklawn .....	232	238	170
Camden .....	4,122	7,130	6,025
Chesilhurst .....	397	305	88
Clementon Twp. ....	119	172	124
Collingswood .....	330	256	247
Delaware Twp. ....	431	430	470
Gibbsboro .....	56	109	92
Gloucester City .....	165	130	197
Gloucester Twp. ....	236	333	434
Haddon Twp. ....	122	148	168
Haddonfield .....	331	254	170
Haddon Heights .....	157	170	102
Hi-Nella .....	6	12	1
Laurel Springs .....	47	34	24
Lawnside .....	13	6	2
Lindenwood .....	67	90	66
Magnolia .....	139	226	172
Merchantville .....	139	184	165
Mt. Ephraim .....	52	57	96
Oaklyn .....	99	93	113
Pennsauken Twp. ....	813	644	299
Pine Hill .....	6	103	41
Pine Valley .....	—	—	—
Runnemede .....	967	846	941
Somerdale .....	107	92	76
Stratford .....	167	123	27
Tavistock .....	—	—	—

	1955	1954	1953
Voorhees Twp. ....	99	161	162
Waterford Twp. ....	477	430	348
Winslow Twp. ....	641	541	419
Woodlynne .....	155	239	86
Total .....	14,852	16,918	13,945

CAPE MAY COUNTY:

Avalon .....	121	65	51
Cape May City .....	131	138	33
Cape May Point .....	1	4	—
Dennis Twp. ....	162	138	98
Lower Twp. ....	176	131	86
Middle Twp. ....	821	840	685
North Wildwood .....	7	42	11
Ocean City .....	957	1,078	615
Sea Isle City .....	26	36	78
Stone Harbor .....	29	30	19
Upper Twp. ....	212	165	173
West Cape May .....	7	9	14
West Wildwood .....	6	—	—
Wildwood City .....	302	69	64
Wildwood Crest .....	41	51	74
Woodbine .....	43	57	47
Total .....	3,046	2,853	2,048

CUMBERLAND COUNTY:

Bridgeton .....	632	857	435
Commercial Twp. ....	215	272	245
Deerfield Twp. ....	271	311	272
Downe Twp. ....	69	87	84
Fairfield Twp. ....	340	376	231
Greenwich Twp. ....	1	17	7
Hopewell Twp. ....	81	142	172
Landis Twp. ....	—	—	—
Lawrence Twp. ....	145	176	223
Maurice River Twp. ..	669	457	446
Millville .....	533	569	486
Shiloh .....	6	—	1
Stow Creek Twp. ....	49	192	98
U. Deerfield Twp. ....	675	601	531
Vineland .....	1,661	1,450	1,501
Total .....	5,347	5,507	4,732

ESSEX COUNTY:

Belleville .....	968	529	1,001
Bloomfield .....	1,884	609	529
Caldwell .....	582	407	650
Caldwell Twp. ....	2,541	1,805	1,124
Cedar Grove Twp. ....	329	343	312
East Orange .....	3,243	2,808	2,183
Essex Fells .....	74	152	90
Glen Ridge .....	967	1,000	852
Irvington .....	1,910	1,002	1,108
Livingston Twp. ....	449	422	453
Maplewood Twp. ....	343	245	255
Millburn Twp. ....	1,025	403	332
Montclair .....	1,628	1,950	2,669
Newark .....	11,262	9,250	6,484
North Caldwell .....	88	118	33
Nutley .....	1,281	901	1,015
Orange .....	411	430	554
Roseland .....	95	86	101
South Orange .....	287	295	267

	1955	1954	1953		1955	1954	1953
Verona .....	1,694	1,579	1,180	Lebanon .....	54	68	43
West Caldwell .....	237	187	146	Lebanon Twp. ....	35	31	31
West Orange .....	1,347	555	519	Milford .....	14	33	63
<b>Total .....</b>	<b>32,645</b>	<b>25,076</b>	<b>21,857</b>	Raritan Twp. ....	772	729	561
<b>GLOUCESTER COUNTY:</b>				Readington Twp. ....	388	457	394
Clayton .....	155	206	256	Stockton .....	4	7	4
Deptford Twp. ....	729	981	728	Tewksbury Twp. ....	12	13	9
E. Greenwich Twp. ....	589	460	227	Union Twp. ....	510	487	196
Elk Twp. ....	149	227	72	W. Amwell Twp. ....	137	100	87
Franklin Twp. ....	757	1,233	865	<b>Total .....</b>	<b>4,029</b>	<b>3,791</b>	<b>2,941</b>
Glassboro Twp. ....	355	487	469	<b>MERCER COUNTY:</b>			
Greenwich Twp. ....	452	285	220	E. Windsor Twp. ....	572	721	897
Harrison Twp. ....	303	171	124	Ewing Twp. ....	692	579	751
Logan Twp. ....	220	182	164	Hamilton Twp. ....	1,392	1,115	816
Mantua Twp. ....	257	189	205	Hightstown .....	293	369	240
Monroe Twp. ....	1,672	1,567	1,160	Hopewell .....	108	150	132
National Park .....	65	12	45	Hopewell Twp. ....	948	994	594
Newfield .....	51	11	17	Lawrence Twp. ....	447	462	466
Paulsboro .....	146	140	137	Pennington .....	37	29	9
Pitman .....	279	283	228	Princeton .....	745	581	530
So. Harrison Twp. ....	29	24	20	Princeton Twp. ....	279	357	517
Swedesboro .....	199	155	163	Trenton .....	2,365	2,057	1,559
Washington Twp. ....	1,033	1,119	824	Washington Twp. ....	2,849	2,128	2,183
Wenonah .....	27	25	14	W. Windsor Twp. ....	1,540	1,436	1,188
W. Deptford Twp. ....	615	848	507	<b>Total .....</b>	<b>12,267</b>	<b>10,978</b>	<b>9,882</b>
Westville .....	483	546	213	<b>MIDDLESEX COUNTY:</b>			
Woodbury .....	251	362	210	Carteret .....	2,499	2,148	2,150
Woodbury Heights ....	388	444	229	Cranbury Twp. ....	1,914	1,230	791
Woolwich Twp. ....	1,513	1,178	984	Dunellen Twp. ....	250	235	311
<b>Total .....</b>	<b>10,817</b>	<b>11,135</b>	<b>8,081</b>	E. Brunswick Twp. ....	1,571	1,771	1,078
<b>HUDSON COUNTY:</b>				Helmetta .....	63	127	79
Bayonne .....	839	693	930	Highland Park .....	203	246	355
East Newark .....	61	41	36	Jamesburg .....	198	222	170
Guttenberg .....	45	70	55	Madison Twp. ....	2,258	1,324	996
Harrison .....	269	329	251	Metuchen .....	535	703	557
Hoboken .....	350	336	601	Middlesex .....	211	215	267
Jersey City .....	7,245	6,853	4,104	Milltown .....	2,399	3,067	1,564
Kearny .....	812	652	743	Monroe Twp. ....	422	433	252
North Bergen .....	649	579	628	New Brunswick .....	751	1,196	854
Secaucus .....	1,505	1,538	1,179	N. Brunswick Twp. ..	2,068	2,063	1,583
Union City .....	327	306	227	Perth Amboy .....	542	465	462
Weehawken .....	1,928	1,084	1,051	Piscataway Twp. ....	218	206	180
West New York .....	231	194	227	Plainsboro .....	1,255	1,023	1,177
<b>Total .....</b>	<b>14,261</b>	<b>12,675</b>	<b>10,032</b>	Edison Twp. ....	1,743	2,454	2,789
<b>HUNTERDON COUNTY:</b>				Sayreville .....	1,149	800	564
Alexandria Twp. ....	14	13	4	South Amboy .....	198	6	17
Bethlehem Twp. ....	362	187	220	So. Brunswick Twp. ....	3,830	1,863	741
Bloomsbury .....	9	11	5	So. Plainfield .....	358	512	339
Califon .....	4	1	1	So. River .....	379	161	144
Clinton .....	285	263	135	Spotswood .....	130	129	140
Clinton Twp. ....	869	888	695	Woodbridge Twp. ....	4,759	5,967	4,391
Delaware .....	26	27	17	<b>Total .....</b>	<b>29,903</b>	<b>28,566</b>	<b>21,951</b>
East Amwell Twp. ....	151	114	64	<b>MONMOUTH COUNTY:</b>			
Flemington .....	66	74	53	Allenhurst .....	153	220	451
Franklin Twp. ....	10	5	10	Allentown .....	228	116	108
Frenchtown .....	29	28	35	Asbury Park .....	559	492	434
Glen Gardner .....	41	24	23	Atlantic Twp. ....	1,014	729	832
Hampton .....	32	41	55	Atlantic Highlands ...	150	34	32
High Bridge .....	24	12	9	Avon .....	117	106	98
Holland Twp. ....	9	19	10	Belmar .....	214	309	179
Kingwood Twp. ....	61	23	23	Bradley Beach .....	85	104	147
Lambertville .....	111	136	194	Brielle .....	136	139	60

	1955	1954	1953
Deal .....	56	110	48
Eatontown .....	523	615	466
Englishtown .....	79	57	117
Fair Haven .....	430	309	179
Farmingdale .....	6	3	19
Freehold .....	217	131	178
Freehold Twp. ....	1,172	715	678
Highlands .....	147	41	33
Holmdel Twp. ....	724	562	461
Howell Twp. ....	857	676	788
Interlaken .....	58	94	45
Keansburg .....	101	47	146
Keyport .....	413	508	508
Little Silver .....	204	138	134
Long Branch .....	357	301	290
Manalapan Twp. ....	680	399	291
Manasquan .....	142	153	84
Marlboro Twp. ....	259	271	193
Matawan Boro. ....	161	159	269
Matawan Twp. ....	309	333	207
Middletown Twp. ....	1,334	1,047	1,281
Millstone Twp. ....	185	113	103
Monmouth Beach .....	39	62	28
Neptune City .....	350	474	428
Neptune Twp. ....	303	431	481
Ocean Twp. ....	736	757	405
Oceanport .....	92	98	138
Raritan Twp. ....	406	6	131
Red Bank .....	558	535	449
Roosevelt .....	54	37	66
Rumson .....	230	182	141
Sea Bright .....	72	71	47
Sea Girt .....	60	57	27
Shrewsbury Boro. ....	127	102	104
Shrewsbury Twp. ....	13	2	6
South Belmar .....	146	213	265
Spring Lake .....	48	67	39
Spring Lake Hts. ....	78	107	116
Union Beach .....	208	308	259
Upper Freehold Twp. ....	127	86	87
Wall Twp. ....	1,389	807	466
W. Long Branch .....	183	169	112
New Shrewsbury .....	1,234	604	445
Total .....	17,523	14,206	13,099

MORRIS COUNTY:

Boonton .....	57	74	102
Boonton Twp. ....	36	34	23
Butler .....	343	336	186
Chatham Boro. ....	164	189	215
Chatham Twp. ....	187	149	146
Chester .....	15	36	59
Chester Twp. ....	39	47	73
Denville Twp. ....	598	352	232
Dover .....	295	281	212
East Hanover Twp. ....	47	91	92
Florham Park .....	119	75	29
Hanover Twp. ....	415	327	549
Harding Twp. ....	91	65	71
Jefferson Twp. ....	209	158	184
Kinnelon Boro. ....	10	13	10
Lincoln Park .....	187	240	172
Madison .....	162	183	189
Mendham Boro. ....	115	39	46
Mendham Twp. ....	16	23	11
Mine Hill Twp. ....	230	71	162
Montville Twp. ....	234	143	125

	1955	1954	1953
Morris Twp. ....	612	1,226	316
Morris Plains .....	101	64	80
Morristown .....	302	209	325
Mountain Lakes .....	159	122	114
Mt. Arlington .....	11	17	13
Mt. Olive Twp. ....	320	412	459
Netcong .....	124	75	92
Parsippany-			
Troy Hills Twp. ....	928	684	813
Passaic Twp. ....	128	199	187
Pequannock Twp. ....	380	420	250
Randolph Twp. ....	1,109	903	766
Riverdale .....	300	247	120
Rockaway .....	131	69	49
Rockaway Twp. ....	72	88	22
Roxbury Twp. ....	767	600	506
Washington Twp. ....	72	43	43
Wharton .....	57	87	69
Victory Gardens .....	89	50	67
Total .....	9,231	8,441	7,179

OCEAN COUNTY:

Barneget Light Boro. ..	13	3	.....
Bayhead .....	124	112	100
Beach Haven .....	85	44	38
Beachwood .....	179	241	109
Berkeley Twp. ....	201	198	198
Brick Twp. ....	1,517	1,406	1,117
Dover Twp. ....	1,114	1,127	1,310
Eagleswood Twp. ....	28	53	42
Harvey Cedars .....	2	2	.....
Island Beach Boro. ....	2	2	2
Island Heights .....	4	4	2
Jackson Twp. ....	323	231	168
Lacey Twp. ....	117	64	73
Lakehurst .....	81	56	44
Lakewood Twp. ....	405	530	465
Lavellette .....	195	211	123
Little Egg Har. Twp. ....	53	33	40
Long Beach Twp. ....	85	110	44
Manchester Twp. ....	1,783	1,663	1,411
Mantoloking .....	466	384	250
Ocean Twp. ....	97	113	84
Ocean Gate .....	22	19	19
Pine Beach .....	45	95	137
Plumstead Twp. ....	161	73	82
Point Pleasant B. ....	282	247	200
Point Pleasant Bea. ....	459	379	209
Seaside Hts. ....	60	32	34
Seaside Park .....	223	225	413
Ship Bottom .....	51	42	26
So. Toms River .....	.....	193	387
Stafford Twp. ....	968	1,253	932
Surf City .....	20	28	16
Tuckerton .....	42	59	26
Union Twp. ....	813	542	483
Total .....	10,020	9,774	8,584

PASSAIC COUNTY:

Bloomington .....	13	30	28
Clifton .....	4,194	3,819	2,424
Haledon .....	117	117	157
Hawthorne .....	437	267	223
Little Falls Twp. ....	586	462	279
North Haledon .....	74	52	82
Passaic .....	570	700	674

	1955	1954	1953
Paterson .....	1,903	1,811	1,629
Pompton Lakes .....	321	292	243
Prospect Park .....	121	142	109
Ringwood .....	126	101	56
Totowa .....	573	469	486
Wanaque .....	226	241	249
Wayne Twp. ....	1,963	1,653	905
W. Milford Twp. ....	502	365	405
W. Paterson .....	101	104	131
<b>Total .....</b>	<b>11,827</b>	<b>10,625</b>	<b>8,080</b>

SALEM COUNTY:

Alloway Twp. ....	61	50	32
Elmer .....	63	17	33
Elsinboro Twp. ....	39	46	6
L. Alloway ck. Twp. ..	20	19	6
L. Penns Neck Twp. ..	283	167	201
Mannington Twp. ....	196	216	162
Oldmans Twp. ....	582	335	361
Pennsgrove .....	165	190	41
Pilesgrove Twp. ....	488	504	471
Pittsgrove Twp. ....	337	241	232
Quinton Twp. ....	248	210	158
Salem .....	489	518	390
U. Penns Neck Twp. ....	1,681	1,590	1,040
U. Pittsgrove Twp. ....	399	204	91
Woodstown .....	196	121	116
<b>Total .....</b>	<b>5,247</b>	<b>4,428</b>	<b>3,340</b>

SOMERSET COUNTY:

Bedminster Twp. ....	137	214	212
Bernards Twp. ....	118	100	116
Bernardsville .....	85	93	71
Bound Brook .....	862	785	390
Branchburg Twp. ....	1,511	665	235
Bridgewater Twp. ....	2,184	1,955	2,098
Far Hills .....	17	29	18
Franklin Twp. ....	241	232	301
Greenbrook Twp. ....	805	959	503
Hillsboro Twp. ....	95	128	117
Manville .....	113	135	138
Millstone .....	45	.....	.....
Montgomery Twp. ....	146	204	147
North Plainfield .....	813	732	598
Peapack-Gladstone .....	77	83	70
Raritan .....	237	298	176
Rocky Hill .....	27	84	8
Somerville .....	838	550	526
So. Bound Brook .....	201	207	124
Warren Twp. ....	85	103	62
Watchung .....	382	234	270
<b>Total .....</b>	<b>9,019</b>	<b>7,790</b>	<b>6,180</b>

SUSSEX COUNTY:

Andover .....	2	22	66
Andover Twp. ....	1	63	66
Branchville .....	.....	8	10
Byram Twp. ....	38	22	36
Frankford Twp. ....	22	162	145
Franklin .....	34	24	95
Freedom Twp. ....	.....	23	39
Green Twp. ....	2	4	9
Hamburg .....	144	85	56
Hampton Twp. ....	8	115	73
Hardyston Twp. ....	85	32	49

	1955	1954	1953
Hopatcong .....	38	37	22
Lafayette Twp. ....	3	27	33
Montague Twp. ....	6	24	15
Newton .....	8	3	75
Ogdensburg .....	25	20	19
Sandyston Twp. ....	458	413	260
Sparta Twp. ....	397	178	326
Stanhope .....	56	34	53
Stillwater Twp. ....	9	10	15
Sussex .....	141	165	39
Vernon Twp. ....	28	22	28
Walpack Twp. ....	.....	.....	.....
Wantage Twp. ....	3	132	120
<b>Total .....</b>	<b>1,508</b>	<b>1,625</b>	<b>1,649</b>

UNION COUNTY:

Clark Twp. ....	1,165	919	770
Cranford Twp. ....	1,679	1,156	983
Elizabeth .....	6,016	3,913	4,643
Fanwood .....	167	156	123
Garwood .....	124	61	125
Hillside Twp. ....	2,974	1,647	1,196
Kenilworth .....	252	297	122
Linden .....	1,680	1,356	933
Mountainside .....	1,906	1,806	1,070
New Providence Boro. ....	352	449	499
Berkeley Heights .....	303	143	274
Plainfield .....	2,052	1,561	1,649
Rahway .....	2,976	1,496	1,060
Roselle .....	508	664	657
Roselle Park .....	503	354	314
Scotch Plains Twp. ....	544	549	549
Springfield Twp. ....	1,288	857	1,042
Summit .....	1,197	978	1,192
Union Twp. ....	2,144	2,166	1,801
Westfield .....	1,246	861	1,340
Winfield Twp. ....	96	92	14
<b>Total .....</b>	<b>29,172</b>	<b>21,481</b>	<b>20,356</b>

WARREN COUNTY:

Allamuchy Twp. ....	11	5	7
Alpha .....	11	8	3
Belvidere .....	68	70	29
Blairstown Twp. ....	41	42	48
Franklin Twp. ....	163	185	160
Frelinghuysen Twp. ....	12	16	17
Greenwich Twp. ....	133	179	180
Hackettstown .....	116	148	136
Hardwick Twp. ....	1	10	.....
Harmony Twp. ....	25	31	22
Hope Twp. ....	9	4	12
Independence Twp. ....	279	525	216
Knowlton Twp. ....	195	343	134
Liberty Twp. ....	24	28	20
Lopatcong Twp. ....	841	233	162
Mansfield Twp. ....	104	145	108
Oxford Twp. ....	60	27	38
Pahaquarry .....	16	55	2
Phillipsburg .....	551	183	130
Pohatcong Twp. ....	62	57	94
Washington Boro. ....	118	131	169
Washington Twp. ....	374	297	254
White Twp. ....	309	263	285
<b>Total .....</b>	<b>3,523</b>	<b>2,985</b>	<b>2,226</b>

## SECURITY-RESPONSIBILITY

In the year 1952, the Joint Legislative Committee appointed to study the question of the uninsured motorists and the compensation of those who suffer loss and injuries resulting from motor vehicle accidents, reported to the Legislature.

The committee recommended a program consisting of four laws:

- Motor Vehicle Liability Security Fund Law
- Motor Vehicle Security-Responsibility Law
- Accident Report Law
- Unsatisfied Claim and Judgment Fund Law

The enactment of these laws grew out of a keen awareness by the State that the growing problem of motor vehicle accidents must be drastically controlled and the public provided with complete as possible protection against economic consequences, realizing that, unfortunately but realistically, accidents cannot be altogether eliminated.

The first phase of the program—Motor Vehicle Liability Security Fund Law administered by the Commissioner of the Department of Banking and Insurance became effective in 1952 and created a fund from which payments may be made in the event an insurance company becomes insolvent. Prior to the enactment of this progressive legislation many insured and those who had suffered damages were left in serious economic circumstances because of the insolvency of an insurance company.

The second phase—Security-Responsibility Law became effective April 1st, 1953 and this report covers the accomplishments of the administration of that law.

The third and last phase of the program—Unsatisfied Claim and Judgment Fund Law—creates a fund from which those who qualify may collect their claims and judgments resulting from motor vehicle accidents. A report of the administration of this law is covered in a special section of this report.

### Security-Responsibility Section

The administration of the Security-Responsibility Law since April 1st, 1953 has caused uninsured owners and drivers to pay the claims and judgments of those they have injured or damaged to the extent of \$6,826,478.94. It is logical to assume that these claims and judgments would not have been paid were it not for the administration of this law. The following statistics indicate that this statute is substantially achieving its purpose.

*April 1, 1953 to December 31, 1955*

Releases—establishing that uninsured have satisfied claims .....	14,706	.....	\$4,117,431.00
Installment settlement agreements establishing that uninsured is paying claims in installments ....	2,460	.....	842,348.50
Final judgments against uninsured who had made security deposit and judgment paid from deposit ..	344	.....	129,152.75
Judgments paid after suspension of uninsured licenses and license restored .....	3,442	.....	1,737,546.69
<b>TOTAL .....</b>			<b>\$6,826,478.94</b>
Security deposit by uninsured .....	7,744	—	\$1,989,896.96
Security deposits refunded to uninsured after establishing his release, non-liability or one year expired no suit instituted .....	4,661	.....	\$1,148,788.41
Final judgments against uninsured who had made security deposit and judgment paid from deposit ..	344	.....	\$ 129,152.75
On deposit by uninsured—available to those damaged or injured by uninsured .....			\$ 711,955.80

Cases suspended—uninsured failed to satisfy Security-Responsibility Law ..... 61,269

Many of these 61,269 will pay damages and be released, make deposits, pay judgments and otherwise satisfy the law to get their licenses back. These 61,269 uninsured and apparently financially irresponsible are removed from the highways thus preventing them from doing further damage until they have satisfied the Security-Responsibility Law.

The above figures from the records of the Division indicate definite accomplishments. There are additional accomplishments—although an unknown factor because statistics are not available—a large percentage of these who were uninsured at the time they were involved in accidents and found themselves faced with the loss of their licenses because of the requirements of the Security-Responsibility Law have indicated the subsequent securing of insurance as a result of their experience with the law. Others have been forced to secure and maintain proof of insurance under the financial requirements of the law.

The statistical data that follows covers the cases processed during the year 1955 in the operation of the Security-Responsibility Section:

Accident Reports Received (drivers) .....	184,254
Accident Reports Received (Police) .....	60,468
Accident Reports Received (Letter Form) .....	3,731
<b>Total Accident Reports Received .....</b>	<b>248,453</b>
* * *	
Vehicles Insured .....	125,421
Vehicles Not Insured .....	30,202
<b>Total Vehicles involved .....</b>	<b>155,623</b>
Percentage Insured (total vehicles involved) .....	79.4%
Coverage Denied by Insurance Co. ....	1,340
* * *	
Cases—Incomplete—Accident Reports and additional information requested ....	81,699
Cases—All Vehicles Insured .....	37,935
Cases—Exempt, Etc. ....	25,718
Cases—Evaluated .....	18,827
Cases—Accident Not Reportable .....	11,954
No. of Evaluations against Owner an/or Driver .....	24,832
Owners Exempt .....	21,083
Number of releases .....	6,891
Amount of releases .....	\$1,983,863.00
Number of settlement agreements .....	1,331
Amount of settlement agreements .....	\$ 459,420.50
Number of deposits (Surety Bonds—68) .....	3,449
Amount of deposits (Surety Bonds—\$35,515.00) .....	\$ 885,722.59
Average deposit .....	256.80
Adjudication of non-liability (Judgment for uninsured). ....	917
Adjudication of liability (Judgment against uninsured). ....	167
Number of disbursements (claim paid—by section) .....	343
Amount of disbursements .....	\$ 81,098.18
Number of refunds (Surety Bonds—11) .....	2,825
Amount of refunds (Surety Bonds—\$9,935.00) .....	\$ 700,673.44
Applications for Restoration or Refund (year expired) .....	6,860
<b>SUSPENSIONS</b>	
Failure to deposit security .....	13,999
Failure to prove F.R. for future .....	7,226
Failure to pay judgment .....	2,106
<b>Total suspensions .....</b>	<b>23,331</b>
<b>RESTORATIONS</b>	
Security requirements satisfied .....	6,954
F.R. for future filed .....	3,741
Judgment paid and F.R. filed .....	1,331
<b>Total restorations .....</b>	<b>12,026</b>

**PROOF OF F.R. FOR FUTURE REQUIRED**

Conviction—Intoxicated driving .....	2,972
“ —Leaving scene of accident .....	186
“ —Reckless driving .....	928
“ —Point System .....	2,906
“ —Fatal accident .....	119
“ —Judgment .....	2,209
<b>Total</b> .....	<b>9,320</b>

**PROOF OF F.R. FOR FUTURE**

Insurance Certificates .....	10,815
Cash .....	.....
Cancellations .....	4,825
Expirations .....	1,813
Change of coverage .....	2,303

**JUDGMENT CASES**

Total cases .....	1,854
Representing total of .....	\$1,487,975.31
Judgment later paid .....	\$ 608,497.81

**CERTIFIED COPY OF OPERATING RECORD**

Fees collected .....	\$ 30,937.50
No Fee .....	769
Number issued .....	31,413
Mail-Items received, sorted, read, dispatched .....	449,432
Mail-Outgoing, prepared and mailed .....	422,634
Visitors .....	8,516
Phone Calls (Incoming) .....	40,751

### CERTIFICATES OF OWNERSHIP

New car sales in New Jersey during 1955 totaled 279,346—the highest in the State's history.

This upward trend likewise prevailed in the total number of car ownership titles (new and used) recorded, there being 1,563,636 such certificates filed resulting in revenue of \$2,327,150. A comparative record of items and fees follows:

		1954	1955	1954	1955
		Items	Items	Fees	Fees
Absolute certificates (A) .....	@ \$1.50	525,804	574,715	\$788,706.00	\$862,072.50
Encumbered certificates (B) .....	@ 2.00	290,674	336,220	581,348.00	672,440.00
Contract satisfactions (C) .....	@ .25	311,313	361,464	77,828.25	90,366.00
Dealers certificates (D) .....	@ .50	374,467	422,698	187,233.50	211,349.00
Duplicate certificates (E) .....	@ 1.00	18,406	19,934	18,406.00	19,934.00
Foreign or defective titles (F) .....	@ 2.00	156,045	170,468	312,090.00	340,936.00
Repossessions (G) .....	@ 1.50	9,436	8,601	14,154.00	12,901.50
Penalties (H) .....	@ 5.00	7,403	7,990	37,015.00	39,950.00
Dealer's licenses .....	@ 100.00	590	740	59,000.00	74,000.00
Photostats .....				1,145.50	970.00
Information and miscellaneous .....				2,253.00	2,231.00
Certificates of ownership issued "NO FEE"		783	929		
				\$2,079,179.25	\$2,327,150.00

Also significant was the increase in licenses issued to persons and firms engaged in the business of buying, selling and dealing in motor vehicles. During the year, 741 initial applications were processed for dealer's licenses that accounted for revenue amounting to \$74,000\*. 591 initial applications were processed in 1954.

\*Initial license #410 — check presented as payment stopped — license cancelled.

Initial New and Used Motor Vehicle Dealer's Licenses .....	157	
Initial Used Motor Vehicle Dealer's Licenses .....	584	
	741	741
New and Used Motor Vehicle Dealer's Licenses Renewed .....	1,429	
Used Motor Vehicle Dealer's Licenses Renewed .....	2,374	
	3,803	3,803
		4,544

The following exchanges of licenses were made:

From New and Used to Used Motor Vehicle Dealer's Licenses .....	29
From Used to New and Used Motor Vehicle Dealer's Licenses .....	21

Twenty-six original applications for dealer's licenses were denied. Subsequently, after hearings were scheduled, six of the applications were approved and licenses issued.

Following are the results of hearings held for the purpose of requiring dealers to show cause why their licenses should not be revoked for alleged violations of the Certificate of Ownership Law:

Revocations .....	11
Suspensions .....	3
Decisions reserved .....	7
Restorations .....	1

Car repossessions during the year totaled 8,601, as compared with 9,436 in 1954, a decrease in 8.8 per cent.

Information gleaned from the certificate of ownership files by motor vehicle inspectors was responsible for the recovery of 71 stolen motor vehicles, valued at \$173,215. Other law enforcement authorities, such as the Federal Bureau of In-

investigation, state and local police and also the Automobile Underwriters Detective Bureau searched the records and likewise recovered stolen motor vehicles valued at many thousands of dollars.

The Central Office issued 32,669 certificates of ownership, 740 initial motor vehicle dealer's licenses, lien information certificates and certifications of records that accounted for revenue totaling \$119,775.50.

### TRAFFIC ENGINEERING

A total of 794 requests for assistance and advice were received during 1955 compared to a total of 533 such requests for the year 1954. This amounted to an increase of 261 requests or 49% more than 1954.

In the course of the year, investigations were conducted and recommendations submitted on 825 cases as follows:

Investigation	Jobs by Type	
	Number	Percentage
Traffic Signals .....	192	24.9
Traffic Signals (Completed but not sent out) .....	12	
Traffic Signals — Miscellaneous .....	204	26.4
Traffic Signals — Miscellaneous (Completed but not sent out) .....	14	
Flashing Signals .....	42	5.1
Time Space Diagrams .....	6	0.7
Speed Surveys .....	179	21.7
No Passing Zones .....	6	0.7
Signs .....	53	6.3
Miscellaneous .....	117	14.2
	825	100.0

In accordance with the provisions of Title 39 of the Revised Statutes, the following official actions were taken in reference to signal installations throughout 1955: Traffic signal installations authorized:

State Highway Intersections .....	14
County and municipal roadway intersections .....	47
Total .....	61

Traffic signal installations recommended for approval:

State Highway Intersections .....	37
County and municipal roadway intersections .....	9
Total .....	46

During 1955, the following Ordinances and Resolutions which were recorded were approved or disapproved:

No Passing Zones approved .....	1
Speed Zones approved .....	9 (25.4 mile)
Other Ordinances approved .....	232
Other Resolutions approved .....	39
Ordinances disapproved .....	2

In the completion of investigations of 825 traffic problems as set forth above, members of the division consulted with traffic officials in 316 municipalities as well as in all of the 21 counties in the State. The following tabulation shows the

number of municipalities by population groups in which the investigations and recommendations were made:

Population	Number of Municipalities
Under 1,000 .....	22
1,000 to 5,000 .....	150
5,000 to 25,000 .....	112
25,000 to 100,000 .....	19
Over 100,000 .....	13
	316

#### PARTICIPATION IN RUTGERS TRAFFIC PROGRAM

A two-year training program, "Street and Highway Traffic Planning and Control", is being sponsored by both the Extension Division of Rutgers University and the Department of Law and Public Safety. This is designed for individuals who are already employed or to be employed in any of the counties or larger municipalities of New Jersey and who are or will be mainly concerned with the technical aspects of traffic control and regulation. Upon a successful completion of the prescribed instruction that commenced in September 1954, the candidate will be issued a Certificate.

Members of the division have assisted in the classroom instruction of the technical courses that were presented.

The students registered in the courses are expected to complete reading assignments, homework problems, and term projects on various traffic subjects and to successfully pass the quizzes and the final examination. Guest lecturers were called in to discuss various subjects related to the topic material.

#### TRAFFIC SIGNAL INVESTIGATIONS

A review of the tabular data previously set forth will indicate that a major portion of the working time of the Traffic Engineering Section, in the conduct of investigations and the completion of reports making recommendations for the solution of traffic problems, is spent in connection with traffic signal investigations. In accordance with Title 39 of the Revised Statutes, authorization for the installation of traffic signals and approval of the completed installation is required for every signal installation in the State.

The constant increase in motor vehicle use in the State has brought forth a comparable increase in the number of requests for the installation of traffic signals from all areas of the State. The feeling seems to persist that traffic signals are a device which will guarantee safety and eliminate delays at intersections. Accident experience indicates, and studies show, that many intersections experience more accidents and longer delays following the installation of traffic control signals.

It is thus necessary to study carefully each of the locations at which signals are proposed in an effort to limit signal installations to those locations at which there is actual warrant for them. The standards, which are used nation-wide and have been adopted as a guide in warranting signal installations in New Jersey, are those set forth in the "Manual on Uniform Traffic Control Devices for Streets and Highways". It is conceivable that with traffic volumes continuing to increase, closer control must be exercised over the installation of traffic signals as well as over other control devices if we are to have orderly, safe and efficient traffic movement.

#### SPEED SURVEYS

The program of establishing reasonable and proper speed limits aside from the basic 25 MPH business or residential area limit and the 50 MPH open road limit along various roadway systems, has been carried on throughout the past year from its beginning in 1952.

Field checks of vehicle speeds with the use of radar speed meters have been conducted and reports have been completed on many miles of highway.

In addition to the zoning of tangent sections of highway, time has also been spent in speed rating curves as well as traffic circles on the various highway systems. Based on this speed rating, Advisory Speed signs are erected which indicate in a very general way the approximate degree of curvature of the curve or circle.

In order for local government officials to understand the significance of a speed zone program, the division has been called upon to help prepare the **MANUAL ON SPEED ZONING AND SPEED ENFORCEMENT** which now is in the final stages for publication. This Manual covers such features as speed survey procedures, posting, enforcement aspects and related subjects.

### **THROUGH STREETS**

The proper designation of Through Streets on the various roadway systems within the State is of utmost importance. Any realistic traffic improvement program must include the designation of Through Streets as an integral part of that program. It is felt by the State authorities that too little significance is currently placed on the proper designation of Through Streets.

A Through Street program, which is generally prescribed by the master street plan, increases the safety to motorists and pedestrians by reducing the number of stops to the greater traffic flow, relieves the traffic congestion, and reduces the inconvenience to the greater traffic volume. Conversely, the improper designation of Through Streets creates potential hazards, thereby decreasing the safety of motorists and pedestrians, reducing the over-all effectiveness and voluntary obedience of the Stop signs, and increasing the number of violations which enforcement personnel must attempt to apprehend.

In an effort to assist the various governmental units in initiating a Through Street program, the Division has prepared a draft of the **MANUAL ON THROUGH STREETS**. This Manual, once edited and published, will explain among other things, the purpose of the programs, the legal aspects, examples of Through Street designations by intersection types, and the roadway signing involved with the program.

### **NO PASSING ZONES**

No Passing zones are used to guide motorists where the sight distance is insufficient to complete the passing maneuver on two and three lane highways. The locations where such zones are applicable are at horizontal curves where the terrain or area on the inside of the curve restricts the sight distance or at hills where the crest hides the opposite side from the motorist. In both instances, the driver approaching these locations is unable to see far enough ahead to pass safely.

The legal establishment, signing and marking of No Passing zones is an important consideration on existing highway facilities that were constructed to fit the topography of the land. The acceptable desired design standards for new roadway facilities dictate the elimination of the need for such zones.

The Division has drafted a copy of the **MANUAL ON NO PASSING ZONES**, which is intended for future publication after being edited. Once distributed to governmental units, it will emphasize the need of the properly established and marked zones, the types of signs and markings to use and the information desired in connection with the study for such a zone. No Passing zones should only be marked where sight distance is restricted.

### **PARKING AND BUS STOPS**

The prohibition of curb parking is becoming ever more important as a tool of the Traffic Engineer in coping with the continuing increases in motor vehicle use.

In many locations, the narrow width of major arteries is entirely inadequate to carry the volumes of traffic desiring to use them. The prohibition of curb parking may thus be used to advantage to provide an increase in street capacity which would not otherwise be possible without an expensive street widening program or the construction of new parallel facilities.

In the area of intersections, parking prohibitions are particularly useful. This is true of intersections controlled by traffic signals and STOP signs as well as at intersections where traffic control devices are not warranted. Parking prohibitions in the area of intersections offer the following advantages:

- (1) Improves sight distance for both motorists and pedestrians using the intersection.
- (2) Provides additional roadway space for freer traffic movement, especially where turning movements are common.
- (3) Permits adequate visibility of STOP signs and other traffic control devices.

Loading zones have found predominant use in built-up areas where off-street loading has not been provided for one reason or another. If these zones have been judiciously selected, based on the needs of the particular business, and have been of sufficient length to fit the trucker's requirements, an adequate loading zone program can be initiated. Naturally, the enforcement agencies must see to it that businessmen will not take advantage of such zones once they are established.

In addition to those areas of heavy traffic volume, it has been recommended that bus stops be located only at signalized intersections wherever this is feasible. In this way, pedestrians are discouraged from crossing a major traffic artery at a non-signalized intersection which may be only a short distance away.

#### FUTURE ACTIVITIES

The past year found the Division providing technical assistance over a wide area with a record of 825 completed jobs in 316 municipalities.

If New Jersey is to retain its position of leadership in traffic improvement, it is essential that additional facilities, particularly of a traffic engineering nature, be provided.

#### ACCIDENT RECORDS AND RESEARCH

One of the essential functions is to collect and correlate information on motor vehicle traffic accidents, to analyze the factors involved, and to prepare and present the factual data obtained in statistical summaries.

From this basic data, specific factual information concerning the vehicle, the driver and the roadway are extracted and prepared for use at state, county and municipal levels. This information indicates the physical factors, hazardous actions and conditions to which corrective remedies can be applied to reduce accidents and the resulting injuries and deaths.

The sources of accident information are reports from individual drivers and police reports and investigations. These reports are supplemented by information obtained from county prosecutors, coroners, the Bureau of Vital Statistics and news clipping services.

During the year 1955, 187,985 drivers' reports and 62,581 police reports were processed and correlated into 98,577 reportable accident cases.

The fourth edition of "Highway Accident Factors" was published furnishing complete information on traffic lanes, road mileage, traffic volumes, vehicle miles, traffic accidents and casualties, rates and trends on the state highway system. This

was compiled in cooperation with the State Highway Department which furnished the Division with all physical factors of the highways and traffic volumes on each.

A total of 558 special accident factor studies were prepared. Special studies were furnished the State Highway Department as requested. Included with those studies were collision diagrams and strip spot maps.

### **SAFETY EDUCATION**

As in previous years, newspaper releases were an effective part of the public information program. Many times, portions of these releases were used verbatim by newspapers as editorials. Besides 60 regular stories to the dailies and weeklies in New Jersey, New York City and Philadelphia, particular attention was paid to the special emphasis programs. These included: the "Save a Life Today" campaign in the beginning of the year with particular emphasis on pedestrian safety; the "Slow Down and Live" program throughout the summer months in cooperation with the rest of the Nation; and the Holiday Safety program, starting on November 21 in preparation for National Safe Driving Day — December 1 and continuing through January 2, 1956.

During the "Slow Down and Live" program, the State was shocked by a collision near Somerville which cost five young lives. This tragedy voted one of the outstanding news stories of 1955, proved the springboard for a special educational effort. In cooperation with the New Jersey Motor Truck Association, Division personnel toured the State for 70 days, exhibiting the wrecked car, speaking, and passing out a new leaflet "Impact!" based on the accident. More than a million persons are estimated to have seen this display. In addition, the exhibition was taken to 31 high schools during October for viewing by thousands of secondary school pupils, in conjunction with an assembly program. Questionnaires were issued to spectators at all exhibit points.

During the year, various mats were prepared relating to the special emphasis programs. In a limited way, contacts were made with editors to seek their cooperation in the use of the mats and releases during special-emphasis campaigns.

### **RADIO AND TELEVISION**

Spot announcements and news releases were sent to 31 radio stations in the State and 22 others located in New York and Pennsylvania with New Jersey coverage. In addition to the routine reminders on safe driving and walking practices, summaries of the programs were also sent to the stations. For the holiday safety drive, tape recordings were prepared and distributed to the radio outlets. The Division presented a summer series of radio programs, featuring aspects of the official safety program, over Station WTTM, Trenton. Tapes of these broadcasts were made available to other stations.

Division personnel participated in and supplied material and visuals for several television programs.

### **MOTION PICTURES**

There are now 605 motion picture prints on traffic safety in the film library maintained by the Division. During the past year, because of increased requests for visual aids, 15 new prints were acquired. Division personnel previewed 34 films for possible acquisition for the film library. In addition to the films, the Division has a variety of film strips available. A film strip with accompanying tape entitled

“Remember Jimmy” and describing the circumstances of the “Somerville Crash” was prepared for high school use.

Showings during the past year were as follows:

	Showings	Attendance
Adult Groups .....	220	11,000
Elementary Schools .....	398	135,527
Secondary Schools .....	12,080	724,800
Exhibits .....	85	80,204*
Out-of-State Loans .....	245	19,995*
<b>Total</b> .....	<b>13,028</b>	<b>971,526</b>
“X Marks the Spot” — Television .....	5	1,500,000*

\*Attendance estimated from reports.

During 1955, there were seven prints of “X Marks the Spot” sold and one of “Steps to Safety”.

As part of the holiday safety program, Governor Meyner, Attorney General Richman and Director of Motor Vehicles Gassert appeared in three one-minute and three twenty-second film shorts urging caution on the highways. These prints were distributed to county traffic safety coordinators for rotation throughout motion picture theatres in their jurisdictions. In addition, prints were sent to TV stations in Newark, New York and Philadelphia and disks to all radio stations.

Both announcements and recordings were provided for public address systems at race tracks, shopping centers and similar establishments.

#### EXHIBITS

Safety exhibits were displayed for a total of 92 days. This included the road tour and high school appearances of the “Somerville car” wreck. At the high schools, Jimmy Cordick, the lone survivor, made a dramatic appeal on crutches. In addition to these activities, Division personnel aided in an exhibit of psycho-physical testing devices, sponsored by the AAA, and opened by Governor Meyner. The Division cooperated in providing exhibit material for First Aid Squads stationed throughout the State on major summer holidays.

Numerous exhibit materials were prepared, purchased, and distributed during the various special emphasis campaigns conducted in 1955. For example, during the Holiday Safety Campaign alone, promotional materials ordered and distributed by the Bureau included:

- 5,500 Bumper Strips
- 5,000 Car Cards
- 100 Crosswalk Stencils
- 500,000 Leaflets
- 110 Outdoor Advertising,  
24-sheet posters
- 2,000 Posters (Cardboard)
- 3,000 Posters (Paper)
- 50,000 Proclamations
- 13,000 Tavern Posters

In addition, all drive-in theatre marquees displayed safety messages during the winter months when the theatres were closed. All overpasses and other display points on the New Jersey Turnpike have permanent overhead signs bearing the messages: Make Every Day SD-Day.

More than 200,000 persons viewed the Division’s exhibit at the State Fair in Trenton, in addition to those who attended the film showings. This exhibit was a cooperative affair with the motor vehicle inspector force, utilizing a Drunkometer.

## PUBLICATIONS AND SAFETY MATERIALS

A new illustrated leaflet outlining the pedestrian problem entitled "Thou Shalt Not Kill", was prepared and more than one million copies were distributed, principally at the State's Motor Vehicle Inspection stations. A half million copies of another leaflet "Will You Be Home for Christmas?" were disseminated during the holiday safety campaign. A third illustrated leaflet, "Impact!", a reprint of a newspaper story on the Somerville crash, was distributed not only at exhibition points of the wreckage tour but to the general public.

In cooperation with the Secondary Division, Department of Education, a Guide for the teaching of Driver Education was issued to all high schools in New Jersey. The second part of this publication is a Manual for teachers of behind-the-wheel training.

The third volume of 12 monthly issues of "Traffic Safety" was distributed to some 4,500 State, county and local safety officials. This newsletter contains information on activities and achievements in traffic safety, in addition to recommendations of the State Coordinating Council on Traffic and Safety. During the holiday safety campaign, the information in this publication was supplemented by a weekly newsletter to the county traffic safety coordinators.

A second edition of "Traffic Accident Facts" was published in 1955. Graphs in the booklet show the how, where, and why in accident trends.

During the year, the fourth edition of the "Driver's Manual", was distributed. This publication contains a foreward by Attorney General Grover C. Richman, Jr. emphasizing observance of traffic regulations. During 1955, more than 29,000 copies were issued, in addition to those distributed by motor vehicle agencies to all driver-license applicants.

For the seventh successive year, "Driver Education", a newsletter, was issued monthly to some 1,400 secondary school administrators and teachers.

Leaflets, booklets and other printed safety materials, comprising 39 different items, which were mailed during the year numbered 900,651.

## SPECIAL PROGRAMS

In cooperation with the Armed Forces, programs were presented at Camp Kilmer, Fort Dix, McGuire Air Base, Fort Monmouth, the Raritan Arsenal, Picatinny Arsenal, Belle Mead Supply Depot and New Jersey Military District Headquarters, Army Reserve, at Kearny.

Safety education personnel spoke at 113 service club meetings, including Kiwanis, Rotary and Lions, and veteran groups.

Representatives held 474 conferences with county and local officials, a new high.

## SCHOOL PROGRAMS

At the conclusion of high school driver education courses, representatives administered written examinations to 26,774 students, compared with 23,394 examined during the 1953-1954 school year. Fifty-one schools offered the examinations more than once during the year, 15 more than during the previous year. A total of 174 high schools participated, four more than during 1953-1954.

In the year 1955\*, 41,674 "1-2-3-Go" leaflets and buttons were issued to elementary schools, 6,000 more than in 1954\*. In addition, 160,843 bicycle safety leaflets, 7,050 sheets of bicycle law information and 1,721 copies of a "Bike Quiz" were furnished to schools or police departments.

A consistent increase in the use of printed teaching aids was also noted during the year.

Division personnel participated in 89 assembly programs in elementary, junior high and senior high schools.

There were 18 demonstrations of the cut-away automobile engine and chassis which continues to be a popular teaching aid on design, construction, operation and maintenance.

Division representatives participated as instructors at teachers training courses at Montclair and Trenton State Teachers Colleges and at Rutgers University.

\* School Years

In cooperation with the Department of Education and the Assistant Director's office, the Division participated in the certification of teachers and the issuance of special permits (39:3-13.1 to 13.4) concerning behind-the-wheel training for secondary school student permits at age 16½ years. The number of schools authorized by the State Department of Education to give this type of education increased from 119 in 1954 to 140 last year. There was an increase in the number of certified teachers for behind-the-wheel instruction from 228 in 1954 to 268 last year.

### BUS EXCISE

Bus excise taxes collected under Section 48: 4-20 to 4-34, Revised Statutes amounted to \$105,904.83 during the calendar year, an increase of 5.6 per cent over the previous twelve months period. This tax is assessed against owners or operators transporting passengers for hire interstate over the New Jersey streets and highways on the basis of one-half cent per mile for each mile operated within the State. The operator is exempt from the tax, for the miles covered in municipalities to which there is paid a five per cent gross receipts tax.

The increase is due mainly to a stricter enforcement on state maintained roads and the fact that more frequent visits were made to the offices of bus companies.

Future excise may be affected if the tax exemption is extended to include operation on the Garden State Parkway.

Following is a record, by month, of the mileage and excise taxes collected:

### ANNUAL REPORT OF BUS EXCISE FOR 1955

Month	Total Miles	Exempt Miles	Turnpike Miles	Taxable Miles	Amount
January .....	3,945,632	854,909	1,336,822	1,753,901	\$8,769.64
February .....	3,237,173	849,954	923,655	1,463,564	7,317.95
March .....	3,217,763	817,120	961,066	1,439,577	7,197.98
April .....	3,484,171	861,200	1,028,466	1,594,505	7,972.72
May .....	4,017,281	1,030,305	1,168,246	1,818,730	9,093.80
June .....	3,941,659	963,911	1,130,170	1,847,578	9,230.97
July .....	4,305,125	1,149,501	962,792	2,192,832	10,991.71
August .....	5,932,689	1,416,375	1,924,951	2,591,363	12,957.14
September .....	4,213,812	1,001,430	1,341,522	1,870,860	9,354.65
October .....	3,604,257	962,174	1,075,473	1,566,610	7,838.22
November .....	3,716,627	1,132,068	1,140,197	1,444,362	7,217.73
December .....	3,833,469	1,009,675	1,231,207	1,592,587	7,962.32
Totals .....	47,449,658	12,048,622	14,224,567	21,176,469	\$105,904.83

### SERVICE OF PROCESS ON NON-RESIDENT FOR 1955

The Division of Motor Vehicles collected the sum of \$9,554.00 carrying out the provision of Chapter 7 of Title 39 of the Revised Statutes, providing for service of process on non-residents in automobile litigation.

Following is a record of the monthly fees collected:

January .....	\$880.00
February .....	870.00
March .....	934.00
April .....	746.00
May .....	736.00
June .....	796.00
July .....	730.00
August .....	798.00
September .....	690.00
October .....	720.00
November .....	808.00
December .....	846.00
	\$9,554.00

A comparison of the amount collected during the years 1954 and 1955 reveals a decrease in these fees for the year of 1955 amounting to the sum of \$462.00 approximately forty-six per cent. The number of services accepted totaled 4777.

### MULTILITH SECTION

The Division of Motor Vehicles maintained its own Section 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 Section handled 5,255,559 sheets and 9,429,590 items.

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

Section	Sheets Printed	Sheets Numbered	Sheets Perforated	Total Impressions	Items Printed	Items Numbered	Items Perforated	Total Items 1 to 3 Operations
Administrative .....	76,299			84,559	106,310			106,310
Auditing and Accounting ...	159,200	220,000	12,500	424,800	519,700	846,000	25,000	1,390,700
Central Agency .....	40,700		700	50,750	51,800		2,800	54,600
Certificate of Ownership ....	599,400	44,175		733,575	1,139,400	46,425		1,185,825
Driver Improvement .....	222,000		10,000	322,500	365,000		80,000	445,000
Files .....	46,000		10,000	56,000	251,000		100,000	351,000
Fines .....	91,975			160,975	379,975			379,975
Information .....	15,100			15,100	60,100			60,100
Inspectors .....	382,855	655	105	602,920	715,200	1,600	1,050	717,850
Main Office .....	59,150	600		80,250	109,900	600		110,500
Payroll and Personnel .....	16,400			19,300	16,400			16,400
Security-Responsibility .....	208,129	90,000	1,500	321,629	257,520	90,000	12,000	359,520
Shipping .....	571,180	17,000	25,000	908,680	1,352,680	23,000	250,000	1,625,680
Stenographic Section .....	364,180	21,600		385,780	566,230	84,600		650,830
Testing .....	183,600			200,100	286,000			286,000
Miscellaneous .....	460,950	15,000	1,000	725,650	706,300	15,000	10,000	731,300
<b>TOTALS</b> .....	<b>3,506,019</b>	<b>409,030</b>	<b>60,805</b>	<b>5,092,559</b>	<b>6,883,515</b>	<b>1,107,225</b>	<b>480,850</b>	<b>8,471,590</b>
Applications .....	143,000			163,000	858,000			858,000
<b>GRAND TOTALS</b> .....	<b>3,649,019</b>	<b>409,030</b>	<b>60,805</b>	<b>5,255,559</b>	<b>7,741,515</b>	<b>1,107,225</b>	<b>480,850</b>	<b>9,429,590</b>
Addressograph - all sections			295,902					
Mimeograph - all sections			1,074,428					
Photostats - all sections: Items		104,214;	Sheets, 23,705;	Exposures, 24,983				

**TYPES OF REQUESTS HANDLED BY INFORMATION SECTION DURING 1955**

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Letters regarding duplicate and renewal licenses .....	5,788	5,292	8,901	6,437	5,514	6,571	6,534	6,357	6,098	5,791	5,361	5,303	73,947
Regular information letters .....	5,488	4,864	9,000	5,314	5,998	5,694	4,829	5,212	4,979	5,204	5,041	4,593	66,216
Certified copies, special deliveries and registered mail .....	1,407	1,523	2,972	1,956	1,659	1,485	1,207	1,306	1,068	1,217	1,002	1,019	17,821
Lists and miscellaneous lookups .....	10,823	9,721	11,114	9,873	12,865	14,656	16,260	16,338	15,011	14,022	16,148	13,717	160,548
People appearing at office for information and duplicates .....	1,993	1,793	3,192	1,836	1,692	1,669	1,524	1,545	1,485	1,368	1,089	1,115	20,301
Telephone and teletype calls 1 a.m. - 9 a.m.—Local .....	850	935	1,027	875	988	1,175	1,298	1,590	1,481	1,179	1,368	1,259	14,025
Telephone and teletype calls 1 a.m. - 9 a.m.—Long distance .....	925	975	1,010	1,120	1,179	1,500	1,287	1,565	1,601	1,545	1,298	1,442	15,447
Telephone and teletype calls 9 a.m. - 5 p.m.—Local .....	4,950	5,572	5,600	6,292	6,500	5,789	5,134	5,221	4,899	5,825	5,345	5,518	66,645
Telephone and teletype calls 9 a.m. - 5 p.m.—Long distance .....	2,099	2,530	3,004	3,198	3,478	4,188	3,700	3,489	3,600	3,498	2,591	2,933	38,308
Telephone and teletype calls 5 p.m. - 1 a.m.—Local .....	1,978	2,000	1,654	1,578	2,815	2,999	2,201	2,433	2,401	1,958	2,703	2,841	27,561
Telephone and teletype calls 5 p.m. - 1 a.m.—Long distance .....	2,344	2,801	3,001	2,665	2,845	2,958	2,783	2,341	2,173	2,281	2,750	2,399	31,341
Record checks .....	1,282	580	978	659	1,292	728	3,108	636	688	616	554	1,026	12,147
<b>TOTALS</b> .....	<b>39,927</b>	<b>38,586</b>	<b>51,453</b>	<b>41,803</b>	<b>46,825</b>	<b>49,412</b>	<b>49,865</b>	<b>48,033</b>	<b>45,484</b>	<b>44,504</b>	<b>45,250</b>	<b>43,165</b>	<b>544,307</b>

**CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS  
AFFECTING MOTOR VEHICLE REGISTRATION AND REGULATION  
ENACTED BY THE 1955 SESSION OF THE LEGISLATURE**

- CHAPTER 1—Makes clarifying corrections in the Unsatisfied Claim and Judgment Fund Law (P.L. 1952, C 174) relative to the Board and the Fund created thereunder.
- CHAPTER 8—Revises automobile and motorcycle registration and licensing system; provides for re-registration every twelfth month following original registration date, at fees based on manufacturer's shipping weight of automobiles as follows: less than 2,700 pounds \$10; between 2,700 and 3,800 pounds for \$15; over 3,800 pounds \$25; such fees to include a \$1 inspection fee; requires the director to mail application forms for renewal one month before expiration; provides for a three year driver's license, issued by mail, at a fee of \$8 for automobiles and \$2.50 for motorcycles; provides for one year driver's license at the option of the applicant; prescribes \$2 fee for 60 day learner's permit, effective March 1, 1956.
- CHAPTER 9—Prescribes an annual inspection charge of \$1 for each motor vehicle registered in State, payable at time and place of registration; permits the Director, Division of Motor Vehicles, to prescribe the form of inspection stickers and reports; enlarges the Director's powers relative to acquisition and use of property for the exercise of his duties, effective March 1, 1956, except for preparatory measures.
- CHAPTER 23—Requires autobus drivers furnish evidence of continuing physical fitness, good character and experience once every 12 months after issuance of the required special license instead of between January 1 and January 31 of each year.
- CHAPTER 24—Excepts from payment of the motor vehicle registration fee, ambulances owned by nationally recognized veterans organizations and not used for pleasure or hire.
- CHAPTER 53—Validates a New Jersey non-resident driver's license for 60 days after such non-resident becomes a resident of this State.
- CHAPTER 73—Authorizes State Highway Commissioner to construct overpasses, as well as underpasses, for use of school children as State aid projects; eliminates requirement that installation of traffic lights for safety of school children have approval of Motor Vehicle Commissioner.
- CHAPTER 74—Permits municipalities to enact local traffic regulations designating streets or roads upon which heavy commercial vehicles are required to use low gear in descending steep grades.
- CHAPTER 76—Requires motor vehicles drivers' licenses issued for one year at the option of the driver, expire after 12 months from date of issuance, instead of March 31st of each year, effective March 1, 1956.
- CHAPTER 86—Eliminates \$200 minimum fine for first violation of the regulations prescribing maximum weight of commercial vehicles permitted on highways.
- CHAPTER 152—Increases minimum amount of insurance required by counties relative to the operation of its motor vehicles from \$1,000 to \$5,000 for property damage, from \$5,000 to \$50,000 for injuries or death to one person, and from \$10,000 to \$100,000 for injuries or death to more than one person; requires

county to be liable for any judgment recovered as a result of the operation of such vehicles where the required insurance is not obtained, provided the claimant promptly notifies the county freeholders or joins the county as a 3rd party defendant.

- CHAPTER 155—Restricts the use and display of the State Seal to the Governor, heads of principal executive departments, members of the Legislature, Supreme Court Justices, and the judges of the Superior and County Courts; designates a violator as a disorderly person, subject to a \$50 fine; permits revocation of a motor vehicle registration for unauthorized use of the Seal on a license plate.
- CHAPTER 196—Designates Saturdays as public holidays for all State, county and municipal public offices.
- CHAPTER 198—Permits public utility vehicles used in the construction, reconstruction, repair or maintenance of a public utility's property or facilities to exceed prescribed over-all length statutes, inclusive of load, where necessary to perform such functions.
- CHAPTER 209—Specifies procedure for executing and recording with the Director of Motor Vehicles, of a motor vehicle ownership certificate subject to a chattel mortgage upon such motor vehicle, effective 30 days after approval.
- CHAPTER 216—Permits Palisades Interstate Park Commission to make rules governing traffic control on highways located within the New Jersey Park area, without public hearing or approval of any other board or commission.
- CHAPTER 217—Prohibits as disorderly conduct the racing of motor vehicles on a public highway; prescribes penalties of \$25 to \$100 for first offense, and \$100 to \$200 and imprisonment for 90 days for subsequent offenses.
- CHAPTER 220—Increases a maximum reckless driving fine from \$100 to \$200 and imprisonment from 2 to 3 months for the first conviction, and fine from \$200 to \$500 for subsequent convictions, redefines careless driving to include driving carelessly or without due caution and circumspection in a manner so as to endanger a person or property, presently limited to carelessness with respect to speed.
- CHAPTER 221—To increase the penalty for speeding and careless driving from \$50 to \$200.
- CHAPTER 226—Permits the use of "Certified Mail" wherever "Registered Mail" is required by law.
- CHAPTER 253—Authorizes the Director of Motor Vehicles to suspend or revoke the motor vehicle dealer's license of persons convicted for violating the provisions relative to observance of Sabbath Days.
- CHAPTER 254—Prohibits as disorderly conduct the business of buying, selling or trading of motor vehicles on Sundays, prescribes maximum penalties of \$100 and 10 days imprisonment for first offense, \$500 and 30 days for 2nd offense, and \$750 and 6 months for subsequent offenses.
- CHAPTER 257—Permits inspectors of the Division of Motor Vehicles, and inspectors of the Division of Alcoholic Beverage Control to be included within the Public Employees Retirement System; specifies procedure for such election by referendum as provided in the Social Security Act; revises specified benefit rates. Effective February 1, 1956.

## THE UNSATISFIED CLAIM AND JUDGMENT FUND BOARD

The Unsatisfied Claim and Judgment Fund Law became effective April 1, 1955 for accidents occurring on or after that date.

The Unsatisfied Claim and Judgment Fund Board established its office alongside that of the Security-Responsibility Section of the Division of Motor Vehicles so as to use certain of their facilities and to cooperate with the Director of Motor Vehicles in administering the two laws.

The Fund was created by fees collected from car owners during the 1954 registration year on the basis of \$1.00 for each insured vehicle and \$3.00 for each uninsured vehicle and by assessments against insurance companies. The Fund amounted to \$3,240,182.00 on April 1, 1955. Qualified persons are eligible to collect from the Fund for injuries and property damage caused by uninsured and financially irresponsible motorists, including hit and run drivers, operators of stolen vehicles and uninsured financially irresponsible nonresident motorists, provided the claim or judgment is otherwise uncollectible and he cannot collect payment for his damages from any other source, and has met all of the other requirements of the law.

During the first nine months of the operation of the law, the Board received 2,679 Notices of Intention to Make Claim. In 826 of these notices, it appeared on their face that the parties filing were not eligible to collect from the Fund because: 1. All vehicles involved were covered by insurance. 2. The claims were for less than \$200. 3. The notices were filed too late. 4. The injured party was not a resident of New Jersey.

The Board assigned 1,281 Notices of Intention involving 933 accidents to insurance companies for investigation and handling. One hundred ninety three Notices were not assigned as the amounts of the damages were less than \$400. In these cases most of the parties worked out their problems under the Security-Responsibility Law as the first \$200 of any claim is not payable out of the Unsatisfied Claim and Judgment Fund.

For the accidents occurring in the first eight months of the law's operation, the incurred loss covering 1,474 claims was \$1,546,270.63. Of this amount \$3,370.87 was paid out of the Fund on cases settled, or on unpaid judgments. The balance is the estimated cost of the open claims.

## NEW JERSEY UNSATISFIED CLAIM AND JUDGMENT FUND BOARD

### INCURRED LOSSES

January 1, 1956

Recording all changes in previous record for the month of December, 1955, and including all new claims.

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1955 Accident Month	All B.I. Claims	All B.I. Incurred Losses	B.I. Pedestrians	B.I. Pedestrian Incurred Losses	Hit & Run Claims	Hit & Run Incurred Losses	P.D. Claims	P.D. Incurred Losses	Total B.I. & P.D. Claims	Total Incurred B.I. & P.D. Claims
April .....	107	136,805.00	28	74,950.	3	10,750.	60	20,255.56	167	157,060.56
May .....	119	160,129.00	16	37,750.	2	7,500.	53	19,316.59	172	179,455.59
June .....	100	177,750.00	29	75,100.	5	8,500.	70	23,398.48	170	201,148.48
July .....	120	190,450.00	19	49,550.	5	4,000.	52	18,740.00	172	209,190.00
August .....	133	266,575.00	21	83,050.	2	3,000.	72	26,748.00	205	293,323.00
September .....	99	124,100.00	15	27,850.	2	800.	67	22,165.00	166	146,265.00
October .....	155	189,000.00	19	34,450.	7	15,000.	95	29,700.00	250	218,700.00
November .....	107	118,900.00	26	58,450.	4	14,000.	65	22,238.00	172	141,138.00
<b>TOTALS .....</b>	<b>940</b>	<b>1,363,709.00</b>	<b>173</b>	<b>441,150.</b>	<b>30</b>	<b>63,550.</b>	<b>534</b>	<b>182,561.63</b>	<b>1474</b>	<b>1,546,270.63</b>

Frederick J. Gassert, Jr., Director

VIOLATIONS, TITLE 39, R. S.											
Section	Current Month	Cumulative		Section	Current Month	Cumulative		Section	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year			Present Year	Previous Year
3-4		3207	2654	4-32				4-91		98	75
3-10		10237	9721	4-37				4-92		81	70
3-11		744	856	4-37		219	191	4-96		4353	3771
3-12		145	70	4-38				4-97		34825	32681
3-17		763	686	4-38				4-98		115777	100685
3-19		9	7	4-45		8	8	4-105			
3-29		11227	10447	4-46		607	442	4-121		1500	1368
3-33		2358	1979	4-48		233	246	4-122		309	270
3-34		53	42	4-49		52	58	4-123		1502	1317
3-35		1076	883	4-50		2603	2163	4-125		602	422
3-36		619	568	4-52		163	164	4-126		912	776
3-37		130	69	4-53		56	55	4-127		417	229
3-38		68	60	4-54		19	19	4-128		67	79
3-39		2205	1957	4-55		5	2	4-128.1		3646	3207
3-40		1378	1183	4-56		91	69	4-129		2039	1881
3-49		205	189	4-57		512	399	4-130		100	89
3-53		18	29	4-58		32	16	4-144		20777	18652
3-56		857	567	4-62		2	6	Chap. 6		1	
3-61		2098	1581	4-63		18	13	Chap. 8		3191	3733
3-62				4-64		155	125	Chap. 9		1030	186
3-64		86	22	4-65		47	37	2A:114-9		37	43
3-67		87	80	4-66		230	112	2A:170-38		4	1
3-69		187	189	4-67		285	157	4:82.1		1177	
3-70		1772	1535	4-70		407	358				
3-71		48	17	4-71		62	31				
3-72		49	22	4-75		25	34				
3-73		2		4-76		21	33				
3-74		36	23	4-77		505	484				
3-80		20	16	4-79		5	1				
3-81				4-80		844	726				
3-82		4	4	4-81		19241	17025				
3-84		3054	2167	4-82		2576	2826				
4-10				4-83		687	583				
4-14		12	5	4-84		171	147				
4-15				4-85		6787	6465				
4-25		2	7	4-85.1		730	852				
4-26				4-86		4864	4843				
4-28				4-87		660	637				
4-30		41	32	4-88		4206	3864				
				4-89		1241	954	Misc.		3985	4079
				4-90		1407	1244	TOTALS		288983	256272

HIGHWAYS							
Route	Current Month	Cumulative		Route	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year
US 1		9544	8548	57		14	3
US 1 & 9		8049	6739	58		4	
US 1 & 9 & 46		308	304	59		2	11
US 1 Truck		830	12	62		283	172
3		3042	2409	63		204	159
4		2386	2436	64		2	
5		38	37	65		2	2
7		376	204	66		393	189
US 9		5363	4951	67		30	26
US 9 & 35		70	30	68		2172	1392
US 9W		338	487	69		1472	1524
10		2076	1733	70		3900	3449
12		169	75	71		456	593
13		1		72		1568	1286
15		369	224	73		2021	1901
17		9678	7501	77		580	350
18		501	770	79		185	115
20		277	249	82		234	37
21		926	330	83		23	18
US 22		13433	11459	84		8	14
US 22 Alt.		3	10	87			1
23		2674	2586	88		294	244
24		1151	1162	91		13	59
26		2	1	93		67	12
27		1157	1372	94		56	88
28		1039	794	US 130 & 40		1	1
29		265	214	US 130		9828	7220
US 30		8931	8552	US 130 & 30		60	49
33		2149	1481	US 130 & 206		216	152
34		1637	1378	US 130 & Rt. 33		238	156
35		5234	5128	151		31	33
35 & 71		3	3	US 202		957	1095
36		687	454	US 202 & 69		382	369
37		622	603	US 202 & 206		77	82
38		853	679	US 206		2504	3013
US 40		2105	1818	208		227	86
US 40 & Rt. 45		34	26	US 322		4099	3779
US 40 & Rt. 47		106	244	US 322 & Rt. 47		21	7
41		114	160	413		6	3
42		2915	2533	439		315	52
45		884	841	440		175	157
US 46		8710	8417	Garden State Pkwy.		6173	3583
47		1817	1817	NJ TP		19909	22718
47 & 49		9	3	Munic. & Co. roads		126876	111861
48		33	31	Palisade		802	261
49		835	833				
50		242	169				
52		37	39				
53		69	47				
54		112	67				
TOTALS		288983	256272			288983	256272

HOURS OF OCCURRENCE			
Time	Current Month	Cumulative	
		Present Year	Previous Year
12 to 1 A.M.		8390	7405
1 to 2 A.M.		9136	8018
2 to 3 A.M.		8625	7517
3 to 4 A.M.		5508	4914
4 to 5 A.M.		3161	2776
5 to 6 A.M.		2761	2396
6 to 7 A.M.		4776	4123
7 to 8 A.M.		8690	7079
8 to 9 A.M.		10953	8534
9 to 10 A.M.		14150	11289
10 to 11 A.M.		17688	15511
11 to 12 A.M.		17424	15123
12 to 1 P.M.		15235	13302
1 to 2 P.M.		17512	15881
2 to 3 P.M.		19316	17594
3 to 4 P.M.		19557	18283
4 to 5 P.M.		18583	18069
5 to 6 P.M.		14566	13621
6 to 7 P.M.		10711	10013
7 to 8 P.M.		11443	10482
8 to 9 P.M.		12055	10450
9 to 10 P.M.		12682	10744
10 to 11 P.M.		12479	10822
11 to 12 P.M.		10481	9704
Unknown		3101	2624
TOTALS		288983	256272

DISPOSITION			
	Current Month	Cumulative	
		Present Year	Previous Year
Fined		261166	231004
Suspended		7362	6523
Dismissed		12002	10948
Revoked		640	648
Jailed		2320	2229
Revoked and fined		4577	3632
State appeal		33	37
Local appeal		48	71
Failed to pay			518
Grand jury		34	34
Revocation and jail		801	630
Other			
TOTALS		288983	256272

SCALE OF FINES IMPOSED			
	Current Month	Cumulative	
		Present Year	Previous Year
Costs only		123	88
\$1		3142	2245
\$2		13311	13450
\$3 to \$5		85681	80131
\$6 to \$10		101175	91603
\$11 to \$15		31327	22842
\$16 to \$25		18891	14834
\$26 to \$50		6013	4540
\$51 to \$100		2357	1257
\$101 to \$150		371	42
\$151 to \$200		2921	3378
\$201 and over		431	226
TOTALS		265743	234636

RESIDENCE OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		216721	189503
New York		27181	25254
Pennsylvania		26348	26231
Other States		16718	15283
Unknown		5	1
TOTALS		288983	256272

ORIGIN OF COMPLAINTS			
	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors		20088	21242
State Police		117243	100311
Local Officers		147449	130191
Private Citizens		3562	3636
P. U. Inspectors		672	892
Others			
TOTALS		288983	256272

AGES OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		424	377
17 years		8723	7656
18 years		9768	9182
19 years		9330	8938
20 years		8971	7751
21 to 24 years		38000	34559
25 to 29 years		44709	40297
30 to 39 years		69838	60936
40 to 49 years		45070	38890
50 to 64 years		29148	25316
65 and over		4725	3834
Unknown		20277	18536
TOTALS		288983	256272

SEX OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Male		264895	235950
Female		24088	20322
TOTALS		288983	256272

