

DEPARTMENT OF LAW AND PUBLIC SAFETY

FORTY-EIGHTH

ANNUAL REPORT

OF THE DIRECTOR

DIVISION OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1953

974.901
K71



WILLIAM J. DEARDEN

Director

C O N T E N T S

Foreword 5-8

Revenue - Registrations - Licenses 5, 9, 10

Hearings - Driver Improvement 5, 7, 11, 16

Point System 7, 13, 14

Validated Licenses 15

Inspector Force 5, 17

Driver Training Schools 18, 32

Auto Race Tracks 18

Accident Prevention Clinic 19 to 24

Driver Examination Statistics 25

Traffic Law Arrests 6, 33 to 44

Vehicle Inspections 6, 45 to 47

Security Responsibility 7, 48 to 50

Certificates of Ownership 6, 51, 52

Bus Excise 6, 53

Auto Junk Yard Supervision 54

Changes in Law 55, 56

Service of Process 57

Information Section 57, 58

Multilith Section 59

Employes' Service Awards 60-61

ANNUAL REPORT

April 1, 1954

Hon. Grover C. Richman, Jr.
Attorney-General of the State of New Jersey.

SIR:

Pursuant to statutes vesting in the Director, Division of Motor Vehicles, full charge of the registration and regulation of all motor vehicles; the licensing of drivers; the investigation of traffic conditions, means for their improvement and enforcement of the laws and regulations relating to traffic, including pedestrian travel and communication with police departments and police officers of the State in matters of enforcement, 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 1953; except those of revenue, vehicle inspections and certificates of ownership which are for the registration year ending March 31, 1954.

REVENUE — REGISTRATIONS — LICENSES

The Division's gross revenue from vehicle registrations, driver licenses and all other sources amounted to \$49,919,896.81 as compared with \$46,507,087.45 in 1952, for an increase of 7.34 per cent.

Vehicle registrations, using a cream colored metal insert attached to the 1952 plate, broke all existing registration records, totalling 1,900,829, of which 1,581,877 were for passenger cars and 219,139 for commercial vehicles and farm trucks.

Driver license issuances also reached a new high peak of 2,185,554 as compared with 2,082,770 in 1952, an increase of 4.93 per cent.

INSPECTOR FORCE

The Inspector Force examined 232,845 applicants for driver licenses, passing 163,936 who met the physical, written and road tests; engaged in highway patrol, made investigations and, in general, served as the Division's enforcement arm.

The highway patrol, which consisted of 25 inspectors on regular assignment and the remainder of the Force on week-ends, covered 2,094,000 miles. At intervals during the year 99 road checks were conducted which brought to light 4,129 violations of which 1,823 were vehicle inspection offenses. Including the road checks, the Force issued a total of 14,959 violation summonses during the year.

Among other activities, it enforced the commercial driver school law, licensing 91 schools and 219 instructors; the auto race track law, licensing 13 tracks and issuing 56 race permits; operated the Accident Prevention Clinic and enforced the Automobile Junk Yard Law.

LICENSE REVOCATIONS

License revocations and suspensions totalling 30,496 were imposed during the year for infractions of the motor vehicle and traffic laws, 86 per cent by the Division of Motor Vehicles and 14 per cent by the magistrates courts.

Motor Vehicle Division	
Point System, fatal accidents, etc.	9,508
Security Responsibility Law	13,953
Vehicle Inspection Violations	2,660
Magistrates Courts	4,375
	<hr/>
	30,496

CERTIFICATES OF OWNERSHIP

Car ownership title certificates totalling 1,335,482 were filed during the year as against 1,227,764 titles in 1952.

New passenger car sales increased 40 per cent over 1952, rising from 159,656 to 223,435 while car repossessions numbered 9,065 for a 43 per cent rise over the previous year.

TRAFFIC LAW ENFORCEMENT

Traffic law enforcement, based on municipal magistrates' reports of arrests (exclusive of parking), was stepped up considerably over the previous year. There were reports of 213,464 arrests, an increase of 23 per cent over 1952.

Since the adoption of the "no fix" summons five years ago, traffic arrests have increased 126 per cent.

Leading all other violations resulting in arrests was speeding. There were 85,726 arrests for this offense during the year, or 40.5 per cent of total arrests. Other principal violations were careless driving 30,735, violating traffic signal 14,354, and ignoring Stop Street sign 15,074.

The average fine imposed in traffic cases, exclusive of mandatory penalties, was \$7.40 as against \$7.20 in 1952.

Fines and penalties reverting to the State Treasury from complaints sponsored by motor vehicle inspectors and State Police, amounted to \$1,186,021.

As in other years, there were more traffic law violators in the age group 20 to 29 years; 32.8 per cent of total violators.

Enforcement on the New Jersey Turnpike helped to increase the number of non-resident violators of the State's traffic and motor vehicle laws. On all streets and highways, 25.8 per cent of the violators were non-residents while on the Turnpike, 71 per cent were visitors from other states.

Convictions resulted in 96 per cent of total arrests.

EXCISE TAX

Buses transporting passengers for hire, interstate, on New Jersey roads were taxed at the rate of a half-cent per mile of travel. Revenue from this source amounted to \$113,861.40.

MOTOR VEHICLE INSPECTIONS

The Motor Vehicle Inspection program, after 16 years of operation, is still a decisive factor in the promotion of safety on the streets and highways of the State.

More than 78,000 additional vehicles were presented for inspection during the year, which seriously overtaxed the facilities in many of the 30 State-owned and operated stations. The steady rise in car registrations supports the need for additional stations and replacements, described in the body of this report.

Approximately one-third of the vehicles presented were rejected on initial inspection.

During the year, 37,000 registrations and plates were voluntarily surrendered by owners unable to comply with the inspection requirements. Eventually, 2,225 of these were returned to their owners upon compliance with safety equipment requirements but the balance went off the road.

While new facilities are needed to meet the increasing registration, operation of the stations would be greatly simplified if owners would present their vehicles on time. More than 300,000 warning notices were mailed to delinquents during the year, a procedure which produced satisfactory results.

In addition to the 37,000 voluntary surrender of plates and registrations, the Division revoked 2,660 registrations during the year for violations of the inspection law.

SECURITY RESPONSIBILITY

The Security Responsibility Law, designed to protect the public against financially irresponsible motorists involved in accidents, went into effect April 1, 1953. In this first year of its operation, it called upon 13,237 uninsured motorists to deposit security to cover claims for accidents in which they were involved.

Of this number, 1,514 motorists filed deposits totalling \$366,174; 2,600 motorists were relieved of the deposit obligation when, in its place, they submitted releases from the injured parties in claims involving \$659,610 and 279 motorists filed settlement agreements of claims totalling \$111,575. Thus, 2,879 motorists, through releases and installment-agreements, made settlement of claims totalling \$771,185, much of which might have been otherwise uncollectible. Still on deposit at the end of the year was \$366,174, filed by 1,514 motorists pending settlement of claims against them. A total of 5,626 licenses were revoked for failure to file deposits.

The Section received certifications of unpaid judgments arising from automobile accidents totalling \$1,590,070. Under threat of license suspension, as provided by the Act, \$389,125 of this amount was later paid by judgment-creditors.

Another provision of the law required 9,774 operators to file liability insurance certificates as the result of convictions for drunken driving, leaving the scene of an accident, fatal accident guilt, reckless driving and the Point System.

DRIVER IMPROVEMENT

The Point System, the red validated license and the Accident Prevention Clinic, all aimed at improving driver behavior, were considerably expanded during the year, descriptions of which will be found in the later pages of this report.

The Point System, particularly, proved to be a most effective safety weapon, having brought about the discipline of 1,988 motorists who had amassed 12 or more points over a three-year period as the result of traffic and motor vehicle law convictions. Consideration is being given to further expanding this activity by reducing from 12 to 10 the number of points calling for a hearing. This expansion will not be possible, however, unless adequate personnel and facilities are made available for the purpose.

RECOMMENDATIONS

1. DRIVER AGE MINIMUM. Wide expression has been given to the question whether the legal age requirement for an automobile driver's license in New Jersey should be raised above its present 17 year minimum, as a means of combatting juvenile delinquency. Some favor an 18 year minimum while others believe the driving privilege should be withheld until 21, with exceptions made for those younger who could show economic need of a car.

Safety cannot be legislated for youth or for any particular age group. It can be instilled best by law enforcement. Rather than change the present minimum driver license age, the most effective deterrent would be a provision in the law making license revocation or suspension mandatory for the first offense of a moving violation in cases involving 17- and/or 18-year-old operators.

The great majority of our 17-year-old operators are fine young men and women whose driving records compare favorably with their elders. Neither can they be considered immature since the country accepts 17-year-olds in the armed forces. Another indication of modern thinking on the subject of youth is the Governor's recent proposal to lower the voting age to 18 years.

New Jersey's current 17 year age minimum ranks among the highest in the country. The great majority of the states and Canadian provinces issue driver licenses to 16-year-olds, some at the 15-year level and a few to those of the tender age of 14 years.

2. **PERMANENT REGISTRATION.** In the interest of greater public convenience and economy of operation, it is again recommended that consideration be given to the following vehicle registration and driver license renewal plan, previously mentioned in the 1952 Report of the Director:

Abolish the yearly renewal of passenger vehicle registrations. Once issued, a registration to remain on the vehicle as long as title remains unchanged. Commercial, omnibus and all other type registrations would continue to be renewed annually.

3. **DRIVER EXAMINATION EXPANSION.** The need for revamping the driver examination procedure is again stressed. If 11 permanent examination centers were established (in line with a previous recommendation) and conducted on a four days per week basis, the present cumbersome system of 34 examination points in widely scattered places, many of which are borrowed quarters, could be abandoned.

Creation of 11 centers would make possible a long desired improvement in examination procedure. Under the present system, an applicant is issued a 30-day permit and, after ten days, can submit himself for the vision, written and road tests. With 11 permanent centers, applicants could qualify for a permit by first passing the vision and written tests and, having qualified, the permit would be authorization to receive driving instruction in the presence of a licensed operator.

4. **MUNICIPALITIES RETAIN FINES.** Greater incentive to local traffic law enforcement would prevail if the law was amended to permit municipalities to retain, for enforcement purposes, all fines and penalties imposed and collected under Title 39, Revised Statutes, in complaints made by local officers; which penalties are now paid into the county treasury for road repair purposes.

5. **CONSOLIDATION OF QUARTERS.** In the interest of business efficiency and public convenience, it is again urged that top priority be given in State building plans to the physical consolidation of the Division of Motor Vehicles. The present separation of the Division's bureaus and sections in five different locations prevents efficient use of the clerical staff, involves much waste of time in the conduct of necessary business and causes inconvenience to the public.

6. **VEHICLE INSPECTIONS.** Emphasis is again placed on the need for expansion of the vehicle inspection facilities in order to cope with the continuing increase in vehicle registrations. More stations are essential while others should be moved to more suitable locations.

The Division is indebted to the press, the radio, the television and the theatre for their fine cooperation during the year. Appreciation is also expressed to the employes whose devotion to their work has contributed so much to the successful administration of the Division.

There follows a detailed account, with statistics, of the Division's extensive activities during the year.

Respectfully submitted,

WILLIAM J. DEARDEN, *Director.*

REVENUE, REGISTRATIONS, LICENSES

The registration year ending March 31, 1954 established new high records for Division revenue, vehicle registrations and driver licenses.

Gross revenue amounted to \$49,919,896.81 or \$3,412,809.36 more than in 1952, an increase of 7.34 per cent.

Vehicle registrations totalled 1,900,829 as against 1,811,417 in 1952. The numerical increase was 89,412 and the percentage increase 4.94 per cent.

Among these registrations 1,581,877 were for passenger cars or 80,658 above the previous year. The rise was 5.37 per cent.

Commercial vehicle registrations numbered 219,139 including 18,351 farm vehicles. Total commercial vehicles registrations in 1952 were 215,188 of which 18,752 were for farm trucks.

Driver licenses were issued to 2,185,554 persons, compared with 2,082,770 in 1952, an increase of 4.93 per cent.

REVENUE, REGISTRATIONS, LICENSES

	1953 Items	1952 Items	1953 Fees	1952 Fees
Passenger Vehicles	1,581,877	1,501,219	\$20,732,574.05	\$19,227,691.50
"No Fee" Registrations to Motor Vehicle, State and Local Police Departments and Amputee Veterans	1,910	1,493		
"No Fee" Registrations of State, County, Federal and Municipally owned vehicles	19,024*	17,224		
Commercial Vehicles	200,788	196,436	10,576,498.00	10,174,493.50
Farmer Truck Vehicles	18,351	18,752	456,573.00	461,702.25
Undertakers and Service Wagons	3,445	2,448	93,460.00	68,612.50
Omnibus Vehicles	9,756	9,777	495,844.00	490,944.50
Trailer Registrations	32,518	29,780	2,650,213.50	2,416,961.00
Motorcycle Registrations	8,986	9,185	17,972.00	18,370.00
Dealers (Auto and Motorcycle)	5,429	4,976	269,630.00	247,365.00
Agricultural Tractors	6,942	7,729	20,826.00	23,187.00
Farm Use Registrations	9,525	10,453	9,525.00	10,453.00
Constructor Registrations	1,406	1,228	1,114,335.00	963,075.00
Contractor Equipment Intransit	872	717	43,600.00	35,850.00
TOTAL REGISTRATIONS AND FEES	1,900,829	1,811,417	\$36,481,050.55	\$34,138,705.25
Duplicate Certificates	63,246	51,813	63,246.00	51,813.00
Transfers	412,721	379,552	1,251,221.84	1,043,143.64
Duplicate Tags and Exchanges	35,506	31,679	153,773.65	137,199.60
Auto Driver Licenses	2,185,554	2,082,770	6,556,662.00	6,248,310.00
Farm Vehicle Driver Licenses	644	620	644.00	620.00
Certificate of Ownership Section	1,335,482	1,226,830	2,038,873.50	1,890,394.00
Motorcycle Driver Licenses	7,435	7,577	7,435.00	7,577.00
Learner Permits	392,472	377,150	392,472.00	377,150.00
"No Fee" issued to (State, County and Municipal Governments)				
Auto Driver Licenses	109	159		
Motorcycle Driver Licenses	942	1,079		
Transfers	1,793	1,616		
Duplicate Tags		108		
Duplicate Driver Licenses	14	6		
Duplicate Certificates (Registrations)		28		
TOTAL ITEMS ISSUED AND FEES COLLECTED BY AGENTS	6,336,747	5,972,404	\$46,945,378.54	\$43,894,912.49
Fines Section			1,186,026.75	904,568.72
Certified Copies			2,814.50	4,632.00
Junk Yard Section			3,600.00	3,250.00
Commercial Permits			42,249.56	25,126.06
Registration Permits (Dealers)			1,417.50	905.00
Service of Process Fees			9,830.10	8,192.40
Driving School (License Fees)			4,100.00	6,950.00
Driving School (Instructor Fees)			3,287.00	3,211.00

Certified Driving Record Pads	28,800.00	18,650.00
Miscellaneous Receipts	3,896.46	5,545.44
Excise Section	113,861.40	109,779.34
Race Track Licenses and Permits	5,500.00	21,375.00
Vehicle Inspection Section	1,569,135.00	1,499,990.00
	<u>\$49,919,896.81</u>	<u>\$46,507,087.45</u>

* No Renewal, Permanent Plates, 1952 and 1953 Issuances included.

FATALITIES — VEHICLES — DRIVERS

Year	Traffic Fatalities	Motor Vehicle Registrations	Drivers Licensed
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	504,516	581,472
1923	759	427,166	501,518
1922	527	342,266	410,700
1921	397	272,994	348,886
1920	322	227,737	294,438
1919	243	190,873	251,539
1918	197	163,519	201,022
1917	245	134,964	177,568
1916	215	104,341	137,855
1915	241	78,232	100,126
1914		60,248	70,315
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

Highway safety's most potent weapon—license revocation—was wielded by the Division of Motor Vehicles and municipal magistrates to a new high level in 1953. Exclusive of those ordered under the Security Responsibility Law and the Vehicle Inspection statute, license revocations totalled 13,883 as compared with 12,522 in the previous year, an increase of slightly more than 10 per cent. More than two-thirds of these revocations (68 per cent) were invoked by the Division.

CAUSES FOR LICENSE REVOCATIONS

	1953	1952	1951	1950	1949
Driving while intoxicated	2,211	1,858	1,688	1,547	1,221
Reckless driving	636	544	486	395	278
Fatal accidents	112	139	123	159	146
Speeding	697	745	457	256	222
Careless driving	616	674	562	344	222
Leaving the scene of accident	159	158	118	110	77
Habitual violators	1,821	1,193	501	1,437	1,268
Physically unfit	547	545	412	363	234
Defective vision	35	32	48	26	33
Commission of crime involving motor vehicle ...	150	101	82	109	148
Driving without a license	105	93	60	50	29
Driving under age	214	206	203	125	91
Obtained license while on revoked list	80	3	26	150	92
Failure to appear in answer to summonses	4,516	4,524	3,568	3,381	1,730
Failure to pay fine	17	12	7	10	34
Misstatement of fact in application for license ..	27	22	17	9	10
Failure to report change of address	75	109	141	133	96
Fraud at examination of new license	85	49	36	77	29
Parolees	1,089	1,030	958	1,163	952
Failure to appear for re-examination	52	60	51	62	196
All others	639	425	338	258	324
Total	13,883	12,522	9,882	10,214	7,432

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1918	702	1936	4,125
1919	707	1937	5,876
1920	770	1938	5,336
1921	956	1939	4,980
1922	931	1940	5,700
1923	2,080	1941	6,231
1924	2,429	1942	7,629
1925	2,886	1943	4,762
1926	2,750	1944	4,715
1927	3,987	1945	3,350
1928	3,657	1946	4,490
1929	4,991	1947	6,702
1930	4,949	1948	6,508
1931	4,993	1949	7,432
1932	4,034	1950	10,214
1933	3,294	1951	9,882
1934	2,863	1952	12,522
1935	3,281	1953	13,883
		Total	174,597



COURTESY NEWARK EVENING NEWS

POINT SYSTEM

In operation for 18 months, the Point System for Traffic Law Violation Repeaters has disciplined 2,844 habitual offenders since its inception on July 1, 1952. A total of 1,988 cases were heard in 1953 and 856 in 1952.

The Point System imposes no fines but invokes the driver license revocation penalty on operators who amass 12 or more demerits, over a three-year period, in accordance with the following 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

Authority for the Point System is Title 39:5-30, Revised Statutes, as follows:

"Every registration certificate and every license certificate to drive motor vehicles may be suspended or revoked, and any person may be prohibited from obtaining a driver's license or a registration certificate, and the reciprocity privilege of any non-resident may be suspended or revoked by the Director for a violation of any of the provisions of this Title or on any other reasonable grounds after due notice in writing of such proposed suspension, revocation or prohibition and the ground thereof * * *"

A general stiffening of revocation penalties marked the year's operation. Whereas, in 1952, revocation periods in excess of 30 days were imposed in 43 per cent of the cases, in 1953 the percentage was 73. In most other respects, the Point System pattern changed little from the previous year.

There were more drivers between 21 and 29 years (40 per cent) than in any other age group while about 17 per cent of the defendants were minors.

Most of the drivers cited (66 per cent) had more than five years driving experience.

Occupationally, drivers subjected to the Point System were of no particular class and did not differ significantly from the normal population. About one-fifth of the defendants were laborers; 22 per cent were truck drivers whose violations, for the most part, occurred while driving passenger vehicles; 14 per cent were salesmen and there was an assortment of such occupations as factory workers, clerks, merchants, students.

The Point System has been in effect since July 1, 1952, operating principally on the records of driver violations in the municipal courts with points assessed for different moving violations, according to severity. When an operator accumulates 12 or more points within a three-year period, he is summoned before the Division to show cause why his operating privilege should not be revoked on the basis of his violation record.

Weekly publication of the Point System revocation list has greatly aided in the enforcement of revocation penalties. Police departments too have given fine cooperation in this connection.

Consideration is being given to a broadening of the scope of the Point System by lowering the number of points needed to bring a violation repeater in for hearing.

In its 18 months of operation, the Point System has changed the attitude of New Jersey drivers toward violations. Where they formerly thought of violations in terms of penalties payable in dollars, they now think in terms of points and revocation.

The Point System operates on the theory that the work of the police and the courts will be enough to deter all but the most serious, or habitual violators. Therefore the license authority takes extended action, through the Point System, mainly to protect the public from those who continue to disregard traffic rules in spite of enforcement penalties for such misconduct.

VALIDATED LICENSES

An important adjunct to the Point System was the validated license program, likewise inaugurated on July 1, 1952. It operates under authority of Title 39:5-32, Revised Statutes, as follows:

"The Director shall, at all times, have the power to validate a driver's license that has been revoked, or to grant a new license to any person whose license to operate motor vehicles shall have been revoked."

Under this procedure, a motorist whose license has been revoked for a traffic or motor vehicle violation, either by the Director or a municipal or county magistrate, does not get back his standard driver license certificate at the time of restoration. Instead, he is given a red validated license which he will be issued for periods ranging from one year to an indefinite period, depending on the record for which his driving privilege was originally revoked. The Division maintains a strict control over these validated licenses by issuing them only from the Main Office and not from the license agencies.

A driver possessing a red validated license is not likely to advertise the fact. The fear of being called upon to display it to a police officer or a magistrate has had a salutary effect on his driving and respect for the laws.

During the year 3,656 drivers were issued the red validated licenses. Of this total, 42 were for an indefinite period, 1,718 for three years, 859 for two years and 1,036 for one year.

DRIVING WHILE INTOXICATED

Despite the severe penalty for this offense, convictions of drivers for operating a motor vehicle while under the influence of alcohol reached an all-time high last year totalling 2,211, for an increase of 18 per cent over the previous year. Of this total, 250 were New Jersey drivers convicted of the offense in other states. The previous high year for convictions was 1930 when 2,095 drivers were adjudged guilty of the charge.

Prior to May 23, 1952, second offenders of the driving while intoxicated statute were given mandatory 90-day jail terms and permanent forfeiture of their driving privileges. With the enactment of Chapter 286, Laws of 1952, second offenders could apply to the Director for restoration of their operating privileges after 10 years, with full discretion for restoration in the hands of the Director.

During the year 45 second offenders were restored to the driving rolls but only after they had been carefully investigated and upon the submission of proof from reliable citizens attesting to their general good reputation. In addition, these applicants were required to undergo a complete driver license examination and, finally, a hearing before the Director.

DRUNKEN DRIVING REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1918	135	1936	1,534
1919	115	1937	1,690
1920	314	1938	1,425
1921	430	1939	1,256
1922	352	1940	1,295
1923	832	1941	1,454
1924	971	1942	1,208
1925	1,155	1943	633
1926	1,259	1944	659
1927	1,640	1945	644
1928	1,952	1946	998
1929	2,044	1947	1,185
1930	2,095	1948	1,120
1931	2,089	1949	1,221
1932	1,432	1950	1,547
1933	1,227	1951	1,688
1934	1,443	1952	1,858
1935	1,305	1953	2,211
		Total	44,416

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

Alabama	8	Montana	1
Canada	1	New Hampshire	4
Connecticut	2	New Mexico	1
Delaware	3	New York	25
Florida	26	North Carolina	25
Georgia	9	Pennsylvania	41
Idaho	1	Rhode Island	1
Illinois	2	South Carolina	13
Indiana	1	Tennessee	3
Kentucky	5	Texas	4
Louisiana	1	Virginia	30
Maine	4	West Virginia	3
Maryland	11	Wisconsin	2
Massachusetts	22	Total	250
Michigan	1		

FATAL ACCIDENTS

Every operator involved in a traffic accident resulting in a fatality is subjected to Division action independent of grand jury or criminal court proceedings.

Each fatal accident is investigated by the Inspector Force and the driver or drivers subjected to a re-examination. If there is suspicion of a physical or mental deficiency, the driver is cited to report to the Accident Prevention Clinic for a complete psycho-physical test. If found to be deficient or there is evidence of a traffic law violation that led to the accident, the driver is brought before the Director on a rule to show cause why his operating privilege should not be revoked.

During the year, 112 license revocations were ordered as the result of fatal accidents, 50 of which followed hearings and 62 through default when the operators failed to contest the proceedings. In addition, 24 cases were dismissed, after hearings, for insufficient evidence.

HEARINGS

Including Point System cases, the Division conducted 1,603 hearings during the year. Of this number, 1,529 were violation repeaters and fatal accident drivers; 66 were on request for restoration and eight were of a miscellaneous nature.

INSPECTOR FORCE

The authorized strength of the Inspector Force, the uniformed enforcement arm of the Division of Motor Vehicles, was increased by legislative action during the year to 158 inspectors of all ranks and grades.

New appointees were required to undergo an eight weeks training course at the National Guard Camp Grounds, Sea Girt, operated in cooperation with the New Jersey Police Academy. Thirty-two candidates survived this period of training, bringing the present actual strength of the Force to 149 men.

Morale was improved through the adoption of a new uniform, the blouse of midnight blue and bluish gray trousers with a one-inch midnight blue stripe down the sides. The cap is an eight-pointed affair of the same material as the trousers.

These were the major accomplishments of the Force during the year:

- Examined 232,845 applicants for driver licenses.
- Issued 14,959 summonses for violations of the motor vehicle and traffic laws.
- Completed 7,287 investigations of all types.
- Recovered 37 stolen cars having a value of \$52,145.
- Operated a highway patrol covering 2,094,000 miles.
- Re-examined 2,706 licensed drivers reported in need of re-evaluation, of which number 275 failed to meet requirements.
- Supervised renewal of special "for hire" driver licenses issued to bus operators.

Improvement was made in the driver license examination system by the substitution of an objective type test for the essay test formerly used, the re-arrangement of examination procedure and the preparation of an examination manual for use by the inspectors. While these changes have improved the calibre of the examination, an ideal driver test will not be possible until permanent examination centers, with facilities for driving and skill tests on State-owned property, have been established.

The Force took an active part in patrolling the State Highway System and, at intervals during the year, conducted a number of road checks aimed at violators of the motor vehicle and traffic laws.

All fatal traffic accidents were investigated by the Force and where evidence was unearthed indicating violations contributing to these accidents, hearings were scheduled by the Driver Improvement Section. The success of this operation justifies the recommendation that it be extended to include all personal injury accidents.

Two members of the Force are permanently assigned to the task of locating stolen cars and the apprehension of car thieves. Through the efforts of this activity, car thefts have been kept to a minimum in New Jersey.

One of the important duties assigned to the Force is the investigation of cases involving epilepsy, related diseases, mental diseases and those cases involving other ailments in drivers which might interfere with safe operation of motor vehicles. This is one of many serious problems facing the administrator but the results thus far have justified a continuation of this safety activity.

Enforcement of the Automobile Junk Yard Law was another of the many responsibilities of the Force. In this connection, it is again recommended that consideration be given to amending the law to include State supervision over all automobile junk yards and not exclusively those located on or visible from State highways.

Inspectors were loaned to the Bureau of Traffic Safety for assistance in traffic safety surveys and others, expert in their field, cooperated in police training programs on both State and local levels.

Ever a highly controversial question, the re-examination of certain groups of drivers is again recommended.

DRIVER TRAINING SCHOOLS

Charged, under Title 39, Chapter 12 of the Revised Statutes with the licensing and regulation of commercial driver schools, the Force authorized 91 schools during the year. Of this total, 81 were privately owned and 10 by boards of education.

Seven applications for school licenses were rejected, one because the owner had a criminal record, four because the schools had no licensed instructors, one for failure on the part of the applicant to submit to fingerprinting and one for failure to meet insurance requirements.

In addition to the rejections, seven school licenses were suspended, three for failure to meet insurance requirements and four for failure to maintain proper records.

Instructors employed by these schools are subject to strict examination. A total of 219 instructors were licensed during the year and 68 applicants were rejected.

Revenue from this activity netted \$7,337.

AUTOMOBILE RACE TRACKS

Both spectator and participant safety at automobile race tracks were increased during the year through the rigid enforcement, by the Force, of the auto race track law. Thirteen tracks were licensed and 56 race permits issued, yielding a revenue to the State of \$5,520.

The licenses of two tracks were suspended and one application was rejected for failure to meet safety standards set by the statute. Further safeguards will be enforced during the coming year.

The 13 approved tracks were as follows:

Alcyon Speedway, Pitman
Atco Speedway, Inc., Atco
Arney's Mt. Raceway, Columbus
Atlantic City Speedway, Pleasantville
Central Jersey Speedway, Hightstown
Flemington Agricultural Fair, Flemington
Manahawkin Speedway, Manahawkin
Morristown Raceway, Morristown
N. J. Interstate Speedway, Jersey City
New Jersey State Fair, Trenton
Old Bridge Stadium, Old Bridge
Sportsman's Stock Car Association, New Egypt
Wall Stadium, Belmar

ACCIDENT PREVENTION CLINIC

For more than a year the State of New Jersey has been conducting a scientific study of driver behavior, seeking to learn through its Accident Prevention Clinic the underlying causes of driver failure.

The Accident Prevention Clinic was made possible on October 1, 1952, by the Automobile Association of New Jersey which furnished the quarters and the equipment for a two-year period, and the Center for Safety Education of New York University, which has assumed responsibility for the scientific evaluation. The Clinic itself is manned by State Motor Vehicle Inspectors in the employ of the Division of Motor Vehicles.

For a full year the Clinic has been devoted to physical and psychological tests of drivers disciplined under the New Jersey Point System. Resident drivers who have amassed 12 points or more over a three-year period were brought in for hearings before the Driver Improvement Section of the Division of Motor Vehicles on rules to show cause why their operating privileges should not be revoked as the result of the record. During the past year these defendants have been required to submit to the Accident Prevention Clinic tests. This report deals with the findings in 947 Point System cases. The remaining categories, including accident repeaters, twice convicted drunken drivers, fatal accident operators, assigned risk cases and re-examinations, will be analyzed as soon as they are sufficiently large, and at that time, of course, a complete set of comparisons will be made.

Between 75 and 80 per cent of the Point System subjects incurred three to four violations in the three-year period covered by the Point System; less than 5 per cent had only two violations, while 10-15 per cent had more than four (one subject had thirteen violations). These 947 violators also admit to being involved in 118 accidents in 1950; 149 in 1951; and 283 in 1952—a total of 550 accidents, or about one accident for every two subjects. For 1952 alone, the 947 drivers were involved in 283 accidents, at the rate of 1 accident to every $3\frac{1}{3}$ drivers. The rate of accident involvement for all New Jersey drivers during 1952 was 1 accident for every 16 drivers. The Point System violators were, therefore, on an average, involved in roughly 5 times more accidents than the average New Jersey driver.

Background factors for the violators seem to approximate the 1950 Census figures. That is to say, the violators who have been processed through the Clinic have about the same income and amount of education as the national population; about the same proportion are married; and the age distribution is approximately the same as the national population too, if those under 18 and over 55 are eliminated. Thus an interesting observation may be possible when the accident repeaters and control group are processed, namely: that the violators (and perhaps the repeaters) do not differ significantly from the "normal" population with respect to such socio-economic factors as age, amount of education, marital status and income. In these respects, they are ordinary people.

Psycho-physical Test Results

Fewer than 5 per cent of the violators had less than a 75-degree field of vision in each eye, while over 95 per cent of them had better than 80 degrees of vision to either side. About 85 per cent had visual acuity of 20/30 or better in each eye; only 2-3 per cent had worse than 20/50 vision in each eye (New Jersey minimal standard for drivers). Normal distributions appear for both simple and complex reaction time. It would seem unlikely, then, that poor field of vision, poor visual acuity, and poor simple and complex reaction time will distinguish the violators from the accident- and violation-free drivers. However,

a definite statement cannot be made until the repeater group and the control group have been put through the Clinic. Furthermore, the possible educational and public relations value, as well as the possible "involvement" value of these tests in a clinical, experimental situation, must also be considered.

The results of the glare recovery time test and the night depth perception test indicate that these newly devised tests need further revision, and at the present time no conclusions can be drawn regarding their significance. However, the results of the day depth perception test present this pattern: 65-70 per cent of the violators were less than 2.4 inches off when their three trials were totalled, and approximately 55 per cent were off less than 1.4 inches. Roughly 20-25 per cent were between 2.5 and 3.9 inches off. Despite the apparent good showing of the violators on this test, further study of this factor is necessary. Color blindness is almost totally absent among the violators.

Traffic Knowledge Test Results

Because about 88 per cent of the violators scored 80 per cent or better, it would appear that traffic knowledge as measured by the Traffic Knowledge Test bears little relationship to the causes of traffic violations; however, a more difficult test may change these findings. This does not detract from the importance of testing a basic knowledge of traffic regulations, etc., for licensing purposes.

Psychological Test Results

The Thurstone Attitude Scale results indicate that about 50 per cent of the violators have "moderate to great respect" for "the law," while 20-25 per cent are "indifferent" to "the law." Since it is unlikely that the control group will show less respect for "the law," it would seem advisable to substitute a scale on attitudes which avoids certain weaknesses of the Thurstone Scale. This scale would be more directly related to the traffic situation and would be designed to obtain more honest responses. There is still every reason to believe that attitudes, although difficult to measure, are basic to the problem of safe operation of motor vehicles.

The Sacks Sentence Completion Test, a measure of personality, seems to yield some interesting trends. About 45 per cent of the violators appear to deal with life in an adequate fashion, while 50 per cent show a "borderline" adjustment. Some 5 per cent are poorly adjusted. These findings encourage the belief that chronic violators and accident repeaters tend to be marginally adjusted, but cannot be described as "neurotic."

Although this is a preliminary report, the Clinic has already yielded data from which a significant conclusion can be drawn with respect to the relationship between traffic law violations and accidents. It has established, once and for all, that, in New Jersey at least, the chronic traffic law violator is involved in five times as many accidents as the average driver and hence is deserving of special "attention" from the enforcement body.

Physically, the great majority of violators appear to be well within the normal qualifications necessary for safe driving.

The high scoring of 88 per cent of the violators in the traffic knowledge test indicates that ignorance of the laws and regulations is not a factor in driver behavior.

These facts, considered in connection with the findings that these violators are just ordinary people as to background, education and income, leads to the inescapable conclusion that the problem of driver behavior centers principally around attitude. Apparently, moral guilt is absent in the make-up of the average violator. The same driver whose conscience restrains his violation of the criminal laws seems to attach no moral guilt to violations of the motor vehicle and traffic laws unless and until death or serious injury results from a violation.

Decision on practical corrective measures awaits the final outcome of the Clinic's operation, a year hence. In the meantime, the preliminary findings have given food for thought and at the same time have stimulated efforts toward devising new and improved methods for studying and evaluating driver behavior and especially driver attitude.

Encouraged over the results thus far, the Division of Motor Vehicles has plans for establishing three additional clinics in the State. Practical applications in licensing and re-examination of drivers will depend, of course, on subsequent observations between present data and those obtained from the accident repeaters and control group.

It is difficult at this time to predict the practical outcome of the Clinic research. However, this may turn out, it is felt, that the Clinic is having an important effect, psychologically and educationally, not only on the individuals being processed through the Clinic, but also to some extent on the general driving public as it learns of the work of the Clinic. The effect on those being processed is something that can and will be studied. For this purpose it is planned to check the records of these individuals 6, 12 and 18 months after they have been processed through the Clinic to determine the rate of subsequent involvements in violations and/or accidents.

NEW JERSEY DRIVER CLINIC

PRELIMINARY DATA FROM INITIAL I.B.M. CARDS

Reasons for Referral	No. of Drivers Referred
Control group	63
Two convictions for drunken driving	41
Twelve or more points under the point system	947*
Assigned risk plan	14
Re-examination	33
Accident repeaters	0
Fatal accidents	0

NEW JERSEY CLINIC DATA FOR POINT-SYSTEM VIOLATORS

8 - 9

Age	
18 - 23	202
24 - 33	393
34 - 43	192
44 - 53	96
54 - 63	23
64 - 73	3
74 - 83	1

10

Marital Status	
Single	355
Widowed	9
Divorced	7
Separated	11
Married	564

11

Education	
None	2
1st grade	5
2d grade	4
3d grade	8
4th grade	15
5th grade	20
6th grade	28
7th grade	66
8th grade	105
9th grade	71
10th grade	129
11th grade	104
12th grade	183
College—1 year	25
College—2 years	54
College—3 years	27
College—4 years	95
Postgraduate	5

13 (a)

Number of Full-Time Jobs Held in the Last Five Years	
One job	488
Two jobs	367
Three jobs	58
Four jobs or more	18

13 (b)

Reason for Leaving Previous Job	
Fired or laid off	26
Dissatisfied with type of work	24
Dissatisfied with co-workers	5
Dissatisfied with superiors	1
Left for position having better salary	196
Other reasons	229

14

Present Salary	
No income (such as housewife; re- tired)	19
\$1 - \$2,999	170
\$3,000 - \$4,999	362
\$5,000 - \$5,999	181
\$6,000 - \$7,499	69
\$7,500 or more	110

15

Annual Exposure in Mileage	
0 - 2,499 miles per year	9
2,500 - 4,999	30
5,000 - 9,999	186
10,000 - 19,999	304
20,000 - 49,999	243
50,000 or more miles per year	165

*Data on the following pages apply to this group only. There are some discrepancies in totals for the various items due to incomplete records; however, these are generally insignificant insofar as trends are concerned.

NEW JERSEY CLINIC DATA FOR POINT-SYSTEM VIOLATORS

21	22	23
Number of Accidents in 1950	Number of Accidents in 1951	Number of Accidents in 1952
0 801	0 770	0 659
1 96	1 128	1 215
2 8	2 7	2 34
3 2	3 1	3 0
4 0	4 1	4 0

26 - 27

Total Number of Moving Violations		
None		3
1		3
2		20
3		331
4		444
5		105
6		23
7		8
8		2
9		0
13		1

30

Thurstone Attitude Scale		
Gross disrespect	0.0 - 1.99	26
for the law	2.00 - 2.39	7
	2.40 - 2.79	3
Slight disrespect	2.80 - 3.19	17
	3.20 - 3.59	53
Indifference	3.60 - 3.99	39
	4.00 - 4.39	218
Moderate respect	4.40 - 4.79	282
	4.80 - 5.19	96
Great respect	5.20 - 5.59	76
for the law	5.6 or more	1

28 - 29

Traffic Knowledge Test (Per cent ratings)		
0 - 9		2
10 - 19		0
20 - 29		0
30 - 39		1
40 - 49		1
50 - 59		18
60 - 69		17
70 - 79		47
80 - 89		503
90 and up		310

42

Visual Acuity, Right Eye		
Conditional license issued after second clinic examination for visual acuity		1
Conditional license issued after physical deficiencies discovered other than visual discrepancies		0
License rejected or revoked after second examination at the clinic		1
20/20		563
20/30		272
20/40		64
20/50		21
20/60		5
20/70		5
20/80		4
20/90		2

43

Simple Reaction Time (in tenths of a second)		
1		0
2		2
3		30
4		421
5		369
6		93
7		14
8		2
9		1

45

Complex Reaction Time (in seconds)		
0 - 39 seconds		1
40 - 49 seconds		0
50 - 59 seconds		3
60 - 69 seconds		50
70 - 79 seconds		221
80 - 89 seconds		358
90 - 99 seconds		157
100 - 109 seconds		61
110 - 119 seconds		38
120 seconds or more		34

NEW JERSEY CLINIC DATA FOR POINT-SYSTEM VIOLATORS

34 - 35

Sacks Sentence Completion Test			
Mean rating, entire test			
0 - .5	(Adjusted)	331	
.6 - 1.0	(Borderline)	360	
1.1 - 2.0	(Poorly adjusted)	27	

37 - 40

Field of Vision			
Lt. Eye	Degrees		Rt. Eye
0	Less than 40		0
1	40 - 49		2
3	50 - 59		4
3	60 - 69		6
41	70 - 79		74
463	80 - 89		503
392	90 - 99		312

41

Visual Acuity, Left Eye	
Conditional license issued after second clinic examination for visual acuity	50
Conditional license issued after physical deficiencies discovered other than visual deficiencies	3
License rejected or revoked after second examination at clinic	1
20/20	502
20/30	331
20/40	70
20/50	15
20/60	3
20/70	5
20/80	3
20/90	8

46

Day Depth Perception	
0 inches*	11
0 - .4	112
.5 - .9	138
1.0 - 1.4	238
1.5 - 1.9	114
2.0 - 2.4	111
2.5 - 2.9	53
3.0 - 3.4	46
3.5 - 3.9	37
4.0 inches or more	75

47

Night Depth Perception	
0 inches*	4
0 - .4	40
.5 - .9	65
1.0 - 1.4	133
1.5 - 1.9	114
2.0 - 2.4	139
2.5 - 2.9	78
3.0 - 3.4	84
3.5 - 3.9	60
4.0 inches or more	219
*Total number of inches off in three trials.	

48

Glare Recovery Time	
0 — 2.9 seconds	0
3.0 — 5.9	217
6.0 — 8.9	89
9.0 — 11.9	80
12.0 — 14.9	196
15.0 — 17.9	54
18.0 — 20.9	63
21.0 — or more	135

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

	Passed	Rejected	Total
Asbury Park	3,641	1,332	4,973
Atlantic City	2,925	1,119	4,044
Bridgeton	1,613	1,079	2,692
Cape May Court House	1,112	389	1,501
Dover	2,284	1,069	3,353
Elizabeth	23,657	13,195	36,852
Flemington	579	345	924
Fort Dix	984	197	1,181
Freehold	2,383	1,411	3,794
Garfield	12,009	5,354	17,363
Hackettstown	968	513	1,481
Haddonfield	20,251	6,296	26,547
Hammonton	755	290	1,045
Jersey City	13,456	5,229	18,685
Morristown	2,680	905	3,585
Newton	1,092	459	1,551
Ocean City	2,001	640	2,641
Passaic	2,627	1,200	3,827
Paterson	4,701	2,041	6,742
Perth Amboy	1,957	810	2,767
Phillipsburg	791	459	1,250
Plainfield	24,594	11,849	36,443
Red Bank	3,513	1,345	4,858
Salem	1,396	754	2,150
South Hackensack	20,038	5,779	25,817
Sussex	255	138	393
Toms River	1,317	445	1,762
Trenton	10,357	4,267	14,624
	<hr/> 163,936	<hr/> 68,909	<hr/> 232,845

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

	Passed	Rejected	Total
January	8,554	2,399	10,953
February	8,684	2,736	11,420
March	16,091	4,744	20,835
April	15,393	4,823	20,216
May	15,367	5,703	21,070
June	17,150	6,380	23,530
July	18,188	6,994	25,182
August	16,593	6,357	22,950
September	14,028	7,711	21,739
October	13,605	9,053	22,658
November	10,152	6,573	16,725
December	10,131	5,436	15,567
	<hr/> 163,936	<hr/> 68,909	<hr/> 232,845

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	135,467	58.2	91,870	56.0	43,597	63.3	18.7
Females ...	97,378	41.8	72,066	44.0	25,312	36.7	10.9
Total	232,845	100.0	163,936	100.0	68,909	100.0	29.6

70.4 per cent of those examined passed the test.

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

56.0 per cent of those passed were males.

31,920 of the 163,936 persons licensed were 17 years of age, a ratio of one in every 5.1 passed. 67.5 per cent of the 17-year-olds passed were males, 32.5 per cent were females.

1 in every 4.4 persons was licensed conditionally.

1 in every 5.1 persons was licensed conditionally to wear glasses while driving.

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

953 applicants who passed the test were 65 years and older; however, 744 or 78.1 per cent of this group qualified only for conditional licenses.

522 16-year-olds were licensed to drive motor vehicles in "agricultural pursuits."

REJECTIONS

29.6 per cent of total applicants failed the test.

63.3 per cent of total rejections were males; 36.7 per cent were females.

1 in every 3.2 of those rejected failed the road test.

1 in every 14.7 of those rejected failed the visual test.

1 in every 2.7 of those rejected failed the written test.

1 in every 8.4 of those rejected failed the oral test.

11 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	739	48	787	488	34	522	251	14	265
17	31,506	13,676	45,182	21,555	10,365	31,920	9,951	3,311	13,262
18	5,490	4,094	9,584	3,236	2,896	6,132	2,254	1,198	3,452
19	3,424	3,279	6,703	1,959	2,298	4,257	1,465	981	2,446
20	3,003	3,157	6,160	1,839	2,325	4,164	1,164	832	1,996
21 - 24	17,832	13,836	31,673	11,953	10,875	22,828	5,879	2,961	8,845
25 - 29	20,351	17,814	38,165	14,581	13,838	28,419	5,770	3,976	9,746
30 - 39	27,269	25,371	52,640	19,457	18,818	38,275	7,812	6,553	14,365
40 - 49	15,539	11,318	26,857	10,497	7,677	18,172	5,044	3,641	8,685
50 - 64	8,910	4,503	13,413	5,524	2,770	8,294	3,386	1,733	5,119
65 over	1,399	282	953	783	170	953	616	112	728
Total	135,467	97,378	232,845	91,870	72,066	163,936	43,597	25,312	68,909

SEX AND AGE

AGE	WRITTEN			VISION			ORAL			PHYSICAL			ROAD			OTHER		
	M	F	Total	M	F	Total	M	F	Total	M	F	T	M	F	Total	M	F	Total
16	133	7	140	11	—	11	8	—	8	—	—	—	50	3	53	49	4	53
17	3,078	692	3,770	754	176	930	427	13	440	1	—	1	2,435	1,156	3,591	3,249	1,274	4,523
18	857	313	1,170	126	59	185	211	4	215	—	1	1	559	418	977	500	402	902
19	529	263	792	77	57	134	227	5	232	—	—	—	337	335	672	294	321	615
20	521	203	724	50	46	96	188	6	194	—	—	—	217	301	518	188	276	464
21 - 24	2,969	1,055	4,024	387	182	569	1,220	38	1,258	—	—	—	985	1,421	2,406	305	252	557
25 - 29	2,728	1,281	4,009	382	279	661	1,368	88	1,456	—	1	1	1,013	2,056	3,069	272	265	537
30 - 39	3,512	2,178	5,690	621	356	977	2,023	184	2,207	2	—	2	1,345	3,473	4,818	296	355	651
40 - 49	2,201	1,159	3,360	400	178	578	1,203	113	1,316	1	—	1	1,095	2,052	3,147	143	134	277
50 - 64	1,392	479	1,871	334	97	431	722	102	824	3	—	3	850	1,001	1,851	84	53	137
65 over	243	36	279	92	10	102	87	4	91	2	—	2	164	58	222	25	4	29
Total	18,163	7,666	25,829	3,234	1,440	4,674	7,684	557	8,241	9	2	11	9,050	12,274	21,324	5,405	3,340	8,745

MOTORCYCLE LICENSE APPLICANTS

Age	PASSED		REJECTED		TOTAL EXAMINED	
	Male	Female	Male	Female	Male	Female
16	—	—	—	—	—	—
17	126	5	7	—	133	5
18	135	2	1	1	136	3
19	109	1	1	—	110	1
20	55	—	—	—	55	—
21 - 24	287	11	9	—	296	11
25 - 29	330	8	4	1	334	9
30 - 39	287	7	4	1	291	8
40 - 49	86	1	—	1	86	2
50 - 64	38	1	—	—	38	1
65 over	4	—	—	—	4	—
Total	1,457	36	26	4	1,483	40

TOTAL APPLICANTS LICENSED

By AGES

Ages	Number	Per Cent of Total
16	522	.3
17	31,920	19.5
18	6,132	3.7
19	4,257	2.6
20	4,164	2.5
21 - 24	22,828	13.9
25 - 29	28,419	17.3
30 - 39	38,275	23.3
40 - 49	18,172	11.1
50 - 64	8,294	5.2
65 over	953	.6
Total	163,936	100.0

CONDITIONAL LICENSES ISSUED

By AGE GROUPS

Ages	MUST WEAR GLASSES			PHYSICAL			ORAL		Total
	Male	Female	Total	Male	Female	Total	Male	Female	
16	36	3	39	161	7	168	7	—	7
17	2,916	1,806	4,722	43	11	54	177	8	185
18	468	490	958	12	7	19	80	8	88
19	296	441	737	12	6	18	109	3	103
20	243	422	665	10	1	11	83	2	85
21 - 24	1,833	2,160	3,993	60	21	81	491	46	537
25 - 29	2,562	2,728	5,330	101	34	135	661	104	765
30 - 39	3,379	3,573	6,592	136	55	191	961	153	1,114
40 - 49	2,276	1,947	4,223	82	22	104	580	97	677
50 - 64	2,507	1,390	3,897	63	6	69	421	51	482
65 over	537	131	668	13	1	14	57	5	62
Total ..	17,053	15,131	32,184	690	171	864	3,618	487	4,105

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

Age	Passed	Rejected	Total Examined
16	—	—	—
17	454	98	552
18	306	111	417
19	379	130	509
20	613	154	767
21 - 24	6,867	1,572	8,439
25 - 29	10,555	1,773	12,328
30 - 39	15,048	2,544	17,592
40 - 49	7,393	1,592	8,985
50 - 64	3,311	1,024	4,335
65 over	137	71	208
Total	45,063	9,069	54,132

MOTORCYCLE DRIVER TEST

Total examined	1,524
Passed	1,493
Rejected	31

Only 39 females took the test.

"FOR HIRE" LICENSES

Persons who operate buses "for hire" must submit to a special examination and must be 21 years or over. A total of 1,138 persons were examined for these special licenses during the year. Fifty-four 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 3.9 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	787	522	265	33.7
17	45,182	31,920	13,262	29.4
18	9,584	6,132	3,452	36.0
19	6,703	4,257	2,446	36.5
20	6,160	4,164	1,996	32.4
21 - 24	31,673	22,828	8,845	27.0
25 - 29	38,165	28,419	9,746	25.5
30 - 39	52,640	38,275	14,365	27.3
40 - 49	26,857	18,172	8,685	32.3
50 - 64	13,413	8,294	5,119	38.2
65 over	1,681	953	728	43.3
	232,845	163,936	68,909	29.6

TYPES OF REJECTIONS

AGES	WRITTEN		VISION		ORAL		PHYSICAL	ROAD	
	No.	Percent	No.	Percent	No.	Percent	No.	No.	Percent
16	140	.5	11	.2	8	.1	-	53	.2
17	3,770	14.6	930	19.9	440	5.3	1	3,591	16.8
18	1,170	4.5	185	3.9	215	2.6	1	977	4.6
19	792	3.1	134	2.9	232	2.8	-	672	3.2
20	724	2.8	96	2.1	194	2.3	-	518	2.4
21 - 24	4,024	15.6	569	12.2	1,258	15.3	-	2,406	11.3
25 - 29	4,009	15.5	661	14.1	1,456	17.7	1	3,069	14.4
30 - 39	5,690	22.0	977	20.9	2,207	26.8	2	4,818	22.6
40 - 49	3,360	13.0	578	12.4	1,316	16.0	1	3,147	14.8
50 - 64	1,871	7.3	431	9.2	824	10.0	3	1,851	8.7
65 over	279	1.1	102	2.2	91	1.1	2	222	1.1
Total	25,829	100.0	4,674	100.0	8,241	100.0	11	21,324	100.0

"FOR HIRE" LICENSE APPLICANTS

Age	Passed	Rejected	Total Examined
21 - 24	181	22	203
25 - 29	287	7	294
30 - 39	478	15	493
40 - 49	198	5	203
50 - 64	72	2	74
65 over	5	3	8
Total	1,221	54	1,175

RE-EXAMINATIONS

A total of 2,706 drivers were re-examined during the year, of which number 275, or 10.2 per cent, failed to meet legal requirements and were rejected.

The remaining 2,431 were permitted to retain their operating licenses, 1,801 without restriction and 794 conditionally.

CONDITIONAL LICENSE RESTRICTIONS

Must wear glasses	630
Physical	146
Oral	18
	794

AGE GROUPS

Conditional Licenses

Age	Unrestricted	Glasses	Physical	Oral
17	25	6	2	-
18	59	13	2	-
19	81	13	1	-
20	55	9	3	-
21 - 24	262	56	21	1
25 - 29	321	74	17	4
30 - 39	456	129	40	6
40 - 49	300	116	24	2
50 - 64	210	166	29	3
65 over	32	48	7	2
Total	1,801	630	146	18

AGE GROUPS

Rejection Causes

Age	Written	Vision	Oral	Physical	Road	Other
17	1	—	—	1	—	—
18	1	3	—	—	—	—
19	—	1	—	—	—	—
20	—	—	1	—	—	—
21 - 24	1	14	5	2	—	—
25 - 29	1	9	7	—	1	—
30 - 39	—	19	4	2	1	—
40 - 49	2	38	6	2	—	—
50 - 64	1	80	4	1	3	2
65 over	8	28	7	5	13	1
Total	15	192	34	13	18	3

SUMMARY

	Regular	Patrol	Total
Summonses	9,735	5,224	14,959
Arrests	9,735	5,224	14,959
Fines	\$ 168,932.04	\$ 47,845.00	\$216,777.04
Investigations	7,315	572	7,287
Registrations Collected	\$ 27,821.60	\$ 2,455.10	\$ 30,276.70
Drivers' Licenses Collected	\$ 2,327.00	\$ 388.00	\$ 2,715.00
Days off	8,245	1,934	10,179
Vacation	1,546	381	1,927
Sick days	717	21	738
Gasoline (Gals.)	88,364	57,453	145,817
Oil (Qts.)	615	375¾	990¾
Miles	1,310,777	783,223	2,094,000
Travel	Hours 48,883¾	2,188	51,071¾
Patrol	45,311¾	51,054½	96,366¼
Investigations	21,000	2,123¼	23,124¼
Check-ups	5,624½	73	5,697½
Scale	6,449	16	6,465½
Examination	79,146½	2,029	81,175½
Court	1,227	1,146¼	3,273¼
Stolen Cars	523½	30	553½
Special Detail	19,803¼	3,039¾	22,843
Administration	6,948½	—	6,948½
Miscellaneous	2,017½	587¾	2,605¼
Traffic Control	1,260½	894	2,154½
Police School Instruction	923¼	36	959¼
Total	240,020½	63,217½	303,238
Recovered Stolen Cars	26	11	37
Value Recovered Stolen Cars ...	\$ 40,850.00	\$ 11,295.00	\$ 52,145.00
Overloaded trucks	455	17	472
Inspectors	121	28	149
Resignations	6	—	6
Retirements	3	—	3
Deaths	1	—	1
Appointments	14	18	32
Gasoline — average mile	14.8	13.6	14.2
Oil — average mile	533	521	527

DRIVERS' SCHOOL LICENSING AND REGULATION

Number Drivers' Schools Licensed in 1953	91	
Number Drivers' Schools Privately Owned	81	
Number Drivers' Schools Board of Education (Adult Education) ..	10	
Number Drivers' Schools Renewal Licenses	73	
Number Drivers' Schools Initial Licenses	18	
Number Drivers' Schools Application Rejected	7	
Reason:		
Criminal Record of Owner	1	
No Licensed Instructor	4	
Owner Failed to Submit to Fingerprinting	1	
No N. J. Drivers' License	1	
Number Drivers' School Licenses Suspended	7	
Reason:		
Failed to Meet Insurance Requirements	3	
Failed to Maintain Proper Records	4	
Number Instructors' Licenses in 1953	219	
Number Instructors' Renewal Licenses	149	
Number Instructors' Initial Licenses	70	
Number Instructor Applications Rejected	68	
Reason:		
Failed Examination	20	
Failed to Complete Examination	44	
Failed to Meet Initial Requirements	4	
Number of Instructor Tests Conducted for Initial License	330	
Psychophysical	83	
Road	123	
Written	124	
Revenue Collected from Licensing of Drivers' Schools and Instructors		\$7,337

TRAFFIC LAW ARRESTS

Traffic and motor vehicle law violation arrests (parking excluded) broke all previous yearly records in 1953. Arrests reported by magistrates to the Division of Motor Vehicles totalled 213,464, which was 40,161 more arrests than in 1952, an increase of 23.2 per cent.

With the New Jersey Turnpike in full operation and portions of the Garden State Parkway open to traffic, arrests by State officers (troopers and motor vehicle inspectors) increased to a point where they represented 53.8 per cent of total arrests in the State. Numerically, arrests by municipal police increased over the previous year, rising from 86,451 in 1952 to 98,731 in 1953 but, percentage-wise, municipal police arrests dropped from 49.8 to 46.2 of total arrests. (See statistical summary.)

Year	Number of Arrests	Numerical Change	Percentage Change
1953	213,464	40,161 more	23.2 increase
1952	173,303	25,504 more	17.3 increase
1951	147,799	15,770 more	11.9 increase
1950	132,029	15,607 more	13.4 increase
1949	116,422	22,004 more	23.3 increase

TRAFFIC LAW ARRESTS BY COUNTIES

County	1953	1952	Numerical Change	Percentage Change
Atlantic	10,883	8,164	2,719 more	33.3 increase
Bergen	21,441	20,258	1,183 more	5.8 increase
Burlington	14,978	10,231	4,747 more	46.4 increase
Camden	13,945	10,192	3,753 more	36.8 increase
Cape May	2,048	1,635	413 more	25.3 increase
Cumberland	4,732	3,764	968 more	25.7 increase
Essex	21,857	19,949	1,908 more	9.6 increase
Gloucester	8,081	6,625	1,456 more	22.0 increase
Hudson	10,032	8,242	1,790 more	21.7 increase
Hunterdon	2,941	2,102	839 more	39.9 increase
Mercer	9,882	7,342	2,540 more	35.1 increase
Middlesex	21,951	14,542	7,409 more	50.3 increase
Monmouth	13,099	11,815	1,284 more	10.9 increase
Morris	7,179	5,851	1,328 more	22.7 increase
Ocean	8,584	7,686	898 more	11.7 increase
Passaic	8,080	7,412	668 more	9.0 increase
Salem	3,340	2,253	1,087 more	48.3 increase
Somerset	6,180	5,442	738 more	13.6 increase
Sussex	1,649	1,282	367 more	28.6 increase
Union	20,356	16,837	3,519 more	20.9 increase
Warren	2,226	1,679	547 more	32.6 increase
Total	213,464	173,303	40,161 more	23.2 increase

LEADING VIOLATIONS

The five most frequently reported violations accounted for 72.2 per cent of all the arrests made in 1953. Exceeding the legal speed limits resulted in 85,726 arrests, or 40.2 per cent of all arrests.

Type of Violation	1953	1952
Speeding	85,726	60,642
Careless driving	30,725	30,609
Ignoring traffic signal	14,354	13,375
Stop street	15,074	12,485
Driving without license	8,346	7,042
Total	154,225	124,153

REVENUE FROM FINES

The sum of \$1,186,021.75 was paid into the State Treasury by magistrates for fines and bail forfeitures in cases prosecuted by motor vehicle inspectors and State Police officers under Title 39, Revised Statutes. It is interesting to note a 31.1 per cent gain over 1952 collections.

Year	Fines Collected	Numerical Change	Percentage Change
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
1950	476,638.10	48,958.15	11.4
1949	427,679.95	44,261.60	11.5

FINES COLLECTED BY COUNTIES

County	1953 Cash Received	1952 Cash Received
Atlantic	\$ 68,655.05	\$ 49,479.45
Bergen	84,105.00	96,405.00
Burlington	123,426.50	96,498.00
Camden	50,831.00	24,990.50
Cape May	8,552.00	8,202.00
Cumberland	22,115.00	13,082.00
Essex	33,034.00	21,935.00
Gloucester	66,310.00	45,008.50
Hudson	63,032.00	50,718.00
Hunterdon	26,352.00	18,118.00
Mercer	65,949.00	41,834.00
Middlesex	191,606.00	141,337.00
Monmouth	57,241.50	38,153.00
Morris	40,041.00	26,363.00
Ocean	53,201.00	46,304.00
Passaic	34,174.00	36,357.00
Salem	25,468.20	14,418.00
Somerset	73,543.00	73,576.27
Sussex	12,645.50	8,250.00
Union	68,384.00	61,686.00
Warren	17,356.00	11,854.00
Total	\$1,186,021.75	\$904,568.72

AGES OF SPEED VIOLATORS

Drivers in the age group 20 to 29 years were the most frequent violators of the speed regulations. They comprised 26.26 per cent of the total licensed but were involved in 35.36 per cent of all the speed arrests.

Age Group	Per Cent Licensed Drivers	Number Arrests	Per Cent Arrests (Stated Ages)
Under 20	5.78	7,465	8.71
20 to 29	26.26	30,314	35.36
30 to 39	27.91	22,663	26.43
40 to 49	21.52	13,865	16.17
50 to 64	15.46	7,695	8.98
65 and over	3.07	719	.84
Unknown		3,005	3.51
	100.00	85,726	100.00

SEVERITY OF FINES LEVIED

Exclusive of mandatory penalties, the average fine imposed in traffic and motor vehicle law violations during the year was \$7.40. This was an increase from \$7.20 in 1952 and \$6.68 in 1951.

Token fines (\$1 to \$5) decreased in number while penalties in the \$6 to \$25 group reflected a sizable increase.

Nature of Fines	Per Cent Fines Imposed	Per Cent Fines Imposed
	1953	1952
\$1 .....	.1	1.5
\$2 .....	.9	8.5
\$3 to \$5	23.1	36.4
\$6 to \$10	49.4	33.9
\$11 to \$15	15.9	8.5
\$16 to \$25	7.3	7.1
\$26 to \$50	1.2	1.9
\$51 to \$100 .....	.1	.5
Over \$100 .....	.0	1.7
No fine imposed	2.0	
	100.0	100.0

NON-RESIDENT VIOLATORS

Non-resident violators totalled 55,038 or 25.8 per cent of the 213,464 offenses reported on all highways of the State.

The 118-mile New Jersey Turnpike accounted for 17,911 arrests, or 8.4 per cent of the violations on all State highways.

AGES OF VIOLATORS

Drivers between 20 and 29 years of age were the principal offenders. There were 213,464 violations and of this total 69,989 or 32.8 per cent were in the 20 to 29 year age group.

Age Group	Per Cent Licensed	Number of Arrests	Per Cent Violators (Stated Ages)
Under 20	5.78	22,119	10.36
20 to 29	26.26	69,989	32.79
30 to 39	27.91	51,305	24.03
40 to 49	21.52	31,729	14.86
50 to 64	15.46	20,381	9.55
65 and over	3.07	2,936	1.38
Unknown		15,005	7.03
	100.00	213,464	100.00

DISPOSITION OF CASES

Evidence of the close cooperation between the law enforcement officers and the magistrates is the fact that convictions were invoked in 96 per cent of traffic and motor vehicle violation arrests.

	Number Cases		Per Cent	
	1953	1952	1953	1952
Fined	192,055	153,824	90.0	88.8
Suspended sentence	5,473	5,182	2.6	3.0
Dismissed	9,041	8,068	4.2	4.7
Revoked	502	504	.2	.2
Jailed	1,714	1,214	.8	.7
Revoked and fined	3,495	3,242	1.6	1.9
Revoked and jailed	570	542	.3	.3
Others	614	727	.3	.4
	213,464	173,303	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 99.2 per cent of those charged with speeding were adjudged guilty; careless driving, 85.5 per cent; drunken driving, 89.1 per cent, and reckless driving, 86.9 per cent.

Following is the record of the dispositions of these cases:

DISPOSITION

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined	83,436	24,494	1,991	
Suspended	810	949	51	
Dismissed	529	4,375	410	188
Revoked	134	166	106	
Jailed	52	154	132	
Revoked and fined	566	511	556	1,338
Revoked and jailed	12	7	26	433
Other (appeals, etc.)	187	69	22	28
	85,726	30,725	3,295	1,987

Where speeding violators paid fines, 23.1 per cent were assessed penalties of \$3 to \$5; 49.4 per cent between \$6 and \$10 and 15.9 per cent were fined between \$11 and \$15. In the case of careless drivers 32.1 per cent were fined \$3 to \$5 and 33.9 per cent between \$6 and \$10.

Higher penalties assessed against the reckless driver tend to point up the seriousness with which this violation is viewed by the courts. In this group 11.4 per cent of the reckless drivers were assessed penalties from \$6 to \$10 while a larger percentage (32.4) paid much heavier fines ranging from \$16 to \$25. In drunken driving cases 75.6 per cent paid the minimum mandatory fine of \$200 or more.

FINES IMPOSED

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Costs only	7	11		
\$1	63	23	2	
\$2	830	664	5	
\$3 to \$5	19,801	9,888	104	
\$6 to \$10	42,359	10,425	377	
\$11 to \$15	13,639	2,226	337	
\$16 to \$25	6,232	1,527	1,068	
\$26 to \$50	1,059	231	531	
\$51 to \$100	12	12	116	
Over \$100			7	1,338
No fine imposed	1,724	5,718	748	649
	85,726	30,725	3,295	1,987

NEW JERSEY TURNPIKE TRAFFIC VIOLATIONS

A total of 17,911 arrests for motor vehicle law violations and Turnpike regulations were made by the State Police, the only police agency patrolling the Pike. A total of \$204,557.50 was collected in fines as a result of these arrests in 1953.

TURNPIKE ARRESTS BY MONTHS

	1953	1952
January	701	28
February	1,160	31
March	1,255	81
April	1,364	104
May	1,608	116
June	1,377	103
July	1,613	240
August	1,607	423
September	1,593	549
October	1,468	682
November	2,122	700
December	2,043	814
Total	17,911	3,871

DISPOSITION OF TURNPIKE CASES

Law enforcement officers show an almost perfect record of convictions on the Turnpike with less than one per cent of all arrests being dismissed in court.

	1953 Number of Cases
Fined	17,587
Suspended sentence	88
Dismissed	97
Revoked	9
Jailed	42
Revoked and fined	48
State appeal	0
Local appeal	0
Failed to pay	29
Revoked and jailed	10
Grand Jury	1
Total	17,911

AGES OF VIOLATORS

Turnpike violations by teen-agers were less than those on other public highways. Drivers under 20 accounted for 866 violations or 4.8 per cent as compared with 8.7 per cent of violations on other highways.

Age Group	Turnpike Per Cent Violators	Public Highways Per Cent Violators
Under 20	4.8	8.7
20 to 29	40.1	35.4
30 to 39	27.4	26.4
40 to 49	17.0	16.2
50 to 64	8.7	9.5
65 and over .....	.7	.8
Unknown	1.3	3.0
	100.0	100.0

SEVERITY OF TURNPIKE FINES LEVIED

A penalty of \$10 or less was imposed upon 72.1 per cent of the cases.

Amount of Fines	Number	Per Cent
\$1	31	.2
\$2	207	1.2
\$3 to \$5	1,569	8.9
\$6 to \$10	10,890	61.8
\$11 to \$15	3,283	18.6
\$16 to \$25	1,327	7.5
\$26 to \$50	277	1.5
\$51 to \$100	32	.2
Over \$100	19	.1
	<hr/> 17,635	<hr/> 100.0

RESIDENCE OF TURNPIKE VIOLATORS

Nearly three-fourths of the violators apprehended on the Turnpike were non-residents.

Residence	Number	Per Cent
New Jersey	5,141	28.7
New York	5,283	29.5
Pennsylvania	1,359	7.5
Other States	6,128	34.3
Total	<hr/> 17,911	<hr/> 100.0

TRAFFIC ARRESTS BY MUNICIPALITIES

Following is a comparative record of total traffic law arrests, by counties for the years 1953, 1952 and 1951.

ATLANTIC COUNTY:

	1953	1952	1951		1953	1952	1951
Absecon	245	80	83	Leonia	255	297	313
Atlantic City	912	965	752	Little Ferry	167	176	160
Brigantine	62	5	90	Lodi Boro	460	204	201
Buena Boro	156	73	56	Lyndhurst Twp.	316	447	405
Buena Vista Twp.	194	119	78	Mahwah	422	647	446
Corbin City	12	7	7	Maywood	46	65	57
Egg Harbor City	68	94	63	Midland Park	79	129	108
Egg Harbor Twp.	433	406	308	Montvale	31	28	23
Estelle Manor	34	24	20	Moonachie	100	189	46
Folsom	732	340	65	New Milford	188	92	55
Galloway Twp.	1,628	1,087	701	No. Arlington	177	299	375
Hamilton Twp.	2,772	2,313	1,995	Northvale	35	2	52
Hammonont Twp.	762	544	375	Norwood	42	44	58
Linwood	127	75	50	Oakland	57	15	25
Longport	110	55	81	Old Tappan	33	24	27
Margate City	247	161	230	Oradell	150	129	83
Mullica Twp.	1,534	985	322	Palisades Park	181	180	150
Northfield	121	163	130	Paramus	2,375	1,749	1,294
Pleasantville	392	329	476	Park Ridge	47	33	58
Port Republic	6	2	...	Ramsey	1,138	941	624
Somers Point	134	152	127	Ridgefield Boro ...	449	631	443
Ventnor	189	176	221	Ridgefield Park ...	332	289	212
Wymouth Twp.	13	9	7	Ridgewood	354	260	272
Total	10,883	8,164	6,237	River Edge	157	236	270
				Rivervale	141	124	126
				Rochelle Park	116	119	116
				Rockleigh .....	...	...	...
				Rutherford	779	784	593
				Saddle River	563	774	776
				Saddle River Twp. .	338	241	120
				So. Hackensack	120	87	82
				Teaneck Twp.	860	682	710
				Tenafly	457	490	265
				Teterboro	132	104	48
				U. Saddle River ...	74	58	39
				Waldwick	1,519	423	362
				Wallington	90	248	198
				Washington	18	18	28
				Westwood	176	126	80
				Woodcliff Lake	18	23	17
				Wood-Ridge	197	112	107
				Wyckoff Twp.	56	44	43
				Total	21,441	20,258	17,011

BERGEN COUNTY:

	1953	1952	1951
Allendale	162	139	58
Alpine	360	201	197
Bergenfield	160	152	130
Bogota	206	166	115
Carlstadt	269	220	296
Cliffside Park	48	40	46
Closter	87	165	91
Cresskill	63	1	3
Demarest	162	83	125
Dumont	218	127	33
East Paterson	491	620	435
East Rutherford	554	533	435
Edgewater Boro ...	50	92	51
Emerson	91	63	39
Englewood	716	849	900
Englewood Cliffs ..	285	246	256
Fair Lawn	1,019	1,523	1,137
Fairview	156	206	242
Fort Lee	838	535	349
Franklin Lakes	21	25	13
Garfield	304	347	208
Glen Rock	85	91	131
Hackensack	881	1,263	1,458
Harrington Pk.	20	22	15
Hasbrouck Hgts.	433	463	362
Haworth	183	168	51
Hillsdale	79	80	143
Hohokus	255	275	225

BURLINGTON COUNTY:

	1953	1952	1951
Bass River Twp.	71	130	127
Beverly	28	34	148
Bordentown City ..	149	96	76
Bordentown Twp. ...	710	546	530
Burlington City	214	300	518
Burlington Twp. ...	2,205	736	767
Chesterfield Twp. ...	219	52	38
Cinnaminson Twp..	931	1,079	1,396
Delanco Twp.	17	23	28
Delran Twp.	536	456	433

	1953	1952	1951
Eastampton Twp...	16	32	23
Edgewater Pk. Twp.	344	448	339
Evesham Twp.	1,037	584	346
Fieldsboro Twp.	8	...	3
Florence	366	344	644
Hainesport Twp. . .	217	62	42
Lumberton Twp. . .	94	72	60
Mansfield Twp. . .	1,848	1,496	1,184
Maple Shade	201	286	95
Medford Twp.	104	139	52
Medford Lakes	11	6	1
Moorestown Twp. .	668	741	732
Mt. Holly	493	649	334
Mt. Laurel Twp. . .	2,273	355	78
New Hanover Twp.	13	38	51
No. Hanover Twp.	74	85	146
Palmyra	217	219	214
Pemberton Boro . .	31	39	52
Pemberton Twp. . .	342	383	304
Riverside Twp.	50	5	4
Riverton	8	...	1
Shamong	46	11	7
Southampton Twp..	322	243	100
Springfield Twp. .	236	199	320
Tabernacle Twp. . .	29	23	4
Washington Twp. .	8	8	6
Westampton Twp. .	493	48	14
Willingboro Twp. .	153	166	67
Woodland Twp.	94	31	20
Wrightstown	36	36	38
Fort Dix Mil. Res. .	66	49	...
Total	14,978	10,231	9,342

CAMDEN COUNTY:

	1953	1952	1951
Audubon	140	117	156
Audubon Park	45	90	141
Barrington	308	285	163
Bellmawr	1,406	255	161
Berlin	427	373	246
Berlin Twp.	294	120	185
Brooklawn	170	65	85
Camden	6,025	4,230	1,622
Chesilhurst	88	76	67
Clementon Twp. ...	124	147	115
Collingswood	247	251	275
Delaware Twp.	470	550	368
Gibbsboro	92	143	7
Gloucester City	197	171	137
Gloucester Twp.	434	513	534
Haddon Twp.	168	167	9
Haddonfield	170	139	93
Haddon Heights ...	102	126	119
Hi-Nella	1	2	4
Laurel Springs	24	23	5
Lawnside	2	15	20
Lindenwold	66	46	43
Magnolia	172	143	180
Merchantville	165	109	115
Mt. Ephraim	96	90	206
Oaklyn	113	85	42
Pennsauken	299	277	411
Pine Hill	41	76	65
Pine Valley .....	...	2	...
Runnemede	941	709	235
Somerdale	76	87	55
Stratford	27	37	29
Tavistock .....	...	...	...

	1953	1952	1951
Voorhees Twp.	162	133	67
Waterford Twp. ...	348	207	150
Winslow Twp.	419	230	227
Woodlynne	86	103	44
Total	13,945	10,192	6,381

CAPE MAY COUNTY:

	1953	1952	1951
Avalon	51	50	93
Cape May City	33	77	42
Cape May Point ...	...	1	...
Dennis Twp.	98	92	83
Lower Twp.	86	57	51
Middle Twp.	685	566	404
North Wildwood ..	11	7	11
Ocean City	615	330	200
Sea Isle City	78	89	76
Stone Harbor	19	20	14
Upper Twp.	173	131	149
West Cape May ...	14	12	16
West Wildwood ...	...	3	4
Wildwood City	64	101	253
Wildwood Crest ...	74	66	42
Woodbine	47	33	26
Total	2,048	1,635	1,464

CUMBERLAND COUNTY:

	1953	1952	1951
Bridgeton	435	410	337
Commercial Twp. .	245	148	114
Deerfield Twp.	272	129	116
Downe Twp.	84	52	29
Fairfield	231	186	143
Greenwich	7	20	13
Hopewell	172	77	60
Landis Twp. ....	...	225	432
Laurence Twp.	223	144	143
Maurice River Twp.	446	323	240
Millville	486	586	433
Shiloh	1	1	1
Stowe Creek Twp. .	98	16	17
Upper Deerfield ...	531	373	237
Vineland	1,501	1,074	446
Total	4,732	3,764	2,761

ESSEX COUNTY:

	1953	1952	1951
Belleville	1,001	726	549
Bloomfield	529	505	340
Caldwell	650	820	709
Caldwell Twp.	1,124	220	462
Cedar Grove Twp. .	312	423	389
East Orange	2,183	1,590	3,587
Essex Fells	90	34	18
Glen Ridge	852	1,234	1,098
Irvington	1,108	997	898
Irvington Twp.	453	747	508
Maplewood Twp. . .	255	239	142
Millburn Twp.	332	315	464
Montclair	2,669	2,163	1,748
Newark	6,484	6,165	8,838
North Caldwell ...	33	32	147

	1953	1952	1951
Nutley	1,015	975	1,028
Orange	554	590	503
Roseland	101	112	56
South Orange	267	218	423
Verona	1,180	848	536
West Caldwell	146	140	144
West Orange	519	856	766
Total	21,857	19,949	23,353

GLOUCESTER COUNTY:

	1953	1952	1951
Clayton	256	162	198
Deptford Twp.	728	623	293
E. Greenwich Twp..	227	167	122
Elk Twp.	72	48	58
Franklin Twp.	865	518	277
Glassboro Twp.	469	509	545
Greenwich Twp.	220	242	564
Harrison Twp.	124	132	109
Logan Twp.	164	84	282
Mantua Twp.	205	197	183
Monroe Twp.	1,160	908	1,090
National Park	45	67	62
Newfield	17	14	20
Paulsboro	137	154	235
Pitman	228	227	119
So. Harrison Twp. .	20	16	6
Swedesboro	163	218	130
Washington Twp. .	824	858	773
Wenonah	14	24	22
W. Deptford Twp. .	507	300	349
Westville	213	398	395
Woodbury	210	201	201
Woodbury Heights .	229	74	41
Woolwich Twp.	984	484	114
Total	8,081	6,625	6,188

HUDSON COUNTY:

	1953	1952	1951
Bayonne	930	1,386	803
E. Newark	36	25	29
Guttenberg	55	38	35
Harrison	251	197	221
Hoboken	601	396	482
Jersey City	4,104	3,225	2,125
Kearny	743	725	670
North Bergen	628	602	581
Secaucus	1,179	744	228
Union City	227	203	140
Weehawken	1,051	614	413
West New York	227	87	66
Total	10,032	8,242	5,793

HUNTERDON COUNTY:

	1953	1952	1951
Alexandria Twp. ..	4	13	12
Bethlehem Twp. ..	220	100	187
Bloombsbury	5	4	4
Califon	1	4	3
Clinton	135	126	170
Clinton Twp.	695	294	267
Delaware Twp.	17	18	11

	1953	1952	1951
E. Amwell Twp. ...	64	74	64
Flemington	53	49	32
Franklin Twp.	10	1	9
Frenchtown	35	12	22
Glen Gardner	23	11	14
Hampton	55	122	48
High Bridge	9	14	9
Holland Twp.	10	11	9
Kingwood Twp.	23	32	17
Lambertville	194	149	77
Lebanon	43	14	14
Lebanon Twp.	31	37	18
Milford.	63	19	10
Raritan Twp.	561	452	305
Readington Twp. .	394	308	296
Stockton	4	...	4
Tewksbury Twp. ...	9	8	5
Union Twp.	196	116	320
West Amwell Twp..	87	114	131
Total	2,941	2,102	2,058

MERCER COUNTY:

	1953	1952	1951
E. Windsor	897	406	274
Ewing Twp.	751	552	288
Hamilton Twp.	816	752	602
Hightstown	240	215	107
Hopewell	132	22	8
Hopewell Twp.	594	266	249
Lawrence Twp.	466	398	541
Pennington	9	22	16
Princeton	530	405	333
Princeton Twp.	517	357	288
Trenton	1,559	1,559	1,412
Washington Twp. ...	2,183	1,369	1,372
W. Windsor Twp. .	1,188	1,019	1,042
Total	9,882	7,342	6,532

MIDDLESEX COUNTY:

	1953	1952	1951
Carteret	2,150	569	99
Cranbury	791	320	333
Dunellen	311	287	515
E. Brunswick Twp..	1,078	510	203
Helmetta	79	78	75
Highland Park	355	179	131
Jamesburg	170	102	71
Madison Twp.	996	889	933
Metuchen	557	535	366
Middlesex	267	196	171
Milltown	1,564	162	49
Monroe Twp.	252	169	105
New Brunswick	854	482	281
N. Brunswick Twp..	1,583	1,076	1,293
Perth Amboy	462	394	328
Piscataway Twp. ...	180	138	198
Plainsboro Twp. ...	1,177	967	457
Raritan Twp.	2,789	1,717	1,132
Sayreville	564	631	539
South Amboy	17	35	47
So. Brunswick Twp.	741	846	976
So. Plainfield	339	208	237
So. River	144	123	256
Spotswood	140	131	57

	1953	1952	1951
Woodbridge	4,391	3,798	3,003
Total	21,951	14,542	11,855

MONMOUTH COUNTY:

	1953	1952	1951
Allenhurst	451	914	763
Allentown	108	45	91
Asbury Park	434	546	527
Atlantic Twp.	832	714	947
Atlantic Highlands ..	32	58	24
Avon	98	219	148
Belmar	179	223	136
Bradley Beach	147	170	152
Brielle	60	73	37
Deal	48	99	209
Eatontown	466	282	153
Englishtown	117	88	33
Fair Haven	179	187	178
Farmingdale	19	18	9
Freehold	178	128	100
Freehold Twp.	678	535	374
Highlands	33	52	98
Holmdel	461	352	398
Howell Twp.	788	826	522
Interlaken	45	109	129
Keansburg	146	153	163
Keyport	508	440	378
Little Silver	134	108	95
Long Branch	290	185	118
Manalapan Twp. .	291	390	335
Manasquan	84	119	88
Marlboro	193	137	162
Matawan Boro	269	247	374
Matawan Twp.	207	97	315
Middletown Twp. .	1,281	694	244
Millstone Twp.	103	59	54
Monmouth Beach ..	28	38	1
Neptune City	428	280	153
Neptune Twp.	481	235	266
Ocean Twp.	405	296	235
Oceanport	138	92	140
Raritan Twp.	131	255	158
Red Bank	449	466	309
Roosevelt	66	31	8
Rumson	141	159	228
Sea Bright	47	61	39
Sea Girt	27	22	14
Shrewsbury Boro ..	104	126	112
Shrewsbury Twp. .	6	13	29
South Belmar	265	209	133
Spring Lake	39	65	72
Spring Lake Hts. .	116	108	85
Union Beach	259	179	107
Upper Freehold Tp.	87	82	73
Wall Twp.	466	424	456
W. Long Branch ..	112	100	152
New Shrewsbury ...	445	307	170
Total	13,099	11,815	10,294

MORRIS COUNTY:

	1953	1952	1951
Boonton	102	40	17
Boonton Twp.	23	55	35
Butler	186	117	102
Chatham Boro	215	207	65

	1953	1952	1951
Chatham Twp.	146	57	70
Chester	59	76	22
Chester Twp.	73	30	44
Denville	232	117	79
Dover	212	253	219
East Hanover Twp.	92	52	55
Florham Park	29	50	49
Hanover Twp.	549	171	300
Harding Twp.	71	32	52
Jefferson Twp.	184	216	100
Kinnelon Boro	10	22	17
Lincoln Park	172	2	...
Madison	189	193	111
Mendham Boro ...	46	26	101
Mendham Twp. ...	11	14	16
Mine Hill Twp. ...	162	89	98
Montville Twp. ...	125	107	61
Morris Twp.	316	344	143
Morris Plains	80	56	55
Morristown	325	215	342
Mountain Lakes ...	114	107	57
Mt. Arlington	13	19	23
Mt. Olive Twp.	459	325	228
Netcong	92	72	73
Parsippany- Troy Hills	813	751	530
Passaic Twp.	187	143	1
Pequannock Twp. .	250	120	128
Randolph Twp.	766	637	391
Riverdale	120	198	146
Rockaway	49	89	75
Rockaway Twp. ...	22	33	62
Roxbury Twp.	506	548	506
Washington Twp. .	43	63	40
Wharton	69	151	159
Victory Gardens ...	67	54	...
Total	7,179	5,851	4,572

OCEAN COUNTY:

	1953	1952	1951
Barnegat Lt. Boro. ....	...	3	...
Bayhead	100	95	212
Beach Haven	38	28	34
Beachwood	109	104	185
Berkeley Twp.	198	288	403
Brick Twp.	1,117	926	478
Dover Twp.	1,310	1,130	742
Eagleswood Twp. ...	42	25	26
Harvey Cedars .....	...	2	5
Island Beach Boro ..	2	...	...
Island Heights	2	2	2
Jackson Twp.	168	197	235
Lacey Twp.	73	82	53
Lakehurst	44	30	19
Lakewood Twp.	465	452	449
Lavalette	123	87	85
Little Egg Harbor ..	40	39	26
Long Beach Twp. ...	44	18	28
Manchester Twp. ...	1,411	1,196	617
Mantoloking	250	267	334
Ocean Twp.	84	141	202
Ocean Gate	19	13	1
Pine Beach	137	111	15
Plumstead Twp. ...	82	57	195
Pt. Pleasant Boro ...	200	163	127
Pt. Pleasant Beach ..	209	208	127
Seaside Heights ...	34	46	14

	1953	1952	1951
Seaside Park	413	340	175
Ship Bottom	26	20	59
South Toms River ..	387	67	27
Stafford Twp.	932	988	816
Surf City	16	29	8
Tuckerton	26	16	10
Union Twp.	483	516	506
Total	8,584	7,686	6,215

PASSAIC COUNTY:

	1953	1952	1951
Bloomington	28	48	25
Clifton	2,424	2,161	1,594
Haledon	157	73	96
Hawthorne	223	182	149
Little Falls Twp. ..	279	427	439
North Haledon	82	56	80
Passaic	674	523	475
Paterson	1,629	1,474	1,152
Pompton Lake	243	246	140
Prospect Park	109	96	81
Ringwood	56	29	24
Totowa	486	622	374
Wanaque	249	231	248
Wayne Twp.	905	744	478
W. Milford Twp. ..	405	381	264
West Paterson	131	119	128
Total	8,080	7,412	5,747

SALEM COUNTY:

	1953	1952	1951
Alloway Twp.	32	62	33
Elmer	33	16	9
Elsinboro Twp.	6	13	5
Lower Alloway Ck. .	6	11	6
L. Penns Neck Twp.	201	224	253
Mannington Twp. ..	162	104	81
Oldmans Twp.	361	190	137
Pennsgrove	41	86	3
Pilesgrove Twp.	471	290	113
Pittsgrove Twp.	232	165	84
Quinton Twp.	158	87	141
Salem	390	319	251
U. Penns Neck Twp.	1,040	416	294
U. Pittsgrove Twp.	91	131	76
Woodstown	116	139	41
Total	3,340	2,253	1,527

SOMERSET COUNTY:

	1953	1952	1951
Bedminster Twp. ..	212	160	164
Bernards Twp.	116	95	116
Bernardsville	71	80	53
Bound Brook	390	351	364
Branchburg Twp.	235	144	55
Bridgewater Twp. ..	2,098	1,765	1,267
Far Hills	18	56	35
Franklin Twp.	301	319	314
Greenbrook Twp.	503	553	605
Hillsboro Twp.	117	92	63
Manville	138	132	95
Millstone .....	...	1	1

	1953	1952	1951
Montgomery Twp. .	147	55	48
North Plainfield ...	598	605	472
Peapack-Gladstone .	70	12	8
Raritan	176	73	59
Rocky Hill	8	1	9
Somerville	526	639	477
So. Bound Brook ..	124	55	202
Warren Twp.	62	61	32
Watchung	270	193	174
Total	6,180	5,442	4,613

SUSSEX COUNTY:

	1953	1952	1951
Andover	66	23	28
Andover Twp.	66	52	31
Branchville	10	12	11
Byram Twp.	36	17	20
Frankford Twp.	145	142	76
Franklin	95	135	20
Freedom Twp.	39	14	11
Green Twp.	9	3	3
Hamburg	56	68	50
Hampton Twp.	73	40	22
Hardyston Twp.	49	73	59
Hopatcong	22	12	17
Lafayette Twp.	33	41	10
Montague Twp.	15	12	9
Newton	75	78	51
Ogdensburg	19	29	28
Sandyston Twp.	260	164	23
Sparta	326	158	150
Stanhope	53	32	23
Stillwater Twp.	15	1	16
Sussex	39	57	35
Vernon Twp.	28	22	16
Walpack Twp. ....	...	...	8
Wantage	120	97	43
Total	1,649	1,282	950

UNION COUNTY:

	1953	1952	1951
Clark Twp.	770	484	388
Cranford Twp.	983	1,333	427
Elizabeth	4,643	3,358	2,936
Fanwood	123	125	89
Garwood	125	140	118
Hillside Twp.	1,196	1,073	1,213
Kenilworth	122	108	180
Linden	933	911	771
Mountainside	1,070	1,345	767
New Providence Br.	499	584	231
Berkeley Heights ..	274	199	152
Plainfield	1,649	1,425	1,159
Rahway	1,060	658	799
Roselle	657	544	509
Roselle Park	314	334	343
Scotch Plains Twp..	549	422	420
Springfield Twp. ..	1,042	1,055	522
Summit	1,192	465	624
Union Twp.	1,192	465	624
Westfield	1,340	377	179
Winfield	14	55	8
Total	20,356	16,837	13,546

WARREN COUNTY:

	1953	1952	1951		1953	1952	1951
Allamuchy Twp. ..	7	11	3	Knowlton	134	112	95
Alpha	3	7	...	Liberty Twp.	20	5	2
Belvidere	29	14	34	Lopatcong Twp. ...	162	103	80
Blairstown Twp. ...	48	43	20	Mansfield Twp. ...	108	105	40
Franklin Twp.	160	94	43	Oxford Twp.	38	11	15
Frelinghuysen Twp.	17	12	2	Pahaquarry Twp. .	2	1	...
Greenwich Twp. ...	180	98	56	Phillipsburg	130	190	279
Hackettstown	136	157	128	Pohatcong Twp. ...	94	28	53
Hardwick Twp. ...	...	23	1	Washington Boro ..	169	179	133
Harmony Twp. ...	22	27	7	Washington Twp. .	254	134	126
Hope Twp.	12	6	5	White Twp.	285	195	174
Independence Twp.	216	124	64	Total	2,226	1,679	1,360

VEHICLE INSPECTION

Statutory inspection of registered motor vehicles in State-operated stations has been concluded successfully for the sixteenth year. As in the past, the first period extended from March 1 to August 31, and the second period from September 1 to February 28.

Design, construction and certain performance of motor vehicles and vehicle equipment was paramount in determining whether or not a vehicle was safe for operation on the highways. In this connection, the Division continued the enforcement of numerous sections of Title 39 of the Revised Statutes. The annual total of violations found and required to be corrected is shown in an appended report.

The number of vehicles subject to inspection in the registration year 1953 increased considerably over the preceding year. There was an increase of approximately seventy-eight thousand initial inspections which is about 5.2 per cent and approximately 54 per cent over 1947. The continuing increase in the number of vehicles subject to inspection makes more pressing the need for providing additional and adequate inspection facilities.

Investigations, surveys and reports on real estate sites were continued off and on throughout the year. This work produced some satisfactory results in that proposals for leasing new inspection facilities to the State were received from a number of areas. The proposed locations for new stations were in Bergen, Essex, Hudson, Mercer, Camden and Middlesex Counties.

Up to the present time, no suitable sites have been found for inspection stations to replace those now operating in East Orange and Perth Amboy and no suitable sites have been found for the erection of additional stations in Bergen and Passaic Counties. It should be noted that while suitable sites have been found in other counties for the erection of additional facilities, no proposals had been received up to the end of the year.

While no new stations were built during the year under report, more employees were added to the field forces so that the strength of undermanned stations could be increased. The increase in personnel also helped to minimize the effect of vacancies created by the inauguration of the five-day week, eight-hour day for the personnel of the stations. The stations, of course, remained open six days per week except for holidays and Saturdays during July and August. This program required the employment of forty additional examiners. Toward the end of the year, authority was received to appoint these men from a certified list and the authorized strength was thus increased to 507.

In the fall of 1953, the Department of Civil Service conducted a promotion examination for the position of Senior Examiner. As a result of this test, a certified list was received and the necessary appointments made effective April 1, 1954. The Division was authorized to appoint forty-seven men to the position of Senior Examiner and as a result forty-seven examiner titles were abolished.

The overtime program was continued throughout the year. Two stations were added to the sixteen in which overtime work was carried on for one night a week. This was done because more and more motorists are availing themselves of the privilege of having their vehicles inspected at night. To show the importance of the night work and the effect that it had on the overall picture, it can be stated that the number of initial inspections made during the overtime hours

in the eighteen stations amounted to 6.5 per cent of the total number of inspections made in the stations. More than 80 per cent of the total business for the year was conducted in the eighteen stations. Another way of expressing this is to state that the total number of initial inspections made during overtime hours constituted 5.2 per cent of the total number of initial inspections made in the entire year. Since there were about seventy-eight thousand more vehicles to be inspected in 1953 compared to 1952, the importance of the overtime work can be appreciated when it is considered that the number of initial inspections made during night hours was more than double the increase in the number of vehicles which had to be inspected.

New registration plates were not issued for the year 1953 in cases of renewals, but, instead, owners retained the plates first issued in 1952, these being validated by means of metal inserts, serially numbered and attached to the 1952 plates. This innovation created a need for a new filing system in the inspection stations. In past years, the files were maintained by license plate numbers, but commencing in 1953, it was necessary to maintain the files by insert numbers.

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 1953 registration year, more than 37,000 registrations (certificates, inserts and plates) were surrendered voluntarily, and about 2,225 of these were returned upon request. The majority of the plates were surrendered because the vehicles were under repair and could not be presented for inspection at the time designated. Other reasons for the surrender of plates were sale or junking of vehicles and repossession.

The inspection station records for reference in inspection matters were continued. About 300,000 warning notices and notices of proposed revocation were mailed from the inspection stations. The mailing of these notices is quite effective in that they bring about the appearance of motorists who procrastinate and those who put off the inspection because of vacations, press of business, etc.

The use of warning notices tends to keep the inspection program operating on a more uniform basis and in a large measure is responsible for the avoidance of excessive peaks in the production schedule. During the year, it was found necessary to revoke 2,660 registrations for violation of the Inspection Law.

A 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 or unsafe condition for one or more reasons.

STATE OF NEW JERSEY
DIVISION OF MOTOR VEHICLES
REPORT OF VEHICLES INSPECTED
1953 Registration Year

Distribution	*1st Period	**2nd Period
Approved on Initial Exam	1,009,334	1,077,906
Approved on Re-Examination	531,738	487,207
Rejected on Initial Exam	565,026	512,849
Rejected on Re-Examination	90,849	88,808
"NO FEE" Vehicles Approved	9,406	9,151
"NO FEE" Vehicles Rejected	2,218	1,810
Total Handlings	2,208,571	2,177,732

Number of Individual Cars

Approved on Initial Exam	64.11	1,009,334	67.76	1,077,906
Rejected on Initial Exam	35.89	565,026	32.24	512,849
Totals		1,574,360		1,590,755

Approvals

Approved on Initial Exam	1,009,334	1,077,906
Approved on Re-Examination	531,738	487,207
Totals	1,541,072	1,565,113

Handlings

*1st Period	2,208,571
**2nd Period	2,177,732
Total	4,386,303
*1st Period — Commenced March 1, 1953	
**2nd Period — Commenced September 1, 1953	

1953

	1st Period			2nd Period		
		%			%	
1. Credentials, License Cards	10,183	.89		7,324	.71	
2. Steering Alignment	55,801	4.90	12.78	59,048	5.75	13.91
3. Steering Operation	89,742	7.88		83,844	8.16	
4. Direction Signals	22,899	2.01		10,355	1.01	
5. Identification Marks (Plates)	29,472	2.59		27,989	2.72	
6. Examination of All Glass	37,638	3.31		36,472	3.55	
7. Obstruction to Vision	18,363	1.61		19,732	1.92	
8. Horn	9,272	.81		7,641	.74	
9. Windshield Cleaners	14,019	1.23		13,777	1.34	
10. Rear-View Mirror	1,516	.13		1,447	.14	
11. Exhaust System	25,305	2.22		24,552	2.39	
12. Miscellaneous	46,974	4.13		40,490	3.94	
13. Head Lights	326,942	28.72		284,382	27.67	
14. Auxiliary Driving Lights	10,359	.91	45.98	9,571	.93	44.41
15. Light Output	24,879	2.19		19,651	1.91	
16. Parking Lights	25,325	2.23		21,936	2.14	
17. Red Tail Light	61,768	5.43		57,084	5.56	
18. Other Rear Lights	52,120	4.58		45,045	4.38	
19. Wiring and Switching	15,436	1.36	21.22	12,865	1.25	22.84
20. Beam Indicator Light	6,319	.56		5,882	.57	
21. Fender Flaps	12,453	1.09		3,909	.38	
22. Service Brake	48,549	4.26		48,129	4.68	
23. Parking Brake	49,958	4.39		48,095	4.68	
24. Brake Equalization	76,403	6.71		69,049	6.72	
25. Pedal and Lever Reserve	66,666	5.86		69,524	6.76	
Totals	1,138,361			1,027,793		

SECURITY RESPONSIBILITY

The Security-Responsibility Law, designed, with other legislation, to protect the public against economic hardships resulting from motor vehicle accidents, became effective April 1, 1953. The eight months of its operation, covered in this report, shows conclusively that the law is accomplishing its objectives.

In brief, the statute requires the driver of a motor vehicle to file with the Division of Motor Vehicles, within five days, a report of an accident resulting in death or injury or property damage in excess of \$100 to any one person. The penalty for failure to comply can be the revocation or suspension of both driving and registration privileges.

Within 60 days after receiving a report of an accident, the Director must suspend both driving and registration licenses of the motorist involved, regardless of fault, unless there has been deposited with the Division satisfactory evidence that such motorist was insured at the time of the accident, or has

1. Been released from liability for damages; or
2. Been finally adjudicated not to be liable; or
3. Executed a duly acknowledged written agreement providing for the payment of all claims, not exceeding \$11,000, resulting from the accident; or
4. Deposited security in an amount sufficient to pay such claims as determined by the Director, up to \$11,000.

Since the accident report is the very basis of the work of the Security-Responsibility Section, a new report form was prepared and distributed in quantity prior to the effective date of the law. This has resulted in better and more complete accident reporting; furnishing, as it does, a more factual basis for accident statistics and accident prevention work. The accident records, besides their use by the Section, are made available to other agencies as the basis for hearings, re-examination of drivers, accident statistics, safety engineering and like activities.

Because of the 60-day time element involved in the processing of cases, the subsequent statistical data cited in this first report is far from complete. Many cases were still pending at the end of the calendar year but there is sufficient data available to indicate the effectiveness of the regulation.

During the eight months period, 16,661 accident reports were received by the Section. The volume of reports received naturally determines the work load of the Section but there are other factors that help to complicate the processing of cases. Incomplete and inaccurate reporting, the misspelling of names and wrong dates all tend toward the creation of duplicate cases, improper procedure and frequent embarrassment. Valuable time is consumed in attempting to correct these errors.

A significant result of the work thus far is the number of releases and settlement agreements filed by those who were uninsured at the time of their accidents. These releases and settlement agreements numbered 2,879 and involved claims amounting to \$771,185.89. Many of those injured or damaged by these uninsured motorists would not have collected their claims had it not been for the Security-Responsibility Law.

In addition to the foregoing, there were 1,514 deposits representing \$366,174 made with the Section by uninsured owners and drivers. The law provides that any uninsured owner or driver who fails to establish that he has been released from liability, released after paying all claims or has entered into a settlement agreement, must make a security deposit in sufficient amount to cover all claims and judgments which might be recovered against him as a result of the accident. These deposits are for the benefit of those who have been injured and suffered damages involving the uninsured, and will be paid to the persons for whose benefit they have been deposited when proof is presented to the Section of final judgement recovered against the depositor, or the depositor authorizes payment of the deposit in connection with a settlement agreement.

It should be emphasized at this point that a weakness in the security type law is its failure to apply to all accidents involving uninsured motorists regardless of where the accidents occur. The majority of states now have security type financial responsibility laws and to be really effective their administration calls for reciprocity between states and particularly between adjoining states.

The New Jersey law provides for reciprocity by which the State will suspend the New Jersey licenses of uninsured residents who are involved in accidents in other states and who fail to comply with the requirement to deposit security in other states. However, these provisions can be imposed only when the law of the other state has similar requirements. It is unfortunate that too many states do not have the reciprocity provision in their laws. In many states where reciprocity is permitted, the difference in the requirements is such that satisfactory reciprocity agreements cannot be made.

Another notable provision in the law requires drivers whose operating privilege has been revoked or suspended for certain violations to establish proof of their financial responsibility for future accidents. During the year 7,002 drivers were required to establish with the Section that every vehicle they own or drive is insured for a three-year period. Failure to comply with this provision during the three-year period will result in their immediate removal from the highways.

The Security-Responsibility Law also provides for the suspension of all licenses of anyone who fails to satisfy, within 60 days, a judgment in excess of \$100 resulting from a motor vehicle accident. The extent to which this provision has benefited the public is seen in the fact that during the year unsatisfied judgments totalling \$1,590,070.79 were certified to the Section and the license privileges of the judgment debtors suspended. Subsequently, judgments totaling \$389,125.15 were reported paid. The license privileges of these judgment debtors were restored but only after they had established proof of financial responsibility for future accidents. Much of this sum would have been uncollectible but for the law.

The Security-Responsibility Law was responsible, during the year, for the suspension of the driving privileges of a total of 13,953 operators after they had proved themselves to be reckless or improper drivers or financially irresponsible.

The fine cooperation of the local police in picking up license certificates and registration plates suspended under the law was of material help in enforcing the provisions of the statute. Recognition is also given to the employes of the Security-Responsibility Section whose loyalty and devotion to the work made possible the successful launching of this newest branch of government.

The statistical data that follows covers the first eight months operation of the Section.

Accident Reports Received (drivers)	109,017
Accident Reports Received (Police)	38,743
Accident Reports Received (Letter form)	8,901
Total accident reports received	156,661
* * * * *	
Vehicles Insured	80,744
Vehicles Not Insured	13,237
Vehicles Exempt	29,562
Total vehicles involved	123,543
Cases— incomplete— additional information requested	20,545
Insurance denied by carriers	631
Number of releases	2,600
Amount of releases	\$ 659,610
Number of settlement agreements	279
Amount of settlement agreements	\$ 111,575
Adjudication of non-liability (Judgment for uninsured)	64
Adjudication of liability (Judgment against uninsured)	16
Number of deposits	1,514
Amount of deposits	\$ 366,174
Average deposit	\$ 255.57
Number of disbursements (claim paid — by Section)	50
Amount of disbursements	\$ 11,350
Number of refunds	201
Amount of refunds	\$ 45,904
SUSPENSIONS	
Failure to deposit security	5,626
Failure to prove F.R. for future	6,112
Failure to pay judgment	2,215
Total suspensions	13,953
RESTORATIONS	
Security requirements satisfied	1,450
F.R. for future filed	1,946
Judgment paid and F.R. filed	891
Total restorations	4,287
PROOF OF F.R. FOR FUTURE REQUIRED	
Conviction—Intoxicated driving	2,211
“ — Leaving scene of accident	432
“ — Reckless Driving	636
“ — Point System	1,874
Fatal Accident	67
Judgment	1,782
Total	7,002
PROOF OF F.R. FOR FUTURE	
Insurance Certificates	9,774
Cash	\$ 11,000
Cancellations	2,471
Expirations	21,062
JUDGMENT CASES	
Total cases	1,684
Representing total of	\$1,059,070.79
Judgment later paid	\$ 389,127.15
CERTIFIED COPY OF OPERATING RECORD	
Fees collected	\$ 30,283.50
No Fee	188
Number issued	30,233

CERTIFICATES OF OWNERSHIP

The regulation and control of ownership titles of motor vehicles as provided in Chapter 10 of Title 39, Revised Statutes, goes far to prevent the sale, purchase, disposal, possession, use or operation of stolen motor vehicles or motor vehicles with fraudulent titles, within the State. The use made of these title records by law enforcement agencies has kept car thievery in the State to a minimum.

Certificates of ownership of all registered motor vehicles are on file with the Division according to certificate number, name of the owner and serial number of the vehicle. Law enforcement information requests are routed through the State Police teletype and by direct contacts with the Certificate of Ownership Section.

The F.B.I., the Underwriters Detective Bureau and motor vehicle inspectors are engaged in constant examination of foreign title papers and other records for the possible detection of automobile thefts and for the recovery of stolen vehicles. The value of these records is evidenced by the fact that they aided motor vehicle inspectors in the recovery, during the year, of 33 stolen automobiles having an approximate value of \$52,145. Other law enforcement agencies made many recoveries following searches of the title files.

A total of 1,335,482 certificates and papers were filed with the Division in 1953, netting fees in the amount of \$2,038,873.50, an increase of \$148,479.50 over the previous year. A comparative record of items and fees for the past two years follows:

		1952 Items	1953 Items	1952 Fees	1953 Fees
Absolute certificates (A)	@ \$ 1.50	448,463	505,661	\$ 672,694.50	\$ 758,491.50
Encumbered certificates (B)	@ 2.00	285,826	299,444	571,652.00	598,888.00
Contract satisfactions (C)	@ .25	302,408	318,441	75,602.00	79,610.25
Dealers certificates (D)	@ .50	327,718	354,275	163,859.00	177,137.50
Duplicate certificates (E)	@ 1.00	17,249	18,428	17,249.00	18,428.00
Foreign or defective title, motor change (F)	@ 2.00	141,231	148,609	282,462.00	297,218.00
Repossessions (G)	@ 1.50	6,343	9,065	9,514.50	13,597.50
Penalties (H)	@ 5.00	5,704	6,595	28,520.00	32,975.00
Dealer's licenses	@ 100.00	666	596	66,600.00	59,600.00
Photostats				816.50	947.00
Information and miscellaneous ..				1,424.50	1,980.75
				<hr/> \$1,890,394.00	<hr/> \$2,038,873.50

The records provide a reliable barometer of business conditions in the automobile industry showing, as they do, the number of new car sales from year to year. Sales of new passenger cars in the State last year totalled 223,435, compared with 159,656 in 1952 for an increase of 40 per cent. New car sales of all vehicle types in 1953 amounted to 251,454.

The number of vehicle repossession certificates filed likewise reflects a business trend. During the year just ended, repossessions totalled 9,065 as compared with 6,343 in 1952 and 4,179 in 1951. The 1953 increase over 1951 was 116 per cent.

The Division issued 4,600 dealer's licenses during the year to persons and firms engaged in the business of buying, selling and dealing in motor vehicles, as follows:

New car dealers	1,507
Used car dealers	3,093
	<hr/>
	4,600

Seventy new car dealers and 86 used car dealers went out of business during the year and voluntarily returned their licenses to the Division for cancellation.

Twenty-eight licenses were re-issued to dealers when the manufacturers franchise was acquired or dropped.

New dealer's licenses to used dealer's licenses	14
Used dealer's licenses to new dealer's licenses	14

Revenue collected from the issuance of dealer's licenses totalled \$59,600 on the basis of \$100 per license.

New motor vehicle dealer	130
Used motor vehicle dealer	466
	<hr/>
	596

Six applicants for dealer licenses were denied by the Director when investigations revealed them to be not proper persons within the meaning of the law.

A periodic check revealed that 53 persons appeared to be engaged in the business of buying, selling and dealing in motor vehicles without benefit of a dealer's license. Warning letters were sent to these persons and when three continued to ignore the warning, indictments were sought and all three convicted. Five of the others warned became properly licensed while the remainder have either discontinued their illegal activities or are being further investigated.

The Division approved dealer's plates for all who qualified under Title 39:3-18, Revised Statutes. These include manufacturers of motor vehicles, motor-drawn vehicles, motor vehicle bodies and motorcycles as well as licensed motor vehicle dealers and those engaged in the business of financing, insuring or transporting motor vehicles or motor-drawn vehicles.

The Central Office of the Division issued 37,164 certificates of ownership and realized a total revenue, for all services, amounting to \$112,603.25.

BUS EXCISE

Bus excise taxes collected under Section 48:4-20 to 34, Revised Statutes, amounted to \$113,861.40 during the calendar year, an increase of 3.7 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 5 per cent gross receipts tax.

Although there was an increase in the total excise collected, this amount would have been considerably greater were it not for the ruling that exempts operators for the mileage traversed over the New Jersey Turnpike. On the basis of 9,840,642 miles traveled over the Turnpike in 1953, the loss to the State was \$49,203.21.

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

ANNUAL REPORT OF BUS EXCISE FOR 1953

Month	Total Miles	Exempt Miles	Turnpike Miles (Exempt)	Taxable Miles	Amount
January	2,546,266	499,500	636,891	1,409,875	\$ 7,049.48
February	2,892,468	599,200	644,064	1,649,204	8,256.16
March	3,071,767	545,201	627,777	1,898,789	9,494.11
April	2,683,161	538,702	594,805	1,549,654	7,748.49
May	3,127,035	523,187	717,095	1,886,753	9,432.49
June	3,308,206	398,870	910,495	1,998,841	9,653.26
July	4,276,338	703,371	812,973	2,759,994	14,109.99
August	4,603,869	645,322	1,145,058	2,813,489	14,106.45
September	3,640,804	702,627	964,685	1,973,492	9,867.63
October	3,233,856	595,402	980,771	1,657,683	8,288.80
November	2,866,957	505,787	796,255	1,564,915	7,821.85
December	3,429,460	813,640	1,009,773	1,606,047	8,032.69
Totals	39,680,187	7,070,809	9,840,642	22,768,736	\$113,861.40

JUNK YARD SUPERVISION

Chapter 11, Title 39, Revised Statutes, 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 61 such yards licensed and supervised during the year and fees totalling \$3,550 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.

Locations of the 61 junk yards under Division supervision were as follows:

County	Number
Atlantic	2
Bergen	4
Burlington	2
Camden	3
Cape May	1
Cumberland	1
Essex	3
Gloucester	3
Hudson	7
Hunterdon	4
Middlesex	15
Monmouth	1
Morris	3
Ocean	1
Passaic	3
Salem	1
Somerset	2
Union	4
Warren	1
Total	61

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

Month	License Fees	Inspection Fees	Totals
January	\$ 300	\$ 75	\$ 375
February	200	75	275
March	500	25	525
April	100	..	100
May	250	25	275
June	250	..	250
July	100	..	100
August	350	25	375
September	100	..	100
October	250	50	300
November	400	75	475
December	350	50	400
Totals	\$3,150	\$400	\$3,550

Fees collected during the past five years were as follows:

1949	1950	1951	1952	1953
\$1,725.00	\$2,325.00	\$3,000.00	\$3,250.00	\$3,550.00

CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS AFFECTING MOTOR VEHICLE REGISTRATION AND REGULATION ENACTED BY THE 1953 SESSION OF THE LEGISLATURE

CHAPTER 36—Amends Title 39, particularly with reference to Court procedure. Repeals several sections of Chapter 5 of Title 39, principally with reference to procedure on appeals from convictions.

CHAPTER 59—Entitles totally blind veterans of any United States war or the Korean conflict, to register passenger automobiles, not used for hire, without payment of registration fee.

* CHAPTER 66—Requires special driver's license for operator of "truck-tractor and semi-trailer combinations" or any truck and trailer combination, effective April 1, 1954.

CHAPTER 72—Driver's license — refusal. Authorizes Director of Division of Motor Vehicles to refuse driver's license where tests approved by Director show that defect of applicant incapacitates him from safely operating a motor vehicle.

CHAPTER 73—Driver's license — conditional. Authorizes Director to issue driver's license subject to conditions and restrictions ascertained by approved tests of applicant's driving ability.

CHAPTER 106—Permits drivers in military service during present Korean conflict commencing June 23, 1950, to continue operating motor vehicle without payment of annual driver's license fee, until 180 days after the termination of such "emergency," or three months from date of honorable discharge, provided military uniform is worn or evidence of discharge is in driver's possession.

CHAPTER 114—Amendment to section 39:6-98 of Title 39 (Chapter 175, L. 1952). Relates to investment of monies of Motor Vehicle Liability Security Fund.

CHAPTER 127—Restores special driver's license for sixteen-year-old operators of motor vehicles bearing Farmer registration plates.

CHAPTER 174—Licenses and regulates the operation or conduct of motor vehicle races and exhibitions under the Department of Law and Public Safety.

CHAPTER 187—Provides that the driver of any vehicle or street car involved in an accident resulting in the injury to or the death of any person or damage to the property of any one person in excess of \$100, shall by "the quickest means of communication" give notice of such accident to the local police department or nearest office of the county police or State Police, and also report such accident within five days to the Division of Motor Vehicles on forms furnished by the Division.

- CHAPTER 188—Prohibits operation of any motor vehicle or motor-drawn vehicle manufactured after July 1, 1954, and registered in this State, unless such motor vehicle or motor-drawn vehicle is equipped with turn signals of a type approved by the Director of the Division of Motor Vehicles.
- CHAPTER 256—Permits registration of private utility and house-type semi-trailers and trailers, not for hire or commercial transportation use, at a fee of \$5.00, if gross load is under 2,000 pounds, \$10.00 fee if over such weight: prescribes maximum dimensions permissible for such vehicles operated on public highways without special permit; effective April 1, 1954.
- CHAPTER 257—Requires at least two rear lamps and at least two "stop lights" on all motor vehicles except motorcycles and truck tractors manufactured after July 1, 1954 and registered in New Jersey.
- CHAPTER 294—Provides that the driver of a bus designed for carrying more than six persons, school buses, or any vehicle carrying explosive substances or flammable liquid as cargo, shall stop for railroad crossings, and prohibits shifting gears while crossing track or tracks; regulates the crossing of railroad tracks by larger types of vehicles.
- CHAPTER 295—Authorizes Director of Division of Motor Vehicles to destroy records of expired registrations and drivers' licenses copied on microfilm, presently required to be kept three years.
- CHAPTER 354—Provides for truck routes regulated by municipal ordinance.
- C. J. R. 10—Creates a Traffic Safety Legislation Study Commission to study traffic legislation.
- CHAPTER 292—Authorizes fire police, appointed by organized volunteer fire company, to regulate traffic on route from fire station to scene of fire, until regular police arrive. Section 15:8-4 of Title 15.
- CHAPTER 429—Whenever the reciprocity privilege of any New Jersey resident is revoked in another State upon a conviction of a violation of the Motor Vehicle Act of such State, and a report thereof is made to this State, the Director of the Division of Motor Vehicles shall suspend the driving privilege of such resident in this State, for a period of not less than that for which the reciprocity privilege was suspended in such other State nor more than the period for which the driving privilege would have been suspended or revoked had a conviction of a like offense occurred in this State.
- CHAPTER 400—Provides for the application of Motor Vehicle and Traffic laws to the public roadways in municipal parks.
- CHAPTER 412—Permits farmers, without additional registration, to pull one vehicle along highways from farm to farm within five-mile distance.

SERVICE OF PROCESS ON NON-RESIDENTS

The Division collected the sum of \$9,830.10 carrying out the provisions 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	\$ 892.00
February	564.00
March	758.00
April	1,076.00
May	922.00
June	890.00
July	810.00
August	780.00
September	794.00
October	814.00
November	672.10
December	858.00
	<hr/>
	\$9,830.10

A comparison of the amount collected during the years 1952 and 1953 reveals a decrease in these fees for the year 1953 amounting to the sum of \$373.90 or approximately $3\frac{1}{2}$ per cent. The number of services accepted totalled 3,675.

INFORMATION SERVICE

An important public service rendered by the Department of Law and Public Safety, Division of Motor Vehicles, is the Information Section through which data concerning registered motor vehicles, licensed drivers, etc., is supplied twenty-four hours a day. This service ties in directly with the State and local police and has proved, through the years, of great value in connection with criminal and alien investigations.

An idea of the great volume of queries at the Information Section is seen in the fact that 576,200 requests for information were handled during the calendar year.

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

TYPES OF REQUESTS HANDLED BY INFORMATION BUREAU DURING 1953

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Letters regarding duplicate and renewal licenses	4,688	5,116	9,116	8,279	8,388	7,460	7,072	6,002	5,962	6,339	5,948	5,981	80,351
Regular information letters	5,512	4,098	4,610	4,492	5,316	5,312	5,560	5,119	5,725	5,371	4,985	5,760	61,860
Certified copies, special deliveries and registered mail	2,181	1,592	1,721	1,882	1,510	1,618	1,572	1,613	1,792	1,916	1,519	1,590	20,506
List and miscellaneous lookups	9,692	12,692	13,922	13,510	13,721	18,849	17,883	18,484	16,900	16,873	15,391	18,381	186,298
People appearing at office in person for information	2,162	1,842	2,563	2,116	1,859	1,519	1,588	1,353	1,616	1,078	974	1,319	19,989
Telephone and telautograph calls 1 a.m. to 9 a.m.—Local	915	818	1,007	915	987	1,429	1,316	1,695	1,542	1,380	1,331	1,353	14,688
Telephone and telautograph calls 1 a.m. to 9 a.m.—Long Distance	1,021	1,160	1,092	1,042	1,316	1,443	1,445	1,609	1,653	1,575	1,448	1,529	16,333
Telephone and telautograph calls 9 a.m. to 5 p.m.—Local	5,229	5,525	5,636	6,416	6,373	5,915	5,029	5,153	5,103	5,616	5,372	5,760	67,127
Telephone and telautograph calls 9 a.m. to 5 p.m.—Long Distance	2,987	2,760	3,000	3,451	3,408	4,381	3,598	3,438	3,718	3,485	2,673	2,880	39,779
Telephone and telautograph calls 5 p.m. to 1 a.m.—Local	2,120	1,769	1,753	1,665	2,818	2,992	2,459	2,576	2,480	2,362	2,750	2,855	28,599
Telephone and telautograph calls 5 p.m. to 1 a.m.—Long Distance	2,380	2,881	2,892	2,979	3,116	2,815	2,717	2,374	2,582	2,380	2,610	2,451	32,177
Record checks	530	621	823	799	699	918	764	831	423	710	945	430	8,493
Totals	39,417	40,874	48,135	47,546	49,511	54,651	51,003	50,247	49,496	49,085	45,946	50,289	576,200

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 7,299,985 sheets and 22,227,485 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 Op- erations
Bookkeeping	56,600	16,700	16,500	106,100	85,700	31,800	39,800	157,300
Central Agency	52,960	250	1,260	55,130	86,000	2,000	21,600	109,600
Certificate of Ownership ..	84,000	3,000	.....	105,200	158,800	4,000	.....	162,800
Files	9,800	.....	7,300	17,100	39,200	.....	29,200	68,400
Security Responsibility ..	136,500	38,000	.....	177,500	143,500	38,000	.....	181,500
Fines	108,425	.....	.....	161,925	339,325	.....	.....	339,325
Information	18,600	.....	.....	19,600	76,400	.....	.....	76,400
Inspectors	291,255	6,700	.....	518,400	695,200	26,200	.....	721,400
Main Office	308,950	.....	500	407,650	366,800	.....	5,000	371,800
Shipping Room	663,215	.....	74,000	1,070,715	2,247,215	.....	530,000	2,777,215
Testing	332,500	.....	7,300	364,800	687,400	.....	29,200	716,600
Miscellaneous	448,865	6,010	14,600	564,625	732,565	6,400	58,400	797,365
TOTALS	2,511,670	70,660	121,460	3,568,745	5,658,105	108,400	713,200	6,479,705
Applications	2,430,500	.....	.....	3,465,900	14,583,000	.....	.....	14,583,000
Certificates	23,460	207,600	18,810	265,340	145,140	876,000	143,640	1,164,780
GRAND TOTALS ..	4,965,630	278,260	140,270	7,299,985	20,386,245	984,400	856,840	22,227,485
Addressograph — all sections	202,475							
Mimeograph — all sections	1,052,325							
Photostats — all sections: Items,	59,457; Sheets, 11,004							

EMPLOYEES' SERVICE AWARDS

No agency of government can discharge its responsibilities satisfactorily without the loyalty and devotion of its employees. In this respect, the Division of Motor Vehicles has been most fortunate by having in its personnel many faithful employees of long years' standing.

In recognition of their tenure, it was the Director's privilege to reward 407 of these employees with service pins in line with the New Jersey State Employees Award Program. The recipients and their years of service were as follows:

45 Years: M. Agnes Smith and William J. Dearden.

35 Years: R. Earle Leonard, Catherine M. Blauth, Courtland K. Parker and Robert W. Loper.

30 Years: Katherine Nill, Violet E. Wyers, John A. Baky, Raynor Londahl, George B. Schwoebel, William C. Brennan, Francis H. Schnorbus, William J. Brennan, John A. Flesch, John Schwarzwald, Herman Bading, William Cassidy, Robert V. Buckley, Daniel T. Coleman, Albert M. Dorfman, John Johnson, John A. Meagher, Peter O. Weigand and George W. Zeigler.

25 Years: Elizabeth A. Zeis, Stella Murphy, Ann M. Lauria, Frank Csighy, John F. Rejniss, Daniel A. Suozzi, Joseph Masick, Fannie Brenna, Margaret E. Engennach, Eleanor Fenton, Catherine P. Glenn, Pearl K. Guarnieri, Laura LeCompte, Virginia Sica, Stephen Urban, Ann K. Kelly, Harry F. Byrne, John R. Convery, Francis Conway, Jr., William Darcy, James Henahan, Walter E. Knott, Elwood Padderatz, Vincent Ricatto, Harry Widman, Marion A. Hartman, Joseph M. Bright, James E. D'Arcy, Mary D. Marotté, John D. Baldwin, John H. Barlow, Joseph L. Burfield, Watson A. Dougher, David Boyle, John W. Eyres, Terence P. Finegan, William G. Hoagland, Thomas Harford, Richard J. Kenny, William P. O'Neill, William V. Manley, William L. Ruffing, Earle B. Severs, George T. Troy and Peter Wagoner.

20 Years: Jeanette Lyden, Frank Scott, Albert Rhodes, John Boka, Thomas Mayer, Esther A. Maguire, Catherine S. Tassone, Elliott F. Daniels, Peter F. Tanzone, Marion Collins, Bessie Cottrell, Viola Homan, Elizabeth Pizzula, Lillian W. Eardley, Helen M. Saytto, Rose Valsac, Raymond Auletta, William M. Millen, Pasquale Petrino, Lena Radice, Florence W. N. Cook, Agnes Jeanette, Gertrude B. Smith, Joseph J. Amodio, Joseph Blaustein, Henry Gorczynski, William T. Jacobs, Joseph McLaughlin, George T. Valsac, Lucy E. Murray, Julia Boraten, Angeline M. Linkevish, Hilda Markau, Laura Matthews, Mary M. McClain, Anna F. Orpen, Bessie Weinberg, Claire Zupko, John J. Bettner, Lee S. Campbell, John J. Donovan, William Gould, John A. Killen, Edward C. Landwehr, William P. O'Neill, Harry L. Pigott, George W. Ryan, Edward B. Smith and Daniel Rogers.

10 Years: Joseph W. Layton, Jr., Anna E. Burk, Rita M. Estrella, Helen M. Russell, Joan E. Burkhauser, L. Evelyn Fitten, Frank J. Hritz, William L. Lippe, Sylvia C. C. Cluff, Eleanor M. Dillen, Arline H. McCrossan, Clare M. McMullen, Sadie V. Callery, Evelyn Fysz, Mary B. Gill, Mary L. Heron, Sylvia A. Krug, Alice H. Marrazzo, Carmella F. Sorrentino, Eleanor A. Warwick, Pauline Haumann, Rae De Angelo, Florence Hogan, George D. Bartlett, Louise Brennan, Jeanne B. Jobs, Mary D. Lubis, Elsie C. Markau, Christina McManus, Evelyn Megules, Naomi Ring, Elizabeth M. Carlson, Ida T. Agabiti, Dora Iagulli, Alfred M. Gerofsky, Catherine M. Smith, Isador Robinson, George M. Eichler, June Kuschel, Clare H. Engle, Lucille D. Zarilli, Anna C. Moo, Joan M. B. Carlin, Carolyn Doldy, Martin W. Petitto, Jane M. Coley, Jewel P. Coley, Ruth Ann Edelman, Esther R. Feldman, Emma E. Fink, Alethea C. Fitzgeorge, Marge Gavigan, Ethel K. Hill, Marion Keuper, Emma I. Lewis, Mary O'Neill, Justine Paine, Catherine L. Smith, Emily M. Sprague, Yolando A. Nemeth, Marion C. Manze, Charles P. Dennis, Edward H. DeSoucey, Michael F. Devanney, Fred J. Dotter, Thomas L. Douglas, John C. Drewes, James D. M. Drumm, Leo F. Fitzsimmons, Martin E. Ford, Edward Freyer, Edward J. Frick, David Gamble, Alfred F. Germann, Albert W. Godown, Charles T. Goess, Jr., Raymond J. Gray, N. Valentine Green, Harry L. Greenleaf, John J. Healey, Richard Henderson, Alexander Henry, Jr., Paul Hetzel,

Watson Hockenberry, George Hoeffner, Harvey K. Hoffman, William L. Jennsch, Jr., George H. Jockish, Walter R. Jones, Nathan Kadesh, Joseph Kasper, Roger E. Kean, Chester W. Kelly, Allen R. Keyworth, Thomas S. Keyworth, Charles W. Kieb, Ernest J. Kiessling, Richard H. Koos, Charles Kuehnle, William J. Leach, Louis LeFevre, Lawrence A. Letts, Albert M. Lewis, Harvey L. Lindsay, Jr., Grandon J. Lyons, John R. MacDonald, John P. Madison, Frank Anastasia, Henry R. Armstrong, Vincent T. Bonnema, Charles C. Burccoleri, Raymond R. Bruce, Stephen J. Bruckner, Leon V. Bruera, Woodruff F. Buehrman, Herbert Coester, Frederick Dale, Gustave M. DeGrave, Wm. J. Dempsey, Victor E. de Nourie, Stanley Devonald, Russell Elfvin, Wm. H. Gruschow, Douglas R. Harris, Henry J. Huntensburg, Max Torre, Otto C. Klein, Harry L. Lake, Martin J. Manion, Ralph T. Miller, Charles A. Nungesser, Wesley B. Olsen, Charles A. Rodger, Basil Scordas, George C. Shottis, Christian W. Ullman, Carleton D. Wilcox, Frank H. Wilson, Walter Merkel, John H. Mayo, Wm. J. McEvoy, James C. McIlvaine, Owen J. McKoen, John H. McWilliams, Herbert G. Meyer, Edgar B. Mooney, Richard E. Moore, Jr., Joseph M. Murphy, Herbert W. Nicholson, Michael F. O'Connor, Frederick Otten, Leon Pattison, Joseph A. Perley, John J. Polci, George F. Popp, Kenneth G. Post, Henry E. Purdy, Wm. D. Quake, John Rait, Forrest E. Ralston, John Rechner, Adelbert Renigar, Arthur J. Renz, Harold W. Richards, George Richardson, John C. Rockefeller, Arthur Rosewall, Henry S. Schank, Herbert M. Scholes, John J. Schuler, Harry L. Seitz, Charles B. Shane, Charles W. Shaylor, Frederick G. Sheaf, Walter A. Sittig, Eugene A. Smethy, William L. Smith, George M. Spangler, George A. Sprock, Thomas Squartino, Francis R. Stabile, Croom V. Stansell, William J. Stewart, Walter C. Stout, George V. Terrell, Edward J. Vartolomis, William A. Vandegrift, Arthur Van Houten, Leo Van Matre, Merle S. Van Syckel, Paul Von Bosse, Frank Wagner, William Waibel, Richard Walley, Fred H. Wallman, Robert A. Walters, Leslie A. Ward, Andrew B. Watson, Wm. Werckardt, Eugene W. Woestendick, Frank H. Zulker, Raymond E. Durham, Fred C. Ahlback, Harry K. Arndt, Elbert L. Basley, Otto Bayer, Elmer E. Beacht, John A. Bednarz, Samuel J. Bennett, Harry A. Bickler, Walter J. Bergels, Gregg W. Blackwood, Watson T. Bowker, Herman F. Braunlich, George R. Bredder, James P. Bridge, Frank G. Brunner, John J. Bush, Carl J. Butterhof, Walter A. Case, Clarence W. Church, William A. Classon, Thomas W. Cleveland, James R. Combes, Otto T. Combs, Bernard Cullen, Edgar Dehnenbach, Joseph H. Blume, Joseph L. Dauphers, Charles W. Davis, William B. Davis, John H. Delaney, Wm. N. DuBree, Charles M. Petty, Wm. A. Treinmann, Albert V. McCormick, Raymond G. Mockridge, Joseph S. Moeller, William E. Muhlback, Rutherford F. Noll, Walter T. Oechler, John E. Oldis, Edward F. O'Neill, Otto J. Oswald, Harry T. Polurck, Sr., Oscar F. Pettersen, C. Clayton Readv, Andrew M. Rowatti, A. James Sherwood, Lloyd J. Smith, Nelson S. Snedecor, Earl T. Sparks, Willard O. Sutphen, Hans Vogel, Robert F. Wagner, John F. Walsh, Harry Whitehouse, Dennis Akroyd, William J. Anthony, Sherwen Benton, Herbert D. Cadmus, John J. Cantrell, James D. Carberry, Clifford G. Chalfont, James Clark, Cornelius J. Clopper, Chester W. Ditzel, John K. Duncan, Hugh A. Dunnion, Herbert S. Dwight, Raymond T. Eckel, Vernon R. Farrow, Joseph B. Flach, Walter T. Freebairn, Frank E. Gavenda, Joseph H. Goodfriend, Cyrus Hasbrouck, Thomas Hammel, Andrew J. Hulsart, Joseph H. Jamison, Ellis B. Karpas, Carl F. Keifer, Andrew R. MacConnell, Elinor McGuire.

STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
WILLIAM J. DEARDEN, Director

Statistical Summary
TRAFFIC AND MOTOR VEHICLE LAW ARRESTS
Reported by Municipal Magistrates and County Courts

DURING Year 1953
Month or Year
IN New Jersey
State, County or City

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		2001	1809	4-32				4-91		42	41
3-10		8346	7042	to				4-92		80	61
3-11		636	677	4-37		159	91	4-96		3295	2355
3-12		106	65	4-38				4-97		30725	30609
3-17		525	406	to				4-98		85726	60642
3-19		6	3	4-45		13	103	4-105			
3-29		8965	7399	4-46		512	685	to		1174	927
3-33		1506	1331	4-49		239	205	4-121		229	184
3-34		29	28	4-48		40	33	4-122		867	741
3-35		554	468	4-49		1987	1888	4-123		323	149
3-36		402	374	4-50		120	134	4-125		572	502
3-37		56	67	4-52		19	30	4-126		196	107
3-38		34	22	4-53		9	12	4-127		162	213
3-39		1608	1305	4-54		5	5	4-128		2700	2489
3-40		878	812	4-55		69	40	4-128.1		1798	1626
3-49		137	103	4-56		309	389	4-129		39	24
3-53		36	28	4-57		16	16	4-130		15074	12485
3-56		485	432	4-58		5	9	4-144		5	2
3-61		1203	684	4-62		12	19	Chap. 6		56	47
3-62				4-63		54	52	Chap. 8		2	
3-64		31	16	4-64		37	37	Chap. 9		80	99
3-67		103	93	4-65		93	27	2A-113-9		1	4
3-69		127	75	4-66		115	101	2A-170-38			
3-70		833	682	4-67		148	88				
3-71		22	24	4-70		32	21				
3-72		21	16	4-71		12	16				
3-73			1	4-75		25	6				
3-74		17	17	4-76		265	232				
3-80		9	14	4-77		2	7				
3-81		1		4-79		676	668				
3-82		1	2	4-80		14354	13375				
3-84		1332	1327	4-81		1886	1197				
4-10				4-82		604	457				
to				4-83		129	142				
4-14		12	21	4-84		4931	4217				
4-15				4-85		363	100				
to				4-85.1		1102	3140				
4-25		13	7	4-86		553	472				
4-26				4-87		3969	3505				
to				4-88		725	458	Misc.		2737	1925
4-30		32	34	4-89		925	710	TOTALS		213464	173303
				4-90							

HIGHWAYS

Route	Current Month	Cumulative		Route	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year
US 1		6154		57		4	
US 1 & 9		4976		58		7	
US 1 & 9 & 46		255		59			
US 1 Truck		42		62		209	
3		1795		63		156	
4		2118		64			
5		11		65		3	
7		464		66		157	
US 9		4118		67		11	
US 9 & 35		15		68		1059	
US 9W		398		69		1216	
10		1599		70		2562	
12		46		71		771	
13				72		897	
15		312		73		1651	
17		5815		74		302	
18		691		77		134	
20		332		79		12	
21		334		82		12	
US 22		8155		83		12	
US 22 Alt.		11		84		1	
23		1915		87		1	
24		1052		88		184	
26		5		91		38	
27		1536		93			
28		694		94		124	
29		112		US 130 & 40		3	
US 30		6123		US 130		6171	
33		1609		US 130 & 30		58	
34		1422		US 130 & 206		100	
35 & 71		4062		US 130 & Rt. 33		55	
36		1		151		24	
37		363		US 202		778	
38		616		US 202 & 69		362	
US 40		540		US 202 & 206		128	
US 40 & Rt. 45		1502		US 206		2309	
US 40 & Rt. 47		15		208		59	
41		136		US 322		3548	
42		2573		US 322 & Rt. 47		6	
43		823		413		1	
44		5857		439		35	
US 46		1687		440		64	
47 & 49		5		Garden State Pkwy.		2052	
48		36		NJ TP		17911	3871
49		650		Munic. & Co. roads		98731	86451
50		223		Faliscade		331	
52		42					
53		55					
54		63		TOTALS		213464	

DISPOSITION

	Current Month	Cumulative	
		Present Year	Previous Year
Fined		192055	153824
Suspended		5473	5182
Dismissed		2011	8068
Revoked		502	504
Jailed		1714	1214
Revoked and fined		3495	3242
State appeal		20	19
Local appeal		58	52
Failed to pay		495	600
Grand jury		41	56
Revocation and jail		570	542
Other			
TOTALS		213464	173303

SCALE OF FINES IMPOSED

	Current Month	Cumulative	
		Present Year	Previous Year
Costs only		78	79
\$1		2405	2316
\$2		12566	13114
\$3 to \$5		67180	57142
\$6 to \$10		74848	53208
\$11 to \$15		18574	13327
\$16 to \$25		12439	11096
\$26 to \$50		3671	2957
\$51 to \$100		979	859
\$101 to \$150		47	28
\$151 to \$200		2590	2372
\$201 and over		173	268
TOTALS		195550	157066

RESIDENCE OF VIOLATORS

	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		158426	134487
New York		21384	15483
Pennsylvania		21446	16979
Other States		12205	6351
Unknown		3	3
TOTALS		213464	173303

ORIGIN OF COMPLAINTS

	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors		11368	13272
State Police		82321	53269
Local Officers		115295	102747
Private Citizens		3881	3819
P. U. Inspectors		1	4
Others		598	192
TOTALS		213464	173303

AGES OF VIOLATORS

	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		441	391
17 years		6805	4836
18 years		7837	6184
19 years		7036	5991
20 years		6116	5479
21 to 24 years		28567	22532
25 to 29 years		35306	28737
30 to 39 years		51305	41242
40 to 49 years		31729	25214
50 to 64 years		20381	16088
65 and over		2936	2233
Unknown		15005	11376
TOTALS		213464	173303

SEX OF VIOLATORS

	Current Month	Cumulative	
		Present Year	Previous Year
Male		197082	161405
Female		16382	11898
TOTALS		213464	173303

HOURS OF OCCURRENCE			
Time	Current Month	Cumulative	
		Present Year	Previous Year
12 to 1 A.M.		6415	6062
1 to 2 A.M.		6910	5471
2 to 3 A.M.		6107	5313
3 to 4 A.M.		4268	3696
4 to 5 A.M.		2336	1899
5 to 6 A.M.		1872	1468
6 to 7 A.M.		3435	2619
7 to 8 A.M.		6388	5924
8 to 9 A.M.		6860	5972
9 to 10 A.M.		8992	6939
10 to 11 A.M.		11870	9439
11 to 12 A.M.		11988	9267
12 to 1 P.M.		10212	6759
1 to 2 P.M.		12160	9261
2 to 3 P.M.		13966	11313
3 to 4 P.M.		14903	12195
4 to 5 P.M.		14718	12239
5 to 6 P.M.		11780	9570
6 to 7 P.M.		8419	6927
7 to 8 P.M.		9154	7465
8 to 9 P.M.		8863	7541
9 to 10 P.M.		8752	7683
10 to 11 P.M.		9086	7780
11 to 12 P.M.		8242	7061
Unknown		5768	3140
TOTALS		213464	173303

STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES
WILLIAM J. DEARDEN, Director

Statistical Summary
TRAFFIC AND MOTOR VEHICLE LAW ARRESTS
Reported by Municipal Magistrates and County Courts

DURING Year 1953
Month or Year

ON New Jersey Turnpike
State, County or City

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		142	20	4-32				4-91		1	1
3-10		301	99	to				4-92			
3-11		9	2	4-37				4-96		106	36
3-12				4-38				4-97		556	286
3-17		77	28	to				4-98		1500	2794
3-19				4-45				4-105			
3-29		273	58	4-46		1	1	to			
3-33		28	18	4-48		2		4-121			1
3-34		1		4-49				4-122			
3-35		13	3	4-50		20	8	4-123			3
3-36		1		4-52		1	1	4-125		158	67
3-37				4-53				4-126		3	2
3-38		1		4-54				4-127		1	3
3-39		84	19	4-55				4-128			
3-40		17	6	4-56		4	1	4-128.1			
3-49		3	2	4-57		1		4-129		2	4
3-53		2	2	4-58				4-130			
3-56		21	4	4-62				4-144			
3-61		155	1	4-63				Chap. 6			
3-62				4-64		1		Chap. 8		1	
3-64		4	1	4-65				Chap. 9			
3-67		1		4-66				2A:113-9		1	1
3-69				4-67				2A:170-38			
3-70			1	4-70							
3-71				4-71							
3-72		4	1	4-75							
3-73				4-76							
3-74				4-77		6	4				
3-80				4-79							
3-81				4-80		2	1				
3-82				4-81							
3-84		2		4-82		26	9				
4-10				4-83		1					
to				4-84		2					
4-14		2		4-85		46	24				
4-15				4-85.1		1	2				
to				4-86		14	6				
4-25		1		4-87		29	6				
4-26				4-88		641	256				
to				4-89		14	5			113	44
4-30		8		4-90		4				17911	3832
								TOTALS			

HIGHWAYS							
Route	Current Month	Cumulative		Route	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year
US 1				57			
US 1 & 9				58			
US 1 & 9 & 46				59			
US 1 Truck				62			
3				63			
4				64			
5				65			
7				66			
US 9				67			
US 9 & 35				68			
US 9W				69			
10				70			
12				71			
13				72			
15				73			
17				77			
18				79			
20				82			
21				83			
US 22				84			
US 22 Alt.				87			
23				88			
24				91			
26				93			
27				94			
28				US 130 & 40			
29				US 130			
US 30				US 130 & 30			
33				US 130 & 206			
34				US 130 & Rt. 33			
35				151			
35 & 71				US 202			
36				US 202 & 69			
37				US 202 & 206			
38				US 206			
US 40				208			
US 40 & Rt. 45				US 322			
US 40 & Rt. 47				US 322 & Rt. 47			
41				413			
42				439			
45				440			
US 46				Garden State Pkwy.			
47				NJ TP		17911	3832
47 & 49				Munic. & Co. roads.			
48							
49							
50							
52							
53							
54							
				TOTALS		17911	3832

HOURS OF OCCURRENCE				
Time	Current Month	Cumulative		
		Present Year	Previous Year	
12 to 1 A.M.		412	121	
1 to 2 A.M.		556	178	
2 to 3 A.M.		453	176	
3 to 4 A.M.		370	144	
4 to 5 A.M.		314	89	
5 to 6 A.M.		361	113	
6 to 7 A.M.		512	130	
7 to 8 A.M.		490	104	
8 to 9 A.M.		653	124	
9 to 10 A.M.		1085	173	
10 to 11 A.M.		1180	162	
11 to 12 A.M.		1183	166	
12 to 1 P.M.		978	130	
1 to 2 P.M.		1206	166	
2 to 3 P.M.		1232	200	
3 to 4 P.M.		843	121	
4 to 5 P.M.		824	150	
5 to 6 P.M.		1018	232	
6 to 7 P.M.		1026	232	
7 to 8 P.M.		836	179	
8 to 9 P.M.		617	149	
9 to 10 P.M.		499	201	
10 to 11 P.M.		549	176	
11 to 12 P.M.		366	139	
Unknown		348	77	
TOTALS		17911	3832	

DISPOSITION			
	Current Month	Cumulative	
		Present Year	Previous Year
Fined		17587	3683
Suspended		88	28
Dismissed		97	30
Revoked		9	5
Jailed		42	9
Revoked and fined		48	33
State appeal			1
Local appeal			
Failed to pay		29	42
Grand jury		1	
Revocation and jail		10	1
Other			
TOTALS		17911	3832

SCALE OF FINES IMPOSED			
	Current Month	Cumulative	
		Present Year	Previous Year
Costs only		1	
\$1		30	5
\$2		207	78
\$3 to \$5		1569	544
\$6 to \$10		10890	1624
\$11 to \$15		3283	644
\$16 to \$25		1327	669
\$26 to \$50		277	134
\$51 to \$100		32	10
\$101 to \$150		1	
\$151 to \$200		17	7
\$201 and over		1	1
TOTALS		17635	3716

RESIDENCE OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		5141	1301
New York		5283	1164
Pennsylvania		1359	313
Other States		6128	1054
Unknown			
TOTALS		17911	3832

ORIGIN OF COMPLAINTS			
	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors			
State Police		17895	3822
Local Officers			
Private Citizens		16	10
P. U. Inspectors			
Others			
TOTALS		17911	3832

AGES OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		28	4
17 years		116	23
18 years		284	46
19 years		438	92
20 years		751	162
21 to 24 years		3158	740
25 to 29 years		3266	722
30 to 39 years		4901	1052
40 to 49 years		3036	592
50 to 64 years		1562	296
65 and over		134	14
Unknown		237	89
TOTALS		17911	3832

SEX OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Male		16798	3632
Female		1113	200
TOTALS		17911	3832