

DEPARTMENT OF LAW AND PUBLIC SAFETY

FIFTY-SECOND

ANNUAL REPORT

OF THE DIRECTOR

DIVISION OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1957



FERDERICK J. GASSERT, JR.

Director



CONTENTS

	PAGE
Annual Report	5
Revenue, Registration, Licenses	11
Hearings — License Revocations	14
Inspector Force	19
Driver Examination according to Location	25
Vehicle Inspection	36
Facts and Figures	37
Accident Statistics	43
Security Responsibility	48
Unsatisfied Claim and Judgment Fund	52
Motor Vehicle Violations	62
Certificate of Ownership	76
Bus Excise	79
Change in Statutes	81
Service of Process	83
Printing Section	84

ANNUAL REPORT

December 10, 1958

Honorable David D. Furman
Attorney General of the State of New Jersey

SIR:

As required by law, I submit herewith a report of the activities of the Division of Motor Vehicles of the Department of Law and Public Safety, for the calendar year 1957. The report also contains a summary of the activities of the Unsatisfied Claim and Judgement Fund Board, which by law is assigned to the Division of Motor Vehicles for administrative purposes.

In order to study the feasibility of new approaches to the presentation of the statistics contained in this Annual Report, and because of heavy work loads in the operating sections of the Division which must produce and analyze the statistics, the printing of this Annual Report for 1957 has been considerably delayed. Because this will be my last opportunity to make such a report as Director of the Division, I shall personally cover some of the activities of 1958, and reflect somewhat on the future of the Division and of traffic safety in New Jersey.

Traffic fatalities have been questioned often by experts, as giving a distorted picture of the traffic safety situation in a state. Nonetheless, the figures represent human lives and family tragedy, and are at least one measure of the success of the traffic safety program. In 1957, although we advanced on all other fronts, our fatalities increased to 833—a 7.9 percent increase over 1956. God willing, 1958 may be the lightest fatality year in our recent history; but tragic accidents leaving victims hopelessly maimed or severely injured still continue, and our vigilance must never be relaxed. Few, if any, are accidents that cannot be prevented.

Much of the task of prevention of accidents, as well as the corrective measures dictated by accidents, falls upon the Division of Motor Vehicles. It is the ultimate enforcement agency, the chief educator, the State's traffic engineer, and the source of basic information on all phases of the traffic safety problem. Although it collects one of the largest single segments of the State's revenue (approximately 65 million dollars annually), it is primarily a service agency. The burgeoning population of New Jersey and of our neighboring states, the increase in motor vehicle travel, coupled with a decrease in the use of other forms of transportation, and many other factors have not only increased the scope and nature of its activities, but have also added to its burden and work load as well. The prospects for the future—the new Federal Highway System, a continuing increase in population and a future decrease in the availability of rail transportation—indicate an increase in the burden of considerable proportions, for which we must be prepared.

The Division's objective is and should be the rendering of immediate and efficient service to all of the people of the State, to enforcement agencies, to the courts, to the Counties and Municipalities and all others who rely upon it; to enforce strictly and impartially, and, by so doing, to reduce continually the impact of the automobile on the everyday existence of our citizens. The principle obstacle to the accomplishment of this objective to date is in the internal operations of the Division. The cause is readily apparent: paper—millions and millions of records on paper, containing vital information for enforcement engineering and educational

purposes, but in volume so mountainous that only a fraction of this information can be properly utilized. In 1955 the Governor succeeded in persuading the Legislature to authorize the installation of business machines to handle, mechanically, the renewal of registrations and driver licenses. This was a far-sighted and valuable step in the right direction; but much more needs to be done. There are millions of titles to vehicles, millions of reports of convictions for motor vehicle violations, and millions of reports giving the details of accidents—representing 70 percent of the records of the Division—which are still on paper and, therefore, must be handled manually. Manual handling, of its very nature, is productive of human error and great expense, to say nothing of the sheer inability of a staff, necessarily fiscally restricted, to cope with the enormous volume and make full use of so much information.

In 1957 the Division's tiny planning staff began exploring possible solution to this problem. As with registrations and driver licenses, private business and industry has shown the way. I feel certain that the ultimate answer to this problem is some form of electronic computer operation. Electronic data processing has proved itself time and time again in the Federal Government as well as in private business; and several of our sister states are now planning, and in some cases operating, motor vehicle installations with these machines. They afford the possibility of consolidating on one record all of the dealings of the Division with a specific individual—his driver license, his registration, the title to his automobile, his violations and his accidents. They give promise of an efficient operation which, at the same time, can only prove more economical, not only in lives saved and accidents prevented, but in dollars to the State of New Jersey.

It is possible, too, with this type of machine, to convert the paper records of the Division gradually, should the State's fiscal situation so dictate. Much careful planning and detailed programming is required for such a project. A good portion of this has already been done; much more remains to be accomplished. I can only urge that the program be continued and, if possible accelerated—for the need grows greater as each day passes.

Another phase of the Division's internal problem is even more acute than it was four years ago. The major recommendation of the report of the Governor's Committee on the motor vehicle system which has not been accomplished is that of a single building for the central office of the Division in Trenton. The Division is still operating in seven separate locations in the capital city. Only three of the Division's seventeen operating sections is operating presently in adequate quarters—and one of these only secured adequate quarters in 1958. The spring of 1959 will see the consolidation, in a new building of several other of the operating sections—those dealing with convictions and accidents. Nonetheless, this will but reduce the number of offices in Trenton to six—and the effect of this dispersion to an efficient and economic operation can hardly be understated. Even if there be no immediate reduction of the "paper problem", a considerable increase in efficiency and a greater economy of operation could be effected if the entire Division were housed under one roof.

Adequate field facilities are an absolute necessity to the proper functioning of the Division in its external operations. 1957 saw the opening, at Bakers Basin, North of Trenton, of the first full field installation of the Division. For the first time in the more than 50 years of the Division's history, New Jersey had a driver license examination center designed for that specific purpose. Its outdoor road test course, designed by experts in the field, is a model for the nation. The facility also combines a motor vehicle agency, an accident prevention clinic and motor vehicle inspection facilities. 1958 saw the opening of two more of these installations at Eaton-

town in Monmouth County and in Wayne Township in Passaic County. In addition, in Delaware Township in Camden County and in Rahway in Union County, the motor vehicle inspection units of these installations were completed. Early 1959 will see the completion of a third motor vehicle inspection unit in Lodi in Bergen County. All three of these buildings can be expanded into full-field installations as soon as funds are available, since the unit principle was used in the design of these buildings. Expansion of the three single unit facilities into full installations and the construction of six additional full-field installations is one of the present objectives of the Division.

The primary need here is for new driver license examination facilities. Historically, driver license examination has lagged behind improvement in other fields. When it was noted heretofore that the Bakers Basin Installation was the first driver license examination center, so designed, that the State has ever had, much of the story of long neglect was told. It cannot be questioned that a proper driver license examination is one of the most fundamental parts of any really effective traffic safety program. Our initial driver license examination must be improved, and this can be done only with the proper type of facility—as well as properly trained and adequately manned testing staffs. It is hoped that in early 1959 a system of examination by appointment can be instituted throughout the State, which will insure that each applicant will have sufficient time for a proper examination without the considerable inconvenience of a long wait.

Moreover, periodic re-examination of drivers cannot be instituted in New Jersey until and unless there are adequate facilities for administering a proper initial examination and for handling the re-examination load as well.

Vehicle inspection facilities are adequate for the time being, provided the program of new construction of full-field installations will be able to replace the most congested and outmoded inspection stations of the Division in the major metropolitan areas. It should not be forgotten that the adequacy of these facilities is not due solely to a new construction, but rather to a combination of factors: the drive-in theater inspection lanes, the application of the stagger system of registration renewal to vehicle inspection times, and the reduction of the number of inspections annually from two to one.

From a safety standpoint, the evidence is not yet conclusive as to whether one inspection annually is adequate. However, the indications are, that for the present time one inspection a year, plus increased enforcement against equipment violations, will provide an adequate safety program in the field of vehicle maintenance and repair. Incidentally, a considerable saving was effected in 1958 (and an even greater saving for the future) by the reduction of working days in the inspection stations from six to five per week, thus enabling staffing of the stations with a smaller compliment by eliminating the necessity of having sufficient staff to allow one-sixth a day off on each working day.

There remains an urgent need for expansion of the trained manpower of the inspection force. This organization is charged with the examination of drivers with the myriad of investigations the Division conducts, with selective highway enforcement and with enforcement of many of the areas which are the responsibility of the Division, such as automobile dealers, auto junk yards, stock car race tracks and the like.

In 1957, a new program of training was instituted for prospective inspectors, the most important portion of which was the satisfactory completion of a course of training at the State Police Academy at West Trenton, conducted by a joint faculty of the Division of State Police and the Division of Motor Vehicles. This training is

second to none in its field anywhere in the country, and the Division is deeply grateful for the fine cooperation and magnificent effort put forth by the Division of State Police in this program.

The need for adequately trained personnel of this type to examine the drivers is apparent. What is not so apparent is the now only limited ability of the Division, which licenses automobile dealers (for example) to police the operations of the several thousand new and used car dealers in the State to insure compliance with the law and to protect the people of the State. Each additional inspector assigned to this type of work produces benefits to the State Government and to the people of the State far in excess, in value, of cost of this service to the State.

An integrated data processing system would resolve the remaining problems in the areas of the Division now serviced by business machines. There is need, at the present time, for considerable improvement in the information services of this Bureau and for better and more stringent accounting controls for the revenue that is collected. The institution of a post-audit system in late 1957 has already produced in revenue for the State many times the relatively small cost of the system. Accounting procedures in transactions handled by the field agencies of the Division need considerable tightening, probably best provided by a new type of accounting machine for which orders were placed in 1958. Eventually, as the system progresses, either through a complete changeover to an electronic system or a gradual one, administration can be further simplified and made more efficient and economical. This has been a constant process since the conversion to machine operation in 1956, and must continue.

1958 was the happy witness to the long awaited appropriation of the necessary funds for a new general issue of license plates in New Jersey. The plates will be issued during most of 1959 and early 1960 over a 12 month period, replacing the three types of passenger car plates now in use in the State, many of them dating back to 1952. The plate will be of the new national standard size, 6 inches by 12 inches, will be black lettering on a straw background, will have a new lettering and numbering system (3 letters and 3 numbers in a line) and will, by reason of a 1954 law, bear the legend "Garden State". Late in 1958 the Legislature approved sufficient additional funds to enable New Jersey to maintain its two plate tradition. The new plates will bear no date and will be validated by the inspection sticker on the vehicle.

1958 also saw major amendments to the Unsatisfied Claim and Judgment Fund Law, and to the Security Responsibility Law. The change in the latter Law made the long needed increase in minimum coverage requirements in New Jersey from the obviously inadequate \$5,000/\$10,000/\$1,000 to \$10,000/\$20,000/\$5,000, following the lead of many of our sister states. The Unsatisfied Claim and Judgment Law was amended to increase its maximum payments accordingly, to eliminate many forms of insurance as deductible from \$200 to \$100 in property damage accidents and its elimination completely in personal injury accidents; to reverse the order of assessment, so that uninsured motorists are charged first and the premium collections of insurance companies thereafter. Further changes are now being drafted of less importance. New Jersey's experiment with this Law is thus proceeding, with experience dictating the necessary changes—as should be.

A formal training program should be available to the entire Division. Only the Inspector Force and the top management of the Division have had the benefit of such a program thus far. At the present time there are 1,494 civil servants in the Division. Many of these are constantly in the field and have seen the Central Office but once or twice. And yet, each one of them, in the eyes of the public, is expected to have at least a basic knowledge of all of the functions and operations of the Division. The formal management training course, begun in the spring of 1958 and

still underway, has aroused great interest and considerable enthusiasm in its participants and should be extended, first to supervisory levels and eventually in modified form to all present employees. An orientation course should be instituted for all new employees, whether field or Central Office, to give them a basic working knowledge of the scope and nature of the Division's operation. Training should be a constant process, not only to improve skills involved in a present position, but to create the necessary depth for higher supervisory positions. All of this can be accomplished at the minuscule cost of a tiny staff to coordinate training throughout the Division. While its results can never be measured statistically, such a program cannot fail to increase the efficiency of the Division's operation and thus permit it to function even more economically than at present.

On a broader basis we must aim for an eventual program that would make the present type of driver education course given in our high schools a prerequisite to application for a driver license. We must see to it that every high school in the State has a driver training course that teaches both theory and practice and teaches them well, and that such a course is available to all of the students in the particular school. It, or its equivalent in a commercial driving school, must also be available to adults. New Jersey has already reaped tremendous benefits from the driver education courses its schools are now conducting. As more students pass through these courses, their effect on the traffic safety picture in New Jersey will be felt more and more. They have proved their worth—and as soon as it is physically and fiscally feasible, no person should be able to secure a New Jersey driver license without successful completion of such a course.

Our motor vehicle law is generally sound. In it will be found all of the recommendations of all the major national safety organizations—with the single exception of "implied consent" law for the administration of a chemical test where drunken driving is charged. (It is hoped that such legislation, introduced in 1958, will successfully pass the Legislature in 1959.) While the substance is there, Title 39 of the Revised Statutes has become a labyrinthine maze. Sections have been amended from time to time without reference to others, while many sections are antiquated and no longer of use. Confusion of terms is rampant; the writer has noted seven different terms applied to the object which most laymen refer to as a "license plate". A revision of the entire Title, far more in form than in substance, is a definite need. The uniform vehicle code could be used as a guide, because of its simplicity of form. While again New Jersey has most of the recommended requirements of the code, it is an easy model to follow; and while all of its sections should not be adopted verbatim (many of the grants of power, for example, are more limited than those in our present statutes) a thoroughly revised Title 39 would do much to make easier the lot of those who use it—the courts and the law enforcement agencies—and thus increase the proficiency of motor vehicle law enforcement in New Jersey.

Much has been said over the years about the "three E's" of traffic safety, Enforcement, Engineering and Education—and, to paraphrase humbly, the greatest of these is education. The quality of our enforcement in New Jersey is second to none. Our traffic engineering is on a par of that of any state in the Union. There is much to be done to eliminate physical hazards, but wonders have been worked in the past four years, particularly by the State Highway Department on its road system. But enforcement is essentially punitive and after-the-fact; and the finest engineering in the world can only lessen, but never eliminate accidents. Education is the broad intangible; it is the attempt to reach every driver and every pedestrian who uses our streets and highways, to convince him if he needs convincing, to remind him if he needs reminding, that he is driving one of the most lethal weapons known to man. Within limits, we must make use of all of the communication facilities available to us. Our newspaper support has been outstanding. We must learn to make better use

of radio and television facilities, as well as the many other media used in the advertising field.

We have, as I have noted, accomplished much in our school courses. Basically, one cannot escape the conviction that no one group can do more than can the combination of church and school in emphasizing the morality of driving. There must be a realization on the part of every citizen who walks on a street or gets behind the wheel of an automobile that bad driving and even careless driving can be morally, as well as legally, wrong; because, despite our critics, we are essentially a moral nation. Herein lies the great hope for safer highways in New Jersey in the future.

We have much of which we can be proud in New Jersey. Never can we be proud of our fatalities or our accidents, but with the greatest traffic density in the nation and with some of the most traveled highways in the world, we still rank among the safest states in the nation. We cannot even pause momentarily to bask in the glow of our reputation; human lives are at stake and we must do more and then more.

Respectfully,

FREDERICK J. GASSERT, JR.

Director

REVENUE, REGISTRATIONS, LICENSES

The gross revenue of the Division of Motor Vehicles for the calendar year ending December 31, 1957 established a new high in receipts amounting to \$65,199,671.88. Included in this amount is the sum of \$1,361,280 covering fees collected for the Unsatisfied Claim and Judgment Fund.

1957 was the first complete year of operation under the stagger or rotary system of issuing passenger registrations and driver licenses. No comparison can be made between 1956 and 1957 receipts, since the stagger or rotary system was inaugurated during 1956 and because of the conversion to this new system many passenger registrations and driver licenses were issued twice during the 1956 year thus inflating the receipts for the year 1956.

During 1957 there were 2,246,920 vehicles registered. Included in these registrations were 1,868,142 passenger car registrations. Commercial registrations totaled 250,567, including 17,444 farmer trucks.

Auto driver licenses issued were 1,671,231, including 479,970 issued for a three year period.

1957 ANNUAL REPORT

REVENUE, REGISTRATIONS, LICENSES

	January 1 to June 30, 1957		July 1 to December 31, 1957		January 1 to December 31, 1957	
	Items	Fees	Items	Fees	Items	Fees
Passenger Vehicles						
Class I	23,579	\$ 235,790.00	23,654	\$ 236,540.00	47,233	\$ 472,330.00
Class II	806,420	12,096,300.00	752,967	11,294,505.00	1,559,387	23,390,805.00
Class III	124,543	3,113,575.00	136,979	3,424,475.00	261,522	6,538,050.00
	954,542	\$15,445,665.00	913,600	\$14,955,520.00	1,868,142	\$30,401,185.00
“No Fee” Registrations to Motor Vehicle, State & Local Police Departments and Amputee Veterans	1,804		773		2,577	
“No Fee” Registrations of State, County, Federal and Municipally owned vehicles	26,160*		683*		26,843	
Commercial Vehicles	215,101	11,838,976.00	18,022	716,120.00	233,123	12,555,096.00
Farmer Truck Vehicles	16,552	426,459.50	892	16,140.00	17,444	442,599.50
Hearses & Service Wagons	5,154	138,975.00	580	11,051.00	5,734	150,026.00
Omnibus Vehicles	9,078	479,584.00	454	8,787.00	9,532	488,371.00
Trailer Registrations	39,905	3,099,943.00	7,612	254,306.00	47,517	3,354,249.00
Motorcycle Registrations	7,278	14,556.00	2,833	5,666.00	10,111	20,222.00
Dealers (Auto & Motorcycle)	6,532	324,850.00	408	20,295.00	6,940	345,145.00
Agricultural Tractors	5,957	17,871.00	422	1,266.00	6,379	19,137.00
Farm Use Registrations	8,269	8,269.00	741	741.00	9,010	9,010.00
Constructor Registrations	1,863	1,603,285.00	117	75,255.00	1,980	1,678,540.00
Contractor Equipment Intransit	1,488	74,400.00	100	5,000.00	1,588	79,400.00
	1,299,683	\$33,472,833.50	947,237	\$16,070,147.00	2,246,920	\$49,542,980.50
Duplicate Certificates	27,560	\$ 27,560.00	31,509	\$ 31,509.00	59,069	\$ 59,069.00
Transfers	230,775	787,875.40	213,817	418,819.43	444,592	1,206,694.83
Duplicate Tags & Exchanges	38,881	124,009.57	38,372	61,424.27	77,253	185,433.84
Auto Driver Licenses (1 year)	591,911	1,775,733.00	599,350	1,798,050.00	1,191,261	3,573,783.00
Auto Driver Licenses (3 year)	213,379	1,707,032.00	266,591	2,132,728.00	479,970	3,839,760.00
Motorcycle Driver Licenses (1 year)	2,291	2,291.00	995	995.00	3,286	3,286.00
Motorcycle Driver Licenses (3 year)	874	2,185.00	655	1,637.50	1,529	3,822.50
Farm Vehicle Driver Licenses	176	176.00	216	216.00	392	392.00
Learner Permits (Regular)	185,208	370,416.00	179,944	359,888.00	365,152	730,304.00
Learner Permits (Students)	2,925	2,925.00	7,280	7,280.00	10,205	10,205.00
Certificate of Ownership Section	723,998	1,122,662.50	640,881	973,106.00	1,364,879	2,095,768.50
Migrant Workers Temporary Permits	88	88.00	74	74.00	162	162.00

"No Fee" issued to State, County and Municipal Governments

Auto Driver License	59		16		75
Motorcycle Driver Licenses	459		93		552
Transfers	1,084		465		1,549
Duplicate Tags	241		294		535
Duplicate Certificates	178		257		435
Inspection Rejected Replacement Plates	18,333		29,687		48,020
Vehicle Inspection Fees		282,741.00		27,539.00	310,280.00
Total Items and Fees	3,336,087	\$39,678,527.97	2,956,608	\$21,883,413.20	6,292,695
Fines Section		893,358.11		1,105,504.13	1,998,862.24
Certified Copies		2,086.00		2,396.00	4,482.00
Junk Yard Section		2,750.00		2,275.00	5,025.00
Commercial Permits		49,157.09		48,999.78	98,156.87
Service of Process Fees		5,200.10		4,120.00	9,320.10
Driving School (License Fees)		5,100.00		350.00	5,450.00
Driving School (Instructor Fees)		3,588.00		991.00	4,579.00
Certified Driving Record Pads		23,250.00		22,700.00	45,950.00
Miscellaneous Receipts		3,237.42		4,397.38	7,634.80
Excise Section		42,223.59		53,667.11	95,890.70
Race Track Licenses		1,100.00			1,100.00
		<u>\$40,709,578.28</u>		<u>\$23,128,813.60</u>	<u>\$63,838,391.88</u>
Unsatisfied Claim & Judgment Fund Fees		794,112.10		567,167.90	1,361,280.00
		<u>\$41,503,690.38</u>		<u>\$23,695,981.50</u>	<u>\$65,199,671.88</u>

* No renewal, Permanent Plates accumulated total since 1952.

HEARINGS — LICENSE REVOCATIONS

The number of driver license revocations for the year totaled 25,757 exclusive of those under the Security Responsibility Law. This figure reflects a 10 per cent increase over the previous year. Revocations invoked by the Division accounted for 66 per cent of total revocations.

CAUSES FOR LICENSE REVOCATIONS

	1957	1956	1955	1954	1953
Driving while intoxicated	3,590	3,742	2,972	2,484	2,211
Reckless Driving	1,082	1,113	928	751	636
Fatal Accidents	106	131	119	157	112
Speeding	1,259	1,283	747	599	697
Careless Driving	1,063	894	723	674	616
Leaving scene of accident	182	200	154	170	159
Habitual violators	2,459	2,447	2,906	2,586	1,821
Physically unfit	511	573	602	630	547
Defective vision	19	20	28	32	35
Commission of crime involving motor vehicle	289	189	182	192	150
Driving without a license	14	25	29	95	105
Driving under age	211	241	170	171	214
Obtained license while on revoked list	195	94	184	196	80
Failure to appear in answer to summonses	9,216	8,065	6,511	5,482	4,516
Failure to pay fine	0	2	6	1	17
Misstatement of fact in application for license	56	42	65	36	27
Failure to report change of address	1	3	84	76	75
Fraud at examination of new license	118	287	139	66	85
Parolees	1,445	1,223	1,285	1,179	1,089
Failure to appear for reexamination	527	360	338	266	52
All others	3,414	2,224	1,449	1,036	639
Total	25,757	23,158	19,621	16,879	13,883

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1921	956	1940	5,700
1922	931	1941	6,231
1923	2,080	1942	7,629
1924	2,429	1943	4,762
1925	2,886	1944	4,715
1926	2,750	1945	3,350
1927	3,987	1946	4,490
1928	3,657	1947	6,702
1929	4,991	1948	6,508
1930	4,949	1949	7,432
1931	4,993	1950	10,214
1932	4,034	1951	9,882
1933	3,294	1952	12,522
1934	2,863	1953	13,883
1935	3,281	1954	16,879
1936	4,125	1955	19,621
1937	5,876	1956	23,158
1938	5,336	1957	25,757
1939	4,980	Total	258,603

POINT SYSTEM

Traffic violation repeaters disciplined during the year numbered 2,670 a decrease of 170 cases under the previous year.

Operating on 12 or more points scored for moving violation convictions within a three year period, the Point System, intended as a corrective measure rules off the road motorists whose repeated moving violation infractions makes them potential accident hazards.

The age group below 30 years contained 1,794 repeaters or 58 per cent. Listed in the bracket "over 65 years" were 16 repeaters. In the group comprising married persons with dependents, 31 per cent of total cases were listed

During the past five years of the Point System, there were 14,716 violation repeater cases processed. 34 per cent of these cases involved married persons and 39 per cent had dependents. Of the total number of cases, 5,745, or 40 per cent, were not contested by the licensees. Penalties ranging up to two years were imposed in 86 per cent of the cases. Continuing to absent themselves from the classification of violation repeaters were female drivers. Only 108, or seven-tenths of one per cent, of the total cases involved female drivers.

A most encouraging factor in this program is the fact that 93 per cent of those so far cited under the Point System are now "converted" drivers, that is to say, they have not been involved in further conflicts with the traffic laws.

During the year, 223 probationary licenses were issued under the Probationary License Program.

VALIDATED LICENSES

During the year, 6,403 red validated licenses were issued. Of this number, only 649 were involved in subsequent traffic law violations.

DRIVING WHILE INTOXICATED

Drivers convicted for operating a motor vehicle while under the influence of intoxicating liquor totaled 4,048 for the year. This figure represents an increase of 7.5 per cent over 1956. Included in the total are 458 New Jersey drivers convicted beyond the borders of the State. This increase does not necessarily indicate an increase in the incidence of this violation. On the contrary, it is due to more intensive enforcement by the State and local enforcement agencies. Second offenders qualifying during the year for reinstatement of driving privileges, in accordance with the provisions of Chapter 286, P.L. 1952, totaled 24. They were first required to undergo thorough investigation by the Division, submit references from reputable citizens attesting to their sobriety, reputation and habits, and to successfully undergo a complete driver examination. Finally, they were given a hearing by the Director on restoration.

DRUNKEN DRIVING REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1921	430	1940	1,295
1922	352	1941	1,454
1923	832	1942	1,208
1924	971	1943	633
1925	1,155	1944	659
1926	1,259	1945	644
1927	1,640	1946	998
1928	1,952	1947	1,185
1929	2,044	1948	1,120
1930	2,095	1949	1,221
1931	2,089	1950	1,547
1932	1,432	1951	1,688
1933	1,227	1952	1,858
1934	1,443	1953	2,211
1935	1,305	1954	2,484
1936	1,534	1955	2,972
1937	1,690	1956	3,742
1938	1,425	1957	4,048
1939	1,256		
		Total	57,412

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

Alaska	4	Minnesota	1
Alabama	1	New Hampshire	3
California	8	New Mexico	1
Colorado	3	New York	56
Connecticut	9	North Carolina	16
Delaware	49	Oklahoma	1
Florida	101	Pennsylvania	70
Georgia	6	South Carolina	13
Idaho	1	South Dakota	1
Illinois	3	Tennessee	4
Indiana	5	Texas	5
Kansas	3	Vermont	1
Kentucky	4	Virginia	42
Louisiana	2	Washington	4
Maine	11	West Virginia	2
Maryland	15	Wisconsin	1
Massachusetts	18	Wyoming	1
Michigan	3		
		Total	458

FATAL ACCIDENTS

In accordance with Division policy, all fatal accidents are investigated by the Inspector force and State Police, and every surviving driver involved in a fatal accident, regardless of fault, is required to submit to examination at one of the Accident Prevention Clinics. Where there is evidence of a traffic law violation leading to the accident, the driver is brought before the Director to show cause why his driver's license privilege should not be revoked. This procedure is administrative and independent of any action taken by the courts.

License revocations entered during the year as the result of fatal accident involvement totaled 106. Of these, 25 followed hearings and 81 were entered by default when drivers failed to contest the action. In addition, 23 cases were dismissed, after hearing, for insufficient evidence.

HEARINGS

During the year, the Division conducted 2,338 hearings. Of this number, 1,760 were violation repeater and fatal accident cases, 422 on request for restoration and 156 of a miscellaneous nature.

VIOLATION REPEATER STATISTICS FOR 5-YEAR PERIOD

STATE OR RESIDENCE	1957	1956	1955	1954	1953	5 Yr. Total	Percentage
New Jersey	2,769	2,555	3,130	2,677	1,867	12,998	91.7
Pennsylvania	185	198	191	139	79	792	5.7
New York	49	58	51	50	29	237	1.6
Other States	35	29	36	17	13	130	1.0
Total	3,038	2,840	3,408	2,883	1,988	14,157	

PERIODS OF REVOCATION

Under 30 days	27	67	190	158	79	521	3.7
1 Month	230	269	356	468	454	1,777	12.6
2 Months	41	80	280	454	368	1,223	8.5
45 days	174	114	114	160	131	693	4.8
3 Months	438	443	605	428	276	2,190	14.7
4 Months	277	193	295	202	103	1,070	7.5
6 Months	658	615	594	391	299	2,557	19.
1 Year	361	364	178	141	36	1,080	7.6
Indefinite	254	289	293	194	75	1,105	7.8
Decision Reserved	365	406	503	287	167	1,728	12.2
Probationary Licenses	213	**155	**60			213	1.5
Total	3,038	2,840	3,408	2,883	1,988	14,157	

DRIVERS' AGES

Under 21	580	510	636	558	337	2,620	18.6
21-24	638	609	688	564	386	2,885	20.4
25-29	576	558	678	567	421	2,800	19.7
30-39	699	665	820	704	469	3,357	23.7
40-49	373	318	371	318	231	1,612	11.4
50-64	156	170	193	146	81	746	5.2
65 and over	16	10	22	15	9	72	.5
Unknown	—	—	—	11	54	65	.5
Total	3,038	2,840	3,408	2,883	1,988	14,157	

MARITAL STATUS

Single	738	654	856	745	563	3,556	25.1
Married	962	912	1,127	1,070	782	4,853	34.3
Unknown	1,338	1,274	1,425	1,068	643	5,748	40.6
Total	3,038	2,840	3,408	2,883	1,988	14,157	

HAS DEPENDENTS

Yes	1,106	1,057	1,322	1,267	914	5,666	40.
No	587	516	667	566	477	2,813	19.9
Unknown	1,345	1,267	1,419	1,050	597	5,678	40.1
Total	3,038	2,840	3,408	2,883	1,988	14,157	

SEX

Male	3,018	2,813	3,385	2,856	1,977	14,049	99.2
Female	20	27	23	27	11	108	.8
Total	3,038	2,840	3,408	2,883	1,988	14,157	

** 215 Probationary Licenses issued during 1955 and 1956 not included in statistical breakdown for 7 categories.

YEARS LICENSED	1957	1956	1955	1954	1953	5 Yr. Total	Percentage
Under 1 year	13	9	12	14	23	71	.5
1-5 years	577	535	728	610	433	2,883	20.4
6-10 years	392	346	488	427	315	1,968	13.9
11-20 years	375	400	431	475	337	2,018	14.3
21 and over	336	274	330	295	235	1,470	10.3
Unknown	1,345	1,276	1,419	1,062	645	5,747	40.6
Total	3,038	2,840	3,408	2,883	1,988	14,157	

Number of Violation				
Repeater Hearings	1,693	1,786	2,077	1,815
Number of Revocations				
by Default	1,345	1,209	1,331	1,068

AGE GROUP OF PERSISTENT VIOLATORS

					4 Yrs. Total	
Under 21 years	40	67	66	42	215	16.8
21-24	69	86	74	45	274	20.3
25-29	68	72	86	65	291	22.7
30-39	91	89	87	51	318	23.6
40-49	38	45	37	28	148	11.3
50-64	15	30	17	5	67	5.0
65 and over	2	2	1	—	5	.3
Total	323	391	368	236	1,318	

9 percent of Point System defendants over the past five years were re-repeaters.

INSPECTOR FORCE

During the year 1957, the Inspector Force, while still feeling the pressure of many assignments and the shortage of personnel, was able to maintain an average on-duty staff of 142. Changes in the roster resulted from 10 retirements, two resignations, and one death. A class, graduated in March, added 27 names to the roster, 11 of whom were on a temporary basis.

Although the increase in personnel over the previous year was slight, it was enough to permit the reduction of the average individual on duty time to 2,516.8 hours. The figure is still high, but it is lower than the previous year by 103 hours. Absenteeism resulting from sickness was reduced over 500 hours for the year. One Inspector is off duty convalescing from injuries received in the line of duty.

The volume of work performed by the Inspectors is increasing steadily each year. Also, the number of assigned activities is growing. Notwithstanding this increased demand for services, the Force is continually striving to improve methods and techniques to better serve the public.

During the year, continued emphasis was placed on training. Some specific examples of the extent of the program are:

1. The Chief Inspector completed a three-week course at Northwestern University, covering the selection and training of personnel. Many of the subjects discussed at the Institute had already been in effect in the Inspectors' training schedule.
2. The Inspectors served 3,251 hours as Instructors in various police schools.
3. Including instruction from other agencies, as well as within their own ranks, the Inspectors received 7,098 hours of instruction and training bearing directly upon their three main functions of (a) driver licensing examining, (b) investigations, and (c) enforcement.
4. Since their assignments are often hazardous, they must maintain proficiency in the use of the firearm. To this end, each man received eight hours guidance and instruction in the use of the pistol and requalified on the Practical Pistol Course.

Twenty-five Inspectors have received formal training in the operation of Harger Drunkometer. During the year, an In-Service Training Course was established to keep these Inspectors proficient in the use of the instrument. At scheduled meetings, they are advised of any changes in the equipment or of any improvements in techniques in using the instrument or in the application of the results. The effects of the training are becoming apparent. The Force reports a conviction rate of 95 per cent where the testing of suspects was done by Inspectors. An interesting and important side light is revealed in the report—19 per cent of those persons who were suspected of being under the influence of intoxicating liquor were released before being charged. This was on the basis that the instrument results clearly indicated that those tested in this particular group should be presumed not under the influence. It is also interesting to note that 52 per cent of the tests were made by the Inspectors at the request of municipal police.

The testing apparatus was demonstrated, with accompanying lectures, more than twenty times throughout the year to various interested professional groups.

Among the special assignments carried out by members of the Inspector Force was the judging of participants in Teen-Age Road-e-o's. The Inspectors served at 19 of these events. In the State finals, 14 Inspectors were assigned to conduct and score tests. The Road-e-o seems to be growing in importance. Teen age drivers compete with each other to determine the safest driver in their age group. These are the formative years for these young citizens and the habits and tendencies developed before age 20 do much to mold the character of a driver as he reaches adulthood.

Starting in January 1957, an additional assignment was assumed by the Force—the issuing and control of special permits for oversize vehicles and loads. To give some idea of the extent of this activity, it is reported (in statistics elsewhere in this report) that 18,290 permits were issued, resulting in \$98,166.87 revenue to the State. Since this activity doubled during the first year it was administered by the Force, a further increase is forecast during 1958.



DRIVER LICENSE EXAMINATIONS

The primary function of the Inspector Force is the administering of the driver's license examination to all persons desiring the privilege to drive in New Jersey. The procedures and techniques used in this area are under constant and continued study in an attempt to find methods which will include the service to the public and produce safer operators. Some of the changes and improvements placed into effect during the year 1957 are:

1. Method of recording foreign names was revised to facilitate filing.
2. The rules governing the use of learner permits were clarified to eliminate some misunderstanding by applicants.
3. The standard procedure for administering the driving demonstration test were revised and upgraded to provide uniform scoring of the various maneuvers.
4. The driving demonstration test was strengthened by requiring greater precision by the applicant in the performance of certain maneuvers.
5. The Inspectors were given special instructions and training in the administering of certain maneuvers of the driving demonstration test.
6. The various questionnaires used in administering the knowledge test were revised to eliminate some terms and phrases which were not easily understood by applicants.
7. A new type application for the initial driver's license was designed and placed into service. This was necessary to integrate the examining activity into the divisional IBM statistical reporting system.
This new procedure released several Inspectors for examining. These men had been detailed previously to maintain the required statistical reports of the activity.
8. The commercial instructor examination was completely revised. The new procedure is designed to test specifically the applicant's ability to instruct behind-the-wheel.
9. The reporting of activities at the several Centers was revised and simplified.
10. The Baker's Basin testing center was opened in September. The placing in operation of this complete modern installation introduced a new and slightly different type of driving demonstration test, known as the "skill test." This test is administered in a confined area and requires the applicant to exercise planning and judgment in order to negotiate the course satisfactorily.

Plans for the early future include an entire revision of the license examination procedure. It is proposed to require an applicant for a driver's license to qualify on the vision and knowledge phases of the examination before permitting him to practice driving the vehicle on the highway. This change in procedure, it is contemplated, will serve to create an awareness in the applicant of his responsibilities while driving. He will then apply the rules to his practice driving in preparing for the driving demonstration phase of the examination.

The driving demonstration test has been revised with some added emphasis being placed on precision and the exercise of judgment while performing the various maneuvers.

The vision check will include, in addition to the present visual acuity and color perception measurements, a test of field of vision and stereopsis. For the time being, the results of the latter two tests will be for research study only to determine if any real connection exists between these traits and unsafe driving.

Another proposed major change in the procedure is the inauguration of the appointment system. This, it is contemplated, will eliminate the present lines of applicants who are waiting several hours to be examined. In the beginning, the appointment system will be applied to the driving demonstration test only. The appointment cannot be made until the vision check and the knowledge test requirements have been satisfied.

CLINICS

1957 was the first full year of operation for the four Accident Prevention Clinics. Although the number of persons processed in these facilities increased over the previous year by less than one-third, the rejection rate jumped from a rate of 18 per cent to 33 1/3 per cent. Some of the reasons for this change is the fact that personnel were re-trained, a manual of procedures for the clinic operation was developed and placed into effect, and the scheduling was slowed to allow more time for the handling of each person examined.

Some special study was given to the selection of the persons to be re-examined. Every effort was made to schedule into the clinics only those drivers who had been involved in accidents which might have been averted if proper action had been taken in time. Where previously drivers had been called for re-examining if they were merely involved in an accident, the new procedure for scheduling is based on the degree of involvement. In this way, the limited examining facilities were used to the greatest advantage, resulting in the most benefit to that group of drivers who needed immediate help. With only four clinics to serve the entire State, and the many thousands of subjects to be re-examined, there will always be a priority list.

The clinic personnel endeavor to uncover any existing deficiencies of a driver and to determine the effect these findings have on the highway accident situation. The objective is not to deprive persons of their driving privilege but to create a self-motivated desire for safer driving practices and to reduce the number of violations and motor vehicle accidents.

The clinics are furnishing valuable information about attitudinal behavior. This data is undergoing a searching study by the psychologists. From this research, it is hoped will come some valuable improvements to be applied in the initial driver's license examination.

The clinic activity is making a tremendous psychological impact on the traveling public. This segment of our citizenry is coming to recognize that there is a valid reason for the clinics—to help the driver help himself.

The clinic operation serves a most useful purpose in the training program for members of the Inspector Force. In this area, methods and techniques are tried and refined before introducing them in the regular examinations conducted at the Driver Qualification Centers.

During the year, some added emphasis was placed on training of personnel with particular attention being focused on standardization in the administering of the various phases of the program. From our experience, it has been determined that the best sequence of training for the Inspector assigned to the driver license examination function is:

Formal training prior to appointment as an Inspector.

Practical experience under a supervisor, with continued In-Service Training.

Special concentrated training preparing him for the tour of duty in the clinic.

Continued In-Service training in the clinic with the benefit of formal instruction from the consulting psychologist, and finally returning the Inspector to the Driver Qualification Centers where the examination is conducted for the initial driver's license.

Some valuable data was obtained from the consultants from the testing of applicants in one of the clinics on the Audiometer. From the information gathered in the use of this instrument, we expect to learn the part which hearing plays in driving as it relates to safety.

After some lengthy study and extended research, based on the experience gained at the clinics, it is proposed in the near future to extend the activities of the Inspector Force still further and into new areas in an effort to increase highway safety. It is fairly evident from the information learned in the clinics that many drivers operate unsafely because they are unfamiliar with the basic rules of safety. It is proposed to offer to the public special courses on safe driving with explanations of why drivers become involved in difficulties.

In the beginning, the courses will be planned for those drivers who have severe records with the Division, such as violation and accident repeaters. Later, it is hoped the program can be extended to include those drivers who show signs of establishing a record.

Before attempting to place the program into effect, there will be a period of formal training and practical application for those Inspectors who will carry the responsibility for the implementation of the idea.

During the early phases of the program, progress is expected to be slow and many changes in procedures are contemplated.

This is a bold and new approach but the feeling is that the effort and expense will be well worth while and that the real compensation will be a clear indication of an improved highway traffic safety record.

SUMMARY

Summonses	7,402
Arrests	7,402
Fines	\$ 182,207.18
Investigations	15,604
Registrations collected	\$ 7,018.46
Drivers' licenses collected	\$ 292.00
Junk yard revenue	\$ 175.00
Dealers' licenses	\$ 300.00
Certificate of ownership transfers	\$ 37.00
Days off	9,855
Vacation days	2,153
Sick days	1,888
Gasoline (gals.)	142,652
Oil (qts.)	4,190
Miles	2,025,976
Patrol	Hours 50,864
Investigation	Hours 68,626
Traffic Control	Hours 640
Check-ups	Hours 870
Examination	Hours 146,215
General enforcement activities	Hours 26,487
Administration	Hours 10,427
Police school instruction	Hours 10,349
Accident Prevention Clinic	Hours 34,585
Truck weighing	Hours 7,555
Junk yard	Hours 532
Race tracks	Hours 226
Total	Hours 357,376
Recovered stolen cars	26
Value recovered stolen cars	\$ 43,375.00
Overloaded trucks	906
Inspectors	142
Retirements	10
Resigned	2
Death	1
Appointments	27
Gasoline—average mile	14.2
Oil—average mile	483

REVENUE COLLECTED THROUGH ACTIVITIES OF INSPECTOR FORCE

Source	1-Jan. to 30 June 1957	1 July to Dec. 1957	Totals
Fines	\$ 87,008.59	\$ 95,198.59	\$ 182,207.18
Junk yards	\$ 2,750.00	\$ 2,275.00	\$ 5,025.00
Race tracks	\$ 1,100.00		\$ 1,100.00
Driving schools	\$ 8,863.00	\$ 1,166.00	\$ 10,029.00
Special permits	\$ 48,967.09	\$ 49,199.78	\$ 98,166.87
Totals	\$ 148,688.68	\$ 147,839.37	\$ 296,528.05

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

	Passed	Rejected	Total
Asbury Park	5,866	2,903	8,769
Atlantic City	4,465	1,872	6,337
Bridgeton	2,048	984	3,032
Camden	19,006	5,118	24,124
Cape May Court House	1,435	595	2,030
Dover	3,151	1,185	4,336
Elizabeth	15,949	11,578	27,527
Flemington	832	325	1,157
Fort Dix	1,797	452	2,249
Freehold	153	97	250
Hackettstown	978	521	1,499
Hammonton	642	274	916
Jersey City	12,027	7,509	19,536
Lakewood	1,745	892	2,637
Lodi	38,633	15,197	53,830
Morristown	4,251	1,121	5,372
Newton	780	399	1,179
Paterson	5,488	3,768	9,256
Perth Amboy	3,183	1,657	4,840
Phillipsburg	802	375	1,177
Plainfield	29,291	14,097	43,388
Red Bank	3,090	1,152	4,242
Salem	1,664	698	2,362
Sussex	494	322	816
Toms River	964	438	1,402
Trenton	9,398	3,556	12,954
TOTAL	168,132	77,085	245,217

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

January	11,871	5,096	16,967
February	10,787	4,937	15,724
March	14,283	6,507	20,790
April	14,238	6,706	20,944
May	15,948	7,362	23,310
June	15,256	6,577	21,833
July	16,792	8,160	24,952
August	18,240	8,229	26,469
September	15,764	7,160	22,924
October	14,256	6,888	21,144
November	11,274	5,213	16,487
December	9,423	4,250	13,673
TOTAL	168,132	77,085	245,217

MAN HOURS ON ENFORCEMENT

1957



1956



1950



1945



DRIVER LICENSE EXAMINATIONS

1957



1956



1950



1945



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	143,606	58.6	93,966	55.9	49,640	64.3	15.5
Females	101,611	41.4	74,166	44.1	27,445	35.7	28.0
	<u>245,217</u>	<u>100.0</u>	<u>168,132</u>	<u>100.0</u>	<u>77,085</u>	<u>100.0</u>	<u>27.3</u>

68.5 per cent of those examined passed the test.

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

65.8 per cent of those passed were males.

40,351 of the 168,132 persons licensed were 17 years of age, a ratio of one in every 4.1 passed. 64.3 per cent of the 17 year olds passed were males, 28.7 per cent were females.

One in every 4.2 persons was licensed conditionally.

One in every 4.9 persons was licensed conditionally to wear glasses while driving.

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

1,199 applicants who passed the test were 65 years and older; however, 983 or 72.5 per cent of this group qualified only for conditional licenses.

REJECTIONS

31.4 per cent of total applicants failed the test.

64.3 per cent of total rejections were males; 35.6 per cent were females.

One in every 3.3 of those rejected failed the road test.

One in every 18.4 of those rejected failed the visual test.

One in every 4.6 of those rejected failed the written test.

One in every 12.9 of those rejected failed the oral test.

1 applicant was 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	572	61	633	371	41	412	201	20	221
17	35,065	19,407	54,472	24,854	15,497	40,351	10,211	3,910	14,121
18	5,641	4,520	10,161	2,956	3,283	6,239	2,685	1,237	3,922
19	4,177	3,650	7,827	2,224	2,767	4,991	1,953	883	2,836
20	3,758	3,143	6,901	1,952	2,345	4,297	1,806	798	2,604
21-24	17,840	11,282	29,122	10,116	8,459	18,575	7,724	2,823	10,547
25-29	24,090	15,563	39,653	17,670	11,760	29,430	6,420	3,803	10,223
30-39	26,255	24,799	51,054	17,979	18,363	36,342	8,276	6,436	14,712
40-49	14,709	12,245	26,954	9,377	7,680	17,057	5,332	4,565	9,897
50-64	9,513	3,734	15,927	5,505	3,734	9,239	4,008	2,680	6,688
65 on	1,986	527	2,513	962	237	1,199	1,024	290	1,314
Total	143,606	101,611	245,217	93,966	74,166	168,132	49,640	27,445	77,085

**APPLICANTS REJECTED
SEX AND AGE**

Age	Written			Vision			Oral		
	M	F	Total	M	F	Total	M	F	Total
16	108	12	120	11	—	11	16	—	16
17	4,991	1,527	6,518	633	203	516	507	9	516
18	1,340	545	1,885	108	54	162	369	8	377
19	1,013	438	1,451	75	44	119	376	4	380
20	919	373	1,292	74	41	115	396	8	404
21-24	4,025	1,352	5,377	283	158	441	1,617	69	1,686
25-29	3,384	1,529	4,913	306	202	508	1,529	117	1,646
30-39	3,988	2,571	6,559	502	356	858	2,181	219	2,400
40-49	2,561	1,816	4,377	303	218	521	1,418	147	1,565
50-64	1,981	975	2,956	307	140	447	832	104	936
65 on	455	110	565	147	21	168	70	13	83
Total	24,765	11,248	36,013	2,749	1,437	4,186	9,311	698	10,009

Age	Physical			Road			Other		
	M	F	Total	M	F	Total	M	F	Total
16	1	—	1	58	8	66	7	—	7
17	—	—	—	3,640	1,989	5,629	440	182	622
18	—	—	—	813	576	1,389	55	54	109
19	—	—	—	457	377	834	32	20	52
20	—	—	—	387	352	739	30	24	54
21-24	—	—	—	1,743	1,215	2,958	53	29	82
25-29	—	—	—	1,152	1,919	3,071	47	34	81
30-39	—	—	—	1,525	3,232	4,757	76	57	133
40-49	—	—	—	1,008	2,371	3,379	39	11	50
50-64	—	—	—	866	1,447	2,313	20	14	34
65 on	—	—	—	346	144	490	6	2	8
Total	1	—	1	11,995	13,630	25,625	805	427	1,232

MOTORCYCLE LICENSE APPLICATION

Age	Passed		Rejected		Total Examined	
	Male	Female	Male	Female	Male	Female
16	—	—	—	—	—	—
17	91	1	—	—	91	1
18	114	1	—	—	114	1
19	104	1	—	—	104	1
20	83	4	—	—	83	4
21-24	310	3	2	—	312	5
25-29	250	4	1	—	251	4
30-39	264	11	—	—	264	11
40-49	105	2	—	—	105	2
50-64	37	1	—	—	37	1
65 on	6	—	—	—	6	—
Total	1,364	30	3	—	1,367	30

TOTAL APPLICANTS ISSUED

Ages	By Ages	
	Number	Per Cent of Total
16	412	.6
17	40,351	24.0
18	6,239	2.6
19	4,991	3.0
20	4,297	2.5
21-24	18,575	11.0
25-29	29,430	17.5
30-39	36,342	22.6
40-49	17,057	10.1
50-64	9,239	5.4
65 on	1,199	.7
Total	168,132	100.0

CONDITIONAL LICENSES ISSUED

Age	Must Wear Glasses			Physical			Oral		
	M	F	Total	M	F	Total	M	F	Total
16	45	8	53	53	5	58	1	—	1
17	3,603	2,989	6,592	44	35	79	275	15	290
18	464	627	1,091	14	12	26	143	12	155
19	297	534	831	9	7	16	190	20	210
20	259	517	776	3	5	8	188	19	207
21-24	1,460	1,819	3,279	29	26	55	788	111	899
25-29	2,288	2,330	4,618	43	28	71	731	138	869
30-39	3,200	3,503	6,703	81	53	134	1,053	242	1,295
40-49	2,017	2,252	4,269	42	47	89	656	143	799
50-64	2,486	2,006	4,492	40	16	56	438	87	525
65 on	796	187	983	13	1	14	88	7	95
Total	16,915	16,772	33,687	371	235	606	4,551	794	5,345

MOTORCYCLE DRIVER TESTS

Total Examined	1,397
Passed	1,394
Rejected	3

Only 30 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 1,300 persons were examined for these special licenses during the year. 16 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 2.9 applicants passed held a valid license from another State.

PER CENT REJECTED TO TOTAL EXAMINED

Age	By AGES			Per Cent Rejected
	Total Examined	Total Passed	Total Rejected	
16	633	412	221	35.0
17	54,472	40,351	14,121	26.0
18	10,161	6,239	3,922	38.5
19	7,827	4,991	2,836	36.2
20	6,901	4,297	2,604	38.0
21-24	29,122	18,575	10,547	36.2
25-29	39,653	29,430	10,223	26.0
30-39	51,054	36,342	14,712	29.0
40-49	26,954	17,057	9,897	36.7
50-64	15,927	9,239	6,688	42.0
65 on	2,513	1,199	1,314	52.2
Total	245,217	168,132	77,085	31.4

TYPES OF REJECTIONS

Age	Written		By AGES Vision		Oral		Physical		Road	
	No.	Per Cent	No.	Per Cent	No.	Per-Cent	No.	No.	Per Cent	
16	120	.3	11	.2	16	.1	1	66	.2	
17	6,518	18.0	836	19.0	516	5.1	—	5,629	22.9	
18	1,885	5.2	162	3.8	377	3.7	—	1,389	5.4	
19	1,451	4.0	119	2.8	380	3.7	—	834	3.2	
20	1,292	3.5	115	2.7	404	4.0	—	739	3.0	
21-24	5,377	15.0	441	10.5	1,686	16.8	—	2,958	11.5	
25-29	4,913	12.8	508	13.6	1,646	16.4	—	3,071	12.0	
30-39	6,559	18.2	858	20.4	2,400	23.9	—	4,757	18.5	
40-49	4,377	12.1	521	12.4	1,565	11.8	—	3,379	13.3	
50-64	2,956	9.4	447	10.6	936	6.3	—	2,313	9.0	
65 on	565	1.5	168	4.0	83	8.2	—	490	2.0	
Total	36,013	100.0	4,186	100.0	10,009	100.0	1	25,625	100.0	

FOR HIRE LICENSE APPLICANTS

Age	Passed	Rejected	Total Examined
21-24	144	1	145
25-29	267	3	270
30-39	477	5	482
40-49	268	5	273
50-64	115	2	117
65 on	13	—	13
Total	1,284	16	1,300

RE-EXAMINATIONS

A total of 7,170 drivers were re-examined during the year of which number 2,388 or 33.3 per cent failed to meet legal requirements and were rejected.

The remaining 4,782 were permitted to retain their operating licenses, 3,563 without restrictions and 1,219 conditionally.

**AGE GROUPS
CONDITIONAL LICENSES**

Age	Unrestricted	Glasses	Physical	Oral
17	58	2	1	1
18	178	7	1	4
19	143	4	—	1
20	111	6	—	1
21-24	447	21	2	15
25-29	537	38	8	20
30-39	925	83	17	48
40-49	557	92	13	43
50-64	504	410	19	100
65 on	103	191	6	65
Total	3,563	854	67	298

**AGE GROUPS
REJECTION CAUSES**

Age	Written	Vision	Oral	Physical	Road
17	11	—	1	—	—
18	44	—	2	—	—
19	43	1	1	—	—
20	35	1	2	—	—
21-24	166	2	17	—	—
25-29	196	6	22	—	1
30-39	196	12	54	3	2
40-49	309	12	65	2	2
50-64	646	31	125	1	6
65 on	243	35	66	15	13
Total	1,889	99	355	21	24

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

ACCIDENT REPEATER RE-EXAMINATION PROGRAM

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

Males	Passed	Rejected	Total
16	—	—	—
17	55	11	66
18	171	41	212
19	129	39	168
20	100	35	135
21-24	418	167	585
25-29	503	216	719
30-39	881	352	1,233
40-49	534	318	852
50-64	763	530	1,293
65 on	231	231	462
Total	3,785	1,940	5,725

Females	Passed	Rejected	Total
16	—	—	—
17	3	—	3
18	18	8	26
19	10	4	14
20	10	3	13
21-24	41	9	50
25-29	37	12	49
30-39	90	41	131
40-49	69	34	103
50-64	103	66	169
65 on	23	18	41
Total	404	195	599

Drivers involved in two property damage accidents within 18 months, and persons 60 to 64 years of age involved in one reportable accident are required to submit to re-examination at the regular Driver Qualification Center. The record:

Males	Passed	Rejected	Total
16	—	—	—
17	4	1	5
18	3	—	3
19	6	—	6
20	7	—	7
21-24	22	8	30
25-29	50	16	66
30-39	86	29	115
40-49	86	37	123
50-64	153	77	230
65 on	103	70	173
Total	520	238	758

Females	Passed	Rejected	Total
16	—	—	—
17	—	—	—
18	1	—	1
19	3	—	3
20	1	—	1
21-24	4	1	5
25-29	5	1	6
30-39	16	1	17
40-49	16	3	19
50-64	14	6	20
65 on	8	3	11
Total	68	15	83

AUTOMOBILE RACE TRACKS

Safety at automobile race tracks continues on a high level. There were no serious injuries or fatalities during the year 1957. The wisdom of the Legislature in requiring these events to be supervised is now apparent. The Inspector Force is continually rendering advice to persons interested in auto racing, many of whom would be conducting or participating in events without adequate protection were it not for the requirement of this law.

Total Revenue collected \$1,100.00

Approved tracks for the year 1957:

Alcyon Speedway, Pitman
Atco Speedway, Atco
Flemington Fairgrounds, Flemington
K D Speedway, Lawnside
New Egypt Speedway, New Egypt
Mt. Holly Speedway, Mt. Holly
Old Bridge Stadium, Old Bridge
Pleasantville Speedway, Pleasantville
Trenton Speedway, Trenton
Vineland Speedway, Vineland
Wall Stadium, Belmar

JUNK YARD SUPERVISION

Chapter 11, Title 39, of the Revised Statutes of New Jersey, provides that Motor Vehicle Junk Yards adjacent to or visible from State Highways be licensed by the Division of Motor Vehicles. During the year 1957, 93 junk yard licenses were issued and fees totaling \$5,025 were collected and turned over to the State Treasury.

It is recommended the act be amended to require the licensing of all junk yards and persons engaged in the business of destroying motor vehicles, regardless of location. The anticipated effect of the recommended change would be as follows:

1. Better control of disposition of Certificates of Ownership.
2. Increased revenue to the State.
3. Better control of persons practicing the sale of unsafe replacement parts.
4. This Division can better assist the Health Department in preventing air and water pollution.

Location of the 93 yards under Division supervision were as follows:

County	Number
Atlantic	2
Bergen	10
Burlington	2
Camden	2
Cape May	1
Cumberland	2
Essex	5
Gloucester	7
Hudson	16
Hunterdon	7
Middlesex	15
Monmouth	5
Morris	5
Ocean	3
Passaic	3
Salem	3
Union	4
Warren	1
Totals	93

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

Month	License Fees	Inspection Fees	Totals
January	\$250	—	\$250
February	600	\$25	625
March	600	50	650
April	500	25	525
May	200	25	225
June	150	—	150
July	500	25	525
August	500	25	525
September	100	—	100
October	400	—	400
November	550	—	550
December	500	—	500
Totals	\$4,850	\$175	\$5,025

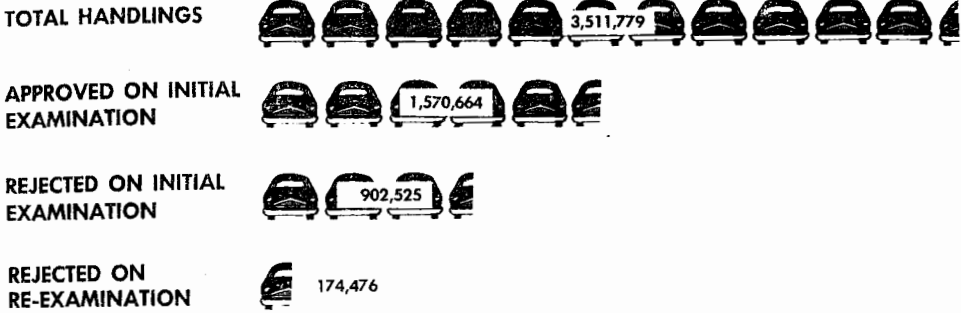
Fees collected during the past five years were as follows:

1953	1954	1955	1956	1957
\$3,550.00	\$4,225.00	\$4,175.00	\$3,975.00	\$5,025.00

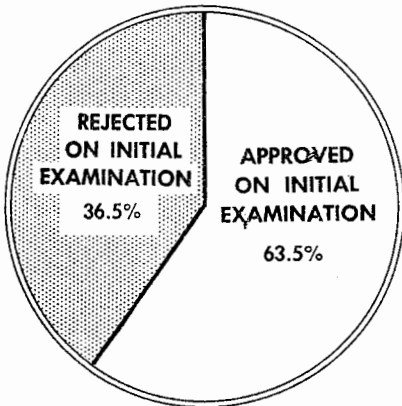
DRIVERS' SCHOOL LICENSING AND REGULATION

Number Drivers' Schools Licensed in 1957	128
Number Drivers' Schools Privately Owned	109
Number Drivers' Schools Board of Education (Adult Education)	19
Number Drivers' Schools Renewal Licenses	113
Number Drivers' Schools Initial Licenses	15
Numbers Drivers' Schools Application Rejected	1
Reason:	
Record of Crime	
Number Driving School Licenses Revoked	2
Number Instructors' Licenses in 1957	309
Number Instructors' Renewal Licenses	218
Number Instructors' Initial Licenses	91
Number Instructors' Applications Rejected	70
Reason:	
Withdrew Application	9
Failed Examination Three Times	9
Record of Crime	2
Unsatisfactory Driving Record	2
Failed to Complete Examination	48
Total	70
Number Instructors' Licenses Suspended	2
Reason:	
Record of Crime	1
Failed to comply with Regulations	1
Number Instructors Tests Conducted for Initial Licenses	584
Psychophysical Test	145
Driving Instruction Test	209
Knowledge Test	191
Judgment of Driving Ability Test (Since 10/14/57)	39
Total Revenue Collected	\$10,029

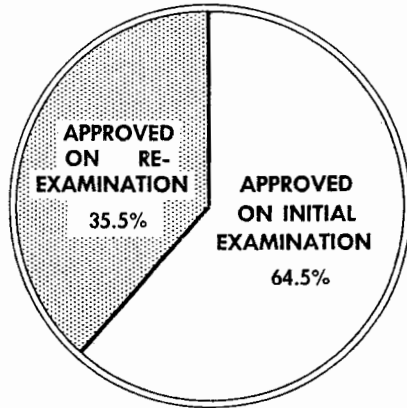
1957 INSPECTIONS



NUMBER OF INDIVIDUAL VEHICLES
2,473,189

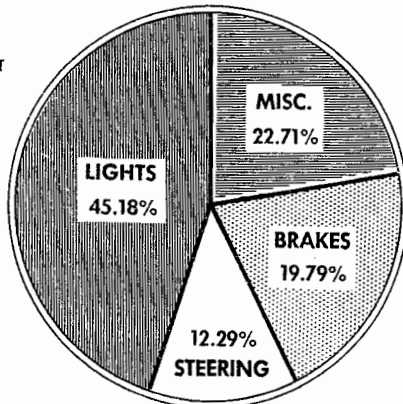


APPROVALS
2,434,778



REJECTIONS
1,908,994

- HEADLIGHTS
- AUXILIARY DRIVING LIGHTS
- LIGHT OUTPUT
- PARKING LIGHTS
- RED REAR LIGHT-MARKER LIGHT
- WIRING AND SWITCHING
- OTHER LIGHTS
- BEAM INDICATOR LIGHT



- CREDENTIALS
- DIRECTIONAL SIGNALS
- IDENTIFICATION MARKS (PLATES)
- EXAMINATION OF ALL GLASS
- WINDSHIELD CLEANERS
- OBSTRUCTION TO VISION
- REAR-VIEW MIRROR
- HORN
- FENDER FLAPS
- EXHAUST SYSTEM
- MISCELLANEOUS

- STEERING ALIGNMENT
- STEERING OPERATION

- SERVICE BRAKE
- PARKING BRAKE
- BRAKE EQUALIZATION
- PEDAL AND LEVER RESERVE

VEHICLE INSPECTIONS

New Jersey pioneered compulsory inspection of motor vehicles in State operated stations. The year 1957 marked the completion of twenty years of successful operation.

On January 1, 1957, there were 40 stations in operation having a total of 57 inspection lanes. Of the 30 buildings in use, a larger number have been in service since 1937. Added to this 30 were 9 open air lanes (in drive-in theatres) and one privately owned truck inspection lane operated under lease. All stations operate from 8 A. M. to 5 P. M., Monday through Saturday. From June 15 through September 15, the Stations were closed Saturdays by law. Night operations were continued in 19 Stations which remained open one evening a week from 5 P. M. to 9 P. M.

The policy of one inspection annually, was continued through 1957. Exception to this rule was made for school buses which, by joint requirement of the State Department of Education and the Director of Motor Vehicles, are required to be inspected semi-annually. For the purpose of inspection, all vehicles (other than the bus type) which are used for the transportation of children to and from school, both religious and secular, are also required to have the semi-annual inspection. In addition to meeting the regular passenger vehicle requirements, each of these vehicles must also be equipped with a fire extinguisher, a first aid kit and a wrecking bar.

In weighing the value of vehicle inspection in New Jersey in the over-all accident picture, it is highly significant to note that fatal accidents, which were at a high of 1,278 in 1937, the year before inspection began, dropped to 865 in 1938. In the intervening twenty years motor vehicle registrations have more than doubled from 1,024,096 in 1938 to 2,351,058 in 1957 with corresponding increases in gasoline consumption and vehicle miles traveled but in 1957, there were 833 traffic fatalities as against 865 in 1938. Vehicle Inspections save lives!

Vehicle Inspection Stations continued this year, under authority of C.137, P.L. 1956, to pass on the legibility of vehicle license plates. Under this system, some 56,383 new plates were ordered as free replacement for 1952 plates which had become badly worn. These stations also continued to serve as convenient depots for the surrender of licenses where the owner no longer had use for them. In 1957, plates and certificates so surrendered amounted to 58,435 items.

In handling some 2,473,189 individual vehicles during the year, it is worth noting that 902,525, or 36 percent were rejected on first appearance and, of these some 174,476 failed to pass one or more re-examinations. Reasons for rejections on these vehicles totalled 1,908,994 which appear in a graphic tabulation in this report. Attention is called to the fact that these figures cover vehicles of all ages. One in eight of all rejections were for steering deficiencies; one in two were for lights; one in five were for inadequate brakes.

During the year, modern field installations were opened at Camden and Trenton replacing obsolete stations in those cities. The Trenton installation on Route 1, Lawrence Township, is a prototype for future construction. It includes not only a three lane inspection station for vehicles but also facilities for a license agency, for drivers qualification and for an accident prevention clinic. The new Camden Station contains three inspection lanes and is designed for future expansion on the Trenton Plan.

During the year, an additional drive-in lane was opened at Atco. As of December 31, 1957, forty-one stations were in operation with a total of sixty-one inspection lanes. Operating personnel consisted of a Chief, 3 District Supervisors, 43 Station Supervisors, 57 Senior Examiners and 530 Examiners.

FACTS AND FIGURES FOR 1957

	1957 Number	Rate Per Day	Related to 1956
Total Accidents	107,762	296	4.8%
Persons Killed	833	2.3	7.9%
Persons Injured	57,570	157.8	3.6%
Economic Loss	\$114,672,446*	\$314,171*	21.0%

* National Safety Council estimate of economic loss for traffic casualties.

20 Year Comparison

	1957	1938	Percent Change
Total Accidents	107,762	33,570	221.0%
Deaths	833	865	3.7%
Death Rate	3.5	8.2	57.3%

Registered Vehicles	2,351,058
Gasoline Consumption	Gals. 1,879,295,301
Vehicle Miles Travelled	23,566,363,075
N. J. Rank in territorial extent	45
N. J. Rank in travel density	1
N. J. Rank in registered vehicles	8
N. J. Rank in population	8
N. J. Death rate rank in Nation (lowest)	5
During 1957, there was one motor vehicle registered in New Jersey for every 2.3 persons.	
Billion Miles of Travel per Month	2.0

New Jersey's highest traffic accident toll for any year in the history of motor vehicle travel was reached during 1957 with the recording of 107,762 reportable accident cases.

ACCIDENT RESEARCH AND RECORDS

The processing and analysis of New Jersey's 107,762 reportable accident cases involved 212,098 reports from drivers and 68,803 police reports or a total of 280,901 reports reviewed.

Each accident case was completely analyzed according to standard schedules relating to vehicle types, drivers, roadways, severity, time of day, weather, pedestrian involvement and related causation factors. Processing of this data was accomplished by electronic statistical machines.

On the basis of the information compiled, statistical summaries and reports were prepared for state-wide use in planning engineering improvements, selective enforcement activities and public educational programs.

In addition to various accident summaries and reports prepared, traffic violation data in relation to accident occurrence were compiled from police reports by roadway system and jurisdiction.

The filing of all accident cases by precise roadway location provided a continuous inventory on all high accident frequency areas.

TRAFFIC ENGINEERING

Continuing a program begun in 1955, the traffic engineering activities of the Division in 1957 were confined to county and municipal roadway systems. All engineering activities dealing with State Highways came under the jurisdiction of the State Highway Department.

TRAFFIC INVESTIGATIONS

A total of 473 requests for assistance and advice was received during 1957 and investigations were conducted and recommendations submitted on 405 cases as shown:

Investigations by Type	Investigations Number	Completed Percentage
Traffic Signals	77	19.0
Traffic Signals-Miscellaneous	68	16.8
Flashing Signals	13	3.2
Time Space Diagrams	3	0.8
Speed Surveys	101	24.9
No Passing Zones	17	4.2
Signs	25	6.2
Miscellaneous	101	24.9
	405	100.0

The 77 traffic signal investigations completed represent the number of intersections concerning which official requests were received for permission to install new signals, as well as the number of investigations of the need for the replacement of obsolete signal equipment. Some of the traffic signal investigations resulted in recommendations that traffic signals *not* be installed, but that other traffic control measures be applied.

The "Traffic Signals-Miscellaneous" heading covers all traffic signal jobs on which inspections or observations of operation and timing were made or where minor revamping of the signal equipment was recommended.

Of the 101 Speed Surveys completed, 85 involved reports wherein recommendations were made concerning the establishment of realistic speed limits along 194.7 miles of roadway. This mileage includes speed zones in which the basic 25 MPH and/or 50 MPH limits were recommended as well as limits other than the basic limits. The remaining 16 investigations covered conferences in which the speed survey procedure was outlined to the County and/or Local Officials or the Division's original speed limit proposals were discussed further.

Engineering personnel conducted 17 No Passing Zones studies in 1957. These studies covered approximately 62.8 miles of roadway and included recommendations that proper No Passing Zones be legally established and marked and that some existing No Passing Zones be removed.

COUNTY AND MUNICIPAL ROADWAY INTERSECTIONS

In the completion of investigations of 405 cases cited above, members of the staff consulted with traffic officials in 217 municipalities as well as in 20 counties in the State. The following tabulation shows the number of municipalities by population groups in which the investigations and recommendations were made:

Population	Number of Municipalities
Under 1,000	14
1,000 to 5,000	76
5,000 to 25,000	92
25,000 to 100,000	30
Over 100,000	5

217

SPEED SURVEYS

During the year, field checks of vehicle speeds with the use of radar speed meters were conducted and reports completed.

The results of these surveys are becoming apparent as more realistic speed limit signs are erected. Conferences between local and state officials have been held to explain the reasons for the recommended limits.

THROUGH STREETS

A staff member has been assigned to assist county officials when requested to formulate a workable County Road Through Street System. Since this program was instituted two years ago, reports for six counties have been completed.

MISCELLANEOUS ACTIVITIES

In addition to the work described above, representatives have investigated complaints from local police, State Police and Motor Vehicle Inspectors as well as many received from private citizens.

Representatives also serve as consultants to municipalities in connection with the traffic phases of city planning programs, off-street parking projects, and other phases for municipal development.

SAFETY EDUCATION

During the year, the Division's safety education activities included the dissemination of safety information to all public information media, the supply and use of motion pictures, and the preparation of safety exhibits, safety publications and other educational materials.

Newspapers

Newspapers continue as a major outlet for public information programs. In addition to the regular stories sent to the dailies and weeklies in the State and the dailies in New York City and Philadelphia, special releases were prepared for the special emphasis programs — "Slow Down and Live" and the holiday campaign. In addition, the Driver's Manual was serialized and sent to all weekly newspapers under the byline of the Attorney General. Letters and sample editorials were sent to all newspapers in New Jersey just before all major holidays.

Radio and Television

Spot announcements and news releases were sent to 31 radio stations in New Jersey and 22 others in New York and Pennsylvania. The material covered seasonal hazards and the special-emphasis programs.

Motion Pictures

From a film library of 460 motion picture reels on traffic safety showings during 1957 were as follows:

	Showings	Attendance*
Elementary Schools	151	43,200
Secondary Schools	4,319	101,291
Exhibits	34	12,825
Adult Groups	85	8,700
Out-of-State Loans	92	Incomplete
Total	4,681	166,016
"X Marks the Spot" — Television	1	200,000 (estimated viewers)

* Attendance totals based on report estimates.

PUBLICATIONS

"Traffic Safety" and "Driver Education" were published on a monthly basis. "Traffic Safety" was distributed to more than 4,500 State, County and Local safety officials while "Driver Education" was distributed to more than 1,600 secondary schools administrators and teachers. Other publications included a weekly "News-letter" to county traffic safety coordinators.

Including all types of safety literature, the Division mailed, shipped or delivered nearly 3 million safety items during 1957.

School Programs

As in previous years, at the conclusion of driver education courses in high schools, representatives administered tests and issued student certificates of 29,847 students. This compared with 28,064 in 1956 and 26,009 in 1955.

Division personnel lectured and administered qualifying tests at the Montclair and Trenton State Teachers Colleges for those in teacher preparation courses. During the year, 67 new teachers of driver education were certificated.

In cooperation with the Department of Education and the Inspector Force, standard forms for special permits for behind-the-wheel courses in the secondary schools were issued. The Division also cooperated with the Department of Education in the issuance of identification cards for teachers.

For the second successive year, New Jersey received the Award of Excellence, the highest, for its driver education program in the high schools.

During the previous eight years that the National High School Driver Education Award Program has been conducted, New Jersey has received citations each year. These included: 3 Third Place awards and a Second Place award for five consecutive years.

Miscellaneous Activities

During the year, Safety Education personnel filled 208 speaking engagements, including service clubs and veteran groups meetings, a new high annual total.

In cooperation with the Armed Forces and police officials, 25 police, military and special safety programs were conducted by section personnel.

Conferences with county, local, school and police officials numbered 155 during the year.

SPECIAL EMPHASIS PROGRAMS

Holiday Campaign

Since December is traditionally the worst month of the year in traffic, an important part of the Governor's continuing traffic safety program was the December Holiday Safety Campaign conducted by the Division from November 25, 1957 through January 1, 1958. Governor Meyner in his proclamation of November 8, 1957, stressed observance of all traffic regulations, moderation in speed and alcohol, and increased public support.

This campaign featured — a "safety sermon" and a pedestrian leaflet. The "safety sermon" was delivered in churches and synagogues during December.

The printed leaflet, "It's True When It's You!" was distributed throughout the State with the aid of Civil Defense personnel and auxiliary police. The Civil Defense personnel handed out the literature during the Christmas shopping season to alert the public at the most critical period.

During this phase, special news releases were sent to police chiefs in the State for local newspapers. The releases dealt with the most perils encountered during the Christmas Season.

Summer Campaign

New Jersey again participated in the national "Slow Down and Live" campaign, sponsored by the National Conference of State Safety Coordinators. The effort was featured by radio and television spot announcements sent out during the summer.

Letters were sent to each member of the clergy in New Jersey asking for personal appeals for individual responsibility in preventing accidents. The clergy also took part in the distribution of "Slow Down and Live" literature during this summer campaign.

ORDINANCES AND RESOLUTIONS

The provisions of "Title 39 of the Revised Statutes" require that Ordinances or Resolutions must be submitted to the Director of Motor Vehicles for approval in order to legalize such regulatory measures as speed limits, one-way streets, bus stops, parking prohibitions and restrictions, through streets, turn prohibitions, no passing zones, etc.

During 1957 the following Ordinances and Resolutions were investigated and approved:

Speed Zones — 14 (32.6 Miles)
Other Ordinances — 233
Other Resolutions — 66

Each speed zone approval may cover the entire roadway through a few municipalities and does not necessarily represent the number of zones established on each roadway in each municipality. In addition, only speed zones other than those defined as basic 25 MPH or 50 MPH are included in the speed zone mileage figure.

COUNTY TRAFFIC SAFETY COORDINATORS

The second year of the County Coordinators' program saw additional progress. The Coordinators met monthly with State personnel and discussed safety problems and methods to overcome them and reduce accidents.

The program has also aimed to achieve greater uniformity and coordination in traffic operations on county and municipal roads.

TRAFFIC TRAINING COURSE AT RUTGERS

A two-year training program, "Street and Highway Traffic Planning and Control", was sponsored by the Extension Division of Rutgers University and the Department of Law and Public Safety. This program is designed for individuals who are already employed or to be employed in any of the counties or municipalities of New Jersey and who are or will be mainly concerned with the technical aspects of traffic control and regulation. Division personnel have assisted in the classroom instruction of most of the courses that were presented.

"TEENS FOR SAFE DRIVING"

The "Teens for Safe Driving" program continued to progress during 1957 and by the year's end several schools were awaiting presentations of their charters.

In October 1957, four representatives of the "Teens" organization flew to Chicago to attend the First Annual Teen-Age Safety Leaders Conference. This added the support of Kiwanis International, New Jersey District, to that previously provided by the Division and the Department of Education.

COUNTY VISITATIONS

In May 1957, a program of visitation to all counties in the State was begun for the purpose of meetings with county officials and municipal officials.

These visitations were carried on throughout the year to effect a better understanding between State and the local and county officials.

MOTOR VEHICLE ACCIDENT DATA AND RATES IN NEW JERSEY
Including
NUMERICAL AVERAGE AND RANKING OF NEW JERSEY IN THE NATION

	Total Motor Vehicle Accidents			Total Motor Vehicle Deaths			Population Death Rate Motor Vehicle Deaths Per 100,000 Population			Registration Death Rate Motor Vehicle Deaths Per 10,000 Registered Vehicles			Mileage Death Rate Motor Vehicle Deaths Per 100 Million Vehicle Miles Traveled		
	N. J.	N. J.	N. J. Rank	N. J.	U. S. Average	N. J. Rank	N. J.	U. S. Average	N. J. Rank	N. J.	U. S. Average	N. J. Rank	N. J.	U. S. Average	N. J. Rank
1932*	45,867	1,269	(40)	31.7	26.7	(13)	14.9	12.3	(17)	17.9	22.3	(9)			
1940	42,538	911	(39)	21.9	26.2	(8)	8.4	10.6	(5)	8.0	12.1	(4)			
1950	79,970	687	(32)	14.2	23.1	(5)	4.4	7.2	(4)	2.2	7.5	(3)			
1953	88,145	751	(32)	15.1	24.2	(5)	4.1	7.0	(6)	4.0	7.1	(3)			
1954	91,696	801	(34)	15.3	22.1	(5)	4.0	6.1	(5)	3.8	6.5	(4)			
1955	98,577	791	(32)	14.6	23.4	(5)	3.7	6.3	(4)	3.4	6.4	(3)			
1956	102,827	772	(32)	14.5	24.0	(5)	3.4	N.A.	N.A.	3.3	6.4	(2)			
1957	107,762	833	(32)	15.1	22.6	(5)	3.5	N.A.	N.A.	3.5	N.A.	N.A.			

* First year of State-wide summarization
 NA Not Available

ACCIDENT STATISTICS

COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured	COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured
ATLANTIC COUNTY	2,387	49	1,685	Montvale	48	1	32
Absecon	69	3	47	Moonachie	37	1	9
Atlantic City	747	8	488	New Milford	132	—	107
Brigantine	25	—	8	North Arlington	204	1	85
Buena Boro	57	1	61	Northvale	21	—	19
Buena Vista Twp.	78	1	56	Norwood	25	1	17
Corbin City	6	1	6	Oakland	60	—	35
Egg Harbor City	59	—	26	Old Tappan	13	—	5
Egg Harbor Twp.	204	3	160	Oradell	111	1	44
Estelle Manor	25	—	29	Palisades Park	330	3	158
Folsom	31	1	29	Paramus	1,181	4	648
Galloway Twp.	125	3	110	Park Ridge	57	1	22
Hamilton Twp.	217	11	125	Ramsey	176	4	118
Hammonton	139	10	159	Ridgefield Boro	212	—	88
Linwood	14	1	19	Ridgefield Park	266	3	132
Longport	9	—	3	Ridgewood	414	2	157
Margate	78	—	33	River Edge Boro	198	—	98
Mullica Twp.	51	3	55	Rivervale	34	—	30
Northfield	50	—	32	Rochelle Park	114	—	57
Pleasantville	244	3	149	Rockleigh	3	—	2
Port Republic	4	—	1	Rutherford	529	2	253
Somers Point	62	—	56	Saddle River Boro	52	—	26
Ventnor	83	—	27	Saddle Brook Twp.	235	1	132
Weymouth Twp.	10	—	6	So. Hackensack	68	—	42
BERGEN COUNTY	13,648	56	6,816	Teaneck	706	2	389
Allendale	52	—	28	Tenafly	185	—	92
Alpine	74	—	37	Teterboro	215	—	96
Bergenfield	187	1	64	Upper Saddle River	63	—	32
Bogota	90	—	38	Waldwick	90	—	59
Carlstadt	202	—	99	Wallington	151	—	52
Cliffside Park	259	—	69	Washington Twp.	24	—	9
Closter	87	—	39	Westwood	138	1	52
Cresskill	57	—	29	Woodcliff Lake	34	1	21
Demarest	31	1	7	Wood-Ridge	146	—	87
Dumont	132	1	67	Wyckoff	65	—	34
E. Paterson	330	1	193	BURLINGTON COUNTY	2,718	54	1,657
E. Rutherford	259	2	151	Bass River Twp.	17	—	4
Edgewater	65	—	35	Beverly	17	—	12
Emerson	48	—	17	Bordentown City	47	—	14
Englewood City	585	3	289	Bordentown Twp.	184	4	125
Englewood Cliffs	65	2	34	Burlington City	185	1	69
Fairlawn	473	1	263	Burlington Twp.	102	3	46
Fairview	190	—	111	Chesterfield	35	1	24
Fort Lee	690	4	397	Cinnaminson	148	2	109
Franklin Lakes	42	1	18	Delanco	20	—	6
Garfield	389	—	153	Delran	78	—	35
Glen Rock	98	1	58	Eastampton	34	2	33
Hackensack	759	2	315	Edgewater Park	34	2	16
Harrington Park	33	—	26	Evesham Twp.	90	3	60
Hasbrouck Hts.	400	—	229	Fieldsboro	12	2	4
Haworth	29	—	9	Florence	79	—	55
Hillsdale	58	—	42	Hainesport	37	1	41
Hohokus	98	—	51	Lumberton	32	—	15
Leonia	96	—	45	Mansfield Twp.	77	1	44
Little Ferry	246	1	109	Maple Shade	139	1	78
Lodi Boro	501	2	221	Medford	41	3	40
Lyndhurst Twp.	290	1	139	Medford Lakes	4	—	1
Mahwah	179	2	94	Moorestown	116	—	66
Maywood	148	—	69	Mt. Holly	110	—	39
Midland Park	69	1	32	Mt. Laurel Twp.	44	2	32

COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured	COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured
New Hanover Twp. ..	84	2	27	Stone Harbor	11	1	4
No. Hanover Twp.	43	1	25	Upper Twp.	55	1	20
Palmyra	210	—	168	West Cape May	7	—	3
Pemberton Boro	23	—	7	West Wildwood	1	—	—
Pemberton Twp.	171	7	116	Wildwood City	172	2	67
Riverside Twp.	67	1	33	Wildwood Crest	25	—	8
Riverton	29	—	9	Woodbine	9	—	5
Shamong	21	2	28				
Southampton	98	3	81	CUMBERLAND COUNTY ..	1,558	35	909
Springfield	115	6	71	Bridgeton	235	4	103
Tabernacle	18	—	22	Commercial Twp.	54	3	28
Washington	7	—	3	Deerfield Twp.	43	1	45
Westampton	33	2	25	Downe Twp.	31	—	24
Willingboro	33	—	22	Fairfield Twp.	66	3	44
Woodland	30	2	25	Greenwich Twp.	8	—	4
Wrightstown	54	—	27	Hopewell Twp.	25	1	15
				Lawrence Twp.	23	1	5
CAMDEN COUNTY	6,255	48	3,514	Maurice River Twp.	52	1	42
Audubon	153	1	108	Millville	249	4	132
Audubon Park	16	—	4	Shiloh	1	—	—
Barrington	53	—	29	Stow Creek Twp.	10	1	4
Bellmawr	100	—	64	Upper Deerfield Twp.	108	4	40
Berlin Boro	101	2	65	Vineland	653	12	423
Berlin Twp.	37	1	28				
Brooklawn	121	—	61	ESSEX COUNTY	19,582	83	9,995
Camden	2,231	14	1,027	Belleville	582	3	310
Chesilhurst	10	—	11	Bloomfield	701	4	375
Clementon	56	1	37	Caldwell Boro	124	—	53
Collingswood	270	2	147	Caldwell Twp.	95	2	54
Delaware Twp.	551	2	342	Cedar Grove Twp.	127	1	78
Gibbsboro	9	—	6	East Orange	1,157	7	614
Gloucester City	227	3	99	Essex Fells	22	—	10
Gloucester Twp.	146	2	135	Glen Ridge	154	—	84
Haddon Twp.	250	—	144	Irvington	914	3	468
Haddonfield	112	—	41	Livingston	303	1	146
Haddon Heights	91	—	48	Maplewood	332	2	153
Hi-Nella	1	—	2	Millburn	288	—	139
Laurel Springs	6	—	8	Montclair	685	3	316
Lawnside	28	—	25	Newark	11,781	50	6,096
Lindenwold	62	—	38	No. Caldwell	33	—	17
Magnolia	48	—	29	Nutley	377	—	185
Merchantville	72	—	41	Orange	565	3	228
Mt. Ephraim	79	1	39	Roseland	46	—	14
Oaklyn	61	—	27	South Orange	352	1	198
Pennsauken Twp.	910	10	583	Verona	243	1	95
Pine Hill Boro	9	—	9	West Caldwell	81	1	48
Pine Valley	—	—	—	West Orange	620	1	314
Runnemede	98	—	79				
Somerdale	33	3	28	GLoucester County ...	1,704	41	1,074
Stratford	27	—	24	Clayton	70	1	27
Tavistock	—	—	—	Deptford Twp.	221	4	149
Voorhees Twp.	49	1	28	E. Greenwich Twp. ..	33	1	15
Waterford Twp.	74	—	44	Elk Twp.	49	6	45
Winslow Twp.	147	5	105	Franklin Twp.	168	2	102
Woodlyne	17	—	9	Glassboro	103	1	74
				Greenwich	36	1	16
CAPE MAY COUNTY	863	13	452	Harrison	51	—	32
Avalon	13	—	7	Logan	38	—	21
Cape May City	20	—	9	Mantua Twp.	81	6	84
Cape May Point	2	—	—	Monroe Twp.	214	7	148
Dennis Twp.	43	2	27	National Park	13	—	9
Lower Twp.	118	3	65	Newfield	7	—	—
Middle Twp.	136	3	80	Paulsboro	53	—	27
No. Wildwood	69	1	49	Pitman	59	—	29
Ocean City	167	—	98	So. Harrison	9	—	11
Sea Isle City	15	—	10	Swedesboro	22	—	22

COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured
Washington Twp.	91	5	59
Wenonah	6	—	2
W. Deptford Twp.	102	6	79
Westville	89	—	37
Woodbury	129	1	59
Woodbury Heights	25	—	8
Woolwich Twp.	35	—	19
HUDSON COUNTY	10,566	48	5,879
Bayonne	860	6	557
East Newark	49	—	20
Guttenberg	55	—	25
Harrison	278	3	126
Hoboken	692	5	386
Jersey City	4,851	19	2,813
Kearny	737	3	435
North Bergen	1,029	5	564
Secaucus	309	1	174
Union City	901	2	424
Weehawken	327	2	134
West New York	478	2	221
HUNTERDON COUNTY	923	16	466
Alexandria	14	—	4
Bethlehem	46	—	28
Bloomsbury	10	—	16
Califon	3	—	2
Clinton Town	63	2	17
Clinton Twp.	111	5	63
Delaware	40	—	27
East Amwell	31	—	25
Flemington	72	—	18
Franklin Twp.	10	—	3
Frenchtown	10	—	1
Glen Gardner	11	—	7
Hampton	18	2	9
High Bridge	18	—	9
Holland	20	1	2
Kingwood	23	1	9
Lambertville	52	—	15
Lebanon Boro	13	—	13
Lebanon Twp.	31	—	13
Milford	7	—	6
Raritan	108	—	54
Readington	119	2	72
Stockton	2	—	—
Tewksbury Twp.	15	—	2
Union	39	3	22
West Amwell	37	—	29
MERCER COUNTY	4,249	38	1,951
East Windsor	96	1	53
Ewing Twp.	238	4	126
Hamilton Twp.	732	6	339
Hightstown	32	2	28
Hopewell Boro	17	—	6
Hopewell Twp.	131	5	89
Lawrence	292	2	171
Princeton	15	—	3
Princeton Boro	164	1	62
Princeton Twp.	106	4	62
Trenton	2,215	8	896
Washington Twp.	80	2	49
West Windsor	131	3	67

COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured
MIDDLESEX COUNTY	7,363	52	3,803
Carteret	128	—	54
Cranbury Twp.	40	—	23
Dunellen	111	—	75
E. Brunswick Twp. ..	376	3	239
Helmetta	4	—	—
Highland Park	250	1	97
Jamesburg	33	—	13
Madison Twp.	316	4	237
Metuchen	168	—	60
Middlesex	95	—	51
Milltown	36	—	16
Monroe Twp.	75	1	58
New Brunswick	1,014	2	420
No. Brunswick Twp. ..	290	3	152
Perth Amboy Twp. ..	1,034	7	458
Piscataway Twp.	233	4	99
Plainsboro	30	1	20
Edison Twp. (Formerly Raritan Twp.)	855	3	471
Sayreville	488	—	306
South Amboy	201	1	107
South Brunswick	139	4	88
South Plainfield	167	—	71
South River	154	—	38
Spotswood	31	—	21
Woodbridge	1,135	18	629
MOMOUTH COUNTY	4,952	55	3,181
Allenhurst	18	—	4
Allentown	7	—	2
Asbury Park	390	1	264
Atlantic Twp.	81	1	53
Atlantic Highlands ..	58	2	24
Avon	33	—	20
Belmar	169	1	95
Bradley Beach	77	1	44
Brielle	53	2	28
Deal	37	—	26
Eatontown	162	—	92
Englishtown	25	1	14
Fair Haven	36	—	19
Farmingdale	14	—	4
Freehold Boro	90	—	46
Freehold Twp.	174	4	126
Highlands	51	—	49
Holmdel	76	2	63
Howell Twp.	250	4	202
Interlaken	6	—	3
Keansburg	71	—	34
Keyport	194	—	119
Little Silver	40	—	17
Long Branch	244	—	116
Manalapan Twp.	121	9	76
Manasquan	40	—	26
Marlboro	77	1	50
Matawan Boro	68	1	55
Matawan Twp.	103	1	79
Middletown Twp.	375	7	307
Millstone Twp.	38	—	30
Monmouth Beach ...	10	—	4
Neptune Twp.	289	—	195
Neptune City	63	1	40
New Shrewsbury	71	—	53
Ocean Twp.	140	2	96
Oceanport	65	1	29

COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured	COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured
Raritan Twp.	131	3	114	Eagleswood Twp.	6	—	5
Red Bank	372	3	164	Harvey Cedars	4	—	11
Roosevelt	4	—	1	Island Beach	—	—	—
Rumson	82	—	53	Island Heights	2	—	2
Sea Bright	25	—	24	Jackson Twp.	113	6	122
Sea Girt	30	—	13	Lacey Twp.	26	1	17
Shrewsbury Boro ...	51	—	20	Lakehurst	27	—	12
Shrewsbury Twp. ...	7	—	4	Lakewood Twp.	266	—	183
South Belmar	9	—	—	Lavalette	26	—	19
Spring Lake Boro ...	55	—	23	Little Egg Harbor ...	19	—	13
Spring Lake Hts.	27	—	12	Long Beach Twp.	29	—	27
Union Beach	58	—	40	Manchester Twp.	57	—	42
Upper Freehold Twp. ...	44	—	25	Mantoloking	15	—	11
Wall Twp.	169	6	121	Ocean Twp.	12	—	4
West Long Barnch ..	72	1	63	Ocean Gate	7	—	5
MORRIS COUNTY	4,527	40	2,334	Pine Beach	8	—	3
Boonton Town	128	1	22	Plumsted Twp.	67	3	35
Boonton Twp.	78	1	26	Point Pleasant Boro	95	—	66
Butler	80	1	26	Pt. Pleasant Beach ..	117	—	62
Chatham Boro	113	—	58	Seaside Heights	47	—	32
Chatham Twp.	53	—	13	Seaside Park	24	—	12
Chester Boro	12	—	10	Ship Bottom Beach	16	—	15
Chester Twp.	45	—	24	South Toms River ...	8	—	3
Denville Twp.	192	4	95	Stafford Twp.	58	1	31
Dover	371	6	161	Surf City	6	—	—
E. Hanover Twp.	102	1	77	Tuckerton	14	—	9
Florham Park	73	—	37	Union Twp.	22	1	13
Hanover Twp.	206	2	104	PASSAIC COUNTY	8,457	39	3,948
Harding Twp.	54	—	22	Bloomington	54	—	28
Jefferson Twp.	107	—	69	Clifton	1,803	11	831
Kinnelon	23	—	7	Haledon	82	—	37
Lincoln Park	59	1	20	Hawthorne	202	3	84
Madison	213	4	85	Little Falls Twp.	277	—	142
Mendham Boro	26	—	6	North Haledon	31	—	13
Mendham Twp.	16	—	8	Passaic	1,327	4	625
Mine Hill Twp.	42	—	19	Paterson	3,089	10	1,280
Montville Twp.	158	5	127	Pompton Lakes	114	1	58
Morris Twp.	200	1	104	Prospect Park	60	—	28
Morris Plains	81	—	49	Ringwood	81	1	31
Morristown	428	2	158	Totowa	218	—	128
Mountain Lakes	68	1	52	Wanaque	93	—	53
Mt. Arlington	5	—	4	Wayne	745	3	435
Mt. Olive Twp.	73	1	42	West Milford Twp. ..	184	5	118
Netcong	83	—	34	West Paterson	97	1	57
Parsippany T. H. Twp.	481	6	325	SALEM COUNTY	807	15	407
Passaic Twp.	33	—	10	Alloway Twp.	29	—	9
Pequannock Twp.	89	1	51	Elmer	17	—	5
Randolph Twp.	145	—	107	Elsin Boro Twp.	12	—	8
Riverdale	58	1	32	Lower Alloway Cr. Twp.	12	—	8
Rockaway Boro	158	—	71	Lower Penns N. Twp.	136	5	82
Rockaway Twp.	134	—	57	Mannington Twp. ...	56	1	30
Roxbury Twp.	241	—	168	Oldmans Twp.	33	—	24
Victory Gardens	5	—	3	Penns Grove	87	—	25
Washington Twp. ...	35	—	13	Pilesgrove Twp.	52	—	44
Wharton	59	1	38	Pittsgrove Twp.	64	—	23
OCEAN COUNTY	1,636	18	1,096	Quinton Twp.	38	2	33
Barneget City	3	—	1	Salem	86	2	21
Bay Head	14	—	7	Upper Penns N. Twp.	122	2	64
Beach Haven	20	—	4	Upper Pittsgrove Twp.	47	3	25
Beachwood	17	—	7	Woodstown	16	—	6
Berekeley Twp.	41	3	23				
Brick Twp.	176	—	132				
Dover	274	3	168				

COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured
SOMERSET COUNTY	2,365	18	1,213
Bedminster Twp.	41	2	19
Bernards Twp.	87	—	20
Bernardsville Boro	82	1	37
Bound Brook	183	—	79
Branchburg Twp.	51	—	36
Bridgewater Twp.	309	4	198
Far Hills	12	1	2
Franklin Twp.	206	4	109
Green Brook Twp.	203	1	104
Hillsborough Twp.	111	3	82
Manville	99	—	38
Millstone	3	—	—
Montgomery Twp.	57	—	39
North Plainfield	461	1	271
Peapack-Gladstone ..	16	—	7
Raritan Town	57	—	31
Rocky Hill Boro	5	—	4
Somerville	186	1	57
S. Bound Brook	31	—	11
Warren Twp.	76	—	37
Watchung	85	—	32
SUSSEX COUNTY	851	14	426
Andover Boro	24	—	3
Andover Twp.	33	—	11
Branchville	16	1	6
Byram	50	—	30
Frankford	58	6	40
Franklin	34	—	17
Fredon	21	—	14
Green Twp.	17	—	6
Hamburg	22	—	9
Hampton	28	1	11
Hardyston Twp.	48	—	35
Hopatcong	26	—	15
Lafayette	17	1	7
Montague Twp.	20	—	13
Newton	130	—	41
Ogdensburg	7	—	1
Sandyston Twp.	12	—	6
Sparta	114	3	71
Stanhope	26	—	18
Stillwater Twp.	13	—	4
Sussex	24	1	13
Vernon Twp.	37	—	15
Walpack	5	—	4
Wantage Twp.	69	1	36
UNION COUNTY	8,809	39	4,211
Berkeley Hts. Twp. ..	74	1	27
Clark	109	—	36
Cranford	241	1	131
Elizabeth	2,065	12	984
Fanwood	60	—	34
Garwood	46	—	21
Hillside	492	2	201
Kenilworth	81	—	40
Linden	1,090	2	573
Mountainside	215	4	114
New Providence Boro	65	1	32
Plainfield	831	2	386
Rahway	574	2	329
Roselle Boro	258	1	131
Roselle Park	144	2	75
Scotch Plains Twp.	190	1	105

COUNTY AND MUNICIPALITY	Total Acc.	Total Killed	Total Injured
Springfield	308	1	141
Summit	366	5	164
Union Twp.	1,263	1	551
Westfield	325	1	131
Winfield	12	—	5
WARREN COUNTY	912	18	453
Allamuchy Twp.	18	2	7
Alpha	9	—	10
Belvidere	9	—	5
Blairstown Twp.	22	—	3
Franklin Twp.	21	1	7
Frelinghuysen	12	—	4
Greenwich Twp.	46	1	27
Hackettstown	79	1	42
Hardwick Twp.	5	—	2
Harmony Twp.	28	—	18
Hope	11	—	10
Independence	25	—	14
Knowlton	30	—	13
Liberty	12	—	8
Lopatcong	64	1	34
Mansfield	27	1	19
Oxford Twp.	16	—	4
Pahaquarry	4	—	3
Phillipsburg	258	—	112
Pohatcong	38	1	25
Washington Boro	50	—	21
Washington Twp.	60	5	28
White	68	5	37

SECURITY-RESPONSIBILITY

The Motor Vehicle Security-Responsibility Law will soon mark its fifth anniversary. The statute, effective April 1, 1953 and superseding the former financial responsibility law, was designed to provide the public with increased and improved protection against the financially irresponsible owner and driver involved in accidents and failing to pay for the damage caused.

The year 1957 produced a higher accident report volume, indicating a higher accident frequency. This year a total of 184,839 accident cases were processed in the administration of the law. In comparing last year's total of 179,581, a 2.9 per cent increase is reflected in the volume handled.

It is generally agreed that a law of this type is capable of stimulating acquirement of insurance coverage and this has been true in New Jersey. Since 1953, there has been a steady increase in the number of motorists reporting satisfactory insurance coverage. In 1957, 84.2 per cent of those involved in reportable traffic accidents were insured, as compared with 80.2 per cent in 1956. At the time the statute was enacted, only about 60 per cent were insured. This latest percentage of insured motorists (residents and non-residents) is based on 174,839 accident reports, representing only 8 per cent of the total registered owners. Furthermore, information obtained from registration applications where, currently, an added charge is assessed against the uninsured, indicates that the percentage of insured may be possibly greater. Actual percentage of insured motorists shown by registration records amounts to 92.1 per cent for the year 1957, indicating that the 1952 legislative program was highly successful in bringing about greater security and protection to the innocent victims of accidents.

Value of the law from the standpoint of indemnifying the damaged and injured in automobile accidents is also shown here. It is logical to assume that many of these claims and judgments would not have been paid were it not for the application and administration of this Act.

The law provides that a motorist involved in an accident who cannot show evidence of having an automobile insurance policy can comply with the requirements through the alternate means of posting a deposit of security or a surety bond in an amount determined by the Director to be sufficient to satisfy any judgment which may be recovered against him. During the year 1957, 2,818 persons chose this alternate means by posting security deposits totaling the sum of \$804,187.82. Interesting to note is the fact that during the entire period of the law's existence, 14,679 persons posted security deposits in the form of cash or surety bond amounting to a total of \$3,924,449.09.

The custody and disposition of the funds both cash and surety bonds held by the Division is described in the following table.

Suspension of license activity reflects a 7.5 per cent decrease. There were 24,092 suspensions against a total of 26, 273 in the year 1956. The overall decrease is attributed to a lesser activity in the suspensions under "security" provisions. This experience indicates that the gradual improvement of the insured total of motorists within the State had a corresponding effect upon the action taken against uninsured motorists who failed to post a security deposit. The suspension of license and the keen enforcement of the orders gives singular support to the objective of the law not only by removing from traffic those who have proven themselves financially irresponsible, but also by facilitating adjustment of legal claims.

ANALYSIS OF INDEMNIFICATION OF DAMAGED AND INJURED MOTORISTS

	January — December 1956		January — December 1957		For Entire Span of Law April 1953 — December 1957	
	No.	Amount	No.	Amount	No.	Amount
Releases—establishing that uninsured have satisfied claims	7,691	\$2,162,044.00	5,920	\$1,796,549.00	28,317	\$ 8,076,024.00
Installment Settlement Agreements—establishing that the uninsured is paying claims in installments.	1,603	\$ 502,712.00	1,491	\$ 520,006.00	5,554	\$ 1,865,066.50
Final Judgments—against uninsured who had made security deposit and judgment paid from deposit.	456	\$ 113,506.35	476	\$ 115,185.25	1,501	\$ 357,844.35
Judgments—paid after suspension of uninsured licenses and license restored	1,260	\$ 686,592.19	1,182	\$ 742,934.66	5,884	\$ 3,167,073.69
Total	11,010	\$3,464,854.54	9,069	\$3,174,674.91	41,256	\$13,466,008.54

SECURITY ACCOUNT ANALYSIS

	January — December 1956		January — December 1957		For Entire Span of Law April 1953 — December 1957	
	No.	Amount	No.	Amount	No.	Amount
Security deposits by uninsured	4,117	\$1,130,364.31	2,818	\$ 804,187.82	14,679	\$3,924,449.09
Security deposits refunded to uninsured after establishing his release, non-liability or one year expired and no suit instituted	3,066	\$ 776,801.49	3,254	\$ 852,000.19	10,953	\$2,766,473.59
Final judgment against uninsured who had made security deposit and judgment paid from deposit	456	\$ 113,506.35	476	\$ 115,185.25	1,501	\$ 357,844.35
On deposit by uninsured available to those damaged or injured by uninsured		\$ 963,128.77		\$ 800,131.15		\$ 800,131.15
Cases suspended—uninsured failed to satisfy Security-Responsibility law.	26,273		24,292		111,834	

Additionally, the law requires persons convicted of certain motor vehicles offenses resulting in suspension of license to file evidence of financial responsibility for the future. In this area, during the year 1957, a total of 11,494 certificates of insurance were handled and filed to continue for a minimum period of at least three years, compared with the 1956 total of 10,038 — a 14.5 percent rise.

A total of 2,384 unpaid judgment certifications were also filed by the various courts of the state representing \$3,354,513.07 in unpaid judgments. Here, too, a rise is recorded over the corresponding period of last year amounting to 22 per cent.

The goal sought by the Security-Responsibility Law of having motorists face up to their responsibilities when involved in accidents could not be complete without the assistance of the Unsatisfied Claim and Judgment Fund Law. Since these two laws are closely inter-related by reason of their aim and purpose, certain activities in the administration of the Security-Responsibility Act are of much value to the Unsatisfied Claim and Judgment Fund Board in discharging its function. All facilities of The Division, therefore, are open to the Board to keep it informed not only of the insurance status of a motorist at time of accident, but, in addition, the Board is informed whether an uninsured subsequently produces a release, settlement agreement, or if a security deposit is made to cover judgments which may arise. In affording full cooperation, much duplication of work and overlapping of information requests from the public is eliminated. The services rendered satisfactorily close many of the potential claims which are filed against the fund thereby lightening the burden of the Board's investigation and payments. Experience is now showing that the Unsatisfied Claim and Judgment Fund is caring for the larger claims which the uninsured cannot meet, while the Security-Responsibility Law is resolving the smaller claims of property damage and personal injury.

Statistical data which follows covers the cases processed and work volume experienced during the calendar year 1956 compared with the 1957 operation of the Security-Responsibility Section.

	1956	1957
Accident Reports Received (Driver)	201,521	210,255
Accident Reports Received (Police)	65,492	68,803
Accident Reports Received (letter form)	3,608	1,843
Total Accident Reports Received	270,621	280,901
Vehicles Insured	144,060	155,703
Vehicles Not Insured	35,521	29,136
Total Vehicles Involved	179,581	184,839
Coverage Denied by Insurance Company	1,034	884
Percentage Insured (Total Vehicles Involved)	80.2%	84.2%
Cases—Incomplete—Accident Reports and additional information requested	124,265	125,510
Cases—All Vehicles Insured	46,801	52,994
Cases—Exempt, Etc.	27,119	27,083
Cases—Evaluated	18,560	14,477
Cases—Accident Not Reportable	12,270	9,419
Number of Evaluations against Owner and/or Driver	27,917	22,814
Owners Exempt	22,747	21,160
Number of releases	7,691	5,920
Representing Total of	\$2,162,044.00	\$1,796,549.00
Number of Settlement Agreements	1,603	1,491
Representing Total of	502,712.00	520,006.00
Number of Deposits (Including Surety Bonds)	4,117	2,818
Amount of Deposits (Including Surety Bonds)	\$1,130,364.31	\$ 804,187.82
Average Deposit	\$ 274.56	\$ 285.38
Adjudication of non-liability (Judgment for uninsured)	528	509
Adjudication of liability (Judgment against uninsured)	203	237
Number of Disbursements (claims paid by Section)	456	476
Representing	\$ 113,506.35	\$ 115,185.25
Number of Refunds (Including Surety Bonds)	3,066	3,254

Representing (Including Surety Bonds)	\$ 776,801.49	\$ 852,000.19
Applications filed for Restoration and/or Refund (1 year expired)	8,707	7,856
SUSPENSIONS		
Failure to deposit security	16,078	13,294
Failure to prove F. R. for future	7,936	8,376
Failure to pay judgment	2,259	2,622
Total Suspensions	26,273	24,292
RESTORATIONS		
Security requirements satisfied	6,855	5,504
F. R. for future filed	4,314	4,907
Judgment paid and F. R. filed	1,260	1,182
Total Restorations	12,429	11,593
PROOF OF F. R. FOR FUTURE REQUIRED		
Conviction—Intoxicated driving	3,732	3,948
Conviction—Leaving scene of accident	200	183
Conviction—Reckless driving	1,113	1,049
Conviction—Point System	2,447	2,489
Conviction—Fatal Accident	131	105
Conviction—Judgment	2,268	2,682
Total	9,891	10,456
	1956	1957
PROOF OF F. R. FOR FUTURE		
Insurance Certificates	10,038	11,494
Cash	\$ 22,000.00	
Cancellations	6,836	6,465
Expirations	580	214
Change of Coverage	2,223	2,196
JUDGMENT CASES		
Total Cases	1,954	2,384
Representing total of	\$2,175,530.02	\$3,354,513.07
Judgment later paid	\$ 686,592.19	\$ 742,934.66
CERTIFIED COPY OF OPERATING RECORD		
Fees collected	\$ 38,884.00	\$ 49,255.50
No Fee	631	874
Number Issued	39,453	48,496
Mail-Items received, sorted, read, dispatched	495,776	515,357
Mail-Outgoing, prepared and mailed	427,297	394,744
Visitors	9,157	8,152
Phone Calls (Incoming)	39,859	39,447

UNSATISFIED CLAIM AND JUDGMENT FUND

The New Jersey Unsatisfied Claim and Judgment Fund Law was approved on April 10, 1952, and made applicable to auto accidents within the state on and after April 1, 1955; during the interim, the first assessments for the "Fund" were collected. On April 1, 1958, the Law completed its third year in actual operation.

The purpose of this report is to detail the operation of the "Fund" during the three-year period from effective date, April 1, 1955, to April 1, 1958, and to summarize important events prior to the effective date. In the interest of clarity, the report is divided into four sections which follow a chronological sequence so far as the subject matter will permit.

The first section describes the legislative history; this is followed by a brief outline of the statutory provisions. The third section summarizes the period from date of enactment (April 10, 1952) to effective date (April 1, 1955), and the fourth covers the greater part of three years in actual operation.

1. *Legislative History*

The law came into being as part of New Jersey's overall attack on the problem of the negligent and financially irresponsible motorist; for this reason, a brief comment on legislative history will help to clarify the relationship between this law and other related statutes.

For two years, commencing in 1950, a New Jersey Joint Legislative Committee made a comprehensive inquiry into all phases of the situation created by the negligence of the financially irresponsible motorist. Methods used in other jurisdictions were carefully studied by the Committee, including compulsory auto insurance in Massachusetts, the various Canadian Unsatisfied Judgment Fund and Impoundment Laws, and the state-operated Unsatisfied Judgment Fund in North Dakota. The Committee also gave consideration to a system of compensating injuries, regardless of liability, under a compulsory insurance plan akin to workmens' compensation.

The Committee's findings and recommendations were presented to the 1952 session of the Legislature, at which time bills providing for a state-operated Unsatisfied Judgment Fund, Compulsory Auto Liability Insurance, and revision of the Financial Responsibility Statute were introduced. These proposals did not meet with general approval. Legislative leaders, state officials, representatives of the public and of the insurance industry then met to work out a program which would offer an acceptable and effective answer to the problem.

The best estimates available to this "task force" showed that only 62% of New Jersey's registered vehicles were covered by liability insurance. Therefore, the "task force's" objective was a method which would bring relief to the innocent victim of the financially irresponsible motorist, without inviting the undesirable complications observed elsewhere.

To effect this purpose, five bills were recommended. After public hearing, the proposals were introduced at the 1952 session of the Legislature and all of them were passed by unanimous vote. These new laws are listed and described below in the order in which they were to become effective:

A. *Motor Vehicle Liability Security Fund Act*

(Chapter 175, P. L. 1952) Effective May, 10, 1952.

The objective of this law is to safeguard New Jersey policy-holders in the event that their auto liability carriers should become insolvent; this is accomplished by requiring the carriers to make certain deposits with the Treasurer, subject to administration by the Commissioner of Banking and Insurance.

B. *Motor Vehicle Security-Responsibility Law*

(Chapter 173, P. L. 1952) Effective April 1, 1953.

This law was enacted to require the owner or operator of a motor vehicle involved in an accident causing damage in excess of \$100, to prove financial ability for payment of any damages as to which he may be legally liable, up to statutory limits. The accident must be reported by the owner or driver within forty-eight hours, regardless of fault; and the authorities are required to revoke driving privileges or registration of persons who fail to prove, within sixty days, that they are insured or have

1. been released from liability,
2. adjudicated not liable,
3. agreed in writing to pay damages not exceeding statutory limits, or
4. deposited security in an amount not less than a sum determined by the Director of Motor Vehicles, up to the statutory limit.

C. *An Act for the Apportionment of the Cost of Administration of the Motor Vehicle Security Responsibility Act.*

(Chapter 176, P. L. 1952) Effective April 1, 1953

This law apportions the cost of administering the Security Responsibility Act among carriers writing auto liability insurance in New Jersey.

D. *Accident Reporting Law*

(Chapter 177, P. L. 1952) Effective April 1, 1953.

This law requires motorists involved in an accident to report the following: insurance in force at the time of the accident, the cause of the accident, weather—highway—traffic conditions at the time, and the persons and vehicles involved. These facts are helpful to traffic engineers studying the best methods of preventing accidents. It also provides the Director of Motor Vehicles with information necessary to adequate enforcement of the Security-Responsibility Act.

E. *Unsatisfied Claim and Judgment Fund Law*

(Chapter 174, P. L. 1952) Effective April 1, 1955.

11. *Summary of Statutory Provisions*

The Unsatisfied Claim and Judgment Fund Law has been classified Chapter 6, Title 39 of the New Jersey Revised Statutes, Sections 61 to 91.

As originally enacted, the provisions of the Law may be summarized as follows:

A "Fund" is set up for the benefit of qualified New Jersey residents who are innocent victims of auto accidents within the state, caused by persons who cannot pay judgments resulting or are otherwise financially irresponsible. To establish the "Fund", the Law provides that New Jersey motorists who register in the year 1954 shall pay a fee (insureds, \$1.00 — uninsureds, \$3.00), and that insurance companies operating in the state pay an assessment of $\frac{1}{2}$ of 1% of net direct written auto liability premiums for the year 1953.

The Director of Motor Vehicles has discretionary authority to levy additional fees against motorists and further assessments against insurance companies in subsequent years; these being in the nature of deficiency assessments. The "Fund" is administered by a statutory Board consisting of the State Treasurer and four representatives of the insurance industry selected annually by the Commissioner of Banking and Insurance. One industry representative shall represent each of the following classes of companies: stock company rating organization members, mutual company rating organization members, independent stock companies and independent mutual and other companies. The Board receives no compensation from the "Fund" and its expenses are met by auto liability carriers operating in the state.

Limits of payment authorized are \$5,000/10,000/1,000, subject to a \$200 deductible. Within thirty days after the accident, the claimant files a "Notice of Accident and Intention to Make Claim" wherein a summary of the claim is set forth. If the Board feels that the matter warrants investigation, it is assigned to an insurance company for that purpose, the company bearing the costs of the investigation.

The Board is authorized to settle claims under \$1,000 without court approval. Where the claim exceeds that amount, the "Fund" may settle with court approval or make payment after judgment has been entered and shown to be unsatisfied. The "Fund" takes an assignment from the claimant, or judgment creditor, as the case may be, to the extent of its payment; the party at fault in the accident (the uninsured driver) must then arrange to repay the "Fund" the monies which were advanced, with interest — if he fails to meet this requirement, his driving privileges are revoked and he is off the road.

The Law makes provision for a right of action and recovery in accidents caused by hit-and-run drivers, out-of-state drivers and stolen cars. In these cases, suit is brought against the Director of Motor Vehicles who is defended by insurance counsel at insurance company expense.

Further details as to statutory provisions will appear in the pages which follow.

111. *Summary of Period From Enactment (April 10, 1952) to Effective Date (April 1, 1955)*

Early in 1954, the Commissioner of Banking and Insurance appointed an ad interim Board, which held its first meeting in September of that year at the call of the State Treasurer. This group had the responsibility of establishing the administrative procedures and creating the facilities necessary for proper endorsement of the Law. Frequent meetings were held during the fall and winter of 1954-55.

At the suggestion of the State Treasurer, an amendment to the Law was prepared which:

1. deleted the State Treasurer from ex officio membership on the Board and substituted the Commissioner of Banking and Insurance, and the Director of Motor Vehicles, and
2. designated the Board as being within, but not part of, the Division of Motor Vehicles.

The first point stemmed from the Treasurer's suggestion that the two state officers whose functions were closest to the Board's activities should be included in its membership, in lieu of himself.

The second point was necessitated by the failure of the Law, as written, to place the Board within a particular department of state government, as required by the New Jersey Constitution. (These amendments were enacted as Chapter 1, P.L. 1955).

The Commissioner of Banking and Insurance, the Director of Motor Vehicles, and their assistants, joined with industry representatives to assist the interim Board (even prior to the passage of the enabling amendment) in order to expedite the work.

A manager for the Board's office was selected in January of 1955, the appointee being a person with the requisite claim supervisory experience. The initial staff consisted of the manager, one stenographer, one bookkeeper and an examiner. Staff was held to a minimum in accordance with the Board's policy of gearing the number of employees to volume of activities.

Office space was rented in premises adjoining those occupied by the Security-Responsibility Section, Division of Motor Vehicles, and the assumption that this proximity would benefit the public, as well as both agencies, has been more than verified by experience. The Section's mail processing facilities have been made available to the Board, and the Section has also provided the Board with photocopies

of reports needed by both officers. Claimants are thus spared the trouble and expense of providing duplicates of estimates, physicians' statements, et cetera. The Board, upon closing its files, turns them over to the Section for inclusion in the file already set up on this same accident—a complete record is then available when action on driving privileges or vehicle registration is necessary.

For the fiscal year ending June 30, 1955, the cost of establishing and operating the Board's office was \$27,868.

The first money for the Fund was obtained during the registration period for 1954. At registration, each insured motorist paid a fee of \$1.00, and persons registering an uninsured vehicle paid \$3.00. Total fees from these sources were \$2,745,460.

Prior to March 31, 1955, auto liability carriers paid assessments equal to $\frac{1}{2}$ of 1% on net direct written premiums in New Jersey for the calendar year 1953. These assessments contributed \$494,766.85 to the Fund.

At effective date, April 1, 1955, the Fund's total was \$3,240,226.85.

IV. Summary of First Three Years of Operation (April 1, 1955-58)

A. Fund Income

On September 1, 1955, the Director of Motor Vehicles assessed New Jersey auto liability carriers $\frac{1}{2}$ of 1% of net direct premiums written in the preceding calendar year, payable prior to March 31, 1956. Insured motorists registering on and after June 1, 1956, were directed to pay a fee of \$.75; the fee for uninsured motorists was \$2.75.

These charges were made by virtue of Section 39:6-63 (d) of the Law which provides for deficiency assessments at the discretion of the Director. In May of 1956, Section 39:6-63 was amended to relieve insured motorists from any further payments. The amendment also provided that uninsureds were to pay \$8.00 for the registration year June 1, 1956, to May 31, 1957, and an amount not in excess of \$8.00 in subsequent years.

The date of determination of assessment by the Director was also changed from September 1 in each year to December 30 of each year.

As of March 31, 1956, insurers paid \$527,447.63. Insured motorists having been excused by the May 1956 amendment, the remainder of the estimated deficiency was met by uninsureds who paid \$1,461,722 into the Fund during the registration year June 1, 1956, to May 31, 1957. The exclusion of insureds made it possible to establish that 91.54% of all motorists who registered during the period were insured.

On December 30, 1956, the Director of Motor Vehicles determined that a $\frac{1}{2}$ of 1% assessment against insurers, and an \$8.00 assessment against uninsureds registering in the period from June 1, 1957, to May 31, 1958, was necessary.

As of March 31, 1957, insurers paid \$538,261. Fees totalling \$522,194 had been collected from uninsureds as of November 30, 1957, establishing that the number of insured motorists registered to date was then 92.02%.

Aside from the income enumerated above, the Fund has two other sources of revenue; namely, repayments and investment income.

Section 39:6-87 of the Law prohibits restoration of registration or driving privileges to persons on whose behalf the Fund has made any payment, unless such persons repay the advances, with interest, or make appropriate arrangements for repayment. Up to December 31, 1957, the Fund had received \$24,379 as repayments.

Section 39:6-88 permits sums received by the Fund to be "invested and reinvested in the same manner as other state funds". The Board has determined that the Fund shall retain in its cash balance a minimum of \$150,000, and that all sums in excess of this amount be made available for investment in securities selected by the Treasurer's office. As of December 31, 1957, the Fund had earned \$270,520 on its investments.

As of December 31, 1957, the Fund's total receipts from all sources was \$6,584,750.48.

B. *Claims Procedure and Statistics*

The first step required of any person who desires to apply for payments from the Fund is the filing of a "Notice of Accident and Intention to File Claim". This is a statutory requirement (Section 39:6-65) and a condition precedent to any subsequent recovery. As originally written, the Law required the filing of such Notice within thirty days after the accident: because this limitation proved to be a hardship, the Legislature amended the Law (effective January 2, 1957) to permit filing of Notice within ninety days.

As of December 31, 1957, the Board had received a total of 10,659 Notices. Of this number, approximately one-third (3,305) were filed by persons who had no legal right to assistance from the Fund, or later withdrew their claims, or otherwise terminated them.

The Board cannot determine the eligibility of a claimant under the Law until it has received certain basic information, and frequently this information is not made available until some time after the accident; nor can the Board foresee that in some instances the party at fault will eventually make direct payment for the damage caused by his negligence. However, the Board encourages all residents of New Jersey, who believe that they have a claim against the Fund, to file Notice as soon as possible in order to preserve their rights. The Board's policy of encouraging doubtful claimants to be on the safe side by filing Notice, plus the fact that the filing time has been extended, explains why the monthly average of Notices filed in 1957 is as high as it was in 1955 and 1956 — though the percentage of insured motorists has constantly increased.

Each Notice is reviewed by the Board to ascertain whether the person who filed it is a "qualified person" under the Law Section 39:6-70. The Division of Motor Vehicles advises the Board as to the insurance status of the vehicles and persons in question, such information being derived from the accident reports filed with the Division (SR-1). On the basis of its own review, plus the data received from the Division, the Board opens a case file where the facts then available warrant such action. A total of 4,920 case files had been opened as of December 31, 1957.

A "case file" must be distinguished from a "claim". The former refers to the accident, the latter refers to the individual claimant. One accident frequently gives rise to more than one claim, hence, the number of claims is usually greater than the number of case files.

Simultaneous with the opening of the case file, the Board sets up a reserve for claims which are likely to develop from a particular accident; the reserve is carried as a liability against the Fund until such time as payment is actually made or the claim is finally closed without payment.

In some instances the accident reports received by the Division of Motor Vehicles are inaccurate or incomplete, and in other instances parties may fail to report at all. In the absence of any indication that the party alleged to be at fault is insured, the Board must assume that such parties are uninsured. Subsequent investigation or late filing of an SR-1 may show that insurance was actually in effect at the time of the accident, or that the claimant is ineligible. In the interim, however, the Board may have already opened a file and set aside a reserve.

An uninsured may subsequently secure a release, effect a settlement, deposit security or be adjudicated not liable. In each of these instances, the party aggrieved has no claim against the Fund.

For the reasons stated in the two prior paragraphs, 2,194 case files containing 2,485 claims were closed without payment as of December 31, 1957 (this also includes situations where the claimant withdrew or failed to pursue his claim).

As of the same date, 2,726 case files containing 4,064 claims were open and the reserve for these claims was \$4,008,825.

There are two situations where the Board is required to assign matters to insurance companies for investigation and defense:

1. All claims resulting from "hit-and-run" accidents, and
2. Court cases where notice of intention to take a default judgment is received (Section 39:6-66).

In other instances, the Board has discretionary power to make such assignments.

It has evolved the policy of assigning all claims involving personal injury and assigns property damage claims only where the amount involved exceeds \$400. Where a claim involves property damage only (less than \$400), the Board advises the claimant that there has been no assignment and suggests that he attempt to negotiate direct with the party at fault. It is felt that ordinarily the latter will make payment in order to avoid involvement with revocation proceedings under the Security-Responsibility law. However, these claimants are advised to return if they do not receive satisfaction from the parties at fault.

As of December 21, 1957, the Board had assigned to insurance companies 4,052 cases, each involving personal injury or property damage in excess of \$400. The carriers are required to investigate and defend at their own expense, and to formulate a plan for equitable distribution of claim load, (Section 39:6-66).

The plan now in effect enables a carrier to reassign to another carrier, or an independent agency, any assigned claims it does not wish to handle directly. Stock companies which are members of the General Adjustment Bureau have selected that agency to handle claims for them; the G. A. B. has set up three additional offices in New Jersey which are used exclusively for these matters. Stock companies which do not belong to G. A. B., and mutual companies, handle claims under either of the two other alternatives permitted by the plan. To guarantee that the overall distribution of claims will be equitable, a point system has been worked out where in each claim is evaluated by type and amount of work required; the point system is tabulated by the Board's office.

An assigned carrier may settle a claim involving payment of less than \$1,000, subject only to approval of the Director of Motor Vehicles and one other Board member—court approval is not required (Section 39:6-72 (b)). The parties to the accident must, of course, agree to the terms of the settlement, and the party at fault must agree to repay the Fund.

Where the settlement involves payment of \$1,000 or more, approval of a majority of the entire Board, as well as the court, is required. In these cases, the court, on plaintiffs petition, enters an order directing the Treasurer to make payment in the agreed amount (Section 39:6-72 (a)).

As of December 31, 1957, 192 claims have been paid under the settlement provision of the Act for a total of \$237,339.

Where the assigned carrier does not recommend settlement, or the parties cannot agree, the claimant must file suit and obtain judgment. Upon proper showing that the debtor cannot satisfy the judgment, the court directs the Fund to make payment, subject to the limitations of the Act as stated in Section 39:6-73 (5,000/10,000/1,000 after a \$200 deductible). In these cases, the Board carefully checks the record to make certain that all requirements of the law have been met, and does

not thereafter contest the order for payment. However, the Board exercises its statutory right to appear and object in any matter where the requirements of the law have not been met.

As of December 31, 1957, the Fund had made payment on 613 unsatisfied judgments for a total of \$905,264. These figures include judgments entered in open court, on the day of trial or by consent of the parties, as well as judgments entered after actual trial of the issues.

Total payments from the Fund as of December 31, 1957, were \$1,142,603.

Claim statistics for thirty-three months in actual operation (April 1, 1955, to December 31, 1957) may be summarized as follows:

1. Total Notices of Intent filed — 10,659
(ineligible or disposed of without recourse to Fund — 3,305).
2. Total case files opened — 4,920.
(7,354 claims including 56 closed and reopened — the net total claim figure is 7,298).
3. Total case files closed — 2,194
(3,290 claims).
 - a. Without payment from Fund — 2,485 claims
 - b. With payment from Fund — 805 claims
(\$1,142,603).
 - (1) Judgments (613) — \$905,264
 - (2) Settlements (192) — \$237,339
4. Total case files pending — 2,726
(4,064 claims, including 56 closed and reopened).
 - a. Reserve — \$4,008,825

The first payment from the Fund was made on May 9, 1955, for property damage caused by an auto accident on April 2, 1955. This payment was made under the settlement provisions of the law.

No settlement can be effected on behalf of any party at fault under the law unless he approves and agrees to repay monies advanced for him, with interest. Neither the assigned carrier, nor the Board, can compel any party at fault to approve payment on his behalf; for the relationship here is unlike that which exists between a carrier and its policyholder — there is no insurance contract authorizing the carrier to settle on behalf of the insured.

The hesitancy of the party at fault to approve settlement and agree to repay the Fund causes a delay in payment by the Fund, in some instances. In other situations, payment cannot be expedited because the claimant himself prefers to wait until his claim matures and the attending physician can make a definite prognosis. Also, when a suit is filed, there may be some time lag if court calendars are crowded.

C. Staff Additions

As heretofore stated, the cost of establishing and operating the Board's office for the fiscal year ending June 30, 1955, was \$27,868. As the tempo of activities and the work load increased, it became necessary to augment the skeleton staff which manned the office at inception.

Accordingly, two clerk typists were added during the fiscal year ending June 30, 1956 — operating costs for the year in question were \$55,984.

Operating costs for the fiscal year ending June 30, 1957, were \$65,280. During this period, the post of assistant manager was created and filled and an additional typist was added. The assistant manager examines Board files at insurance company offices and otherwise assists the companies in the disposition of assigned claims.

D. Relationship With Security-Responsibility Act

The cooperation between the Board's staff and that of the Security Responsibility Section of the Division of Motor Vehicles has been excellent. All personnel realize that they are working toward common objectives, and this community of interest has welded the separate but parallel administration of the two laws.

During the twelve-month period ending December 31, 1957, the Fund paid 647 claims for a total of \$985,173 — the average claim being \$1,522. During the same period, uninsured motorists filed 7,411 releases and settlement agreements under the Security Responsibility Law for a total of \$2,316,555 — the average being \$320.

These figures show that the Fund is advancing payment on behalf of financially irresponsible persons who have caused the larger claims, while the Security-Responsibility Law encourages direct payment of smaller claims by the party at fault. Taken together, these laws provide a great measure of relief to innocent victims of financially irresponsible drivers, even though the party at fault cannot be found or is domiciled out of the state.

It is interesting to note how the combination of the Security-Responsibility and Unsatisfied Judgment Fund Laws has increased the number of insured motorists. The best estimates available in 1952 showed that only 62% of registered vehicles were covered by liability insurance. The Security-Responsibility Law took effect April 1, 1953, and the first fees from motorists for the Unsatisfied Judgment Fund were collected during the registration year beginning April 1, 1954. At the end of the 1954 registration year, an estimated 82% of registered vehicles were insured.

The Unsatisfied Judgment Fund Law became applicable to accidents which occurred on and after April 1, 1955. 91.54% of vehicles registered in 1956 were insured, and the percentage had risen to 92.02% by 1957.

V. Conclusion

A summary showing the status and disposition of eligible claims filed during the 33-month period is appended to this report. Among other things, the summary shows the following averages:

	Average Monthly Payment From Fund	Average Monthly Repayment to Fund	Amount of Average Claim Paid
Calendar year 1955 (9 months-4/1/55 to 12/31/55)	\$ 374.54	\$ 18.33	\$ 421.36
Calendar year 1956	\$12,838.30	\$ 242.17	\$ 1,027.06
Calendar year 1957	\$82,097.72	\$ 1,775.74	\$ 1,522.68

The summary also shows that 45.1% of the eligible claims filed during the period had been disposed of as of December 31, 1957. Of the total claims disposed of, 75.5% were not entitled to payment from the Fund; they involved situations wherein the party at fault:

1. settled or terminated liability outside of the Unsatisfied Claim and Judgment Fund Law, or
2. Was found to have been insured at time of accident after claim was filed.

Also included in the 75.5% referred to above, are instances where claim was withdrawn or not pursued.

Payment by the Fund was made in 24.5% of the total number of claims disposed of.

**NEW JERSEY UNSATISFIED CLAIM AND JUDGMENT FUND
STATUS AND DISPOSITION OF ELIGIBLE CLAIMS
FOR PERIOD FROM APRIL 1, 1955 TO AND INCLUDING DECEMBER 31, 1957
(33 MONTHS)**

Month Ending	Payment From Fund During Month	Number of Eligible Claims Closed With Payment During Month	Cumulative Payment to Month's End	Total No. of Eligible Claims Paid to Month's End	No. of Eligible Claims Closed During Month Without Payment
	\$		\$		
1955 April					
May	175.00	1	175.00	1	9
June	289.59	1	464.59	2	18
July			464.59	2	17
August	135.35	1	599.94	3	22
September			599.94	3	16
October	685.00	2	1,284.94	5	29
November			1,284.94	5	21
December	2,085.93	3	3,370.87	8	24
1956 January	2,068.82	4	5,439.69	12	60
February	6,987.31	7	12,427.00	19	46
March	3,699.22	9	16,126.22	28	64
April	5,704.42	6	21,830.64	34	46
May	5,603.28	10	27,433.92	44	87
June	2,505.38	9	29,939.30	53	70
July	19,715.17	19	44,654.47	72	63
August	20,181.96	9	69,836.43	81	68
September	3,522.47	8	73,358.90	89	38
October	13,218.26	18	86,577.16	107	90
November	32,466.10	19	119,043.26	126	69
December	38,387.16	32	157,430.42	158	113
1957 January	51,622.46	41	209,052.88	199	116
February	38,722.39	32	247,775.27	231	97
March	63,429.75	40	311,205.02	271	123
April	89,695.67	48	400,900.69	319	154
May	98,831.20	50	495,731.89	369	82
June	112,118.31	60	607,850.20	429	147
July	100,662.66	59	708,512.86	488	112
August	106,420.90	72	814,933.35	560	130
September	63,436.72	48	878,370.07	608	138
October	83,196.12	66	961,566.19	674	100
November	82,500.82	54	1,044,067.01	728	158
December	98,536.08	77	1,142,603.09	805	158

* Includes claims closed because party at fault —
 1. Settled or terminated liability outside of the Unsatisfied Claim and Judgment Law.
 2. Was found to have been insured at time of accident, after claim was filed.
 3. Was adjudicated not liable.

Also includes situation where claim was withdrawn, or not pursued.

**NEW JERSEY UNSATISFIED CLAIM AND JUDGMENT FUND
STATUS AND DISPOSITION OF ELIGIBLE CLAIMS
FOR PERIOD FROM APRIL 1, 1955 TO AND INCLUDING DECEMBER 31, 1957
(33 MONTHS)**

Total No. of Eligible Claims Closed Without Payment to Month's End	Eligible Claims Filed During Month	Total Eligible Claims Filed to Month's End	Net Reserve Set Up For Claims Filed During Month	Total Net Reserve to Month's End	Repayment to Fund During Month	Total Repayment to Month's End
			\$	\$	\$	\$
9	178	178	8,960.00	8,960.00		
27	225	403	131,040.00	140,000.00		
44	198	601	208,939.00	348,939.00	50.00	50.00
66	191	792	201,819.00	550,758.00	25.00	75.00
82	173	965	251,790.00	802,548.00	50.00	125.00
111	97	1,062	192,324.95	994,872.95		125.00
132	111	1,173	134,629.94	1,129,502.89		125.00
156	206	1,379	185,230.50	1,314,733.39		125.00
216	151	1,530	231,537.24	1,546,270.63	40.00	165.00
262	389	1,919	249,383.50	1,795,654.13	80.00	245.00
326	211	2,130	125,636.00	1,921,290.13	90.00	335.00
372	351	2,481	252,770.00	2,174,060.13	35.00	370.00
459	132	2,613	37,196.87	2,211,257.00	225.00	595.00
529	186	2,799	160,917.00	2,372,174.00	125.00	720.00
592	221	3,020	155,112.07	2,527,286.07	171.00	891.00
660	187	3,207	134,574.50	2,661,860.57	388.00	1,279.00
698	312	3,519	97,671.50	2,759,532.07	328.00	1,607.00
788	179	3,698	137,370.00	2,896,902.07	390.00	1,997.00
857	191	3,889	79,211.00	2,976,113.07	360.00	2,357.00
970	220	4,109	144,671.00	3,113,574.07	344.00	2,701.00
1,086	177	4,286	39,669.00	3,153,243.07	370.00	3,071.00
1,183	258	4,544	62,950.00	3,216,193.07	674.00	3,745.00
1,306	229	4,773	66,903.00	3,285,798.07	567.00	4,312.00
1,460	225	4,998	92,656.00	3,378,454.07	677.00	4,989.00
1,542	313	5,311	108,896.00	3,487,350.07	1,395.00	6,384.00
1,689	286	5,592	216,763.00	3,704,113.07	1,914.00	8,298.00
1,801	241	5,838	98,529.57	3,802,563.64	1,062.00	9,360.00
1,931	242	6,080	67,048.93	3,869,612.57	1,489.00	10,849.00
2,069	226	6,306	2,605.00	3,872,217.57	1,037.00	11,886.00
2,169	255	6,561	20,279.00	3,892,496.57	2,692.90	14,578.90
2,327	240	6,801	44,054.00	3,936,550.57	3,011.00	17,589.90
*2,485	221	7,022	—7,905.00	3,928,645.57	2,275.23	19,865.13
	276	**7,298	80,180.00	4,008,825.57	4,853.50	24,718.63

56 claims were closed and reopened. For statistical purposes, the 7,298 figure would therefore read 7,354.

MOTOR VEHICLE VIOLATIONS

Municipal Magistrates disposing of motor vehicle and traffic violations are required by R. S. 39:5-42 to report to the Director, Division of Motor Vehicles, within three days after disposition, all such cases heard by the court, and penal and criminal offenses in which motor vehicles are involved. These reports make possible the Driver Record File from which driver corrective measures and enforcement information are derived. The most notable driver corrective measure is the Point System which uses the Driver Record File as its basic source of information and record.

During the year 1957 there were 488 Municipal Courts in the State of which 19 were joint courts comprising more than one municipality, that were disposing of motor vehicle and traffic violations. Some 39 of the State's 567 municipalities have no municipal court, relying upon the County District Courts having concurrent jurisdiction.

Of the 425 different magistrates presiding in the municipal courts 295 are attorneys-of-law.

The vast majority of persons having contact with the courts do so through their operation and/or ownership of motor vehicles. This premise is proved by the fact that of the 1,319,376 cases disposed of by the municipal courts during the year 94 per cent were for violations of motor vehicle and traffic laws.

Of the 1,242,753 motor vehicle and traffic violations disposed of by the courts during the year, 353,831 were reported to the Director of Motor Vehicles for non-parking infractions. The municipal and other courts revoked the driver's licenses of 7,503 individuals in addition to the 2,459 revocations imposed by the Division of Motor Vehicles under the Point System.

The impact of motor vehicle and traffic violations upon the driving public is further evidenced by the fact that, during the year, violators had imposed upon them fines totaling \$6,023,183. Of this amount \$1,998,862 was turned over to the Director of Motor Vehicles as the result of complaints instituted by State enforcement officers. The balance of the moneys was turned over to County and Municipal Treasurers dependent upon the complainant and the statutes or ordinances charged.

Probably one of the most vexing problems arising out of the issuance of a summons for a motor vehicle or traffic violation is the person who fails to appear in court as directed. These persons fall into the category characterized as the scofflaw. During the year approximately 8 per cent of those given summons for moving violations and 18 per cent of those summoned for parking infractions failed to appear or respond by the date called for in the summons. The courts have been combating this disregard of the law by the use of a prescribed procedure in conjunction with the Division of Motor Vehicles. If a violator fails to appear, a supplementary notice is sent by the court advising him that if he does not appear on a new date set by the court a warrant will be issued for his arrest. In the event the warrant cannot be served the Division of Motor Vehicles is notified by the courts so that the violator's driving privileges may be revoked unless and until he appears in court. In the case of a non-resident violator, the Division of Motor Vehicles is notified without the due process of a warrant. In 1957 the Division of Motor Vehicles revoked the driving and reciprocity driving privileges of 9,216 drivers who failed to appear in court after each one was given every opportunity to respond.

MOTOR VEHICLE AND TRAFFIC LAW ARRESTS AND REVENUES

Motor Vehicle and traffic law enforcement as indicated by arrests (excluding parking violations) was 9.4 per cent greater in 1957 than in the previous year. As required by R. S. 39:5-42, magistrates and judges of the municipal and other courts reported to the Director of Motor Vehicles a total of 353,831 arrests for the year 1957 which is a numerical increase of 30,514 over that reported in 1956.

A notable point of interest is that the yearly increase of arrests has risen steadily from 132,029 in 1950 to 353,831 in 1957, a total rise of 221,802 or 168 per cent.

The great rise in traffic arrests over the years indicates an awareness on the part of state and local enforcement agencies and their officers to the inherent dangers to safety on the highways in the face of increases in the use of public highways, numbers of vehicles of all types, and the steadily increasing number of motor vehicle operators.

Revenues from fines, penalties, and forfeitures rose slightly during the year 1957. The Director collected and turned over to the state treasurer the sum of \$1,998,862.24. This amount compares with \$1,994,878.00 collected in 1956.

MOTOR VEHICLE AND TRAFFIC LAW ARRESTS 1950 TO 1957

Year	Number of Arrests	Numerical Change	Percentage of Change
1957	353,831	30,514 more	9.4 increase
1956	323,317	34,334 more	11.9 increase
1955	288,983	32,711 more	12.8 increase
1954	256,272	42,808 more	20.0 increase
1953	213,484	40,181 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

MOTOR VEHICLE AND TRAFFIC LAW ARRESTS BY COUNTIES

County	1957	1956	Numerical Change	Percentage Change
Atlantic	15,714	14,985	729 more	4.9 increase
Bergen	31,503	30,920	583 more	1.9 increase
Burlington	28,174	24,944	3,230 more	12.9 increase
Camden	19,248	17,032	2,216 more	13.0 increase
Cape May	3,295	3,416	121 less	3.6 decrease
Cumberland	6,258	5,617	641 more	11.4 increase
Essex	43,767	38,080	5,687 more	14.9 increase
Gloucester	13,573	11,021	2,552 more	23.2 increase
Hudson	18,645	14,358	4,287 more	29.9 increase
Hunterdon	5,722	5,541	181 more	3.3 increase
Mercer	17,251	15,561	1,690 more	1.9 increase
Middlesex	29,635	31,425	1,790 less	5.7 decrease
Monmouth	24,785	21,128	3,657 more	17.3 increase
Morris	13,400	11,760	1,640 more	13.9 increase
Ocean	11,815	10,708	1,107 more	10.3 increase
Passaic	13,962	13,625	337 more	2.5 increase
Salem	5,009	4,930	79 more	1.6 increase
Somerset	10,522	11,176	654 less	6.2 decrease
Sussex	2,747	1,907	840 more	44.1 increase
Union	35,078	31,357	3,721 more	11.9 increase
Warren	3,728	3,826	98 less	2.6 decrease
Totals	353,831	323,317	30,514 more	9.4 increase

Although the imposition of fines, penalties, and forfeitures by the municipal and other courts is primarily a means of dispensing punishment for, and to act as a deterrent against, infractions of the law, the fact remains that the State benefited revenue-wise from the stepped up enforcement of the motor vehicle and traffic laws.

State revenue increased from \$476,638.00 in the year 1950 to \$1,998,862.24 during the year of 1957, a gain of 319 per cent.

LEADING VIOLATIONS

The five most frequently reported violations accounted for 241,134 arrests or 68 per cent of the total reported. The leading violation was speeding with 137,578 arrests or 39 per cent of all arrests.

Type of Violation	Title No.	1957	1956	1955
Speeding	39:4-98	137,578	131,404	115,777
Careless driving	39:4-97	41,372	38,406	34,825
Stop Street	39:4-144	24,563	22,001	20,777
Ignoring Traffic Signal	39:4-81	22,948	21,379	19,241
Vehicle Inspection	39:8-	14,673	4,004	3,191
Totals		241,134	217,194	193,811

REVENUE FROM FINES, PENALTIES, AND FORFEITURES

Under RS 39:5-40 and RS 39:5-41, fines, penalties and forfeitures collected by the municipal and other courts as the result of a complaint instituted by a state officer, such as Motor Vehicle Inspectors and State Police, are payable to the Director of Motor Vehicles who in turn pays over the same to the state treasurer.

During the year 1957 the sum of \$1,998,862.24 was paid by the municipal and other courts to the Director of Motor Vehicles.

Year	Fines Collected	Numerical Change	Percentage Change
1957	\$1,998,862.00	\$ 3,984.00	00.2
1956	1,994,878.00	36,366.00	01.9 gain
1955	1,958,511.00	359,950.00	20.5 gain
1954	1,598,560.00	412,539.00	34.8 gain
1953	1,186,021.00	281,453.00	31.1 gain
1952	904,568.00	218,387.00	31.8 gain
1951	686,181.00	209,543.00	44.0 gain
1950	476,638.00	48,958.00	11.4 gain
Fines collected July 1 to December 31, 1956			\$1,036,379.60
January 1 to June 30, 1957			893,358.11
Fiscal year total for 1956-1957			\$1,929,737.71

DISPOSITION OF CASES

Convictions were reported in 95.3 per cent of the motor vehicle and traffic violation arrests brought before the municipal and other courts.

The high percentage of convictions is evidence of the fact that the courts are being presented with prima facie cases by the law enforcement officers and that the officers are not issuing summons on an indiscriminate basis.

	Number of Cases			Per Cent		
	1957	1956	1955	1957	1956	1955
Fined	319,118	292,083	261,166	90.2	90.3	90.4
Dismissed	16,511	13,499	12,002	4.7	4.2	4.2
Suspended Sentence	7,496	7,294	7,362	2.1	2.3	2.5
Revoked	523	560	640	.1	.2	.2
Revoked and fined	5,992	6,184	4,577	1.7	1.9	1.6
Revoked and jailed	988	955	801	.3	.3	.3
Jailed	3,068	2,636	2,320	.9	.8	.8
Others (Appealed, etc.)	135	106	115	.0	.0	.0
Totals	353,831	323,317	288,983	100.0	100.0	100.0

**REVENUE COLLECTED BY COUNTIES
BY DIRECTOR OF MOTOR VEHICLES**

County	1957	1956	1955
	Cash Received	Cash Received	Cash Received
Atlantic	\$ 116,017.55	\$ 106,749.65	\$ 115,218.45
Bergen	148,754.20	148,393.80	163,191.02
Burlington	233,299.69	242,398.54	210,989.66
Camden	67,711.20	58,036.20	68,651.00
Cape May	14,646.00	14,013.00	13,276.10
Cumberland	32,493.40	29,157.90	31,078.10
Essex	95,927.71	103,630.90	95,019.80
Gloucester	111,775.00	88,571.50	107,475.70
Hudson	82,706.67	60,796.92	77,320.90
Hunterdon	71,228.00	66,911.90	49,579.20
Mercer	92,678.15	105,323.00	89,194.90
Middlesex	284,375.95	319,420.26	318,443.94
Monmouth	161,322.00	134,691.60	94,447.20
Morris	74,093.80	65,800.35	43,036.80
Ocean	71,812.30	73,755.10	71,102.80
Passaic	31,866.92	90,509.75	99,730.70
Salem	47,800.80	41,389.30	53,596.48
Somerset	87,000.20	94,428.60	81,622.10
Sussex	15,734.00	17,700.40	19,809.80
Union	70,880.00	89,948.50	116,198.65
Warren	36,738.70	43,250.40	39,527.90
Totals	\$1,998,862.24	\$1,994,877.57	\$1,958,511.20

SEVERITY OF FINES IMPOSED

Exclusive of the more serious violations which carry a mandatory penalty of higher than \$25, the average fine imposed in motor vehicle and traffic law violations during 1957 was \$7.95. This is a decrease from \$8.02 in 1956 and \$7.86 in 1955.

Scale of Fines	Per Cent	Per Cent	Per Cent
	Fines Imposed 1957	Fines Imposed 1956	Fines Imposed 1955
\$19	.8	1.2
\$2	5.0	4.9	5.0
\$3 to \$5	32.4	30.2	32.2
\$6 to \$10	36.5	38.9	38.1
\$11 to \$15	12.8	12.0	11.8
\$16 to \$25	7.8	7.9	7.1
\$26 to \$50	2.4	2.9	2.3
\$51 to \$100	1.1	1.2	.9
\$101 and over	1.1	1.2	1.4
Totals	100.0	100.0	100.0

OCCURRENCE-TYPES OF ROADS

During 1957, violations on all state highways including the New Jersey Turnpike and the Garden State Parkway, amounted to 184,446, or 52.1 per cent of the 353,831 arrests reported, while the municipal and county roads accounted for 169,385, or 47.9 per cent of the total.

The New Jersey Turnpike accounted for 23,064, or 6.5 per cent and the Garden State Parkway accounted for 9,835, or 2.8 per cent of the total arrests reported.

Type of Road	1957	1956	1955
State Highway	151,547	146,598	136,025
New Jersey Turnpike	23,064	22,186	19,909
Garden State Parkway	9,835	7,515	6,173
Municipal and County	169,385	147,018	126,876
Totals	353,831	323,317	288,983

NON-RESIDENT VIOLATORS

Non-resident violators totaled 73,321, or 20.7 per cent of the 353,831 offenses reported on all highways of the state. The 118 mile New Jersey Turnpike accounted for 15,826, or 4.5 per cent, and the 172 mile Garden State Parkway accounted for 1,315, or .4 per cent of all reported violations.

State of Residence	1957	1956	1955
New York	23,060	25,327	27,191
Pennsylvania	32,094	31,728	28,348
Other States	18,167	17,543	16,718
Totals	73,321	74,598	72,257

AGES OF VIOLATORS

Drivers between the ages of 20 to 29 years were the most frequent offenders. Of a total of 353,831 violations reported, 109,026, or 30.8 per cent were in this age group. In the 30 to 39 age group there were 81,904, or 23.1 per cent.

Age Group	Per Cent Licensed	Number of Arrests	Per Cent Violations (Stated Ages)
Under 20	5.78	39,540	11.2
20 to 29	26.26	109,026	30.8
30 to 39	27.91	81,904	23.1
40 to 49	21.52	55,003	15.6
50 to 64	15.46	34,439	9.7
65 and over	3.07	6,460	1.8
Age not reported		27,459	7.8
Totals	100.00	353,831	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 99.4 per cent of those charged with speeding were adjudged guilty; careless driving 82.1 per cent; drunken driving, 90.9 per cent; and reckless driving, 87.9 per cent.

DISPOSITIONS

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined	133,718	31,443	2,120	
Suspended Sentence	1,413	1,154	38	
Dismissed	941	7,424	456	309
Revoked	118	184	108	
Revoked and fined	1,155	896	853	2,276
Revoked and jailed	23	21	38	747
Jailed	194	238	149	
Other (Appeals, etc.)	16	12	9	50
Totals	137,578	41,372	3,771	3,382

FINES IMPOSED

Where speeding violators paid fines, 14.6 per cent were assessed penalties of \$3 to \$5, 49.0 per cent between \$6 and \$10, and 34.2 per cent were fined between \$11 and \$25. In the case of careless drivers 26.7 per cent were fined \$3 to \$5, and 47.5 per cent between \$6 and \$10, with 24.0 per cent between \$11 and \$50.

The seriousness with which reckless driving is viewed by the courts is shown by the imposition of higher penalties for this violation. In this group 14.2 per cent of the reckless drivers were assessed penalties from \$6 to \$15 while a larger percentage of 71.5 paid much heavier fines ranging from \$16 to \$50. In drunken driving cases 67.3 per cent paid the minimum mandatory fine of \$200 or more.

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
\$1	51	27		
\$2	632	465	3	
\$3 to \$5	19,679	8,629	5	
\$6 to \$10	66,123	15,353	278	
\$11 to \$15	31,631	4,254	197	
\$16 to \$25	14,455	3,041	1,081	
\$26 to \$50	2,189	473	1,053	
\$51 to \$100	109	55	326	
\$101 to \$200	10	41	41	2,166
Over \$200				110
Totals	134,879	32,338	2,984	2,276

AGES OF SPEED VIOLATORS

Drivers in the age group 20 to 29 were the most frequent violators of the speed regulations. They comprised 26.26 per cent of the total licensed drivers, but they were involved in 32.32 per cent of all speed arrests.

Age Group	Per Cent Licensed Drivers	Number of Arrests	Per Cent Arrests (Stated Ages)
Under 20	5.78	12,511	9.09
20 to 29	26.26	44,463	32.32
30 to 39	27.91	35,906	26.10
40 to 49	21.52	24,348	17.70
50 to 64	15.46	14,745	10.72
65 and over	3.07	1,700	1.23
Not reported		3,905	2.84
Totals	100.00	137,578	100.00

AGES OF CARELESS AND RECKLESS DRIVING VIOLATORS

Drivers in the age group 20 to 29 years were the predominant violators of careless and reckless driving offenses. They comprised 31.05 per cent of all careless driving violations and 38.16 per cent of all the reckless driving violations.

Age Group	Per Cent Licensed Drivers	Careless Driving	Per Cent Arrests	Reckless Driving	Per Cent Arrests
Under 20	5.78	7,206	17.42	786	20.84
20 to 29	26.26	12,846	31.05	1,439	38.16
30 to 39	27.91	7,866	19.01	611	16.20
40 to 49	21.52	4,976	12.03	311	8.25
50 to 64	15.46	3,634	8.78	201	5.33
65 and over	3.07	970	2.35	34	.90
Not reported		3,874	9.36	389	10.32
Totals	100.00	41,372	100.00	3,771	100.00

AGES OF DRUNKEN DRIVING VIOLATORS

Drivers between the ages of 30 to 39 were the largest group of offenders in drunken driving cases, accounting for 29.51 per cent of the arrests.

Age Groups	Number of Arrests	Per Cent Violators (Stated Ages)
Under 20	51	1.51
20 to 29	691	20.43
30 to 39	998	29.51
40 to 49	911	26.93
50 to 64	542	16.03
65 and over	55	1.63
Not reported	134	3.96
Totals	3,382	100.00

DRIVING WHEN LICENSE HAS BEEN REFUSED, SUSPENDED, REVOKED OR PROHIBITED

R.S. 39:3-40

The revocation of a license is considered the ultimate penalty imposed in traffic cases, with a few exceptions.

The New Jersey Coordinating Council on Traffic Safety considers driving while on the revoked list as the most serious traffic offense in respect to the traffic safety situation.

The Chief Justice of the New Jersey Supreme Court and the Attorney General are cognizant of the seriousness of the offense and they have recommended to the judges and magistrates trying motor vehicle and traffic cases to consider the imposition of an appropriate jail sentence in these matters.

ARRESTS REPORTED FOR R.S. 39:3-40

	1957	1956	1955
January	91	86	63
February	113	135	104
March	157	123	96
April	144	104	115
May	169	124	118
June	155	134	161
July	150	137	98
August	167	146	114
September	140	143	128
October	145	166	138
November	164	124	106
December	109	139	137
Totals	1,704	1,561	1,378

NEW JERSEY TURNPIKE AND GARDEN STATE PARKWAY TRAFFIC VIOLATIONS

The New Jersey Turnpike and the Garden State Parkway are patrolled exclusively by the State Police.

The Turnpike had a total of 23,064 violations, an increase of 878, or 4.0 per cent, over that reported in 1956 and the Parkway had a total of 9,835 violations, an increase of 2,320, or 30.9 per cent, over the reports received in 1956.

TURNPIKE AND PARKWAY ARRESTS BY MONTHS

	Turnpike		Parkway	
	1957	1956	1957	1956
January	1,212	1,364	396	446
February	1,111	1,091	455	496
March	2,155	1,797	666	430
April	1,738	1,789	631	570
May	2,058	1,781	735	636
June	1,800	1,695	834	600
July	2,064	1,964	1,054	794
August	2,136	2,168	1,115	873
September	2,161	1,772	1,030	675
October	2,010	2,021	963	600
November	2,392	2,356	1,019	661
December	2,227	2,388	937	734
Totals	23,064	22,186	9,835	7,515

DISPOSITION OF TURNPIKE AND PARKWAY CASES

Only 141 of the 23,064 arrests made on the Turnpike and 190 of the 9,835 arrests made on the Parkway were dismissed by the courts.

	Turnpike		Parkway	
	1957	1956	1957	1956
	Number of	Number of	Number of	Number of
	Cases	Cases	Cases	Cases
Fined	22,569	21,771	9,324	7,041
Suspended	141	106	151	176
Dismissed	141	132	190	120
Revoked	3	7	12	7
Revoked and Fined	114	83	116	128
Revoked and Jailed	22	13	7	9
Jailed	72	74	34	31
Others	2	0	1	3
Totals	23,064	22,186	9,835	7,515

AGES OF VIOLATORS

The age group 20 to 29 years accounted for the largest percentage of violations on the Turnpike and Parkway, This is comparable to the age factor on public highways where the same age group was responsible for the largest percentage of violations.

Age Groups	Turnpike	Parkway	Public Highways
	Per Cent Violators	Per Cent Violators	Per Cent Violators
Under 20	6.6	10.6	11.5
20 to 29	35.7	31.7	30.4
30 to 39	26.8	25.9	22.8
40 to 49	17.8	17.6	15.3
50 to 64	9.5	11.7	9.7
65 and over	1.1	1.5	1.9
Not reported	2.5	1.0	8.4
Totals	100.0	100.0	100.0

SEVERITY OF TURNPIKE AND PARKWAY FINES LEVIED

A penalty of \$10 or less was imposed upon 22,064, or 68.7 per cent of the cases. An examination of the penalties imposed indicates that many of the courts are fining the defendants on a basis of \$1 for each mile of speed over the posted limit.

Amount of Fines	Turnpike		Parkway	
	Number	Per Cent	Number	Per Cent
\$1	20	.1	80	.9
\$2	175	.8	278	2.9
\$3 to \$5	2,190	9.6	2,789	29.7
\$6 to \$10	11,764	51.8	4,768	50.5
\$11 to \$15	6,141	27.1	774	8.1
\$16 to \$25	1,858	8.2	494	5.2
\$26 to \$50	338	1.5	191	2.0
\$51 to \$100	111	.5	48	.5
\$101 and over	86	.4	18	.2
Totals	22,683	100.0	9,440	100.0

RESIDENCE OF TURNPIKE AND PARKWAY VIOLATORS

Since the Turnpike is a main avenue of travel between the large metropolitan areas to the south and north of New Jersey, a high percentage of the violators apprehended are non-residents. This is not true on the Parkway since it is an intra-state highway.

68.6 per cent of the Turnpike violators and 13.4 per cent of the Parkway violators were non-residents.

Residence	Turnpike		Parkway	
	Number	Per Cent	Number	Per Cent
New Jersey	7,238	31.4	8,520	86.6
New York	6,053	26.2	725	7.4
Pennsylvania	2,304	10.0	238	2.4
Other States	7,469	32.4	352	3.6
Totals	23,064	100.0	9,835	100.0

TRAFFIC ARRESTS BY MUNICIPALITIES

Following is a comparative record of total traffic law arrests, by counties for the years 1957, 1956 and 1955.

	1957	1956	1955		1957	1956	1955
ATLANTIC COUNTY				Lyndhurst Twp.	226	227	324
Absecon	410	428	649	Mahwah Twp.	1,141	926	915
Atlantic City	1,210	978	925	Maywood	105	69	54
Brigantine	125	230	227	Midland Park	110	126	108
Buena Boro	383	313	198	Montvale	59	34	46
Buena Vista Twp.	192	202	315	Moonachie	85	76	89
Corbin City	7	10	6	New Milford	129	178	116
Egg Harbor City	118	138	84	N. Arlington	101	105	119
Egg Harbor Twp.	1,346	1,131	829	Northvale	123	176	93
Estelle Manor	34	43	108	Norwood	124	81	75
Folsom	530	645	910	Oakland	197	83	161
Galloway Twp.	1,720	2,440	2,898	Old Tappan	35	50	23
Hamilton Twp.	4,326	3,485	3,020	Oradell	118	104	104
Hammonton Twp.	896	1,058	1,019	Palisades Park	197	159	130
Linwood	64	105	139	Paramus	4,130	3,726	3,248
Longport	345	132	139	Park Ridge	126	127	72
Margate City	249	228	183	Ramsey	597	551	954
Mullica Twp.	2,440	2,049	2,410	Ridgefield Boro	662	538	1,147
Northfield	219	181	268	Ridgefield Park	696	672	516
Pleasantville	694	791	738	Ridgewood	536	556	375
Port Republic	7	1	6	River Edge	173	175	110
Somers Point	273	253	252	Rivervale Twp.	62	98	173
Ventnor	113	125	194	Rochelle Park	105	116	185
Weymouth Twp.	13	19	25	Rockleigh	1	5	1
Total	15,714	14,985	15,542	Rutherford	1,254	1,119	1,431
				Saddle River Boro ...	622	1,600	793
				Saddle Brook Twp. ..	409	342	420
				S. Hackensack	334	82	82
				Teaneck Twp.	878	1,137	1,133
				Tenafly	259	252	374
				Teterboro	168	156	114
				U. Saddle River	148	173	134
				Waldwick	2,306	3,543	4,168
				Wallington	577	131	91
				Washington Twp.	163	220	57
				Westwood	162	158	174
				Woodcliff Lake	59	86	105
				Wood-Ridge	194	169	270
				Wycoff Twp.	96	132	70
				Total	31,503	30,920	30,020
BERGEN COUNTY				BURLINGTON COUNTY:			
Allendale	131	106	185	Bass River Twp.	106	76	65
Alpine	278	426	757	Beverly	113	72	43
Bergenfield	214	172	179	Bordentown City	160	262	137
Bogota	131	141	185	Bordentown Twp. ...	1,878	2,352	2,248
Carlstadt	264	433	433	Burlington City	2,241	1,369	5
Cliffside Park	542	151	97	Burlington Twp.	2,515	2,983	2,652
Closter	162	28	125	Chesterfield Twp. ...	286	315	302
Cresskill	62	114	158	Cinnaminson Twp. ..	1,028	745	999
Demarest	59	101	100	Delanco Twp.	218	153	123
Dumont	403	365	294	Delran Twp.	776	943	567
E. Paterson	731	604	638	Eastampton Twp. ...	80	17	38
E. Rutherford	574	402	327	Edgewater Pk. Twp. ...	338	220	310
Edgewater	81	60	110	Evesham Twp.	1,407	1,867	1,250
Emerson	141	169	222	Fieldsboro Twp.	36	25	4
Englewood	985	1,088	1,218	Florence Twp.	1,169	667	362
Englewood Cliffs	351	348	291	Hainesport Twp.	238	468	220
Fair Lawn	2,247	2,031	1,683				
Fairview	321	280	100				
Fort Lee	2,007	1,227	1,052				
Franklin Lakes	30	33	13				
Garfield	404	338	299				
Glen Rock	175	173	205				
Hackensack	1,414	1,529	851				
Harrington Park	35	39	13				
Hasbrouck Hts.	405	444	365				
Haworth	212	128	70				
Hillsdale	133	233	116				
Hohokus Boro	239	291	212				
Leonia	235	233	180				
Little Ferry	455	589	294				
Lodi Boro	615	386	694				

	1957	1956	1955
Lumberton Twp.	222	224	149
Mansfield Twp.	2,835	2,498	2,642
Maple Shade Twp. ..	925	442	480
Medford Twp.	221	252	219
Medford Lakes	27	12	17
Moorestown Twp.	596	1,038	745
Mt. Holly Twp.	960	957	1,248
Mt. Laurel Twp.	3,534	2,035	759
New Hanover Twp. ...	176	117	138
N. Hanover Twp. ...	125	21	31
Palmyra	373	315	260
Pemberton Boro	266	89	32
Pemberton Twp.	972	575	513
Riverside Twp.	139	189	158
Riverton	44	14	8
Shamong Twp.	29	—	32
Southampton Twp. ..	1,196	1,422	935
Springfield Twp.	744	384	352
Tabernacle Twp.	282	78	20
Washington Twp.	10	18	15
Westampton Twp. ...	1,303	1,130	444
Willingboro Twp.	109	215	206
Woodland Twp.	322	336	255
Wrightstown	175	28	147
Fort Dix	—	21	54
Total	28,174	24,944	19,184
CAMDEN COUNTY:			
Audubon	168	117	132
Audubon Park	34	17	19
Barrington	943	885	264
Bellmawr	1,801	1,800	2,231
Berlin Boro	650	477	551
Berlin Twp.	954	824	963
Brooklawn	563	231	232
Camden	5,299	4,610	4,122
Chesilhurst	154	263	397
Clementon Twp.	239	161	119
Collingswood	1,233	477	330
Delaware Twp.	832	905	431
Gibbsboro	74	85	56
Gloucester City	269	198	165
Gloucester Twp.	305	270	236
Haddon Twp.	673	1,366	122
Haddonfield	277	380	331
Haddon Heights	220	112	157
Hi-Nella	1	2	6
Laurel Springs	34	52	47
Lawnside	81	18	13
Lindenwold	86	63	67
Magnolia	115	40	139
Merchantville	149	134	139
Mt. Ephraim	75	12	52
Oaklyn	182	225	99
Pennsauken Twp.	872	692	813
Pine Hill	87	69	6
Pine Valley	1	1	—
Runnemede	481	1,190	967
Somerdale	102	187	107
Stratford	291	136	167
Tavistock	2	—	—
Voorhees Twp.	662	185	99
Waterford Twp.	155	291	477
Winslow Twp.	1,083	412	641
Woodlynne	101	145	155
Total	19,248	17,032	14,852

	1957	1956	1955
CAPE MAY COUNTY:			
Avalon	42	75	121
Cape May City	88	125	131
Cape May Point	4	2	1
Dennis Twp.	204	144	162
Lower Twp.	410	244	176
Middle Twp.	760	780	821
N. Wildwood	125	81	7
Ocean City	889	1,251	967
Sea Isle City	39	53	20
Stone Harbor	51	44	29
Upper Twp.	215	253	212
West Cape May	16	6	7
W. Wildwood	53	23	6
Wildwood City	297	214	302
Wildwood Crest	59	54	41
Woodbine	43	67	43
Total	3,295	3,416	3,046
CUMBERLAND COUNTY:			
Bridgeton	993	704	632
Commercial Twp.	238	209	215
Deerfield Twp.	273	62	271
Downe Twp.	100	96	69
Fairfield Twp.	382	428	340
Greenwich Twp.	28	26	1
Hopewell Twp.	192	131	81
Landis Twp.	4	—	—
Lawrence Twp.	225	301	145
Maurice River Twp. ...	392	476	669
Millville	665	772	533
Shiloh	6	2	6
Stow Creek Twp.	123	127	49
U. Deerfield Twp.	602	542	675
Vineland	2,035	1,741	1,661
Total	6,258	5,617	5,347
ESSEX COUNTY:			
Belleville	579	912	968
Bloomfield	1,423	915	1,884
Caldwell Boro	359	365	582
Caldwell Twp.	3,490	2,945	2,541
Cedar Grove Twp. ...	278	215	329
East Orange	3,955	4,197	3,243
Essex Fells	101	75	74
Glen Ridge	386	530	967
Irvington	3,047	3,210	1,910
Livingston Twp.	775	421	449
Maplewood Twp.	456	454	343
Millburn Twp.	919	962	1,025
Montclair	1,635	2,275	1,628
Newark	21,240	14,882	11,262
North Caldwell	70	38	88
Nutley	723	1,051	1,281
Orange	427	430	411
Roseland	99	111	95
South Orange	270	297	287
Verona	896	1,431	1,694
West Caldwell	177	219	237
West Orange	2,262	1,145	1,347
Total	43,767	38,080	32,545

	1957	1956	1955
GLOUCESTER COUNTY:			
Clayton	204	147	155
Deptford Twp.	1,031	639	729
E. Greenwich Twp. ..	539	488	589
Elk Twp.	138	91	149
Franklin Twp.	1,836	962	757
Glassboro Twp.	660	215	355
Greenwich Twp.	524	1,064	452
Harrison Twp.	382	455	303
Logan Twp.	168	140	220
Mantua Twp.	284	322	257
Monroe Twp.	1,280	1,104	1,672
National Park	90	16	65
Newfield	11	15	51
Paulsboro	206	216	146
Pitman	154	251	279
S. Harrison Twp.	20	35	29
Swedesboro	263	652	199
Washington Twp.	1,745	961	1,033
Wenonah	52	28	27
W. Deptford Twp.	874	414	615
Westville	390	545	483
Woodbury	804	488	351
Woodbury Heights ..	599	346	388
Woolwich Twp.	1,319	1,427	1,513
Total	13,573	11,021	10,817

	1957	1956	1955
HUDSON COUNTY:			
Bayonne	2,078	1,471	839
East Newark	67	100	61
Guttenberg	139	65	45
Harrison	378	329	269
Hoboken	325	275	350
Jersey City	8,877	6,864	7,245
Kearny	694	912	812
North Bergen	1,857	942	649
Secaucus	1,079	1,403	1,505
Union City	815	694	327
Weehawken	1,927	1,032	1,928
West New York	409	271	231
Total	18,645	14,358	14,261

	1957	1956	1955
HUNTERDON COUNTY			
Alexandria Twp.	8	17	14
Bethlehem Twp.	196	243	362
Bloomsbury	11	4	9
Califon	7	16	4
Clinton Town	102	130	285
Clinton Twp.	943	1,111	869
Delaware Twp.	25	42	26
E. Amwell Twp.	200	131	151
Flemington	73	48	66
Franklin Twp.	4	11	10
Frenchtown	36	21	29
Glen Gardner	41	80	41
Hampton	64	80	32
High Bridge	39	33	24
Holland Twp.	23	15	9
Kingwood Twp.	54	90	61
Lambertville	130	144	111
Lebanon	92	79	54
Lebanon Twp.	45	39	35
Milford	34	39	14
Raritan Twp.	673	695	772

	1957	1956	1955
Readington Twp.	2,270	1,214	388
Stockton	10	5	4
Tewksbury Twp.	10	14	12
Union Twp.	496	1,028	510
West Amwell Twp. ..	136	212	137
Total	5,722	5,541	4,029

	1957	1956	1955
MERCER COUNTY:			
E. Windsor Twp.	2,990	2,093	572
Ewing Twp.	548	748	692
Hamilton Twp.	2,423	1,520	1,392
Hightstown	342	475	293
Hopewell Boro	165	153	108
Hopewell Twp.	949	935	948
Lawrence Twp.	1,026	716	447
Pennington	107	22	37
Princeton Boro	590	742	745
Princeton Twp.	293	250	279
Trenton	4,295	3,328	2,365
Washington Twp.	2,467	2,767	2,849
W. Windsor Twp.	1,056	1,812	1,540
Total	17,251	15,561	12,267

	1957	1956	1955
MIDDLESEX COUNTY:			
Carteret	1,524	2,072	2,499
Cranbury Twp.	2,119	2,456	1,914
Dunellen	366	341	250
E. Brunswick Twp. ..	1,403	1,801	1,571
Helmetta	101	77	63
Highland Park	321	160	203
Jamesburg	291	255	198
Madison Twp.	2,337	2,409	2,258
Metuchen	579	750	535
Middlesex	131	173	211
Milltown	2,374	2,308	2,399
Monroe Twp.	581	301	422
New Brunswick	1,278	1,611	751
N. Brunswick Twp. ..	2,194	2,362	2,068
Perth Amboy	601	580	542
Piscataway Twp.	267	178	218
Plainsboro Twp.	1,823	1,585	1,255
Edison Twp.	1,024	1,514	1,743
Sayreville	1,211	897	1,149
South Amboy	341	223	198
S. Brunswick Twp. ..	2,908	3,967	3,830
S. Plainfield	430	419	358
South River	280	431	379
Spotswood	152	162	130
Woodbridge Twp.	4,999	4,393	4,759
Total	29,635	31,425	29,903

	1957	1956	1955
MONMOUTH COUNTY:			
Allenhurst	241	369	153
Allentown	338	116	228
Asbury Park	728	545	559
Atlantic Twp.	1,478	1,383	1,014
Atlantic Highlands ..	158	126	150
Avon	363	444	117
Belmar	402	274	214
Bradley Beach	151	184	85
Brielle	137	121	136
Deal	238	171	56
Eatontown	810	648	523
Englishtown	182	116	79
Fair Haven	261	313	430

	1957	1956	1955
Farmingdale	42	10	6
Freehold Boro	205	263	217
Freehold Twp.	1,196	1,091	1,172
Highlands	233	178	147
Holmdel Twp.	955	757	724
Howell Twp.	1,315	1,172	857
Interlaken	119	182	58
Keansburg	171	102	101
Keyport	522	380	413
Little Silver	277	316	204
Long Branch	335	423	357
Manalapan Twp.	1,386	1,041	680
Manasquan	223	197	142
Marlboro Twp.	358	374	259
Matawan Boro	193	223	161
Matawan Twp.	489	389	309
Middletown Twp.	1,589	1,425	1,334
Millstone Twp.	397	254	185
Monmouth Beach ...	88	59	39
Neptune City	542	471	350
Neptune Twp.	622	332	303
Ocean Twp.	850	847	736
Oceanport	55	51	92
Raritan Twp.	985	214	406
Red Bank	426	423	558
Roosevelt	36	63	54
Rumson	226	268	230
Sea Bright	148	139	72
Sea Girt	37	71	60
Shrewsbury Boro ...	237	196	127
Shrewsbury Twp. ...	11	6	13
South Belmar	238	216	146
Spring Lake Boro ...	87	55	48
Spring Lake Hts. ...	62	66	78
Union Beach	215	186	208
Upper Freehold Twp.	114	115	127
Wall Twp.	2,849	2,372	1,389
W. Long Branch ...	163	116	183
New Shrewsbury	1,302	1,275	1,234
Total	24,785	21,128	17,523

MORRIS COUNTY:

Boonton Town	177	124	57
Boonton Twp.	70	123	36
Butler	228	302	343
Chatham Boro	514	440	164
Chatham Twp.	454	160	187
Chester Boro	24	15	15
Chester Twp.	237	47	39
Denville Twp.	395	361	598
Dover	281	265	295
E. Hanover Twp. ...	126	71	47
Florham Park	112	115	119
Hanover Twp.	496	443	415
Harding Twp.	73	77	91
Jefferson Twp.	151	153	209
Kinnelon Boro	15	73	10
Lincoln Park	150	187	187
Madison	394	170	162
Mendham Boro	17	69	115
Mendham Twp.	68	18	16
Mine Hill Twp.	848	974	230
Montville Twp.	264	303	234
Morris Twp.	440	541	612
Morris Plains Boro ..	150	100	101
Morristown	383	308	302

	1957	1956	1955
Mountain Lakes	278	225	159
Mt. Arlington	15	19	11
Mt. Olive Twp.	301	283	320
Netcong	121	130	124
Parsippany-			
Troy Hills Twp.	2,132	1,555	928
Passaic Twp.	168	125	128
Peguannock Twp. ...	743	479	380
Randolph Twp.	2,090	1,877	1,109
Riverdale Boro	317	488	300
Rockaway Boro	139	101	131
Rockaway Twp.	139	138	72
Roxbury Twp.	691	683	767
Washington Twp. ...	75	103	72
Wharton	78	84	57
Victory Gardens	46	31	89
Total	13,400	11,760	9,231

OCEAN COUNTY:

Barnegat Light Boro	9	2	13
Bayhead	178	200	124
Beach Haven	45	68	85
Beachwood	146	149	179
Berkeley Twp.	204	168	201
Brick Twp.	1,558	1,531	1,517
Dover Twp.	1,803	1,400	1,114
Eagleswood Twp.	33	32	28
Harvey Cedars	12	3	2
Island Beach Boro ..	1	3	2
Island Heights	24	22	4
Jackson Twp.	414	322	323
Lacy Twp.	350	256	117
Lakehurst	52	93	81
Lakewood Twp.	1,055	905	405
Lavalette	127	170	195
Little Egg Harbor			
Township	105	81	53
Long Beach Twp. ...	192	359	85
Manchester Twp. ...	2,379	1,865	1,783
Mantoloking	310	325	466
Ocean Twp.	37	98	97
Ocean Gate	38	54	22
Pine Beach Boro	69	71	45
Plumstead Twp.	265	180	161
Point Pleasant B.	349	191	282
Point Pleasant Bea.	404	489	459
Seaside Heights	52	43	60
Seaside Park	228	315	223
Ship Bottom	3	21	51
S. Toms River	51	2	—
Stafford Twp.	819	896	968
Surf City	6	2	20
Tuckerton	101	62	42
Union Twp.	397	340	813
Total	11,815	10,708	10,020

PASSAIC COUNTY:

Bloomfield	62	21	13
Clifton	4,994	4,818	4,194
Haledon	111	98	117
Hawthorne	279	314	437
Little Falls Twp.	613	758	586
North Haledon	121	90	74
Passaic	703	683	570

	1957	1956	1955
Paterson	3,473	2,633	1,903
Pompton Lakes	290	269	321
Prospect Park	122	301	121
Ringwood	315	211	126
Totowa	232	384	573
Wanaque	96	164	226
Wayne Twp.	1,909	2,272	1,963
W. Milford Twp.	468	497	502
W. Paterson	174	112	101
Total	13,962	13,625	11,827

SALEM COUNTY:

Alloway Twp.	104	112	61
Elmer	45	45	63
Elsinboro Twp.	62	56	39
L. Alloway ck. Tp. ..	11	13	20
L. Penns Neck Tp. ..	427	637	283
Mannington Twp.	347	266	196
Oldmans Twp.	422	436	582
Pennsgrove	181	146	165
Pilesgrove Twp.	279	349	488
Pittsgrove Twp.	363	371	337
Quinton Twp.	307	329	248
Salem	375	354	489
U. Penns Neck Tp... ..	1,277	1,382	1,681
U. Pittsgrove Tp.	680	274	399
Woodstown	129	160	196
Total	5,009	4,930	5,247

SOMERSET COUNTY:

Bedminster Twp.	366	293	137
Bernards Twp.	343	104	118
Bernardsville	157	138	85
Bound Brook	721	711	862
Branchburg Twp.	1,696	1,974	1,511
Bridgewater Twp.	3,044	3,241	2,184
Far Hills	33	10	17
Franklin Twp.	400	363	241
Greenbrook Twp.	476	761	805
Hillsboro Twp.	160	120	95
Manville	197	221	113
Millstone	2	9	45
Montgomery Twp.	235	250	146
N. Plainfield	682	805	813
Peapack-Gladstone ...	422	205	77
Raritan	155	81	237
Rocky Hill	37	67	27
Somerville	878	1,054	838
S. Bound Brook	108	137	201
Warren Twp.	72	97	85
Watchung	338	535	382
Total	10,522	11,176	9,019

SUSSEX COUNTY:

Andover	30	15	2
Andover Twp.	75	28	1
Branchville	35	4	—
Byram Twp.	58	35	38
Frankford Twp.	302	159	22
Franklin	61	5	34
Freedon Twp.	72	62	—
Green Twp.	12	3	2
Hamburg	110	98	144
Hampton Twp.	254	123	8
Hardyston Twp.	76	120	85

	1957	1956	1955
Hopatcong	44	40	38
Lafayette Twp.	69	16	3
Montague Twp.	22	6	6
Newton	193	53	8
Ogdensburg	31	20	25
Sandyston Twp.	190	288	458
Sparta Twp.	613	501	397
Stanhope	43	25	56
Stillwater Twp.	7	9	9
Sussex	190	118	141
Vernon Twp.	47	53	28
Walpack Twp.	3	—	—
Wantage Twp.	210	126	3
Total	2,747	1,907	1,508

UNION COUNTY:

Clark Twp.	1,531	1,505	1,165
Cranford	1,775	1,723	1,679
Elizabeth	10,432	7,246	6,016
Fanwood	296	159	167
Garwood	101	124	124
Hillside Twp.	3,803	3,181	2,974
Kenilworth	460	235	252
Linden	1,151	1,547	1,680
Mountainside	999	1,362	1,906
New Providence	—	—	—
Boro	555	597	352
Berkeley Heights ...	258	282	303
Plainfield	1,591	2,387	2,052
Rahway	5,234	4,364	2,976
Roselle Boro	675	727	508
Roselle Park	290	282	503
Scotch Plains Twp.	643	478	544
Springfield Twp.	1,230	864	1,288
Summit	734	1,001	1,197
Union Twp.	1,480	1,899	2,144
Westfield	1,697	1,327	1,246
Winfield Twp.	140	67	96
Total	35,078	31,357	29,172

WARREN COUNTY:

Allamuchy Twp.	16	13	11
Alpha	14	12	11
Belvidere	88	45	68
Blairstown Twp.	33	59	41
Franklin Twp.	167	162	163
Frelinghuysen Twp.	20	19	12
Greenwich Twp.	136	128	133
Hackettstown	246	127	116
Hardwick Twp.	4	4	1
Harmony Twp.	44	35	25
Hope Twp.	13	18	9
Independence Twp. ..	168	282	279
Knowlton Twp.	661	648	195
Liberty Twp.	24	26	24
Lopatcong Twp.	576	640	841
Mansfield Twp.	111	82	104
Oxford Twp.	76	84	60
Pahaquarry Twp.	4	18	16
Phillipsburg	452	502	551
Pohatcong Twp.	95	170	62
Washington Boro	173	166	118
Washington Twp.	374	350	374
White Twp.	233	236	309
Total	3,728	3,826	3,523

CERTIFICATES OF OWNERSHIP

On March 1, 1957, rules and regulations were promulgated for the establishment of an experimental Certificate of Ownership Service. The service was set up as a pilot operation with a two-fold objective:

1. It was designed to develop experience from which decisions will be made with respect to extending the mail-order service to certain areas.
2. It was designed to give greater convenience to dealers who wished to transfer titles for their customers.

Fundamentally, the objective of this experiment is to give dealers the same convenience now offered individuals by mail-order registration renewal service. Dealers in the test areas will be authorized, under the regulations, to issue temporary initial registration plates and certificates and also, where plates are available to be transferred to a newly-purchased vehicle, to issue temporary transfer registration certificates. Both will be valid for a period of 20 days during which time the purchaser is required to make application for registration or transfer of registration at his local motor vehicle agency, upon receiving from the Central Certificate of Ownership Service office the proper title and authorization to do so.

An area of Atlantic County was selected as the first test area and on November 15, 1957, a section of Burlington County was added. In the Atlantic County test area, 65 new and used car dealers were eligible, as were 146 new and used car dealers in Burlington County.

The dealers using the service exclusively have expressed satisfaction with the first phase of the experiment. The second phase now under way will permit the issuance of transfers of registration and exchanges of registrations by the Central Office and the third phase, which will authorize the issuance of registration and plates which will be mailed to the car purchaser, will round out a full program that will be most welcome by the dealers involved.

The anticipated convenience the dealers would derive from the first phase of the experiment is now a known fact and steps have been taken to extend the service into other areas of the state.

New car sales in New Jersey during the calendar year 1957 totaled 278,308. Of this number, 250,266 were passenger vehicles, 20,044 commercial vehicles and 7,998 were vehicles of miscellaneous types. This number represents an increase of 4.2 percent over 1956 when 267,084 sales were recorded.

A slight increase in the number of certificates of ownership filed and fees collected is shown during the year as compared with 1956. In 1956, 1,360,473 certificates of ownership were filed accounting for \$2,085,117.25, whereas, during the year 1957, 1,364,879 were filed accounting for \$2,095,768.50 — an increase of .328 percent. A steady increase in fees and items is noted since 1947 — the first full year of the Certificate of Ownership Law — until 1955 when a much greater increase was reported due to the high rate of new-car production that year. The following two years — 1956 and 1957 — continued the gradual increase.

The issuance of *initial* licenses to persons and firms engaged in the business of buying, selling and dealing in motor vehicles was comparatively the same as in 1956 — 745 initial applications being processed that accounted for revenue amounting to \$74,500.00*. In 1956 — 742 initial applications were processed.

* Licenses No. 4, 294 and 535 were cancelled because checks presented as payment were stopped because of insufficient funds.

Initial New and Used Motor Vehicle Dealers' Licenses	182	
Initial Used Motor Vehicle Dealers' Licenses	563	
	<u>745</u>	745
New and Used Motor Vehicle Dealers' Licenses Renewed	1,436	
Used Motor Vehicle Dealers' Licenses Renewed	2,912	
	<u>4,348</u>	<u>4,348</u>
		5,093

The following exchanges of licenses were made:

From New and Used to Used Motor Vehicle Dealers' Licenses	18
From Used to New and Used Motor Vehicle Dealers' Licenses	23

Five original applications for dealers' licenses were denied.

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

Hearings scheduled	7
Revocations	6
Decision reserved	1

Twenty seven warning letters were sent to persons who, according, to the files of the Section, were actively engaged in the business of buying, selling or dealing in motor vehicles without being licensed by the Director. As a result of such warnings, 7 applications were made and licenses issued.

Three of the most prominent used motor vehicle dealers in the state were indicted by the Essex County Grand Jury for fraudulent practices. Two subsequently were found guilty after trial by jury and the third pleaded non vult. Hearings were then held by the Director of Motor Vehicles; however, both cases were appealed and the Director's decision reserved pending the outcome. The action of the Essex County Prosecutor's Office in investigating, indicting and convicting not only the principals of the firms involved, but also their salesmen who had direct contact with the public and made certain misrepresentation, is a milestone in the administration of the Certificate of Ownership Law. This action points up to salesmen as well as dealers that they can be held responsible for their acts which may result in fines and jail sentences.

Two persons were arrested and fined for violation of R. S. 39:10-12 (misstatement of fact on application for duplicate certificate of ownership).

The Section was notified of the seizure of 10,650 motor vehicles. After rejecting 1,038 such notices, 9,612 applications for foreclosure or execution certificate of ownership were issued. Subsequently 7,698 applications were received and approved and titles issued to the purchasers at public sale. Following is a breakdown of the more numerous applications for foreclosure or execution certificate of ownership:

Breach of Conditional Sales Contract	5,557
Chattel Mortgage Default	559
Garage Lien Provisions	211
Writ of Execution	116
Violation of Trust Agreements and Provisions of R.S. 49:47-20	115
Distrain for Rent	83

There was an increase of 7.131 percent in dealers' temporary permits — 54,450 accounting for \$2,722.50, whereas, during the previous year 31,450 were issued netting \$1,572.50.

Certificates of title as well as registration certificates and other evidence of ownership issued by other states numbering 157,940 were examined and approved for the issuance of New Jersey certificates of ownership. Statement of encumbrance forms numbering 17,507 were examined and approved — such form being required in conjunction with the filing of a chattel mortgage lien with the Director of Motor Vehicles.

Police departments through the state reported thefts of 6,200 motor vehicles. The National Automobile Theft Bureau reported thefts of 4,282 motor vehicles, 3,830 cancellations and 4,864 records on salvaged cars and late-model wrecks.

During the year, Motor Vehicle Inspectors recovered 26 stolen motor vehicles having a total value of \$43,375.00.

The Central Office issued 34,403 certificates of ownership, 745 initial motor vehicles dealers' licenses, 54,450 dealers' temporary permits, lien information certificates and certifications of records that accounted for revenue totaling \$124,696.50.

	January-June 1957		July-December 1957		Total		
	Items	Fees	Items	Fees	Items	Fees	
Absolute certificates @	\$ 1.50	270,190	\$405,285.00	236,397	\$354,595.00	506,587	\$759,880.50
Encumbered certificates @	2.00	150,015	300,210.00	188,594	277,188.00	288,699	577,398.00
Contract certificates @	.25	166,019	41,502.50	150,810	37,702.50	316,820	79,205.00
Dealers' certificates @	.50	196,237	98,118.50	177,581	88,790.50	373,818	186,909.00
Duplicate certificates @	1.00	10,114	10,114.00	9,345	9,345.00	19,459	19,459.00
Foreign or defective titles @	2.00	92,170	184,340.00	74,227	148,454.00	166,397	332,794.00
Repossessions @	1.50	5,182	7,773.00	4,737	7,105.50	9,919	14,878.50
Penalties @	5.00	4,630	23,150.00	4,245	21,225.00	8,875	44,375.00
Dealers' licenses @	100.00	488	48,800.00	255	25,500.00	743	74,300.00
Dealers' temporary permits @	.05	31,880	1,594.00	22,570	1,128.50	54,450	2,722.50
Photostats			628.50		808.50		1,437.00
Information and miscellaneous			1,147.00		1,263.00		2,410.00
"No Fee" certificates		651		422		1,073	
			\$1,122,662.50		\$973,106.00		\$2,095,768.50

BUS EXCISE

In accordance with Section 48: 4-20 to 4-34, Revised Statutes the Division collected \$96,051.38 in bus excise tax during the calendar year, a decrease of slightly more than one per cent under the previous twelve months period. This tax is assessed against owners or operators transporting passengers for hire, 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 statutory five per cent gross receipts tax.

The reason for the decrease in revenue was, as in previous years, due mainly to the rise in New Jersey Turnpike mileage by interstate operators, this mileage being tax exempt. Turnpike mileage by interstate operators increased from 15,030,922 in 1956 to 17,418,723 in 1957. On the basis of the year's turnpike mileage the loss to the State was \$87,093.61.

A further contribution to the total revenue decline was the increase in the number of local bus franchises which pay the five per cent franchise tax to the municipality and are therefore exempt from the State excise tax. More and more bus lines are likewise using the Garden State Parkway, which like the Turnpike, exempts its interstate users from the payment of the excise tax.

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

ANNUAL REPORT OF BUS EXCISE FOR 1957

Month	Total Miles	Exempt Miles	Turnpike Miles	Garden State Parkway	Taxable Miles	Amount
January	4,338,720	1,811,137	1,195,388	31,288	1,300,907	\$6,505.57
February	4,039,414	1,719,089	1,103,582	29,537	1,187,206	5,889.46
March	4,364,554	1,363,543	1,635,673	33,740	1,331,598	6,658.20
April	4,827,840	1,887,868	1,406,864	39,808	1,493,300	7,465.79
May	5,224,702	1,934,604	1,509,867	43,422	1,736,809	8,735.23
June	5,105,413	1,813,998	1,472,393	13,266	1,805,756	9,030.05
July	6,911,781	2,713,365	1,824,385	133,491	2,240,540	11,206.45
August	6,806,689	2,755,528	1,747,205	143,247	2,160,709	10,797.31
September	5,344,447	2,170,259	1,436,940	80,763	1,656,485	8,271.63
October	5,049,064	2,181,207	1,331,404	52,257	1,484,196	7,426.53
November	4,655,360	1,919,194	1,298,172	51,084	1,386,910	6,935.14
December	4,900,490	1,972,089	1,456,850	46,728	1,424,823	7,130.02
Totals	61,568,474	24,241,881	17,418,723	698,631	19,209,239	\$96,051.38
						\$51,767.08
						\$44,284.30

**CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS
AFFECTING MOTOR VEHICLE REGULATION ENACTED BY THE
1957 SESSION OF THE LEGISLATURE**

- CHAPTER 69—Authorizes municipalities having a paid police force, with the consent of the Freeholders, to regulate traffic and parking on any county roads within the municipal limits.
- CHAPTER 71—To make it permissive rather than mandatory for the Motor Vehicle Director to revoke or suspend a resident license for violations in another State under reciprocity agreement.
- CHAPTER 106—Authorizes the director of motor vehicles to extend the sixty day period within which a judgment arising out of a motor vehicle accident must be paid to avoid suspension of the debtor's driving privileges, where the failure to pay same was due to the debtor's insurance carrier and not the debtor.
- CHAPTER 107—Authorizes the Director of Motor Vehicles to change the expiration date of motor vehicle registration certificates for good cause.
- CHAPTER 108—Authorizes the Director of Motor Vehicles to change the expiration date of drivers' licenses for good cause.
- CHAPTER 123—Provides that a member of police force appointed by Port of New York Authority when assigned to desk duty, may administer an oath required to complete the complaint part of the uniform traffic ticket.
- CHAPTER 125—Limits the prohibitions against misrepresenting the mileage of a motor vehicle offered for sale, trade-in or exchange, to used motor vehicles; extends the application of such provisions to include any person, as well as dealers; permits required service, as well as repair or replacement, or mileage registering instruments; requires mileage reading be set at zero or the actual mileage recorded thereon prior to such servicing, repair or replacement. Director of motor vehicles may revoke motor vehicle dealer license after notice and hearing.
- CHAPTER 132—Includes within the motor vehicle reciprocity driving privileges of non-residents, motor vehicle equipment on vehicles licensed in the State or country to which such reciprocity is extended.
- CHAPTER 137—Increases the mileage fee allowance for constables and sergeants-at-arms of the county district courts, etc.
- CHAPTER 159—Excludes from the requirement that all motor-drawn vehicles manufactured after July 1, 1954 and registered in the State be equipped with turn signals, pole trailers or motor-drawn vehicles not over 3,000 pounds gross weight and which, from a distance of at least 500 feet to the rear does not obscure or obstruct sight of the turn signals installed on the towing vehicle.

CHAPTER 161—To amend the Motor Vehicle Act to provide that no vehicle shall be deemed to be in violation of the overweight provisions of the act when, upon examination by an officer or inspector, the vehicle's dispatch papers show it is proceeding from its last preceding freight pick-up point within the State of New Jersey by a reasonably expeditious route to the nearest available scales or to the first available scales in the general direction towards which the vehicle has been dispatched, or is returning from such scales after weighing-in to the last preceding pick-up point. Further provides that when an officer or inspector determines that a vehicle is in violation of the axle weight limitations of this act but is within the legal gross maximum weight, the driver shall be permitted before proceeding to redistribute the weight of the vehicle's contents so that no axle is overweight, in which event there is no violation. Also increases overall length of a tractor and semi-trailer from 45' to 50'.

CHAPTER 203—Prohibits as disorderly conduct, persons under age 21 knowingly possessing or consuming any alcoholic beverage in any public place or motor vehicle; prescribes penalties of \$50 and 30 days imprisonment.

SERVICE OF PROCESS ON NON-RESIDENTS FOR 1957

The Division of Motor Vehicles collected the sum of \$9,320.10 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	\$1,024.00	
February	730.10	
March	912.00	
April	946.00	
May	856.00	
June	732.00	\$5,200.10
July	944.00	
August	978.00	
September	844.00	
October	342.00	
November	408.00	
December	604.00	\$4,120.00
	<hr/>	
	\$9,320.10	

Revenue collected for Chapter 7 of Title 39 of the Revised Statutes:

January 1 to June 30	\$5,200.10
July 1 to December 31	4,120.00
	<hr/>
Total for 1957	\$9,320.10

A comparison of the amount collected during the years 1956 to 1957 reveals a decrease in these fees for the year of 1957 amounting to the sum of \$605.90 or approximately 6.1 per cent. The number of services accepted totaled 4,660.

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, perforated, etc. During the year the Multilith Section handled 6,807,083 sheets, 36,610,245 items totaling 48,876,555 operations for all Sections.

The Duplicating Room handled 2,204,770 sheets, 3,816,313 items totaling 6,021,083 operations for all Sections.

The Photostat Room handled 42,174 sheets and 111,362 items for all Sections.

The following is a breakdown of the activities and the Sections for which the work was performed:

PRINTING SECTION

84

Section	Sheets Cut	Sheets Printed	Sheets Numbered	Sheets Per- forated	Items Cut	Items Printed	Items Numbered	Items Per- forated	Sheets Padded	Sheets Collated	Sheets Wrapped
Administrative	87,975	110,475			49,000	145,025			24,400		145,025
Auditing and Accounting	537,501	575,276	317,000	183,667	739,000	1,092,275	332,000	534,000	332,000	332,000	1,089,275
Business Machine Operations	7,666	7,666			32,000	32,000					32,000
Central Agency	37,200	30,500	23,500	2,700	18,100	44,900	28,000	11,100		23,700	51,200
Certificate of Ownership	275,227	187,800	211,125		402,500	464,800	336,625		319,000	233,825	565,700
Claims	1,000	12,000				12,000					12,000
Driver Improvement	303,168	280,166			73,000	313,500					350,500
Fiscal Office	13,000	13,000			18,000	28,000			18,000		28,000
Information	35,833	35,933			185,000	185,100					185,100
Inspector Force	212,172	211,529	762	25,162	356,660	461,820	2,025	26,575	1,000	1,095	464,320
Magistrate Fines	3,200	2,700				2,700					3,200
Mail Issuing	1,175,901	1,149,201	1,200		3,870,000	3,960,700	1,200		22,000		3,993,400
Mail Office	44,400	39,650			40,800	60,050			10,800	9,250	60,050
Methods & Planning	350										350
Payroll & Personnel	25,500	25,500				25,500					25,500
Public Information	7,000	7,000				7,000					7,000
Record Room	1,250	1,250			5,000	5,000					5,000
S. B. 100	9,700	6,100	3,600			13,600	3,600		13,600	3,600	17,200
Security Responsibility	539,450	407,450	155,200	15,500	151,000	501,700	155,200	31,000	175,000	100,000	633,700
Shipping	1,626,984	979,985	80,000	100,000	2,261,000	2,647,500	80,000	200,000	1,015,000	80,000	3,397,500
Traffic Safety	99,400	124,700		14,000	44,000	153,700		42,000			154,400
Unsatisfied Claims	54,300	54,300			17,200	67,200			5,000		67,200
Vehicle Inspection	361,050	374,734			474,700	727,200			202,600	200,000	729,200
Total	5,459,227	4,636,915	792,387	341,029	8,736,960	10,951,270	938,650	844,675	2,138,400	983,470	12,016,820

Backups 1,036,752

Total impressions—All Sections: 6,807,083; Total Items Handled—All Sections: 36,610,245; Total Operation—All Sections: 48,876,555

DUPLICATING ROOM

Section	Mimeograph		Addressograph		Folder No. of Sheets	Graphotype		Collating No. of Sheets	Padding No. of Sheets	Wrapping No. of Sheets	Miscel laneous
	No. of Sheets	No. of Items	White Env.	Brown Env.		New Plates	Re- makes				
Administrative	21,435	21,435	6,818	-----	24,980	-----	-----	3,150	-----	40,520	2,718
Auditing and Accounting	45,180	47,980	6,934	600	100	3	9	-----	-----	53,696	13,297
Business Machine Operation	6,000	11,000	-----	-----	-----	-----	-----	-----	-----	11,000	-----
Central Agency	11,050	18,500	6,200	100	5,300	-----	-----	-----	-----	7,000	-----
Certificate of Ownership	49,275	70,275	14,063	100	12,250	-----	-----	-----	-----	90,928	6,200
Driver Improvement	74,650	84,650	7,272	-----	23,100	-----	-----	22,000	-----	61,550	13,345
Fiscal Office	3,700	3,900	-----	-----	-----	-----	-----	-----	-----	3,900	-----
Inspector Force	183,995	195,495	13,841	270	2,600	-----	42	400	6,000	201,483	1,150
Magistrate Fines	23,100	23,100	-----	-----	-----	27	5	-----	-----	23,117	-----
Mail Issuing	82,725	146,675	29,139	1,439	-----	-----	-----	300	4,000	157,675	-----
Main Office	132,235	132,235	40,165	665	125,400	-----	-----	125,400	-----	7,320	43,390
Methods and Planning	900	900	-----	-----	-----	-----	-----	-----	-----	900	-----
Payroll and Personnel	42,250	44,300	4,038	-----	20,850	-----	6	-----	-----	57,338	-----
Public Information	4,545	4,545	3,659	-----	4,653	-----	-----	1,830	-----	3,158	2,504
S. B. 100	334,230	527,330	85,795	4,000	40,960	-----	-----	-----	6,600	602,051	180,514
Security Responsibility	62,650	120,750	-----	-----	-----	-----	-----	-----	12,000	120,750	-----
Shipping	46,500	51,500	16,236	576	500	-----	-----	-----	-----	19,500	4,909
Traffic Safety	2,500	2,500	110,819	-----	2,500	-----	-----	-----	-----	2,500	-----
Unsatisfied Claims	41,950	44,700	-----	-----	-----	-----	-----	-----	-----	44,700	-----
Vehicle Inspection	142,950	150,450	4,205	1,425	-----	-----	-----	-----	-----	155,300	-----
Total	1,311,820	1,702,220	349,184	9,175	263,193	30	62	153,080	28,600	1,664,386	268,027

Misc. Impressions 210,166 Backups 61,140

Total Impressions—All Sections—2,204,770; Total items handled—All Sections—3,816,331; Total Operation—All Sections—6,021,083

PHOTOSTAT ROOM

Section	Exposures	Sheets	Items
Administrative	24,043	24,043	24,463
Auditing and Accounting	55	55	55
Central Agency	704	704	1,752
Certificate of Ownership	4,473	4,473	4,403
Fiscal Office	39	39	6
Information	80	80	113
Inspector Force	3,201	3,201	3,179
Mail Issuing	571	571	488
Magistrate Fines	8,472	8,472	76,438
Payroll and Personnel	81	81	72
Regulation	33	33	15
Shipping	128	128	128
Traffic Safety	213	213	208
Vehicle Inspection	33	33	34
Miscellaneous	48	48	8
Totals	42,174	42,174	111,362

STATE OF NEW JERSEY
DEPARTMENT OF LAW AND PUBLIC SAFETY
DIVISION OF MOTOR VEHICLES

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

DURING Year 1957
Month or Year
IN New Jersey
State, County or City

Frederick J. Gassert, Jr., Director

VIOLATIONS, TITLE 39, R. S.											
Section	Current Month	Cumulative		Section	Current Month	Cumulative		Section	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year			Present Year	Previous Year
3-4		4952	2973	4-32				4-91		118	140
3-10		10511	10404	to				4-92		73	59
3-11		243	377	4-37		249	186	4-96		3771	4463
3-12		131	140	4-38				4-97		41372	38406
3-17		702	836	to				4-98		137578	131494
3-19		12	8	4-45		12	10	4-105			
3-29		13964	12204	4-46		444	616	to			
3-33		1856	1989	4-48		358	279	4-121		1341	1236
3-34		71	67	4-49		89	68	4-122		310	292
3-35		1064	1007	4-50		3382	3300	4-123		2504	1853
3-36		849	777	4-52		263	289	4-125		825	695
3-37		126	110	4-53		94	85	4-126		896	920
3-38		48	63	4-54		32	35	4-127		328	352
3-39		2461	2505	4-55		12	6	4-128		54	66
3-40		1704	1581	4-56		136	81	4-128.1		3582	4016
3-49		171	182	4-57		561	584	4-129		2331	2168
3-53		21	27	4-58		91	41	4-130		195	150
3-56		964	967	4-62		6	2	4-144		24563	22801
3-61		4931	3780	4-63		27	7	Chap. 6		4	3
3-62				4-64		209	171	Chap. 8		14673	4004
3-64		76	145	4-65		73	49	Chap. 9		10	375
3-67		148	152	4-66		246	259	2A-113-9		31	28
3-69		422	259	4-67		534	371	2A-170-38		6	10
3-70		4665	3566	4-70		400	309	4-182.1		638	835
3-71		44	40	4-71		131	380				
3-72		129	74	4-75		9	16				
3-73		6	3	4-76		16	7				
3-74		242	55	4-77		570	485				
3-80		16	28	4-79		4	14				
3-81		1	3	4-80		760	743				
3-82		3	4	4-81		23948	21379				
3-84		3469	3833	4-82		2391	1874				
4-10				4-83		822	794				
to				4-84		143	152				
4-14		24	8	4-85		5553	5950				
4-15				4-85.1		1319	1036				
to				4-86		5873	5870				
4-25		8	3	4-87		409	603				
4-26				4-88		5213	5021				
to				4-89		1161	1226	Misc.		8540	6975
4-30		48	21	4-90		1466	1587	TOTALS		353831	323317

HIGHWAYS							
Route	Current Month	Cumulative		Route	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year
US 1		8489	10561	37		5	3
US 1 & 9		10305	8782	38		17	3
US 1 & 9 & 46		1097	643	39		6	13
US 1 Truck		878	1099	62		74	223
3		3428	3383	63		183	143
4		3221	2429	64		4	
5		43	27	65		1	
7		361	438	66		569	604
US 9		5407	4777	67		18	34
US 9 & 35		58	56	68		2350	1925
US 9W		412	460	69		1557	1375
10		3236	2923	70		4430	4256
12		128	176	71		721	875
13		2		72		1033	1034
15		499	381	73		3468	2943
17		7409	9072	77		688	425
18		710	721	79		199	275
20		181	309	82		14	60
21		3051	2013	83		53	9
US 22		11945	14150	84		90	35
US 22 Alt.		1	5	87		5	
23		2799	3088	88		229	242
24		1412	1158	91		18	2
26		8	9	93		28	18
27		1297	1147	94		135	152
28		820	1213	US 130 & 40		3	5
29		386	327	US 130		12219	12072
US 30		7986	7719	US 130 & 30		440	111
33		1743	2284	US 130 & 206		37	124
34		3352	2942	US 130 & Rt. 33		227	295
35		5612	4802	151		89	26
35 & 71		4	3	US 202		1000	1202
36		1266	815	US 202 & 69		251	312
37		856	764	US 202 & 206		206	175
38		1439	1445	US 206		3891	3035
US 40		3152	2193	208		342	285
US 40 & Rt. 45		51	15	US 322		4264	3776
US 40 & Rt. 47		384	240	US 322 & Rt. 47		10	3
41		92	75	413		6	2
42		2916	2776	439		372	297
45		956	1018	440		111	91
US 46		11029	9959	47		9835	7515
47		1984	1704	Garden State Pkwy.		23064	22186
47 & 49		15	11	NJ TP		169385	147018
48		35	39	Munic. & Co. roads		277	365
49		1113	1147	Palisades			
50		150	206				
52		32	129				
53		63	40				
54		115	98				
TOTALS						353831	323317

HOURS OF OCCURRENCE			
Time	Current Month	Cumulative	
		Present Year	Previous Year
12 to 1 A.M.		9798	9135
1 to 2 A.M.		9752	9708
2 to 3 A.M.		8876	8981
3 to 4 A.M.		5393	5821
4 to 5 A.M.		3189	3282
5 to 6 A.M.		3089	2957
6 to 7 A.M.		6179	5712
7 to 8 A.M.		11725	10495
8 to 9 A.M.		15100	13141
9 to 10 A.M.		18506	15796
10 to 11 A.M.		23253	19696
11 to 12 A.M.		22112	18449
12 to 1 P.M.		21063	16890
1 to 2 P.M.		22802	19212
2 to 3 P.M.		23784	21594
3 to 4 P.M.		23415	21493
4 to 5 P.M.		21866	20967
5 to 6 P.M.		16554	16625
6 to 7 P.M.		12344	11896
7 to 8 P.M.		13517	13033
8 to 9 P.M.		14198	13798
9 to 10 P.M.		15046	14664
10 to 11 P.M.		15342	14636
11 to 12 P.M.		13214	12235
Unknown		3514	3101
TOTALS		353831	323317

DISPOSITION			
	Current Month	Cumulative	
		Present Year	Previous Year
Fined		319118	292083
Suspended		7496	7294
Dismissed		16511	13499
Revoked		523	560
Jailed		3068	2636
Revoked and fined		5992	6184
State appeal		23	23
Local appeal		79	68
Failed to pay			
Grand jury		8	15
Revocation and jail		988	955
Other		24	
TOTALS		353831	323317

SCALE OF FINES IMPOSED			
	Current Month	Cumulative	
		Present Year	Previous Year
Costs only		63	131
\$1		2980	2622
\$2		16393	14598
\$3 to \$5		105202	90012
\$6 to \$10		118484	116024
\$11 to \$15		41636	35862
\$16 to \$25		25415	23461
\$26 to \$50		7965	8505
\$51 to \$100		3497	3512
\$101 to \$150		539	643
\$151 to \$200		2680	2592
\$201 and over		256	305
TOTALS		325110	298267

RESIDENCE OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		230510	248716
New York		23060	25327
Pennsylvania		32094	31728
Other States		16167	17543
Unknown			3
TOTALS		353831	323317

ORIGIN OF COMPLAINTS			
	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors		6980	12717
State Police		144057	133230
Local Officers		198072	173252
Private Citizens		4069	3561
P. U. Inspectors		17	
Others		636	557
TOTALS		353831	323317

AGES OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		302	319
17 years		10743	10461
18 years		15285	12875
19 years		13209	11624
20 years		14354	10875
21 to 24 years		44697	42290
25 to 29 years		49975	47770
30 to 39 years		81904	76358
40 to 49 years		55003	49551
50 to 64 years		34439	32168
65 and over		6460	5261
Unknown		27459	23765
TOTALS		353831	323317

SEX OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Male		327595	299836
Female		26236	23481
TOTALS		353831	323317