

DEPARTMENT OF LAW AND PUBLIC SAFETY

FIFTY-FIRST

ANNUAL REPORT

OF THE DIRECTOR

DIVISION OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1956



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FREDERICK J. GASSERT, JR.

Director

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ANNUAL REPORT

April 1, 1957

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

SIR:

As required by law, there is submitted herewith a report of the activities of the Division of Motor Vehicles of the Department of Law and Public Safety for the calendar year 1956. The report also contains a summary of the activities of the Unsatisfied Claim and Judgment Fund Board, which by law is assigned to the Division of Motor Vehicles for administrative purposes.

Nineteen fifty-six was a year of achievement. On our roads and highways, New Jersey achieved its lowest mileage death rate on record and again ranked second in the nation on this comparative basis. Internally, the year saw the institution of a modern business machine operation in the Division in the renewal of drivers' licenses and passenger registration. This permitted millions of New Jerseyans to renew their registrations and licenses by mail instead of standing in long lines each month of March. All renewals were "staggered," and thus the work load on the General Office of the Division was spread evenly over the twelve months of the year. The Division has just begun to realize the savings and economies that this change will produce; but the people of New Jersey have already enjoyed its tremendous convenience.

Under the leadership of Governor Meyner, 1956 saw the institution of a continuous, sustaining public support program of a magnitude never before attempted in the State, looking toward greater traffic safety in New Jersey. Every type of group in which our citizens gather contributed to this program, and pledged their strong support. The Governor's statement that "Real traffic safety is, after all, everyone's job," properly recognized that in such an intangible area, government alone could not accomplish the task.

The activities of all Bureaus and Sections of the Division increased considerably, as the State burgeoned in population. In almost all activities, new records were set. Revenues reached a new high. So did driver license examinations, fine collections, suspension and revocation actions and many other activities. Construction of new field installations proceeded apace, and at least two will be open for full-scale operation during the calendar year 1957. Only in the field of vehicle inspection was there a reduction in activity, caused by tremendous strain on existing inspection facilities. Here the number of inspections required annually was reduced from two to one by order of the Governor, the order to remain in effect until sufficient facilities are added to permit semi-annual inspections without undue delays to motorists.

Traffic fatalities in New Jersey in 1956 totaled 772, a decrease of 2.4 per cent over the State's 1955 record of 791 fatalities. This improvement was recorded in a year when motor vehicle travel on New Jersey's streets and highways reached an all-time high with an estimated total of 23,662,127,611 miles.

If New Jersey's position of leadership in the field of traffic safety is to be maintained, it is vital that every facet of the State's safety program be improved and expanded, so that it may keep pace with the increase in travel and motor vehicle use.

FACTS AND FIGURES FOR 1956

Registered Vehicles	*2,264,320
Gasoline Consumption	Gals. 1,867,571,240
Miles of Vehicle Travel	23,662,127,611

* Estimated.

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)	2

During 1956, there was one motor vehicle registered in New Jersey for every 2.1 persons.

Billion Miles of Travel per month	2.0
---	-----

	1956 Number	Rate Per Day	Related to 1955
Total Accidents	102,827	282	+4.3%
Persons Killed	772	2.1	-2.4%
Persons Injured	55,551	152.0	+7.2%
Economic Loss	\$94,536,165**	\$259,003**	-2.5%**

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

20-YEAR COMPARISON

	1956	1937	Per Cent Change
Total Accidents	102,827	38,410	+167.7%
Deaths	772	1,278	-39.6%
Death Rate	3.3	13.1	-74.8%

GOVERNOR'S PROGRAM

Included among the more important activities of this program were:

The designation of five sub-committees of the State Coordinating Council to make studies and reports on assigned traffic problems; Sub-committee on Chemical Tests, Sub-committee on Enforcement, Sub-committee on Safety Incentive Plan, Sub-committee on Public Support, and Sub-committee on Truck Safety. A schedule of planning conferences on a State-wide basis for each of the following groups:

The communications industry, including television, radio and press representatives; trade associations, including representatives of auto clubs, insurance companies, automotive trade and motor truck and related associations; industry, labor and professional associations; highway and bridge authorities and public utilities; representatives of all religious faiths; and safety officials, including county prosecutors, county traffic coordinators, directors of public safety, chiefs of police, and engineers. The recommendations of the members of these conferences were compiled and made available to those in attendance.

The Governor's Highway Safety Conference, itself which included representatives of all State, county and municipal jurisdictions as well as members of every group of New Jersey citizenry. The recommendations of the various preliminary planning conferences formed the basis of the program presented at the Governor's Highway Conference. The reports of the five sub-committees of the Coordinating Council were presented at the Conference Panel Discussion. The General Session adopted four resolutions for improved enforcement, two in the area of public support, three resolutions regarding traffic engineering, and two resolutions for improved driver and safety education.

Respectfully,

FREDERICK J. GASSERT, JR.,
Director.

REVENUE, REGISTRATIONS, LICENSES

The Division established a new high in the collection of revenue for the calendar year of 1956.

Due to the change of the accounting period from a fiscal basis ending February 28, 1956, to the present calendar accounting period of January 1, 1956, to December 31, 1956, a proper comparison with the revenue statement for the fiscal year ending February 28, 1956, cannot be made.

During the current period the new stagger system was put into operation. As a result of this new system all passenger vehicle registrations renewed during March, 1956, were registered for a period ranging from three months to fifteen months. Consequently many of these vehicles were registered twice during the calendar year ending December 31, 1956.

The year 1956 also witnessed a change in the issuing of auto driver licenses, which were issued during March, 1956, for a period from five months to forty-one months. A new base fee was established for issuing auto driver licenses. Those who elected to take a yearly license were charged \$3.00 for a full year's license, or at the rate of 25¢ per month for the period of time for which the license was issued, if less than a full year. Many of these licenses, due to our allocation of a specific expiration date, expired between July 31, 1956, and December 31, 1956, necessitating the need to obtain a new driver license during the period commencing August, 1956, and ending December, 1956.

A new type auto driver license was issued during the year—a three-year auto driver license at a fee of \$8.00. Those who elected to take this three-year auto driver license paid a fee at the rate of .222¢ per each month of duration of the particular license.

Motorcycle driver licenses were issued at a fee of \$1.00 per yearly license (not pro-rated or staggered) and a new type motorcycle driver license was issued for a period of three years at a fee of \$2.50.

The regular renewal of passenger registrations began June, 1956, for those passenger registrations which had been issued on a pro-rata basis during March, 1956. An average of 139,000 applications were mailed each month from June, 1956, through December 31, 1956, to cover passenger vehicles issued on a pro-rated basis during March, 1956, and subject to renewal between June and December, 1956.

Driver license applications were mailed to licensees (whose license had been issued on a pro-rata basis) starting with the month of August, 1956. An average of 123,000 applications were mailed each month to the end of December, 1956.

Gross revenue for the calendar year ending December 31, 1956, amounted to \$75,853,861.61. Included in the aforementioned amount were the following fees:

\$18,119,923.83 from Pro-rated Passenger Fees.

\$8,653,689.69 from Pro-rated Auto Drivers.

\$783,544.00 from Unsatisfied Claim and Judgment Fund Fees.

1956 Annual Report (Conversion Year)

REVENUE, REGISTRATIONS, LICENSES

	January 1 to June 30, 1956		July 1 to December 31, 1956		January 1 to December 31, 1956	
	Items	Fees	Items	Fees	Items	Fees
Passenger Vehicles	246,131	\$3,662,665.85	915,068	\$14,747,670.00	1,161,199	\$18,410,335.85
“No Fee” Registrations to Motor Vehicle, State and Local Police Departments and Amputee Veterans	2,970	-----	300	-----	3,270	-----
“No Fee” Registrations of State, County, Federal and Municipally owned vehicles	*23,556	-----	*1,000	-----	*24,556	-----
Commercial Vehicles	206,869	11,654,287.50	19,318	718,710.00	226,187	12,372,997.50
Farmer Truck Vehicles	16,544	421,773.75	795	13,100.00	17,339	434,873.75
Hearse and Service Wagons	6,707	177,671.50	182	3,645.00	6,889	181,316.50
Omnibus Vehicles	9,000	482,595.00	294	4,051.00	9,294	486,646.00
Trailer Registrations	37,818	2,957,064.00	7,006	269,774.75	44,824	3,226,838.75
Motorcycle Registrations	7,389	14,778.00	2,498	4,996.00	9,887	19,774.00
Dealers (Auto and Motorcycle)	6,318	314,325.00	413	20,510.00	6,731	334,835.00
Agricultural Tractors	6,695	20,085.00	499	1,497.00	7,194	21,582.00
Farm Use Registrations	9,313	9,313.00	741	741.00	10,054	10,054.00
Constructor Registrations	1,948	1,685,547.00	135	73,242.50	2,083	1,758,789.50
Contractor Equipment Intransit	1,309	65,450.00	79	3,950.00	1,388	69,400.00
	582,567	\$21,465,555.60	948,328	\$15,861,887.25	1,530,895	\$37,327,442.85
Passenger Vehicles Pro-rated	1,628,617	18,119,923.83	-----	-----	1,628,617	18,119,923.83
Total Registrations and Fees	2,211,184	\$39,585,479.43	948,328	\$15,861,887.25	3,159,512	\$55,447,366.68
Duplicate Certificates	23,522	23,522.00	34,895	34,895.00	58,417	58,417.00
Transfers	208,055	538,211.93	215,660	487,825.08	423,715	1,026,037.01
Duplicate Tags and Exchanges	27,742	97,915.74	21,034	68,678.40	48,776	166,594.14
Auto Driver Licenses (1-year)	130,377	391,131.00	499,356	1,498,068.00	629,733	1,889,199.00
Auto Driver Licenses (3-year)	32,129	257,032.00	240,097	1,920,776.00	272,226	2,177,808.00
Motorcycle Driver Licenses (1-year)	2,367	2,367.00	1,003	1,003.00	3,370	3,370.00
Motorcycle Driver Licenses (3-year)	1,397	3,492.50	838	2,095.00	2,235	5,587.50
Farm Vehicle Driver Licenses	381	381.00	210	210.00	591	591.00
Learner Permits	192,587	326,274.00	150,532	297,347.00	343,119	623,621.00
Certificate of Ownership Section	735,751	1,140,542.75	624,722	944,574.50	1,360,473	2,085,117.25
Migrant Workers Temporary Permits	-----	-----	218	218.00	218	218.00

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

Auto Driver Licenses	40		36		76	
Motorcycle Driver Licenses	340		308		648	
Transfers	851		850		1,701	
Duplicate Tags	40		35		75	
Duplicate Certificates	102		101		203	
Auto Driver Licenses (Pro-rated)	3,566,865	\$42,366,349.35	2,738,223	\$21,117,577.23	6,305,088	\$63,483,926.58
Vehicle Inspection Fees	2,202,981	8,653,689.69			2,202,981	8,653,689.69
		269,766.00		27,582.00		297,348.00
Total Items and Fees	5,769,846	\$51,289,805.04	2,738,223	\$21,145,159.23	8,508,069	\$72,434,964.27
Fines Section		958,497.97		1,036,221.20		1,994,719.17
Certified Copies		1,824.00		2,350.00		4,174.00
Junk Yard Section		2,400.00		1,575.00		3,975.00
Commercial Permits		36,967.48		36,980.52		73,948.00
Service of Process Fees		5,114.00		4,812.00		9,926.00
Driving School (License Fees)		4,600.00		300.00		4,900.00
Driving School (Instructor Fees)		3,497.00		601.00		4,098.00
Certified Driving Record Pads		16,350.00		19,750.00		36,100.00
Miscellaneous Receipts		1,419.04		2,794.36		4,213.40
Excise Section		45,142.95		52,947.32		98,090.27
Race Track Licenses		1,200.00		100.00		1,300.00
Vehicle Inspection Section		372,344.50		27,565.00		399,909.50
Unsatisfied Claim and Judgment Fund Fees		\$52,739,161.98		\$22,331,155.63		\$75,070,317.61
		131,416.00		652,128.00		783,544.00
		\$52,870,577.98		\$22,983,283.63		\$75,853,861.61

* No renewal, Permanent Plates accumulated total since 1952.

DRIVER IMPROVEMENT SECTION
HEARINGS — LICENSE REVOCATIONS

A total of 23,158 driver license revocations were directed during the year exclusive of those imposed under the Security-Responsibility Law. This represents an increase of 17.8 per cent over the previous year. Approximately 65 per cent of the revocations were invoked by the Division.

CAUSES FOR LICENSE REVOCATIONS

	1956	1955	1954	1953	1952
Driving while intoxicated	3,742	2,972	2,484	2,211	1,858
Reckless driving	1,113	928	751	636	544
Fatal accidents	131	119	157	112	139
Speeding	1,283	747	599	697	745
Careless driving	894	723	674	616	674
Leaving the scene of accident	200	154	170	159	158
Habitual violators	2,447	2,906	2,586	1,821	1,193
Physically unfit	573	602	630	547	545
Defective vision	20	28	32	35	32
Commission of crime involving motor vehicle	189	182	192	150	101
Driving without a license	25	29	95	105	93
Driving under age	241	170	171	214	206
Obtained license while on revoked list	94	184	196	80	3
Failure to appear in answer to summonses	8,065	6,511	5,482	4,516	4,524
Failure to pay fine	2	6	1	17	12
Misstatement of fact in application for license	42	65	36	27	22
Failure to report change of address	3	84	76	75	109
Fraud at examination of new license	287	139	66	85	49
Parolees	1,223	1,285	1,179	1,089	1,030
Failure to appear for re-examination	360	338	266	52	60
All others	2,224	1,449	1,036	639	425
Total	23,158	19,621	16,879	13,883	12,522

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1920	770	1940	5,700
1921	956	1941	6,231
1922	931	1942	7,629
1923	2,080	1943	4,762
1924	2,429	1944	4,715
1925	2,886	1945	3,350
1926	2,750	1946	4,490
1927	3,987	1947	6,702
1928	3,657	1948	6,508
1929	4,991	1949	7,432
1930	4,949	1950	10,214
1931	4,993	1951	9,882
1932	4,034	1952	12,522
1933	3,294	1953	13,883
1934	2,863	1954	16,879
1935	3,281	1955	19,621
1936	4,125	1956	23,158
1937	5,876		
1938	5,336	Total	232,846
1939	4,980		

POINT SYSTEM

During the year, 2,840 traffic violation repeaters were disciplined under the Point System, a decrease of 568 cases as compared to the previous year.

Operating on 12 or more points scored for moving traffic violation convictions within a three-year period, the Point System, intended as a corrective measure, rules off the road those motorists whose repeated violations of the law regulating the safe operation of motor vehicles, makes them potential accident hazards.

Sixteen hundred and seventy-seven repeaters or 59.04 per cent were in the age group below 30 years of age. Ten repeaters were listed in the bracket over 65 years old. Thirty-two per cent of the repeaters were married and had dependents.

During the past four years of the Point System there were 11,119 violation repeater cases processed. Thirty-five per cent of these cases involved married persons and 40 per cent had dependents. Forty-two hundred and fifty-one or 38 per cent of the total number of cases were not contested by the licensees. Penalties ranging up to two years revocation were imposed in 87 per cent of the cases.

Continuing to absent themselves from the classification of violation repeaters were female drivers. Only 88, or seven-tenths of 1 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 any further conflicts with the traffic laws.

During the year, 155 probationary licenses were issued under the Probationary License Program.

VALIDATED LICENSES

During the year 5,198 red validated licenses were issued. Of this number only 712 were involved in subsequent traffic law violations.

DRIVING WHILE INTOXICATED

Thirty-seven hundred and forty-two drivers were convicted for operating a motor vehicle while under the influence of intoxicating liquor. This figure represents an increase of 32 per cent over 1955. Four hundred and eleven New Jersey drivers, included in the foregoing figure, were convicted beyond the borders of the State. The increase, it is felt, is due to more intensive enforcement by the State and local enforcement agencies, and does not necessarily indicate an increase in the incidence of this violation.

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

DRUNKEN DRIVING REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1920	314	1940	1,295
1921	430	1941	1,454
1922	352	1942	1,208
1923	832	1943	633
1924	971	1944	659
1925	1,155	1945	644
1926	1,259	1946	998
1927	1,640	1947	1,185
1928	1,952	1948	1,120
1929	2,044	1949	1,221
1930	2,095	1950	1,547
1931	2,089	1951	1,688
1932	1,432	1952	1,858
1933	1,227	1953	2,211
1934	1,443	1954	2,484
1935	1,305	1955	2,972
1936	1,534	1956	3,742
1937	1,690		
1938	1,425		
1939	1,256		
		Total	53,364

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

Alabama	1	New York	64
California	6	North Carolina	22
Connecticut	8	Pennsylvania	47
Delaware	24	Rhode Island	1
Florida	64	South Carolina	22
Georgia	5	Tennessee	2
Illinois	2	Texas	6
Indiana	1	Vermont	3
Kansas	2	Virginia	34
Kentucky	4	Washington	7
Louisiana	2	West Virginia	4
Maine	10	Wisconsin	1
Maryland	11	District of Columbia	1
Massachusetts	23	Canada	2
Montana	2		
Nevada	1	Total	384
New Hampshire	2		

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 the Accident Prevention Clinic. Where there is evidence of a traffic law violation leading to the accident, the driver is brought before the Director to show cause why his driver's license privilege should not be revoked. This procedure is administrative and independent of any action taken by the courts.

One hundred and thirty-one license revocations were entered during the year as the result of fatal accident involvement. Thirty-four of these followed hearings and 97 were entered by default when drivers failed to contest the action. In addition, 17 cases were dismissed, after hearing, for insufficient evidence.

HEARINGS

During the year, the Division conducted 2,028 hearings. Of this number, 1,775 were violation repeater and fatal accident cases, 164 on request for restoration and 89 of a miscellaneous nature.

INSPECTOR FORCE

With the close of the year 1956, the present strength of the Inspector Force was 130. One hundred and twenty-five Inspectors, all ranks and grades, were on duty. Four were absent on extended sick leave, and one was convalescing from having been painfully injured in line of duty. The change in the personnel picture resulted from 13 retirements, 3 resignations, and the transfer of four Inspectors to other sections within the Division.

For this annual period, the Inspectors performed 340,538½ hours of duty, for an individual average of 2,619½ hours. In spite of the fact that several men were absent on extended sick leave, the Force reports only 2,438 man-days lost during the year because of illness.

The three main functions of the Inspector Force are:

1. Examination of applicants for drivers' licenses and re-examination of drivers.
2. The conduct of investigations for the Division.
3. Enforcement activities.

Because of the great number of persons who are examined each year (about one-quarter million), the greater portion of effort is applied in the field of testing. Approximately 65 per cent of the personnel devote most of their time to this assignment. The other 35 per cent of the personnel concentrate most of their effort carrying on the other two functions. The personnel are interchanged so that they continue to be familiar with all phases of the mission assigned to the Inspector Force.

To maintain interest and proficiency at a high level, a continuing concentrated training program is in effect. Some idea of the accent being placed on training may be gathered from the following figures for 1956.

One hundred and fifteen men completed a 16-hour course of review in traffic laws, rules of evidence, arrest and seizure, criminal arrests, and related subjects.

Twenty men attended a special 80-hour course covering investigation procedures and techniques.

Four men were certificated as having completed a course in the operation of the Drunkometer.

Seventy-five men were given six hours each of instruction and familiarization in the practical pistol course.

During the year 1956, three additional Accident Prevention Clinics were placed in operation, making a total of four of these installations, the activities of which are concerned directly with the re-evaluating of drivers' ability and behavior.

The program was expanded and strengthened in several ways. An In-Service Training Course was inaugurated which provides for scheduled meetings of Clinic personnel with the consulting psychologist and other advisors. A manual of procedures was prepared and is being used as a guide so that all phases of the program will be administered in a uniform manner. Here, as in all areas of examining, standardization is one of the primary objectives.

A Sergeant was placed in charge of the four Clinics and exercises direct supervision over all activities.

Efforts are being continued to study further the statistics (shown elsewhere in this report) obtained from this operation to determine if any additional improvements can be made in the regular initial Driver's License Examination Program. Several advances were made in the general conduct of the examination program. The application for the initial driver's license was redesigned to bring about better control and to minimize the possibility of fraud. The filing of the original applications was centralized and made available to enforcement agencies where the need arose. The compiling and maintenance of statistics was simplified and brought more into line with information needed to complete activity reports. Further improvement in the method of compiling statistics is presently being studied to make use of the Machine Section within the Division, thereby releasing critical personnel for testing purposes. An In-Service Training Program is conducted at all examination facilities to keep interest stimulated among personnel and to maintain, at a high level, the proficiency of the Inspectors.

The routine 24-hour highway patrol was discontinued during the year and the personnel assigned to other functions. The week-end highway patrols were continued. The selective enforcement program received additional attention in the form of concentrated effort applied at several locations during different hours, depending on the density of traffic and the probability of violations or accidents. Seventy-seven of these planned operations, over a four-month period, resulted in 2,000 arrests for a great variety of violations. In several instances, the Inspectors co-operated with other enforcement agencies in the conduct of these activities, with the result that the combined knowledge and experience proved profitable to both groups and clearly indicated an advantageous use of trained personnel.

The activities of the Inspector Force are many and varied. In order to successfully accomplish their mission, with its many facets, it is necessary to have all of the men well grounded in all phases of the work and to constantly strive for peak proficiency. A high level of proficiency is maintained through constant research and applied training. Every effort is made to keep the Inspectors abreast of changes in the many fields in which they are engaged. Some concept of the degree of success reached during 1956, in the handling of their many assignments, may be gained by a study of the following:

In addition to conducting their own training program, the Inspectors served five times as instructors for other police agencies and were assigned 22 times as instructors on the Harger Drunkometer.

The men delivered 15 safety talks; demonstrated the Drunkometer before 12 groups of interested observers; and acted as judges in 19 Teen-Age Road-e-o events.

The Inspectors completed, for the Division, 13,596 investigations of all types and degrees of complexity. The personnel assigned to this phase of the work were successful in uncovering and eliminating numerous fraudulent attempts in the licensing program.

Three Inspectors concentrated their efforts on motor vehicle fraud investigations, devoting most of their time to assisting other agencies in uncovering and prosecuting professional motor vehicle theft rings who were, through manipulation of title papers, attempting to defraud the public.

The Inspector Force conducted an exhibit at the 84th Annual Meeting of the American Public Health Association, in Atlantic City, in November of this year. This meeting was for the purpose of exhibiting technical and scientific instruments and equipment to persons interested in public health affairs. The exhibit was staffed by regular members of the Inspector Force who were drawn from other assignments and detailed to demonstrate testing devices and instruments used in the Driver Qualification Centers and the Accident Prevention Clinics. As many as 425 persons daily were tested on some part of the equipment. The exhibit was awarded a certificate of merit for excellence in performance and display. It also received the vote for being the most

popular exhibit at the Convention. The display was singled out and used as a background for photographs which were taken of Dr. Leroy E. Burney, Surgeon-General of the United States Public Health Service. This exhibit was the initial attempt of its type by the Inspector Force and is mentioned here to once again prove the wide versatility of this small but well-trained group of men.

Although many unusual incidents occurred during the year, one seems to stand out and may, possibly, serve as an illustration of the resourcefulness of the personnel who make up the Inspector Force. An Inspector, while on routine patrol, had his suspicion aroused while observing a man trying to sell a car radio from a vehicle bearing a Texas registration. He investigated, and, in a matter of minutes, arrested a murder suspect and two companions. The suspect was incarcerated in Newark for a crime committed two days earlier in Texas. The unusual phase in this incident is that the authorities in Texas were surprised to receive a teletype advising them that the suspect was being held in Newark at the very moment the Texas Police were preparing to capture the "trapped" murderer near Dallas.

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

	Passed	Rejected	Total
Asbury Park	4,413	2,140	6,553
Atlantic City	2,865	1,549	4,414
Bridgeton	2,045	1,281	3,326
Camden	18,331	5,825	24,156
Cape May Court House	1,265	753	2,018
Dover	3,089	1,255	4,344
Elizabeth	16,232	11,808	28,040
Flemington	725	312	1,037
Fort Dix	1,461	412	1,873
Freehold	2,220	1,361	3,581
Hackettstown	805	375	1,180
Hammonton	746	414	1,160
Jersey City	10,650	7,012	17,662
Lodi	39,226	16,787	56,013
Morristown	3,798	1,014	4,812
Newton	858	402	1,260
Ocean City	1,673	853	2,526
Passaic	1,313	739	2,052
Paterson	3,986	2,637	6,623
Perth Amboy	3,230	1,509	4,739
Phillipsburg	881	420	1,301
Plainfield	28,415	14,958	43,373
Red Bank	3,147	1,309	4,456
Salem	1,828	1,178	3,006
Sussex	471	297	768
Toms River	1,391	633	2,024
Trenton	10,031	3,824	13,855
Total	165,095	81,057	246,152

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

January	11,670	5,071	16,741
February	10,567	5,035	15,602
March	12,011	5,318	17,329
April	12,764	6,720	19,484
May	15,475	7,989	23,464
June	16,586	8,048	24,634
July	16,234	8,043	24,277
August	18,503	8,955	27,458
September	14,321	6,913	21,234
October	14,152	7,445	21,597
November	11,896	6,168	18,064
December	10,916	5,352	16,268
Total	165,095	81,057	246,152

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	144,181	58.8	93,628	56.7	51,263	63.2	20.8
Females	101,261	41.2	71,467	43.3	29,794	36.8	12.1
Total	246,152	100.0	165,095	100.0	81,057	100.0	32.9

67.0 per cent of those examined passed the test.

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

56.7 per cent of those passed were males.

39,400 of the 165,095 persons licensed were 17 years of age, a ratio of one in every 4.1 passed.

67.4 per cent of the 17 year-olds passed were males, 31.4 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.

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

1,177 applicants who passed the test were 65 years and older; however, 165 or 65.0 per cent of this group qualified only for conditional licenses.

507 16-year-olds were licensed to drive motor vehicles in "agricultural pursuits."

REJECTIONS

28.6 per cent of total applicants failed the test.

63.2 per cent of total rejections were males; 36.8 per cent were females.

One in every 3.6 of those rejected failed the road test.

One in every 19.4 of those rejected failed the visual test.

One in every 2.4 of those rejected failed the written test.

One in every 8.3 of those rejected failed the oral test.

Three applicants were rejected for physical defects.

Women applicants failed principally in the road test.

DRIVER LICENSE EXAMINATION

Groups	Examined			Passed			Rejected		
	M	F	Total	M	F	Total	M	F	Total
16	694	52	746	472	35	507	222	17	239
17	36,041	18,768	54,809	24,926	14,474	39,400	11,115	4,294	15,409
18	5,666	4,617	10,283	3,042	3,205	6,247	2,624	1,412	4,036
19	3,601	3,507	7,108	1,890	2,439	4,329	1,711	1,068	2,779
20	3,499	3,497	6,996	1,842	2,445	4,287	1,657	1,052	2,709
21-24	17,579	5,305	22,884	10,527	3,878	14,405	7,052	1,427	8,479
25-29	19,032	15,900	34,932	12,842	11,816	24,658	6,190	4,084	10,274
30-39	28,391	25,765	54,156	19,499	18,311	37,810	8,892	7,454	16,346
40-49	18,515	17,168	35,683	12,068	11,135	23,203	6,447	6,033	12,480
50-64	9,842	6,253	16,095	5,568	3,504	9,072	5,568	3,504	7,023
65 on	2,031	429	2,460	952	225	1,177	1,079	204	1,283
Total	144,891	101,261	246,152	93,628	71,467	165,095	51,263	29,794	81,057

APPLICANTS REJECTED

Age	Written			Vision			Oral		
	M	F	Total	M	F	Total	M	F	Total
16	117	9	126	8	—	8	14	—	14
17	4,327	1,321	5,648	639	204	843	449	13	462
18	1,232	564	1,796	124	66	190	316	12	328
19	843	430	1,273	57	47	104	282	7	289
20	787	422	1,209	65	44	109	327	9	336
21-24	3,963	586	4,549	297	63	360	1,300	39	1,339
25-29	3,273	1,598	4,871	293	241	534	1,333	103	1,436
30-39	4,244	2,854	7,098	488	357	845	1,911	230	2,141
40-49	2,738	1,949	4,687	353	218	571	1,430	174	1,604
50-64	2,123	973	3,096	370	146	516	865	123	988
65 on	524	68	592	139	26	165	196	7	203
Total	24,171	10,774	34,945	2,833	1,412	4,245	8,423	717	9,140

APPLICANTS REJECTED—Continued

Age	Physical			Road			Other		
	M	F	Total	M	F	Total	M	F	Total
16	—	—	—	41	5	46	42	3	45
17	—	—	—	4,460	2,115	6,575	1,239	641	1,880
18	—	—	—	792	601	1,393	160	169	329
19	—	—	—	448	455	903	81	129	210
20	—	—	—	380	454	834	98	123	221
21-24	—	—	—	1,345	621	1,966	147	118	265
25-29	3	—	3	1,179	2,014	3,193	109	128	237
30-39	—	—	—	2,119	3,862	5,981	128	150	278
40-49	—	—	—	1,854	3,613	5,467	72	78	150
50-64	—	—	—	877	1,479	2,356	38	28	66
65 on	—	—	—	212	100	312	8	3	11
Total	3	—	3	13,707	15,319	29,026	2,122	1,571	3,680

MOTORCYCLE LICENSE APPLICANTS

Age	Passed		Rejected		Total Examined	
	Male	Female	Male	Female	Male	Female
16	—	—	—	—	—	—
17	138	2	1	—	139	2
18	42	5	—	—	42	5
19	76	1	—	—	76	1
20	—	1	—	—	—	1
21-24	289	1	—	—	289	1
25-29	222	3	—	—	222	3
30-39	244	6	—	—	244	6
40-49	85	—	—	—	85	—
50-64	20	2	—	—	20	2
65 on	1	—	—	—	1	—
Total	1,117	21	1	—	1,118	21

TOTAL APPLICANTS ISSUED

By Ages		
Ages	Number	Per Cent of Total
16	507	.3
17	39,400	23.8
18	6,247	3.7
19	4,329	2.6
20	4,287	2.8
21-24	14,405	8.7
25-29	24,658	15.0
30-39	37,810	23.0
40-49	23,203	14.0
50-64	9,072	5.4
65 on	1,177	.7
	165,095	100.00

CONDITIONAL LICENSES ISSUED

Ages	(Must Wear Glasses)			(Physical)			(Oral)		
	M	F	Total	M	F	Total	M	F	Total
16	47	4	51	147	7	154	5	---	5
17	3,251	2,471	5,722	42	11	53	172	12	184
18	391	550	941	15	5	20	113	10	123
19	243	444	687	17	---	17	101	13	114
20	241	410	651	9	---	9	109	13	122
21-24	1,365	740	2,105	56	8	64	503	31	534
25-29	2,127	2,170	4,297	49	28	77	520	99	619
30-39	3,023	3,298	6,321	110	52	162	813	223	1,036
40-49	1,928	2,137	4,065	75	31	106	576	131	707
50-64	2,557	1,705	4,262	61	12	73	405	88	493
65 on	648	174	822	15	3	18	80	5	85
Total	15,821	14,103	29,924	596	157	753	3,397	625	4,022

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

Ages	Passed	Rejected	Total Examined
16	---	---	---
17	412	70	482
18	371	96	467
19	501	144	645
20	649	155	804
21-24	5,359	1,032	6,391
25-29	10,728	1,266	11,994
30-39	16,159	1,873	18,032
40-49	7,676	1,257	8,933
50-64	3,603	975	4,578
65 on	128	84	212
	45,586	6,952	52,538

MOTORCYCLE DRIVER TESTS

Total Examined	1,139
Passed	1,138
Rejected	1

Only 21 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 1,202 persons were examined for these special licenses during the year. Four applicants failed the test.

NON-RESIDENT DRIVERS

Except in cases of serious physical defects, persons holding a valid driver's license from another State are not required to submit to the road test. One in every 3.6 applicants passed held a valid license from another State.

PER CENT REJECTED TO TOTAL EXAMINED

BY AGES

Age	Total Examined	Total Passed	Total Rejected	Per Cent Rejected
16	746	507	239	29.4
17	54,809	39,400	15,409	19.1
18	10,283	6,247	4,036	49.7
19	7,108	4,329	2,779	34.2
20	6,996	4,287	2,709	33.4
21-24	22,884	14,405	8,479	10.4
25-29	34,932	24,658	10,274	12.6
30-39	54,156	37,810	16,346	20.1
40-49	35,683	23,203	12,480	15.3
50-64	16,095	9,072	7,023	37.2
65 on	2,460	1,177	1,283	41.2
Total	246,152	165,095	81,057	32.9

TYPES OF REJECTIONS

BY AGES

Age	Written		Vision		Oral		Physical	Road	
	No.	Per Cent	No.	Per Cent	No.	Per Cent		No.	Per Cent
16	126	.3	8	.1	14	.1	---	46	.1
17	5,648	16.1	843	19.8	462	5.5	---	6,575	22.6
18	1,796	5.1	190	4.4	328	3.5	---	1,393	4.7
19	1,273	3.6	104	2.4	289	3.1	---	903	3.1
20	1,209	3.4	109	2.0	336	3.6	---	834	2.8
21-24	4,549	13.0	360	7.4	1,339	14.6	---	1,966	6.7
25-29	4,871	15.0	534	14.7	1,436	15.7	3	3,193	11.0
30-39	7,098	20.3	845	19.9	2,141	23.4	---	5,981	20.8
40-49	4,687	13.4	571	13.4	1,604	17.5	---	2,467	18.8
50-64	3,096	8.8	516	12.1	988	10.8	---	2,356	8.4
65 on	592	1.0	165	3.8	203	2.2	---	312	1.0
Total	34,945	100.0	4,245	100.0	9,140	100.0	3	29,026	100.0

FOR HIRE LICENSE APPLICANTS

Age	Passed	Rejected	Total Examined
21-24	162	---	162
25-29	279	---	279
30-39	412	3	415
40-49	237	---	237
50-64	95	1	96
65 on	13	---	13
Total	1,198	4	1,202

RE-EXAMINATIONS

A total of 6,426 drivers were re-examined during the year of which number 1,523, or 18.3 per cent failed to meet legal requirements and were rejected.

The remaining 4,903 were permitted to retain their operating licenses, 3,469 without restrictions and 1,434 conditionally.

AGE GROUPS

Age	CONDITIONAL LICENSES			
	Unrestricted	Glasses	Physical	Oral
17	47	6	4	1
18	149	13	---	1
19	129	17	2	2
20	98	24	1	4
21-24	387	96	15	18
25-29	661	113	8	16
30-39	973	146	31	34
40-49	630	175	30	40
50-64	366	355	32	76
65 on	29	134	15	25
Total	3,469	1,079	138	217

AGE GROUPS

Age	REJECTION CAUSES					
	Written	Vision	Oral	Physical	Road	Other
17	2	1	---	1	1	1
18	17	2	---	1	---	---
19	23	2	---	---	---	---
20	26	6	4	---	---	---
21-24	99	12	6	2	1	---
25-29	153	24	17	1	3	---
30-39	239	35	23	5	3	---
40-49	161	38	27	6	1	---
50-64	260	92	62	8	2	---
65 on	80	29	30	---	17	1
Total	1,060	241	169	24	28	2

* 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	29	4	33
18	73	15	88
19	85	23	108
20	76	27	103
21-24	235	96	331
25-29	240	160	400
30-39	516	241	757
40-49	342	192	534
50-64	370	285	655
65 on	44	82	126
Total	2,010	1,125	3,135

Females	Passed	Rejected	Total
16	---	---	---
17	---	---	---
18	12	2	14
19	12	2	14
20	3	3	6
21-24	26	9	35
25-29	50	11	61
30-39	72	22	94
40-49	41	20	61
50-64	36	31	67
65 on	6	4	10
Total	258	104	362

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	9	---	9
18	30	---	30
19	28	---	28
20	16	---	16
21-24	105	1	106
25-29	155	2	157
30-39	213	5	218
40-49	154	4	158
50-64	198	12	210
65 on	52	4	56
Total	960	28	988

Females	Passed	Rejected	Total
16	---	---	---
17	---	---	---
18	4	1	5
19	1	1	2
20	2	---	2
21-24	3	---	3
25-29	9	---	9
30-39	17	---	17
40-49	32	---	32
50-64	22	1	23
65 on	3	---	3
Total	93	3	96

SUMMARY

	Regular	Patrol	Total
Summons	8,508	5,009	13,517
Arrests	8,508	5,009	13,517
Fines during January through June	—	—	\$151,802.44
Fines during July through December	—	—	\$117,265.04
Fines during year 1956	\$136,124.60	\$132,942.88	\$269,067.48
Investigations	13,528	68	13,596
Registrations collected January through June	—	—	\$2,349.53
Registrations collected July through December	—	—	\$3,571.08
Registrations collected during year 1956	\$5,296.61	\$624.00	\$5,921.61
Drivers' Licenses collected January through June	—	—	\$168.25
Drivers' Licenses collected July through December	—	—	\$222.50
Drivers' Licenses collected during year 1956	\$343.75	\$47.00	\$390.75
Days Off	6,779	1,031	7,810
Sick Days	2,426	12	2,438
Gasoline (gals.)	128,687	34,620	163,307
Oil (qts.)	4,424	1,021	5,445
Miles	1,840,294	427,826	2,268,120
Patrol	Hours 48,362 $\frac{3}{4}$	41,947 $\frac{1}{2}$	90,310 $\frac{1}{4}$
Investigations	Hours 53,992	330	54,322
Traffic control	Hours 4,899 $\frac{1}{2}$	540 $\frac{1}{2}$	5,440
Examinations	Hours 132,914 $\frac{3}{4}$	3,894	136,808 $\frac{3}{4}$
General enforcement activities	Hours 35,203 $\frac{3}{4}$	2,198 $\frac{1}{2}$	37,402 $\frac{1}{4}$
Administration	Hours 9,556 $\frac{1}{4}$	—	9,556 $\frac{1}{4}$
Police school instruction	Hours 6,055 $\frac{1}{4}$	643 $\frac{3}{4}$	6,699
Total	Hours 290,984 $\frac{1}{4}$	49,554 $\frac{1}{4}$	340,538 $\frac{1}{2}$

TIME DEVOTED TO SPECIAL ACTIVITIES

	Regular	Patrol	Total
Accident Prevention Clinic	Hours 21,539 $\frac{1}{4}$	—	21,539 $\frac{1}{4}$
Truck weighing	—	6,973 $\frac{3}{4}$	6,973 $\frac{3}{4}$
Junk yards	Hours 2,301 $\frac{1}{2}$	—	2,301 $\frac{1}{2}$
Race tracks	Hours 159 $\frac{1}{2}$	—	159 $\frac{1}{2}$
Recovered stolen cars	18	10	28
Value recovered stolen cars January through June	—	—	\$21,650.00
Value recovered stolen cars July through December	—	—	\$31,800.00
Value recovered stolen cars during year 1956	\$39,950.00	\$13,500.00	\$53,450.00
Overloaded trucks	9	1,161	1,170
Inspectors	—	—	130
Retirements	13	—	13
Appointments	—	—	—
Gasoline—average mile	14.3	12.3	13.8
Oil—average mile	416	419	410

JUNK YARD SUPERVISION

Chapter 11, Title 39, of the Revised Statutes of New Jersey provides that Motor Vehicle Junk Yards adjacent to or visible from State highways be under the supervision of the Division of Motor Vehicles. There were 72 such yards licensed and supervised during the year and fees totaling \$4,175 were collected and turned over to the State Treasurer.

The object of the law is to insure junk yards being maintained in a clean and orderly manner, that their appearance shall cause no unreasonable depreciation of surrounding property.

Location of the 72 yards under Division supervision were as follows:

County	Number
Atlantic	1
Bergen	10
Burlington	2
Camden	2
Cape May	1
Cumberland	2
Essex	6
Gloucester	4
Hudson	9
Hunterdon	4
Middlesex	15
Monmouth	4
Morris	5
Ocean	1
Passaic	1
Somerset	2
Union	2
Warren	1
Total	72

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

Month	License Fees	Inspection Fees	Totals
January	\$250	\$50	\$300
February	650	50	700
March	600	—	600
April	350	50	400
May	250	25	275
June	100	25	125
July	100	—	100
August	250	—	250
September	700	—	700
October	250	25	275
November	100	—	100
December	150	—	150
Totals	\$3,750	\$225	\$3,975

Fees collected during the past five years were as follows:

1951	1952	1953	1954	1955
\$3,000.00	\$3,250.00	\$3,550.00	\$4,225.00	\$4,175.00

POLICE REFRESHER COURSES

During 1956 eighty-four refresher courses covering the procedural and substantive provisions of Title 39 of the Revised Statutes (Motor Vehicle and Traffic Laws) were given by a qualified member of the Division to approximately 4,200 members of the police personnel of New Jersey at the local level. The course included a discussion of the municipal court rules, promulgated by the New Jersey Supreme Court, where they superseded the provisions of Title 39 and the competency, relevancy and materiality of the evidence necessary to support criminal prosecutions. They were conducted at the municipal buildings of the respective municipalities hereafter listed on dates and at such time of the day or evening as were convenient to the police departments thereof.

The object was to "refresh" the knowledge of the police officer assigned to highway duties and to help him in his approach to enforcement problems. The course was conducted in an informal "workshop" atmosphere and the interest of the men attending was very keen. The results have been reflected in a more vigorous and effective enforcement of the law.

The municipalities co-operating were: Bloomfield, Bergen County Police Academy at Hackensack, Dover, Elizabeth, Englewood, Glen Ridge, Harrison, Hawthorne, Hightstown, Hoboken, Ho-Ho-Kus, Keansburg, Kearny, Little Ferry, Livingston, Little Falls, Lakewood, Lodi, Linden, Lyndhurst, Metuchen, Midland Park, Matawan, Manville, Milltown, Maywood, Middlesex, Mountainside, Morris Plains, North Plainfield, North Arlington, Nutley, Newark Police Academy, Oradell, Ocean City, Paterson, Pompton Lakes.

Plainfield, Princeton, Paramus, Phillipsburg, Palisades Park, Passaic, River Edge, Ramsey, Riverside, Roselle, Roselle Park, Ridgefield, Salem, Sayreville, Secaucus, South River, Somerville, South Amboy, Summit, Springfield, Teaneck, Tenafly, Union City, Vineland, Ventnor, Westfield, Weehawken, West New York, West Orange.

A number of other municipalities not above listed were approached and offered the course but were unable, for administrative reasons, to accept.

The program will be continued in 1957.

AUTOMOBILE RACE TRACKS

Spectator and participants safety was greatly increased at Automobile Race Tracks this year. Reports indicate that no spectators or participants were injured. There were no fatalities. Thirteen tracks were licensed resulting in a total revenue to the State of \$1,300.

The 13 approved tracks were as follows:

Alcyon Speedway, Pitman
Atco Speedway, Atco
Flemington Fair, Flemington
K. D. Speedway, Lawnside
Lightman-McGinn, Woodbine
Mt. Holly Speedway, Mt. Holly
N. J. State Fair, Trenton
N. J. Stock Car Racing Club, Hightstown
Old Bridge Stadium, Old Bridge
Pleasantville Speedway, Pleasantville
Sportsman Stock Car Racing Club, New Egypt
Vineland Speedway, Vineland
Wall Stadium, Belmar

DRIVERS' SCHOOL LICENSING AND REGULATION

Number Drivers' Schools Licensed in 1956	112
Number Drivers' Schools Privately Owned	99
Number Drivers' Schools Board of Education (Adult Education)	13
Number Drivers' Schools Renewal Licenses	110
Number Drivers' Schools Initial Licenses	2
Number Drivers' Schools Applications Rejected	3
 Reason:	
Applications withdrawn	2
No Licensed Instructor	1
 No Drivers' School Licenses Suspended.	
Number Instructors' Licenses in 1956	275
Number Instructors' Licenses in 1956, Renewal	234
Number Instructors' Initial Licenses	41
Number Instructors' Applications Rejected	90
 Reason:	
Failed to Complete	67
Failed after three attempts	21
Record of Crime	1
Unsatisfactory Driving Record	1
Total	90
 Number of Instructor Tests Conducted for Initial License	
Psychophysical	116
Road	204
Written	193
 Total Revenue Collected	 \$8,998

VEHICLE INSPECTION

With the close of 1956, New Jersey completed 19 years of compulsory inspection of motor vehicles in stations manned and operated by State personnel.

The year began with 34 stations in the State, having 51 inspection lanes in operation. Of these, 30 were enclosed in buildings, most of which dated from 1937 when the program originated. One leased truck inspection lane and three open air lanes made up the balance.

The conversion of registrations to the stagger system brought into the stations an overwhelming load which did not ease, as in previous years, after the end of March, but continued from month to month as vehicle owners waited to present their vehicles in the latter part of the month in which their inspection was due. Long lines were the rule rather than the exception. By the end of June it was apparent that in place of the old semi-annual "rush" at the stations, we were experiencing them monthly. It became apparent, too, that relief could only come in two forms; additional lanes, and reduced inspections. To meet the emergency, an Order was issued in July reducing, temporarily, inspection requirements to once a year for all vehicles except school buses, which by joint requirement of the State Department of Education and the Director of Motor Vehicles must be twice annually. To further relieve the situation six additional open air lanes have been opened at: Saddle Brook, Bergen County; Livingston, Essex County; Totowa, Passaic County; Union, Union County; North Brunswick, Middlesex County; and Wall Stadium, Monmouth County. Results have been dramatic and long waiting lines have vanished.

Under the conversion licensing program, fees for inspection are now collected as part of the registration. The only money, therefore, reported by this Section was for the balance of the 1955-56 registration year. These fees were collected in the stations between January 1 and September 30, 1956.

Early in 1956, the State Department of Health released the results of a study of the health hazards to which Examiners in our older stations are subjected. One result of the study was the installation of a system of "air breaks" in these stations which guaranteed that a portion of each man's working hour will be spent away from the lane with its noxious fumes. Another result was in the complete replanning of the ventilation system for the stations under construction to provide for more rapid changes of air. Future construction has now been planned with open sides for the inspection lanes to take advantage of natural air change with the lanes under cover.

The policy of night operation was continued with 19 stations remaining open one evening a week from 5 to 9 P. M. Approximately 7.5 per cent of the total number of initial inspections made in these stations occurred in the evening hours.

Beginning April 1, 1956, a new dual purpose passenger sticker has been used. It bears a large number from one to twelve indicating the month of expiration of the registration, as well as indicating that the vehicle has met the inspection requirements.



FRONT



BACK

The above reproduction shows the new type inspection sticker of approval issued under the new licensing system. The back of the windshield sticker contains instructions concerning the procedure for the next inspection of the vehicle.

Non-passenger stickers indicate the year and are punched to show the month and day the inspection was completed.

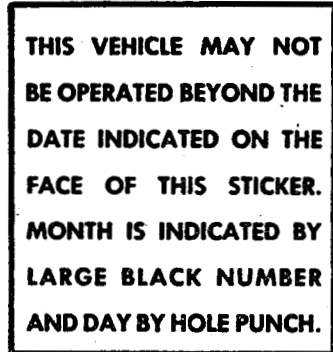


The above reproduction shows the new sticker of approval for non-passenger vehicles. The month and day of approval is punched out on the face of the sticker at the inspection station. The vehicle is subject to another inspection six months from the date of approval.

In either case, passenger or non-passenger, failure to meet the requirements is indicated by a red sticker bearing a large number from one to twelve indicating the month and punched to indicate the day by which the vehicle must be re-presented. An allowance of 21 days is made between the rejection and the end date for re-presentation of the rejected vehicle.



FRONT



BACK

The above reproduction shows the REJECTION sticker which will be affixed on vehicles rejected on initial examination. The instructions on the back of the sticker point out that the vehicle must be approved on or before the date punched out on the margin of the numbered sticker.

The policy of conducting inspections for fleet owners of trucks on lanes owned by them, having identical equipment as in the inspection stations, has been continued satisfactorily. These inspections are done by our Examiners in accordance with the same rules, regulations and requirements followed in State stations.

The responsibility for determining legibility of worn license plates was added to the duties of the Section this year. When a vehicle is presented for inspection, the plates are checked and duplicates ordered, if needed.

During the year, 10,377 pieces of mail were handled by the Section office. In addition, there were received 42,139 registration (certificates, plates and inserts) which were surrendered by the owners. Of these, 547 were subsequently reclaimed by the registrants.

In September, 1956, an Automotive Engineering Standards Section was created by transfer of personnel from the Vehicle Inspection Section. The new Section took with it the function of checking items of automotive equipment and of evaluating testing laboratory reports for recommendations of approval or disapproval by the Director. The new Section will also serve in an advisory and consultant capacity as to standards and procedure for the Vehicle Inspection Section.

Appended is a table of the inspection results for the calendar year. It can be seen that nearly three out of every ten cars presented for their initial examination are rejected for illegal or unsafe condition.

REPORT OF VEHICLES INSPECTED

1956 CALENDAR YEAR

Approved on Initial Examination		1,782,202
Approved on Re-examination		683,515
Rejected on Initial Examination		724,637
Rejected on Re-examination		101,116
"No Fee" Vehicles Approved		1,683
"No Fee" Vehicles Rejected		335
<hr/>		
Total Handlings		3,293,488

NUMBER OF INDIVIDUAL CARS

	Per Cent	
Approved on Initial Examination	71.1	1,782,202
Rejected on Initial Examination	28.9	724,637
<hr/>		
Total		2,506,839

APPROVALS

Approved on Initial Examination		1,782,202
Approved on Re-examination		683,515
<hr/>		
Total		2,465,717

1956 HANDLINGS

1. Credentials	4,974	.60	12.70
2. Steering Alignment	46,835	5.54	
3. Steering Operation	59,164	7.16	
4. Direction Signals	25,164	3.14	
5. Identification Marks (Plates)	21,554	2.70	
6. Examination of all Glass	18,096	2.29	
7. Obstruction to Vision	11,576	1.50	
8. Horn	6,378	.77	
9. Windshield Cleaners	9,475	1.24	
10. Rear-View Mirror	803	.09	
11. Exhaust System	22,818	2.87	
12. Miscellaneous	26,875	3.28	
13. Head Lights	216,151	26.04	
14. Auxiliary Driving Lights	3,169	.38	
15. Light Output	8,127	.98	
16. Parking Lights	17,904	2.16	47.37
17. Red Rear Light—Marker Light	51,920	6.28	
18. Other Lights	81,347	9.72	
19. Wiring and Switching	11,721	1.41	
20. Beam Indicator Light	3,377	.40	
21. Fender Flaps	1,833	.22	
22. Service Brake	35,412	4.24	
23. Parking Brake	36,854	4.46	21.23
24. Brake Equalization	46,953	5.68	
25. Pedal and Lever Reserve	57,616	6.85	

INSPECTION FEES

1st half 1956-1957	January 1 to June 30	\$372,348.50
2nd half 1955-1956	July 1 to September 30	27,560.00
<hr/>		
Total for 1956		\$399,908.50

MOTOR VEHICLE VIOLATIONS

R. S. 39:5-42 requires magistrates to report to the Director, Division of Motor Vehicles, within three days, all cases heard for violation of the traffic and motor vehicle laws. These reports make possible the Driver Record File and enable the Division to audit and record fines and penalties accruing to the State Treasury in those cases instigated by a State enforcement officer. Fines in cases in which municipal or county police are the arresting officer, are paid into the County Treasury for road and bridge construction and maintenance purposes.

On August 31, 1956, there were 469 municipal courts serving a single municipality each and 18 joint municipal courts serving an additional 57 municipalities. The remaining 45 of New Jersey's 571 municipalities utilized the county district courts to handle their traffic matters. These 487 municipal courts are presided over by 432 judges, 288 of whom are attorneys and 144 laymen.

The volume of traffic cases handled by the municipal courts has increased steadily since 1949. In 1956, these courts collectively processed 1,144,172 traffic and motor vehicle law complaints, assessing fines, costs and forfeitures amounting to \$7,848,717.

Much has been said as to the need for imposition of heavier penalties in traffic cases as an aid to highway safety. Statistics indicate that magistrates in general, are imposing heavier penalties in these cases, particularly in the matter of license revocations which, since 1954, have increased 72 per cent. There were 6,270 such revocations in 1956 in addition to 3,418 revocations imposed by the Division of Motor Vehicles under the Point System. License revocation can be most effective when imposed by the magistrate at the trial in cases where the violation is of an unusually serious nature. It is not in the best interest of safety to delay a revocation until the motorist has accumulated further convictions that will bring him under the Point System.

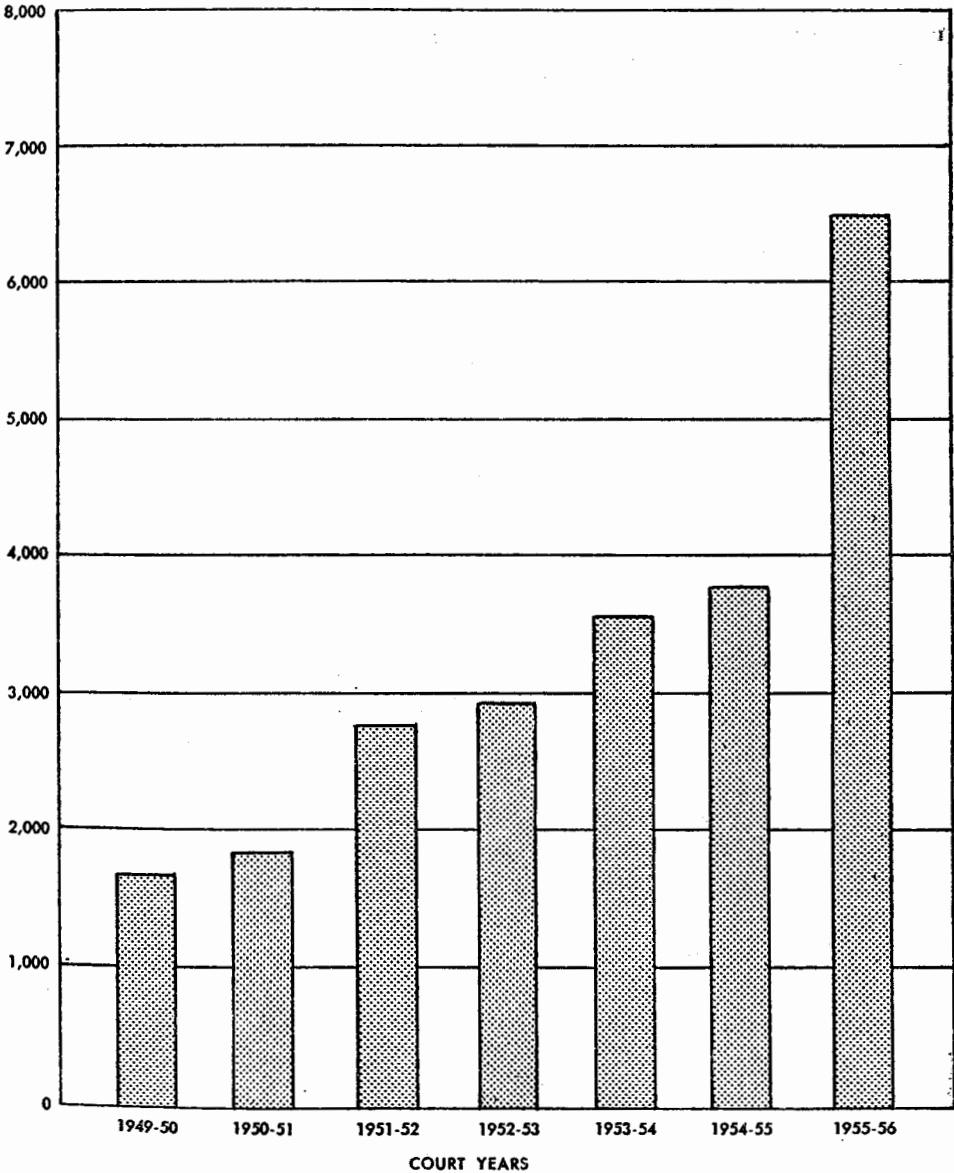
Unfortunately, the Judges of the Municipal Courts are still handicapped by not having available at the time of the hearing, a record of prior convictions. Renewed efforts must be given to require, if necessary, by Legislation, that this information be placed on the driver's license itself, as is done in a number of other States.

While the license revocation has been frequently described as the most effective penalty in traffic cases, the fact remains that for many of the more serious violations jail sentences are appropriate. During the past year Judges of the Municipal Courts sentenced to jail for traffic violations about 3,600 persons, three times as many as in 1949-1950. The record of the Municipal Courts over the past several years in imposing license revocations and jail sentences is indicated by the attached chart which shows conclusively that the judges of these courts have taken to heart and put into practice the advice they have been receiving as to the need for more severe penalties.

**NUMBER OF DRIVERS' LICENSES REVOKED BY MAGISTRATES
FOR ALL TRAFFIC VIOLATIONS**

1949-50 TO 1955-56

**NUMBER OF
DRIVERS'
LICENSES
REVOKED**



TRAFFIC LAW ARRESTS

Traffic and motor vehicle law enforcement as measured by arrests (excluding parking violations), was 11.9 per cent greater in 1956 than in the previous year. Arrests reported by magistrates to the Division of Motor Vehicles for the year 1956 totaled 323,317, a numerical increase of 34,334 over that reported in 1955.

It is interesting to note that the yearly increase of arrests has risen steadily from 132,029 in 1950 to 323,317 in 1956, a total rise of 191,288 or 144.9 per cent.

Of special note is the fact that the percentage of violations on State highways is rapidly rising showing evidence of more effective enforcement by State and local law enforcement agencies.

During 1955, violations on all State highways including the New Jersey Turnpike and the Garden State Parkway, amounted to 162,107 or 56.1 per cent of the 288,983 reported, while the municipal and county roads accounted for 126,876 or 43.9 per cent of the total.

For the year 1956 the number of violations on all State highways including the New Jersey Turnpike and the Garden State Parkway rose to 176,299 or 55 per cent of the 323,317 total.

Arrests by Motor Vehicle Inspectors and State Police reached the point where they represent 45 per cent of the total traffic apprehensions. Municipal and county officers accounted for 55 per cent of arrests.

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

TRAFFIC LAW ARRESTS BY COUNTIES

County	1956	1955	Numerical Change	Percentage Change
Atlantic	14,985	15,542	557 less	3.6 decrease
Bergen	30,920	30,020	900 more	3.0 increase
Burlington	24,944	19,184	5,760 more	30.0 increase
Camden	17,032	14,852	2,180 more	14.7 increase
Cape May	3,416	3,046	370 more	12.1 increase
Cumberland	5,617	5,347	270 more	5.0 increase
Essex	38,080	32,645	5,435 more	16.6 increase
Gloucester	11,021	10,817	204 more	1.9 increase
Hudson	14,358	14,261	97 more	.7 increase
Hunterdon	5,541	4,029	1,512 more	37.5 increase
Mercer	15,561	12,267	3,294 more	26.9 increase
Middlesex	31,425	29,903	1,522 more	5.1 increase
Monmouth	21,128	17,523	3,605 more	20.6 increase
Morris	11,760	9,231	2,529 more	27.4 increase
Ocean	10,708	10,020	688 more	6.9 increase
Passaic	13,625	11,827	1,798 more	15.2 increase
Salem	4,930	5,247	317 less	6.0 decrease
Somerset	11,176	9,019	2,157 more	23.9 increase
Sussex	1,907	1,508	399 more	26.5 increase
Union	31,357	29,172	2,185 more	7.5 increase
Warren	3,826	3,523	303 more	8.6 increase
Totals	323,317	288,983	34,334 more	11.9 increase

LEADING VIOLATIONS

The five most frequently reported violations accounted for 226,194 arrests or 70 per cent of the total. The leading violation was speeding with 131,404 or 41 per cent of all arrests.

Type of Violation		1956	1955	1954
Speeding	39:4-98	131,404	115,777	100,685
Careless driving	39:4-97	38,406	34,825	32,681
Stop Street	39:4-144	22,801	20,777	18,652
Ignoring Traffic Signal	39:4-81	21,379	19,241	17,025
Driving without license or registration in possession	39:3-29	12,204	11,227	10,447
Totals		226,194	201,847	179,490

REVENUE FROM FINES

The municipal courts do not, of course, exist for the purpose of raising revenue but as the assessment of fines and costs are the penalties most frequently imposed for most traffic violations it is significant that during 1956 the sum of \$1,994,877.57 was paid into the State Treasury by the magistrates for fines, penalties and bail forfeitures in cases prosecuted by Motor Vehicle Inspectors and State Police officers under Title 39 Revised Statutes.

Year	Fines Collected	Numerical Change	Percentage Change
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, 1955			\$1,001,148.05
January 1 to June 30, 1956			958,497.97
Fiscal year total for 1955-1956			\$1,959,646.02

FINES COLLECTED BY COUNTIES

County	1956 Cash Received	1955 Cash Received	1954 Cash Received
Atlantic	\$106,749.65	\$115,218.45	\$84,585.75
Bergen	148,393.80	163,191.02	143,692.00
Burlington	242,398.54	210,989.66	163,086.00
Camden	58,036.20	68,651.00	59,580.00
Cape May	14,013.00	13,276.10	12,243.00
Cumberland	29,157.90	31,078.10	24,978.00
Essex	103,630.90	95,019.80	48,871.00
Gloucester	88,571.50	107,475.70	84,078.50
Hudson	60,796.92	77,320.90	78,376.00
Hunterdon	66,911.90	49,579.20	38,889.00
Mercer	105,323.00	89,194.90	78,918.00
Middlesex	319,420.26	318,443.94	295,667.50
Monmouth	134,691.60	94,447.20	61,936.00
Morris	65,800.35	43,036.80	32,330.50
Ocean	73,755.10	71,102.80	63,628.50
Passaic	90,509.75	99,730.70	80,972.00
Salem	41,389.30	53,596.48	35,467.00
Somerset	94,428.60	81,622.10	70,321.00
Sussex	17,700.40	19,809.80	17,791.00
Union	89,948.50	116,198.65	90,887.00
Warren	43,250.40	39,527.90	32,263.00
Total	\$1,994,877.57	\$1,958,511.20	\$1,598,560.75

SEVERITY OF FINES LEVIED

Exclusive of major violations that carry a mandatory penalty higher than \$25, the average fine imposed in traffic and motor vehicle law violations during 1956 was \$8.02. This is an increase from \$7.86 in 1955 and \$7.48 in 1954.

Scale of Fines	Per Cent Fines Imposed 1956	Per Cent Fines Imposed 1955	Per Cent Fines Imposed 1954	Per Cent Fines Imposed 1953
\$1 .....	.8	1.2	1.1	.1
\$2	4.9	5.0	5.7	.9
\$3 to \$5	30.2	32.2	34.2	23.1
\$6 to \$10	38.9	38.1	39.0	49.4
\$11 to \$15	12.0	11.8	9.7	15.9
\$16 to \$25	7.9	7.1	6.3	7.3
\$26 to \$50	2.9	2.3	2.0	1.2
\$51 to \$100	1.2	.9	.5	.1
\$100 and over	1.2	1.4	1.5	.0
	100.0	100.0	100.0	100.0

NON-RESIDENT VIOLATORS

Non-resident violators totalled 74,601, or 23.1 per cent of the 323,317 offenses reported on all highways of our State. The 118 mile New Jersey Turnpike accounted for 15,472, or 4.8 per cent, and the 172 mile Garden State Parkway accounted for 1,093, or .3 per cent of all reported violations.

AGES OF VIOLATORS

Drivers between the ages 20 to 29 years were the most frequent offenders. There were in the 323,317 violations a total of 100,935, or 31.2 per cent of the 20 to 29 years age group. In the 30 to 39 age group there were 76,358, or 23.6 per cent of the 323,317 violators apprehended in 1956.

Age Group	Per Cent Licensed	Number of Arrests	Per Cent Violations (Stated Ages)
Under 20	5.78	35,279	10.9
20 to 29	26.26	100,935	31.2
30 to 39	29.91	76,358	23.6
40 to 49	21.52	49,551	15.3
50 to 64	15.46	32,168	10.0
65 and over	3.07	5,261	1.6
Unknown		2,865	7.4
	100.0	323,317	100.0

DISPOSITION OF CASES

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

While license revocation has been frequently described as the most effective penalty in traffic cases, the fact remains that for many of the more serious violations jail sentences are appropriate. The record of the municipal courts over the past several years shows conclusively that the judges of these courts have taken to heart and put into practice the advice they have been receiving as to the need for more severe penalties.

	Number of Cases			Per Cent		
	1956	1955	1954	1956	1955	1954
Fined	292,083	261,166	231,004	90.3	90.4	90.1
Dismissed	13,499	12,002	10,946	4.2	4.2	4.3
Suspended Sentence	7,294	7,362	6,523	2.3	2.5	2.5
Revoked	560	640	648	.2	.2	.3
Revoked and fined	6,184	4,577	3,632	1.9	1.6	1.4
Revoked and jailed	955	801	630	.3	.3	.2
Jailed	2,636	2,320	2,229	.8	.8	.9
Others (appealed, etc.)	106	115	660	.0	.0	.3
	323,317	288,983	256,272	100.0	100.0	100.0

The recent increase in the percentage of cases resulting in dismissals or findings of not guilty is a matter of some concern. Whenever it appears that the percentage in any one municipal court is unduly high, the Administrative Office has been checking on the situation in an effort to determine the cause of the increase. Thus far nothing has been discovered to indicate that the increase is attributable to other than the properly exercised discretion of the court, but the Administrative Office will continue to investigate.

Another matter causing considerable concern over the past several years has been the substantial increase in the number of suspended sentences imposed. During the past year representatives of the Administrative Office visited a number of municipal courts to determine the reasons for the large increase in the number of suspended sentences being handed out. While no instances were found where it appeared that the power to suspend was being abused, it is none the less a situation which needs to be closely watched.

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, 84.4 per cent; drunken driving, 91.3 per cent; and reckless driving, 89.4 per cent.

The following resume shows the disposition of these cases.

DISPOSITIONS

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined	127,737	29,996	2,680	—
Suspended	1,228	1,221	44	—
Dismissed	752	6,004	474	286
Revoked	141	182	128	—
Revoked and fined	1,397	777	940	2,252
Revoked and jailed	20	23	49	715
Jailed	123	187	140	—
Others, (appeals, etc.)	6	16	8	47
	131,404	38,406	4,463	3,300

Where speeding violators paid fines, 14.4 per cent were assessed penalties of \$3 to \$5; 50.7 per cent between \$6 and \$10 and 31.0 per cent were fined between \$11 and \$25. In the case of careless drivers 22.8 per cent were fined \$3 to \$5, and 36.9 per cent between \$6 and \$10, with 18.8 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 13.5 per cent of the reckless drivers were assessed penalties from \$6 to \$15 while a larger percentage 56.2 paid much heavier fines ranging from \$16 to \$50. In drunken driving cases 68.2 per cent paid the minimum mandatory fine of \$200 or more.

FINES IMPOSED

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Costs only	24	5	1	—
\$1	33	11	1	—
\$2	509	532	0	—
\$3 to \$5	18,974	8,771	76	—
\$6 to \$10	66,620	14,187	343	—
\$11 to \$15	27,840	3,795	259	—
\$16 to \$25	12,930	2,915	1,206	—
\$26 to \$50	2,114	512	1,303	—
\$51 to \$100	83	43	391	—
\$101 to \$200	6	2	33	2,129
\$200 and over	1	0	3	123
No Fine Imposed	2,270	7,633	843	1,048
	131,404	38,406	4,463	3,300

AGES OF SPEED VIOLATORS

Drivers in the age group 20 to 29 years were the most frequent violators of the speed regulations. They comprised 26.3 per cent of the total licensed but were involved in 33.4 per cent of all the speed arrests.

Age Group	Percent Licensed Drivers	Number of Arrests	Percent arrests (Stated ages)
Under 20	5.78	12,077	9.2
20 to 29	26.26	43,826	33.4
30 to 39	27.91	34,574	26.3
40 to 49	21.52	22,773	17.3
50 to 64	15.46	13,092	9.9
65 and over	3.07	1,420	1.1
Unknown	—	3,642	2.8
Totals	100.0	131,404	100.0

AGES OF CARELESS AND RECKLESS DRIVING VIOLATORS

Age Group	Percent Licensed Drivers	Careless Driving	Percent Arrests	Reckless Driving	Percent Arrests
Under 20	5.78	6,625	17.2	857	19.2
20 to 29	26.26	12,045	31.4	1,726	38.7
30 to 39	27.91	7,414	19.3	791	17.7
40 to 49	21.52	4,438	11.6	396	8.9
50 to 64	15.46	3,142	8.2	229	5.1
65 and over	3.07	752	1.9	30	.7
Unknown		3,990	10.4	434	9.7
Total	100.0	38,406	100.0	4,463	100.0

Drivers in the age group 20 to 29 years were again the predominant violators of careless and reckless driving offenses. They comprise 31.4 per cent of all careless driving violations and 38.7 per cent of all reckless driving violations.

AGES OF DRUNKEN DRIVING VIOLATORS

Age Groups	Number of Arrests	Per Cent Violators (Stated Ages)
Under 20	50	1.5
20 to 29	641	19.4
30 to 39	985	29.8
40 to 49	840	25.5
50 to 64	576	17.5
65 and over	53	1.6
Unknown	155	4.7
Totals	3,300	100.0

Drivers between the ages of 30 to 39 were the largest group of offenders in drunken driving cases, accounting for 29.8 per cent of arrests.

NEW JERSEY TURNPIKE TRAFFIC VIOLATIONS

The New Jersey Turnpike, patrolled only by the State Police, had a total of 22,186 violations, an increase of 2,277 or 11.4 per cent, over the 1955 total of 19,909. Fines collected on the Turnpike for 1956 amounted to \$284,441 as a result of these arrests.

TURNPIKE ARRESTS BY MONTHS

	1956	1955	1954	1953	1952
January	1,364	1,436	1,369	701	28
February	1,091	1,526	1,993	1,160	31
March	1,797	1,746	2,094	1,255	81
April	1,789	1,584	2,264	1,364	104
May	1,781	1,401	2,172	1,608	116
June	1,695	1,644	1,788	1,377	103
July	1,964	1,638	1,808	1,613	240
August	2,168	1,633	1,754	1,607	423
September	1,772	1,923	1,726	1,593	549
October	2,021	1,908	2,165	1,468	682
November	2,356	1,405	1,722	2,122	700
December	2,388	2,059	1,863	2,043	814
Total	22,186	19,909	22,718	17,911	3,871

DISPOSITION OF TURNPIKE CASES

Only 132 of the 22,186 arrests made on the New Jersey Turnpike were dismissed by the Courts.

	1956 Number Of Cases	1955 Number Of Cases	1954 Number Of Cases	1953 Number Of Cases	1952 Number Of Cases
Fined _____	21,771	19,566	22,314	17,587	3,683
Suspended _____	106	115	135	88	28
Dismissed _____	132	115	133	97	30
Revoked _____	7	10	26	9	5
Revoked and Fined _____	83	39	29	48	33
Revoked and Jailed _____	13	12	4	10	1
Jailed _____	74	47	59	42	9
Others _____	0	5	18	30	82
Totals _____	22,186	19,909	22,718	17,911	3,871

AGES OF VIOLATORS

Teenage violators of Turnpike violations were less than those on other public highways. Drivers under 20 years of age accounted for 2,217 violations or 6.4 per cent as compared with 11.3 per cent on other public highways.

Age Group	Turnpike Percent Violators	Public Highways Percent Violators
Under 20 _____	6.4	11.3
20 to 29 _____	36.5	30.8
30 to 39 _____	27.8	23.2
40 to 49 _____	17.3	15.1
50 to 64 _____	9.2	10.0
65 and over _____	1.0	1.7
Unknown _____	1.8	7.9
Total _____	100.0	100.0

SEVERITY OF TURNPIKE FINES LEVIED

A penalty of \$10 or less was imposed upon 15,054, or 68.8 per cent of the cases. Checking over the penalties imposed indications are that many courts are fining the defendants on a \$1 for each mile of speed over the posted limit.

Amount of Fines	1956		1955		1954	
	Number	Percent	Number	Percent	Number	Percent
\$1 _____	25	.1	20	.1	25	.1
\$2 _____	204	.9	71	.4	136	.6
\$3 to \$5 _____	2,478	11.3	2,049	10.5	1,909	8.5
\$6 to \$10 _____	12,347	56.5	11,712	59.7	14,429	64.6
\$11 to \$15 _____	4,787	21.9	3,723	19.0	3,895	17.4
\$16 to \$25 _____	1,436	6.6	1,575	8.0	1,558	7.0
\$26 to \$50 _____	393	1.8	330	1.7	333	1.5
\$51 to \$100 _____	128	.6	61	.3	43	.2
\$100 and over _____	56	.3	64	.3	15	.1
Total _____	21,854	100.0	19,605	100.0	22,718	100.0

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

Residence	1956		1955	
	Number	Per Cent	Number	Per Cent
New Jersey _____	6,714	30.3	5,665	28.5
New York _____	6,020	27.1	5,822	29.2
Pennsylvania _____	2,061	9.3	1,675	8.4
Other States _____	7,391	33.3	6,747	33.9
Total _____	22,186	100.0	19,909	100.0

R. S. 39:3-40

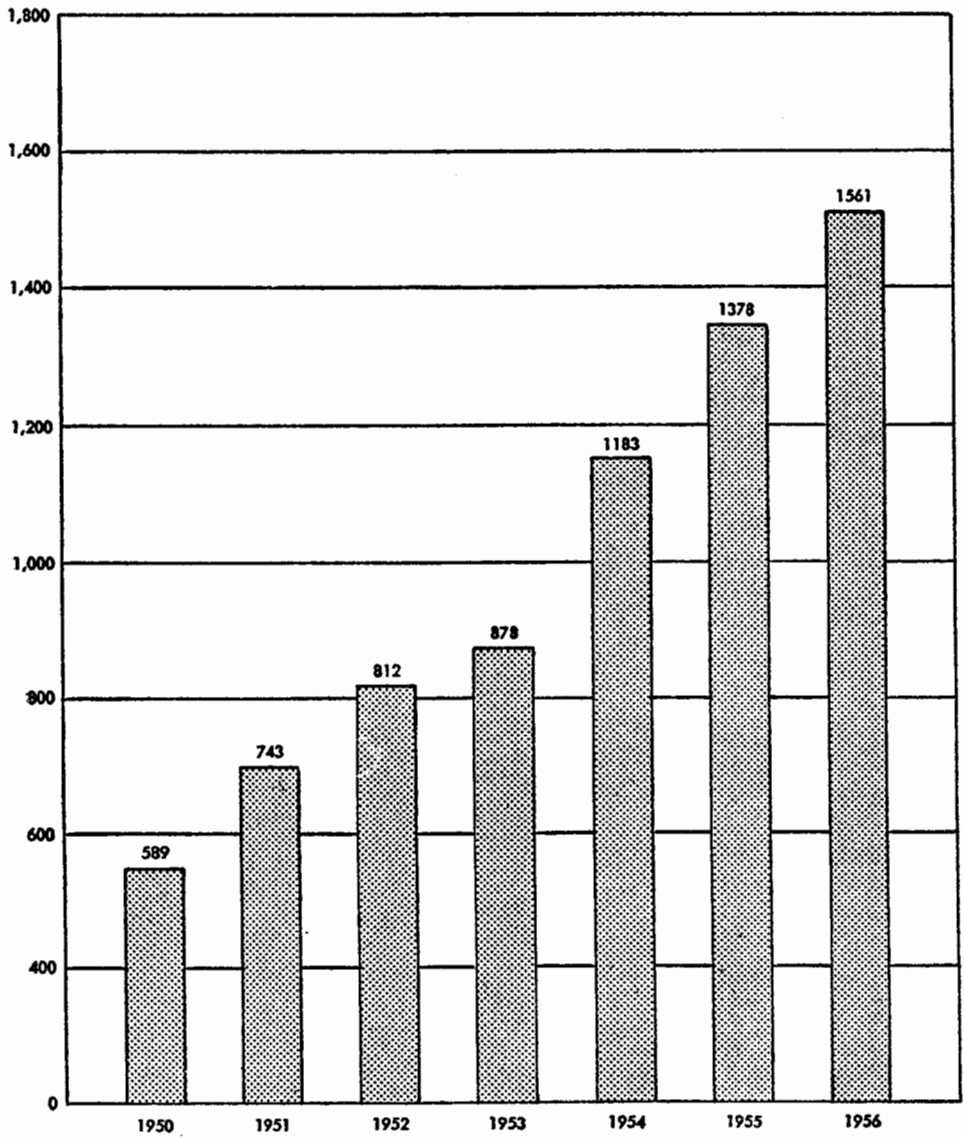
**DRIVING WHEN LICENSE REFUSED, SUSPENDED, REVOKED
OR PROHIBITED**

	1956	1955
January	86	63
February	135	104
March	123	96
April	104	115
May	124	118
June	134	161
July	137	98
August	146	114
September	143	128
October	166	138
November	124	106
December	139	137
Totals	<u>1,561</u>	<u>1,378</u>

**NUMBER OF VIOLATIONS FOR R S 39:3.40
DRIVING WHEN LICENSE REFUSED,
SUSPENDED, REVOKED, PROHIBITED**

1950 TO 1956

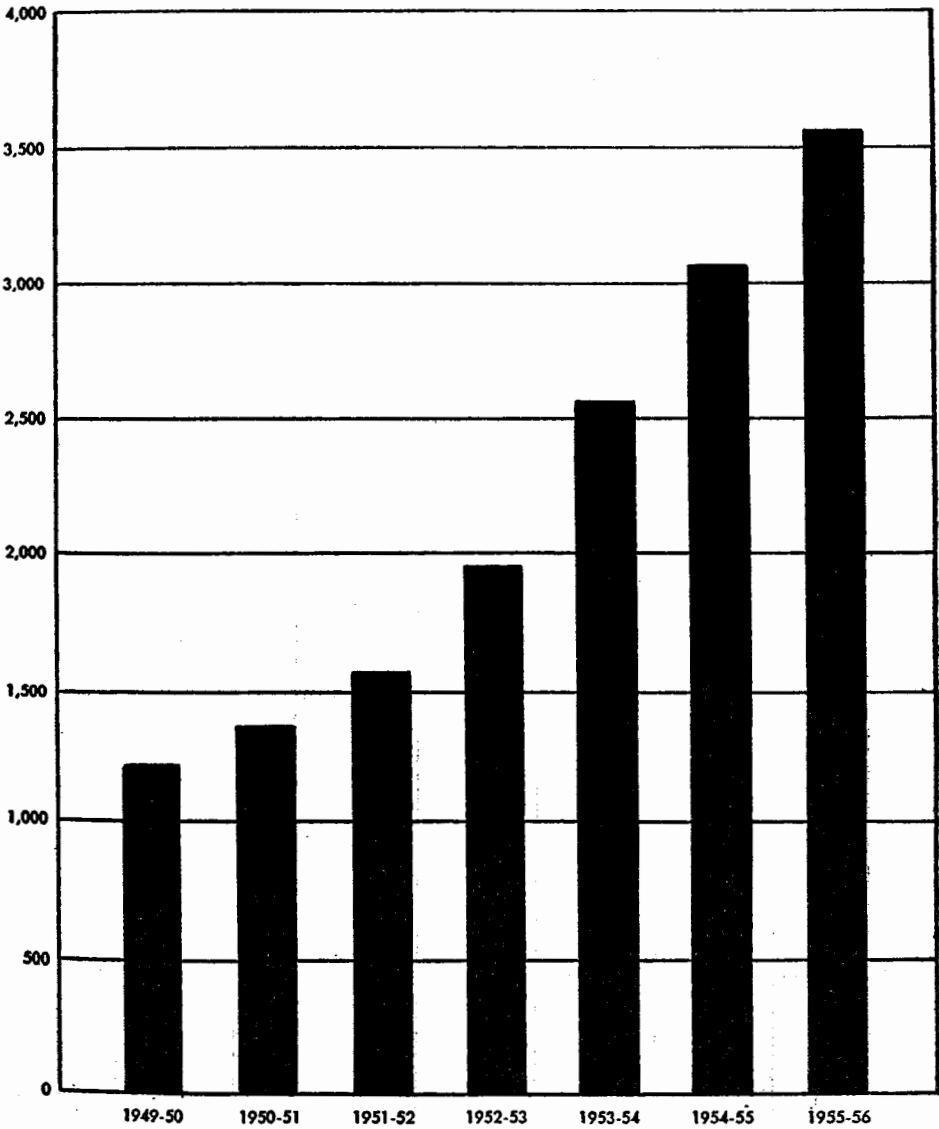
**NUMBER OF
VIOLATIONS**



**PERSONS SENTENCED TO JAIL OR COMMITTED IN LIEU OF FINES
FOR TRAFFIC CASES HEARD IN THE MUNICIPAL COURTS**

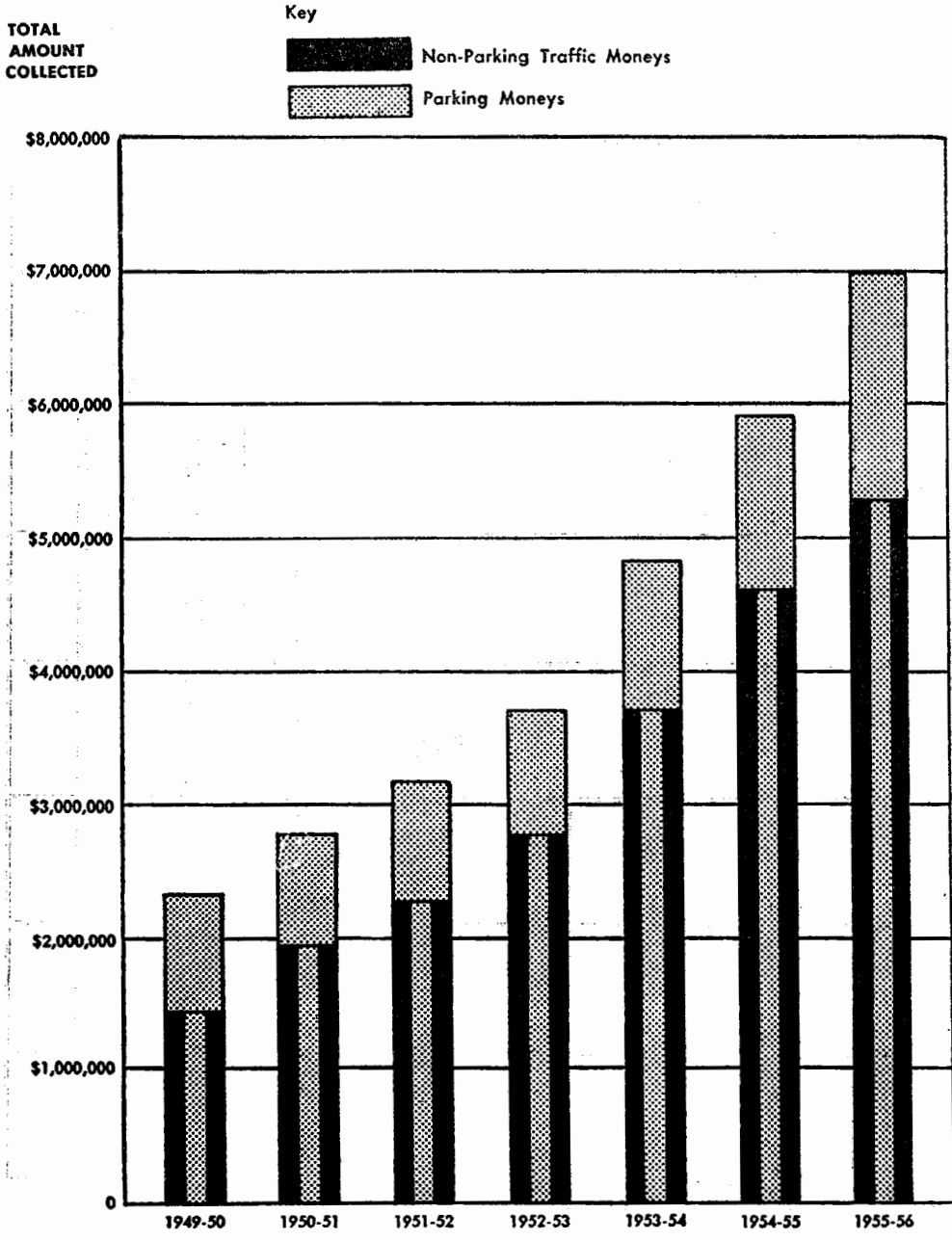
1949-50 TO 1955-56

**NUMBER OF
PERSONS
JAILED**



TOTAL MONEYS COLLECTED IN THE MUNICIPAL COURTS

1949-50 TO 1955-56



	1956	1955	1954
Hainesport	468	220	269
Lumberton	224	149	112
Mansfield Twp.	2,498	2,642	1,957
Maple Shade	442	480	132
Medford	252	219	127
Medford Lakes	12	17	13
Moorestown	1,038	745	830
Mt. Holly	957	1,248	650
Mt. Laurel Twp.	2,035	759	2,608
New Hanover Twp.	21	31	34
North Hanover Twp.	117	138	92
Palmyra	315	260	205
Pemberton Boro.	89	32	41
Pemberton Twp.	575	513	494
Riverside Twp.	189	158	169
Riverton	14	8	4
Shamong		32	48
Southampton	1,422	935	650
Springfield	384	352	222
Tabernacle	78	20	22
Washington	18	15	7
Westhampton	1,130	444	848
Willingboro	215	206	320
Woodland	336	255	126
Wrightstown	28	147	42
Fort Dix	21	54	141
Total	24,944	19,184	18,268

CAMDEN COUNTY:

Audubon	117	132	163
Audubon Park	17	19	22
Barrington	885	264	299
Bellmawr	1,800	2,231	1,873
Berlin	477	551	426
Berlin Twp.	824	963	579
Brooklawn	231	232	238
Camden	4,610	4,122	7,130
Chesilhurst	263	397	305
Clementon	161	119	172
Collingswood	477	330	256
Delaware	905	431	430
Gibbsboro	85	56	109
Gloucester City	198	165	130
Gloucester Twp.	270	236	333
Haddon Twp.	1,366	122	148
Haddonfield	380	331	254
Haddon Heights	112	157	102
Hi-Nella	2	6	12
Laurel Springs	52	47	34
Lawnside Boro.	18	13	6
Lindenwold	63	67	90
Magnolia	40	139	226
Merchantville	134	139	184
Mt. Ephraim	12	52	57
Oaklyn	225	99	93
Pennsauken Twp.	692	813	644
Pine Hill Boro.	69	6	103
Pine Valley	1		
Runnemede Boro.	1,190	967	846
Somerdale Boro.	187	107	92
Stratford	136	167	123
Tavistock Boro.			
Voorhees Twp.	185	99	161
Waterford Twp.	291	477	430
Winslow Twp.	412	641	541
Woodlynne Boro.	145	155	239
Total	17,032	14,852	16,918

	1956	1955	1954
CAPE MAY COUNTY:			
Avalon	75	121	65
Cape May City	125	131	138
Cape May Point	2	1	4
Dennis Twp.	144	162	138
Lower Twp.	244	176	131
Middle Twp.	780	821	840
North Wildwood	81	7	42
Ocean City	1,251	967	1,078
Sea Isle City	53	20	36
Stone Harbor	44	29	30
Upper Twp.	253	212	165
West Cape May	6	7	9
West Wildwood	23	6	
Wildwood City	214	302	69
Wildwood Crest	54	41	51
Woodbine	67	43	57
Total	3,416	3,046	2,853

CUMBERLAND COUNTY:

Bridgeton	704	632	857
Commercial Twp.	209	215	272
Deerfield Twp.	62	271	311
Downe Twp.	96	69	87
Fairfield	428	340	376
Greenwich	26	1	17
Hopewell	131	81	142
Landis Twp.			
Lawrence Twp.	301	145	176
Maurice River Twp.	476	669	457
Millville	772	633	569
Shiloh	2	6	
Stone Creek Twp.	127	49	192
Upper Deerfield	542	675	601
Vineland	1,741	1,661	1,450
Total	5,617	5,347	5,507

ESSEX COUNTY:

Belleville	912	968	529
Bloomfield	1,915	1,884	609
Caldwell Boro.	365	582	407
Caldwell Twp.	2,945	2,541	1,805
Cedar Grove Twp.	215	329	343
East Orange	4,197	3,243	2,808
Essex Fells	75	74	159
Glen Ridge	530	967	1,000
Irington	3,210	1,910	1,000
Livingston Twp.	421	449	422
Maplewood Twp.	454	343	245
Millburn Twp.	962	1,025	403
Montclair	2,275	1,628	1,950
Newark	14,882	11,626	9,250
North Caldwell	38	88	118
Nutley	1,051	1,281	901
Orange	430	411	430
Roseland	111	95	86
South Orange	297	287	295
Verona	1,431	1,694	1,579
West Caldwell	219	237	187
West Orange	1,145	1,347	555
Total	38,080	32,645	25,076

GLOUCESTER COUNTY:

Clayton	147	155	206
Deptford Twp.	639	729	981
E. Greenwich Twp.	488	589	460

	1956	1955	1954
Elk Twp.	91	149	227
Franklin Twp.	962	757	1,233
Glassboro Twp.	215	355	487
Greenwich Twp.	1,064	452	285
Harrison	455	303	171
Logan	140	220	182
Mantua Twp.	322	257	189
Monroe Twp.	1,104	1,672	1,567
National Park	16	65	12
Newfield Boro.	15	51	11
Paulsboro	216	146	140
Pitman	251	279	283
So. Harrison Twp.	35	29	24
Swedesboro	652	199	155
Washington Twp.	961	1,033	1,119
Wenonah Boro.	28	27	25
W. Deptford Twp.	414	615	848
Westville	545	488	546
Woodbury	488	351	362
Woodbury Heights	346	388	444
Woolwich Twp.	1,427	1,513	1,178
Total	11,021	10,817	11,135

HUDSON COUNTY:

Bayonne	1,471	839	693
East Newark	100	61	41
Guttenberg	65	45	70
Harrison	329	269	329
Hoboken	275	350	336
Jersey City	6,864	7,245	6,653
Kearny	912	812	652
North Bergen	942	649	579
Secaucus	1,403	1,505	1,538
Union City	694	327	306
Weehawkin	1,032	1,928	1,084
W. New York	271	231	194
Total	14,358	14,261	12,675

HUNTERDON COUNTY:

Lebanon Twp.	39	35	31
Alexandria Twp.	17	14	13
Bethlehem Twp.	243	362	187
Bloomsbury	4	9	11
Califon	16	4	1
Clinton Town	130	265	263
Clinton Twp.	1,111	869	888
Delaware Twp.	42	26	27
East Amwell Twp.	131	151	114
Flemington	48	66	74
Franklin Twp.	11	10	5
Frenchtown	21	29	28
Glen Gardner	80	41	24
Hampton	80	32	41
High Bridge	33	24	12
Holland Twp.	15	9	19
Kingwood Twp.	90	61	23
Lambertville	144	111	136
Lebanon Boro.	79	54	68
Milford	39	14	33
Raritan Twp.	695	772	729
Readington Twp.	1,214	388	457
Stockton	5	4	7
Tewksbury Twp.	14	12	13
Union Twp.	1,028	510	487
W. Amwell Twp.	212	137	100
Total	5,541	4,029	3,791

MERCER COUNTY:

	1956	1955	1954
E. Windsor Twp.	2,093	572	721
Ewing Twp.	748	692	579
Hamilton Twp.	1,520	1,392	1,115
Hightstown	475	293	369
Hopewell	153	108	150
Hopewell Twp.	935	948	994
Lawrence Twp.	716	447	462
Pennington	22	37	29
Princeton	742	745	581
Princeton Twp.	250	279	357
Trenton	3,328	2,365	2,057
Washington Twp.	2,767	2,849	2,128
W. Windsor Twp.	1,812	1,540	1,436
Total	15,561	12,267	10,978

MIDDLESEX COUNTY:

Carteret	2,072	2,499	2,148
Cranbury Twp.	2,456	1,914	1,230
Dunellen	341	250	235
E. Brunswick Twp.	1,801	1,571	1,771
Helmetta	77	63	127
Highland Park	160	203	246
Jamesburg	255	198	222
Madison Twp.	2,409	2,258	1,324
Metuchen	750	535	703
Middlesex	173	211	215
Milltown	2,308	2,399	3,067
Monroe Twp.	301	422	433
New Brunswick	1,611	751	1,196
No. Brunswick Twp.	2,362	2,068	2,063
Perth Amboy	580	542	465
Piscataway Twp.	178	218	206
Plainsboro Twp.	1,585	1,255	1,023
Edison Twp.	1,514	1,743	2,454
Sayreville	897	1,149	800
South Amboy	223	198	6
So. Brunswick Twp.	3,967	3,830	1,863
So. Plainfield	419	358	512
South River	431	379	161
Spotswood	162	130	129
Woodbridge Twp.	4,393	4,759	5,967
Total	31,425	29,903	28,566

MONMOUTH COUNTY:

Allenhurst	369	153	220
Allentown	116	228	116
Asbury Park	545	559	492
Atlantic Twp.	1,383	1,014	729
Atlantic Highlands	126	150	34
Avon	444	117	106
Belmar	274	214	309
Bradley Beach	184	85	104
Brielle	121	136	139
Deal	171	56	110
Eatontown	648	523	615
Englishtown	116	79	57
Fair Haven	313	430	309
Farmingdale	10	6	3
Freehold	263	217	131
Freehold Twp.	1,091	1,172	715
Highlands	178	147	41
Holmdel Twp.	757	724	562
Howell Twp.	1,172	857	676
Interlaken	182	58	94
Keansburg	102	101	47
Keyport	380	413	508

	1956	1955	1954		1956	1955	1954
Little Silver	316	204	138	Rockaway	101	131	69
Long Branch	423	357	301	Rockaway Twp.	138	72	88
Manalapan Twp.	1,041	680	399	Roxbury Twp.	683	767	600
Manasquan	197	142	153	Washington Twp.	103	72	43
Marlboro Twp.	374	259	271	Wharton	84	57	87
Matawan Boro.	223	161	159	Victory Gardens	31	89	50
Matawan Twp.	389	309	333				
Middletown Twp.	1,425	1,334	1,047	Total	11,760	9,231	8,441
Millstone Twp.	254	185	113				
Monmouth Beach	59	39	62	OCEAN COUNTY:			
Neptune City	32	350	474	Barnegat Light	2	13	3
Neptune Twp.	471	303	431	Bayhead	200	124	112
Ocean Twp.	847	736	757	Beach Haven	68	85	44
Oceanport	51	92	98	Beachwood	149	179	241
Raritan Twp.	214	406	6	Berkley Twp.	168	201	198
Red Bank	423	558	535	Brick Twp.	1,531	1,517	1,406
Roosevelt	63	54	37	Dover Twp.	1,400	1,114	1,127
Rumson	268	230	182	Eagleswood Twp.	32	28	53
Sea Bright	139	72	71	Harvey Cedars	3	2	2
Sea Girt	71	60	57	Island Beach Boro.	3	2	2
Shrewsbury Boro.	196	127	102	Island Heights	22	4	4
Shrewsbury Twp.	6	13	2	Jackson Twp.	322	323	231
So. Belmar	216	146	213	Lacey Twp.	256	117	64
Spring Lake	55	48	67	Lakehurst	93	81	56
Spring Lake Hts.	66	78	107	Lakewood Twp.	905	405	530
Union Beach	186	208	308	Lavalette	170	195	211
Upper Freehold	115	127	86	Little Egg Harbor			
Wall Twp.	2,372	1,389	807	Township	81	53	33
West Long Branch	116	183	169	Long Beach Twp.	359	85	110
New Shrewsbury	1,275	1,234	604	Manchester Twp.	1,865	1,783	1,411
				Mantoloking	325	466	384
Total	21,128	17,523	14,206	Ocean Twp.	98	97	113
				Ocean Gate	54	22	19
MORRIS COUNTY:				Pine Beach	71	45	95
Boonton Town	124	57	74	Plumstead Twp.	180	161	73
Boonton Twp.	123	36	34	Pt. Pleasant Boro.	191	282	247
Butler	302	343	336	Pt. Pleasant Beach	489	459	379
Chatham Boro.	440	164	189	Seaside Heights	33	60	32
Chatham Twp.	160	187	149	Seaside Park	315	223	225
Chester	15	15	36	Ship Bottom	21	51	42
Chester Twp.	47	39	47	South Toms River	2		193
Denville Twp.	361	598	352	Stafford Twp.	896	968	1,253
Dover	265	295	281	Surf City	2	20	28
E. Hanover Twp.	71	47	91	Tuckerton	62	42	59
Florham Park	115	119	75	Union Twp.	340	813	542
Hanover Twp.	443	415	327				
Harding Twp.	77	91	65	Total	10,708	10,020	9,774
Jefferson Twp.	153	209	158				
Kennelon Boro.	73	10	13	PASSAIC COUNTY:			
Liocein Park	187	187	240	Bloomington	21	13	30
Madison	170	162	183	Clifton	4,812	4,194	3,819
Mendham Boro.	69	115	39	Haledon	98	117	117
Mendham Twp.	18	16	23	Hawthorne	314	437	267
Mine Hill Twp.	974	230	71	Little Falls Twp.	758	586	462
Montville Twp.	303	234	143	North Haledon	90	74	52
Morris Twp.	541	612	1,266	Passaic	683	570	700
Morris Plains	100	101	64	Paterson	2,633	1,903	1,811
Morristown	308	302	209	Pompton Lakes	269	321	292
Mountain Lakes	225	159	122	Prospect Park	301	121	142
Mt. Arlington	19	11	17	Ringwood	211	126	101
Mt. Olive Twp.	283	320	412	Totowa	384	573	469
Netcong	130	124	75	Wanaque	164	226	241
Parsippany	1,555	928	684	Wayne Twp.	2,272	1,963	1,653
Passaic Twp.	125	128	199	W. Milford Twp.	497	502	365
Pequannock Twp.	479	380	420	West Paterson	112	101	104
Randolph Twp.	1,877	1,109	903				
Riverdale	488	300	247	Total	13,625	11,827	10,625

	1956	1955	1954
SALEM COUNTY:			
Alloway Twp.	112	61	50
Elmer	45	63	17
Elsinboro Twp.	56	39	46
Lo. Alloway Creek ..	13	20	19
L. Penns Neck	637	283	167
Mannington Twp.	266	196	216
Oldmans Twp.	436	582	335
Pennsgrove	146	165	190
Pilesgrove Twp.	349	488	504
Pittsgrove Twp.	371	337	241
Quinton Twp.	329	248	210
Salem	354	489	518
U. Penns Neck	1,382	1,681	1,590
U. Pittsgrove	274	399	204
Woodstown	160	196	121
Total	4,930	5,247	4,428

SOMERSET COUNTY:			
Bedminster Twp.	293	137	214
Bernards	104	118	100
Bernardsville	138	85	93
Bound Brook	711	862	785
Branchburg Twp.	1,974	1,511	665
Bridgewater Twp.	3,241	2,184	1,955
Far Hills	10	17	29
Franklin Twp.	363	241	232
Greenbrook Twp.	761	805	959
Hillsboro Twp.	120	95	128
Manville	221	113	135
Millstone	9	45	—
Montgomery Twp.	250	146	204
North Plainfield	805	813	732
Peapack-Gladstone ..	205	77	83
Raritan	81	237	298
Rocky Hill	67	27	84
Somerville	1,054	838	550
South Bound Brook ..	137	201	207
Warren Twp.	97	85	103
Watchung	535	382	234
Total	11,176	9,019	7,790

SUSSEX COUNTY:			
Andover	15	2	22
Andover Twp.	28	1	63
Branchville	4	—	8
Byram Twp.	35	38	22
Frankford Twp.	159	22	162
Franklin	5	34	24
Freedom Twp.	62	6	23
Green Twp.	3	2	4
Hamburg	98	144	85
Hampton Twp.	123	8	115
Hardyston Twp.	120	85	32
Hopatcong	40	38	37
Lafayette Twp.	16	3	27
Montague Twp.	6	6	24
Newton	53	8	3
Ogdensburg	20	25	20
Sandyston Twp.	288	458	413

Sparta Twp.	501	397	178
Stanhope	25	56	34
Stillwater Twp.	9	9	10
Sussex	118	141	165
Vernon Twp.	53	28	22
Walpack Twp.	—	—	—
Wantage Twp.	126	3	132
Total	1,907	1,508	1,625

UNION COUNTY:			
Clark Twp.	1,505	1,165	919
Cranford Twp.	1,723	1,679	1,156
Elizabeth	7,246	6,016	3,913
Fanwood	159	167	156
Garwood	124	124	61
Hillside Twp.	3,181	2,774	1,647
Kenilworth	235	252	297
Linden	1,547	1,680	1,356
Mountainside	1,362	1,906	1,806
North Providence	597	352	449
Berkeley Heights	282	303	143
Plainfield	2,387	2,052	1,561
Rahway	4,364	2,976	1,496
Roselle	727	508	664
Roselle Park	282	503	354
Scotch Plains	478	544	549
Springfield Twp.	864	1,288	857
Summit	1,001	1,197	978
Union Twp.	1,899	2,144	2,166
Westfield	1,327	1,246	861
Winfield Twp.	67	96	92
Total	31,357	29,172	21,481

WARREN COUNTY:			
Allamuchy Twp.	13	11	5
Alpha	12	11	8
Belvidere	45	68	70
Blairstown Twp.	59	42	42
Franklin Twp.	162	163	185
Frelinghuysen Twp. ..	19	12	16
Greenwich Twp.	128	133	179
Hackettstown	127	116	148
Hardwick Twp.	4	1	10
Harmony Twp.	35	25	31
Hope Twp.	18	9	4
Independence Twp.	282	279	525
Knowlton Twp.	648	195	343
Liberty Twp.	26	24	28
Lopatcong Twp.	640	841	233
Mansfield Twp.	82	104	145
Oxford Twp.	84	60	27
Pahaquarry Twp.	18	16	55
Phillipsburg	502	551	183
Pohatcong Twp.	170	62	57
Washington Boro.	166	118	131
Washington Twp.	350	374	297
White Twp.	236	309	263
Total	3,826	3,523	2,985

SECURITY-RESPONSIBILITY SECTION

The Security-Responsibility Law was an act of the 1952 Legislature becoming effective April 1, 1953. With the adoption of the law there began a pre-arranged legislative program, consisting of several laws, formed to provide the citizens of New Jersey with increased and improved protection against the financially irresponsible owner and driver becoming involved in an accident and failing to pay for the damage caused.

Use of legislation such as the New Jersey Motor Vehicle Security-Responsibility Act is wide-spread. Nearly every State of the United States now has in operation a law of this nature. Its popularity is attributed to several factors one of which is that the plan tends to materially increase the per cent of insured motorists on the highways.

During the period the law was used in this State the one objective of causing increased automobile coverages was substantially gained. Statistical information gathered from accident reports filed with the Division show that at the end of the 1956 year insurance coverages were reported in 80.2 per cent of the individual cases handled. This percentage figure can be termed as gratifying when compared to the estimated total of insured in the year 1952 amounting to no more than 60 per cent.

In this connection it is also necessary to stress that the insured percentage total reflected by the report was obtained entirely from information submitted on accident reports covering residents and non-residents. It was derived from a total of 179,581 such reports representing but 8 per cent of the total registered owners in the State. Furthermore, according to information now being collected from registration application records where currently a charge of \$8.00 is additionally assessed against the uninsured, there is a strong indication that the total of insured will be substantially higher than what is reflected in this report. Actually, therefore, the legislative program constituted in 1952 gained more than is revealed by the statistical information obtained only from reports of accidents.

Value of the law from the standpoint of indemnifying the damaged and injured in automobile accidents is also shown herein. The statistics which follow are an indication what the statute performed in this direction. It is logical to assume that these claims and judgments would not have been paid were it not for the application and administration of the Act.

April 1, 1953 to December 31, 1956

Releases—establishing that uninsured have satisfied claims	22,397	-----	\$ 6,279,475.00
Installment settlement agreements—establishing that uninsured is paying claims in installments	4,063	-----	\$ 1,345,060.50
Final judgments against uninsured who had made security deposit and judgment paid from deposit	1,025	-----	\$ 242,659.10
Judgments paid after suspension of uninsured licenses and license restored	4,702	-----	\$ 2,424,139.03
Total	32,187		\$10,291,333.63

The law provides that an uninsured can comply with the requirements by means of posting a deposit of security in an amount determined by the Director as sufficient in his judgment to satisfy any judgments that may be recovered as the result of an accident. During the year 1956, 4,117 persons chose this alternative means of compliance, and during the entire period of the law's existence 22,297 persons posted security in the form of either cash or surety bond. The custody and disposition of the funds and surety bonds held by the Division is described by the following table.

April 1, 1953 to December 31, 1956

Security deposits by uninsured	11,861	-----		\$ 3,120,261.27
Security deposits refunded to uninsured after establishing his release, non-liability or one year expired no suit instituted	7,699	-----		\$ 1,914,473.40
Final judgments against uninsured who made security deposit and judgment paid from deposit	1,025	-----		\$ 242,659.10
On deposit by uninsured — available to those damaged or injured by uninsured				\$ 963,128.77

Suspensions of driver licenses and registrations for the year 1956 total 26,273 and for the period beginning with the inception of the law the total is 87,542. The suspension measure provided by the Act gives support to the law, not only by allowing for the removal from the stream of traffic of those persons and vehicles who have proven themselves unable to respond to judgments after an accident, but also serving at this point as an added means of facilitating adjustment of legal claims.

The Act, in addition, provides that persons convicted of Motor Vehicle offenses resulting in suspension of a driver license privilege are required to file evidence of financial responsibility for the future. For the 1956 period alone, 10,815 certificates of insurance were handled by this Section to continue for a minimum period of at least three years.

The financial gap representing damages not covered by this law is covered by the Unsatisfied Claim and Judgment Fund Law. Certain activities in the administration of these two laws are closely inter-related and since all accident reports first reach the Security-Responsibility Section, where they are screened to determine liability coverages, an added function is performed by this Section of extending a service and aid to the Board. All facilities are open to them and full cooperation is given by reason of which much duplication of work and over-lapping requests from the public are eliminated. The service rendered satisfactorily closes many of the potential claims filed against the Fund. Many of these claims are cleared through the operation of the provisions of the Security-Responsibility Act, thereby lightening their burden of investigations and payments.

The statistical data which follows covers the cases processed and work volume experienced during the year 1956 in the operation of the Security-Responsibility Section.

Accident Reports Received (Drivers)				201,521
Accident Reports Received (Police)				65,492
Accident Reports Received (Letter Form)				3,608
Total Accident Reports Received				270,621
	* * *			
Vehicles Insured				144,060
Vehicles Not Insured				35,521
Total Vehicles Involved				179,581
Coverage Denied by Insurance Company				1,034
Percentage Insured (Total Vehicles Involved)				80.2%
	* * *			
Cases—Incomplete—Accident Reports and additional information requested				124,265
Cases—All Vehicles Insured				46,801
Cases—Exempt, Etc.				27,119
Cases—Evaluated				18,560
Cases—Accident Not Reportable				12,270
Number of Evaluations against Owner and/or Driver				27,917
Owners Exempt				22,747
	* * *			

Number of releases	7,691
Representing total of	\$2,162,044.00
Number of settlement agreements	1,603
Representing total of	\$ 502,712.00
Number of deposits (Including Surety Bonds—97)	4,117
Amount of deposits (Including Surety Bonds—\$58,023.00)	\$1,130,364.31
Average deposit	\$ 274.56
Adjudication of non-liability (Judgment for uninsured)	528
Adjudication of liability (Judgment against uninsured)	203
Number of disbursements (claims paid by section)	456
Representing	\$ 113,506.35
Number of refunds (Including Surety Bonds—38)	3,066
Representing (Including Surety Bonds—\$22,680)	\$ 776,801.49

* * *

Applications filed for Restoration and/or Refund—(1 year expired)

8,707

* * *

SUSPENSIONS

Failure to deposit security	16,078
Failure to prove F. R. for future	7,936
Failure to Pay judgment	2,259

Total Suspensions

26,273

RESTORATIONS

Security requirements satisfied	6,855
F. R. for future filed	4,314
Judgment paid and F. R. filed	1,260

Total Restorations

12,429

* * *

PROOF OF F. R. FOR FUTURE REQUIRED

Conviction—Intoxicated driving	3,732
“ —Leaving scene of accident	200
“ —Reckless driving	1,113
“ —Point System	2,447
“ —Fatal accident	131
“ —Judgment	2,268

Total

9,891

PROOF OF F. R. FOR FUTURE

Insurance Certificates	10,038
Cash	\$ 22,000.00
Cancellations	6,836
Expirations	580
Change of coverage	2,223

* * *

JUDGMENT CASES

Total Cases	1,954
Representing total of	\$2,175,530.02
Judgment later paid	\$ 686,592.19

* * *

CERTIFIED COPY OF OPERATING RECORD

Fees collected	\$ 38,884
No Fee	631
Number issued	39,453

* * *

Mail—Items received, sorted, read, dispatched	495,776
Mail—Outgoing, prepared and mailed	427,297
Visitors	9,157
Phone Calls (Incoming)	39,859

CERTIFICATES OF OWNERSHIP

New car sales in New Jersey during the calendar year 1956 totaled 267,084—a decrease of 13.7 per cent as compared with the same period in 1955 when 309,833 sales were recorded.

There is also a decrease of 11.4 per cent in certificate of ownership filings—1,360,473 accounting for \$2,085,117.25, whereas, during the previous year 1,536,897 were filed accounting for \$2,331,327.25.

		January-June 1956		July-December 1956		Total		
		Items	Fees	Items	Fees	Items	Fees	
Absolute certificates	@	\$1.50	277,529	\$416,293.50	227,940	\$341,910.00	505,469	\$758,203.50
Encumbered certificates	@	2.00	156,607	313,534.00	136,964	273,928.00	293,631	587,262.00
Contract satisfactions	@	.25	170,902	42,725.50	148,297	37,074.25	319,199	79,799.75
Dealers' certificates	@	.50	199,323	99,661.50	175,226	87,613.00	374,549	187,274.50
Duplicate certificates	@	1.00	9,992	9,992.00	8,434	8,434.00	18,426	18,426.00
Foreign or defective titles	@	2.00	57,272	174,544.00	71,921	143,842.00	129,193	318,386.00
Repossessions	@	1.50	4,968	7,452.00	4,237	6,355.50	9,205	13,807.50
Penalties	@	5.00	4,594	22,970.00	4,054	20,270.00	8,648	43,240.00
Dealers' licenses	@	100.00	516	51,600.00	226	22,600.00	742	74,200.00
Dealers' temporary permits	@	.05	10,000	500.00	21,450	1,072.50	31,450	1,572.50
Photostats				410.50		499.50		910.00
Information and miscellaneous				1,059.75		975.75		2,035.50
"No Fee" certificates			660		426		1,086	
				\$1,140,542.75		\$944,374.50		\$2,085,117.25

A significant comparison is the 10.8 per cent increase in repossession titles which totaled 9,205 as compared with 8,302 during 1955.

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 1955—742 initial applications being processed that accounted for revenue amounting to \$74,200. Seven hundred and forty-one initial applications were processed in 1955.

Initial New and Used Motor Vehicle Dealers' Licenses	147	
Initial Used Motor Vehicle Dealers' Licenses	595	
	742	742
New and Used Motor Vehicle Dealers' Licenses Renewed	1,436	
Used Motor Vehicle Dealers' License Renewed	2,675	
	4,111	4,111
		4,853

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	18

Nine original applications for dealers' licenses were denied, four of which were approved after hearings were scheduled and the licenses issued.

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

Revocations	6
Decisions reserved	4
Restorations	1

One dealer's license was revoked as a result of conviction of a crime arising out of fraud in the presentation of three applications for duplicate certificates of ownership to the Director. One was revoked as a result of conviction of a crime arising out of fraud in the sale of certain motor vehicles.

Two persons were indicted by the courts for engaging in the business of buying, selling and dealing in motor vehicles without benefit of a motor vehicle dealer's license.

During the year, the detail of issuing temporary permits to dealers was transferred from the Registration Section to the Certificate of Ownership Section. This permit is used by the dealer to accommodate a customer during those hours when motor vehicle agencies are closed. The permit allows legal operation of the vehicle until the agency is again open for business. Revenue in the amount of \$1,572.50 was realized from the issuance of 31,450 such permits.

One hundred and forty-seven thousand six hundred and ninety-three foreign certificates of title, registration certificates and other evidence of ownership were examined and approved for the issuance of certificates of ownership. Seventeen thousand four hundred and two statement of encumbrance forms were examined and approved—such form being required in conjunction with the filing of a chattel mortgage lien with the Director of Motor Vehicles.

Four thousand nine hundred and eighteen car theft reports were received from police departments throughout the State. Six thousand nine hundred and thirty-two reports were received from the National Automobile Theft Bureau, which reported 8,023 cancellations and 9,280 records on salvaged cars and late model wrecks.

Twenty-four stolen motor vehicles with a total value of \$58,350 were recovered by Motor Vehicle Inspectors during the year.

The Central Office issued 31,535 certificates of ownership, 742 initial motor vehicle dealers' licenses, 31,450 dealers' temporary permits, lien information certificates and certifications of records that accounted for revenue totaling \$120,299.75.

HOLIDAY SAFETY 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 December 1, 1956, through January 1, 1957. As set forth in Governor Meyner's Proclamation dated November 15, 1956, the program stressed observance of all traffic regulations, avoidance of excessive speed or drinking violations, an official accident prevention program emphasizing selective enforcement, an intensive public educational program by all media of public information, and increased public support activity.

A feature of this campaign was, a "Safety Sunday" marked in churches of all denominations during the weekend of December 8-9. Approximately 200,000 leaflets were distributed and holiday traffic hazards were discussed in sermons and church bulletins.

Direct mail requests for participation in the campaign went to varied groups throughout the State including Cabinet members, county prosecutors, boards of freeholders, mayors, chiefs of police, judges of municipal courts, highway and port authorities, county traffic coordinators, civic and fraternal organizations, county and local superintendents of schools, parent-teacher and women's organizations, members of the clergy, alcoholic beverage licensees, all military and naval installations, New Jersey Army and Air National Guard and Naval Militia, private industry and allied public support groups of the New Jersey State Safety Council.

Promotional material distributed for the campaign featured the reports of the December accident toll the previous year under the slogan "Be home for Christmas. Drive and walk safely."

Materials in the following amounts were distributed through the aforementioned groups and Motor Vehicle Agencies:

1,000,000 Leaflets
16,000 Bumper strips
63,000 Proclamations
6,000 Display Posters
5,000 Bus Car Cards
165 24-Sheet Posters for display
on outdoor advertising billboards

Three television and motion picture film spots, featuring accident dramatizations and safety messages by prominent State officials, were produced and distributed for use during the campaign to all metropolitan area stations and to New Jersey theatres. Twenty-second condensations of these messages were made available on discs to radio stations.

The campaign received outstanding support from both State, county and local officials and from public support groups.

It is encouraging to note that although there were 111 fatalities in this period in 1955, the number was reduced to 86 fatalities in 1956. This represents a saving of 25 lives during the worst month, traffic-wise, of any year.

SPECIAL SUMMER CAMPAIGN

New Jersey again participated in the national "Slow Down and Live" campaign, sponsored by the National Conference of State Safety Coordinators.

A special leaflet "Having a Wonderful Time," which featured five dangerous and common speed violations, was prepared and distributed during the summer months. Letters were sent to each member of the clergy in New Jersey, asking for a personal appeal to his congregation concerning their individual responsibility in preventing accidents. Over one million leaflets and other safety materials were distributed through churches, Motor Vehicle Agencies, military installations and County Traffic Coordinators.

The "Slow Down and Live" effort was also featured in radio and television spot announcements sent out during the summer.

Traffic deaths in the State for the duration of the Campaign were 192, as compared to 222 for the same period in 1955.

COUNTY TRAFFIC SAFETY COORDINATORS

Following the designation of county traffic safety coordinators in each of the 21 counties early in 1956, a Coordinators' Institute was held at Rutgers University, February 27 through March 3, 1956, preceding an intensive seminar of instruction in duties and responsibilities.

In April, 1956, a training course in chemical testing procedures, with special emphasis on the Drunkometer, was held at the State Police Academy as an additional indoctrination program for the Coordinators.

During its first year, the Coordinators' program has been most successful and has made notable progress in achieving greater uniformity and coordination in traffic operations.

TRAFFIC TRAINING COURSE AT RUTGERS

The second two-year certificate program in "Street and Highway Traffic Planning and Control," for county and municipal employees on a scholarship basis, was conducted by Rutgers University starting in September, 1956. This followed the completion of the first of these courses in June, 1956.

With an instructional staff mainly comprised of Division personnel, the course is designed to provide non-technical training in the engineering aspects of traffic control and regulation.

"TEENS FOR SAFE DRIVING"

This new traffic safety activity, supplementing the high school driver education program, was adopted by the New Jersey Association of High School Councils in 1955.

With the support of the Division and the Department of Education, organization of local clubs began in the latter part of 1956. The program calls for a development period of a year or more followed by State-wide activities designed by and for high school students. An important part of each club's organization is an adult advisory committee to work with the student groups in developing improved community relations as part of each club's objectives.

PUBLIC SUPPORT

In cooperation with the President's Committee for Traffic Safety, the Division assisted other State agencies and national groups in a public support conference held in Atlantic City, May 1 and 2, 1956. This was the first of a series of four held in various parts of the United States by the President's Committee in the interest of fostering more active public support for official traffic safety programs. Representatives from 14 eastern States attended the Atlantic City Conference.

Other public support activities during the year included cooperative safety programs and projects with the New Jersey State Safety Council, automobile clubs and other organizations having an active interest in traffic improvement.

ORDINANCES AND RESOLUTIONS

During the past year, a concerted effort has been made to improve and expedite the review of ordinances and resolutions submitted by counties and municipalities for approval.

Efforts have been made to improve relations with municipalities, by numerous personal meetings with mayors, chiefs of police and local engineers for the purpose of explaining the basic problems attendant upon maintaining uniform standards for the safety and expedition of traffic.

The services of a Deputy Attorney General have made possible more complete review of proposed ordinances from a legal standpoint, and have, consequently, improved service to and relations with municipal and county attorneys and safety officials.

ACCIDENT RECORDS AND RESEARCH

New Jersey's highest traffic accident toll for any year in the history of motor vehicle travel was reached during 1956 with the recording of 102,827 reportable accident cases by the Division. The processing and analysis of these cases involved 267,013 reports from drivers and 65,492 police reports or a total of 332,505 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 was 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.

On the basis of this accident record-keeping program the National Safety Council's annual citation—The Certificate of Achievement— was awarded to New Jersey "for outstanding performance in accident records."

SAFETY EDUCATION

Safety educational activities of the Division during the year included a broad program of public education through all available communications media, school programs in co-operation with the Department of Education, public support programs and special group projects.

COMMUNICATIONS MEDIA

Following is a listing of the various media and extent of use during the year:

Newspapers—regular weekly statistical reports; releases on holidays and during special emphasis campaigns; newspaper mats and other materials.

Radio and Television—spot announcements, news releases, special events material, personal appearances, recordings and films were among the materials supplied to New Jersey stations and those located in the metropolitan areas of New York and Philadelphia.

Motion Pictures—from a film library of 490 traffic safety film reels, the following showings were made during the year:

	Showings	Attendance*
Adult Groups	76	1,984
Elementary Schools	137	99,243
Secondary Schools	4,150	93,444
Exhibits	29	11,145
Out-of-State Loans	84	8,265
Total	4,476	214,081
"X Marks the Spot" — Television	6	1,200,000 (estimated viewers)

* Attendance estimated from reports.

Publications—two monthly publications "Traffic Safety" and "Driver Education" prepared and distributed to a mailing list of 4,500 traffic safety officials and 1,600 secondary-school administrators and teachers during the year; a weekly "Newsletter" to county traffic safety coordinators; leaflets, booklets and other printed safety materials distributed during the year exceeded three million items.

SCHOOL PROGRAMS

In connection with the State's high school driver education program, representatives of the Division served in a consulting capacity to high school administrators and teachers, presented safety programs to approximately 75,000 students in 48 high school assemblies during the year. In addition, 255 written examinations were given to 28,064 students and certificates were issued to those qualifying.

Other high school activities during the year included participation in teacher preparation courses at the Montclair and Trenton State Teachers Colleges and at Rutgers University; presentation of a cutaway automobile chassis and engine demonstration and distribution of required forms for behind-the-wheel practice under teacher supervision.

Pedestrian and bicycle safety leaflets, buttons and other safety materials were furnished elementary and junior high schools.

For its high school driver education program and activities, New Jersey received an annual national award—The Award of Excellence—from the Association of Casualty and Surety Companies. This is the highest of three awards given.

TRAFFIC ENGINEERING

Traffic engineering activities during 1956 were confined to county and municipal roadway systems following the transfer of such activities on State highways to the jurisdiction of the State Highway Department during 1955.

TRAFFIC INVESTIGATIONS

A total of 570 requests for assistance and advice was received during 1956 compared to a total of 794 such requests for the year 1955 and 533 such requests for the year 1954. This amounted to a decrease of 224 requests or 28 per cent less than 1955.

In the course of the year, investigations were conducted and recommendations submitted on 422 cases as shown:

Investigations by Type	Number	Percentage
Traffic Signals	70	16.6
Traffic Signals — Miscellaneous	76	18.0
Flashing Signals	21	5.0
Time Space Diagrams	7	1.7
Speed Surveys	113	26.7
No Passing Zones	5	1.2
Signs	34	8.0
Miscellaneous	96	22.8
	422	100.0

The 70 traffic signal investigations completed represent the number of intersections concerning which officials' 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. Many 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. Approximately 40 per cent of the reports deal with flashing and traffic signal problems.

In accordance with the provisions of Title 39 of the Revised Statutes, which require that approval be granted by the Director of Motor Vehicles for the installation and operation of all traffic control devices installed on any roadway in the State, the following official actions were taken in reference to signal installations throughout 1956:

COUNTY AND MUNICIPAL ROADWAY INTERSECTIONS

Traffic Signal installations authorized	31
Traffic Signal installations approved	14

In completing the investigation of 422 traffic cases as set forth above members of the staff consulted with traffic officials in 184 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	10
1,000 to 5,000	70
5,000 to 25,000	75
25,000 to 100,000	25
Over 100,000	4
	184

TRAFFIC SIGNAL COORDINATION

In the areas of greatest traffic concentration throughout the State, it has been necessary to provide for the coordination of signal operation along all major roadways. The preparation of a Time Space Diagram, a means of graphically illustrating the signal timings and the progressive movement of traffic, is the major step in determining what has to be done in order to obtain good coordination.

In some areas the plan of coordination as shown on the Time Space Diagram is designed to govern the future installation of signals. This is necessary in areas where additional signals will result in unnecessary congestion and delay if installed without regard to coordination.

SPEED SURVEYS

The program of establishing reasonable and proper speed limits aside from the basic 25 MPH and 50 MPH limits has been carried on throughout the past year.

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

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

THROUGH STREETS

The proper designation of Through Streets on the various roadway systems within the State is of utmost importance. During the year, staff members have assisted approximately 7 counties in formulating a Through Street program, which is designed to encompass, eventually, the entire secondary roadway system of county roads.

NO PASSING ZONES

Studies made during the year have resulted in a new method of making No Passing Zone determinations.

This procedure will be the basis of a manual under preparation by the Division for the guidance of county and municipal officials in establishing such zones.

MISCELLANEOUS INVESTIGATIONS

During the year, representatives served as consultants to municipalities in connection with the traffic phase of city planning programs, off-street parking projects, and other phases of planning for municipal development.

In addition, other activities and investigations concerned local assistance with parking and bus stop problems, loading zones, proper application of regulatory and warning signs, pavement markings and related methods of improving the safety and expedition of traffic.

The increasing magnitude and complexity of New Jersey's traffic problems have necessitated a field investigation by engineering personnel of areas affected by ordinances and resolutions submitted for approval in addition to the regular review with respect to conformance with the statute. These investigations, required in the interest of uniformity and coordination as well as maintaining established traffic operational standards, have become an important and additional traffic engineering service.

TABLE II

MOTOR VEHICLE ACCIDENT DATA AND RATES IN NEW JERSEY

Including

NUMERICAL AVERAGE AND RANKING OF NEW JERSEY IN THE NATION

Year	N.J.	Total Motor Vehicle Accidents	Total Motor Vehicle Deaths		Population		Registration		Mileage	
			N.J.	N.J. Rank	Death Rate	Motor Vehicle Deaths Per 10,000 Registered Vehicles	Death Rate	Motor Vehicle Deaths Per 100 Million Vehicle Miles Traveled	N.J.	N.J. Rank
1932*	45,867	1,269	31.7	(40)	26.7	14.9	12.3	17.9	22.3	(9)
1940	42,538	911	21.9	(39)	26.2	8.4	10.6	8.0	12.1	(4)
1950	79,970	687	14.2	(32)	23.1	4.4	7.2	2.2	7.5	(3)
1953	88,145	784	15.1	(32)	24.2	4.1	7.0	4.0	7.1	(3)
1954	91,696	807	15.3	(34)	22.5	4.0	6.1	3.8	6.5	(3)
1955	98,577	791	14.6	(32)	23.3	3.7	6.3	3.4	6.4	(3)
1956	102,827	772	14.2	(32)	24.0	3.4	NA	3.3	6.4	(2)

* First year of State-wide summarization
 NA: Not available

BUS EXCISE

Bus excise tax collected under section 48:4-20 to 4-34, Revised Statutes amounted to \$97,097.29 during the calendar year, a decrease of 8.31 per cent over the previous 12 months period. This tax is assessed against owners or operators transporting passengers for hire interstate over the New Jersey streets and highways on the basis of one-half cent per mile for each mile operated within the State. The operator is exempt from the tax for the miles covered in municipalities to which there is paid a statutory five per cent gross receipts tax.

The reason for the decrease in revenue was 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 14,224,567 in 1955 to 15,030,922 in 1956. On the basis of the year's turnpike mileage the loss to the State was \$75,154.61.

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 1956

Month	Total Miles	Exempt Miles	Turnpike Miles	Garden State Parkway	Taxable Miles	Amount	
January	3,579,877	1,147,157	1,028,378	.....	1,404,342	\$7,019.18
February	3,320,498	939,566	967,605	6,451	1,406,876	7,032.33	
March	3,734,716	1,216,445	1,044,507	1,859	1,471,905	7,362.36	
April	3,638,298	977,093	1,138,371	1,989	1,520,845	7,603.89	
May	4,007,980	1,032,920	1,332,698	2,731	1,639,631	8,162.87	
June	4,332,928	1,140,788	1,278,310	96,642	1,817,188	9,088.86	\$46,269.49
July	5,744,765	1,966,317	1,551,510	59,176	2,167,762	10,876.69	
August	5,776,243	2,084,885	1,538,750	94,770	2,057,838	10,288.75	
September	4,975,206	1,900,992	1,395,014	43,365	1,635,835	8,178.47	
October	4,597,589	1,780,347	1,198,016	4,380	1,614,846	8,075.08	
November	4,135,792	1,687,535	1,129,604	30,797	1,287,856	6,434.43	
December	4,957,065	2,076,987	1,428,159	57,234	1,394,685	6,974.38	\$50,827.80
Totals	52,800,957	17,951,032	15,030,922	399,394	19,419,609	\$97,097.29	

THE UNSATISFIED CLAIM AND JUDGMENT FUND BOARD

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

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

The Fund was created by fees collected from car owners during the 1954 registration year on the basis of \$1.00 for each insured vehicle and \$3.00 for each uninsured vehicle and by assessments against insurance companies.

During 1956, insurance companies paid another assessment into the Fund. Chapter 22, Public Laws of 1956 required the payment of \$8.00 by uninsured motorists who registered their vehicle during the registration year beginning June 1, 1956. The Fund amounted to \$4,333,023.22 on December 31, 1956.

Qualified persons are eligible to collect from the Fund for injuries and property damage caused by uninsured and financially irresponsible motorists, including hit and run drivers, operators of stolen vehicles and uninsured financially irresponsible nonresident motorists, provided the claim or judgment is otherwise uncollectible and he cannot collect payment for his damages from any other source, and has met all of the other requirements of the law.

In 1956 the Board's office received and processed 4,067 Notices of Intention to Make Claim. In 1,619 of these notices, it appeared on their face that the parties filing were not eligible to collect from the Fund because: 1. All vehicles involved were covered by insurance. 2. The claims were for less than \$200. 3. The Notices were filed too late. 4. The injured party was not a resident of New Jersey.

The Board assigned 1,472 accident cases to insurance companies for investigation and handling. These cases involved 2,097 Notices of Intention. Three hundred and forty-nine Notices were not assigned as the amounts of the damages were less than \$400. In these cases most of the claims were satisfied under the provisions of the Security-Responsibility Law as the first \$200 of any claim is not payable out of the Unsatisfied Claim and Judgment Fund.

During 1956, the Board closed 966 claims. Three hundred and fifty-four were closed because of settlements made directly between the parties under the provisions of the Security-Responsibility Law. Fifty-two were closed because the uninsured made a deposit under the Security-Responsibility Law adequate to cover the cost of the claim. Four hundred and six were closed because: (a) all vehicles in the accident were insured, (b) claimant was not eligible to collect from the Fund, (c) amount of claim was under \$200, or (d) the uninsured was adjudged not to be liable.

The Fund paid out \$154,662.29 during 1956. This was on 99 unsatisfied judgments for \$123,307.94 and on 55 claim settlements for \$31,354.35.

At the close of the year the Fund had 3,168 claims on its books with a reserve of \$3,153,243.00 posted against them. One hundred and eight of these claims involved injuries received as a result of Hit-and-Run accidents.

UNSATISFIED CLAIM AND JUDGMENT FUND BOARD

EXPERIENCE REPORT—A

CUMULATIVE FOR PERIOD—April 1, 1955 to December 31, 1956

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Type of Claim	Received		Reopened		Without Payment		Closed With Payment		Payment	Net Total	
	No.	Reserve	No.	Reserve	No.	Reserve	No.	Reserve		No.	Reserve
P. D.	1,573	\$511,096.02	6	\$2,175.00	473	\$126,118.00	71	\$36,231.95	\$33,281.34	1,035	\$350,921.07
B. I.	2,713	3,433,462.00	4	2,400.00	497	473,735.00	87	159,805.00	124,149.08	2,133	2,802,322.00
Total	4,286	\$3,944,558.02	10	\$4,575.00	970	\$599,853.00	158	\$196,036.95	\$157,430.42	3,168	\$3,153,243.07
Pedestrian	634	\$1,349,673.00	1	\$1,000.00	95	\$132,850.00	23	\$69,000.00	\$53,626.57	519	\$1,146,775.00
Hit and Run	115	236,449.00	---	-----	5	3,650.00	2	10,000.00	5,600.00	108	219,999.00

Incurred Loss Statement

	Previous Month		Current Month	
	No.	Incurred Loss	No.	Incurred Loss
	3,261	\$3,232,617.33	3,326	\$3,310,673.49

STATE OF NEW JERSEY
UNSATISFIED CLAIM AND JUDGMENT FUND BOARD

222 WEST STATE STREET

TRENTON, NEW JERSEY

1956

	Jan.	Feb.	March	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Notice of Intentions Received	375	335	353	290	368	307	333	352	251	367	349	378	4,067
Notice of Intentions Ineligible	234	102	130	85	173	95	159	174	104	134	131	98	1,619
Number of Eligible Accidents Involved	212	147	199	126	163	162	133	152	137	166	104	120	1,821
Number of Eligible Accidents Assigned*	169	108	160	101	138	141	112	127	115	187	74	95	1,472
Number of Eligible Accidents Not Assigned	43	39	39	25	30	21	21	25	22	29	30	25	349
Number of Closings With Payment From Fund—													
Judgments	2	1	6	6	5	3	15	7	4	13	15	22	99
Amount	\$1,061.56	\$4,384.71	\$2,099.22	\$5,254.42	\$4,526.54	\$1,540.38	\$13,315.17	\$16,176.00	\$1,872.47	\$11,749.51	\$30,940.80	\$20,387.16	\$123,307.94
Settlements	2	7	3	2	6	6	4	2	4	5	4	10	55
Amount	\$1,610.00	\$2,602.60	\$1,600.00	\$450.00	\$1,076.74	\$965.00	\$6,400.00	\$4,005.98	\$1,650.00	\$1,468.75	\$1,525.00	\$8,000.80	\$31,354.35
Number of Closings Without Payment From Fund—													
Settlements†	40	30	41	13	33	24	24	26	22	40	30	31	354
Security Deposits‡	4	3	9	5	5	9	4	9	1	1	..	2	52
Other§	18	12	14	20	48	37	35	33	15	49	39	80	406
Total Closings	66	53	73	52	97	79	82	77	46	108	88	145	966

* Assignments made to Insurance Companies for Investigation and Defense.

† Settlements made under Security-Responsibility Law, paid directly by Uninsured.

‡ Security Deposits under Security-Responsibility Law of adequate size to take care of Claim.

§ Includes: Investigation disclosed there was insurance coverage; that Claimant is Not Eligible; or that Uninsured is Not Liable.

METHODS AND PLANNING

The Methods and Planning Section was established in June, 1956. Its establishment was a logical outcome of planning and systems development work provided the Bureau of Regulation during the conversion and first issuance of driver licenses and registrations by means of the new mail-order service procedure of the Division. This work started April 1, 1955 and continued until the organization of the Section.

Further, in the Annual Report of 1954, the Director recommended mechanization of Division operations. He states as follows:

"While implementation of the Governor's Committee's recommendations must be given first priority by the Division during 1955, it is recommended strongly that the Committee continue its studies to include the applicability of the system to vehicles other than passenger automobiles, and to survey other operations of the Central Office with a view toward their eventual mechanization. The possibilities of a machine records system are limitless, and increased efficiency and further savings may result from this study. Violation records and certificates of ownership are but two areas whose mechanization should be explored."

The Methods and Planning Section has as its basic function systems development leading to mechanization of Division operations recommended by the Director. However, in order to develop systems which are the foundation of mechanization, many other related problems had to come within the scope of the Methods and Planning Section's functions. These included organization, personnel development, space utilization and many other related factors.

The authority of the Section arises from a staff relationship between the Director and the Methods and Planning Section. The Director is advised of needed areas of systems and organizational improvement and approves work programs for the Section. This in itself presumes that the Section can undertake to evaluate and investigate any problem within the fundamental concept of the Section's work in order to present the Director a factual basis on which to judge the importance of any project recommended. The Section does not place priority on the projects which it should undertake since this is related to the overall policies of the Director and must be a matter of his judgment.

Since June, the work program of the Section has been broad, varied and in the main, exploratory. The Section has uncovered needed areas of planning work, carried out research to explain them clearly, and for the most part devoted the first years activity to developing a clear program of organization and systems improvements for future detailed planning. For this reason, many of the projects have not been completed but are to be considered as a blueprint for future development.

While the Section schedules and carries out a concrete work program approved by the Director, it also offers and provides consulting services to operating administrative officers at the Bureau and Section level.

Many other projects undertaken by the Section arise after consultation at the direct request of these operating administrative officers. It has been the Director's purpose in establishing the Section to provide a source of consulting aid in order that after the blueprint for improvements is finished, the projects undertaken by the Section will, for the most part, come from continuing requests of operating officers. The staff relationship of the Methods and Planning Section therefore is equally to line management as well as the Director himself.

In addition to consulting services the Section maintains a follow-through while either a new system or reorganization is being installed as a result of the Section's

recommendations. This has involved working with the operating officers on a continuing basis until the system of reorganization is finished to the standard for which it was planned.

The following projects were undertaken from June 1 to December 31, 1956, and are itemized numerically in order of the date on which they were undertaken:

PROJECT NO. 1—JUNE 1, 1956—ORGANIZATION

Report of the Director's Committee on Reorganization of the Division of Motor Vehicles.

This report was the outcome of a Committee study started February 1, 1956 by the Chief of Methods and Planning as Chairman. The Section had the function of crystalizing its research and recommendations, providing technical assistance to members of the Committee and writing the final draft of the report.

By December 31, the report was completed with the exception of the final writing on Sections devoted to Vehicle Inspection and Traffic Safety.

The scope of the report includes some one hundred pages of text and nine organization charts. It is anticipated that this report will be finished in 1957.

Preliminary drafts were submitted to the Director as early as July 1 upon which basis many organizational changes recommended in the report have already been accomplished.

PROJECT NO. 2—JULY 3, 1956—ADMINISTRATIVE SERVICES PROJECT

Space Use Plan.

This Project provided a space utilization and partitioning plan for administrative services organizations—State Office Building. It resulted in the allocation of some \$5,000 for partitioning and is the basis for contracts for purchase.

Functional office layouts were provided after organization studies were completed.

PROJECT NO. 3—JULY 27, 1956—CERTIFICATE OF OWNERSHIP SECTION

Space layouts for Certificate of Ownership operations based on organizations studies and operation analysis.

This study was an operational interpretation of the Director's Committee on reorganization of Certificate of Ownership functions.

It resulted in the acquisition of a new building and space layouts to conform with organizational revision.

PROJECT NO. 4—AUGUST 3, 1956—INTRA-DIVISIONAL FISCAL STUDIES

Method of financing systems improvements requiring extensive investments in mechanical and electronic equipment.

This study analyzed the problem of fiscal support for improvements involving considerable investment. Primarily, it was directed to means of supporting transition to electronic computer and magnetic record storage devices to be used by the Division in the future.

The Section's recommendation was the use of a development fund which is under consideration. The problem is a forerunner of those which will have to be solved in order to capitalize on the tremendous efficiency of modern accounting and record storage machines.

PROJECT NO. 5—AUGUST 16, 1956—PROCEDURES SURVEY

Integrated data processing analysis of information from Security-Responsibility to the Bureau of Traffic Safety.

This study was a preliminary investigation requested by the Security-Responsibility Bureau for determining if there were more effective means of releasing accident information for use by the Bureau of Traffic Safety.

PROJECT NO. 6—AUGUST 10, 1956—INTRA-DIVISIONAL SYSTEMS STUDY

Establishment of a Divisional Data Processing Center.

This study proposed the establishment of a Data Processing Center as a Divisional service under the direction of the Deputy Director. It was supplied at this time because such an organization is a basic foundation for any electronics program in the future.

This study indicated areas which could be mechanized within 18 months provided such a Center was established and a block diagram of work flows indicating the manner in which the various mechanized operations of the Division would be processed.

This program was approved by the Director of Motor Vehicles and is awaiting installation at a date when procedures for further mechanization are developed to a point where it becomes economical to transfer existing machine functions from operating organizations to a Division service group.

PROJECT NO. 7—OCTOBER 12, 1956—CERTIFICATE OF OWNERSHIP
SECTION STUDY

Procedures survey of agency procedure operations with respect to issuing certificates of ownership.

This was first in a series of surveys necessary to building up factual information for further planning in the Certificate of Ownership operational area. The result of these studies will lead to the mechanization of these operations.

PROJECT No. 8—NOVEMBER 1, 1956—UNSATISFIED CLAIM AND
JUDGMENT FUND BOARD

Preliminary report on systems revision.

This study proposed reorganization of accounting methods for this organization. The proposal is being studied by the Board and if adopted will result in a detailed planning study.

PROJECT No. 9—NOVEMBER 27, 1956—OPERATIONS RESEARCH

Methods and Planning research study to determine a standard cost system as a means to provide cost evaluation of plans.

Studies were made of hours worked, vacations, sick leave and a standard formula for labor cost as devised for use in planning activities. The same procedure was established for equipment both rented and owned.

The Section now has a basis for standard cost evaluation of any plan or program studied.

PROJECT No. 10—NOVEMBER 30, 1956—BUREAU OF CONTROLS PROJECT

Procedures survey of Magistrates' Fines operations.

This survey was executed for the purpose of providing a factual basis on which to mechanize the operations of this organization. It was considered necessary in view of its data processing relationship to the Driver Improvement Section and the Security-Responsibility Section.

The survey is completed and actual design of a mechanized system of processing magistrates' fines accounts and records is on the work program for the current year.

PROJECT No. 11—DECEMBER 1, 1956—INSPECTION SECTION

*Preliminary procedures survey of Vehicle Inspection,
Central Office operations.*

This study analyzed nonfield operation procedures performed in the Trenton Office. It involved methods of inventory, registration plate storage, correspondence and information services, personnel record keeping and many other operations. The study was a foundation to the later organization report.

PROJECT No. 12—DECEMBER 6, 1956—INSPECTION SECTION

Survey report on needed reorganization.

This report recommended a detailed reorganization plan for the Vehicle Inspection Section. This report was based on the recommendations of the Director's Committee Report, the preliminary recommendations of which were submitted and approved by the Director of Motor Vehicles.

The Assistant Director for Enforcement and the Chief of the Vehicle Inspection Section are presently in process of installing a certain portion of the plan which can be accomplished immediately. The Section is co-operating with the Chief of the Inspection Section.

PROJECT NO. 13—DECEMBER 16, 1956—CERTIFICATE OF OWNERSHIP SECTION

Method of transacting transfer of ownership and registration in a centralized mail-order service system.

This study provided preliminary approach to centralization of Certificate of Ownership operations through a mail-order service system. The method of transaction recommended is receiving future systems and legal studies in order to establish the proper means of transacting transfer of title and registration through the mail.

PROJECT NO. 14—DECEMBER 19, 1956—INTER-DIVISIONAL SPACE PROBLEMS

Memorandum report on the need to develop an orderly plan for rented space to conform with functional requirements of space utilization.

The Division of Motor Vehicles rents office space in many buildings throughout the City of Trenton. For years it was the procedure of prior Directors to use such space as it became available. This memorandum proposes a study which is currently being made for the purpose of anticipating the Division's requirements in the future and proposing orderly means to attain it in order to obtain space which size and shape more closely fits the Division's operations today and in the future.

PROJECT NO. 15—DECEMBER 28, 1956—INTRA-DIVISIONAL
PERSONNEL PROBLEMS

Divisional orientation, supervisory training and management inventory and development program.

The Division finds itself in the position wherein reorganization and systems development cannot be accomplished without extensive development of its personnel. Every reorganization proposal, each new system developed is considerably delayed by the shortage of qualified personnel to carry out these projects. Yet, there has been no systematic attempt to discover and prepare capable personnel within the Division for these tasks and the Division's needs in the future.

This program is in the research stage. Orientation programming and management development is being studied as applied in operating programs of industries and commercial organizations. The relationship of a Divisional Training Program and the Supervisory Training Program of the Department of Civil Service is also being studied. The conclusion of this research will be a program proposal to the Director from which some form of personnel orientation programming, supervisory training and management inventory and development activities will result.

**CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS
AFFECTING MOTOR VEHICLE REGISTRATION AND REGULATION
ENACTED BY THE 1956 SESSION OF THE LEGISLATURE**

- CHAPTER 22**—Increases the additional fee required for the registration of uninsured motor vehicles for each 12-month period commencing June 1, 1956, from \$2 to \$8.
- CHAPTER 25**—Requires the Director of Motor Vehicles to provide for keeping open such motor vehicle inspection stations as he shall designate, from 8 A. M. to 8 P. M., on all days of the week except Sundays, during the 12 months following the effective date.
- CHAPTER 27**—To permit the use of emergency lighting equipment on certain motor vehicles.
- CHAPTER 46**—Authorizes municipalities to regulate the parking of motor vehicles upon land owned or leased by a parking authority.
- CHAPTER 47**—Authorizes the board or officer in charge or control of any State institution to regulate traffic and the parking of motor vehicles on the grounds and roads of such institution; authorizes enforcement by officers specially appointed to police such grounds, and hearings by the magistrate of the municipality in which such grounds are located.
- CHAPTER 49**—To provide free motor vehicle registration licenses to World War I Veterans with service connected disability.
- CHAPTER 51**—To repeal the need to maintain a log book by drivers of certain motor vehicles.
- CHAPTER 84**—Increases the maximum fines for violations of the park and traffic regulations of the Palisades Interstate Park Commission relative to park lands with the State from \$50 to \$200.
- CHAPTER 92**—Excludes the chattel mortgages of the personal property of railroads and public utilities, not to be recorded as chattel mortgages, from the provisions requiring the recording of chattel mortgages of motor vehicles.
- CHAPTER 97**—Permits the operation within the State of nonresident owned and registered motor vehicles without registering same for certain portion of the year, etc.
- CHAPTER 107**—Prohibits the driving of a vehicle or street car into an intersection where the preceding traffic prevents immediate clearance of the intersection; specifies revised arm and hand signals for turning, stopping or decreasing speed; permits the use of specified "yield right-of-way" signs at through streets and regulates the crossing of such streets; requires "stop signs" be painted white on red, instead of black on yellow.
- CHAPTER 120**—Authorizes the Director, Division of Motor Vehicles to immediately possess, use and improve any property acquired by eminent domain, after the institution of suit in the Superior Court in advance of making compensation for same.
- CHAPTER 132**—Redefines "School Bus" under R. S. 39:1-1 to mean every motor vehicle operated by, or under contract with, a public or governmental agency, religious or other charitable organization, or privately operated for compensation,

- for transportation to or from school or for secular or religious education, which is approved by Education Department regulations affecting school buses.
- CHAPTER 136—Permits the use of State moneys appropriated for permanent improvements for temporary motor vehicle inspection lanes; effective July 1, 1956.
- CHAPTER 137—To establish a procedure for replacement of lost or defaced motor vehicle plates and inserts.
- CHAPTER 150—To permit any court of competent jurisdiction to allow suits against the Motor Vehicle Director in hit-and-run cases.
- CHAPTER 165—Includes the lessee or bailee of a commercial motor vehicle, tractor, trailer or semi-trailer, as well as the owner, within regulations relative to size and weight limitations.
- CHAPTER 175—Requires the restoration of the driver's license and motor vehicle registration privileges revoked for failure to satisfy a judgment resulting from an automobile accident, when the judgment debtor is relieved from such liability by the court entering such judgment, or when the judgment is barred by the expiration of time, provides such person furnishes proof of financial responsibility for future accidents.
- CHAPTER 186—Authorizes municipalities to permit traffic control officials to designate bus and taxi stops, stations and stands, and curb loading zones.
- CHAPTER 195—Prohibits as disorderly conduct the replacing or changing of the mileage registering instrument of any used motor vehicles by persons engaged in buying and selling same; prescribes maximum fine of \$100 for each violation.
- CHAPTER 200—Extends from 30 to 90 days, the time following a motor vehicle accident within which a claimant for payment from the unsatisfied Claim and Judgment Fund must give notice of claim; effective July 1, 1956.
- CHAPTER 206—Exempts from tolls on highways under the control of the New Jersey Highway Authority, first aid, fire fighting and emergency vehicles operated by public or nonprofit agencies.

SERVICE OF PROCESS ON NON-RESIDENTS FOR 1956

The Division of Motor Vehicles collected the sum of \$9,926.00 carrying out the provisions of Chapter 7 of Title 39 of the Revised Statutes, providing for service of process on nonresidents in automobile litigation.

Following is a record of the monthly fees collected:

January	\$822.00	
February	888.00	
March	908.00	
April	882.00	
May	814.00	
June	800.00	\$5,114.00
July	890.00	
August	946.00	
September	732.00	
October	686.00	
November	924.00	
December	634.00	\$4,812.00
	<hr/>	
	\$9,926.00	

A comparison of the amount collected during the years 1955 and 1956 reveals an increase in these fees for the year of 1956 amounting to the sum of \$372.00 or approximately 4 per cent. The number of services accepted totaled 4,963.

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 8,371,847 sheets, 56,372,129 items totaling 70,955,512 operations for all Sections.

The Duplicating Room handled 2,021,497 sheets and 4,554,658 items for all Sections.

The Photostat Room handled 19,791 sheets and 87,190 items for all Sections.

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

PRINTING SECTION

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	31,275	29,775			60,550	68,550			45,050	10,000	73,050
Reconversion	1,357,603	1,249,008			5,204,070	8,365,150			69,500	600	5,248,620
Auditing and Accounting	301,600	297,600	190,700	21,700	121,100	358,850	295,000	117,000	223,000	197,500	381,400
Business Machine Operations	803,010	803,010			3,206,200	3,207,200					3,207,200
Central Agency	53,215	45,715	9,400	3,715	5,825	61,360	17,100	10,960		8,090	49,500
Certificate of Ownership	197,125	161,525	3,700		227,000	267,400	6,200				316,400
Claims		4,500				7,000					6,500
Driver Improvement	322,250	311,250			160,000	463,250					381,750
Fiscal Office	6,500	5,000		2,000	34,000	34,000		16,000	18,000		35,500
Information	53,350	53,350			172,600	222,800			2,600		162,800
Inspector Force	410,097	392,737	670	145,090	305,900	783,450	1,450	245,900	204,900	1,250	589,150
Mail Issuing	291,245	285,545			886,500	948,000			2,500		953,700
Magistrate Fines	83,750	117,084			200,000	283,750					283,450
Main Office	15,079	8,079	1,250		8,108	12,508	2,500		7,600	2,200	19,000
Methods and Planning	3,500	3,500				3,500					3,500
Payroll and Personnel	24,100	24,100				29,100					24,100
Printing	23,500	23,500			15,000	33,500			15,000		18,000
Public Information	98,150	98,000			250,200	273,000					273,300
Record Room	13,750	12,500			55,000	50,000					55,000
S. B. 100	104,500	102,000	3,000	3,500	168,000	224,000	3,000	28,000		2,000	234,000
Security Responsibility	395,750	325,000	165,000		227,000	410,500	165,000		165,000	167,000	520,500
Shipping	1,207,712	1,104,100	92,500	40,000	2,918,772	3,678,350	205,000	400,000	801,772	66,000	3,007,272
Traffic Safety	185,459	186,897			44,600	230,755			500		235,755
Unsatisfied Claims	11,875	25,275			7,700	31,100					21,100
Vehicle Inspection	217,141	219,410			623,204	690,704			284,600	130,000	694,704
Totals	6,211,536	5,888,460	466,220	216,005	14,901,329	20,737,777	695,250	817,860	1,840,022	584,640	16,795,251

Total Impressions—All Sections: 8,371,847; Total Items Handled—All Sections: 56,372,129; Total Operations—All Sections: 70,955,512.

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	12,035	12,035	2,897	.....	6,035	.....	.....	5,700	.....	4,400	2,779
Reconversion	225,088	352,468	20,127	493	425	7	2	.....	.....	52,950	114
Auditing and Accounting	95,200	111,000	15,174	704	6,750	17	185	3,300	.....	47,836	16,700
Central Agency	12,750	14,750	8,900	100	1,000	5	.....	.....	.....	.....	.....
Certificate of Ownership	64,695	74,535	15,489	.....	40,000	540	35 ^c	.....	.....	23,075	.....
Driver Improvement	55,000	55,000	.....	.....	.....	.....	.....	.....	.....	16,200	.....
Fiscal Office	800	800	.....	.....	.....	.....	.....	800	.....	800	.....
Information	4,200	4,200	5,000	.....	.....	.....	.....	.....	.....	9,200	.....
Inspector Force	138,385	146,785	29,575	257	1,570	4	.....	.....	1,000	72,415	1,007
Magistrate Fines	25,050	25,050	.....	.....	.....	17	.....	.....	.....	17,000	.....
Mail Issuing	15,200	17,300	6,000	.....	.....	2	.....	.....	2,500	23,300	.....
Main Office	162,185	162,535	59,219	.....	154,695	.....	.....	135,620	.....	4,000	56,660
Payroll and Personnel	41,400	44,350	5,697	.....	2,000	20	13	.....	.....	27,204	.....
Public Information	10,215	10,215	12,831	2,468	54,225	53	.....	.....	.....	700	1,533
Receiving Room	400	400	.....	.....	.....	.....	.....	.....	.....	400	.....
S. B. 100	254,080	260,930	27,660	103	56,905	13	2	20,150	.....	99,481	12,315
Security Responsibility	81,750	157,650	.....	.....	.....	.....	.....	.....	31,500	72,300	.....
Shipping	11,565	11,565	27,302	2,279	.....	.....	.....	.....	.....	.....	1,881
Traffic Safety	500	500	14,788	.....	.....	.....	.....	.....	.....	500	.....
Unsatisfied Claims	18,560	20,860	.....	.....	.....	.....	.....	.....	.....	9,810	.....
Vehicle Inspection	170,425	172,425	4,886	1,152	2,175	.....	.....	.....	2,534	132,047	.....
Totals	1,399,483	1,655,353	255,545	7,556	325,780	678	552	165,570	37,534	613,618	92,989

Total Impressions—All Sections: 2,021,497; Total Items Handled—All Sections: 4,554,658.

PHOTOSTAT ROOM

Section	Exposures	Sheets	Items
Administrative	841	841	111
Auditing and Accounting	1,290	1,290	745
Central Agency	488	488	1,080
Certificate of Ownership	1,520	1,520	1,417
Fiscal Office	10	10	5
Information	616	616	1,293
Inspector Force	850	850	306
Mail Issuing	535	535	247
Main Office	50	50	20
Magistrate Fines	8,762	8,762	79,790
Methods and Planning	38	38	18
Payroll and Personnel	4	4	3
Reconversion	937	937	505
S. B. 100	431	431	247
State Police	4	4	6
Shipping	72	72	10
Traffic Safety	2,786	2,786	1,324
Vehicle Inspection	391	391	36
Miscellaneous	166	166	27
Totals	19,791	19,791	87,190

RECOMMENDATIONS

Much remains to be done. Our public support efforts must be continued relentlessly. Completion of the projected 12 field installations to provide proper facilities for initial driver's license examination and opportunities to experiment with an expanded re-examination program is absolutely essential to the safety of all of our motorists and pedestrians. The application of modern business machines techniques to many other areas of the internal operations of the Division must come. Certificate of Ownership and violation records are the most glaring need. Additional personnel is needed, particularly in the important field of driver license examination.

Once again the need must be emphasized for a single office building for the Division. The Certificate of Ownership Section was moved to larger quarters in Trenton this year, but in so doing we only continued the existing situation of operating from seven separate locations in the City of Trenton itself. The time loss, the economic loss, due to this physical separation, to say nothing of the amounts of rent that are paid and never recouped, easily justifies the cost of such an installation.

Frederick J. Gassert, Jr., Director

VIOLATIONS, TITLE 39, R. S.											
Section	Cumulative			Section	Cumulative			Section	Cumulative		
	Current Month	Present Year	Previous Year		Current Month	Present Year	Previous Year		Current Month	Present Year	Previous Year
3-4		2973	3207	4-32				4-91		140	98
3-10		10404	10237	to				4-92		59	81
3-11		377	744	4-37		186	219	4-96		4463	4333
3-12		140	145	4-38				4-97		38406	34825
3-17		836	763	to				4-98		131404	115777
3-19		8	9	4-45		10	8	4-105			
3-29		12204	11227	4-46		616	607	to			
3-33		1989	2358	4-48		279	233	4-121		1238	1500
3-34		67	53	4-49		68	52	4-122		292	309
3-35		1007	1076	4-50		3300	2603	4-123		1853	1502
3-36		777	619	4-52		289	163	4-125		698	602
3-37		110	130	4-53		85	56	4-126		920	912
3-38		63	68	4-54		35	19	4-127		352	417
3-39		2505	2205	4-55		6	5	4-128		66	67
3-40		1561	1378	4-56		81	91	4-128.1		4016	3646
3-49		182	205	4-57		584	512	4-129		2168	2039
3-53		27	18	4-58		41	32	4-130		150	100
3-56		967	857	4-62		2	2	4-144		22801	20777
3-61		3780	2098	4-63		7	18	Chap. 6		3	1
3-62				4-64		171	155	Chap. 8		4004	3191
3-64		145	86	4-65		49	47	Chap. 9		375	1030
3-67		152	87	4-66		259	230	2A-113-9		28	37
3-69		259	187	4-67		371	285	2A-170-38		10	4
3-70		3566	1772	4-70		309	407	4:82.1		835	1177
3-71		40	48	4-71		380	62				
3-72		74	49	4-75		16	25				
3-73		3	2	4-76		7	21				
3-74		55	36	4-77		485	505				
3-80		28	20	4-79		14	5				
3-81		3		4-80		743	844				
3-82		4	4	4-81		21379	19241				
3-84		3833	3054	4-82		1874	2576				
4-10				4-83		794	687				
to				4-84		162	171				
4-14		8	12	4-85		5950	6787				
4-15				4-85.1		1036	730				
to				4-86		5970	4864				
4-25		3	2	4-87		603	660				
4-26				4-88		5021	4206				
to				4-89		1226	1241	Misc.		6975	3985
4-30		21	41	4-90		1587	1407	TOTALS		323317	288983

HIGHWAYS							
Route	Current Month	Cumulative		Route	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year
US 1		10561	9644	57		3	14
US 1 & 9		8782	8049	58		3	4
US 1 & 9 & 46		643	308	59		13	2
US 1 Truck		1099	830	62		223	283
3		3383	3042	63		143	204
4		2429	2386	64			2
5		27	38	65		1	2
7		438	376	66		604	393
US 9		4777	5363	67		34	30
US 9 & 35		56	70	68		1925	2172
US 9W		460	338	69		1375	1472
10		2923	2076	70		4256	3900
12		176	169	71		875	456
13			1	72		1034	1568
15		381	369	73		2943	2021
17		9072	9678	77		425	580
18		721	501	79		275	185
20		309	277	82		60	234
21		2013	926	83		9	23
US 22		14150	13433	84		35	8
US 22 Alt.		5	3	87			
23		3088	2674	88		242	294
24		1158	1151	91		2	13
26		9	2	93		18	67
27		1147	1157	94		152	56
28		1213	1039	US 130 & 40		5	1
29		327	265	US 130		12072	9628
US 30		7719	8931	US 130 & 30		111	60
33		2284	2149	US 130 & 206		124	218
34		2942	1637	US 130 & Rt. 33		295	239
35		4802	5234	151		26	31
35 & 71		3	3	US 202		1202	957
36		815	687	US 202 & 69		312	382
37		764	622	US 202 & 206		175	77
38		1445	853	US 206		3035	2504
US 40		2193	2105	208		286	227
US 40 & Rt. 45		15	34	US 322		3776	4099
US 40 & Rt. 47		240	106	US 322 & Rt. 47		3	21
41		75	114	413		2	6
42		2776	2915	439		297	315
45		1018	884	440		91	175
US 46		9959	8710	Garden State Pkwy.		7515	6173
47		1704	1817	NJ TP		22188	19909
47 & 49		11	9	Munic. & Co. roads		147018	126876
48		39	33	Palisade Pky.		365	802
49		1147	835				
50		206	242				
52		129	37				
53		40	69				
54		98	112	TOTALS		323317	288983

HOURS OF OCCURRENCE			
Time	Current Month	Cumulative	
		Present Year	Previous Year
12 to 1 A.M.		9135	8390
1 to 2 A.M.		9708	8136
2 to 3 A.M.		8981	8625
3 to 4 A.M.		5821	5508
4 to 5 A.M.		3282	3161
5 to 6 A.M.		2957	2761
6 to 7 A.M.		5712	4776
7 to 8 A.M.		10495	8690
8 to 9 A.M.		13141	10953
9 to 10 A.M.		15796	14150
10 to 11 A.M.		19696	17688
11 to 12 A.M.		18449	17424
12 to 1 P.M.		16890	15235
1 to 2 P.M.		19212	17512
2 to 3 P.M.		21594	19316
3 to 4 P.M.		21493	19557
4 to 5 P.M.		20967	18583
5 to 6 P.M.		16825	14566
6 to 7 P.M.		11896	10711
7 to 8 P.M.		13033	11443
8 to 9 P.M.		13798	12055
9 to 10 P.M.		14664	12682
10 to 11 P.M.		14636	12479
11 to 12 P.M.		12235	10481
Unknown		3101	3101
TOTALS		323317	288983

DISPOSITION			
	Current Month	Cumulative	
		Present Year	Previous Year
Fined		292083	261166
Suspended		7294	7362
Dismissed		13499	12002
Revoked		560	640
Jailed		2636	2320
Revoked and fined		6184	4577
State appeal		23	33
Local appeal		68	48
Failed to pay			
Grand jury		15	34
Revocation and jail		955	801
Other			
TOTALS		323317	288983

SCALE OF FINES IMPOSED			
	Current Month	Cumulative	
		Present Year	Previous Year
Costs only		131	123
\$1		2622	3142
\$2		14598	13311
\$3 to \$5		90012	85681
\$6 to \$10		116024	101175
\$11 to \$15		35882	31327
\$16 to \$25		23461	18891
\$26 to \$50		8505	6013
\$51 to \$100		3512	2357
\$101 to \$150		643	371
\$151 to \$200		2592	2921
\$201 and over		305	431
TOTALS		299267	265743

RESIDENCE OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		248716	218721
New York		25327	27191
Pennsylvania		31728	26348
Other States		17543	16718
Unknown		3	5
TOTALS		323317	288983

ORIGIN OF COMPLAINTS			
	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors		12717	20058
State Police		133230	117243
Local Officers		173252	147449
Private Citizens		3561	3561
P. U. Inspectors			
Others		557	672
TOTALS		323317	288983

AGES OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		319	424
17 years		10461	8723
18 years		12875	9768
19 years		11524	9330
20 years		10875	8971
21 to 24 years		42290	38000
25 to 29 years		47770	44709
30 to 39 years		76358	69838
40 to 49 years		49551	45070
50 to 64 years		32168	29148
65 and over		5251	4725
Unknown		23765	20277
TOTALS		323317	288983

SEX OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Male		299836	264895
Female		23481	24088
TOTALS		323317	288983

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

DURING Year 1956
Month or Year
IN New Jersey - Turnpike
State, County or City

VIOLATIONS, TITLE 39, R. S.											
Section	Cumulative			Section	Cumulative			Section	Cumulative		
	Current Month	Present Year	Previous Year		Current Month	Present Year	Previous Year		Current Month	Present Year	Previous Year
3-4		158	286	4-32				4-91		2	2
3-10		492	430	to				4-92			
3-11		8	6	4-37		2		4-96		324	179
3-12			113	4-38				4-97		643	578
3-17		200	21	to				4-98		16633	15134
3-19		1		4-45		2		4-105			
3-29		372	320	4-46		11	1	to			
3-33		54	62	4-48		3	4	4-121		1	
3-34		1	1	4-49		1		4-122		17	14
3-35		55	40	4-50		49	18	4-123		261	259
3-36		4	1	4-52			2	4-125		5	10
3-37		1	3	4-53				4-126		4	1
3-38		5	4	4-54		7	1	4-127		1	1
3-39		157	118	4-55		1	2	4-128		2	
3-40		32	20	4-56		2	3	4-128.1		8	6
3-49		6	8	4-57		2	6	4-129		6	1
3-53		1	1	4-58		2		4-130			
3-56		66	57	4-62				4-144		143	5
3-61		535	490	4-63		4	2	Chap. 6		88	346
3-62				4-64				Chap. 8		3	3
3-64		7	6	4-65		3	2	Chap. 9		7	
3-67		2	6	4-66		3		2A:113-9		44	48
3-69		2	2	4-67		2	1	2A:170-38			
3-70		9	5	4-70		2		4:82-1			
3-71		3	2	4-71							
3-72		13	10	4-75			1				
3-73				4-76		56	23				
3-74			1	4-77							
3-80			1	4-79		7	4				
3-81				4-80							
3-82		2		4-81		31	48				
3-84		16	49	4-82		3	2				
4-10				4-83		2	1				
to				4-84		96	144				
4-14				4-85		24	27				
4-15				4-86		5	18				
to				4-87		48	51				
4-25				4-88		775	563				
4-26				4-89		160	101	Misc.		494	235
to				4-90		1	1	TOTALS		22186	19909
4-30		1									

HIGHWAYS							
Route	Current Month	Cumulative		Route	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year
US 1				57			
US 1 & 9				58			
US 1 & 9 & 46				59			
US 1 Truck				62			
3				63			
4				64			
5				65			
7				66			
US 9				67			
US 9 & 35				68			
US 9W				69			
10				70			
12				71			
13				72			
15				73			
17				77			
18				79			
20				82			
21				83			
US 22				84			
US 22 Alt.				87			
23				88			
24				91			
26				93			
27				94			
28				US 130 & 40			
29				US 130			
US 30				US 130 & 30			
33				US 130 & 206			
34				US 130 & Rt. 33			
35				151			
35 & 71				US 202			
36				US 202 & 69			
37				US 202 & 206			
38				US 206			
US 40				208			
US 40 & Rt. 45				US 322			
US 40 & Rt. 47				US 322 & Rt. 47			
41				413			
42				439			
45				440			
US 46				Garden State Pkwy.			
47				NJ TP		22186	19909
47 & 49				Munic. & Co. roads			
48							
49							
50							
52							
53							
54							
TOTALS				TOTALS		22186	19909

HOURS OF OCCURRENCE			
Time	Cumulative		
	Current Month	Present Year	Previous Year
12 to 1 A.M.		594	533
1 to 2 A.M.		587	575
2 to 3 A.M.		549	486
3 to 4 A.M.		421	343
4 to 5 A.M.		423	319
5 to 6 A.M.		450	375
6 to 7 A.M.		630	562
7 to 8 A.M.		707	476
8 to 9 A.M.		1314	1148
9 to 10 A.M.		1851	1875
10 to 11 A.M.		1951	1909
11 to 12 A.M.		1587	1616
12 to 1 P.M.		1565	1384
1 to 2 P.M.		1361	1168
2 to 3 P.M.		1010	693
3 to 4 P.M.		539	421
4 to 5 P.M.		916	736
5 to 6 P.M.		1091	965
6 to 7 P.M.		927	873
7 to 8 P.M.		795	804
8 to 9 P.M.		768	696
9 to 10 P.M.		730	674
10 to 11 P.M.		638	616
11 to 12 P.M.		484	525
Unknown		289	339
TOTALS		22185	19909

DISPOSITION			
	Current Month	Cumulative	
		Present Year	Previous Year
Fined		21771	19566
Suspended		106	115
Dismissed		132	115
Revoked		7	10
Revoked and fined		74	47
State appeal		83	39
Local appeal			3
Failed to pay			
Grand jury			2
Revocation and jail		13	12
Other			
TOTALS		22186	19909

SCALE OF FINES IMPOSED			
	Current Month	Cumulative	
		Present Year	Previous Year
Costs only			20
\$1		25	71
\$2		204	2049
\$3 to \$5		2479	11712
\$6 to \$10		12347	4787
\$11 to \$15		4787	3723
\$16 to \$25		1436	1575
\$26 to \$50		393	330
\$51 to \$100		128	61
\$101 to \$150		7	3
\$151 to \$200		44	55
\$201 and over		5	6
TOTALS		21854	19605

RESIDENCE OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		6714	5665
New York		6020	5822
Pennsylvania		2051	1675
Other States		7391	6747
Unknown			
TOTALS		22186	19909

ORIGIN OF COMPLAINTS			
	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors			
State Police		22179	19905
Local Officers			
Private Citizens		7	4
P. U. Inspectors			
Others			
TOTALS		22186	19909

AGES OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		21	26
17 years		206	139
18 years		518	369
19 years		667	492
20 years		805	656
21 to 24 years		3416	2922
25 to 29 years		3874	3452
30 to 39 years		6181	5618
40 to 49 years		3834	3644
50 to 64 years		2037	2101
65 and over		228	214
Unknown		399	276
TOTALS		22186	19909

SEX OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Male		20522	18474
Female		1664	1435
TOTALS		22186	19909