

DEPARTMENT OF LAW AND PUBLIC SAFETY

FORTY-NINTH

# ANNUAL REPORT

OF THE DIRECTOR

DIVISION OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1954



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FREDERICK J. GSSERT, JR.  
*Director*



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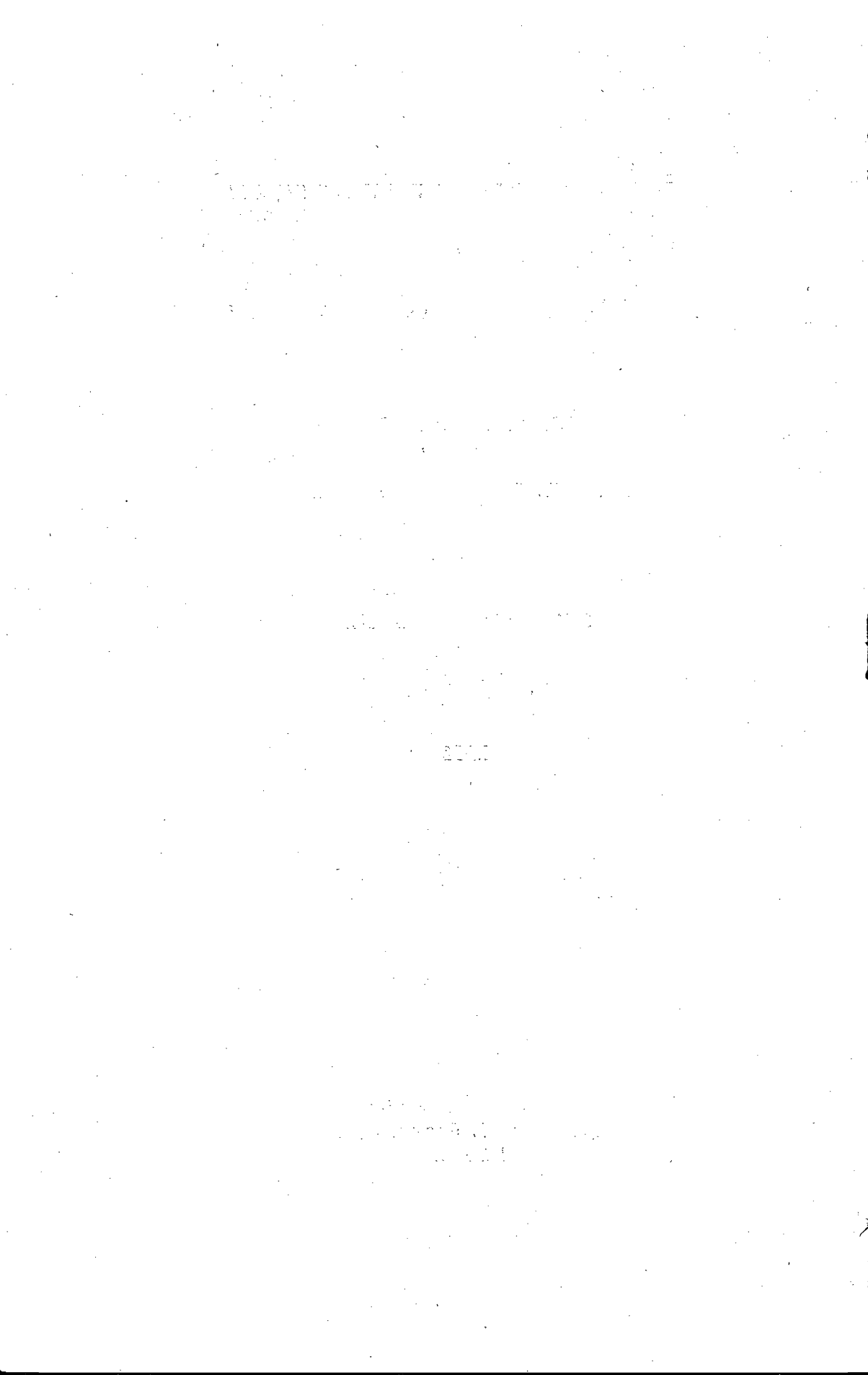
**STATE OF NEW JERSEY**

**FOR THE YEAR**

**1954**



**FREDERICK J. GSSERT, JR.**  
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# ANNUAL REPORT

April 1, 1955

*Hon. 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 1954; except that those portions of the report concerning revenue, vehicle inspections and certificates of ownership cover the registration year ending March 31, 1955.

## NEW MOTOR VEHICLE SYSTEM

In January, 1954, Governor Meyner appointed a committee, composed of representatives of the Division, of the Department, of his office, and of private industry, to survey and examine the entire motor vehicle system of the State, and the organization of the Division of Motor Vehicles. The committee reported 5 months later, recommending sweeping changes which, in effect, would provide the State with an entirely new motor vehicle system.

The basic recommendation of the committee was that the State adopt a modified central mail-order system for the renewal of drivers' licenses and passenger automobile registrations, with continuation of the local service principle presently exemplified by the motor vehicle agencies scattered throughout the State. This would be implemented by the installation of a machine records system in the central office of the Division; by "staggering" renewals of registrations and licenses, so that an equal number would fall due for renewal each month; by requiring vehicle inspection in the 6th and 12th month of the registration year, thus also "staggering" the work load of the inspection stations; by gradually replacing the present inspection stations and agencies with "motor vehicle offices"—State-owned buildings in various parts of the State, which would combine inspection and agency facilities for the public and, in some cases, include permanent driver license examination centers, driver clinics, and Inspector Force offices; and by the construction of a new building to house the central office of the Division, now scattered in many locations throughout Trenton. These and the many other detailed recommendations of the committee will be found in its Report to the Governor, reprinted herein as Appendix A.

The overall purposes of the committee's proposals are better service to the public and economy and efficiency of operation. The increasingly long and irritating waiting lines at agencies and inspection stations during March cry for remedial action. While the initial expenditures are considerable, the completion of the program will see widespread economies, and the operation of the system for much less than the present cost. The people of New Jersey will then have what it is confidently believed will be the finest motor vehicle system in the country.

(As this report went to press, the Legislature had passed and the Governor had signed Chapters 8 and 9 of the Laws of 1955. This legislation made the changes of law necessary to permit implementation of the committee's recommendations by March 1, 1956. The Legislature altered three of those recommendations: drivers may select a one- or three-year license; they have the option of renewing their license by mail or at the agencies; and the Director is required to appoint a minimum number of agents, thus continuing the "agency system". The Legislature also appropriated sufficient funds for the first year of the program for construction of motor vehicle offices, and there is a possibility that it may appropriate funds for a new building for the Department of Law and Public Safety, in which the entire central office of the Division will be housed.)

## **REVENUE—REGISTRATIONS—LICENSES**

Gross revenue from vehicle registrations, drivers' licenses and all other sources amounted to \$56,721,192, including \$2,745,415 collected for the Unsatisfied Claim and Judgment Fund.

Total vehicle registrations issued were 2,001,076, an increase of 100,247 over the previous year. Of this number, 1,669,900 were passenger car registrations, a rise of 88,023, and 224,269 were commercial vehicle registrations. The latter represented an increase of 5,130 or 2.3 per cent over the previous year.

Driver licenses also reached a new high peak, totalling 2,280,479, which was 4.34 per cent above the number issued in 1953.

## **HEARINGS—REVOCATIONS**

License revocations for various infractions of the Traffic and Motor Vehicle Laws numbered 16,878, reflecting a 21.5 per cent increase over the previous year. It is interesting to report that 71 per cent of these revocations were imposed by the Division of Motor Vehicles; 29 per cent by local courts. In addition to the 16,878, the Security-Responsibility Section revoked 25,223 licenses.

Revocations for driving while under the influence of intoxicants totalled 2,484, an increase of 12 per cent. Forfeiture of driving privilege was also imposed upon 2,586 habitual violators, 5,482 for failing to answer summonses, 751 for reckless driving, 674 for careless driving and 599 for exceeding the speed limit.

## **POINT SYSTEM**

The Point System for traffic law violation repeaters continues to be a most effective deterrent to unsafe driving. During 1954, 2,883 drivers were cited under the system. Of these, 92% have committed no further violations of the law. No penalty is more effective in the cure of chronic traffic law violators than revocation of license.

## **VALIDATED LICENSES**

When the Division restores the driving privilege after revocation under the Point System or by magistrates, the driver receives a red validated license, which carries on the reverse side his record of violations. It is a perfectly good license, without any conditions, but its psychological effect has been considerable. Of 4,364 drivers who received such licenses during 1954, only 499 were convicted subsequently of traffic law violations.

## **FATAL ACCIDENTS**

All fatal traffic accidents are investigated by the Inspector Force. Where there is evidence that a violation of the law contributed to the accident, the driver so charged is examined at the Accident Prevention Clinic and afforded a hearing by the Division. As a result of this program, 157 drivers' licenses were revoked during 1954, 41 after hearing and 116 by default.

## **INSPECTOR FORCE**

Serving as the Division's enforcement arm, the Inspector Force examined 248,133 applicants for driver licenses. It also re-examined 3,309 drivers in need of re-evaluation during the year.

The Highway Patrol issued 21,963 violation summonses. Among the Force's activities was the licensing of 102 driver training schools, the monitoring of 18 auto race tracks, operation of the Accident Prevention Clinic and enforcement of the Automobile Junk Yard Law.

## SECURITY-RESPONSIBILITY SECTION

During the first twenty months of its operation, the Security-Responsibility Section paid out claims and judgments amounting to \$3,693,599 and brought about 25,223 suspensions.

The Section received 1,129 agreements from motorists to pay claims in installments amounting to \$382,928; received 7,815 releases, representing \$2,133,568; entered 226 judgments filed against uninsured, paid from security deposits \$48,054 and recorded 2,111 judgments paid after suspensions, totalling \$1,129,048.

## BUS EXCISE

Busses transporting passengers for hire, interstate, on New Jersey roads were taxed at the rate of one-half cent per mile of travel. The revenue from this source amounted to \$100,320, a decrease of 11.8 per cent under the previous year.

## VEHICLE INSPECTIONS

The year 1954 saw the completion of 17 years of inspecting motor vehicles twice annually. Inspection facilities remained as in previous years—30 stations containing 47 lanes.

The stations labored under extreme difficulties during the year, being called upon to conduct 138,000 more initial inspections than in the previous year. The continued need for inspections is seen in the fact that despite 17 years of inspections, 32.6 per cent of the vehicles presented on initial inspection in the first period were rejected, and 36.8 per cent in the second period.

## TRAFFIC LAW ARRESTS

Traffic law enforcement throughout the State was 20 per cent greater than in the previous year. Reports from municipal magistrates showed 256,272 traffic and motor vehicle law arrests (exclusive of parking) by all enforcement agencies. This figure was 94 per cent in excess of total arrests in 1950.

State highways, including the New Jersey Turnpike and the Garden State Parkway, accounted for 144,411 arrests, or 56.4 per cent of total apprehensions in the State.

Speed was the principal cause of arrests, there being 1,685 summonses issued for this offense, or 39.3 per cent of the total. There were five violations responsible for 70 per cent of total arrests—speed, careless driving, stop street violations, ignoring traffic signal and driving without license in possession.

Revenue from fines in arrests made by State officers amounted to \$1,598,560, a 34.8 per cent rise over the previous year.

The average fine imposed, exclusive of mandatory offenses carrying a penalty higher than \$25, was \$7.48. One-third of the offenders were in the age bracket 20 to 29 years. Convictions were reported in 96 per cent of total traffic arrests.

## CERTIFICATES OF OWNERSHIP

Car owner title certificates totalling 1,374,832 were issued during the year as against 1,335,482 in 1953. The year's fees from this source totalled \$2,079,179.

A total of 4,233 individuals and firms were licensed to engage in the business of buying, selling and dealing in motor vehicles.

The number of new passenger cars, commercial and other type vehicles recorded with the Division during the year totalled 245,095.

## RECOMMENDATIONS

1. MECHANIZATION OF DIVISION OPERATIONS. While implementation of the 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.

2. RE-EXAMINATION OF DRIVERS. The need for periodic re-examination of drivers admits of little dispute, in view of the continuing toll of life and property from traffic accidents. To effectuate such a program, the Division requires two things: logistical support, i.e. facilities and personnel; and a sound and scientific basis for the program. Progress is being made toward both these requirements. Our construction program will provide some of the facilities. And our experiments in the Accident Prevention Clinic are providing the necessary scientific data. This progress must be continued and increased, to produce a program which will be sound, effective and equitable.

Respectfully submitted,

FREDERICK J. GASSERT, JR.,

*Director, Division of Motor Vehicles.*

## REVENUE, REGISTRATIONS, LICENSES

This Division established new high records in revenue, vehicle registrations and driver licenses for the registration year ending March 31, 1955.

Gross revenue, which included \$2,745,415.00 Unsatisfied Claim and Judgment Fund fees, amounted to \$56,721,192.64.

Revenue from vehicle registrations and driver licenses totaled \$53,975,777.64, an increase of \$4,055,880.83, or 8.12 per cent.

Vehicle registrations numbered 2,001,076 compared with 1,900,829 in 1953. The numerical increase was 100,247 and the percentage increase 5.27. Included in these were 1,669,900 passenger car registrations or 88,023 more than the previous year. The rise was 5.56 per cent.

Commercial vehicle registrations totaled 224,269, including 18,259 farmer trucks, while in 1953 total commercial vehicle registrations were 219,139 of which 18,351 were farmer trucks.

Driver licenses were issued to 2,280,479 applicants, compared with 2,185,554 in 1953, an increase of 4.34 per cent.

### 1954 Annual Report

#### REVENUES, REGISTRATIONS, LICENSES

	1954 Items	1953 Items	1954 Fees	1953 Fees
<b>Passenger Vehicles</b> .....	1,669,900	1,581,877	\$22,691,062.40	\$20,732,574.05
"  No Fee" Registrations to Motor Vehicle, State and Local Police Departments and Amputee Veterans .....	2,090	1,910		
"  No Fee" Registrations of State, County, Federal and Municipally owned Vehicles...	20,628*	19,024*		
Commercial Vehicles .....	206,010	200,788	10,980,110.00	10,576,498.00
Farmer Truck Vehicles .....	18,259	18,351	457,098.50	456,573.00
Undertakers and Service Wagons .....	4,779	3,445	127,742.50	93,460.00
Omnibus Vehicles .....	9,637	9,756	493,349.50	495,844.00
Trailer Registrations .....	37,034	32,518	2,818,555.00	2,650,213.50
Motorcycle Registrations .....	8,901	8,986	17,802.00	17,972.00
Dealers (Auto and Motorcycle) .....	5,594	5,429	278,020.00	269,630.00
Agricultural Tractors .....	6,477	6,942	19,431.00	20,826.00
Farm Use Registrations .....	8,975	9,525	8,975.00	9,525.00
Constructor Registrations .....	1,738	1,406	1,433,287.50	1,114,335.00
Contractor Equipment in Transit .....	1,054	872	52,700.00	43,600.00
<b>Total Registrations and Fees</b> .....	<u>2,001,076</u>	<u>1,900,829</u>	<u>\$39,378,133.40</u>	<u>\$36,481,050.55</u>
Duplicate Certificates .....	63,680	63,246	63,680.00	63,246.00
Transfers .....	422,495	412,721	1,502,368.40	1,251,221.84
Duplicate Tags and Exchanges .....	44,543	35,506	187,701.65	153,773.65
Auto Driver Licenses .....	2,280,479	2,185,554	6,841,437.00	6,556,662.00
Farm Vehicle Driver Licenses .....	665	644	665.00	644.00
Certificate of Ownership Section .....	1,374,832	1,335,482	2,079,179.25	2,038,873.50
Motorcycle Driver Licenses .....	7,559	7,435	7,559.00	7,435.00
Learner Permits .....	415,075	392,472	415,075.00	392,472.00
"No Fee" Issued to (State, County and Mu- nicipal Governments)				
Auto Driver Licenses .....	94	109		
Motorcycle Driver Licenses .....	564	942		
Transfers .....	1,784	1,793		
Duplicate Tags .....	237			
Duplicate Driver Licenses .....		14		
Duplicate Certificates (Registrations) .....	1			
<b>Total Items Issued and Fees Collected by Agents</b>	<u>6,613,084</u>	<u>6,336,747</u>	<u>\$50,475,798.70</u>	<u>\$46,945,378.54</u>

Fines Section .....	1,598,560.75	1,186,026.75
Certified Copies .....	3,289.00	2,814.50
Junk Yard Section .....	4,175.00	3,600.00
Commercial Permits .....	50,369.17	42,249.56
Registration Permits (Dealers) .....	1,305.00	1,417.50
Service of Process Fees .....	10,016.10	9,830.10
Driving School (License Fees) .....	4,400.00	4,100.00
Driving School (Instructor Fees) .....	3,630.00	3,287.00
Certified Driving Record Pads .....	30,250.00	28,800.00
Miscellaneous Receipts .....	4,577.72	3,896.46
Excise Section .....	100,320.20	113,861.40
Race Track Licenses and Permits .....	1,800.00	5,500.00
Vehicle Inspection Section .....	1,687,286.00	1,569,135.00
	<u>\$53,975,777.64</u>	<u>\$49,919,896.81</u>
Unsatisfied Claim and Judgment Fund Fees .....	2,745,415.00	
	<u>\$56,721,192.64</u>	<u>\$49,919,896.81</u>

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

### FATALITIES—VEHICLES—DRIVERS

Year	Traffic Fatalities	Motor Vehicle Registrations	Drivers Licensed
1954	807	2,001,076	2,280,479
1953	784	1,900,829	2,185,554
1952	837	1,811,417	2,082,770
1951	763	1,742,376	1,986,458
1950	687	1,637,212	1,890,797
1949	592	1,486,304	1,778,708
1948	597	1,377,740	1,682,969
1947	638	1,270,037	1,602,210
1946	712	1,175,172	1,538,270
1945	630	1,074,430	1,342,038
1944	609	1,022,918	1,184,616
1943	682	1,041,759	1,210,297
1942	771	1,137,392	1,363,052
1941	971	1,182,824	1,447,751
1940	911	1,117,320	1,365,036
1939	814	1,045,604	1,300,795
1938	865	1,024,096	1,259,016
1937	1,278	1,008,909	1,224,557
1936	1,107	956,482	1,155,214
1935	1,188	900,164	1,097,072
1934	1,227	875,978	1,065,990
1933	1,185	851,502	1,043,185
1932	1,180	860,769	1,054,588
1931	1,302	869,613	1,063,062
1930	1,269	852,703	1,024,166
1929	1,275	832,102	965,242
1928	1,088	765,730	881,552
1927	1,042	712,402	814,593
1926	856	651,416	739,519
1925	845	579,978	661,306
1924	850	504,516	581,472
1923	759	427,166	501,518
1922	527	342,266	410,700
1921	397	272,994	348,886
1920	322	227,737	294,438
1919	243	190,873	251,539
1918	197	163,519	201,022
1917	245	134,964	177,568
1916	215	104,341	137,855
1915	241	78,232	100,126
1914	---	60,248	70,313
1913	---	49,458	55,246
1912	---	43,919	51,145
1911	---	43,056	44,341
1910	---	49,931	34,936
1909	---	35,552	28,178
1908	---	21,948	20,545
1907	---	17,619	18,085
1906	---	13,759	15,269

## HEARINGS—LICENSE REVOCATIONS

Concerted effort toward driver correction is reflected in license revocations invoked both by the Division of Motor Vehicles and municipal magistrates during the year 1954. Exclusive of Security-Responsibility and Vehicle Inspection cases, total revocations numbered 16,879, a 21.5 per cent increase over the previous year. Approximately 71 per cent of the revocations were ordered by the Division.

### CAUSES FOR LICENSE REVOCATIONS

	1954	1953	1952	1951	1950
Driving while intoxicated .....	2,484	2,211	1,858	1,688	1,547
Reckless driving .....	751	636	544	486	395
Fatal accidents .....	157	112	139	123	159
Speeding .....	599	697	745	457	256
Careless driving .....	674	616	674	562	344
Leaving the scene of accident .....	170	159	158	118	110
Habitual violators .....	2,586	1,821	1,193	501	1,487
Physically unfit .....	630	547	545	412	363
Defective vision .....	32	35	32	48	26
Commission of crime involving motor vehicle .....	192	150	101	82	109
Driving without a license .....	95	105	93	60	50
Driving under age .....	171	214	206	203	125
Obtained license while on revoked list .....	196	80	3	26	150
Failure to appear in answer to summonses .....	5,482	4,516	4,524	3,568	3,381
Failure to pay fine .....	1	17	12	7	10
Misstatement of fact in application for license .....	36	27	22	17	9
Failure to report change of address .....	76	75	109	141	133
Fraud at examination of new license .....	66	85	49	36	77
Parolees .....	1,179	1,089	1,030	958	1,163
Failure to appear for re-examination .....	266	52	60	51	62
All others .....	1,036	639	425	338	258
<b>Total .....</b>	<b>16,879</b>	<b>13,883</b>	<b>12,522</b>	<b>9,882</b>	<b>10,214</b>

### YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1918 .....	702	1937 .....	5,876
1919 .....	707	1938 .....	5,336
1920 .....	770	1939 .....	4,980
1921 .....	956	1940 .....	5,700
1922 .....	931	1941 .....	6,231
1923 .....	2,080	1942 .....	7,629
1924 .....	2,429	1943 .....	4,762
1925 .....	2,886	1944 .....	4,715
1926 .....	2,750	1945 .....	3,350
1927 .....	3,987	1946 .....	4,490
1928 .....	3,657	1947 .....	6,702
1929 .....	4,991	1948 .....	6,508
1930 .....	4,949	1949 .....	7,432
1931 .....	4,993	1950 .....	10,214
1932 .....	4,034	1951 .....	9,882
1933 .....	3,294	1952 .....	12,522
1934 .....	2,863	1953 .....	13,883
1935 .....	3,281	1954 .....	16,879
1936 .....	4,125		
		<b>Total .....</b>	<b>191,476</b>

## POINT SYSTEM

The year 1954 saw 2,883 traffic violation repeaters disciplined under the Point System; an increase of 895 cases.

Operating on 12 or more demerits scored for moving traffic violation convictions within a three-year period, the Point System rules off the road potentially dangerous drivers by means of license revocation.

The respect which violators have for the system is noted in the high percentage of repeaters who refuse to contest the proceedings against them. More than one-third of those cited during the year passed up the opportunity to be heard on their cases, realizing apparently the futility of attempting to defend their records of habitual violations.

Sixty per cent of all repeaters were under 30 years of age, while in the bracket over 65 years old, 15 repeaters were listed. Two-thirds of the repeaters were married and had dependents.

One-third of those disciplined reported less than 5 years driving experience, while 14 seventeen-year-olds accumulated 12 points or more in less than a year of driving. Ninety-two per cent of the drivers cited have been in no further conflict with the traffic laws.

## VALIDATED LICENSES

The value of the validated license program, operating in close association with the Point System, continues to demonstrate its effectiveness in the overall effort toward highway safety. During the year 4,346 red validated licenses were issued and only 499 of the holders were involved in further traffic difficulties.

Of the 4,346 drivers issued red licenses, 27 were for an indefinite period, 2,094 for 3 years, 1,090 for two years and 1,135 for one year.

## DRIVING WHILE INTOXICATED

Convictions of drivers for operating a motor vehicle while under the influence of intoxicating liquor continues on the increase, showing a total for the year of 2,484, a rise of 12 per cent over the previous year. Of this total, 311 were New Jersey drivers convicted of the offense in other states.

Second offenders face 10-year mandatory revocation of the driver license, restoration thereafter being discretionary with the Director. Thirty-one such applications were processed and approved for restoration during the year. These applicants were required to undergo thorough investigation by the Division and to submit references from reputable citizens attesting to their general sobriety and habits. They were also required to undergo a complete driver's examination and, finally, a hearing before the Director.

## DRUNKEN DRIVING REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1918	135	1937	1,690
1919	115	1938	1,425
1920	314	1939	1,256
1921	430	1940	1,295
1922	352	1941	1,454
1923	832	1942	1,208
1924	971	1943	633
1925	1,155	1944	659
1926	1,259	1945	644
1927	1,640	1946	998
1928	1,952	1947	1,185
1929	2,044	1948	1,120
1930	2,095	1949	1,221
1931	2,089	1950	1,547
1932	1,432	1951	1,688
1933	1,227	1952	1,858
1934	1,443	1953	2,211
1935	1,305	1954	2,484
1936	1,534		
		Total	46,900

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

Alabama	1	Nevada	1
Arizona	1	New Hampshire	2
California	2	New Mexico	1
Colorado	1	New York	41
Connecticut	5	North Carolina	26
Delaware	11	Oklahoma	2
Florida	35	Oregon	1
Georgia	2	Pennsylvania	31
Illinois	1	Rhode Island	1
Indiana	5	South Carolina	18
Kansas	1	Tennessee	2
Kentucky	3	Texas	5
Maine	9	Vermont	1
Maryland	34	Virginia	27
Massachusetts	25	Washington	2
Michigan	4	West Virginia	3
Minnesota	2	Wisconsin	2
Mississippi	2	Wyoming	1
		Total	311

## FATAL ACCIDENTS

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

During the year, 157 license revocations were invoked as a result of fatal accident involvement, 41 of which followed hearings and 116 being entered by default when operators failed to contest the action. In addition, seventeen cases were dismissed, after hearings, for insufficient evidence.

## HEARINGS

The Division conducted 1,940 hearings during the year, of which 1,869 were violation repeater and fatal accident cases; 65 on request for restoration and six of a miscellaneous nature.

## VEHICLE INSPECTION

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

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

Compared to the preceding year, there was a notable increase in the number of vehicles subject to inspection in the registration year of 1954. This increase amounted to approximately 138,000 initial inspections, which is about 8.9 per cent. Compared to the year 1947, there was an increase of 62 per cent in the number of initial inspections. The continuing increase in the number of vehicles subject to inspection is evidence that there is a dire need for providing additional and adequate inspection facilities.

During the registration year of 1954-1955, no new stations were erected. Despite the great increase in the number of vehicles subject to inspection, the Vehicle Inspection Section is still operating with thirty inspection stations with forty-seven inspection lanes. This number of lanes has been utilized for the past five years. It is hoped that in the coming year a start will be made to increase the inspection facilities in locations where they are sorely needed.

The total authorized number of employees in the inspection stations remained at 507, exclusive of supervisors. Effective April 1, 1954, forty-seven examiners were promoted to the position of senior examiner. As a result, forty-seven examiner positions were abolished. It is felt that the new appointments are well worth while. Supervision in the stations was broadened and certain responsibilities which heretofore had been fulfilled by the station supervisor were given to the senior examiners.

The existing policy in regard to night overtime in eighteen inspection stations was continued throughout the year. Each of these stations was open for one night every week. The number of initial inspections made during the overtime hours in the eighteen stations amounted to 7.6 per cent of the total number of inspections made in those stations. More than 78 per cent of the total business for the year was conducted in the eighteen stations. The importance of the overtime work can be noted in another way by considering that the total number of initial inspections made during overtime hours was six per cent of the total number of inspections made in the entire year. Compared to the inspection year of 1953, there were 250,000 more initial inspections in the year 1954. Since the number of initial inspections made during the night operations was 80 per cent of this figure, it can be appreciated how important was the night overtime operation.

Each year, there are a certain number of vehicles which have not received the required number of inspections by the close of business on March 31. The owners of such vehicles must receive special permission to renew the expired registrations so that the inspections can be made. This is accomplished by issuing a letter of authorization which will be honored by any motor vehicle agent on or after the date given in the body of the letter. The penalty is such that the owner is made to wait a certain amount of time before the renewal can be made. In the month of April, 1954, approximately 8,500 people applied for permission to renew their registrations. This is a little more than one half of one per cent of the number of vehicles subject to inspection.

Early in December, 1954, an experimental inspection lane was placed into operation in the Millville Inspection Station. This lane was short in length compared to the usual length of an inspection station and the equipment installed was made by the Bear Manufacturing Company. Relative positioning of the equipment was changed, although the inspections were carried out in the same manner. Every vehicle proceeding over the Bear lane was subject to the same requirements which were enforced for vehicles proceeding through every one of the other inspection lanes. Tests were made by the United States Testing Company, so that an evaluation of the merits could be made of the testing equipment in both lanes in the Millville station. Studies were made also to determine whether or not a short inspection lane can produce the same number of inspections per unit of time as the lane of the conventional length. Results of the tests are not known up to this time.

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

In the 1954 registration year, more than 35,000 registrations (certificates, inserts and plates) were surrendered voluntarily and about 1,900 of these were returned upon request. Plates were surrendered because the vehicles were under repair and they could not be presented for inspection at the time designated or the vehicles had been sold, junked or repossessed.

The policy of using inspection station records for reference in inspection matters was continued. About 400,000 warning notices and notices of proposed revocation were mailed from the inspection stations. The mailing of such notices is quite effective, in that they bring about the appearance of motorists who procrastinate and those who put off the inspection because of vacations, business, etc. During the year, it was found necessary to revoke 1,882 registrations for violation of the inspection law.

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

**STATE OF NEW JERSEY  
DIVISION OF MOTOR VEHICLES  
REPORT OF VEHICLES INSPECTED  
1954 REGISTRATION YEAR**

Distribution	*1st Period	**2nd Period
Approved on Initial Examination .....	1,132,186	1,061,275
Approved on Re-examination .....	512,091	585,545
Rejected on Initial Examination .....	544,888	617,900
Rejected on Re-examination .....	84,627	95,073
"No FEE" Vehicles Approved .....	8,543	9,117
"No FEE" Vehicles Rejected .....	1,612	2,020
<b>Total Handlings .....</b>	<b>2,283,947</b>	<b>2,370,930</b>

NUMBER OF INDIVIDUAL CARS

	%		%
Approved on Initial Examination .....	67.51	1,132,186	63.20
Rejected on Initial Examination .....	32.49	544,888	36.80
<b>Totals .....</b>		<b>1,677,074</b>	<b>1,679,175</b>

APPROVALS

Approved on Initial Examination .....	1,132,186	1,061,275
Approved on Re-examination .....	512,091	585,545
<b>Totals .....</b>	<b>1,644,277</b>	<b>1,646,820</b>

HANDLINGS

*1st Period .....	2,283,947
**2nd Period .....	2,370,930
Totals .....	4,654,877

\* 1st Period—Commenced March 1, 1954.  
 \*\* 2nd Period—Commenced September 1, 1954.

1954

	1st Period		2nd Period		
		%		%	
1. Credentials, License Cards .....	14,689	1.40	7,685	.79	
2. Steering Alignment .....	55,454	5.26	56,688	4.61	
3. Steering Operation .....	83,303	7.91	78,603	6.40	} 11.01
4. Direction Signals .....	13,957	1.33	52,400	4.27	
5. Identification Marks (Plates) .....	34,052	3.23	33,872	2.76	
6. Examination of All Glass .....	38,271	3.63	39,660	3.23	
7. Obstruction to Vision .....	20,748	1.97	23,502	1.91	
8. Horn .....	9,089	.86	8,980	.73	
9. Windshield Cleaners .....	13,775	1.31	15,503	1.26	
10. Rear-view Mirror .....	1,535	.15	1,646	.13	
11. Exhaust System .....	28,784	2.73	31,512	2.56	
12. Miscellaneous .....	49,345	4.68	49,131	4.00	
13. Head Lights .....	274,860	26.09	283,899	23.11	
14. Auxiliary Driving Lights .....	8,732	.83	9,150	.74	
15. Light Output .....	16,359	1.55	15,356	1.25	
16. Parking Lights .....	23,692	2.25	25,156	2.05	} 46.42
17. Red Tail Light .....	62,661	5.95	77,384	6.30	
18. Other Rear Lights .....	53,636	5.09	131,168	10.68	
19. Wiring and Switching .....	13,834	1.31	20,695	1.68	
20. Beam Indicator Light .....	6,004	.57	7,487	.61	
21. Fender Flaps .....	3,255	.31	3,200	.26	
22. Service Brake .....	43,619	4.14	48,137	3.92	
23. Parking Brake .....	50,947	4.84	56,755	4.62	} 20.67
24. Brake Equalization .....	64,369	6.11	67,506	5.49	
25. Pedal and Lever Reserve .....	68,427	6.50	81,601	6.64	
Totals .....	1,053,407		1,228,676		

## INSPECTOR FORCE

With six inspectors on temporary appointment in the Bureau of Traffic Safety and five absent from duty through illness or other reasons, the operating strength of the Inspector Force, as of December 31, was 145 men of all ranks and grades.

During the year, the Force carried out the following assignments:

Examined 248,133 applicants for driver licenses.

Issued 21,963 summonses for violations of the motor vehicle and traffic laws.

Completed 8,763 investigations.

Recovered 47 stolen cars with a value of \$94,645.00.

Covered 2,865,052 miles of highway patrol.

Carried out the renewal of special "for hire" drivers' licenses issued to bus drivers.

Completed the re-examination of 3,309 drivers, reported in need of re-evaluation of their driving ability.

Improvement of the driver license examination system is a continuing process, but there is still need of more facilities and equipment if the tests are to meet recommended standards.

As in other years, the Force participated in the patrol of State highways and in the staging of road checks designed to detect and apprehend violators of the motor vehicle and traffic laws.

Investigation of all fatal traffic accidents was continued, the reports being the basis for action by the Driver Improvement Section. The results obtained from these investigations indicate the need for extending the service to include investigation of all personal injury accidents. This, of course, would require a substantial increase in personnel.

Two members of the Inspector Force specially trained for the purpose are permanently assigned to motor vehicle thefts. The work of this duo has been highly successful.

The Force investigates cases of drivers afflicted with epilepsy, other types of convulsive seizures, mental and physical diseases, seeking to determine their fitness to continue as licensed operators of motor vehicles.

The Force carried out the provisions of the Automobile Junk Yard Law. It is again recommended, however, that the law be amended to include State supervision over all automobile junk yards, the present statute providing for supervision only over auto junk yards located on or visible from State highways.

As heretofore indicated, inspectors have been on assignment for a considerable period with the Bureau of Traffic Safety. These men are engaged in engineering and road surveys aiding the Bureau of Traffic Safety with its backlog of investigations.

Seven inspectors have been specially trained in the use of the Drunkometer, the device used for testing alcoholic content of blood in suspected violations of R. S. 30:4-50. The training and experience of these inspectors has progressed to the point where they regularly demonstrate the use of this device to interested organizations throughout the State. This work is being conducted in the hope that all police organizations in the State will make use of this, or a similar device, for the examination of persons suspected of driving while under the influence of intoxicating liquor.

### DRIVER TRAINING SCHOOLS

The Force has the responsibility of enforcing the provisions of Chapter 12 of Title 39, requiring the licensing and regulation of commercial driver schools. In connection with this work, the Force licensed 102 driver schools during 1954. Of this number, 88 were privately owned, and 14 were schools owned and operated by boards of education. Also, in connection with this operation, the Force renewed 82 licenses previously issued, issued 20 initial licenses, and rejected 5 applications. The rejections were for the following reasons:

Criminal record of owner .....	2
No licensed instructor .....	2
Unsuitable location .....	1

The records show that during the calendar year 1954, 242 individuals were licensed as instructors under this law. Of this number, 175 were renewals, and 67 were initial licenses. The applications of 45 individuals for instructors' licenses were rejected, 44 because of inability to complete the examination, and one because of a record of crime. As a result of this operation, revenue in the amount of \$8,030 was collected during the year.

### AUTOMOBILE RACE TRACKS

The Force again monitored the automobile race track situation in New Jersey during 1954. This is a part-time operation for the reason that the Automobile Race Track Law carries no appropriation. The revenue accruing to the State as a result of this activity is small, totaling but \$1,800 during the year.

Eighteen tracks were licensed and the operators of two tracks were prosecuted for various violations. In general, the automobile race track law is studiously observed by the majority of track operators. New Jersey is regarded nationally as a leader in legislation on auto race track operation and control.

### ACCIDENT PREVENTION CLINIC

The Accident Prevention Clinic, first opened October 1, 1952, was operated throughout the year, permitting the collection of data which it is hoped will shed valuable information on the subject of drive behavior. The finding should be ready sometime in 1955. In the meantime, the work of the clinic has met with such success that plans have been completed for the establishment of three additional clinics at strategic points throughout the State. When all of the test work has been finished, and all experiments concluded, it is believed that the clinic will prove the necessity of carrying on this type of work continuously, not only because of its practical effect but the psychological effect generally on drivers who have been involved in difficulties, either by reason of repeated convictions or repeated number of accidents.

There is appended a set of tables and statistics covering the work of the Inspector Force during the year.

## DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

	Passed	Rejected	Total
Asbury Park .....	3,955	1,936	5,891
Atlantic City .....	2,900	1,512	4,412
Bridgeton .....	1,850	1,224	3,074
Camden .....	15,787	6,360	22,147
Cape May Court House .....	1,145	596	1,741
Dover .....	2,424	1,218	3,642
Elizabeth .....	21,550	13,677	35,227
Flemington .....	588	396	984
Fort Dix .....	1,125	451	1,576
Freehold .....	2,150	1,594	3,744
Garfield .....	34,596	13,684	48,280
Hackettstown .....	848	544	1,392
Haddonfield .....	3,309	1,220	4,529
Hammonton .....	719	451	1,175
Jersey City .....	13,817	7,669	21,486
Morristown .....	3,114	1,127	4,241
Newton .....	871	484	1,355
Ocean City .....	2,183	989	3,172
Passaic .....	2,187	1,186	3,373
Paterson .....	4,151	2,302	6,453
Perth Amboy .....	1,997	960	2,957
Phillipsburg .....	818	386	1,204
Plainfield .....	26,099	14,489	40,588
Red Bank .....	3,458	1,547	5,005
Salem .....	1,595	988	2,583
Sussex .....	310	258	568
Toms River .....	1,217	646	1,863
Trenton .....	10,348	5,123	15,471
<b>Total .....</b>	<b>165,111</b>	<b>83,022</b>	<b>248,133</b>

## DRIVERS' EXAMINATION ACCORDING TO MONTH

	Passed	Rejected	Total
January .....	7,018	3,387	10,405
February .....	8,693	4,227	12,920
March .....	16,978	7,399	24,377
April .....	15,846	7,382	23,228
May .....	15,554	8,080	23,634
June .....	16,992	8,653	25,645
July .....	17,401	9,078	26,479
August .....	16,755	9,050	25,805
September .....	14,799	7,835	22,634
October .....	13,545	7,145	20,690
November .....	10,907	5,733	16,640
December .....	10,623	5,053	15,676
<b>Total .....</b>	<b>165,111</b>	<b>83,022</b>	<b>248,133</b>

## DRIVER EXAMINATION STATISTICS

	Number Examined	Per Cent of Total Examined	Number Passed	Per Cent of Total Passed	Number Rejected	Per Cent of Total Rejected	Per Cent Rejected According to Sex
Males .....	144,864	58.4	92,325	55.9	52,539	63.3	21.2
Females .....	103,269	41.6	72,786	44.1	30,483	36.7	12.3
<b>Total .....</b>	<b>248,133</b>	<b>100.0</b>	<b>165,111</b>	<b>100.0</b>	<b>83,022</b>	<b>100.0</b>	<b>33.5</b>

66.5 per cent of those examined passed the test.

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

55.9 per cent of those passed were males.

48,894 of the 165,111 persons licensed were 17 years of age, a ratio of one in every 4.9 passed. 65.5 per cent of the 17-year-olds passed were males, 34.5 per cent were females.

One in every 4.7 persons was licensed conditionally.

One in every 5.4 persons was licensed conditionally to wear glasses while driving.

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

1,182 applicants who passed the test were 65 years and older; however, 830 or 70.2 per cent of this group qualified only for conditional licenses.

600 16-year-olds were licensed to drive motor vehicles in agricultural pursuits.

## REJECTIONS

33.5 per cent of total applicants failed the test.

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

One in every 3.8 of those rejected failed the road test.

One in every 19.6 of those rejected failed the visual test.

One in every 2.0 of those rejected failed the written test.

One in every 9.3 of those rejected failed the oral test.

15 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 .....	806	101	907	535	65	600	271	36	307
17 .....	32,638	15,333	47,971	21,985	11,569	33,554	10,653	3,764	44,417
18 .....	5,444	4,382	9,826	3,114	2,963	6,077	2,330	1,419	3,749
19 .....	3,799	3,502	7,301	2,065	2,421	4,486	1,734	1,081	2,815
20 .....	3,534	3,159	6,693	1,935	2,242	4,177	1,599	917	2,516
21-24 .....	18,974	13,720	32,694	11,705	10,149	21,854	7,269	3,571	10,840
25-29 .....	20,727	17,623	38,350	14,019	13,213	27,232	6,708	4,410	11,118
30-39 .....	28,452	26,587	55,039	19,327	18,704	38,031	9,125	7,883	17,008
40-49 .....	17,299	13,134	30,433	10,533	8,235	18,768	6,766	4,899	11,665
50-64 .....	11,194	5,347	16,541	6,128	3,022	9,150	5,066	2,325	7,391
65 on .....	1,997	381	2,378	979	203	1,182	1,018	178	1,196
<b>Total .....</b>	<b>144,864</b>	<b>103,269</b>	<b>248,133</b>	<b>92,325</b>	<b>72,786</b>	<b>165,111</b>	<b>52,539</b>	<b>30,483</b>	<b>83,022</b>

## APPLICANTS REJECTED

### SEX AND AGE

Age	Written			Vision			Oral		
	M	F	Total	M	F	Total	M	F	Total
16	150	11	161	10	1	11	1	—	11
17	4,563	1,223	5,786	558	164	722	387	8	395
18	1,193	606	1,799	100	50	150	202	11	213
19	956	448	1,404	68	37	105	189	14	203
20	850	383	1,233	54	27	81	254	8	262
21-24	4,349	1,796	6,145	327	190	517	1,410	69	1,479
25-29	3,969	2,051	6,020	344	246	590	1,285	107	1,392
30-39	5,142	3,432	8,574	510	370	880	1,991	207	2,198
40-49	3,774	2,183	5,957	368	165	533	1,482	164	1,646
50-64	2,862	1,009	3,871	370	127	497	924	61	985
65 on	516	84	600	126	16	142	170	11	181
Total	28,324	13,226	41,550	2,835	1,393	4,228	8,295	660	8,955

### APPLICANTS REJECTED—Continued

#### SEX AND AGE

Age	Physical			Road			Other		
	M	F	Total	M	F	Total	M	F	Total
16	8	—	8	32	13	45	70	11	81
17	—	—	—	2,793	1,353	4,146	2,348	1,014	3,362
18	—	—	—	498	432	930	335	320	655
19	—	—	—	331	353	684	189	229	418
20	—	—	—	279	294	573	160	204	364
21-24	—	—	—	1,011	1,352	2,363	170	164	334
25-29	—	—	—	950	1,870	2,820	158	135	293
30-39	1	—	1	1,299	3,664	4,963	175	209	384
40-49	3	—	3	1,019	2,297	3,316	114	90	204
50-64	—	—	—	853	1,091	1,944	56	37	93
60 on	3	—	3	182	62	244	20	4	24
Total	15	—	15	9,247	12,781	22,028	3,795	2,417	6,212

## MOTORCYCLE LICENSE APPLICANTS

Age	Passed		Rejected		Total Examined	
	Male	Female	Male	Female	Male	Female
16	—	—	—	—	—	—
17	201	4	4	2	205	6
18	127	—	2	—	129	—
19	22	2	1	—	23	2
20	16	—	2	1	18	1
21-24	309	11	—	—	309	11
25-29	304	6	—	1	304	7
30-39	282	3	2	1	284	4
40-49	87	—	2	—	89	—
50-64	32	—	—	—	32	—
65 on	7	—	1	1	8	1
Total	1,387	26	14	6	1,401	32

## TOTAL APPLICANTS LICENSED

### By Ages

Ages	Number	Per Cent of Total
16	600	.4
17	33,554	20.3
18	6,077	3.7
19	4,486	2.7
20	4,177	2.6
21-24	21,854	13.2
25-29	27,232	16.5
30-39	38,031	23.0
40-49	18,768	11.4
50-64	9,150	5.5
65 on	1,182	.7
<b>Total</b>	<b>165,111</b>	<b>100.0</b>

## CONDITIONAL LICENSES ISSUED

### By AGE GROUPS

Ages	(Must Wear Glasses)			Physical			Oral		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
16	43	5	48	32	11	43	—	—	—
17	2,909	1,845	4,754	30	11	41	151	11	162
18	448	506	954	6	1	7	83	6	89
19	280	389	669	11	4	15	94	14	108
20	253	390	643	9	5	14	123	15	138
21-24	1,709	1,760	3,469	40	15	55	489	56	545
25-29	2,338	1,483	3,821	70	17	87	587	111	698
30-39	3,289	3,464	6,754	115	38	153	949	206	1,155
40-49	2,210	2,071	4,281	93	32	125	589	134	723
50-64	2,743	1,509	4,252	43	14	57	471	70	541
65 on	680	150	830	13	—	13	82	4	86
<b>Total</b>	<b>16,902</b>	<b>13,572</b>	<b>30,474</b>	<b>462</b>	<b>148</b>	<b>610</b>	<b>3,618</b>	<b>627</b>	<b>4,245</b>

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

Ages	Passed	Rejected	Total Examined
16	—	—	—
17	411	31	442
18	361	100	461
19	437	181	618
20	625	193	818
21-24	6,725	1,589	8,314
25-29	10,282	1,831	12,113
30-39	19,266	2,740	22,006
40-49	7,184	2,001	9,185
50-64	3,374	1,378	4,752
65 on	85	56	141
<b>Total</b>	<b>48,750</b>	<b>10,101</b>	<b>58,851</b>

## MOTORCYCLE DRIVER TESTS

Total examined	1,433
Passed	1,401
Rejected	32

Only 32 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 1,099 persons were examined for these special licenses during the year. Fourteen 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 3.4 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	907	600	307	33.8
17	47,971	33,554	14,417	30.1
18	9,826	6,077	3,749	38.2
19	7,301	4,486	2,815	38.6
20	6,693	4,177	2,516	37.6
21-24	32,694	21,854	10,840	33.2
25-29	38,350	27,232	11,118	29.0
30-39	55,039	38,031	17,008	31.0
40-49	30,433	18,768	11,665	38.3
50-64	16,541	9,150	7,391	44.7
65 on	2,378	1,182	1,196	50.3
Total	248,133	165,111	83,022	33.5

### TYPES OF REJECTIONS

#### BY AGES

Age	Written		Vision		Oral		Physical	Road	
	Num.	Per Cent	Num.	Per Cent	Num.	Per Cent		Num.	Per Cent
16	161	.4	11	.2	1	.0	8	45	.2
17	5,786	13.9	722	17.1	395	4.4	---	4,146	18.8
18	1,799	4.3	150	3.6	213	2.4	---	930	4.2
19	1,404	3.4	105	2.5	203	2.3	---	684	3.1
20	1,233	3.0	81	1.9	262	2.9	---	573	2.6
21-24	6,145	14.8	517	12.2	1,479	16.5	---	2,363	10.7
25-29	6,020	14.5	590	14.0	1,392	15.5	---	2,820	12.8
30-39	8,574	20.6	880	20.9	2,198	24.6	1	4,963	22.6
40-49	5,957	14.3	533	12.6	1,646	18.4	3	3,316	15.1
50-64	3,871	9.3	497	11.7	985	11.0	---	1,944	8.8
65 on	600	1.5	142	3.3	181	2.0	---	244	1.1
Total	41,550	100.0	4,228	100.0	8,955	100.0	15	22,028	100.0

### FOR HIRE LICENSE APPLICANTS

Age	Passed	Rejected	Total Examined
21-24	150	2	152
25-29	234	2	236
30-39	422	5	427
40-49	194	4	198
50-64	77	1	78
65 on	8	—	8
<b>Total</b>	<b>1,085</b>	<b>14</b>	<b>1,099</b>

### RE-EXAMINATIONS

A total of 3,309 drivers were re-examined during the year, of which number 358, or 11.2 per cent, failed to meet legal requirements and were rejected.

The remaining 2,951 were permitted to retain their operating licenses, 1,963 without restrictions and 988 conditionally.

### AGE GROUPS

#### CONDITIONAL LICENSES

Age	Unrestricted	Glasses	Physical	Oral
17	36	15	1	—
18	91	10	—	—
19	74	14	2	—
20	44	7	3	1
21-24	204	29	21	4
25-29	317	64	12	3
30-39	534	126	24	3
40-49	379	135	34	3
50-64	258	304	29	13
65 on	26	112	7	12
<b>Total</b>	<b>1,963</b>	<b>816</b>	<b>133</b>	<b>39</b>

### AGE GROUPS

#### REJECTION CAUSES

Age	Written	Vision	Oral	Physical	Road	Other
17	—	—	—	1	—	—
18	—	—	1	—	—	—
19	—	2	1	—	—	—
20	—	—	—	—	—	—
21-24	—	1	2	1	—	—
25-29	2	12	5	1	—	2
30-39	—	23	8	—	—	—
40-49	4	42	7	—	—	—
50-64	18	106	21	—	8	4
65 on	13	39	13	1	13	7
<b>Total</b>	<b>37</b>	<b>226</b>	<b>58</b>	<b>3</b>	<b>21</b>	<b>13</b>

## SUMMARY

	Regular	Patrol	Total
Summonses .....	12,366	9,597	21,963
Arrests .....	12,366	9,597	21,963
Fines .....	\$119,436.00	\$219,223.00	\$338,659.00
Investigations .....	8,689	74	8,763
Registrations collected .....	\$35,067.19	\$193.85	\$35,261.04
Drivers' licenses collected .....	\$1,383.00	\$62.00	\$1,445.00
Days off .....	9,481	1,417	10,898
Sick days .....	829	29	858
Gasoline (gals.) .....	125,450	66,550	192,000
Oil (qts.) .....	3,936	1,978	5,854
Miles .....	1,993,026	872,026	2,865,052
Patrol .....	Hours 88,856½	61,528	150,384½
Investigations .....	Hours 38,800	133	38,933
Traffic control .....	Hours 13,103	391	13,494
Examinations .....	Hours 261,776		261,776
General enforcement activities .....	Hours 30,078¾	3,021	33,099¾
Administration .....	Hours 5,986½		5,986½
Police school instruction .....	Hours 5,936½	18½	5,955
Accident prevention clinic .....	Hours 8,683½		8,683½
Truck weighing .....	Hours 6,578½		6,578½
Junk yards .....	Hours 2,413		2,413
Race tracks .....	Hours 353		353
Total .....	Hours 462,565¼	65,091½	527,656¾
Recovered stolen cars .....	Hours 39	8	47
Value recovered stolen cars .....	\$84,500.00	\$10,145.00	\$94,645.00
Overloaded trucks .....	650	98	748
Inspectors .....	128	28	156
Resignations .....	1		1
Appointments .....	7	1	8
Gasoline—average mile .....	14.5	13.6	14.2
Oil—average mile .....	463	460	466

### 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
17 .....	28	20	48
18 .....	49	25	74
19 .....	34	29	63
20 .....	21	11	32
21-24 .....	90	68	158
25-29 .....	155	121	276
30-39 .....	235	195	430
40-49 .....	144	160	304
50-64 .....	75	128	203
65 on .....	21	33	54
Totals .....	852	790	1,642

Females	Passed	Rejected	Total
17 .....	1	1	2
18 .....	2	2	4
19 .....	2	1	3
20 .....	3	1	4
21-24 .....	8	4	12
25-29 .....	5	9	14
30-39 .....	21	23	44
40-49 .....	17	13	30
50-64 .....	14	12	26
65 on .....	2	4	6
Totals .....	75	70	145

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
17 .....	22	---	22
18 .....	40	3	43
19 .....	56	4	60
20 .....	31	---	31
21-24 .....	141	3	144
25-29 .....	233	4	237
30-39 .....	319	7	326
40-49 .....	229	10	239
50-64 .....	458	40	498
65 on .....	47	16	63
Totals .....	1,576	87	1,663

Females	Passed	Rejected	Total
17 .....	---	---	---
18 .....	2	---	2
19 .....	1	---	1
20 .....	3	---	3
21-24 .....	6	---	6
25-29 .....	17	---	17
30-39 .....	27	---	27
40-49 .....	17	1	18
50-64 .....	34	5	39
65 on .....	6	2	8
Totals .....	113	8	121

### AUTOMOBILE RACE TRACKS

Both spectator and participant safety at automobile race tracks was increased during the year through the rigid enforcement, by the Force of the auto race track law. Eighteen tracks were licensed; and due to a change in legislation no race permits were issued. Total revenue to the State, \$1,800.

The 18 approved tracks were as follows:

Alcyon Speedway, Pitman  
 Atco Speedway, Atco  
 Dover Speedway, Dover  
 Flemington Fair, Flemington  
 Jet Rider's M.C. Club, Arney's Mt.  
 K.D. Speedway, Lawnside  
 Millrose Sporting Club, Inc., Teaneck  
 Morristown Speedway, Morristown  
 National Speedways, Inc., Linden  
 N.J. Interstate Speedway, Jersey City  
 N.J. State Fair, Trenton  
 Old Bridge Stadium, Old Bridge  
 Outdoor Sports, Inc., Linden  
 Pleasantville Speedway, Pleasantville  
 Rediker Bros., Asbury Park  
 Sports Inc., Hightstown  
 Sportsman Speedway, New Egypt  
 Wall Stadium, Belmar

## JUNK YARD SUPERVISION

Chapter 11, Title 39, of the Revised Statutes of New Jersey provides that Motor Vehicle Junk Yards adjacent to or visible from State highways be under the supervision of the Division of Motor Vehicles. There were 72 such yards licensed and supervised during the year and fees totaling \$4,225 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 .....	2
Bergen .....	9
Burlington .....	2
Camden .....	5
Cape May .....	1
Essex .....	5
Gloucester .....	3
Hudson .....	11
Hunterdon .....	3
Middlesex .....	14
Monmouth .....	1
Morris .....	5
Ocean .....	2
Passaic .....	2
Salem .....	1
Somerset .....	2
Union .....	3
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 .....	\$400.00	\$50.00	\$450.00
February .....	250.00	75.00	325.00
March .....	700.00	100.00	800.00
April .....	250.00	25.00	275.00
May .....	300.00	25.00	325.00
June .....	250.00	25.00	275.00
July .....	100.00	25.00	125.00
August .....	550.00	25.00	575.00
September .....	150.00	-----	150.00
October .....	650.00	25.00	675.00
November .....	100.00	-----	100.00
December .....	150.00	-----	150.00
Totals .....	\$3,850.00	\$375.00	\$4,225.00

Fees collected during the past five years were as follows:

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

## DRIVERS' SCHOOL LICENSING AND REGULATION

Number Drivers' Schools Licensed in 1954 .....	102
Number Drivers' Schools Privately Owned .....	88
Number Drivers' Schools Board of Education (Adult Education) .....	14
Number Drivers' Schools Renewal Licenses .....	82
Number Drivers' Schools Initial Licenses .....	20
Number Drivers' Schools Applications Rejected .....	5
Reason:	
Criminal Record of Owner .....	2
No Licensed Instructor .....	2
Unsuitable Location .....	1
No Drivers' School Licenses Suspended.	
Number Instructors' Licenses in 1954 .....	242
Number Instructors' Renewal Licenses .....	175
Number Instructors' Initial Licenses .....	67
Number Instructors' Applications Rejected .....	45
Reason:	
Failed Examination .....	17
Failed to Complete Examination .....	27
Record of Crime .....	1
Number of Instructor Tests Conducted for Initial License .....	
Psychophysical .....	110
Road .....	202
Written .....	156
Revenue Collected from Licensing of Drivers' Schools and Instructors .....	\$8,030

## TRAFFIC LAW ARRESTS

Traffic and motor vehicle law enforcement as measured by arrests (excluding parking violations), was twenty per cent greater in 1954 than in the previous year. Arrests reported by magistrates to the Division of Motor Vehicles for the year 1954 totalled 256,272, a numerical increase of 42,808 over that reported in 1953.

It is interesting to note that the yearly increase of arrests has risen steadily from 132,029 in 1950 to 256,272 in 1954, a total rise of 124,243, or 94 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 1953, violations on all state highways including the newly opened New Jersey Turnpike, amounted to 114,733 or 53.7 per cent of the 213,464 reported, while the municipal and county roads accounted for 98,731 or 46.3 per cent of the total violations.

For the year 1954, the number of violations on all state highways including the Garden State Parkway rose to 144,411, or 56.4 per cent of the total reported.

On municipal and county roads there were 111,861 arrests or 43.6 per cent, a drop of three per cent.

With the New Jersey Turnpike and the Garden State Parkway in full operation, arrests by state officers (state troopers and motor vehicle inspectors) reached the point where they represent 47.4 per cent of the total traffic apprehensions.

Municipal police accounted for a total of 50.8 per cent and all others made 1.8 per cent of arrests.

Year	Number of Arrests	Numerical Change	Percentage Change
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	1954	1953	Numerical Change	Percentage Change
Atlantic .....	13,375	10,883	2,492 more	22.90 increase
Bergen .....	25,775	21,441	4,334 more	20.21 increase
Burlington .....	18,268	14,978	3,290 more	21.97 increase
Camden .....	16,918	13,945	2,973 more	21.32 increase
Cape May .....	2,853	2,048	805 more	39.31 increase
Cumberland .....	5,507	4,732	775 more	16.38 increase
Essex .....	25,076	21,857	3,219 more	14.73 increase
Gloucester .....	11,135	8,081	3,054 more	37.79 increase
Hudson .....	12,675	10,032	2,643 more	26.35 increase
Hunterdon .....	3,791	2,941	850 more	28.90 increase
Mercer .....	10,978	9,882	1,096 more	11.09 increase
Middlesex .....	28,566	21,951	6,615 more	30.14 increase
Monmouth .....	14,206	13,099	1,107 more	8.45 increase
Morris .....	8,441	7,179	1,262 more	17.57 increase
Ocean .....	9,774	8,584	1,190 more	13.86 increase
Passaic .....	10,625	8,080	2,545 more	31.50 increase
Salem .....	4,428	3,340	1,088 more	32.57 increase
Somerset .....	7,790	6,180	1,610 more	26.05 increase
Sussex .....	1,625	1,649	24 less	1.46 less
Union .....	21,481	20,356	1,125 more	5.53 increase
Warren .....	2,985	2,226	759 more	34.10 increase
<b>Totals .....</b>	<b>256,272</b>	<b>213,464</b>	<b>42,808 more</b>	<b>20.05 increase</b>

## LEADING VIOLATIONS

The five most frequently reported violations accounted for 179,490 arrests, or 70 per cent of the total. The leading violation was speed with 100,685, or 39.3 per cent of all arrests.

Type of Violation		1954	1953
Speeding .....	39:4-98	100,685	85,726
Careless driving .....	39:4-97	32,681	30,725
Stop street .....	39:4-144	18,652	15,074
Ignoring traffic signal .....	39:4-81	17,025	14,354
Driving without license or registration in possession .....	39:3-29	10,447	8,965
<b>Totals .....</b>		<b>179,490</b>	<b>154,844</b>

## REVENUE FROM FINES

The sum of \$1,598,560.75 was paid into the State Treasury by magistrates for fines and bail forfeitures in cases prosecuted by Motor Vehicle inspectors and State Police officers under Title 39, Revised Statutes. A notable fact is that 1954 shows a 34.8 per cent gain over the 1953 collections.

Year	Fines Collected	Numerical Change	Percentage Change
1954 .....	\$1,598,560.75	\$412,539.00	34.8
1953 .....	1,186,021.75	281,453.03	31.1
1952 .....	904,568.72	218,387.42	31.8
1951 .....	686,181.30	209,543.20	44.0
1950 .....	476,638.10	48,958.15	11.4

## FINES COLLECTED BY COUNTIES

County	1954 Cash Received	1953 Cash Received	1952 Cash Received
Atlantic .....	\$84,585.75	\$68,655.05	\$49,479.45
Bergen .....	143,692.00	84,105.00	96,405.00
Burlington .....	163,086.00	123,426.50	96,498.00
Camden .....	59,580.00	50,831.00	24,990.50
Cape May .....	12,243.00	8,552.00	8,202.00
Cumberland .....	24,978.00	22,115.00	13,082.00
Essex .....	48,871.00	33,034.00	21,935.00
Gloucester .....	84,078.50	66,310.00	45,008.50
Hudson .....	78,376.00	63,032.00	30,718.00
Hunterdon .....	38,889.00	26,352.00	18,118.00
Mercer .....	78,918.00	65,949.00	41,834.00
Middlesex .....	295,667.50	191,606.00	141,337.00
Monmouth .....	61,936.00	57,241.50	38,153.00
Morris .....	32,330.50	40,041.00	26,363.00
Ocean .....	63,628.50	53,201.00	46,304.00
Passaic .....	80,972.00	34,174.00	36,357.00
Salem .....	35,467.00	25,468.20	14,418.00
Somerset .....	70,321.00	73,543.00	73,576.27
Sussex .....	17,791.00	12,645.50	8,250.00
Union .....	90,887.00	68,384.00	61,686.00
Warren .....	32,263.00	17,356.00	11,854.00
<b>Total .....</b>	<b>\$1,598,560.75</b>	<b>\$1,186,021.75</b>	<b>\$904,568.72</b>

## SEVERITY OF FINES LEVIED

Exclusive of mandatory offenses that carry a penalty higher than \$25, the average fine imposed in traffic and motor vehicle law violations during 1954 was \$7.48. This is an increase from \$7.40 in 1953 and \$7.20 in 1952.

Nature of Fines	Per Cent	Per Cent	Per Cent
	Fines Imposed 1954	Fines Imposed 1953	Fines Imposed 1952
\$1 .....	1.1	.1	1.5
\$2 .....	5.7	.9	8.5
\$3 to \$5 .....	34.2	23.1	36.4
\$6 to \$10 .....	39.0	49.4	33.9
\$11 to \$15 .....	9.7	15.9	8.5
\$16 to \$25 .....	6.3	7.3	7.1
\$26 to \$50 .....	2.0	1.2	1.9
\$51 to \$100 .....	.5	.1	.5
Over \$100 .....	1.5	.0	1.7
No fine imposed .....	.0	2.0	.0
	100.0	100.0	100.0

## NON-RESIDENT VIOLATORS

Non-resident violators totalled 66,769, or 26 per cent of the 256,272 offenses reported on all highways of the State. The 118 mile New Jersey Turnpike accounted for 22,718 or 8.9 per cent of all the violations.

## AGES OF VIOLATORS

Drivers between 20 to 29 years of age were the principal offenders. There were 256,272 violations and of this total, 82,607, or 32.23 per cent, were in the 20 to 29 age group.

Age Group	Per Cent Licensed	Number of Arrests	Per Cent Violations (Stated Ages)
Under 20 .....	5.78	26,153	10.20
20 to 29 .....	26.26	82,607	32.23
30 to 39 .....	29.91	60,936	23.78
40 to 49 .....	21.52	38,890	15.18
50 to 64 .....	15.46	25,316	9.88
65 and over .....	3.07	3,834	1.50
Unknown .....	.....	18,536	7.23
	100.00	256,272	100.00

## DISPOSITION OF CASES

The best evidence of close co-operation between the magistrates hearing cases in the municipal courts and the law enforcement officers who issue the summons is the fact that convictions were invoked in 96 per cent of traffic and motor vehicle violation arrests.

	Number of Cases			Per Cent		
	1954	1953	1952	1954	1953	1952
Fined .....	231,004	192,055	153,824	90.1	90.0	88.8
Suspended sentence .....	6,523	5,473	5,182	2.5	2.6	3.0
Dismissed .....	10,946	9,041	8,068	4.3	4.2	4.7
Revoked .....	648	502	504	.3	.2	.2
Jailed .....	2,229	1,714	1,214	.9	.8	.7
Revoked and fined .....	3,632	3,495	3,242	1.4	1.6	1.9
Revoked and jailed .....	630	570	542	.2	.3	.3
Others (appeals, etc.) .....	660	614	727	.3	.3	.4
	256,272	213,464	173,303	100.0	100.0	100.0

## SPECIAL STUDY OF SERIOUS VIOLATIONS

A study of the more serious violations, such as speeding, careless driving, drunken driving and reckless driving, discloses that 99.1 per cent of those charged with speeding were adjudged guilty; careless, 84.5 per cent; drunken driving, 89.2 per cent, and reckless driving, 83.9 per cent.

The following resume shows the dispositions of these cases.

### DISPOSITIONS

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined .....	97,883	25,546	2,251	-----
Suspended .....	1,017	1,180	49	-----
Dismissed .....	657	4,996	589	228
Revoked .....	190	192	131	-----
Jailed .....	110	148	131	-----
Revoked and fined .....	604	549	579	1,391
Revoked and jailed .....	10	12	22	500
Others (appeals, failed to pay) .....	214	58	19	-----
	100,685	32,681	3,771	2,119

Where speeding violators paid fines, 21.2 per cent were assessed penalties of \$3 to \$5; 50.5 per cent between \$6 and \$10, and 24.1 per cent were fined between \$11 and \$25. In the case of careless drivers 28.5 per cent were fined \$3 to \$5, and 36.3 per cent between \$6 and \$10, and 13.4 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, 19.4 per cent of the reckless drivers were assessed penalties from \$6 to \$15 while a larger percentage (49.1) paid much heavier fines ranging from \$16 to \$50. In drunken driving cases 64.3 per cent paid the minimum mandatory fine of \$200 or more.

### FINES IMPOSED

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Costs only .....	3	11	-----	-----
\$1 .....	37	25	2	-----
\$2 .....	738	472	1	-----
\$3 to \$5 .....	21,306	9,319	95	-----
\$6 to \$10 .....	50,823	11,861	376	-----
\$11 to \$15 .....	17,010	2,425	357	-----
\$16 to \$25 .....	7,292	1,676	1,123	-----
\$26 to \$50 .....	1,266	295	727	-----
\$51 to \$100 .....	11	9	145	-----
Over \$100 .....	1	2	4	1,391
No fine imposed .....	2,198	6,586	941	772
	100,685	32,681	3,771	2,163

## AGES OF SPEED VIOLATORS

Drivers in the age group 20 to 29 years were the most frequent violators of the speed regulations. They comprised 26.26 per cent of the total licensed but were involved in 34.4 per cent of all the speed arrests.

Age Group	Per Cent Licensed Drivers	Number Arrests	Per Cent Arrests (Stated Ages)
Under 20 .....	5.78	8,833	8.8
20 to 29 .....	26.26	34,594	34.4
30 to 39 .....	27.91	26,589	26.4
40 to 49 .....	21.52	16,993	16.9
50 to 64 .....	15.46	9,502	9.4
65 and over .....	3.07	931	.9
Unknown .....	-----	3,243	3.2
	<hr/> 100.00	<hr/> 100,685	

## NEW JERSEY TURNPIKE TRAFFIC VIOLATIONS

The New Jersey Turnpike, patrolled only by the State Police, had a total of 22,718 violations, an increase of 4,807 or 26.8 per cent, over the 1953 total of 17,911. Fines collected on the Turnpike for 1954 amounted to \$267,545.00 as a result of these arrests.

### TURNPIKE ARRESTS BY MONTHS

	1954	1953	1952
January .....	1,369	701	28
February .....	1,993	1,160	31
March .....	2,094	1,255	81
April .....	2,264	1,364	104
May .....	2,172	1,608	116
June .....	1,788	1,377	103
July .....	1,808	1,613	240
August .....	1,754	1,607	423
September .....	1,726	1,593	549
October .....	2,165	1,468	682
November .....	1,722	2,122	700
December .....	1,863	2,043	814
Total .....	<hr/> 22,718	<hr/> 17,911	<hr/> 3,871

### DISPOSITION OF TURNPIKE CASES

Only 133 of the 22,718 arrests made on the New Jersey Turnpike were dismissed by the courts.

	1954 Number of Cases	1953 Number of Cases	1952 Number of Cases
Fined .....	22,314	17,587	3,683
Suspended sentence .....	135	88	28
Dismissed .....	133	97	30
Revoked .....	26	9	5
Jailed .....	59	42	9
Revoked and fined .....	29	48	33
Revoked and jailed .....	4	10	1
Others .....	18	30	82
Total .....	<hr/> 22,718	<hr/> 17,911	<hr/> 3,871

## AGES OF VIOLATORS

Teen-age violators of Turnpike regulations were less than those on other public highways. Drivers under 20 years of age accounted for 1,263 violations or 5.5 per cent as compared with 11.2 per cent of violations on other public highways.

Age Group	Turnpike Per Cent Violators	Public Highways Per Cent Violators
Under 20 .....	5.6	10.7
20 to 29 .....	36.6	31.8
30 to 39 .....	27.8	23.4
40 to 49 .....	18.0	14.9
50 to 64 .....	9.9	9.9
65 and over .....	.9	1.5
Unknown .....	1.2	7.8
	100.0	100.0

## SEVERITY OF TURNPIKE FINES LEVIED

A penalty of \$10 or less was imposed upon 73.8 per cent of the cases. A spot check indicates that fines are showing up as \$1 for each mile of speed over the posted limit.

Amount of Fines	1954		1953	
	Number	Per Cent	Number	Per Cent
\$1 .....	25	.1	31	.2
\$2 .....	136	.6	207	1.2
\$3 to \$5 .....	1,909	8.5	1,569	8.9
\$6 to \$10 .....	14,429	64.6	10,890	61.8
\$11 to \$15 .....	3,895	17.4	3,283	18.6
\$16 to \$25 .....	1,558	7.0	1,327	7.5
\$26 to \$50 .....	333	1.5	277	1.5
\$51 to \$100 .....	43	.2	32	.2
Over \$100 .....	15	.1	19	.1
	22,343	100.0	17,635	100.0

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

Residence	1954		1953	
	Number	Per Cent	Number	Per Cent
New Jersey .....	6,239	27.4	5,141	28.7
New York .....	6,541	28.8	5,283	29.5
Pennsylvania .....	2,018	8.9	1,359	7.5
Other States .....	7,920	34.9	6,128	34.3
	22,718	100.0	17,911	100.0

## AGES OF CARELESS AND RECKLESS DRIVING VIOLATORS

Age Group	Per Cent License Drivers	Careless Driving	Per Cent Arrests	Reckless Driving	Per Cent Arrests
Under 20 .....	5.78	5,035	15.4	632	16.8
20 to 29 .....	26.26	10,534	32.2	1,364	36.2
30 to 39 .....	27.91	6,480	19.8	687	18.2
40 to 49 .....	21.52	3,880	11.9	344	9.1
50 to 64 .....	15.46	2,659	8.1	224	5.9
65 and over .....	3.07	614	1.9	34	.9
Unknown .....	.....	3,479	10.7	486	12.9
<b>Total</b> .....	.....	<b>32,681</b>	<b>100.0</b>	<b>3,771</b>	<b>100.0</b>

Drivers in the age group 20 to 29 years were again the predominant violators of careless and reckless driving offenses. They comprised 32.2 per cent of all careless driving violations and 36.2 per cent of all reckless driving violations.

## AGES OF DRUNKEN DRIVING VIOLATORS

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

Age Group	Number of Arrests	Per Cent Violators (Stated Ages)
Under 20 .....	32	1.5
20 to 29 .....	477	22.1
30 to 39 .....	650	30.1
40 to 49 .....	494	22.8
50 to 64 .....	337	15.6
65 and over .....	38	1.8
Unknown .....	135	6.2
	<b>2,163</b>	<b>100.0</b>

## TRAFFIC ARRESTS BY MUNICIPALITIES

Following is a comparative record of total traffic law arrests, by counties for the years 1954, 1953 and 1952.

	1954	1953	1952		1954	1953	1952
<b>ATLANTIC COUNTY:</b>				Maywood .....	43	46	65
Absecon .....	433	245	80	Midland Park .....	120	79	129
Atlantic .....	822	912	965	Montvale .....	28	31	28
Brigantine .....	120	62	5	Moonachie .....	47	100	189
Buena Boro. ....	160	156	73	New Milford .....	175	188	92
Buena Vista Twp. ....	350	194	119	North Arlington .....	127	177	299
Corbin City .....	11	12	7	Northvale .....	83	35	2
Egg Harbor City .....	62	68	94	Norwood .....	55	42	44
Egg Harbor Twp. ....	654	433	406	Oakland .....	53	57	15
Estelle Manor .....	33	34	24	Old Tappan .....	72	33	24
Folsom .....	797	732	340	Oradell .....	111	150	129
Galloway Twp. ....	2,311	1,628	1,087	Palisades Park .....	142	181	180
Hamilton Twp. ....	2,717	2,772	2,313	Paramus .....	3,015	2,375	1,749
Hammonton Twp. ....	933	762	544	Park Ridge .....	42	47	33
Linwood .....	122	127	75	Ramsey .....	1,361	1,138	941
Longport .....	198	110	55	Ridgefield .....	804	449	631
Margate City .....	232	247	161	Ridgefield Park .....	327	332	289
Mullica Twp. ....	2,160	1,534	985	Ridgewood .....	393	354	260
Northfield .....	262	121	163	River Edge .....	194	157	236
Pleasantville .....	516	392	329	Rivervale Twp. ....	54	141	124
Port Republic .....	1	6	2	Rochelle Park .....	208	116	119
Somers Point .....	257	134	152	Rockleigh .....	.....	.....	.....
Ventnor .....	210	189	176	Rutherford .....	996	779	784
Weymouth Twp. ....	14	13	9	Saddle River .....	801	563	774
<b>Total .....</b>	<b>13,375</b>	<b>10,883</b>	<b>8,164</b>	Saddle River Twp. ....	497	338	241
<b>BERGEN COUNTY:</b>				South Hackensack .....	123	120	87
Allendale .....	194	162	139	Teaneck Twp. ....	930	860	682
Alpine .....	437	360	201	Tenaflly .....	453	457	490
Bergenfield .....	149	160	152	Teterboro .....	114	132	104
Bogota .....	155	206	166	Upper Saddle River ....	142	74	58
Carlstadt .....	281	269	220	Waldwick .....	2,184	1,519	423
Cliffside Park .....	68	48	40	Wallington .....	98	90	248
Closter .....	117	87	165	Washington Twp. ....	40	18	18
Cresskill .....	62	63	1	Westwood .....	192	176	126
Demarest .....	106	162	83	Woodcliff Lake .....	76	18	23
Dumont .....	311	218	127	Wood-Ridge .....	160	197	112
East Paterson .....	604	491	620	Wyckoff Twp. ....	52	56	44
East Rutherford .....	307	554	533	<b>Total .....</b>	<b>25,775</b>	<b>21,441</b>	<b>20,258</b>
Edgewater .....	80	50	92	<b>BURLINGTON COUNTY:</b>			
Emerson .....	148	91	63	Bass River Twp. ....	89	71	130
Englewood .....	681	716	849	Beverly .....	33	28	34
Englewood Cliffs .....	231	285	246	Bordentown .....	172	149	96
Fair Lawn .....	1,091	1,019	1,523	Bordentown Twp. ....	1,595	710	546
Fairview .....	122	156	206	Burlington .....	9	214	300
Fort Lee .....	1,426	838	535	Burlington Twp. ....	2,609	2,205	736
Franklin Lakes .....	13	21	25	Chesterfield Twp. ....	209	219	52
Garfield .....	326	304	347	Cinnaminson Twp. ....	958	931	1,079
Glen Rock .....	74	85	91	Delanco Twp. ....	16	17	23
Hackensack .....	796	881	1,263	Delran Twp. ....	593	536	456
Harrington Pk. ....	29	20	22	Eastampton Twp. ....	32	16	32
Hasbrouck Hts. ....	385	433	463	Edgewater Pk. Twp. ..	375	344	448
Haworth .....	196	183	168	Evesham Twp. ....	1,048	1,037	584
Hillsdale .....	87	79	80	Fieldsboro Twp. ....	3	8	.....
Hohokus Boro. ....	269	255	275	Florence Twp. ....	264	366	344
Leonia .....	243	255	297	Hainesport Twp. ....	269	217	62
Little Ferry .....	136	167	176	Lumberton Twp. ....	112	94	72
Lodi .....	1,373	460	204	Mansfield Twp. ....	1,957	1,848	1,496
Lyndhurst Twp. ....	347	316	447	Maple Shade Twp. ....	132	201	286
Mahwah Twp. ....	619	422	647	Medford Twp. ....	127	104	139
				Medford Lakes .....	13	11	6

	1954	1953	1952
Moorestown Twp. ....	830	668	741
Mt. Holly Twp. ....	650	493	649
Mt. Laurel Twp. ....	2,608	2,273	355
New Hanover Twp. ....	34	13	38
North Hanover Twp. ..	92	74	85
Palmyra .....	305	217	219
Pemberton Boro. ....	41	31	39
Pemberton Twp. ....	494	342	383
Riverside Twp. ....	169	50	5
Riverton .....	4	8	—
Shamong Twp. ....	48	46	11
Southampton Twp. ...	650	322	243
Springfield Twp. ....	222	236	199
Tabernacle Twp. ....	22	29	23
Washington Twp. ....	7	8	8
Westampton Twp. ....	848	493	48
Willingboro Twp. ....	320	153	166
Woodland Twp. ....	126	94	31
Wrightstown .....	42	36	36
Fort Dix .....	141	66	49
<b>Total .....</b>	<b>18,268</b>	<b>14,978</b>	<b>10,231</b>

**CAMDEN COUNTY:**

Audubon .....	163	140	117
Audubon Park .....	22	45	90
Barrington .....	299	308	285
Bellmawr .....	1,873	1,406	255
Berlin .....	426	427	373
Berlin Twp. ....	579	294	120
Brooklawn .....	238	170	65
Camden .....	7,130	6,025	4,230
Chesilhurst .....	305	88	76
Clementon Twp. ....	172	124	147
Collingswood .....	256	247	251
Delaware Twp. ....	430	470	550
Gibbsboro .....	109	92	143
Gloucester City .....	130	197	171
Gloucester Twp. ....	333	434	513
Haddon Twp. ....	148	168	167
Haddonfield .....	254	170	139
Haddon Heights .....	170	102	126
Hi-Nella .....	12	1	2
Laurel Springs .....	34	24	23
Lawnside .....	6	2	15
Lindenwold .....	90	66	46
Magnolia .....	226	172	143
Merchantville .....	184	165	109
Mt. Ephraim .....	57	96	90
Oaklyn .....	93	113	85
Pennsauken Twp. ....	644	299	277
Pine Hill .....	103	41	76
Pine Valley .....	—	—	2
Runnemede .....	846	941	709
Somerdale .....	92	76	87
Stratford .....	123	27	37
Tavistock .....	—	—	—
Voorhees Twp. ....	161	162	133
Waterford Twp. ....	430	348	207
Winslow Twp. ....	541	419	230
Woodlyne .....	239	86	103
<b>Total .....</b>	<b>16,918</b>	<b>13,945</b>	<b>10,192</b>

**CAPE MAY COUNTY:**

Avalon .....	65	51	50
Cape May City .....	138	33	77

	1954	1953	1952
Cape May Point .....	4	—	1
Dennis Twp. ....	138	98	92
Lower Twp. ....	131	86	57
Middle Twp. ....	840	685	566
North Wildwood .....	42	11	7
Ocean City .....	1,078	615	330
Sea Isle City .....	36	78	89
Stone Harbor .....	30	19	20
Upper Twp. ....	165	173	131
West Cape May .....	9	14	12
West Wildwood .....	—	—	3
Wildwood City .....	69	64	101
Wildwood Crest .....	51	74	66
Woodbine .....	57	47	33
<b>Total .....</b>	<b>2,853</b>	<b>2,048</b>	<b>1,635</b>

**CUMBERLAND COUNTY:**

Bridgeton .....	857	435	410
Commercial Twp. ....	272	245	148
Deerfield Twp. ....	311	272	129
Downe Twp. ....	87	84	52
Fairfield Twp. ....	376	231	186
Greenwich Twp. ....	17	7	20
Hopewell Twp. ....	142	172	77
Landis Twp. ....	—	—	225
Lawrence Twp. ....	176	223	144
Maurice River Twp. ..	457	446	323
Millville .....	569	486	586
Shiloh .....	—	1	1
Stow Creek Twp. ....	192	98	16
Upper Deerfield Twp. .	601	531	373
Vineland .....	1,450	1,501	1,074
<b>Total .....</b>	<b>5,507</b>	<b>4,732</b>	<b>3,764</b>

**ESSEX COUNTY:**

Belleville .....	529	1,001	726
Bloomfield .....	609	529	505
Caldwell .....	407	650	820
Caldwell Twp. ....	1,805	1,124	220
Cedar Grove Twp. ...	343	312	423
East Orange .....	2,808	2,183	1,590
Essex Fells .....	152	90	34
Glen Ridge .....	1,000	852	1,234
Irington .....	1,002	1,108	997
Livingston Twp. ....	422	453	747
Maplewood Twp. ....	245	255	239
Millburn Twp. ....	403	332	315
Montclair .....	1,950	2,669	2,163
Newark .....	9,250	6,484	6,165
North Caldwell .....	118	33	32
Nutley .....	901	1,015	975
Orange .....	430	554	590
Roseland .....	86	101	112
South Orange .....	295	267	218
Verona .....	1,579	1,180	848
West Caldwell .....	187	146	140
West Orange .....	555	519	856
<b>Total .....</b>	<b>25,076</b>	<b>21,857</b>	<b>19,949</b>

**GLOUCESTER COUNTY:**

Clayton .....	206	256	162
Deptford Twp. ....	981	728	623
E. Greenwich Twp. ...	460	227	167
Elk Twp. ....	227	72	48

	1954	1953	1952
Franklin Twp. ....	1,233	865	518
Glassboro Twp. ....	487	469	509
Greenwich Twp. ....	285	220	242
Harrison Twp. ....	171	124	132
Logan Twp. ....	182	164	84
Mantua Twp. ....	189	205	197
Monroe Twp. ....	1,567	1,160	908
National Park .....	12	45	67
Newfield .....	11	17	14
Paulsboro .....	140	137	154
Pitman .....	283	228	227
South Harrison Twp. ..	24	20	16
Swedesboro .....	155	163	218
Washington Twp. ....	1,119	824	858
Wenonah .....	25	14	24
West Deptford Twp. ..	848	507	300
Westville .....	546	213	398
Woodbury .....	362	210	201
Woodbury Heights ...	444	229	74
Woolwich Twp. ....	1,178	984	484
Total .....	11,135	8,081	6,625

HUDSON COUNTY:

Bayonne .....	693	930	1,386
East Newark .....	41	36	25
Guttenberg .....	70	55	38
Harrison .....	329	251	197
Hoboken .....	336	601	396
Jersey City .....	6,853	4,104	3,225
Kearny .....	652	743	725
North Bergen .....	579	628	602
Secaucus .....	1,538	1,179	744
Union City .....	306	227	203
Weehawken .....	1,084	1,051	614
West New York .....	194	227	87
Total .....	12,675	10,032	8,242

HUNTERDON COUNTY:

Alexandria Twp. ....	13	4	13
Bethlehem Twp. ....	187	220	100
Bloomsbury .....	11	5	4
Califon .....	1	1	4
Clinton .....	263	135	126
Clinton Twp. ....	888	695	294
Delaware Twp. ....	27	17	18
East Amwell Twp. ...	114	64	74
Flemington .....	74	53	49
Franklin Twp. ....	5	10	1
Frenchtown .....	28	35	12
Glen Gardner .....	24	23	11
Hampton .....	41	55	122
High Bridge .....	12	9	14
Holland Twp. ....	19	10	11
Kingwood Twp. ....	23	23	32
Lambertville .....	136	194	149
Lebanon .....	68	43	14
Lebanon Twp. ....	31	31	37
Milford .....	33	63	19
Raritan Twp. ....	729	561	452
Readington Twp. ....	457	394	308
Stockton .....	7	4	—
Tewksbury Twp. ....	13	9	8
Union Twp. ....	487	196	116
West Amwell Twp. ...	100	87	114
Total .....	3,791	2,941	2,102

	1954	1953	1952
MERCER COUNTY:			
East Windsor Twp. ...	721	897	406
Ewing Twp. ....	579	751	552
Hamilton Twp. ....	1,115	816	752
Hightstown .....	369	240	215
Hopewell .....	150	132	22
Hopewell Twp. ....	994	594	266
Lawrence Twp. ....	462	466	398
Pennington .....	29	9	22
Princeton .....	581	530	405
Princeton Twp. ....	357	517	357
Trenton .....	2,057	1,559	1,559
Washington Twp. ....	2,128	2,183	1,369
West Windsor Twp. ...	1,436	1,188	1,019
Total .....	10,978	9,882	7,342

MIDDLESEX COUNTY:

Carteret .....	2,148	2,150	569
Cranbury Twp. ....	1,230	791	320
Dunellen .....	235	311	287
East Brunswick Twp. .	1,771	1,078	510
Helmetta .....	127	79	78
Highland Park .....	246	355	179
Jamesburg .....	222	170	102
Madison Twp. ....	1,324	996	889
Metuchen .....	703	557	535
Middlesex .....	215	267	196
Milltown .....	3,067	1,564	162
Monroe Twp. ....	433	252	169
New Brunswick .....	1,196	854	482
North Brunswick Twp. .	2,063	1,583	1,076
Perth Amboy .....	465	462	394
Piscataway Twp. ....	206	180	138
Plainsboro Twp. ....	1,023	1,177	967
Edison Twp. ....	2,454	2,789	1,717
Sayreville .....	800	564	631
South Amboy .....	6	17	35
South Brunswick Twp. .	1,863	741	846
South Plainfield .....	512	339	208
South River .....	161	144	123
Spotswood .....	129	140	131
Woodbridge Twp. ....	5,967	4,391	3,798
Total .....	28,566	21,951	14,542

MONMOUTH COUNTY:

Allenhurst .....	220	451	914
Allentown .....	116	108	45
Asbury Park .....	492	434	546
Atlantic Twp. ....	729	832	714
Atlantic Highlands ...	34	32	58
Avon .....	106	98	219
Belmar .....	309	179	223
Bradley Beach .....	104	147	170
Brielle .....	139	60	73
Deal .....	110	48	99
Eatontown .....	615	466	282
Englishtown .....	57	117	88
Fair Haven .....	309	179	187
Farmingdale .....	3	19	18
Freehold .....	131	178	128
Freehold Twp. ....	715	678	535
Highlands .....	41	33	52
Holmdel Twp. ....	562	461	352
Howell Twp. ....	676	788	826
Interlaken .....	94	45	109
Keansburg .....	47	146	153

	1954	1953	1952
Keyport .....	508	508	440
Little Silver .....	138	134	108
Long Branch .....	301	290	185
Manalapan Twp. ....	399	291	390
Manasquan .....	153	84	119
Marlboro Twp. ....	271	193	137
Matawan Boro. ....	159	269	247
Matawan Twp. ....	333	207	97
Middletown Twp. ....	1,047	1,281	694
Millstone Twp. ....	113	103	59
Monmouth Beach .....	62	28	38
Neptune City .....	474	428	280
Neptune Twp. ....	431	481	235
Ocean Twp. ....	757	405	296
Oceanport .....	98	138	92
Raritan Twp. ....	6	131	255
Red Bank .....	535	449	466
Roosevelt .....	37	66	31
Rumson .....	182	141	159
Sea Bright .....	71	47	61
Sea Girt .....	57	27	22
Shrewsbury Boro. ....	102	104	126
Shrewsbury Twp. ....	2	6	13
South Belmar .....	213	265	209
Spring Lake .....	67	39	65
Spring Lake Heights .....	107	116	108
Union Beach .....	308	259	179
Upper Freehold Twp. ....	86	87	82
Wall Twp. ....	807	466	424
West Long Branch .....	169	112	100
New Shrewsbury .....	604	445	307
Total .....	14,206	13,099	11,815

MORRIS COUNTY:

Boonton .....	74	102	40
Boonton Twp. ....	34	23	55
Butler .....	336	186	117
Chatham Boro. ....	189	215	207
Chatham Twp. ....	149	146	57
Chester .....	36	59	76
Chester Twp. ....	47	73	30
Denville Twp. ....	352	232	117
Dover .....	281	212	253
East Hanover Twp. ....	91	92	52
Florham Park .....	75	29	50
Hanover Twp. ....	327	549	171
Harding Twp. ....	65	71	32
Jefferson Twp. ....	158	184	216
Kinnelon Boro. ....	13	10	22
Lincoln Park .....	240	172	2
Madison .....	183	189	193
Mendham Boro. ....	39	46	26
Mendham Twp. ....	23	11	14
Mine Hill Twp. ....	71	162	89
Montville .....	143	125	107
Morris Twp. ....	1,226	316	344
Morris Plains .....	64	80	56
Morristown .....	209	325	215
Mountain Lakes .....	122	114	107
Mt. Arlington .....	17	13	19
Mt. Olive Twp. ....	412	459	325
Netcong .....	75	92	72
Parsippany- Troy Hills Twp. ....	684	813	751
Passaic Twp. ....	199	187	143
Pequannock Twp. ....	420	250	120

	1954	1953	1952
Randolph Twp. ....	903	766	637
Riverdale .....	247	120	198
Rockaway .....	69	49	89
Rockaway Twp. ....	88	22	33
Roxbury Twp. ....	600	506	548
Washington Twp. ....	43	43	63
Wharton .....	87	69	151
Victory Gardens .....	50	67	54
Total .....	8,441	7,179	5,851

OCEAN COUNTY:

Barnegat Light Boro. ....	3	---	3
Bayhead .....	112	100	95
Beach Haven .....	44	38	28
Beachwood .....	241	109	104
Berkeley Twp. ....	198	198	288
Brick Twp. ....	1,406	1,117	926
Dover Twp. ....	1,127	1,310	1,130
Eagleswood Twp. ....	53	42	25
Harvey Cedars .....	2	---	2
Island Beach Boro. ....	2	2	---
Island Heights .....	4	2	2
Jackson Twp. ....	231	168	197
Lacy Twp. ....	64	73	82
Lakehurst .....	56	44	30
Lakewood Twp. ....	530	465	452
Lavalette .....	211	123	87
Little Egg Harbor Twp. ....	33	40	39
Long Beach Twp. ....	110	44	18
Manchester Twp. ....	1,663	1,411	1,196
Mantoloking .....	384	250	267
Ocean Twp. ....	113	84	141
Ocean Gate .....	19	19	13
Pine Beach .....	95	137	111
Plumstead Twp. ....	73	82	57
Point Pleasant Boro. ....	247	200	163
Point Pleasant Beach .....	379	209	208
Seaside Heights .....	32	34	46
Seaside Park .....	225	413	340
Ship Bottom .....	42	26	20
South Toms River .....	193	387	67
Stafford Twp. ....	1,253	932	988
Surf City .....	28	16	29
Tuckerton .....	59	26	16
Union Twp. ....	542	483	516
Total .....	9,774	8,584	7,686

PASSAIC COUNTY:

Bloomingsdale .....	30	28	48
Clifton .....	3,819	2,424	2,161
Haledon .....	117	157	73
Hawthorne .....	267	223	182
Little Falls Twp. ....	462	279	427
North Haledon .....	52	82	56
Passaic .....	700	674	523
Paterson .....	1,811	1,629	1,474
Pompton Lakes .....	292	243	246
Prospect Park .....	142	109	96
Ringwood .....	101	56	29
Totowa .....	469	486	622
Wanaque .....	241	249	231
Wayne Twp. ....	1,653	905	744
West Milford Twp. ....	365	405	381
West Paterson .....	104	131	119
Total .....	10,625	8,080	7,412

SALEM COUNTY:	1954	1953	1952
Alloway Twp. ....	50	32	62
Elmer .....	17	33	16
Elsinboro Twp. ....	46	6	13
L. Alloway Creek Twp. ....	19	6	11
L. Penns Neck Twp. ....	167	201	224
Mannington Twp. ....	216	162	104
Oldmans Twp. ....	335	361	190
Pennsgrove .....	190	41	86
Pilesgrove Twp. ....	504	471	290
Pittsgrove Twp. ....	241	232	165
Quinton Twp. ....	210	158	87
Salem .....	518	390	319
U. Penns Neck Twp. ....	1,590	1,040	416
U. Pittsgrove Twp. ....	204	91	131
Woodstown .....	121	116	139
Total .....	4,428	3,340	2,253

SOMERSET COUNTY:	1954	1953	1952
Bedminster Twp. ....	214	212	160
Bernards Twp. ....	100	116	95
Bernardsville .....	93	71	80
Bound Brook .....	785	390	351
Branchburg Twp. ....	665	235	144
Bridgewater Twp. ....	1,955	2,098	1,765
Far Hills .....	29	18	56
Franklin Twp. ....	232	301	319
Greenbrook Twp. ....	959	503	553
Hillsboro Twp. ....	128	117	92
Manville .....	135	138	132
Millstone .....	—	—	1
Montgomery Twp. ....	204	147	55
North Plainfield .....	732	598	605
Peapack-Gladstone .....	83	70	12
Raritan .....	298	176	73
Rocky Hill .....	84	8	1
Somerville .....	550	526	639
South Bound Brook .....	207	124	55
Warren Twp. ....	103	62	61
Watchung .....	234	270	193
Total .....	7,790	6,180	5,442

SUSSEX COUNTY:	1954	1953	1952
Andover .....	22	66	23
Andover Twp. ....	63	66	52
Branchville .....	8	10	12
Byram Twp. ....	22	36	17
Frankford Twp. ....	162	145	142
Franklin .....	24	95	135
Freedon Twp. ....	23	39	14
Green Twp. ....	4	9	3
Hamburg .....	85	56	68
Hampton Twp. ....	115	73	40
Hardyston Twp. ....	32	49	73
Hopatcong .....	37	22	12
Lafayette Twp. ....	27	33	41
Montague Twp. ....	24	15	12
Newton .....	3	75	78
Ogdenburg .....	20	19	29
Sandyston Twp. ....	413	260	164

	1954	1953	1952
Sparta Twp. ....	178	326	158
Stanhope .....	34	53	32
Stillwater Twp. ....	10	15	1
Sussex .....	165	39	57
Vernon Twp. ....	22	28	22
Walpack Twp. ....	—	—	—
Wantage Twp. ....	132	120	97
Total .....	1,625	1,649	1,282

UNION COUNTY:	1954	1953	1952
Clark Twp. ....	919	770	484
Cranford Twp. ....	1,156	983	1,333
Elizabeth .....	3,913	4,643	3,358
Fanwood .....	156	123	125
Garwood .....	61	125	140
Hillside Twp. ....	1,647	1,196	1,073
Kenilworth .....	297	122	108
Linden .....	1,356	933	911
Mountainside .....	1,806	1,070	1,345
New Providence Boro. ....	449	499	584
Berkeley Heights .....	143	274	199
Plainfield .....	1,561	1,649	1,425
Rahway .....	1,496	1,060	658
Roselle .....	664	657	544
Roselle Park .....	354	314	334
Scotch Plains Twp. ....	549	549	422
Springfield Twp. ....	857	1,042	1,055
Summit .....	978	1,192	465
Union Twp. ....	2,166	1,801	1,842
Westfield .....	861	1,340	377
Winfield Twp. ....	92	14	55
Total .....	21,481	20,356	16,837

WARREN COUNTY:	1954	1953	1952
Allamuchy Twp. ....	5	7	11
Alpha .....	8	3	7
Belvidere .....	70	29	14
Blairstown Twp. ....	42	48	43
Franklin Twp. ....	185	160	94
Frelinghuysen Twp. ....	16	17	12
Greenwich Twp. ....	179	180	98
Hackettstown .....	148	136	157
Hardwick Twp. ....	10	—	23
Harmony Twp. ....	31	22	27
Hope Twp. ....	4	12	6
Independence Twp. ....	525	216	124
Knowlton Twp. ....	343	134	112
Liberty Twp. ....	28	20	5
Lopatcong Twp. ....	233	162	103
Mansfield Twp. ....	145	108	105
Oxford Twp. ....	27	38	11
Pahaquarry Twp. ....	55	2	1
Phillipsburg .....	183	130	190
Pohatcong Twp. ....	57	94	28
Washington Boro. ....	131	169	179
Washington Twp. ....	297	254	134
White Twp. ....	263	285	195
Total .....	2,985	2,226	1,679

## SECURITY-RESPONSIBILITY SECTION

The Security-Responsibility Law was designed, with companion legislation, to protect the public against economic loss resulting from motor vehicle accidents. The law became effective April 1st, 1953.

One of the major objectives of this statute is to cause uninsured and financially irresponsible motorists to pay the claims of those they have injured or damaged. Administration of the law has caused uninsured owners and drivers to pay claims and judgments amounting to \$3,693,599.45 during the twenty months it has been in effect. It is likely that these claims and judgments would have been unpaid were it not for the administration of the law, indicating that the statute is achieving its purpose.

7,815 releases have been filed representing \$2,133,568.  
1,129 agreements to pay claims in installments, totaling \$382,928.  
226 judgments against uninsured paid from security deposits, totaling \$48,054.57.  
2,111 records of judgments, paid after suspension, totaling \$1,129,048.03.

Those who failed to establish that they were (1) released, (2) had entered into installment settlement agreements and (3) who failed to pay judgments, were removed from the highways through suspension of their license privileges.

Suspensions—security requirements .....	20,679
Suspensions—failure to pay judgments .....	4,544

Many of those whose licenses were suspended will eventually pay their claims and judgments in order to have their license privileges restored.

The last phase of the 1952 legislative program to provide against the economic consequences of accidents, will be the Unsatisfied Claim and Judgment Fund Law, which begins operation on April 1, 1955. (Chapter 1, Laws of 1955, which became effective April 4, 1955, established the Board in, but not as a part of, the Division of Motor Vehicles.)

The Fund was created by fees collected from car owners during the 1954 registration year on the basis of \$1 for each insured vehicle and \$3 for each uninsured vehicle and by assessments against insurance companies. Insured motorists will be 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, under certain conditions, uninsured financially irresponsible nonresident motorists, provided his claim or judgment is definitely uncollectible and he cannot collect payment for his damages from any other source, and has met all of the other requirements of the law.

The Unsatisfied Claim and Judgment Fund Law in no way eliminates the necessity for carrying insurance. In fact, by reason of the provisions of this law and the Security-Responsibility Law, every motorist should be fully insured. Should a motorist be in any way involved in a reportable motor vehicle accident, regardless of fault, and unless he can prove evidence of insurance, he will be obliged to establish that he has been released; adjudicated not to be liable, or make a cash deposit covering the injuries and damages resulting from the accident; or his licenses will be suspended.

Certain portions of the administration of the Unsatisfied Claim and Judgment Fund Law will be integrated with the Security-Responsibility Section, and the administration of these two laws, in combination, should provide greater public security and protection than in the past.

The statistical data that follow cover the 1954 operation of the Security-Responsibility Section:

Accident Reports Received (drivers) .....	170,526
Accident Reports Received (Police) .....	52,503
Accident Reports Received (Letter form) .....	5,907
<b>Total accident reports received</b> .....	<b>228,936</b>
* * *	
Vehicles Insured .....	104,455
Vehicles Not Insured .....	19,721
Vehicles Exempt .....	27,120
<b>Total vehicles involved</b> .....	<b>151,296</b>
Cases—incomplete—additional information requested .....	23,974
Insurance denied by carriers .....	774
Number of releases .....	5,215
Amount of releases .....	\$1,473,958.00
Number of settlement agreements .....	850
Amount of settlement agreements .....	\$271,353.00
Adjudication of non-liability (Judgment for uninsured) .....	442
Adjudication of liability (Judgment against uninsured) .....	77
Number of deposits .....	2,781
Amount of deposits .....	\$738,000.37
Average deposit .....	\$268.96
Number of disbursements (claim paid—by Section) .....	176
Amount of disbursements .....	\$36,704.57
Number of refunds .....	1,607
Amount of refunds .....	\$391,094.47
<b>SUSPENSIONS</b>	
Failure to deposit security .....	15,053
Failure to prove F.R. for future .....	6,603
Failure to pay judgment .....	2,329
<b>Total suspensions</b> .....	<b>23,985</b>
<b>RESTORATIONS</b>	
Security requirements satisfied .....	4,994
F.R. for future filed .....	2,691
Judgment paid and F.R. filed .....	1,220
<b>Total restorations</b> .....	<b>8,905</b>
<b>PROOF OF F.R. FOR FUTURE</b>	
Insurance Certificates .....	12,733
Cash .....	\$11,000.00
Cancellations .....	2,712
Expirations .....	1,169
<b>PROOF OF F.R. FOR FUTURE REQUIRED</b>	
Conviction—Intoxicated driving .....	2,535
“ —Leaving scene of accident .....	208
“ —Reckless Driving .....	751
“ —Point System .....	2,366
Fatal Accident .....	155
Judgment .....	2,399
<b>Total</b> .....	<b>8,414</b>

JUDGMENT CASES

Total cases .....	2,399
Representing total of .....	\$1,784,672.16
Judgment later paid .....	\$739,921.88

CERTIFIED COPY OF OPERATING RECORD

Fees collected .....	\$30,282.00
No Fee .....	405
Number issued .....	30,048

## CERTIFICATES OF OWNERSHIP

The Certificate of Ownership Law is designed as an exclusive method of regulation of titles and evidence of ownership of motor vehicles, to prevent fraud in connection with sales and to curb vehicle thefts.

Considering the freedom of movement of motor vehicles, the laxity in enforcement in some jurisdictions and the complete absence of motor vehicle ownership laws in other states, the theft as well as the fraudulent title problem would have assumed serious proportions in New Jersey were it not for the restrictive features of the Certificate of Ownership Law and title procedure now in effect.

Inspectors of the Division alone, during 1954, were responsible for the recovery of 47 stolen motor vehicles valued at approximately \$94,685, while other law-enforcement agencies had like success in the apprehension of car thieves. The Certificate of Ownership Law and the title records figured prominently in this enforcement work. In the absence of these records, the detection of fraudulent documents, tracing of ownership, notices of theft and other aides would not be available for the enforcement authorities to effectively combat the professional automobile thief, who daily threatens the security provided by the Certificate of Ownership Law.

In an opinion handed down by the Supreme Court—September Term—the constitutionality of R. S. 39:10-11 relating to the recording of chattel mortgages on motor vehicles, which had been attacked in the lower courts, was upheld, thus giving fact and substance to this section.

The Division received many complaints during the year concerning the practice by both franchised and used car dealers of "Boot legging" new motor vehicles. Still more complaints cited cases of a number of used car dealers who, after agreeing upon the purchase price, down payment and method of payment, induced the purchaser to sign a blank contract and later raised the purchase price and the amount of payments to the finance company. It can be reported, however, that only a negligible number of these transactions involved dealer violations of the Certificate of Ownership Law, the result being that the Division was not in a legal position to render assistance to the complainants.

The continued increase in the number of certificates of ownership issued and revenue collected over the past and previous years is shown in the comparative listing below. A total of 1,374,832 certificates of ownership were issued, netting fees in the amount of \$2,079,179.25.

		1953	1954	1953	1954
		Items	Items	Fees	Fees
Absolute certificates (A) .....	@ \$1.50	505,661	525,804	\$758,491.50	\$788,706.00
Encumbered certificates (B) .....	@ 2.00	299,444	290,674	598,888.00	581,348.00
Contract satisfactions (C) .....	@ .25	318,441	311,313	79,610.25	77,828.25
Dealers certificates (D) .....	@ .50	354,275	374,467	177,137.50	187,233.50
Duplicate certificates (E) .....	@ 1.00	18,428	18,406	18,428.00	18,406.00
Foreign or defective titles (F) .....	@ 2.00	148,609	156,045	297,218.00	312,090.00
Repossessions (G) .....	@ 1.50	9,065	9,436	13,597.50	14,154.00
Penalties (H) .....	@ 5.00	6,595	7,403	32,975.00	37,015.00
Dealer's licenses .....	@ 100.00	596	590	59,600.00	59,000.00
Photostats .....				947.00	1,145.00
Information and miscellaneous .....				1,980.75	2,253.00
Certificates of ownership issued "No Fee"			783		
				\$2,038,873.50	\$2,079,179.25

The Division licensed 4,233 persons and firms to engage in the business of buying, selling and dealing in motor vehicles in accordance with the provisions of R. S. 39:10-19. Of this number, 591 submitted original applications that accounted for revenue amounting to \$59,000.\*

\* Initial License No. 10026—Romuald W. Klemple t/a Arkay's Auto Sales, 643 Falmouth Avenue, Paramus, New Jersey—revoked; non-payment of statutory fee. Check presented application; returned by bank—insufficient funds—unable to locate applicant.

New and Used Motor Vehicle Dealer's Licenses .....	1,430	
Used Motor Vehicle Dealer's Licenses .....	2,212	
	<u>3,642</u>	3,642
Initial New and Used Motor Vehicle Dealer's Licenses .....	139	
Initial Used Motor Vehicle Dealer's Licenses .....	452	
	<u>591*</u>	591
		<u>4,233</u>

The following exchanges of licenses were made:

From New and Used to Used Motor Vehicle Dealer's Licenses .....	29
From Used to New and Used Motor Vehicle Dealer's Licenses .....	12
	<u>41</u>

The Director rejected 14 applications for dealers' licenses because the applicants, after investigation, did not appear to be proper persons within the meaning of the law.

Hearings involving 21 dealers, who were required to show cause why their licenses should not be revoked because of violations of the Certificate of Ownership Law, resulted in 15 revocations.

Hearings scheduled .....	21
Revocations .....	15
Decision reserved .....	6

Subsequently, 11 of the licenses were restored.

Through various sources, but mainly the certificate of ownership records, the Division learned that certain individuals were engaging in the business of buying, selling and dealing in motor vehicles without benefit of a license as required by R. S. 39:10-19; consequently, 62 warning letters were issued, with the result that nine such persons applied for and received licenses. These persons who failed to heed both the warning letters and verbal admonitions were indicted and convicted for violation of R. S. 39:10-19.

The number of new passenger cars, commercial and other type vehicles recorded with the Division totaled 245,095.

The Central Office issued 31,591 certificates of ownership, 591 initial motor vehicle dealers' licenses, also lien information certificates and certifications of records that accounted for revenue totaling \$102,287.75.

## BUS EXCISE

Bus excise taxes collected under R. S. 48:4-20 to 34, amounted to \$100,320.20 during the calendar year, a decrease of 11.8 per cent over the previous twelve months period. This tax is assessed against owners or operators transporting passengers for hire interstate over the New Jersey streets and highways on the basis of one-half cent per mile for each mile operated within the State. The operator is exempt from the tax, for the miles covered in municipalities to which there is paid a five per cent gross receipts tax.

The reason for the decrease in revenue was due mainly to the rise in New Jersey Turnpike mileage by interstate operators, the total mileage, which is tax exempt, increasing from 9,840,642 miles in 1953 to 11,654,386 miles in 1954. On the basis of the year's turnpike mileage the loss to the State was \$58,271.93.

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

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

### ANNUAL REPORT OF BUS EXCISE FOR 1954

Month	Total Miles	Exempt Miles	Turnpike Miles	Taxable Miles	Amount
January .....	2,905,062	613,342	870,283	1,421,437	\$7,107.78
February .....	2,791,307	585,702	904,685	1,300,920	6,504.73
March .....	2,458,327	620,665	685,000	1,152,662	5,763.40
April .....	3,130,636	464,090	957,518	1,709,028	8,545.28
May .....	3,719,537	875,384	1,160,495	1,683,658	8,386.63
June .....	3,192,605	678,523	669,765	1,844,317	9,253.59
July .....	4,277,072	532,181	1,416,725	2,328,166	11,640.94
August .....	4,512,874	790,718	1,263,950	2,458,206	12,301.27
September .....	3,538,309	721,356	1,086,037	1,730,916	8,652.56
October .....	3,147,174	622,675	1,007,572	1,516,927	7,586.99
November .....	2,936,776	523,107	966,806	1,446,863	7,234.45
December .....	2,827,354	693,311	665,550	1,468,493	7,342.58
Totals .....	39,437,033	7,721,054	11,654,386	20,061,593	\$100,320.20

**CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS  
AFFECTING MOTOR VEHICLE REGISTRATION AND REGULATION  
ENACTED BY THE 1954 SESSION OF THE LEGISLATURE**

- CHAPTER 12—Repeals Chapter 66, P. L. 1953 which would require a special driver's license for the operator of a truck-trailer combination beginning April 1, 1954.
- CHAPTER 27—Amends Sect. 39:4-197 of the Revised Statutes to give municipalities the right to regulate the parking of cars parked on municipal parking lots.
- CHAPTER 37—Makes it unlawful to throw or drop a bundle, object or debris from a motor vehicle while it is on a highway.
- CHAPTER 61—Provides that any resident of N. J. who is involved in a motor vehicle accident and then ceases to be a resident shall be deemed to have constituted the Director of the Division of Motor Vehicles as his agent for the acceptance of process.
- CHAPTER 75—Amends Sect. 39:8-9 of the Rev. Statutes to prescribe the procedure and penalties in enforcing the Motor Vehicle Inspection Law.
- CHAPTER 76—Amends Sect. 39:9-4 of the Revised Statutes to prescribe the procedure and penalties in enforcing the law regulating the hours of service by the operators of certain motor vehicles.
- CHAPTER 77—Amends Sect. 39:6-55 of the Revised Statutes to prescribe the procedure and penalties in enforcing the Motor Vehicle Security-Responsibility Law.
- CHAPTER 78—Amends Sect. 39:11-11 of the Revised Statutes to prescribe the procedure and penalties in enforcing the Motor Vehicle Junk Yard Law.
- CHAPTER 91—Provides for a 25c fee to registers of deeds and mortgages for preparing and forwarding evidence of satisfaction of a chattel mortgage on a motor vehicle to the Director of Motor Vehicles.
- CHAPTER 133—Provides for the issuance of special identification metal insignia to be attached to the license plates of amputees and disabled persons.
- CHAPTER 139—Amends Chapter 284, P. L. 1945 to permit corporations owning and operating in apartment houses with 10 or more apartments on the same tract of land, to file a written request with the Director of the Division of Motor Vehicles to make the provisions of Section 3A:1 of the N. J. Statutes apply to the parking areas where the apartment project is located.
- CHAPTER 166—Amends Chapter 142, P. L. 1950 to delay the effective date of certain truck axle weight limitations from March 31, 1955 to March 31, 1958.
- CHAPTER 221—Provides that the Director of Motor Vehicles shall cause to be imprinted on all motor vehicle license plates the words "Garden State."

### SERVICE OF PROCESS ON NON-RESIDENTS FOR 1954

The Division of Motor Vehicles collected the sum of \$10,016.10 carrying out the provisions of Chapter 7 of Title 39 of the Revised Statutes, providing for service of process on non-residents in automobile litigation.

Following is a record of the monthly fees collected:

January .....	\$812.00
February .....	932.00
March .....	956.00
April .....	1,010.00
May .....	760.00
June .....	796.00
July .....	874.00
August .....	858.00
September .....	738.00
October .....	710.00
November .....	744.00
December .....	826.00
	<hr/>
	\$10,016.00

A comparison of the amount collected during the years 1953 and 1954 reveals an increase in these fees for the year of 1954 amounting to the sum of \$186.00 or approximately 1.89 per cent. The number of services accepted totaled 5,008.

## TYPES OF REQUESTS HANDLED BY INFORMATION SECTION DURING 1954

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Letters regarding duplicate and renewal licenses .....	4,932	5,302	8,792	7,243	7,935	7,394	7,146	6,352	5,832	6,661	5,409	5,529	78,527
Regular information letters .....	4,575	4,858	5,382	5,810	5,269	5,720	5,400	5,111	4,850	5,265	5,314	5,005	62,559
Certified copies, special deliveries and registered mail .....	2,136	1,678	1,866	1,880	1,999	1,519	1,427	1,516	1,738	1,927	1,404	1,789	20,879
Lists and miscellaneous lookups .....	9,543	12,623	14,498	14,796	11,453	15,545	18,750	18,830	17,749	16,631	16,701	19,521	186,640
People appearing at office in person for information and duplicates .....	1,340	1,736	2,188	1,818	1,659	1,796	1,743	1,858	1,849	1,807	1,718	1,985	21,497
Telephone and telautograph calls 1 a. m. to 9 a. m.—Local .....	973	921	1,127	898	1,031	1,374	1,349	1,601	1,571	1,279	1,402	1,371	14,897
Telephone and telautograph calls 1 a. m. to 9 a. m.—Long distance .....	1,043	1,098	1,105	1,053	1,298	1,401	1,399	1,628	1,657	1,601	1,388	1,542	16,213
Telephone and telautograph calls 9 a. m. to 5 p. m.—Local .....	5,103	5,622	5,678	6,392	6,401	5,822	5,209	5,201	4,974	5,819	5,401	5,638	67,260
Telephone and telautograph calls 9 a. m. to 5 p. m.—Long distance .....	3,012	2,688	3,115	3,397	3,513	4,268	3,609	3,527	3,653	3,598	2,602	3,028	40,010
Telephone and telautograph calls 5 p. m. to 1 a. m.—Local .....	2,072	1,878	1,724	1,689	2,913	3,007	2,338	2,657	2,508	2,276	2,803	2,914	28,779
Telephone and telautograph calls 5 p. m. to 1 a. m.—Long distance .....	2,422	2,763	2,990	2,865	2,955	3,011	2,863	2,431	2,373	2,371	2,713	2,496	32,253
Record checks .....	648	759	630	868	573	947	657	518	689	732	869	716	8,606
Totals .....	37,799	41,926	49,095	48,709	46,999	51,804	51,890	51,230	49,443	49,967	47,724	51,534	578,120

## MULTILITH SECTION

The Division of Motor Vehicles maintained its own Section where applications, certificates, pamphlets and all forms used in the administration of the Motor Vehicle and Traffic Acts were printed, numbered, perforated, etc. During the year the Multilith Section handled 7,746,017 sheets and 26,435,665 items.

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

Section	Sheets Printed	Sheets Numbered	Sheets Perforated	Total Impressions	Items Printed	Items Numbered	Items Perforated	Total Items 1 to 3 Operations
Administrative .....	68,400	.....	.....	83,000	78,100	.....	.....	78,100
Bookkeeping .....	64,910	21,660	13,660	114,230	84,350	34,600	26,600	145,550
Central Agency .....	54,600	626	800	57,126	71,500	5,000	8,000	84,500
Certificate of Ownership	208,500	1,500	.....	232,500	357,000	3,000	.....	360,000
Driver Improvement ...	68,500	.....	3,500	113,000	103,000	.....	28,000	131,000
Files .....	14,420	.....	3,000	17,420	75,680	.....	30,000	105,680
Fines .....	113,975	.....	.....	208,975	563,975	.....	.....	563,975
Information .....	26,500	.....	.....	41,500	118,000	.....	.....	118,000
Inspectors .....	410,025	80,306	50,000	829,731	760,625	2,250	260,000	1,022,875
Main Office .....	258,990	75,000	3,500	376,990	576,240	300,000	28,000	904,240
Security-Responsibility	193,500	.....	.....	196,500	263,500	.....	.....	263,500
Shipping Room .....	455,225	306,000	164,500	1,319,925	1,629,425	1,224,000	805,000	3,658,425
Testing .....	452,500	.....	.....	452,500	608,000	.....	.....	608,000
Miscellaneous .....	142,070	2,500	4,000	159,620	172,320	2,500	40,000	214,820
<b>TOTALS</b> .....	<b>2,532,115</b>	<b>487,592</b>	<b>242,960</b>	<b>4,203,017</b>	<b>5,461,715</b>	<b>1,571,350</b>	<b>1,225,600</b>	<b>8,258,665</b>
Applications .....	2,889,500	.....	.....	3,543,000	18,177,000	.....	.....	18,177,000
<b>GRAND TOTALS..</b>	<b>5,421,615</b>	<b>487,592</b>	<b>242,960</b>	<b>7,746,017</b>	<b>23,638,715</b>	<b>1,571,350</b>	<b>1,225,600</b>	<b>26,435,665</b>
Addressograph—all sections .....	.....	275,371	.....	.....	.....	.....	.....	.....
Mimeograph—all sections .....	.....	946,143	.....	.....	.....	.....	.....	.....
Photostats—all sections: Items, 73,207; Sheets, 14,007; Exposures, 17,351.	.....	.....	.....	.....	.....	.....	.....	.....

## **APPENDIX A**

### **REPORT TO GOVERNOR MEYNER**

#### **BY THE COMMITTEE APPOINTED TO SURVEY THE DIVISION OF MOTOR VEHICLES**

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### **PREFACE**

Late in January a committee, made up of representatives of the Division of Motor Vehicles, the Administrative Division of the Department of Law and Public Safety, the State Library, the Division of State Police, your executive staff and the Prudential Insurance Company of America, was appointed at your request by Attorney General Richman. The committee was to consider ways of improving the operations of the Division of Motor Vehicles—especially with regard to the system used for automobile registrations and drivers' licenses. It is now ready to report with respect to the major part of its assignment.

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#### **REPORT TO GOVERNOR MEYNER BY THE COMMITTEE APPOINTED TO STUDY THE DIVISION OF MOTOR VEHICLES**

In studying the Motor Vehicle system, your committee has worked toward three basic objectives:

1. Greater convenience for the citizens of New Jersey;
2. Reduction in cost; and
3. More effective enforcement of the Motor Vehicle Laws.

The license, registration and inspection system which has developed over the years has been able to handle the growing volume of transactions in a reasonably satisfactory manner. Recently, however, the necessity for some change has been increasingly apparent. The committee has, therefore, analyzed the deficiencies of the present system as a preliminary to the development of proposals for a system which would reflect modern business methods and which would best meet our three basic objectives.

#### **DEFICIENCIES OF THE PRESENT SYSTEM**

##### *1. Peak loads of activity*

This results in

- a. Serious inconvenience to the public,
- b. Severe administrative problems in Trenton and
- c. Difficulty in providing up-to-date information promptly for enforcement and other officials during several weeks of each year.

## 2. *Lack of integration of various functions of the Division*

This applies both with respect to

- a. The physical facilities provided for the public, e.g., agencies for the registration and license functions, inspection stations and driver examination centers and
- b. The procedures for registering and inspecting cars, e.g., the system for collecting and accounting for separate fees for inspection twice a year from each car owner on the one hand and the system for collecting and accounting for annual registration fee from each car owner on the other.

## 3. *Continued use of antiquated procedures*

There are many evidences of this, such as:

- a. Manual processes for the accounting of revenue exceeding \$47 million and for the maintenance of millions of separate records.
- b. Determination of car registration fees through the use of a formula which appears to relate, but in fact has no relation, to road usage or deterioration.

## 4. *Lack of use of modern techniques*

In many cases the lack of use of modern techniques puts unnecessary burdens on the public. For example:

- a. Personal visits to motor vehicle agencies in order to renew registrations and drivers' licenses.
- b. The necessity for copying over each year the same information on application blanks.

## 5. *Variety of locations servicing the public*

The continued use of Motor Vehicle Agents necessarily means that the public must go to one location for certain motor vehicle functions and to others—inspection stations or driver examination centers—for other purposes.

## 6. *Inability to produce statistics and to provide highly accurate information*

The present manual system of record maintenance makes the compilation of useful statistics impossible. Furthermore, the accuracy of the information filed, originating as it does from copying by the public of the same information year after year, leaves something to be desired.

## 7. *Inadequacy of procedures for determining those who are delinquent as to inspection or renewal of registrations or licenses*

Because the present records are maintained manually, only limited use can currently be made of them to determine delinquents. This is true as to each of the following:

- a. *Inspections*—Although some delinquents are caught through road checks by Inspectors and through notices of revocation for failure to appear, the present system relies to a considerable extent on the requirement that two inspections must be obtained before a renewal registration certificate is issued. As a result, inspections of a particular car are often obtained within a period of a few days or weeks. Furthermore, the sale of a car makes it possible to avoid obtaining two inspections in a period of a year. These occurrences are at variance with the objective of the system which is clearly to require an inspection every six months.
- b. *Renewal of registrations*—The existing procedure relies completely on delinquents being apprehended through the lack of proper plates or inserts on vehicles.
- c. *Renewal of drivers' licenses*—Delinquents are caught through road checks by Inspectors or if they are involved in a traffic violation and inspection of their license reveals failure to renew.

8. *Physical decentralization of the organizational units of the Division in Trenton*

At present the organizational units of the Division are scattered over five locations in Trenton. This contributes to operating inefficiencies.

9. *Inadequate physical facilities and poor locations of establishments serving the public*

This applies to:

- a. Motor Vehicle Agents' quarters, many of which have deficiencies such as dingy appearance, unsuitable layout, insufficient space, inadequate directional signs, lack of open counters, poor lighting and inadequate parking facilities. Few of them are ideally located.
- b. Inspection stations, most of which are located in areas such that waiting lines of motorists create serious traffic problems. Many, too, have no room for necessary expansion.
- c. Driver examination centers, none of which have readily accessible places for adequate road tests.

10. *Lack of permanence of Motor Vehicle Agents and their staffs*

It is probable that Motor Vehicle Agents will be replaced each time the political party in power changes. Such replacements cause a great deal of unnecessary training of new agents and their clerical staffs. Inevitably, over a period of years, the cost of this becomes reflected in the scale of fees paid to agents. In addition, the replacement of agents frequently results in irritation to the public because of inadequate service from untrained help.

11. *Motor vehicle functions usually a sideline of agents*

The amounts paid to Motor Vehicle Agents as fees, if maintained at reasonably low levels, make it necessary for Motor Vehicle Agents to handle the functions of the Motor Vehicle Division as a sideline. Almost all have some other occupation as their principal means of making a living. The personal attention they are able to devote to the efficient administration of their motor vehicle functions is, as a result, inevitably rather limited.

12. *Possibility of undesirable pressures by agents on the public*

The present system makes it difficult to control any tendency there might be for a particular Motor Vehicle Agent to pressure the public along lines such as the following possibilities:

- a. Pressure to purchase automobile insurance from the agent.
- b. Display of products for sale or literature and posters boosting various causes or products.
- c. Subjecting the public to political harangues.

13. *Difficulty in maintaining the standards of service of agents and their staffs*

The agency system necessarily requires that the public be served by a large group of people—the Motor Vehicle Agents and their staffs—who are not employees of the State and, accordingly, whose attitude, training and performance can only be indirectly controlled by the State.

14. *Large sums of money handled by agents*

The handling of State revenue, amounting to more than \$47 million per year, by persons not under the direct control of the State inevitably involves the maintenance of elaborate procedures for the audit and control of funds.

15. *Excessive transaction costs in low-volume agencies*

Fees paid to Motor Vehicle Agents are such that the average cost of handling individual transactions for the Division of Motor Vehicles runs from approximately 17 cents to as high as 44 cents, the average being 22 cents. The higher costs per transaction are paid to those agents who handle a comparatively small total volume of transactions. While the total amount paid to such agents is not excessive, transaction costs as high as twice the average are obviously out of line. There is no way of overcoming this problem under the agency system without interfering seriously with service to the public.

16. *Motor Vehicle Agents' fees not covered by an appropriation*

At present the scale of fees paid to agents is determined by the director of the Division. The fees paid are deducted from motor vehicle revenue and the net amount deposited in the Treasury. This procedure is completely incompatible with good financial practice.

17. *Inadequate charges for certain public services*

Specifically, this applies to:

- a. Charges for inspection which should be approximately 50 per cent higher to cover present costs and
- b. Charges for drivers' permits which are inadequate—particularly because they necessitate the continuation of the present system of obtaining free space for driver examination centers.

### **PRIOR PROPOSAL OF THE MOTOR VEHICLE DIVISION**

During its discussions the committee gave very full consideration to a proposal developed by the Division of Motor Vehicles which they have been strongly advocating for some time. This proposal, with some modifications, could eliminate all of the deficiencies mentioned. As originally conceived, part of this proposal involved (1) the elimination of an annual charge for passenger car registrations, (2) the adoption of a flat charge of \$5 to be paid whenever the title of a passenger car passed to a new owner, and (3) an increase of 2 cents per gallon in the State gasoline tax. In addition to producing an amount of revenue comparable to that arising out of the present system, this proposal would have produced annual savings of at least \$500,000 and possibly as high as \$1 million.

The committee feels that this proposal has a great deal of merit from many points of view. In its discussions the original proposal was modified in certain respects and expanded in others to include other suggestions of the committee. For example, it was agreed that the registration charge should be set at approximately \$30 for new cars and \$15 for used cars to be paid at the time the car ownership changes. If the fees were set at this level, an increase of only one-half cent per gallon in State gasoline tax would be required. The committee feels that this proposal, if integrated with the other recommendations of the committee, has only one major disadvantage, namely, that its adoption could cause a serious drop in motor vehicle revenue in times of depression. With respect to service to the public and administrative costs, it is ideal.

The committee is recommending another system because (1) the allocation of an additional one-half cent gas tax to offset a planned decrease in motor vehicle revenue seems improbable and (2) the possible loss of revenue in times of depression should apparently be avoided.

## SUMMARY OF RECOMMENDATIONS

What follows represents in brief form the recommendations of the committee. The committee recognizes that the adoption of all these recommendations is not possible in a short period of time. It is, however, felt that substantial improvements can be adopted before March 31, 1955 and that all the proposals can be completely in effect by March 31, 1956. In the interim period certain steps consistent with the over-all ultimate plan will have to be taken. An outline of these steps and a description of the system which will be in effect during the transition period are fully described in Appendix B.

A system based on the following recommendations would overcome, in our opinion, all the deficiencies of the present system.

It is recommended that:

1. Motor Vehicle Offices be established at approximately 43 rural or suburban locations throughout the State to handle the following functions:

- a. Car inspections
- b. The issuance of learners' permits and initial drivers' licenses
- c. Examinations for drivers' licenses (11 locations only)
- d. All registration functions pertaining to cars other than passenger
- e. The issuance of new registration certificates and plates, the acceptance of fees for the renewal of registrations and the handling of transfers and certificates of ownership for passenger cars and
- f. Drivers' clinics (4 locations only).

2. A three-year driver's license at a cost of \$8 be adopted *in place of* the present one-year license costing \$3. The renewal for drivers' licenses would be staggered over a three-year period using birthday months.

3. Renewal of drivers' licenses be handled by mail and only by mail.

4. A flat fee of \$15.50 per year be charged for the registration of all passenger vehicles instead of the present fee based on rated horsepower. The flat fee includes \$1.50 to cover the cost of two inspections for which no fees will be charged. The renewal dates for registration certificates would be staggered over a 12-month period.

5. Renewal applications for registrations of passenger cars be mailed to car owners who would have the option of mailing the fee or paying it in person at one of the Motor Vehicle Offices.

6. The use of Motor Vehicle Agents be progressively eliminated.

7. A central mechanized agency be established for the issuance by mail of all applications for the renewal of drivers' licenses and passenger car registration certificates and for the maintenance of all registration and driver license records and all other records of the Division of Motor Vehicles.

8. The central mechanized agency and all other administrative parts of the Division of Motor Vehicles be housed in one building.

9. The payment date for renewal registration fees for each passenger car owner be set so as to coincide with the date by which one of his two annual inspections must be obtained—thus requiring only one visit to a Motor Vehicle Office for these two purposes.

10. The use of permanent plates for passenger cars to remain with the car owner be adopted. Inserts would no longer be used. Inspection stickers would be modified so as to permit immediate determination at a distance that registration fees had been paid and the car brought in for inspection.

11. A charge of \$2 be made for a driver's permit instead of the present charge of \$1.

Full details concerning each of these recommendations appear in Appendix A. It is understood that many of the changes require legislative action.

Because the conversion of the present records to a mechanized basis is a tremendous job, requiring extensive advance planning, immediate action with respect to the recommendations is necessary if substantial improvements are to be made before March of next year.

The committee will subsequently make other recommendations concerning other aspects of the work of the Division. It will, in particular, review the present procedures for registering vehicles other than passenger cars.

### REVENUE AND COSTS

It is anticipated that motor vehicle revenue will be slightly higher after all the proposals have been put into effect than under the present system. This results from the proposals for larger inspection fees and driver permit charges.

It is difficult to make completely accurate calculations of the effect of the committee's proposals on costs. Nevertheless, we have made a thorough analysis of available information, and we believe that the figures that follow represent reliable estimates of what can be expected.

Although fees paid to Motor Vehicle Agents are normally deducted from motor vehicle revenue, for the purposes of this report they have been treated as a cost item.

In order to determine what effect the entire set of proposals would have on costs, it was assumed that they had all been put into effect some time prior to July 1, 1954. In particular, it was assumed (1) that all Motor Vehicle Offices had been erected, (2) that all administrative units of the Division had been housed in a rented building, and (3) that the use of Motor Vehicle Agents had been eliminated.

On this basis, it is estimated that the total cost of operating the Motor Vehicle Division for the 1955 fiscal year would be \$6,667,306.69 instead of \$7,074,063.64, the anticipated costs for the same period as shown in your budget message (including Agents' fees, but less rentals of inspection stations). This represents a saving of approximately \$406,000.00 annually. During the transition period, certain one-time costs would be incurred. Estimates of these are shown below as a guide to financial planning:

Cost of converting records (including the cost of preparation of the first applications for registrations and drivers' licenses) _____	\$500,000.00
Cost of acquiring land, erecting Motor Vehicle Offices and surfacing certain areas .....	\$8,500,000.00

With respect to housing the Division of Motor Vehicles in one building in Trenton, the committee feels that a comparison should be made between the cost of leasing any satisfactory space that is available and the cost of erecting an appropriate building. It is estimated that a building would cost about \$3,500,000. Whether the centralization is accomplished through leasing or construction, a considerable part of the cost would be offset by the rentals now paid in Trenton.

All computations as to costs under the present system have assumed a continuance of the present scale of fees to Motor Vehicle Agents. This is a very conservative approach as the committee is convinced that an increase in the scale of such fees would be inevitable in the near future if the present system were to be continued.

Detailed information as to costs is shown in Appendix C.

Respectfully submitted,

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

May, 1954.

## APPENDIX A

### RECOMMENDATIONS IN DETAIL

1. It is recommended that Motor Vehicle Offices be established at approximately 43 rural or suburban locations throughout the State.

The objective here is to establish local branches of the Motor Vehicle Division to serve the public with respect to all motor vehicle functions not handled by mail. In addition to inspection facilities, manned by examiners, there would be (1) an office staffed with clerical employees, (2) the headquarters of a group of motor vehicle inspectors for examining applicants for drivers' licenses, highway patrol and investigatory activities, and (3) possibly other units of the Department of Law and Public Safety. Examinations for drivers' licenses would be given at 11 locations only. Four offices would include drivers' clinics.

Motor Vehicle Offices would be located in suburban or rural areas convenient to, but not on, State highways. They should be State owned. Their design and construction would be such as to best facilitate serving of the public. Ample space for parking and lines of cars awaiting inspection would be provided. Offices with facilities for examining new drivers would include areas suitable for road tests.

Through the co-operation of the Graduate School of Architecture of Princeton University, it is hoped that the committee will be able to present sketches of suggested designs of these offices.

It is believed that no more than four of the present inspection stations are so located as to permit the necessary redesigning. Of the remaining stations, 12 are leased and 14 State owned. Disposition of the latter properties should present no insurmountable problem. It is felt that 43 Motor Vehicle Offices could adequately handle the activities assigned, especially in view of

- a. The mail procedure for renewing drivers' licenses
- b. The staggered renewal dates for passenger car registrations and
- c. The more rigid scheduling of inspections, which is a basic part of the proposals.

It is possible that plans for the establishment of these offices should be expanded to include branches of other divisions of the Department of Law and Public Safety requiring local decentralization. For example, consideration can be given to the local headquarters of the State Police and local offices of the Division of Alcoholic Beverage Control.

2. It is recommended that a three-year driver's license at a cost of \$8 be adopted *in place of* the present one-year license costing \$3. The renewal date for drivers' licenses would be staggered over a three-year period using birthday months.

The three-year fee of \$8 is roughly the equivalent of a one-year fee of \$3 in terms of revenue to the State. The reduction of \$1 over a three-year period comes about through

- a. Administrative savings and
- b. The payment of fees for a three-year period by persons who, under the present system, would pay for only one or two years, e.g., those who move out of the State.

It is possible that a slight increase in net revenue may result from the \$8 fee.

Staggering the renewal dates over a three-year period brings about operating economies. Basing the staggering on birthday month is a device suggested only to bring about a fairly even distribution, by month, initially. New drivers would pay an \$8 fee immediately and their renewal month would be the same as the month in which they got their first license rather than their birthday month.

3. It is recommended that renewal of drivers' licenses be handled by mail and only by mail.

The procedure recommended is as follows:

- a. Some four to six weeks prior to the end of each driver's renewal month, he will receive in the mail a two-part form (see Figure 1). This form will have been prepared by punched card equipment. The lefthand part of the form is the application for renewal. The righthand part ultimately becomes the license itself.

STATE OF NEW JERSEY												STATE OF NEW JERSEY											
APPLICATION FOR RENEWAL - AUTO DRIVER'S LICENSE												AUTO DRIVER'S LICENSE											
<p>JOHNSON THOMAS J</p> <p>1691 CENTER AVE</p> <p>NEWARK N J</p>												<p>BLK 1234567</p> <p>GRY 60251</p> <p>22 09 57</p>											
<p>IF ADDRESS ABOVE IS CORRECT SHOW CORRECT ADDRESS ABOVE. IF CORRECT WITH THE WORD "SAME"</p>												<p>THESE PLATES MUST BE CHANGED BY THE LICENSEE WHEN PERMITTING A MOTOR VEHICLE</p>											
<p>1 2 3 4 5 6 7 8 9 0 A B C D E F G H I J K L M N O P Q R S T U V W X Y Z</p>												<p>1 2 3 4 5 6 7 8 9 0 A B C D E F G H I J K L M N O P Q R S T U V W X Y Z</p>											

Figure 1.

- b. The applicant signs the application, inserts his new address, if he has moved, makes any other necessary corrections and returns the entire form by mail with a check or money order. (Payments in cash would be discouraged.)
- c. After verifying that the form has been signed and that payment has been properly made, the central agency will return the license portion of the form—appropriately validated—by mail.

One criticism of this type of procedure which has been given a great deal of unwarranted attention is that most people do not have checking accounts and, therefore, cannot conveniently pay by mail. The committee does not believe this conclusion to be justified for the following reasons:

- a. The percentage of persons with checking accounts is constantly increasing.
- b. Postal, express or bank money orders, or bank cashiers' checks, are easy to obtain.
- c. Businesses commonly use procedures providing for monetary mail payments with no unfavorable repercussions. The use of such procedures is constantly increasing and the general public accepts and understands them.
- d. The first mailing of driver license applications will be accompanied by complete instructions suggesting several ways to make payment.

The alternative to a monetary mail system is to give applicants a choice between mail payment and payment in person at a Motor Vehicle Office. This possibility has been fully explored. It is clear that it would increase administrative costs materially and, at the same time, throw an additional burden on Motor Vehicle Offices. It is, therefore, not recommended.

4. It is recommended that a flat fee of \$15.50 per year be charged for the registration of all passenger vehicles instead of the present fee based on rated horsepower. The flat fee includes \$1.50 to cover the cost of two inspections for which no fees will be charged. The renewal dates for registration certificates would be staggered over a 12-month period.

The proposed fee of \$15.50 is made up of \$14 for car registration and \$1.50 for inspection. In each of the last several years, the average passenger car registration fee has increased, primarily because of a gradual increase in the rated horsepower of new cars. In establishing the figure of \$14, it was assumed that this increase in the average passenger car registration fee would continue at least into the next year. \$14, therefore, represents the average passenger car fee in 1953 plus a small increase. While a charge of \$1 is currently made for two car inspections, it has been determined that the actual cost of two such inspections is about \$1.50. Hence, the inclusion of \$1.50 for inspections in the \$15.50 fee.

It is interesting to note that the present rated horsepower formula for passenger cars has no relationship whatsoever to road usage or deterioration. The committee considered very fully the desirability of a formula for fees which would relate to wear and tear on the roads. Among other bases, consideration was given to weight and original car cost. The principal disadvantage of such formulae, however, are that they do not take into consideration the most important single factor in determining road wear and tear, namely, the number of miles driven. In view of the fact that car owners now pay, through the gasoline tax, amounts related to number of miles traveled, there seems to be no particular logic in adopting a formula related to road wear and tear. Another important factor is that higher administrative costs would be incurred if we were to adopt a formula for calculating registration fees rather than a flat fee.

Recent announcement of experimentation by the Chrysler Corporation in the development of turbine engines for passenger cars brings up another consideration with respect to the present rated horsepower system. If there is any possibility at all of such engines being ultimately adopted for passenger cars, radical revision of the present formula would, in any event, be necessary since its application to turbine engines would result in no registration fee being paid for cars so powered.

Transfer and certificate of ownership fees would remain unchanged.

Staggering is to be achieved by arbitrarily assigning each owner of a registered passenger car to one of the twelve months of the year as his renewal month. The month assigned would be regarded as applying to the car owner and to his plates rather than to the car. The result is that a car's registration renewal month would probably change each time the car is sold, provided the new owner had plates. The registration renewal month for a car purchased by a person who had no plates would be determined by the month of purchase.

Under this procedure, only one registration fee each year would be paid by a person who owned several cars during a year, but never owned more than one at a time. The principle involved is that payment of a registration fee entitles a car owner to drive a car on New Jersey roads for a twelve-month period no matter how many times he changes cars.

If a car were owned by a licensed dealer on the last day of the renewal month, no fee would be paid, nor would any fee be required as long as the dealer had title to the car.

5. It is recommended that renewal applications for registrations of passenger cars be mailed to car owners who would have the option of mailing the fee or paying it in person at one of the Motor Vehicle Offices.

The procedure recommended is as follows:

- a. Some four to six weeks prior to the end of each car owner's renewal month, he will receive in the mail a two-part form (see Figure 2). This form will have been prepared by punched card equipment. The lefthand part of the form is the application for a renewal registration certificate. The righthand part ultimately becomes the certificate itself.

STATE OF NEW JERSEY				STATE OF NEW JERSEY			
RENEWAL APPLICATION - PASSENGER VEHICLE REGISTRATION				PASSENGER VEHICLE REGISTRATION			
JOHNSON THOMAS J				NAME	COA	EB6901	COA
1691 CENTER AVE				VEHICLE MAKE	BLU	VEHICLE NO	49
NEWARK N J				LICENSE NO	49	EXPIRES	06-55
NUMBER OF SHEETS CITY <small>IF APPLICABLE, INDICATE CORRECT SHOW CORRECT ADDRESS ABOVE IF CORRECT SHOW THE "NEW" IS A</small>				FIRST NAME AND SURNAME WITH BE OF THE LICENSEE NAME NUMBER OF SHEETS CITY			
<small>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50</small>				<small>1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50</small>			

Figure 2.

- b. The applicant has the choice of paying by mail or in person at a Motor Vehicle Office.
  - (i) If he wants to pay by mail, he signs the application, inserts his new address, if he has moved, makes any other necessary corrections and returns the entire form by mail with a check or money order. (Payments in cash would be discouraged.) After verifying that the form has been signed and that payment has been properly made, the central agency will return the certificate portion of the form—appropriately validated as to payment—by mail. As indicated below under Recommendation 9, the car must be taken to a Motor Vehicle Office for inspection before the end of the renewal month. When it is taken in, the validated certificate serves as evidence that the registration (and inspection) fee has been paid.
  - (ii) If he wants to pay in person at a Motor Vehicle Office, he may do so. Usually, of course, he would take his car in for inspection at the same time, since he must appear for inspection before the end of the renewal month. The certificate portion of his form would then be detached from the rest of the form and validated as to payment of the fee.

6. It is recommended that the use of Motor Vehicle Agents be progressively eliminated.

During the transition period while Motor Vehicle Offices are being erected, the number of Motor Vehicle Agents would be gradually cut down. The plan for accomplishing this is described in Appendix B.

As outlined in this report under the heading "Deficiencies of the Present System," there are many reasons why the use of Motor Vehicle Agents should not be continued. In addition to these reasons, however, there is another important consideration arising out of the rest of the committee's recommendations which, in itself, makes the continuation of the agency system undesirable.

This has to do with the volume of transactions agents will handle under the new system.

In the 1953 motor vehicle year, agents handled a total of 6.3 million transactions at an average cost of about 22 cents per transaction. Under the mandatory mail system for renewing drivers' licenses and the optional mail system for renewing registrations, it is estimated that they would have handled 3.3 million transactions, or a reduction of 48 per cent. In addition, if tests of new drivers are made at Motor

Vehicle Offices, it seems logical to permit applicants to purchase permits there even if the agency system is still in use. This would eliminate another 400,000 transactions from the Motor Vehicle Agents' volume and would mean a total reduction of 54 per cent. These calculations are based on the assumption that one-half of the car owners would decide to renew their registrations by mail next March rather than go to a Motor Vehicle Agency.

The committee believes that substantially higher costs per transaction would inevitably result if the volume of Motor Vehicle Agents' transactions were cut in half. This conclusion is based on two factors:

- a. Historically, a certain minimum total income from motor vehicle activities has had to be paid to the smaller agencies in order to interest persons in taking on the job. With a 50 per cent decrease in transactions, the continuation of the same minimum total income would increase transaction costs in the smaller agencies.
- b. For all agencies, the scale of fees over a period of years must reflect the costs that agencies incur plus a profit. Costs include overhead items, many of which are constant regardless of the volume handled. With a 50 per cent decrease in transactions, the overhead costs per transaction would increase and so ultimately would the scale of fees.

7. It is recommended that a central mechanized agency be established for the issuance by mail of all applications for the renewal of drivers' licenses and passenger car registration certificates and for the maintenance of all registration and driver license records and all other records of the Division of Motor Vehicles.

It is felt that a punched card procedure is ideally applicable to the mailing and record-keeping functions required under the committee's proposals. In addition, such a procedure makes the preparation of any necessary statistical information inexpensive. Records of those delinquent as to renewal of registration or licenses would also be readily available at small cost. Detailed punched card procedures have been worked out.

8. It is recommended that the central mechanized agency and all other administrative parts of the Division of Motor Vehicles be housed in one building.

The present dispersion of the various motor vehicle functions in five locations in Trenton causes inconvenience to the public, co-ordination difficulties and higher administrative costs. It seems desirable, therefore, to rent or construct a building to house the administrative operations of the Division.

9. It is recommended that the payment date for renewal registration fees for each passenger car owner be set so as to coincide with the date by which one of his two annual inspections must be obtained—thus requiring only one visit to a Motor Vehicle Office for these two purposes.

As previously mentioned, the committee's proposal for handling renewal registrations provides that cars must be taken to a Motor Vehicle Office for inspection before the end of the renewal month. This procedure has three principal purposes:

- a. At present, car owners must visit a Motor Vehicle Agency once a year to obtain a renewal registration certificate and must visit an inspection station twice a year for inspection. Adoption of this proposal eliminates one of these three visits.
- b. With staggered renewal months for registration in effect, tying one inspection in with the renewal month brings about a fairly even flow of inspections throughout the year.
- c. It makes possible tighter enforcement of inspections, particularly with the adoption of the "sticker" system outlined in Recommendation 10.

10. It is recommended that the use of permanent plates for passenger cars to remain with the car owner be adopted. Inserts would no longer be used. Inspection stickers would be modified so as to permit immediate determination at a distance that registration fees had been paid and the car brought in for inspection.

The system contemplates the use of permanent plates to remain with the car owner during his lifetime. The inspection routine would be modified to include an inspection of plates. If they were found to be illegible at a distance, the car would be rejected

and the owner required to purchase new plates—the charge being determined by the cost of the transaction and of the plates themselves.

Plates would be transferred from one car to another as ownership changed. At the time a new certificate of ownership is purchased and a transfer fee paid in connection with such a transaction, the Motor Vehicle Office would notify the central agency to change the records to show that the plate number now applied to a different vehicle. The registration renewal and inspection months applying to the plate number would remain unchanged.

Inserts would no longer be used, as stated above. Instead, the windshield stickers now used would be modified and they would hereafter signify that the registration fee had been paid and the car brought in for inspection. The procedure would be as follows:

As outlined under Recommendation 5, car owners could pay for renewal registrations by mail or in person at a Motor Vehicle Office. In either event, they would have to bring their car in for inspection during the inspection month. At that time they would have to display a validated renewal certificate or pay the registration fee. If the car passed inspection, the new type sticker (see Figure 3) would be placed on the windshield. The large numeral showing on the face of the sticker would designate the month during which the second inspection would be required. The registration number and the serial number of the sticker would appear in the appropriate boxes. The background color of the stickers would be changed each year. Because they become such an important part of the enforcement procedure, special precautions would be taken to make sure that they adhered to windshields until deliberately removed.

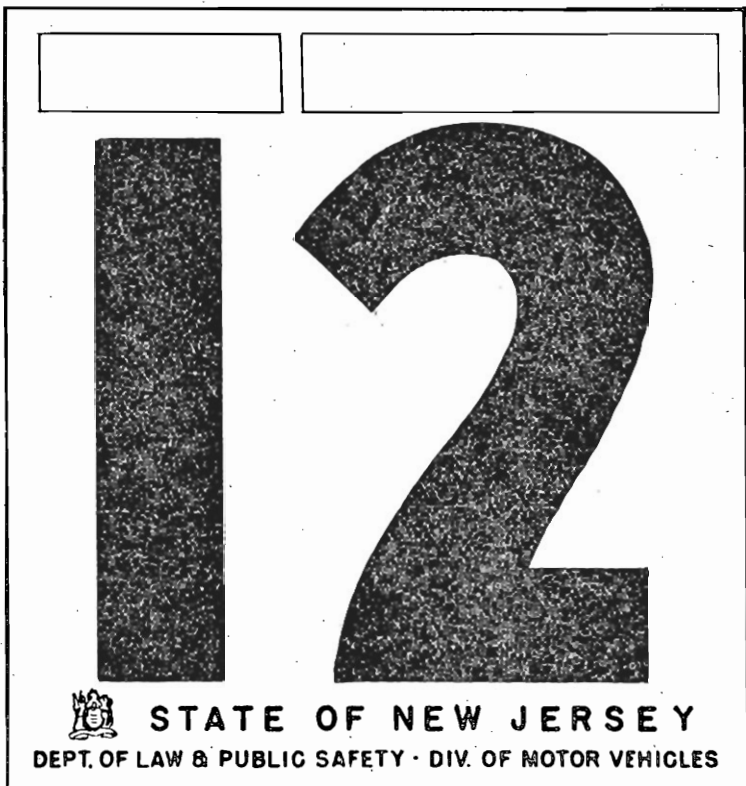


Figure 3.

If the car failed to pass, however, the sticker would be replaced by a "temporary" sticker (see Figure 4) which would serve to indicate that the registration fee had been paid and the car had been brought in for inspection on schedule but that it had been rejected. The driver would be informed that the car must pass inspection before the end of the next month. The numeral on the temporary sticker would designate that month. On the first of each month State Police and other enforcement officials would start picking up cars which still had stickers designating the previous month.

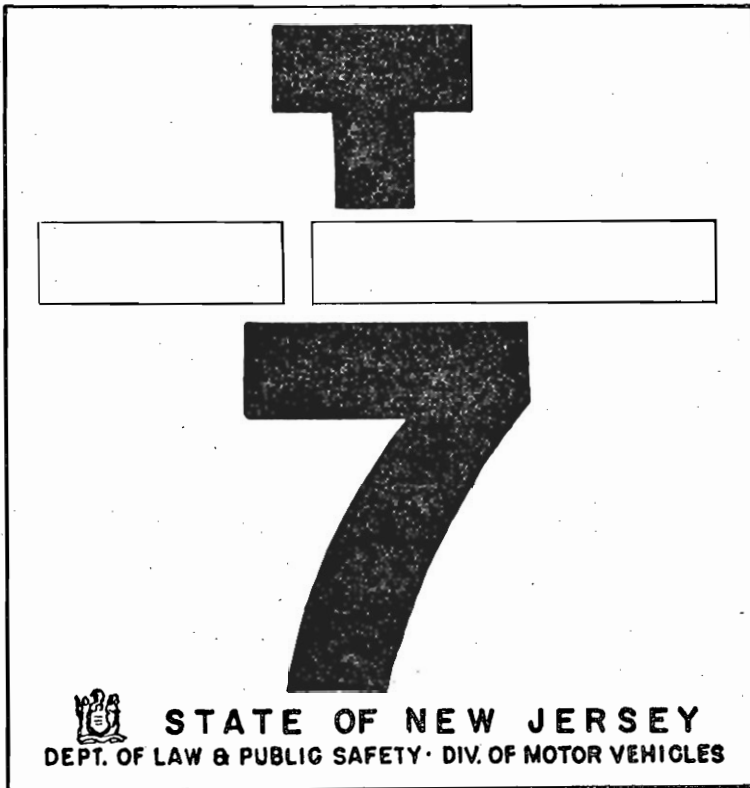


Figure 4.

Car owners would be required to obtain their second inspection during the month six months after their renewal month, as indicated on their windshield sticker. When they successfully passed their second inspection, they would be given a new sticker designating the month during which a registration fee would have to be paid and an inspection obtained.

The committee's proposals do not include a provision that inspections be required of cars in the possession of dealers. The committee, however, does feel that its plan should embody a requirement that cars be inspected within the six months preceding each car sale. No simple procedure for accomplishing this has yet been devised. The committee will continue to look for a way to meet this objective.

For a particular car owner the registration renewal month and the first inspection month in each year would, of course, coincide. When a car is sold, it would take on the renewal and inspection month of the new owner. When he went to a Motor Vehicle Office to arrange for transfer of ownership, he would be given a sticker showing the new renewal and inspection month. No inspection would be required to obtain this new sticker. As this system might enable inspection of a car to be avoided through repeated sales, a special procedure is recommended to prevent such an occurrence.

This entails the insertion of a special symbol on stickers issued without an inspection and the adoption of a regulation that no car can be sold twice without a prior inspection unless it has been inspected within six months.

It is also recommended that existing legislation be modified so as to secure the participation of local police in the enforcement of the inspection procedure. Local magistrates should also be empowered to administer fines for inspection violations.

These procedures are felt to be superior to the present methods for insuring payment of registration fees and inspection. In addition, those delinquent with respect to payment of fees would be identified through lists prepared mechanically by the central agency.

11. It is recommended that a charge of \$2 be made for a driver's permit instead of the present charge of \$1.

The present fee of \$1 is inadequate to meet current costs of examining applicants. If driver examination centers are to be located in Motor Vehicle Offices as recommended, rather than in free space as at present, a substantial increase in fee will be necessary. It is estimated that an increase to \$2 should be made.

The present permit is good for 30 days. The committee recommends that this period be extended to 60 days. This would give applicants a longer period to prepare themselves for examination, which seems desirable judging by the high percentage of applicants who obtain a second permit before appearing for examination. The \$2 fee was calculated with this time extension in mind.

## APPENDIX B

### PLANS FOR TRANSITION TO THE NEW SYSTEM

Transition plans are presented under three major headings:

#### DRIVERS' LICENSES

Plans call for the complete mechanization of all present records by February 15, 1955, with the goal of mailing out applications for drivers' licenses between that date and March 1, 1955. All drivers would be required to purchase a new driver's license by mail before April 1, 1955. The licenses would be good for periods ranging from 5 months to 3 years and 4 months. Pro rata fees of the appropriate amount would be charged. At the expiration of these licenses, renewal at the \$8 rate would become effective.

Staggering is to be achieved by assigning each driver to his birthday month and then arbitrarily assigning one-third of all those with the same birthday month to each of the next 3 years. A person with a June birthday might, for example, be assigned to June 1955, 1956 or 1957.

As a means of avoiding the payment of pro rata fees of less than \$1 and at the same time providing the central agency with a "shakedown" period, those assigned to April, May, June and July of 1955 would be required to purchase drivers' licenses for 3 years and 1 month, 3 years and 2 months, 3 years and 3 months, and 3 years and 4 months, respectively.

The following table shows how this procedure would work out:

**INTERIM PROCEDURE FOR DRIVERS' LICENSES**

Driver assigned to following month (based on birthday month)		INITIAL LICENSE		NEXT LICENSE			
		Driver pays following fee before 4-1-55	License issued for		Fee	Payable during month of	
April	1955	\$8.22	3 yrs.	1 mo.	\$8.00	April	1958
May	1955	8.44	3 yrs.	2 mos.	8.00	May	1958
June	1955	8.67	3 yrs.	3 mos.	8.00	June	1958
July	1955	8.89	3 yrs.	4 mos.	8.00	July	1958
Aug.	1955	1.11	5 mos.		8.00	Aug.	1955
Sept.	1955	1.33	6 mos.		8.00	Sept.	1955
Oct.	1955	1.56	7 mos.		8.00	Oct.	1955
Nov.	1955	1.78	8 mos.		8.00	Nov.	1955
Dec.	1955	2.00	9 mos.		8.00	Dec.	1955
Jan.	1956	2.22	10 mos.		8.00	Jan.	1956
Feb.	1956	2.44	11 mos.		8.00	Feb.	1956
March	1956	2.67	1 yr.		8.00	March	1956
April	1956	2.89	1 yr.	1 mo.	8.00	April	1956
May	1956	3.11	1 yr.	2 mos.	8.00	May	1956
June	1956	3.33	1 yr.	3 mos.	8.00	June	1956
July	1956	3.56	1 yr.	4 mos.	8.00	July	1956
Aug.	1956	3.78	1 yr.	5 mos.	8.00	Aug.	1956
Sept.	1956	4.00	1 yr.	6 mos.	8.00	Sept.	1956
Oct.	1956	4.22	1 yr.	7 mos.	8.00	Oct.	1956
Nov.	1956	4.44	1 yr.	8 mos.	8.00	Nov.	1956
Dec.	1956	4.67	1 yr.	9 mos.	8.00	Dec.	1956
Jan.	1957	4.89	1 yr.	10 mos.	8.00	Jan.	1957
Feb.	1957	5.11	1 yr.	11 mos.	8.00	Feb.	1957
March	1957	5.33	2 yrs.		8.00	March	1957
April	1957	5.56	2 yrs.	1 mo.	8.00	April	1957
May	1957	5.78	2 yrs.	2 mos.	8.00	May	1957
June	1957	6.00	2 yrs.	3 mos.	8.00	June	1957
July	1957	6.22	2 yrs.	4 mos.	8.00	July	1957
Aug.	1957	6.44	2 yrs.	5 mos.	8.00	Aug.	1957
Sept.	1957	6.67	2 yrs.	6 mos.	8.00	Sept.	1957
Oct.	1957	6.89	2 yrs.	7 mos.	8.00	Oct.	1957
Nov.	1957	7.11	2 yrs.	8 mos.	8.00	Nov.	1957
Dec.	1957	7.33	2 yrs.	9 mos.	8.00	Dec.	1957
Jan.	1958	7.56	2 yrs.	10 mos.	8.00	Jan.	1958
Feb.	1958	7.78	2 yrs.	11 mos.	8.00	Feb.	1958
March	1958	8.00	3 yrs.		8.00	March	1958

## PASSENGER CAR REGISTRATIONS AND INSPECTIONS

Plans call for the complete mechanization of all present records by February 15, 1955, with the goal of mailing out applications for renewal registration certificates between that date and March 1, 1955. All passenger car owners would be required to purchase a renewal registration certificate before April 1, 1955. Certificates would be good for periods ranging from 3 months to 14 months. Pro rata fees of the appropriate amount would be charged. At the expiration of these certificates, renewal for one year at the \$15.50 rate would become effective.

Staggering is to be achieved by assigning each car owner arbitrarily to one of the twelve calendar months.

As a means of providing the central agency with a "shakedown" period, those assigned to April and May of 1955 would be required to purchase renewal certificates for 1 year and 1 month and 1 year and 2 months, respectively.

The table below shows how this procedure would work out.

### INTERIM PROCEDURE FOR RENEWAL OF REGISTRATIONS

INITIAL CERTIFICATE			NEXT CERTIFICATE	
Driver assigned to following month	Driver pays following fee before 4-1-55	Certificate issued for	Fee	Payable during month of
April	\$16.79	1 yr. 1 mo.	\$15.50	April 1956
May	18.08	1 yr. 2 mos.	15.50	May 1956
June	3.88	3 mos.	15.50	June 1955
July	5.17	4 mos.	15.50	July 1955
August	6.46	5 mos.	15.50	Aug. 1955
September	7.75	6 mos.	15.50	Sept. 1955
October	9.04	7 mos.	15.50	Oct. 1955
November	10.33	8 mos.	15.50	Nov. 1955
December	11.63	9 mos.	15.50	Dec. 1955
January	12.92	10 mos.	15.50	Jan. 1956
February	14.21	11 mos.	15.50	Feb. 1956
March	15.50	1 yr.	15.50	March 1956

Upon receipt of the application for a renewal registration certificate, the car owner would have the option of paying by mail to the central agency or paying in person at a Motor Vehicle Agency. Inserts would be used for the last time. They would be mailed to the car owner along with a validated certificate if payment were made by mail; otherwise, would be obtained at the Motor Vehicle Agency.

Each car owner paying his renewal fee would be given a notice to appear for inspection along with his inserts and renewal certificate. The inspection months would be determined as follows:

Renewal month	Vehicle must be inspected before
April or October	April 30, 1955
May or November	May 31, 1955
June or December	June 30, 1955
July or January	July 31, 1955
August or February	Aug. 31, 1955
September or March	Sept. 30, 1955

Upon appearance for inspection by the date shown, the new type windshield stickers would be distributed. By October 1, 1955, all passenger cars must bear one of the new stickers. If a car does not, the owner is in violation.

## MOTOR VEHICLE AGENCIES

As previously indicated, it is anticipated that Motor Vehicle Agencies would handle about half the normal number of transactions during the twelve months commencing July 1, 1954. The committee's plan assumes that the number of agents will be gradually decreased, taking into consideration this reduction in volume and further reductions as Motor Vehicle Offices are established.

Two principles would be followed in making the transition:

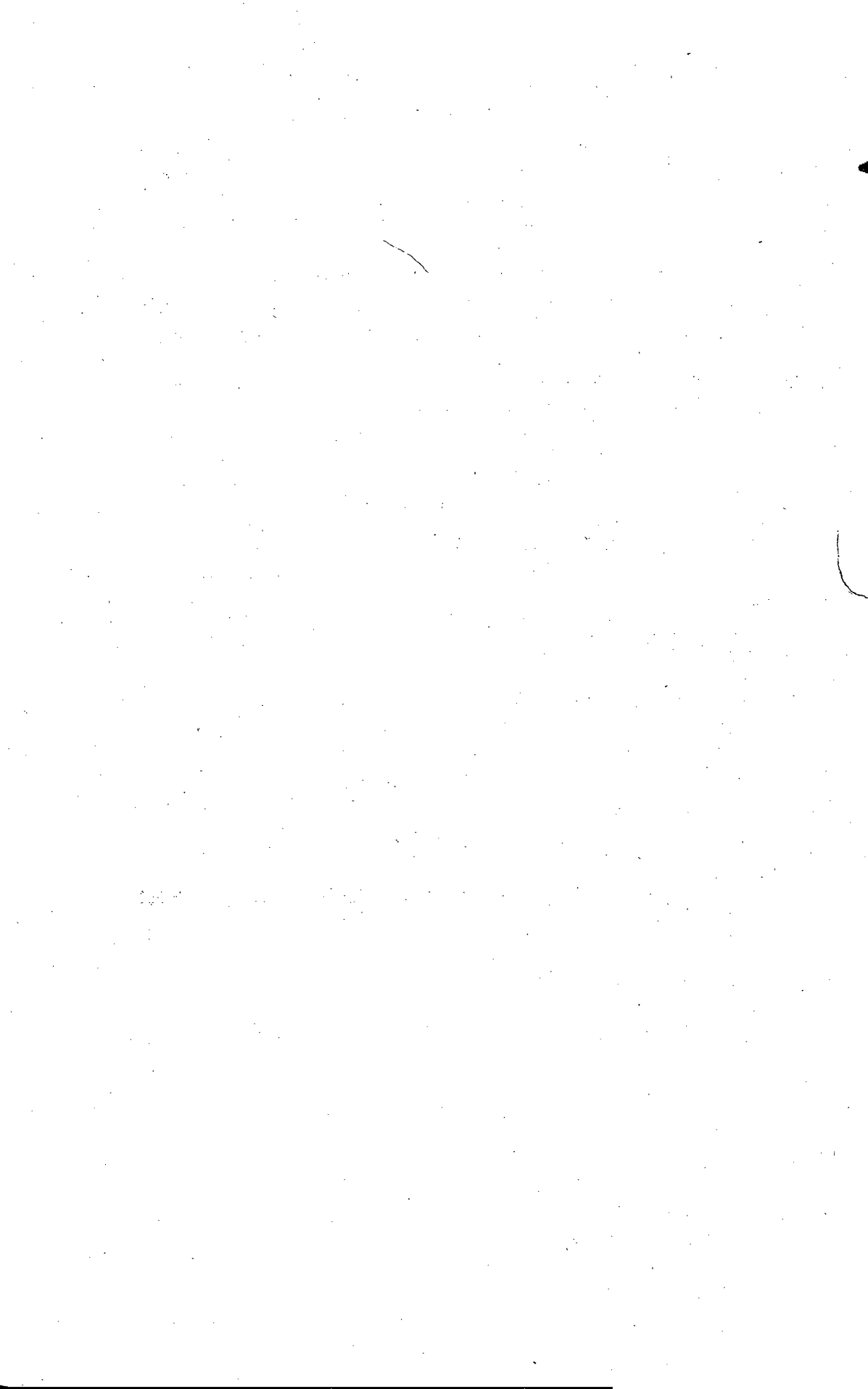
1. The maintenance of a minimum of about \$3,500 income a year for any particular agent and
2. The maintenance of an average fee cost of about 22 cents per transaction for the Agencies as a whole.

Analyses indicate that this transition can be effected smoothly and with ample opportunity for advance notice to the Agencies.

### APPENDIX C DETAILS OF COST ESTIMATES 1954-1955 FISCAL YEAR

	Present	Proposed*
Salaries .....	\$4,441,345.00	\$5,252,135.00
Materials and Supplies .....	651,500.00	724,150.00
Services other than Personal .....	284,209.89	405,418.89
Current Repairs and Maintenance .....	108,500.00	100,500.00
Extraordinary .....	131,009.75	158,952.80
Additions and Improvements .....	26,150.00	26,150.00
Total .....	<u>\$5,642,714.64</u>	<u>\$6,667,306.69</u>
Fees Payable to Motor Vehicle Agencies .....	1,500,000.00	_____
Total .....	<u>\$7,142,714.64</u>	<u>\$6,667,306.69</u>
Less Rent for Inspection Stations .....	68,651.00	_____
Grand Total .....	<u>\$7,074,063.64</u>	<u>\$6,667,306.69</u>

\* Costs shown are based on the assumption that all of the committee's proposals had been put into effect some time ago.



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

DURING Year 1954  
Month or Year  
IN New Jersey  
State, County or City

Frederick J. Gassert, Jr., Director

VIOLATIONS, TITLE 39, R. S.											
Section	Current Month	Cumulative		Section	Current Month	Cumulative		Section	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year			Present Year	Previous Year
3-4	2654	2001	4-32					4-91	75	42	
3-10	9721	8346	to					4-92	70	80	
3-11	856	636	4-37		191	159		4-96	3771	3295	
3-12	70	106	4-38					4-97	32681	30725	
3-17	686	525	to					4-98	100685	85726	
3-19	7	6	4-45		8	13		4-105			
3-29	10447	8965	4-46		442	512		to			
3-33	1979	1506	4-48		246	239		4-121	1368	1174	
3-34	42	29	4-49		58	40		4-122	270	229	
3-35	883	554	4-50		2163	1987		4-123	1317	867	
3-36	568	402	4-52		164	120		4-125	422	323	
3-37	69	56	4-53		55	19		4-126	776	572	
3-38	60	34	4-54		19	9		4-127	229	196	
3-39	1957	1608	4-55		2	5		4-128	78	162	
3-40	1183	878	4-56		69	69		4-128.1	3207	2700	
3-49	189	137	4-57		399	309		4-129	1881	1798	
3-53	29	36	4-58		16	16		4-130	89	39	
3-56	567	485	4-62		6	5		4-144	18652	15074	
3-61	1581	1203	4-63		13	12		Chap. 6			
3-62			4-64		125	54		Chap. 8	3733	56	
3-64	22	31	4-65		37	37		Chap. 9	186	2	
3-67	80	103	4-66		112	93		2A:113-9	43	80	
3-69	189	127	4-67		157	115		2A:170-38	1	1	
3-70	1535	833	4-70		358	148					
3-71	17	22	4-71		31	32					
3-72	22	21	4-75		34	12					
3-73			4-76		33	25					
3-74	23	17	4-77		484	265					
3-80	16	9	4-79		1	2					
3-81	3	1	4-80		726	676					
3-82	4	1	4-81		17025	14354					
3-84	2167	1332	4-82		2626	1886					
4-10			4-83		583	604					
to			4-84		147	129					
4-14	5	12	4-85		6465	4931					
4-15			4-85.1		852	363					
to			4-86		4643	4102					
4-25	7	13	4-87		637	553					
4-26			4-88		3864	3969					
to			4-89		954	725					
4-30	32	32	4-90		1244	925					
								Misc.	4079	2737	
								TOTALS.	256272	213464	

HIGHWAYS							
Route	Current Month	Cumulative		Route	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year
US 1		8548	6154	57		3	4
US 1 & 9		6739	4976	58			7
US 1 & 9 & 46		304	255	59		11	
US 1 Truck		12	42	62		172	209
3		2409	1795	63		159	156
4		2436	2118	64			
5		37	14	65		2	3
7		204	464	66		189	157
US 9		4951	4118	67		26	11
US 9 & 35		30	15	68		1392	1059
US 9W		487	398	69		1524	1216
10		1733	1599	70		3449	2562
12		75	46	71		593	771
13				72		1286	897
15		224	312	73		1901	1651
17		7501	5815	77		350	302
18		770	691	79		115	134
20		249	332	82		37	12
21		330	334	83		18	12
US 22		11459	8155	84		14	12
US 22 Alt.		10	11	87		1	1
23		2596	1915	88		244	184
24		1162	1062	91		59	38
26		1	5	93		12	
27		1372	1536	94		88	124
28		794	694	US 130 & 40		1	3
29		214	112	US 130		7220	6171
US 30		8552	6123	US 130 & 30		49	58
33		1481	1609	US 130 & 206		152	100
34		1378	1422	US 130 & Rt. 33		156	55
35		5128	4062	151		33	24
35 & 71		3	1	US 202		1095	778
36		434	363	US 202 & 69		369	362
37		603	616	US 202 & 206		82	128
38		679	540	US 206		3013	2309
US 40		1819	1502	208		86	59
US 40 & Rt. 45		26	15	US 322		3779	3548
US 40 & Rt. 47		244	155	US 322 & Rt. 47		7	6
41		160	138	413		3	1
42		2533	2573	439		52	35
45		841	523	440		157	64
US 46		8417	5857	Garden State Pkwy.		3583	2052
47		1817	1687	NJ TP		22718	17911
47 & 49		5	5	Munic. & Co. roads.		11861	98731
48		31	36	Palisade		261	331
49		833	650				
50		169	223				
52		39	42				
53		47	55				
54		67	63	TOTALS		256272	213464

HOURS OF OCCURRENCE			
Time	Current Month	Cumulative	
		Present Year	Previous Year
12 to 1 A.M.		7405	6415
1 to 2 A.M.		8016	6910
2 to 3 A.M.		7517	6107
3 to 4 A.M.		4914	4268
4 to 5 A.M.		2776	2336
5 to 6 A.M.		2396	1872
6 to 7 A.M.		4123	3435
7 to 8 A.M.		7079	6388
8 to 9 A.M.		8534	6860
9 to 10 A.M.		11289	8992
10 to 11 A.M.		15511	11870
11 to 12 A.M.		15123	11998
12 to 1 P.M.		13302	10212
1 to 2 P.M.		15881	12160
2 to 3 P.M.		17594	13966
3 to 4 P.M.		18283	14903
4 to 5 P.M.		18069	14718
5 to 6 P.M.		13621	11780
6 to 7 P.M.		10013	8419
7 to 8 P.M.		10482	9154
8 to 9 P.M.		10450	8863
9 to 10 P.M.		10744	8752
10 to 11 P.M.		10822	9086
11 to 12 P.M.		9704	8242
Unknown		2624	5768
TOTALS		256272	213464

DISPOSITION			
	Current Month	Cumulative	
		Present Year	Previous Year
Fined		231004	192055
Suspended		6523	5473
Dismissed		10946	9041
Revoked		648	502
Jailed		2229	1714
Revoked and fined.		3632	3495
State appeal		37	20
Local appeal		71	58
Failed to pay		518	495
Grand jury		34	41
Revocation and jail.		630	570
Other			
TOTALS		256272	213464

SCALE OF FINES IMPOSED			
	Current Month	Cumulative	
		Present Year	Previous Year
Costs only		88	78
\$1		2245	2405
\$2		13450	12566
\$3 to \$5		80131	67180
\$6 to \$10		91603	74848
\$11 to \$15		22842	18574
\$16 to \$25		14834	12439
\$26 to \$50		4540	3671
\$51 to \$100		1257	979
\$101 to \$150		42	47
\$151 to \$200		3378	2590
\$201 and over		226	173
TOTALS		234636	195550

RESIDENCE OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		189503	158426
New York		25254	21384
Pennsylvania		26231	21446
Other States		15283	12205
Unknown		1	3
TOTALS		256272	213464

ORIGIN OF COMPLAINTS			
	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors		21242	11368
State Police		100311	82321
Local Officers		130191	115295
Private Citizens		3636	3881
P. U. Inspectors			1
Others		892	588
TOTALS		256272	213464

AGES OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		377	441
17 years		7656	6805
18 years		9182	7837
19 years		8938	7036
20 years		7751	6116
21 to 24 years		34559	28567
25 to 29 years		40297	35306
30 to 39 years		60936	51305
40 to 49 years		38890	31729
50 to 64 years		25316	20381
65 and over		3834	2936
Unknown		18536	15005
TOTALS		256272	213464

SEX OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Male		235950	197082
Female		20322	16382
TOTALS		256272	213464

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

DURING Year 1954  
Month or Year

IN New Jersey - Turnpike  
State, County or City

Frederick J. Gassert, Jr., Director

VIOLATIONS, TITLE 39, R. S.											
Section	Current Month	Cumulative		Section	Current Month	Cumulative		Section	Current Month	Cumulative	
		Present Year	Previous Year			Present Year	Previous Year			Present Year	Previous Year
3-4		265	142	4-32				4-91			1
3-10		511	301	to				4-92			
3-11		14	9	4-37				4-96		130	106
3-12				to				4-97		610	556
3-17		114	77	4-38				4-98		18350	15004
3-19				to				4-105			
3-29		320	273	4-45				to			
3-33		99	28	4-46		2	1	4-121			
3-34		1	1	4-48			2	4-122			
3-35		35	13	4-49				4-123		5	
3-36		3	1	4-50		14	20	4-125		237	158
3-37		2		4-52		1		4-126		12	3
3-38				4-53				4-127		3	1
3-39		138	84	4-54				4-128		1	
3-40		23	17	4-55				4-128.1			
3-49		4	3	4-56		5	4	4-129		9	2
3-53		2	2	4-57		3	1	4-130			
3-56		44	21	4-58		1		4-144			
3-61		407	155	4-62				Chap. 6		45	
3-62				4-63		7	1	Chap. 8			1
3-64		2	4	4-64				Chap. 9		79	
3-67		2	1	4-65				2A:113-9			1
3-69		2		4-66				2A:170-38			
3-70		1		4-67							
3-71				4-70							
3-72		3	4	4-71							
3-73				4-75							
3-74				4-76		1					
3-80				4-77		15	6				
3-81				4-79							
3-82				4-80		2	2				
3-84		2	2	4-81							
4-10				4-82		41	26				
to				4-83		1	1				
4-14				4-84			2				
4-15				4-85		130	46				
to				4-85.1		11	1				
4-25				4-86		9	14				
4-26				4-87		43	29				
to				4-88		685	641				
4-30		1	8	4-89		60	14	Misc.		210	113
				4-90		1	4	TOTALS.		22718	17911

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		22718	17911
47 & 49				Munic. & Co. roads			
48							
49							
50							
52							
53							
54							
TOTALS.						22718	17911

HOURS OF OCCURRENCE			
Time	Current Month	Cumulative	
		Present Year	Previous Year
12 to 1 A.M.		536	412
1 to 2 A.M.		693	556
2 to 3 A.M.		524	453
3 to 4 A.M.		414	370
4 to 5 A.M.		362	314
5 to 6 A.M.		384	361
6 to 7 A.M.		526	512
7 to 8 A.M.		487	490
8 to 9 A.M.		1201	653
9 to 10 A.M.		1796	1085
10 to 11 A.M.		2037	1180
11 to 12 A.M.		1897	1183
12 to 1 P.M.		1572	978
1 to 2 P.M.		1542	1206
2 to 3 P.M.		1260	1232
3 to 4 P.M.		747	943
4 to 5 P.M.		980	824
5 to 6 P.M.		1166	1018
6 to 7 P.M.		1067	1026
7 to 8 P.M.		833	836
8 to 9 P.M.		660	617
9 to 10 P.M.		607	499
10 to 11 P.M.		581	549
11 to 12 P.M.		477	366
Unknown		369	348
TOTALS.		22718	17911

DISPOSITION			
	Current Month	Cumulative	
		Present Year	Previous Year
Fined		22314	17587
Suspended		135	89
Dismissed		133	97
Revoked		26	9
Jailed		59	42
Revoked and fined		29	48
State appeal		1	
Local appeal			
Failed to pay		17	29
Grand jury			1
Revocation and jail.		4	10
Other			
TOTALS.		22718	17911

SCALE OF FINES IMPOSED			
	Current Month	Cumulative	
		Present Year	Previous Year
Costs only			1
\$1		25	30
\$2		136	207
\$3		1909	1569
\$3 to \$5		14429	10890
\$6 to \$10		3895	3283
\$11 to \$15		1558	1327
\$16 to \$25		333	277
\$26 to \$50			
\$51 to \$100		43	32
\$101 to \$150		1	1
\$151 to \$200		13	17
\$201 and over		1	1
TOTALS.		22343	17635

RESIDENCE OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
New Jersey		6239	5141
New York		6541	5283
Pennsylvania		2018	1359
Other States		7920	6128
Unknown			
TOTALS.		22718	17911

ORIGIN OF COMPLAINTS			
	Current Month	Cumulative	
		Present Year	Previous Year
M. V. Inspectors			
State Police		22708	17895
Local Officers			
Private Citizens		10	16
P. U. Inspectors			
Others			
TOTALS.		22718	17911

AGES OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Under 17 years		29	28
17 years		147	116
18 years		426	284
19 years		661	438
20 years		728	751
21 to 24 years		3657	3156
25 to 29 years		3929	3266
30 to 39 years		6317	4901
40 to 49 years		4097	3036
50 to 64 years		2259	1562
65 and over		195	134
Unknown		273	237
TOTALS.		22718	17911

SEX OF VIOLATORS			
	Current Month	Cumulative	
		Present Year	Previous Year
Male		21068	16798
Female		1650	1113
TOTALS.		22718	17911



