

DEPARTMENT OF LAW AND PUBLIC SAFETY

FORTY-SEVENTH

ANNUAL REPORT

OF THE DIRECTOR

DIVISION OF MOTOR VEHICLES

OF THE

STATE OF NEW JERSEY

FOR THE YEAR

1952



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WILLIAM J. DEARDEN
Director

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ANNUAL REPORT

April 1, 1953.

*Hon. Theodore D. Parsons,
Attorney General of the State of New Jersey.*

SIR:

Pursuant to statutes vesting in the Director, Division of Motor Vehicles full charge of the registration and regulation of all motor vehicles; the licensing of drivers; and the investigation of traffic conditions, means for their improvement and the enforcement of laws and regulations relating to traffic, including pedestrian travel, 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 1952; except those of revenue, vehicle inspections and certificates of ownership, which are for the registration year ending March 31, 1953.

REVENUE—REGISTRATIONS—LICENSES

Gross revenue collected by the Division from vehicle registrations, driver licenses and other administrative responsibilities reached the highest figure of record totaling \$46,507,087.45 as compared with \$44,428,594.06 in 1951, an increase of 4.68 per cent.

Vehicle registrations hit a new peak of 1,811,417. Of this number, 1,501,219 were for passenger cars and 215,188 for commercial vehicles and farm trucks.

All previous records were broken in the matter of licensed drivers. The number of licenses issued during the year, including renewals and initial issuances, was 2,082,770. It was the first time that this item passed the two million mark.

DRIVER IMPROVEMENT

Three different programs, all aimed at correcting and improving driver behavior, were put into effect during the year with excellent results. They were the Point System for Traffic Law Violation Repeaters, the Red Validated License and the Accident Prevention Clinic, all of which are described in detail in the later pages of this report.

FINANCIAL RESPONSIBILITY

National recognition came to New Jersey in 1952 for its legislation providing greater protection to its citizens against the economic hardships resulting from traffic accidents. These statutes, which are also discussed in detail in another section of this report, were

Motor Vehicle Security-Responsibility Law.
Unsatisfied Claim and Judgment Fund Law.
Motor Vehicle Liability Security Fund Law.
Accident Report Law.
Assessment of Expenses Law.

MOTOR VEHICLE INSPECTIONS

The vehicle inspection program, concluding fifteen years of operation, continued to exercise a decided influence over the safety consciousness of car owners. In both inspection periods, two-thirds of the total vehicles presented were approved on initial inspection.

With an increase of nearly 65,000 vehicles subject to inspection over the previous year, stations, particularly those in the metropolitan area, were seriously overtaxed. Partial relief was afforded by continuing the one-night weekly operation at 16 of the busier stations. The morning opening hour of these stations was also set back from 8:30 a.m. to 8 a.m.

The need for station replacements and new station construction is imperative, most of the facilities being overtaxed and operating in a manner resulting in public inconvenience. Recommendations are before the State Building Authority for replacement of the Ridgewood, Hackensack, Paterson, Flemington, Trenton and Camden stations and new (and additional) stations for Newark, Union, Eatontown and Barrington.

Inability of their owners to comply with inspection requirements resulted in the surrender of slightly more than 40,000 registration plates and certificates during the year, of which number 2,500 were returned when owners met inspection standards. Many of the remaining vehicles were sold, others laid up for repairs and, in some instances, the vehicles were junked.

During the year, 2,675 registrations were revoked by the Division for violations of the Inspection Law.

CERTIFICATES OF OWNERSHIP

The Division issued 1,227,764 certificates of car ownership during the year, an increase of 13,517 over 1951. New car sales fell off, totaling only 184,445 as compared with 211,767 in the previous year.

Cash sales were off 11 per cent, reaching a grand total of 448,463. In contrast, encumbered sales increased 13 per cent for a total of 285,826.

ACCIDENT STATISTICS

Traffic accident statistics for 1952 are not a part of the report of the Division of Motor Vehicles this year, their compilation now being the responsibility of the Bureau of Traffic Safety.

MAGISTRATES REVOKE MORE LICENSES

A most encouraging phase of the year's enforcement picture was the wider exercise of the power of license revocation by municipal magistrates, as urged by the 1951 Magistrates Conference. In the three common violations, speeding, reckless driving and careless driving, municipal magistrates revoked 30 per cent more driving licenses than in the previous year, greatly aiding the cause of safety. The record:

REVOCATIONS	1952	1951
Speeding	745	457
Reckless driving	544	486
Careless driving	674	562
	<hr/> 1,963	<hr/> 1,505

TRAFFIC LAW ENFORCEMENT

Since adoption of the no-fix traffic summons four years ago, traffic arrests in the State, exclusive of parking, have increased 84 per cent!

During 1952, in all the courts of the State, traffic arrests totaled 173,303 as compared with 147,799 arrests in 1951, an increase of 17.3 per cent.

There were more arrests during the year for speeding than for any other traffic violation. They totaled 60,642, or 25.9 per cent of total traffic apprehensions. In 1951 there were 45,430 speeding arrests, or 30.8 per cent of total arrests. The second most prevalent violation in 1952 was careless driving, 30,609; third was ignoring traffic signal, 13,375, and fourth was violating Stop Street sign, 12,485.

The most dangerous age group, from a violation standpoint, was 20 to 29 years, with 35.4 per cent of those arrested falling in this ten-year span.

The average fine imposed in traffic cases (mandatory penalties excluded) was \$7.20, an increase from \$6.68 in 1951.

Among the violators were 38,816 non-residents, or 22.4 per cent of total violators.

Ninety-six in every 100 motorists charged with traffic violations were found guilty of the charges.

Only 6.8 per cent of total offenders were females.

Municipal police accounted for 59 per cent of the State's total traffic arrests for the year, a decrease from 62.2 per cent in 1951.

In complaints made by motor vehicle inspectors and State Police, fines amounting to \$904,568 were imposed, a 32 per cent increase over the previous year. These fines are paid into the State Treasury whereas penalties imposed where local police are the complainants go into the county treasury.

TURNPIKE ARRESTS

On the basis of reports received from local magistrates, there were 3,832 traffic arrests on the New Jersey Turnpike during 1952. Of this number, 73 per cent were for excessive speed. Two-thirds of those arrested were non-residents.

DRIVER EXAMINATIONS

A total of 214,722 applicants for driver licenses were examined during the year, 163,767 meeting the requirements and 50,955 being rejected for failure to pass the road, written and vision tests.

Every 5.2nd person passing the examination was licensed conditionally to wear glasses while driving. More than a fifth (22 per cent) of this group were under 21 years of age.

Forty-three in every 100 persons passing the driver examination during the year were females. It is estimated that approximately one-third of all licensed drivers in New Jersey are women.

Among the applicants over 65 years old for driver licenses 987 passed the tests but 72 per cent could qualify for conditional licenses only.

When female applicants failed it was usually in the road test.

DRIVER TRAINING SCHOOLS

Under authority of Chapter 216, P. L. 1951, the Division licensed 81 driver training schools and licensed 215 instructors.

AUTO RACE TRACKS

The Division was given the responsibility in 1952 of licensing and regulating automobile race tracks in accordance with Chapter 299, Laws of 1952. It licensed 13 race tracks in the State and issued 282 race permits during the year.

RECOMMENDATIONS

The following recommendations are made in the interest of greater administrative efficiency and improved public service:

1. **PERMANENT REGISTRATION.** There are two methods of renewing motor vehicle registrations, (a) through branch offices or agencies as in this State, and (b) by mail from a Central Office. Both methods provide for yearly renewal of the registration. Both entail costly administration.

Substantial savings can be accomplished and public convenience increased by adoption of the following proposals:

1. Abolish the yearly renewal of passenger vehicle registrations. Once issued, a registration to remain on the vehicle as long as title remains unchanged. Commercial, omnibus and all other type registrations would continue to be renewed annually.
2. Fix a flat passenger vehicle registration fee at \$5.
3. Issue a 3-year driver license for \$4.50 or a 5-year license for \$6 (optional with the applicant), replacing the \$3 annual renewal fee; license to expire on birth date of licensee.
4. To compensate for the loss in yearly registration renewal revenue and driver license renewal fees, impose an additional tax of 2 cents per gallon on gasoline.

This program would eliminate what many motorists consider the nuisance of renewing registrations and driver licenses each year; would tax each motorist according to highway use and achieve administrative economies in license plate cost, printing, filing, issuing and recording fees upwards of \$600,000 annually.

2. **RE-EXAMINATION OF DRIVERS.** Recognizing the need for driver re-examination, approval is requested of a program calling for the re-examination of all drivers involved in personal injury accidents.

3. **DRIVER EXAMINATION EXPANSION.** Creation of permanent examination centers where an expanded driver test could be conducted on a four-day per week basis; the new centers to be equipped for psychophysical examinations similar to the Accident Prevention Clinic.

4. **MUNICIPALITIES RETAIN FINES.** The law be amended to permit municipalities to retain, for enforcement purposes, all fines and penalties imposed and collected from violations under Title 39, Revised Statutes, in complaints made by local officers. These penalties are at present paid into the county treasury for road repair purposes.

5. **CONSOLIDATION OF QUARTERS.** While appreciative of the Co-operation of the Division of Purchase and Property in providing better quarters for the Security Responsibility and Certificate of Ownership Bureaus, the need for consolidating the Division of Motor Vehicles under one roof instead of in five different locations as at present, is greater now than ever before. Units and bureaus in the Division are presently spread out as follows:

State House—Administrative Offices.
State Office Building—Chief Clerk, Record Room, Vehicle Inspections and Inspector Force.
222 West State Street—Security Responsibility and Magistrates Records.
215 West State Street—Certificates of Ownership.
117 West Hanover Street—Central Agency and Mailroom.

This physical separation of the Division's units and bureaus prevents, as stressed by the State Chamber of Commerce's Administrative Survey, dated January 19, 1951, efficient use of the clerical staff, involves much waste of time in the conduct of necessary business and causes inconvenience to the public. It is again urged that top priority be given in State building plans to the physical consolidation of the Division of Motor Vehicles with space to properly handle its expanding activities.

6. **DRIVING WHILE ON REVOKED LIST.** A growing menace to safety is the motorist who persists in driving while on the revoked list. The terrible ten-death collision early this year involving a non-resident operator whose reciprocity privilege had been revoked by the Division a year previous, points up the need for strengthening this statute.

Adding the optional 90-day jail term to the law in 1947 has failed to deter many of these highway outlaws. Convictions for driving while on the revoked list have steadily increased as shown by the following yearly record of convictions:

Year	Convictions
1947.....	398
1948.....	434
1949.....	459
1950.....	589
1951.....	743
1952.....	812

It is recommended, therefore, that Title 39:3-40, Revised Statutes, be amended to provide a mandatory six months' jail term.

Full appreciation and thanks is extended to the press, the radio, the television and the theatre for their splendid co-operation during the year in bringing safety to the public. A like measure of gratitude is expressed to the employees whose loyalty and devotion have contributed so much to the successful administration of the Division.

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

Respectfully submitted,
WILLIAM J. DEARDEN, *Director*.

REVENUE, REGISTRATIONS, LICENSES

The registration year ending March 31, 1953, established new high records for Division revenue, vehicle registrations and driver licenses.

Gross revenue amounted to \$46,507,087.45 or \$2,078,493.39 more than in 1951, an increase of 4.68 per cent.

Vehicle registrations totaled 1,811,417 as against 1,742,376 in 1951. The numerical increase was 69,041 and the percentage increase 3.96 per cent.

Among these registrations 1,501,219 were for passenger cars, or 61,418 above the previous year. The rise was 4.27 per cent.

Commercial vehicle registrations numbered 215,188 including 18,752 farm vehicles. Total commercial vehicle registrations in 1951 were 213,853, of which 18,671 were for farm trucks.

Driver licenses were issued to 2,082,770 persons, compared with 1,986,458 in 1951, an increase of 4.85 per cent.

REVENUES, REGISTRATIONS, LICENSES

	1952 Items	1951 Items	1952 Fees	1951 Fees
Passenger vehicles	1,501,219	1,439,801	\$19,227,691.50	\$18,073,221.35
"No Fee" registrations to Motor Vehicle, State and Local Police Departments and Amputee Veterans	1,493	1,321		
"No Fee" registrations of State, county, Federal and municipally owned vehicles	17,224	16,316		
Commercial vehicles	196,436	195,182	10,174,493.50	10,003,183.50
Farmer Truck vehicles	18,752	18,671	461,702.25	450,966.25
Undertakers and service wagons	2,448	1,212	68,612.50	37,494.00
Omnibus vehicles	9,777	9,744	490,944.50	480,306.50
Trailer registrations	29,780	27,713	2,416,961.00	2,243,633.50
Motorcycle registrations	9,185	9,462	18,370.00	18,924.00
Dealers (Auto and motorcycle)	4,976	4,467	247,365.00	221,985.00
Agricultural tractors	7,729	6,988	23,187.00	20,964.00
Farm Use registrations	10,453	9,677	10,453.00	9,677.00
Constructor registrations	1,228	1,242	963,075.00	972,825.00
Contractor equipment—in transit	717	580	35,850.00	29,000.00
TOTAL REGISTRATIONS AND FEES	1,811,417	1,742,376	\$34,138,705.25	\$32,562,180.10
Duplicate certificates	51,813	50,396	51,813.00	50,396.00
Transfers and exchanges	386,618	385,927	1,155,763.24	1,191,762.45
Duplicate tags (Auto and motorcycle)	24,613	25,596	24,580.00	25,574.00
Auto driver licenses	2,082,770	1,986,458	6,248,310.00	5,959,374.00
Farm vehicle driver licenses	620	692	620.00	692.00
Certificate of Ownership Bureau	1,226,830	1,213,422	1,890,394.00	1,886,811.00
Motorcycle driver licenses	7,577	7,638	7,577.00	7,638.00
Learner's permits	377,150	405,511	377,150.00	405,511.00
"No Fee" issued to (State, county and municipal governments)				
Auto driver licenses	159	192		
Motorcycle driver licenses	1,079	1,025		
Transfers	1,616	1,388		
Duplicate tags	108	74		
Duplicate driver licenses	6	4		
Duplicate certificates (registrations)	28	25		
TOTAL ITEMS ISSUED BY AGENTS	5,972,404	5,820,724		
Fines Bureau			904,568.72	686,181.30
Certified copies			4,632.00	13,238.50
Junk Yard Bureau			3,250.00	3,000.00
Commercial permits			25,126.06	22,496.55
Registration permits (dealers)			905.00	612.50
Service of Process fees			8,192.40	9,700.00
Driving School (license fees)			6,950.00	5,200.00
Driving School (instructor fees)			3,211.00	1,500.00
Certified Driving Record Pads			18,650.00	
Miscellaneous receipts			5,545.44	15,759.19
Excise Bureau			109,779.34	120,139.97
Race track permits			21,375.00	
Vehicle Inspection Bureau			1,499,990.00	1,460,827.50
			\$46,507,087.45	\$44,428,594.06

FATALITIES—VEHICLES—DRIVERS

Year	Traffic Fatalities	Motor Vehicle Registrations	Drivers Licensed
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

License revocations invoked by municipal courts and through administrative action of the Division totaled 12,522. This figure is exclusive of revocations imposed under the Financial Responsibility Law, and the Vehicle Inspection Law.

CAUSES FOR LICENSE REVOCATIONS

	1952	1951	1950	1949	1948
Driving while intoxicated	1,858	1,688	1,547	1,221	1,120
Reckless driving	544	486	395	278	350
Fatal accidents	139	123	159	146	117
Speeding	745	457	256	222	335
Careless driving	674	562	344	222	220
Leaving the scene of accident	158	118	110	77	78
Habitual violators	1,193	501	1,487	1,268	1,095
Physically unfit	545	412	363	234	133
Defective vision	32	48	26	33	36
Commission of crime involving motor vehicle	101	82	109	148	185
Driving without a license	93	60	50	29	57
Driving under age	206	203	125	91	80
Obtained license while on revoked list	3	26	150	92	122
Failure to appear in answer to summonses	4,524	3,568	3,381	1,730	662
Failure to pay fine	12	7	10	34	27
Misstatement of fact in application for license	22	17	9	10	9
Failure to report change of address	109	141	133	96	103
Fraud at examination of new license	49	36	77	29	62
Parolees	1,030	958	1,163	952	1,172
Failure to appear for re-examination	60	51	62	196	167
All others	425	338	258	324	378
Total	12,522	9,882	10,214	7,432	6,508

YEARLY RECORD OF REVOCATIONS

Year	Revocations	Year	Revocations
1918	702	1935	3,281
1919	707	1936	4,125
1920	770	1937	5,876
1921	956	1938	5,336
1922	931	1939	4,980
1923	2,080	1940	5,700
1924	2,429	1941	6,231
1925	2,886	1942	7,629
1926	2,750	1943	4,762
1927	3,987	1944	4,715
1928	3,657	1945	3,350
1929	4,991	1946	4,490
1930	4,949	1947	6,702
1931	4,993	1948	6,508
1932	4,034	1949	7,432
1933	3,294	1950	10,214
1934	2,863	1951	9,882
		1952	12,522
		Total	160,714

POINT SYSTEM ADVERTISED

[illegible]

2,000,000 COPIES OF THIS CIRCULAR WERE DISTRIBUTED TO MOTORISTS IN ADVANCE OF THE INAUGURATION OF THE NEW JERSEY POINT SYSTEM FOR TRAFFIC LAW VIOLATION REPORTERS

THE POINT SYSTEM

The Point System for Traffic Law Violation Repeaters was put into effect July 1, 1952, in accordance with powers vested in the Director, Division of Motor Vehicles, in Title 39:5-30 of the Revised Statutes, which reads as follows:

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

Operating exclusively from the Central Office of the Division of Motor Vehicles in Trenton, the Point System is in reality a driver corrective measure designed to discipline traffic law violation repeaters. The driver-records which form the basis for action against these repeaters are traffic law convictions in the magistrates' courts which are reported to the Division within three days. Traffic law convictions of New Jersey drivers in other States and Canadian Provinces likewise become a part of the operator's record.

The system sets up a scale of points for moving violations. Municipal parking violations do not carry points under the Point System; neither does a conviction for a commercial vehicle overload, since, under New Jersey law, this is an owner and not a driver violation. The scale of points is as follows:

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

A driver amassing 12 or more points within a three-year period dating from a violation occurring after July 1, 1952, makes the motorist subject to a hearing before the Director on a rule to show cause why his driving privilege should not be revoked.

The Point System in no way conflicts with the power of municipal magistrates to revoke driver licenses.

During the six months' period, July 1 to December 31, 1952, a total of 856 cases were set up under the Point System. License revocations were ordered in 87.5 per cent of these cases.

One in every four motorists cited under the Point System failed to contest the proceedings.

Revocation periods imposed at the hearings varied from 10 days to an indefinite period. About 14 per cent lost their licenses for periods up to 30 days; 43 per cent for 30 days and another 43 per cent for periods ranging from 30 days to a year and longer.

Minors comprise 17.6 per cent of the repeaters brought in for hearing; 18.5 per cent were in the age group 21 to 24 years; 26.7 per cent were 25 to 29 years; 21 per cent were from 30 to 39 years; 11.9 per cent were 40 to 49 years and 4.3 per cent were over 50 years.

The oldest repeater disciplined during the year was 74 years of age and there were 10 women among the 856 cases. About 60 per cent of the defendants were married and about one-third of the total reported having less than five years' driving experience.

There were 124 truck drivers among the 856 Point System defendants, or 14.7 per cent of the total. More than one-half of these were described as light duty drivers as differing from over the road truck driving. A study of these cases brought out the fact that the majority of violations involving truck drivers occurred while operating passenger cars and not while driving commercial vehicles in the pursuit of their livelihoods. In other words, the erratic driving of these commercial vehicle drivers was done while off the job.

Point System defendants were not confined to any particular class of society or occupation, although commercial vehicle drivers were among the leading offenders. Salesmen appeared in large number, students to a lesser degree and such diversified occupations as clerks, executives, teacher, lecturer, engineer, labor organizer, newspaper reporter, newspaper owner, garbage collector, farmer, bus driver, physicist and psychologist.

After six months of operation the Point System has materially altered the thinking of New Jersey motorists. Where they used to think in terms of dollars in relation to traffic fines, they now think in terms of points. The impact of this changed thinking on the safety-consciousness of the motoring public has been tremendous and will continue to expand in the years ahead.

VALIDATED LICENSE

NEW JERSEY AUTO DRIVER'S LICENSE

Expires 3-31-54
 Original '53 auto driver's license No. 01010101
 is hereby validated and driving privilege restored to:

Name John Doe
 Street 100 Main Street State New Jersey
 City or Town Trenton
 Age 28 Weight 170 Hair Brn
 Sex M Height 5.9 Eyes Brn
 Date of birth Month 7 Day 26 Year 1925
 CONDITION NONE
 My blood type is _____ if RH (✓) _____ or _____
 (positive) (negative)

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

This certificate is issued in accordance with the provisions of Title 39, Chapter 5, Section 32, which provides "The Director shall, at all times, have the power to validate a driver's license that has been revoked, or to grant a new license to any person whose license to drive motor vehicles shall have been revoked."

IN TESTIMONY WHEREOF, I have set my hand and my seal of office this 26 day of May A. D. 19 53

PS 890 _____ Director
 (over)

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

Reason for revocation or suspension of original driver's license privilege: _____

2-24-53 SPEEDING-GLEN RIDGE
 7-29-52 SPEEDING-GLEN RIDGE
 4-14-52 IMPROPER PASSING-STATE OF PA.
 10-19-50 PASSING RED LIGHT - CLIFTON
 REVOKED AT HEARING 3-26-53
 RESTORED 5-26-53

This License Cannot Be Renewed at a Local Agency

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

Consideration will be given to the return of the regular driver's license certificate, 3 years after the date of this restoration and validation, providing there is no subsequent violation or conviction since that date.

THE COLOR RED HAS A NEW MEANING FOR NEW JERSEY DRIVERS, PARTICULARLY FOR THOSE WHO HAVE TO GIVE UP THEIR ORIGINAL DRIVING LICENSES BECAUSE OF TRAFFIC VIOLATIONS. AN OPERATOR WHOSE LICENSE IS REVOKED NO LONGER GETS HIS ORIGINAL CERTIFICATE BACK AT THE TIME OF RESTORATION. INSTEAD, HE RECEIVES A RED VALIDATED LICENSE, SHOWN ABOVE.

VALIDATED LICENSES

Title 39:5-32, Revised Statutes

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

Another driver corrective procedure invoked during the year was the validated (red) driver's license. Heretofore when a driver's license was revoked either by a municipal magistrate or by the Director of Motor Vehicles, the same license certificate in effect at the time of the revocation was returned to the motorist on the restoration date.

Beginning on July 1, 1952, this procedure was altered in the sense that the Director no longer would return the original driver license certificate of the motorist at the time of the restoration of his operating privilege. Instead of the standard size certificate, he now receives a red validated license, which he must carry for periods ranging from one to three years, renewable annually only at the Main Office of the Motor Vehicle Division in Trenton, and upon the back of which is listed the motorist's driving record and the date of the restoration of his license.

The validated, or red licenses, are issued in accordance with the following schedule:

After Revocation was ordered by the magistrate	1 year
If there is another conviction of record within three years in addition to the original magistrate's conviction	2 years
Any license restored under the Point System	3 years

The psychology of the red validated license is such that it should cause any holder to drive in such an improved manner that he will not be called upon to display the license to an enforcement officer.

During the period from July 1 to December 31, a total of 1,275 red validated licenses were issued by the Director, and only four persons were convicted of a subsequent violation.

DRUNKEN DRIVERS

During the calendar year 1952 a total of 1,858 driver license revocations were ordered against motorists convicted of operating while under the influence of intoxicating liquor. This represented a 10 per cent increase in convictions under this statute over the previous year. As usual it was one of the leading causes for license revocation.

New Jersey's penalty for driving while under the influence of alcoholic liquor is the most severe of all the States, providing for a mandatory minimum fine of \$200 or a minimum jail sentence of 30 days, or both, for the first offense, plus the forfeiture of driving privilege for two years, and compliance with the Financial Responsibility Law for three years. Of the 1,858 cases recorded during the year, 76 per cent of the offenders paid the mandatory minimum \$200 fine; 14.5 per cent served jail terms in default of the fine and 9.5 per cent received direct jail sentences ranging from 30 to 90 days.

Until May 23, 1952, second offenders of the driving while intoxicated statute received a mandatory 90-day jail sentence and permanent forfeiture of their driving privileges. On this date the statute was amended, modifying the permanent license forfeiture provision for second offenders and providing for their reinstatement, at the discretion of the Director, Division of Motor Vehicles, after 10 years.

An expected avalanche of applications from second offenders for reinstatement failed to materialize. During the seven months of the year that this law was in effect, only 66 applications were received, out of which 27 were granted, six were denied and 33 are still pending.

In the exercise of his discretionary powers in these cases the Director makes reasonably certain that the applicant is deserving of reinstatement. A procedure is followed in all these matters which begins with responsibility on the part of the applicant to submit letters of reference from three responsible members of the community in which he resides: first, the chief of police or leading police official; second, his church pastor, or in the alternative, a leading merchant; and one from Alcoholics Anonymous (if he is a member), or in the alternative, a leading citizen of his community.

In the meantime, the Division of Motor Vehicles makes its own investigation of the applicant who, if he successfully qualifies to this stage in the proceedings, is permitted to take the driver's examination and clinical tests at the Accident Prevention Bureau. Should he meet all these requirements he is finally given a hearing before the Director on a rule to show cause why his driver's license should not be restored and a validated license issued.

DRUNKEN DRIVER REVOCATIONS BY YEARS

Year	Revocations	Year	Revocations
1918	135	1935	1,305
1919	115	1936	1,534
1920	314	1937	1,690
1921	430	1938	1,425
1922	352	1939	1,256
1923	832	1940	1,295
1924	971	1941	1,454
1925	1,155	1942	1,208
1926	1,259	1943	633
1927	1,640	1944	659
1928	1,952	1945	644
1929	2,044	1946	998
1930	2,095	1947	1,185
1931	2,089	1948	1,120
1932	1,432	1949	1,221
1933	1,227	1950	1,547
1934	1,443	1951	1,688
		1952	1,858
		Total	42,205

AGE GROUP DRINKING DRIVERS

	1952 Per Cent	1951 Per Cent	1950 Per Cent	1949 Per Cent	1948 Per Cent
Under 20	1.5	2.1	1.2	1.3	1.3
20 to 24	8.0	7.0	12.7	10.0	9.5
25 to 29	15.1	14.2	17.0	13.4	14.9
30 to 39	30.5	29.6	27.8	31.3	30.9
40 to 49	28.2	25.1	25.7	24.0	25.9
50 to 64	15.0	12.5	14.2	18.9	16.2
65 and over	1.7	9.5	1.4	1.1	1.3
	100.0	100.0	100.0	100.0	100.0

In the year's 1,858 cases, 1,412 were New Jersey residents arrested in New Jersey, 248 were non-residents arrested in New Jersey, and the balance of 198 were New Jersey residents arrested in other States.

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

Pennsylvania	30	New Hampshire	3
Florida	27	Texas	3
Massachusetts	22	Connecticut	2
North Carolina	18	Delaware	2
South Carolina	18	Indiana	2
Virginia	17	Kansas	2
New York	13	Tennessee	2
Maryland	9	Colorado	1
Maine	6	Iowa	1
Georgia	5	Michigan	1
Alabama	5	Vermont	1
California	3	West Virginia	1
Kentucky	3	Wisconsin	1
		Total	198

FATAL ACCIDENTS

All fatal accidents are investigated by the Division and whenever evidence is found of law violation causing or contributing to the accident, the operator responsible is brought in for a hearing. This procedure is independent of any criminal court action against the operator.

During the year 79 such hearings were held. The results were 55 revocations plus 84 revocations entered by default when the drivers failed to contest the proceedings. Twenty-four of the cases were dismissed.

HEARINGS

The Division conducted 1,293 hearings during the year including Point System cases beginning with July 1, 1952. Preponderantly they were cases covering repeated violators and fatal accidents. However, they also included hearings on the question of the restoration of a license and such other matters where action to revoke a license was begun under authority of the Director after due notice in writing.

While the law vests municipal magistrates with power to suspend licenses, approximately 68 per cent of the total revocations were initiated and completed by the Division.

The authority of the Director of Motor Vehicles to discipline the faulty driver and to conduct hearings, which has been law since 1906, continues a powerful influence in the promotion of safety.

INSPECTOR FORCE

During the year 1952, the Inspector Force, which is the uniformed police agency of the Division of Motor Vehicles:

Examined 214,722 applicants for driver licenses.
Issued 17,846 summonses for violations of the motor vehicle and traffic laws.
Completed 7,237 investigations.
Recovered 45 stolen cars with a value of \$72,794.
Operated 2,140,064 miles of highway patrol.

In addition, the Force re-examined a total of 1,038 drivers of which number 6.4 per cent failed to meet legal requirements resulting in cancellation of their operating privileges. The Force also supervised the renewal of the "for hire" driver licenses used by operators of buses carrying passengers for hire.

The Force operated through the greater part of the year at its authorized strength of 121. There was one resignation and one death.

The constant rise in the number of applicants for driver licenses makes it necessary to again emphasize the desirability for strengthening standards, improving test conditions, and providing for permanent driver examination stations including, in the near future, road test facilities on private property. The Force is presently engaged in the planning of an improved driver license examination operation which, when completed and in operation, will modernize portions of the test. Among the changes contemplated are a longer road test with a better system of scoring, a series of psychophysical tests and an improved objective type examination for the law test.

The recommendation for the re-examination of certain groups of drivers at stated intervals is repeated. Several other States have adopted this recommendation and are striving for legislation on the subject.

The patrol of State highways has been carried on as in previous years although actual coverage has been reduced because of other assignments. It is again recommended that the fixed post duty now being performed by Inspectors be turned over to local police specially trained for the purpose. This would relieve Inspectors for the mobile patrol duties for which they are specially trained.

The investigation of all fatal accidents has been carried on as in past years. These investigations frequently result in hearings before the Driver Improvement Section with appropriate action when evidence can be produced showing violations that caused or contributed to the fatal collision. The success which has attended this type of investigation in the past justifies the recommendation that such activity be extended to all personal injury accidents. It is recognized that such an undertaking would necessitate a considerable increase in personnel, but it is believed that the expense could be justified by the results obtained.

Because of personnel limitations, it is possible only to assign two members of the Force to the recovery of stolen cars and the apprehension of car thieves. The work of these two men has been so successful, however, that it is again worthy of special mention.

The enforcement of the Junkyard Law has been continued during the year, and it is again urged that consideration be given to amending this act to include all junkyards in the supervision and not just those located on or visible from State highways.

The Force has rendered some assistance to the Bureau of Traffic Safety in carrying out certain surveys for which that bureau had no personnel available. The Force also assisted in the training programs of police departments on both the State and local levels.

DRIVER TRAINING SCHOOLS

A decided increase in both the number and the caliber of the driver training schools licensed and regulated by the Inspector Force under Chapter 216, P. L. 1951, was noted during the year.

Compared with 52 such schools during the previous year, 81 were licensed to do business in 1952. Of this number 75 were privately owned and six were sponsored by Boards of Education. Three applications were denied, two because of the failure of instructors to qualify and one because of an improper business location. Three school licenses were suspended during the year, two for employing unlicensed instructors and one for failing to meet insurance requirements provided in the regulations.

The Inspector Force, which enforces Chapter 216, maintains strict supervision over the instructors employed by the driving schools. During the year the Force issued instruction licenses to 215 persons, of which number 96 were renewal licenses. Every effort is made by the Force to maintain the high standards fixed for these licenses. This is best reflected in the fact that 70 applications for instructor licenses were rejected during the year for the following reasons:

Record of crime	1
Unsatisfactory driving record	4
Driver license requirement	1
Failed examination	12
Failed to complete examination	52

Only one instructor license was suspended during the year, the reason being that the holder was operating an unlicensed drivers' school.

Revenue accruing to the State from the licensing of driver's schools and instructors totaled \$10,161 as compared with \$6,700 in the previous year.

AUTOMOBILE RACE TRACKS

A new responsibility given to the Inspector Force during the year was the administration of the law requiring the licensing and regulation of automobile race tracks. Without additional personnel or appropriation the Inspector Force took over this task and during the season licensed 13 race tracks, issued 282 race permits and netted a revenue to the State of \$21,150. The licenses of two other tracks were suspended and four were rejected outright for failure to meet safety standards set up by the statute.

The 13 approved and licensed tracks were the following:

- Alcyon Speedway, Pitman
- Arney's Mt. Speedway, Inc., Columbus
- Atco Speedway, Waterford
- Atlantic City Speedway, Pleasantville
- Central Jersey Speedway, Hightstown
- Essex Motor Racing Corporation, Ruppert Stadium, Newark
- Lakewood Racing Club, Inc., Lakewood
- Manahawkin Speedway, Inc., Browns Mills
- Morristown Raceway, Inc., Morristown
- New Jersey Interstate Speedway, Roosevelt Stadium, Jersey City
- New Jersey State Fair, Trenton
- Sportsman Stock Car Association, New Egypt
- Wall Stadium, Belmar

As a result of the Division's activity, both spectator and participant safety at these automobile race tracks was greatly improved. Further safeguards will be recommended to the coming Legislature.

ACCIDENT PREVENTION CLINIC

The theory that there may be something wrong physically or psychologically with traffic law violation repeaters is being tested by the Division of Motor Vehicles in its Accident Prevention Clinic which opened October 1. It is the first clinic of its kind in the country.

With financial assistance from the Automobile Association of New Jersey, and technical aid from the Center for Safety Education of New York University, the clinic is operated at 152 West State Street, Trenton, by Motor Vehicle Inspectors specially trained for the work.

Weaknesses reflected in the psychophysical tests are pointed out to the drivers at their revocation hearings under the Point System. They do not necessarily affect the decision of the hearing officer but the motorists are told about physical defects they have not been aware of and could compensate for.

Answers to the general questions are relayed to New York University for study and classification by psychologists.

The Automobile Association of New Jersey has agreed to underwrite the operating expense of the clinic for a period of two years after which time the State should be in possession of extensive knowledge on the important subject of driver behavior.

The procedure is as follows:

PSYCHOLOGICAL

1. An intake form records the personal history of the driver relative to his background, present status and driving record in order to integrate this information with the psychophysical tests.

2. There are two psychological written papers used in the test: .

- a. Sacks sentence completion test.
- b. Attitude towards law test.

(Both of the foregoing are scored by the Safety Center of New York University.)

MOTOR VEHICLE LAWS KNOWLEDGE TEST

A motor vehicle laws knowledge test is given to all persons going through the clinic. This test was developed by the Division of Motor Vehicles and is being scored by special instructors of the Inspector Force.

PSYCHOPHYSICAL TEST

Seven psychophysical tests are given on specially designed instruments as follows:

Visual Acuity—The majority of decisions and actions of a driver are based on what he sees. Considering this, it is obvious that any serious deficiency in ability to see clearly could lead to involvement in numerous types of accidents.

Color Sense—The ability to distinguish and interpret colors in regard to traffic lights and warning signals.

Day and Night Depth Perception—The ability to make judgments of space, distance and relative position of cars and objects both during day and at night.

Night Vision—Can the driver see properly under low level illumination of side street and highway lighting conditions.

Glare Recovery—The length of time required to recover seeing ability after being subjected to the glare of on-coming headlights in night driving.

ACCIDENT PREVENTION CLINIC



APPLICANT UNDERGOING TEST FOR GLARE RECOVERY

ACCIDENT PREVENTION CLINIC



PART OF PSYCHOPHYSICAL EXAMINATION ROOM SHOWING APPLICANT TAKING TEST FOR SIDE VISION

Multiple Reaction Time—The time of a driver's responses and his ability to react properly to various situations which present themselves in everyday driving.

Field of Vision—This device measures how far to the side a driver can see a moving object while keeping his eyes straight ahead.

All of the psychophysical checks are conducted in a darkened room with only the subject and the Inspector in the room. Everything is designed to make the subject as relaxed and as comfortable as possible.

When the subject has completed his check-up, both psychophysical and psychological, he is conducted into a final hearing room to an inspector other than the ones who conducted his previous check-up. The final hearer then goes over the results of the psychophysical check-up in detail with the subject and with the aid of a Magno-board points out the defects, if any, of the subject and, wherever possible, tells him how to compensate for the defect in order to avoid future accident involvement.

Where vision does not meet the requirements of the law, or where an inequality of vision exists, the driver is recommended to an eye specialist who in turn is requested to report his findings back to the clinic. Where tests show a lack of adequate side vision in either or both eyes, the driver is informed of the defect and told he can compensate for it by constantly turning his head to the side to make up for the lack of side vision.

In the reaction tests where the operator is quicker than the average person, he is warned that he must allow a little more time for the average driver behind him to stop and where the driver is slower than average he is apprised of this fact and advised to leave more than ample room in front of him while following in a line of traffic and further, to limit his speed under all conditions in order to remain in complete control of his vehicle and be able to stop in case of an emergency.

Where glare recovery and night vision are below par, the motorist is advised to travel slower at night and to avoid situations that could lead to accidents as a result of his visual shortcomings.

Where day and night depth perception are found below average, the motorist is advised of his inability to properly judge relative distance of two or more objects in relation to himself and is advised to use extra caution under certain circumstances in driving.

At the present time the clinic is processing persons subject to the Point System, accident repeaters, persons in need of clinical screening because of physical defects and others recommended for such treatment by police and magistrates.

SUMMARY

	Regular	Patrol	Total
Summonses	11,630	6,216	17,846
Arrests	11,630	6,216	17,846
Fines	\$103,713.00	\$111,622.50	\$215,335.50
Investigations	6,625	612	7,237
Registrations Collected	\$18,323.25	\$4,870.35	\$23,193.60
Driver's Licenses Collected	\$4,754.00	\$409.00	\$5,163.00
Days Off	7,371	2,160	9,531
Vacation	1,483	449	1,932
Sick Days	719½	40	759½
Gasoline (Gals.)	94,535	58,985	153,520
Oils (Qts.)	2,480	1,543	4,023
Miles	1,330,619	809,445	2,140,064
Travel	48,240¾	1,422½	49,663¼
Patrol	52,025	54,218	106,243
Investigations	22,273½	1,465	23,738½
Check-up	6,240¾	56	6,296¾
Scale	330½	5,902½	6,233
Examinations	74,137½	—	74,137½
Court	3,189¼	1,301¾	4,491
Stolen Cars	1,257½	111	1,368½
Special Detail	6,437½	548½	6,986
Administration	6,641	—	6,641
Miscellaneous	2,040	587	2,627
Traffic Control	2,374½	1,700¼	4,074¾
Total	224,913	67,256	292,169
Recovered Stolen Cars	26	19	45
Value Recovered Stolen Cars	\$53,075.00	\$19,719.00	\$72,794.00
Overloaded trucks	365	1,698	2,063
Inspectors	93	28	121
Resignations	1	—	1
Retirements	—	—	—
Deaths	—	1	1
Appointments	2	—	2
Gasoline—average mile	14.1	13.7	13.9
Oil—average mile	536.5	524.5	531.9

DRIVERS' SCHOOL LICENSING AND REGULATION

Number Drivers' Schools Licensed in 1952	81
Number Drivers' Schools Privately Owned	75
Number Drivers' Schools Board of Education (Adult Education)	6
Number Drivers' Schools Renewal Licenses	52
Number Drivers' Schools Initial Licenses	29
Number Drivers' Schools Application Rejected	3
Reason:	
Instructors Failed to Qualify	2
Business Location Requirements	1
Number Drivers' School Licenses Suspended	3
Reason:	
Employing Unlicensed Instructors	2
Insurance Requirements	1
Number Instructors' Licenses in 1952	215
Number Instructors' Renewal Licenses	96
Number Instructors' Initial Licenses	119
Number Instructor Applications Rejected	70
Reason:	
Failed to Meet Initial Requirements	6
1. Record of Crime	1
2. Unsatisfactory Driving Record	4
3. Drivers' License Requirement	1
Failed examination	12
Failed to complete examination	52
Number Instructor Licenses Suspended	1
Reason: Operating Unlicensed Driver School	1
Number of Instructor Tests Conducted for Initial License	609
Psychophysical	135
Road	222
Written	252
Revenue Collected from Licensing of Drivers' Schools and Instructors	\$10,161.00

MOTOR VEHICLE RACE TRACK LICENSING AND REGULATION

RACE TRACKS LICENSED AND APPROVED FOR OPERATION DURING 1952	13
Alcyon Speedway	Pitman, New Jersey
Arney's Mt. Speedway, Inc.	Columbus, New Jersey
Atco Speedway	Waterford, New Jersey
Atlantic City Speedway	Pleasantville, New Jersey
Central Jersey Speedway	Hightstown, New Jersey
Essex Motor Racing Corp., Ruppert Stadium	Newark, New Jersey
Lakewood Racing Club, Inc.	Lakewood, New Jersey
Manahawkin Speedway, Inc.	Browns Mills, New Jersey
Morristown Raceway, Inc.	Morristown, New Jersey
New Jersey Interstate Speedway, Roosevelt Stadium	Jersey City, New Jersey
New Jersey State Fair	Trenton, New Jersey
Sportsman's Stock Car Associations	New Egypt, New Jersey
Wall Stadium	Belmar, New Jersey
RACE TRACK LICENSE SUSPENSIONS AFTER INVESTIGATION	2
K. D. Speedway	Lawn Side, New Jersey
McAfee Speedway	McAfee, New Jersey
RACE TRACK LICENSE APPLICATIONS REJECTED AFTER INVESTIGATION	4
Dover Speedway	Rockaway, New Jersey
Flemington Fair	Flemington, New Jersey
Morris County Fair	Morristown, New Jersey
Newfoundland Speedway	Paterson, New Jersey
REVENUE COLLECTED FROM LICENSING OF MOTOR VEHICLE RACE TRACKS	\$21,375

DRIVERS' EXAMINATIONS ACCORDING TO LOCATION

	Passed	Rejected	Total
Asbury Park	3,681	978	4,659
Atlantic City	2,901	1,005	3,906
Bridgeton	1,784	904	2,688
Burlington	366	74	440
Camden	5,966	1,295	7,261
Cape May Court House	1,163	259	1,422
Dover	2,346	872	3,218
Elizabeth	24,386	9,930	34,316
Englewood	2,897	514	3,411
Flemington	682	261	943
Fort Dix	1,009	210	1,219
Freehold	2,245	820	3,065
Hackettstown	907	361	1,268
Haddonfield	10,712	2,476	13,188
Hammonton	883	330	1,213
Jersey City	14,472	4,128	18,600
Morristown	2,646	673	3,319
Mount Holly	470	89	559
New Brunswick	324	56	380
Newton	1,042	432	1,474
Ocean City	1,853	480	2,333
Passaic	4,216	1,473	5,689
Paterson	7,199	2,481	9,680
Perth Amboy	2,104	602	2,706
Phillipsburg	925	412	1,337
Plainfield	25,725	8,586	34,311
Red Bank	3,694	876	4,570
Ridgefield	537	101	638
Ridgewood	1,830	421	2,251
Salem	1,582	785	2,367
Somerville	83	15	98
South Hackensack	20,916	5,593	26,509
Sussex	229	116	345
Toms River	1,520	393	1,913
Trenton	9,132	2,637	11,769
Woodbury	1,340	317	1,657
	163,767	50,955	214,722

DRIVERS' EXAMINATIONS ACCORDING TO MONTH

January	9,033	2,187	11,220
February	9,034	2,663	11,687
March	15,938	4,229	20,167
April	15,464	4,786	20,250
May	16,133	5,233	21,366
June	16,787	5,604	22,391
July	17,217	5,522	22,739
August	15,941	5,052	20,993
September	14,839	4,939	19,778
October	14,214	4,632	18,846
November	9,745	3,309	13,054
December	9,422	2,799	12,221
	163,767	50,955	214,722

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 Accord- ing to Sex
Males	126,158	58.8	93,353	57.0	32,805	64.4	15.3
Females	88,564	41.2	70,414	43.0	18,150	35.6	8.4
Total	214,722	100.0	163,767	100.0	50,955	100.0	23.7

76.3 per cent of those examined passed the test.

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

57.0 per cent of those passed were males.

31,119 of the 163,767 persons licensed were 17 years of age, a ratio of one in every 5.3 passed. 69.2 per cent of the 17-year-olds passed were males, 30.8 per cent were females.

One in every 4.5 persons was licensed conditionally.

One in every 5.2 persons was licensed conditionally to wear glasses while driving.

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

987 applicants who passed the test were 65 years and older; however, 709 or 72 per cent of this group qualified only for conditional licenses.

492 16-year-olds were licensed to drive motor vehicles "in agricultural pursuits."

REJECTIONS

23.7 per cent of total applicants failed the test.

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

One in every 2.6 of those rejected failed the road test.

One in every 11.1 of those rejected failed the visual test.

One in every 4.2 of those rejected failed the written test.

One in every 8.5 of those rejected failed the oral test.

20 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	651	57	708	458	34	492	193	23	216
17	29,482	12,107	41,544	21,544	9,575	31,119	7,938	2,532	10,470
18	5,235	3,583	8,818	3,318	2,676	5,994	1,917	907	2,824
19	3,736	3,191	6,927	2,330	2,444	4,774	1,406	747	2,153
20	3,040	3,128	6,168	2,079	2,426	4,505	961	702	1,663
21 to 24	15,328	13,489	28,817	11,486	11,243	22,729	3,842	2,246	6,088
25 to 29	19,187	16,846	36,033	14,977	13,918	28,895	4,210	2,928	7,138
30 to 39	25,597	22,653	48,250	20,089	18,110	38,199	5,508	4,543	10,051
40 to 49	14,286	9,580	23,866	10,562	7,253	17,815	3,724	2,327	6,051
50 to 64	8,314	3,687	12,001	5,679	2,579	8,258	2,635	1,108	3,743
65-over	1,302	243	1,545	831	156	987	471	87	558
Total	126,158	88,564	214,722	93,353	70,414	163,767	32,805	18,150	50,955

APPLICANTS REJECTED

SEX AND AGE

Age	WRITTEN			VISION			ORAL		
	M	F	Total	M	F	Total	M	F	Total
16	61	4	65	19	-----	19	8	-----	8
17	1,452	150	1,602	604	182	786	225	2	227
18	412	72	484	156	50	206	152	5	157
19	288	60	348	75	52	127	169	3	172
20	242	76	318	84	51	125	119	2	121
21-24	1,606	372	1,978	337	185	522	833	43	876
25-29	1,529	453	1,982	446	281	727	978	68	1,046
30-39	2,006	693	2,699	613	384	997	1,460	127	1,587
40-49	1,262	324	1,582	407	158	565	1,017	67	1,084
50-64	825	131	956	353	81	434	620	41	661
65-over	131	17	148	72	7	79	83	2	85
Total	9,814	2,352	12,166	3,166	1,431	4,587	5,664	360	6,024

APPLICANTS REJECTED—Continued

SEX AND AGE

Age	PHYSICAL			ROAD			OTHER		
	M	F	Total	M	F	Total	M	F	Total
16	-----	-----	-----	35	6	41	68	13	81
17	-----	-----	-----	2,563	958	3,521	3,086	1,240	4,326
18	-----	-----	-----	615	399	1,014	577	381	958
19	-----	-----	-----	523	303	826	350	329	679
20	-----	-----	-----	338	312	650	178	260	438
21-24	3	-----	3	787	1,403	2,190	262	241	503
25-29	4	-----	4	988	1,834	2,822	256	290	546
30-39	1	-----	1	1,153	305	4,180	267	305	572
40-49	3	-----	3	898	1,676	2,573	129	102	231
50-64	1	-----	1	747	820	1,567	88	34	122
65-over	7	1	8	156	57	213	22	2	24
Total	19	1	20	8,803	10,794	19,597	5,283	3,197	8,480

MOTORCYCLE LICENSE APPLICANTS

Age	PASSED		REJECTED		TOTAL EXAMINED	
	Male	Female	Male	Female	Male	Female
16	2	-----	2	-----	4	-----
17	210	2	8	-----	218	2
18	158	-----	5	-----	163	-----
19	92	2	1	-----	93	2
20	28	2	-----	1	98	5
21-24	332	9	7	2	339	11
25-29	332	3	4	1	336	4
30-39	284	11	1	5	285	16
40-49	93	2	2	1	95	3
50-64	25	1	1	-----	26	1
65-over	2	-----	-----	-----	2	-----
Total	1,628	32	31	10	1,659	42

TOTAL APPLICANTS LICENSED

BY AGES

Ages	Number	Per Cent of Total
16	492	.3
17	31,119	19.0
18	5,994	3.7
19	4,774	2.9
20	4,505	2.8
21-24	22,729	13.9
25-29	28,895	17.6
30-39	38,199	23.3
40-49	17,815	10.9
50-64	8,258	5.0
65-over	987	.6
Total	163,767	100.0

CONDITIONAL LICENSES ISSUED

BY AGE GROUPS

Ages	MUST WEAR GLASSES			PHYSICAL			ORAL		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
16	46	9	55	196	6	202	5	—	5
17	2,818	1,633	4,451	33	4	37	168	4	172
18	536	430	966	10	3	13	86	4	90
19	301	388	689	9	2	11	98	5	103
20	271	415	686	15	3	18	84	7	91
21-24	1,608	2,186	3,794	58	17	75	508	53	561
25-29	2,491	2,659	5,150	101	26	127	648	82	730
30-39	3,460	3,479	6,939	145	51	196	981	132	1,113
40-49	2,232	1,861	4,093	61	22	83	645	165	810
50-64	2,509	1,313	3,822	63	6	69	461	47	508
65-over	548	114	662	5	1	6	40	1	41
Total	16,820	14,487	31,307	696	141	837	3,724	500	4,224

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

Ages	Passed	Rejected	Total Examined
16	—	—	—
17	431	54	485
18	276	65	341
19	344	73	417
20	628	80	708
21-24	6,350	906	7,256
25-29	10,649	1,003	11,652
30-39	10,472	1,292	11,764
40-49	7,363	912	8,275
50-64	4,866	704	5,570
65-over	211	54	265
Total	41,590	5,143	46,733

MOTORCYCLE DRIVER TEST

Total examined	1,701
Passed	1,660
Rejected	41

Only 42 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 1,112 persons were examined for these special licenses during the year. Thirty applicants failed the test.

NON-RESIDENT DRIVERS

Except in cases of serious physical defects, persons holding a valid driver's license from another State are not required to submit to the road test. One in every 3.9 applicants passed held a valid license from another State.

PER CENT REJECTED TO TOTAL EXAMINED

By Ages				
Age	Total Examined	Total Passed	Total Rejected	Per Cent Rejected
16	708	492	216	30.5
17	41,589	31,119	10,470	25.2
18	8,818	5,994	2,824	32.0
19	6,927	4,774	2,153	31.1
20	6,168	4,505	1,663	27.0
21-24	28,817	22,729	6,088	21.1
25-29	36,033	28,895	7,138	19.8
30-39	48,250	38,199	10,051	20.8
40-49	23,866	17,815	6,051	25.4
50-64	12,001	8,258	3,743	31.2
65-over	1,545	987	558	36.1
Total	214,722	163,767	50,955	23.7

TYPES OF REJECTIONS

By Ages									
Age	WRITTEN		VISION		ORAL		PHYSICAL	ROAD	
	Num.	Per Cent	Num.	Per Cent	Num.	Per Cent		Num.	Per Cent
16	65	.5	19	.4	8	.1	---	41	.2
17	1,602	13.2	786	17.1	227	3.8	---	3,521	18.0
18	484	4.0	206	4.5	157	2.6	---	1,014	5.2
19	348	2.9	127	2.8	172	2.9	---	826	4.2
20	318	2.6	135	2.9	121	2.0	---	650	3.3
21-24	1,978	16.2	522	11.4	876	14.6	3	2,190	11.2
25-29	1,982	16.3	727	15.8	1,046	17.3	4	2,822	14.4
30-39	2,699	22.2	997	21.7	1,587	26.3	1	4,180	21.3
40-49	1,586	13.0	565	12.3	1,084	18.0	3	2,573	13.1
50-64	956	7.9	434	9.4	661	11.0	1	1,567	8.0
65-over	148	1.2	79	1.7	85	1.4	8	513	1.1
Total	12,166	100.0	4,597	100.0	6,024	100.0	20	19,597	100.0

FOR HIRE LICENSE APPLICANTS

Age	Passed	Rejected	Total Examined
21-24	168	7	175
25-29	268	6	274
30-39	330	9	339
40-49	226	6	232
50-64	86	1	87
65-over	4	1	5
Total	1,082	30	1,112

RE-EXAMINATIONS

A total of 1,038 drivers were re-examined during the year, of which number 66, or 6.4 per cent, failed to meet legal requirements and were rejected.

The remaining 972 were permitted to retain their operating licenses, 491 without restriction and 478 conditionally.

CONDITIONAL LICENSE RESTRICTIONS

Must wear glasses	318
Physical	138
Oral	22
	<hr/>
	478

AGE GROUPS

CONDITIONAL LICENSES

Age	Unrestricted	Glasses	Physical	Oral
17	4	9	2	...
18	8	4	...	...
19	19	10	2	...
20	21	10	4	...
21 to 24	89	29	14	3
25 to 29	119	44	19	6
30 to 39	117	64	32	5
40 to 49	60	57	24	3
50 to 64	29	59	38	4
65-over	25	32	3	1
Total	<hr/> 491	<hr/> 318	<hr/> 138	<hr/> 22

AGE GROUPS

REJECTION CAUSES

Age	Written	Vision	Oral	Physical	Road	Other
17 .....	...	1	1	...	...	...
18 .....	...	...	...	...	...	...
19 .....	...	...	...	...	...	...
20 .....	...	1	...	...	...	...
21 to 24 .....	...	2	1	...	...	...
25 to 29 .....	...	4	1	1	...	...
30 to 39 .....	...	4	1	...	...	1
40 to 49 .....	...	4	1	...	...	...
50 to 64	1	5	2	2	2	3
65-over	4	6	1	6	8	3
Total	<hr/> 5	<hr/> 27	<hr/> 8	<hr/> 9	<hr/> 10	<hr/> 7

TRAFFIC LAW ARRESTS

Traffic and motor vehicle law arrests for moving violations (parking excluded) during the year totaled 173,303 as compared with 147,799 arrests in the previous year, an increase of 17.3 per cent.

Year	Number Arrests
1952	173,303
1951	147,799
1950	132,029
1949	116,422
1948	94,418

TRAFFIC LAW ARRESTS BY COUNTIES

County	1952	1951	Numerical Change	Percentage Change
Atlantic	8,164	6,237	1,927 more	30.9 increase
Bergen	20,258	17,011	3,247 more	19.1 increase
Burlington	10,231	9,342	889 more	9.5 increase
Camden	10,192	6,381	3,811 more	59.7 increase
Cape May	1,635	1,464	171 more	11.7 increase
Cumberland	3,764	2,761	1,003 more	36.3 increase
Essex	19,949	23,353	3,404 less	14.6 decrease
Gloucester	6,625	6,188	437 more	7.1 increase
Hudson	8,242	5,793	2,449 more	42.3 increase
Hunterdon	2,102	2,058	44 more	2.1 increase
Mercer	7,342	6,532	810 more	12.4 increase
Middlesex	14,542	11,855	2,687 more	22.7 increase
Monmouth	11,815	10,294	1,521 more	14.8 increase
Morris	5,851	4,572	1,279 more	28.0 increase
Ocean	7,686	6,215	1,471 more	23.7 increase
Passaic	7,412	5,747	1,665 more	29.0 increase
Salem	2,253	1,527	726 more	47.5 increase
Somerset	5,442	4,613	829 more	18.0 increase
Sussex	1,282	950	332 more	34.9 increase
Union	16,837	13,546	3,291 more	24.3 increase
Warren	1,679	1,360	319 more	23.5 increase
Total	173,303	147,799	25,504 more	17.3 increase

LEADING VIOLATIONS

Of the many traffic and motor vehicle law violations there were five that appeared most frequently in the records, and this group accounted for 71.8 per cent of all arrests. Speeding violations were the most numerous, resulting in 60,642 arrests, or 35.9 per cent of total offenses.

Type of Violations	Number of Violations
Speeding	60,642
Careless driving	30,609
Ignoring traffic signal	13,375
Stop street	12,485
Driving without license in possession	7,399

REVENUE FROM FINES

Under the statutes, all fines and bail forfeitures collected from complaints made by motor vehicle inspectors and State Police for violations of Title 39, Revised Statutes, are paid into the State treasury. These fines totaled \$904,568.72 for the year, or 31.8 per cent more than the previous year.

Year	Fines Collected
1952	\$904,568.72
1951	686,181.30
1950	476,638.10
1949	427,679.95
1948	383,418.35

FINES COLLECTED BY COUNTIES

County	1952	1951
Atlantic	\$49,479.45	\$36,380.15
Bergen	96,405.00	53,470.00
Burlington	96,498.00	89,007.50
Camden	24,990.50	19,002.40
Cape May	8,202.00	6,223.00
Cumberland	13,082.00	11,779.50
Essex	21,935.00	19,010.50
Gloucester	45,008.50	46,293.50
Hudson	30,718.00	2,703.00
Hunterdon	18,118.00	15,548.50
Mercer	41,834.00	49,108.50
Middlesex	141,337.00	109,500.25
Monmouth	38,153.00	31,660.50
Morris	26,363.00	20,940.50
Ocean	46,304.00	29,863.50
Passaic	36,357.00	24,168.00
Salem	14,418.00	7,090.50
Somerset	73,576.27	47,068.50
Sussex	8,250.00	6,405.00
Union	61,686.00	48,158.00
Warren	11,854.00	12,800.00
	<u>\$904,568.72</u>	<u>\$686,181.30</u>

AGES OF SPEED VIOLATORS

Drivers in the age group, 20 to 29 years were the most numerous offenders of speed regulations. Comprising 26.26 per cent of total licensed operators, this group was involved in 35.4 per cent of all speed arrests.

Age Group	Per Cent Licensed Drivers	Number Arrests	Per Cent Arrests (Stated Ages)
Under 20	5.78	5,305	8.7
20 to 29	26.26	21,491	35.4
30 to 39	27.91	15,919	26.3
40 to 49	21.52	9,630	15.9
50 to 64	15.46	5,080	8.4
65 and over	3.07	460	.8
Unknown .....	.....	2,757	4.5
	<u>100.00</u>	<u>60,642</u>	<u>100.0</u>

SEVERITY OF FINES LEVIED

The average fine imposed for speeding violations was \$9.43 as compared with the average of \$7.20 covering all offenses exclusive of mandatory penalty cases. The figures show there is a definite trend toward higher fines in the traffic courts. In 1951 the average fine imposed was \$6.68 and in 1950 it was \$6.69.

The percentage of fines imposed in the \$1 and \$5 group has decreased while those in the \$6 to \$25 has correspondingly increased.

Nature of Fines	Per Cent Fines Imposed	Per Cent Fines Imposed
	1952	1951
\$1	1.5	3.3
\$2	8.5	10.1
\$3 to \$5	36.4	38.2
\$6 to \$10	33.9	31.5
\$11 to \$15	8.5	6.9
\$16 to \$25	7.1	6.0
\$26 to \$50	1.9	1.7
\$51 to \$100 .....	.5	.6
Over \$100	1.7	1.7
	100.0	100.0

NON-RESIDENT VIOLATORS

Non-resident violators accounted for 38,816 arrests or 22.4 per cent of total offenses reported.

Route 25, the most widely used public highway traversing the State, extending from Camden to Jersey City, a distance of 87 miles, accounted for 7.3 per cent of total arrests on all streets and highways in the State. There were 12,688 arrests made on this route or slightly more than 14.6 per cent of violations on all State highways.

AGES OF VIOLATORS

Drivers between 20 and 29 years were the principal offenders. Of the 173,303 total violators, 56,748 or 35.7 per cent, were in this age group.

Age Group	Per Cent Licensed	Per Cent Violators (Stated Ages)
Under 20	5.78	11.0
20 to 29	26.26	35.7
30 to 39	27.91	25.9
40 to 49	21.52	15.9
50 to 64	15.46	10.1
65 and over	3.07	1.4
	100.0	100.0

DISPOSITION OF CASES

Approximately 96 in every hundred persons charged with traffic and motor vehicle law offenses during the year were adjudged guilty. Only 4.7 per cent of cases were dismissed.

	NUMBER CASES		PER CENT	
	1952	1951	1952	1951
Fined	153,824	131,121	88.8	88.7
Suspended sentence	5,182	4,456	3.0	3.1
Dismissed	8,068	6,796	4.7	4.6
Revoked	504	555	.2	.4
Jailed	1,214	992	.7	.7
Revoked and fined	3,242	2,442	1.9	1.6
Revoked and jailed	542	510	.3	.3
Others	727	927	.4	.6
	173,303	147,799	100.0	100.0

SPECIAL STUDY OF SERIOUS VIOLATIONS

In order to show how the courts dispose of the more serious violations, a breakdown was made of the magistrates' report cards covering all cases of speeding, careless driving, driving while intoxicated and reckless driving. The study reveals that 99.5 per cent of those charged with speeding are adjudged guilty; careless driving, 85.6 per cent; driving while intoxicated, 89.9 per cent, and reckless driving, 86.7 per cent.

Following is a record of the dispositions of these four offenses:

DISPOSITIONS

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Fined	58,604	24,351	1,345	.....
Suspended	673	998	46	.....
Dismissed	325	4,406	314	190
Revoked	142	171	89	.....
Jailed	54	90	87	.....
Revoked and fined	607	506	428	1,243
Revoked and jailed	11	11	28	423
Others (appeals, etc.)	226	76	18	32
	60,642	30,609	2,355	1,888

Where speeding violators were found guilty and paid a fine, 24.8 per cent were assessed penalties between \$3 and \$5 and 44.3 per cent between \$6 and \$10.

With careless drivers 34.9 per cent were fined between \$3 and \$5 while 32.1 per cent were assessed between \$6 and \$10.

The seriousness of the reckless driving violation resulted in higher penalties than for either speeding or careless driving. Here 12.1 per cent of the reckless drivers were fined between \$6 and \$10, and 31.9 per cent paid heavier fines ranging between \$16 and \$25.

In drunken driving cases 95.8 per cent paid the minimum mandatory penalty of \$200 or more.

FINES IMPOSED

	Speeding	Careless Driving	Reckless Driving	Drunken Driving
Costs only	5	13	.....	.....
\$1	17	65	1	.....
\$2	1,025	843	4	.....
\$3 to \$5	15,063	10,677	72	.....
\$6 to \$10	26,861	9,821	284	.....
\$11 to \$15	9,191	1,979	224	.....
\$16 to \$25	6,054	1,266	751	.....
\$26 to \$50	983	187	363	.....
\$51 to \$100	11	6	72	.....
Over \$100	1	.....	2	1,243
	59,211	24,857	1,773	1,243

TRAFFIC ARRESTS BY MUNICIPALITIES

Following is a comparative record of total traffic law arrests, by counties for the years 1952, 1951 and 1950.

	1952	1951	1950		1952	1951	1950
ATLANTIC COUNTY:				Montvale	28	23	58
Absecon	80	83	74	Moonachie	189	46	67
Atlantic City	965	752	589	New Milford	92	55	27
Brigantine	5	90	29	North Arlington	299	375	448
Buena Boro.	73	56	42	Northvale	2	52	39
Buena Vista Twp.	119	78	118	Norwood	44	58	27
Corbin City	7	7	7	Oakland	15	25	86
Egg Harbor City	94	63	84	Old Tappan	24	27	27
Egg Harbor Twp.	406	308	432	Oradell	129	83	149
Estelle Manor	24	20	10	Palisades Park	180	150	164
Folsom	340	65	81	Paramus	1,749	1,294	1,628
Galloway Twp.	1,087	701	586	Park Ridge	33	58	54
Hamilton Twp.	2,313	1,995	1,724	Ramsey	941	624	476
Hammonton Twp.	544	375	163	Ridgefield	631	443	227
Linwood	75	50	77	Ridgefield Park	289	212	296
Longport	55	81	77	Ridgewood	260	272	250
Margate City	161	230	221	River Edge	236	270	208
Mullica Twp.	985	322	344	Rivervale Twp.	124	126	107
Northfield	163	130	113	Rochelle Park	119	116	150
Pleasantville	329	476	243	Rockleigh	---	---	---
Port Republic	2	---	1	Rutherford	784	593	826
Somers Point	152	127	66	Saddle River	774	776	877
Ventnor	176	221	156	Saddle River Twp.	241	120	105
Weymouth Twp.	9	7	19	South Hackensack	87	82	64
Total	8,164	6,237	5,256	Teaneck Twp.	682	710	684
				Tenafly	490	265	136
				Teterboro	104	48	58
				Upper Saddle River....	58	39	18
				Waldwick	423	362	278
				Wallington	248	198	121
				Washington	18	28	7
				Westwood	126	80	67
				Woodcliff Lake	23	17	20
				Wood-Ridge	112	107	73
				Wyckoff Twp.	44	43	32
				Total	20,258	17,011	16,141
BERGEN COUNTY:				BURLINGTON COUNTY:			
Allendale	139	58	47	Bass River Twp.	130	127	9
Alpine	201	197	407	Beverly	34	148	15
Bergenfield	152	130	171	Bordentown	96	76	40
Bogota	166	115	70	Bordentown Twp.	546	530	488
Carlstadt	220	296	106	Burlington	300	518	192
Cliffside Park	40	46	95	Burlington Twp.	736	767	828
Closter	165	91	52	Chesterfield Twp.	52	38	21
Cresskill	1	3	13	Cinnaminson Twp.	1,079	1,396	990
Demarest	83	125	16	Delanco Twp.	23	28	13
Dumont	127	33	38	Delran Twp.	456	433	241
East Paterson	620	435	437	Eastampton Twp.	32	23	10
East Rutherford	533	435	444	Edgewater Pk. Twp.	448	339	126
Edgewater	92	51	54	Evesham Twp.	584	346	260
Emerson	63	39	16	Fieldsboro Twp.	---	3	9
Englewood	849	900	1,140	Florence	344	644	206
Englewood Cliffs	246	256	427	Hainesport Twp.	62	42	36
Fair Lawn	1,523	1,137	529	Lumberton Twp.	72	60	110
Fairview	206	242	271	Mansfield Twp.	1,496	1,184	752
Fort Lee	535	349	348	Maple Shade	286	95	208
Franklin Lakes	25	13	21	Medford Twp.	139	52	37
Garfield	347	208	235	Medford Lakes	6	1	---
Glen Rock	91	131	105	Moorestown Twp.	741	732	278
Hackensack	1,263	1,458	983	Mt. Holly	649	334	283
Harrington Park	22	15	15	Mt. Laurel Twp.	355	78	71
Hasbrouck Heights	463	362	229	New Hanover Twp.	38	51	44
Haworth	168	51	13				
Hillsdale	80	143	35				
Hohokus Boro.	275	225	217				
Leonia	297	313	467				
Little Ferry	176	160	242				
Lodi	204	201	224				
Lyndhurst Twp.	447	405	225				
Mahwah Twp.	647	446	411				
Maywood	65	57	82				
Midland Park	129	108	102				

	1952	1951	1950
North Hanover Twp.	85	146	67
Palmyra	219	214	169
Pemberton Boro.	39	52	54
Pemberton Twp.	383	304	368
Riverside Twp.	5	4	55
Riverton		1	12
Shamong	11	7	13
Southampton Twp.	243	100	111
Springfield Twp.	199	320	394
Tabernacle Twp.	23	4	30
Washington Twp.	8	6	12
Westampton Twp.	48	14	18
Willingboro Twp.	166	67	23
Woodland Twp.	31	20	16
Wrightstown	36	38	20
Fort Dix	49		
Total	10,231	9,342	6,629

CAMDEN COUNTY:

Audubon	117	156	181
Audubon Park	90	141	175
Barrington	285	163	147
Bellmawr	255	161	199
Berlin	373	246	306
Berlin Twp.	120	185	108
Brooklawn	65	85	75
Camden	4,230	1,622	1,529
Chesilhurst	76	67	38
Clementon Twp.	147	115	112
Collingswood	251	275	167
Delaware Twp.	550	368	402
Gibbsboro	143	7	10
Gloucester	171	137	122
Gloucester Twp.	513	534	652
Haddon Twp.	167	9	17
Haddonfield	139	93	103
Haddon Heights	126	119	110
Hi-Nella	2	4	
Laurel Springs	23	5	2
Lawnside	15	20	9
Lindenwood	46	43	61
Magnolia	143	180	93
Merchantville	109	115	91
Mt. Ephraim	90	206	334
Oaklyn	85	42	37
Pennsauken	277	411	445
Pine Hill	76	65	36
Pine Valley	2		2
Runnemede	709	235	171
Somerdale	87	55	55
Stratford	37	29	44
Tavistock			
Voorhees Twp.	133	67	49
Waterford Twp.	207	150	161
Winslow Twp.	230	227	275
Woodlynne	103	44	22
Total	10,192	6,381	6,340

CAPE MAY COUNTY:

Avalon	50	93	21
Cape May City	77	42	44
Cape May Point	1		2
Dennis Twp.	92	83	57
Lower Twp.	57	51	59
Middle Twp.	566	404	279
North Wildwood	7	11	27
Ocean City	330	200	181

	1952	1951	1950
Sea Isle City	89	76	87
Stone Harbor	20	14	17
Upper Twp.	131	149	119
West Cape May	12	16	19
West Wildwood	3	4	1
Wildwood City	101	253	179
Wildwood Crest	66	42	41
Woodbine	33	26	15
Total	1,635	1,464	1,148

CUMBERLAND COUNTY:

Bridgeton	410	337	276
Commercial Twp.	148	114	123
Deerfield Twp.	129	116	58
Downe Twp.	52	29	42
Fairfield Twp.	186	143	144
Greenwich Twp.	20	13	25
Hopewell Twp.	77	60	30
Landis Twp.	225	432	379
Lawrence Twp.	144	143	67
Maurice River Twp.	323	240	294
Millville	586	433	480
Shiloh	1	1	1
Stow Creek Twp.	16	17	15
Upper Deerfield Twp.	373	237	206
Vineland	1,074	446	319
Total	3,764	2,761	2,459

ESSEX COUNTY:

Belleville	726	549	477
Bloomfield	505	340	436
Caldwell	820	709	733
Caldwell Twp.	220	462	738
Cedar Grove Twp.	423	389	343
East Orange	1,590	3,587	4,175
Essex Fells	34	18	55
Glen Ridge	1,234	1,098	1,802
Irvington	997	898	612
Livingston Twp.	747	508	489
Maplewood Twp.	239	142	129
Millburn Twp.	315	464	378
Montclair	2,163	1,748	2,953
Newark	6,165	8,838	6,923
North Caldwell	32	147	41
Nutley	975	1,028	967
Orange	590	503	248
Roseland	112	56	28
South Orange	218	423	365
Verona	848	536	741
West Caldwell	140	144	192
West Orange	856	766	520
Total	19,949	23,353	23,345

GLOUCESTER COUNTY:

Clayton	162	198	122
Deptford Twp.	623	293	282
E. Greenwich Twp.	167	122	74
Elk Twp.	48	58	54
Franklin Twp.	518	277	372
Glassboro Twp.	509	545	534
Greenwich Twp.	242	564	345
Harrison Twp.	132	109	69
Logan Twp.	84	282	134
Mantua Twp.	197	183	379
Monroe Twp.	908	1,090	819
National Park	67	62	111

	1952	1951	1950		1952	1951	1950
Newfield	14	20	8	Pennington	22	16	11
Paulsboro	154	235	143	Princeton	405	333	591
Pitman	227	119	107	Princeton Twp.	357	288	177
South Harrison Twp.	16	6	14	Trenton	1,559	1,412	1,823
Swedesboro	218	130	108	Washington Twp.	1,369	1,372	1,605
Washington Twp.	858	773	733	W. Windsor Twp.	1,019	1,042	775
Wenonah	24	22	51				
West Deptford Twp.	300	349	293	Total	7,342	6,532	6,650
Westville	398	395	304				
Woodbury	201	201	15	MIDDLESEX COUNTY:			
Woodbury Heights	74	41	24	Carteret	569	99	40
Woolwich Twp.	484	114	76	Cranbury	320	333	295
Total	6,625	6,188	5,171	Dunellen	287	515	312
HUDSON COUNTY:				East Brunswick Twp.	510	203	256
Bayonne	1,386	803	693	Helmetta	78	75	58
East Newark	25	29	30	Highland Park	179	131	116
Guttenberg	38	35	3	Jamesburg	102	71	55
Harrison	197	221	195	Madison Twp.	889	933	770
Hoboken	396	482	359	Metuchen	535	366	317
Jersey City	3,225	2,125	1,477	Middlesex	196	171	134
Kearny	725	670	456	Milltown	162	49	12
North Bergen	602	581	461	Monroe Twp.	169	105	59
Secaucus	744	228	154	New Brunswick	482	281	139
Union City	203	140	95	North Brunswick Twp.	1,076	1,293	887
Weehawken	614	413	356	Perth Amboy	394	328	295
West New York	87	66	39	Piscataway Twp.	138	198	118
Total	8,242	5,793	4,318	Plainsboro Twp.	967	457	221
HUNTERDON COUNTY:				Raritan Twp.	1,717	1,132	1,130
Alexandria Twp.	13	12	9	Sayreville	631	539	342
Bethlehem Twp.	100	187	108	South Amboy	35	47	28
Bloomsbury	4	4	21	South Brunswick Twp.	846	976	1,024
Califon	4	3	2	South Plainfield	208	237	123
Clinton	126	170	59	South River	123	256	134
Clinton Twp.	294	267	328	Spotswood	131	57	97
Delaware Twp.	18	11	13	Woodbridge	3,798	3,003	1,797
East Amwell Twp.	74	64	32	Total	14,542	11,855	8,759
Flemington	49	32	28				
Franklin Twp.	1	9	4	MONMOUTH COUNTY:			
Frenchtown	12	22	14	Allenhurst	914	763	442
Glen Gardner	11	14	12	Allentown	45	91	65
Hampton	122	48	47	Asbury Park	546	527	444
High Bridge	14	9	10	Atlantic Twp.	714	947	229
Holland Twp.	11	9	13	Atlantic Highlands	58	24	15
Kingwood Twp.	32	17	13	Avon	219	148	126
Lambertville	149	77	126	Belmar	223	136	119
Lebanon	14	14	9	Bradley Beach	170	152	74
Lebanon Twp.	37	18	25	Brielle	73	37	122
Milford	19	10	17	Deal	99	209	255
Raritan Twp.	452	305	186	Eatontown	282	153	191
Readington Twp.	308	296	208	Englishtown	88	33	42
Stockton	4	4	7	Fort Haven	187	178	96
Tewksbury Twp.	8	5	6	Farmingdale	18	9	2
Union Twp.	116	320	164	Freehold	128	100	109
West Amwell Twp.	114	131	54	Freehold Twp.	535	374	312
Total	2,102	2,058	1,515	Highlands	52	98	28
MERCER COUNTY:				Holmdel	352	398	333
East Windsor Twp.	406	274	151	Howell Twp.	826	522	515
Ewing Twp.	552	288	149	Interlaken	109	129	67
Hamilton Twp.	752	602	526	Keansburg	153	163	159
Hightstown	215	107	100	Keyport	440	378	294
Hopewell	22	8	32	Little Silver	108	95	25
Hopewell Twp.	266	249	287	Long Branch	185	118	81
Lawrence Twp.	398	541	423	Manalapan Twp.	390	335	150
				Manasquan	119	88	133
				Marlboro	137	162	105
				Matawan Boro.	247	374	333
				Matawan Twp.	97	315	298
				Middletown Twp.	694	244	429

	1952	1951	1950
Millston Twp.	59	54	61
Monmouth Beach	38	1	6
Neptune City	280	153	197
Neptune Twp.	235	266	224
Ocean Twp.	296	235	344
Oceanport	92	140	80
Raritan Twp.	255	158	223
Red Bank	466	309	247
Roosevelt	31	8	25
Rumson	159	228	124
Sea Bright	61	39	18
Sea Girt	22	14	49
Shrewsbury Boro.	126	112	106
Shrewsbury Twp.	13	29	128
South Belmar	209	133	121
Spring Lake	65	72	57
Spring Lake Heights	108	85	150
Union Beach	179	107	56
Upper Freehold Twp.	82	73	58
Wall Twp.	424	456	390
West Long Branch	100	152	28
New Shrewsbury Twp.	307	170	---
Total	11,815	10,294	8,285

MORRIS COUNTY:

Boonton	40	17	37
Boonton Twp.	55	35	37
Butler	117	102	87
Chatham Boro.	207	65	137
Chatham Twp.	57	70	119
Chester	76	22	24
Chester Twp.	30	44	17
Denville	117	79	78
Dover	253	219	143
East Hanover Twp.	52	55	36
Florham Park	50	49	67
Hanover Twp.	171	300	288
Herding Twp.	32	52	92
Jefferson Twp.	216	100	100
Kinnelon Boro.	22	17	16
Lincoln Park	2	---	---
Madison	193	111	114
Mendham Boro.	26	101	24
Mendham Twp.	14	16	2
Mine Hill Twp.	89	98	101
Montville Twp.	107	61	99
Morris Twp.	344	143	94
Morris Plains	56	55	124
Morristown	215	342	148
Mountain Lakes	107	57	31
Mt. Arlington	19	23	19
Mt. Olive Twp.	325	228	168
Netcong	72	73	68
Parsippany	751	530	533
Passaic Twp.	143	1	---
Pequannock Twp.	120	128	147
Randolph Twp.	637	391	487
Riverdale	198	146	247
Rockaway	89	75	27
Rockaway Twp.	33	62	86
Roxbury Twp.	548	506	478
Washington Twp.	63	40	25
Wharton	151	159	89
Victory Gardens	54	---	---
Total	5,851	4,572	4,389

OCEAN COUNTY:

Barnegat Light Boro.	3	---	2
Bayhead	95	212	197
Beach Haven	28	34	34
Beachwood	104	185	20
Berkeley Twp.	288	403	344
Brick Twp.	926	478	341
Dover Twp.	1,130	742	689
Eagleswood Twp.	25	26	27
Harvey Cedars	2	5	8
Island Beach Boro.	---	---	2
Island Heights	2	2	3
Jackson Twp.	197	235	213
Lacey Twp.	82	53	101
Lakehurst	30	19	23
Lakewood Twp.	452	449	475
Lavalette	87	85	97
Little Egg Harbor	39	26	25
Long Beach Twp.	18	28	27
Manchester Twp.	1,196	617	395
Mantoloking	267	334	270
Ocean Twp.	141	202	132
Ocean Gate	13	1	2
Pine Beach	111	15	11
Plumstead Twp.	57	195	116
Point Pleasant Boro.	163	127	140
Pt. Pleasant Beach	208	127	115
Seaside Heights	46	14	74
Seaside Park	340	175	147
Ship Bottom	20	59	37
South Toms River	67	27	25
Stafford Twp.	988	816	588
Surf City	29	8	35
Tuckerton	16	10	32
Union Twp.	516	506	487
Total	7,686	6,215	5,234

PASSAIC COUNTY:

Bloomington	48	25	28
Clifton	2,161	1,594	1,788
Haledon	73	96	59
Hawthorne	182	149	105
Little Falls Twp.	427	439	451
North Haledon	56	80	43
Passaic	523	475	617
Paterson	1,474	1,152	1,176
Pompton Lakes	246	140	212
Prospect Park	96	81	61
Ringwood	29	24	25
Totowa	622	374	331
Wanaque	231	248	119
Wayne Twp.	744	478	564
West Milford Twp.	381	264	259
West Paterson	119	128	228
Total	7,412	5,747	6,066

SALEM COUNTY:

Alloway Twp.	62	33	22
Elmer	16	9	17
Elsinboro Twp.	13	5	3
Lower Alloway Creek	11	6	3
L. Penns Neck Twp.	224	253	217
Mannington Twp.	104	81	57
Oldmans Twp.	190	137	175
Pennsgrove	86	3	28
Pilesgrove Twp.	290	113	102

	1952	1951	1950
Pittsgrove Twp.	165	84	71
Quinton Twp.	87	141	24
Salem	319	251	283
U. Penns Neck Twp.	416	294	353
U. Pittsgrove Twp.	131	76	48
Woodstown	139	41	43
Total	2,253	1,527	1,446

SOMERSET COUNTY:

Bedminster Twp.	160	164	148
Bernards Twp.	95	116	85
Bernardsville	80	53	32
Bound Brook	351	364	532
Branchburg Twp.	144	55	53
Bridgewater Twp.	1,765	1,267	897
Far Hills	56	35	20
Franklin Twp.	319	314	276
Greenbrook Twp.	553	605	1,035
Hillsboro Twp.	92	63	65
Manville	132	95	96
Millstone	1	1	---
Montgomery Twp.	55	48	33
North Plainfield	605	472	821
Peapack-Gladstone ...	12	8	5
Raritan	73	59	88
Rocky Hill	1	9	2
Somerville	639	477	788
South Bound Brook ...	55	202	218
Warren Twp.	61	32	25
Watchung	193	174	126
Total	5,442	4,613	5,345

SUSSEX COUNTY:

Andover	23	28	8
Andover Twp.	52	31	37
Branchville	12	11	10
Byram Twp.	17	20	20
Frankford Twp.	142	76	42
Franklin	135	210	33
Freedon Twp.	14	11	12
Green Twp.	3	3	13
Hamburg	68	50	77
Hampton Twp.	40	22	17
Hardyston Twp.	73	59	75
Hopatcong	12	17	17
Lafayette Twp.	41	10	9
Montague Twp.	12	9	10
Newton	78	51	55
Ogdensburg	29	28	24
Sandyston Twp.	164	23	17
Sparta	158	150	120
Stanhope	32	23	26
Stillwater Twp.	1	16	7
Sussex	57	35	47

	1952	1951	1950
Vernon Twp.	22	16	16
Walpack Twp.	---	8	1
Wantage	97	43	78
Total	1,282	950	771

UNION COUNTY:

Clark Twp.	484	388	252
Cranford Twp.	1,333	427	387
Elizabeth	3,358	2,936	2,610
Fanwood	125	89	28
Garwood	140	118	77
Hillside Twp.	1,073	1,213	778
Kenilworth	108	180	268
Linden	911	771	790
Mountainside	1,345	767	603
New Providence Boro.	584	231	141
Berkerley Heights ...	199	152	169
Plainfield	1,425	1,159	915
Rahway	658	799	845
Roselle	544	509	593
Roselle Park	334	343	428
Scotch Plains Twp.	422	420	368
Springfield Twp.	1,055	522	750
Summit	465	624	573
Union Twp.	1,842	1,711	947
Westfield	377	179	134
Winfield	55	8	16
Total	16,837	13,546	11,672

WARREN COUNTY:

Allamuchy Twp.	11	3	4
Alpha	7	---	5
Belvidere	14	34	15
Blairstown Twp.	43	20	28
Franklin Twp.	94	43	67
Frelinghuysen Twp.	12	2	8
Greenwich Twp.	98	56	53
Hackettstown	157	128	44
Hardwick Twp.	23	1	1
Harmony Twp.	27	7	8
Hope Twp.	6	5	5
Independence Twp.	124	64	60
Knowlton	112	95	56
Liberty Twp.	5	2	7
Lopatcong Twp.	103	80	60
Mansfield Twp.	105	40	31
Oxford Twp.	11	15	21
Pahaquarry Twp.	1	---	12
Phillipsburg	190	279	227
Pohatcong Twp.	28	53	22
Washington Boro.	179	133	91
Washington Twp.	134	126	137
White Twp.	195	174	128
Total	1,679	1,360	1,090

NEW JERSEY TURNPIKE TRAFFIC VIOLATIONS

Arrests made by State Police officers for motor vehicle law and Turnpike regulations totaled 3,832. Fines and bail forfeitures collected as a result of these arrests totaled \$49,768.50 for the year which were turned over to the State Treasurer.

ARRESTS BY MONTH

January	38
February	31
March	78
April	115
May	117
June	109
July	268
August	468
September	524
October	632
November	673
December	779
Total	3,832

SPEEDING VIOLATIONS

A total of 2,794 speeding violations were reported representing almost 73 per cent of all offenses committed. The average speed fine was \$12.43 as compared with \$9.43 on public highways.

AGES OF SPEED VIOLATORS

	Number Arrests (Stated Ages)	Per Cent Arrests (Stated Ages)
Under 20	114	4.2
20 to 29	1,228	44.9
30 to 39	760	27.8
40 to 49	422	15.4
50 to 64	203	7.5
65 and over	8	.2
	2,735	100.0

DISPOSITION OF CASES

Almost every arrest made by the law enforcement officers resulted in a conviction. Less than one per cent of the cases were dismissed.

	Number Cases
Fined	3,683
Suspended sentence	28
Dismissed	30
Revoked	5
Jailed	9
Revoked and fined	33
State appeal	1
Failed to pay	42
Revocation and jail	1
Total	3,832

AGES OF VIOLATORS

Teen-age offenders were fewer on the Turnpike than on public highways. Drivers under 20 accounted for 165 violations or 4.4 per cent of total arrests against 11 per cent on other highways. The same holds true with drivers over 50 years of age. In this group, only 310 or 8.3 per cent were convicted of infractions of the rules as compared with 11.5 per cent on public thoroughfares.

Age Group	Turnpike Per Cent Violators	Public Highways Per Cent Violators
Under 20	4.4	11.0
20 to 29	43.4	35.7
30 to 39	28.1	25.9
40 to 49	15.8	15.9
50 to 64	7.9	10.1
65 and over .....	.4	1.4
	100.0	100.0

SEVERITY OF FINES LEVIED

Approximately 60 per cent of those fined were assessed a penalty of \$10 or less.

Nature of Fines	Number
\$1	5
\$2	78
\$3 to \$5	544
\$6 to \$10	1,624
\$11 to \$15	644
\$16 to \$25	669
\$26 to \$50	134
\$51 to \$100	10
Over \$100	8
	3,716

RESIDENCE OF VIOLATORS

New Jersey residents accounted for 1,301 arrests or 34 per cent of all offenses reported. New York residents were guilty of 1,164 violations or 30.3 per cent while Pennsylvania drivers totaled 313 or 8.1 per cent. Operators apprehended from all other States numbered 1,054 or 27.5 per cent.

Residence	Number
New Jersey	1,301
New York	1,164
Pennsylvania	313
Other States	1,054
Total	3,832

VEHICLE INSPECTION

Fifteen years of statutory inspection of registered motor vehicles in State-operated stations have been concluded. The first inspection period of the 1952 registration year extended from March 1 to August 31, and the second inspection period covered the interval from September 1 to February 28, 1953.

The Division continued the enforcement of numerous sections of Title 39 of the Revised Statutes applying to the design, construction and certain performance of motor vehicles and vehicle equipment. An appended report of vehicles inspected gives the annual total of violations found and required to be corrected. This total runs into the millions. The enforcement of this law was handled on an assembly-line basis at a very low unit cost.

The number of vehicles subject to inspection in the registration year 1952 increased approximately 64,895 which is 4.5 per cent over 1951 and approximately 47 per cent over 1947. The greatest increase in the number of vehicles subject to inspection is found in the metropolitan areas where the great mass of vehicles is concentrated. The overtaxed facilities of the inspection stations in these areas have made the problem of replacement more pressing. Once more it brings to the forefront the need for additional stations in strategic locations.

As in the preceding year, investigations, surveys, and reports on real estate sites were continued. The purpose of this work is to determine the best locations for additional inspection stations and for new stations to replace some of those which have proved to be entirely inadequate. Recommendations were made to the State Building Authority for the purchase of land in Bergen, Passaic, Essex, Union, Monmouth, Hunterdon, Mercer and Camden Counties. A sufficient number of sites have been found so that if the State Building Authority can purchase the land, the stations located in Ridgewood, Hackensack, Paterson, Flemington, Trenton and Camden can be replaced. Furthermore, additional stations can be erected in Newark, Union, Eatontown and Barrington.

No suitable sites were found for stations to replace those now operating in East Orange, Union City, Highland Park and Perth Amboy, and no suitable sites were found for the erection of additional stations in Bergen and Passaic Counties.

It is thought that if the contemplated building program can become a realization, sufficient inspection facilities will be provided so that the public will receive prompt and adequate service.

As of July 1, 1952, there was made available to the Division an appropriation to cover salaries of 113 new examiners. These men were scheduled to be employed in some new stations which it was thought might be constructed during the year. However, the State Building Authority encountered some difficulties in carrying out its program and then it became known definitely that no new stations would be furnished within the year covered by this report.

The Division had been attempting for some time to embark on a program whereby the field personnel would work not more than five days of eight hours each in a week. Each man would be entitled to one complete day off every week in addition to Sundays. Stations, of course, would remain open for six days each week unless holidays intervened. This program required the employment of 67 additional examiners. Late in the year, authority was received, the 67 additional men were appointed from a certified list and the authorized strength thus increased to 471 examiners.

The overtime program was continued throughout the year. This program called for the hours of operation of 16 stations to be changed so that they opened one-half hour earlier each morning in the week and on one night each week, they remained open until not later than ten o'clock. Supervisors were granted latitude in determining when the station should close at night because it depended upon the amount of business available. The public responded well to the overtime program and there can be no question that it has proved its worth.

The policy in permitting inspections in inspection lanes owned by fleet owners was continued. The inspections are made by the State personnel and conducted in

accordance with the same rules, regulations and requirements followed in the inspection stations.

In the 1952 registration year, somewhat more than 40,000 registrations (certificates and plates) were surrendered voluntarily, and about 2,500 of these were returned upon request. The registrations, when surrendered voluntarily, are received without prejudice. They were made because the owners of the vehicles were unable to present the vehicles for inspection. Many of the vehicles were sold, others were laid up for repairs, and in some instances, vehicles were junked.

The usual procedure of using inspection station records for reference in the matter of enforcement of the inspection law was continued. For the inspection year under report, about 250,000 warning notices and notices of proposed revocation were mailed from inspection stations. While these mailings are not met without expense, the results have shown that the cost has been justified fully. Countless people are not to be considered willful violators of the inspection law. They procrastinate somewhat because of the press of business, vacations, loss of inspection notices, etc. The use of warning notices tends to keep the inspection program operating on a uniform basis, and in a large measure it is responsible for the avoidance of excessive peaks in the production schedule. During the year, it was found necessary to revoke 2,675 registrations for violations of the inspection law.

A table of inspection results is appended. From this table 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
1952 REGISTRATION YEAR

Distribution	*1st Period	**2nd Period
Approved on Initial Examination	1,012,973	1,002,938
Approved on Re-examination	466,246	468,486
Rejected on Initial Examination	500,221	498,376
Rejected on Re-examination	90,723	91,100
"No FEE" Vehicles Approved	8,253	8,783
"No FEE" Vehicles Rejected	1,406	1,705
Total Handlings	2,079,822	2,071,388

	NUMBER OF INDIVIDUAL CARS			
	%		%	
Approved on Initial Examination	66.94	1,012,973	66.87	1,002,938
Rejected on Initial Examination	33.06	500,221	33.13	498,375
Totals		1,513,194		1,501,313

APPROVALS				
Approved on Initial Examination		1,012,973		1,002,938
Approved on Re-examination		466,246		498,375
Totals		1,479,219		1,501,313

HANDLINGS		
*1st Period		2,079,822
**2nd Period		2,071,387
Totals		4,151,209

* 1st Period—Commenced March 1, 1952.

** 2nd Period—Commenced September 1, 1952.

1952

REASONS FOR REJECTIONS

	1st Period			2nd Period		
		%			%	
1—Credentials, License Cards	11,780	1.05		7,438	.66	
2—Steering Alignment	54,295	4.84	12.50	53,467	4.82	12.70
3—Steering Operation	85,885	7.66		87,422	7.88	
4—Direction Signals	8,045	.72		10,311	.93	
5—Identification Marks (Plates)	35,416	3.17		34,110	3.08	
6—Examination of All Glass	41,825	3.74		45,444	4.09	
7—Obstruction to Vision	22,330	2.00		24,992	2.26	
8—Horn	9,419	.84		8,589	.77	
9—Windshield Cleaners	14,659	1.32		14,851	1.34	
10—Rear-view Mirror	1,836	.16		1,648	.15	
11—Exhaust System	26,989	2.42		25,726	2.32	
12—Miscellaneous	48,740	4.35		46,332	4.19	
13—Head Lights	260,812	23.28		270,797	24.39	
14—Auxiliary Driving Lights	9,762	.87		9,479	.85	
15—Light Output	35,467	3.17	44.55	29,311	2.65	43.92
16—Parking Lights	27,532	2.46		24,816	2.23	
17—Red Tail Light	65,276	5.83		60,336	5.43	
18—Other Rear Lights	73,066	6.52		68,398	6.17	
19—Wiring and Switching	19,859	1.77		17,014	1.53	
20—Beam Indicator Light	7,278	.65		7,303	.67	
21—Fender Flaps	42	.00		868	.00	
22—Service Brake	51,469	4.50		51,999	4.69	
23—Parking Brake	50,254	4.49	23.18	54,654	4.90	23.59
24—Brake Equalization	91,111	8.14		81,426	7.34	
25—Pedal and Lever Reserve	67,797	6.05		73,985	6.66	
Total	1,120,944			1,110,716		

FINANCIAL RESPONSIBILITY

The year 1952 will go down in New Jersey history for the forward steps taken to protect its citizens against the economic hardships resulting from motor vehicle traffic accidents.

Based upon the findings of a joint legislative committee that was first appointed in 1950 to study the subject, the 1952 Legislature enacted five separate laws, popularly identified by the following titles:

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

The enactment of these laws grew out of a keen awareness by the State that the growing problem of motor vehicle accidents must be drastically controlled and the public provided with complete protection against economic consequences in those cases where, unfortunately or realistically, such accidents cannot be altogether eliminated.

Two paths were open. One was the enactment of a compulsory motor vehicle insurance law, which had been enacted by only one State and had provided far less than the complete protection and increased public safety that had been expected of it. The other was the enactment of the so-called Motor Vehicle Safety Responsibility Law, which had been enacted by 40 other States and, at least in some respects, had provided greater protection and public safety than the one existing compulsory law.

Both the legislative committee and State administrative bodies studied both these methods and concluded that neither provided as complete protection as it was determined that the people of New Jersey must have. They, therefore, proceeded to write a program that would provide the most complete known protection and enacted it into law. The five heretofore mentioned statutes constitute this program. Certainly it can be said that no other State has ever gone as far as New Jersey in its effort to solve a problem that increasingly stands as a threat to the safety and economic security of all of the people.

MOTOR VEHICLE SECURITY-RESPONSIBILITY LAW:

This act becomes effective April 1, 1953. It affects all motor vehicle owners and operators, including non-residents (except vehicles owned by the United States, this State or its political subdivision or any municipality therein), when they become involved in an accident in New Jersey that results in a death, an injury, or property damage to any one person exceeding \$100.

The statute requires that within 48 hours the driver of every vehicle involved in an accident resulting in death or injury or property damage to the extent of \$100 or more, must file a complete and official report to the Division of Motor Vehicles, regardless of who is to blame. Failure to comply with the provisions of this section can result in revocation or suspension of both driving and registration privileges.

The act further provides that within 60 days after receiving a report of an accident, the Director must suspend both driving and registration licenses of the motorist involved, regardless of fault, unless the Director has received satisfactory evidence that such motorist was insured at the time of the accident or has—

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

UNSATISFIED CLAIM AND JUDGMENT FUND LAW:

This statute does not become effective until April 1, 1955. Its purpose is the payment of claims and judgments resulting from motor vehicle accidents when the motorists responsible for the accident fails to compensate his or her victims through insurance or cash settlement.

This statute does not replace the Security-Responsibility Law but supplements the protection the Security-Responsibility Law gives to the motoring public. Based upon experience of other States, the Security-Responsibility Law should result in between 90 and 96 per cent of the motorists becoming financially responsible for any accidents they may cause. There will still remain, however, a substantial number of uninsured motorists who will be unable to meet their financial responsibility. This law provides for the establishment of a fund out of which the victims of such accidents will be compensated. Thus, provision is made for reasonable compensation of motor vehicle accident victims who would otherwise go uncompensated.

This fund is to be established by assessing motor vehicle owners and insurance companies writing liability insurance in New Jersey. Beginning April 1, 1954, every person who registers a motor vehicle in New Jersey and does not furnish proof of proper insurance to meet damage claims resulting from a motor vehicle accident, will be required to pay an additional fee of \$3 for the registration privilege. Those who do furnish proof that they are properly insured will be required to pay an additional fee of \$1. The insurance companies will be required to pay one-half of one per cent of their direct net premiums for automobile liability insurance.

The funds thus created will be deposited with the State Treasurer and will be administered by a non-salaried board consisting of the State Treasurer and four representatives of the insurance companies.

Any qualified person who suffers damages, either personal or property, resulting from the ownership, maintenance, or use of a motor vehicle in New Jersey, beginning April 1, 1955, and whose damages are otherwise uncollectible, must notify the Unsatisfied Claim and Judgment Fund Board of his intention to collect from the fund. Unsatisfied claims up to \$1,000 may be settled by the assigned insurer with the approval of the Treasurer and any other one member of the board and claims of \$1,000 or more by the order of a court.

When a judgment within specified minimum and maximum limits is obtained in a New Jersey court, the person who obtained the judgment, upon 10 days notice to the board, may apply to the court for an order to have the amount of the judgment paid from the fund. The applicant for payment will be required to show, among other things, the following:

That his damages were not covered under workmen's compensation insurance; that he is not the spouse, parent or child of the person against whom judgment was obtained; that he was not a guest-occupant of the motor vehicle owned by the person against whom the judgment was obtained; that he was not at the time of the accident riding in or operating an uninsured motor vehicle owned by him or his spouse, parent or child, or that the person against whom the judgment was obtained was not insured; and that he, as the applicant, had taken all possible steps to collect the amount of the judgment but was unable to collect in full.

The minimum amount payable from the fund will be \$200. The maximum covering any one accident is \$5,000 for injury or death of one person, \$10,000 for injury or death of more than one person, and \$1,000 for property damage. Thus, damages resulting from any one accident which exceed \$200 may be paid from the fund up to the limits previously stated. This law provides additional protection than would be afforded under a compulsory insurance law. Compulsory insurance does not, but this law does, afford protection—

- (a) Where damages result from the negligence of an out-of-state financially irresponsible and uninsured motorist;
- (b) A hit and run driver; and
- (c) An unauthorized driver.

MOTOR VEHICLE LIABILITY SECURITY FUND LAW:

This act creates a fund which, in effect, insures the holders of automobile liability insurance against losses resulting from the possible insolvency of their insurance company. The fund is created by the insurance companies themselves. Every company authorized to write automobile liability insurance in New Jersey must pay into the fund, on October 15 and April 15 of each year, a sum equal to one-half of one per cent of its net direct written premiums for that form of insurance, as reported for the previous calendar year.

Should an insurance company writing insurance in New Jersey become insolvent, the fund will pay claims for benefits under the Motor Vehicle Liability insurance policy in excess of \$100, up to the specified limits of the policy. The fund will be administered by the Commissioner of Banking and Insurance.

ACCIDENT REPORT LAW:

This statute amends the act to require more informative reports from motorists who are involved in accidents. In general, the new form, which becomes effective April 1, 1953, will require the motor vehicle owner or operator to give adequate and accurate information about insurance that was in force at the time of the accident; information about the cause of the accident, etc., and any other information the Director of Motor Vehicles must have to enable him to determine whether the accident comes within the jurisdiction of the Security-Responsibility Law, whether the security requirements are met by insurance, the amount of security that may be required to cover claims if insurance was not in force, etc.

ASSESSMENT OF EXPENSES LAW:

This act requires insurance companies writing automobile liability insurance in New Jersey to pay the cost of administering the new Security-Responsibility Law. It gives insurance companies no voice in administrative procedures, this responsibility being vested in the Director, Division of Motor Vehicles.

FINANCIAL RESPONSIBILITY

HABITUAL VIOLATORS:

Habitual violators required to comply with Financial Responsibility Law 1,183

MAGISTRATE REPORTS:

Reports of magistrates received during 1952 covering single convictions of certain sections of the Motor Vehicle Law which are set forth by the New Jersey Financial Responsibility Law are classified as follows:

Personal Injury Accident and Conviction	622
Title 39, Chapter 4, Section 96	1,396
Title 39, Chapter 4, Section 129	1,051
Title 39, Chapter 4, Section 50	1,834
Fatal Accidents	167
Three-year period extended because of conviction other than those normally required under the law	99
Total cases—evidence of financial responsibility requested as result of convictions where sufficient time has not elapsed for a certificate to be filed or case completed—Pending Cases	106

CANCELLATIONS:

Insurance companies are required to advise this office ten days in advance of the cancellation of any policy for which a certificate is filed.

Cancellation notices received and the parties notified of the requirements of the law	3,618
Pending cancellation cases, where sufficient time has not elapsed to complete the cases	70

EXPIRATION:

This law requires that evidence of financial responsibility shall remain on file for three consecutive years after the date of the last accident or conviction which makes a party subject to the law. The Division maintains a chronological file where the duplicate copies of all certificates received are filed according to the expiration date of the policy. This file is checked daily and the expired certificates removed; the cases checked and the parties advised of the necessity of having a renewal certificate filed.

Certificates received 21,062

JUDGMENTS:

The law requires that the Division shall revoke the licenses of anyone who fails to satisfy a judgment in excess of \$25 within 60 days after the date that the judgment becomes final. Upon receipt of a certification from a court showing an unsatisfied judgment which comes within the scope of the law, defendants are advised of the suspension of all their licenses. The defendant must satisfy the judgment in full or make satisfactory arrangements for the payment of the judgment in installments. He must also prove to this Division evidence of his financial responsibility for future accidents for a period of three years after the date he is made subject to the law. For failure to comply with these requirements, his licenses are revoked until he has complied with the law as explained heretofore.

Total judgment cases certified	2,262
Representing	\$1,223,122.59
Judgments secured against New Jersey residents in another State	46
New Jersey judgments secured against non-residents	155
*Judgments later paid	\$657,043.58
Revocations	2,494
Judgments satisfied, evidence of financial responsibility for future accidents established, licenses restored	1,222
Pending, inspector attempting to locate or efforts being made to ascertain address through correspondence with courts or with attorneys	36
Pending, sufficient time has not elapsed for case to be completed	72

REVOCATIONS:

Total revocations for failure to comply with the Financial Responsibility Law 9,603

RESTORATIONS:

Total restorations, after establishing financial responsibility 5,612

FILE SEARCHING:

Files were searched to determine whether or not there was a record in 42,135 cases. This figure does not include phone calls nor the file searching, etc., in connection with the regular office procedure in handling cases.

* Had it not been for the enforcement of the Financial Responsibility Law, these judgments might have been uncollectible, and the injured plaintiffs would not have received compensation for the injuries suffered.

ABSTRACTS:

The law requires that the Director of Motor Vehicles shall furnish upon request, a certified abstract of the operating record of any person, and shall charge a fee of one dollar for each abstract.

Total number of abstracts furnished	17,989
Certified abstracts furnished at \$1.00	17,745
Certified abstracts furnished "No Fee"	182
Certified abstracts voided	36
Certified abstracts cancelled	26
Amount of money collected by selling pads prepaid of 50 applications at \$50.00 each pad	\$15,250.00
Amount of money collected for fees other than through the sales of prepaid pads	4,358.00
Total Amount Collected	\$19,608.00
Outstanding prepaid applications in pads already sold which have not yet been used by the customer	1,863

CERTIFICATES OF OWNERSHIP

A consistent and reliable barometer of business conditions is the record of new and used car sales as recorded in accordance with the provisions of the Certificate of Ownership Law.

The decline in the record of new car sales, which began in 1951, continued during 1952, when 184,445 were reported, as compared with the 211,767 sales recorded during the previous year.

Cash car sales totaled 448,463, which was 59,720 less than 1951, while encumbered sales, which totaled 285,826, increased by 33,638. The 6,343 repossessions represented a 51.7 per cent increase over the 4,179 repossessions reported in 1951.

A total of 1,227,764 certificates of ownership were filed with the Division during the 1952 registration year, an increase of 13,517 over the previous year.

The gross revenue resulting from the administration and enforcement of the Certificate of Ownership Law amounted to \$1,890,394.

		1951 Items	1952 Items	1951 Fees	1952 Fees
Absolute certificates (A)	@ \$1.50	508,183	448,463	\$762,274.50	\$672,694.50
Encumbered certificates (B)	@ 2.00	252,188	285,826	504,376.00	571,652.00
Contract satisfactions (C)	@ .25	266,628	302,408	66,657.00	75,602.00
Dealers Certificates (D)	@ .50	288,482	327,718	144,241.00	163,859.00
Duplicate certificates (E)	@ 1.00	17,766	17,249	17,766.00	17,249.00
Foreign or defective title motor change (F)	@ 2.00	142,624	141,231	285,248.00	282,462.00
Repossessions (G)	@ 1.50	4,179	6,343	6,268.50	9,514.50
Penalties (H)	@ 5.00	7,347	5,704	36,735.00	28,520.00
Dealer's licenses	@ 100.00	618	666	61,800.00	66,600.00
Photostats				459.00	816.50
Information and miscellaneous				986.00	1,424.50
				\$1,886,811.00	\$1,890,394.00

The Division licensed 3,808 persons and firms to engage in the business of buying, selling and dealing in motor vehicles: 1,493 to new car dealers, and 2,315 to used car dealers. The total includes 120 new car dealers, who were licensed for the first time, and 546 used car dealers, who submitted initial applications, resulting in license fees amounting to \$66,600. One hundred sixty-one dealer's licenses were revoked or voluntarily surrendered during the license year. A 13.6 per cent increase in dealer's recordings can be attributed to the policy of the Division in revoking the licenses of those dealers who "skip" title.

From reports received from law enforcement agencies, through the uniform crime reporting system, the Federal Bureau of Investigation estimate that auto thefts, on a nation-wide basis, rose 9.3 per cent in 1952 over 1951. The reports indicate that 13,438 stolen automobiles recovered during 1952 had been transported interstate and were valued at \$17,341,409. The Bureau further states that during 1951, automobile thefts accounted for 60.2 per cent of the dollar loss of property stolen as reported under the uniform crime reporting program. Of the 20,222 persons arrested for auto thefts, 48.7 per cent were under the age of 21, while those under the age of 18 accounted for 24.2 per cent of the total.

The administration and enforcement of the Certificate of Ownership Law is responsible, of course, for the enviable position enjoyed by the State of New Jersey with relationship to the stolen car racket. Because of the law, and the protective measures adopted by the Division, the thieves find it difficult to dispose of stolen motor vehicles in this State. Inspectors of the Division were responsible for recovering 37 stolen motor vehicles, having an approximate value of \$54,700. The two Inspectors assigned mainly to this work, and who sometimes work around the clock, have rendered a valuable service to the car owners of this State.

Through the issuance of 32,514 certificates of ownership, 666 initial dealer's licenses, and other services rendered, the Central Office collected \$114,599.50.

BUS EXCISE

Bus excise taxes collected under Section 48:4-20 to 34, Revised Statutes, amounted to \$109,779.34 during the calendar year, a decrease of 8½ 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, however, for the miles covered in municipalities to which there is paid a 5 per cent gross receipts tax.

The reason for the decrease in revenue was a legal ruling that operators were not liable for excise tax for the miles operated over the New Jersey Turnpike. This exemption resulted in a loss to the State during the calendar year 1952 of \$27,699.64, representative of one-half cent a mile for the 5,539,928 miles traveled over the New Jersey Turnpike during the year by interstate bus operators.

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

	Total Miles	Exempt Miles	Taxable Miles	Amount
January	2,472,986	716,985	1,756,001	\$8,780.89
February	2,383,274	723,818	1,659,456	8,307.58
March	1,672,520	234,340	1,438,180	7,191.06
April	2,325,429	619,538	1,705,891	8,528.46
May	2,518,667	776,758	1,741,909	8,710.76
June	2,505,434	765,945	1,739,489	8,712.62
July	3,013,000	799,848	2,213,152	11,080.97
August	3,484,933	1,028,127	2,456,806	12,283.03
September	3,586,909	1,639,974	1,946,935	9,727.09
October	2,863,378	809,609	2,053,769	10,269.48
November	2,058,644	723,720	1,334,924	6,683.17
December	2,670,532	769,698	1,900,834	9,504.23
Totals	31,555,706	9,608,360	21,947,346	\$109,779.34

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 58 such yards licensed and supervised during the year and fees totaling \$3,250 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 58 yards under Division supervision were as follows:

County	Number
Atlantic	2
Bergen	4
Burlington	1
Camden	3
Cape May	1
Essex	1
Gloucester	5
Hudson	11
Hunterdon	5
Middlesex	10
Monmouth	1
Morris	4
Ocean	2
Passaic	3
Somerset	2
Union	3
Totals	58

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

Month	License Fees	Inspection Fees	Totals
January .....	.....	.....	.....
February	\$400	.....	\$400
March	350	\$75	425
April	200	25	225
May	100	25	125
June	200	25	225
July	100	25	125
August	400	.....	400
September	150	.....	150
October	150	.....	150
November	350	.....	350
December	650	25	675
Totals	\$3,050	\$200	\$3,250

Fees collected during the past five years were as follows:

1948	1949	1950	1951	1952
\$1,650.00	\$1,725.00	\$2,325.00	\$3,000.00	\$3,250.00

**CHANGES IN TITLE 39, REVISED STATUTES, AND OTHER LAWS
AFFECTING MOTOR VEHICLE REGISTRATION, ENACTED
BY THE 1952 SESSION OF THE LEGISLATURE**

- CHAPTER 27—Retains tenure and pension rights of State classified personnel assigned, or transferred, to Department of Law and Public Safety.
- CHAPTER 45—Restricts registration of motor vehicles to owners over 17 years of age.
- CHAPTER 46—Authorizes Division of Motor Vehicles to issue plate inserts to be attached to registration plates in place of new plates.
- CHAPTER 68—This bill provides that the amendment to Section 39:4-128 (referring to the stopping of certain vehicles at railroad grade crossings), shall not take effect until July 1, 1953.
- CHAPTER 73—Extends privilege of free automobile registration to disabled veterans qualifying under P. L. 187, 82nd Congress (October 20, 1951).
- CHAPTER 117—Authorizes Superintendent of State Police to furnish certified copy of any motor vehicle accident report in file; prescribes \$5-fee for other than public offices.
- CHAPTER 149—Permits moving of structural units incapable of dismemberment, or machinery of unusual size and weight, if load is not in excess of 800 pounds per inch of total wheel width, upon payment of \$150 registration Motor Vehicle Division fee, and such fee for travel as county or municipal officials may set; provides that any permittee be responsible in money damages, for violation of road regulations, to political subdivision owning road.
- CHAPTER 173—An act concerning responsibility for damages caused by the operation of motor vehicles and repealing Chapter 6 of Title 39 of the Revised Statutes. This act shall be known as the Motor Vehicle Security-Responsibility Law.
- CHAPTER 174—An act providing for the establishment, maintenance and administration of an unsatisfied claim and judgment fund for the payment of damages for injury to or death of certain persons and for damages to property arising out of the ownership, maintenance or use of motor vehicles in this State in certain cases. This act shall be known as the Unsatisfied Claim and Judgment Fund Law.
- CHAPTER 175—An act to establish a fund to provide security for the payment of benefits in event of the insolvency of an insurer authorized to transact the business of motor vehicle liability insurance on motor vehicles principally garaged in this State and to provide for the administration thereof. This act shall be known as the Motor Vehicle Security Fund Act.
- CHAPTER 176—An act providing for the apportionment of the cost of the administration of the Motor Vehicle Security-Responsibility Law among, and the payment thereof by, the mutual associations and stock companies writing motor vehicle liability insurance or motor vehicle liability bonds, or both, within this State.
- CHAPTER 177—Provides that the Division of Motor Vehicles shall prepare and supply to police departments, forms for accident reports, which reports shall be forwarded to the Director in order to enable him to determine whether security deposit shall be required from drivers involved in motor vehicle accidents.
- CHAPTER 196—Permits issuance of driver's school license without fee, to public, private or parochial schools which conduct driver education courses. License fee reduced from \$100 to \$50.

CHAPTER 226—Includes motor vehicles owned by the Passaic Valley Sewerage Commission and the North Jersey District Water Supply Commission in class of public vehicles entitled to registration without fee.

CHAPTER 286—Amends Section 39:4-50 of Title 39 by changing the penalty for second conviction of the charge of operating motor vehicle while under the influence of intoxicating liquor. The penalty of permanent revocation of license has been changed to revocation for a period of ten (10) years, after which application may be made to the Director for restoration of driver's license.

CHAPTER 299—Requires the licensing of motor vehicle races and maintenance of minimum safety precautions for spectators. Prescribes fee of \$75, penalty of \$1,000 and one year.

CHAPTER 335—An act establishing the right of contribution among joint tortfeasors.

CHAPTER 343—An act concerning motor vehicles and requiring certain buses, trucks, full trailers and semitrailers to be equipped with devices to prevent the throwing of dirt, water or other materials on the windshields of following vehicles, and supplementing Chapter 3 of Title 39 of the Revised Statutes. Effective January 1, 1953.

SERVICE OF PROCESS ON NON-RESIDENTS

The Division collected the sum of \$10,204 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	\$848.00
February	798.00
March	740.00
April	818.00
May	952.00
June	838.00
July	874.00
August	774.00
September	910.00
October	970.00
November	592.00
December	1,090.00
	<hr/>
	\$10,204.00

A comparison of the amount collected during the years 1951 and 1952 reveals an increase in these fees for the year 1952 amounting to the sum of \$1,122 or approximately 12½ per cent. The number of services accepted totaled 3,810.

INFORMATION SERVICE

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

An idea of the great volume of queries at the Information Bureau is seen in the fact that 553,856 requests for information were handled during the calendar year.

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

TYPES OF REQUESTS HANDLED BY INFORMATION BUREAU DURING 1952

	Jan.	Feb.	Mar.	April	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Totals
Letters regarding duplicate and renewal licenses	4,345	4,527	8,206	8,370	8,145	7,309	6,718	5,937	5,428	5,266	5,089	5,162	74,502
Regular information letters	5,214	3,603	4,404	4,271	5,009	5,102	4,722	4,805	4,618	4,472	4,506	4,380	55,106
Certified copies, special deliveries and registered mail	1,875	1,429	1,548	1,639	1,570	1,417	1,369	1,633	1,584	1,510	1,438	1,378	18,390
Lists and miscellaneous lookups	8,150	11,985	13,680	13,907	14,325	18,747	18,905	18,456	17,893	16,930	15,742	15,809	184,529
People appearing at office in person for information	1,923	1,437	2,397	2,226	1,557	1,426	1,221	1,119	1,008	989	858	912	17,073
Telephone and telautograph calls 1 a.m. to 9 a.m.—Local	862	805	989	935	1,084	1,219	1,190	1,584	1,429	1,280	1,189	1,264	13,830
Telephone and telautograph calls 1 a.m. to 9 a.m.—Long distance	978	1,280	1,183	1,212	1,301	1,299	1,236	1,407	1,414	1,375	1,248	1,314	15,247
Telephone and telautograph calls 9 a.m. to 5 p.m.—Local	5,642	6,317	6,429	6,349	5,973	5,614	5,193	5,069	4,976	4,736	4,348	4,081	64,727
Telephone and telautograph calls 9 a.m. to 5 p.m.—Long distance	3,140	3,506	3,902	4,216	3,844	3,711	3,337	3,114	2,987	2,771	2,803	2,632	39,963
Telephone and telautograph calls 5 p.m. to 1 a.m.—Local	883	2,495	2,511	2,806	2,913	2,736	2,296	2,460	2,355	2,290	2,617	2,462	28,824
Telephone and telautograph calls 5 p.m. to 1 a.m.—Long distance	2,331	2,969	2,867	2,777	2,695	2,666	2,577	2,461	2,439	2,396	2,415	2,337	30,930
Record checks	680	771	815	902	885	917	1,030	1,008	986	945	894	902	10,735
Totals	36,023	41,124	48,931	49,610	49,301	52,163	49,794	49,053	47,117	44,960	43,147	42,633	553,856

MULTILITH BUREAU

The Division of Motor Vehicles maintained its own bureau 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 Bureau handled 7,873,232 sheets and 26,605,176 items.

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

Bureau	Sheets Printed	Sheets Numbered	Sheets Per- forated	Total Impressions	Items Printed	Items Numbered	Items Perforated	Total Items 1 to 3 Operations
Bookkeeping	28,100	.....	.....	34,700	28,400	600	600	29,600
Central Agency	25,850	.....	.....	25,850	50,800	.....	.....	50,800
Certificate of Ownership	237,100	.....	.....	336,600	467,900	2,000	.....	469,900
Files	8,409	.....	1,909	10,318	50,090	.....	19,090	69,180
Financial Responsibility	146,850	20,000	1,000	198,850	212,350	20,000	10,000	242,350
Fines	87,100	.....	.....	153,100	405,600	.....	.....	405,600
Information	34,559	.....	.....	46,559	148,200	.....	.....	148,200
Inspectors	292,050	539	550	426,339	770,500	2,940	5,500	778,940
Main Office	311,400	.....	1,000	334,400	382,400	.....	10,000	392,400
Shipping Room	1,006,850	250,000	74,800	1,961,850	3,336,950	975,000	476,610	4,788,560
Testing	567,450	.....	.....	595,450	980,900	.....	.....	980,900
Miscellaneous	29,200	83,950	.....	90,200	110,200	83,950	.....	194,150
TOTALS	2,774,918	354,489	79,250	4,214,216	6,944,290	1,084,490	521,800	8,550,580
Applications	2,230,366	.....	.....	3,003,966	13,382,196	.....	.....	13,382,196
Certificates	209,170	163,806	142,084	655,050	2,091,700	1,638,060	942,640	4,672,400
GRAND TOTALS..	5,214,454	518,295	221,343	7,873,232	22,418,186	2,722,550	1,464,440	26,605,176
Addressograph--all bureaus	302,955	.....	.....	.....	.....	.....	.....	.....
Mimeograph--all bureaus	961,745	.....	.....	.....	.....	.....	.....	.....
Photostats--all bureaus: Items, 51,351. Sheets, 11,269.	.....	.....	.....	.....	.....	.....	.....	.....

NEW JERSEY

STATISTICAL SUMMARY OF MOTOR VEHICLE VIOLATIONS

MOTOR VEHICLE DEPARTMENT
ARTHUR W. MAGEE, Commissioner
Trenton, N. J.

IN New Jersey
State, County or City

DURING January to December 1952
Month or Year

VIOLATIONS OF TITLE 39 R. S.							
Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4...	1809	3-80...	14	4-58...	16	4-97...	30609
3-10...	7042	3-81...		4-62...	9	4-98...	60642
3-11...	677	3-82...	2	4-63...	19	4-105	
3-12...	65	4-10		4-64...	52	to	
3-17...	406	to		4-65...	37	4-121...	927
3-19...	3	4-14...	21	4-66...	27	4-122...	184
3-29...	7399	4-15		4-67...	101	4-123...	741
3-33...	1331	to		4-70...	88	4-125...	149
3-34...	28	4-25...	7	4-71...	21	4-126...	502
3-35...	468	4-26		4-73...		4-127...	107
3-36...	374	to		4-75...	16	4-128...	213
3-37...	67	4-30...	34	4-76...	6	4-129...	1626
3-38...	22	4-32		4-77...	232	4-130...	24
3-39...	1305	to		4-79...	7	4-135	
3-40...	812	4-37...	91	4-80...	668	to	
3-49...	103	4-38		4-81...	13375	4-138...	
3-53...	28	to		4-82...	1197	4-144...	12485
3-56...	432	4-45...	103	4-83...	457	Chap. 6...	2
3-61...	684	4-46...	685	4-84...	142	Chap. 8...	47
3-62...		4-48...	205	4-85...	4217	Chap. 9...	
3-64...	16	4-49...	33	4-86...	3140	2:138-9...	99
3-67...	93	4-50...	1888	4-87...	472	2:145-6...	4
3-69...	75	4-52...	134	4-88...	3505	Misc.	1925
3-70...	682	4-53...	30	4-89...	458	4-128.1	2489
3-71...	24	4-54...	12	4-90...	710	4-85.1	100
3-72...	16	4-55...	5	4-91...	41	3-84...	1327
3-73...	1	4-56...	40	4-92...	61		
3-74...	17	4-57...	389	4-96...	2355	TOTAL...	173303

VIOLATIONS OCCURRING ON STATE HIGHWAYS					
Route	Violators	Route	Violators	Route	Violators
1....	1359	37....	1096	S-1.....	276
3....	386	38....	598	S-1-A.....	25
4....	6937	39....	873	S-3.....	1513
5....	26	40....	2152	S-4.....	14
6....	4261	41....	127	S-4-A.....	4
7....	464	42....	5271	S-6.....	292
8....	58	43....	3314	S-24.....	178
10....	1193	44....	843	S-25.....	
12....	39	45....	597	S-26.....	
17....	5060	46....	171	S-28.....	329
21....	213	47....	1186	S-31.....	282
23....	1842	48....	999	S-39.....	680
24....	1307	49....	731	S-40.....	541
25....	12688	50....	124	S-41.....	1235
26....	3037	51....	25	S-44.....	8
27....	1896	52....	38	S-49.....	119
28....	2399	54....	38	25B.....	1
29....	6832	84....	23	25T.....	104
30....	698	4-N....	1189	ALT. 4.....	133
31....	556	5-N....	36	S-4B.....	148
32....	274	13-E..	5	PKY. Rte. 4.....	9
33....	1027	25-M..		Rte. 22.....	92
34....	1350	29-A..	46	Turnpike.....	3871
35....	2985	45-M..		Municipal and	
36....	420	A-6....	209	County roads	86451
				TOTAL...	173303

HOURS OF OCCURRENCE	
12 to 1 A.M.	6062
1 to 2 A.M.	5471
2 to 3 A.M.	5313
3 to 4 A.M.	3696
4 to 5 A.M.	1899
5 to 6 A.M.	1468
6 to 7 A.M.	2619
7 to 8 A.M.	5924
8 to 9 A.M.	5972
9 to 10 A.M.	6939
10 to 11 A.M.	9439
11 to 12 A.M.	9967
12 to 1 P.M.	6759
1 to 2 P.M.	9261
2 to 3 P.M.	11313
3 to 4 P.M.	12195
4 to 5 P.M.	12239
5 to 6 P.M.	9570
6 to 7 P.M.	6527
7 to 8 P.M.	7465
8 to 9 P.M.	7511
9 to 10 P.M.	7683
10 to 11 P.M.	7780
11 to 12 P.M.	7061
Unknown...	3140
TOTAL	173303

AGES OF VIOLATORS	
1. Under 17 years.	391
2. 17 years	4836
3. 18 years	6184
4. 19 years	5991
5. 20 years	5479
6. 21 to 24 years..	22532
7. 25 to 29 years..	28737
8. 30 to 39 years..	41242
9. 40 to 49 years..	25214
10. 50 to 64 years..	16088
11. 65 and over ...	2233
12. Unknown	14376
TOTAL	173303

SCALE OF FINES IMPOSED	
1. Costs only	79
2. \$1	2316
3. \$2	13414
4. \$3 to \$5	57142
5. \$6 to \$10	53208
6. \$11 to \$15	13327
7. \$16 to \$25	11096
8. \$26 to \$50	2957
9. \$51 to \$100	859
10. \$101 to \$150	28
11. \$151 to \$200 ...	2372
12. \$201 and over..	268
TOTAL	157066

COMPLAINTS MADE BY	
1. M. V. Inspectors	13272
2. State Police	53269
3. Local Officers ..	102747
4. Private Citizens.	3819
5. P. U. Inspectors.	4
6. Others	192
TOTAL	173303

RESIDENCE OF VIOLATORS	
1. New Jersey	134487
2. New York	15483
3. Pennsylvania ...	16979
4. Other States ...	6351
5. Unknown	3
TOTAL	173303

SEX	
1. Male	161405
2. Female	11898
TOTAL	173303

DISPOSITION	
1. Fined	153824
2. Suspended	5182
3. Dismissed	8068
4. Revoked	504
5. Jailed	1214
6. Revoked and fined.	3242
7. State appeal	19
8. Local appeal	52
9. Failed to pay	600
10. Grand jury	56
11. Revocation and jail	542
12. Unknown	
TOTAL	173303

NEW JERSEY

STATISTICAL SUMMARY OF MOTOR VEHICLE VIOLATIONS

MOTOR VEHICLE DEPARTMENT
ARTHUR W. MAGEE, Commissioner
Trenton, N. J.

IN New Jersey - Turnpike Violations
State, County or City

DURING January to December 1952
Month or Year

VIOLATIONS OF TITLE 39 R. S.							
Section	Violators	Section	Violators	Section	Violators	Section	Violators
3-4....	20	3-80...		4-58...		4-97....	286
3-10...	99	3-81...		4-62...		4-98....	2794
3-11...	2	3-82...		4-63...		4-105	
3-12...		4-10		4-64...		to	
3-17...	28	to		4-65...		4-121....	
3-19...		4-14...		4-66...		4-122....	1
3-29...	58	4-15		4-67...		4-123....	3
3-33...	18	to		4-70...		4-125....	67
3-34...		4-25...		4-71...		4-126....	2
3-35...	3	4-26		4-73...		4-127....	3
3-36...		to		4-75...		4-128....	
3-37...		4-30...		4-76...		4-129....	4
3-38...		4-32		4-77...	4	4-130....	
3-39...	19	to		4-79...		4-135	
3-40...	6	4-37...		4-80...	1	to	
3-49...	2	4-38		4-81...		4-138....	
3-53...	2	to		4-82...	9	4-144....	
3-56...	4	4-45...		4-83...		Chap. 6...	
3-61...	1	4-46...	1	4-84...		Chap. 8...	
3-62...		4-48...		4-85...	24	Chap. 9...	
3-64...	1	4-49...		4-86...	6	2:138-9...	1
3-67...		4-50...	8	4-87...	6	2:145-6...	
3-69...		4-52...	1	4-88...	256	Misc.....	44
3-70...	1	4-53...		4-89...	5		
3-71...		4-54...	1	4-90...	4-85, 1		2
3-72...	1	4-55...		4-91...	1		
3-73...		4-56...	1	4-92...			
3-74...		4-57...		4-96...	36	TOTAL..	3832

VIOLATIONS OCCURRING ON STATE HIGHWAYS					
Route	Violators	Route	Violators	Route	Violators
1....		37....		S-1	
3....		38....		S-1-A	
4....		39....		S-3	
5....		40....		S-4	
6....		41....		S-4-A	
7....		42....		S-6	
8....		43....		S-24	
10....		44....		S-25	
12....		45....		S-26	
17....		46....		S-28	
21....		47....		S-31	
23....		48....		S-39	
24....		49....		S-40	
25....		50....		S-41	
26....		51....		S-44	
27....		52....		S-49	
28....		54....			
29....		84....			
30....		4-N			
31....		5-N			
32....		13-E			
33....		25-M		Turnpike	3832
34....		29-A		Municipal and	
35....		45-M		County roads	3832
36....		A-6		TOTAL..	

HOURS OF OCCURRENCE	
12 to 1 A.M.	121
1 to 2 A.M.	178
2 to 3 A.M.	176
3 to 4 A.M.	144
4 to 5 A.M.	89
5 to 6 A.M.	113
6 to 7 A.M.	130
7 to 8 A.M.	104
8 to 9 A.M.	124
9 to 10 A.M.	173
10 to 11 A.M.	162
11 to 12 A.M.	166
12 to 1 P.M.	130
1 to 2 P.M.	166
2 to 3 P.M.	200
3 to 4 P.M.	121
4 to 5 P.M.	150
5 to 6 P.M.	232
6 to 7 P.M.	232
7 to 8 P.M.	179
8 to 9 P.M.	149
9 to 10 P.M.	201
10 to 11 P.M.	176
11 to 12 P.M.	139
Unknown...	77
TOTAL	3832

AGES OF VIOLATORS	
1. Under 17 years.	4
2. 17 years	23
3. 18 years	46
4. 19 years	92
5. 20 years	162
6. 21 to 24 years..	740
7. 25 to 29 years..	722
8. 30 to 39 years..	1052
9. 40 to 49 years..	592
10. 50 to 64 years..	296
11. 65 and over ...	14
12. Unknown	89
TOTAL	3832

SCALE OF FINES IMPOSED	
1. Costs only ...	
2. \$1	5
3. \$2	78
4. \$3 to \$5	544
5. \$6 to \$10	1624
6. \$11 to \$15	644
7. \$16 to \$25	669
8. \$26 to \$50	134
9. \$51 to \$100	10
10. \$101 to \$150 ...	
11. \$151 to \$200 ...	7
12. \$201 and over..	1
TOTAL	3716

COMPLAINTS MADE BY	
1. M. V. Inspectors	
2. State Police	3821
3. Local Officers ..	1
4. Private Citizens.	10
5. P. U. Inspectors.	
6. Others	
TOTAL	3832

RESIDENCE OF VIOLATORS	
1. New Jersey	1301
2. New York	1164
3. Pennsylvania ...	313
4. Other States ...	1054
5. Unknown	
TOTAL	3832

SEX	
1. Male	3632
2. Female	200
TOTAL	3832

DISPOSITION	
1. Fined	3683
2. Suspended	28
3. Dismissed	30
4. Revoked	5
5. Jailed	9
6. Revoked and fined.	33
7. State appeal	1
8. Local appeal	
9. Failed to pay	42
10. Grand jury	
11. Revocation and jail	1
12. Unknown	
TOTAL	3832