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THE ORGANIZATION AND OPERATION OF MOTOR VEHICLE DRIVER LICENSING
IN THE UNITED STATES

TABLE OF CONTENTS

	Page
INTRODUCTION	1
TOPIC 1. WHAT STATE OFFICE ADMINISTERS THE DRIVER LICENSING LAW IN THE PHASES INVOLVING: (a) ISSUING DRIVERS' LICENSES? (b) EXAMINING APPLICANTS? (c) DRIVER IMPROVEMENT?	4
TOPIC 2. WHO ISSUES DRIVERS' LICENSES?	6
TOPIC 3. WHAT ARE THE MINIMUM AND MAXIMUM AGE LIMITS FOR DRIVER LICENSES?	8
TOPIC 4. WHAT ARE THE EXPIRATION DATES AND ACTIVE PERIODS OF MOTOR VEHICLE OPERATORS' LICENSES?	12
TOPIC 5. WHAT ARE THE ORIGINAL FEES FOR ALL TYPES OF DRIVERS' LICENSES?	14
TOPIC 6. WHAT ARE THE RENEWAL FEES FOR VARIOUS TYPES OF OPERATORS' LICENSES?	16
TOPIC 7. WHAT ARE THE FEES FOR ISSUING DUPLICATE DRIVERS' LICENSES? ..	18
TOPIC 8. WHAT SPECIAL FEES FOR DRIVERS' LICENSES EXIST?	20
TOPIC 9. WHAT ARE THE RESTRICTIONS ON YOUTHFUL DRIVERS HOLDING A REGULAR LICENSE OTHER THAN A JUNIOR PERMIT ?	22
TOPIC 10. WHAT DRIVING EXPERIENCE IS REQUIRED OF CHAUFFEURS, TRUCK DRIVERS AND SCHOOL BUS DRIVERS?	24
TOPIC 11. WHAT SPECIAL PHYSICAL REQUIREMENTS ARE THERE FOR CHAUFFEUR, TRUCK DRIVER AND SCHOOL BUS DRIVER LICENSES?	26
TOPIC 12. ARE SPECIAL EXAMINATIONS AND DRIVING TESTS IN THE TYPE OF VEHICLE USED IN THE OCCUPATION REQUIRED FOR CHAUFFEURS, TRUCK DRIVERS AND SCHOOL BUS DRIVERS?	28
TOPIC 13. WHAT OTHER SPECIAL REQUIREMENTS ARE THERE FOR THE CHAUFFEUR, TRUCK DRIVER AND SCHOOL BUS DRIVER LICENSE?	30
TOPIC 14. WHAT ARE CONDITIONS OF EMPLOYMENT OF DRIVER LICENSE EXAMINERS?	32
TOPIC 15. WHERE AND WHEN MAY DRIVER LICENSE EXAMS BE TAKEN?	34
TOPIC 16. WHAT IS THE NATURE OF THE WRITTEN TEST?	36
TOPIC 17. WHAT IS THE NATURE OF THE ORAL TEST?	38
TOPIC 18. DOES THE DRIVERS' EXAMINATION INCLUDE PHYSICAL TESTS?	40
TOPIC 19. DO YOU HAVE A DRIVER'S TEST SCORED ON A STANDARD FORM OR OTHER TESTS AS PART OF THE EXAMINATION?	42

TOPIC 20. WHAT ELEMENTS OF PHYSICAL CONDITION WHICH THE EXAMINER DOES NOT TEST ARE REQUIRED TO BE DESCRIBED IN A STATEMENT BY THE APPLICANT OR A PHYSICIAN? 44

TOPIC 21. ARE APPLICANTS INSTRUCTED TO READ A DRIVERS' MANUAL BEFORE THE EXAMINATION? APPROXIMATELY WHAT PERCENTAGE OF APPLICANTS FAIL THE EXAM ON THEIR FIRST ATTEMPT? 46

TOPIC 22. ARE REEXAMINATIONS GIVEN, ARE THEY AUTOMATIC FOR RENEWALS AND WHAT DO THEY TEST? 48

TOPIC 23. ARE REEXAMINATIONS GIVEN BECAUSE OF ACCIDENTS OR TRAFFIC VIOLATIONS AND WHAT IS THEIR CONTENT? 50

TOPIC 24. UNDER WHAT CIRCUMSTANCES ARE REEXAMINATIONS MANDATORY AND DISCRETIONARY? 52

TOPIC 25. ARE REEXAMINATIONS GIVEN BECAUSE OF COMPLAINTS BY OTHERS OR BECAUSE OF DEBILITATION ASSOCIATED WITH OLD AGE? 54

TOPIC 26. WHAT CONVICTIONS RESULT IN MANDATORY REVOCATIONS OF DRIVERS' LICENSES? 56

TOPIC 27. WHAT PER CENT OF TOTAL REVOCATIONS ARE MANDATORY AND WHEN AND BY WHOM ARE REVOKED LICENSES PICKED UP? 58

TOPIC 28. ARE CONVICTIONS RECORDED ON LICENSES, IS RECORD OF CONVICTIONS KEPT IN CENTRAL OFFICE AND WHAT PRECAUTIONS ARE TAKEN TO PREVENT LOSS OF LICENSE WITH CONVICTIONS RECORDED ON IT OR OF BRIBING OFFICIALS NOT TO RECORD SUCH VIOLATIONS? 60

TOPIC 29. IS CENTRAL RECORDING OF DRIVER CONVICTIONS IN COURT COSTS, ARE SUCH RECORDS AVAILABLE FOR TRIALS, AND ARE SUCH RECORDS KEPT ELSEWHERE? 62

TOPIC 30. ARE ACCIDENT REPORTS REQUIRED FOR FATAL ACCIDENTS, ACCIDENTS INVOLVING NON-FATAL INJURIES, ACCIDENTS INVOLVING PROPERTY DAMAGE ONLY? 64

TOPIC 31. TO WHOM AND WITHIN WHAT PERIOD MUST MOTOR VEHICLE ACCIDENTS BE REPORTED? 66

TOPIC 32. ARE DRIVERS SUBMITTING ACCIDENT REPORTS REQUIRED TO SHOW IN THEM WHETHER THEY CARRY MOTOR VEHICLE PUBLIC LIABILITY INSURANCE AND THE POLICY LIMITS OF INSURANCE CARRIED? 68

TOPIC 33. WHAT ARE THE PENALTIES FOR DRUNKEN DRIVING, FIRST OFFENSE, SPEEDING, DRIVING WITHOUT APPLYING FOR A LICENSE, DRIVING WHEN LICENSE REVOKED OR SUSPENDED? 70

TOPIC 34. TO WHAT EXTENT ARE COURT PENALTIES PROGRESSIVELY STIFFENED FOR RECURRING OFFENSES? CAN HEAD OF LICENSING AGENCY OVERRULE JUDGE'S ORDER ON ISSUE OF REVOCATION? 74

APPENDIX I. TEXT OF QUESTIONNAIRE.

THE ORGANIZATION AND OPERATION OF MOTOR VEHICLE DRIVER LICENSING
IN THE UNITED STATES

INTRODUCTION

In September, 1951 the Wisconsin Legislative Reference Library undertook a study of motor vehicle driver licensing in the various states at the request of the Motor Vehicle Accidents Committee of the Legislative Council.

In the course of investigation it was found that much of the information sought was not assembled in publications. Such published materials as did exist were often out of date. In some cases, different authorities offered conflicting data on the same topic. Many of the questions which were considered basic were not touched on at all.

Accordingly, the Library prepared a questionnaire which was sent to the driver licensing agency of each of the 48 states. Returns received from 36 states show current data from the most authoritative sources.

This report is the compilation of the returns received from the questionnaire. It is presented in the form of a series of items, each of which is a more or less self-contained unit. At the top of each left-hand page the particular topic or question is listed. This is followed by a general comment or summary of the information procured on that topic. On the opposite right-hand page the data upon which the comments are based is presented by states in alphabetical order.

Unless otherwise noted, the replies are shown as reported. In a few cases where necessary, the information has been supplemented by data from drivers' manuals or motor vehicle laws. Such information is footnoted. A copy of the questionnaire is attached as Appendix I. The questionnaire was compiled and the data summarized by Mr. Francis Dunn, Research Associate.

In a matter of a very few years the existing generation of older adults which had the automobile thrust upon them after they reached maturity will have withered away. The number of adults who will apply for drivers' licenses for the first time will probably decline. There will, however, always be some older people applying for an operator's license because changed economic status may make it possible or advisable for them to begin to drive late in life, and because people constantly shift into new jurisdictions which require new licenses. It seems safe to predict, however, that in the mechanically minded United States the major group of new applicants in the future will be among the youngsters reaching driving age, and that this group will constitute a constantly increasing proportion of all applicants for years to come.

Having lived all their lives in a motor vehicle era and having been subjected in increasing numbers to formal academic courses in driver education in the schools, the driver license applicant of the immediate future promises to be a different kind of a person than his older predecessors. "No Passing," "R X R," "Stop, Arterial," "rpm," "mph," are as much a part of his environment as were the oil lamp, well pump, buggy whip, a part of the environment of the passing generation which brought the motor vehicle into its present high state of complexity. Yet the knowledges and the judgments which are required of the new driver today far exceed anything the driver of a generation ago was required to possess. Therefore the driver's license of today must be a certificate of a competence far in excess of anything dreamed of in the days of the Model T. The operator's

license which was once a method of listing the drivers and of collecting revenues has become, in a very real sense, a method of driver control. It is increasingly a badge of driver competence, official evidence of the knowledge, judgment and physical ability to control a motor vehicle.

As early as 1913 the City of Milwaukee had a city driver licensing ordinance. An advocate of more stringent local driver's license laws at that time from the east said of the existing local licensing laws, "Drivers licenses at the present time are a farce. Anyone who makes application and accompanies it with a nominal fee will be given a license to pilot a high-powered or other machine anywhere he chooses...I favor the issuance of drivers licenses by the municipality. Driving of cars by minors and women should be restricted..."(1)

Soon thereafter efforts to enact a state law began. In 1921, 3 bills were defeated. In 1925 a bill by Senator Padway passed both houses but was vetoed by Governor Blaine. Because this bill was essentially the same as that enacted 2 years later, some of the choicer if not weightier statements made in the veto message are quoted.

"The automobilist is now burdened with a weight license fee, the gasoline tax, and the personal property tax. It appears to me that the legislature has about reached its limit on placing burdens upon the motorist.

"Moreover under the appropriation section, there is an unlimited appropriation given to the secretary of state. In fact, it is very doubtful if the \$150,000 received as drivers' license fees will pay for the administration of the law, and if it should not, then the secretary of state can dip into the highway funds for any balance."

"The law involves a veritable system of red tape. There is no demand for this kind of legislation, except as it has been created by the usual propaganda of those who are ever zealous to enmesh our citizens in systems or regulation that are not only irritable to the citizens, but obnoxious to common sense and judgement.

"History affords no other parallel in an attempt to confer autocratic power upon petty officials, outside of the powers under the ancient regime of the czar and the absolutism of monarchies and petty satraps. This provision violates the first principles of American jurisprudence." (2)

It was not until 1927 by Chapter 205, Laws of 1927, that Wisconsin enacted its first operator's license law. This law provided a "mail order" process whereby a person might apply for and procure a license free of charge by mail if he owned a motor vehicle or for 25¢ if he was not an owner. The license was permanent except if suspended or revoked by the courts. It was not until 1938 that applicants were examined, and not until 1941 that the law specifically provided for driver license tests. Today the operator's license is no longer free, it is no longer permanent, it is no longer given without examination, it is no longer a single uniform type of license. The very simple skeleton act of 1927 has expanded into 10 solid pages of the statutes.

(1) Milwaukee Free Press, Sept. 5, 1913.

(2) Senate Journal, 1925, pp. 864-69.

Today every state but South Dakota has a driver's license law. Among the 47 other states a general pattern of organization and operation exists. Some state agency operates the program. Generally the licenses are issued for a period of years and are renewable. The costs of administration are at least partially borne by a fee. A single general license has given way to a series of different licenses classified according to occupation, experience and physical fitness of the operator applying.

The perfunctory issuance of licenses has given way to a more complex process of culling the potentially dangerous drivers. Not only are physical and mental fitness and knowledge of law tested, but efforts are made to evaluate the judgment of drivers. Substantial percentages of drivers fail the examination on first attempt. Actual driving tests are required, and most states provide potential applicants with a manual on driving to study. All states set a minimum age for driving, but no state sets a maximum age.

Generally provision is made for giving driver examinations in off hours some time during the week, and most states permit the driver to take his examination outside his area of residence.

Within these broad general principles regarding the operation of the program and the content of the examinations there are many variations. The number of questions and the passing grade varies among the states. The states vary on whether or not they have oral examinations, on the number of questions, and the passing grade. There is a wide variation in the number of years for which a license is good and the date on which they expire. The fees vary from 50¢ to \$5. In every instance in which there is some opportunity for detail, there are variations among the states.

In the next 70 pages these similarities and differences are elaborated in some detail. Many more interesting details might have been included had it been expedient to exceed the already burdensome number of questions asked of the very kind and cooperative state licensing agencies from which the following facts were received.

TOPIC 1. WHAT STATE OFFICE ADMINISTERS THE DRIVER LICENSING LAW IN THE PHASES INVOLVING:

- (a) ISSUING DRIVERS' LICENSES? (b) EXAMINING APPLICANTS?
 (c) DRIVER IMPROVEMENT?

GENERAL COMMENTS:

Organizations interested in the improvement of driver licensing have recommended that from a standpoint of administrative efficiency the clerical (issuing certificates and keeping records), examining, and driver improvement operations of driver licensing should be coordinated within one department. As shown in the accompanying table, 26 (including Wisconsin) of 36 agencies replying indicate these 3 operations are located in a single department. Among these 26, in Connecticut the Department of Motor Vehicles shares administering of the driver improvement phase with the Education Department. In 6 states 2 operations of driver licensing are shown to be located within one department. Idaho and Maryland returns indicate no state office administration of driver improvement. Three states indicate no common department for any of the 3 operations. Of these, Kansas and Pennsylvania returns are "Nil" and "?" in the driver improvement phase and Michigan reports "None" under the examination operation. South Dakota points out the question is inapplicable in its case, since it has no driver licensing law.

It should be noted that this question deals with agencies administering the law at the state level. It is not concerned with the employment level of individual examiners who administer tests in their capacities as state, county, or local testing personnel or private persons authorized to conduct examinations. Such individual examiners at various employment levels are considered under Topic 14.

TABULAR INFORMATION: (see next page)

FOOTNOTES FOR TABULAR INFORMATION FOR TOPIC 1.

- (1) Information from Title 36, Section 63, Code of Alabama, 1940, in Alabama Laws Relating to Motor Vehicles, 1950, and from examination forms enclosed with questionnaire.
- (2) Questionnaire reply was "Sheriffs". Section 49-317, Motor Vehicle Laws of the State of Idaho, Revised to September 1, 1951 indicates Dept. of Law Enforcement appoints sheriffs and other local officers as examiners and exercises state-level supervision over them.
- (3) Examining done by local police and sheriffs.
- (4) Bureau designation from Year Book of the State of Indiana, 1948.
- (5) Department designation from Section 1183, Motor Vehicle Laws of Ohio, 1951.
- (6) Department designation from Nebraska Blue Book, 1950.

TOPIC 1. STATE OFFICERS ADMINISTERING VARIOUS PHASES OF DRIVER LICENSING LAWS*

	<u>Issuing Drivers' Licenses</u>	<u>Examining Applicants</u>	<u>Driver Improvement</u>
Ala.	Dept. of Public Safety Drivers' License Div.	Dept. of Public Safety ⁽¹⁾ Drivers' License Div.	Dept. of Public Safety Drivers' License Div.
Ark.	Revenue Dept.	State Police	Revenue Dept.
Cal.	Dept. of Motor Vehicles	Dept. of Motor Vehicles	Dept. of Motor Vehicles
Col.	Dept. of Revenue Motor Vehicle Div.	Dept. of Revenue Motor Vehicle Div.	Dept. of Revenue Motor Vehicle Div.
Conn.	Dept. of Motor Vehicles	Dept. of Motor Vehicles	Dept. of Motor Vehicles and Education Dept.
Del.	Motor Vehicle Div.	Motor Vehicle Div.	Motor Vehicle Div.
Fla.	Dept. of Public Safety	Dept. of Public Safety	Dept. of Public Safety
Idaho	Dept. of Law Enforcement	(2)	No Information
Ind.	Bureau of Motor Vehicles	Bureau of Motor Vehicles Div. of Drivers Exam- iners	Bureau of Motor Vehicles ⁽⁴⁾ Div. of Safety Responsi- bility & Driver Imprvmt.
Iowa	Dept. of Public Safety Highway Safety Patrol Div.	Dept. of Public Safety Highway Safety Patrol Div.	Dept. of Public Safety Safety Respon. & Drivers' License Div.
Kans.	Vehicle Dept.	Highway Patrol	"Nil"
Ky.	Dept. of Revenue	Dept. of State Police	Dept. of Revenue, "if any"
La.	Dept. of Public Safety Drivers License Div.	Dept. of Public Safety Drivers License Div.	Dept. of Public Safety Drivers License Div.
Md.	Dept. of Motor Vehicles	Dept. of Motor Vehicles License Examiners	None
Mass.	Registry of Motor Vehicles	Registry of Motor Vehicles	Registry of Motor Vehicles
Mich.	Secy. of State	None ⁽³⁾	Michigan State Police
Minn.	Dept. of Highways	Dept. of Highways	Dept. of Highways
Nebr.	Dept. of Roads&Irrigation Motor Vehicle Div.	Dept. of Roads&Irriga- tion ⁽⁶⁾ , Motor Safety Patrol	Dept. of Roads&Irrigation Motor Vehicle Division
Nev.	Pub. Service Commission Driver License Div.	Pub. Service Commission Driver License Div.	Pub. Service Commission Safety Responsibility Div.
N.H.	Motor Vehicle Dept.	Motor Vehicle Dept.	Motor Vehicle Dept.
N.J.	Div. of Motor Vehicles	Div. of Motor Vehicles	Div. of Motor Vehicles
N.Y.	Commissioner of M.V.	Commissioner of M.V.	Commissioner of M.V.
N.D.	Highway Patrol	Highway Patrol	Highway Patrol
Ohio	State Highway Dept. Bureau of Motor Vehicles	State Highway Dept. ⁽⁵⁾ Highway Patrol	Bureau of M.V. & State Highway Patrol
Okla.	Okla. Dept. of Pub. Safety	Okla. Dept. of Pub. Safety	Okla. Dept. of Pub. Safety
Oreg.	Secy. of State, Drivers License Div.	Secy. of State, Drivers License Div.	Secy. of State, Drivers License Div.
Pa.	Dept. of Revenue Bureau of Motor Vehicles	Pa. State Police	?
R.I.	Registry of Motor Vehicles	Registry of Motor Vehicles	Registry of Motor Vehicles
S.C.	State Highway Dept. Motor Vehicle Div.	Motor Vehicle Div. State Highway Patrol	Motor Vehicle Div.
S.D.	(Inapplicable--S.D. has no	driver license law)	
Tex.	Dept. of Pub. Safety Drivers License Div.	Dept. of Pub. Safety Drivers License Div.	Dept. of Public Safety Drivers License Div.
Vt.	Vt. Motor Vehicle Dept.	Vt. Motor Vehicle Dept.	Vt. Motor Vehicle Dept.
Va.	Div. of Motor Vehicles	Div. of Motor Vehicles	Div. of Motor Vehicles
Wash.	Dept. of Licenses Drivers License Div.	Wash. State Patrol	Dept. of Licenses & Wash. State Patrol
Wis.	Motor Vehicle Dept.	Motor Vehicle Dept.	Motor Vehicle Dept.
Wyo.	State Highway Dept. Motor Vehicle Div.	Wyo. Highway Patrol	State Highway Dept. Motor Vehicle Div.

*For Footnotes see prior page.

TOPIC 2. WHO ISSUES DRIVERS' LICENSES?

GENERAL COMMENTS:

An overwhelming majority of states, including Wisconsin, issue drivers' licenses through state officers only. As against 28 such cases, 3 states issue through local officers exclusively and only North Dakota reports issuance through private persons alone. In Colorado and New York both state and local officers participate in the issuing operation. In Ohio state officers issue initial licenses and renewals are handled by private persons appointed for the purpose. In South Dakota, without drivers' licenses, this question does not apply.

It should be noted that this question does not refer to examiners, treated in Topic 14, but rather to officers or agents issuing licenses.

TABULAR INFORMATION: (See next page)

TOPIC 2. LEVEL OF GOVERNMENT AT WHICH DRIVER LICENSES ISSUED.

State	Drivers' Licenses Issued by			State	Drivers' Licenses Issued by		
	State Officers	Local Officers	Private Persons		State Officers	Local Officers	Private Persons
Ala.	x ⁽¹⁾	N.H.	x	.....	.....
Ark.	x	.....	.....	N.J.	x	.....	.....
Cal.	x	.....	.....	N.Y.	x	x ⁽⁴⁾
Col.	x	x	.....	N.D.	.....	.....	x
Conn.	x	.....	.....	Ohio	x ⁽⁵⁾	x ⁽⁵⁾
Del.	x	.....	.....	Okla.	x	.....	.....
Fla.	.....	x	.....	Oreg.	x	.....	.....
Idaho	.....	x ⁽²⁾	Pa.	x	.....	.....
Ind.	x	.....	.....	R.I.	x	.....	.....
Iowa	x	.....	.....	S.C.	x	.....	.....
Kans.	x	.....	(3)	S.D.	(Inapplicable--S.D. has no driver license law)		
Ky.	x	.....	.....	Tex.	x	.....	.....
La.	x	.....	.....	Vt.	x	.....	.....
Md.	x	.....	.....	Va.	x	.....	.....
Mass.	x	.....	.....	Wash.	x	.....	.....
Mich.	x	.....	.....	Wis.	x	.....	.....
Minn.	x	.....	.....	Wyo.	x	.....	.....
Nebr.	.....	x	.....			
Nev.	x	.....	.....		

-
- (1) Receipt for license fee, issued by county Judge of Probate through whose office fees are paid, serves as temporary license for 90 days until regular license is issued and mailed from the Drivers License Div., Dept. of Public Safety.
 - (2) Sheriffs.
 - (3) Private persons accept applications.
 - (4) County clerks accept applications and issue after receiving report from State Examiner.
 - (5) First licenses issued by state officers, renewals issued by private persons appointed as deputy registrars.

TOPIC 3. WHAT ARE THE MINIMUM AND MAXIMUM AGE LIMITS FOR DRIVER LICENSES?

GENERAL COMMENTS:

The states vary in the age at which drivers are granted an unrestricted drivers' license. The Uniform Vehicle Code recommends 16 years as the lowest age for unrestricted licensing.

With the exception of South Dakota, all states reporting have a driver's or operator's license for passenger auto drivers. Minimum ages for such licenses range from 14 to 18 years, but, with slight modifications in the cases of Indiana and Texas. Twenty-four states including Wisconsin, report 16 years as the minimum. Four states show 14 years as their minimum age level. Four states issue regular licenses at 15 years, 2 states at 18 years, 1 state at 17 years. No state reports any maximum age beyond which passenger auto drivers' licenses are not issued, but the driving privilege is frequently restricted.

Chauffeurs' licenses are reported by 25 of the 36 states reporting. Wisconsin does not have such a license. In Alabama and South Carolina chauffeurs must have passenger auto drivers' licenses.

Two-thirds of the states reporting the chauffeur's license issue it to persons not less than 18 years old. Three have a minimum age requirement of 17 years, 2 issue at 16 and 3 at not less than 21 years. In Virginia the licensee must be 21, if he will use it transporting passengers, or 18, if he will transport commodities. In no instance does a state report a maximum age limit for chauffeur licensees.

Nine states, excluding Wisconsin, report they issue truck drivers' licenses or an equivalent. Truck drivers are required to hold chauffeurs' licenses in 14 states. Three states show truck drivers must hold passenger auto drivers' licenses. The minimum age for truck driver's license in 7 of the 9 states is 18 years. Texas issues the license at 16 years and Kansas at 21 years. There are no maximum ages shown for the truck driver's or equivalent license.

A number of states issue special driving permits to youthful drivers, usually for restricted purposes such as driving to and from school or for use in agricultural work.

Twelve states' returns supply data on junior permits or their equivalents. A thirteenth, Wyoming, mentions a "beginner's permit" under this item, as described in the State of Wyoming Drivers' Manual, 1951, the beginner's permit appears to be a learner's permit.

The minimum age mentioned in 9 returns, including Wisconsin's is 14 years. In 2 cases permittees must be 16 years old. One state issues a permit at 13 years.

Maximum ages are shown as 15 in 3 states, 16 in 2, 17 in 2 and "none" in 3. Two states do not report anything under the maximum age item. Wisconsin is among those states with the 15 years maximum.

While 16 states report only that school bus drivers must hold passenger auto drivers' or chauffeurs' licenses, 16 returns supply detailed information on school bus drivers' licenses or their equivalents.

Minimum age limits are 21 years in 5 states, including Wisconsin, 16 years in 5 states, 18 years in 5 states and 17 years in 1 state.

No maximum age is reported for all school bus drivers in any case, though Wisconsin reports "physical fitness" under the maximum age limit item.

Minimum ages for securing learners' permits vary from 14 to 17 years in the 31 returns indicating such permits. In 14 cases, 16 years is the minimum limit. Eight states report a 14-year minimum. Six states set minimums ranging from 15 years to 15 years and 10 months. One state reports a 17-year minimum. Wisconsin is alone in its category with 2 minimums, one at 14 years (junior) and one at 16 years (regular). One state does not report on the minimum age limit.

Maximum age limits are shown only twice. Colorado indicates a 17 years maximum and Iowa reports 16 years is its upper age limit.

TABULAR INFORMATION: (See next page)

TOPIC 3. THE MINIMUM AND MAXIMUM AGE LIMITS FOR DRIVERS' LICENSES.*

State	Passenger		Chauffeurs		Truck Drivers		Junior		School Bus Drivers		Learners	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Ala.	16	None	(3)	...	(6)	...	...	...	(19)	...	16	None
Ark.	16	None	21	None	18	None	14	None	18	None	14	None
Cal.	16	None	18	None	(7)	...	15	15	17	None	16(29)	None
Col.	16	...	17	...	(7)	...	...	...	(20)	...	16	17
Conn.	16	None	18(4)	None	...	...	...	...	...	...	...	...
Del.	16	None	18	None	(7)	...	...	...	21	None	16	None
Fla.	14	...	16	...	...	...	...	...	18(21)	...	14(30)	...
Idaho	14	...	18	...	18	...	...	...	(20)	...	14	...
Ind.	16-1/12	...	18	...	...	...	...	...	21(22)	...	16	...
Iowa	16	...	17	...	(7)	...	14(11)	16	16(23)	...	14	16
Kans.	16	None	18	None	21(8)	None	14(12)	None	16(24)	...	14	...
Ky.	16	...	21	...	18	...	...	...	(20)	...	16	...
La.	15	...	18	...	(7)	...	14(13)	...	(20)	...	...	...
Md.	16	None	16	None	(7)	...	...	...	(20)	...	16	None
Mass.	16	None	...	...	...	...	...	...	...	...	...	...
Mich.	16	...	18	...	(7)	...	14	15	(20)	...	14	...
Minn.	15	Open	18	Open	(7)	...	...	...	(20)	...	15	Open
Nebr.	16	...	...	...	...	...	...	...	...	...	15 $\frac{1}{2}$	...
Nev.	16	...	18	...	(7)	...	...	...	(20)	...	16	...
N.H.	16	...	...	...	18(9)	...	...	...	18(25)	...	15(31)	...
N.J.	17	None	21	None	...	...	...	...	(20)	...	17	None
N.Y.	18	None	18	None	(7)	...	16	17	(26)	...	16	None
N.D.	14	None	...	...	(6)	...	14	...	(19)	...	14	...
Ohio	16	None	18	None	(7)	...	...	...	(20)	...	16	None
Okla.	16	None	18	None	18(10)	None	14(14)	None	16	None	15yrs. 10mos.	None
Oreg.	16	...	18	...	(7)	...	(15)	...	(20)	...	15	...
Pa.	16	None	...	...	...	...	...	...	21	None	16	None
R.I.	16	None	18	None	18	None	...	...	21	None	16	None
S.C.	14	None	(3)	...	(6)	...	...	...	16	None	14	None
S.D.	(Inapplicable - S.D. has no driver license law)											
Texas	16(1)	None	17	None	16	None	...	...	(20)	...	16(32)	None
Vt.	18	...	...	...	18	...	16(16)	17	18	...	...	...
Va.	15(2)	None	18(5)	...	(7)	...	...	...	(16(27))	17	15	None
			21						18	None		
Wash.	16	...	...	...	...	...	13(17)	16	18	...	16	...
Wis.	16	None	...	...	...	...	14	15	21(28)	...	(14Jr. 16Reg.)	...
Wyo.	15	None	18	None	(7)	...	(18)	...	(20)	...	(33)	...

*For Footnotes see following page.

FOOTNOTES FOR TABULAR INFORMATION FOR TOPIC 3.

- (1) 14, with course in driver education.
- (2) "May operate except in cities or towns prohibiting anyone under 16 from operating."
- (3) State reports passenger auto driver's license must be held by chauffeur; there is no chauffeur's license as such.
- (4) Chauffeur's license not issued. Data reported by state for Public Service Bus license.
- (5) 18, transporting commodities; 21, transporting passengers.
- (6) State reports passenger auto driver's license must be held by truck driver; there is no truck driver's license as such.
- (7) State reports chauffeur's license must be held by truck driver; there is no truck driver's license as such.
- (8) Special Chauffeur's license, as distinguished from regular Chauffeur's license. Special Chauffeurs' licenses are required of persons operating vehicles used as public or common carriers of persons or property.
- (9) Called Commercial License.
- (10) "Type of license determined by use to which vehicle is put, and not to type of vehicle."
- (11) Called "School Permit."
- (12) Called "Restricted operator's license." Restricts holder to driving to and from school and on parents' errands, in daytime only.
- (13) Restricted to driving of power cycles; license called "Power Cycle License."
- (14) "To and from school only." "To and From School License is authorized for 14-15 year olds provided proof of necessity is established. Only 77 such licenses were issued in 1951."
- (15) "Have very highly restricted Emergency Permit but very few issued."
- (16) Called junior license; driver cannot operate for hire or compensation directly or indirectly.
- (17) Data refers to Agricultural Permit.
- (18) "Beginner's permit" indicated in return; no other information supplied. Data in state drivers' manual indicates this probably a learner's permit, rather than a junior permit.
- (19) State reports passenger auto driver's license must be held by school bus driver; there is no distinct school bus driver's license.
- (20) State reports chauffeur's license must be held by school bus driver; there is no distinct school bus driver's license.
- (21) Reported as Special Chauffeur's license.
- (22) Reported as Public Passenger Driver's license.
- (23) School bus drivers must have regular or special chauffeur's license issued by department of public safety, as well as school bus driver's permit issued by department of public instruction (Section 321.376, The Iowa Drivers' Guide, 1951-52).

FOOTNOTES TO TOPIC 3. (Cont.)

- (24) School bus drivers must be 21 years of age and have Special Chauffeur's license unless they hold Restricted Special Chauffeur's license, issued to minors (Section 62 (8-238) (a), Motor Vehicle Laws of Kansas, 1950 Edition). Restricted special chauffeur's license for school bus drivers between 16 and 21 years limits their bus operating activities to driving pupils to or from school only.
- (25) State reports no distinct school bus driver's license. Persons driving buses must hold the commercial license, which is also required of truck drivers.
- (26) Returned questionnaire indicates no distinct school bus driver's license. It reports "chauffeur and operator" and "chauffeurs' or operators'" as type of license required of school bus drivers. Section 20 (6). New York State Vehicle and Traffic Law, July 1, 1951 states that no chauffeur's license is required of persons driving pupils and teachers to and from school elsewhere than in a city.
- (27) Operator's license "valid for operation as S.B.D. until subj. reaches 18th birthday"; chauffeur's license applies at age of 18.
- (28) Maximum age reported as determined by "physical fitness."
- (29) Student licenses may also be applied for by any student over 14 years of age taking a course in auto driver training. Applications must be accompanied by consent of parents, guardian, or custodian, who accept liability for civil damages. The license is free. It limits vehicle operation to such times as the licensee is taking instruction under the supervision of and at the direction of an instructor. It is valid only for the period of the course and for not over six months from issuance. (Section 254.6, Vehicle Code, State of California, 1951).
- (30) Applicants must be persons who, except for lack of instruction in operating a motor vehicle, would otherwise be qualified to obtain operator's license (Section 322.07 (1), Florida Drivers' License Law for the Florida Highway Patrol, 1949).
- (31) Instruction permit, for enrollees in high school driver training courses only.
- (32) Operator license restricted to driving with licensed operator in front seat.
- (33) Called beginner's permit.

TOPIC 4. WHAT ARE THE EXPIRATION DATES AND ACTIVE PERIODS OF MOTOR VEHICLE OPERATORS' LICENSES?

GENERAL COMMENTS:

Reports concerning passenger vehicle operators' licenses for 16 states, including Wisconsin, show expiration dates falling either on birthdays or anniversaries of issuance. In addition, 3 states provide for expiration in the month of birth. On the other hand, 13 states report a single expiration date. Maryland has no expiration date since licenses are permanent unless suspended or revoked. Nevada reports expiration every 2 years. Colorado does not reply to the question and the topic is inapplicable to South Dakota.

Sixteen states report a 2-year active period for passenger vehicle operator's license. Eight states report annual renewals and 6 renew every 3 years. Only 4 replies, one of them Wisconsin, show 4-year licenses. Maryland's license is valid without limit unless suspended or revoked. Twelve states indicate a single date on which all such licenses expire in their states. Ten states provide for expiration either on anniversaries or expiration of birth dates. In one state chauffeurs' licenses expire on the birth month. Nevada reports licenses expire every year, and Maryland does not report its expiration date.

In 18 cases chauffeurs' licenses are valid for one year. The active period is 2 years in 4 states, 3 years in 2 states and 4 years in one state.

Of 9 states issuing separate truck drivers licenses, 4 states report their expiration on birthdays or anniversaries of issuance, one state reports expiration in the month of birth, and 4 states report calendar dates when all truck driver licenses expire simultaneously.

The active period for truck drivers' licenses is one year in 7 states and 2 years in 2 states.

Of 12 states issuing junior permits, 7 states, including Wisconsin, have them expire on birthdays, anniversaries of issuance or some date related to the date of issuance. Only 2 states have a single date of expiration for all. In 2 replies the date is not clear.

Active periods for junior permits vary from 1 year in 3 states to 2 years in 7 states, including Wisconsin, and 4 years in one case. The 12th state reports 60 days, and therefore must have in mind a learner's permit rather than a continuing junior permit.

School bus drivers' licenses are reported as expiring on birthdays, anniversaries of issuance in 6 cases and on the birth month in one case. Simultaneous expirations of all licenses occur in 6 states. Two states indicate that the date of expiration is indefinite, and one provides no information.

Active periods of one year are most common among school bus driver licenses. Nine states provide such periods. In 4 states the active period is 2 years, in 2 it is indefinite. Wisconsin is the only state to report a 4-year active period.

Almost invariably learners' permits expire a certain number of days after issuance. This period varies from 30 days to 2 years. Eleven states use 60 days, 7 use 90 days, 3 use 30 days. Minnesota permits 4 months, 4 states permit 6 months, Oregon extends it to a year and Texas to 2 years. In Colorado it expires at 17 years and in New Hampshire it extends not longer than the school year.

TABULAR INFORMATION: (See next page)

TOPIC 4. EXPIRATION DATES AND ACTIVE PERIOD OF DRIVERS' LICENSES.

DI - Date of issue
 B - Birth date
 BM - Birth month
 P - Permanent

State	Passenger		Chauffeur		Truck Driver		Junior		Sch. Bus Driver		Learner Period active
	Date	Pe-riod	Date	Pe-riod	Date	Pe-riod	Date	Pe-riod	Date	Pe-riod	
Ala.	9-30(3)	2yrs	.....	.....	.....	.....	.....	.....	.....	.....	30days from DI(8)
Ark.	12-31	1yr	12-31	1yr	12-31	1yr	60days	60days	12-31	1yr	60days from DI
Cal.	DI	4yrs	DI	4yrs	.....	.....	DI	4yrs	(5)	1yr	6 mos. from DI
Col.	.....	3yrs	12-31	1yr	.....	.....	.....	.....	.....	.....	17th B
Conn.	4-30	1yr	4-30(1)	1yr(1)	.....	.....	.....	.....	.....	.....	.....
Del.	B	2yrs	B	2yrs	.....	.....	.....	.....	B	2yrs	60days from DI
Fla.	9-30	1yr	9-30	1yr	.....	.....	.....	.....	9-30	1yr	90days from DI
Idaho	B	2yrs	B	1yr	B	1yr	.....	.....	.....	.....	60days from DI
Ind.	BM	2yrs	2-28	1yr	.....	.....	.....	.....	2-28	1yr	6 mo. from DI
Iowa	B	2yrs	B	1yr	.....	.....	(2)	2yrs	.....	1yr	60days from DI
Kan.	7-1(3)	2yrs	7-1(3)	2yrs	7-1(3)	2yrs	7-1(3)	2yrs	7-1(3)	2yrs	60days from DI
Ky.	7-31	2yrs	1-1	1yr	1-1	1yr	.....	.....	.....	.....	60days from DI
La.	DI	2yrs	DI	1yr	.....	.....	DI	2yrs	.....	.....	.....
Md.	P	.....	.....	2yrs	.....	.....	.....	.....	.....	.....	30days from DI
Mass.	DI	2yrs	.....	.....	.....	.....	.....	.....	.....	.....	.....
Mich.	DI	3yrs	DI	1yr	.....	.....	DI	1yr	.....	.....	60days from DI
Minn.	B	4yrs	1-1	1yr	.....	.....	.....	.....	.....	.....	4 mos. from DI
Nebr.	9-1	2yrs	.....	.....	.....	.....	.....	.....	.....	.....	6 mos. from DI
Nev.	?	2yrs	every yr	1yr	.....	.....	.....	.....	.....	.....	60days from DI
N.H.	B	1yr	.....	.....	B	1yr	.....	.....	B	1yr	(9)
N.J.	9-31	1yr	3-31	1yr	.....	.....	.....	.....	.....	.....	30days from DI
N.Y.	9-30	3yrs	5-31	3yrs	.....	.....	at 18	2yrs	.....	.....	6 mos. from DI
N.D.	6-30	2yrs	.....	.....	.....	.....	6-30	2yrs	.....	.....	90 days from DI
Ohio	B	3yrs	B	3yrs	.....	.....	.....	.....	.....	.....	90 days from DI
Okla.	BM	2yrs	BM	2yrs	BM	2yrs	BM	2yrs	BM	2yrs	60 days from DI
Oreg.	B	2yrs	12-31	1yr	.....	.....	.....	.....	.....	.....	1 yr from DI
Pa.	1-31	1yr	.....	.....	.....	.....	.....	.....	(6)	(6)	90 days from DI
R.I.	9-30	1yr	9-30	1yr	9-30	1yr	.....	.....	9-30	1yr	90 days from DI
S.C.	6-30	4yrs	.....	.....	.....	.....	.....	.....	(7)	(7)	60 days from DI
S.D.	(Inapplicable--S.D. has no driver license law)										
Tex.	DI	2yrs	DI	1yr	DI	1yr	.....	.....	.....	.....	2yrs from DI
Vt.	B	1yr	.....	.....	B	1yr	B	1yr	B	1yr	.....
Va.	BM	3yrs	DI	1yr	.....	.....	.....	.....	DI	1yr	90 days from DI
Wash.	B	2yrs	.....	.....	.....	.....	.....	1yr	B	2yrs	60 days from DI
Wis.	DI	4yrs	.....	.....	.....	.....	at 16	2yrs(4)	DI	4yrs	(10)
Wyo.	B	3yrs	DI	1yr	.....	.....	.....	.....	.....	.....	90 days from DI(11)

- (1)Chauffeur license not issued. Data reported for Public Service Bus license.
- (2)When converted to driver's license.
- (3) Odd years.
- (4) Expires at 16 years, two-year maximum.
- (5) At end of semester.
- (6) Indefinite. Driver must also have regular annual operator's license.
- (7) Indefinite.
- (8) Also 30-day extension.
- (9) Information from Ch. 117, Sec. 4a, The State of N.H. Motor Vehicle Law, 1951.
- (10) Section 85.08 (7), Wis. Stats., 1951, provides 60-day learner's permit without school driver course. Section 85.08 (7m), Wis. Stats., 1951, provides 5-month permit with school driver course.
- (11) May be renewed for 90 days.(Information from Wyo. Drivers' Manual, 1951)

TOPIC 5. WHAT ARE THE ORIGINAL FEES FOR ALL TYPES OF DRIVERS' LICENSES?

GENERAL COMMENTS:

The fees charged by the 35 states reporting passenger vehicle drivers' licenses vary from 50¢ to \$5. Nine states show a \$1 fee; 7, including Wisconsin, have a \$2 fee; 5 charge \$3, and fees of \$2.50, \$1.25 and 50¢ have 2 adherents each.

Original chauffeur's license fees range from "no fee" in New Jersey to \$6 in Oklahoma. The most commonly reported fee is \$2, stated in 10 cases. Three states charge \$3. There are 2 states each which charge \$1, \$1.25, \$4.50 and \$5, and one each which charges \$1.50 and \$2.50.

Original truck driver's license fees range from \$2 in 3 cases to \$8 in one case. Three states charge \$2.50, \$3 and \$4.50 respectively and 2 states charge \$5.

Original costs for junior permits range from "no fee" in Wisconsin to \$3 in Oklahoma. Five states report \$1 original fees, 2 states report \$2 and one each charges \$1.50 and \$2.50.

Original school bus driver's license fees range from no charge in 4 states to \$6 in one. Two states charge \$2.50 and 2 states, including Wisconsin, charge \$2. One state each charges \$1.25, \$3, \$4.50 and \$5. Two states do not comment on fees and in Virginia the fee changes from 50¢ to \$2 when the youthful driver reaches 18 years of age. Two states did not comment on fees.

Original learner's permit fees range from none in 11 states to \$4 in one state. Six states, including Wisconsin, charge \$1, 5 states charge 50¢, 2 states charge 35¢ and 4 states report fees of 10¢, 25¢, \$1.25 and \$2 respectively. Michigan and Delaware did not report on this item.

TABULAR INFORMATION: (See next page)

TOPIC 5. ORIGINAL FEES FOR ALL TYPES OF DRIVERS' LICENSES.

State	Passenger	Chauffeur	Truck Driver	Junior	School Bus Driver	Learner
Ala.	\$2.25	.....	.....	.....	.....	\$ .35
Ark.	\$1.00	\$5.00	\$5.00	None	None	None
Cal.	\$2.00	\$2.00	.....	\$2.00	None	\$2.00
Col.	\$1.00	\$2.00	.....	.....	.....	\$1.00
Conn.	\$3.00	\$3.00(4)	.....	.....	.....	.....
Del.	\$2.50	\$2.50	.....	.....	\$2.50	(6)
Fla.	\$1.00	\$2.00	.....	.....	\$2.00	Free
Idaho	\$2.00	\$2.00	\$2.00	.....	.....	\$1.00
Ind.	\$1.25	\$1.25	.....	.....	\$1.25	\$.50
Iowa	\$1.50	\$2.00	.....	\$1.50	.....	.....
Kans.	\$1.00	\$3.00	\$3.00	\$1.00	\$3.00	Free
Ky.	\$2.00	\$2.00	\$2.00	.....	.....	\$ .25
La.	\$1.00(1)	\$2.00	.....	\$1.00	.....	.....
Md.	\$3.50	\$4.50	.....	.....	.....	\$1.25
Mass.	\$5.00	.....	.....	.....	.....	.....
Mich.	\$1.25	\$2.00	.....	\$1.00	.....	.....
Minn.	\$1.00	\$1.50	.....	.....	.....	\$ .35
Nebr.	\$2.00	.....	.....	.....	.....	Free
Nev.	\$1.00	\$2.00	.....	.....	.....	\$1.00
N.H.	\$3.00	.....	\$5.00	.....	\$5.00	None
N.J.	\$3.00	No fee	.....	.....	.....	\$1.00
N.Y.	\$2.00	\$5.00	.....	\$2.00	.....	\$ .10
N.D.	\$2.00	.....	.....	\$1.00	.....	None
Ohio	\$.75	\$1.25	.....	.....	.....	\$ .50
Okla.	\$3.00	\$6.00	\$8.00	\$3.00	\$6.00	None
Oreg.	(2)	\$1.00	.....	.....	.....	\$ .50
Pa.	(3)	.....	.....	.....	None	\$4.00
R.I.	\$4.50	\$4.50	\$4.50	.....	\$4.50	\$.50
S.C.	\$.50	.....	.....	.....	Free	Free
S.D.	(Inapplicable--S.D. has no driver license law)					
Tex.	\$1.00	\$3.00	\$2.00	.....	.....	\$1.00
Vt.	\$2.50	.....	\$2.50	\$2.50(5)	\$2.50	.....
Va.	\$.50	\$2.00	.....	.....	\$ .50 \$2.00	None
Wash.	\$3.00	.....	.....	\$1.00	.....	\$ .50
Wis.	\$2.00	.....	.....	No fee	\$2.00	\$1.00
Wyo.	\$1.00	\$1.00	.....	.....	.....	None(7)

(1) Fee in Orleans Parish is \$2.

(2) Original licenses issued on or after July 1, 1947 entail fees based on length of period between issuance and expiration, to wit: less than 18 months, 50 cents; 18 months to 29 months inclusive, one dollar; 30 months to 35 months inclusive, one dollar 50 cents. This data from Sec. 115-216, in Motor Vehicle Laws of Oregon, 1951-2 edition.

(3) Included in learner's permit.

(4) Chauffeur license not issued. Data report refers to public service bus license.

(5) Sec. 10,153, Motor Vehicle Laws of Vermont, published by Motor Vehicle Department.

(6) Covered by original application.

(7) From State of Wyoming Drivers Manual, 1951.

TOPIC 6. WHAT ARE THE RENEWAL FEES FOR VARIOUS TYPES OF OPERATORS' LICENSES?

GENERAL COMMENTS:

In most of the 33 states reporting renewal fees for passenger operators' licenses, they are at the same rate as original fees. In 4 states, including Wisconsin, renewal fees are less than original fees. Eleven states charge \$1 for renewal, 7 charge \$2, 4 charge \$3 and 3, including Wisconsin, charge 50¢. Each of the amounts of \$2.50, \$1.50, and \$1.25 are reported in 2 states, and 1 state each charges \$5, \$2.25 and 75¢. Maryland's permanent license program does not involve a renewal.

Of 24 states reporting, except for 3 instances of revision downward, renewal fees for chauffeurs' licenses reported were the same as original fees. The range was from no fee to \$6. Eleven states charge \$2 for renewals, 3 charge \$3, and 3 charge \$1. Two states report a fee of \$1.25 and one state each reported \$2.50 and \$4. Maryland does not have a renewal fee for chauffeurs' licenses.

Of 9 states reporting on renewals of truck drivers' licenses, 5 states renew such licenses at \$2 and one each renews at \$2.50, \$3, \$5 and \$8.

Of 10 states reporting on junior permits, 5 renew at \$1 and one each at \$2.50 and \$3. In Arkansas, California and New York there are no renewals.

School bus driver renewal fees differ little for the original fees. In only 3 of 10 cases was the fee different, and in each case the renewal fee was lower. The highest fee was \$6 in Oklahoma and the 50¢ fee in Wisconsin was lowest. \$2 and \$2.50 are most common.

Of 21 states reporting, 11 do not charge for them. Where a charge is made, it varies from 25¢ to \$2. 50¢ and \$1 are the most common fees.

TABULAR INFORMATION: (See next page)

TOPIC 6. RENEWAL FEES FOR VARIOUS TYPES OF OPERATORS' LICENSES.

State	Passenger	Chauffeur	Truck Driver	Junior	School Bus Driver	Learners	
Ala.	\$2.25	....	....	....	....	None
Ark.	\$1.00	\$5.00	\$5.00	None	None	None	
Cal.	\$2.00	\$2.00	....	None	None	\$2.00
Col.	\$1.00	\$2.00	....	....	....	....
Conn.	\$3.00	\$3.00(1)	....	....	....	....
Del.	\$2.50	\$2.50	....	....	\$2.50	(3)
Fla.	\$1.00	\$2.00	....	....	\$2.00	Free
Idaho	\$2.00	\$2.00	\$2.00	....	....	....
Ind.	\$1.25	\$1.25	....	....	\$1.25	\$.50
Iowa	\$1.50	\$2.00	....	....	....	....
Kans.	\$1.00	\$3.00	\$3.00	\$1.00	\$3.00	Free	
Ky.	\$2.00	\$2.00	\$2.00	....	....	\$ .25
La.	\$1.00	\$2.00	....	\$1.00	....	....
Mass.	\$5.00	....	....	....	....	....
Mich.	\$1.25	\$2.00	....	\$1.00	....	....
Minn.	\$1.00	\$1.00	....	....	....	\$ .35
Nebr.	\$2.00	....	....	....	....	Free
Nev.	\$1.00	\$2.00	....	....	....	....
N.H.	\$2.00	....	\$2.00	....	\$2.00	....
N.J.	\$3.00	No fee	....	....	....	\$1.00
N.Y.	\$1.50	\$4.00	....	No Renewal	....	None
N.D.	\$2.00	....	....	\$1.00	....	....
Ohio	\$.75	\$1.25	....	....	....	\$ .50
Okla.	\$3.00	\$6.00	\$8.00	\$3.00	\$6.00	None	
Oreg.	\$1.00	\$1.00	....	....	....	\$ .50
Pa.	\$1.00	....	....	....	None	None
R.I.	\$2.00	\$2.00	\$2.00	....	\$2.00	....
S.C.	\$.50	....	....	....	Free	Free
S.D.	(Inapplicable--has no driver license law)						
Tex.	\$1.00	\$3.00	\$2.00	....	....	\$1.00
Vt.	\$2.50	....	\$2.50	\$2.50(2)	\$2.50	....
Va.	\$.50	\$2.00	....	....	\$ .50 \$2.00	None
Wash.	\$3.00	....	....	\$1.00	....	....
Wis.	\$.50	....	....	....	\$ .50	\$1.00
Wyo.	\$1.00	\$1.00	....	....	....	None(4)

(1) Chauffeur's license not used. Item refers to public service bus license.

(2) Section 10,153, Motor Vehicle Laws of Vermont.

(3) Covered by original application.

(4) Information from State of Wyoming Drivers Manual, 1951.

TOPIC 7. WHAT ARE THE FEES FOR ISSUING DUPLICATE DRIVERS' LICENSES?

GENERAL COMMENTS:

Duplicate fees ranging from 25¢ to \$1.50 are reported by all the 36 states except Delaware, Maryland, South Dakota and Vermont for passenger driver licenses. Twelve states, including Wisconsin, charge 50¢. Nine charge 25¢, 8 charge \$1 and the remaining 3 charge 35¢, \$1.25 and \$1.50 respectively.

Duplicate licenses for chauffeurs vary in cost from nothing in Kentucky, Minnesota and New Jersey to \$2 in Colorado. Seven states charge 50¢, 6 charge \$1, 4 charge 25¢, and 2 each charge 75¢ and \$1.25. Delaware and Maryland did not report on this item.

Four states report duplicate truck drivers' licenses cost \$1, 2 states charge 50¢ and one state charges 25¢. Kentucky reports no charge for duplicates.

Duplicate license fees range from no charge in Arkansas and Washington to \$1 in Michigan and Oklahoma. Four states, including Wisconsin charge 50¢, 2 states charge 25¢ and 2 states did not reply.

Duplicate license fees for school bus driver's license range from no charge in 4 cases to \$1.25 in one case. Three states, including Wisconsin, charge 50¢. Two charge 25¢ and 2 charge \$1. Four states entered no information under the duplicate fee item.

Only 17 states reported regarding the fees charged for duplicate learners' permits. In 2 cases they were not issued, and in 9 cases no charge is made. One state charges \$1, 3 charge 50¢ and 2 charge 25¢.

TABULAR INFORMATION: (See next page)

TOPIC 7. THE FEES FOR ISSUING DUPLICATE DRIVERS' LICENSES.

State	Passenger	Chauffeur	Truck Driver	Junior	School Bus Driver	Bus Learners
Ala.	\$.25	....	....	....	....	None
Ark.	\$1.00	\$1.00	\$1.00	None	None	None
Cal.	\$.50	\$.50	....	\$ .50	None	....
Col.	\$1.00	\$2.00	....	....	....	\$1.00
Conn.	\$.50	\$.50(1)	....	....	....	....
Del.	....	....	....	....	....	....
Fla.	\$.25	\$.25	....	....	\$ .25	Free
Idaho	\$1.00	\$1.00	\$1.00	....	....	....
Ind.	\$1.25	\$1.25	....	....	\$1.25	\$.50
Iowa	\$.25	\$.50	....	\$ .25	....	....
Kans.	\$.50	\$.50	\$.50	\$.50	\$.50	Free
Ky.	\$.25	....	....	....	....	....
La.	\$.50	\$.50	....	\$ .50	....	....
Md.	....	....	....	....	....	....
Mass.	\$1.50	....	....	....	....	....
Mich.	\$1.00	\$1.00	....	\$1.00	....	....
Minn.	\$.35	....	....	....	....	....
Nebr.	\$.50	....	....	....	....	Free
Nev.	\$.50	\$.50	....	....	....	....
N.H.	\$.50	....	\$ .50	....	\$ .50	....
N.J.	\$1.00	No fee	....	....	....	None issued
N.Y.	\$1.00	\$1.00	....	....	....	....
N.D.	\$.25	....	....	\$ .25	....	....
Ohio	\$.25	\$.75	....	....	....	None issued
Okla.	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	None
Oreg.	\$.25	\$.25	....	....	....	\$ .25
Pa.	\$.50	....	....	....	None	\$.50
R.I.	\$1.00	\$1.00	\$1.00	....	\$1.00	....
S.C.	\$.50	....	....	....	Free	Free
S.D.	(Inapplicable--S.D. has no driver license law)					
Tex.	\$.25	\$.25	\$.25	....	....	\$ .25
Vt.	....	....	\$2.00	....	....	....
Va.	\$.25	\$.25	....	....	\$ .25(3) \$.25	None
Wash.	\$.50	....	....	None	....	....
Wis.	\$.50	....	....	\$ .50	\$.50	\$.50
Wyo.	\$.50	\$.50	....	....	....	None(2)

(1) State reports.

(2) Information from State of Wyoming Drivers Manual, 1951.

(3) Operator's license to 18; chauffeur's license after 18.

TOPIC 8. WHAT SPECIAL FEES FOR DRIVERS' LICENSES EXIST?

GENERAL COMMENTS:

Some states have additional fees which are imposed to cover specific features of their licensing program. Three states charge from \$1.50 to \$3 to cover examination costs. Five others charge from 50¢ to \$1.50 as registrar's fee, fee for a metal tag, and change of name. Included in these is Wisconsin's \$1.50 fee to cover late renewal applications. Oregon's fee is used to cover a motor vehicle accident fund. It is 50¢.

Only in one case, Ohio, is an additional fee for a chauffeur's license charged. This is a fee for the registrar.

Only one state, Vermont, reports an additional fee for truck drivers' licenses. It is a \$2 examination fee.

No states report an additional fee for junior permits.

Vermont is the only state which requires a fee in addition to the normal registration or renewal fee for school bus drivers. It requires a \$2 examination fee.

Only Ohio, which has a 25¢ fee for the deputy registrar, has an additional fee for learners' permits.

TABULAR INFORMATION: (See next page)

TOPIC 8. SPECIAL FEES FOR DRIVERS' LICENSES.

State	Passenger	Chauffeur	Truck Driver	Junior	School Bus Driver	Learners
Ala.	None	....	....	....	....	None
Ark.	None	None	None	None	None	None
Cal.	....	....	....	....	None	None
Col.	....	....	....	....	....	....
Conn.	\$2 exam.	....	....	....	....	....
Del.	....	....	....	....	....	....
Fla.	....	....	....	....	....	....
Idaho	....	....	....	....	....	....
Ind.	....	....	....	....	....	....
Iowa	....	....	....	....	....	....
Kans.	None	None	None	None	None	None
Ky.	....	....	....	....	....	....
La.	....	....	....	....	....	....
Md.	....	....	....	....	....	....
Mass.	\$3 exam. \$1.50 reexam.	....	....	....	....	....
Mich.	....	None	....	None	....	....
Minn.	....	....	....	....	....	....
Nebr.	....	....	....	....	....	None
Nev.	50¢ change of name	....	....	....	....	....
N.H.	....	....	....	....	....	....
N.J.	....	....	....	....	....	....
N.Y.	....	....	....	....	....	....
N.D.	....	....	....	....	....	....
Ohio	25¢ registrar fee	Same	None	None	None	25¢ registrar fee
Okla.	None	None	....	....	....	None
Oreg.	50¢(1)	....	....	....	....	....
Pa.	....	....	....	....	....	....
R.I.	....	....	....	....	....	....
S.C.	10¢ metal tag	....	....	....	....	....
S.D.	(Inapplicable--S.D. has no driver license law)					
Tex.	None	None	None	....	....	None
Vt.	\$2 exam.	....	\$2 exam.	....	\$2 exam.	....
Va.	None	None	....	....	None	None
Wash.	....	....	....	....	....	....
Wis.	\$1.50 late	....	....	....	....	....
Wyo.	....	....	....	....	....	None (2)

(1) On each original and each renewal. Used to cover motor vehicle accident fund.

(2) Taken from Wyoming Drivers Manual, 1951.

TOPIC 9. WHAT ARE THE RESTRICTIONS ON YOUTHFUL DRIVERS HOLDING A REGULAR LICENSE OTHER THAN A JUNIOR PERMIT?

GENERAL COMMENTS:

In some states which do not have junior permits, it is recognized that many youthful drivers lack the maturity of judgment and conduct that comes with age and experience. In such states youths may only obtain licenses subject to certain restrictions. In some states with junior permits, youths holding other types of driving licenses are also restricted.

Seven states report they restrict youthful passenger auto driver licenses. Two states restrict young passenger auto and chauffeur licensees. There is one report of restrictions affecting youthful passenger auto, chauffeur, and powercycle license holders. In 3 cases restrictions on use of 'learners' or instruction permits by youths are reported. Wisconsin is not among the states reporting under this topic.

In the 13 states reporting restrictions on youths, 9 require the consent or signature of parents, guardian, or equivalent before licensing the applicant. Three of these 9 indicate parental liability for youths' damages in case of accidents is usually required. In 3 cases, the youthful licensee must drive with a licensed driver accompanying him. Two states restrict the youthful licensee to daylight driving. One permits its restricted youths to operate in no vehicle except a training car and then only if they are enrolled in a high school driving course.

Reported restrictions apply in 3 states to licensees up to 21 years of age or to "minors." Six states restrict up to 18 years. In 2 states youths up to or at 16 years are affected. One state restricts 15-year olds. The 13th state reporting restrictions does not specify what age group of youths are affected.

Some states report restrictions applying to holders of the junior permit. In such cases the information has been tabulated with material in Topics 3 to 8.

TABULAR INFORMATION: (See next page)

FOOTNOTES FOR TABULAR INFORMATION FOR TOPIC 9.

- (1) Data from Sections 350-355, Vehicle Code, State of California, 1951, issued by Dept. of Motor Vehicles, Sacramento, California.
- (2) Parent or guardian must request or consent to issuance of license and furnish required financial liability, P.D. \$1,000, P.L. \$20,000.
- (3) Restricted licenses issued to persons 14-16 years old when definite need or hardship is shown. All minors under 18 years must have license applications signed by parents, guardians, custodians or other responsible persons. Signers in most cases thereby become liable for any damages caused by negligence or wilful misconduct of minors while driving (Sections 6296-7 (a) and 6296-10, Motor Vehicle Laws of Ohio, 1951, compiled by Ohio Bureau of Motor Vehicles.

TOPIC 9: RESTRICTIONS ON YOUTHFUL DRIVERS HOLDING A REGULAR LICENSE*

State	Type of License Held	Restrictions	Age Group Affected
Ala.	None	None	None
Ark.	.....	.....	.....
Cal.	Passenger car (1) or chauffeur's	Parental signatures and liability required in most cases (1)	Under 21 (1)
Col.	.....	.....	.....
Conn.	Passenger car	(2)	16-18
Del.	None	None	None
Fla.	Passenger car	Daylight driving only; always with licensed operator over 16, except cycles, etc.	14-16
Idaho	Learner's permit	Daylight only, always with licensed driver	.....
Ind.	Learner's permit	Driving with licensed driver	16
Iowa	.....	.....	.....
Kans.	.....	.....	.....
Ky.	.....	.....	.....
La.	Passenger auto, chauffeur's or power cycle	Minors' applications must be signed by parents, tutor or custodian	Minors
Md.	.....	.....	.....
Mass.	.....	.....	.....
Mich.	.....	.....	.....
Minn.	.....	None because of age	.....
Nebr.	.....	None	.....
Nev.	Passenger car	Must have parent's or guardian's signature	16-18
N.H.	Instruction permit	Only for 15 yr. olds enrolled in high school driving course; may operate no vehicle except training car	15
N.J.	.....	.....	.....
N.Y.	.....	.....	.....
N.D.	.....	.....	.....
Ohio	Passenger car; chauffeur's	(3) (3)	14-18
Okla.	.....	.....	.....
Oreg.	Passenger car	Parental approval required	Under 18
Pa.	Passenger car	Parental consent required	Under 18
R.I.	.....	.....	.....
S.C.	None	None	None
S.D.	(Inapplicable--S.D. has no driver license law)		
Tex.	None	None	None
Vt.	.....	.....	.....
Va.	Passenger car	Parental or equiv. consent re- quired. 15-yr. olds prohibited from driving in towns where op- eration under 16 forbidden	Under 18
Wash.	Passenger car	Parental or equiv. signature required	16-21
Wis.	.....	.....	.....
Wyo.	.....	.....	.....

* For Footnotes see prior page.

TOPIC 10. WHAT DRIVING EXPERIENCE IS REQUIRED OF CHAUFFEURS, TRUCK DRIVERS AND SCHOOL BUS DRIVERS?

GENERAL COMMENTS:

In some states a person wishing to secure an operator's license authorizing the hauling of passengers or property must meet certain requirements as to driving experience not required of ordinary vehicle drivers. Previous driving experience for a stated period is one such requirement.

Of 28 states reporting on this item for chauffeurs' licenses, 18 do not require previous driving experience. Eight states, however, require one year of previous experience as a driver. Two states, Arkansas and Florida, do not comment on this item.

A total of 21 states reported that they have no special driving experience requirements for persons wishing to work as truck drivers. Five states require one year of experience. Wisconsin does not comment on this item.

Of the 35 states reporting, 19 do not require any special driving experience of school bus drivers, while 8 states require one year of previous driving experience, and one state requires 2 years. Seven other states, including Wisconsin, make no comment on this item.

TABULAR INFORMATION: (See next page)

TOPIC 10: YEARS EXPERIENCE REQUIRED FOR CHAUFFEURS, TRUCK DRIVERS
AND SCHOOL BUS DRIVERS.

State	Chauffeurs	Truck Drivers	School Bus Operators
Ala.	None	None	None
Ark.	....	....	None
Cal.	....	....	....
Col.	1 yr	....	1 yr.
Conn.	None	None	None
Del.	1 yr	1 yr	1 yr
Fla.	....	....	1 yr
Idaho	1 yr (1)	1 yr	1 yr
Ind.	1 yr	....	2 yrs (3)
Iowa	None	None	None
Kans.	1 yr	1 yr	1 yr
Ky.	....	....	....
La.	....	....	....
Md.	None	None	None
Mass.	....	....	....
Mich.	None	None	None
Minn.	1 yr.	1 yr	1 yr
Nebr.	None	None	None
Nev.	1 yr	1 yr	1 yr
N.H.	....	....	....
N.J.	None	None	None
N.Y.	None	None	None
N.D.	....	....	None
Ohio	....	....	....
Okla.	None	None	None
Oreg.	....	....	....
Pa.	....	....	None
R.I.	1 yr (2)	None	1 yr
S.C.	None	None	....
S.D.	(Inapplicable--S.D. has no driver license law)		
Tex.	None	None	None
Vt.	None	None	None
Va.	None	None	None
Wash.	....	....	....
Wis.	....	....	....
Wyo.	None	None	None

(1) Data from Section 49-310, Motor Vehicle Laws of the State of Idaho, revised to September 1, 1951.

(2) Chauffeurs of taxicabs.

(3) Data applies to public passenger drivers.

TOPIC 11. WHAT SPECIAL PHYSICAL REQUIREMENTS ARE THERE FOR CHAUFFEUR, TRUCK DRIVER AND SCHOOL BUS DRIVER LICENSES?

GENERAL COMMENTS:

In some instances, physical requirements for chauffeurs may be more exacting than those for passenger auto drivers.

The majority of reports show no special physical requirements. Fourteen of them show or imply "none" under this question. Seven make no entry. Where entries other than "none" are made, in only 3 cases do they seem to indicate more than routine requirements. In New Jersey annually submitted evidence of physical fitness is required. New York requires there be no disability affecting safe operation. Rhode Island requires 20/20 vision with or without glasses.

All but 4 states indicate there are no special physical requirements for truck drivers, or make no entry under this item.

In at least 3 cases, physical requirements reported do not seem exacting. The fourth case, New York, requires that there be no "disability affecting safe operation."

A total of 21 states (including Wisconsin) either report "none" or do not enter evidence of special physical requirements for the occupation of school bus driver. In 14 states school bus drivers must meet some physical requirements, in 5 cases at least amounting to an annual examination. South Dakota indicates the item is not applicable in that state.

TABULAR INFORMATION: (See next page)

TOPIC 11. SPECIAL PHYSICAL REQUIREMENTS FOR CHAUFFEUR, TRUCK DRIVER
AND SCHOOL BUS DRIVER LICENSES.

State	Chauffeur	Truck Driver	School Bus Driver
Ala.	None	None	None
Ark.	None	None	20/20 vision, all limbs
Cal.	None	....	Physical (Med) exam.
Col.	None	....	None
Conn.	None	None	None
Del.	Pass exam. only	....	....
Fla.	....	....	2 eyes, feet, hands, 20/40 corrected eyes
Idaho	....	....	Pass annual phy. exam.
Ind.	None	....	Physical exam. (3)
Iowa	None	None	Annual phy. exam (2)
Kans.	....	....	....
Ky.	Good health	Good health	Good health
La.	....	....	....
Md.	Physically all right	Physically all right	Physically all right
Mass.	....	....	....
Mich.	None	None	None
Minn.	....	....	....
Nebr.	None	None	None
Nev.	Normal	Normal	None
N.H.	....	....	....
N.J.	Annual evidence of fitness (1)	None	Annual evidence of fitness (1)
N.Y.	No disability affect- ing safe operation	Same	No disability affecting safe operation
N.D.	....	None	....
Ohio	....	....	....
Okla.	....	....	....
Oreg.	....	....	....
Pa.	....	....	Annual physician's certificate
R.I.	20/20 vision w glasses	....	Annual phy. exam., vision corrected to 20/20
S.C.	None	None	....
S.D.	(Inapplicable--S.D. has no driver license law)		
Texas	None	None	None
Vt.	....	....	....
Va.	....	....	....
Wash.	....	....	No physical defects
Wis.	....	....	....
Wyo.	None	None	None

(1) From Title 39: 3-10,1, Motor Vehicles and Traffic Regulation, New Jersey Dept. of Law and Public Safety, July 31, 1951.

(2) Data from Sections 321.375 and 321.376, The Iowa Drivers' Guide, 1951-52.

(3) Data applies to public passenger drivers.

TOPIC.12. ARE SPECIAL EXAMINATIONS AND DRIVING TESTS IN THE TYPE OF VEHICLE USED IN THE OCCUPATION REQUIRED FOR CHAUFFEURS, TRUCK DRIVERS AND SCHOOL BUS DRIVERS?

GENERAL COMMENTS:

A majority of the states reporting on special requirements for chauffeurs indicate they are required to pass a special examination. Comparatively few show a driving test is administered in the type of vehicle the chauffeur uses in his work.

In 19 states chauffeurs must pass a special examination to practice their occupation. Eight states indicate there is no special examination requirement for chauffeurs.

Twenty-two states report chauffeurs are not required to pass a driving test in the type of vehicle they will use if they work as chauffeurs. Only 5 returns show a driving test must be passed in the type of vehicle to be used in the occupation.

In 14 cases, reports show a special examination is required for persons wishing to work as truck drivers. Ten states do not have such a requirement. Two states with special requirements for truck drivers do not enter comment on this item.

In 20 states truck drivers are not required to pass a driving test in the type of vehicle to be used in their work. Five states report such a test is required. One state with special truck driver requirements makes no entry regarding the driving test.

In 24 states, including Wisconsin, school bus drivers must pass a special examination to engage in the occupation. Eleven states make no such requirement or do not report it.

Twenty-three states either report school bus drivers are not required to pass a driving test in a school bus or fail to report on the item. In Wisconsin and in 11 other states the school bus driver must pass a driving test in a vehicle used in the occupation.

South Dakota reports both items under this topic are inapplicable in its case.

TABULAR INFORMATION: (See next page)

TOPIC 12. SPECIAL EXAMS AND DRIVERS' TESTS IN THE TYPE OF VEHICLE USED IN THE OCCUPATION REQUIRED OF CHAUFFEURS, TRUCK DRIVERS AND SCHOOL BUS OPERATORS.

State	Special Exams			Driver Test in Type of Vehicle		
	Chauffeurs	Truck Drivers	Sch. Bus Drivers	Chauffeurs	Truck Driver	Sch. Bus Drivers
Ala.	None	None	None	None	None	None
Ark.	....	....	Yes	....	....	No
Cal.	Yes	....	Yes	No	....	Yes
Col.	Yes	....	Yes	No	....	No
Conn.	None	None	....	None	None	....
Del.	Yes	....	Yes	No	....	....
Fla.	Yes	Yes	Yes	No	No	Yes
Idaho	....	....	....	....	....	....
Ind.	Yes	....	Yes(2)	No	....	No (2)
Iowa	Yes	Yes	Yes	Yes	Yes	Yes
Kans.	....	....	....	....	....	....
Ky.	No	No	No	No	No	No
La.	Yes	....	....	No	....	....
Md.	Yes	Yes	Yes	No	No	No
Mass.	No	No	No	No	No	No
Mich.	Yes	Yes	Yes	No	No	No
Minn.	Yes	Yes	Yes	No	No	No
Nebr.	None	None	None	None	None	None
Nev.	Yes	Yes	Yes	No	No	No
N.H.	....	Yes	Yes	....	Yes	Yes
N.J.	Yes	None	Yes	Yes	None	Yes
N.Y.	Yes	Yes	Yes	No	No	No
N.D.	....	None	....	....	None	....
Ohio	Yes	Yes	Yes	No	No	No
Okla.	Yes	Yes	Yes	No	No	No
Oreg.	No (1)	No (1)	No (1)	No (1)	No (1)	No (1)
Pa.	....	....	Yes	....	....	Yes
R.I.	Yes	Yes	Yes	Yes	Yes	Yes
S.C.	None	None	Yes	None	None	Yes
S.D.	(Inapplicable--S.D. has no driver license law)					
Tex.	Yes	Yes	Yes	No	No	No
Vt.	No	....	No	Yes	Yes	Yes
Va.	Yes	Yes	Yes	Yes	Yes	Yes
Wash.	....	....	Yes	....	....	Yes
Wis.	....	....	Yes	....	....	Yes
Wyo.	Yes	Yes	Yes	No	No	No

(1) Return indicates only "Regular Tests."

(2) Data applies to public passenger drivers.

TOPIC 13. WHAT OTHER SPECIAL REQUIREMENTS ARE THERE FOR THE CHAUFFEUR,
TRUCK DRIVER AND SCHOOL BUS DRIVER LICENSE?

GENERAL COMMENTS:

Special requirements for working as a chauffeur, other than those discussed in previous topics, are very few. Only 7 states report additional restrictions on the right to work as a chauffeur.

In 7 states a variety of requirements other than those discussed in previous topics confront would-be truck drivers.

A total of 14 reports show special requirements for school bus drivers not covered under previous topics. Among these, Wisconsin requires the driver be of "good moral character." In 21 cases, including South Dakota, no special requirement not discussed under previous topics is shown.

TABULAR INFORMATION: (See next page)

TOPIC 13. OTHER SPECIAL REQUIREMENTS FOR CHAUFFEUR, TRUCK DRIVER AND SCHOOL BUS OPERATOR LICENSES.

State	Chauffeur	Truck Driver	School Bus Drivers
Ala.	None	None	None
Ark.	....	....	None
Cal.	....	....	....
Col.	....	....	....
Conn.	None	None	Must be certified by local school board
Del.	....	Chauffeur license	Chauffeur license; must attend S.B.D. school annually
Fla.	....	....	....
Idaho	File cert. of employment and good character (1)	Cert. of employment and good character (1)	Chauffeur license; cert. of employment and good character (1)
Ind.	....	....	....
Iowa	....	....	Chauffeur license Permit from Dept. of Pub. Instruction (3)
Kans.	....	....	....
Ky.	Valid operator's license	Valid operator's license	Valid operator's license
La.	....	....	....
Md.	....	....	Chauffeur license Must be 21-60 yrs.
Mass.	Minor under 18 cannot work at driving	Minor under 18 cannot work at driving	Must be 21 yrs. of age
Mich.	....	....	None
Minn.	....	....	....
Nebr.	None	None	None
Nev.	....	....	....
N.H.	....	....	....
N.J.	Evidence of good char.	None	Evidence of good char.
N.Y.	Photographs	Photographs	Photographs
N.D.	....	None	....
Ohio	....	....	Chauffeur license
Okla.	....	....	....
Oreg.	(2)	(2)	(2)
Pa.	....	....	....
R.I.	....	....	....
S.C.	None	None	Special trng. course. conducted by dept.
S.D.	(Inapplicable--S.D. has no driver license law)	(Inapplicable--S.D. has no driver license law)	
Tex.	Additional laws and rules test	Additional laws and rules test	Additional test on laws and rules (4)
Vt.	May require phy. or mental test	May require phy. or mental test	May require phy. or mental test
Va.	....	....	....
Wash.	....	....	....
Wis.	....	....	Good moral character
Wyo.	....	....	....

(1) Data from Section 49-310, Motor Vehicle Laws of the State of Idaho, Revised to September 1, 1951.

(2) Return indicates only "Regular tests."

(3) Data from Sections 321.375 and 321.376, The Iowa Drivers' Guide, 1951-52.

(4) If under 21, must have recommendation from principal and county superintendent.

TOPIC 14: WHAT ARE CONDITIONS OF EMPLOYMENT OF DRIVER LICENSE EXAMINERS?

GENERAL COMMENTS:

The consensus of opinion is that driver's license examiners should be state personnel, and that only in the case of applications for renewals in which state standards are carefully observed should the work be delegated to local officials.

In 27 of the 35 states reporting state examiners are used exclusively. Two states report that part of their examiners are state employes without reporting by whom the rest are employed. Washington reports only that some of its examiners are state employes. In one case some examiners are state employes and some county. In another case some of them are state employes and part are private persons. Only in Michigan are some examiners county and some local employes. In Connecticut state, county and private persons constitute the examining force. In Wisconsin state, county, and local examiners are reported.

It is generally felt that the best type of examiner can be secured only by utilizing full-time workers on a fixed salary. Only Colorado and Wisconsin have any examiners who are paid by fee. In the former the system applies to only part of the examiners at each employment level. In Wisconsin only a very few part-time deputy sheriffs are so paid. In 29 reporting states all examiners are paid by salary. This is even true of the state which employed state, county and private persons. In Wisconsin all state and local and most county examiners work on a salary. Three states do not show how their examiners are paid.

Twenty-five states reporting show that all their examiners are full-time personnel at whatever government level employed. Two states show both part and full-time employes on the state level. One state shows both full and part-time employes at the state, county, and private level. In another case with county and local examiners, they are only partly full-time employes. In Wisconsin all state and local examiners are full-time employes as are most county examiners.

The utilization of full-time employes does not necessarily mean that they devote all their hours to the particular function or task. In driver license examining trained specialists are most apt to be found among those devoting all their time and attention to examining. According to 19 reports, examiners spend all their time at the examining job. Colorado shows its state examiners devote substantially all their time to examining, but does not report on private persons examining. In Wisconsin most, but not all, state examiners and a few local examiners spend virtually all their working hours examining, but no county examiners spend substantially all their time at the task. Six states reporting on state examiners indicate only part of their time is spent examining.

TABULAR INFORMATION: (See next page)

TOPIC 14. THE CONDITIONS OF EMPLOYMENT OF DRIVER LICENSE EXAMINERS.

Code: SA - State all CA - County all LA - Local all PA - Private all
 SP - State part CP - County part LP - Local part PP - Private part

State	Employment Level of Examiners	Paid by Fee	Paid by Salary	Full-time Workers	Examiners devote substantially all their time to examining
Ala.	SA	....	SA	SA	SA
Ark.	SA	....	SA	SA	SP
Cal.	SA	....	SA	SA	SA
Col.	SP,CP,PP	SP,CP,PP	SP,CP,PP	SP,CP,PP	SP
Conn.	SA	....	SA	SA	SP (4)
Del.	SA	....	SA	SA	SA
Fla.	SA	....	....	....	....
Idaho	SP,CP	....	SP,CA	CA	....
Ind.	SA	....	SA	SA	SA
Iowa	SA	....	SA	SA	SA
Kans.	SA	....	SA	SA	....
Ky.	SA	....	SA	SA	SA
La.	SA	....	SA	SP	SA
Md.	SA	....	SA	SA	SA
Mass.	SA	....	SA	SA	SA
Mich.	CP,LP (1)	....	CA,LA	CP,LP	CP,LP
Minn.	SA	....	SA	SA	SA
Neb.	SA	....	SA	SA	SA
Nev.	SA	....	SA	SA	SA
N.H.	SA	....	SA	SA	SP
N.J.	SA	....	SA	SP	....
N.Y.	SA	....	SA	SA	SA
N.D.	SP	....	SA	....	SP
Ohio	SA	....	SA	SA	SA
Okla.	SA	....	(3)	SA	SA
Oreg.	SP,PP (2)	....	SA	SA	SA
Pa.	SA	....	SA	SA	....
R.I.	SA	....	SA	SA	SA
S.C.	SA	....	SA	SA	SA
S.D.	(Inapplicable--S.D. has no driver license law)				
Texas	SA	....	SA	SA	SA
Vt.	SA	....	SA	SA	....
Va.	SA	....	SA	SA	SA
Wash.	....	....	....	SA	....
Wis.	SP,CP,LP	Cp	SA,CP,LA	SA,CP,LA	SP,LP (5)
Wyo.	SP	....	....	SP	SP

(1) Examining done by local police and sheriffs.

(2) All examiners state employes except 3 private persons in isolated locations not on examiners' schedules.

(3) Both "all paid by fee" and "all paid by salary" checked. Probably latter applies.

(4) All examiners when so ordered may be called upon to make investigations on road patrol or do other work incidental to the job.

(5) None of county examiners devote substantially all their time to examining.

TOPIC 15. WHERE AND WHEN MAY DRIVER LICENSE EXAMS BE TAKEN?

GENERAL COMMENTS:

In the 28 cases where the reports state the distance applicants must travel to be examined in terms of miles, the mileages range from "usually none" to 300 miles. The heaviest concentration of reported distances are at 20 and 25 miles, with 8 and 6 instances respectively. Below 20 miles, varying distances are shown in 4 returns. Distances over 25 miles are cited in 11 returns, 3 of them at 30 miles and 2 at 50. Wisconsin indicates the maximum distance that must be traveled for an examination is 20 miles. Six states of the 35 in which this question is applicable do not reply in terms of miles or do not answer the item at all.

Some states feel examining is a matter of such importance that those applicants who cannot otherwise appear should take time off from their normal activities to apply for examination during regular office hours. Twenty-one states make some arrangements beyond regular office hours for the public convenience. Sixteen states serve applicants for various periods on Saturdays. One of these 16 is the only case reporting evening hours of service; evening hours are observed twice per week. Five states, including Wisconsin, show service outside regular hours by appointment. Four states indicate special service at special times under "other" arrangements. Fourteen states definitely indicate that they do not examine outside customary daytime business hours.

In states where in all testing facilities the same examination is uniformly administered to all applicants by impartial examiners with similar qualifications, training and examining techniques, it probably makes little difference in test results wherever the applicant is tested. In states where the examination varies in content or manner of administration from one examining area to another, unless forbidden to do so, applicants may tend to go to the areas where passing the tests is easier, avoiding their own residential areas' examiners if they give a relatively more difficult examination. Neither a "yes" nor "no" response to this question in itself indicates whether the applicant is confronted with relatively the same examination wherever he goes in his state. However, if there is variance in examinations, the "yes" or "no" reply is important in the driver licensing picture.

Excluding South Dakota, where there is no driver's license examination, 28 states indicate an applicant may freely take his examination outside his residential area. Seven states, Alabama, Arkansas, Colorado, Idaho, Kentucky, Michigan and Vermont, do not customarily permit this choice.

TABULAR INFORMATION: (See next page)

TOPIC 15. WHERE AND WHEN MAY DRIVER'S LICENSE EXAMS BE TAKEN?

State	Maximum miles applicant must travel to exam.	Are exams given				Can exam. be taken outside area of residence	
		Evenings	Saturdays	By appointment	Other		
Ala.	25	...	...	...	(8)	No (13)
Ark.	20	...	Yes	Yes	...	No	
Cal.	...	...	...	...	No	Yes
Col.	50	No	No	...	...	(14)
Conn.	20	...	...	...	No	Yes
Del.	25	...	Yes (7)	...	...	Yes
Fla.	20	...	Yes	...	...	Yes
Idaho	...	...	Yes	...	...	No
Ind.	15	...	Yes	Yes	...	Yes	
Iowa	20	...	Yes	...	...	Yes
Kans.	20	...	...	...	No	Yes
Ky.	30	...	Yes	...	...	No (15)
La.	(1)	...	Yes	...	...	Yes
Md.	1 $\frac{1}{2}$	No	No	No	...	Yes	
Mass.	...	No	No	No	No	Yes	
Mich.	40	...	...	...	(9)	No
Minn.	50	...	Yes	...	...	Yes
Nebr.	60	...	...	...	No	Yes (16)
Nev.	150 (2)	...	Yes	...	(10)	Yes	
N.H.	25	Yes(6)	Yes	...	...	Yes
N.J.	25	...	...	...	(11)	Yes
N.Y.	30-35	No	No	No	No	Yes	
N.D.	(3)	No	...	No	No	Yes	
Ohio	25	...	...	...	No	Yes
Okla.	75 (4)	...	Yes	...	...	...
Oreg.	...	...	...	...	No	Yes
Pa.	20	No	No	No	No	Yes	
R.I.	300	...	...	...	No	Yes
S.C.	20	...	Yes	...	...	Yes
S.D.	(Inapplicable)	-S.D. has no driver license law)					
Texas	30	....	Yes	...	(12)	Yes
Vt.	25	...	...	...	No	No (17)
Va.	30	...	Yes	...	...	Yes
Wash.	4	...	Yes	Yes	...	Yes	
Wis.	20	...	...	Yes	...	Yes
Wyo.	(5)	...	...	Yes	...	Yes

(1) Not outside parish.

(2) Examiners located only in larger towns.

(3) Given in each county seat.

(4) Isolated cases only.

(5) Usually none.

(6) City examining location open on specific evenings, usually 2 a week, including Sat.

(7) Last 2 Sat. each quarter.

(8) Roving examiner visits school to give exam to driver training class.

(9) Local bureaus may arrange hours suitable to unusual local needs.

(10) During renewal period exceptions are made to accommodate all applicants, if possible.

(11) No exams. other than the regular examining points available under ordinary circumstances.

(12) Special exam. assignments made to handle large groups of applicants at schools, defense plants and military bases.

(13) Except by special permission of chief examiner.

(14) Only when good reason exists.

(15) Unless given permission by clerk of county.

(16) But license must be purchased in applicant's home county.

(17) If emergency exists, otherwise taken in home area.

GENERAL COMMENTS:

All of the reporting states that issue drivers' licenses have a written examination except Massachusetts and Pennsylvania.

The number of questions asked ranges from 10, reported in 14 cases, to a total of 70 in Minnesota. Six states report 20 questions in the examination, 3 states 25, and 2 states 15. There are single cases of 12, 30, 40 and 50 questions, the latter Wisconsin's. In Texas, 20 questions are asked in the passenger auto drivers' examination and 30 in the chauffeurs' and truck drivers'; Michigan's number of questions is not clearly indicated.

The passing grade is 70% in 17 states and 80% in 5. In 2 states at each rate 73-1/3%, 75% and 76% of the questions must be correctly answered. Wisconsin's is one of the cases of 76%. 85% and 87 1/2% are each represented once. Nevada reports 70% to 80% is acceptable. Because the number of questions asked in Michigan is not clear, the passing rate cannot be computed.

Sets of questions range from 2 in 3 states, including Wisconsin, to 12 in 2 states. One of the latter, Texas, has 12 sets for passenger auto drivers and 12 for chauffeurs and truck drivers. Ten states have 4 sets. Wyoming has 4 for passenger auto drivers and 4 for chauffeurs. Florida reports 4 for passenger auto drivers, 4 for chauffeurs, and 4 for special chauffeurs. Three cases of 3 sets are shown. Oregon indicates 3 passenger auto drivers' sets and 2 for chauffeurs. Four states report 5 sets.

Three states have 10 sets and 2 have 7. One state has 6 sets, another 8. Kansas does not report its number of sets.

Eighteen states indicate all or part of their written examination questions test factual knowledge and judgment. Eight states, including Wisconsin, report their written examination tests factual knowledge only. Seven states do not indicate under which category their questions are included.

TABULAR INFORMATION: (See next page)

TOPIC 16. THE WRITTEN TEST.

State	How many questions	How many correct to pass	How many different sets of questions are used	Do questions test knowledge or knowledge & judgment	
Ala.	10	7	10	...	yes
Ark.	33	25	4	...	yes
Cal.	40	35	10	yes	...
Col.	20	16	4	...	...
Conn.	10	7	5	yes	...
Del.	15	11	4	...	yes
Fla.	12	9	4	yes	...
Idaho	20	14	3	...	yes
Ind.	10	7	4	...	yes
Iowa	25	20	4	...	yes
Kans.	20	14	...	...	...
Ky.	25	19	3	...	...
La.	10	7	3	...	yes
Md.	10	8	7	...	yes
Mass.	...	...	...	...	...
Mich.	9	(3)	4	...	yes
Minn.	70 (4)	49 (4)	4	...	...
Nebr.	20	14	2	...	yes
Nev.	10	7-8	7	...	...
N.H.	15	11	5	...	...
N.J.	10	7	12	...	yes
N.Y.	10	7	5	...	yes
N.D.	10	7	4	(6)	(6)
Ohio	10	7	4	yes	...
Okla.	30	21	4	...	yes
Oreg.	20	15	3(5)	...	yes
Pa.	...	...	...	...	...
R.I.	10	8	10	yes	...
S.C.	20	14	5	...	...
S.D.	(Inapplicable--S.D. has no driver license law)				
Texas	20(1) 30	14(1) 21(1)	12(1) 12(1)	...	yes yes
Vt.	10	7	8	...	yes
Va.	10	7	6	yes	...
Wash.	35	20	2	...	yes
Wis.	50	38	2	yes	...
Wyo.	10 (2)	85%	4 (2)	...	...

(1) Top figure is passenger test; bottom figure is chauffeur and truck driver.

(2) Data from State of Wyoming Drivers Manual 1951, pp. 9, 36-51.

(3) Gives total questions as 9 but says need 12 and 16 to pass passenger's and chauffeur's test respectively.

(4) 20 signs and 50 on law. Must get 14 signs and 35 law questions correct.

(5) 2 sets for chauffeur's tests.

(6) Road signs test knowledge. Road rules test knowledge and judgment.

TOPIC 17. WHAT IS THE NATURE OF THE ORAL TEST?

GENERAL COMMENTS:

Eighteen states report they have oral drivers' examinations. In most cases these are given to persons who cannot take a written examination because they do not read or write. However, in Massachusetts and Pennsylvania they are administered to all examinees, for those states do not have written examinations.

Questions asked vary from "no limit" in Nevada to 50 in Wisconsin. Texas asks 20 of passenger auto drivers and 30 of chauffeurs and truck drivers. Ten questions are most common, reported in 6 cases. Seven remaining states ask 3 or more, 5, 7, 20, 25, and 30. Two states do not show the number of oral questions.

In 9 states the oral passing grade is 70%. Three states require that 80% of the oral responses be correct. Wisconsin requires a grade of 76%, Colorado 100%, and Massachusetts indicates "three and at discretion of examiner." Three states do not show what the passing grades are in their oral examinations.

Of 13 states replying to the item, 3 have one, and 2 each have 4 and 5 sets of oral questions. Five states have different numbers of sets ranging from 2 in Wisconsin to 12 in New Jersey. Texas has 12 sets for passenger auto drivers and 12 for chauffeurs and truck drivers. Massachusetts has no fixed sets of questions, since they are chosen at random by the examiner.

Ten states indicate all or part of their oral examination questions test factual knowledge and judgment. Five states, including Wisconsin, report their oral examination tests factual knowledge only. Three states do not show under which category their questions are included.

TABULAR INFORMATION: (See next page)

TOPIC 17. THE ORAL TEST.

State	How many questions	How many correct to pass	How many different sets of questions are there	Do questions test factual knowledge	Do questions test knowledge and judgment
Ala.	10	7	10	...	yes
Ark.	5	4	1	0	5
Cal.	...	...	...	yes (1)	...
Col.	7	7	...	...	...
Conn.	...	...	...	...	...
Del.	...	...	...	...	...
Fla.	...	...	...	...	...
Idaho	...	...	...	...	...
Ind.	10	7	4	...	4
Iowa	25	20	4	...	yes
Kans.	...	...	...	...	...
Ky.	...	...	...	...	...
La.	10	7	3	...	yes
Md.	...	...	...	...	...
Mass.	(2) 3 or more	3 or exam'r's discretion(2)	(2)	yes	yes
Mich.	5	4	1	yes	...
Minn.	...	...	...	...	...
Nebr.	...	...	...	...	...
Nev.	No limit	...	...	No limit	No limit
N.Hi	...	...	...	...	...
N.J.	10	7	12	...	10
N.Y.	...	...	...	...	...
N.D.	...	...	...	...	...
Ohio	10 (3)	...	...	...	...
Okla.	30	21	1	...	yes
Oreg.	...	...	...	...	...
Pa.	...	70%	5	yes	...
R.I	...	...	...	...	...
S.C.	20	14	5	...	...
S.D.	(Inapplicable--S.D. has no driver license law)				
Texas	20 (4) 30	14 (4) 21	12 (4) 12	...	yes (4) yes (4)
Vt.	...	...	...	...	...
Va.	10	7	6	10	...
Wash.	...	...	...	...	...
Wis.	50	38	2	yes	...
Wyo.	...	...	...	...	...

(1) Illiterate and non-English speaking applicants only.

(2) The Massachusetts oral examination consists of 3 or more questions taken at random from a question and answer pamphlet. Since the number of questions asked may vary above 3 at the examiner's discretion, the passing also varies at his discretion. There are no fixed sets of questions, since they are chosen at random from a number of topics.

(3) Oral examination given if applicant is unable to write.

(4) First line refers to passenger auto drivers' license; second line refers to chauffeurs' and truck drivers' licenses. Oral examination is given if applicant cannot read.

TOPIC 18. DOES THE DRIVERS' EXAMINATION INCLUDE PHYSICAL TESTS?

GENERAL COMMENTS:

All of the reporting states that have drivers' licenses test some aspect of the applicants' physical condition to some degree.

All 35 states indicate they test the visual acuity of examinees. Testing for color blindness is a part of the examination program in 28 states. In 26 cases hearing is tested; in 8 it is not tested. One state does not comment on the hearing item. Wisconsin tests all 3 elements of physical condition.

Eleven states report they test a variety of other defects which are comparatively easy to measure and evaluate.

TABLEAU INFORMATION: (See next page)

TOPIC 18. PHYSICAL TESTS IN DRIVERS EXAMINATIONS.

State	Does it test visual acuity	Does it test for color blindness	Does it test hearing	For what other defects is test made
Ala.	yes	no	no	Missing extremities; coordination
Ark.	yes	yes	yes	Missing limbs; stiff joints
Cal.	yes	no	no	.....
Col.	yes	yes	no	.....
Conn.	yes	yes	yes	Snellen rating; vertical and lateral balance, fusion
Del.	yes	no	yes	.....
Fla.	yes	yes	yes	.....
Idaho	yes	yes	yes	.....
Ind.	yes	yes	yes	Depth perception
Iowa	yes	no	yes	.....
Kans.	yes	no	no	General physical appearance
Ky.	yes	yes	yes	.....
La.	yes	yes	yes	Apparent physical infirmities
Md.	yes	yes	yes	Field of vision; depth perception
Mass.	yes	yes	yes	Field of vision; visual inspection for objective physical defects
Mich.	yes	yes	yes	.....
Minn.	yes	yes	yes	.....
Nebr.	yes	yes	yes	Disability cases(arms and legs)
Nev.	yes	yes	...	.....
N.H.	yes	yes	yes	Artificial limbs
N.J.	yes	yes	no	None
N.Y.	yes	yes	yes	None unless by physician
N.D.	yes	no	no	.....
Ohio	yes	yes	no	All defects noted
Okla.	yes	yes	yes	.....
Oreg.	yes	yes	yes	Depth perception
Pa.	yes	yes	yes	.....
R.I.	yes	no	yes	.....
S.C.	yes	yes	yes	.....
S.D.	(Inapplicable--S.D. has no driver license law)			
Texas	yes	yes	yes	.....
Vt.	yes	yes	yes	.....
Va.	yes	yes	no	.....
Wash.	yes	yes	yes	.....
Wis.	yes	yes	yes	.....
Wyo.	yes	yes	yes	.....

TOPIC 19. DO YOU HAVE A DRIVER'S TEST SCORED ON A STANDARD FORM OR OTHER TESTS AS PART OF THE EXAMINATION?

GENERAL COMMENTS:

In the 35 reporting states where drivers' licenses are issued, all returns show a driving test is administered. Thirty-four of these states say there is a standardized scoring form. Since Massachusetts indicates it does not have such a form, the uniformity of its driving examination is open to doubt.

Very few tests other than those discussed under previous topics are given by any of the reporting states.

Only 4 states report other tests. Two cases are concerned with signs; one with command of English, and in one case unspecified tests are discretionary.

TABULAR INFORMATION: (See next page)

LRL-R-106
 TOPIC 19. DRIVERS AND OTHER TESTS.

State	Is there a driving test	Is there a standardized scoring form	Are there other tests
Ala.	yes	yes	.....
Ark.	yes	yes	.....
Cal.	yes	no (1)	.....
Col.	yes	yes	Road signs
Conn.	yes	yes	.....
Del.	yes	yes	.....
Fla.	yes	yes	.....
Idaho	yes	yes	.....
Ind.	yes (2)	yes	.....
Iowa	yes	yes	Discretionary
Kans.	yes	yes	.....
Ky.	yes	yes	.....
La.	yes	yes	.....
Md.	yes	yes	.....
Mass.	yes	no	Reading test, by use of pictures of various signs
Mich.	yes	yes	.....
Minn.	yes	yes	.....
Nebr.	yes	yes	.....
Nev.	yes (2)	yes	.....
N.H.	yes	yes	.....
N.J.	yes	yes	.....
N.Y.	yes	yes	English test
N.D.	yes	yes	.....
Ohio	yes	yes	.....
Okla.	yes	yes	.....
Oreg.	yes	yes	.....
Pa.	yes	yes	.....
R.I.	yes	yes	.....
S.C.	yes	yes	.....
S.D.	(Inapplicable--S.D. has no driver license law)		
Texas	yes	yes	.....
Vt.	yes	yes	.....
Va.	yes	yes	.....
Wash.	yes (3)	yes	.....
Wis.	yes	yes	.....
Wyo.	yes	yes	.....

(1) "Scoring form now being introduced."

(2) Driving test inferred from positive answer to question on scoring form and data in A.A.A.'s Digest of Motor Laws, 1951.

(3) Data from State of Washington Drivers Manual, 1951.

TOPIC 20. WHAT ELEMENTS OF PHYSICAL CONDITION WHICH THE EXAMINER DOES NOT TEST ARE REQUIRED TO BE DESCRIBED IN A STATEMENT BY THE APPLICANT OR A PHYSICIAN?

GENERAL COMMENTS:

Of the 35 reporting states which license drivers, 26, including Wisconsin, comment on mental or physical conditions which must be described by the license applicant or a physician. These statements vary, but generally they mention some or all those conditions which might impair a driver's ability to safely operate his vehicle.

Probably in many cases where the defects are not readily apparent to the examiner's eye, awareness of defects is dependent on the applicant's statement that he has them. Three reports indicate the statement is required of the applicant. Only 4 reports specifically mention a physician's statement.

Among the more frequently named defects, conditions involving loss of consciousness are specifically mentioned in 11 reports. Eight returns refer to mental defects, disorders or confinements. Heart defects are indicated in 7 reports; diabetes in three.

TABULAR INFORMATION: (See next page)

TOPIC 20. APPLICANT'S OR PHYSICIAN'S STATEMENTS REGARDING PHYSICAL CONDITION.

- Ala. Applicant to indicate: 1. confinement in mental or feebleminded institution and whether cured; 2. epilepsy, fainting, dizzy spells, addiction to drugs or alcohol, and whether cured; 3. other handicapping defects.
- Ark. None.
- Cal. Any physical or mental condition affecting driving.
- Col. Applicant to indicate: 1. organic heart affliction, any experience in epilepsy, paralysis, diabetes, fainting, dizziness, any mental or physical disability; 2. mental disease confinement.
- Conn. Mental nervous afflictions, epilepsy--may require physician's statement applicant can drive safely.
- Del. Physician's statement required if applicant ever confined in mental institution.
- Fla. Missing extremities; stiffness and shakiness.
- Idaho "Any physical or mental disability must have physical exam by physician."
- Ind.
- Iowa Mental.
- Kans. Shaky or physically handicapped persons may be required "to consult a physician."
- Ky.
- La.
- Md. Physician's certificate regarding physical condition of any applicant over 70 yrs.
- Mass. History of mental disorders, heart disorders, epilepsy or fainting spells.
- Mich. Any physical disability; epilepsy, fainting spells, etc.
- Minn. Epilepsy, insanity or feeblemindedness, fainting, dizzy spells.
- Nebr. Eye test (if applicant fails examiner's test), fainting spells, epilepsy.
- Nev. Any internal ailments.
- N.H. Heart ailments, paralysis, epilepsy, fainting, dizziness, deformities.
- N.J. "All by applicant."
- N.Y. "Any organic disease--heart, diabetes, mental, paralysis, etc."
- N.D.
- Ohio Any condition affecting ability to drive safely.
- Okla. "If applicant suffers from any ailment which might impair his ability to operate a motor vehicle."
- Oreg. Epilepsy or similar disorder resulting in loss of consciousness.
- Pa. None
- R.I.
- S.C. Any obvious defect suggesting necessity of physician's report; any of applicant's statements on application form indicating a defect "would have to be substantiated by medical statement."
- S.D. Inapplicable (S.D. has no driver license law)
- Texas Physician's statement required when applicant has suffered from dizzy spells, epilepsy, heart trouble, mental disorders, addiction to narcotic drugs or intoxicating liquor.
- Vt. Any which cannot be compensated for by special devices attached to car.
- Va. "Blackouts and heart condition."
- Wash.
- Wis. Loss of member or its use; any other ailment which might impair driving (heart trouble, fainting spells, diabetes, etc.)
- Wyo.

TOPIC 21. ARE APPLICANTS INSTRUCTED TO READ A DRIVERS' MANUAL BEFORE THE EXAMINATION? APPROXIMATELY WHAT PERCENTAGE OF APPLICANTS FAIL THE EXAM ON THEIR FIRST ATTEMPT?

GENERAL COMMENT:

A drivers' manual should constitute not only an aid to an applicant in passing his driver's examination, but more than that, a tool for use in accident prevention. It should inform the applicant of his state's driving rules and practices. It should also be a means of instilling proper driving attitudes in him. Unless he reads it before the examination, or he fails the first time and must try again, the prospective driver is less likely to utilize the manual.

Except in California, Louisiana, Michigan, Minnesota, and Virginia, all reporting states except South Dakota, where the question is inapplicable, instruct would-be licensees to read a manual before examination.

Failures to pass the driver test may to some extent indicate the difficulty or effectiveness of the examination. However, the rate is not by itself conclusive evidence as to the degree of effectiveness of the examination. The failure rate may be affected differently in different states by such factors, as the contents of the test, the uniformity of its administration, how failures are reported, whether a manual is read in advance of the examination, and others.

Failures range from 1% of attempts in Kansas to 50% in Minnesota. With California reporting its percentage as "Unknown" and South Dakota not conducting an examination, 10 states report percentages ranging from 1% to 10%, 8 states show ranges from 12% to 20%, 5 states are in the 22% to 30% group, 4 states mention rates from 32% to 40%, and 3 states have percentages from 48% to 50%. Wisconsin reports a 12% initial failure rate. 12 other reporting states have the same or a lower rate.

TABULAR INFORMATION: (See next page)

TOPIC 21. READING DRIVER MANUALS. PER CENT OF FAILURES IN FIRST TEST.

State	Manual reading suggested	First trial fails	State	Manual reading suggested	First trial fails
Ala.	yes	40%	Nev.	yes	30%
Ark.	yes	30%	N.H.	yes	3%
Cal.	no	unknown	N.J.	yes	22%
Col.	yes	12%	N.Y.	yes	35%
Conn.	yes	6%	N.C.	yes	33½%
Del.	yes	12% (3)	N.D.	yes	18%
Fla.	yes	32%	Ohio	yes	25%
Idaho	yes	5%	Okla.	...	...
Ind.	yes	10%	Oreg.	yes	30%
Iowa	yes	20%	Pa.	yes	...
Kans.	yes	1%	R.I.	yes	18%
Ky.	yes	30%	S.C.	yes	48%
La.	no (1)	10%	S.D. (inapplicable- license law)	S.D. has no driver	
Md.	yes	20%	Texas	yes	48%
Mass.	yes	16%	Vt.	...	9.9%
Mich.	no (2)	2%	Va.	no	...
Minn.	no	50%	Wash.	yes	10%
Nebr.	yes	6%	Wis.	yes	12%
			Wyo.	yes	...

- (1) "The Drivers Handbook for Louisiana distributed widely throughout state; specifically to persons failing first test."
- (2) "However, a manual is available."
- (3) "9% on road rules and 12% on driving."

TOPIC 22. ARE REEXAMINATIONS GIVEN, ARE THEY AUTOMATIC FOR RENEWALS AND WHAT DO THEY TEST?

GENERAL COMMENTS:

Reexaminations are an important aspect of driver improvement. They may discover conditions affecting driving which have developed since the original examination or conditions which were overlooked or hidden at that time. They afford an opportunity for an analysis of the qualifications of persons whose driving performance has been questioned.

Thirty-three states, including Wisconsin, report they give reexaminations. Of the licensing states returning questionnaires, only Arkansas and North Dakota do not.

On the one hand, automatic reexaminations at the time of renewal are a step which may detect changes in licensees' qualifications for driving relatively soon after they occur, or bring out aspects missed in prior tests. On the other hand, since most drivers' qualifications have not changed since their last examination, automatic reexaminations may be opposed on grounds of economy by the claim that the money may be better spent on other phases of driver improvement.

Twenty-seven states, including Wisconsin, indicate they do not give automatic reexaminations. Six states show they do. There are no comments by South Dakota, which has no drivers' license program; Arkansas or North Dakota, which do not have reexaminations.

Automatic reexaminations for renewal are neither extensive or intensive. All 6 states giving them test vision. Only 3 report any other physical factors are examined. Such other physical factors in each case are tested at the examiner's discretion or as seems necessary. Three states show various elements other than physical are tested.

TABULAR INFORMATION: (See next page)

TOPIC 22. REEXAMINATION OF ACTIVE DRIVERS.

State	Are any reexams. of drivers given	Are reexams. automatic at renewal	What factors do reexams. test?		
			Vision	Other physical factors	Elements other than physical
Ala.	yes	no (2)	...	.....	.....
Ark.	no	no	...	.....	.....
Cal.	yes	yes	yes	"As appears necessary"	"Driving in about 20% + law 100%"
Col.	yes	yes	yes	Examiner's discretion	.....
Conn.	yes	no	...	.....	.....
Del.	yes	no	...	.....	.....
Fla.	yes	no	...	.....	.....
Idaho	yes	yes	yes	.....	.....
Ind.	yes	yes (1)	yes	.....	Mental
Iowa	yes	yes	yes	Discretionary	.....
Kans.	yes	no	...	.....	.....
Ky.	yes	no	...	.....	.....
La.	yes	no (2)	...	.....	.....
Md.	yes	no	...	.....	.....
Mass.	yes	no	...	.....	.....
Mich.	yes	yes	yes	.....	Discretionary with local examiner
Minn.	yes	no	...	.....	.....
Nebr.	yes	no (3)	...	.....	.....
Nev.	yes	no	...	.....	.....
N.H.	yes	no	...	.....	.....
N.J.	yes	no	...	.....	.....
N.Y.	yes	no	...	.....	.....
N.D.	no	...	...	.....	.....
Ohio	yes	no	...	.....	.....
Okla.	yes	no	...	.....	.....
Oreg.	yes	no	...	.....	.....
Pa.	yes	no	...	.....	.....
R.I.	yes	no	...	.....	.....
S.C.	yes	no	...	.....	.....
S.D.	(Inapplicable--S.D. has no drivers' license law)				
Texas	yes	no	...	.....	.....
Vt.	yes	no	...	.....	.....
Va.	yes	no	...	.....	.....
Wash.	yes	no	...	.....	.....
Wis.	yes	no	...	.....	.....
Wyo.	yes	no	...	.....	.....

- (1) "To people wearing glasses."
- (2) "Unless license has expired."
- (3) "Unless license has expired over 60 days."

TOPIC 23. ARE REEXAMINATIONS GIVEN BECAUSE OF ACCIDENTS OR TRAFFIC VIOLATIONS AND WHAT IS THEIR CONTENT?

GENERAL COMMENTS:

In a good driver improvement program, where reexaminations are given it would seem they would be most valuable among those drivers who have been involved in accidents or traffic violations.

In the 33 states reporting reexamination programs, all except New Hampshire indicate they have reexaminations given because of drivers' accidents and traffic violations.

Reexaminations based on accidents or traffic violations are and should be much more intensive than the automatic type administered at renewal.

In 25 states, including Wisconsin, the reexamination based on drivers' accidents or traffic violations includes some elements of a physical examination, at least where the need is shown in the individual case concerned. Five states report their reexaminations do not involve physical examinations. In 2 cases, the item was not reported. In New Hampshire and the Dakotas the topic does not apply.

In all 32 returns where the topic is applicable, actual driving tests are administered, at least in those individual cases where the need is shown.

Twenty-two states report distinct judgment tests are given, at least where the need is evident. One state says judgment is considered during the driving test. Five states, including Wisconsin, indicate judgment tests are not part of their reexaminations under this topic. In Wisconsin, judgment is incidentally observed in the driving test and the factual knowledge test.

Factual tests are given on reexamination under this topic in 28 states as well as Wisconsin, at least where the individual case warrants it. However, Kansas does not give them. Two states do not report under this item.

A variety of other tests are or may be given in 7 states reporting. In at least 4 of these states, giving other tests depends upon the individual case concerned.

TABULAR INFORMATION: (See next page)

TOPIC 23. REEXAMINATIONS FOR ACCIDENTS AND VIOLATIONS AND THEIR CONTENT.

State	Are reexams. given	What is their nature?				
		Physical exam.	Driving test	Judgment test	Factual test	Other tests
Ala.	yes	yes	yes	yes	yes	.....
Ark.	...	...	...	...	...	.....
Cal.	yes	some(4)	some(4)	(4)	(4)	.....
Col.	yes	yes	yes	yes	yes	Examiner's discretion
Conn.	yes	yes (5)	yes (5)	yes (5)	yes (5)	(2)
Del.	yes	no	yes	yes	yes	.....
Fla.	yes (1)	yes	yes	...	yes	.....
Idaho	yes	yes	yes	yes	yes	"Financial responsibility"
Ind.	yes	...	yes	yes	yes	.....
Iowa	yes	Discretionary	yes	yes	yes	Vision
Kans.	yes (2)	no	yes	no	no	.....
Ky.	yes	yes	yes	yes	yes	.....
La.	yes	yes	yes	yes	yes	.....
Md.	yes	yes (6)	yes	yes	yes	.....
Mass.	yes (3)	yes	yes	(7)	yes	.....
Mich.	yes	yes (8)	yes	no	yes	Physician's or psychiatric clinic's exam. may be req'd
Minn.	yes	(5)	(5)	(5)	(5)	(2)
Nobr.	yes	yes	yes	yes	yes	.....
Nev.	yes	(9)	yes	yes	yes	Sign tests
N.H.	no	...	...	...	...	.....
N.J.	yes	yes	yes	yes	yes	.....
N.Y.	yes	yes	yes	yes	yes	.....
N.D.	...	...	...	...	...	.....
Ohio	yes	no	yes	yes	yes	.....
Okla.	yes	yes	yes	...	yes	.....
Oreg.	yes	yes (10)	yes (10)	yes (10)	yes (10)	.....
Pa.	yes	...	yes	...	...	.....
R.I.	yes	yes	yes	yes	yes	.....
S.C.	yes	no	yes	yes	yes	.....
S.D.	(inapplicable--S.D. has no driver license law)					
Texas	yes	yes	yes	yes	yes	.....
Vt.	yes	yes	yes	yes	yes	.....
Va.	yes	no	yes	no	yes	.....
Wash.	yes	yes	yes	...	...	.....
Wis.	yes	yes	yes	no	yes	.....
Wyo.	yes	yes	yes	no	yes	.....

- (1) "At fault."
- (2) "Drunkon drivers are given more rigid tests."
- (3) "Test is intensification of test for original license."
- (4) Interview determines whether such tests are given.
- (5) Choice of test dependent on reason for reexamination.
- (6) "Sometimes must appear before Medical Board."
- (7) "Judgment is considered during driving test."
- (8) "Objective symptoms only."
- (9) "Vision only."
- (10) "Depends upon reason for reexamination." Given "in most cases."

TOPIC 24. UNDER WHAT CIRCUMSTANCES ARE REEXAMINATIONS MANDATORY AND DISCRETIONARY?

GENERAL COMMENTS:

In 7 reporting states, at least in certain cases, reexaminations based on drivers' accidents or traffic violations are mandatory. On the other hand, the majority of reporting states, 25 in number, do not have a mandatory provision governing such reexaminations. Wisconsin is among this majority.

Among the 7 states reporting mandatory reexaminations because of drivers' accidents or traffic violations, the number of convictions required for such action varies from none in New York to 3 in Idaho and Kentucky. Delaware reports 3 reckless driving convictions or 2 accidents in 2 years make reexamination mandatory. Two states indicate they have no fixed number of convictions for mandatory reexaminations. Indiana does not comment on this topic.

Discretionary reexaminations because of drivers' accidents or traffic violations are reported in 31 returns, including Wisconsin's. Colorado does not have such discretionary reexaminations. Indiana does not comment under this topic. There are no reexaminations in Arkansas or the Dakotas.

Discretionary reexaminations under this topic are discretionary with the licensing agency and not with the court (or with no comment entered regarding the court) in 25 states. Among these, Wisconsin shows the discretion with the agency and mentions nothing regarding the court. Six states indicate discretion lies with both bodies. Indiana does not comment. Discretionary reexaminations are not provided for in Colorado and the Dakotas.

TABULAR INFORMATION: (See next page)

TOPIC 24: REEXAMINATION BECAUSE OF DRIVER ACCIDENTS OR TRAFFIC VIOLATIONS.

State	Are such exams		Are such exams discretionary	Does discretion lie with	
	mandatory	When become mandatory		Court	Licensing agency
Ala.	no	....	yes	no	yes
Ark.	...	....	...	...	...
Cal.	no	....	yes	no	yes
Col.	yes	Bad cases regardless of number	no	...	...
Conn.	no	....	yes	no	yes
Del.	yes	3 reckless driving conv. or 2 accidents in 2 yrs.	yes	yes	yes
Fla.	no	....	yes	...	yes
Idaho	yes (1)	3	yes	yes	yes
Ind.	yes (2)	....	...	...	...
Iowa	no	....	yes	...	yes
Kans.	no	....	yes	no	yes
Ky.	yes	3	yes	no	yes
La.	no	....	yes	...	yes
Md.	no	....	yes	no	yes
Mass.	no	....	yes	no	yes
Mich.	no	....	yes	yes	yes
Minn.	no	....	yes	no	yes
Nebr.	yes	No set number	yes	no	yes
Nev.	no	....	yes	yes	yes
N.H.	...	....	yes	no	yes
N.J.	no	....	yes	...	yes
N.Y.	yes (3)	None	yes (4)	no	yes
N.D.	...	....	...	...	...
Ohio	no	....	yes	...	yes
Okla.	no	....	yes	no	yes
Oreg.	no	....	yes	yes	yes
Pa.	no	....	yes	...	yes
R.I.	no	....	yes	...	yes
S.C.	no	....	yes	no	yes
S.D.	(Inapplicable--S.D. has no driver license law)				
Texas	no	....	yes	no	yes
Vt.	no	....	yes	no	yes
Va.	no	....	yes	yes	yes
Wash.	no	....	yes	...	yes
Wis.	no	....	yes	...	yes
Wyo.	no	....	yes	...	yes

(1) Inferred from answer to Topic 31.

(2) "Assigned risk examinations."

(3) Where driver has had 3 accidents within 18 months.

(4) Except where reexamination is mandatory because driver has had 3 accidents within 18 months.

TOPIC 25. ARE REEXAMINATIONS GIVEN BECAUSE OF COMPLAINTS BY OTHERS OR BECAUSE OF DEBILITATION ASSOCIATED WITH OLD AGE?

GENERAL COMMENTS:

Sometimes clues to unsafe drivers are furnished by complaining relatives, neighbors, or others. However, care must be exercised in acting upon such complaints for they may be malicious and without foundation in fact.

Twenty-nine states, among them Wisconsin, sometimes give reexaminations based on the complaints of other parties. Three states do not reexamine on such bases. Virginia enters no comment under this topic. The item does not apply in the Dakotas, where there are no reexaminations.

In the majority of the reporting states reexaminations are given for measuring debilitation associated with advancing age. This is shown in 23 returns. However, 19 of these indicate limitations. In at least 5 cases such limitations require a complaint for reexamining. Wisconsin reexamines to measure debilitation but "only upon complaint or admitted physical disability."

Six states do not reexamine to measure debilitation of the aging.

There are no reports on this topic in 4 cases. In the Dakotas there are no reexaminations.

TABULAR INFORMATION: (See next page)

TOPIC 25. ARE REEXAMINATIONS GIVEN BECAUSE OF COMPLAINTS OR OLD AGE?

State	Are reexams. given because of complaints	Are reexams. given based on old age
Ala.	yes	yes
Ark.	...	...
Cal.	yes (1)	yes, limited term license w/o extra fee; reexam. at each renewal
Col.	yes (1)	yes, when deemed advisable
Conn.	yes (1)	yes, as a result of complaint
Del.	yes (1)	yes, upon written request
Fla.	yes (1)	...
Idaho	no	yes
Ind.	yes	yes, assigned risk exams.
Iowa	yes (1)	yes, when determined advisable
Kans.	yes	yes, only on complaint
Ky.	yes	none
La.	yes (1)	none
Md.	yes	yes, upon complaint
Mass.	yes (1)	illegal for age alone; permits for reasonable evidence of physical deterioration
Mich.	yes (1)	none
Minn.	yes	none
Nebr.	yes	yes
Nev.	not usually	yes, if examiner requests it
N.H.	yes	yes
N.J.	yes	yes, occasionally
N.Y.	yes	yes, for mental and physical condition; not for age alone
N.D.	...	...
Ohio	yes (1)	yes, not based on age but on report of dangerous actions
Okla.	yes	yes, discretionary
Oreg.	yes	yes, discretionary
Pa.	yes	...
R.I.	yes (1)	...
S.C.	yes	none
S.D.	(Inapplicable--S.D. has no driver license law)	
Texas	yes	yes, if indication of difficulty
Vt.	yes (1)	none
Va.	...	yes, when renewing upon reaching 65 or over
Wash.	yes	yes, at request of officer at renewal
Wis.	yes	yes, only upon complaint or admitted physical disability
Wyo.	yes	no

(1) Reexaminations are given upon complaints, but with reservations. Complaints are investigated, checked for reliability, required in writing, or otherwise screened to separate well-founded and reliable complaints from malicious, trivial, or unfounded reports.

TOPIC 26. WHAT CONVICTIONS RESULT IN MANDATORY REVOCATIONS OF DRIVERS' LICENSES?
GENERAL COMMENTS:

In the 35 reporting states with a drivers' license law, 32 show convictions of drunken driving and driving while drugged result in mandatory license revocation under at least some circumstances. In 28 cases hit and run driving and conviction of involuntary manslaughter or of felonies in which motor vehicles are used entail the same consequence. In only 20 returns are mandatory revocations reported for 3 convictions of reckless driving within a stated period. Three states report revocation is mandatory for as few as 2 convictions of reckless driving within a stated or indefinite period.

A majority of returns show mandatory revocations for the convictions discussed above, at least in some circumstances, but there are exceptions. In Kansas such convictions result in automatic suspensions, in Michigan, except for involuntary manslaughter, which is not discussed, mandatory suspension is the penalty. No reports are made for drugged driving in one case, hit and run in 2 cases, involuntary manslaughter in 3 cases, committing a felony in which a motor vehicle is used, in 3 cases. In 4 states no indication is made under number of convictions of reckless driving within a stated period for mandatory revocation.

Wisconsin reports revocation for all offenses discussed above except that concerned with a stated number of convictions of reckless driving within a definite or indefinite period.

Also, 18 states, including Wisconsin, indicate mandatory revocations for a variety of other convictions. Nine of these other mandatory bases for revoking licenses involve perjury or false statements or affidavits.

TABULAR INFORMATION: (See next page)

FOOTNOTES FOR TABULAR INFORMATION FOR TOPIC 26.

- (1) Failure to stop and render aid in event of accident resulting in death or personal injury of another; perjury, false affidavit or statement under oath to department of public safety. (The Iowa Drivers' Guide, 1951-52)
- (2) Automatic suspension, but not mandatory revocation.
- (3) Mandatory revocation where court finds licensee is insane, feeble-minded, an habitual drunkard, an epileptic, an imbecile, an idiot, or addicted to use of narcotics. (Data from Section 80, Motor Vehicle Laws of Kansas, 1950 edition)
- (4) Also, reckless driving exceeding speed limit on bet or in racing, using a motor vehicle knowingly without authority, knowingly permitting his license to be used by another, or making false statements in applying for a license.
- (5) Mandatory suspension, but not mandatory revocation. A conviction of negligent homicide also entails mandatory suspension.
- (6) If death or personal injury involved in accident.
- (7) Two convictions in stated period bring mandatory revocation.
- (8) "In Ohio, courts may impose a suspension or revocation for offenses noted. It is entirely separate from action taken by Registrar of Motor Vehicles. It is mandatory for Registrar of Motor Vehicles to revoke for these offenses only provided convicted party does not file proof of financial responsibility in 30 days."
- (9) Suspension is for only 90 days on a first offense; one year on a second offense and 3 years on a third offense--and the offender has no recourse insofar as reinstatement of the suspended license is concerned, within the suspension period. Complete suspension is mandatory for the full period."
- (10) "Two convictions of reckless driving in indefinite period."
- (11) "Two convictions of reckless driving within one year."

TOPIC 26. CONVICTIONS RESULTING IN MANDATORY REVOCATION*

State	Drunken Driving	Driving While Drugged	Hit and Run Driving	Invol. Man-slaughter	Felony In Which Motor Vehicle Is Used	3 Conv. of Reckless Driving in Stated Periods	Other
Ala.	yes	yes	yes	yes	yes	yes	.....
Ark.	yes	yes	yes	yes	yes	yes	False affidavit in procuring license
Cal.	yes	yes	yes	yes	yes	yes	.....
Col.	yes	yes	yes	yes	yes	yes	Perjury or false affidavit
Conn.	yes	yes	yes	yes	yes	yes	Operating under suspension; theft of motor vehicles
Del.	yes	yes	yes	yes	yes	no	.....
Fla.	yes	yes	yes	yes	yes	yes	Perjury; false affidavit
Idaho	yes	yes	yes	yes	yes	yes	.....
Ind.	yes	yes	yes	yes	yes	yes	Perjury, felony
Iowa	yes	yes	...	yes	yes	yes	(1)
Kans.	no(2)	no(2)	no(2)	no(2)	no(2)	no(2)	(3)
Ky.	yes	yes	yes	yes	yes	yes	.....
La.	yes	yes	yes	yes	yes	yes	3 speeding conv. in 1 yr.; perjury, false affidavit
Md.	yes	yes	yes	yes	...	...	Felony, perjury, turning off lights to avoid identification
Mass.	yes	...	yes	...	...	...	3 speeding viol. in 1 yr. (4)
Mich.	no(5)	no(5)	no(5)	...	no(5)	no(5)	(5)
Minn.	yes	yes	yes(6)	yes	yes	yes	.....
Nebr.	yes	yes	no	yes	yes	yes	.....
Nev.	yes	yes	yes	no	yes	yes	Perjury or false statements
N.H.	yes	yes	no	yes	no	no	Failure to show proof of financial responsibility after accident
N.J.	yes	yes	...	...	...	...	.....
N.Y.	yes	yes	yes	yes	yes	yes	3 speeding convictions in 18 months
N.D.	yes	yes	yes	yes	yes	(7)	3 moving traffic conv. in stated period
Ohio	yes(8)	yes(8)	yes(8)	yes(8)	yes(8)	no	.....
Okla.	yes	yes	yes	yes	yes	yes	.....
Oreg.	no(9)	yes	yes	yes	yes	yes	.....
Pa.	yes	yes	yes	no	yes	no	Driving while license revoked
R.I.	yes	yes	yes	yes	yes	yes	.....
S.C.	yes	yes	yes	yes	yes	(10)	.....
S.D.	(Inapplicable--S.D. has no driver license law)						
Texas	yes	yes	yes	yes	yes	...	Aggravated assault with motor vehicle
Vt.	yes	yes	no	no	no	no	.....
Va.	yes	yes	yes	yes	yes	(11)	.....
Wash.	yes	yes	yes	yes	yes	yes	Reckless driving
Wis.	yes	yes	yes	yes	yes	no	False statement to dept; violating occupational license
Wyo.	yes	yes	yes	yes	yes	yes	.....

* For footnotes see prior page.

TOPIC 27. WHAT PER CENT OF TOTAL REVOCATIONS ARE MANDATORY AND WHEN AND BY WHOM ARE REVOKED LICENSES PICKED UP?

GENERAL COMMENTS:

In 23 reports percentages of total revocations ranging from 11% to 100% are stated. In 12 cases, including Wisconsin, the figure is 100% or "almost 100%." Two states report percentages applicable to suspensions. Two others enter a question mark under this item. Eight states do not comment on the subject.

Twenty-four states with driver license laws report times within which mandatorily revoked licenses are picked up. Nine, including Wisconsin, do not. Two states' data refers to suspensions, not revocations. In 4 states times are shown to vary because not all licenses are picked up by the same agency. In 11 states, pick-ups are reported as made at the time of conviction in at least some cases. In other cases where reports are made the time ranges up to 60 days; "soon as possible," and "7 months," but in a majority of states it is within 15 days or less. Wisconsin's time probably varies, since in 70% of the cases the convicting court picks up the license and in 30% the local officers take it.

In the 35 reporting states with driver license laws the convicting court picks up all or some of the revoked licenses in 26 cases, including Wisconsin. In 18 cases some or all revoked licenses are picked up by the licensing agency. In 6 cases, including Wisconsin's, local police pick up some revoked licenses. Eight returns indicate other agencies, usually state police, pick up some of the licenses that are revoked.

TABULAR INFORMATION: (See next page)

TOPIC 27. PERCENTAGE OF REVOCATIONS WHICH ARE MANDATORY AND WHEN AND BY WHOM REVOKED LICENSES ARE PICKED UP.

C - Court LA - Licensing agency SP - State police LP - Local police

State	Percentage of total revocations mandatory	When are licenses picked up	By whom are licenses picked up
Ala.	...	promptly	C; if it fails LA
Ark.	95%	promptly	C
Cal.	...	10 days	C in 10 days, L.A.
Col.	100%	10 days	C
Conn.	...	at once	C, La, SP, LP
Del.	100%	30 days	voluntarily returned, SP, LA
Fla.	...	...	C
Idaho	100%	promptly	C, LP, LA
Ind.	67%	...	C
Iowa	100%	at once	C
Kans.	(1)	same day	C, (3) on request by SP
Ky.	100%	60 days	C, LP, SP, LA
La.	95%	...	C, SP
Md.	75%	...	LA
Mass.	11%	forthwith	LA
Mich.	(2)	when convicted(4)	C, LA (4)
Minn.	99%	1 day	C, LA
Nebr.	...	1 day	C
Nev.	100%	...	C, LP, SP, LA
N.H.	...	at once	C (5)
N.J.	60%	10 days	LA
N.Y.	...	at once	C
N.Y.	...	2 weeks	C, LP, SP
N.D.	99%	15 days	LA, C
Ohio	...	at once	C
Ohio	...	after 30 days	LA
Okla.	100%	at once	C
Oreg.	Almost 100%	...	C
Pa.	100%	10 days	SP
R.I.	...	5 days	LA
S.C.	99%	5 days	LA
S.D.	(Inapplicable--S.D. has no driver license law)		
Texas	88%	promptly	C, LA
Vt.	24%	5 days	LA
Va.	100%	2 weeks	C
Va.	100%	soon as possible	LA
Wash.	100%	...	C, LA, SP
Wis.	100%	...	C (6)
Wyo.	...	...	C

(1) 98% of suspensions are automatic.

(2) 58% of suspensions are mandatory.

(3) Data refers to automatic suspensions, not mandatory revocations.

(4) Data probably refers to mandatory suspensions, since mandatory revocations are not reported in Michigan under Topic 26.

(5) Convicting court picks up license for driving while intoxicated only.

(6) "Law requires court to pick up license but in 30% of cases where bail is forfeited Motor Vehicle Dept. has local officers pick it up."

TOPIC 28. ARE CONVICTIONS RECORDED ON LICENSES, IS RECORD OF CONVICTIONS KEPT IN CENTRAL OFFICE AND WHAT PRECAUTIONS ARE TAKEN TO PREVENT LOSS OF LICENSE WITH CONVICTIONS RECORDED ON IT OR OF BRIBING OFFICIALS NOT TO RECORD SUCH VIOLATIONS?

GENERAL COMMENTS:

The importance of complete, current records of drivers' convictions, readily available for use by all interested parties, is obvious in all phases of effective administration of a program for motor vehicle accident prevention.

There are groups who advocate entering convictions on drivers' licenses, particularly as an immediately available aid to arresting officers and trial courts. States apparently do not regard such a record as a substitute for a central records office; most proponents view it as a desirable supplement to central records.

Opponents have claimed such recording is ineffective, a needless duplication of central records or a poor substitute for them. They claim convicted drivers may be tempted to "lose" their licenses, then apply for duplicates getting them without convictions recorded on them. In other cases drivers may be tempted to bribe arresting officers to prevent additional convictions being recorded. It has been claimed that courts may also neglect to enter convictions, thus rendering the requirement ineffective.

Excluding South Dakota, 13 replying states report they do enter drivers' convictions on their licenses and 22 states, including Wisconsin, do not.

As indicated in the discussion above, where convictions are recorded on drivers' licenses, temptations to circumvent such recording may result in "losing" the record or bribery.

To deter such evils, of the 13 states concerned with the problem, 7 indicate directly or indirectly that they rely on existence of central office records. One of the 7, Louisiana, also circulates a monthly Revocation Bulletin among interested authorities. Another of the 7, Ohio, reports convictions are recorded on duplicates issued from the central office. Two of the 13 states report their precautions as "None". In another, North Dakota, the precaution reported is the judge's removal of a part of the license. The 3 remaining states enter no response to the question.

How effective the cited deterrents are is not shown. As to central records, it should be noted that all states except South Dakota report they have them, yet only 7 states appear to use them for checking purposes. The importance of a central state records file to a state program for driver improvement is obvious.

Except for South Dakota, where drivers' licenses are not issued, all but one of the 36 reporting states indicate it has a state central file where drivers' convictions are kept on record.

TABULAR INFORMATION: (See next page)

TOPIC 28. RECORDING CONVICTION RECORDS OF DRIVERS.

State	Is conviction record kept on license	Precautions to prevent loss of record	Is record kept in state central files
Ala.	yes	record in central office	yes
Ark.	no	.....	no
Cal.	yes	.....	yes
Col.	no	.....	yes
Conn.	no (1)	.....	yes
Del.	no	.....	yes
Fla.	yes	record in central office	yes
Idaho	yes	record in state office	yes
Ind.	no	.....	yes
Iowa	yes	record in license division	yes
Kans.	no	.....	yes
Ky.	yes	.....	yes
La.	yes	record in master file	yes
Md.	no	.....	yes
Mass.	no	.....	yes
Mich.	no	.....	yes
Minn.	no	.....	yes
Nebr.	yes	none	yes
Nev.	yes	none	yes
N.H.	no	.....	yes
N.J.	no	.....	yes
N.Y.	yes	mandatory to forward to central office	yes
N.D.	yes	judge removes a section of license	yes
Ohio	yes	duplicate in central office	yes
Okla.	...	.....	yes
Oreg.	no	.....	yes
Pa.	no	.....	yes
R.I.	no	.....	yes
S.C.	no	.....	yes
S.D.	(Inapplicable--S.D. has no driver license law)		
Texas	no	.....	yes
Vt.	no	.....	yes
Va.	no	.....	yes
Wash.	no	.....	yes
Wis.	no	.....	yes
Wyo.	yes	.....	yes

(1) Such law formerly required but courts' "poor conformance led to repeal of the law."

LRL-R-106

TOPIC 29. IS CENTRAL RECORDING OF DRIVER CONVICTIONS IN COURT COSTS, ARE SUCH RECORDS AVAILABLE FOR TRIALS, AND ARE SUCH RECORDS KEPT ELSEWHERE?

GENERAL COMMENTS:

A factor which may affect the reporting of convictions to the central records file is the matter of who bears the cost. Where the convicted driver pays the expense of such reporting, it has been asserted there is a likelihood that more courts will report more convictions.

In 34 states where the question is applicable, 28, including Wisconsin, indicate the expense of furnishing such reports is not included in court costs. Five states show it is included. In one case the reporting forms are provided by the state, but no evidence is offered regarding who pays the rest of the reporting expense.

If state central files are to be most effectively used in a program of driver improvement, the information in them must be available to officers at the time of prosecution in whatever court trial is had.

Of the 34 states reporting such files, only New York states the information is not so available.

One state, Kentucky, reports that in addition to being entered on the driver's license and being reported to state central files (Topic 28), the record of a driver's convictions is kept in the county circuit clerk's office. It is reported available for use where trial is had at the time of prosecution.

TABULAR INFORMATION: (See next page)

TOPIC 29. THE AVAILABILITY OF RECORDS OF CONVICTION AT TRIALS.

State	Is cost of furnish- ing record to cen- tral file part of court costs	Are central file records available to officers when and where trials are held	Are such records kept in places other than on licenses and central files	Are they available for trial
Ala.	no	yes	no	....
Ark.	....	....	no	no
Cal.	no	yes	....	....
Col.	no	yes	....	....
Conn.	no	yes	....	....
Del.	no	yes	....	....
Fla.	no	yes	no	....
Idaho	no	yes	....	....
Ind.	yes	yes	....	....
Iowa	no	yes	....	....
Kans.	no	yes	....	....
Ky.	no	yes	Co. Cir. Ct. Clerk's Of.	yes
La.	no	yes	....	....
Md.	no	yes	....	....
Mass.	no	yes	....	....
Mich.	yes	yes	....	....
Minn.	no	yes	....	....
Nebr.	no	yes	....	....
Nev.	yes	yes	....	....
N.H.	no	yes	....	....
N.J.	no	yes	....	....
N.Y.	no	no	....	....
N.D.	no	yes	....	....
Ohio	no	yes	....	....
Okla.	no	yes	....	....
Oreg.	(1)	yes	....	....
Pa.	yes	yes	....	....
R.I.	no	yes	....	....
S.C.	no	yes	....	....
S.D.	(Inapplicable--S.D. has no driver license law)			
Texas	yes	yes	....	....
Vt.	no	yes	....	....
Va.	no	yes	....	....
Wash.	no	yes	....	....
Wis.	no	yes	....	....
Wyo.	no	yes	....	....

(1) Forms furnished by state.

LRL-R-106

TOPIC 30. ARE ACCIDENT REPORTS REQUIRED FOR FATAL ACCIDENTS, ACCIDENTS INVOLVING NON-FATAL INJURIES, ACCIDENTS INVOLVING PROPERTY DAMAGE ONLY?

GENERAL COMMENTS:

Except for Massachusetts and Ohio, every return indicates accident reports are required in cases involving fatalities, injuries, or property damage. Although South Dakota has no driver license law, it does indicate it requires reports in the 3 types of accidents considered.

In Massachusetts reports are not required where accidents involve property damage only. While Ohio shows no reports at present, it states they will be required in all 3 types of accidents considered, "after March of 1953."

Accident reports are not usually required in cases involving property damage only where the amount is relatively small in terms of dollars. Higher minimums in recent years tend to reflect the increases in costs of repairs in an inflated economy.

In those states which require accidents involving property damage only to be reported, minimums range from all damage in 3 reports to \$200.01 in Washington and in Michigan to cases "when vehicle is so disabled as to be incapable of being propelled in the usual manner."

\$50 or \$50.01 is the minimum shown in 16 returns. Eight states, including Wisconsin, report \$100. There are 4 entries at \$25 and one at \$35.

TABULAR INFORMATION: (See next page)

TOPIC 30. TYPES OF ACCIDENTS WHICH MUST BE REPORTED.

State	Must Reports Be Made For:			What is minimum property damage
	Fatal Accidents	Nonfatal Accident	Property Damage	
Ala.	yes	yes	yes	\$ 50
Ark.	yes	yes	yes	\$ 50
Cal.	yes	yes	yes	\$100
Col.	yes	yes	yes	all
Conn.	yes	yes	yes	\$100 (2)
Del.	yes	yes	yes	\$ 25
Fla.	yes	yes	yes	\$ 50
Idaho	yes	yes	yes	\$ 50
Ind.	yes	yes	yes	\$ 50
Iowa	yes	yes	yes	\$ 50
Kans.	yes	yes	yes	\$100
Ky.	yes	yes	yes	\$100
La.	yes	yes	yes	\$ 25
Md.	yes	yes	yes	\$ 50
Mass.	yes	yes	no	...
Mich.	yes	yes	yes	(3)
Minn.	yes	yes	yes	\$ 50
Nebr.	yes	yes	yes	\$ 50
Nev.	yes	yes	yes	all
N.H.	yes	yes	yes	\$ 50
N.J.	yes	yes	yes	\$100
N.Y.	yes	yes	yes	\$50.01
N.D.	yes	yes	yes	\$ 50
Ohio	no (1)	no (1)	no (1)	no report required
Okla.	yes	yes	yes	\$ 50
Oreg.	yes	yes	yes	all
Pa.	yes	yes	yes	\$100 to either vehicle
R.I.	yes	yes	yes	\$100
S.C.	yes	yes	yes	\$ 25
S.D.	yes	yes	yes	\$ 50
Texas	yes	yes	yes	\$ 25
Vt.	yes	yes	yes	\$ 35
Va.	yes	yes	yes	\$ 50
Wash.	yes	yes	yes	\$200.01
Wis.	yes	yes	yes	\$100
Wyo.	yes	yes	yes	\$ 50

(1) Will be required after March, 1953.

(2) "\$100.00 ...means damage in excess of \$100.00 to anyone of the vehicles involved."

(3) "When vehicle is so disabled as to be incapable of being propelled in the usual manner."

TOPIC 31. TO WHOM AND WITHIN WHAT PERIOD MUST MOTOR VEHICLE ACCIDENTS BE REPORTED?

GENERAL COMMENTS:

Returns indicate that in 16 states, including Wisconsin, at least some accidents must be reported to local police. In 10 states such reports must be made within 24 hours. Four returns, including Wisconsin's, specify the time for reporting as "immediately" or "at once." In Virginia, in some cities, five days are allowed for notification of local police. Michigan does not comment on the time element.

Thirty-three states, including Wisconsin, show accident reports must be submitted to a state agency, usually either the licensing or the traffic law enforcement body. Such reports must be submitted within 24 hours in 13 states and 48 hours in 6 states. Five returns show reports must be made within 10 days. Wisconsin's is one of these. Three cases permit 5 days, 3 show "immediately" or its equivalent. One state allows 36 hours for reporting. Michigan does not indicate within what period accident reports must be submitted to the state agency.

Idaho and Kansas do not report on this item and Ohio does not require accident reports to be made.

In a few reporting states, accident reports must be submitted to officers or officials other than state and local.

Five states indicate this is the case within their jurisdictions. In 3 states, sheriffs must be informed; in 2, additional state offices must be notified.

Where the sheriff's office is the one which must be notified, 24 hours is the time given in all cases. In the other instances, reporting time runs 10 days in one case, 15 days in the other.

Wisconsin is not among those states entering information under this item.

TABULAR INFORMATION: (See next page)

TOPIC 31. REPORTING MOTOR VEHICLE ACCIDENTS.

To local police	Within what period	To a state agency	Within what period	To any other agency	Within what period
Ala. ...	...	Finan. Respon. Section	10 days	...	...
Ark. no	...	State Police	48 hrs.	no	...
Cal. yes	24 hrs.	Highway Patrol	24 hrs.	Finan. Respon. Section	15 days
Col. yes	24 hrs.	Motor Vehicle Dept. (5)	24 hrs.	Sheriff	24 hrs.
Conn. ...	...	Motor Vehicle Dept.	48 hrs.	...	...
Del. yes	at once	yes	soon as possible	...	...
Fla. ...	...	Dept. of Pub. Safety	24 hrs.	...	...
Idaho yes	24 hrs.	...	...	...	...
Ind. ...	...	State Police	24 hrs.	...	...
Iowa yes	24 hrs. (1)	Dept. of Pub. Safety	24 hrs.	...	...
Kans. ...	...	...	...	...	...
Ky. ...	...	State Police	10 days	...	...
La. yes	24 hrs.	State Police	24 hrs.	...	...
Md. no	...	Motor Vehicle Dept.	48 hrs.	...	...
Mass. ...	...	Motor Vehicle Dept.	Forthwith	...	...
Mich. yes	...	State Police (6)	...	...	...
Minn. ...	...	Highway Dept.	Promptly	...	...
Nebr. yes	24 hrs.	Accid. Records Bureau	10 days	...	...
Nev. ...	...	Safety Director	48 hrs.	...	...
N.H. ...	...	Motor Vehicle Dept.	48 hrs.	...	...
N.J. ...	...	Div. of Motor Vehicles	48 hrs.	...	...
N.Y. ...	...	Bur. of Motor Vehicles	48 hrs.	...	...
N.D. yes	24 hrs.	yes	24 hrs.	...	...
Ohio	No accident reports required.				
Okla. ...	...	Dept. of Pub. Safety	10 days	...	...
Oreg. yes (2)	24 hrs.	Secy. of State	24 hrs.	Sheriff (7)	24 hrs.
Pa. ...	...	Bur. of Highway Safety	24 hrs.	...	...
R.I. yes	immediately	Reg. of Motor Vehicles	5 days	...	...
S.C. ...	...	Motor Vehicle Div.	5 days	...	...
S.D. yes	24 hrs.	Highway Patrol	24 hrs.	Sheriff	24 hrs.
Texas yes (3)	immediately	Accident Section Dept. of Pub. Safety	24 hrs.	...	...
Vt. ...	...	Motor Vehicle Dept.	36 hrs.	...	...
Va. yes (4)	5 days	Motor Vehicle Div.	5 days	...	...
Wash. yes	24 hrs.	State Patrol	24 hrs.	Licensing Dept.	10 days
Wis. yes	immediately	yes	10 days	...	...
Wyo. ...	...	Motor Vehicle Div.	24 hrs.	...	...

- (1) In first class cities, to chief of police. Any incorporated municipality may require reports. (Sections 321.273 and 321.274, The Iowa Drivers' Guide, 1951-52)
- (2) Forwarded to Secretary of State.
- (3) "In case of death or injury."
- (4) "In some cities."
- (5) "When accidents come under the Financial Responsibility Act (over \$100 P.D. or any fatal or any personal injury), accident must be reported within 10 days."
- (6) "Drivers in fatal and injury accidents are required to submit special accident report...to the Dept. of State, Financial Responsibility Division...in addition to the official traffic accident report required to be sent to the Michigan State Police by the investigating officers."
- (7) Forwarded to Secretary of State.

TOPIC 32. ARE DRIVERS SUBMITTING ACCIDENT REPORTS REQUIRED TO SHOW IN THEM WHETHER THEY CARRY MOTOR VEHICLE PUBLIC LIABILITY INSURANCE AND THE POLICY LIMITS OF INSURANCE CARRIED?

GENERAL COMMENTS:

Returns show 19 states, including Wisconsin, require accident reports to indicate whether motor vehicle public liability insurance is carried. Fifteen states do not require such a statement regarding insurance coverage.

Kansas does not comment on the item. Ohio does not have accident reports.

The policy limits of the insurance are not generally required to be stated. Eleven states, including Wisconsin, where the fact of insurance coverage or the lack of it must be indicated, do not require the limits to be given. Fourteen other states which indicate no statement regarding insurance coverage obviously enter a negative or do not enter any comment at all under the policy limits item.

In only 9 states are persons reporting insurance carriage on accident reports required to show policy limits.

Again, Kansas does not discuss this item, nor does Ohio, which has no accident report requirement.

TABULAR INFORMATION: (See next page)

TOPIC 32. REPORTING MOTOR VEHICLE PUBLIC LIABILITY INSURANCE IN ACCIDENT REPORTS.

State	Are drivers required to show in accident reports if they have public liability insurance?	Does the report show policy limits of insurance coverage?
Ala.	yes	yes
Ark.	no	no
Cal.	no (1)	no
Col.	yes	no
Conn.	yes	no
Del.	yes	yes
Fla.	...	...
Idaho	no	...
Ind.	no	...
Iowa	no	...
Kans.	...	...
Ky.	yes	yes
La.	no	no
Md.	no	...
Mass.	no	...
Mich.	yes (2)	yes (2)
Minn.	yes	no
Nebr.	no	...
Nev.	yes	yes
N.H.	yes	no
N.J.	yes	no
N.Y.	yes	no
N.D.	yes	no
Ohio	No accident reports required.	
Okla.	yes	no
Oreg.	yes	yes
Pa.	yes	yes
R.I.	no	...
S.C.	no	no
S.D.	no	...
Texas	yes	yes
Vt.	no	...
Va.	yes	no
Wash.	yes	yes
Wis.	yes	no
Wyo.	no	no

- (1) "No" in accident reports; "yes" in financial responsibility reports.
- (2) "Drivers in fatal and injury accidents are required to submit special accident report giving the information noted to the Dept. of State, Financial Responsibility Division. This is in addition to the official traffic accident report required to be sent to the Michigan State Police by the investigating officers."

TOPIC 33. WHAT ARE THE PENALTIES FOR DRUNKEN DRIVING, FIRST OFFENSE, SPEEDING, DRIVING WITHOUT APPLYING FOR A LICENSE, DRIVING WHEN LICENSE REVOKED OR SUSPENDED?

GENERAL COMMENTS:

Penalties for drunken driving vary considerably from one state to another. All returns contain responses to this item.

In 17 reports, among which Wisconsin's is not included, penalties involve, revocations or suspensions for periods ranging from 60 days to 2 years.

Four states show fines running as high as a maximum of \$1,000. Twelve states set their maximum fine at \$500. One state fines offenders up to \$300. In Wisconsin and 7 other states the limit on fines is \$100.

Jail terms are mentioned in many cases. Two states list a maximum of 2 years and 8 favor a one-year limit. Seven states, including Wisconsin, jail offenders as long as 6 months. Three states are in the 90-day bracket, 6 in the 30-day group, and one does not confine first offenders longer than 10 days.

Speeding is generally regarded as a less serious offense than drunken driving and therefore is punished more lightly.

Among 32 reporting states, only 3 indicate suspension of the driving privilege as a penalty.

Fines are mentioned in 29 returns. Excluding Delaware, which only indicates "Fine," the maximums mentioned range from \$10 in 2 states to \$1,000 in one. Ten states show a \$100 maximum, 6 states \$500, 3 states \$50, 3 states \$25, and 2 states \$200. Wisconsin's \$25 fine is its only penalty reported.

Imprisonment for a maximum period of 30 days is cited as a penalty in 6 states. Three jail speeders up to 90 days in some cases. One year, 6 months, and 5 days are cited in 2 returns each as maximum imprisonment penalties. In one state speeders may be jailed for 10 days.

Thirty-three states report on the penalty for driving without applying for a license. Maximum fines range from \$10 in one state to \$500 in 10 states. Ten other states, including Wisconsin, report a maximum fine of \$100. \$25 fines are shown by 3 states and \$50 and \$200 each have one adherent. Three states indicate only "Fine."

Maximum jail sentences reported range from 10 days in one state to "indefinite" in another. The most common maximum is 6 months, reported in 7 cases, including Wisconsin. Five states cite imprisonments up to 30 days. Two states jail offenders up to 90 days. There is one report each at the 60-day and one-year levels.

Since South Dakota law does not provide for a driver's license, this item is reported inapplicable there.

Including South Dakota's indication that this item is inapplicable in its case, 33 returns comment on the penalty for driving when license is suspended, denied or revoked.

Penalties include maximum fines ranging from \$25 in 2 states to \$1,000 in 3 states. Twelve states cite maximums of \$500, 8 states, including Wisconsin, are in the \$100 group. One state has a \$300 maximum. Two states show financial penalties only as "Fine."

Maximum imprisonments mentioned are as low as 10 days in 2 states and as high as 2 years in one. Eight states, among them Wisconsin, show a 6 months maximum. One year is reported from 5 states, 30 days from 4, 90 days from 2 and 3 months from one.

Nine states provide penalties in the form of extensions of the period for which the license was originally suspended or revoked. Wisconsin is not among this group.

TABULAR INFORMATION: (See next page and page 73)

TOPIC 33. THE PENALTIES FOR VARIOUS OFFENSES COMMITTED BY DRIVERS.

F. - fine I. - imprisonment

State	Drunk driving 1st offense	Speeding	Driving without applying for license	Driving when license suspended, denied or revoked
Ala.	F. \$100 min. I. ... license revoca.	\$10 ...	\$10 ...	\$25-\$500 ...
Ark.	F. \$25 I. 1 day	\$10 min. ...	\$25 max. ...	\$25 max. ...
Cal.	F. \$500 I. 30 days, or both	\$50 or 5 days	\$500 or 6 mos. (no min.)	\$1,000 or 1 yr. or both
Col.	F. \$5-\$100 or I. 10 days, or both(1)	\$5-\$100 or 10 days (1)	\$5-\$100 or 10 days (1)	\$5-\$100 or 10 days (1)
Conn.	F. ... I. ...	Indeterminate, dependent on hearing	... 30 days	... 1 yr.
Del.	1 yr. suspension F. ... I. ... 1 yr. rev. manda- tory	fine ...	fine ...	fine & suspension or revocation
Fla.	F. \$25-\$500 I. yes, or both	\$25-\$500 yes, or both	\$500 max. 1 day-6 mos.	\$500 max. 1 day-6 mos.
Idaho	F. ... I. ... loss of lic., 1 yr.	\$100 max. or 30 days (5)	... ...	\$300 max. 2 days-6 mos. (7)
Ind.	F. ... I. 90 days	......	......	......
Iowa	F. \$300-\$1000 I. yr. or both	\$100 max. 30 days	\$100 max. 30 days	... 2-30 days
Kans.	F. \$500 max. I. 6 mos.	\$500 max. ...	\$500 max. ...	\$500 max. ...
Ky.	F. \$100-\$500 and I. 6 mos. max.	\$10 ...	\$2-\$500 ...	\$25-\$500 ...
La.	F. ... I. ... 60 days revoca.	Discretion of court (6)	\$25-\$500 6 mos. max.	... Addit'l 1 yr. revoc.
Md.	F. \$100-\$1000 I. 30 days-1 yr., or both	\$1-\$1000 30 days-1 yr., or both	\$5-\$100 60 days, or both	\$100-\$1000 30 days-6 mos. or both
Mass.	F. \$35-\$1000 I. 2 wks.-2 yrs., or both 1 yr. revoca.	\$25 max. 3 or more conv. same yr. 30 days revoca.	\$25 max. ...	(1st of.) \$50-\$100 10 days, or both later of. 10 days-1yr.
Mich.	F. \$50-\$100 I. 90 days max. or both (2)	\$100 max. 90 days or both	\$100 max. 90 days or both	\$100 max. 2-90 days and like suspension
Minn.	F. \$1-\$100 or I. 1-90 days	\$1-\$100 or 1-90 days	\$1-\$100 or 1-90 days	\$1-\$100 or 1-90 days
Nebr.	F. \$50-\$100 I. 30 days lic. susp. to 1 yr.	\$10-\$100 ...	\$1-\$100 ...	\$100 or 3 mos.
Nev.	F. ... I. ... revocation	... ... reexamination	fine	fine ... Add'l revocation

(Continued on page 73)

FOOTNOTES FOR TABULAR INFORMATION FOR TOPIC 33.

- (1) This offense is a misdemeanor.
- (2) Also, "driver license suspended 90 days to 2 years. Restoration contingent upon compliance with Financial Responsibility, Chapter 5, Michigan Vehicle Code."
- (3) "Conviction of driving while under influence of liquor...requires filing evidence of financial responsibility in addition to other penalties."
- (4) Data from Section 46.56.010, Motor Vehicle Laws of State of Washington, 1951 and Section 44, State of Washington Drivers Manual, 1951.
- (5) Data from Section 49-560, Motor Vehicle Laws of the State of Idaho, Revised to September 1, 1951.
- (6) "Three convictions on reckless driving charge within one year result in mandatory 12 month revocation."
- (7) Driving while license suspended or revoked. This data from Section 49-337, Motor Vehicle Laws of the State of Idaho, Revised to September 1, 1951. May in addition levy fine to \$300 (from questionnaire).
- (8) For driving when license suspended or revoked. Data from Sections 6296-29 and 6296-30, Motor Vehicle Laws of Ohio, 1951.
- (9) For driving when license suspended or revoked. Suspension or revocation period is also extended one year and offender must comply with provisions of Financial Responsibility Act.
- (10) "Conviction of driving...after license suspended, or driving after application for license is refused...requires filing evidence of financial responsibility in addition to other penalties."
- (11) "Driving after license suspended would add to length of suspension time; driving after license revoked would double the time of revocation."
- (12) For driving while license suspended, revoked, or cancelled. Data from Section 46.20.350, Motor Vehicles Laws of State of Washington, 1951 and Section 47, State of Washington Drivers Manual, 1951.

TOPIC 33. THE PENALTIES FOR VARIOUS OFFENSES COMMITTED BY DRIVERS. (Cont.)

State	Drunk driving 1st offense	Speeding	Driving without applying for license	Driving when license suspended denied or revoked
N.H.	F. \$100 I. 6 mos. max 1 yr. loss of lic.	\$25 max. ... susp. dependent on speed	\$25 max.	\$25 max. 30 days max.
N.J.	F. \$200-\$500 or I. 30 days revoca. 2 yrs.	\$50 max.	\$500 max.	\$100, mandatory
N.Y.	F. \$100 max. or I. 30 days or both	\$100 max. or 30 days or both	\$50 max. or 30 days or both	\$25-\$100 or 30 days or both
N.D.	F. \$25-\$500 I. 1 yr.	\$100 max. 30 days max.	\$100 30 days	......
Ohio	F. \$500 max. I. 6 mos. max., or both	1st of. \$50 max. 5 days max.	\$500 max. 6 mos.	\$500 max. (8) 2 days-6 mos.
Okla.	F. \$500 max. I. 6 mos.	\$10-\$200 5-30 days	\$25 ...	\$50-\$500 12 mos. max.
Oreg.	F. \$1000, or both I. ... 90-day mand. susp. up to 1 yr.	\$500 max. 6 mos., or both	\$500 max. 6 mos., or both	\$500 max. 6 mos., or both(9)
Pa.	F. ... I. ... 1 yr. revoc.	... ... 90-day susp.	... ... 30 days to indef.	... ... Add'l susp. or revoc for like pd. of time
R.I.	F. \$500 max. I. 1 yr., or both revoca. min. 1 yr. (3)(1)	\$500 max. 1 yr. or both(1)	\$500 max. 1 yr. or both(1)	\$500 max. 1 yr. or both(10) (1) (11)
S.C.	F. \$50-\$100 or I. 30 days	\$10-\$100 or 30 days	\$10-\$100 or 30 days	\$100 min. or 30 days
S.D.	F. \$50-\$300 I. 1 yr. max. auto. susp. 1 yr.	\$5-\$500 5-90 days or both	inapplicable (S.D. has no driver license law)	inapplicable
Texas	F. \$50-\$500 I. 10 days-1 yr. or both	\$1-\$200 ...	\$1-\$200 ...	\$25-\$500 and 6 mos. max.
Vt.	F. \$50-\$500, or I. 2 yrs. or both 1 yr. revoc.	\$100 max. 1st of. ... 15 day susp.	\$100 max. ... 30 day susp.	\$500 max. 2 yrs., or both
Va.	F. \$100-\$1000 or I. 1-6 mos., or both	\$5-\$500 or 1 day-6 mos. or both	\$500 max. 6 mos. or both	\$25-\$500 or 2 days-6 mos. or both
Wash.	F. \$50-\$500 I. 10 days-1 yr. or both (4) 1 yr. revoc.	... ... ...	... ... ...	\$1000 max. (12) 10 days-1 yr. susp. or revoc. for like pd.
Wis.	F. \$100 max. I. 6 mos., or both	\$25 ...	\$100 max. 6 mos., or both	\$10-\$500 6 mos., or both
Wyo.	F. ... I. 30 days	... ...	fine ...	... 1 yr. extens. of susp. & court action

For footnotes see prior page.

TOPIC 34. TO WHAT EXTENT ARE COURT PENALTIES PROGRESSIVELY STIFFENED FOR RECURRING OFFENSES? CAN HEAD OF LICENSING AGENCY OVERRULE JUDGE'S ORDER ON ISSUE OF REVOCATION?

GENERAL COMMENTS:

If penalties are stiffened for repetitions of traffic offenses, they become more effective elements in a program for driver improvement to the extent they deter offenders from becoming repeaters.

Thirty-one states comment on this item. Fifteen entries indicate in a substantial number of cases penalties become heavier as offenses are repeated. Ten states report stiffened penalties are a matter of court discretion or they report the equivalent. In 4 states, including Wisconsin, information on this subject is shown to be not available. Kentucky reports little stiffening of repeaters' penalties and Nevada indicates there is none.

State law and practices are about evenly divided on the power of the head of the licensing agency to overrule the court in matters of revocation. Thirteen states report the head of the licensing agency may overrule a judge's order on the issue of revocation. Four other states indicate the judge does not have authority over revocations. Oregon reports the agency head may not overrule the judge "if action is mandatory." This implies he may overrule where a revocation that is not mandatory is concerned. Reference to Topic 27 indicates in Oregon "almost 100%" of total revocations are mandatory.

On the other hand 16 states, including Wisconsin, show the licensing agency head may not overrule a judge's order on the issue of revocation.

In South Dakota, where there is no driver's license law, the question is inapplicable. North Dakota does not enter a clear response to this item.

TABULAR INFORMATION: (See next page)

TOPIC 34. PROGRESSIVELY STIFFER PENALTIES; OVERRULING COURT.

State	Do penalties become progressively stiffer for recurring offenses	Can licensing agency head overrule judge on revocations
Ala.	.....	yes
Ark.	not uniform	yes
Cal.	varies with violation	(4)
Col.	have been gradually stiffening	no
Conn.	variable with offenses	yes (5)
Del.	fine doubles each time (1)	yes
Fla.	in majority of cases	yes
Idaho	(2)	no
Ind.	.....	no
Iowa	generally stiffened; for some offenses, mandatorily	yes
Kans.	.....	no
Ky.	not very often	yes
La.	yes	yes
Md.	court's discretion	yes
Mass.	increased penalties	(6)
Mich.	data not available	no
Minn.	up to court	yes
Nebr.	usually doubled	no
Nev.	none	no
N.H.	discretion of court	no
N.J.	most substantially increased	yes (7)
N.Y.	usually 2nd and 3rd carry at least double penalty	no
N.D.	considerable extent	...
Ohio	discretion of court	no
Okla.	varies with localities	(8)
Oreg.	discretion of court	no (9)
Pa.	repeaters may be permanently suspended	yes
R.I.	.....	yes
S.C.	peater for drunken driving must go to higher court (3)	no
S.D.	.....	...
Texas	some approve, others do not	no
Vt.	no uniform policy	(4)
Va.	no data available	no
Wash.	discretion of court	no
Wis.	no record available	no
Wyo.	.....	no

(1) "For revocation full time is added to time that is left."

(2) "2 convictions of any year in court of record 2 years mandatory state penitentiary."

(3) "Penalty not less than \$1000.00 or 1 year's imprisonment."

(4) "Court has no jurisdiction."

(5) "After hearing."

(6) "Judge may make recommendations only. Has no power to make orders."

(7) "Except for mandatory revocations."

(8) "Court has no authority to suspend or revoke."

(9) "Not if action is mandatory."

Administration and Issuance of Licenses.

1. What state office administers the driver licensing law in the phases involving:
 (Specify the office)
 - (a) Issuing drivers' licenses? _____
 - (b) Examining applicants? _____
 - (c) Driver improvement? _____
2. Who issues drivers' licenses? (Checkmark all blanks which apply)
 - (a) State officers _____ (b) Local officers _____ (c) Private persons _____

Licenses and Fees.

3. For each license named at the left which is issued in your state, please fill in the blanks on the same line across the page. Where a license named at the left is not issued in your state, on the corresponding line write only the type of license required to be held in the occupation concerned. For example, if there is no School Bus Drivers' License, but school bus drivers must hold Chauffeurs' Licenses, write "Chauffeurs' License" to the right of "School Bus Drivers' License". Please do not enter examination, issuance, or other extra charges made with original, renewal, or duplicate fee under any of the fee columns except the last, entitled "Additional Fee". Where such additional fee is required, please state whether the charge is made with original, renewal, or duplicate license fees, or with all of them.

	Minimum Age	Maximum Age	Expiration Date	Period Active
Passenger Auto Drivers' License	_____	_____	_____	_____ yrs.
Chauffeurs' License	_____	_____	_____	_____ yrs.
Truck Drivers' License	_____	_____	_____	_____ yrs.
Junior Permit	_____	_____	_____	_____ yrs.
School Bus Drivers' License	_____	_____	_____	_____ yrs.
Learners' Permit	_____	_____	_____	_____ yrs.
	Original Fee	Renewal Fee	Duplicate Fee	Additional Fee
Passenger Auto Drivers' License	\$ _____	\$ _____	\$ _____	\$ _____ to cover _____
Chauffeurs' License	_____	_____	_____	_____ to cover _____
Truck Drivers' License	_____	_____	_____	_____ to cover _____
Junior Permit	_____	_____	_____	_____ to cover _____
School Bus Drivers' License	_____	_____	_____	_____ to cover _____
Learners' Permit	_____	_____	_____	_____ to cover _____

4. If your state does not have a junior permit for young drivers and there are restrictions on youthful drivers holding a regular license covered by the preceding question, please state such restrictions below.

<u>Type of License</u>	<u>Restrictions</u>	<u>Age Group to which restrictions apply</u>
_____	_____	_____
_____	_____	_____

5. What special requirements are there for the occupations listed? (Specify)

	<u>Yrs. Driving Experience Required</u>	<u>Special Physical Requirements</u>	<u>Special Exam.?</u>	<u>Driving Test in Type of Vehicle used in occupation</u>	<u>Other Requirements (List them)</u>
Chauffeurs _____ yrs.	_____	_____	Yes _____ No _____	Yes _____ No _____	_____
Truck Drivers _____ yrs.	_____	_____	Yes _____ No _____	Yes _____ No _____	_____
School Bus Drivers _____ yrs.	_____	_____	Yes _____ No _____	Yes _____ No _____	_____

Drivers' License Examining

6. At the left are listed 4 employment levels for drivers' license examiners. To the right of this list, please checkmark all the blanks which apply to each level at which your state has examiners. Notice that each column may be checked either "All" or "Partly". For example, if in your state examiners are all full-time, salaried state employees devoting substantially all their time to examining, checkmarks should be entered on the "State Employees" line under "All" under the first, third, fourth and fifth column headings.

	<u>Employment Level of Examiners</u>		<u>Paid by Fee</u>		<u>Paid by Salary</u>		<u>Full-Time Workers</u>		<u>Examiners Devoting Substantially All Time to Examining</u>	
	All	Partly	All	Partly	All	Partly	All	Partly	All	Partly
State Employees	___	___	___	___	___	___	___	___	___	___
County Employees	___	___	___	___	___	___	___	___	___	___
Local Employees	___	___	___	___	___	___	___	___	___	___
Private Persons	___	___	___	___	___	___	___	___	___	___

7. How many miles is the maximum distance any applicant must travel to be examined? _____ miles. (Specify)

8. To accommodate applicants whose work or school hours conflict with customary daytime business hours, examining services and facilities are available to them as follows: (Checkmark any times applicable)

Evenings _____ If available evenings, how many evenings per week? _____ (Number)
 Saturdays _____ Outside regular hours, by appointment _____
 Comments or other arrangements (Specify) _____

9. May an applicant take his examination outside the examining area in which he lives? (Check one) Yes _____ No _____

10. Of what does the examination consist? Each line refers to a different type of test, as listed at the left. Make entries on all lines applicable in your state.

TYPE OF TEST	How many questions? (Enter No.)	Questions test? (Check one) Factual knowledge & judgment	Passing Grade (Minimum number correct answers for passing)	If all applicants not asked same questions, how many sets are there? (Enter No.)
Written	_____	_____	_____	_____
Oral	_____	_____	_____	_____

Physical Does it test visual acuity? Yes ___ No ___ Does it test for color blindness? Yes ___ No ___ Does it test hearing? Yes ___ No ___ For what other defects is test made? (List them) _____

Driving (Checkmark one) Yes ___ No ___ Is there a standardized scoring form? Yes ___ No ___

Other (Specify and describe) _____

11. What elements of physical condition which the examiner does not test are required to be described in a statement by the applicant or physician? (Specify) _____

12. Are applicants instructed to read a drivers' manual before the examination? (Checkmark one) Yes ___ No ___

13. Approximately what percent of applicants fail the examination on their first attempt? _____%

Driver Improvement

14. Are any re-examinations given drivers in your state? (Checkmark one) Yes ___ No ___ (If "No" is checkmarked, omit questions 15 through 24)

15. Are re-examinations given automatically, when the license is renewed? Yes ___ No ___ (If "No", omit question 16)

16. Do automatic re-examinations for renewal test:

(a) Vision? Yes ___ No ___

(b) Other physical factors? (Specify) _____

(c) Elements other than physical? (Specify) _____

17. Are re-examinations given because of drivers' accidents or traffic violations? Yes ___ No ___ (If "No", omit questions 18 through 22)

18. Do re-examinations because of drivers' accidents or traffic violations involve:

(a) Physical examinations? Yes ___ No ___

(b) Actual driving tests? Yes ___ No ___

(c) Judgment tests? Yes ___ No ___

(d) Factual knowledge tests? Yes ___ No ___

(e) Other tests? (Specify) _____

19. Are re-examinations because of drivers' accidents or traffic violations mandatory? Yes ___ No ___ (If "No", omit question 20)

20. After how many convictions are re-examinations because of drivers' accidents or traffic violations mandatory? _____ (Give number)

21. Are re-examinations because of drivers' accidents or traffic violations discretionary? Yes ___ No ___ (If "No", omit question 22)

22. Are discretionary examinations because of drivers' accidents or traffic violations discretionary with:

(a) the court? Yes ___ No ___ (b) the licensing agency? Yes ___ No ___

23. Are re-examinations given because of complaints about a driver by other parties? Yes ___ No ___

24. Are re-examinations given for measuring debilitation associated with advancing age? (Describe; if none are given, write "None")

25. What convictions result in mandatory revocations? (Checkmark below)		Yes	No	Yes	No
Drunken driving	___	___	Felony in which motor	___	___
Driving while drugged	___	___	vehicle is used	___	___
Hit and run driving	___	___	3 convictions of reckless	___	___
Involuntary manslaughter	___	___	driving in stated period	___	___
Other (Specify)	_____				

26. What percent of total revocations are mandatory? ___%

27. When a conviction requires mandatory revocation, when is the license picked up and by whom?		Yes	No
Within (Give No.) ___ days, by (checkmark) the convicting court?	___	___	___
___ weeks	___	___	___
___ months	___	___	___
the local police?	___	___	___
the state licensing agency?	___	___	___
other agency?(Specify)	_____		

28. Is the record of a driver's convictions kept on his driver's license? Yes ___ No ___ (If "No", omit question 29)

29. Where a driver's convictions are recorded by entry on his driver's license, what precautions are taken against his "losing" the license or bribing arresting officers? (Specify) _____

30. Is the record of a driver's convictions kept in a state central records file? Yes ___ No ___ (If "No", omit questions 31 and 32)

31. Where records of drivers' convictions are kept in a state central file, is the expense of furnishing them to the file included in court costs? Yes ___ No ___

32. Where records of drivers' convictions are kept in a state central file, are they available to officers in the areas where trials are had, at the time of prosecution? Yes ___ No ___

33. If the record of a driver's convictions is kept in a place or places other than a central state file or on the driver's license, please specify where. _____

(a) Is it available for use in the area where a trial is had, at the time of prosecution? Yes ___ No ___

34. To what extent are court penalties progressively stiffened for recurring offenses? (Specify) _____

35. Are accident reports required for (Checkmark applicable blanks) Yes No

- (a) Fatal accidents ___
 - (b) Accidents involving non-fatal injuries? ___
 - (c) Accidents involving property damage only? ___
- (If "No" in all blanks, omit question 36)

36. Where reports are required in accidents involving property damage only, what is the minimum amount of damage required to be reported? \$ _____ (Specify amt.)

37. When and to whom must accident reports be made? (Show time for reporting on same line as agency to which reported)

Agency to which reported	To be reported within (Give number in column applicable)
(a) Local police Yes ___ No ___	___ hrs; or ___ days
(b) State agency (Specify which) _____	___ hrs.; or ___ days
(c) Other (Specify which) _____	___ hrs.; or ___ days

38. Are drivers submitting accident reports required to show in them:
(Checkmark applicable blanks)
(a) Whether they carry motor vehicle public liability insurance? Yes ___ No ___
(If "No", omit (b) of this question)
(b) The policy limits of insurance carried? Yes ___ No ___
39. Does the head of the motor vehicle licensing agency have the authority to
overrule a judge's order on the issue of revocation? Yes ___ No ___ (Checkmark)
40. What are the penalties for conviction of the following offenses? (Specify)
(a) Drunken driving, first offense? _____
(b) Speeding? _____
(c) Driving without having applied for a license? _____
(d) Driving when license is suspended, denied, or revoked? _____
41. If there is any phase of special interest or importance in the driver licensing
program of your state which is not adequately covered by preceding questions
and which you would like to mention, we shall appreciate your comments on it in
the following space or on the back of any of these pages.