



The
Organizations
of the
Traffic Law Enforcement
Agencies
in the
United States

Prepared by

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THE ORGANIZATION OF TRAFFIC LAW ENFORCEMENT AGENCIES IN THE U.S.

TABLE OF CONTENTS

	Page
INTRODUCTION	1
THE DEVELOPMENT IN WISCONSIN	2
TOPIC 1. WHAT IS THE NAME AND POSITION IN STATE GOVERNMENT OF THE TRAFFIC LAW ENFORCEMENT AGENCY?	6
TOPIC 2. WHAT IS THE RELATIONSHIP BETWEEN THE MOTOR VEHICLE LICENSING AGENCY AND THE TRAFFIC LAW ENFORCEMENT AGENCY?	8
TOPIC 3. HOW MANY EMPLOYEES DO TRAFFIC LAW ENFORCEMENT AGENCIES HAVE AND WHAT ARE THEIR FUNCTIONS?	10
TOPIC 4. WHAT FUNCTIONS OTHER THAN TRAFFIC PATROL DOES THE AGENCY CARRY OUT?	12
TOPIC 5. HOW IS THE STATE TRAFFIC PATROL ORGANIZED?	14
TOPIC 6. THE HOUSEKEEPING FUNCTIONS FOR TRAFFIC PATROL VEHICLES	16
TOPIC 7. HOW IS THE PATROLMAN'S TIME USED?	18
TOPIC 8. HOW IS TRUCK WEIGHING HANDLED?	20
TOPIC 9. HOW MANY MEN ARE USED FOR WHAT PORTION OF TIME ON SPECIAL ASSIGNMENTS?	22
TOPIC 10. WHAT IS THE JURISDICTION OF THE TRAFFIC PATROL?	24
TOPIC 11. WHAT IS THE NATURE OF LOCAL TRAFFIC PATROLS?	26
TOPIC 12. ARE TRAFFIC TICKETS AND TRAFFIC LAW VIOLATION PENALTIES UNIFORM THROUGHOUT THE STATE?	28
TOPIC 13. ARE VIOLATIONS OF THE TRAFFIC LAW TRIED IN MINOR COURTS OR COURTS OF RECORD?	30
TOPIC 14. ARE PROSECUTIONS BROUGHT IN THE NAME OF THE STATE, COUNTY OR MUNICIPALITY AND ARE THEY BROUGHT UNDER STATE LAW, COUNTY OR MUNICIPAL ORDINANCE?	32
TABLE 1. THE ORIGINS AND DEVELOPMENT OF THE WISCONSIN MOTOR VEHICLE DEPARTMENT ENFORCEMENT DIVISION	34

THE ORGANIZATION OF TRAFFIC LAW
ENFORCEMENT AGENCIES IN THE U.S.

INTRODUCTION

Pursuant to a request from the Committee on Motor Vehicle Accidents of the Legislative Council, the Legislative Reference Library undertook to secure certain information regarding the organization and operation of the agencies charged with the enforcement of traffic laws in the several states. The lack of available information relating to many of the questions proposed by the Committee suggested the advisability of submitting a questionnaire to the proper authority in each state. Replies were received from 33 states. Many of the replies included additional information which was of great value in providing data on subjects which the limits of the questionnaire precluded us from inquiring into.

State level law enforcement agencies are more than a century old, the Texas Rangers having been established in 1835, 3 years before Wisconsin became a territory. The modern state-wide enforcement agencies began with the Connecticut State Police of 1903 and the Pennsylvania State Police of 1905. The movement gained impetus slowly with only 4 agencies being created between 1910 and 1919 and 13 between 1920 and 1929. The greatest development occurred between 1930 and 1939 when 25 states created a state-wide enforcement agency. Only 4 such agencies were created after 1940 to complete the roll of 48 states.

Obviously the earliest agencies were created before the motor vehicle constituted an enforcement problem. Logically it would seem that the growing importance of intercounty and interstate motor vehicle travel would have resulted in an increase in the number of such agencies and the rise in the number between 1920 and 1940 bears this out. Other enforcement problems were arising simultaneously, however, and as a result there were more state-wide agencies created with general police powers than with jurisdiction over traffic law enforcement exclusively.

Today every state has some form of state-wide agency for the enforcement of traffic regulation. More often than not, they have general police powers and were created independent of the motor vehicle licensing and registration organization. Where the enforcement agency is part of the same organization as motor vehicle licensing, it is more probable that the enforcement agency has limited powers.

THE DEVELOPMENT IN WISCONSIN

Although Wisconsin is normally credited with having established a traffic law enforcement agency in 1939 when the Motor Vehicle Department was created, actually the enforcement function was started much earlier. In 1917 by Chapter 617 the Secretary of State was authorized to request the inspectors of the Dairy and Food Department and the the Oil Inspection Department to make reasonable investigations of the licensing and vehicle sales laws and to appoint additional inspectors. In 1921 by Chapter 265 the secretary was authorized to appoint from 2 to 5 additional inspectors to detect and punish violators of what were then sections 1636-47 and 1636-48 of the statutes. In 1930, 5 such inspectors existed, namely, H. G. Bell, C. C. Bennett, G. S. Cook, A. M. Hoanstad and G. K. Woodworth.

The number of agencies concerned with the enforcement of laws relating to motor vehicles was increased to 4 by Chapter 390, Laws of 1925, which authorized the Highway Commission to appoint not more than 10 of their employes to enforce Chapters 85 and 194 of the statutes relating to the law of the road and automobile carriers.

In 1926 one traffic officer was appointed and in 1931 the number was increased to 5. In 1932 a study by the Legislative Reference Library indicated 5 such officers existed. Incidentally in 1927 by Chapter 44 the county highway committees were authorized to appoint highway traffic officers outside the sheriff's department.

The number of agencies was increased to 5 in 1931 when Chapter 454, Laws of 1931, authorized the Railroad Commission to appoint agents or inspectors to investigate violations under Chapter 194 relating to the ton mile tax. These inspectors were authorized to enter places of business where vehicles were kept, stop vehicles, inspect them, and the men were given the powers of sheriffs in the discharge of their duties. In 1932 a study by the Legislative Reference Library indicated that 8 such officers existed.

The Interim Traffic Committee created by Jt. Resolution 121, S. in 1929 in its report to the 1931 Legislature advocated a unified state traffic patrol with powers limited to traffic regulation.

Thus by 1933, 5 state agencies were entrusted with some phase of the enforcement of laws relating to motor vehicles. In that year by Chapter 461 a new chapter of the statutes, 109, was created and the State Inspection Bureau was established in the State Treasurer's Office, and the functions relating to motor vehicles then performed by the Dairy and Food Department, the Oil Inspection Department, the Secretary of State and the Traffic Division of the Highway Commission were consolidated with other functions of this Bureau. Only the Railroad Commission inspectors remained independent. Section 109.06 specifically authorized the new agency to enforce the provisions of Chapter 85 regulating highway traffic and to assist in enforcing Chapter 194. The section authorized the use of portable weighing devices and the unloading of overweight vehicles. The Blue Book reports 5 automobile license inspectors and not to exceed 10 traffic inspectors in 1933 and 1935 and 8 traffic inspectors in 1937. The 1936-37 report of the agency also lists 8 traffic inspectors.

During the fiscal years 1936-37 and 1938-39 the traffic inspectors of the State Inspection Bureau carried out the following activities:

	<u>1936-37</u>	<u>1938-39</u>
No. of trucks weighed and cars and trucks checked.....	2,094	7,080
No. underlicensed.....	1,085	1,706
Tickets written.....	4,298	2,873
Number no license.....	2,225	929
Complaints completed.....	575	192
No. overloaded.....	188	154
No. warned.....	2,478	2,750
No. unloaded.....	62	60
No. arrested.....	2,014	1,538
Drunken drivers convicted.....	—	36
Drivers tests.....	—	39
Applications issued for duplicate drivers licenses.....	—	476
Applications issued for duplicate license plates.....	—	363
Amount of fines.....	\$19,163.50	\$14,339.00
Amount of costs.....	7,968.59	6,570.68
License fees collected.....	145,986.98	115,233.03*

On July 1, 1938 by Reorganization Order No. 16 under the authority of Section 4, Chapter 9, Special Session of 1937, a new division of the Tax Commission known as the State Inspection and Enforcement Department was created under a board consisting of the directors of the Tax Commission, Department of Agriculture and Markets, Public Service Commission and Conservation Commission, and the secretary of the State Board of Health. All the functions of the State Inspection Bureau and the functions of the Public Service Commission relating to the inspection of motor transportation under Chapter 194 were transferred to this division thereby establishing all of the functions relating to the enforcement of traffic and motor vehicle laws in a single agency for the first time. Due to a change in administration the State Inspection Bureau was re-established in the State Treasurer's Office and by Section 4 of Chapter 413, Laws of 1939, the reorganization program was nullified.

Finally in 1939 when the Motor Vehicle Department was created by Chapter 410, a division of Inspection and Enforcement was created under a director appointed for 6 years by the commissioner with the advice and consent of the governor. The same law transferred the powers of the Railroad Commission, then the Public Service Commission, to the Motor Vehicle Department. The law did not specify the number of patrolmen to employ.

In 1941 by Chapter 285 the law was amended to place an upper limit of 55 on the number of enforcement officers to be selected and the prohibition against their use in strikes was inserted. This law described the employes as traffic officers for the first time. This same chapter made the division responsible for the enforcement of the itinerant merchant law. Finally in 1949 an additional 15

* Data from a typewritten report submitted to the Governor, Sept. 29, 1939, by Lawrence C. Whittet, Supervisor, State Inspection Bureau.

men were added to the division and these men, plus 10 others, were assigned to the specific supervision of the commissioner to enforce the weight restrictions on trucks.

In the period since 1941 several unsuccessful attempts were made to increase the size of the enforcement agency.

1943 Bill No. 402, A. proposed to increase the upper limit to 75.

1945 Bill No. 257, S. proposed a State Department of Public Safety with authority to appoint such additional police employes as were deemed necessary.

Bill No. 405, A. proposed to increase the state patrol to 90 men.

1949 Bill No. 40, S. proposed transferring the Inspection and Enforcement Division to the Highway Commission.

Bill No. 151, S. proposed a state highway safety patrol of not over 255 men.

1951 Bill No. 688, A. proposed to increase the upper limit from 55 to 80 men.

The results of the questionnaires returned by 33 states are summarized in the following pages. The material is summarized in 14 topics, each of which is treated as a unit. The summary of each topic appears on the even-numbered page and the statistical data on which each summary is based appears on the page following the summary.

STATISTICAL TABLES AND THEIR EXPLANATION BY TOPIC

Even-numbered pages contain explanation of the topics
Odd-numbered pages contain statistics on the topics
Footnotes for each table appear on the same page and
preceding page

TOPIC 1. WHAT IS THE NAME AND POSITION IN STATE GOVERNMENT OF THE TRAFFIC LAW ENFORCEMENT AGENCY?

Almost without exception the agency entrusted with the enforcement of traffic laws has the words police or patrol in its title. In 17 cases they are called State Police and in 16 cases Highway Patrol. Similar names, such as State Patrol(3 times), Police Department(2 times), Highway Police(1 time), Safety Patrol(3 times), State Troopers(1 time) and Motor Patrol(1 time) are also used. 3 are called the Department of Public Safety. In Wisconsin the agency is called the Division of Inspection and Enforcement of the Motor Vehicle Department.

More often than not the enforcement agency is a division of a larger unit. In only 5 of 27 states reporting on this item is the enforcement agency an independent department. The parent organization is generally the Highway Department, Department of Public Safety, or the Motor Vehicle Department. In 11 cases the traffic enforcement unit is responsible to a Department of Public Safety, and in 6 cases to the Highway Department. In a few cases the parent organization is called the Department of Law Enforcement, Public Service Commission, Division of State Police, Department of Motor Vehicles and the Motor Vehicle Department.

Typically, therefore, the state level traffic law enforcement agency is called the State Police, it is a subordinate unit and is responsible to a larger organization called a Department of Public Safety.

STATISTICAL DATA: (See next page)

TOPIC 1. THE NAME AND POSITION IN STATE GOVERNMENT OF THE TRAFFIC ENFORCEMENT AGENCY.

State	Official Name	Is it a division of a larger unit?	Name of larger unit	Is there a person in charge?
Ala.	Dept. of Public Safety(1)	---	-----	---
Ariz.	Ariz. Highway Patrol(1)	yes	Highway Department	---
Ark.	Dept. of Ark. State Police	no	-----	yes
Cal.	Cal. State Highway Patrol(1)	---	-----	---
Colo.	Colo. State Patrol	---	-----	yes
Conn.	State Police Dept.	---	-----	yes
Del.	Del. State Police	yes	State Highway Dept.	yes
Fla.	Fla. Highway Patrol	yes	Dept. of Public Safety	yes
Ga.	Ga. State Patrol	yes	Dept. of Public Safety	yes
Idaho	State Police (1)	---	Dept. of Law Enf.(1)	---
Ill.	Ill. State Highway Police	yes	Dept. of Public Safety	yes
Ind.	Ind. State Police Dept.	no	-----	yes
Iowa	Highway Safety Patrol(1)	yes	Dept. of Public Safety(1)	---
Kans.	Kans. Highway Patrol(1)	---	-----	yes
Ky.	Ky. State Police	---	-----	yes
La.	Division of State Police(1)	yes	Dept. of Public Safety(1)	---
Maine	Maine State Police	---	-----	yes
Md.	Md. State Police(1)	---	-----	---
Mass.	Mass. State Police	yes	Dept. of Public Safety	yes
Mich.	Mich. State Police	---	-----	yes
Minn.	Minn. State Highway Patrol	yes	Dept. of Highways	yes
Miss.	Miss. Highway Safety Patrol(1)	---	Public Service Commission	---
Mo.	Mo. State Highway Patrol	no	-----	yes
Mont.	Mont. Highway Patrol	---	-----	yes
Nebr.	Nebr. Safety Patrol	---	-----	yes
Nev.	Nev. Highway Patrol	yes	Public Service Commission	no
N.H.	N.H. State Police(1)	---	-----	---
N.J.	Division of State Police	yes	Dept. of Law & Pub. Safety	yes
N.M.	N.M. State Police	---	-----	yes
N.Y.	N.Y. State Troopers(1)	yes	Division of State Police(1)	---
N.C.	N.C. State Highway Patrol	yes	Dept. of Motor Vehicles	yes
N.Dak.	N.Dak. Highway Patrol	no	-----	yes
Ohio	Ohio State Highway Patrol	yes	Dept. of Highways	yes
Okla.	Oklahoma Highway Patrol	yes	Dept. of Public Safety	yes
Oreg.	Dept. of State Police	---	-----	yes
Pa.	Pa. State Police	---	-----	yes
R.I.	R.I. State Police(1)	---	-----	---
S.C.	S.C. Highway Patrol(1)	yes	Motor Vehicle Division(1)	---
S.Dak.	Division of Motor Patrol(1)	yes	State Highway Com.(1)	---
Tenn.	Highway Patrol(1)	yes	Dept. of Safety(1)	---
Texas	Dept. of Public Safety(1)	---	-----	---
Utah	Utah Highway Patrol	yes	Dept. of Public Safety	yes
Vt.	Dept. of Public Safety	---	-----	yes
Va.	Dept. of State Police	---	-----	yes
Wash.	Wash. State Patrol	no	-----	yes
W.Va.	W.Va. State Police	yes	W.Va. Dept. of Pub. Safety	yes
Wis.	Div. of Insp. & Enforcement	yes	Motor Vehicle Dept.	yes
Wyo.	Wyo. Highway Patrol	yes	Highway Dept.	no

(1) From Book of the States, 1952-53.

TOPIC 2. WHAT IS THE RELATIONSHIP BETWEEN THE MOTOR VEHICLE LICENSING AGENCY AND THE TRAFFIC LAW ENFORCEMENT AGENCY?

In 36 cases the state level agency responsible for licensing of motor vehicles is separate from the state level agency responsible for enforcement of the traffic laws. Only in Arizona, Delaware, Idaho, Iowa, Nebraska, Nevada, New Jersey, North Carolina, North Dakota, South Carolina, Wisconsin and Wyoming are the 2 functions carried on by the same agency. Where the function is within the same department, it is normally the Highway Department or an integrated law enforcement department.

In 7 of the 12 cases where the licensing and enforcement functions are in the same department, the department does not have full police powers. In 6 cases where the 2 functions are separate the department concerned with enforcement does not have full police powers. In other words, in 3 of 4 cases the law enforcement agency has full police powers.

STATISTICAL DATA: (See next page)

State	Agency Responsible for Motor Vehicle Licensing and Registration	Agency Responsible for Highway Patrol	Are these separate agencies?	Does Highway Patrol have full police powers?
Ala.	Dept. of Revenue, M.V. & Lic. Div.	Dept. of Public Safety	yes	yes
Ariz.	Highway Dept., Motor Vehicle Div.	Highway Dept., Highway Patrol	no	no
Ark.	Revenue Dept., Motor Vehicle Div.	State Police	yes	yes&no
Cal.	Dept. of Motor Vehicles	Dept. of Highway Patrol	yes	yes
Colo.	Dept. of Revenues	Highway Patrol	yes	no
Conn.	Motor Vehicle Dept	Police Dept.	yes	yes
Del.	Motor Vehicle Div., State High. Dept.	St. Police Div., Highway Dept.	no	yes
Fla.	Motor Vehicle Dept.	Dept. of Public Safety	yes	yes&no
Ga.	Motor V. Tag Unit, Dept. of Rev.	Highway Pat., Dept. of Pub. Saf.	yes	yes.
Idaho	Dept. of Law Enforcement	St. Police, Dept. of Law Enf.	no	yes
Ill.	Office of Secy. of State, Auto. Dept.	Dept. of Public Safety	yes	yes
Ind.	Bureau of Motor Vehicles	State Police	yes	yes
Iowa	Public Safety Dept.	Highway Pat., Pub. Safety Dept.	no	yes
Kans.	M. V. Dept., St. Highway Com.	Highway Patrol	yes	yes
Ky.	Dept. of Motor Transport	Dept. of St. Pol., Dept. of Hwy	yes	yes
La.	Dept. of Rev., M.V. Div.	Dept. of Public Safety	yes	yes
Maine	Office of Secy. of State	State Police	yes	yes
Md.	Dept. of Motor Vehicles	Dept. of State Police	yes	yes
Mass.	Div. of Motor Vehicles	Dept. of Public Safety	yes	yes
Mich.	Office of Secy. of State	State Police	yes	yes
Minn.	Office of Secy. of State	Dept. of Highways	yes	no
Miss.	Dept. of Motor Vehicles	Public Safety Commission	yes	no
Mo.	Dept. of Revenue	Highway Patrol	yes	yes
Mont.	Office of Registrar	Highway Patrol	yes	no
Nebr.	Dept. of Roads&Irriga., M.V. Div.	Safety Pat., Dept. of Roads&Ir.	no	no
Nev.	Div. of M.V. Registration, P.S.C.	Public Service Commission	no	no
N.H.	Motor Vehicle Dept.	State Police	yes	yes
N.J.	Dept. of Law and Pub. Safety	Dept. of Law & Pub. Safety	no	yes
N.M.	Motor Vehicle Dept.	State Police	yes	yes
N.Y.	Dept. of Taxation & Finance	Executive Dept.	yes	yes
N.C.	Dept. of Motor Vehicles	Dept. of Motor Vehicles	no	no
N.Dak.	Motor Vehicle Dept., Highway Dept.	Highway Patrol, Highway Dept.	no	no
Ohio	Bureau of M.V., St. Highway Dept.	Div. of St. Hwy Pat., Dept. of	yes	no
Okla.	Tax Commission	Dept. of Public Safety Pub. Saf.	yes	yes
Oreg.	Office of Secy. of State	Dept. of State Police	yes	yes
Pa.	Dept. of Revenue	State Police	yes	yes
R.I.	Executive Dept., Registry of M.V.	State Police	yes	yes
S.C.	Highway Dept., M.V. Div.	Highway Dept.	no	yes
S.Dak.	Office of Secy. of State	Motor Patrol, Highway Com.	yes	yes
Tenn.	Dept. of Finance&Taxation & Dept. of Safety	Dept. of Safety	yes	no
Texas	Highway Dept.	Dept. of Public Safety	yes	yes
Utah	M.V. Div., Tax Commission	Highway Patrol	yes	yes
Vt.	Dept. of Motor Vehicles	Dept. of Public Safety	yes	yes
Va.	Div. of M.V., Dept. of Finance	Dept. of State Police	yes	yes
Wash.	Dept. of Licenses	State Patrol	yes	yes
W.Va.	Dept. of Motor Vehicles	Dept. of Public Safety	yes	yes
Wis.	Motor Vehicle Dept.	Motor Vehicle Dept.	no	no
Wyo.	M.V. Div., Highway Dept.	Highway Patrol, Highway Dept.	no	no

TOPIC 3. HOW MANY EMPLOYEES DO TRAFFIC LAW ENFORCEMENT AGENCIES HAVE AND WHAT ARE THEIR FUNCTIONS?

The number of employes of state traffic law enforcement agencies in 1951 varied from 33 in Nevada to 1,997 in Pennsylvania. In 1951 only 3 states, Nevada, North Dakota and Wyoming, had fewer than Wisconsin according to a compilation of the Book of the States. Our own questionnaire bears out this same statement. Aside from the function of traffic patrol, the major types of work are clerical and communications. A few states have specific personnel assigned to driver license examination, vehicle maintenance and truck weighing.

The following data from the Book of the States for 1952-53 lists the total personnel for state police and highway patrols as of July 1951 as follows:

State	Police	Civilian	Total	State	Police	Civilian	Total
Ala.	218	107	325	Nev.	31	2	33
Ariz.	99	0	99	N.H.	65	8	73
Ark.	94	31	125	N.J.	485	120	605
Cal.	1,330	455	1,785	N.M.	73	17	90
Colo.	175	76	251	N.Y.	625	71	696
Conn.	314	182	496	N.C.	423	76	499
Del.	118	38	156	N.Dak.	42	8	50
Fla.	300	151	451	Ohio	340	170	510
Ga.	300	148	448	Okla.	254	200	454
Idaho	54	71	125	Oreg.	325	34	359
Ill.	501	270	771	Pa.	1,800	197	1,997
Ind.	307	160	467	R.I.	76	15	91
Iowa	162	291	453	S.C.	269	56	325
Kans.	100	10	110	S.Dak.	24	4	28
Ky.	227	92	319	Tenn.	387	162	549
La.	310	48	358	Texas	684	309	993
Maine	128	42	170	Utah	76	10	86
Md.	251	101	352	Vt.	58	51	92
Mass.	390	315	705	Va.	384	149	533
Mich.	678	216	894	Wash.	255	214	469
Minn.	216	19	235	W.Va.	210	52	262
Miss.	160	63	223	Wis.	70	6	76
Mo.	260	163	423	Wyo.	33	7	40
Mont.	74	6	80				
Nebr.	130	27	157				

LRL-RB-107 TOPIC 3. TOTAL AND TYPES OF PERSONNEL EMPLOYED BY STATE TRAFFIC ENFORCEMENT AGENCIES.

State	Administrative	Clerical	Total Uniformed	Uniformed Traffic	Crime Invest.	Laboratory Tech.	Safety Education	Fingerprint Class.	Communications	Maintenance	Mechanics	Driver License	Truck Weighing	Others	Total
Ark.	2	11	113	113	9	1	2	-	-	-	-	-	-	15	153
Colo.	7	12	174	-	-	-	-	-	47	3	4	-	-	4	251
Conn.	7	56	309	200	-	-	-	3	47	46	-	-	-	22	490
Del.	-	28	117	-	-	-	-	-	-	-	-	-	-	8	153
Fla.	7	75	205	201	-	-	-	-	55	8	-	36	-	-	386
Ga.	60	90	300	250	-	-	-	3(1)	25(1)	16(1)	-	-	-	-	450
Ill.	58	57	500	-	-	2	-	-	62	-	-	67	174	-	920
Ind.	(2)	69	383	-	-	-	-	-	-	-	-	-	-	104	556
Kans.	-	31	-	80	-	-	-	-	-	-	-	20	-	-	131
Ky.	30(3)	40	207	170	-	-	-	-	51	7	-	-	-	14	319
Maine	(2)	25	145	-	-	-	-	6	4	5	-	-	-	-	185
Mass.	4	52	336	84	-	-	-	-	-	-	-	-	-	-	392
Mich.	104	105	623	187	72	-	-	8	34	48	-	-	-	5	999
Minn.	2	12	216(4)	198	-	-	-	-	6	-	-	-	-	-	236
Mo.	25	50	260	260	-	3	-	4	48	-	-	-	55	-	445(7)
Mont.	23	-	84	72	-	-	1	-	1(5)	-	-	8(5)	-	2	119
Nebr.	9	7	118	114	-	-	-	-	-	-	-	-	-	19	153
Nev.	-	1	28	22	-	-	-	-	-	-	-	-	(6)	-	28
N.J.(8)	60	50	531	400	-	-	-	-	-	-	-	-	-	146(9)	656
N.M.	No information on this question except total														
N.C.	12	13	517	-	-	-	-	-	51	-	35	-	-	-	628
N.Dak.	-	4	42	-	-	-	-	-	-	-	-	-	-	-	46
Ohio	1	60	448	387	-	-	-	-	36	16	-	70	-	9	640
Okla.	18	109	-	237	19	-	-	-	10	-	-	41	-	18	452
Oreg.	2	34	313	230	10	3	-	-	4	-	-	-	-	4	370
Pa.	3	126	1777	906	-	-	-	-	-	-	-	-	-	78	1984
Utah	11	10	77	-	-	-	-	-	8(10)	-	-	-	-	-	100
Vt.	3	25	64	60	-	-	-	1	8	-	-	-	-	-	101
Va.	-	156	419	419	-	-	-	-	-	-	-	-	-	-	575
Wash.	35	51	264(11)	230	-	-	-	-	79	6	10	74	-	9	494
W.Va.	-	12	200	-	-	-	-	6	20	-	-	-	-	12	250
Wis.	3	6	70	55	-	-	-	-	26	-	-	-	25(12)	-	105
Wyo.	1	9	40	-	-	-	-	-	2	-	-	-	-	-	52

- (1) Included in clerical, administrative and total uniformed police.
- (2) Included in total uniformed.
- (3) Included in 207 total officers.
- (4) Of 216 officers, 18 engaged in supervision.
- (5) 1 radio operator and 7 of 8 driver examiners are part of 84 total uniformed officers.
- (6) 6 of 28 total uniformed officers are truck weight checkers.
- (7) Total given in report is 417.
- (8) 45 officers are administrative, 400 are troopers and 86 are specialists for total of 531; 15 civilians are administrative, 50 are clerical and 60 are specialists for total of 125.
- (9) Includes 86 specialists who are part of 531.
- (10) Of these 6 are also clerks.
- (11) Includes 34 administrative personnel.
- (12) Part of the 70 total uniformed officers.

TOPIC 4. WHAT FUNCTIONS OTHER THAN TRAFFIC PATROL DOES THE AGENCY CARRY OUT?

Perhaps the least satisfactory reply to the questionnaire was received on the question relating to the functions other than traffic patrol carried out. About all that can be concluded is:

1. Traffic patrol is the major function;
2. A variety of other functions are carried out;
3. Detailed analyses of work done are not generally available.

Of the 31 states replying to this question, 16 indicated that from 5% to 35% of their time was devoted to enforcement of the criminal law. No other category was reported with as great frequency, but driver licensing, attendance at court, clerical and administrative duties, operation of radios, enforcement of other specific tax laws were among the items listed.

The creation of a field force causes a temptation to utilize such people for a variety of purposes which reduces the time they are working at their major task. This is not necessarily bad, but as the traffic increases, the job of patrolling increases and the addition of other tasks merely reduces the patrol effectiveness further. Further discussion of this subject is found under Topic 7.

STATISTICAL DATA: (See next page)

FOOTNOTES FOR STATISTICAL DATA FOR TOPIC 4.

(Continued from following page)

- (12) Enforcement of all vehicle licensing laws 10%.
- (13) Full police jurisdiction on all state owned and leased property, jurisdiction in grain, fowl and armed theft laws, investigation of airplane accidents and control of reckless use of airplanes. No percentage given.
- (14) Arson 1.1%, general law and arson 4.1%, fish and game 24.3%, commercial fish 1.4%.
- (15) Including driver exams, registration and taxation matters 26%.
- (16) Truck weighing and registration 10%.
- (17) Special patrols, assignments and complaints 10%.
- (18) General enforcement 10%.
- (19) Nontraffic patrol 5%, nontraffic accident investigation 1%.
- (20) Criminal investigation, driver exams, escorts, policing crowds, riots and disaster. No percentage given.
- (21) Enforcement of auto dealer and peddler laws 10%.
- (22) Commercial vehicle laws 30%. Registration and livestock inspection 10%.

TOPIC 4. FUNCTIONS OTHER THAN TRAFFIC LAW ENFORCEMENT CARRIED OUT.

State	Driver License Exams	Enforcement Crim. Law	Coop. with State Agencies	Public U. & Livestock Laws	Motor Fuel Tax & Markets Laws	Auto Theft Laws	Licensing & Insp.	Safety Edu.	Other
Ark.	10%	5%	10%	---	---	---	---	---	---
Colo.	---	---	---	10%	5%	5%	---	---	---
Conn.	---	28%	---	---	---	---	10%	---	10%(1)
Del.	---	12%	---	---	---	---	---	---	---
Fla.	---	---	---	---	---	---	---	1.5%	(2)
Ga.	---	---	---	---	---	---	---	---	(3)
Ill.	2%	25%	---	---	---	---	---	3%	---
Ind.	---	10.9%	---	---	---	---	---	---	29.4%(4)
Kans.	---	No information	---	---	---	---	---	---	---
Ky.	---	20%	---	---	---	---	---	---	---
Maine	---	10%	---	---	---	---	---	---	---
Mass.	---	20%	---	---	---	---	---	---	5%
Mich.	2%	22%	---	---	---	---	---	---	46%(5)
Minn.	---	---	---	5%	---	---	30%	---	15%(6)
Mo.	---	10%	---	---	---	---	10%	---	---
Mont.	---	---	---	---	---	---	---	---	(7)
Nebr.	(8)	(8)	---	---	---	---	---	---	(8)
Nev.	---	---	---	---	---	---	---	---	(9)
N.H.	---	30%	---	---	---	---	---	---	(10)
N.M.	5%	10%	---	---	---	---	15%	---	---
N.C.	---	---	---	---	---	---	20%	---	(11)
N.Dak.	---	---	---	---	---	---	---	---	(12)
Ohio	---	---	---	---	---	---	---	---	(13)
Okla.	.5%	2.5%	---	---	---	---	---	---	---
Oreg.	---	---	---	---	---	---	---	---	(14)
Pa.	26%(15)	23%	---	---	---	---	---	---	---
Utah	5%	---	---	---	---	---	---	5%	10%(16)
Vt.	---	35%	---	---	---	---	---	---	10%(17)
Va.	---	---	---	---	---	---	---	---	10%(18)
Wash.	---	2%	---	---	---	---	---	---	6%(19)
W.Va.	---	---	---	---	---	---	---	---	(20)
Wis.	---	---	---	---	---	---	10%(21)	---	---
Wyo.	10%	---	---	---	---	---	---	---	(22)

- (1) General service.
- (2) A separate group in organization is the weight division, but no indication of number.
- (3) 1951 report of activities showed following breakdown: Aid to other officers 1%, attendance in court 1%, issuing driver's licenses 6%, radio operation 8%, office and reserve 12%, special details 6%, other nonpatrol 9%, patrol 57%.
- (4) Post duty 15%, special details 14.4%, criminal patrol and investigation 10.9%, accident investigation 4.8%, traffic court 3.5%, traffic patrol and investigation 51.3%.
- (5) Administration and reports 28%, fatigue and assignments 18%.
- (6) School bus regulation 5%. Miscellaneous 10%.
- (7) Driver examining and safety work. No percentage given.
- (8) Of 127 uniformed officers, 10 spend one-half time on drivers' licenses, 4 spend full time on criminal investigation, 3 spend full time on public relations and 6 spend full time on radio.
- (9) Other work includes enforcement of use fuel tax and driver licensing.
- (10) Also operate state-wide teletype service, police state property and operate identification service. No percentage given.
- (11) Escorts 5%.

Footnotes continued on preceding page.

TOPIC 5. HOW IS THE STATE TRAFFIC PATROL ORGANIZED?

Except for the 3 smallest patrols, Nevada, North Dakota and Wyoming, each of the state patrols is divided into some sort of subdivision under a supervisor. In the 3 exceptions the officers operate out of their homes. Normally there are district offices, and in some cases these are subdivided into subdistrict offices or posts. In most cases the patrolmen operate out of such district offices, but in 10 cases part or all of the patrolmen operate with their homes as their bases. In a few cases the county seat is the district headquarters, one law providing that there be at least one officer per county.

There are 5 possible criteria used for assigning patrolmen. In most cases 2 or more of the criteria are used. The most frequently used criterion is accident rate which appears in 28 cases. In 27 cases the traffic load is used as a measure of where to put the employes. In 16 cases the miles of highway is one of the factors and in 4 cases area is a factor. In 5 cases population is also a factor.

The number of district offices vary from 3 in Utah, 5 in Delaware and 6 in Maine and Wisconsin to 342 in North Carolina, 98 in Pennsylvania and 90 in Virginia. The mean number is about 35 districts to a state. As the footnotes indicate the organizational pattern determines in a large measure how many district offices exist. This pattern varies from an organization in which the district office maintains the radio center, barracks, car pools, maintenance crews to the type of organization in which the individual officer works out of his home or a desk in the sheriff's office.

STATISTICAL DATA: (See next page)

 FOOTNOTES FOR STATISTICAL DATA FOR TOPIC 5.

(Continued from following page)

- (12) To be increased when patrol increased from 448 to 650.
- (13) 2 divisions, 8 districts, 68 detachments. Men operate from homes.
- (14) Population and motor vehicle registration.
- (15) 5 districts, 6 substations and 8 outposts, latter consists of individual troopers operating from their homes.
- (16) Also population and distribution of criminal offenses.
- (17) District offices, county seats, detachment offices, own homes.
- (18) 26 detachments and 48 single officer posts.
- (19) Usually at county seat.
- (20) Each officer maintains headquarters at home. Located in 55 communities in 6 enforcement districts.
- (21) In some county seats, commissioners have granted space in sheriffs' offices.

TOPIC 5. ORGANIZATION OF STATE TRAFFIC PATROL.

State	Are there district supervisors	What is unit from which patrolmen operate	On what basis are patrolmen assigned				How many posts in state
			area	miles	traffic	accident frequency	
Ark.	yes	district(1)	X	X	X	X	50
Colo.	yes	(2)	-	X	X	X	60
Conn.	yes	district	-	-	X	X	11
Del.	yes	district	-	-	-	X	5
Fla.	yes	(3)	-	-	X	X(4)	-
Ga.	yes	district	-	X	-	X	32
Ill.	yes	(5)	-	X	X	X	14
Ind.	yes	district&home	-	-	X	X	10
Kans.	yes	district	-	-	X	-	40
Ky.	yes	district	-	-	X	X(6)	14
Maine	yes	homes	-	-	X	X	6
Mass.	yes	troop area substation	-	X	X	X	26
Mich.	yes	posts	-	-	X	X(7)	45
Minn.	yes	district	-	X	X	X	62
Mo.	yes	district(8)	X	-	X	X	47
Mont.	yes	district(9)	X	X	-	X	41
Nebr.	yes	district&home	X	X	X	X	42
Nev.	no	homes	-	X	-	-(7)	12
N.J.	yes	district(10)	-	-	X	X	35
N.M.	yes	district&home	X	X	X	X	39
N.C.	yes	district, sub-stations	(11)	(11)	(11)	(11)	342
N.Dak.	no	county seat, home	-	-	X	-	37
Ohio	yes	posts	-	X	-	X	41(12)
Okla.	yes	(13)	-	-	X	X	68(13)
Oreg.	yes	district	-	X	X	X	24
Pa.	yes	district	-	X	X	X(14)	98
Utah	yes	district-home	-	X	X	X	3
Vt.	yes	district(15)	-	X	X	X(16)	19
Va.	yes	homes	X	X	X	X(7)	90
Wash.	yes	(17)	-	-	-	X	74(18)
W.Va.	--	detachment(19)	-	X	X	X	60
Wis.	yes	district-homes	-	-	X	-	6(20)
Wyo.	no	homes(21)	-	X	X	X	24

(1) All men live at home.

(2) From central office, district offices, county seats, own homes and substations.

(3) Patrolmen divided into districts and divisions. Chain of command is from central office, to division to district.

(4) Law requires at least one officer per county.

(5) Central office, district offices and own homes.

(6) Population and geography.

(7) Population.

(8) Each man responsible to the district office, although he may work out of a county seat or be located in a town other than a county seat.

(9) Police stations.

(10) 11 of 35 police stations are at district stations with supervision over the other 24.

(11) Patrolmen assigned on basis of (a) mileage of rural roads in county; (b) total county population; (c) total county registration; (d) no. of fatal accidents in county in past 5 years. Percentage taken on the basis of distributing 500 men according to the 4 above factors.

Footnotes continued on preceding page.

TOPIC 6. THE HOUSEKEEPING FUNCTIONS FOR TRAFFIC PATROL VEHICLES.

How are the vehicles of the traffic patrol procured, financed, stored, maintained and fueled?

In all of the 33 states reporting, the vehicles of the traffic patrol are owned by the state although in Wisconsin until recently the vehicles were owned by the patrolmen, and the transition to state owned vehicles is only partially complete. In every case the vehicles are procured on an outright purchase plan rather than on a rental basis.

The method of housing vehicles is about evenly divided between keeping them at the traffic patrol headquarters or in state garages on one hand and making the vehicles the responsibility of the patrolman on the other hand. In 3 cases both methods are used.

More often than not, the maintenance of the vehicle is provided in state operated facilities. In a few cases dealer contracts provide maintenance, and in other cases local garages are used.

In 27 cases out of 33 the vehicles are refueled at state pumps. Only in the case of the officer owned cars in Wisconsin are the vehicles refueled wherever the officer happens to be. Generally provision exists for refueling at places other than state owned pumps if a need arises, but provision is generally made for the purchase on a courtesy card in these cases. Officers carry from 1 to 10 courtesy cards in various states. In some instances the courtesy cards are issued only for those companies which meet the contract price established by the state.

STATISTICAL DATA: (See next page)

FOOTNOTES FOR STATISTICAL DATA FOR TOPIC 6.

(Continued from the following page)

- (10) Emergency purchases on credit cards from state-wide companies.
- (11) Courtesy cards with major companies.
- (12) Maintained locally with job going to lowest of 3 bids.
- (13) Only when state pumps not available.
- (14) When state pumps not available, courtesy cards with 4 companies.
- (15) By credit card.
- (16) In process of changing to state owned. State now owns 28.
- (17) At place where officer located. State pays winter storage on state owned vehicles.
- (18) State, on state-owned vehicles.
- (19) Officer owned vehicles only.
- (20) Credit card on state owned vehicles.

IRL-RB-107
 TOPIC 6. THE TRAFFIC PATROL VEHICLES

State	Who furnishes vehicles		How Procured		Where Garaged	Where Serviced	How purchase fuel		Contract with one company
	State	Patrolmen	Purchase	Rent			Any Station	State Pumps	
Ark.	X	--	X	--	home	state	no	yes	yes
Colo.	X	--	X	--	state&pri.	state&pri.	no	yes	yes(1)
Conn.	X	--	X	--	state&home	state	no	yes	--
Del.	X	--	X	--	state	--	--	yes	--
Fla.	X	--	X	--	home	dealer	--	--	--(2)
Ga.	X	--	X	--	state	state	(2a)	yes	no
Ill.	X	--	X	--	officer	state	no	yes	yes
Ind.	X	--	X	--	officer	state	no	yes	yes
Kans.	X	--	X	--	officer	officer	--	--	yes
Ky.	X	--	X	--	officer	state	no	yes	(3)
Maine	X	--	X	--	home	state	no	yes	(4)
Mass.	X	--	X	--	state	state	no	yes	no
Mich.	X	--	X	--	state	state-officer	no	yes	no
Minn.	X	--	X	--	state&pri.	state-officer	no	yes	no(5)
Mo.	X	--	X	--	officer	state	no	yes	(6)
Mont.	X	--	X	--	--	state	no	yes	no
Nebr.	X	--	X	--	officer	dealer	no	yes	--
Nev.	X	--	X	--	state	officer	no	no	no(7)
N.J.	X	--	X	--	state	state	no	yes	--
N.M.	X	--	X	--	officer	state-pri.	no	yes	(8)
N.C.	X	--	X	--	officer	state	no	yes	yes
N.Dak.	X	--	X	--	home	private	--	--	--(9)
Ohio	X	--	X	--	state&home	state	--	yes	(10)
Okl.	X	--	X	--	home	state	--	--	--(11)
Oreg.	X	--	X	--	state	private(12)	no	yes	(11)
Pa.	X	--	X	--	state	state	no	yes	yes
Utah	X	--	X	--	home	state	no	yes	(13)
Vt.	X	--	X	--	--	contract	no	yes	(14)
Va.	X	--	X	--	state	state	no	yes	(13)
Wash.	X	--	X	--	home	state	--	yes	(15)
W.Va.	X	--	X	--	state	state	no	yes	(13)
Wis.	X	X(16)	X	--	state(17)	state(18)	yes(19)	--	yes(20)
Wyo.	X	--	X	--	state	state	no	yes	--

CODE: Where garaged

home = home of officer
 state & pri. = state & private
 state = barracks or central garage
 officer = by officer

Where serviced

state = state garage
 dealer = authorized dealer of that make of car
 officer = officer determines where serviced

- (1) Credit card good at all major company stations.
- (2) Each officer has 10 courtesy cards from major oil companies and attempts to buy from all.
- (2a) Emergency only.
- (3) Each officer carries courtesy cards of 6 major companies with which department has contract.
- (4) Credit card to lowest bidder.
- (5) From any of many contract stations who sell at bid price.
- (6) Assigned gasoline coupon books purchased from companies.
- (7) Any station by use of credit cards.
- (8) Carry all types of credit cards.
- (9) By credit card from any station.

Footnotes continued on preceding page.

TOPIC 7. HOW IS THE PATROLMAN'S TIME USED?

Although the traffic patrolman's primary function is to patrol the roads, a substantial part of his working day is utilized for other duties. Of 26 states reporting, the proportion of time actually devoted to patrolling varied from 25% in Michigan to 90% in Oklahoma. The average time used for patrol is about 60%.

What happens to the remaining time? From 1 to 15% of the time is used in court appearances. This averages at about 6% of the time. Other major activities include office routine, reports and administration, conducting examinations, inspecting vehicles, in-service training, truck weighing, radio work, special details. In 16 states time is allotted for in-service training. This varies from .2% to 5%. 25 states report time used for reporting, administration and office routine varying from 3% to 37% of the total time.

In some places certain of the duties normally assigned to traffic officers are assigned to a clerical employee. Illinois uses less highly classified employees for truck weighing. Some states use clerical employees for administering driver's license examinations.

STATISTICAL DATA: (See next page)

TOPIC 7. USE OF PATROLMAN'S TIME EXPRESSED IN PERCENTAGE.

State	Patrol- ling	Public Rela- tions	Inspect- ing	Court	Reports & Admin- istration	Office Routine	Exams	Train- ing	Others
Ark.	50	10	0	5	5	-	-	2	-
Colo.	60	5	5	5	10	3	0	2	10(1)
Conn.	70	10	-	10	5	5	-	-	-
Del.	60	5	5	5	10	5	-	5	5
Fla.	59	1	-	4	1	5	1	.5	27(2)
Ga.	57	-	-	1	-	12	6	-	22(3)
Ill.	65	4	4	3	2	1	2	3	10(4)
Ind.	51.3	14.4	-	3.5	15	-	-	-	15.8(5)
Kans.	No information								
Ky.	67	5	2	8	8	4	1	5	-
Maine	No information								
Mass.	(6)								
Mich.	25	1	1	12	19	8	2	1	31(7)
Minn.	45	5	15	15	10	5	0	1	4(8)
Mo.	60	5	5	5	5	-	-	-	20(9)
Mont.	No information								
Nebr.	89	1	-	10	-	-	-	-	-
Nev.	30	5	10	10	20	-	-	5	20(10)
N.J.	70	10	-	10	5	5	-	-	-
N.M.	70	-	-	10	15	-	-	5	-
N.C.	66	5	2	5	8	5	2	2	5
N.Dak.	60	5	5	2	1	10	5	1	11
Ohio	34	-	5.45	5.55	12	24.9	1.4	-	16.7
Okla.	90	2	0	3	5	-	-	-	-
Oreg.	80	-	1	1	4	14	-	2	1
Pa.	No information								
Utah	65	5	5	5	5	-	5	5	5(4)
Vt.	32	1	1.5	2	6	5	-	.2	52.3(11)
Va.	No information								
Wash.	56	2	2	4	9	2	4	3	18(12)
W.Va.	33-1/3	1	-	10	5	5	12	-	14(13)
Wis.	50.15	-	5.45	4.34	7.97	-	-	-	32.09(14)
Wyo.	(15)								

- (1) Auto theft, livestock larceny, other investigations, directing traffic, escorts.
- (2) Special duties, escorts, radio duty relief, car repair, etc.
- (3) Aid to other officers 1%, radio operations 8%, special details 6%, misc. 7%.
- (4) Truck weighing(temporary).
- (5) Criminal work 10.9%; miscellaneous 4.9%.
- (6) Men are required to do at least 8 hrs. patrol duty on assigned patrol. Extra duty, such as court and investigation of accidents cause an officer in many instances to be occupied for many hours in excess of 8 in one day, but regardless, these hours count only toward that particular day's work. The only time when court or other duties count to the advantage of the officer would be when he is starting time off. Officers are required to make out their reports on their return to their station from their tour of duty.
- (7) Answering complaints 26%, fatigue 5%.
- (8) Special details, investigation, serving warrants, surveys, meetings, etc.
- (9) Registration 10%; criminal work 10%.
- (10) Special assignments.
- (11) Criminal investigations 34%; radio watch 16%; care of equipment 1.5%; misc. .8%.
- (12) Weight control, criminal law, accident investigation, other investigation 18%.
- (13) Criminal investigation 9%; accident investigation 5%.
- (14) Investigation 7.35%; special details 24.17%; directing traffic .57%.
- (15) Depends and varies according to weather conditions, number of arrests, etc.

TOPIC 8. HOW IS TRUCK WEIGHING HANDLED?

In 29 out of 32 states reporting, truck weighing is a responsibility of the traffic patrol. Only in Kansas, Michigan and New Mexico is it handled by another agency.

Normally it is not a full-time task of a special crew. Only in 10 cases is there such a full-time crew. The number of men used for truck weighing varies from 6 to 160. There is little information about the number of crews used or the men on a crew, but in at least one case the crews have from 3 to 5 members and one state reports a single mobile unit to weigh trucks.

Where the function of truck weighing is rotated among the regular uniformed patrolmen, the proportion of the total time used for this purpose is small, varying from a top of 35% in Nevada and 25% in Wisconsin to less than 1% in Ohio and Vermont.

In several cases such as Missouri, Montana, Virginia and West Virginia, the crew members are civilians, but officers are available to make arrests.

There are 3 methods by which truck weighing is done. One is by fixed stations where permanent scales are operated. A second method is by mobile or portable stations where portable scales are set up at strategic points without warning. The third is by ordering suspects to a public scale. In 22 cases out of 27 fixed stations are used. In the same number of states portable stations are used. However, in only 16 cases were both fixed and portable stations used.

Occasionally this function is performed by a completely different organization in connection with another program. In Arkansas, for example, the Revenue Department operates the fixed stations and in West Virginia the Road Commission crews do the weighing.

STATISTICAL DATA: (See next page)

TOPIC 8. TRUCK WEIGHING.

State	Is traffic patrol responsible for truck weighing?	Is there a full-time crew?	How Many?	If the crew is not full time what % of time used on it?	Do truck weighers operate from	
					fixed stations	portable stations
Ark.	yes	yes	12	--	no(1)	yes
Colo.	yes	no	--	2%	no	no(2)
Conn.	yes	no	--	5%	yes	no
Del.	yes	no	--	2%	yes	--
Fla.	yes	yes	14	--	yes	yes
Ga.	yes	yes	24	--	no	yes(2a)
Ill.	yes	yes	160(3)	10% temporary	yes	yes
Ind.	yes	no	(4)	5%	yes	yes
Kans.	no	--	--	--	--	--
Ky.	yes	no	--	5%	yes	yes
Maine	yes	no	--	no data	yes	yes
Mass.	No information					
Mich.	no	--	--	--	--	--
Minn.	yes	no	--	5 to 16%	yes	yes
Mo.	yes	no	55(5)	10%	yes	occasionally
Mont.	yes	--	0	(5a)	yes	--
Nebr.	yes	no	-	5-10%	yes	--
Nev.	yes	intermittent	6	35%	no	yes
N.J.	yes	yes	2(6)	incidental	yes	yes
N.M.	no	--	--	--	--	--
N.C.	yes	no	--	8%	--	yes
N.Dak.	yes	no	--	5%	yes	--
Ohio	yes	no	--	.014	yes	yes
Okla.	yes	yes	10.	--	yes	yes
Oreg.	yes	no	--	--	yes	no
Pa.	yes	yes	3 per crew	--	yes	yes
Utah	yes	yes	12(7)	5%	yes	yes(8)
Vt.	yes	no	--	.4%	--	yes
Va.	yes	no	(9)	--	yes	yes
Wash.	yes	yes	21(10)	1%	yes	yes
W.Va.	yes	no	(11)	2%	no(12)	yes
Wis.	yes	yes	25	--	yes	yes
Wyo.	yes	no	--	varies	yes	yes(13)

- (1) Revenue Department operates fixed stations.
(2) Taken to public scales and scales at port of entry.
(2a) In 1951 made 2,221 arrests for weight violations, an increase of 548% over 1950 and spent 601% more hours on it.
(3) 160 civilian plus part-time officers.
(4) 25 on rotating detail.
(5) 55 weight clerks, uniformed men available to make arrests when needed.
(5a) Officers used for apprehending.
(6) We operate short handed crew. Should be 3-5 men. Obviously means number of men on each crew.
(7) All officers rotate on them.
(8) One mobile unit.
(9) Highway Department furnishes weighers. Our officers handle enforcement only.
(10) But all uniformed personnel do some weighing.
(11) State Road Commission Crews. State Police handle traffic and make arrests.
(12) Soon to have fixed stations.
(13) Mostly fixed stations. Occasionally portable on certain roads.

TOPIC 9: HOW MANY MEN ARE USED FOR WHAT PORTION OF TIME ON SPECIAL ASSIGNMENTS?

One of the major problems of traffic enforcement is the withdrawal of personnel from the general task of patrol to carry out special assignments. In this topic an effort was made to determine if a part of the regular patrol was specifically assigned to special tasks or if the special assignments were passed out among all personnel. It may be said that generally special assignments are distributed among all personnel on a part-time basis. Notable exception occurs to this trend. In 7 cases a specific group of men are assigned to driver licensing on a full-time basis. There does not appear to be many other cases in which any personnel have a full-time special assignment.

Among the special assignments which occur with some regularity is that of assignment to state and county fairs. To the degree that fairs constitute a traffic hazard, these assignments can be justified, but to the degree that they represent a device whereby the State Patrol assumes another task, they are not justified.

Among the other special assignments which are allotted to the traffic patrol are assignment to the Governor as escort, vehicle inspection, school bus inspection, safety education programs, truck weighing, investigations of tax violations and criminal investigations. All of these are probably important items and must be performed, but the continuous accumulation of these functions must inevitably reduce the effectiveness of the patrol function. The fact that most of these duties are not assigned as full-time tasks to a specific group but are assigned as part-time jobs to all of the patrol indicates the danger of picking away at the man hours available for general patrol duty.

STATISTICAL DATA: (See next page)

State	Driver license exams		Special Assignments		Safety Education		Truck Weighing		Other	
	Men	% of time	Men	% of time	Men	% of time	Men	% of time	Men	% of time
Ark.	90	10	90	5	--	--	--	--	--	--
Colo.	none	--	--	--	--	--	--	--	--	--
Conn.	--	(1)	--	--	--	--	--	--	--	--
Del.	none	--	--	--	--	--	--	--	--	--
Fla.	See	Table 7.	--	--	--	--	--	--	--	--
Ga.	See	Table 7.	--	--	--	--	--	--	--	--
Ill.	35	25	--	--	15	90	42	90	--	--
Ind.	(2)	--	--	--	--	--	--	--	--	--
Kans.	20	85	--	--	--	--	--	--	--	--
Ky.	20	100(3)	--	--	--	--	--	--	--	--
Maine	(1)	--	--	--	--	--	--	--	--	--
Mass.	(4)	--	--	--	--	--	--	--	--	--
Mich.	18	80	5	(5)	--	--	--	--	8	(6)
Minn.	(7)	--	--	--	--	--	--	--	--	--
Mo.	35	100	55	100(8)	--	--	--	--	--	--
Mont.	7	100	--	--	--	--	--	--	--	--
Nebr.	10	50	--	--	--	--	--	--	--	(9)
Nev.	12	30	--	--	--	--	--	--	--	(10)
N.J.	(1)	--	--	--	--	--	--	--	--	--
N.M.	(11)	--	--	--	--	--	--	--	--	--
N.C.	40	100(12)	--	--	--	--	--	--	30	75(13)
N.Dak.	--	--	--	--	--	--	--	--	--	--
Ohio	8	100	(14)	--	--	--	--	--	(15)	--
Okla.	250	2.5	--	--	--	--	--	--	250	.5
Oreg.	--	--	--	--	--	--	--	--	--	--
Pa.	150	100(16)	--	--	--	--	--	--	(17)	--
Utah	10	50	--	--	50	5	77	10	--	--
Vt.	--	--	--	--	--	--	--	--	--	--
Va.	--	--	--	--	--	--	--	--	5	25(18)
Wash.	4	100	--	--	--	--	--	--	(19)	--
W.Va.	--	--	--	--	--	--	--	--	--	--
Wis.	(20)	--	--	--	--	--	--	--	--	--
Wyo.	--	--	--	--	3	100	--	--	--	--

- (1) Handled by Department of Motor Vehicles.
- (2) None full time. Assigned as need arises or is thought administratively advisable.
- (3) Also 20 for 25% of time as alternates.
- (4) Not a state police function.
- (5) 3 to Governor 100% of time. 2 to county fairs 10% of time.
- (6) 5 to Police Training Bureau 40% of time; 3 to State Highway Dept. 15% of time.
- (7) So varied unable to answer.
- (8) 50 to state fair for 10 days 100% of time; 3 to 5 to 25 county fairs lasting 3 to 4 days.
- (9) 4 full time on criminal investigation; 3 full time on public relations and 6 full time on radio.
- (10) Safety, registration, public service taxes, fuel tax. 22 for 65% of time.
- (11) Special assignments for limited periods only.
- (12) Rush period only.
- (13) Vehicle inspection.
- (14) State fair 32 for 1 week.
- (15) Other special details 4.9% of time.
- (16) Also 310 35% of time.
- (17) Inspection station supervisors 53 for 100% of time.
- (18) Motor vehicle inspection.
- (19) 18 for 2% of time on school bus inspection and 1 for 95% of time on special investigations.
- (20) Special details are generally rotated among all uniformed personnel.

TOPIC 10. WHAT IS THE JURISDICTION OF THE TRAFFIC PATROL?

In only 2 of 33 cases is the highway patrol confined to the enforcement of traffic laws. In 5 other cases their jurisdiction is extended to other laws, but is not general. In Wisconsin, for example, the Motor Vehicle Department enforces the peddler and dealers licenses in addition to the traffic laws. In 25 cases the traffic patrol can arrest for violation of all laws.

Generally, the traffic officers have state-wide jurisdiction. Only in the case of Minnesota are they restricted to state highways.

Only 6 replies to the question regarding the jurisdiction in urban versus rural areas were received. These indicate that by agreement the state officers either remain outside all or part of the cities or cooperate with local officials. There does not appear to be any instance in which the State Patrol has taken on the enforcement in cities although the Kentucky patrol appears to have jurisdiction in smaller cities.

The question regarding the apprehension of violators who get outside the jurisdiction of the State Patrol elicited 2 replies that they go anywhere in "hot pursuit." It appears that the question failed to arouse interest or comment because most patrols have state-wide jurisdiction.

The most critical substantive issue of jurisdiction is the use of the traffic patrol in labor disputes. In 12 cases the use is forbidden and in 20 cases it is not forbidden. In 5 cases the patrol may not be used until ordered to do so by the Governor. In one case they are used only if traffic is impeded.

STATISTICAL DATA: (See next page)

State	Do traffic officers arrest for violating			Do traffic officers have jurisdiction			Do traffic officers have jurisdiction on urban roads as well as rural	What provision for crossing boundaries	Is use of patrol in labor disputes forbidden
	all laws	traffic laws	traffic & others	state wide	state roads	county roads			
Ark.	yes	--	--	yes	--	--	--	--	yes
Cal.	--	--	yes(1)	yes	--	--	--	--	yes
Conn.	yes	--	--	yes	--	--	--	--	no
Del.	yes	--	--	yes	--	--	--	--	no
Fla.	--	--	yes(2)	yes	--	--	(3)	--	no
Ga.	yes	--	--	yes	--	--	--	--	yes(4)
Ill.	yes	--	--	yes	--	--	--	--	no
Ind.	yes	--	--	yes	--	--	--	--	yes(4)
Kans.	yes	--	--	yes	--	--	--	--	no
Ky.	yes	--	--	no	--	--	(5)	(6a)	no
Maine	yes	--	--	yes	--	--	--	--	no
Mass.	yes	--	--	yes	--	--	--	--	yes(4)
Mich.	yes	--	--	yes	--	--	--	--	no
Minn.	yes	--	--	no(6)	yes	--	--	(6a)	yes
Mo.	--	--	yes(7)	yes	--	--	(3)	--	(8)
Mont.	--	yes	--	no	--	--	--	--	yes
Nebr.	yes	--	--	yes	--	--	--	--	yes
Nev.	no	yes	yes	yes	yes(9)	yes(10)	(11)	(12)	yes(13)
N.J.	yes	--	--	yes	--	--	(14)	--	yes
N.M.	yes	--	--	yes	--	--	--	--	no
N.C.	yes	--	--	yes	--	--	--	--	no
N.Dak.	no	no	no	yes	--	--	--	--	no
Ohio	--	--	yes(15)	yes	--	--	--	--	no
Okla.	yes	--	--	yes	--	--	--	--	yes
Oreg.	yes	--	--	yes	--	--	--	--	no
Pa.	yes	--	--	yes	--	--	--	--	no
Utah	yes	--	--	yes	--	--	--	--	no
Vt.	yes	--	--	yes	--	--	(3)	--	no
Va.	yes	--	--	yes	--	--	--	--	no
Wash.	yes	--	--	yes	--	--	--	--	no
W.Va.	yes	--	--	yes	--	--	--	--	no
Wis.	--	--	yes	yes(16)	--	--	--	--	yes
Wyo.	yes	--	--	yes	--	--	--	--	no(4)

- (1) Auto theft, public utility, motor fuel, livestock and market laws.
- (2) Auto theft, riots, disorders, strikes, public drunks, certain crimes committed in presence.
- (3) General policy to leave urban areas to themselves unless help requested.
- (4) Unless detailed by executive order.
- (5) Have no jurisdiction in 21 cities of first five classes.
- (6) No jurisdiction in industrial disputes.
- (6a) May cross boundaries in hot pursuit.
- (7) Have full police power and do some criminal work.
- (8) Not forbidden, but interfere only if traffic impeded.
- (9) Exercise full police power on state highways.
- (10) Any roadway where public funds expended.
- (11) Stay out of cities if possible.
- (12) Statewide jurisdiction.
- (13) Have to be deputized by State Police on order of Governor.
- (14) Cooperate with municipalities having police departments.
- (15) Traffic jurisdiction all over and police power on state owned and leased property.
- (16) Chapters 85, 129, 194 and 218, Wis. Stats.

TOPIC 11. WHAT IS THE NATURE OF LOCAL TRAFFIC PATROLS?

The general pattern of the states appears to be that in addition to the state traffic patrol there are also county and urban traffic patrols. Only 2 states, North Dakota and Wyoming, indicate that they have neither county nor urban traffic patrols. It is obvious that in certain states, just as in certain Wisconsin counties, traffic enforcement is a responsibility of the sheriff. 7 of 32 states reporting, state that they have no county patrols. Of those reporting county traffic officers, the number of officers ranges from 5 to 1,633.

Generally, the county officers patrol all roads. There is no instance in which the county officers appear to confine their activities to the county roads.

Generally, the county traffic ordinances in the several counties of the state are reported to be the same. In 22 cases they are the same and in 7 cases they differ among counties. Similarly, the county ordinances generally are the same as the state law. Only in 3 cases of 27 were they different.

STATISTICAL DATA: (See next page)

State	No. of county patrolmen	Do county patrolmen operate on		Do various county ordinances differ	Do county ordinances differ from state law	Are there traffic officers in urban communities
		all roads	those not patrolled by state			
Ark.	none	--	--	no	no	yes
Colo.	none(1)	--	--	no(2)	--	yes
Conn.	none	--	--	no	no	yes
Del.	12	yes	--	no	no	yes
Fla.	unknown	yes	--	no	no	yes(3)
Ga.	100	yes	--	no	no	yes
Ill.	300	(4)	--	no	no	yes
Ind.	100	yes	--	yes	yes	yes
Kans.	40	yes	--	no	no	yes
Ky.	175	yes	--	no	no	yes
Maine	none	--	--	no	--	yes
Mass.	none	--	--	--	--	yes
Mich.	696	yes	--	yes	no(5)	yes
Minn.	unknown	yes	--	no	no	yes
Mo.	175	(6)	--	no	no	yes
Mont.	none	--	--	--	--	--
Nebr.	10	yes	--	no	no	yes
Nev.	100	no	yes	no	yes	yes
N.J.	200	yes	--	no	no	yes
N.M.	--	--	--	no	no	yes
N.C.	633	yes	--	no	no	yes
N.Dak.	none	--	--	no	no	no
Ohio	(7)	(8)	--	no	no	yes
Okla.	unknown	--	--	yes	yes	yes
Oreg.	unknown	--	--	no	no	yes
Pa.	101	yes	--	yes	no	yes
Utah	50	yes	--	yes	no	yes
Vt.	none(9)	--	--	no	no	yes
Va.	unknown	--	--	yes	no	yes
Wash.	5	yes	--	yes	no	yes
W.Va.	--(10)	--	--	--	--	yes
Wis.	unknown(11)	--	--	--	--	yes
Wyo.	none	--	--	no	no	no

- (1) None as such. Each county has sheriff and his deputies.
- (2) State law applies except in some cities.
- (3) Most state and county officers let urban areas handle own problems unless called for assistance.
- (4) Some counties all roads; others none.
- (5) Except possible parking regulations.
- (6) Only in three counties.
- (7) 88 sheriffs, 702 deputies, 660 constables and 7,590 city and village police.
- (8) County officers patrol all roads except constables who have full jurisdiction on county and township roads but are limited to drunken drivers and school bus violations on state roads.
- (9) Sheriffs not primarily traffic officers and do very little traffic work.
- (10) Traffic law enforcement by county officers negligible.
- (11) 535 in 61 counties. Nonreporting counties, 10, estimated 30 men in these counties.

TOPIC 12. ARE TRAFFIC TICKETS AND TRAFFIC LAW VIOLATION PENALTIES UNIFORM THROUGHOUT THE STATE?

Although most states report that their various county ordinances throughout the state are alike and that their county ordinances are the same as the state law, yet more often than not, the tickets used in making arrests are different and frequently the penalties vary for the same offense in different parts of the state.

Only 6 states out of 33 use a uniform ticket throughout the state. In one of these, Michigan, the ticket is uniform in 115 cities only. In 2 states there is no uniformity between tickets of the state and county patrols, but note is made that all of the members of the State Patrol use the same ticket. It may be assumed that this is true generally.

16 states report that the penalties assessed are uniform throughout the state, but one of these states that the situation is improving. In 17 cases variations in penalties exist although one state, New Jersey, states that plans for uniform fines are under way.

STATISTICAL DATA: (See next page)

TOPIC 12. UNIFORM TICKETS AND PENALTIES.

State	Is a uniform traffic ticket in use throughout the state?	Are penalties for the same offense relatively uniform throughout the state?
Ark.	no	no
Colo.	no	no
Conn.	no	yes
Del.	no	yes
Fla.	no	no
Ga.	yes	no
Ill.	no	yes(1)
Ind.	no	no
Kans.	no	yes
Ky.	no	yes
Maine	no	yes
Mass.	no	yes
Mich.	yes(2)	yes
Minn.	no	no
Mo.	no	yes
Mont.	yes	yes
Nebr.	no	yes
Nev.	no	no
N.J.	yes	no(3)
N.M.	no	yes
N.C.	no	no
N.Dak.	yes	no
Ohio	no	no
Okla.	no	no
Oreg.	no	no
Pa.	no	yes
Utah	yes	no(4)
Vt.	no	no
Va.	(5)	yes
Wash.	yes	yes
W.Va.	no	yes
Wis.	no	no
Wyo.	no(6)	no

(1) Improving.

(2) 115 cities only.

(3) Plans under way to have uniform fines for traffic offenses.

(4) Every enforcement agency prosecutes under its own law or ordinance.

(5) By the Department of State Police, yes.

(6) Patrol uses uniform ticket.

TOPIC 13. ARE VIOLATIONS OF THE TRAFFIC LAW TRIED IN MINOR COURTS OR COURTS OF RECORD?

In this topic an effort is made to determine where major and minor traffic offenders arrested by state, county and local patrolmen are tried.

Almost without exception felons arrested by state, county and local patrolmen are tried in courts of record. In 29 states where arrests are made by state officers the cases are tried in courts of record and in 2 cases in justice courts. In 24 out of 25 cases county officers bring the felons into a court of record and in 27 of 28 cases the local traffic officers bring offenders accused of a felony before a court of record.

Misdemeanors are tried in 3 different ways. In 12 cases out of 31, state officers bring the misdemeanants before a justice court; in 4 cases they bring them before a court of record; and in 15 cases they bring them before either a justice court or court of record. In 10 cases out of 24 the county traffic officers bring persons accused of a misdemeanor before the justice court; in 3 cases before a court of record; and in 11 cases before either a justice or court of record. Local traffic officers bring the persons arrested for a misdemeanor before the justice court in 10 cases out of 27; before a court of record in 3 cases; before either a justice court or court of record in 12 cases; and before a police court or municipal court in 3 states.

STATISTICAL DATA: (See next page)

TOPIC 13. THE COURTS IN WHICH TRAFFIC VIOLATORS ARE TRIED.

Code: CR = Court of Record JP = Justice Court MC = Municipal Court

State	Arrests by state patrolmen		Arrests by county patrolmen		Arrests by local patrolmen	
	Felonies	Misdemeanors	Felonies	Misdemeanors	Felonies	Misdemeanors
Ark.	CR	JP	CR	JP	CR	JP
Colo.	CR	CR-JP	CR	CR-JP	CR	CR-JP-MC
Conn.	(1)	--	--	--	--	--
Del.	CR	CR-JP	CR	CR-JP	CR	CR-JP
Fla.	CR	CR-JP	CR-JP	--	CR-JP	--
Ge.	CR	CR	CR	CR	CR	CR
Ill.	CR	JP	CR	JP	CR-JP	JP
Ind.	CR	CR-JP	CR	CR-JP	CR	CR-JP
Kans.	CR	JP	CR	JP	CR	JP
Ky.	CR	JP	CR	JP	CR	JP
Maine	CR-JP	CR-JP	--	--	CR-JP	CR-JP
Mass	CR	CR	--	--	CR	CR
Mich.	CR	JP	CR	JP	CR	JP
Minn.	CR	CR-JP	CR	CR-JP	CR	CR-JP
Mo.(2)	CR	CR	CR	CR	CR	MC
Mont.	No information.					
Nebr.	CR	CR-JP	CR	CR-JP	CR	JP
Nev.	JP	JP	JP	JP	JP	JP
N.J.(2)	CR	CR	CR	CR	CR	CR
N.M.	CR	CR-JP	CR	CR-JP	CR	CR-JP
N.C.	CR	CR-JP	--	--	--	--
N.Dak.	--	JP	--	--	--	--
Ohio	CR	CR-JP	CR	CR-JP	CR	CR-JP
Okla.	CR	CR-JP	CR	CR-JP	CR	CR-JP
Oreg.	CR	JP	CR	CR-JP	CR	CR-JP
Pa.	CR-JP	CR-JP	CR-JP	CR-JP	CR-JP	CR-JP
Utah	CR	JP	CR	JP	CR	JP
Vt.	CR	CR-JP	--	--	CR	CR-JP
Va.	CR	CR-JP	CR	CR-JP	CR	CR-JP
Wash.	CR	JP	CR	JP	CR	(3)
W.Va.	CR	JP	CR	JP	CR	JP
Wis.	CR	JP	CR	JP	CR	JP
Wyo.	JP	JP	--	--	--	--

(1) JP courts have jurisdiction only in cases where the penalty does not exceed \$100 fine or 60 days in jail.

(2) No JP courts.

(3) Police court.

TOPIC 14. ARE PROSECUTIONS BROUGHT IN THE NAME OF THE STATE,
COUNTY OR MUNICIPALITY AND ARE THEY BROUGHT UNDER
STATE LAW, COUNTY OR MUNICIPAL ORDINANCE?

More often than not, the actions against violators are brought in the name of the state. In 33 cases this is true. In 9 of these cases actions may also be brought in the name of the county and in 15 cases in the name of the municipality. In 17 cases all actions are brought in the name of the state, in 7 cases in the name of either the state or municipality, in one case in the name of the state or county and in 8 cases in the name of the state, county or municipality.

In more cases than not violators may be prosecuted under state law. In 33 cases prosecutions may be brought under state law, in 7 cases under county ordinances, and in 25 cases under municipal ordinances. In 7 cases all prosecutions are brought under state law, in 18 cases under either state law or municipal ordinances, and in 8 cases under either state law, county ordinances or municipal ordinances.

STATISTICAL DATA: (See next page)

TOPIC 14. THE LEVEL OF GOVERNMENT UNDER WHICH PROSECUTIONS ARE MADE.

State	ARE ACTIONS AGAINST VIOLATORS BROUGHT IN NAME OF			ARE PROSECUTIONS BROUGHT UNDER		
	State	County	Municipality	State Law	County Ordinances	Local Ordinances
Ark.	yes	--	--	yes	--	--
Colo.	yes	--	--	yes	--	yes
Conn.	yes	--	--	yes	--	yes
Del.	yes	--	--	yes	--	yes
Fla.	yes	--	--	yes	--	--
Ga.	yes	--	yes	yes	--	yes
Ill.	yes	yes	yes	yes	--	yes
Ind.	yes	--	--	yes	yes	yes
Kans	yes	--	--	yes	--	--
Ky.	yes	yes	yes	yes	yes	yes
Maine	yes	--	--	yes	--	yes
Mass.	yes	--	--	yes	--	yes
Mich.	yes	--	yes	yes	--	yes
Minn.	yes	yes	yes	yes	--	yes
Mo.	yes	--	yes(1)	yes	--	yes(1)
Mont.	yes	--	--	yes	--	--
Nebr.	yes	--	yes	yes	--	yes
Nev.	yes	--	--	yes	--	yes
N.J.	yes	--	--	yes	yes	yes
N.M.	yes	--	yes	yes	--	yes
N.C.	yes	--	--	yes	--	yes
N.Dak.	yes	--	--	yes	--	--
Ohio	yes	yes	yes	yes	--	yes
Okla.	yes	yes	--	yes	--	yes
Oreg.	yes	--	yes	yes	--	yes
Pa.	yes	--	--	yes	--	--
Utah	yes	yes	yes	yes	yes	yes
Vt.	yes	--	yes	yes	--	yes
Va.	yes	yes	yes	yes	yes	yes
Wash.	yes	yes	yes	yes	yes	yes
W.Va.	yes	--	--	yes	--	--
Wis.	yes	yes	yes	yes	yes	yes
Wyo.	yes	--	--	yes	--	--

(1) When arrested by city police.

<u>Year</u>	<u>Agriculture Department</u>	<u>Oil Inspection Dept.</u>	<u>Secretary of State</u>	<u>Highway Department</u>	<u>Railroad Commission</u>
1917	(Ch. 617) Dairy and Food Department inspectors to make reasonable investigations for Secretary of State of violations of license laws. (85.04)	(Ch. 617) Oil inspectors to make same sort of investigations. (85.04)	(Ch. 617) Secretary of State authorized to appoint additional inspectors. (85.04)		
1921			(Ch. 265) Secretary of State directed to appoint 2 to 5 additional inspectors to detect and punish violations of 1636-47 to 1636-48(auto license and sale)(85,04)		
1925				(Ch. 390) Highway Commission authorized to appoint not more than 10 employees to enforce Chs. 85 and 194, Statutes. (82.025)	
1931					(Ch. 454) Railroad Commission authorized to appoint agents or inspectors to investigate ton mile tax.(194.03(2))
1933	(Ch. 461) Established State Inspection Bureau in State Treasurer's Office. Took over duties of oil inspectors, dairy and food inspectors, Secretary of State's inspectors and				(Ch. 488) Renumbered to be 194.12 and authorized to enforce new provisions.

-34-

Year Agriculture Department Oil Inspection Dept. Secretary of State Highway Department Railroad Commission

1933 (Cont.)

Highway Commission's employees to enforce Ch. 85 and assist in enforcement of Ch. 194 of the statutes.

1938

(Reorganization Order No. 16) authorized by Ch. 9, Special Session, 1937)
Established the State Inspection and Enforcement Department as a division of the Tax Commission. It included the functions of the State Inspection Bureau and Public Service Commission relating to motor vehicles and traffic. Abolished in 1939.

1939

(Ch. 410)

Created Motor Vehicle Department. Created Division of Inspection and Enforcement and authorized commissioner to employ traffic inspectors to enforce Chs. 85 and 194. Number not more than employed before.

(Ch. 410)

Repealed and power given to Motor Vehicle Department.

-35-

1941

(Ch. 285)

Number of men limited to not more than 55 and use in strikes prohibited. Made the Division responsible for the enforcement of the itinerant merchant law.

1949

(Ch. 628)

15 more men added and group of 25 assigned to truck weighing detail.