

MINUTES OF TRANSPORTATION COMMITTEE MEETING - 56TH NEVADA
ASSEMBLY SESSION - MARCH 3, 1971

Present: Lowman, F. Young, Howard, Ashworth, Prince
and Valentine

Excused: Kean

Chairman Lowman convened the meeting of the Transportation Committee with representatives of various companies and organizations present to testify on bills A.B. 196 and 429 at 10:15 a.m. in Room 222.

On A.B. 415, Lowman presented proposed changes by Ralph Langley, NIC Safety Director (see attached sheets).

Howard said he would like to have Langley over to talk with the Committee and his presence was requested.

On S.B. 88, Young said that Bill Fitzpatrick came up with a formula which he read. Young felt anniversary date should be four years after that birthday nearest his date of application.

Valentine and Prince agreed.

Discussion then took place between the committee members.

Valentine said the most an applicant could get under this amendment is a 4 1/2 year license. The registration period would be 90 days, so the license would be good for 4 years and 90 days. A person could end up with a license for 4 years, 5 months and 29 days.

Young said the bill drafter can work that out. Also, under Section 7 on Page 2, he suggested removing lines 22 to 29.

Valentine moved do pass as amended, Young seconded, and it was unanimously passed.

A.B. 429 - Provides for plastic drivers' licenses bearing colored photographs.

Ashworth explained the purpose of the bill. He said there is a problem in it in regard to plastic or laminated licenses. He asked for an amendment to delete the word "plastic". This way the Department could use any company and process for the licenses.

Young felt there should be a ceiling on this for the additional costs to permit the Department to adjust the fees.

Ashworth said the only additional cost would be a pro-ration of the equipment.

Senator James C. Bailey, past Director of the Department of Motor Vehicles, felt it leaves it pretty much open.

Howard Hill, Director, Department of Motor Vehicles, said as long as it keeps it open they are in agreement.

Ashworth felt it would be good for identification and that bill is permissive.

Bailey testified in favor of the colored photo on drivers' licenses because of the need to bring in those people who have bad licenses. He stated that the 50¢ would bring in \$50,000 every year. The industry needs it, enforcement needs it, and he felt they should have it. They need a budget and some money to get the equipment. He felt a 50¢ limit would be sufficient.

Hill advised that if the Department used Polaroid, other materials, such as film, paper, etc., would have to be purchased.

Russ Bolton, Department of Motor Vehicles, advised that they were for the photo license. This would facilitate over-the-counter issuance.

Richard Bordalin, Deputy Attorney General, Council for the Department of Motor Vehicles, advised that they were in favor of the license but had problems getting geared up to put it into effect.

Howard said the bill was wide open enough to give the Department the time and power to adjust the fees and that he wanted to see the bill passed.

On A.B. 120, Valentine read the proposed amendments.

A discussion then resulted regarding dates.

Brian Firth, Carson City, felt that if the Department adopts regulations this is against Article 3 of the Constitution.

Hill advised that there were no federal standards as far as adopting the rules and regulations by January 31, 1972. Their only comment is about the date.

Bordalin - effective date is when federal standards are adopted.

Valentine - other states have these standards now.

Hill said their question was the date. A permissive type wording is needed. They cannot adopt these without the financial assistance because without money for equipment, they could not enforce these. Hill did not want to see this go into the Health Department but wanted it in the Motor Vehicle Department for enforcement purposes.

Daryl Capurro, Franchised Automobile Dealers Association, advised that there is a bill presently in the Senate Ecology Committee that would put noise emissions into the Department of Health.

Young moved do pass and refer the bill to Ways and Means. Passed unanimously.

Capurro said there is a definite need for funds to be attached to this bill. He stated that the sound meters cost about \$600 per unit. Then people would need to be trained, either present or additional personnel.

James Lambert, Superintendent, Law Enforcement Division, proposed having testing zones throughout the state.

A.B. 480 - Prohibits drinking liquor in moving vehicle.

Art Olsen advised that Freddie Little asked him to introduce this bill. He then explained the purpose of the bill. He felt it was a good law but had received opposing comments on it.

Wayne Tetrault, Department of Motor Vehicles, advised that they wanted to remove the driver that is drinking before he becomes a drunk on the highways. He referred to past testimony on accident rates of those people who have been driving under the influence of alcohol.

Hill felt that there should be an amendment for buses and taxicabs.

Young suggested just the driver should not be able to drink in a car.

Tetrault advised that was their intent.

Discussion then resulted where Olsen and Young both agreed that this should be limited to the driver.

Firth said that no one could argue that it is the rights of another citizen. If one is illegal, then the other is illegal between driving and drinking and being stopped and drinking. This would hinder the citizens in their pursuit of happiness. He felt the wording was all right but that there should not be such a bill.

Young suggested saying the occupant of the driver's seat.

A.B. 415 - Requires high-voltage line safety devices on certain equipment.

Ralph Langley, NIC Safety Director, presented some changes to his original proposal (see attached sheets). One major change was that to the word "employer" be added "any employee or person". He also added the words "current carrying voltage lines".

Young suggested using the word "energized" high-voltage lines.

Langley said it is there to define. It is high-voltage. Their safety orders say 750 volts and above is high-voltage.

Howard asked about power companies.

Langley said power companies are exempt from NIC regulation being under the Public Service Commission instead.

Valentine would like to see something done and asked if it could be done by regulation.

Langley said yes it can by approval of labor and management.

Lowman said if they can do this then additional statutes wouldn't have to be put on the books. He asked if he would prefer the statutes or the regulations.

Langley said if this bill is not passed he would propose a requirement of a warning device for booms to be enforced administratively.

Firth said the bill should have high-voltage and low impedance.

Young felt that was the right word.

A.B. 435 - Provides regulation for vehicles customarily making sudden stops.

Lambert favored this bill. He said it would add a safety advantage and would give other cars an advance warning of intent.

Valentine questioned why "pedestrians" was written in the bill.

Lambert said there is no need for it.

Firth referred to Chapter 484 defining crimes. Since sudden stops should not be classified as crimes, this is not a responsible proposal.

A.B. 518 - Revises provisions pertaining to administration of motor vehicle laws.

Hill said the purpose of the bill was to make legal what was done about a year ago. He described the different types of divisions and enforcement procedures. Administrative law allows changes to be made within the department. There seem to be conflicts with 481 as far as the law enforcement division was set up. Transportation carrier has a separate enforcement division.

Howard asked how it is going to affect the A.B. 23 in the Senate.

Hill said some duties have been assigned to the motor carrier division instead of the highway patrol. A.B. 23 had not been amended at that time. This is the only instance where he can see a conflict.

Lambert said Section 140 is being rewritten here. He didn't see any conflict with the bill in the Senate. They have been able to enforce the control under each division head and it is effective.

Robert Guinn, Nevada Motor Transportation Association, on A.B. 23, said the intent was to have a ceiling on the patrol. It was specifically amended to refer to the language of 481.140. Some people are unhappy.

Lambert advised that if the wording was limited, it would cause a problem within the total efficiency of the division.

Hill offered to work up a new wording for this in regard to A.B. 518.

A.B. 568 - Reduces fee for driver's license for person 65 years of age or older.

Hill said it came from his Department.

Bill Fitzpatrick, Safety Traffic Division, said because it is a two-year license, it should cost \$2.50 instead of \$5.00, which is the fee for a four-year license.

The public hearing was adjourned at 11:50 a.m.

Valentine said he would like staggered registration on individually-owned trucks and keep it from commercial vehicles.

It was stated that Kean would like to have registration for trucks all at one time.

Lowman asked about introducing the department bill.

Young moved for introduction, Valentine seconded, and it was unanimously agreed.

A.B. 549 - Permits operation of unregistered vehicle upon highway for demonstration purposes only.

Assemblyman Virgil Getto explained the bill. The idea was to have the cost take care of the permit.

Valentine said it would still be illegal.

Getto said it took care of the cars only. He thought it should be amended. He felt that there could be a restriction on the number

of permits issued if the committee so desired.

Valentine said they could use a demonstration sticker.

A.B. 429, Valentine moved to indefinitely postpone. Young moved to amend and do pass by taking out the word "plastic". Prince seconded. It received four votes from the committee members and was passed.

A.B. 106, Young moved to indefinitely postpone, Howard seconded, and it was unanimously agreed.

A.B. 480, Prince moved to indefinitely postpone, Valentine seconded and they then accepted Howard's amendment to "driver only" unanimously.

A.B. 480 was given to Young for amending.

A.B. 518, Valentine and Howard not in favor of it. Valentine suggested indefinitely postponing it and explained what he felt the Department was trying to slip the bill by the committee. He moved to indefinitely postpone, Young seconded, and it was unanimously agreed. They did not want to harm the probable passage of A.B. 23.

A.B. 549, Prince moved to indefinitely postpone, Valentine seconded and it was unanimously agreed.

A.B. 568, Valentine expressed his feelings on the license fees in considering driver's license for those over 65. It takes \$4.92 to process a license. Valentine moved to indefinitely postpone, Prince seconded, and it was unanimously agreed.

A.B. 120, Valentine moved that amendments be redrafted to include \$2,000, amend it and re-refer to Ways and Means, Young seconded, and it was unanimously agreed. Valentine will take care of the amendments.

A.B. 435, Valentine moved to do pass, Young seconded, and it was unanimously passed.

A.B. 415, Young moved to indefinitely postpone, Prince seconded. Valentine voted no. Other members agreed to indefinitely postpone.

The meeting was adjourned at 12:12 p.m.

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ASSEMBLY

AGENDA FOR COMMITTEE ON TRANSPORTATION

107

Date MAR. 3, 1971 Time 10:00 a.m. Room 240

<u>Bills or Resolutions to be considered</u>	<u>Subject</u>	<u>Counsel requested*</u>
A.B. 106	REQUIRES COLOR PHOTOGRAPH TO BE PLACED ON DRIVERS' LICENSES.	
A.B. 429	PROVIDES FOR PLASTIC DRIVERS' LICENSES BEARING COLORED PHOTOGRAPHS.	
	SUPERSEDES PREVIOUS AGENDA FOR 3/3/71.	

*Please do not ask for counsel unless necessary.

HEARINGS PENDING

Date _____ Time _____ Room _____
Subject _____

Date _____ Time _____ Room _____
Subject _____

CHANGES MADE TO A.B.415 AS ORIGINALLY PROPOSED FEBRUARY 22, 1971

SECTION 1.

Line 3 after word "employer" add wording "employee or person".

Line 4 after word "any" add wording "current carrying".

Line 4 delete word "by" which follows word "over,".

Line 9 delete entire Section 2(a) and replace with new wording.

SECTION 2.

Delete entire section as presently worded.

Add new section on "variance clause".

SECTION 3.

Add new section.

AMENDED A.B. 415
MARCH 3, 1971

SECTION 1. Chapter 618 of NRS is hereby amended by adding thereto a new section which shall read as follows:

No employer, employee or person shall place or operate or permit the placement or operation of any equipment, or part thereof, under, over, or near any current carrying high voltage line, if such equipment or part thereof is:

1. Capable of contact with any current carrying high voltage line by means of a vertical, lateral or swinging motion; and

2. Not provided with a safety device which:

(a) Will be actuated any time such equipment, or part thereof, is within the distance required for clearance of such high voltage line by any safety order of the Department of Industrial Safety.

SECTION 2. A variance to Section 1 of this Act may be granted by the Director if the intent of Section 1 is assured and equal safety maintained.

SECTION 3. This Act shall be effective January 1, 1972.

RALPH LANGLEY, DIRECTOR
DEPARTMENT OF INDUSTRIAL SAFETY
NEVADA INDUSTRIAL COMMISSION

NOTE: See attached sheet for specifics on changes.

STEWART & HORTON

ROYAL A. STEWART
 RICHARD W. HORTON
 RICHARD A. SHEFFIELD

ATTORNEYS AND COUNSELORS AT LAW

ARLINGTON TOWERS • 100 NORTH ARLINGTON • P. O. BOX 2942 • RENO, NEVADA 89505
 (702) 322-4508

September 23, 1968

Leonard Clausen
 Sheriff of Humboldt County
 Winnemucca, Nevada 89445

Dear Sheriff:

Our office represents a client who supplies the equipment and services for the production of drivers licenses bearing a colored picture of the holder, printed on safety paper and laminated in plastic. A negative file of all of the photographs is also maintained and a colored print supplied to law enforcement bodies at any time on request. The cost of such a driver's license is less than fifty cents each with all equipment and supplies being included in that price.

We do feel that it is time for Nevada to follow the lead of other states in having such drivers licenses and such a negative file available.

Could we please trouble you to give us your opinion on:


- (a) The value to law enforcement of such licenses.
- (b) The value of such a negative file.
- (c) Any special value in respect to minors.

Any other comments you might care to add would be appreciated. We enclose a self-addressed envelope with the hope we may have your early reply.

Very truly yours,

STEWART & HORTON

By


 Richard W. Horton

RWH:bj
 Enclosure

*THINK A DRIVERS LICENSE LIKE THAT WOULD BE A
 GOOD THING.*
Leonard Clausen Sheriff

WASHOE COUNTY SHERIFF'S OFFICE

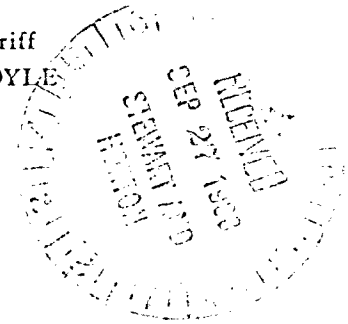
PHONE 785-6220
Area Code 702
P.O. Box 2915
RENO, NEVADA 89505

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Sheriff
C. W. (BUD) YOUNG

Under-Sheriff
R. L. O'BOYLE

SEPTEMBER 26, 1968



STEWART & HORTON, ATTORNEYS
P.O. Box 2942
RENO, NEVADA

ATTN: RICHARD W. HORTON

GENTLEMEN

YOUR LETTER OF SEPTEMBER 23RD, CONCERNING PHOTOGRAPHIC DRIVERS LICENSES ADDRESSED TO SHERIFF YOUNG, HAS BEEN DELIVERED TO ME BY THE SHERIFF FOR REPLY, BECAUSE OF MY CLOSE CONNECTION WITH BOTH PHOTOGRAPHIC AND IDENTIFICATION MATTERS.

THERE IS A DECIDED ADVANTAGE TO LAW ENFORCEMENT WHEN DRIVERS LICENSES INCLUDE A PHOTOGRAPH. THE OBVIOUS ONE OF COURSE IS THE FACT THAT THE POLICE OFFICER IS ABLE TO IMMEDIATELY DETERMINE THAT THE LICENSE BEING EXHIBITED TO HIM IS ACTUALLY THAT OF THE PERSON USING THE LICENSE. AN ADDITIONAL BENEFIT IS THAT THE LICENSEE CAN BE IMMEDIATELY IDENTIFIED AS EITHER A MINOR OR AN ADULT. IN CALIFORNIA FOR EXAMPLE, A PROFILE PHOTOGRAPH IS TAKEN OF A MINOR, AND A FRONT VIEW OF AN ADULT. THIS HAS A TENDENCY TO PREVENT THE USE OF AN ALTERED DRIVERS LICENSE BY MINORS FOR ILLEGAL PURPOSES.

THE VALUE OF A NEGATIVE FILE OF ALL LICENSED DRIVERS COULD BE OF AN EXTREMELY BENEFICIAL VALUE TO LAW ENFORCEMENT. FREQUENTLY DURING CRIMINAL INVESTIGATIONS IT IS NECESSARY TO ATTEMPT TO IDENTIFY AN INDIVIDUAL FROM DRIVERS LICENSE FILES, AND THE AVAILABILITY OF A PHOTOGRAPH IN ADDITION TO A PHYSICAL DESCRIPTION COULD BE OF GREAT HELP.

ANOTHER USE THAT MIGHT BE CONSIDERED, SHOULD THE COST FACTOR BE ECONOMICAL ENOUGH, WOULD BE IN CONNECTION WITH THE ISSUANCE OF "WORK CARDS". AS YOU ARE AWARE, ALMOST ALL THE LARGER LAW ENFORCEMENT AGENCIES ISSUE SUCH CARDS TO EMPLOYEES OF GAMING AND LIQUOR HOUSES. IN THOSE AREAS WHICH DO NOT REQUIRE SUCH CARDS BY LOCAL REGULATION, THE STATE ISSUES A GAMING CARD. ALL AGENCIES HAVE VARIED PROCEDURES AND EQUIPMENT FOR THE ISSUANCE OF SUCH CARDS, HOWEVER MOST DEPARTMENTS FINGERPRINT THE APPLICANTS AND TAKE THEIR PICTURES. I HAD AN OCCASION SOME TIME AGO TO VIEW SOME EQUIPMENT WHICH COULD TAKE THE PHOTOGRAPH OF THE APPLICANT AND THE APPLICATION TOGETHER, WITH THE RESULTING PICTURE BEING THE ACTUAL "WORK CARD". THE GREAT PROBLEM WITH THIS SYSTEM HOWEVER, WAS THAT BOTH THE INITIAL AND RECURRING COSTS WERE SO GREAT THAT THE EXPENSE COULD NOT BE JUSTIFIED.

I WOULD LIKE TO SUGGEST THAT THE MANUFACTURER OF THE EQUIPMENT EITHER MAKE A SAMPLE INSTALLATION WITHIN THE STATE OF NEVADA, SO THAT ALL OF THE LAW ENFORCEMENT AGENCIES MIGHT HAVE AN OPPORTUNITY TO VIEW THE EQUIPMENT AND ASK QUESTIONS, OR THAT SOME TYPE OF A DEMONSTRATION BE ARRANGED FOR THIS PURPOSE. MOST OF US IN THE POLICE FIELD ARE EXTREMELY RELUCTANT TO CHANGE FROM THE "TRIED AND TRUE" METHODS ON THE BASIS OF BROCHURES ALONE.

I HOPE THAT THESE COMMENTS WILL BE OF INTEREST TO YOU AND YOUR CLIENT.

YOURS VERY TRULY

C.W. YOUNG, SHERIFF

R.W. Kellerer
By: R.W. KELLERER, LT.
IDENTIFICATION BUREAU

RWK/MLN

OFFICE OF THE SHERIFF
COUNTY OF CLARK
Las Vegas, Nevada 89101
384-6300

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September 30, 1968

Richard W. Horton, Esq.
Stewart & Horton
Arlington Towers
P.O. Box 2942
Reno, Nevada 89505



Dear Mr. Horton:

In reply to your inquiry of September 23, 1968, concerning revamping drivers licenses in the State of Nevada, below please find our comments in this regard.

(A) VALUE TO LAW ENFORCEMENT:

1. More positive identification
2. Deterrent to check passers, forgers, etc.

(B) VALUE OF NEGATIVE FILE:

1. Aid to locating fugitives, missing persons, et al, who have no prior record.

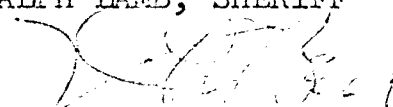
(C) VALUE WITH RESPECT TO MINORS:

1. Would surely help in stopping traffic in stolen I.D., forged I.D. where minors need same to enter bars, purchase liquor, etc.

Our Patrol Officers in the field would be able to quickly identify and eliminate suspects and suspicious persons, aiding immeasurably to their spending more time in securing their various patrol districts.

Sincerely yours,

RALPH LAMB, SHERIFF

By:  W. Lloyd Bell
Undersheriff

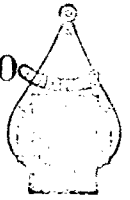


DEPARTMENT OF POLICE

RENO, NEVADA

P. O. BOX 1900

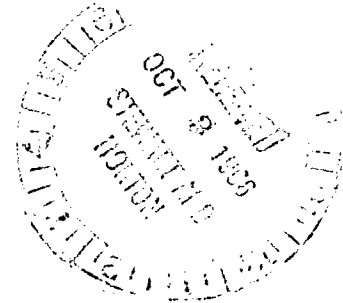
120



ELMER A. BRISCOE
CHIEF OF POLICE

JOE LATIMORE
CITY MANAGER

October 1, 1968



Mr. Richard W. Horton
Stewart & Horton
100 N. Arlington
P. O. Box 2942
Reno, Nevada 89505

Dear Dick:

I want to thank you for your letter regarding the suggestions that photographs be attached to drivers licenses in this state. I personally feel that this is an excellent idea inasmuch as it is a more positive identification than a name and description.

From the standpoint of police, I am sure that if all persons were required to have a drivers license with an affixed photograph, there would be less chance of young people purchasing liquor as they do now with altered or borrowed drivers licenses.

It would also be of value to victims of persons who pass fictitious checks.

I do hope your company is successful is selling the suggestions to the State of Nevada.

With kindest personal regards, I am

Cordially yours,

Elmer A. Briscoe
Chief of Police

EAB:lc



OFFICE OF
CHIEF OF POLICE

222 12TH STREET
SPARKS, NEVADA

October 7, 1968

Refer: 131.2

Richard W. Horton
Attorney & Counselor at Law
P. O. Box 2942
Reno, Nevada

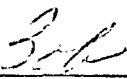
Dear Dick:

Reference your letter regarding your client's new type of drivers license for Nevada. Briefly the answers to your questions are as follows:

- a. There would be in all probability less illegal duplication and alteration of licenses under this new system. Of course the picture of the licensee would be of great value to all police officers.
- b. I'm certain law enforcement would be pleased with the negative file - many cases could be resolved by photographs.
- c. It may reduce the illegal usage of licenses by minors to obtain liquor. This is always a problem with present-day licenses.

I believe the new system would have many advantages over the present licensing system. Photography is an important area of personal identification and this would reduce the exchanging of licenses among the youth.

Best personal regards,


ROBERT J. GALLI
Chief of Police

RJG:sn

SHERIFF



of Ormsby County / 901 East Musser Street - Carson City, Nevada 89701



[Faint, illegible text]

[Faint, illegible text]

The use of a photograph (instead) on a Driver License is most timely. It is my feeling that this would be a valuable introduction to the Enforcement Officer. To answer your questions specifically,

- (a) The value to Law Enforcement would be a quick means of identification to eliminate the stolen identification problem plus the fact that a forged license would be much more difficult.
- (b) The negative file would serve the same identification purpose and would be used much the same as finger print or other mug files.
- (c) The method used by California of photographing the juvenile in profile has worked out very well and virtually eliminates forging the birthdate.

There could be added many more advantages but I think the above mentioned ones would be the most advantageous.

I hope you are successful in selling the idea.

Sincerely,

Robert R. Humphrey
Sheriff & City Marshal

SHERIFF

of Ormsby County / 901 East Musser Street - Carson City, Nevada 89701

Stewart & Horton
Attorneys at Law
Reno, Nevada

Mr. Horton:

Your request for opinions on the use of a Photograph (colored) on a Driver's License is most timely. It is my opinion that this would be a tremendous assistance to a Law Enforcement Officer. To answer your questions specifically,

(a) The value to Law Enforcement would be a quick means of identification to eliminate[sic] the stolen identification problem plus the fact that a forged license would be much more difficult.

(b) The negative file would serve the same identification purpose and would be used much the same as finger prints or other mug files.

(c) The method used by California of Photographing the juvenile in profile has worked out very well and virtually eliminates forging the birthdate.

There could be added many more advantages but I think the above mentioned ones would be the most advantageous.

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Sincerely,

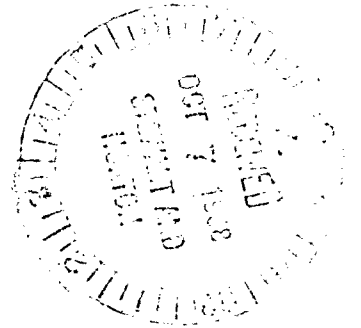
Robert R. Humphrey
Sheriff & City Marshal

BOULDER CITY POLICE DEPARTMENT

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P. O. Box 698

BOULDER CITY, NEVADA



October 2, 1968

Stewart & Horton
Attorneys and Counselors at Law
P. O. Box 2942
Reno, Nevada 89505

RE: Your Letter dated 9-23-68

ATTENTION: Mr. Richard W. Horton

Gentlemen:

Reference your letter of September 23, 1968 regarding Driver's Licenses bearing colored pictures of the licensee, I do feel a colored picture on a Driver's License has a very decided value to Law Enforcement Agencies, also having the availability of a negative file. Being able to request a picture of an individual just from a Driver's License number would also be a decided advantage for Law Enforcement.

Due to the law enforcement problem of Minors in Consumption and purchasing of alcoholic beverages with the use of fictitious and altered identification, which is in most cases a Driver's License, having a picture of the licensee on each Driver's License would practically eliminate this problem.

It would very definitely be of great advantage if the entire state of Nevada were to incorporate this system in the Driver's License Division of the Department of Motor Vehicles.

I hope this is the information you required and if my Office can be of further assistance, please do not hesitate to write.

Sincerely,

A handwritten signature in cursive script, appearing to read 'H. G. Smith, Jr.'.

H. G. Smith, Jr.
Chief of Police

HGS:b1

CITY OF FALLON
DEPARTMENT OF POLICE

124

DONALD E. MILLS, CHIEF
FALLON, NEVADA
89403

October 7, 1968

Stewart & Horton
Attorneys at Law
P.O. Box 2942
Reno, Nevada 89505



Gentlemen:

In answer to your letter of September 23rd, I can see great value to law enforcement from the use of Operators licenses as you described. A color picture would provide instant identification of the bearer instead of relying on a physical description which could change, or fit any number of persons. This would be very helpful to bartenders and dealers requiring identification from minors and persons who are barely of age.

The negative file would be invaluable if made available to law enforcement and I don't feel I need to expand on this phase.

In respect to minors, this writer believes the California system cannot be improved upon, i.e. minors in profile, adults full face. This would provide instant age category to anyone requiring identification.

I would like very much to see a system of this type undertaken by the State of Nevada.

Sincerely,

A handwritten signature in cursive script that reads "Donald E. Mills".

Donald E. Mills
Chief of Police

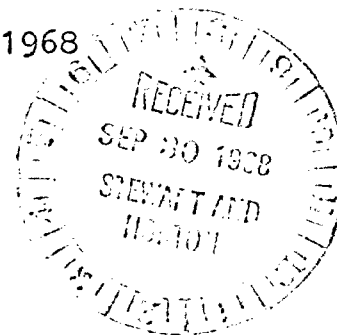
DEM/ab

Sheriff Lyon County

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YERINGTON, NEVADA 89447

September 25, 1968



Stewart & Horton
Attorneys at Law
PO Box 2942
Reno, Nevada

Attention: Richard W. Horton,

In answer to your inquiry of September 23, in regards to Drivers License changes.

I feel that this would be a great help to law enforcement in identifying drivers at the time of contact by an officer. A negative file would also be helpful in obtaining a photo of a subject in criminal cases.

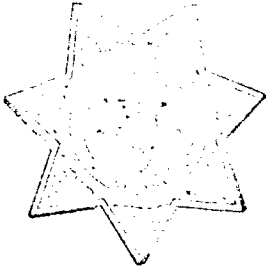
A license such as this would also propably be the best identification for minors.

If I may be of further assistance, please feel free to write.

Sincerely,

George W. Allen
George W. Allen, Sheriff
Lyon County, Nevada

GWA/da



CITY OF RENO

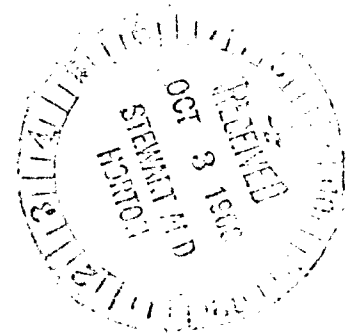
RENO, NEVADA
 LYON COUNTY, NEVADA

BILL D. MALONE
 CHIEF OF POLICE

PHONE: 463-2333
 MOBILE UNIT: 463-3122

September 27, 1968

Stewart & Horton
 Attorneys at Law
 Box 2942
 Reno, Nevada



Dear Sirs:

In reference to your letter of September 23, 1968, I would like to submit the following thoughts which I have in the matter.

On the value of a picture on the drivers license, laminated in plastic, I would like to say that this would be of great value to law enforcement officers, since the license is sealed and cannot be altered; at a glance an officer could tell the person in possession owns the license with a colored picture and it cannot be so easily stolen.

In cases of death, a colored picture would be very beneficial for identification.

In respect to minors, here again, the licenses cannot be loaned or stolen as easily as at the present time, and minors will not be able to purchase alcoholic beverages without further identification.

Since I have been in law enforcement for eighteen years, I feel it is a must that this state take these very important steps at this time.

Why let our neighboring state always be first?

We should take steps to keep up and perhaps be ahead of other states by initiating these important steps; we should at least keep ahead, because of the type of tourist trade which this state enjoys.

If you wish any further information or opinions, please feel free to contact me.

Very truly yours

Bill D. Malone

Bill D. Malone
Chief of Police
Yerington, Nevada



A. J. Sorholus, Sheriff

Sheriff's Dept., Eureka County

EUREKA, NEVADA 89316

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25 October 1968

Stewart and Horton
Attorneys and Counselors at Law
Arlington Towers
100 North Arlington
Reno, Nevada 89505



Re: Letter dated September 23, 1968

Dear Sirs:

In reply to the above dated letter, please be advised that I think that all that was stated in the letter is very very good. In regards to (a) The value to law enforcement agencies; this would truly be an asset in the smaller areas. (b) The value of such a negative file; this again would be a most welcome help, not only for driver's license violations but also for identification uses. (c) Any special value in respect to minors; it would certainly help to eliminate any false ID's that are now being used by minors for the purpose of obtaining alcoholic beverages. I would like to suggest that maybe a Minor's Driver's license could be distinguished readily and easily by having a different color card or maybe the letters MINOR printed on the card in bold type.

Again, I'm sorry for the delay in the replying to your letter.

With best regards I remain,

Yours truly,

A. J. Sorholus, Sheriff
Eureka County, Nevada

303

SHERIFF

Dan S. Higgins, Sheriff Dale W. Webster, Deputy

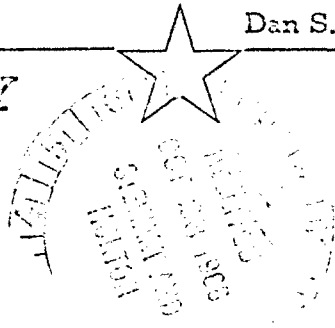
FERNANDO COUNTY

Phone 273-2328
LOVELOCK, NEVADA 89419

October 25, 1968

129

Stewart & Horton
Reno, Nevada



Dear sirs;

In reply to your letter of September 23, 1968 in regards to a change in Nevada drivers licences. We feel this type of licence would be of great value to all law enforcement agencies for positive identification. It seems the value of a negative file would go in conjunction with the plan. It also seems that the value in regards to minors is of special value in as much as we find more altered licences in the hand of juveniles than adults.

You have our full support of this type of drivers licence and keeping a negative file.

Very truly yours

Dan S. Higgins, Sheriff

By Dale W. Webster, Deputy

2.6 DEK

The Oldest Afternoon Newspaper in Texas—Since 1871

Austin, Texas, Tuesday, October 8, 1968

Net Closing On Suspect

By BOB INDERMAN
Staff Writer

Austin police are closing a net around a 17-year-old suspect in connection with a series of rape and robbery cases in the University of Texas area.

Police officials said Tuesday that leads developed in the past few days have resulted in a warrant being issued for the suspect's arrest.

"This youth is a good suspect, but that's all he is right now," Homicide Lt. Bob Parsons said. "So far, we have been unable to locate him."

The youth, who had been living in the 2400 block of Manor Road, has not been seen at the residence since Sept. 27, the night of the rape of a 28-year-old graduate student.

"We've been running blind for some time," Parsons said. "We've had a couple of composite pictures to work with, but no identification."

A break came in the case late last week, he said, when an east

Austin resident called in and said that the youth may be the one the police were looking for.

Homicide officers contacted the Camp Gary Job Corps Center in San Marcos where the suspect had at one time been enrolled as a trainee.

Parsons said a photograph of the suspect was obtained from the Job Corps center.

"Our biggest break came when we were able to locate a driver's license for the youth at the Department of Public Safety," he said. "The DPS then gave us a blow-up picture from their driver's license negative."

Parsons said several of the victims have identified the youth from the picture as their assailant, but no positive identification can be made until

the boy is arrested, Parsons said.

The assailant has been described as a Negro youth about 5-feet, 8-inches tall and weighing about 140 pounds, he

said.

RAYMOND A. JACKSON
Commissioner

THE STATE OF UTAH

DEPARTMENT OF PUBLIC SAFETY

317 STATE OFFICE BUILDING

SALT LAKE CITY, UTAH 84114

January 14, 1969

Mr. Richard Horton
P. O. Box 2942
Reno, Nevada 89505

Dear Mr. Horton:

I have been requested to submit information to you regarding Utah's plastic laminated driver license with colored photo.

In 1967 the Utah Legislature enacted legislation requiring this type of license, and my department made an extensive investigation into the several methods available for production of such a license. The dry process (Polaroid) and wet process were both considered. The advantages and disadvantages were weighed considerably as to compatibility with our method of issuing licenses. We viewed demonstrations by two companies using the dry process and three using the wet process and we gave consideration to embossing the license, but after contacting several other states, we decided against embossing.

I would strongly admonish any state to carefully consider the problems that can arise by issuing a license at the place of testing (dry process) until such time as there is available a rapid-response computerized program for driver license records.

After due consideration, we chose the wet process method and asked for bids. Dek Processes was low bidder for our license at 30 cents per license. In Utah, we issue approximately 200,000 per year.

We have been issuing this license since July 1, 1967, and we are extremely delighted with the results. The Retail Grocer's Association,

Page 2

Mr. Richard Horton

January 14, 1969

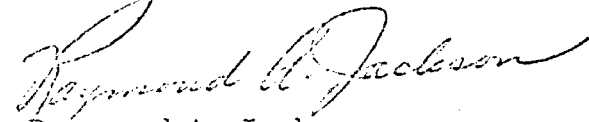
132

the banking institutions and all business establishments are more than satisfied with the license. Law enforcement agencies now have far greater capability with bad check violations and identification of violators of other criminal offenses. The comments from the citizens are extremely good and complimentary. The license is well accepted and provides a great service to the citizens as "good identification."

The services of Dek Processes has been excellent. Their product is good and they have cooperated in every way to assist us in our program. I would highly recommend that you give full consideration to their proposals and their product.

If you desire further information or would like to send a representative to view our operation, we will be more than happy to cooperate in any way.

Sincerely,


Raymond A. Jackson
Commissioner

RAJ:pc



STATE OF LOUISIANA
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICE

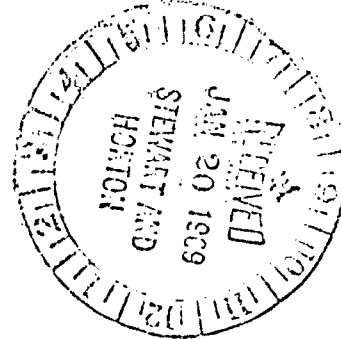


133

BRIG. GEN. THOMAS D. BURBANK
DIRECTOR - SUPERINTENDENT

LT. COL. BEN F. RAGUSA
ASSISTANT SUPERINTENDENT

January 15, 1969



Mr. Richard Horton
Attorney at Law
Post Office Box 2942
Reno, Nevada 89505

Dear Mr. Horton:

This is in regard to your inquiry of color photographic licenses in Louisiana.

The State of Louisiana has been using colored photographic driver's licenses for several years and was one of the first states to go to this kind of license.

We have found it to be extremely satisfactory for several reasons and would not want to discontinue this kind of license and go back to a type without a photograph of its holder, even if we could do so.

The picture on the license tends to reduce fraud and the use of one person's license by another. It also tends to give a more positive type of identification to its holder. A third and rather important advantage of the picture license is to be found in our ability to assist our police agencies secure the photographs of persons whose names and addresses are known to them but whose pictures may not be readily available.

The actual cameras used in the making of our licenses are furnished us by the Dek Processing Laboratories of Ft. Wayne, Indiana. They also do the photographic processing and production of our finished licenses. They also furnish the same kind of licenses for several other states, among them being, South Carolina, Georgia, and Texas.

Licenses are prepared and pictures are taken at each of our 112 Driver's License Examining Offices throughout the State, but all of the licenses are prepared and issued through our Headquarters here in Baton Rouge. I have observed the type

Mr. Richard Horton
January 15, 1969
Page 2

of license that can be issued by use of the Polaroid-Addressograph-Multigraph system, in which a license can be made and issued at the individual Examining Offices in only a few minutes, but we are not in favor of this type of system because of the possibility of bribery of our Examiners and the issuance of licenses to those persons who are under suspension of their driving privilege and who should not be issued a license. Unless you have developed a superior and entirely different type of human from the kind to be found elsewhere, we would not recommend that you adopt any system of issuing licenses in which you do not have a form of central issuance and a very strict control of them to prevent the occurrence of what I have just described above.


Our Driver's Licenses are issued for a period of two (2) years, our Chauffeurs' Licenses are issued for a period of one (1) year, and we feel that this is a good length of time for their validity, although we are considering the idea of going to a four year license in order to be able to comply with the Federal Standards, where a complete re-examination will be required with the re-issuance of each license. At present we couldn't do this because of a limitation of personnel to do the work.

The additional cost of picture licenses over the non-picture kind is not too much of a consideration. We included the additional cost in our fees when last we raised them, but we are now considering the need for raising our fees again, because we have found that we are losing money every time we issue a license. Our operation may not necessarily be designed to be a money-maker for the State, but we feel that the program ought to at least pay for itself, which it is not doing at present.

We are quite pleased with Dek Processes and the services rendered by them. I am enclosing copies of a couple of licenses that we are now issuing.

If we can give you any further information that you may desire, please do not hesitate to call on us.

Sincerely yours,


Thomas D. Burbank
Director

TDB:pah

Copy to Mr. Christ M. Rousseff
Enclosures (2)

COLONEL R. H. BURSON
DIRECTOR
LT. COLONEL LEWIS G. BELL
DEPUTY DIRECTOR

State of Georgia
Department of Public Safety

P. O. BOX 1741

Atlanta, Georgia 30301

January 15, 1969

DIVISIONS
STATE PATROL
DRIVERS LICENSE
CRIME LABORATORY
SAFETY EDUCATION
ACCIDENT REPORTING
SAFETY RESPONSIBILITY
BUREAU OF INVESTIGATION
MOTOR VEHICLE INSPECTION
GEORGIA POLICE ACADEMY

Richard Horton
P.O. Box 2942
Reno, Nevada 89505

Dear Sir:

In answer to your request for information concerning our color photographic license program, I am pleased to advise you that our program was inaugurated by legislative action, effective July 1, 1965. Bids were submitted to various companies, that were able to provide a photographic license, and Dek Process, Inc., of Ft. Wayne, Indiana, was awarded the contract for a five year period. The present contract expires on June 30, 1970.

Our photographic licensing program has been most effective and thus far, has been enthusiastically accepted by the public, business and industry alike. We have also experienced equal enthusiasm for the program by all law enforcement agencies including city, county, state and federal.

Business and industry have accepted the photographic license program because of it's positive identification features which many merchants require for the cashing of checks, negotiating contracts and etc. Law enforcement agencies are well pleased by the identification value our color photographic license gives in the program of various law enforcement functions, because the photograph provides the officer at the scene of any investigation, an immediate comparison factor, which would aid him tremendously.

Dek Process also provides an enlargement of the film negative often required by this department, of any fugitive, wanted person, etc., and in many cases, provides the only picture available of a wanted person.

This department's association with Dek Process has been most favorable and co-operation outstanding, since the inception of this program in 1965.

I cordially invite you to view our operation and see further how the color photographic license, used in Georgia, is being utilized to it's fullest.

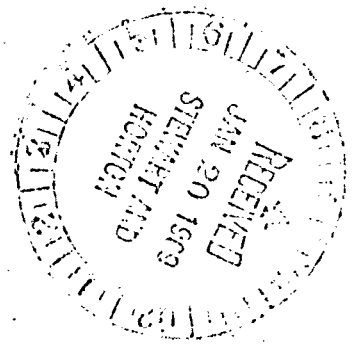
Sincerely yours,



J. H. Quarles, Lieutenant - GSP
Assistant Supervisor
Driver License Division



January 17, 1969



Mr. Richard Horton
P.O. Box 2942
Reno, Nevada 89505

Dear Mr. Horton:

This is in reply to your recent request for information concerning our color photo license.

This Department began issuing color photo licenses in 1965. At the present time, we are producing approximately two million licenses annually.

The Dek Processes Inc., of 1530 Progress Road, Fort Wayne, Indiana is under contract to develop and print the licenses, plus furnish cameras, film and camera maintenance. Our experience and working relations with them have been very good.

Our license contains several features which help guard against altering and duplicating. The State Seal and name of James M. Hare, Secretary of State are superimposed on the face of the license during the printing process. The license is laminated with a milar plastic material. The plastic on the back of the license contains the State Seal in purple color and is sensitive to black light. The plastic on the face of the license is embossed with the State Seal during the laminating process, and while the material is still hot. A sample license is attached for your inspection.

If you have any further questions regarding our color photo license, please do not hesitate to contact me.

Very truly yours,
Douglas R. Savala
Douglas R. Savala
Director
Driver Services Division

DRS:HDK:rlt
Att.





ARIZONA HIGHWAY DEPARTMENT

Motor Vehicle Division

PHOENIX, ARIZONA 85007

January 14, 1969



Mr. Richard Harton
P. O. Box 2942
Reno, Nevada 89505

Dear Mr. Harton:

We have been using the colored photo since 1962. When we went into the colored photo license we had a five year program and have renewed the contract for five more years.

We are very satisfied with the operation and find that the laminated license is almost impossible to counterfeit in any way. We have great response from all business organizations such as associated grocers, banks, and every type of business that receive checks where the license is used for identification purposes.

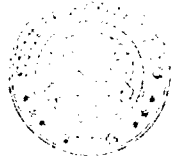
In the event that you desire more information regarding the efficient operation of the colored license please feel free to write and we will be glad to answer any questions you may have regarding the operation.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Earl L. O'Clair".

Earl L. O'Clair
Chief Supervisor
Driver License Service

ELC:hh



State of Colorado
DEPARTMENT OF REVENUE
STATE CAPITOL ANNEX
DENVER, COLORADO 80203

IN REPLY REFER TO:

January 14, 1969



Mr. Richard Horton
P. O. Box 2942
Reno, Nevada 89505

Dear Mr. Horton:

This is in response to your inquiry concerning our photographic driver license.

Colorado began the production of photographic driver licenses in 1959. The contractor for this program has always been Dek Processes, Inc. of Fort Wayne, Indiana. Recently we entered into our third 5-year contract with them which calls for lamination of a license in color for a twenty-nine cent per unit price.

There is a high degree of acceptance of the color driver license by the motoring citizens of the state. Similarly, retail merchants are enthusiastic about it as a positive identification for check cashing and other purposes. As you know a photographic license in color is quite difficult to alter or forge.

We maintain a negative file which, over the years, has proved to be a great value to all law enforcement agencies in their criminal investigation efforts. On several occasions the FBI, Secret Service, and our own state agencies have written to us, or called us, expressing their gratitude for the help we have given them in providing pictures of individuals from our negative file. In 1968 we provided 1,299 negatives to all enforcement agencies.

Additionally, a properly indexed negative file provides a rapid and uncomplicated means of reproducing any license for any purpose.

Mr. Richard Horton

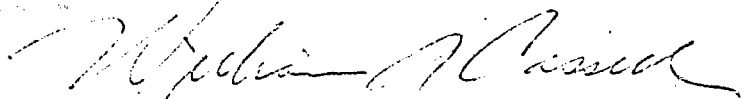
January 14, 1969

Our experience with Dek Processes has been most gratifying. We have examined other systems but found this to be the most acceptable. Over the years they have consistently produced a first quality license with an acceptability rate of nearly 100%. This record speaks for itself.

We feel that our efforts in photographic driver licenses are successful and we certainly have no hesitancy in recommending that the State of Nevada convert to this process.

We are always ready to try to assist you or the State Motor Vehicle officials at any time.

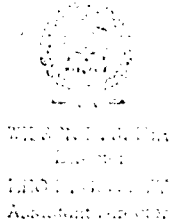
Sincerely yours,



William A. Cassell, Chief
MOTOR VEHICLE DIVISION

WAC:mb

VIA AIR MAIL



Commissioner
CLIFTON W. CARRIS, JR.
Governor
J. C. LOGGIE
MAYOR T. KEY

TEXAS DEPARTMENT OF PUBLIC SAFETY

5005 N. LAMAR BLVD.
BOX 4087,
AUSTIN 78751

January 15, 1969

Mr. Richard Horton
Governor's Legal Advisor
Post Office Box 2942
Reno, Nevada 89505

Re: Color Photograph Driver License Program

Dear Mr. Horton:

In compliance with a request from Mr. Rousseff of the Dek Processing Corporation, we are attaching a copy of the amended Statute which authorized issuance of color photograph licenses in the State of Texas. The underlined portions of Section 11 provide the specific authorization for such program.

Such Act became effective on August 28, 1967, but photographic licenses were not to be issued prior to January 1, 1968. During the interim period, this Department made a thorough study of various systems and prepared specifications to be met by the successful bidder. Under such specifications, the contractor was required to supply all camera equipment, film and other related materials and equipment necessary to photograph applicants in approximately 275 field offices located throughout the State of Texas. The contractor was also required to provide all equipment and personnel in the Department's headquarters office to operate his processing lab in the production of more than 15,000 color photograph laminated licenses each work day.

Dek Processes, Incorporated was the successful bidder on such system and contracted to produce color photograph laminated licenses, sample attached, at a cost to the State of 25.8¢ per copy. During the first 12 months of operations under such system, 3,825,098 licenses were produced with a very limited number of equipment malfunctions and a small percent of unacceptable licenses.



Mr. Richard Horton
January 15, 1969
Page 2

It is our hope that the foregoing information will be of some assistance to you and that you will not hesitate to let us know at any time when we can be of service.

Sincerely yours,

Wilson E. Speir
Director

By: 

A. F. Temple, Chief
Driver and Vehicle Records Division

AFT/bc
Enclosures

cc: Mr. Christ Rousseff
Dak Processes, Incorporated
1530 Progress Road
Fort Wayne, Indiana 46808

agency of the licensee, in whose name, otherwise agreed to by both parties, the vehicle is owned.

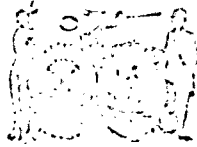
Part 14. Licenses for operators, commercial operators, and chauffeurs. (a) The Department shall upon payment of fee required fee, issue to every applicant qualifying therefor an operator's, commercial operator's, or chauffeur's license as applied for, each license shall bear thereon a distinguishing number assigned to the license by the Department, a color photograph of the licensee, the full name, date of birth, residence address, and a brief description of the license, and either a facsimile of the signature of the licensee or a space in which the licensee shall write his usual signature with pen and ink immediately upon receipt of the license. No license shall be valid until it has been so signed by the licensee.

(b) The Department may issue a commercial license without the usual photograph, and may, in its discretion, require in all cases of licenses for operators, commercial operators, and chauffeurs, on the application and at such time, that the applicant have such license for a year, which shall be valid until the applicant shall have been first to receive such license for the same and a second such license may be issued, and if the applicant has been first to receive such license for the same, the Department of Public Safety shall have authority to suspend or revoke such license for any cause which would justify suspension or revocation of a license under (Article 14) of the Act, and the license shall be denominated and clearly marked as a provisional license.

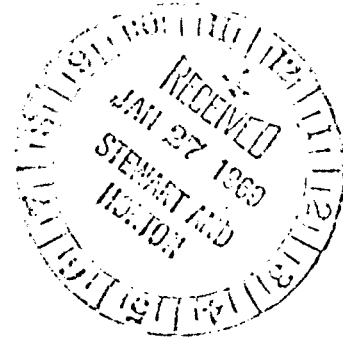
Sec. 13. Restricted License. (a) The Department, upon issuing an operator's, commercial operator's, and/or chauffeur's license, shall have authority, whenever good cause appears, to impose restrictions suitable to the licensee's driving ability with respect to the type of, or special mechanical control devices required on a motor vehicle which the licensee may operate, or mechanical attachments (glasses, artificial limbs, etc.) required on the person of the licensee. The Department furthermore shall have the authority to impose restrictions suitable to the licensee's driving ability with respect to areas, location, roads and highways within this state, or with respect to the time of day or night that the licensee shall be permitted to drive a motor vehicle or such other restrictions applicable to the licensee as the Department may determine to be appropriate to assure the safe operation of a motor vehicle by the licensee.

(b) The Department may either issue a special restricted license or may set forth such restrictions upon the usual license form.

(c) The Department may, upon receiving satisfactory evidence of any violation of the restrictions of such license, suspend or revoke the same, but the licensee shall be entitled to a hearing as upon a suspension or revocation under this Act.



SOUTH CAROLINA
 STATE HIGHWAY DEPARTMENT
 MOTOR VEHICLE DIVISION
 DRAWER 1498
 COLUMBIA, S. C. 29202
 January 24, 1969



Richard Horton
 P. O. Box 2942
 Reno, Nevada 89505

Dear Mr. Horton:

It has come to our attention that you have expressed interest in the color photo type of drivers license now being used by the state of South Carolina which was implemented January 1, 1966. Our change over to this new form of license followed enactment of a new law by our General Assembly that took place in 1965 wherein a birth-date expiration was established on a four year basis at a fee of \$2 per license. After three years of experience with the new type of laminated color license, we are completely satisfied with the operation as it has developed to date and can state that the public has been most enthusiastic in their praise for the new type of license. Full support and favorable comment has also been received from law enforcement as well as from the merchants and banking associations.

Prior to our change over to the new system, there were various phases of the new procedure of which we were skeptical, namely, the delay from the time the applicant appeared at the examining point for the photo and the time the first license would actually be received through the mail, as well as the necessity for remakes and recalls that was anticipated to camara malfunctions and unacceptable photos.

As the program developed with the issuing and office procedures being modified to conform with the new process, we found, however, that the time element between the examiner's acceptance of the application and receipt of the final product by the licensee was not a factor to cause concern and that the instances of camara malfunction necessitating recalls were minor. As a matter of fact, the new procedure which involves the review of every license against our violation file prior to its release to the licensee has resulted in an alarming number of suspended licenses being intercepted which otherwise might have been delivered improperly into the hands of the licensee if an over-the-counter issuance such as was used in the past had still been in effect. Based upon our experience, the time between an applicants appearing at an examining point and the date that the finished product is placed in the mail may be as soon as 14 days and should not exceed 21 days.

Richard Horton

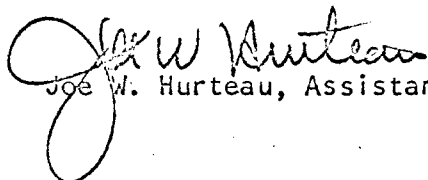
(2)

January 24, 1969

As information, we are enclosing a specimen of the type of license now being processed. If there is any phase of the activity in which you are interested that has not been covered, please do not hesitate to contact the undersigned as it will be a pleasure to be of whatever assistance we can.

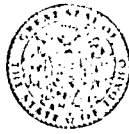
Very truly yours,

E. P. Austin, Jr., Director
Motor Vehicle Division


Joe W. Hurteau, Assistant Director

JWH:ibh

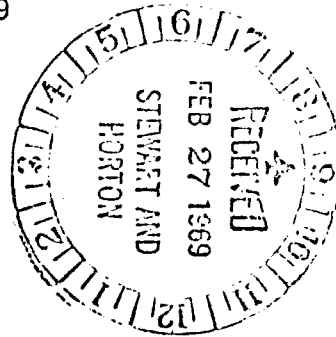
Enclosure



MOTOR VEHICLE DIVISION
DEPARTMENT OF LAW ENFORCEMENT
STATE OF IDAHO

145

February 20, 1969



Mr. Richard W. Horton
Attorney at Law
P.O. Box 2942
Reno, Nevada 89505

Re: Idaho Colored Photo Drivers License

Dear Mr. Horton:

Idaho uses a plastic laminated color photo license in which we utilize the services of DEK Processes, Inc., 1530 Progress Rd., Fort Wayne, Indiana. Our relationship with DEK has been most satisfactory. They supply all photo equipment, plus extra cameras in case of breakdown.

The film from all the counties is sent to Boise for processing and the present time element is about three weeks or less. During this period the camera cards are checked in our central files for the applicants driving record, checks are made for examiners errors for incorrect spelling, etc. and in some cases they are checked against the national register. Errors and retakes are less than 1%.

DEK Processes maintains a complete negative file of all licenses making it available for all law enforcement agencies.

We find the color photo is very well received by the public, especially the business people.

Very truly yours,

JACK FARLEY, Director
Motor Vehicle Division
Department of Law Enforcement

JF:ff
Enc. (Idaho sample drivers license)

the
nation's
most
advanced
identification
camera



DRIVER LICENSE ANYWHERE U.S.A.
MARY E. SMITH
1234 MAIN ST.
ANYWHERE, U.S.A.
Mary E. Smith
1945 Jan 15 New York
0-00-0000 0-00-00
F B I 11111 11111

DRIVE **RIGHT** **ANYWHERE**


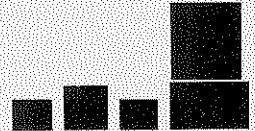

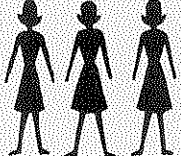

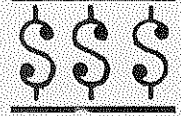
It pays to compare . . . here's why DEK is No. 1

Facts tell the story best. If you're considering a full color or black and white photographic Driver License program for your state, this brief comparison of the so-called "instant" system versus the conventional DEK system merits close attention.






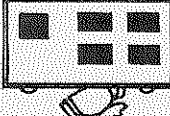


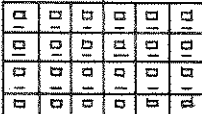


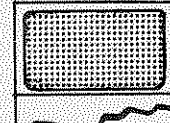


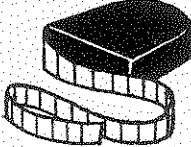
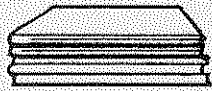
As a pioneer in the photographic driver license field, DEK leads the Nation, serving 11 of the 14 states now using photographic licenses. With 34 million licenses produced and 1,600 cameras in service, DEK has an unmatched record for reliability of 99.8% in a 10-year period. No other company can even approach this record of experience!

The range of DEK services is broad and flexible to assure efficient and economic handling of any or all phases of your driver license program. DEK is prepared to assist you in the following ways:

- Provide Consultation Service . . . Estimate Equipment Requirements . . . Conduct Pilot Runs . . . Prepare Specifications . . .*
- Furnish Equipment and Complete Film Processing Service . . .*
- Lease Equipment . . . Train Personnel.*

THIS	DEK System	Instant System	NOT THIS
	<p align="center">EQUIPMENT REQUIRED</p> <p>Need only camera — the DEK Photo Recorder. The simple 1-2-3 operation can be learned by anyone in minutes.</p>	<p>Need 5 pieces of equipment: Camera, Laminator, Die Cutter, Timer and Sealer. Each component is subject to breakdown, causing delays and added maintenance costs. It takes time and money to train operators. The additional procedures required (there are at least six more) greatly increase the chance for errors.</p>	
<p align="center">NONE</p>	<p align="center">EQUIPMENT COST</p> <p>None! DEK provides required number of cameras with NO initial investment . . . NO leasing cost . . . NO charge whatever!</p>	<p>Each unit costs \$2,550 or can be leased for \$2,550 plus leasing charges.</p>	<p align="center">3,000 \$2,550</p>
	<p align="center">PERSONNEL REQUIRED</p> <p>A single operator can process over 400 applicants an hour. That's seven persons per minute — one every eight seconds! The processing line flows smoothly, without interruption, because backlogs, due to retakes or pairing of applicants, never occur.</p>	<p>The "instant" method claims two or three operators can process up to 200 applicants an hour but admits that it takes at least TWO MINUTES PER APPLICANT! Number of operators needed fluctuates, depending on traffic. This could lead to a complete disruption of office procedures if personnel had to be "robbed" from other jobs to help out. Also, failure of any one of five components, or running out of supplies, stops the whole process.</p>	
	<p align="center">PERSONNEL COST</p> <p>You never have to hire extra operators because, in offices where traffic ranges from normal to heavy, one person can easily handle the load. In offices where traffic is light a full-time operator is not necessary.</p>	<p>Normal to heavy traffic, the "instant" method admits, requires two to three operators with processing limited to a maximum of 200 per hour under optimum operating conditions. (One jurisdiction, with 50 offices, conservatively estimated 30 additional personnel would be needed at \$4,500 salary per person — a total cost of \$135,000 for extra help alone!)</p>	

MATERIALS COST

		<p>license materials cost. Multiply this by the number of licenses issued in your state and you have an additional cost running into many thousands of dollars.</p>	
	<p>MAINTENANCE COST</p> <p>None. DEK maintains camera and is quick to provide replacement if ever needed.</p>	<p>MAINTENANCE COST</p> <p>While not specifically known, one jurisdiction, with 50 offices, conservatively estimated at least \$7,500 annually — exclusive of replacement parts and supplies — should only one man be needed to cover state.</p>	
	<p>SPACE REQUIREMENTS</p> <p>Portable camera, equipped with convenient carrying case, requires only corner of desk or counter.</p>	<p>SPACE REQUIREMENTS</p> <p>Five components need a work area at least the size of an ordinary desk, taking valuable space where space is at a premium. In addition, space must be provided for storage of materials involved.</p>	
	<p>SECURITY FACTOR</p> <p>Safest system known! DEK equipment is not available to public, being controlled under strict leases with state governments. Production in central laboratories operates under tight security. Official signatures, state seals and other security markings are applied in central lab under surveillance.</p>	<p>SECURITY FACTOR</p> <p>Instant equipment is for sale on open market. Licenses are often processed in area where control is difficult and negligible and can be circumvented, thereby making them vulnerable to forgery. Security markings, state seals, etc., of necessity, must be on application form or in camera.</p>	
	<p>NEGATIVE FILE</p> <p>Negative file of every driver is maintained. File is used extensively by motor vehicle departments in replacing lost or stolen license. The negative file also puts an important identity tool in the hands of law enforcement agencies. Many criminals, including some on the "most wanted" list have been identified and captured because of the file.</p>	<p>NEGATIVE FILE</p> <p>None available.</p>	
	<p>EXTRA COSTS</p> <p>None!</p>	<p>EXTRA COSTS</p> <p>Each film strip produces two licenses. This often causes inconvenience or waste as the first applicant would have to wait until the second is photographed. To avoid this means wasting the second exposure, thereby increasing costs.</p>	
	<p>PRINT QUALITY</p> <p>Quality is inherent because the system uses the best available professional film, photographic paper and chemicals. Also, laboratory processing techniques permit sensitive control of density and color balance from card to card.</p>	<p>PRINT QUALITY</p> <p>The "instant" system uses amateur type film and processing is automatic, making it impossible to exercise sensitive control. Reshooting applicant at additional expense is only alternative and this may not be the answer.</p>	
	<p>FILM CAPACITY</p> <p>1,200 pictures per film load. It is not necessary, however, to take this number of pictures. Film cartridge can be sent in after any number of exposures from 1 to 1,200!</p>	<p>FILM CAPACITY</p> <p>Only 16 pictures are possible from film load. Small number of pictures per pack necessitates frequent and troublesome reloading. This interrupts traffic flow pattern, causing unnecessary delays.</p>	

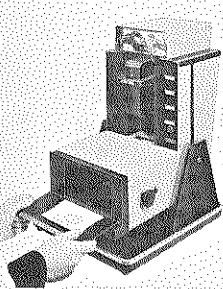
DEK PHOTO RECORDER

The world's most advanced identification camera

THE SIMPLEST TO OPERATE, MOST FOOLPROOF IDENTIFICATION CAMERA EVER DEVELOPED!

The new DEK PHOTO RECORDER, equipped with instant loading film cartridge, combines functional beauty and engineering excellence to meet the most exacting requirements ever imposed on an identification camera. Sturdily built for the "firing line," it is a compact, precision unit that anyone can operate. There are just three simple steps to follow:

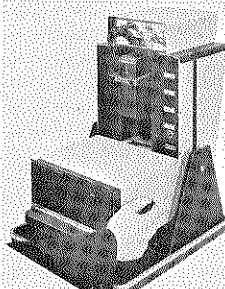
INSERT . . . AIM . . . PRESS!



1. Insert a data card



2. Aim at subject



3. Press exposure button

Absolutely nothing more is required of the operator. In fact, the DEK PHOTO RECORDER is so simple to use there is no need for formal training programs ever! A few minutes instruction gets the job done!

The complete procedure takes less than 10 seconds and the PHOTO RECORDER is automatically ready for the next exposure. No fuss, no uncertainty —

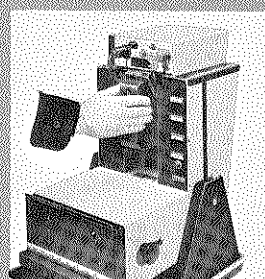
A PERFECT EXPOSURE EVERY TIME!

Instant Loading Saves Time . . . Money . . . Effort

It makes no difference whether you expose one picture or 1,200. You benefit because DEK's exclusive Instant Loading Film Cartridge saves time . . . money and effort.

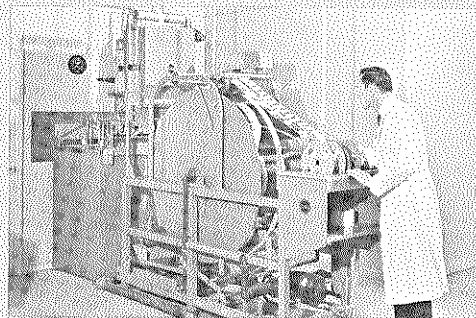
And there's no worry for the operator. Merely lift out the exposed cartridge and drop in the unexposed cartridge. Even the inexperienced operator can change this efficient magazine in 10 seconds or less in a fully lighted room. Think of what this can mean in time-saving benefits during peak periods in contributing to better service. The preloaded cartridge, which has its supply and takeup, protects against fingerprints, dust and other costly film-handling hazards. Thus the old annoyance of having to arrange for retakes from this cause is gone forever!

This lightweight cartridge drops into an easy-to-use pre-addressed mailer. The savings in weight cuts mailing costs to the bone! Positive film metering is by the claw pull-down method.



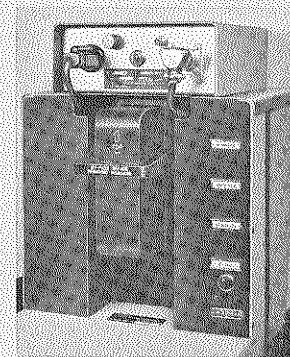
Processing Takes Only 72 Hours

The exposed film cartridge is forwarded in a special mailer to a central processing point. High speed paper processors of latest design convert the exposed film into the finished product. Same is received at point of origin within 72 hours from time it was forwarded.



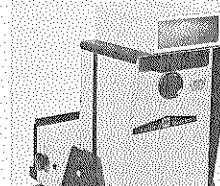
Advanced System of Interlocks Makes Unit Foolproof

Nothing has been left to chance. Every possible error is not only detected but prevented by the most advanced system of interlocks ever devised for an identification camera. An error light reminds when data card hasn't been inserted. Another light tells when the film cartridge is not in place. A warning light informs when film is about to run out. A "Ready Light" signals when to begin and double exposures just aren't possible. An automatic counter records exposures.



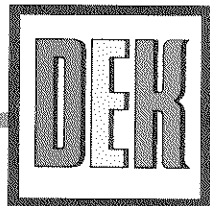
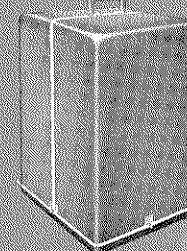
Light Source Assures Portrait Quality

A single, trouble-free light source is built in to illuminate both the subject and application card. Its pleasing quality provides the highest degree of instant recognition.



Unit Is Compact . . . Focusing Easy

A carrying cover with handle is provided to make it easy to transport. Initial setup is made easy by a built-in retractable tape. An alignment light that projects a telltale target on the subject's nose makes focusing simple.



PROCESSES, INC.

Specialists in Identification Media

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