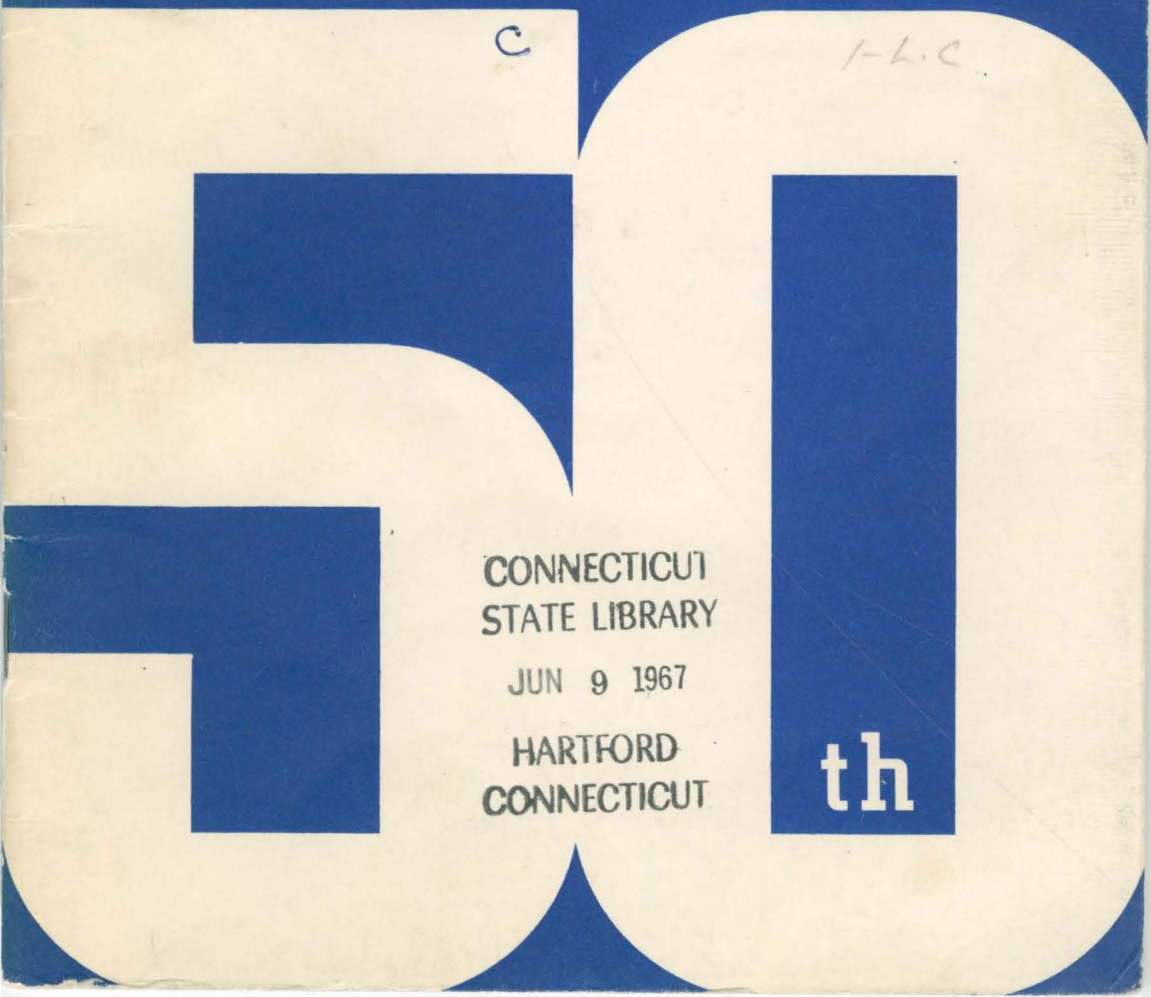


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Connecticut Department of Motor Vehicles  
1917 - 1967



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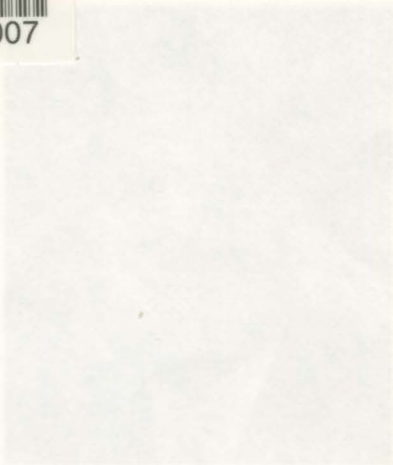
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CONNECTICUT

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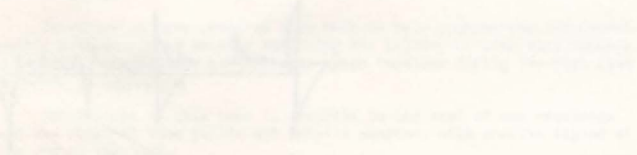
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JOHN DEMPSEY  
GOVERNOR



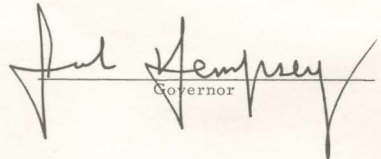
STATE OF CONNECTICUT  
EXECUTIVE CHAMBERS  
HARTFORD

Dear Reader:

Organized fifty years ago, at a time when there were less than 86,000 motor vehicles in the State and less than 100,000 licensed operators, the Connecticut Department of Motor Vehicles now has under its control more than 2,000,000 licensed operators and more than 1,600,000 registered vehicles.

Despite this great increase in its responsibility, the Department has for half a century carried on a tradition of service to the people of this State, opening branch offices for their convenience in all parts of Connecticut and seeking constantly to improve its methods of operation.

On this Fiftieth Anniversary of the Department of Motor Vehicles, I am pleased to congratulate Commissioner John J. Tynan and the personnel of his Department on their efforts to give ever better service to the people of Connecticut; and I want also to extend to the Department my best wishes for a most successful future.

  
Governor

May 12, 1967



STATE OF CONNECTICUT  
DEPARTMENT OF MOTOR VEHICLES  
WETHERSFIELD 9, CONNECTICUT

OFFICE OF  
COMMISSIONER

June 1, 1967

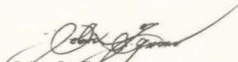
FOREWORD

Today is our department's 50th anniversary as an official agency of the State of Connecticut.

"By 1917, the automobile had displaced the horse as the basic mode of transportation and had become a major factor in the nation's prosperity." Historically we can agree with that recent statement in *AUTOMOTIVE NEWS*, "The Newspaper of the Industry," and apply it with equal description to our own state.

Therefore we have prepared this book to help commemorate our department's anniversary by briefly outlining the history of both this department and the automobile as they grew apace together during the past five decades.

Information in this book is accurate to the best of our knowledge and was obtained from public and private sources, with credits listed at the end of the book.

  
John J. Fernald,  
Commissioner





STATE OF CONNECTICUT  
Department of Motor Vehicles

June 1, 1967

1917 to 1967

COMMISSIONERS

- Commissioner Andrew B. Stewart, Hartford
- Commissioner Michael A. Connor, Hartford
- Commissioner John T. McCarthy, Newtown
- Commissioner Elmer S. Watson, Westfield
- Commissioner Cornelius F. Nutwell, Bridgeport

STATE OF CONNECTICUT  
Department of Motor Vehicles

1917 - 1967

50th ANNIVERSARY

DEPUTY COMMISSIONERS

- Deputy Commissioner John A. McDonald, Bridgeport
- Deputy Commissioner Malcolm D. Ross, Torrington
- Deputy Commissioner Harold S. Pinner, Stafford Springs
- Deputy Commissioner J. Walter Lurley, Middletown
- Deputy Commissioner Charles F. Kelley, New Canaan
- Deputy Commissioner Bruce B. Pallotti, Meriden
- Deputy Commissioner A. Edward Spaulding, Bridgeport
- Deputy Commissioner William J. Willard, Hartford

STATE OF CONNECTICUT  
Department of Social Services

1977 - 1982

1982 - 1987



STATE OF CONNECTICUT  
Department of Motor Vehicles

June 1, 1967

1917 to Date

MOTOR VEHICLES COMMISSIONERS

Commissioner Robbins B. Stoeckel, Norfolk  
Commissioner Michael A. Connor, Hartford  
Commissioner John T. McCarthy, Newtown  
Commissioner Elmer S. Watson, Wethersfield  
Commissioner Cornelius F. Mulvihill, Bridgeport  
Commissioner Charles F. Kelley, New Canaan  
Commissioner John J. Tynan, Middletown

DEPUTY COMMISSIONERS

Deputy Commissioner John A. McDonald, Putnam  
Deputy Commissioner Malcolm D. Rudd, Lakeville  
Deputy Commissioner Harold B. Pinney, Stafford Springs  
Deputy Commissioner J. Walter Darley, Haddam  
Deputy Commissioner Charles F. Kelley, New Canaan  
Deputy Commissioner Rocco D. Pallotti, Hartford  
Deputy Commissioner A. Edward Sandula, Bridgeport  
Deputy Commissioner William J. Hilliard, Hartford

DEPARTMENT OF MOTOR VEHICLES

JOHN J. TYNAN, Commissioner

William J. Hilliard, Deputy Commissioner

Established--1917. Statutory authority--Title 14, General Statutes

Central Office--60 State Street, Wethersfield

Average number of full-time employees--954

Expenditures 1965-66--Recurring operating expenditures, \$6,789,562.36;

Capital outlay, \$38,341.56

Organization structure--Eight Divisions: Administration, Data Process-  
ing, Dealers and Repairers, Engineering, Investigation and Inspection,  
Operator Control, Registry, Title and Anti-Theft.

## ORGANIZATION

The Motor Vehicle Department was established by legislative act in 1917 for the purpose of accomplishing three vital objectives -- the protection of life and property by the administration of the motor vehicle laws; the regulation, discipline and education of motor vehicle operators; and the obtaining of revenue through licensing to provide funds for the construction and maintenance of state highways. The Department through the years has kept pace with the tremendous increase in registrations and licenses by special planning and the addition of electronic equipment. Research is being done constantly to improve the present system in aiding the public to resolve its registration and licensing transactions.

### DIVISION OF ADMINISTRATION

This division is charged with the responsibility of payroll handling; purchasing; stock; out-going and in-coming mail facilities; and the record-keeping of all personnel in the central office in Wethersfield and the branch offices throughout the state. Screening of new employees, staffing and recruitment are a part of the activities with which this division is concerned. This division also has the duty of keeping inventories covering 10,000 items of state property rated at almost \$1 million. The advising of all Department employees of rights and privileges; processing of all bonds and insurance deductions; and documents pertaining to resignations, retirements, and requests for leaves of absence are also included in the division's duties. The central office record-keeping and control on all receipts collected by the Department is maintained by the Book-keeping Section of this division. For the fiscal year ending June 30, 1966, motor vehicle receipts on all fees collected totalled \$28,760,722.46.

### DATA PROCESSING DIVISION

As a service division to the other divisions in the agency and the public as well, the Data Processing Division is maintaining its ever progressive action in keeping the Connecticut Motor Vehicle Department a leader in its field.

It was through the effort of the Motor Vehicle Department that the State Data Center recently installed a System 360 Model 50 and will install a System 360 Model 40, both large scale computers. These computers incorporate within their configuration the most modern on-line data storage devices available; such as disk packs, magnetic tape, and data cells. These devices provide us with teleprocessing capabilities. In addition to our normal motor vehicle work this system will be linked via leased telephone lines to all branch offices, as well as the main office. Thus, we may seek and retrieve information from the system in less than 30 seconds, while simultaneously performing our everyday computer functions. At the main office information can be displayed on 2260 video display units, or can be punched and/or printed on 1050 remote terminals. Further, we may more readily implement any changes necessitated by the adoption of federal or state legislation regarding highway safety, driver education, et cetera. The system will be "on the air"



within a year. In the employment of this system we can be of greater service to the public, to law enforcement agencies, and to the divisions within our agency. As a result of installing a computer in the Motor Vehicle Department building, we have improved the hot sheet reporting appreciably. Where previously the accumulation of daily reports resulted in as many as five sources for inquiries, we now produce a daily cumulative listing as a singular source for inquiry. This division is in the process of converting the present card license system to a modern, more efficient tape system using the newly installed 360/50 computer. This tape system will be an interim measure leading to the creation of an instantaneous retrieval system employing the most up-to-date direct access storage devices and concepts. Using this as a stepping stone, we are preparing for the future a fully integrated system to achieve instantaneous retrieval capabilities for all Motor Vehicle applications.

#### DEALERS AND REPAIRERS DIVISION

The prosperity being experienced in Connecticut has left its mark in the Division of Dealers and Repairers, wherein lies the responsibility that all persons, firms or corporations engaging in the business of buying, selling, repairing motor vehicles, junking motor vehicles and retailing motor vehicle fuels first obtain a license for such activity. The increase in licenses and registrations is reflected by the issuance of additional dealers' licenses by this division for the calendar year. A total of 13,437 licensed establishments were recorded. Consistent with the increase and the complexities involved between members of this division and the public, the General Motors Corporation made it possible for two of our inspectors to attend the new products training school in automotive repairs. This is significant in view of the many mechanical modifications that occur each year. This division is also responsible for the care and maintenance of the fleet of 72 motor vehicles that is necessary for the Department to carry out its daily functions.

#### ENGINEERING DIVISION

The Engineering Division is responsible for advice as to the administration of laws and regulations concerning equipment on motor vehicles; and in line with this, the division makes studies of existing legislation of our own statutes as well as the motor vehicle codes of other states. It also prepares regulations and reciprocity agreements between the various states and advises the Commissioner regarding the official approval of special devices and equipment. General information along these lines is furnished to all persons and agencies requesting the current status of motor vehicle equipment, laws and regulations by correspondence, telephone and personal interviews. A trained inspector operating from this division conducts examinations of disabled persons seeking a driving license in a specially equipped

state-owned motor vehicle. Since the inception of this program, we have licensed about 2,000 physically handicapped persons. This has meant a patient and careful evaluation of the individual involved and in most cases, the recommendation of special equipment being installed on the vehicle the person was intending to operate. This division also administers the voluntary inspection law which authorized some 1,250 garages to conduct inspections of motor vehicles. Also included in the duties of this division is the responsibility of administering the law pertaining to commercial driving schools. This necessitates investigation and supervision of driving school personnel in order to see that full compliance with the laws and regulations of the state are adhered to by the 700 instructors and 151 schools operating in the state.

#### DIVISION OF INVESTIGATION AND INSPECTION

The Division of Investigation and Inspection again, as has been the pattern over the past several years, showed an overall increase in departmental activities which included a record number of 121,526 applicants processed for Connecticut operators' licenses. This figure includes re-examinations and voluntary re-examinations; however, it does not include examinations for Public Service Operator's Licenses which total was 2,858. Vehicle inspections, including out-of-state vehicle inspection and inspection of vehicles ten or more years old, totalled 149,620. The alertness of the inspectors conducting these vehicle inspections resulted in the recovery of many stolen vehicles valued a thousands of dollars. In addition, approximately 5,000 school bus vehicle inspections were completed and approximately the same number of Public Service vehicle inspections were completed. The Department's team of investigators also carried out a total of 10,000 investigations of various types. Members of this division, as in the past, were also assigned to assist the State Police on holiday patrol duty in conjunction with the Governor's Highway Safety Program. While engaged in this duty, inspectors issued a total of 725 warnings and in many instances summonses were issued to flagrant violators. A total of 1,568 warnings were issued resulting from the several "spot inspections" which were conducted throughout the state and again a great many summonses were issued to flagrant violators. Inspectors of this division also participated in many public relations features, such as, speaking engagements and radio interviews on subjects relating to this Department's activities and Highway Traffic Safety.

#### DIVISION OF OPERATOR CONTROL

The Operator Control Division is responsible for maintaining all records concerning violations of the motor vehicle laws, accident reports, accident security requirements, and financial responsibility requirements. To accomplish the work there is a cooperative inter-



dependence between the Motor Vehicle, Judicial, Police, and the Highway Departments. The arrest, conviction, and suspension of driving and registration privileges; posting of security requirements; financial responsibility certification; processing of complaints; hearings; re-examinations; reinstatement of privileges; and highway engineering studies of accident reports are all designed to isolate, penalize, and educate the violator in order to insure public safety on the highways. In addition, the division is concerned with the criminal, mental, physical, and moral histories of motor vehicle operators. This division is responsible for cooperation with other participating states in suspension compacts and other reciprocal agreements dealing with interstate highway traffic safety.

#### REGISTRY DIVISION

All operators' licenses, registrations, parkway toll plates, leasing company licenses and automobile club licenses are issued by the Division of Registry. It is also responsible for the collection of sales and use taxes on casual sales of motor vehicles. Sales tax receipts during the last year were just under \$3 million. A section of this division processes approximately 862,000 registration and operator's license renewal applications annually and in addition to this, record more than 100,000 changes of address. This division is also charged with the responsibility of maintaining a communications system so that inquiries concerning registration and operator's license records can be speedily answered by telephone, teletype, or by mail. For the convenience of enforcement authorities, the Communications Section is staffed on a 24 hour basis. During March and April, 1966, the Registration Division and Administration Division replaced 215,000 miscellaneous and commercial type marker plates. Each registrant was issued the same number as currently in force. Shortly, a new branch office of the Department will be opened in Enfield that will greatly aid some 105,000 in that area to obtain convenient motor vehicle services. Also on the agenda for new branch offices is the opening of one in Saybrook before the end of this year.

#### TITLE AND ANTI-THEFT DIVISION

This division is the central recording agency in Connecticut for the ownership of all motor vehicles and the recording of liens and encumbrances in any given instance. Since July 1, 1959, it has taken over the recording duties of 169 Town Clerks throughout the state as they relate to motor vehicles. It issues Certificates of Title whenever a new vehicle is purchased, or there is a change of ownership on a currently registered vehicle, or when a vehicle comes into Connecticut from another jurisdiction requiring registration. With the continued growth of the automobile industry, there have been concurrent increases in the recording of Certificates of Title and the liens thereon. During the past year, a new condensed title methods' manual was produced for

RECORDS OF THE TITLE AND TRUST DEPARTMENT

the improvement in knowledge as to the basic procedures in obtaining titles and providing an immediate answer to many title questions. Also, the cancelled title file was converted to the computer system, allowing the processing of inquiries in a minimum amount of time. The computer program recording the source of theft reports has been expanded so that notices of theft from any state can now be recorded.

Year	1965	1966
1961	26,560	26,307
1962	29,776	29,278
1963	104,371	111,121
1964	226,274	223,209
1965	252,716	249,722
1966	440,119	418,976
1967	509,310	523,872
1968	621,132	741,281
1969	740,309	771,179
1970	1,079,041	1,078,826
1971	1,275,021	896,372
1972	1,513,040	1,201,730



The Department of Health, Education and Welfare is pleased to announce the availability of a new publication, "The Role of the Health Care System in the Prevention of Disease." This publication is available in both printed and microfiche formats. It is a valuable resource for health care professionals and the general public alike. The publication discusses the importance of preventive care and the role of the health care system in promoting health and preventing disease. It is available for purchase or free of charge. For more information, please contact the Department of Health, Education and Welfare, Office of Public Health and Safety, Washington, D.C. 20452.

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INCREASE OF AUTOMOBILES AND DRIVERS IN CONNECTICUT

<u>Year</u>	<u>Vehicles Registered</u>	<u>Operators Licensed</u>
1903	1,353	
1907	7,895	8,991
1912	26,560	32,423
1917	85,724	98,233
1922	160,491	171,471
1927	306,784	323,881
1932	350,716	407,733
1937	450,319	510,908
1942	569,310	633,907
1947	621,452	741,841
1952	840,869	934,179
1957	1,079,541	674,565
1962	1,279,520	805,927
1966	1,593,860	980,138

## A HISTORY OF THE AUTOMOBILE IN CONNECTICUT

Reliable historians give us these facts:

America's vast automobile industry may have started here in Connecticut, where two pioneer inventors were running their automobiles around Hartford County in the days of George Washington.

In those days, when practically the entire human race was convinced that man was destined to walk forever because he never would be able to make a machine to carry him, Nathan Reed and Dr. Apollos Kinsley were driving their self-built steam automobiles.

Reed was driving his crude contraption as early as 1787, while Dr. Kinsley was operating two steam cars around the city between 1795 and 1797. Because these vehicles actually moved successfully under their own power and were operated for considerable lengths of time, they should be considered as being the world's first successful automobiles. (There is one, dubious claim for an attempt to make an automobile earlier than Reed's, but the vehicle hardly got beyond the stage of a platform with wheels and an unsuccessful steam engine. In fact, this vehicle originally was conceived to be a tractor rather than an automobile, but it never ran.)

There is not much historical information available about Nathan Reed's automobile, but we do have considerable details about Dr. Kinsley's automobiles and his experiences with them:

Numerous Hartford residents "could see naught but evil in the invention" and they freely predicted that Dr. Kinsley's "fiery, noisy thing could not live long." The famous early American physician and inventor finally was discouraged by the almost eternal mud on Hartford streets, where his vehicles were described as "immediately dominating the miry thoroughfares," so he retired his automobiles. (Incidentally, Kinsley Street in downtown Hartford is named for Dr. Kinsley, who had his home there.)

Other automobiles, all steam cars at first, were invented and built in Connecticut, in the later years. For example, two brothers, James House and Henry Alonzo House, built and drove a remarkably successful steam automobile in and around Bridgeport during the middle 1860's, often taking parties of friends on trips as far away as Stratford.

When it comes to the modern gasoline-propelled automobile, it was Hiram Percy Maxim who, in Hartford in 1895, "astonished and amused the public on Park Street with the first practical gasoline car of which there is authentic record in America."

The rapid development of the automobile throughout the nation soon led to Connecticut's early recognition of it as a vital factor in life in the Twentieth Century and the ultimate establishment of the Connecticut State Department of Motor Vehicles.

In 1896 a new company in Springfield, Mass., built 13 gasoline-powered motor vehicles of identical design. For that reason, the U. S. automotive industry marks 1896 as the year of the industry's birth, according to the Automobile Manufacturers Association.

By building those 13 horseless carriages in 1896 the Duryea Motor Wagon Company became the first in America to produce more than one motor vehicle from the same set of plans. Later, Henry Ford and the Cadillac Motor Car Company employed this standardization system to establish American leadership in the automotive world.

Within four years after the Duryea company's production achievement, dozens of automobile manufacturers had entered the fast-growing industry. In the year 1900, for example, more than 4,000 vehicles were produced. During the next dozen years, the U. S. industry turned out its first million cars.

To Connecticut's alert citizens and their governmental representatives it soon was obvious that Connecticut should have some forms of organized control over the ownership and operation of automobiles.

#### CONNECTICUT'S FIRST AUTOMOBILE REGULATIONS

Connecticut was a leading pioneer in laws and regulations governing the operation of automobiles.

In 1901 - Connecticut enacted the world's first automobile speed law, up to 12 miles an hour within city limits and 15 miles an hour in country areas. This law also provided that automobiles must be slowed or stopped if they annoyed or frightened horses anywhere near them. The top penalty for violating this law was a \$200 fine and 30 days in jail!

In 1903 - Connecticut was one of the first states in the nation to require automobile registrations, the assignment being given to the office of the Secretary of the State. The fee was \$1. This Connecticut law, under which 1,353 cars were registered in 1903, followed closely upon the nation's first required registration in New York State in 1901.

The General Assembly in 1903 also amended the original 1901 speed law forbidding any automobile driving "at a rate of speed dangerous to life and property."



In 1905 - Connecticut amended its speed law again, allowing up to 20 miles an hour in country areas.

This also was the first year in which the state provided registration plates, which were metal with painted letters and numerals on a painted background. The fee remained \$1. Prior to 1905, automobile owners had to make their own plates, with probably the most popular home-made type being metallic letters and numerals attached to rectangular-shaped pieces of heavy leather.

In 1907 - Connecticut pioneered with driving licenses issuing them to 8,991 automobile drivers through the office of the Secretary of the State. There was no examination; the fee was \$2 for an automobile license and 50¢ for a motorcycle license.

Also in this year:

Motorcycles had to be registered, for a 50¢ fee.

The speed limit now was changed to "25 miles an hour on public highways."

The first provision was added to the speed law in regard to driving while intoxicated or racing for a wager.

All court fines for motor vehicle violations had to be paid over to the Secretary of the State to be "expended under the direction of the highway commissioner for the maintenance of state highways without specific appropriations by the general assembly and in addition to general appropriations."

On February 19, 1907, Mrs. Emma Hahn, president of the Woman's Rural Association of Stamford, came to Hartford to appear before the legislative committee on roads, bridges, and rivers.

Through Mrs. Hahn, the association was agitating for wider and better roads as a protection against the automobile. Although there had been a speed law on the books since 1901, and a registration law since 1903, conditions created by the fast spreading use of the automobile were still chaotic. In 1907 there were 7,895 motor vehicles in the state.

The Woman's Rural Association was concerned not so much with the fate of the automobilists who frequently went off the road at curves, who suffered the bumps and dust that went with the winding, unimproved roads, as with the tribulations of the majority of the state's approximately one million citizens who still used "normal" forms of transportation -- the horse, the bicycle, the electric trolley car.

The group had prepared their case intelligently and it contained many facts regarding accident statistics. One of the committee members was surprised to learn that, in some sections of the state, farmers were still working on roads to pay their road taxes.

Mrs. Hahn told the legislators:

"Our roads are narrow and in fact in some places it is almost impossible for two teams to pass. I have had experiences myself in suddenly coming upon a hugh automobile tearing through the road. Fortunately for me, my horse is one which I can control easily and thereby avoid serious accidents.

"We have in our town a little girl who is only 12 years of age and she runs an automobile, one of the large size touring cards, all around town. Her father says she is 'a very clever child and can run the car as well as I can'."

At one point in her discussion Mrs. Hahn referred to a French law of the day which she said made a person who ran over a child responsible to the family until the child was 21; if he ran over a head of a family, he was responsible to the family until the youngest child was of age.

"But aside from that, he must go to prison", she added.

The Woman's Rural Association had gathered statistics concerning accidents by writing police departments. In anser to questions from the legislators, Mrs. Hahn explained that up to "last July, 79 deaths and 541 injuries had been reported. All accidents are not reported, of course", she said.

In 1909 - The General Assembly forbade driving faster than three miles an hour while passing a standing trolley car and changed the speed law to require slowing down to 10 miles a hour when the driver's view was obstructed by a hill, curve, or other hazard.

Traffic accident investigations were begun through the office of the Secretary of the State, whose employees learned of the accidents through newspaper and police reports. This office then held hearings in all the accident cases, with the Secretary of the State having full authority to revoke or suspend licenses and registrations.

A statute was enacted requiring that all traffic accidents involving personal injury or property damage of \$10 or more be reported to the MVD.

Branch offices were established at Bridgeport and New Haven.

According to a 1909 law, a driver who was involved in a fatal accident lost his license "forthwith", and if it were revoked after a hearing he could not get it back for at least two years. After that period it could be returned to him at the discretion of the secretary of state.

A reckless driving statute was passed in this year: "No person shall operate a motor vehicle on the public highways of the state recklessly or at a rate of speed greater than is reasonable and proper, having regard to the width, traffic and use of the highway, or so as to endanger the property or the life of any person."

An incidental annoyance which the motor car brought to Connecticut's peaceful countryside was noise. Cars were equipped with cutouts which eliminated the muffler, supposedly to reduce back pressure but which served well to increase the roaring spendor of the 1909 sports car. In 1909 a law was passed which required that engines be fully muffled between 9 p.m. and 6 a.m.

In 1911 - The registration law was changed to provide that Connecticut automobile markers would be changed in color each year.

In 1914 - The abbreviation CONN for the word Connecticut was used on marker plates for the first time, the letter C hitherto having been the only designation.

Driver-license applicants were required to take an examination.



## A HISTORY OF THE CONNECTICUT STATE DEPARTMENT OF MOTOR VEHICLES

The reason for the founding of this new state department was simple: The burden of administering Connecticut's automotive laws and regulations had become too vast and too complex for the limited facilities of the office of the Secretary of the State.

Early in 1917 the then Governor Marcus H. Holcomb nominated Robbins B. Stoeckel, of Norfolk, to be Connecticut's first Commissioner of Motor Vehicles. Mr. Stoeckel assumed charge of the new department when it opened June 1st in three rooms on the third floor of the State Capitol.

In 1918 - During its first calendar year in existence, the Motor Vehicle Department collected \$1,281,719.49 in total receipts, registered 92,605 vehicles, licensed 103,657 drivers, analyzed 1,987 traffic accidents of all kinds, and recorded the traffic deaths of 209 human beings.

Also during 1918, Connecticut roads were being patrolled for the first time by MVD (Motor Vehicle Department) inspectors.

In 1919 - The General Assembly enacted legislation requiring that gasoline stations be licensed, with administration of the law assigned to the Commissioner of Motor Vehicles.

Passenger cars and commercial vehicles were registered on a separate basis.

And the State Legislature established an MVD highway patrol, authorizing an increase to 30 uniformed men equipped with motorcycles, as well as to establish MVD inspection stations at the New York and Massachusetts state lines to weigh and inspect trucks on a 24-hour schedule.

In 1921 - Connecticut began collecting its first tax on gasoline -- one cent a gallon. And Connecticut was described as being the first state to have a successful collection law for this tax.

In this year the State Police took over driver-license examining.

Connecticut conducted its first state-wide safety week, featuring child safety education.

Jitneys, those usually privately owned vehicles used for public transportation as an outgrowth of World War I transportation shortages, were put on fixed routes.

All locations for new gasoline stations must be inspected and approved first by the Motor Vehicle Department. The location of any such station must not, in the opinion of the Motor Vehicles Commissioner, "imperil the safety of the public."

The Commissioner of Motor Vehicles was assigned the duty of registering Connecticut-based aircraft.

OTHER MVD HIGHLIGHTS THROUGH THE 1920'S, 1930'S, AND EARLY 1940'S

1922 Complaint section set up.

Branch offices established in New London and Waterbury.

1923 First "Bulletin," a periodical informational publication about the department was published.

1924 A Hearings Section was formed with two full-time men to hold hearings in all sections of the state.

1925 State gasoline tax was increased from one cent to two cents per gallon.

Gasoline station fees increased by the Legislature -- based on number of gasoline pumps in each station and \$25 fee required for initial examination of each location.

1926 Financial Responsibility Section added to carry out provisions of new Financial Responsibility Law.

Branch office opened in Stamford.

1927 16-17-year-olds now could obtain driving licenses. (Previously only those who were 18 or older could obtain such licenses.)

Aviation Commission established as a separate department.

1928 State instituted investigations of all courts, including city, town, justice, and higher courts. A complete record of all motor vehicle violations was typed covering period from 1915 through 1928. Large sums were salvaged as result.

1929 Traffic accidents resulting in less than \$25 damages no longer reportable.

Inspection Section formed.

Mechanical and Traffic Survey Section formed to study traffic engineering, aid municipalities in solving traffic problems, make traffic surveys, offer recommendations.

First teletype equipment installed for communicating with police departments.

Danbury branch office opened.

1929 A traffic court was established in Danbury in 1929. The judge was to be paid a salary and court costs were specified.

1930 Driver study conducted in collaboration with the Institute of Human Relations, Yale University. Experimental forms of written examinations for driving-license applicants tried.

1931 MVD moved to new State Office Building, 165 Capitol Avenue.

Driver-license examinations returned from the State Police to the MVD.

1932 State Police and MVD cooperate to inaugurate system of warnings for traffic violations not serious enough to warrant arrest.

1933 Dealers' and Repairers' Section established.

South Norwalk branch office opened.

Citizens' Volunteer Motor Patrol organized.

1934 Temporary sub-branch offices opened in many small towns during license and registration renewal periods.

1935 Semi-annual inspection of motor vehicles required at MVD inspection lanes.

Passing mark on eye test phase of driver's examination changed from 20/70 to 20/40. New emphasis on law test.

Tabulating system introduced in statistical work.

Law passed forbidding automobile registration unless property tax on automobile is paid.

Gasoline tax increased from two cents to three cents.

1936 Governor's Committee on Street and Highway Safety organized; later became State Highway Safety Commission; now is the Connecticut State Safety Commission; works with MVD and other public or private agencies in helping to promote safety education for public benefit.

Registration fees reduced for passenger automobiles; standardizing at \$7, \$9, and \$11 by automobile weights; previously such vehicles had been registered according to piston displacement.

State Traffic Commission formed: Members to be the State Highway Commissioner, State Motor Vehicles Commissioner, and State Police Commissioner.



1936 Simplified Driver's Manual issued. Special review examinations of drivers' records begun.

1937 So-called permanent registration plates pioneered by Connecticut. Made of aluminum, approximately 9 1/2" long by 6" high, with black letters and numerals; year to be designated by different-colored insert annually, giving last two digits of the year -- 37, 38, etc.

1939 Mechanical tabulation of accident statistics adopted.

Law passed requiring courts to turn over to the MVD half of costs and half of fines rather than just fines as heretofore; costs limited to five dollars in most instances.

1941 Cardboard markers adopted for temporary registrations as economy measure.

Addressograph system put into effect.

So-called permanent plates adopted for combination markers (for automobiles used for both business and pleasure, such as a salesman's car).

Portable fluorescent eye charts to be used for driver's examinations.

Road test waived for applicant holding current driving license in other state.

The aluminum registration plates eliminated and substitutes found. In October, 1941, cardboard markers were adopted for temporary registration.

#### SOME MVD WORLD WAR II ACTIVITIES

December 7, 1941

This department began operating on a full war-time basis.

Since rubber and gasoline could be saved by slower driving, Connecticut was one of the first states to "do something" by reducing the limit everywhere, day and night, to 40 miles an hour.

A new branch office, the tenth, was opened in Torrington in April, 1942.

Having control over all licenses and registrations, and because of its vast records concerning drivers and car owners and because of its comprehensive accident statistics and educational set-up, the department was part of the war-time transportation organization.

## MVD HELPS ORGANIZE WAR-TIME TRANSPORTATION

The State Motor Vehicle Commissioner is a member of the Connecticut War-Time Transportation Conservation Committee.

The department did educational work in connection with the Woman's Motor Corps. Driver skill tests developed in the department are used by motor corps throughout the state as a driving standard.

Driver training in the high schools, which had long been promoted by the Motor Vehicle Department, received fresh emphasis from wartime needs and was being asked for as a country-wide measure by the army. (The first course in Driver Education in cooperation with the MVD was completed in 1938 at Darien High School.)

1945 A dual-control car was used (believed to be the first and only such use in the nation) for the instruction and testing of physically handicapped veterans under MVD sponsorship and supervision. Later this program was expanded to include similarly physically handicapped civilians.

The department's Farm Labor Transport program, the first comprehensive program of its kind in the United States, was initiated to help towards assuring the safest possible motor vehicle transportation for workers, especially teen-aged children, engaged in agricultural employment.

1946 The department made adjustments from war-time to peace-time operating and began plans for various post-war changes and programs.

1947 This department pioneered the world's first Point System for the control of careless or dangerous drivers. Under this system a driver is judged by the number of points he accumulates against his driving record on file in the department. Basically, the system operates on the condition that the more points a driver has the worse his record is. MVD action ranges from warning letters to friendly conferences to outright license revocations.

The department's Gasoline Licensing Section and its Dealers and Repairers Section were combined into the Dealers and Repairers Division.

1948 The Driver Clinic, the first of its kind in the world, was originated and conducted interviews and tested drivers to ascertain what makes a safe, courteous driver.

The nation's first -- and the world's first -- permanent-type reflectorized registration plates were issued to prevent dark-hour accidents by having the plates reflect the headlights of approaching vehicles.

A program of voluntary motor vehicle inspections by licensed automobile dealers and repair garages was established, allowing vehicle owners to have their vehicles inspected, repaired, and issued official MVD certificates that the vehicle was in safe operating condition.

1948 The department pioneered with a series of public information and traffic safety TELEVISION PROGRAMS.

The MVD printed a uniform Warning Ticket to be issued by Connecticut police agencies where violations are not serious enough to warrant arrests.

1949 The MVD began fingerprinting taxicab drivers, bus drivers, school bus drivers, and livery car operators.

Two special studies of drinking drivers involved in accidents were conducted by the department's Statistical Section.

"TEENS IN TRAFFIC" was a bulletin prepared by the MVD to analyze the teen-age driver record in traffic accidents during 1948.

1950 The department's Division of Inspection was expanded to become the Division of Investigation and Inspection, the addition designed to provide an engine number file and a stolen car bureau. The engine number file was the first of its kind for any motor vehicle department in the nation. The investigation activities included extensive MVD participation in locating lost or stolen vehicles, apprehending automobile thieves, and handling all investigations relating to the use or operation of motor vehicles in Connecticut.

A special bulletin, "THE LITTLE KILLER", was prepared by the department of how small children are killed by their own carelessness.

SELECTIVE ENFORCEMENT another bulletin issued by the department for the State Police Department on a periodic basis -- to provide information about localities where traffic warnings were being issued in greater-than-usual numbers.

1951 The term of the MV Commissioner was changed from a two-year to a four-year period in office.

The Governor and the Motor Vehicles Commissioner jointly issued pamphlets to motorists to describe the objectives and operations of the MVD's Point System for erring drivers.

This department's Division of Operator Control devised a uniform, nationally first, suspension notification to erring drivers, eliminating 36 form notifications.

1952 A new state Financial Responsibility Law, to be administered by this department, was put into effect. Basically, proof of financial responsibility if any person is injured, if property damages exceed \$100 or if any person is killed in the accident.



1952 A new type of eye testing equipment was installed which tests for depth perception, imbalance, field of vision, color vision, and acuity.

1953 The General Assembly enacted a so-called "wrecker law" to have the operators of motor vehicle towing wreckers post their towing rates with the MVD. to protect the public from excessive, exorbitant or hidden charges by such operators.

1954 At the request of The Connecticut Association of Insurance Agents, Inc., this department prepared a nationally unique age-group study of insured-uninsured drivers in Connecticut traffic accidents during 1953.

1955 The MV Commissioner established a program to suspend or revoke driving licenses and automobile registrations in cases where vehicles were used for illegal or immoral purposes, such as drivers or owners who annoy, entice or molest other persons, who carry weapons illegally in their cars, who use motor vehicles for transportation in committing crimes or who behave improperly towards other drivers or pedestrians (such as making profane or obscene remarks from vehicles).

The MVD began a new system of two-year driving licenses, with the renewal date during the driver's month of birth. A complete electro-mechanical tabulating equipment section was established in the department's Division of Registry to process these new-type licenses.

A law was passed allowing gasoline service stations to make minor repairs on automobiles under MVD license and supervision.

Another law was enacted to permit Division of Registry to issue transportation registrations for vehicle owners having only infrequent need to move their vehicles on public roadways, such as contractors taking heavy equipment from job to job or from work sites to repair garages.

The department prepared a nationally unique age-comparison study of the number of drivers licensed against the number of drivers involved in accidents and at fault in accidents.

1956 A unique study was conducted by the MVD to obtain a complete report on the traffic-accident experiences of 16-17-18-19-20-years-old drivers, by sex, during the year ending June 30, 1956.

1957 The department installed a modern electro-mechanical system to compile and record complaints against and violations by drivers on IBM key-punch statistical cards, thus eliminating old-style manual compiling and recording of such cases. The new equipment also is the basis for providing pertinent information for the operation of the department's Point System for erring drivers.



1957 The 1957 General Assembly:

Retained the 6-cents-a-gallon gasoline tax.

Created a "probationary" two-year driving license for operators under 21 years of age.

Made it illegal for "slow-poke" drivers to impede or halt normal traffic except when safe vehicle operation should demand it.

Required the dimming of headlights by a driver when following another motor vehicle during dark hours, except when overtaking and passing.

Required drivers to return mechanical turn signals to non-operating position after having negotiated a turn.

Provided that motorists can pass other moving vehicles on the right side on limited access highways or parkways which have three or more lanes running in one direction.

Granted free automobile registrations and immunity from parking fines to severely disabled war veterans. (The law provides free identification plates to be attached to the registration plates.)

Required that 16-17-year-old driver license applicants must pass state-approved public or private driver training courses before they can take the MVD's driving-license examinations.

Raised from \$2 to \$5 the fee for an MVD driving-license test, the extra \$3 being allocated towards a \$10-per-pupil subsidy to help support state-wide high school driver-training courses.

Required that a certificate of title be furnished to purchasers of new and used automobiles, at a \$2 filing fee for each such certificate, with the act to be administered by the MVD.

1958 To help centralize Motor Vehicle Registration records, collection of sales tax taken over from the State Tax Department to coincide with registration records.

1959 Title and Anti-Theft Division established for the protection of motor vehicle registrants.

1960 Branch office opened in New Britain to serve motorists in that heavily populated area.

1961 Registration records converted to computer operation for modernization and for making records available by microfilm. Staggered system of registration renewals inaugurated, spreading the work load more evenly over the year.

Creation of Service Division to form an effective centralized unit as a forerunner of the development of a new data processing system.

The formation of a Data Processing Division improved the registration system to provide data not only for this department but for many other agencies as well, such as law enforcement groups, municipalities; also developed under this new system was the Uniform Accident Report, which provides state and local law enforcement officials with vital data on conditions and locations of highway traffic accidents in the state.

Tighter control on drivers violating the motor vehicle laws was provided for and driver histories were speedily transmitted to courts and others requesting such records.

The Data Processing Division, with the assistance of the IBM and The Southern New England Telephone Company, established a state-wide network of communications lines for remote inquiry. This central system provides all terminal points the capability of retrieving all data pertinent to registered motor vehicles, licensed operators, operator driving histories, motor vehicle titles, delinquent tax, vehicle assessments, and numerous other subjects.

1962 Examination of all documents pertaining to registration taken over by the Registry Division.

Increased the number of questions on the motor vehicle written law test and raised the passing grade of such tests from 70 to 75 per cent.

1963 Instituted inspection of vehicles 10 or more years old when transferred from one owner to another as a prerequisite for registration. Required all applicants for public service licenses to submit a certificate signed by a physician attesting to the physical ability of such applicant to operate a school bus or public conveyance. Instituted re-examination program for all persons under suspension who apply for reinstatement.

Branch office opened at Putnam.

1964 Fire apparatus plates first issued. Parkway toll records put on computer, thus eliminating necessity of typing each toll certificate.

1965 Camper plates first issued. Golf cart plates first issued.

The development of an operator license system by the Data Processing Division to more effectively process a file of over two million license records.

The built-in controls insure that the proper individuals receive their renewals at given times, that the proper license(s) is sent to the individual and that the proper data is carried on each individual's record.

1966 Branch office opened at Enfield for motorists in north central section of the state.

The printing of an informative volume entitled "Basic Requirements for Obtaining a Connecticut Certificate of Title to a Motor Vehicle", which has been distributed to all courts, attorneys, law enforcement officers, banks, credit unions, new and used car dealers, and all Motor Vehicle Departments in the United States and the Provinces of Canada.

1967 Branch office opened at Old Saybrook for motorists in the south central part of the state.

Reproduction for all the divisions have been updated and increased by additional Xerox process, cameras, offset press, drill punch, collator, folding machine, automatic mailing machine, stapler, and padding equipment. This has expedited the entire process of the Division.

#### CURRENT OBJECTIVES

Continuous research in all fields of highway traffic safety -- frequent meetings with safety groups -- continued cooperation with all news media -- maximum utilization of all divisions in the interest of public service and highway safety -- constant liaison with legislative bodies, both state and Federal, for the welfare of the public.



STATE MOTOR VEHICLE DEPARTMENT LOCATIONS THROUGHOUT CONNECTICUT

The department's central office moved April 1, 1963, from its former quarters in the State Office Building, in nearby Hartford, where it has been since 1931, to 60 State Street, Wethersfield, Connecticut 06109.

Branch offices are located in the following areas:

Bridgeport, 1825 East Main Street

Danbury, 148 South Street

Middletown, 896 Washington Street

New Britain, 1185 West Main Street

New Haven, 188 Bassett Street

New London, 82 Truman Street

Norwalk, 61 East Avenue

Norwich, 173 Salem Turnpike

Old Saybrook, 719 Boston Post Road

Putnam, 239 Kennedy Drive

Stamford, 676 Main Street

Enfield, 75 Elm Street

Torrington, 103 Albert Street

Waterbury, 1625 Thomaston Avenue

Willimantic, 480 Valley Street

## APPRECIATION

American Motors Sales Corporation, Detroit, Michigan

Automobile Manufacturers Association, Inc., Detroit, Michigan

Mr. Jay Blumberg, Hartford, Connecticut

The Bridgeport Post-Telegram, Bridgeport

The Burroughs Public Library, Bridgeport

The Chrysler Corporation, Detroit, Michigan

Mr. Carl R. Lane, Executive Vice-President, Connecticut  
Automotive Trades Association, Inc., Hartford

Mr. Charles W. Abell, General Manager, The Connecticut Company,  
Hartford

Mr. John F. O'Brien, Executive Director Connecticut Petroleum  
Council, Hartford

The Connecticut State Library, Hartford

Ford Motor Company, Dearborn, Michigan

General Motors Corporation, Chevrolet Motors Division, Detroit,  
Michigan

The Hartford Courant

The Hartford Public Library

The Hartford Times

Mr. John F. Lynch, President, Independent Garage Owners  
Association of Connecticut, Manchester

International Business Machines Corporation, Hartford

International Harvester Company, Chicago, Illinois

Mr. John F. Maerz, Executive Vice-President, Motor Transport  
Association of Connecticut, Hartford

Mr. Joseph Greenstein, Director, The Printing Department,  
Albert I Prince Regional Vocational Technical School, Hartford

The Southern New England Telephone Company, New Haven

APPRECIATION

Standard Oil Company, New York, New York

United States Bureau of Public Roads, Hartford

United States Bureau of Public Roads, Washington, D. C.

Young & Rubicam, Inc., Chicago, Illinois

AND

The people and their agencies who have joined to help us.

All the people of Connecticut whose appreciation has meant so much.





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