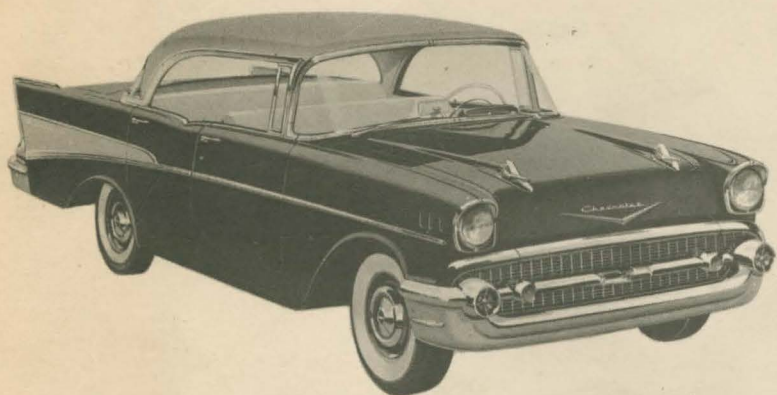
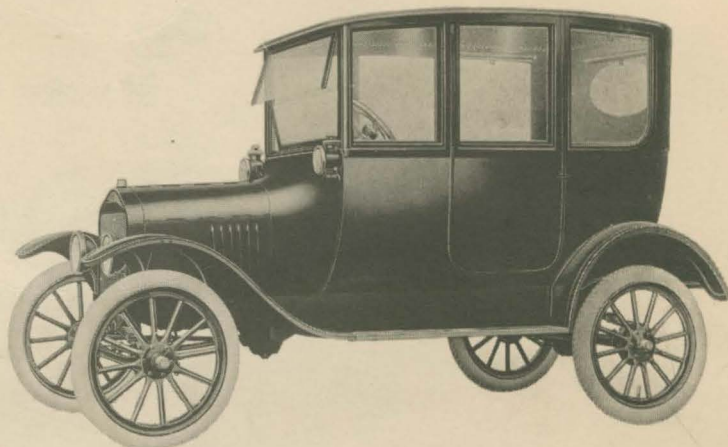


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# 40th ANNIVERSARY

1917



1957

CONNECTICUT DEPARTMENT OF MOTOR VEHICLES

JOHN J. TYNAN, COMMISSIONER  
HARTFORD

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June 1, 1957

FOREWORD

Today marks the fortieth anniversary of this department as an official agency of the State of Connecticut.

This bulletin has been prepared not only to commemorate that anniversary but to outline the history of both this department and the automobile, that ubiquitous American vehicle that led to the formation of this department and changed the living habits of the human race.

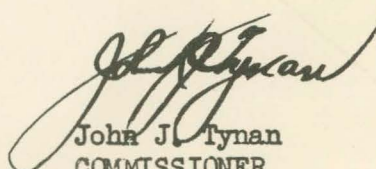
While this is, admittedly, a government report on a government agency, and as such quite properly could be confined to basic facts and figures, we have endeavored to enliven it and thus increase its interest to the reader by interlarding it whenever possible with human anecdotes or historical highlights.

For the record, and especially for any future researchers, all information in this bulletin - including the many apparently dogmatic, believe-it-or-not items - is completely accurate and factual to the best of our knowledge and studies. Nothing in here is based on human memory: All of this material is from records or references on file in this department or in the Connecticut State Library and the Hartford Public Library.

For example: The world's first automobiles were on the streets right here in Hartford about the time of the American Revolution, some one hundred and seventy years ago! This statement is based on historical reports on file at the Connecticut State and Hartford Public libraries.

We are most grateful to all the persons or agencies who have helped us prepare this bulletin. Their names appear in another section.

Finally, both officially and personally I am pleased to offer this bulletin for your enjoyment or information and to participate in this historic anniversary.

  
John J. Tynan  
COMMISSIONER



STATE OF CONNECTICUT  
DEPARTMENT OF MOTOR VEHICLES

HARTFORD, CONN.

June 1, 1957

MOTOR VEHICLES COMMISSIONERS AND DEPUTY COMMISSIONERS: 1917 TO DATE

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 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

BE COURTEOUS TO YOUR FELLOW TRAVELER — IT MEANS SAFETY

## A HISTORY OF THE AUTOMOBILE IN CONNECTICUT

It is both interesting and startling to have reliable historians give us these facts:

America's vast and almost unbelievable automobile industry may well have gotten off to an infant start right 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 in and around Hartford.

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 certainly should be considered as being the world's first successful automobiles, historians tell us. (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 being anything but 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 too 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:

Although the days of Colonial witchcraft were past, 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." Like Nathan Reed before him, 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 and turned his hands and mind to other projects. (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.

And 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."

And from then onward the amazing and rapid development of the American automobile throughout the nation soon led to Connecticut's early recognition of the automobile as a vital future factor in modern life at the dawn of the Twentieth Century and the ultimate establishment of the Connecticut State Department of Motor Vehicles.

However, a brief digression before returning to this department:

In 1896 a new company in Springfield, Mass., built 13 gasoline-powered motor vehicles of identical design. For that simple reason, the U. S. automotive industry marks 1896 as the year of the industry's birth, according to the Automobile Manufacturers Association. Previous years and automobiles might be considered early brothers or cousins of the industry.

But by building those 13 horseless carriages in 1896 the manufacturer, which was the Duryea Motor Wagon Company of Springfield, became the first in America to produce more than one motor vehicle from the same set of plans. This system of using standardized plans and parts was first developed and used successfully by Samuel Colt, the Connecticut inventive genius, who produced the Colt revolver that gave America supremacy in arms manufacture. Later, Henry Ford and the Cadillac Motor Car Company employed this standardization system to demonstrate and 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.

And to Connecticut's alert citizens and their governmental representatives soon was obvious that Connecticut should have some forms of organized control over the ownership and operation of automobiles for the benefit of all concerned.

#### CONNECTICUT'S FIRST AUTOMOBILE REGULATIONS

It is a simple fact and not provincialism when we say that Connecticut was a leading pioneer - if not the pioneer - in laws and regulations governing the operation of automobiles. Here are some examples from the early years of both this century and the modern automobile:

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. The law was introduced into the General Assembly by State Representative Robert Woodruff of Orange, one of many legislators alarmed by the hazards of speeding automobiles. This law also provided that automobiles must be slowed or stopped if they annoyed or frightened horses anywhere near them, since such animals could cause serious accidents. And 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 registration 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 by forbidding any automobile driving "at a rate of speed dangerous to life and property."

In 1905 - Connecticut amended its speed law again, keeping the 12-miles-an-hour limit for city streets but 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, Connecticut 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 when it issued 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 henceforward 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."

In 1909 - The General Assembly forbade automobile drivers to drive faster than three miles an hour while passing a standing trolley car and changed the speed law to require slowing down to 10 miles an 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.

The motorcycle driving license fee was raised to \$2.

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

In 1913 - 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 of the state. The new designation was first used on the 1914 plates. (These plates, incidentally, were 18 inches long by 5½ inches high.)

Driver-license applicants were required to take an examination.

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.

#### 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 sent to the State Senate the name of Robbins B. Stoeckel, of Norfolk, in nomination to be Connecticut's first Commissioner of Motor Vehicles. This nomination soon was confirmed and Mr. Stoeckel assumed charge of the new department when it opened June 1st in three rooms on the third floor of the State Capitol.

It is most gratifying to note here that Mr. Stoeckel, who was an attorney and former State Senator, was an unusually able, energetic and progressive state official in a field almost entirely foreign and unknown to him or any other persons in those early days of the automobile. He was intensely interested in sound administration practices and in ever-improving traffic safety measures and his official and personal records of achievements along these lines while he was in office are incontrovertible tributes to him as our first Commissioner.

Probably the best, most concise description of the Motor Vehicle Department's first year in operation is Commissioner Stoeckel's first Annual Report to the Governor in 1918. Here are excerpts:

"The Motor Vehicle Law of 1917 placed a constructive burden on the Department. In addition to a better organization for the prompt and efficient handling of the rapidly increasing business, and the provision of a better accounting system, it became at once necessary to establish the new administrative branches provided for by the law, as follows: -

(a) An Accident Department with filing system.

(b) An Inspection Force to be organized, the necessary number of Inspectors appointed and equipped for the double purpose of giving the required examinations to new operators and for enforcement work.

(c) A System to conduct tests for, and approve lighting devices, and to put the lighting law as provided for into effect.

#### "Office Organization

"At the time of taking over the Department by the Commissioner it had become very apparent that the business to be transacted had grown to such volume that a reorganization on a much larger scale was at once necessary.

"The first detail taken up was this reorganization.

"Necessary additional space, consisting of three rooms on the third floor of the Capitol, was acquired, and the Department now occupies a continuous suite of six rooms. Additional clerical help was added from time to time, as necessary.



"As a matter of convenience to citizens, and to take the strain of the large number of mail applications off the daily work of the Central Department at Hartford, two branch offices in the most congested districts of the State have been established, one at New Haven and the other at Bridgeport. This innovation was suggested to the Commissioner by the Secretary of the State, Mr. Frederick L. Perry, and has been very successful. It has accomplished the results for which it was carried out and has contributed largely to the bettering of Department service. The number of mail applications at Hartford has been so reduced that the central office has been able to keep up, even in rush times, and to deliver its registrations and licenses promptly. Also it has kept the Department in close touch with the cities in which the branches are housed.

"The business done at each branch office justifies its maintainance."

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.

Another innovation in 1919 was that passenger cars and commercial vehicles were registered on a separate basis each.

And the State Legislature established an MVD highway patrol, authorizing an increase to 30 uniformed men equipped with motorcycles. An important adjunct of this action was the authorization establishing 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.

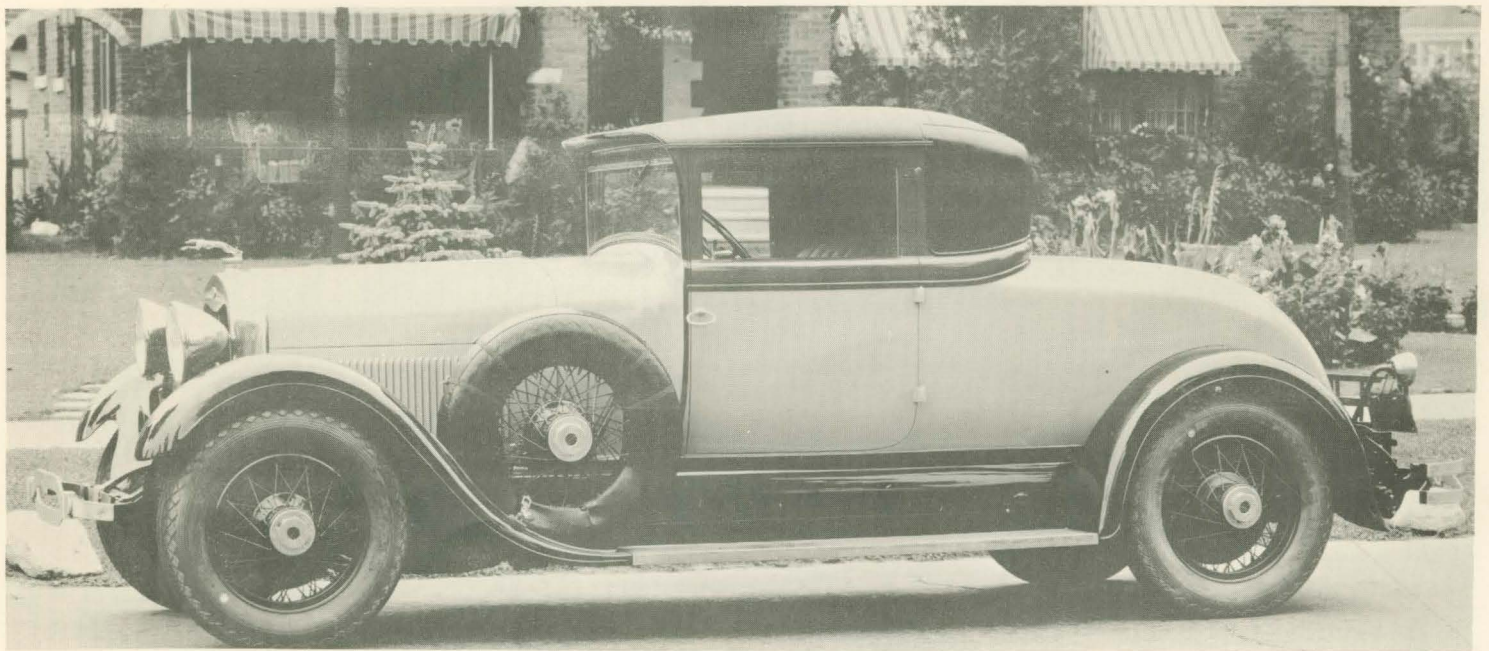
Jitneys, those usually privately owned vehicles used for public transportation as an outgrowth of World War I transportation shortages, were put on fixed routes.

The General Assembly decreed that all new locations for 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."

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



ON A SUNDAY AFTERNOON - If you think heavy traffic on a Sunday afternoon is something new, please look at this picture of Sunday motoring away back in 1917. And while you're noting that automobile styles have changed, please note the changes in clothing styles on the pedestrians in the picture.



ELEGANCE AND QUALITY - This coupe is typical of the many fine American automobiles of elegance and quality available to the 1927 motorist. A collector's item today, this automobile vividly displays the almost incredible progress made by American motor vehicle makers in the decade since this department was established in 1917.

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 and its activities, was published in May.

1924 A Hearings Section was formed; two full-time men to hold hearings in all sections of the state. (The deputy commissioner previously handled all hearings.)

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. Inspectors checking equipment.

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.

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, across from the State Capitol, Hartford.

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

Branch offices opened in Willimantic and Norwich.

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.

License expiration date changed to April 30; registrations to expire on last day of February. (Previously, licenses had expired on the last day of February and registrations on the last day of December.)

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

Tabulating system introduced in statistical work.

Law passed forbidding issuing of 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 (in 1957) 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; approximately 50 per cent decrease by standardizing at \$7, \$9 and \$11 by automobile weights; prior to that 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.

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 9½" 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 this year for use beginning March 1, 1942.

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 drivers' examinations.

Road test waived for applicant holding current driving license in other state: If he has had three years' experiences, if his home state has a road test similar to Connecticut's and if the examining MVD inspector feels it is safe.

December 7, 1941 The Japanese attacked Pearl Harbor and catapulted the United States into World War II. After this date, which President Roosevelt described as a "day of infamy," this department and its personnel operated on a full war-time basis, with many MVD men and women entering the armed services.

#### A STORY OF THE EARLY YEARS

To commemorate the department's 25th anniversary in 1942, former State Motor Vehicles Commissioner John T. McCarthy had prepared a bulletin about Connecticut's official automobile history from 1901. In that bulletin Commissioner McCarthy published this interesting anecdotal material and other information in a special chapter entitled THE STORY:

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 which were, of course, unbanked, 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 association's plea contained the resolution of the average man and woman which is always the shape of things to come. And one of the things foreshadowed in that run-of-the-mill meeting with a legislative committee was a great, new state department; a department which would, 34 years later, take in more than nineteen million dollars in fees and gasoline taxes, most all of which would be used by the state for road construction and road improvement.

Mrs. Hahn herself lived "eight miles back of Stanford". Her group had prepared their case intelligently and it contained many facts which were apparently new to some or all the committee, particularly 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 and I have had experiences myself in returning to my home and suddenly coming upon a huge 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 cars, 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 answer 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.

And the first Connecticut registration was obtained by James P. Woodruff of Litchfield, for an oldsmobile runabout in 1903. The Number 1 plate is still in the Woodruff family.

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 splendor of the 1909 sports car. In 1909 a law was passed which required that engines must be fully muffled between 9 p.m. and 6 a.m.

#### SECRETARY OF STATE HANDLED EARLY MVD ADMINISTRATION

It was in 1909 that the late Elmer H. Lounsbury, until recently corporate examiner in the secretary of state's office, entered that office as chief clerk. Until 1913, when an automobile department was added to the secretary of state's office, all routine motor vehicle matters were handled by that office.

According to Mr. Lounsbury, most of the accidents in those days occurred on curves. The roads were not good, curves were not banked, cars were not as well built. Consequently, many accidents occurred when drivers attempted to take curves at what was too high speed under those conditions.

(Incidentally, driving too fast for conditions is still a major accident cause, although modern roads are engineered to be safe at speeds that would have seemed mad in those days).

"There were not many blow-out accidents then", Mr. Lounsbury explained. "Blow-outs began to occur later when tires were larger and had thinner walls".

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. Although the secretary of state had the power to revoke a license three days after notice in writing for any cause "he may deem sufficient", the law was not previously specific in this regard.

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". "Recklessness" was implied in a 1905 statute, however, since it was forbidden to drive at a speed greater than is "reasonable and proper, having regard to the width, traffic and use of the highway...."

Motor vehicle administration was not paid for out of the motor vehicle receipts until 1927 when the legislature amended the law to the effect that the expenditures of the commissioner of motor vehicles and his department, not to exceed appropriations authorized by the general assembly and by the department of finance and control, should be paid from the receipts of the motor vehicle department.

The legislature provided also in 1907 that the court records of all motor vehicle violations be transmitted to the secretary of state for action.

The department had three men patrolling the highways in 1918, but in 1919 this force was increased to eight men working under the direction of a chief inspector and a lieutenant. By 1921 the inspection force had increased to approximately 30 men; 15 to 18 on the examining force and 15 to 18 on the patrol force. In that year, however, the legislature reorganized the department of state police and moved the inspection section of the motor vehicle department bodily over to the state police. Enforcement and examining fell to the state police, although applicants for drivers' licenses could be reexamined at the motor vehicle department if they were refused a license because of failure to pass the police examination.

Enforcement was also, of course, handled locally and complaints ranging from not enough enforcement to too much flowed into the office of the commissioner of motor vehicles. A new class of law violators sprang up, persons who in every other respect were law-abiding citizens. On the one hand, violations of this kind were not considered seriously enough; on the other hand, the "speed trap" evolved with local courts waxing fat on the intake.

As a result of complaints against arrests and judgments with the intent to collect fees, Commissioner Stoeckel preached "centralized enforcement" very early in his career as the state's first motor vehicle head. He suggested special traffic courts with judges who would be on a salary and above the stigma of convicting for fees.

"The action of such an official would promptly develop a serious sentence for a serious offense, while minor offenses would be given their proper importance", the commissioner wrote in a report to the governor in 1921.

(Such a traffic court as Commissioner Stoeckel described was established in Danbury in 1929. The judge was to be paid a salary and court costs were specified.)

In 1929, while the State Police were still giving License examinations, an inspection section was set up in the motor vehicle department for the purpose of administering an act concerning the licensing of motor vehicle junk yards and to take care of special investigations connected with the work of the department.

#### SOME MVD WORLD WAR II ACTIVITIES

Here are excerpts from Commissioner McCarthy's report on some MVD activities as America entered World War II:

To the motor vehicle administration fell the task of meeting the numerous and far-reaching problems which faced the department because of war-time conditions. The aluminum registration plates and license identification tags had to be eliminated and substitutes found. It was decided, also, that cardboard would serve as well for temporary registrations as metal and in October, 1941, cardboard markers were adopted for this class of registration.

The cardboard marker, good for ten days, has the expiration date stamped on it and need not be returned. The expiration date was not, of course, stamped on the steel markers and a constant check had to be made to see that they were returned in 10 days. Thus, the new markers not only saved metal but greatly simplified the temporary registration system.

Since rubber and gasoline could be saved by slower driving, it was realized after Pearl Harbor that high speeds were wasting irreplaceable national resources. Connecticut was one of the first states to "do something" about speed by reducing the limit everywhere, day and night, to 40 miles an hour. Such a reduction was within the authority of the state traffic commission, since the law now left the control of motor vehicle speed with the commission.

The motor vehicle commissioner, as secretary of the state traffic commission, announced that a 40-mile-an-hour speed limit would be effective in Connecticut on January 10, 1942. Previously, the limit had been 50 miles an hour in the daytime and 40 miles an hour at night.

A new branch office, the tenth, was opened in Torrington in April, 1942. The new office was planned as a model for branch offices and was built according to a department plan aimed at facilitating service to the public at all times including the annual registration and rush periods.

As a means of standardizing license tests at the branch offices and other locations where tests are given throughout the year, fluorescent eye charts were adopted in 1941 that are portable and can be carried by the inspectors who move among the smaller communities giving tests one or two days a week.

The new charts have a glass face mounted on a box-like arrangement with lights inside. Shadows are eliminated, making it possible to give an eye test that is standard under all conditions.

Most of the work of the motor vehicle department in the immediate future will be determined, obviously, by war conditions in general -- by the availability of rubber and gasoline specifically.



The inspection lanes have been closed (1942) to meet these conditions. While the number of licenses and registrations issued is still running ahead of this time last year, income from the gasoline tax dropped off about four per cent in June from May, and will be finally determined by the gasoline and rubber supply. Since the money for building roads comes from the motor vehicle department, the highway department's program will be shaped also, to a large extent, by the rubber and gasoline situation.

The accident rate, on the other hand, seems to be little affected by the amount of travel. While accidents dropped over 33 per cent during June, as compared to last June, the death and accident rate per hundred million miles of travel remains about the same.

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 is part of the bone-structure of war-time transportation organization.

#### MVD HELPS ORGANIZE WAR-TIME TRANSPORTATION

The motor vehicle commissioner is a member of the Connecticut War-Time Transportation Conservation Committee; is maintaining the files of the truck and bus survey for the War Department; and through the educational section of the department is promoting slower driving to save gasoline and rubber and to prevent accidents.

The department has done educational work in connection with the women's motor corps, also. Driver skill tests developed in the department are used by motor corps throughout the state as a driving standard for their members.

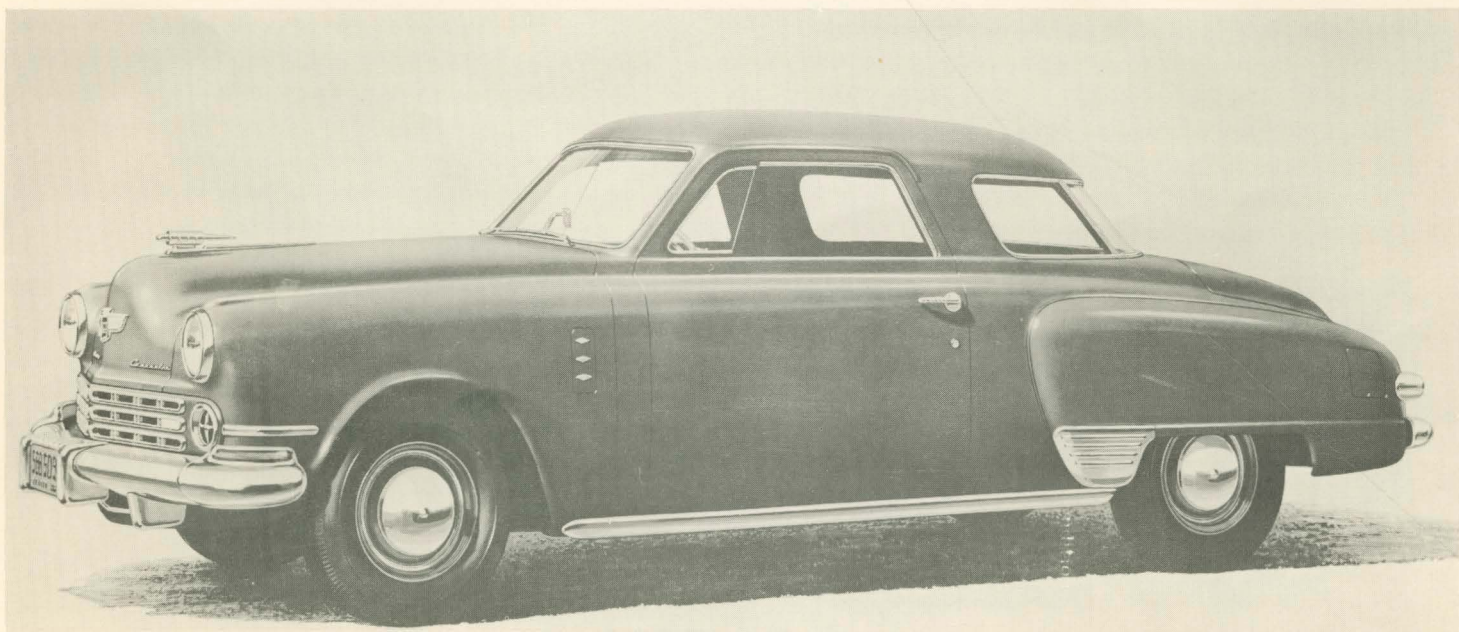
Driver training in the high schools, which has long been promoted by the motor vehicle department, has received fresh emphasis from wartime needs and is being asked for as a country-wide measure by the army. (The first course in Driver Education in cooperation with the MVD was completed in 1938 at Darien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

Thus Connecticut's motor vehicle department is ready and equipped to play its part in the war program at home. What changes war times and post-war times will bring to it and to transportation in general are a part of the unpredictable, violent days ahead.

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REMEMBER THE TROLLEY CAR? - Gone from the Connecticut traffic scene is the once-familiar trolley car, but it definitely was a major aspect of the common 1937 traffic flow, as shown here.



FROM WAGONS TO AUTOS - The manufacturer of this 1947 automobile pioneered in making horse-drawn wagons familiar during the 19th century as Americans moved across the nation's vast continent along obscure or almost impassable routes where today's modern automobiles move along modern highways and speedways. And tomorrow?

## THE STATE DEPARTMENT OF MOTOR VEHICLES TODAY: JUNE 1, 1957

By legislative enactments the State Commissioner of Motor Vehicles heads the State Department of Motor Vehicles. He is absolutely responsible for all of its functions.

As of today the MVD is headed by a Commissioner and his immediate assistant, a Deputy Commissioner. These two administrative leaders in turn are assisted by six division chiefs, sometimes called division directors, each of whom directs one of the six operational divisions into which the department is separated for the most satisfactory conduct of those divisions and their individual functions.

Following, in alphabetical order, are brief descriptions of these six divisions, together with the names of their present top-ranking administrators:

### DIVISION OF ADMINISTRATION

Frederick F. Woodcock, Chief

John F. Conway, Assistant Chief

The main function of this division is the control of expenditures as provided in the budget. This involves the preparation of estimates of operating expenses, preparation of payroll, purchasing and handling supplies, operation of the supply stock room, and the personnel work. A statistical section of the division originates statistical studies from data submitted by all divisions of the department and analyzes of these statistics for official report and public information purposes. Another section collects the gasoline tax and audits the accounts of the distributors of taxable fuel. The checking and investigation of gasoline tax refunds are processed by this division. The copy record section makes up certified copies of records for insurance companies, attorneys and others.

### DIVISION OF DEALERS AND REPAIRERS

Edwin B. Pratt, Chief

Samuel V. Briglia, Assistant Chief

On June 15, 1933, a Dealers and Repairers Section was set up to administer a new law which became effective on July 1, 1933. In 1947, a division of Dealers and Repairers was set up, also taking on the duties of the Gasoline Section which issued gasoline service station licenses.

Since 1947, the duties of this division have greatly expanded. It includes the inspection of all new applications for dealers and repairers licenses, the inspection of all new gasoline stations, the re-inspection of all gasoline stations located on State Highways, the inspection of wreckers which are operated by licensed dealers and repairers, the inspection and re-inspection of junk yards and the issuance of transportation registrations and plates. In addition to these duties, we investigate complaints sent to this division concerning the sale and repair of motor vehicles by licensed dealers and repairers.

As of May 1, 1957, there were licensed by this Division, 789 new dealers, 1531 used dealers, 1481 repairers, 4200 gasoline service stations, 977 wreckers, 196 junk yards, and we had issued 125 commercial transport registrations and 132 passenger transport registrations.

## DIVISION OF ENGINEERING

Wilbur L. Cross, Jr., Chief

This division administers the laws relating to the equipment of motor vehicles and such other laws as may refer to the performance of the vehicle, its carrying capacity by reason of altered design, other problems of a technical or legal nature as may arise, also the preparation and handling of Regulations of the Commissioner and Reciprocity Agreements with other states. Certificates of Approval are prepared for the Commissioner's signature for all devices and equipment used on motor vehicles for which such approval is required by the statutes. During sessions of the Legislature all matters pertaining to the bills that are of interest to the Motor Vehicle Department are handled by this division. The promotion and supervision of certain phases of driver education in the schools, in cooperation with the Department of Education, and the training of partially disabled persons so that they may operate motor vehicles safely are important functions of this division, as is also the law permitting voluntary inspection at authorized inspection stations. General and technical information is furnished to all persons and agencies pertaining to motor vehicle equipment and operation.

This division also conducts the MVD'S Farm Labor Transport program, inspecting all vehicles and supervising their operations both before and during the months when so-called farm workers are being transported to and from employment throughout Connecticut's state-wide agricultural industry. During the summer, or growing and harvesting seasons, this division employs a full-time, qualified man to supervise this aspect of the division's functions.

The chief of the division is a member of all the committees of the Society of Automotive Engineers and other organizations which originate nationally accepted specifications for the approval of lighting devices used on motor vehicles and is chairman of the Engineering Committee of the American Association of Motor Vehicle Administrators which committee is in close contact with a similar committee of the Automobile Manufacturers. By these contacts we keep in close touch with current research and new developments in the field of automotive engineering and design for safety.

## DIVISION OF INVESTIGATION AND INSPECTION

Walter J. Mayo, Chief

The duties of the Division of Investigation and Inspection of the Motor Vehicle Department include the following:

- Examination for Driver License
- Examination for Public Service License
- Fingerprinting Public Service Operators

- Investigation of Character and Habits
- Collection of Plates and Licenses

- Engine Number File and Stolen Car Record

Inspection of Out-of-State Cars  
Inspection of Public Service Vehicles  
Inspection of School Busses  
Inspection of Cars on Highway (Spot Inspection)  
Inspection of Cars at Lanes (Voluntary Safety Check)

Supervision of Department-owned Cars  
Limited Highway Patrol and Enforcement  
Supervision of Sub-Branches and Control of Crowds  
at time of "Registration Renewal Rush"; also  
serving at such time in capacity of Information  
Bureau

Telephone-Teletype

Driver Examinations - Examinations are given at 27 Examination Points distributed over the state in such a way that they can be served from various headquarters. Inspectors also go to High Schools where students have completed Driver Training Courses and to give road tests and issue licenses on the spot.

Public Service License - New applicants for Public Service License are processed through the Division of Investigation and Inspection. Character references, police recommendations and employer certification are checked. Fingerprinting of Public Service Operators is done by Inspectors who have been given special instruction in the process.

Investigations - Investigations for other Divisions of the Department are carried on by this Division, ranging from recovery of markers or license to check-up as to physical condition, mental health, or general character and habits of certain motor vehicle operators.

Voluntary Safety Check - The Division provides an Inspector for each Motor Vehicle Inspection Lane set up in each city participating in what is called "Voluntary Safety Checks". The official State Inspection Sticker is issued to vehicles which successfully pass the inspection.

Spot Check - Since the elimination of semi-annual inspections by the Department, the Division of Investigation and Inspection has been making "on-the-spot" inspections on the highways of the state. Inspectors, working in crews of four or five, have stopped cars which do not bear official Inspection Stickers, and have found thousands with poor lighting equipment or defective signals, brakes etc.

Semi-Annual Inspection of Public Service Vehicles - Two Inspectors are assigned to give their entire time to the Semi-Annual Inspection of Public Service Vehicles--that is, taxicabs and busses. This does not include school busses which are inspected by other Inspectors. The fact that these inspections are made regularly every six months does not prevent additional inspections in case a complaint is received as to the condition of any Public Service Vehicle.

School Bus Inspection - Annual Inspections are made of all vehicles used as School Busses, including station wagons and passenger cars, as well as regular busses.

Out-of-State Car Inspection - Used cars coming into the state must pass a special "out-of-state car inspection" before they can be registered here. This work is carried on by the Inspectors at their regular Examining Stations in addition to their regular work. The record of these inspections is kept in the Engine Number and Stolen Car File.

Engine Number and Stolen Car File - Recovery of numerous stolen cars has been accomplished through investigations carried on by the Division, and the records of all Report of Sale for cars bought new in the state, Declaration of Ownership for cars transferred from one owner to another and Inspection Reports of out-of-state car inspection before registration are kept here.

Department Car Use and Upkeep - All Department cars are under the supervision of the Chief of the Division of Investigation and Inspection.

Enforcement - Inspectors patrol the highways whenever their duties necessitate travel thereon.

Renewal "Rush" - Annually the Inspectors are relieved of all but the minimum of examination requirements, and are assigned to the establishing and supervising of sub-branch offices to expedite the issuing of registration renewals.

Office Work - The records of the various activities of the Division are taken care of by a small office force. In addition to the Engine Number File there are files covering the Record of Operator Examinations for ten years back which are frequently consulted by Police and other Enforcement Agencies. Other files cover Investigations, School Bus Owners, Public Service Operators, Public Service Vehicle Inspections, Out-of-State Car Inspection and keeping record of the fees received by the various Inspectors.

Telephone-Teletype - This Division also operates the Telephone Teletype Section during the hours when the rest of the office is closed, that is, from 4:30 p.m. to 8:30 a.m. and on Saturdays, Sundays and holidays.

DIVISION OF OPERATOR CONTROL

Francis W. Hogan, Chief

Francis P. Murray, Assistant Chief

This Division is made up of the Accident Security Section, the Complaint Section, Financial Responsibility Section, the Hearing Section, the Suspension Section and the subsection known as the Court Audit Section.

The Accident Security Section receives and screens reports on all reportable accidents, evaluates and requires a deposit of security from all uninsured drivers and refers for suspension those drivers who do not comply with the accident reporting-accident security law.

The Complaint Section receives complaints from the police, motor vehicle inspectors, and the general public. Warning letters are sent on minor complaints and hearings are scheduled for the more serious cases. Until business machines are installed this section will also continue to administer the Connecticut Point System.

The Financial Responsibility Section maintains a file of those operators who are required to file proof of financial responsibility or "file for the future." This section also receives insurance certificates and cancellations, issues limited licenses, and refers for suspension those who fail to file.

The Hearing Section is a quasi-judicial function. Hearings are held to determine if an operator's license should be suspended or revoked, based upon investigation reports, accumulated records, under the Connecticut Point System or upon complaint. Hearings are also held under the statutes to determine if a suspension order should be reversed or altered, or if the suspended person should be reinstated. Hearings are held at the Hartford Office and at eight hearing points throughout the state.

The Suspension Section receives and files all records of arrests, convictions, warnings and accidents; maintains a Master File on each operator; processes all suspensions and reinstatements, prepares copies of driving records for the police, the courts, attorneys, insurance companies and the general public. An evening force was recently installed to process records for the several Credit Bureaus. The Court Audit Section, a subsection of the Suspension Section, maintains an account record of each court, files abstracts from the courts, computes the amounts due the department and audits the records of the minor courts, with the exception of the Danbury Traffic Court.

DIVISION OF REGISTRY

John T. Sayers, Chief

Thomas J. Bouvier, Assistant Chief

This division administers all matters relating to the registration of all types of motor vehicle and the issuance of operators' licenses. All fees collected for these registrations and licenses are accounted for by this division and turned over to the State Treasurer. In addition receipts collected by various other divisions of the department are put through this division for accounting and transmittal to the State Treasurer. All necessary reports summarizing the receipts of the department are compiled by this division. Parkway toll plate registrations are processed through this division. Auto Clubs in the State are authorized to issue registrations and licenses and collect the necessary fees under the supervision of this division. Complete cross indexed files are maintained by the division for all motor vehicle registrations and operators' licenses issued. A teletype section on a twenty-four hour basis is operated to give information regarding registrations, licenses and other departmental matters to local and State Police. This division's business is conducted at the main office in Hartford and in 11 branches located throughout the State. During rush periods nine additional sub-branches are opened for the convenience of motorists living in these areas.

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APPRECIATION

We sincerely appreciate the assistance accorded us by these contributors to this bulletin:

Mr. Christy Borth, Automobile Manufacturers Association, Detroit, Michigan.

Mr. Israel Grody, president, Grody Chevrolet Company, West Hartford, Connecticut.

Mr. Charles F. Moore, Jr., vice-president, public relations, Ford Motor Company, Detroit, Michigan.

Mr. Lee Strickland, supervisor, printing department, Hartford Regional Technical School, Hartford, Connecticut.

The Hartford Public Library, Hartford, Connecticut.

The Connecticut State Library, Hartford, Connecticut

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MVD HIGHLIGHTS FROM THE END OF WORLD WAR II UNTIL TODAY, JUNE 1, 1957

Through personal memory or historical reading Americans today are acquainted with national changes and progress effected in this country since the end of fighting in World War II in 1945.

Because this report is concerned almost exclusively with this department rather than with the national scene, here are chronological highlights of MVD changes and progress since that providential date:

In 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 (amputee, paralysis and other such cases) under MVD sponsorship and supervision. Later this program was expanded to include similarly physically handicapped civilians wanting to learn to drive or to take driving tests. As with the veterans, these civilian applicants are thoroughly screened to determine the types of special equipment they may require and whether the applicants are capable of being trained to drive. One MVD inspector is assigned full-time to this work, thus greatly standardizing it.

The department's Farm Labor Transport program, in all likelihood the first comprehensive program of its kind in the United States, was initiated to help towards assuring the safest possible motor vehicle transportation for so-called farm workers, especially teen-aged children, engaged in agricultural employment throughout Connecticut. Under provisions of this program the MVD checks and inspects all vehicles and related equipment used in such transporting of agricultural workers.

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

In 1947 - This department pioneered with 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 to help effect administrative improvements through consolidation.

In 1948 - The Driver Clinic, said to be the first of its kind in the world, was originated and conducted by this department in cooperation with Dr. Herbert J. Stack, director of New York University's Center for Safety Education. Personnel of both agencies interviewed and tested 100 Connecticut drivers with the best possible driving records and 100 such drivers with the worst possible driving records in an effort to ascertain, primarily, what makes a safe, courteous driver and what makes a dangerous, discourteous driver. Briefly, the findings here were that it is the driver's attitude which determines whether he drives as safely as he can or whether he drives almost entirely without heed for violations that cause accidents or arrest.

The department this year engaged, to be here annually, an eminently qualified man (a junior high school principal and top-ranking Army reserve officer) to supervise the MVD's Farm Labor Transport during the so-called summer vacation months, especially for the benefit of teen-age children employed in the state's agricultural industries at this time of year.

The nation's first - and the world's first - permanent-type reflectorized registration plates were issued by the MVD as a safety measure in trying to prevent dark-hour accidents by having the plates reflect in 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 approved by such automotive agencies, which in turn are authorized to issue official MVD certificates that the vehicles are in safe operating condition.

The department pioneered with a series of public information and traffic safety TELEVISION PROGRAMS through the courtesy and cooperation of Television Station WNHC - TV, of New Haven (Connecticut's first commercial television station), as a public service contribution. The programs described various aspects and duties of the MVD for the public and presented pictorialized traffic-safety suggestions for the benefit of Connecticut motorists and pedestrians.

The MVD prepared and printed a new-style, uniform warning ticket to be issued by all Connecticut police agencies in traffic cases where violations are not serious enough to warrant arrests. This new ticket provided a simple yet eminently satisfactory basis for the department's processing of the warnings for its various record and statistical purposes.

In 1949 - The MVD began fingerprinting public service operators for various self-explanatory, beneficial reasons. Such operators include 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: The first was THE DRINKING DRIVER IN CONNECTICUT MOTOR VEHICLE TRAFFIC ACCIDENTS DURING CALENDAR 1948 and the second was a similar, follow-up comparison of the drinking drivers involved in the state's traffic accidents during the first six months of 1948 and the first six months of 1949.

TEENS IN TRAFFIC was a special bulletin prepared by the MVD as "an attempt to begin to analyze the teen-age driver record in Connecticut traffic accidents during 1948." It probably was the first bulletin of its kind in the nation.

In 1950 - The department's Division of Inspection was expanded to become the Division of Investigation and Inspection, the addition designed to provide a much-needed service to law enforcement agencies by having an engine number file and a stolen car bureau. At this time the new engine number file was the first of its kind for any motor vehicle department in the nation. The investigation activities include 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 besides cooperating closely with state, local and national agencies in all fields relating to this kind of work.

A special bulletin, THE LITTLE KILLER, was prepared by the department to provide a simple, stark outline of how small children are killed by their own carelessness - - which is based on their lack of appreciation or knowledge of the dangers - - in traffic accidents.

SELECTIVE ENFORCEMENT was another special MVD bulletin issued by the department for the State Police Department - and thenceforward on a regular, periodic basis - to provide the SPD's Traffic Division with information about localities where traffic warnings were being issued in greater-than-usual numbers. In this way, the SPD was enabled to concentrate greater police patrols in such localities to help prevent serious outbreaks of violations or to help make arrangements for any necessary traffic changes to improve the areas traffic-wise.

In 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 early this year jointly issued pamphlets to motorists to describe the objectives and operations of the MVD's Point System for erring drivers. Entitled SAFE DRIVERS SAVE LIVES, the pamphlet featured this message from the MV Commissioner: "It's much easier to protect your right to drive - by being a safe, courteous driver - than it is to regain your license once it has been suspended."

This department's Division of Operator Control devised a new, uniform, nationally first, so-called streamlined suspension letter or notification to erring drivers, thus eliminating 36 previously employed form letters or notifications.

In 1952 - A new state Financial Responsibility Law, to be administered by this department, was put into effect July 1. Basically, it provides that any driver involved in an accident must provide proof of financial responsibility if any person is injured, if property damages exceed \$100 or if any person is killed in the accident. Failure or inability to provide such proof calls for the suspension of the driver's license and the vehicle owner's registration until the case is settled legally.

A new type of eye testing equipment was installed by the department's Division of Investigation and Inspection: It tests for depth perception, imbalance, field of vision, color vision, and acuity.

In 1953 - At the request of this department the General Assembly enacted a so-called "wrecker law" to have the operators of motor vehicle towing wreckers first post their towing rates with the MVD. This law was designed to protect the public from excessive, exorbitant or hidden charges by such operators.

Also, all such operators and their vehicles must be licensed by the MVD and their vehicles must be inspected and approved by this department before they can do business in Connecticut. A further requirement is that such vehicles must carry adequate emergency equipment.

In 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.

In 1955 - The present (1955-1959) MV Commissioner established a strong program, under the powers of his office, to suspend or revoke driving licenses and automobile registrations in various cases where motor vehicles were used for illegal or immoral purposes. Such cases, for examples, would include drivers or owners who are sexual deviates or perverts, who annoy, entice or molest other persons (especially women or children), who carry weapons illegally in their cars or on their persons, 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 Commissioner implemented this program by assigning a special investigator to conduct it for both departmental and public benefit.

Also, the Commissioner sponsored legislation (enacted by the 1955 General Assembly) to have Connecticut courts report all such cases and convictions to the MVD for appropriate, subsequent action here in order to rule such drivers or owners off the roads.

The MVD began a new system of two-year driving licenses, with the renewal date in each instance to be every two years during the driver's month of birth. (Example: If born on April 19, the driver renews his license anytime during every other April.) This new system was designed to help drivers avoid the annoyance and inconvenience of having to stand in long lines during one short period of each year and to expedite the department's issuing of such licenses for the benefit of both the public and the department. A complete electro-mechanical tabulating equipment section was established in the department's Division of Registry to process these new-type licenses.

For the convenience of the public a law was passed (with MVD support) allowing gasoline service stations to make minor repairs on automobiles under MVD license and supervision.

Another MVD-supported law was enacted to permit this department's Division of Registry to issue so-called transportation registrations on an annual basis 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 special, nationally unique age-comparison study of the number of drivers licensed against the number of drivers involved in accidents and the number of drivers at fault in the accidents.

For the Governor's office the MVD prepared this study, the nation's first of its kind: PERCENT OF OPERATORS INVOLVED IN ACCIDENTS AND AT FAULT TO LICENSED OPERATORS FOR THE SAME AGE: FIRST 9 MONTHS OF 1955: AGES 16 THROUGH 85 AND OVER.

In 1956 - A special, 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 fiscal year ending June 30, 1956.

At the request of the Governor's office this department pioneered nationally with a special study: 16-THROUGH-20-YEARS-OLD OPERATORS INVOLVED IN ACCIDENTS AND ARRESTED: JULY 1955 - JUNE 1956.

In 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.

Meantime, the 1957 General Assembly enacted this motor vehicle legislation:

Retained, at least until July 1, 1959, the 6-cents-a-gallon gasoline tax.

Created a so-called "probationary" two-year driving license for operators under 21 years of age, the license to remain in effect on condition that the driver "behave properly" in traffic.

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 remain in the right hand lane except when passing other cars or road obstructions or when preparing for a left turn.

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 hand side on limited access highways or parkways which have three or more traffic lanes running in one direction.

Required securing of loads on all vehicles, except farm vehicles, to prevent spilling onto roadways.

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 (effective July 1, 1959) 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.

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For posterity and record purposes, this department now has its main offices - or headquarters - in the State Office Building, 165 Capitol Avenue, Hartford 15, Connecticut. The telephone number is known as the State Capitol exchange, JACKSON 7-6341.

Most of the department's current 605 regular employees occupy all of the first - or main - floor of the State Office Building, plus parts of the sub-basement, basement and second floor of the building. The Commissioner is located in Room 107 and the Deputy Commissioner is in Room 103. The room between, Room 105, is their shared reception room, occupied by a secretary for each Commissioner and by a receptionist.

The department now has these 11 regular branch offices:

1211 Fairfield Avenue	Bridgeport
148 South Street	Danbury
255 Main Street	Middletown
188 Bassett Street	New Haven
82 Truman Street	New London
33 Shetucket Street	Norwich
49 West Avenue	South Norwalk
676 Main Street	Stamford
103 Albert Street	Torrington
480 Watertown Avenue	Waterbury
850 Main Street	Willimantic

The MVD also has an Examination Station on Meadow Street, East Hartford, where driving-license tests and motor vehicle inspections are conducted for the so-called Greater Hartford area.

For the convenience of license applicants the department sends MV Inspectors on regular, scheduled days to 15 "small towns" throughout Connecticut to give driving-license tests to the applicants in those respective areas.

And for the further convenience of Connecticut motorists the department early each year opens so-called sub-branch offices in nine communities to help expedite the annual issuance of motor vehicle registrations.

THE MVD'S 1903-1956 ACTIVITIES, GROWTH, OTHER ITEMS STATISTICALLY:

From information funneled to it from all over the department, together with its own various surveys and findings, the MVD's Statistical Section recently compiled these self-explanatory statistics anent the automobile and this department from the early days of this century through calendar 1956, an admittedly brief but extremely transitional period in the history of the human race:

<u>Calendar Years</u>	<u>General* Receipts</u>	<u>Gasoline Tax and Special Fuel Tax</u>	<u>Total Receipts</u>
1911	\$ 221,946.63		\$ 221,946.63
1912	288,042.41		288,042.41
1913	239,511.85		239,511.85
1914	407,991.89		407,991.89
1915	545,052.64		545,052.64
1916	779,010.40		779,010.40
1917	1,092,351.34		1,092,351.34
1918	1,281,719.49		1,281,719.49
1919	1,540,723.53		1,540,723.53
1920	1,852,591.17		1,852,591.17
1921	2,129,861.12	\$ 222,783.80	2,352,644.92
1922	3,567,744.84	734,048.11	4,301,792.95
1923	4,329,432.16	880,722.19	5,210,154.35
1924	5,069,581.97	1,072,432.82	6,142,014.79
1925	5,644,246.88	1,911,196.43	7,555,443.31
1926	6,220,668.37	2,689,372.15	8,910,040.52
1927	6,805,664.38	3,054,906.03	9,860,570.41
1928	7,373,588.71	3,468,751.78	10,842,340.49
1929	7,992,755.29	4,047,123.81	12,039,879.10
1930	8,144,983.36	4,462,991.73	12,607,975.09
1931	8,074,442.80	4,727,993.22	12,802,436.02
1932	7,735,598.13	4,684,587.58	12,420,185.71
1933	7,649,495.44	4,811,629.52	12,461,124.96
1934	7,947,602.72	4,973,163.02	12,920,765.74
1935	8,275,342.15	5,950,785.47	14,226,127.62
1936	6,010,309.69	8,615,795.71	14,626,105.40
1937	6,527,145.08	9,405,451.55	15,932,596.63
1938	6,440,557.66	9,381,306.02	15,821,863.68
1939	6,757,709.96	10,054,381.76	16,812,091.72
1940	7,232,121.31	10,825,996.93	18,058,118.24
1941	8,023,359.77	12,093,466.05	20,116,825.82
1942	7,836,614.22	9,271,165.51	17,107,779.73
1943	7,267,459.63	6,878,036.27	14,145,495.90
1944	7,090,130.58	7,159,644.00	14,249,774.58
1945	7,184,841.76	8,259,126.20	15,443,967.96
1946	8,211,103.12	11,249,301.70	19,460,404.82
1947	9,144,685.21	14,278,214.18	23,422,899.39
1948	9,793,701.66	17,007,285.94	26,800,987.60
1949	10,232,017.35	18,008,044.10	28,240,061.45
1950	10,978,517.65	19,475,618.89	30,454,136.54
1951	11,778,471.11	20,910,100.99	32,688,572.10
1952	12,405,832.39	22,291,725.20	34,697,557.59
1953	13,165,342.98	23,857,450.42	37,022,793.40
1954	13,861,986.36	25,027,408.35	38,889,394.71
1955	16,226,622.70	33,523,825.50	49,750,448.20
1956	14,862,324.12	41,137,693.01	56,000,017.13

\* ALL MVD revenue except gasoline and fuel taxes.

- 1¢ gasoline tax first collected September 1, 1921.
- 2¢ gasoline tax effective July 1, 1925.
- 3¢ gasoline tax effective October 1, 1935.
- 3¢ special fuel tax effective July 1, 1943.
- 4¢ gasoline and special fuel tax effective July 1, 1947.
- 6¢ gasoline and special fuel tax effective July 1, 1955.



<u>Year</u>	<u>Vehicles Registered</u>	<u>Operators Licensed</u>	<u>All Traffic Accidents</u>	<u>Persons Killed</u>	<u>Persons Injured</u>
1903	1,353*				
1907	7,895	8,991**			
1908	10,000	13,763			
1909	11,789	15,334			
1910	16,372	20,808		33	
1911	21,371	26,241		26	
1912	26,560	32,423		55	
1913	32,790	38,720		68	
1914	33,889	30,014		72	
1915	43,985	54,073		109	
1916	61,855	74,279		194	
1917	85,724	98,233***		225	
1918	92,605	103,657	1,987****	209	
1919	109,651	122,619	4,830	224	
1920	135,395	133,527	6,878	227	
1921	141,019	156,467	7,475	235	4,450
1922	160,491	171,471	11,513	247	4,700
1923	189,506	213,388	16,500	280	4,879
1924	224,771	241,686	20,781	302	7,158
1925	258,231	266,599	22,568	357	7,992
1926	279,801	292,253	24,326	332	9,802
1927	306,784	323,881	26,832	356	11,979
1928	332,172	337,623	27,539	467	12,797
1929	359,415	379,563	25,177#	468	13,607
1930	360,561	405,541	19,634	418	13,167
1931	363,386	412,657	17,081	483	12,903
1932	350,716	407,733	14,316	406	12,276
1933	349,873	410,568	14,122	479	12,144
1934	362,360	425,662	16,480	475	13,934
1935	378,345	438,951	15,656	485	13,096
1936	416,267	474,403	17,086	439	12,457
1937	450,319	510,908	20,156	427	13,993
1938	454,599	521,083	17,061	339	11,149
1939	476,837	546,310	18,525	355	13,044
1940	510,164	580,222	20,761	337	13,593
1941	569,568	640,701	27,398	415	16,883
1942	569,310	633,907	18,821	288	10,112
1943	528,097	607,375	13,286	235	7,279
1944	514,184	605,202	13,621	221	7,743
1945	527,834	650,941	18,466	250	9,420
1946	578,765	744,190	23,247	244	11,849
1947	621,452	741,841	28,217	234	12,215
1948	670,779	765,718	33,084	255	12,460
1949	703,291	794,554	28,668	201	11,590
1950	760,044	836,983	33,264	260	13,766
1951	812,874	890,252	35,163##	266	15,536
1952	840,869	934,179	25,737	229	15,772
1953	883,536	979,856	27,066	279	17,136
1954	926,312	1,023,150	28,031	242	16,994
1955	983,826	1,116,916	31,284	324	17,914
1956	1,039,233	÷ 475,098÷	33,880	286	18,898

\*First year m. v. registrations required by law.

\*\*First year driving licenses required by law.

\*\*\*First year examinations required for driving licenses.

\*\*\*\*First year traffic accidents reportable: All personal injury, all fatal, all \$10-minimum property damage accidents. #Minimum p-d now \$25.

## Minimum p-d now more than \$100. ÷ Temporary differences: New 2-year license law effective July 1, 1955.



