

HISTORY OF OKLAHOMA LICENSE PLATES

Oklahoma has the distinction of Mr. Connors' introduction of reciprocity. During this time in history, commercial trucks were required to purchase a tag in each state through which it traveled. Needless to say, this was quite expensive and time consuming for truckers. To address this concern, Mr. Connors directed the implementation of reciprocity. The idea was to allow a trucker to pay one fee at one location and then travel throughout the United States.

Because this plan worked so well and was nationally recognized, President Harry S. Truman sent Mr. Connors to Europe to form a reciprocity Agreement among European Powers. Mr. Connors became known as the "Father of Reciprocity".

1945 The registration rate for automobiles was raised to \$19.00 on the first \$600.00 of the factory delivered price, plus an additional \$1.50 for each additional \$100.00, or fraction thereof.

Although the automobile rate and number of licenses increased, collections were less than the previous year.

1946 New cars were once again available, resulting in an increase in collections.

1947 The next interruption came in 1947, when tag buyers received only a small metal tab bearing the number 47, which tab was fastened to the corner of the previous year's plate. This system was abandoned after that one year.

Mr. Connors went on to become Secretary Member of the Tax Commission from January 27, 1947 until April 3, 1974.

A special rate for Disabled American Veterans was established.

1948 Inter-City and Intra-city bus tags were combined into a single "BUS" tag. Taxicab license plates were issued for the first time.

1949 Oversize and Overweight permits were collected for the first time.

1952 In transit tags were sold for the first time.

1955 From 1955 through 1962, every Sooner motorist was a mobile tourism promoter, his license tag inviting all who saw it to "VISIT OKLAHOMA". In 1955, Oklahoma hit the million mark, registering 1,051,668 vehicles!

1956 The width of the plates was reduced by 1/2 inch to 12 inches (by 6 inches wide), to comply with the new Federal standards.

1958 Rental trailers were registered for the first time.

1959 Special Mobilized machinery was registered for the first time.