

PUBLIC HEALTH STATISTICS

STATE OF

OKLAHOMA

1950



PART III

ACCIDENTAL DEATHS

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Oklahoma State Department of Health

Oklahoma City, Oklahoma

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PUBLIC HEALTH STATISTICS OF OKLAHOMA
ACCIDENTAL DEATHS

1950

Widespread interest in the accidental death problem appeared to justify the publication a year ago of a special accidental death summary for the state of Oklahoma. The present publication contains the same type of data for the year 1950 that was included in the first bulletin for 1949. In addition, some new tables and a number of charts have been added.

Some idea of the magnitude of the accident problem may be gained from a study of Table 1, below. It will be seen that accidents constituted the fourth leading cause of death in 1950. (Causes responsible for more deaths were heart disease, cancer, and vascular lesions of the central nervous system, in that order.) More people died from accidents than from such causes as tuberculosis, pneumonia, and nephritis. This discussion leaves out of account, of course, the personal suffering and economic loss resulting from accidents which did not terminate in death. Data concerning these non-fatal accidents are, unfortunately, very difficult to obtain.

Table 1 also makes evident the especially great importance of accidents as a cause of death in the younger age groups. It will be seen that in the groups from five through thirty-four years, this cause was responsible for more deaths than any other. The nature of the accidents involved is discussed in some detail in other sections of this publication, and is shown in Table V. (Tables designated by Roman numerals are in the Appendix.)

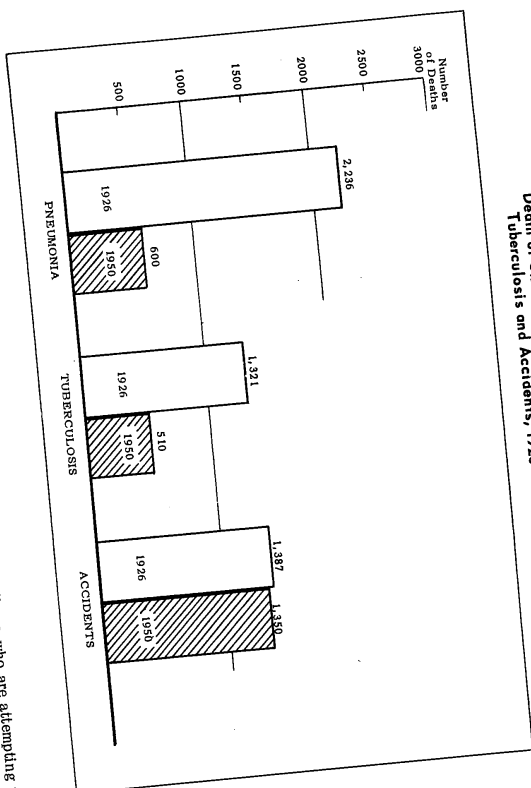
TABLE 1
Accidents as a Leading Cause of Death*
Oklahoma, 1950

Age In Years	Total Deaths	Accidental Deaths			Age In Years	Total Deaths	Accidental Deaths		
		Number	Per Cent	Position as Cause of Death			Number	Per Cent	Position as Cause of Death
All Ages	19,431	1,350	6.9	4	25-34	509	156	30.6	1
0-4	1,814	146	8.0	2	35-44	939	129	13.7	3
5-9	132	47	35.6	1	45-54	1,744	130	7.5	3
10-14	99	39	39.4	1	55-64	2,745	104	3.8	4
15-19	225	111	49.3	1	65-74	4,379	129	2.9	4
20-24	236	104	44.1	1	75 & over	6,573	248	3.8	5
					Unknown	36	7		

*Based on deaths of residents of Oklahoma, regardless of place of accident.

A glance at Chart 4 on page 8 will show that this problem is not a new one in Oklahoma. While some causes of death, notably the communicable diseases, have been declining in importance during the past twenty-five years and other causes, such as heart disease and cancer, are causing many more deaths, accidents continue to kill about the same number of people each year. Chart 1, below, shows the number of deaths ascribed in 1926 and 1950 to accidents and to two other causes of death.

CHART 1.
**Death of Oklahoma Residents from Pneumonia,
Tuberculosis and Accidents, 1926 and 1950**



It is hoped that the information in this bulletin will be useful to those who are attempting to prevent death and injury from accidents.

SOURCES OF INFORMATION

The number of accidental deaths occurring in 1950 and some of the circumstances involved were determined from certificates of death filed in Oklahoma, together with copies received from other states of information was available both for deaths of residents and for deaths in Oklahoma of non-residents of the State.

In addition, during 1950 a program to obtain additional information about non-motor-vehicle accidents was carried out in the State with the cooperation of the National Office of Vital Statistics. In this program an attempt was made to have a special questionnaire about each such accident completed by someone having knowledge of the circumstances. In a number of counties who sent these forms were originated by personnel of county health departments and local registrars of vital statistics; in other cases, they were sent out by the State office to persons who would presumably know about the accidents in question.

For accidents involving a motor vehicle, information obtained by investigation was supplied by the Department of Public Safety, as in the past.

The Division of Statistics wishes to acknowledge the assistance given by all those who have helped to assemble the data contained herein. The Department of Public Safety, local health departments and registrars of vital statistics, physicians, funeral directors, and others who have completed questionnaires.

ALLOCATION TO PLACE OF OCCURRENCE

For purposes of accident prevention, it was deemed advisable to assign accidental deaths to the place of occurrence of the accident, regardless of the residence of the deceased or the place of death, since it is at the place of accident that prevention presumably would have been effective. Unless otherwise stated, all data in this bulletin have been tabulated on this basis. The principal exceptions are Tables 1 and 2, and Charts 1 and 4, which contain data for residents of Oklahoma, regardless of the place of accident.

Unfortunately, no information has been available to this office routinely regarding deaths of non-residents of Oklahoma who were injured in the State and died elsewhere as a result of their injuries. It is assumed that the number of such cases was small.

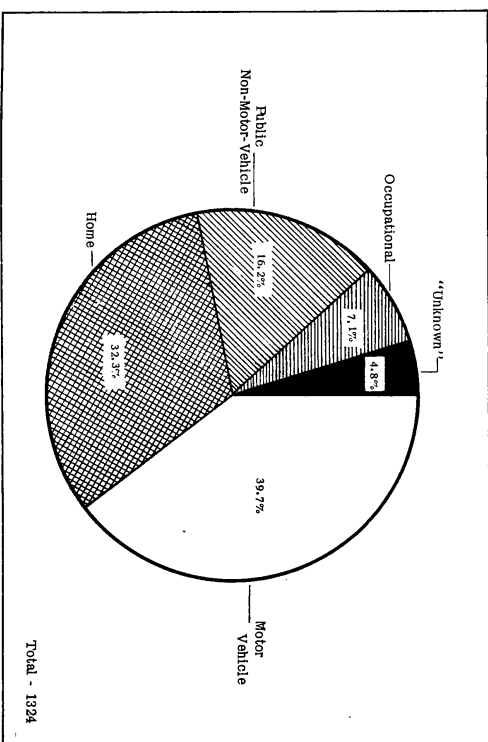
POPULATION

For use in computing death rates due to accidents, figures from the preliminary and advance reports of the Census Bureau were used for the 1950 population.

CLASSIFICATION OF ACCIDENTS

Three principal ways of classifying accidents have been employed in this publication. The first is the "E" or External Cause of Injury Code found in the Manual of the International Statistical Classification of Diseases, Injuries, and Causes of Death, Sixth Revision, and constituting a part of the cause-of-death code used for all death certificates in Oklahoma. This code provides a relatively detailed breakdown of cause of accidental death, and permits separation for detailed study of small groups of such deaths. This classification, greatly summarized, has been used in the lower sections of Tables III and VI.

CHART 2
Accidental Deaths by Major Classifications
Oklahoma, 1950



[illegible]

The third classification for the National accident categories is for non-motor-vehicle accidents. In this system, all falls are included in a non-motor-vehicle category, regardless of the circumstances. For example, all falls from vehicles, falls from heights, and falls from ladders are included in this category. This classification, somewhat abbreviated, has been used in the E Code and National Safety Council system, and is classified together regardless of the vehicle involved. This classification, however, is not used in the NCVS. In the NCVS, accidents involving a single category, are assigned to the vehicle involved. In addition, the home accidents included in Table 1 are classified by the type of vehicle involved. For example, they are assigned to the vehicle involved. For example, they are assigned to the vehicle involved.

The plan of the National Safety Council classification, for example, is to divide accidents into two groups, one on urban and one on rural location. For each of these groups, there are further subdivisions according to various age groups and one on particular phases of the accident problem. A brief alphabetical index is included just before the Appendix.

OCCUPATIONAL ACCIDENTS

According to instructions from the National Safety Council, accidents were classified as "Occupational" if the injury occurred "in the course of gainful employment" (except that work accidents to domestic servants were classified as "Home," and transport accidents at work were classified as "Motor Vehicle" or "Public Vehicle").

During 1950, 94 accidental deaths were assigned to Motor-Vehicle, 49 fewer than in 1949, as will be seen in this category 49 fewer than in 1949, as will be seen in Table 1. This decrease accounts for nearly one-third the decrease in accidental deaths of all types from 1,481 in 1949 to 1,324 in 1950.

[illegible]

Besides the accidents due to falling objects (structure, etc.) and three to machinery, five were due to blows from falling objects or derricks, while eight were due to blows from falling off a ladder when he by falling rock in mine, caught under falling off a ladder when he was carrying a heavy timber up a ladder when he fell from a fall from a ladder. (A carpenter was carrying Manufacturing and service industry accidents accounted for 18 deaths, five of which involved machinery. One death was due to a fall from a ladder. Five were due to other falls from higher levels.

Construction accidents accounted for 18 deaths, five of which involved machinery. One death was due to a fall from a ladder. Five were due to other falls from higher levels.

Fall) Five were due to other falls from higher levels.

...ed above, work accidents to domestic ... of employ-

According to National Safety Council rules, as mentioned above, servants are considered home type accidents, while transport accidents in the course of com-



ment are included in the transport categories. No accidents of the former type were reported in 1950; however, a total of 61 persons were killed in transport accidents while at work.. This number should be added to the "Occupational" total of 94 to get a more complete picture of the occupational hazards in Oklahoma.

Of the 61 transport deaths, 34 involved motor vehicles. Fifteen of the victims were truck drivers, while the employment of five others evidently involved driving a truck part of the time they were injured while so engaged. Other victims included five members of the armed forces injured while on duty, one farmer, and one farm laborer.

Besides the 34 motor-vehicle deaths, 27 people died as a result of other transport accidents while at work. This figure included nine members of the armed forces (all of whom were killed in aircraft accidents), six farmers, and three civilian airplane pilots. Three of the farmers were killed by falls from horses (a type of accident which is included in a transport category), while three fell or were thrown from wagons, two as a result of team runaways. Five railway employees were killed in train accidents.

Further information about occupational accidents is available in the tables in the Appendix. Table I shows the variation of the various classifications from year to year, while Table II shows the month by month changes in 1950. From Table V, which includes age, race and sex data, it can be seen that 93 of the victims were white and one Negro. All were male. (In 1949, two women were killed by farm machinery.) Table VI shows the total number of occupational accidents occurring in each county.

In addition to the specific hazards of employment, different occupational groups are doubtless exposed to diverse environmental dangers, due to economic status, way of life, and the like. From the admittedly inadequate statements of occupation included in the death certificates, Table 2, below, has been prepared to show the number of resident accidental deaths in each major occupational group, broken down into motor-vehicle and non-motor-vehicle accidents, and compared with the total number of deaths in each group. The percentage of deaths due to accidents has been inserted in the table. The highest percentages, 22.4, was for farm laborers and foremen, while the lowest percentage, 4.2, was for housewives. It is suspected that many farm laborers were simply reported as laborers on the death certificate. If this were the case, and if the occupation item were correctly reported more often on those certificates reporting an accidental death, a selective factor was operative to increase the apparent percentage for farm laborers, while reducing that for laborers not otherwise specified.

Wide variation will be noted in the percentages in the table, as well as in the proportion of the accidental deaths assigned to motor-vehicle accidents. The factors involved in these differences are undoubtedly many and complex; their analysis might well lie within the province of the sociologist.

TABLE 2
Accidents as a Cause of Death* in Various Occupational Groups
Oklahoma, 1950

Occupational Group &	Total Deaths	Accidental Deaths		Non-Motor Vehicle Accidents
		All Accidents Number	Per Cent of Total Deaths	Motor-Vehicle Accidents
Total fatalities	19,431	1,350	6.9	522
Professionals, technical and kindred workers	700	35	5.0	14
Farmers and farm managers	3,743	178	4.8	129
Managers, officials, and proprietors	4,149	188	4.5	119
Engineers, draftsmen, and kindred workers	1,054	48	4.6	29
Skilled workers	3,312	203	6.1	137
Sales workers	406	40	9.9	13
Craftsmen, foremen and kindred workers	1,904	118	6.2	69
Operatives and kindred workers	831	139	15.5	69
Service workers	518	40	7.7	23
Farm laborers, except farm foremen	76	17	22.4	11
Executives, except farm foremen	719	75	10.4	37
Household workers	2,166	300	13.9	110
Household students	2,536	240	9.5	180
Retired, unemployed, not stated	1,566	111	5.9	35
				76

* Based on deaths of residents of Oklahoma.

4 Occupational classification from Classified Index of Occupations and Industries, Bureau of the Census, Washington, 1950, with the addition of categories for persons not in the labor market.



The National Safety Council estimated that in 1949, 399 accidents in the former location were cluded all deaths due to homes or in resident institutions. During the year, 399 accidents in the former location were cluded all deaths due to homes or in resident institutions. During the year, 399 accidents in the former location were cluded all deaths due to homes or in resident institutions.

[illegible]

TABLE 3
Duration of Injury for Fatal Non-Motor-Vehicle Accidents
Occurring in the Home or on Home Premises

[illegible]

After falls, the most important type of home accident was "accidents caused by fire," accounting for 108 home fatalities in 1950. The older and younger age groups accounted for the largest proportion of the victims, though not to the same degree as for falls. The death rate both from falls and from fire was larger for urban than for rural areas. In contrast to the situation for most other causes of injury, as shown in Table III.

CHART 3

Deaths from Poisonings Oklahoma, 1950

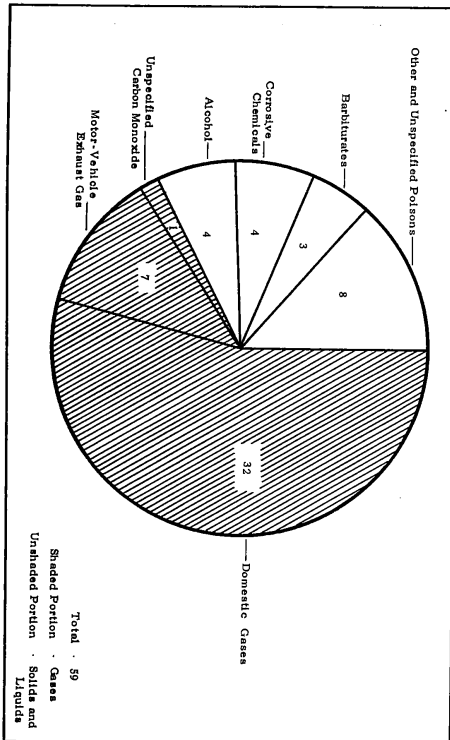
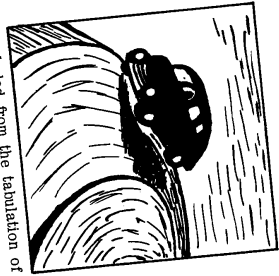


Table II shows that the high month for fatal home accidents was December, with 52, followed by January with 49 and March with 40. Further analysis indicates that the increase was due to fires and gas poisoning during these cold months, together with an abnormal number of falls on the same level, perhaps associated with ice-coated surfaces.

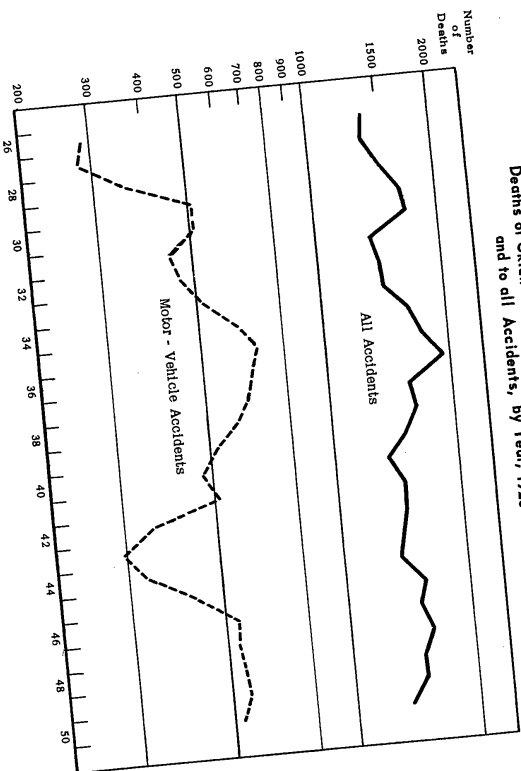
MOTOR-VEHICLE ACCIDENTS



Statistics.

excluded from the tabulation of non-motor-vehicle accidents for the National Office of Vital Statistics.

CHART 4
Deaths of Oklahoma Residents Due to Motor-Vehicle Accidents, and to all Accidents, by Year, 1926 - 1950



In the E Code, distinction is made between traffic and non-traffic accidents, as in Table III. Assignment to the two categories was on the basis of information from the State Department of Public Safety. During 1950, 494 deaths due to traffic accidents in Oklahoma were recorded by this office. The Department of Public Safety, in its Summary of Motor Vehicle Traffic Accidents, reported that 499 fatal traffic accidents occurred during the year. Due to the difference in the events reported (deaths during the year regardless of date of accident, and accidents during the year regardless of date of death), it is unlikely that the two figures would ever agree exactly.

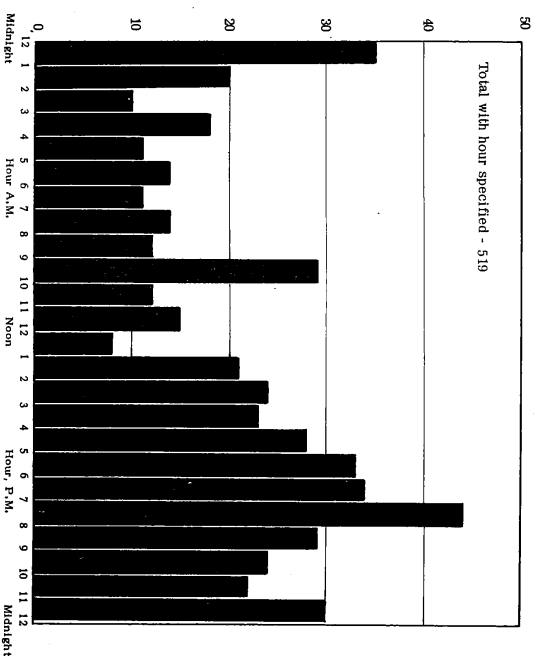
A very extensive tabulation of traffic accidents has been made by the Department of Public Safety in the Summary just mentioned. No attempt will be made here to duplicate this material. Instead, some facts will be discussed concerning all motor-vehicle accidents, traffic and non-traffic.

In addition to the 494 traffic accidents, 32 non-traffic accidents resulted in death in 1950. These included such accidents as the following: A child was run over by a truck in the home driveway. A car ran the barricade on a road under construction, struck a hole and overturned, killing the driver. A racing car driver was killed when his car lost a wheel.

Since the number of vehicles has increased through the years, it might be expected that the number of deaths from motor-vehicle accidents would have increased over the years. Chart 4, above, shows the changes that have occurred in the annual number of motor-vehicle deaths since 1926, compared with all accidental deaths. A logarithmic vertical scale has been used to show clearly the relative changes that have occurred. The ratio of the total number of accidental deaths in the highest year in the period to the number in the lowest year is only 1.43, whereas the ratio for motor-vehicle accidents is 2.46. Evidently the number of deaths from non-motor-vehicle accidents has shown changes in the opposite sense to that from motor-vehicle accidents, since the total has remained fairly constant.

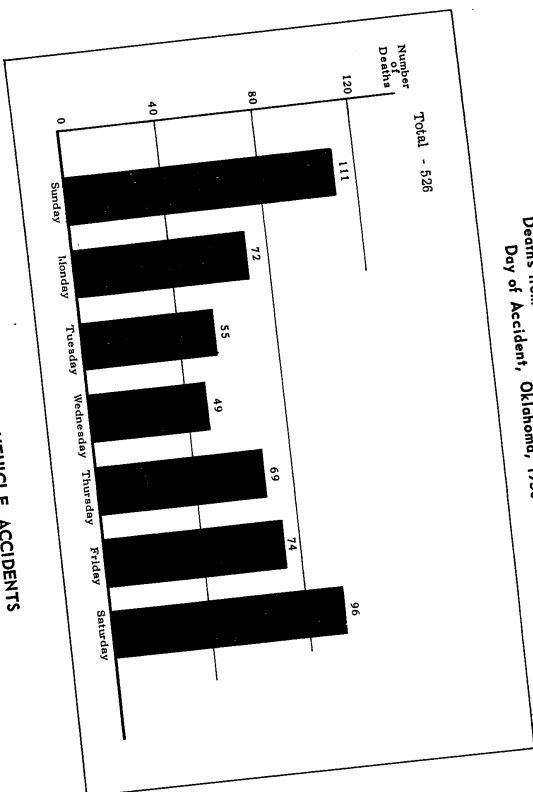
The probability of being killed in a motor-vehicle accident appears to vary widely with the time of day and the day of the week. Table IV shows the number of persons dying from various manners of injury by the hour of injury. The figures for motor-vehicle accidents from this table have been graphed in Chart 5, below. The peak at the hours around midnight is in contrast to the situation for other manners of injury, which cause few accidents in these hours, as a study of Table IV shows.

CHART 5
Deaths from Motor-Vehicle Accidents, by Hour of Accident, Oklahoma, 1950



The variation with respect to the day of the week is shown in Chart 6, below. Over 39 per cent of the accidents occurred on Saturday and Sunday. Variation with month of the year is shown in Table II.

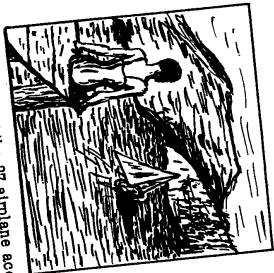
CHART 6
Deaths from Motor-Vehicle Accidents, by
Day of Accident, Oklahoma, 1950



PUBLIC NON-MOTOR-VEHICLE ACCIDENTS

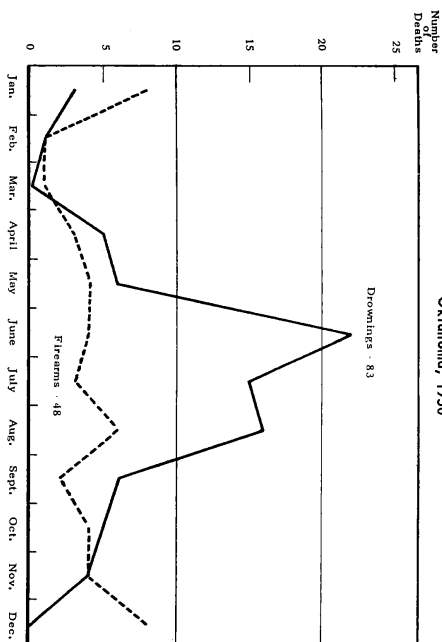
The category, "Public Non-Motor-Vehicle Accidents," includes all non-motor-vehicle transport accidents, whether occupational or not, and all other non-occupational accidents which occurred in a public place.

The transport accidents which occurred while at work have already been discussed briefly under "Occupational Accidents." There were five such railway accidents. The other 14 railway deaths reported during the year were of persons crossing the tracks, asleep on the tracks, and in like manner. This number is in addition to 24 who were killed in collisions between trains and motor vehicles. No occupational deaths of railway passengers were reported during the year. Of the 27 airplane accidents, 15 were considered to be occupational. No occupational deaths of airline passengers were reported.



The largest single category of public non-motor-vehicle accidental deaths was drowning, with 58. This figure, however, does not give a full idea of the magnitude of the water injury hazard in Oklahoma in 1950, for in addition there were eleven water transport accidents, one occupational and one non-occupational, for a total of 83 deaths for which the manner of injury was drowning, as shown in Chart 7, below. As might be expected, the distribution by months of these deaths is shown in Chart 7, below. The peak month being June, with 22 deaths were concentrated in the warm months, the peak month being June, with 22.

CHART 7
Drownings and Firearms Accidents, by Month,
Oklahoma, 1950



Deaths from all firearms accidents are also shown in Chart 7. In 1950 these accidents showed two peaks, in the late summer and in midwinter. Special tabulations for the National Office of Vital Statistics show that all the victims of fatal water accidents in 1950 died within the first day, as did all the victims of firearms accidents except one. More information about public accidents is included in the tables in the Appendix.

TYPE OF ACCIDENT UNKNOWN

Before 1949, certain rather arbitrary rules were used in deciding whether a given accident should be assigned to home or public categories in the National Safety Council classification when no definite statement of place was given on the death certificate. In 1949 and 1950, however, in accordance with the Council's new rules, all accidental deaths (not occupational and not involving a motor vehicle) with place of occurrence unspecified were assigned to "Type of Accident Unknown". In addition, late effects of any accidental injuries were assigned to this category.



Table I shows that 78 accidents were included in this group in 1949. It was hoped that the query program in 1950 would greatly reduce the number assigned to this category, but it was actually reduced only to 63. One-third of these, however, were "late effects," which were automatically included here, regardless of the amount of information available. Table 4, below, shows the International List categories of all deaths included in this group in 1950.

TABLE 4
Accidental Deaths Included in National Safety Council "Unknown" Category,
by External Cause of Injury, by Race
Oklahoma, 1950

External Cause of Injury (E Code)	Total	Race		
		White	Negro	Indian
Total fatalities	63	54	5	4
Poisoning by barbiturates (871)	1	1	-	-
Poisoning by motor-vehicle exhaust gas (891)	1	1	-	-
Poisoning by other carbon monoxide (892)	1	1	-	-
Poisoning by other (900)	2	18	3	-
Falls on same level (903)	21	2	-	-
Falls from same level (904)	2	1	-	-
Unspecified falls (905)	1	1	-	-
Hot substances (917)	1	1	-	-
Firearm (919)	3	1	-	-
Struck by falling object (921)	2	1	-	-
Struck by moving (929)	2	1	-	-
Excessive cold (932)	4	3	-	-
Catechrym (934)	1	1	-	-
Other and unspecified accidents (936)	2	1	-	-
Complications of inoculation (944)	1	1	-	-
Effects of motor-vehicle accidents (960)	19	18	-	1
Late effects of other accidents (962)				

ACCIDENTAL DEATHS BY AGE GROUP

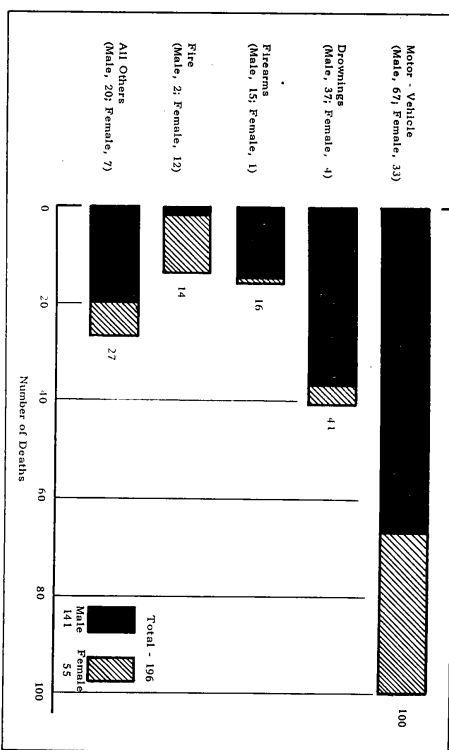
Some mention has been made in preceding sections of the age at death of victims of certain types of accidents. At this point, it may be of interest to discuss this matter in somewhat more detail. Table 5, below, includes the number of fatalities in each of eight age groups for all accidents, motor-vehicle accidents, and non-motor-vehicle accidents, together with the age-specific rates (number of accidents per 100,000 estimated population in each age group). The rates "75 years and over" had the highest rate - about five times as great as the next highest rates. The types of accidents involved can be read from Table V. Of the 244 accidental deaths in this group, 168 were from home accidents, 101 of which were due to falls on the same level, and 39 to other falls.

TABLE 5
Accidental Deaths, Number and Rate, by Age Group
Oklahoma, 1950

Age at Death, in Years	All Accidents		Motor-Vehicle Accidents		Non-Motor-Vehicle Accidents	
	Number	Age-Specific Rate	Number	Age-Specific Rate	Number	Age-Specific Rate
Total fatalities	1,324	59.3	526	23.6	798	35.7
Under 15	240	37.5	73	11.4	167	26.1
15-24	210	60.8	134	38.8	76	22.0
25-34	153	47.6	84	26.1	69	21.5
35-44	122	40.3	61	20.2	61	20.2
45-54	120	48.8	60	24.4	60	29.2
55-64	107	57.8	53	28.6	54	24.4
65-74	123	87.9	35	25.0	88	62.9
75 and over	244	451.6	23	42.6	221	409.0
Not stated	5	...	3	...	2	...

Another age group which has attracted considerable interest in regard to accidental deaths is the school age, which, for the purposes of this bulletin, was taken arbitrarily to mean the ages from five through nineteen. There were 196 such deaths in 1950. The distribution of these deaths by manner of injury is shown by Chart 8, below, together with the number of victims of each type of injury by sex. From each of the charted causes there were more male than female casualties, except fire, which injured 12 girls and only two boys. Motor-vehicle accidents accounted for 100 deaths, and drownings for 41.

CHART 8
Accidental Deaths of School-Age Children for Certain
Manners of Injury, by Sex, Oklahoma, 1950

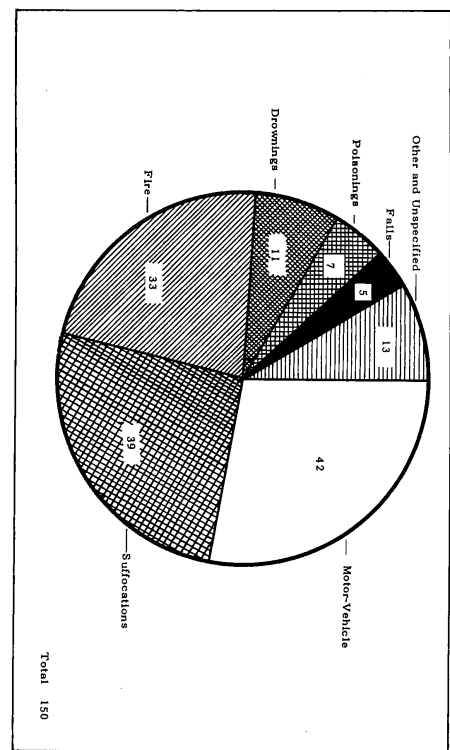


The pre-school group (under five years) also suffered a large number of accidental deaths. Chart 9, below, shows the distribution of the 150 deaths in this group, by manner of injury. This group is similar to the higher age groups in that environmental hazards which are not of much importance to adults in full vigor are dangerous to those who are immature or weakened by age. Thus, of the 47 deaths caused by mechanical suffocations, 39 were in the pre-school ages. Bed-clothing constituted a specific hazard for small children in much the same way that slippery floors did for the aged.

ACCIDENTS IN URBAN AND RURAL LOCATIONS

Table III contains some information about accidents by urban and rural location (urban being defined as within the boundaries of an incorporated place of 2,500 population or more). The rural rates are generally higher than the urban, the rural rate for motor-vehicle accidents being nearly five times as great as the urban rate. Of the major categories in the upper part of Table III, only home accidents show a larger urban than rural rate. The lower section of Table III shows urban and rural numbers and rates for certain specific types of accidents. In addition, at the end of Table VI, the same information is given for the two largest cities in the State, Oklahoma City and Tulsa, as for each county.

CHART 9
Accidental Deaths of Children Under Five by Manner of Injury
Oklahoma, 1950



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TABLE I. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA
NUMBER AND PER CENT BY TYPE OF ACCIDENT, 1945-1950

Type of Accident	1945		1946		1947		1948		1949		1950	
	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent	Number	Per Cent
GRAND TOTAL	1,604	100.0	1,501	100.0	1,577	100.0	1,447	100.0	1,481	100.0	1,324	100.0
Occupational total	132	8.2	109	7.3	118	7.5	117	8.1	143	9.7	94	7.1
Agriculture	39	2.4	29	1.9	38	2.4	44	3.0	36	2.4	22	1.7
Mining, quarrying, oil and gas wells	35	2.2	27	1.8	36	2.3	26	1.8	32	2.2	26	2.0
Manufacturing	1	0.1	3	0.2	2	0.1	4	0.3	11	0.7	8	0.6
Construction	2	0.2	6	0.4	16	1.0	8	0.6	20	1.4	14	1.1
Transportation	15	0.9	10	0.7	7	0.4	6	0.4	16	1.1	5	0.4
Public utilities	5	0.3	1	0.1	-	-	-	-	13	0.9	4	0.3
Trade	1	0.1	1	0.1	1	0.1	1	0.1	2	0.2	2	0.2
Service	33	2.1	29	1.9	18	1.1	28	1.9	9	0.6	8	0.6
Other specified industry	-	-	-	-	-	-	-	-	3	0.2	1	0.1
Unspecified industry	-	-	-	-	-	-	-	-	-	-	-	-
Home total	552	34.4	538	35.8	510	32.3	498	34.4	489	33.0	427	32.3
Poisonings (gas excepted)	46	2.9	35	2.3	21	1.3	27	1.9	18	1.2	14	1.1
Poisonings by gases and vapors	21	1.3	13	0.9	18	1.1	26	1.8	14	0.9	27	2.0
Fire, explosion of combustible material	166	10.3	131	8.7	103	6.5	135	9.3	104	7.0	108	8.2
Hot substance, corrosive liquid, steam	22	1.4	30	2.0	25	1.6	24	1.7	23	1.6	3	0.2
Mechanical suffocation	24	1.5	52	3.5	25	1.6	16	1.1	19	1.3	26	2.0
Firearms	197	12.3	192	12.8	234	14.8	204	14.1	169	11.4	70	5.3
Falls on same level	76	4.7	85	5.7	84	5.3	66	4.6	54	3.6	42	3.2
Falls to different level or unspecified	-	-	-	-	-	-	-	-	7	0.5	-	-
Other specified home accidents	-	-	-	-	-	-	-	-	5	0.3	-	-
Unspecified home accidents	-	-	-	-	-	-	-	-	-	-	-	-
Motor-vehicle total	427	26.6	517	34.4	517	32.8	501	34.6	554	37.4	526	39.7
Injury to pedestrian	132	8.2	114	7.6	95	6.0	76	5.3	77	5.2	86	6.5
Collision with other motor vehicle	110	6.9	155	10.3	196	12.4	211	14.6	211	14.2	208	15.7
Collision with railroad train	1	0.1	26	1.7	42	2.7	26	1.8	49	3.3	24	1.8
Collision with street car	1	0.1	-	-	1	0.1	-	-	-	-	-	-
Injury to cyclist	6	0.4	-	-	7	0.4	3	0.2	8	0.5	6	0.5
Collision with animal-drawn vehicle or animal	-	-	5	0.3	1	0.1	-	-	-	-	-	-
Collision with fixed object	35	2.2	44	2.9	34	2.2	4	0.3	1	0.1	4	0.3
Non-collision	82	5.1	152	10.1	128	8.1	154	10.6	151	10.2	149	11.3
Other and unspecified accident	11	0.7	14	0.9	13	0.8	4	0.3	11	0.7	160	12.1
Public non-motor-vehicle total	465	29.0	296	19.7	408	25.9	318	22.0	217	14.7	214	16.2
Railroad - not with motor vehicle	33	2.1	34	2.3	30	1.9	39	2.7	20	1.4	19	1.4
Street car - not with motor vehicle	6	0.4	-	-	-	-	-	-	-	-	-	-
Other vehicle - not with motor vehicle	5	0.3	5	0.3	2	0.1	3	0.2	5	0.3	13	1.0
Water transportation	133	8.3	53	3.5	53	3.4	55	3.8	19	1.3	11	0.8
Air transportation	6	0.4	28	1.9	15	1.0	11	0.8	45	3.0	27	2.0
Fire, explosion of combustible material	63	3.9	61	4.1	71	4.5	80	5.5	45	3.0	2	0.2
Hot substance, corrosive liquid, steam	33	2.1	37	2.5	25	1.6	32	2.2	22	1.5	58	4.4
Drownings	42	2.6	43	2.9	36	2.3	40	2.8	13	0.9	16	1.2
Firearms	140	8.7	30	2.0	169	10.7	56	3.9	33	2.2	9	0.7
Falls to different level or unspecified	28	1.7	41	2.7	24	1.5	13	0.9	1	0.1	1	0.1
Other specified public accidents	-	-	-	-	-	-	-	-	-	-	-	-
Unspecified public accidents	-	-	-	-	-	-	-	-	-	-	-	-
Type of accident unknown	-	-	-	-	-	-	-	-	-	-	-	-

TABLE II. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA
BY TYPE OF ACCIDENT, BY MONTH, 1950

Type of Accident	Total	Month of Injury												Not Stated
		January	February	March	April	May	June	July	August	September	October	November	December	
GRAND TOTAL	1,324	109	88	113	109	111	115	102	116	92	110	99	129	31
Occupational total	94	4	6	13	5	9	8	5	9	7	14	6	7	1
Agriculture	22	3	2	2	1	2	3	1	2	2	3	3	1	1
Mining, quarrying, oil and gas wells	26	1	1	1	1	1	1	1	1	1	1	1	1	1
Manufacturing	18	1	1	1	1	2	2	1	1	1	1	1	1	1
Construction	4	1	1	2	1	1	1	1	1	1	1	1	1	1
Transportation	5	1	1	1	1	1	1	1	1	1	1	1	1	1
Public utilities	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Trade	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Service	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other specified industry	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unspecified industry	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Home total	427	49	36	45	41	31	29	27	34	22	26	27	52	8
Poisonings (gas excepted)	14	1	1	2	1	2	1	2	2	1	1	1	12	1
Poisonings by gases and vapors	27	8	4	1	1	1	1	1	1	1	1	1	11	1
Fire, explosion of combustible material	108	20	11	10	8	5	5	9	5	2	2	3	3	1
Hot substance, corrosive liquid, steam	3	1	1	1	1	1	1	1	1	1	1	1	1	1
Mechanical suffocation	26	1	1	1	1	1	1	1	1	1	1	1	1	1
Firearms	20	1	1	1	1	1	1	1	1	1	1	1	1	1
Falls on same level	117	11	13	13	9	9	7	6	5	2	11	8	8	3
Falls to different level or unspecified	70	3	4	10	9	4	5	6	7	4	6	5	3	1
Other specified home accidents	42	3	1	3	1	1	1	1	1	1	1	1	1	1
Unspecified home accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Motor-vehicle total	526	31	32	40	49	50	42	45	43	46	55	42	51	1
Injury to pedestrian	86	4	6	4	6	10	6	9	11	20	21	19	20	1
Collision with other motor vehicle	208	16	16	11	17	12	21	15	11	5	4	1	3	1
Collision with railroad train	24	2	1	1	1	1	1	1	1	1	1	1	1	1
Collision with street car	6	1	1	1	1	1	1	1	1	1	1	1	1	1
Injury to pedal cyclist	4	1	1	1	1	1	1	1	1	1	1	1	1	1
Collision with animal-drawn vehicle or animal	19	1	1	1	1	2	2	3	3	1	1	2	1	1
Collision with fixed object	160	8	9	18	21	12	10	17	10	8	19	11	17	1
Non-collision	19	1	1	2	4	3	1	1	1	2	4	1	1	1
Other and unspecified accident	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Public non-motor-vehicle total	214	20	9	11	13	19	34	22	26	14	12	20	14	1
Railroad - not with motor vehicle	19	1	2	2	1	4	1	1	1	1	1	1	1	1
Street car - not with motor vehicle	13	2	2	1	1	1	1	1	1	1	1	1	1	1
Other vehicle - not with motor vehicle	11	1	1	1	1	1	1	1	1	1	1	1	1	1
Water transportation	27	1	1	2	1	3	5	3	1	1	1	6	3	1
Air transportation	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Fire, explosion of combustible material	58	1	1	1	3	1	1	1	1	1	1	1	1	1
Hot substance, corrosive liquid, steam	22	1	1	1	1	1	1	1	1	1	1	1	1	1
Drowning	16	1	1	1	1	1	1	1	1	1	1	1	1	1
Firearms	9	1	1	1	1	1	1	1	1	1	1	1	1	1
Falls on same level	36	1	1	1	1	1	1	1	1	1	1	1	1	1
Falls to different level or unspecified	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other specified public accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unspecified public accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Type of accident unknown	63	5	5	4	1	2	2	3	4	3	3	4	5	22

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TABLE III. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY TYPE OF ACCIDENT, NUMBER AND RATE, BY MONTH, AND BY SEX AND RACE, 1950

Type of Accident	Total	Month of Injury												Not Stated
		January	February	March	April	May	June	July	August	September	October	November	December	
GRAND TOTAL	1,324	109	88	113	109	111	115	102	116	92	110	99	129	31
Occupational total	94	4	6	13	5	9	8	5	9	7	14	6	7	1
Agriculture	22	3	2	2	1	2	3	1	2	2	3	3	1	1
Mining, quarrying, oil and gas wells	26	1	1	1	1	1	1	1	1	1	1	1	1	1
Manufacturing	18	1	1	1	1	2	2	1	1	1	1	1	1	1
Construction	4	1	1	2	1	1	1	1	1	1	1	1	1	1
Transportation	5	1	1	1	1	1	1	1	1	1	1	1	1	1
Public utilities	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Trade	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Service	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other specified industry	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unspecified industry	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Home total	427	49	36	45	41	31	29	27	34	22	26	27	52	8
Poisonings (gas excepted)	14	1	1	2	1	2	1	2	2	1	1	1	12	1
Poisonings by gases and vapors	27	8	4	1	1	1	1	1	1	1	1	1	11	1
Fire, explosion of combustible material	108	20	11	10	8	5	5	9	5	2	2	3	3	1
Hot substance, corrosive liquid, steam	3	1	1	1	1	1	1	1	1	1	1	1	1	1
Mechanical suffocation	26	1	1	1	1	1	1	1	1	1	1	1	1	1
Firearms	20	1	1	1	1	1	1	1	1	1	1	1	1	1
Falls on same level	117	11	13	13	9	9	7	6	5	2	11	8	8	3
Falls to different level or unspecified	70	3	4	10	9	4	5	6	7	4	6	5	3	1
Other specified home accidents	42	3	1	3	1	1	1	1	1	1	1	1	1	1
Unspecified home accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Motor-vehicle total	526	31	32	40	49	50	42	45	43	46	55	42	51	1
Injury to pedestrian	86	4	6	4	6	10	6	9	11	20	21	19	20	1
Collision with other motor vehicle	208	16	16	11	17	12	21	15	11	5	4	1	3	1
Collision with railroad train	24	2	1	1	1	1	1	1	1	1	1	1	1	1
Collision with street car	6	1	1	1	1	1	1	1	1	1	1	1	1	1
Injury to pedal cyclist	4	1	1	1	1	1	1	1	1	1	1	1	1	1
Collision with animal-drawn vehicle or animal	19	1	1	1	1	2	2	3	3	1	1	2	1	1
Collision with fixed object	160	8	9	18	21	12	10	17	10	8	19	11	17	1
Non-collision	19	1	1	2	4	3	1	1	1	2	4	1	1	1
Other and unspecified accident	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Public non-motor-vehicle total	214	20	9	11	13	19	34	22	26	14	12	20	14	1
Railroad - not with motor vehicle	19	1	2	2	1	4	1	1	1	1	1	1	1	1
Street car - not with motor vehicle	13	2	2	1	1	1	1	1	1	1	1	1	1	1
Other vehicle - not with motor vehicle	11	1	1	1	1	1	1	1	1	1	1	1	1	1
Water transportation	27	1	1	2	1	3	5	3	1	1	1	6	3	1
Air transportation	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Fire, explosion of combustible material	58	1	1	1	3	1	1	1	1	1	1	1	1	1
Hot substance, corrosive liquid, steam	22	1	1	1	1	1	1	1	1	1	1	1	1	1
Drowning	16	1	1	1	1	1	1	1	1	1	1	1	1	1
Firearms	9	1	1	1	1	1	1	1	1	1	1	1	1	1
Falls on same level	36	1	1	1	1	1	1	1	1	1	1	1	1	1
Falls to different level or unspecified	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other specified public accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unspecified public accidents	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Type of accident unknown	63	5	5	4	1	2	2	3	4	3	3	4	5	22

TABLE IV. DEATHS FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY SEX AND RACE, BY MONTH, 1950

Type of Accident	Total	Month of Injury												Not Stated
		January	February	March	April	May	June	July	August	September	October	November	December	
GRAND TOTAL	1,324	109	88	113	109	111	115	102	116	92	110	99	129	31
Occupational total	94	4	6	13	5	9	8	5	9	7	14	6	7	1
Agriculture	22	3	2	2	1	2	3	1	2	2	3	3	1	1
Mining, quarrying, oil and gas wells	26	1	1	1	1	1	1	1	1	1	1	1	1	1
Manufacturing	18	1	1	1	1	2	2	1	1	1	1	1	1	1
Construction	4	1	1	2	1	1	1	1	1	1	1	1	1	1
Transportation	5	1	1	1	1	1	1	1	1	1	1	1	1	1
Public utilities	2	1	1	1	1	1	1	1	1	1	1	1	1	1
Trade	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Service	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Other specified industry	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unspecified industry	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Home total	427	49	36	45	41	31	29	27	34	22	26	27	52	8
Poisonings (gas excepted)	14	1	1	2	1	2	1	2	2	1	1	1	12	1

TABLE V. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY RACE AND SEX AND BY TYPE OF ACCIDENT, BY AGE AT DEATH, 1950

Type of Accident Race and Sex	All Ages	Age in Years													75 and Over	Unknown
		Less Than 1	1-4	5-9	10-14	15-19	20-24	25-29	30-34	35-44	45-54	55-64	65-74			
Total fatalities	1,324	52	98	51	39	106	104	72	81	122	120	107	123	244	5	
White: Male	828	21	52	25	21	75	81	60	57	93	80	77	79	105	2	
Female	358	21	29	16	11	21	10	7	14	18	29	24	34	123	1	
Negro: Male	62	5	8	5	7	5	4	2	3	5	3	5	5	5	1	
Female	31	1	6	1	-	1	1	1	5	-	1	-	4	8	-	
Indian: Male	28	1	2	-	-	2	7	1	2	3	2	3	1	1	-	
Female	17	1	1	2	-	2	1	1	-	3	2	-	1	2	1	
Occupational total	94	-	-	-	1	2	11	9	14	16	18	8	11	4	-	
White: Male	93	-	-	-	1	2	11	9	14	16	17	8	11	4	-	
Female	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Negro: Male	1	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
Female	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Indian: Male	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Female	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Agriculture	22	-	-	-	1	-	1	-	2	5	2	1	9	1	-	
Mining, quarrying, oil and gas	-	-	-	-	-	1	4	2	4	6	7	2	-	-	-	
wells	26	-	-	-	-	-	4	2	3	-	1	3	-	-	-	
Manufacturing	8	-	-	-	-	-	-	1	-	2	2	-	-	-	-	
Construction	18	-	-	-	-	1	2	4	3	1	4	-	1	2	-	
Transportation	4	-	-	-	-	-	1	-	2	-	1	1	-	-	-	
Public utilities	5	-	-	-	-	-	-	-	-	-	1	-	-	-	-	
Trade	2	-	-	-	-	-	-	-	-	-	1	-	-	1	-	
Service	8	-	-	-	-	-	2	2	-	2	2	-	-	-	-	
Other specified industry	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	
Unspecified industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Home total	427	42	52	18	3	9	10	7	8	15	17	25	52	168	1	
White: Male	196	18	28	7	3	3	7	3	5	11	7	16	27	61	-	
Female	174	15	12	6	-	5	1	3	1	4	6	7	20	94	-	
Negro: Male	24	5	7	2	-	-	2	-	-	2	2	2	3	7	-	
Female	20	1	4	2	-	-	1	-	2	-	1	-	2	7	-	
Indian: Male	4	2	1	-	-	-	-	-	-	-	-	-	-	1	2	
Female	9	1	-	1	-	1	-	1	-	-	1	-	1	2	1	
Poisonings (gas excepted)	14	1	5	-	-	-	1	-	-	1	2	2	-	2	-	
Poisonings by gases and vapors	27	1	-	-	-	2	3	2	2	2	3	2	3	7	-	
Fire, explosion of combustible material	108	9	26	10	1	3	2	3	2	4	8	9	17	14	-	
Hot substance, corrosive liquid, steam	3	-	-	-	-	-	-	-	-	-	-	-	1	2	-	
Mechanical suffocation	26	24	1	-	-	-	-	-	-	-	-	1	-	-	-	
Firearms	20	-	2	1	1	3	4	1	2	3	-	1	2	-	-	
Falls on same level	117	-	-	1	-	-	-	-	-	-	-	3	12	101	-	
Falls to different level or unspecified	70	1	3	1	-	-	-	-	1	2	3	4	15	39	1	
Other specified home accidents	42	6	15	5	1	1	-	1	1	3	1	3	2	3	-	
Unspecified home accidents	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

TABLE V. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY RACE AND SEX AND BY TYPE OF ACCIDENT, BY AGE AT DEATH, 1950 (CONTINUED)

Type of Accident Race and Sex	All Ages	Age in Years														75 and Over	Unknown
		Less Than 1	1-4	5-9	10-14	15-19	20-24	25-29	30-34	35-44	45-54	55-64	65-74				
Motor-vehicle total	526	9	33	19	12	69	65	40	44	61	60	53	35	23	3		
White: Male	345	3	16	8	4	50	49	33	28	44	34	37	23	15	1		
Female	139	6	14	9	7	14	8	3	12	10	22	16	10	7	1		
Negro: Male	17	-	-	1	1	2	3	2	1	4	1	-	1	-	-		
Female	8	-	2	-	-	1	-	1	2	1	-	-	-	-	-		
Indian: Male	11	-	1	-	-	1	4	1	1	1	2	-	1	-	1		
Female	6	-	-	1	-	1	1	-	-	2	1	-	-	-	-		
Injury to pedestrian	86	1	19	13	2	5	-	-	-	6	7	11	12	10	-		
Collision with other motor vehicle	208	4	6	3	4	21	20	21	20	21	35	27	14	9	3		
Collision with railroad train	24	1	-	-	-	5	2	4	2	4	2	1	3	-	-		
Collision with street car	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Injury to pedal cyclist	6	-	-	1	4	1	-	-	-	-	-	-	-	-	-		
Collision with animal-drawn vehicle or animal	4	-	-	-	-	-	1	-	-	1	1	1	-	-	-		
Collision with fixed object	19	-	-	-	-	6	6	1	-	2	1	1	1	1	-		
Non-collision	160	3	7	2	2	30	34	11	17	27	12	10	2	3	-		
Other and unspecified accident	19	-	1	-	-	1	2	3	5	-	2	2	3	-	-		
Public non-motor-vehicle total	214	-	13	12	23	23	15	16	15	27	23	16	16	14	1		
White: Male	168	-	8	8	13	20	13	15	10	22	20	13	14	11	1		
Female	17	-	3	1	4	1	-	1	2	1	2	1	1	2	-		
Negro: Male	17	-	1	2	6	1	-	-	2	1	2	1	-	-	-		
Female	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-		
Indian: Male	10	-	-	1	-	1	2	-	1	2	-	2	1	-	-		
Female	1	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
Railroad (not with motor vehicle)	19	-	-	1	-	1	1	-	2	4	2	5	1	1	1		
Street car (not with motor vehicle)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Other vehicle (not with motor vehicle)	13	-	1	1	-	-	-	1	-	2	1	2	3	2	-		
Water transportation	11	-	-	-	1	2	1	-	1	4	1	1	-	-	-		
Air transportation	27	-	-	-	-	2	2	8	5	7	1	2	-	-	-		
Fire, explosion of combustible material	2	-	1	-	-	-	-	-	-	-	-	1	-	-	-		
Hot substance, corrosive liquid, steam	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Drowning	58	-	7	-	-	-	-	-	-	-	-	-	-	-	-		
Firearms	22	-	1	9	12	12	7	1	1	4	4	-	-	1	-		
Falls on same level	16	-	-	-	-	7	3	2	-	2	4	2	-	-	-		
Falls to different level or unspec- ified	9	-	-	-	-	-	-	-	1	1	3	1	3	1	-		
Other specified public accidents	36	-	3	1	3	3	1	4	4	3	5	2	4	3	-		
Unspecified public accidents	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-		
Type of accident unknown	63	1	-	2	-	3	3	-	-	3	2	5	9	35	-		
White: Male	26	-	-	2	-	-	1	-	-	-	2	3	4	14	-		
Female	28	-	-	-	-	1	1	-	-	-	-	1	3	20	-		
Negro: Male	3	-	-	-	-	-	-	-	-	-	-	-	1	-	-		
Female	2	-	-	-	-	-	-	-	-	-	-	-	1	-	-		
Indian: Male	3	1	-	-	-	-	1	-	-	-	-	1	-	-	-		
Female	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-		

TABLE VI. INJURIES RESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT,
BY TYPE OF ACCIDENT, OKLAHOMA, 1950

Type of Accident	State	Air	Alfalfa	Asa	Beaver	Bohemia	Delaware	Elmore	Garfield	Grady	Greene	Harmon
Total fatalities	1,304	8	9	7	6	15	9	15	22	20	20	20
Occupational	94	2	3	1	1	1	3	4	4	4	4	4
Home	427	5	1	1	1	3	2	2	2	2	2	2
Motor vehicle	556	2	3	3	3	3	3	3	3	3	3	3
Public	13	1	1	1	1	1	1	1	1	1	1	1
Unknown	63	1	2	1	1	1	1	1	1	1	1	1
Total	1,304	8	9	7	6	15	9	15	22	20	20	20
Highway (800-802)	19	1	2	1	1	1	1	1	1	1	1	1
Motor-vehicle traffic (810-825)	496	5	1	5	1	6	2	2	2	2	2	2
Motor-vehicle non-traffic (830-835)	13	1	1	1	1	1	1	1	1	1	1	1
Water transport (850-855)	11	1	1	1	1	1	1	1	1	1	1	1
Aircraft (860-865)	27	1	1	1	1	1	1	1	1	1	1	1
Motor-vehicle traffic (870-885)	19	1	1	1	1	1	1	1	1	1	1	1
Poisoning by gases and vapors (890-895)	22	1	1	1	1	1	1	1	1	1	1	1
Electric current (910)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (911)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (912)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (913)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (914)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (915)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (916)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (917)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (918)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (919)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (920)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (921)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (922)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (923)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (924)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (925)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (926)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (927)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (928)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (929)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (930)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (931)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (932)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (933)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (934)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (935)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (936)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (937)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (938)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (939)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (940)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (941)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (942)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (943)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (944)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (945)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (946)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (947)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (948)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (949)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (950)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (951)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (952)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (953)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (954)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (955)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (956)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (957)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (958)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (959)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (960)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (961)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (962)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (963)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (964)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (965)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (966)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (967)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (968)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (969)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (970)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (971)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (972)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (973)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (974)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (975)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (976)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (977)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (978)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (979)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (980)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (981)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (982)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (983)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (984)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (985)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (986)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (987)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (988)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (989)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (990)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (991)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (992)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (993)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (994)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (995)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (996)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (997)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (998)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (999)	21	1	1	1	1	1	1	1	1	1	1	1
Non-road vehicle (1000)	21	1	1	1	1	1	1	1	1	1	1	1

TABLE VI. INJURIES RESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT,
BY TYPE OF ACCIDENT, OKLAHOMA, 1950, (Continued)

Type of Accident	Quarter	January	February	March	April	May	June	July	August	September	Harmon
Total fatalities	16	12	6	4	27	20	19	7	11	6	
Occupational	1	1	1	1	1	1	1	1	1	1	
Home	3	2	1	2	16	6	12	2	1	4	
Motor vehicle	4	6	1	1	1	1	1	2	1	1	
Unknown	1	0	1	1	1	1	1	1	1	1	
Total	16	12	6	4	27	20	19	7	11	6	
Highway (800-802)	2	1	2	2	16	6	11	2	1	1	
Motor-vehicle traffic (810-825)	1	1	1	1	1	1	1	1	1	1	
Motor-vehicle non-traffic (830-835)	1	1	1	1	1	1	1	1	1	1	
Water transport (850-855)	1	1	1	1	1	1	1	1	1	1	
Aircraft (860-865)	1	1	1	1	1	1	1	1	1	1	
Motor-vehicle traffic (870-885)	1	1	1	1	1	1	1	1	1	1	
Poisoning by solids and liquids	1	1	1	1	1	1	1	1	1	1	
Electric current (910)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (911)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (912)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (913)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (914)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (915)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (916)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (917)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (918)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (919)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (920-923)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (924-925)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (926-928)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (929)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (930-935)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (936-940)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (941-945)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (946-949)	1	1	1	1	1	1	1	1	1	1	
Non-road vehicle (950-955)	1	1	1	1	1	1	1	1	1	1	

TABLE VI.
DEATHS RESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT
BY TYPE OF ACCIDENT, OKLAHOMA, 1950, (Continued)

[illegible][illegible]

