#### 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.

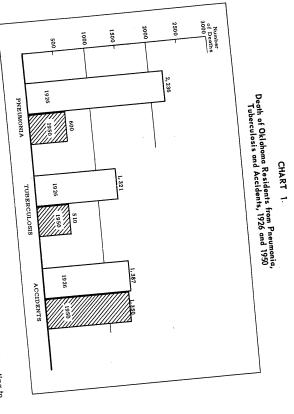
Table 1 also makes evident the especially great importance of accidents as a cause of death in the younger age groups. It will be seen that in the groups from five through thirty-four years, this cause was responsible for more deaths than any other. The nature of the accidents involved is discussed in 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

accidental Dentil	cus.	A 20	7040	200	Accidental Death's	ams
Per Cent	Position as Cause of Death	in Years	Deaths	Number	Per Cent	Position as Cause of Death
6.9	4	25-34	509	156	30,6	-
		35-44	939	129	13.7	3
8.0	2	45-54	1,744	130	7.5	ω
35.6	-	55-64	2,745	104	3.8	4
39,4	-	65-74	4,379	129	2.9	4
49.3	-	75 & over	6,573	248	3.8	55
44.1	_	Unknown	36	7	:	:
	Per Cent Cent 8.0 35.6 35.6 49.3	Per as Cause Cont of Death of Death 6.9 4 8.0 2 35.6 1 1 49.3 1	Ssition Cause Death 4	Age Stition In Years Death Death 4 25-34 4 35-44 2 45-54 1 65-74 1 75 & over Unknown	Age Total Number Cause In Years Deaths Number Cause In Years Deaths Number Cause In Years 156 156 156 156 156 156 156 156 156 156	Age Total Number Cause In Years Deaths Number Cause In Years Deaths Number Cause In Years 156 156 156 156 156 156 156 156 156 156

<sup>\*</sup>Based ondeaths 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 assigned in 1926 and 1950 to accidents and to two other causes of death.



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 from the number of accidental death filed in Oklahoma. Logether with copies received from were determined from certificates of death filed in Oklahoma occurring there to residents of Oklahoma were determined from the filed in those states for deaths occurring there to residents in Oklahoma other states of certificates filed in those states for deaths of residents and for deaths in Oklahoma. Thus information was available both for deaths of residents and for deaths in Oklahoma.

Learney, united out in the State with the cooperation of the National Office of Ytlal Statistics, in this program an athempt was made to have a special questionnaire about each such accidents was correct by someone having knowledge of the circumstances. In a number of counties and each completed by someone having knowledge of the circumstances. In an and local register, these tompleted by someone having knowledge of the circumstances. In an and local register, there is not not cases, they were sent out by the State office to persons who calles, these forms were originated by personnel of county health departments and local registers 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. In addition, during 1950 a program to obtain additional information about non-motor-vehicle

The Division of Statistics wishes to acknowledge the assistance given by all those who have the data contained herein: The Department of Public Safety, local health helped to assemble the data contained herein: physicians, funeral directors, and others who have departments and registrars of vital statistics, physicians, funeral directors, and others who have completed questionnaires. For accidents involving a motor vehicle, information obtained by investigation was supplied by the Department of Public Safety, as in the past.

## ALLOCATION TO PLACE OF OCCURRENCE

Oklahoma, regardless of the place of accident. 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

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

POPULATION

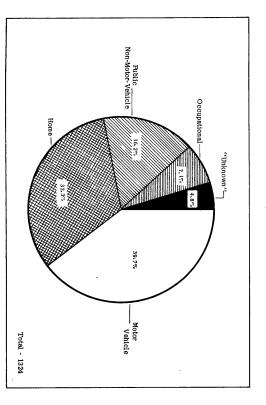
reports of the Census Bureau were used for the 1950 population. For use in computing death rates due to accidents, figures from the preliminary and advance

## 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 Causses 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.

#### Accidental Deaths by Major Classifications Oklahoma, 1950

CHART 2



. 2 -

categories of accidents - Occupational, Home, Motor-Vehicle, Public Non-Motor-Vehicle, and Uncategories of accidents - Occupational, Home, Motor-Vehicle, Public Non-Motor-Vehicle, and Uncategories within the first four of these groups. Chart 2, above, shows the known - and for sub-categories within the first four of these groups. precentages of the 1.324 accidental deaths reported in 1950 assigned to each of the five major List code, which the National Safety Council classification essentially summarizes for special The second classification is that developed by the National Safety Council, providing for five The complete breakdown has been used in Tables I, II, and V, and the five-group clas-Assignment to the sub-categories depended on the International

The third classification is the "Manner of Injury" breakdown used in preparing tabulations that classification is the Mational Office of Vital Statistics in the previously-menture of mormotor-vehicle accidents for the National Office of Vital Statistics in the previously-menture of non-motor-vehicle accidents for the National Office of Vital State included in a of non-motor-vehicle program. In this system, all accidents involve, all falls are included in a classification, somewhat abridged, has those together regardless in the E Code and National Safety Council system, falls from vehicles single acceptance whereas in the E Code and National Safety Council system, falls from vehicles single acceptance in the vehicle involved. This classification, somewhat abridged, has single acceptance as signed to vehicle involved. This classification, somewhat abridged, has for example, are assigned to the vehicle involved. This classification, somewhat abridged, has single acceptance as the vehicle involved. This classification, somewhat abridged, has single acceptance as a signed to the vehicle involved. This classification, somewhat abridged, has single acceptance as a signed to the vehicle involved. This classification, somewhat abridged, has the classification, somewhat abridged, has single acceptance and the EC of the vehicle involved. This classification, somewhat abridged, has the provided in Table V. This classification, somewhat abridged, has the provided in Table V. This classification, somewhat abridged, has the provided in Table V. This classification, somewhat abridged, has a classification, somewhat abridged, has the provided in Table V. This classification, somewhat are acceptance and the provided in Table V. This classification, somewhat are acceptance and the provided in Table V. This classification, somewhat are acceptance and the provided in Table V. This classification, somewhat are acceptance and the provided in Table V. This classification, somewhat are acceptance and the provided in Table V. This class

the National Safety Council classification, with the addition of a section on the accident situation in various age groups and one on urban and rural location. For the convenience of the reader who in various age groups and one on urban and rural location problem, references to which may interested in studying some particular phase of the accident problem, references to which may is interested in studying some particular phase of the accident problem, references to which may be scattered throughout the narrative and tables, a brief alphabetical index is included just be scattered throughout the narrative and tables, a brief alphabetical index is included just be The plan of the remaining discussion follows in a general way the five major categories of

fore the Appendix.

### OCCUPATIONAL ACCIDENTS



According to instructions from the National Safety According to instructions from the National."

According to instructions from the National."

Council, accidents were classified as "Occupational" if the injury occurred "in the course of gainful employ-council the injury occurred "in the course of gainful employ-council the injury occurred "in the course of deep and the injury of "Public Nonwer Classified as "Hone," and transport accidents at ment," or "Public Nonwer classified to "Motor-Vehicle" or "Pub

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

The two industrial classifications to which the most occupational deaths were assigned were 'mining quarrying, oil and gas wells,' with 26, and 'agriculture,' with 22, reflecting the immining quarrying, oil and gas wells,' with 26, and 'agriculture,' with 22, reflecting the immining quarrying, oil and gas wells,' with 26, and 'agriculture,' with 28, and 'agriculture,' with 28, and 'agriculture,' with 28, and 'agriculture,' with 28, and 'agriculture,' with 22, reflecting the importance of these industries in Oklahoma's economy. In both categories, more accidents were que portance of these industries in Oklahoma's economy. a power saw, and one was struck by a road grader. In other farm accidents, one man fell from the a power saw, and one was struck by a road grader. In other farm accidents, one man fell from the a power saw, and one was struck by a road grader. In other farm accidents, one man fell from the same apower saw, and one was struck by a road grader. In other farm accidents, one man fell from the same accidents. pulling too heavy a load. The tractor overturned, crushing the driver. One farmer was injured by the farm machinery accidents involved tractors. For example, a farmer was plowing with a tractor, to machinery than to any other cause, nine in the first category and seven in the second. Five of

Besides the accidents due to machinery at mines and oil wells, seven accidents in this cat-besides the accidents due to machinery at mines and oil wells, seven was loading, crushed by series the accidents from falling objects (struck by coal which victim was loading, crushed by series due to blows from falling oil derick, etc.), and three to injury by electricity. was due to a fall from a ladder. (A carpenter was carrying a heavy timber up a ladder when he Construction accidents accounted for 18 deaths, five of which involved machinery.

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

dents resulted in eight deaths each. According to National Safety Council rules, as mentioned above, work accidents to domestic servants are considered home type accidents, while transport accidents in the course of employ-

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 wor... This number should be added to the "Occupational" total of 94 to get a more complete picture of the occupational hazards in Oklahoma.

jured while on duty, one farmer, and one farm laborer. Of the 61 transport deaths, 34 involved motor vehicles. Fourteen 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 in-

were killed in train accidents. three fell or were thrown from wagons, two as a result of team runaways. Five railway employees killed by falls from horses (a type of accident which is included in a transport category), while 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 Besides the 34 motor-vehicle deaths, 27 people died as a result of other transport accidents

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 dents occurring in each county. women were killed by farm machinery.) Table VI shows the total number of occupational acciwill be seen that 93 of the victims were white and one Negro. All were male. (In 1949, two Further information about occupational accidents is available in the tables in the Appendix.

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

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

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

			Accidental Deaths	Deaths	
Occupational Group A	Total	All Ac	All Accidents	Motor-	Non-Motor-
	Deaths	Number	Per Cent of	Vehicle	Vehicle
Total fatalities	19,431	1,350	6.9	522	828
Professional, technical and kindred workers	700	35	5.0	4	21
Farmers and farm managers	3,743	178	4.8	49	129
Managers, officials, and proprietors	1,054	48	4.6	19	29
Clerical and kindred workers	278	16	5,8		(J)
Sales workers	406	40	9,9	27	13
Craftsmen, foremen and kindred workers	1,204	118	9,8	49	69
Operatives and kindred workers	831	129	15,5	69	60
Service workers	518	40	7.7	17	23
Farm laborers and foremen	76	17	22,4	11	6
Laborers, except farm	719	75	10,4	37	38
Children and students	2,198	300	13,6	110	190
Housewives	5,836	243	4.2	74	169
Retired, unemployed, not stated	1,868	111	5.9	35	76

Based on deaths of residents of Oklahoma.

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.



considerable interest has developed in gathering informaall the accidental deaths reported in the United States, tion about these accidents in order to learn how to combat in cooperation with the National Office of Vital Statistics, them. The Division of Statistics is engaged during 1951, in a special effort to collect this kind of data. In 1950, Since home accidents account for roughly one-third of

non-motor-vehicle query program.

cluded all deaths due to homes or in resident institutions.

During the year, 398 accidents in the former location were

During the year, 398 accidents in the former location were

and 29 in the latter, for a total of 427, compared with 489 in 1949. Considerable in
reported, and 29 in the latter, for a total of the properties of the From Table V it will be seen that 224 of the victims were male and 203 were female; also, that there were more males than females in all but four of the age groups (5-9, 15-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and that there were more males than females in all but four of the age groups (5-9, 13-19, 25-29, and a

but which cause the patient to be bedfast and eventuate in death — the length of time between the which cause the patient by the patient of the patient of the patient which cause the patient rable 3, below, is a portion of a table which was prepared by the patient of the patient statistics, using that office a definition of a home accident. Following the National Office of Vital Statistics, using that office a definition were excluded, and nine the National Office of Vital Statistics, using that office is definition were excluded, and nine lowing the definition, the 29 accidents occurring in resident institutions were excluded, and him one-motor-vehicle transport accidents and 14 "late effects." included elsewhere in the National non-motor-vehicle transport accidents and 14 "late effects." The total of 421 accidents, then, included safety Council categories, were added to the number. The total of 421 accidents, then, included safety Council categories, were added to the number. 75 years and over). Home accidents were preponderantly of the youngest and oldest age groups. which resulted in death in 1950. From this table it will be seen that the duration of injury inwhich resulted in death in 1950. From this table it will be seen that the duration of injury inwhich resulted in death in 1950. From this table it will be seen that the duration of injury in which resulted in death in 1950. From this table it will be seen that the duration of injury in which resulted in death in 1950. From this table it will be seen that the duration of injury in which resulted in death in 1950. From this table it will be seen that the duration of injury in which resulted in death in 1950. From this table it will be seen that the duration of injury in which resulted in death in 1950. in Table 3, may be taken to be the number of accidents occurring in a home, in the usual sense, loss, to say nothing of the suffering of the patient and his family, resulting from the fact that Since many old people suffer accidents in the home - - accidents which may not be very severe.

these people were bedfast many months.

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

							_	_	_	_	_	_	_	_	-	_	_	Γ				١				
Not stated	85 and over	75-84	65-74	55-64	45-54	35-44	25-34	20-24	15-15	10-14		<b>5.</b> 9	1-4	Under '		Total home fatalities				in Years	Age at Deau					
_		. 70	- 9	4	2.3	-		3 :	14	5	»	ω	. 5		3	39	421		1	Total 1		T		1		
-		-	<u>.</u> :	7	5 :	5	80	13	5	8	0			13	41	35	- 57			day days		Less	i	1		
L			5	7	6	22	U.	4	-			-		4	_	- K		44 — 3		+	_	36		1		
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	F			5	_	4	2	-	-	-	_	-	_	· -	_	 	_ -		36			-	28 days	C.		
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		1		_	_	_	_	_	_	-	_	-	_	_	-		_	_	_	_						

however, home accidents were included with the regular

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, through 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.

resulting in a fracture of the hip (neck of the femur). Descriptions of such accidents on the death certificates and questionnaires include the following phrases: "Slipped on bathroom floor," "Thipped over footstool." "Just fell." "Leg gave way and fell." "Glipped on the slick linoleum." These accidents are particularly difficult to prevent on account of the

The most common type of accident among these elderly persons was a fall on the same level

minor nature of the hazards sufficient to cause them.

The National Safety Council category, "Home," in-

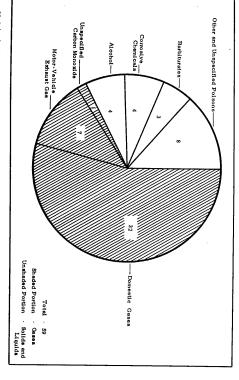
Deaths from Poisonings Oklahoma, 1950 CHART 3 clude deaths from alcoholism, or food poisoning due to pathogenic organisms.

The 19 deaths from solid and liquid poisons do not in-

halation of exhaust gas from parked cars.

type accidents, poisonings will be discussed here. Chart 3, below, shows how these accidents were distributed among the various injurious agents. More than half of the total were due to inhalation of domestic fuel gas or of the products of its combustion. Seven deaths were due to in-

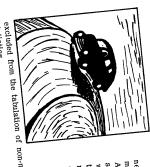
Since 41 of the 59 deaths for which the manner of injury was poisoning were considered home-



ourred in the home or on home premises, as was mentioned in the discussion of Table 3. These comprise six accidents which were included in the "Occupational" categories, plus two falls from horses, 14 deaths resulting from late effects of accidents, and one airplane accident. (An airplane crashed into a house.) Twelve of the deaths from late effects (those living one year or more of a pressure cooker two years before, and the cause of the fourteenth one was unspecified. after the accident, in Table 3) were the result of falls, one was due to burns from the explosion Not included in the National Safety Council "Home" total were 23 other accidents which oc-

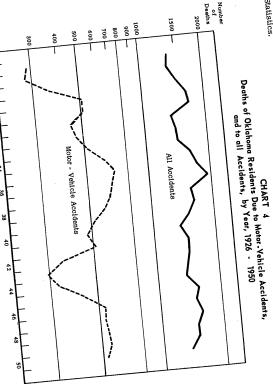
the same level, perhaps associated with ice-coated surfaces. by January with 49 and March with 45. Further analysis indicates that the increase was due to these and gas poisonings during these cold months, together with an abnormal number of falls on Table II shows that the high month for fatal home accidents was December, with 52, followed

## MOTOR-VEHICLE ACCIDENTS



non-motor-vehicle accidents for the National Office of Vital For assignment to the motor-vehicle categories, it is necessary that the vehicle concerned in an accident be in motion (except for accidents in boarding and alighting). As previously mentioned, farm tractor accidents were considered as due to farm machinery, except when the tractor occurred a year or more after the accident. There were occurred a year or more after the accident. There were two such deaths in 1950, which were given the code E960 two such deaths in 1950, which were given the code E960. thermore, deaths from injuries due to motor vehicles were was being used for transportation on a public road. Furnot included in the motor-vehicle categories if the death Safety Council classification, for reasons explained in and included in the "Unknown" category in the National another section of this bulletin.

statistics.



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

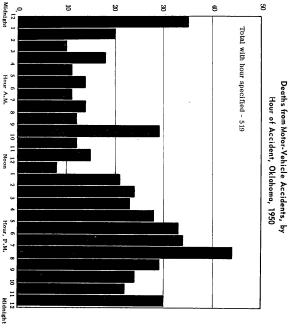
> traffic. Safety in the Summary just mentioned. No attempt will be made here to duplicate this material Instead, some facts will be discussed concerning all motor-vehicle accidents, traffic and non-A very extensive tabulation of traffic accidents has been made by the Department of Public

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

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

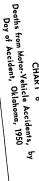
manners of injury by the hour of injury. The figures for motor-vehicle accidents from this table have been graphed in Chart 5, below. The peak at the hours around midnight is in contrast to the situation for other manners of injury, which cause few accidents in these hours, as a study of time of day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

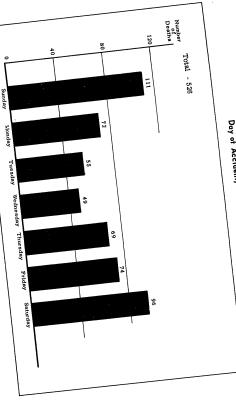
CHART 5



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.





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 acci-

dents which occurred in a public place. other 14 railway deaths reported during the year were of other 14 railway deaths reported during the year were of persons crossing the tracks, asleep on the tracks, and the have already been discussed briefly under "Occupational Accidents." There were five such railway accidents. The dental deaths of rallway passengers were reported during collisions between trains and motor vehicles. No acci-The transport accidents which occurred while at work This number is in addition to 24 who were killed in

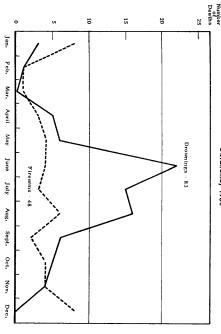
the year. Of the 27 airplane accidents, 15 were considered to be occupational. No occupational the year.

al drowning, eight drownings on home premises, three in unknown place, and two due to floods ald drowning, eight drownings on home premises, three in unknown place, and two due to floods (coded to cataclysm, E934), for a total of 83 deaths for which the manner of hight be expected, (coded to cataclysm, E934), for a total of 83 deaths in Chart 7, below. As might be expected, The distribution by months of these deaths is shown in Chart 7, below, with 22.

The distribution by months of these deaths is shown in Chart 7, below, with 22. The distribution by months of these deaths in the warm months, the peak month being June, with 22. The largest single category of public non-motor-vehicle accidental deaths was drowning, with The largest single category of public non-motor-vehicle accidental deaths was drowning. The largest single category of public non-motor-vehicle accidental deaths was drowning. The largest single category of public non-motor-vehicle accidental deaths was drowning, with The largest single category of public non-motor-vehicle accidental deaths was drowning, with the largest single category of public non-motor-vehicle accidental deaths was drowning, with the largest single category of public non-motor-vehicle accidental deaths was drowning, with the largest single category of public non-motor-vehicle accidental deaths was drowning, with the largest single category of public non-motor-vehicle accidental deaths was drowning, with the largest single category of public non-motor-vehicle accidental deaths was drowning, with the largest single category of public non-motor-vehicle accidental deaths was drowning, with the largest single category of public non-motor-vehicle accidental deaths was drowning.

#### CHART 7

Drownings and Firearms Accidents, by Month, Oklahoma, 1950



ed 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. Deaths from all firearms accidents are also shown in Chart 7. In 1950 these accidents show-

## TYPE OF ACCIDENT UNKNOWN



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

would greatly reduce the number assigned to this category, but it was actually reduced only to 63 Table I shows that 78 accidents were included in this group in 1949. It was hoped that the query program in 1950

In addition, late effects of any acci-

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.

6

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

Total White Negro Indian  Total White Negro Indian  1	Late effects	Other and unspectized (944) Other and unspectized (960) Complications of inoculation (962) Late effects of motor-vehicle accidents (962)	Drowning (924) Excessive cold (932) Excessive cold (932) Cataciyam (934) Cataciyam (934)	Hot substance,  Firearms (919)  Suffocation by food (921)	Poisonme - e level (903) Falls on same level (903) Unspecified falls (904) Unspecified rolls (904)	Potesting by barbiturates (871)  poisoning by motor-vehicle exhaust gas (891)  poisoning by motor-vehicle exhaust (892)  poisoning by other carbon monoxide (892)	r-+=  t  e=	External Cause	Course of Injury (E Code)		
20 N N N N N N N N N N N N N N N N N N N		19		, N W		21		:	Total		
		150	213		N	18 2 1		54	White		
A			, , ,		<b></b> 1 1	, ω · ·	1 1	U.	Negro	Race	
			m ( )	-1-	1		, ,		Judian		_

## ACCIDENTAL DEATHS BY AGE GROUP

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

and 39 to other falls.

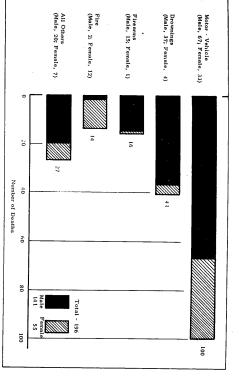
TABLE 5

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

Not stated	75 and over	65-74	55-64	45-54	35-44	25-34	15-24	Under 15	Total rate	fortalities		111	Age at Deaut,					
_	51	244	123	107	120	122	153	210	240	1,324	1	Number			All Acos	T Assid	\	
_	 :	451.0	87.9	57.8	48.8	40.3	47.6	60.8	37.5		59.3	1		Age-	1	ents	1	•
		3	23	35	53	60	61	84	134	73	526		Number			Accidents	Motor-Vehicle	
		:	42.6	25.0	28.6	24.4	20.2	26.1	38.8	11.4	23.0	3	Xage	Specific	Age-	"	cle	
				2 8	. 4	n 0	6 7	6. 9	60	36	167	798		Number			Accidents	Motor-Vehicle
	-		 :	409.0	62.9	29.2	24.4	20.2	21,5	22.0	26.1	35.7		Rate	Specific	Age-	its	ehicle
	L																	

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 accidents accounted for 100 deaths, and drownings for 41. 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 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 Another age group which has attracted considerable interest in regard to acciden'al deaths is

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



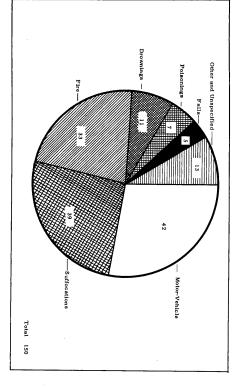
Thus, of the 47 deaths caused by mechanical suffocations, 39 were in the pre-school ages. Bed-clothing constituted a specific hazard for small children in much the same way that slippery group is similar to the higher age groups in that environmental hazards which are not of much importance to adults in full vigor are dangerous to those who are immature or weakened by age. 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 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.

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



#### SUBJECT INDEX

## 

Section as a leading cause of death 1 Section 11 and 12 and 13 and 14 and 15 an

#### TABLE I. DEATES RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA NUMBER AND FER CENT BY TIPE OF ACCIDENT, 1945–1950

Type of Accident		1945	_  :	1946		1947		1948					_
	Number	Per	Number	Per	1	Per		Par		1949		1950	
GRAND TOTAL	1,60		1,501	Cent 100.0	Number		Number	Cent	Number	Per	Number	Per	
Occupational total	13		1 '	100.0	1,577	100.0	1,447	100.0	1,481	100.0	1,324	100.0	_
Agriculture	1 3		109	7.3	118	7.5	117	8.1	1	1	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	100.0	
Mining, quarrying, oil and gas wells Manufacturing	1 3		29 27	1.9	38	2.4	44 26	3.0		9.7	94	7.1	
Construction		1 0.1	1 ~3	0.2	36	2.3		1.8	32	2.4	22 26	1.7	
Transportation	13	0.2	9	0.6	16	0.1	4 8	0.3	1 11	0.7	8	2.0	
Public utilities	1:	5 0.9	10	0.7	7	0.4		0.6	1, ~	1.4	18	1.4	- 1
Service	1 :	0.3	1 1	0.1	1	0.4	6	0.4	16	1.1	4 5	0.3	
Other specified industry	1, 1	0.1	l i	0.1	ī	-	-	-	١٠ ك	0.9	5 2	0.4	- 1
Unspecified industry	33	2.1	29	1.9	-	0.1	1	0.1	. 9	0.6	8	0.2	- 1
	۱'	1	~	1.9	18	1.1	28	1.9	{ 3	0.2	ľĭ	0.1	1
ome total Poisonings (gas excepted)	552	34.4	538	25.5		1	1	1	1 3	0,2	-	-	J
Poisonings by gases and woman	46	2.9	35	35.8 2.3	510	32.3	498	34.4	489	33.0		1 .	1
fire explosion of combustition	, 21	1.3	1 13	0.9	21	1.3	27	1.9	18	1.2	127	32.3	Į
	166	10.3	131	8.7			26	1.8	14	0.9	27	2.0	1
Mechanical suffocation	22	1.4	1		103	6.5	135	9.3	104	7.0	108	8.2	1
Falls on same level	24	1.5	30 52	2.0	25	1.6	24	1.7	11 23	0.7	] 3	0.2	1
Falls to different land	197	12.3		3.5	25	1.6	16	1.1	19	1.6	26 20	2.0	1
	11 -7"	12.5	192	12.8	234	14.8	204	14.1	70	4.7	117	1.5	1
Unspecified home accidents	8 76	4.7	85	5.7	1		1	14.1	169	11.4	70	8.8 5.3	1
tor-vehicle total	l'	1	1	J•/	84	5.3	66	4.6	54	3.6	42	3.2	1
Injury to pedestrian	427	26.6	517	34.4			Į.		16 7	0,5	-	-	1
Collision with other motor	132	8,2	112	7.6	517 95	32.8	501	34.6	554	37-4	526		L
Collision with reflroad tools	110	6.9	155	10.3	196	6.0 12.4	76 211	5.3	104	7.0	86	39.7 6.5	ı
Collision with street car	1 4	2.6 0.1	26	1.7	42	2.7	26	14.6	211	14.2	208	15.7	1
Injury to pedal cyclist Collision with animal-drawn vehicle or	6	0.4	7	0.5	1	0.1		1.0	49	3.3	24	1.8	1
	1	1	1 ' 1	0.5	7	0.4	3	0.2	8	0.5	6		L
Collision with fixed object	-	J -	5	0.3	1	0.1	l .		1	•••	l ° l	0.5	ı
On-collision	35 91	2.2	44	2.9	34	2.2	23	0.3	1	0.1	4	0.3	1
Other and unspecified accident	11 11	5.7 0.7	152 14	10.1	128	8.1	154	1.6	19 151	1.3	19	1.4	ı
lic non-motor-vehicle total		1	14	0.9	13	0.8	4	0.3	11	10.2 0.7	160 19	12.1	l
ailroad - not with motor bi-7-	465	29.0	296	19.7	408	25.9			-	0.7	19	1.4	Ĺ
Weet car - not with motor 12-7	33 4	2.1 0.2	34	2.3	30	1.9	318 39	22.0 2.7	217	14.7	214	16.2	ĺ
ther vehicle - not with motor vehicle	ĉ	0.4	5		- 1	-	75	2.7	20	1.4	19	1.4	ĺ
ir transportation	5	0.3	5	0.3 0.3	2	0.1	3	0.2	5	0.3	13	-	
ire, explosion of combandan	133	8.3	53	3.5	53	0.4 3.4	2	0.1	19	1.3	n	1.0 0.8	
ot substance, corrosive liquid, steam	} 6	0.4	28	1.9	15		55	3.8	1 45 6	3.0	27	2.0	
irearms	63	3.9	61		- 1	1.0	11	0.8	1 - 1	0.4	2	0.2	
Ills on some larma	33	2.1	37	2.5	71 25	4-5	80	5.5	45	3.0	58	<del>-</del> .	
Ills to different lowel	42	2.6	43	2.9		1.6	32	2.2	. 22	1.5	22	1.7	
	3		***	2.9	36	2.3	40	2.8	13	0.9	16	1.2	
especified public accidents	140	8.7	30	2.0	169	10.7	56		l 8	0.5	9	0.7	
or eccident miknom	28	1.7	41	2.7	24			3.9	1 1	2.2 0.1	36	2.7	
	1			~~'	24	1.5	13	0.9	78	5.3	63	0.1 4.8	

Construction secidents 4
County of Injury 13, 202 3
Day of week 3 10, 17
Department of Public Safety
As source of Information 2, 8
Publication of 8, 9 1, 2
Department of Public Safety
As source of Information 2, 8
Publication of 8, 9 1, 2
Department of Public Safety
Fails 4, 7, 12, 14-23
Fails 4, 7, 12, 17, 18
Faces, acc, and age 7, 13, 17, 18
Faces, acc, and acc

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Type of Accident

coupstional total Agriculture Mining, quarrying, oil and gas wells Manufacturing Construction Transportation Public utilities Trade Service Other specified industry Unspecified industry

Unspecified industry

Home total
Poisonings (gas excepted)
Poisonings by gases and vapors
Fire, explosion of combustible material
Hot substance, corrosive liquid, steam
Mechanical suffocation
Firearms
Falls on same lovel
Falls to different level or unspecified
Other specified home accidents
Unspecified home accidents

cotor-wehicle total.

Injury to pedestrian

Collision with other motor vehicle

Collision with railroad train

Collision with rest car

Injury to pedal cyclist

Collision with animal-drawn vehicle or

animal

Other and unspecified accident
Peblic non-motor-vehicle total
Ratiroad - not with motor vehicle
Street car - not with motor vehicle
Other vehicle - not with about vehicle
Water transpers
Falls on same level
Falls to different level or unspecified
Other specified public accidents
Unspecified public accidents

animal
Collision with fixed object
Non-collision
Other and unspecified accident

Type of accident unknown

. 17 -

GRAND TOTAL

ocumational total

tor-vehicle total

Total

1.324

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included in the "Unknown" category in the Mational Safety Council classification.			Total fatalities	Hour of Injury	
lrom late	267	£82458858585858585858585858	1,324	Total.	
e effects		70006777787086077778777877	308	Falls	1
ors or r		+ + 2 1 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	79	Struck by Person or Object	
PA CON	22	110020052005050000111111111	යී	Drowned	Da sound
motor-wealcle accidents, which	12	ומטטומובלסלמטוימט	116	Contact with Fire or Hot Sub- stance	T SO MANAGEMENT
ccident	_~	H   H   H   M   M   M   M   M   M   M	£	Shot	Trac our
E. whic	24	PP11PP11111PP01P\$P11PP11	ŧ	Poisonous Gas or Fumes	1950
		111221011110110212111111	19	Solid or Liquid Poison	
the Int	19	1   1   1   1   1   1   2   4   1   1   1   1   1   1   1   1   1	47	Suffocated	
ernatio	۰		80	Exposure	
nal Lie	ю		4	Struck by Lightning	
have the International List code E960	7	822244444444444	528*	Motor Vehicle Accidents	
E960 and	12	ווווווויים באר איני אים ואינוווו	8	Other	
d are	6	****************	6	Unspec- ified	

IV. PROM ACCIDENTS OCCURRING IN OKLAHOMA, OF INJURY

werter beharmeren, well I. 1950	2,233,351	7-	2.3	2,032,555	137	137,671	63,125	25	1,105,732	.732	1.127.619
	Rumber	Hate	Rumber	Rate	Kunber	Rate	Munber	Rate	Mumber	Rate	Muber
TOTAL INTRILITY	1,324	59•3	1,186	58.4	93	67.6	Š	71.3	435	39.3	889
Occupational	4	4.2	2	4.6	_	9				,	5
Rome	427	19.1	370	18.	Ę,	3 0	3	3	200	2	ď
Hotor vehicle	2	22.5	181	200	2 1		36	20.0	ž	71.7	187
Public	214	0	185	0 0	50	3 6	::	20.9	. 0	,	3
Unknown	63	2.8	54	2.7	٠,	90	4	6.3	23.5	2.4	% 2
Total.	1,324	59.3	1,186	58.4	93	67.6	\$	71.3	435	39 3	889
Railway (800-802)	19	۰.9	14	0.7	N	1.5	٠.	4	20	3	=
Notor-vehicle traffic (810-825)	494	22,1	457	22.5	22	1	<b>5</b> .	2	8 6	1 0	5 5
Motor-vehicle mon-traffic (830-835)	z	1.4	27	ξ,	F	2.9	- 1		٧ ,	2	3 5
Other road vehicle (840-845)	13	0.6	12	0.6	_	0.7	ı	,	۲,	2	12.
Aircraft (860-866)	3 =		8 5	0.5		,	_	1.6	1	•	=
Poisoning by solid and liquid substances		;				,	,	,	-	0.1	26
(o)o coo/	į		7	0.3	2	.5		•	Ë	5	œ
Falls (900-904)	2 4	1 10	ş	2.0		<u> </u>	. 1		27	2.4	13
Blow from falling object (910)	22	1.	225	1.0	- 5	0.7	1 0	. ;	:5		109
Hen-road wehicle (911)	_	0.0	_	0.0	,	•	,	,	۱ ـــ	2	. :
Machinery (912)	25	1.1	25	1.2	,	•		,	w i	0	22
Electric current (014)	50	0.2	, N	.:	·w	2.2	,	•	,	2	4
Fire, bot substance, radiation (915-918)	7, 10		25		3 -		- 1	`	ìα	0.7	б
Firearms (919)	æ	2	£)	2 !	۽ د	27.0	۽ د	P 0	. 8	,	59
Suffocation and other injury by foreign	:			. :	,		,	į		•	å
100V (920-923)	15	•	ü	0.6	_	o.,	,		۰	9.0	•
medianter sufficient (924, 925)	, 27	1.2	. 23	:	_	0.7	w	4.8	<u>ت</u>	1.2	ţ,
Provided (020)	30	2.0				•	•	•	1	•	v
Other accidents (926, 930-936)	3 %		25	200	- 60	8.0	<b>'</b>	7.9	9	8.0	62
Complications due to non-therapeutic med-	Ų	;	6	÷	+	2.5	u	4.8	5	1,4	18
loal and surgical procedures (940-946)	_	••	_	· · ·	,						
Inerapeutic misadventure (950-959)	,	•		•	•	•	,	,	,	•	٠,
(960-965)		3	3	,							
1 100-1011	2	•••	0.2	1.0	,	,		1.6	Ħ		10

TABLE Ħ. DEATES RESULTING FROM ACCIDENTS URBAN AND IN OKLAHOMA, BY RUBAL LOCATION, 1950 Ě RATE, BY RACE

Not States

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					-			Age iz	1 Years						
Type of Accident Race and Sex	All Ages	Less Than	1-4	5-9	10-14	15–19	20-24	25–29	30-34	35-44	45-54	55-64	65–74	75 and Over	Unknown
Total fatalities	1,324	52	98	51	39	106	104	72	81	122	120	107	123	244	5
White: Male Female Negro: Male Female Indian: Male	828 358 62 31 28 17	21 21 5 1 3	52 29 8 6 2	25 16 5 2 1	21 7 - -	75 21 5 1 2	81 10 4 1 7	60 7 2 1 1	57 14 3 5 2	93 18 5 - 3	80 29 6 1 2	777 24 3 - 3 -	79 34 4 4 1	105 123 5 8 1	1 - 1
Occupational total	94	-	-	-	1	2	n	9	14	16	18	8	11	4	-
White: Male Female Negro: Male Female Indian: Male	93. 1 -		=	=	1 - - -	2 - - -	11 - -	9 - - - -	14 - - -	16 - - -	17 1 -	8	11 - - -	- - -	=
Female		-	-	-	1	_	1		2	5	2	1	9	1	_
Agriculture Wining, quarrying, oil and gas wells Mannfacturing Construction Transportation Public utilities Trade Service Other specified industry Unspecified industry Unspecified industry	22 26 8 18 4 5 2 8 1			-		1	4 2 1 2 1	2 1 4 2	4333-2	6 1 2 - 2	7 1 4 1 2	2 3 - 1 1	1	2 - 1	
Home total	427	42	52	18	3	9	10	7	8	15	17	25	52	168	1
White: Male Female Negro: Male Female Indian: Male Female	196 174 24 20 4 9	18 15 5 1 2	28 12 7 4 1	7 6 2 2 -	3	3 5 - - 1	7 1 1 1	3 - - 1	5 1 - 2 -	11 4 - - -	7 6 2 1 -	16 7 2 - -	27 20 2 2 2	61 94 3 7 1	-
Poisonings (gas excepted) Poisonings by gases and vapors	14 27	1	5 -	=	=	- 2	1 3	2	2	1 2	2 3	2 2	3	7	=
Fire, explosion of combustible material Hot substance, corrosive liquid, steam	108	9	26	10	1 -	3 -	2	3 -	2 -	4	8 -	9 -	17	14 2	-
steam Mechanical suffocation Firearms Falls on same level Falls to different level or	26 20 117	24	1 2 -	1	ī	3 -	4	ī	2 -	3	=	1 1 3	2 12	101	=
unspecified home accidents Unspecified home accidents	70 42	1 -	15 -	1 5 -	ī	ī	=	ī -	1 -	3 -	3 1 -	3 -	15 2 -	39 3 -	1 -

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	AII	<u> </u>						Age i	n Years						
Race and Sex	Ages	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	75 and Over	Unknown
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	3,	37	23	15	1
Female Negro: Male	139 17	6	14	9	7	14	49 8	3	12	10	34 22	16	10	7	l i
Female	8	-	2	. 1	1	2	3	2	1	4	1	-	1	l i	
Indian: Male	ıı	I -	î	-	1 :	Ιŝ.	-	1	2	l =	-	- 1	1	-	1
Female	6	] -	= .	l ī	=	i	î		±	1 2	2	1 :	-	1 =	-
Injury to pedestrian	86	3	19	13	١ .	ا ہا	,		ĺ		_				-
Collision with other motor vehicle	208	1 2	6	3	2	5 21	20		_ <del>-</del>	6	7	11	12	10	I -
Collision with reilroad train	24	l ï	_	1 1	4	5	20	21	20 2	21	35	27	14	9	3
Collision with street car		] =	_	i -	-	1 1	-	4	-	4	2	1	3	-	-
Injury to pedal cyclist	6	- !	_	1	4	1						=	-	-	-
Collision with animal-drawn vehicle		i		-		_			-		-	-	-	-	-
Collision with fixed object	19	-	_	_	-	- 6	1 6	-	-	1	1	1	-	-	
Non-collision	16ó	3	7	2	2	30	34	n 1	17	2	1	1	1	1	l -
Other and unspecified accident	19	-	i	<u>~</u>		1	2	3	5	27	12 2	10 2	2	3	l <u>-</u>
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	70						
Female <sup>*</sup>	17	-	3	ĭ	4	1	12	15	10	22 2	20 1	13	14	11	1
Negro: Male	17	-	í	2	6	i		<u> </u>	2	íí	2	ī	1	2	-
Female	1	-	-	-	_		_	-	ĩ	(		-		1	-
Indian: Male	10	1 - 1	-	1	-	1	2	-	ī.	2		2	ī	_	_
Pemalo	1	-	1	-	- 1	- 1	-	-	-	-	-		-	_	=
Railroad (not with motor vehicle)	19	-	_	1	_	1	1	_	2	,		_	_	_	
Street car (not with motor vehicle)		1 - 1			(			-		4	2	5	1	1	1
Other vehicle (not with motor	- 1						1	_	- 1	- 1	- 1	-	-	-	-
vehicle)	13	-	1	1	- 1	-	-	1	- !	2	1	2	3	2	_
Water transportation	11	-	-	-	1	2	1	-	1	4	ī	i l		_	_
Fire, explosion of combustible	27	-	-	-	-	2	2	8	5	7	1	2	- 1	_	<u>-</u>
material	2	i _ I	1	_	_ [	_ 1									l
Hot substance, corrosive liquid,	~	-	- 1	-	-	-	-	-	-	-	-	1	-	-	-
steam	- 1	l - I	-	- 1	- 1	- 1	- 1	_	_	_	- 1	_	_		l
Drowning	58	- ]	7	9	12	12	7	1	ī	4	4	!		ī	[ ]
Pirearms	22	- 1	1	-	7	3	3	2	=	2	4	_	- 1	-	[
Falls on same level Falls to different level or unspec-	16	- 1	-	-	-	-	- 1	-	- 1	- 1	3 1	2	5	6	1 =
ified	9			- 1	- 1	- 1	1	l l			- 1		-	-	-
Other specified public accidents	36	1	3	ī	3	<u>-</u>	- 1	-	1	1	2	1	3	1	_
Inspecified public accidents	ĩ	-	2	1	2	3	1	4	4	3	5	2	4	3	-
ype of accident unknown	63	1	-	2	-	3	3	-	-	3	2	5	9	- 35	-
White: Male	26	- 1	-	2	-	- 1	1	_	_ [	_	2	3	4	14	
Female	28	-	- 1	-	-	1	ī	- 1	- 1	2		íl	3	20	-
Negro: Male Female	3	-	-	- 1	-	2	-	-	-	- 1	-	- 1	í	20	_
Female Indian: Male	2	-	-	-	-	- [	-	-	-	-	_	- 1	i	ī	
Female	3	1	- 1	-	-	-	1	-	-	-	- 1	1	- 1		_
Louisto	- 1	-	-	-	- i	-	-	- 1	-	1	-	-	-	-	_

- 18 -

(960-965)	21		1	Ŀ	,		Ŀ	1	-	
Type of Accident	Carter	Cherokee	Chootaw	Cimarron Cleveland	01eveland	Coal	Comancha	Cotton	Grade	
Total fatalities	91	11	25	1	8	+	£	6	Ħ	
Occupational	10	, p	, <sub>1</sub>		1,1	- 1	7.0	» I	A I	
Hotor vehicle	مر	10 4	. 00 2		7	u i	. 5.0	ŧ.	w	
Publio Publio	20.04	۳.3	100	1 14	NU	.,	٦,		н 1	
Total	18	Ħ	25	٦	29	4	£	6	Ħ	
Bailway (800-802)	o 1	₽1	7 :	1 1	7 1	20 1	ដ្	ŧ1	<b>5</b> 1	
Hotor-vehicle traffic (810-825) Hotor-vehicle non-traffic (830-835)	1 0	μ,	۳-				ا س د			
Other road vehicle (840-845)	10 N	, ,	1 1				1 +			
Alroraft (860-866)		,	,			,	1			
Poisoning by solid and liquid substances (A70-A84)	ı	,_		1	1	1	+	,		
Poisoning by gases and vapors (890-895)	,,,	٠,	۰,		<b>1</b> 1		ا د	٠,	۱ م	
Falls (900-904)	, ,	, .	1 6		. 5					
Hon-road vehicle (911)		•		•	,	,				
Hachinery (912)			٠,				1 6			
Outting and pieroing instruments (913)	۰,		<b>-</b> -			ı	1		,	
Fire, hot substance, radiation (915-918)	N	, ,		٠,	- 1	, ,,	- 6			
Firearms (919)	,	N	N		4	,			,	
Suffocation and other injury by foreign	,		_		,		10	,		
Hechanical sufficiention (924, 925)	_	_		,	,	,	-		•	
Animals (not being ridden) (927, 928)	, ,		<b>.</b> 1				- 1	- 1		
Drowning (929)	N) (	٠,	٠,					•	۳	
Complications due to non-therapeutic med-										
ioni and surgical procedures (940-946)	,						. 1			
Therapeutic misadventure (950-959)	,	,	,		,	,			,	
Late effects of injury and polsoning					10	,	,,,		,	
(960-965)										

						,				Canadian
Type of Accident	State	Adair	VIIBII	WORK	TRANSG	THE CHARLES	PLEATE	n yan	OBBREO	Office a season
Total fatalities	1,324	8	9	7	6	15	۰	ĸ	22	20
Occupational Hobs Hotor vehicle Public	525 526 63 63	1 1 5 5 1	8 P W W 1	PPW11	14414	12651	FW 8W 1	10141	P#872	12521
Total	1,324	8	9	7	6	15	9	ĸ	22	20
Railway (800-802) Motor-vehicle traffic (810-825)	194	ъı	· N I	٠ i	<b>+</b> 1	6.1	۰.۰		1001	. ti
Motor-vehicle non-traffic (830-835) Other road vehicle (840-845)	:5%		٠, ٠				118			
Water transport (850-858) Aircraft (860-866)	27		1 >	•		ю	1	201	,	
Poisoning by solid and liquid substances	19	,	,	,	,		,			•
Poisoning by gases and vapors (890-895)	245.	- 1	ŧ1	٠,	, ,	Nω	N 1	<b>#</b> 1	6 I	ю 1
Blow from falling object (910)	22				۱ ۲		1 1			, ,
Hechinery (912)	25	1 1	1 :	,		,	,		,	.,
Outting and piercing instruments (913)	18 5	, ,	, ,		1 1				, ,	1 +
Fire hot substance, radiation (915-918)	125 48			1.1			1 10	1 1-	١	IN
Suffocation and other injury by foreign	14				,	,	ſ	1		
Mechanical sufficiention (924, 925)	27	,		1	1	,		٠,	, ,,	, ,,
Animals (not being ridden) (927, 928)	70	P 1	, ,	,	ш		2	101	N	
Other accidents (926, 930-936)	33	,	,	ı	,	,	,	-		
tool and surgical procedures (940-946)	۲	,		•	,	,	, ,			
Therapeutic misadventure (950-959)		,	,				,			
Late effects of injury and poisoning (960-965)	21		٦		,			,	_	

	(960-965)	Tate effects of in turn and notonian	The rapputte at and went in a (occupied)	loal and surples procedures (closelic)	Complications due to non-therapeutic med-	Uther accidents (926, 930-936)	Promutue (9c9)	Thousand (non)	Animals (not being ridden) (927, 928)	Rechanical suffocation (924, 925)	1526±026)	The Contract of the contract o	Buffocation and other in how by foundam	Firearms (919)	alle, not successor, radiation (915-918)	The contract (714)	Electric current (OLL)	Outting and piercing instruments (013)	Machinery (912)	more roun Agree (ATT)	Non-mand rebtale (011)	Blow from falling object (010)	Talle (900-904)	Poleoning by gases and vapors (890-895)	1010 0007	(870-888)	Defende (000-000)	Airoraft (860-866)	Water transport (850-858)	Other road wehicle (840-845)	Motor-vehicle non-traffic (830-835)	MOTOR TRAINING (810-825)	Manual (000-00%)	Bather (SOC-SOS)	Total		Unitenown	Public	MOTOR Weblele	none	and the stronger	Compational	Total fatalities	Type of Accident	
	· 	,					٠			1				,	-	,		•		•	1		_	,		ı	,	,	,		-		,		w		•	ı	,	2		_	س.	Harper	
		,				,					,			_	_	,			1	,			ъ				,	,		,		_	,		8	,	-,		_	+	-		8	Haskell	
						۰	,								ω —				-			,	د	,			,				N	u	_		22		٠,	۰.	7	9	N		22	Hughes	
			,							,	•			-			1			,	,	,	_	•	1		,	,		'		w		_	٧.	,			ىد	2	1		٠,	Jackson	1
			1			•		•			1					•				٠	•	,	•		,			•	,	_		J.			٧.	•	٠	٠,	د	-	,_		6	gon	
,		•	,	_				•		<b>.</b>			,		•	_				•		,	,					,			•				u	•				20			w	Johnston	
•		,	•				-	,	•	٠,	-			• •	٥		•	,		,	,	`	31	ا د	_			•			. ;	7			×	83	N	3 6	3 1	5	10		%	Kay	
,	_		,		•				,		,	_		٠								N							-	. ,		3			7	,	,_		5	۰,	_		16	fisher	
			,	_	۰			٠						٠							-	,-			•					,		•	,		Ë	12	N	·		٠,	_		ä	Kiowa	
			•			1	1	ı	t	,			1	•			,	•	•			N		•	•	,	,	,		•	u		,	,	ь.			u		3	,	,	^	Latimer	

Type of Accident	Custer	Delaware	Dewey	<b>3</b> 1118	Garfield Garwin	Garvin	Grady	Grant	Greer	Harmon
Total fatalities	1/1	12	6	+	27	20	19	7	=	,
Occupational							, ,		;	
Home	۰.		, ,	1	2		, р		1	
Hotor wehicle	σı	ه ۱	Nu	» I	<b>1</b> 5	^7	: ,		w	#
Public Public	+	۰	_		؛ ـ	۸.	.;	,	٠.	. ,
Unknown	,			, ,	۷,	ъ.	1 -	1 8	1 1-	<u></u>
Total	ŧ	12	٨	+	27	20	19	7	=	٥.
Railway (800-802)	100				,			,		
Hotor-vehicle traffic (810-825)	0.1	UK I	N 1	N 1	₽,	<b>~</b> t	:,	۰ ہ	<b>\ 1</b>	,
Motor-vehicle non-traffic (830-835)	,	,,,			. 5	1 6	, :	1 8	٠,	
Coner road ventole (Sec-Sec)	•	,		,	,	•			٠,	•
Alroraft (860-866)	. ,				'	• •		•		,
Poisoning by solid and liquid substances					1		-			
ortsoning by seems and more (see see)	•	,	'	,	•	,		'	,	N
Talls (900-904)	- 1		٠,	٠,	» ı	· 10		ю		,
Blow from falling object (910)		1	N) +	1 -		, ,	- 12		_	,
Hon-road webicle (911)	,			,	1	,	, ,	) :	1 1	
Machinery (912)	1	,	•		ı		•			
Electric current (914)			- 1	1	'			•	•	
Fire, hot substance, radiation (915-918)	_		, ,		- 1	. n	٠.		•	
Firearms (919)	12	,			1 1	10		•	-	10
Suffocation and other injury by foreign							•	•	•	_
body (920-923)	,		,		_	-				
Mechanical suffication (924, 925)	_	ı			, ,	٠,				
nimals (not being ridden) (927, 928)	•			'	,	•			•	,
Drowning (929)	,	ţ.		,	-				، ،	
Other accidents (926, 930-936)	•		1	,	201	١,				,
Complications due to non-therapeutic med-										
lost and surgical procedures (940-946)		,				•	,	1		
Therapeutic misadventure (950-959)	•		ı	,	· _	,		1		
Late effects of injury and poisoning	_	_				_	_	_		,
76/2	•	'	•	,		•		,		

PARLE VI. IRACHE RESULTING FROM ACCITIENTS ACCURATION TO COUNTY OF CONTINUENCE OF ACCITIENT, OKLAHOMA, 1959, (Continued)

Type of Accident	Летти	Muskogee	норте	Nowata	Okfuskse Oklahoma Okmulgee	0klahoma	Okmulgee	Onage	Ottawn	Pawnee
Total fatalities	0.0	37	13	10	13	144	88	22	25	7
Ocoupational	۱ د	310	۸ ۱	» ı	<b>₽</b> 10	8∘	7 12	v 10	÷ 6	2 1
Home Notor vehicle	υr	<b>w</b> (	0/	71	. w	57	٠.٤	, K	- 9	س-
Publio Unknown	1 1/3	u l	ijΝ	۲ ۱	NN	62	μU	1 1	10.1	1 +
Total	5	37	13	ы	ម	144	28	21	25	7
Railway (800-802)	, μ	, ,	V 1	, ,	<u>ہ</u> د	â ı	1 .	12 .	۱ ه	ا د
Motor-vehicle traffic (810-825)	10	1 4		110		n)	P	!	11.	
Other road wehicle (840-845)	٠,	, ,	1 1	, ,			۲,			
Aircraft (860-866)	,		,,		,	1	,		-	,
Poisoning by solid and liquid substances (870-888)		,	1	,	,	8 10	-	,	-	. ,
Poleoning by gases and vapors (890-895)	N 1	91	<b>+</b> 1	٠,	۲,	25	6.1	101	+	ю !
Blow from falling object (910)		10	,		,	10	- 1		+	
on-road vehicle (911)		. ,			ю 1	<b>#</b> I	<b>-</b> -	101		
Machinery (912) Outting and piercing instruments (913)	,	, ш	1	,	,	٠,	, ,,			
Electric current (914)		× v.			٠,	17 -		ادس	-	
Fire, hot substance, radiation (9127910)		10				10	_	1	1	,_
Sufficiation and other injury by foreign		,	,	_		,_		,	_	
unchanical suffocation (924, 925)	,	,	,	,	,	20	•	,	,	.,
Animals (not being ridden) (927, 928)	_	٠,	٠,	, ,	- 1	» ı	٠,	» I	- ,	
Drowning (929)		۰,		۱ ۲	w	٠,	۳,			,
Complications due to non-therapeutic med-	,	•					,	,	,	
ical and surgical procedures (950-959)										,
late effects of injury and poisoning	ì	1			,	<b>6</b>	_		-	,

Type of Accident	LeFlore	Lincoln	Logan	Love	Hc01ain	McCartain McIntosh	McIntosh	Major	Marshall	Hayes
Total fatalities	19	18	22	w	Ħ	19	22	7	#	16
Occupational Home Motor webiols	8371		±00.00	וומי	1001	·ww. 00 1	3 <sup>13</sup> 61	· P I W %	. 1	· ພ ຜ ພ ພ
Unknown	۶ ,	<b>6</b> ,	22 .	w	11	19	22	7	ŧ	ĸ
Total	19	. 5		·	:	ţ				. ;
Bailway (800-802)	, 1	, ,	p p=	» I	N 1	A 1	i .		- 1	٥,
Hotor-vehicle traffic (810-825)		, ,		1 8			. 8			2
Other read vehicle (840-845)	•	1	,	,		s 1	1 10	t		
Water transport (850-858)	ω 1			<b>-</b> 1	•	1 2	•	1		۲.
Poisoning by solid and liquid substances			_					ı	r	
Poisoning by gases and vapors (890-895)		, ,,	. 1	,		a 1	s 1	о <sub>т</sub>		۱ د
Jalls (900-904)	1 4	ь.				, ,		-		.,
Hon-road vehicle (911)	1	,	•	,	1		,	. ,		•
Hachinery (912)	,		,				- ,			
Outting and piercing instruments (913)		<b>-</b>			_	,		_	,	1
Fire, hot substance, radiation (915-918)	,_	,	. 10		- w		- w	•	-	ــــــــــــــــــــــــــــــــــــــ
Firearms (919)	-	,	_		-	-			,	,
Suffocation and other injury by loreign			,	ı	,	_		,	,	,
Mechanical suffocation (924, 925)		,		,	,	w	•	,		,
Animals (not being ridden) (927, 928)			- 1		1 1	٠,		۰,	۰,	μ,
Drowning (929)	,	_	ı	,		ю	•	•	٦	
Complications due to non-therapeutic med-										
loal and surgical procedures (940-946)		,			,		,			
Therapeutic missdventure (950-959)	,	,		,	,		1	,		
Late effects of injury and poisoning			2		,	_	,	1	,	
()00 /0//		Ī		Ī		ľ		Ī	Ì	

PLAILS VI. MAKES RESULTING TROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT, DYLANOMA, 1959, (Continued)

TABLE VI. DEATHS HESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCUPRENCE OF ACCIDENT, OXLAHOWA, 1950, (Continued)

Late effects of injury and poleoning (960-965)	,		,	1	,	1	1	1		
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			7							] [
Type of Assident	Техая	Tillman	Tulsa	Wagoner	Wash- ington	Washita	Woods	Ward-	Oklahoma Oity	Tules Oity
Total fatalities	8	6	911	9	91	n	10	12	68	72
Occupational	_	10	¥	,		1	ю	10	<b>5</b>	ב
Home		10	5		. i	y	100	٥	æ	'n.
Motor wehicle	٠,		ŧ	·w	+	w	10	8	. 2	=
Public	l N		₽.C	l N	<b></b>	<u>- u</u>		l N	F 0	<u>ء</u> د
Total	8	6	118	6	16	11	ъ	12	89	72
Eailway (800-802)		,	#		1		•		,	
Motor-wehicle traffic (810-825)	5	,	ت	w	w	u	10	ш	25	16
Motor-wehicle non-traffic (830-835)	1	,	1		_	,		_	1	_
Other road vehicle (840-845)	1	,	,	,				1	•	
Water transport (850-858)	,	. ,	, ,	,		. ,	٠,	, ,		
Alforate (000-000)		۰	u	,	,	-	-		,	
(870-888)		,	20						2	N
Poisoning by gases and vapors (890-895)	۲	,	00		,	1		·	10	
Talls (900-904)		N	. 26	1	v	w	23	w	24	20
Blow from falling object (910)		1	+	,	•	,		,	2	
Hon-road vehicle (911)				,	•					
Machinery (912)	,	۲	-	,	,	w	1	1	,	
Outting and pieroing instruments (913)		,		٠	. ,	,		•	. ,	
Electric current (914)	•	. ,	; <sub>10</sub>	•		,	. ,	٠,	۰,	
Fire, hot substance, radiation (915-918)		1	. 17	•	۰ ۱		٠,	4	12	
Firearms (919)	2	,	_			•	-	,	,	
hody (920-923)		ı	13			,			_	
Hechanical sufficiention (924, 925)			+:	_	_	,		. :	N) +	
Animals (not being ridden) (927, 928)		•	,		1	,				
Drowning (929)	•	ı	_		_	,	•		w	_
Other accidents (926, 930-936)	,	•	u		,	•		ı	,	
Complications due to non-therspentic med-										
toal and surgical procedures (940-946)	ı	•	,	,		,	,	,	,	
Therspentic missdventure (950-959)	,		,	,	1		,		,	
Late effects of injury and poisoning					,		,			
(060_066)	,	-	-		_	.1	,_	•	F	

1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	Type of Accident	Payne	P'ttsburg Pontotoo	Pontotoo	Potta-	Fur L-	Rills	Rogers	Seminole	Seminole Sequoyah Stephens	Stephens
ational 4 1 2 2 1 1 1 1 2 2 2 2 2 2 2 2 2 2 2 2	Total fatalities	26	20	16	21	7	τ	81	23	11	20
webicle traffic (\$10-025)  which constraints (\$10-025)  real which is meritating (\$19-035)  real which (\$10-025)  real which (\$10-02	Occupational Rome Kotor vehicle Public Unknown	14984	2762	1 \$1.00	1 602 1	Iwwpi	11116	10001	13851	14468	1 - 2 2 - 1
(900-995)  1 1 1 2 2 2 1 1 1 2 2 1 1 1 1 2 1 1 1 1	Total	26	20	16	21	7	1	18	23	Ħ	20
wastenanes    1	Reilway (800-802)		۲		_	•		•		,	
Hall the section of t	Motor-vehicle traffic (810-825)	9	9	+	7	w		8	۰6	_	Ħ
(800-895)   1   2   2   2   3   3   3   3   3   3   3	Motor-vehicle non-traffic (830-835)	•	٦	۲	w		,	,	2		
wastehanous 2 2 4 4 1 1 2 2 4 4 1 1 1 2 2 4 4 1 1 1 2 2 4 4 1 1 1 2 2 4 4 1 1 1 2 2 4 4 1 1 1 2 2 4 4 1 1 1 2 2 4 4 1 1 1 1	Water transport (840-845)				, ,	N 1	. ,	٠.			٠.
### Annual Property of the Control o	Alroraft (860-866)			,	2					•	
(890-895)  (890-895)  (890-895)  (913)  (915-916)  (915	Poisoning by solid and liquid substances	ı	ı		ı		1		1	ه	ı
6 9 2 2 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Poisoning by games and vanors (800-804)	, ,			1 1			. ب	, م	ء د	
## (912)  1	Inila (900-904)	6	w	20	4				٠,		89
The (9(3))  1	Blow from falling object (910)		י	,			,		μ	,	•
tas (912)  (915–918)  4 1 2 3 2 1 1 2 3 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Non-road webicle (911)	,	,		,		٠,	,		,	,
(1915-2015)  (1915	Hachinery (912)	•	,	,	,	,	۰	,	,	,	•
(915-918)	Cutting and pieroing instruments (913)	٠,		, ,	٠,			٠.			
7 Total (gall 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Fire, hot substance, radiation (915-918)	#1	23	w		_		w	4	_	2
W Foresten  W Foresten  1	Firearms (919)	2		u	N	_		_	_	,,	
7(7,908) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Suffocation and other injury by foreign					,		•	,	,	
77, 928) 3 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Hechanical suffocation (924, 925)	•	,	-					,		N 1
9 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Animals (not being ridden) (927, 928)			,	•	,			-	,	
positio seed- (9(0-966) - 1	Drowning (929)	w	,	ю	<u>سر</u>			ŧ	۲	۲	,
populate media (1900-2916) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Other accidents (926, 930-936)	,	۲	•	•	,	,	μ		,	•
946)	Complications due to non-therapeutic med-										
1	toal and surgical procedures (940-946)	,	_	,	1	,	,	,			
	Therapeutic misadventure (950-959)		,				ı	,		,	
	Late effects of injury and poleoning	,		•	,	•					,