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

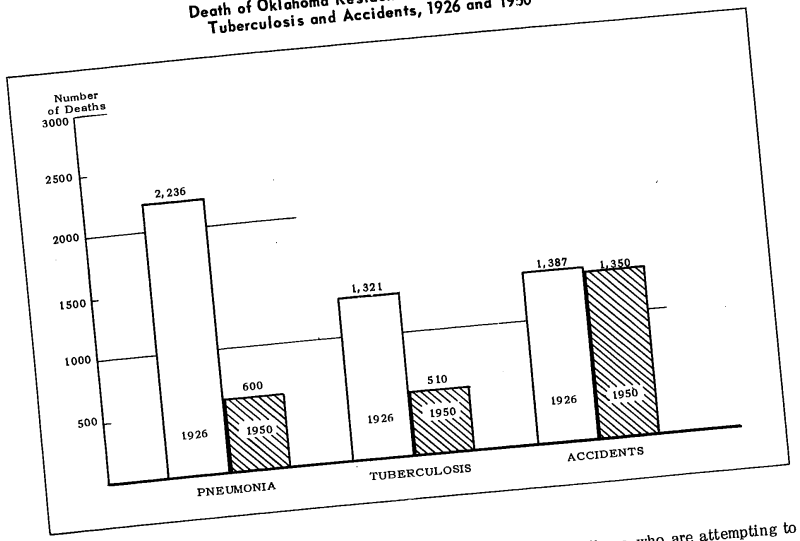
Age in Years	Total Deaths	Accidental Deaths			Age in Years	Total Deaths	Accidental Deaths		
		Number	Per Cent	Position as Cause of Death			Number	Per Cent	Position as Cause of Death
All Ages	19,431	1,350	6.9	4	25-34	509	156	30.6	1
					35-44	939	129	13.7	3
0-4	1,814	146	8.0	2	45-54	1,744	130	7.5	3
5-9	132	47	35.6	1	55-64	2,745	104	3.8	4
10-14	99	39	39.4	1	65-74	4,379	129	2.9	4
15-19	225	111	49.3	1	75 & over	6,573	248	3.8	5
20-24	236	104	44.1	1	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 assigned 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 certificates filed in those states for deaths occurring there to residents of Oklahoma. Thus 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 and cities, 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

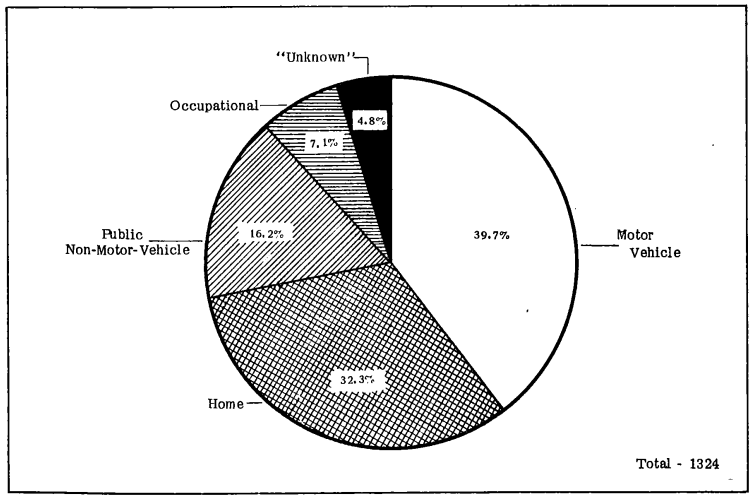
For use in computing death rates due to accidents, figures from the preliminary and advance reports of the Census Bureau were used for the 1950 population.

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

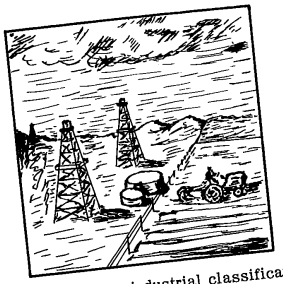


The second classification is that developed by the National Safety Council, providing for five categories of accidents - Occupational, Home, Motor-Vehicle, Public Non-Motor-Vehicle, and Unknown - and for sub-categories within the first four of these groups. Chart 2, above, shows the precentages of the 1,324 accidental deaths reported in 1950 assigned to each of the five major National Safety Council categories. The way in which the assignment was made is discussed in later sections of this bulletin. Assignment to the sub-categories depended on the International List code, which the National Safety Council classification essentially summarizes for special purposes. The complete breakdown has been used in Tables I, II, and V, and the five-group classification in Tables III and VI.

The third classification is the "Manner of Injury" breakdown used in preparing tabulations of non-motor-vehicle accidents for the National Office of Vital Statistics in the previously-mentioned cooperative program. In this system, all accidents involving a given manner of injury are classified together regardless of the circumstances. For example, all falls are included in a single category, whereas in the E Code and National Safety Council system, falls from vehicles, for example, are assigned to the vehicle involved. This classification, somewhat abridged, has been used in Table IV, and Charts 7, 8, and 9. In addition, the home accidents included in Table 3 were selected according to the rules for the NOVS tabulations.

The plan of the remaining discussion follows in a general way the five major categories of 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 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 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 to "Motor-Vehicle" or "Public Non-Motor-Vehicle," according to the case.)

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

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 importance of these industries in Oklahoma's economy. In both categories, more accidents were due to machinery than to any other cause, nine in the first category and seven in the second. Five of the farm machinery accidents involved tractors. For example, a farmer was plowing with a tractor, pulling too heavy a load. The tractor overturned, crushing the driver. One farmer was injured by a power saw, and one was struck by a road grader. In other farm accidents, one man fell from the roof of a barn; another fell from a haystack. Two farmers died as the result of kicks from horses. While carrying a sack of feed to the barn, a farmer slipped on the icy ground, incurring injuries which resulted in his death.

Besides the accidents due to machinery at mines and oil wells, seven accidents in this category were due to blows from falling objects (struck by coal which victim was loading, crushed by falling rock in mine, caught under falling oil derrick, etc.), and three to injury by electricity.

Construction accidents accounted for 18 deaths, five of which involved machinery. One death was due to a fall from a ladder. (A carpenter was carrying a heavy timber up a ladder when he fell.) Five were due to other falls from higher levels. Manufacturing and service industry accidents 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 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. 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 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 will 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 the deaths due to accidents has 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 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

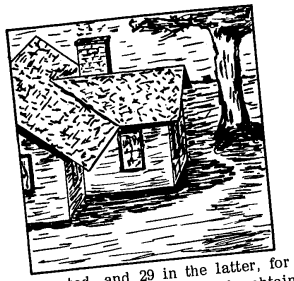
Accidents as a Cause of Death* in Various Occupational Groups
Oklahoma, 1950

Occupational Group ✓	Total Deaths	Accidental Deaths			
		All Accidents		Motor-Vehicle Accidents	Non-Motor-Vehicle Accidents
		Number	Per Cent of Total Deaths		
Total fatalities	19,431	1,350	6.9	522	828
Professional, technical and kindred workers	700	35	5.0	14	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	11	5
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.

HOME ACCIDENTS



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

The National Safety Council category, "Home," included all deaths due to homes or in resident institutions. During the year, 398 accidents in the former location were reported, and 29 in the latter, for a total of 427, compared with 489 in 1949. Considerable information about them may be obtained from the tables in the Appendix.

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 75 years and over). Home accidents were preponderantly of the youngest and oldest age groups.

Since many old people suffer accidents in the home - - accidents which may not be very severe, but which cause the patient to be bedfast and eventuate in death - - the length of time between injury and death may be quite great. Table 3, below, is a portion of a table which was prepared for the National Office of Vital Statistics, using that office's definition of a home accident. Following the definition, the 29 accidents occurring in resident institutions were excluded, and nine non-motor-vehicle transport accidents and 14 "late effects," included elsewhere in the National Safety Council categories, were added to the number. The total of 421 accidents, then, included in Table 3, may be taken to be the number of accidents occurring in a home, in the usual sense, which resulted in death in 1950. From this table it will be seen that the duration of injury increased, in a general way, with the age of the decedent. One may readily visualize the economic loss, to say nothing of the suffering of the patient and his family, resulting from the fact that these people were bedfast many months.

TABLE 3

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

Age at Death in Years	Total	DURATION OF INJURY									
		Less than 1 day	1-2 days	3-6 days	7-14 days	15-27 days	28 days to 2 months	3-5 months	6-11 months	1 year & over	Not stated
Total home fatalities	421	194	44	39	45	26	36	7	5	14	11
Under 1	39	35	2	2	-	-	-	-	-	-	-
1-4	52	41	7	2	1	-	-	-	-	-	1
5-9	19	13	4	-	2	-	-	-	-	-	-
10-14	3	3	-	-	-	-	-	-	-	-	-
15-19	8	6	1	1	-	-	-	-	-	-	-
20-24	10	8	-	2	-	-	-	-	-	-	-
25-34	14	10	1	1	-	-	2	-	-	1	-
35-44	20	13	1	-	-	-	-	-	-	-	-
45-54	17	8	4	3	2	-	-	-	-	-	-
55-64	23	17	5	1	1	2	1	-	-	-	-
65-74	49	15	2	6	-	2	1	1	1	2	2
75-84	91	17	6	10	7	4	5	1	3	3	6
85 and over	75	8	7	11	18	10	13	4	1	8	2
Not stated	1	-	5	-	13	10	15	2	-	-	-
			-	-	1	-	-	-	-	-	-

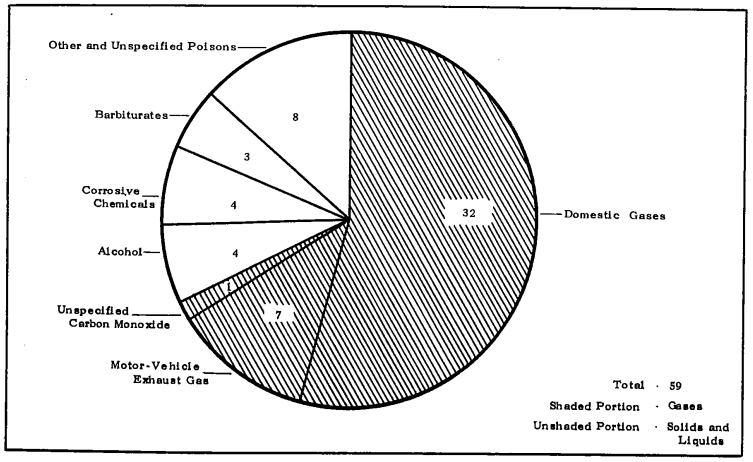
The most common type of accident among these elderly persons was a fall on the same level, resulting in a fracture of the hip (neck of the femur). Descriptions of such accidents on the death certificates and questionnaires include the following phrases: "Slipped on bathroom floor." "Fell on floor." "Tripped over footstool." "Just fell." "Leg gave way and fell." "Slipped on the slick linoleum." These accidents are particularly difficult to prevent on account of the minor nature of the hazards sufficient to cause them.

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.

Since 41 of the 59 deaths for which the manner of injury was poisoning were considered home-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 inhalation of exhaust gas from parked cars. The 19 deaths from solid and liquid poisons do not include deaths from alcoholism, or food poisoning due to pathogenic organisms.

CHART 3

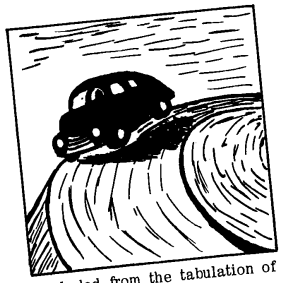
Deaths from Poisonings Oklahoma, 1950



Not included in the National Safety Council "Home" total were 23 other accidents which occurred 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 after the accident, in Table 3) were the result of falls, one was due to burns from the explosion of a pressure cooker two years before, and the cause of the fourteenth one was unspecified.

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

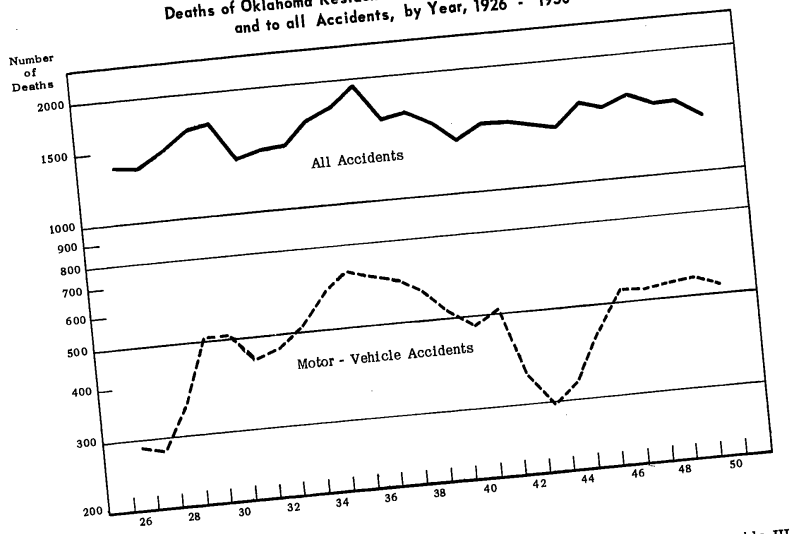
MOTOR-VEHICLE ACCIDENTS



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 was being used for transportation on a public road. Furthermore, deaths from injuries due to motor vehicles were not included in the motor-vehicle categories if the death occurred a year or more after the accident. There were two such deaths in 1950, which were given the code E960 and included in the "Unknown" category in the National Safety Council classification, for reasons explained in another section of this bulletin. These two cases were 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.

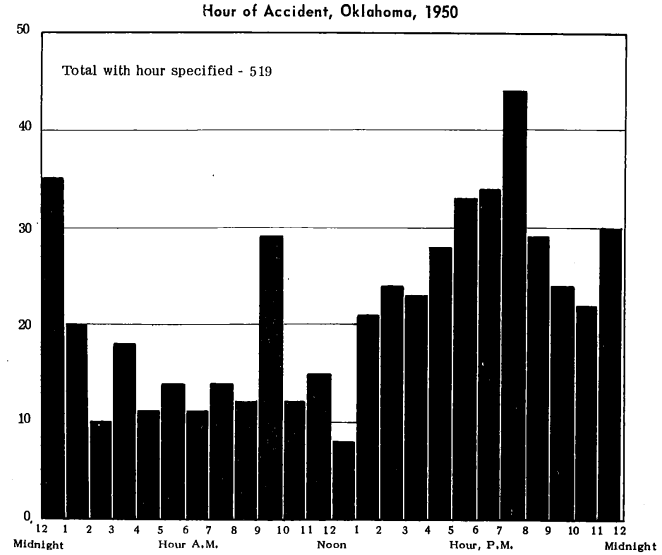
In addition to the 494 traffic accidents, 32 non-traffic accidents resulted in death in 1950. These included such accidents as the following: A child was run over by a truck in the home driveway. A car ran the barricade on a road under construction, struck a hole and overturned, killing the driver. A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

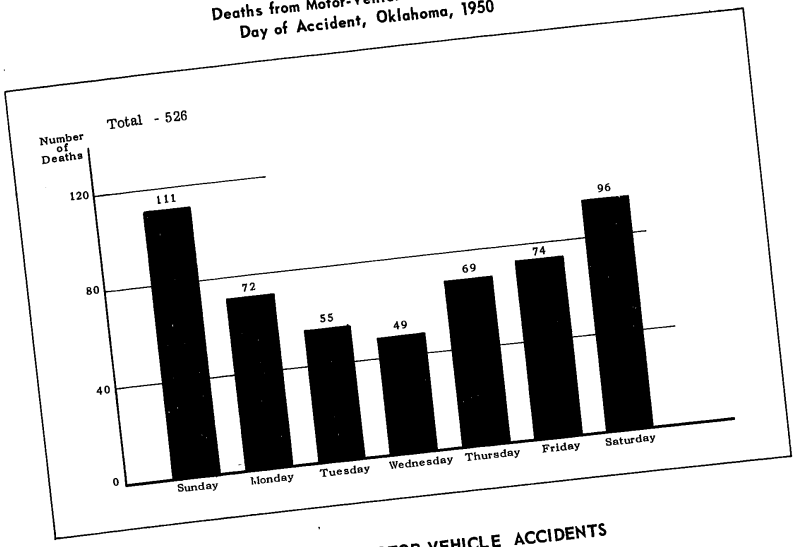
Deaths from Motor-Vehicle Accidents, by Hour of Accident, Oklahoma, 1950



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

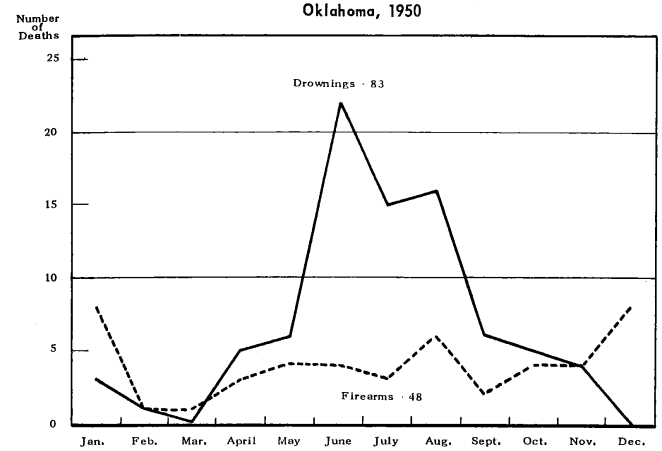
The category, "Public Non-Motor-Vehicle Accidents," includes all non-motor-vehicle transport accidents, whether occupational or not, and all other non-occupational accidents which occurred in a public place.

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 the like. This number is in addition to 24 who were killed in collisions between trains and motor vehicles. No accidental deaths of railway passengers were reported during the year. Of the 27 airplane accidents, 15 were considered to be occupational. No occupational water transport accidents 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 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 injury was drowning. The distribution by months of these deaths is shown in Chart 7, below. As might be expected, the 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	-	-
Falls on same level (903)	2	2	-	-
Unspecified falls (904)	21	18	3	-
Hot substance, corrosive liquid, steam (917)	2	2	-	-
Firearms (919)	1	1	-	-
Suffocation by food (921)	1	1	-	1
Drowning (929)	3	1	1	1
Excessive cold (932)	2	1	-	-
Cataclysm (934)	2	1	1	1
Other and unspecified accidents (936)	4	3	-	-
Complications of inoculation (944)	1	1	-	-
Late effects of motor-vehicle accidents (960)	2	2	-	-
Late effects of other accidents (962)	19	18	-	1

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 accidental deaths per 100,000 estimated population in each age group). The group "75 years 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 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

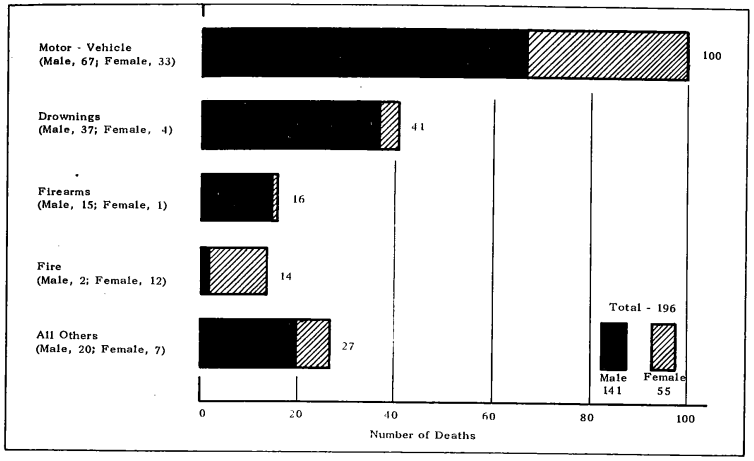
Accidental Deaths, Number and Rate, by Age Group
Oklahoma, 1950

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	24.4
55-64	107	57.8	53	28.6	54	29.2
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 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 imporatnce 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. Bedclothing 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

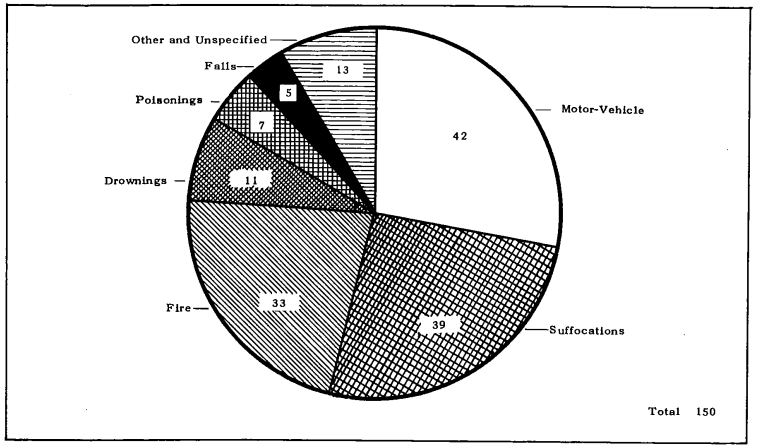


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TABLE I. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA
NUMBER AND PER CENT BY TYPE OF ACCIDENT, 1945-1950

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	3	0.2	9	0.6	16	1.0	8	0.6	20	1.4	18	1.4
Transportation	15	0.9	10	0.7	7	0.4	6	0.4	16	1.1	4	0.3
Public utilities			1	0.1	1	0.1	1	0.1	13	0.9	5	0.4
Trade	5	0.3	1	0.1	1	0.1	28	1.9	9	0.6	2	0.2
Service	1	0.1	29	1.9	18	1.1			3	0.2	8	0.6
Other specified industry	33	2.1							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									104	7.0	108	8.2
Not substance, corrosive liquid, steam	166	10.3	131	8.7	103	6.5	135	9.3	11	0.7	3	0.2
Mechanical suffocation	22	1.4	30	2.0	25	1.6	24	1.7	23	1.6	28	2.0
Firearms	24	1.5	52	3.5	25	1.6	16	1.1	19	1.3	28	2.0
Falls on same level	197	12.3	192	12.8	234	14.8	204	14.1	70	4.7	117	8.8
Falls to different level or unspecified									169	11.4	70	5.3
Other specified home accidents	76	4.7	85	5.7	84	5.3	66	4.6	54	3.6	42	3.2
Unspecified home accidents									7	0.5	-	-
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	104	7.0	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	41	2.6	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 pedal cyclist	6	0.4	7	0.5	7	0.44	3	0.2	8	0.5	6	0.5
Collision with animal-drawn vehicle or animal												
Collision with fixed object	-	-	5	0.3	1	0.1	4	0.3	1	0.1	4	0.3
Non-collision	35	2.2	44	2.9	34	2.2	23	1.6	19	1.3	19	1.4
Other and unspecified accident	91	5.7	152	10.1	128	8.1	154	10.6	151	10.2	160	12.1
	11	0.7	14	0.9	13	0.8	4	0.3	11	0.7	19	1.4
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	4	0.2	-	-	2	0.1	-	-	-	-	-	-
Other vehicle - not with motor vehicle	6	0.4	5	0.3	7	0.4	3	0.2	5	0.3	13	1.0
Water transportation	5	0.3	5	0.3	53	3.4	2	0.1	19	1.3	11	0.8
Air transportation	53	3.3	53	3.5	15	1.0	55	3.8	45	3.0	27	2.0
Fire, explosion of combustible material			28	1.9	71	4.5	11	0.8	6	0.4	2	0.2
Not substance, corrosive liquid, steam	6	0.4	61	4.1	25	1.6	80	5.5	-	-	-	-
Drowning	63	3.9	37	2.5	36	2.3	32	2.2	45	3.0	58	4.4
Firearms	33	2.1	43	2.9	169	10.7	40	2.8	22	1.5	22	1.7
Falls on same level	42	2.6	30	2.0	24	1.5	56	3.9	13	0.5	16	1.2
Falls to different level or unspecified			41	2.7			13	0.9	8	0.5	9	0.7
Other specified public accidents	140	8.7							33	2.2	36	2.7
Unspecified public accidents	28	1.7							1	0.1	1	0.1
Type of accident unknown									78	5.3	63	4.8

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	-	2	3	1	2	2	4	-	1	-
Mining, quarrying, oil and gas wells	26	-	-	3	1	4	1	1	5	1	3	3	4	-
Manufacturing	8	-	-	3	1	-	1	-	-	-	1	1	-	-
Construction	18	-	1	1	1	2	2	-	1	2	4	1	2	1
Transportation	4	-	-	2	-	-	-	-	-	-	1	-	-	-
Public utilities	5	-	-	1	-	1	-	1	1	-	-	-	-	-
Trade	2	1	-	-	1	-	-	-	-	-	1	-	-	-
Service	8	-	3	1	1	-	-	1	-	2	-	-	-	-
Other specified industry	1	-	-	-	-	-	1	-	-	-	-	-	-	-
Unspecified industry	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Home total	427	49	36	45	41	31	29	27	34	22	26	27	52	8
Poisonings (gas excepted)	14	-	1	2	1	2	1	2	2	1	1	-	-	1
Poisonings by gases and vapors	27	8	4	1	-	1	-	-	-	-	-	1	12	-
Fire, explosion of combustible material	108	20	11	10	8	5	5	9	5	2	2	11	20	-
Hot substance, corrosive liquid, steam	3	-	-	1	1	-	-	-	-	-	-	-	-	1
Mechanical suffocation	26	3	2	4	1	4	3	-	2	2	3	1	8	-
Firearms	20	1	-	1	3	1	2	1	5	2	2	-	3	3
Falls on same level	117	11	13	13	9	9	7	6	9	10	11	8	5	3
Falls to different level or unspecified	70	3	4	10	9	4	5	6	7	3	6	5	2	-
Other specified home accidents	42	3	1	3	9	5	6	3	4	4	1	1	-	-
Unspecified home accidents	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Motor-vehicle total	526	31	32	40	49	50	42	45	43	46	55	42	51	-
Injury to pedestrian	86	4	6	4	6	10	6	8	15	9	7	6	5	-
Collision with other motor vehicle	208	16	16	11	17	21	21	15	11	20	21	19	20	-
Collision with railroad train	24	2	-	3	1	2	2	1	-	5	4	1	3	-
Collision with street car	-	-	-	-	-	-	-	-	3	1	-	-	1	-
Injury to pedal cyclist	6	-	-	1	-	-	-	-	-	-	-	2	-	-
Collision with animal-drawn vehicle or animal	4	-	-	1	-	-	2	-	3	-	-	3	1	-
Collision with fixed object	19	1	-	-	-	2	10	3	10	8	19	11	17	-
Non-collision	160	8	9	18	21	12	1	17	1	2	4	-	-	-
Other and unspecified accident	19	-	1	2	4	3		1						
Public non-motor-vehicle total	214	20	9	11	13	19	34	22	26	14	12	20	14	-
Railroad - not with motor vehicle	19	1	2	2	-	4	2	1	2	4	1	-	-	-
Street car - not with motor vehicle	-	-	-	-	1	-	-	1	-	2	2	2	-	-
Other vehicle - not with motor vehicle	13	2	2	-	1	-	2	2	3	2	1	6	3	-
Water transportation	11	-	-	1	2	3	5	3	1	1	-	-	-	-
Air transportation	27	-	1	2	-	-	-	-	-	-	-	-	-	-
Fire, explosion of combustible material	2	-	1	-	-	-	-	-	-	-	-	-	-	-
Hot substance, corrosive liquid, steam	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Drowning	58	1	-	-	3	6	19	10	8	4	4	3	4	-
Firearms	22	6	1	-	-	3	2	1	1	1	-	1	1	-
Falls on same level	16	6	2	1	2	1	-	-	-	-	2	-	1	-
Falls to different level or unspecified	9	1	-	1	-	2	2	2	8	-	2	4	5	-
Other specified public accidents	36	2	-	5	4	-	-	4	-	-	-	-	-	-
Unspecified public accidents	1	1	-	-	-	-	-	-	-	-	-	-	-	-
Type of accident unknown	63	5	5	4	1	2	2	3	4	3	3	4	5	22

TABLE III. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY TYPE OF ACCIDENT, MURDER AND RACE, BY RACE, AND BY URBAN AND RURAL LOCATION, 1950

Type of Accident	Estimated population, April 1, 1950	Total		White		Negro		Indian		Urban		Rural	
		2,233,351		2,032,554		172,574		63,125		1,205,232		1,127,619	
		Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate	Number	Rate
Total fatalities		1,324	59.3	1,186	58.4	93	54.0	45	71.3	435	36.3	889	78.8
Occupational		94	4.2	94	4.6	0	-	0	-	8	0.7	86	7.6
Home		427	19.1	387	19.0	40	23.2	0	-	36	3.0	391	34.7
Motor vehicle		526	23.5	484	23.8	42	24.3	0	-	240	19.9	286	25.4
Public		214	9.6	185	9.1	29	16.8	0	-	36	3.0	178	15.8
Unknown		63	2.8	54	2.7	5	2.9	4	6.3	27	2.4	96	8.5
Total		1,324	59.3	1,186	58.4	93	54.0	45	71.3	435	36.3	889	78.8
Railway (800-802)		19	0.9	14	0.7	2	1.5	3	4.8	11	0.9	8	0.7
Motor-vehicle traffic (810-825)		496	22.1	457	22.5	21	15.3	16	25.3	27	2.3	469	41.6
Motor-vehicle non-traffic (830-835)		32	1.4	27	1.3	4	2.9	1	1.6	1	0.1	31	2.8
Other road vehicle (840-845)		13	0.6	12	0.6	1	0.7	-	-	1	0.1	12	1.1
Water transport (850-859)		27	1.2	27	1.3	-	-	1	1.6	-	-	27	2.4
Aircraft (860-869)													
Poisoning by solid and liquid substances (870-888)		19	0.9	17	0.8	1	1.5	-	-	1	0.1	18	1.6
Poisoning by gases and vapors (890-895)		40	1.8	40	2.0	0	-	0	-	0	-	40	3.5
Fall (900-929)		248	11.1	235	11.6	14	8.1	1	1.6	8	0.7	240	21.3
Blow from falling object (930)		22	1.0	22	1.1	0	0.0	0	-	0	-	22	2.0
Non-road vehicle (911)		1	0.0	1	0.0	0	-	0	-	0	-	1	0.1
Machinery (912)		25	1.1	25	1.2	0	-	0	-	0	-	25	2.2
Cutting and piercing instruments (913)		2	0.1	2	0.1	0	-	0	-	0	-	2	0.2
Explosion of boiler (914)		5	0.2	5	0.2	0	-	0	-	0	-	5	0.4
Fire, hot substances, radiation (915-918)		125	5.6	124	6.1	1	0.6	0	-	2	0.2	123	10.9
Firearms (919)		48	2.1	42	2.1	3	2.2	3	4.8	6	0.5	42	3.7
Suffocation and other injury by foreign body (920-922)													
Mechanical suffocation (924, 925)		14	0.6	13	0.6	1	0.7	0	-	0	-	14	1.2
Animals (not biting riders) (927, 928)		23	1.0	23	1.1	0	-	0	-	0	-	23	2.0
Drowning (929)		76	3.4	69	3.4	4	2.9	3	4.8	9	0.8	67	5.9
Other accidents (926, 930-936)		33	1.5	26	1.3	4	2.9	3	4.8	6	0.5	27	2.4
Complications due to non-therapeutic medical and surgical procedures (940-946)		1	0.0	1	0.0	0	-	0	-	0	-	1	0.1
Emotional disturbances (950-958)		-	-	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)		21	0.9	20	1.0	-	-	1	1.6	11	1.0	10	0.9

Rates represent numbers per 100,000 estimated population.
Code numbers are the E code of the International Statistical Classification.

TABLE IV. DEATHS FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY HOUR OF INJURY, BY MANNER OF INJURY, 1950

Hour of Injury	Total	Falls	Struck by Person or Object	Drowned	Contact with Fire or Hot Substance	Shot	Poisonous Gas or Fumes	Solid or Liquid Poison	Suffocated	Exposure	Struck by Lightning	Motor Vehicle Accidents	Other	Unspecified
Total fatalities	1,324	308	79	83	116	46	40	19	47	8	4	328*	38	6
Midnight - 12:59 a.m.	35	-	-	-	-	-	-	-	2	-	-	35	-	-
1:00 a.m. - 1:59 a.m.	30	2	1	1	6	1	1	-	4	-	-	20	1	-
2:00 a.m. - 2:59 a.m.	21	3	1	1	3	1	1	-	3	-	-	10	1	-
3:00 a.m. - 3:59 a.m.	31	2	1	1	2	1	1	-	1	1	-	16	1	-
4:00 a.m. - 4:59 a.m.	14	1	1	4	1	1	1	1	1	1	-	11	1	-
5:00 a.m. - 5:59 a.m.	29	3	3	1	2	1	1	1	1	1	-	14	1	-
6:00 a.m. - 6:59 a.m.	23	6	1	1	1	1	1	1	1	1	-	11	1	-
7:00 a.m. - 7:59 a.m.	27	6	2	1	1	1	1	1	1	1	-	14	1	-
8:00 a.m. - 8:59 a.m.	24	10	3	4	4	1	1	1	2	1	-	14	1	-
9:00 a.m. - 9:59 a.m.	26	2	1	1	1	1	1	1	1	1	-	12	1	-
10:00 a.m. - 10:59 a.m.	53	17	2	4	1	3	2	1	2	1	-	29	2	-
11:00 a.m. - 11:59 a.m.	50	10	6	2	4	1	1	1	1	1	-	29	2	-
Noon - 12:59 p.m.	28	6	4	1	6	1	1	1	2	1	-	16	1	-
1:00 p.m. - 1:59 p.m.	56	16	3	2	3	1	1	1	4	1	-	24	2	-
2:00 p.m. - 2:59 p.m.	70	14	2	1	3	1	1	1	1	1	-	23	2	-
3:00 p.m. - 3:59 p.m.	58	8	4	4	2	1	1	1	2	1	-	23	1	-
4:00 p.m. - 4:59 p.m.	71	11	4	4	1	1	1	1	1	1	-	24	3	-
5:00 p.m. - 5:59 p.m.	82	11	5	2	10	2	1	1	1	1	-	34	1	-
6:00 p.m. - 6:59 p.m.	46	7	2	1	3	2	1	1	1	1	-	29	1	-
7:00 p.m. - 7:59 p.m.	34	2	1	1	2	1	1	1	1	1	-	29	1	-
8:00 p.m. - 8:59 p.m.	29	3	1	2	1	1	1	1	1	1	-	22	1	-
9:00 p.m. - 9:59 p.m.	29	2	1	1	2	1	1	1	1	1	-	22	1	-
10:00 p.m. - 10:59 p.m.	48	3	4	1	5	1	1	1	1	1	-	30	1	-
11:00 p.m. - 11:59 p.m.	267	129	14	21	12	6	24	9	19	6	2	7	12	6
Hour not stated														

* This number includes two deaths from back effects of motor-vehicle accidents, which have the International list code B960 and are included in the "Unknown" category in the National Safety Council classification.

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													
		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
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	6	3	4	5	-
Female	31	1	6	2	-	1	1	1	5	-	1	-	4	8	1
Indian: Male	28	3	2	1	-	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 wells	26	-	-	-	-	1	4	2	4	6	7	2	-	-	-
Manufacturing	8	-	-	-	-	-	-	1	3	-	1	3	-	-	-
Construction	18	-	-	-	-	1	2	4	3	1	4	-	1	2	-
Transportation	4	-	-	-	-	-	-	-	-	2	1	1	-	-	-
Public utilities	5	-	-	-	-	-	1	-	2	-	-	1	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	-	-	1	-	-	-	2	2	2	3	-
Female	20	1	4	2	-	-	1	-	2	-	1	-	2	7	-
Indian: Male	4	2	1	-	-	-	-	-	-	-	-	-	-	1	-
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													
		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	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	1	-
Female	8	-	2	-	-	1	-	1	2	-	-	-	1	-	1
Indian: Male	11	-	1	-	-	1	4	1	1	1	2	-	-	-	-
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	1	2	1	-	1	2	-
Negro: Male	17	-	1	2	6	1	-	-	2	1	2	1	-	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	9	12	12	7	1	1	4	4	-	-	1	-
Firearms	22	-	1	-	7	3	3	2	-	2	4	-	-	-	-
Falls on same level	16	-	-	-	-	-	-	-	-	-	3	2	5	6	-
Falls to different level or unspecified	9	-	-	-	-	-	-	-	1	1	2	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	-	-	2	-	1	3	20	-
Negro: Male	3	-	-	-	-	2	-	-	-	-	-	-	1	-	-
Female	2	-	-	-	-	-	-	-	-	-	-	-	1	1	-
Indian: Male	3	1	-	-	-	-	1	-	-	-	-	1	-	-	-
Female	1	-	-	-	-	-	-	-	-	1	-	-	-	-	-

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

Type of Accident	State	Adair	Alfalfa	Atoka	Beaver	Beckham	Blaine	Bryan	Caddo	Canadian
Total fatalities	1,324	8	9	7	6	15	9	15	22	20
Occupational	94	-	-	-	1	1	-	1	2	-
Home	427	2	3	-	-	5	3	4	7	4
Motor vehicle	526	5	3	5	4	6	2	1	8	13
Public	214	1	1	1	1	2	3	9	4	2
Unknown	63	-	2	1	-	1	1	-	1	1
Total	1,324	8	9	7	6	15	9	15	22	20
Railway (800-802)	19	-	-	-	-	-	1	1	-	-
Motor-vehicle traffic (810-825)	494	5	2	5	4	6	-	1	8	13
Motor-vehicle non-traffic (830-835)	32	-	1	-	-	-	2	-	-	-
Other road vehicle (840-845)	13	-	-	-	-	-	-	1	-	-
Water transport (850-858)	11	-	1	-	-	-	-	1	-	-
Aircraft (860-866)	27	-	-	-	-	2	-	2	-	-
Poisoning by solid and liquid substances (870-888)	19	1	-	-	-	-	-	-	-	-
Poisoning by gases and vapors (890-895)	40	-	-	-	-	3	-	-	-	-
Falls (900-904)	254	1	4	1	-	2	2	4	6	2
Blow from falling object (910)	22	-	-	-	1	-	-	-	-	-
Non-road vehicle (911)	1	-	-	-	-	-	-	-	-	-
Machinery (912)	25	-	-	-	-	1	-	-	1	-
Cutting and piercing instruments (913)	5	-	-	-	-	-	-	-	-	1
Electric current (914)	18	-	-	-	-	-	-	-	-	-
Fire, hot substance, radiation (915-918)	125	-	-	-	-	-	2	1	3	2
Firearms (919)	48	-	-	-	-	-	-	-	-	-
Suffocation and other injury by foreign body (920-923)	14	-	-	-	-	-	-	-	-	-
Mechanical suffocation (924, 925)	27	-	-	-	-	1	-	-	1	1
Animals (not being ridden) (927, 928)	5	-	-	-	-	-	-	1	-	-
Drowning (929)	70	1	-	1	1	-	2	2	2	1
Other accidents (926, 930-936)	33	-	-	-	-	-	-	1	-	-
Complications due to non-therapeutic medical and surgical procedures (940-946)	1	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	21	-	1	-	-	-	-	-	1	-

Type of Accident	Carter	Cherokee	Choctaw	Cimarron	Cleveland	Coal	Comanche	Cotton	Craig	Creek
Total fatalities	18	11	25	1	29	4	40	6	11	28
Occupational	2	1	1	-	1	-	3	-	-	2
Home	3	4	10	-	16	1	15	2	5	13
Motor vehicle	6	2	8	-	7	3	16	4	5	9
Public	5	3	6	1	3	-	5	-	-	3
Unknown	2	1	-	-	2	-	1	-	1	1
Total	18	11	25	1	29	4	40	6	11	28
Railway (800-802)	-	-	-	-	-	-	1	-	-	-
Motor-vehicle traffic (810-825)	6	1	7	-	7	2	13	4	5	9
Motor-vehicle non-traffic (830-835)	-	1	1	-	-	1	3	-	-	-
Other road vehicle (840-845)	-	-	-	-	-	-	1	-	-	-
Water transport (850-858)	2	-	-	-	-	-	-	-	-	-
Aircraft (860-866)	-	-	-	-	-	-	1	-	-	-
Poisoning by solid and liquid substances (870-888)	-	1	-	-	-	-	4	-	-	-
Poisoning by gases and vapors (890-895)	1	-	1	-	1	-	-	-	-	-
Falls (900-904)	-	1	2	-	13	-	3	1	5	12
Blow from falling object (910)	-	-	-	-	-	-	-	-	-	1
Non-road vehicle (911)	-	-	-	-	-	-	-	-	-	-
Machinery (912)	-	1	-	-	-	-	2	-	-	1
Cutting and piercing instruments (913)	-	-	1	-	-	-	-	-	-	-
Electric current (914)	1	-	1	-	-	-	-	-	-	-
Fire, hot substance, radiation (915-918)	2	-	5	-	-	1	6	-	-	3
Firearms (919)	-	2	2	1	4	-	1	-	-	-
Suffocation and other injury by foreign body (920-923)	-	-	1	-	-	-	2	-	-	-
Mechanical suffocation (924, 925)	1	1	-	-	1	-	1	-	-	1
Animals (not being ridden) (927, 928)	-	-	-	-	-	-	-	-	-	-
Drowning (929)	3	2	3	-	1	-	1	1	-	-
Other accidents (926, 930-936)	2	1	1	-	-	-	-	-	1	1
Complications due to non-therapeutic medical and surgical procedures (940-946)	-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	-	-	-	-	2	-	1	-	-	-

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

Type of Accident	Custer	Delaware	Dewey	Ellis	Garfield	Garvin	Grady	Grant	Greer	Harmon
Total fatalities	14	12	6	4	27	20	19	7	11	6
Occupational	1	-	-	1	2	1	1	-	-	-
Home	3	-	3	-	5	7	6	3	3	4
Motor vehicle	6	6	2	2	14	6	11	2	7	-
Public	4	6	1	1	1	5	1	2	1	1
Unknown	-	-	-	-	5	1	-	-	-	1
Total	14	12	6	4	27	20	19	7	11	6
Railway (800-802)	2	-	-	-	-	-	-	2	-	-
Motor-vehicle traffic (810-825)	6	5	2	2	14	6	11	2	6	-
Motor-vehicle non-traffic (830-835)	-	1	-	-	-	-	-	-	1	-
Other road vehicle (840-845)	-	1	-	1	-	-	-	-	-	-
Water transport (850-858)	-	1	-	-	-	-	-	-	-	-
Aircraft (860-866)	-	-	-	-	-	2	-	-	-	-
Poisoning by solid and liquid substances (870-888)	-	-	-	-	-	-	-	-	-	2
Poisoning by gases and vapors (890-895)	-	-	-	-	-	2	-	2	-	-
Falls (900-904)	1	-	1	1	8	3	2	1	1	-
Blow from falling object (910)	-	-	2	-	1	-	1	-	-	-
Non-road vehicle (911)	-	-	-	-	-	-	-	-	-	-
Machinery (912)	1	-	-	-	-	-	-	-	-	-
Cutting and piercing instruments (913)	-	-	-	-	-	-	-	-	-	-
Electric current (914)	-	-	1	-	-	2	-	-	-	-
Fire, hot substance, radiation (915-918)	1	-	-	-	-	3	5	-	1	2
Firearms (919)	2	-	-	-	-	-	-	-	-	1
Suffocation and other injury by foreign body (920-923)	-	-	-	-	1	1	-	-	-	-
Mechanical suffocation (924, 925)	1	-	-	-	-	-	-	-	-	-
Animals (not being ridden) (927, 928)	-	-	-	-	-	-	-	-	-	-
Drowning (929)	-	4	-	-	1	1	-	-	2	-
Other accidents (926, 930-936)	-	-	-	-	2	-	-	-	-	-
Complications due to non-therapeutic medical and surgical procedures (940-946)	-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	-	-	-	-	-	-	-	-	-	1

Type of Accident	Harper	Haskell	Hughes	Jackson	Jefferson	Johnston	Kay	Kingfisher	Kiowa	Latimer
Total fatalities	3	8	22	5	6	3	36	16	11	5
Occupational	-	1	2	-	1	1	2	1	1	-
Home	2	4	9	2	1	2	10	2	1	2
Motor vehicle	1	1	7	3	3	-	20	12	5	3
Public	-	1	3	-	1	-	2	1	2	-
Unknown	-	1	1	-	-	-	2	-	2	-
Total	3	8	22	5	6	3	36	16	11	5
Railway (800-802)	-	-	1	-	-	-	-	-	-	-
Motor-vehicle traffic (810-825)	-	1	5	3	3	-	19	12	5	3
Motor-vehicle non-traffic (830-835)	1	-	2	-	-	-	1	-	-	-
Other road vehicle (840-845)	-	-	-	-	1	-	-	1	-	-
Water transport (850-858)	-	-	-	-	-	-	-	-	-	-
Aircraft (860-866)	-	-	-	-	-	-	-	-	-	-
Poisoning by solid and liquid substances (870-888)	-	-	-	-	-	-	1	-	-	-
Poisoning by gases and vapors (890-895)	-	-	-	-	-	-	3	-	1	-
Falls (900-904)	1	5	3	1	2	-	7	2	1	2
Blow from falling object (910)	-	-	-	-	-	-	-	-	1	-
Non-road vehicle (911)	-	-	-	-	-	-	-	-	-	-
Machinery (912)	-	-	1	-	-	-	-	-	-	-
Cutting and piercing instruments (913)	-	-	-	-	-	-	-	-	-	-
Electric current (914)	-	-	-	-	-	1	-	-	-	-
Fire, hot substance, radiation (915-918)	1	1	3	-	-	-	2	1	1	-
Firearms (919)	-	1	-	1	-	-	1	-	-	-
Suffocation and other injury by foreign body (920-923)	-	-	-	-	-	-	1	-	-	-
Mechanical suffocation (924, 925)	-	-	-	-	-	2	-	-	-	-
Animals (not being ridden) (927, 928)	-	-	-	-	-	-	-	-	-	-
Drowning (929)	-	-	-	-	-	-	1	-	1	-
Other accidents (926, 930-936)	-	-	6	-	-	-	-	-	1	-
Complications due to non-therapeutic medical and surgical procedures (940-946)	-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	-	-	1	-	-	-	-	-	-	-

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

Type of Accident	LeFlore	Lincoln	Logan	Love	McClain	McCurtain	McIntosh	Major	Marshall	Mayes
Total fatalities	19	18	22	3	11	19	22	7	4	16
Occupational	-	3	2	-	-	-	-	2	1	1
Home	7	2	6	-	5	8	6	3	1	9
Motor vehicle	3	9	8	2	6	5	13	-	1	8
Public	8	3	4	1	-	5	3	1	-	3
Unknown	1	1	2	-	-	1	-	1	1	1
Total	19	18	22	3	11	19	22	7	4	16
Railway (800-802)	-	1	1	-	-	-	-	-	-	1
Motor-vehicle traffic (810-825)	3	9	8	2	6	5	13	-	1	6
Motor-vehicle non-traffic (830-835)	-	-	-	-	-	-	-	-	-	2
Other road vehicle (840-845)	-	1	1	-	-	-	2	-	-	-
Water transport (850-858)	-	-	-	-	-	2	-	-	-	-
Aircraft (860-866)	5	-	-	1	-	-	-	-	-	1
Poisoning by solid and liquid substances (870-888)	-	-	1	-	-	-	-	-	-	-
Poisoning by gases and vapors (890-895)	-	1	-	-	-	-	-	1	-	-
Falls (900-904)	9	3	5	-	-	2	2	3	-	3
Blow from falling object (910)	-	1	-	-	-	-	-	-	-	-
Non-road vehicle (911)	-	-	-	-	-	-	-	-	-	-
Machinery (912)	-	-	-	-	-	-	-	1	-	-
Cutting and piercing instruments (913)	-	-	-	-	-	-	1	-	-	-
Electric current (914)	-	1	-	-	1	-	-	1	-	-
Fire, hot substance, radiation (915-918)	1	-	2	-	3	1	3	-	1	1
Firearms (919)	1	-	1	-	1	1	1	-	-	1
Suffocation and other injury by foreign body (920-923)	-	-	-	-	-	1	-	-	-	-
Mechanical suffocation (924, 925)	-	-	-	-	-	3	-	-	-	-
Animals (not being ridden) (927, 928)	-	-	-	-	-	-	-	-	-	-
Drowning (929)	-	-	1	-	-	1	-	1	1	1
Other accidents (926, 930-936)	-	1	-	-	-	2	-	-	1	-
Complications due to non-therapeutic medical and surgical procedures (940-946)	-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	-	-	2	-	-	1	-	-	-	-

Type of Accident	Murray	Muskogee	Noble	Nowata	Okfuskee	Oklahoma	Okmulgee	Osage	Ottawa	Pawnee
Total fatalities	10	37	13	10	13	144	28	21	25	7
Occupational	-	2	-	-	2	9	2	2	6	1
Home	2	13	5	2	4	60	7	5	4	2
Motor vehicle	5	9	6	7	3	57	13	12	9	3
Public	3	10	2	-	2	12	5	2	4	1
Unknown	-	3	-	1	2	6	1	-	2	-
Total	10	37	13	10	13	144	28	21	25	7
Railway (800-802)	1	-	-	-	1	-	-	-	-	-
Motor-vehicle traffic (810-825)	5	9	6	6	3	55	12	12	9	3
Motor-vehicle non-traffic (830-835)	-	-	-	1	-	2	1	-	-	-
Other road vehicle (840-845)	-	-	-	-	1	-	-	-	-	-
Water transport (850-858)	1	-	-	-	-	-	1	-	-	-
Aircraft (860-866)	-	-	1	-	-	1	-	-	1	-
Poisoning by solid and liquid substances (870-888)	-	-	1	-	-	2	1	-	1	-
Poisoning by gases and vapors (890-895)	-	-	-	-	-	10	-	-	-	-
Falls (900-904)	2	9	4	1	1	31	6	2	4	2
Blow from falling object (910)	-	2	-	-	-	2	-	-	4	-
Non-road vehicle (911)	-	-	-	-	-	-	1	-	-	-
Machinery (912)	-	-	-	-	2	4	1	2	-	-
Cutting and piercing instruments (913)	-	1	-	-	-	-	1	-	-	-
Electric current (914)	-	2	-	-	-	1	-	-	-	-
Fire, hot substance, radiation (915-918)	-	6	-	-	1	17	-	3	1	-
Firearms (919)	-	2	-	-	-	2	1	-	1	1
Suffocation and other injury by foreign body (920-923)	-	-	-	1	-	1	-	-	1	-
Mechanical suffocation (924, 925)	-	-	-	-	-	2	-	-	1	-
Animals (not being ridden) (927, 928)	1	-	-	-	-	-	-	-	-	1
Drowning (929)	-	5	1	-	1	8	1	2	1	-
Other accidents (926, 930-936)	-	1	-	1	3	1	1	-	-	-
Complications due to non-therapeutic medical and surgical procedures (940-946)	-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	-	-	-	-	-	5	1	-	1	-

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

Type of Accident	Payne	P'ttsburg	Pontotoc	Potta-watomie	Pari-mataha	Roger Mills	Rogers	Seminole	Sequoyah	Stephens
Total fatalities	26	20	16	21	7	1	18	23	11	20
Occupational	4	1	-	-	-	1	-	1	2	-
Home	8	6	7	5	1	-	4	10	3	7
Motor vehicle	9	10	5	10	3	-	8	8	1	12
Public	4	1	4	6	3	-	6	3	5	1
Unknown	1	2	-	-	-	-	-	1	-	-
Total	26	20	16	21	7	1	18	23	11	20
Railway (800-802)	-	1	-	1	-	-	-	-	-	-
Motor-vehicle traffic (810-825)	9	9	4	7	3	-	8	6	1	11
Motor-vehicle non-traffic (830-835)	-	1	1	3	-	-	-	2	-	1
Other road vehicle (840-845)	-	-	-	-	-	-	-	-	-	-
Water transport (850-858)	-	-	-	-	2	-	-	-	-	-
Aircraft (860-866)	-	-	-	2	-	-	-	-	-	-
Poisoning by solid and liquid substances (870-888)	-	-	-	-	-	-	-	-	2	-
Poisoning by gases and vapors (890-895)	-	-	-	-	-	-	1	1	3	-
Falls (900-904)	6	3	2	4	-	-	-	5	-	2
Blow from falling object (910)	-	1	-	-	-	-	-	1	-	-
Non-road vehicle (911)	-	-	-	-	-	-	-	-	-	-
Machinery (912)	-	-	-	-	-	1	-	-	-	-
Cutting and piercing instruments (913)	-	-	-	-	-	-	-	-	-	-
Electric current (914)	1	-	-	1	-	-	-	-	-	-
Fire, hot substance, radiation (915-918)	4	2	3	-	1	-	3	4	1	2
Firearms (919)	2	1	3	2	1	-	1	1	1	1
Suffocation and other injury by foreign body (920-923)	1	-	-	-	-	-	-	-	-	1
Mechanical suffocation (924, 925)	-	-	1	-	-	-	-	1	-	2
Animals (not being ridden) (927, 928)	-	-	-	-	-	-	-	1	1	-
Drowning (929)	3	-	2	1	-	-	4	1	1	-
Other accidents (926, 930-936)	-	1	-	-	-	-	1	-	1	-
Complications due to non-therapeutic medical and surgical procedures (940-946)	-	1	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	-	-	-	-	-	-	-	-	-	-

Type of Accident	Texas	Tillman	Tulsa	Wagoner	Wash-ington	Washita	Woods	Wood-ward	Oklahoma City	Tulsa City
Total fatalities	8	6	118	6	16	11	10	12	89	72
Occupational	1	2	14	-	-	1	2	2	5	11
Home	-	2	41	1	10	3	2	6	48	30
Motor vehicle	5	-	44	3	4	3	2	2	26	17
Public	2	1	15	2	1	3	3	2	6	11
Unknown	-	1	4	-	1	1	1	-	4	3
Total	8	6	118	6	16	11	10	12	89	72
Railway (800-802)	-	-	4	-	-	-	-	-	-	4
Motor-vehicle traffic (810-825)	5	-	43	3	3	3	2	1	25	16
Motor-vehicle non-traffic (830-835)	-	-	1	-	1	-	-	1	1	1
Other road vehicle (840-845)	-	-	-	1	-	-	1	-	-	-
Water transport (850-858)	-	-	-	-	-	-	-	-	-	-
Aircraft (860-866)	-	1	3	-	-	1	1	2	-	-
Poisoning by solid and liquid substances (870-888)	-	-	2	-	-	-	-	-	2	2
Poisoning by gases and vapors (890-895)	1	-	8	-	-	-	-	-	10	5
Falls (900-904)	-	2	26	1	5	3	2	3	24	20
Blow from falling object (910)	-	-	4	-	-	-	-	-	2	3
Non-road vehicle (911)	-	-	-	-	-	-	-	-	-	-
Machinery (912)	-	1	1	-	-	3	-	1	1	1
Cutting and piercing instruments (913)	-	-	-	-	-	-	-	-	-	-
Electric current (914)	-	-	2	-	1	-	1	-	1	2
Fire, hot substance, radiation (915-918)	-	1	12	-	1	-	1	4	12	7
Firearms (919)	2	-	1	-	2	-	1	-	-	1
Suffocation and other injury by foreign body (920-923)	-	-	2	-	-	-	-	-	1	1
Mechanical suffocation (924, 925)	-	-	4	1	1	-	-	-	2	4
Animals (not being ridden) (927, 928)	-	-	-	-	-	-	-	-	-	-
Drowning (929)	-	-	1	-	1	1	-	-	3	1
Other accidents (926, 930-936)	-	-	3	-	-	-	-	-	1	3
Complications due to non-therapeutic medical and surgical procedures (940-946)	-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)	-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)	-	1	1	-	1	-	1	-	4	1