# PUBLIC HEALTH STATISTICS

## STATE OF

# OKLAHOMA

## 1959

## 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

## 1959

Statistics from fatal accidents represent only a small proportion of the total accidents resulting in injury each year, yet they do give some insight into the circumstances in which serious accidents most frequently occur. Only through knowledge of these circumstances--when, where, how, and to whom injuries occur--can planning for effective accident prevention be initiated. The fact that the accidental death category has been the fourth leading cause of death among Oklahoma residents and that accidents can be prevented through control measures and public education in coping with the existing hazards in the home, on the farm, in industry, and on the highways, encouraged the presentation of these statistics relating specifically to fatal accidents.

Information in this the eleventh edition of Accidental Deaths for Oklahoma has been obtained predominantly from the 1959 death certificates filed with the Oklahoma State Department of Health. In addition, copies of certificates for residents of Oklahoma who died in other states were received to be used for statistical purposes. With the exception of motor-vehicle accidents, data relating to accidents were limited to information obtained from the medical certifications on the death certificates or through queries in cases where the death certificates were incomplete. The items listed on the death certificate included: time of injury (hour, month, day, and year), place of injury (e.g., in or about home, farm, factory, street, office building, etc.), location where injury was incurred (city, county, and state), whether the injured person was at work or not, a brief description of the accident, and nature of the injury. Information on motor-vehicle accidents was supplemented with statistical transcripts from the Oklahoma Department of Public Safety.

Table 1

Accidents as a Leading Cause of Death*
Oklahoma, 1959

| 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 | 21,996 | 1,512 | 6.9 | 4 | 25-34 | 452 | 154 | 34.1 | 1 |
| Under 1 | 1,235 | 52 | 4.2 | 4 | 35-44 | 818 | 155 | 18.9 | 3 |
| 1-4 | 218 | 71 | 32.6 | 1 | 45-54 | 1,784 | 182 | 10.2 | 3 |
| 5-9 | 129 | 56 | 43.4 | 1 | 55-64 | 3,081 | 155 | 5.0 | 4 |
| 10-14 | 127 | 62 | 48.8 | 1 | 65-74 | 4,964 | 137 | 2.8 | 4 |
| 15-19 | 197 | 118 | 59.9 | 1 | 75 &over | 8,780 | 266 | 3.0 | 5 |
| 20-24 | 193 | 102 | 52.8 | 1 | Unknown | 18 | 2 | - | - |

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

Table 1, page 1, points out that accidents not only is the fourth numerically most important cause of death among the total population in Oklahoma, but is first in importance among persons ages one through 34, accounting for 42.8 per cent of the deaths in these combined age groups.

## ALLOCATION TO PLACE OF OCCURRENCE

All data in this bulletin with exception of Table 1 are based on the place of occurrence of the accident rather than the place of residence of the deceased. For purposes of accident prevention and safety education, the place where the fatal injury was incurred is more meaningful than either the place of residence or the place of death.

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. Some data for non-resident deaths resulting from a few motor-vehicle accidents which occurred in the State were obtained through the Department of Public Safety.

## POPULATION

For computing rates, a total population estimate of 2,276,000 has been used. This all-state estimate, prepared by the Oklahoma Committee for Population Estimates, is the sum total of unrounded county estimates. Estimates for the individual counties are not shown in this bulletin, but are shown in Part II, Births and Deaths. The estimates for the white, Negro and Indian population groups are shown in Table IV.

## CLASSIFICATION OF ACCIDENT DATA

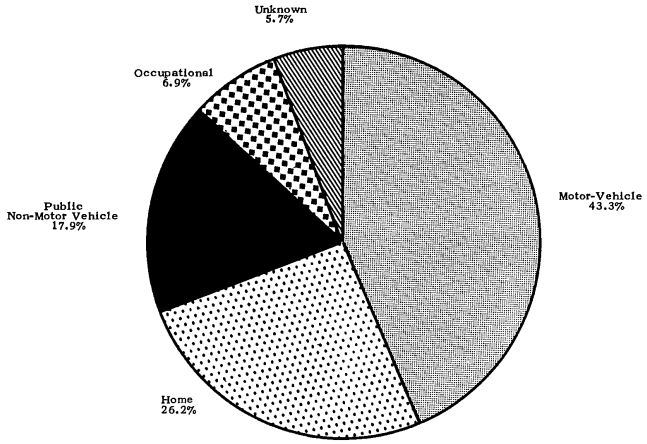
Accident data in this publication are presented according to two different classifications. One of these is the National Safety Council Classification which divides all accidents into five major categories: occupational, home, motor-vehicle, public non-motor-vehicle, and unknown. These categories are then subdivided by type of accident. The circumstances of the accidental deaths assigned to each of these five major categories are discussed in other sections of this bulletin. Tables I, II, and VII in the Appendix and the major categories in Tables IV and VIII contain a complete breakdown for the National Safety Council Classification. Chart 1, page 3, shows the accidental deaths for 1959 by these five groups. The last section of the discussion portion of this bulletin is concerned with "Age and Accidental Deaths," since age is an important factor in planning for better accident prevention programs.

The second classification is made according to the International Statistical Classification of Diseases, Injuries, and Causes of Death, "E" Code. This classification was used in assignment of the external causes of accidental deaths. The lower section of Table III and all of Tables IV and V are based on this classification system, with certain categories grouped for convenience in using the data. Chart 2, page 4, shows the accidental deaths occurring in 1959 according to the principal types of accident in "E" Code categories.



Chart 1

Accidental Deaths by Major Classification, Oklahoma, 1959




## EXTERNAL CAUSE OF INJURY

During 1959, 1,499 deaths were specified as resulting from accidents occurring in Oklahoma, representing an increase of 13 deaths over the number assigned to accidents during the previous year. Motor-vehicle accidents, numbering 649, or 43.3 per cent of all accidental deaths, were responsible for the greatest number of accidental deaths. This category, however, will be discussed in detail in another section of this publication under the National Safety Council Classifications.

The second largest number of deaths resulted from falls. This external cause group was responsible for a total of 272 deaths. Of these, 10 were falls on stairs, 6 were falls from ladders, 56 were falls from one level to another, 48 were falls on the same level, and 152 were unspecified as to type of fall. Again in 1959, a large proportion of the fatal falls were in persons ages 65 years and over. This advanced age group made up 77.9 per cent of the total number of deaths resulting from falls.

Next in numerical importance was the burns and conflagrations category, with 160 deaths, or 10.7 per cent of the total accidental deaths. Of these, 157 were specified as being due to accidents caused by fire and explosion of combustible material and the other 3 as being due to hot substance, corrosive liquid, and steam. The deaths were grouped in the younger and older age groups, with 25 deaths occurring in children under 5 years and 40 deaths in persons over 65.

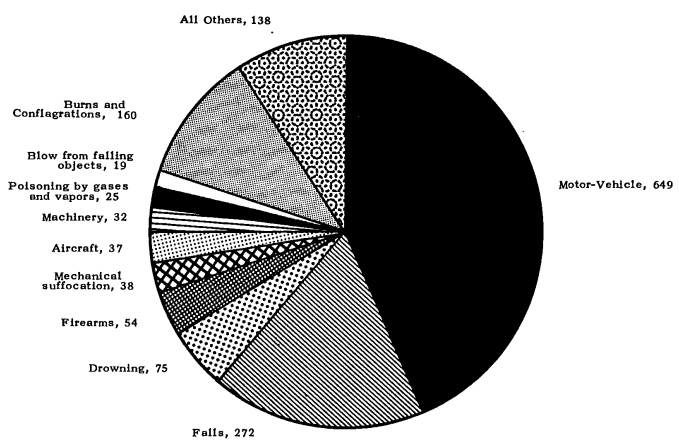
Drownings claimed 75 lives during 1959. This figure represented an increase from the 59 recorded for the previous year. The 1957 figure, 102, was the highest for any year covered in this current publication series which began in 1949. Drownings occurred more frequently in the younger age groups, with 37 of the 75 drownings occurring in persons under 25 years of age. As in the past, drownings showed a seasonal trend, with most, approximately 87 per cent, of the drownings occurring in the months May through September. Drownings in males, 65, far outnumbered the females, 10. This is shown on Chart 3, page 5, along with the sex ratios for the other 4 leading external causes of death.

Water transport deaths claimed an additional 6 lives bringing the total number, resulting from drowning and water transport accidents, to 81 for the year. The age of these persons dying due to water transport accidents differed somewhat from the other drownings. Four of the 6 deaths in this group were in persons 35-54 years of age. The remaining 2 fatalities were in the 15-24 year age group. All 6 of the deaths in the water transport group occurred to white males.

The total number of firearms deaths has changed very little since 1956 when 53 deaths were counted. The numbers for each year since that time have been: 1957, with 57 deaths; 1958, 56 deaths; and 1959, 54 deaths. These years show seasonal trends with the higher numbers of firearms accidents occurring in the fall months. Again in 1959, deaths occurred most frequently in males, 47, as compared with the 7 reported in females. Rural areas were indicated on 38 of the death certificates as the place of occurrence. Six of the deaths were in persons

Chart 2

Accidental Deaths by External Cause of Injury, Oklahoma, 1959



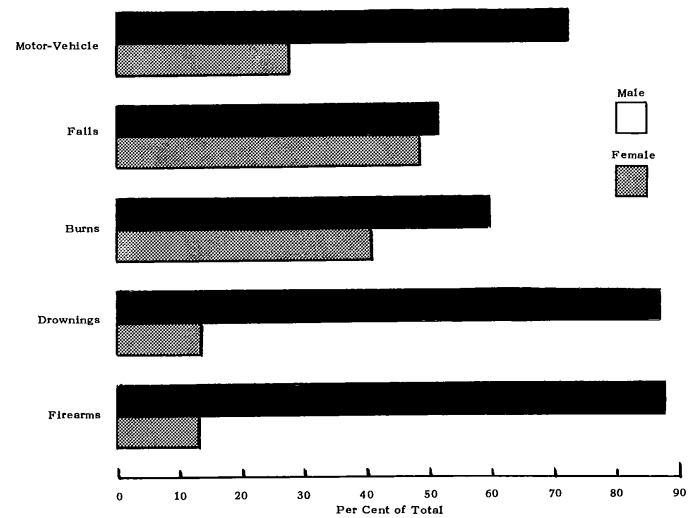



known to be hunting at the time of the accident. Three deaths--one of which was hunting--were in individuals climbing over or through a fence with some type of firearm in their possession. Three deaths were in children stated to be playing with a gun. A death, also, was recorded as being due to an explosion of ammunition in an ordinance plant. The remaining 42 deaths occurred in varied circumstances. Almost half, 48.1 per cent, of the deaths from firearms accidents occurred to persons between 5 and 19 years of age.

During 1959, 37 lives were claimed as the result of aircraft accidents occurring in Oklahoma. Of the 37 deaths, 8 were specified as occupants of military aircraft, 7 were occupants of other specified types of airplanes, one was struck

Chart 3

Proportion of Male and Female Deaths from Each of the Five Leading External Causes Resulting from Accidents Occurring in Oklahoma, 1959




by the propeller of an airplane on the ground, and 21 were persons in other and unspecified types of aircraft. The 7 deaths in the other specified types of aircraft category were divided into 5 deaths of crop dusters and 2 deaths of aircraft testing engineers. The largest number of persons fatally injured in any one aircraft accident in the State during the year was 4. Most of the fatal accidents resulted in one or two deaths. All fatal aircraft accidents during the year occurred between the hours of 6:00 a.m. and 9:00 p.m.

Thirty-eight deaths were attributed to mechanical suffocation; 24 were suffocation in the bed or cradle--these were all in infants under one year of age;

14 suffocation deaths were qualified with other or unspecified circumstances. Six of the 14 classified in this group were in infants under one year. An additional 16 deaths were attributed to suffocation by inhalation or ingestion of food or other objects causing obstruction. Eight of these victims were under one year of age.

Machinery accidents were responsible for 32 deaths during 1959. Twenty-seven of the persons fatally injured in machinery accidents were at work at the time of accident. The section on occupational accidents contains a discussion of machinery accidents.

The accidental poisoning by gases and vapors category contained a total of 25 deaths during the year. Approximately three-fourths, 18, of these were specified as due to utility gas. Four were specified as due to motor-vehicle exhaust gas. The remaining 3 deaths were specified as other gases and vapors. All but 2 of the 25 deaths occurred during the months October through March.

Nineteen deaths during the year were attributed to blows from falling objects. The comparable figures for 1957 and 1958 were, respectively, 14 and 15. More than two-thirds, 68.4 per cent, of the deaths were specified as being in persons who were at work at the time of the accident.

Other accident fatalities included 12 due to railway accidents, 17 to poisoning by solid or liquid substances, 6 to animal not being ridden, and 7 to cataclysm.

## OCCUPATIONAL ACCIDENTS

The National Safety Council definition of occupational accidental deaths includes those resulting from accidents arising out of and in the course of gainful employment, with these exceptions: accidents to domestic servants while at work are classified as home or public accidents, depending on location, because the normal activities of, and the types of accidents to servants are similar to those of members of the family in homes where no servants are employed; motor-vehicle accidents involving persons in the course of their employment are included with motor-vehicle accidents to other persons because they are part of the traffic problem and call for the same prevention activities; similarly, deaths of persons in the course of their employment from accidents involving other transportation vehicles (land, air or water) are classified as public non-motor-vehicle. However, non-motor-vehicle transportation accidents on the premises of a manufacturing plant, railroad yard, or other work place are work accidents both by place and activity and, therefore, remain in the work accident classification.

The information as to whether the deceased was at work when the injury occurred was obtained from the death certificate, which contains a box check section to be completed on all deaths from external causes. However, many of the certificates failed to be checked for this item and even when supplemental information was sought, the result was not always clear enough to justify assigning the death as due to a work accident. Due to this problem, the numbers of occupational accidental deaths may not truly represent the true frequency of work deaths.

During 1959, there were 103 deaths specified as occupational accidental deaths. This figure was higher than the 88 deaths in 1958; in fact, it was the



highest figure since 1953 when 105 deaths were recorded. More than one-fourth, 26.2 per cent, of the occupational deaths were due to machinery accidents, 20 were due to fire and hot substance, and 19 were due to falls. The numerically most important external causes of injury for each of the principal occupational groups are shown in Table 2.

Table 2

Occupational Accidental Deaths, by Occupation, by External Cause of Injury, Oklahoma, 1959

| External Cause of Injury | Total | Occupation | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | Construction | Manufacturing | Agriculture | Mining, etc. | Service | Trade | All Other |
| Total | 103 | 22 | 19 | 18 | 15 | 11 | 4 | 14 |
| Machinery | 27 | 6 | 2 | 13 | 3 | 1 | - | 2 |
| Fire | 20 | 1 | 12 | 1 | 4 | - | 1 | 1 |
| Falls | 19 | 6 | 2 | 2 | - | 6 | 2 | 1 |
| Falling object | 13 | 3 | 1 | - | 4 | 1 | 1 | 3 |
| Electric current | 9 | 4 | - | - | 1 | 2 | - | 2 |
| Firearms | 4 | - | 1 | 1 | - | 1 | - | 1 |
| All others | 11 | 2 | 1 | 1 | 3 | - | - | 4 |

More deaths, 22, occurred as the result of construction accidents than in any other occupational category. Six of these deaths resulted from falls and 6 from machinery accidents. Four more were the result of coming in contact with electric current and 3 from blows from falling objects. One death each was due to explosion, drowning, and fire.

Nineteen deaths occurred from accidents in manufacturing industries. Of these, 12 died as a result of fire or hot substance, 2 each to falls and machinery, one each to blow from falling object, firearms, and explosion.

The next largest occupational group was the mining, quarrying, oil or gas wells category which accounted for 15 deaths. Four of these resulted from blows from falling objects, with a like number resulting from fire or hot substance. Machinery accidents were responsible for 3 of the deaths and electric current for one.

Agricultural occupational deaths numbered 18 during the year with all but 5 resulting from machinery accidents. Two of these 5 were due to falls, and one each to firearms, fire, and animal not being ridden.

Eleven accidental death victims were engaged in service occupations when the accident occurred. Six of these were due to falls, 2 to electric current, and one each to machinery, firearms, and blow from falling object.

## HOME ACCIDENTS

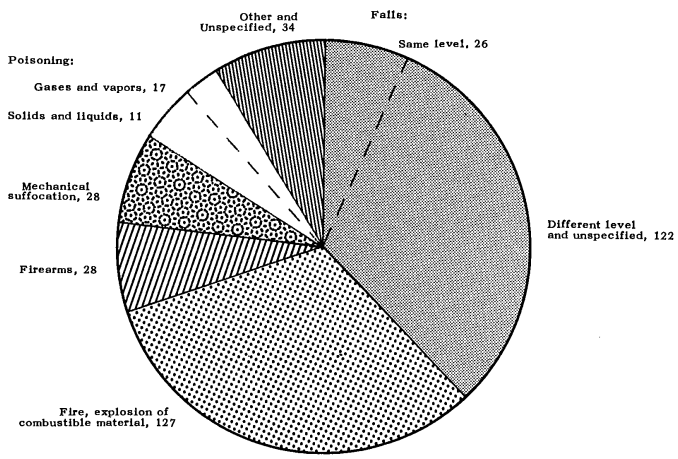
Home accident deaths are those resulting from accidents occurring in homes or on home premises. Included in the home total are domestic servant deaths even though the servants were employed in the home at the time of the accident. Deaths of other persons in the course of gainful employment; however, are classified to occupational accidents even though the injury may have occurred on home premises. Excluded, also, are deaths from widespread natural occurrences such as hurricanes, tornadoes, and floods. Those deaths from these disturbances are considered public accident deaths.

There were 393 deaths assigned to the home group in 1959. This compared to 378 in 1958 and 331 in 1957. These 393 deaths in 1959 represented 26.2 per cent of all accident fatalities during the year. Excluding motor-vehicle deaths, the home accident group accounted formore deaths than any other group of the National Safety Council system of grouping. The younger and older age groups were more susceptible to fatal accidents during the year Almost two-thirds, 63.6 per cent, of the accidents resulting in death were in persons under 5 or over 65 years of age. In persons under 65 years of age the number of deaths from accidents occurring in the home was higher among males; whereas, in those persons 65 and over the number was higher among females.

Chart 4, below, shows the fatal home accidents by type; additional information about these deaths is shown in the Appendix. The largest number of home fatalities were attributed to falls, with 148, 37.7 per cent, falling into this category. As in previous years, the majority, 85.8 per cent, of those persons dying from accidental falls in the home were 65 years of age or older.

Chart 4

Home Accidents by External Cause of Injury
Oklahoma, 1959






The 127 deaths resulting from fire or explosion of combustible material was the second largest number in the home group. This number represented 32.3 per cent of the total home accidental deaths.

Firearms continued to be one of the leading causes in the home group accounting for 28 deaths during the year. This number represented more than half, 51.9 per cent, of the total firearms deaths. The firearms deaths in or about the home occurred more frequently among male, 21, than females, 7. The younger age groups were more susceptible to firearms accidents as evidenced by the fact that 16 of the 28 were in persons under 20 years of age.

Mechanical suffocation was responsible for 28 deaths during the year. Of these, 26 were in infants less than one year of age. One was in a 61 year old male, and the other in a 21 year old male.

Poisoning in the home was responsible also for 28 deaths. Gases and vapors were specified in 17 of the accidental poisonings, with 11 specified as being due to solid and liquid substances.

Thirty-three deaths resulting from accidents in the home were other specified accidents. One death was unspecified as to external cause of death.

## MOTOR-VEHICLE ACCIDENTS

The motor-vehicle accident category includesall accidental deaths resulting from motor-vehicle accidents whether or not the victim was at work. The category, also, includes both traffic and non-traffic accidents. For this reason, and for reasons of other minor differences in classification systems, the data included in this publication will not correspond exactly with that published by the Department of Public Safety.

During 1959, there were 649 deaths which resulted from motor-vehicle accidents occurring in Oklahoma. Of these, 630 were specified as traffic and 19 were specified as non-traffic. Additional information received from the Department of Public Safety aided in tabulating more detailed data relating to those accidents regarded as traffic motor-vehicle accidents. The Appendix contains tables giving detailed information relating to motor-vehicle deaths.

As in previous years, collisions with other motor-vehicles accounted for more of the accidents resulting in death than any other type. Of the 649 motor-vehicle deaths, 297 were specified as being due to collisions between two or more motor-vehicles.

The next largest group was the non-collision group which included overturning on the roadway and running off the roadway, with 23.1 per cent, or 150, of the motor-vehicle deaths. Injury to pedestrians accounted for 83 deaths and collision with fixed objects, 68. Detailed breakdowns are given in the Appendix in Tables, I, II, V and VII.

Almost half, 48.1 per cent, or 312, of the persons losing their lives due to motor-vehicle accidents were drivers of the vehicle. Passenger deaths numbered 243, representing 37.4 per cent of the total. Eighty-six deaths, 13.3 per cent, were recorded among pedestrians. The status was unspecified in the remaining 8 deaths.

Motor-vehicle accidents occurred more frequently during the hours between noon and midnight, with the largest number, 51, happening between 6:00 p.m. and 7:00 p.m. The hour from 3:00 a.m. to 4:00 a.m. was the period containing the least number of deaths with 8 occurring during that interval. A large proportion of the fatal accidents, 72.3 per cent, were in males.

## PUBLIC NON-MOTOR-VEHICLE ACCIDENTS

Deaths resulting from accidents, other than motor-vehicle, which occurred in the public use of any premises were classified as public non-motor-vehicle accidental death category. Also included were those deaths from widespread natural occurrences--such as tornadoes--even though some of the deaths may have occurred on home premises. There were 269 deaths assigned to this category in 1959, compared with 256 in 1958 and 291 in 1957.

Public non-motor-vehicle transportation accidents were responsible for 58 deaths during the year. Of these, 37 were aircraft accidents resulting in death, 12 were railroad--not with motor-vehicle, 6 were water transportation, and 3 were other vehicle--not in collision with motor-vehicle.

The remaining 211 resulted from other types of accidents occurring in public places. Sixty-four of these deaths were assigned to drowning, 76 to falls, 14 to firearms, 7 to fire and explosion of combustible material, and 50 to other specified public accidents.

## PLACE OF ACCIDENT UNKNOWN

This category includes all accidental deaths which did not have the place of accident specified. Excluded, however, were all deaths classified as occupation or transportation accidents. Late effects of accidental injury are also placed in this category since the place of the accident is usually unknown.

Of the total of 85 deaths falling in this category, 29 were attributed to falls, 13 to late effects of accidental injury, 8 to firearms, and 5 to accidental poisoning. A breakdown of the fatalities according to external cause of injury, by race, is shown in Table 3, page 11.

## AGE AND ACCIDENTAL DEATHS

As in previous years, accidents was the leading cause of death in each age group from one through 34 years of age. The frequency with which certain types of accidents occurred varied among the different age groups, depending, somewhat, upon the activities of the persons within the age groups and their possible inability or ability to cope with the hazards they confronted.

Table 4, page 11, shows some of the more numerically important external causes of accidental deaths by age groups. Not shown in the table are those deaths resulting from mechanical suffocation which was the chief cause of accident fatalities among infants.



Table 3

Accidental Deaths Included in National Safety Council "Unknown" Category, by External Cause of Injury, by Race, Oklahoma, 1959

| External Cause of Injury | Total | Race | | |
|---|---|---|---|---|
| | | White | Negro | Indian |
| Total | 85 | 70 | 12 | 3 |
| Poisoning (gases excepted) | 5 | 3 | 1 | 1 |
| Falls | 29 | 25 | 3 | 1 |
| Fire and explosion of combustible material | 5 | 4 | 1 | - |
| Firearms | 8 | 7 | 1 | - |
| Foreign body entering orifice | 7 | 4 | 2 | 1 |
| Mechanical suffocation | 2 | 1 | 1 | - |
| Bites or stings of venomous animal or insect | 1 | 1 | - | - |
| Drowning | 5 | 3 | 2 | - |
| Excessive heat and insolation | 1 | - | 1 | - |
| Excessive cold | 1 | 1 | - | - |
| Hunger, thirst, and exposure | 1 | 1 | - | - |
| Late complication of surgery | 2 | 2 | - | - |
| Late effects of motor-vehicle accident | 1 | 1 | - | - |
| Late effects of other accident | 13 | 13 | - | - |
| Other and unspecified | 4 | 4 | - | - |

Table 4

Certain Types of Accidental Deaths by Age Group, Oklahoma, 1959

| Age at Death | All Types | Motor-Vehicle | Falls | Fire | Drown-ings | Transportation Excluding Motor-Vehicle | Fire-arms | Poison-ings |
|---|---|---|---|---|---|---|---|---|
| All ages | 1,499 | 649 | 272 | 160 | 75 | 58 | 54 | 42 |
| Under 1 | 53 | 2 | 3 | 6 | 1 | - | - | 2 |
| 1-4 | 69 | 23 | 1 | 19 | 9 | - | 2 | 6 |
| 5-9 | 56 | 22 | 3 | 13 | 5 | - | 4 | 2 |
| 10-14 | 59 | 26 | 1 | 8 | 8 | 1 | 8 | 1 |
| 15-19 | 111 | 74 | - | 1 | 9 | 4 | 14 | 2 |
| 20-24 | 101 | 70 | - | 3 | 5 | 9 | 4 | 3 |
| 25-29 | 80 | 42 | 3 | 7 | 6 | 10 | - | 2 |
| 30-34 | 77 | 46 | 3 | 8 | 3 | 6 | 2 | 3 |
| 35-44 | 165 | 87 | 9 | 17 | 9 | 15 | 5 | 6 |
| 45-54 | 183 | 93 | 19 | 21 | 5 | 8 | 11 | 8 |
| 55-64 | 144 | 73 | 18 | 17 | 6 | 3 | - | 3 |
| 65-74 | 137 | 57 | 41 | 13 | 5 | 1 | 3 | 2 |
| 75 & over | 263 | 34 | 171 | 27 | 4 | 1 | 1 | 2 |
| Age unk. | 1 | - | - | - | - | - | - | - |

At ages 1-4 years, motor-vehicle accidents excluded, fatal injuries from burns and conflagrations led all other types of injury in number. Next were drownings and poisonings, in that order.

Disregarding motor-vehicle deaths, fatalities resulting from burns and conflagrations, also, was the highest number in the 5-9 year age group. The drowning category was next, followed by firearms. The age group 10-14 showed 8 each assigned to drownings, fire and conflagrations, and firearms.

In the 15-19 year age group firearms exceeded all other non-motor-vehicle accidental deaths, with 14. Nine were specified as drowning. Among the combined age groups from 20-64, the numbers of deaths from each type of external cause varied. Again, excluding motor-vehicle accidents no particular type of accident was predominantly higher than the others.

Beginning at age 65, falls became one of the more important categories. In the age group 65-74 falls caused 41 deaths during the year falling short of the motor-vehicle total of 57 by only 16. In persons 75 and over falls exceeded all kinds of accidents. Numbering 171 deaths during the year, this group accounted for 65 per cent of all accidents in the age group 75 and over.

Symbols Used in Tables

- Number or rate is zero
0.0 Rate is more than 0 but less than 0.05



TABLE I. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, NUMBER AND PER CENT BY TYPE OF ACCIDENT, 1953-1959

| Type of Accident | 1953 | | 1954 | | 1955 | | 1956 | | 1957 | | 1958 | | 1959 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Number | Per Cent | Number | Per Cent | Number | Per Cent | Number | Per Cent | Number | Per Cent | Number | Per Cent | Number | Per Cent |
| GRAND TOTAL | 1,378 | 100.0 | 1,499 | 100.0 | 1,389 | 100.0 | 1,478 | 100.0 | 1,507 | 100.0 | 1,486 | 100.0 | 1,499 | 100.0 |
| Occupational total | 105 | 7.6 | 87 | 5.8 | 99 | 7.1 | 89 | 6.0 | 91 | 6.0 | 88 | 5.9 | 103 | 6.9 |
| Agriculture | 26 | 1.9 | 23 | 1.5 | 27 | 1.9 | 26 | 1.8 | 29 | 1.9 | 15 | 1.0 | 18 | 1.2 |
| Mining, quarrying, oil and gas wells | 20 | 1.5 | 20 | 1.3 | 24 | 1.7 | 14 | 0.9 | 17 | 1.1 | 18 | 1.2 | 15 | 1.0 |
| Manufacturing | 9 | 0.7 | 6 | 0.4 | 6 | 0.4 | 11 | 0.7 | 2 | 0.1 | 5 | 0.3 | 19 | 1.3 |
| Construction | 18 | 1.3 | 12 | 0.8 | 10 | 0.7 | 9 | 0.6 | 13 | 0.9 | 20 | 1.3 | 22 | 1.5 |
| Transportation | 1 | 0.1 | 1 | 0.1 | 6 | 0.4 | 2 | 0.1 | 2 | 0.1 | 4 | 0.3 | 1 | 0.1 |
| Public utilities | 7 | 0.5 | 2 | 0.1 | 4 | 0.3 | 5 | 0.3 | 3 | 0.2 | 6 | 0.4 | 1 | 0.1 |
| Trade | 4 | 0.3 | 5 | 0.3 | 5 | 0.4 | 2 | 0.1 | 2 | 0.1 | 1 | 0.1 | 4 | 0.3 |
| Service | 13 | 0.9 | 13 | 0.9 | 8 | 0.6 | 16 | 1.1 | 19 | 1.3 | 8 | 0.5 | 11 | 0.7 |
| Other specified industry | 3 | 0.2 | 1 | 0.1 | 3 | 0.2 | - | - | 1 | 0.1 | 8 | 0.5 | 4 | 0.3 |
| Unspecified industry | 4 | 0.3 | 4 | 0.3 | 6 | 0.4 | 4 | 0.3 | 3 | 0.2 | 3 | 0.2 | 8 | 0.5 |
| Home total | 394 | 28.6 | 359 | 23.9 | 355 | 25.6 | 359 | 24.3 | 331 | 22.0 | 378 | 25.4 | 393 | 26.2 |
| Poisonings (gas excepted) | 8 | 0.6 | 10 | 0.7 | 8 | 0.6 | 9 | 0.6 | 9 | 0.6 | 9 | 0.6 | 11 | 0.7 |
| Poisonings by gases and vapors | 18 | 1.3 | 12 | 0.8 | 10 | 0.7 | 18 | 1.2 | 19 | 1.3 | 15 | 1.0 | 17 | 1.1 |
| Fire, explosion of combustible material | 85 | 6.2 | 78 | 5.2 | 87 | 6.3 | 86 | 5.8 | 76 | 5.0 | 128 | 8.6 | 127 | 8.5 |
| Hot substance, corrosive liquid, steam | 7 | 0.5 | 5 | 0.3 | 13 | 0.9 | 10 | 0.7 | 4 | 0.3 | 4 | 0.3 | - | - |
| Mechanical suffocation | 12 | 0.9 | 27 | 1.8 | 11 | 0.8 | 19 | 1.3 | 19 | 1.3 | 34 | 2.3 | 28 | 1.9 |
| Firearms | 20 | 1.5 | 15 | 1.0 | 13 | 0.9 | 26 | 1.8 | 26 | 1.7 | 24 | 1.6 | 28 | 1.9 |
| Falls on same level | 99 | 7.2 | 52 | 3.5 | 47 | 3.4 | 46 | 3.1 | 35 | 2.3 | 27 | 1.8 | 26 | 1.7 |
| Falls to different level or unspecified | 96 | 7.0 | 102 | 6.8 | 117 | 8.4 | 112 | 7.6 | 107 | 7.1 | 99 | 6.7 | 122 | 8.1 |
| Other specified home accidents | 46 | 3.3 | 57 | 3.8 | 46 | 3.3 | 31 | 2.1 | 35 | 2.3 | 38 | 2.6 | 33 | 2.2 |
| Unspecified home accidents | 3 | 0.2 | 1 | 0.1 | 3 | 0.2 | 2 | 0.1 | 1 | 0.1 | - | - | 1 | 0.1 |
| Motor-vehicle total | 582 | 42.2 | 610 | 40.7 | 614 | 44.2 | 695 | 47.0 | 716 | 47.5 | 694 | 46.7 | 649 | 43.3 |
| Injury to pedestrian | 88 | 6.4 | 67 | 4.5 | 78 | 5.6 | 67 | 4.5 | 81 | 5.4 | 87 | 5.9 | 83 | 5.5 |
| Collision with other motor vehicle | 246 | 17.9 | 240 | 16.0 | 263 | 18.9 | 316 | 21.4 | 350 | 23.2 | 341 | 22.9 | 298 | 19.9 |
| Collision with railroad train | 22 | 1.6 | 25 | 1.7 | 33 | 2.4 | 43 | 2.9 | 35 | 2.3 | 26 | 1.7 | 33 | 2.2 |
| Injury to pedal cyclist | 2 | 0.1 | 4 | 0.3 | 6 | 0.4 | 5 | 0.3 | 4 | 0.3 | 4 | 0.3 | 4 | 0.3 |
| Collision with animal-drawn vehicle or animal | 3 | 0.2 | 2 | 0.1 | 3 | 0.2 | 7 | 0.5 | 6 | 0.4 | 1 | 0.1 | 2 | 0.1 |
| Collision with fixed object | 45 | 3.3 | 63 | 4.2 | 63 | 4.5 | 62 | 4.2 | 92 | 6.1 | 91 | 6.1 | 68 | 4.5 |
| Non-collision | 164 | 11.9 | 196 | 13.1 | 160 | 11.5 | 183 | 12.4 | 129 | 8.5 | 131 | 8.8 | 150 | 10.0 |
| Other and unspecified accident | 12 | 0.9 | 13 | 0.9 | 8 | 0.6 | 12 | 0.8 | 19 | 1.3 | 13 | 0.9 | 11 | 0.7 |
| Public non-motor-vehicle total | 209 | 15.2 | 170 | 11.3 | 181 | 13.0 | 209 | 14.1 | 291 | 19.3 | 256 | 17.2 | 269 | 17.9 |
| Railroad--not with motor vehicle | 17 | 1.2 | 17 | 1.1 | 9 | 0.6 | 12 | 0.8 | 15 | 1.0 | 12 | 0.8 | 12 | 0.8 |
| Other vehicle--not with motor vehicle | 19 | 1.4 | 5 | 0.3 | 6 | 0.4 | 5 | 0.3 | 6 | 0.4 | 4 | 0.3 | 3 | 0.2 |
| Water transportation | 6 | 0.4 | 7 | 0.5 | 9 | 0.6 | 6 | 0.4 | 7 | 0.5 | 19 | 1.3 | 6 | 0.4 |
| Air transportation | 24 | 1.7 | 18 | 1.2 | 24 | 1.7 | 30 | 2.0 | 26 | 1.7 | 39 | 2.6 | 37 | 2.5 |
| Fire, explosion of combustible material | 5 | 0.4 | 7 | 0.5 | 6 | 0.4 | 3 | 0.2 | 8 | 0.5 | 10 | 0.7 | 7 | 0.5 |
| Hot substance, corrosive liquid, steam | - | - | 1 | 0.1 | 1 | 0.1 | - | - | 2 | 0.1 | - | - | 1 | 0.1 |
| Drowning (except in water transport) | 54 | 3.9 | 64 | 4.3 | 65 | 4.7 | 54 | 3.7 | 89 | 5.9 | 52 | 3.5 | 64 | 4.3 |
| Firearms | 19 | 1.4 | 15 | 1.0 | 15 | 1.1 | 16 | 1.1 | 16 | 1.1 | 22 | 1.5 | 14 | 0.9 |
| Falls on same level | 1 | 0.1 | 3 | 0.2 | 5 | 0.4 | 16 | 1.1 | 20 | 1.3 | 23 | 1.5 | 20 | 1.3 |
| Falls to different level or unspecified | 20 | 1.5 | 9 | 0.6 | 8 | 0.6 | 36 | 2.4 | 43 | 2.9 | 32 | 2.2 | 56 | 3.7 |
| Other specified public accidents | 43 | 3.1 | 23 | 1.5 | 31 | 2.2 | 31 | 2.1 | 59 | 3.9 | 41 | 2.8 | 49 | 3.3 |
| Unspecified public accidents | 1 | 0.1 | 1 | 0.1 | 2 | 0.1 | - | - | - | - | 2 | 0.1 | - | - |
| Type of accident unknown | 88 | 6.4 | 273 | 18.2 | 140 | 10.1 | 126 | 8.5 | 78 | 5.2 | 70 | 4.7 | 85 | 5.7 |

TABLE II. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY TYPE OF ACCIDENT, BY MONTH, 1959

| Type of Accident | Total | Month of Injury | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | January | February | March | April | May | June | July | August | September | October | November | December | Unknown |
| GRAND TOTAL | 1,499 | 120 | 101 | 144 | 111 | 133 | 119 | 117 | 121 | 109 | 114 | 110 | 136 | 64 |
| Occupational total | 103 | 6 | 10 | 14 | 16 | 9 | 7 | 6 | 10 | 7 | 7 | 5 | 3 | 3 |
| Agriculture | 18 | - | 3 | - | 5 | - | 1 | - | 3 | 1 | 4 | 1 | - | - |
| Mining, quarrying, oil and gas wells | 15 | 1 | 1 | 1 | 2 | 3 | - | 2 | 1 | 2 | - | 1 | - | 1 |
| Manufacturing | 19 | 3 | - | 9 | 1 | 1 | 1 | - | 1 | - | 2 | - | 1 | - |
| Construction | 22 | - | 2 | 3 | 4 | 1 | 2 | 1 | 2 | 2 | - | 2 | 2 | 1 |
| Transportation | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - |
| Public utilities | 1 | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| Trade | 4 | - | - | 1 | - | - | 1 | 1 | - | - | - | - | - | 1 |
| Service | 11 | 1 | - | - | 2 | 1 | 1 | 2 | 2 | 2 | - | - | - | - |
| Other specified industry | 4 | 1 | 2 | - | 1 | - | - | - | - | - | - | - | - | - |
| Unspecified industry | 8 | - | 1 | - | 1 | 2 | 1 | - | 1 | - | 1 | 1 | - | - |
| Home total | 393 | 52 | 32 | 32 | 24 | 27 | 19 | 24 | 19 | 25 | 35 | 30 | 51 | 23 |
| Poisonings (gas excepted) | 11 | - | 2 | 1 | - | - | 2 | 3 | - | 1 | - | 1 | 1 | - |
| Poisonings by gases and vapors | 17 | 8 | 1 | 1 | - | 1 | 1 | - | - | - | 1 | 2 | 2 | - |
| Fire, explosion of combustible material | 127 | 32 | 9 | 12 | 5 | 4 | 2 | 2 | 2 | 8 | 13 | 10 | 21 | 7 |
| Mechanical suffocation | 28 | - | 2 | 4 | 3 | 2 | 1 | 2 | 1 | 2 | 4 | 1 | 6 | - |
| Firearms | 28 | 2 | 3 | 2 | 1 | 1 | 1 | 4 | - | 1 | 3 | 4 | 4 | 2 |
| Falls on same level | 26 | 2 | 3 | 3 | 3 | 3 | 1 | 2 | - | 1 | 3 | 2 | 3 | - |
| Falls to different level or unspecified | 122 | 4 | 10 | 7 | 10 | 13 | 5 | 8 | 11 | 9 | 8 | 10 | 13 | 14 |
| Other specified home accidents | 33 | 4 | 2 | 2 | 2 | 2 | 6 | 3 | 5 | 3 | 3 | - | 1 | - |
| Unspecified home accidents | 1 | - | - | - | - | 1 | - | - | - | - | - | - | - | - |
| Motor-vehicle total | 649 | 45 | 45 | 66 | 47 | 59 | 62 | 54 | 61 | 47 | 56 | 47 | 60 | - |
| Injury to pedestrian | 83 | 2 | 3 | 8 | 5 | 9 | 7 | 5 | 7 | 7 | 12 | 10 | 8 | - |
| Collision with other motor vehicle | 298 | 22 | 20 | 36 | 15 | 30 | 25 | 29 | 37 | 16 | 23 | 21 | 24 | - |
| Collision with railroad train | 33 | 5 | 3 | 1 | 6 | 6 | 1 | 1 | 2 | 3 | 1 | 2 | 2 | - |
| Injury to pedal cyclist | 4 | - | - | - | - | - | - | 1 | 2 | 1 | - | - | - | - |
| Collision with animal-drawn vehicle or animal | 2 | - | - | - | - | - | - | - | - | - | 2 | - | - | - |
| Collision with fixed object | 68 | 3 | 7 | 10 | 8 | 3 | 5 | 8 | 3 | 1 | 4 | 10 | 6 | - |
| Non-collision | 150 | 12 | 10 | 9 | 12 | 11 | 23 | 10 | 10 | 17 | 14 | 4 | 18 | - |
| Other and unspecified accidents | 11 | 1 | 2 | 2 | 1 | - | 1 | - | - | 2 | - | - | 2 | - |
| Public non-motor-vehicle total | 269 | 15 | 14 | 26 | 21 | 37 | 25 | 25 | 24 | 23 | 13 | 22 | 14 | 9 |
| Railroad--not with motor vehicle | 12 | - | - | - | 2 | - | 4 | 2 | 1 | 1 | 1 | - | - | 1 |
| Other vehicle--not with motor vehicle | 3 | - | - | - | 1 | - | - | - | 1 | - | - | - | 1 | - |
| Water transportation | 6 | - | - | - | 1 | - | - | - | 2 | 3 | - | - | - | - |
| Air transportation | 37 | 1 | 3 | 4 | 6 | 4 | 2 | 1 | 5 | 1 | 1 | 7 | 2 | - |
| Fire, explosion of combustible material | 7 | 3 | 1 | 1 | - | - | - | 1 | - | 1 | - | - | - | - |
| Hot substance, corrosive liquid, steam | 1 | - | - | - | - | - | - | - | 1 | - | - | - | - | - |
| Drowning (except in water transport) | 64 | - | 2 | 1 | 4 | 16 | 9 | 16 | 8 | 6 | - | - | 1 | 1 |
| Firearms | 14 | - | 1 | 4 | - | 1 | - | - | 1 | 1 | 2 | 3 | 1 | - |
| Falls on same level | 20 | 2 | - | 4 | 1 | 2 | - | 1 | 1 | 1 | 1 | 2 | 2 | 3 |
| Falls to different level or unspecified | 56 | 5 | 5 | 7 | 3 | 5 | 5 | 3 | 2 | 5 | 3 | 5 | 4 | 4 |
| Other specified public accidents | 49 | 4 | 2 | 5 | 3 | 9 | 5 | 1 | 3 | 4 | 5 | 5 | 3 | - |
| Type of accident unknown | 85 | 2 | - | 6 | 3 | 1 | 6 | 8 | 6 | 7 | 3 | 6 | 8 | 29 |



TABLE III. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY EXTERNAL CAUSE OF INJURY, BY MONTH, 1959

| External Cause of Injury | Total | Month of Injury | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | January | February | March | April | May | June | July | August | September | October | November | December | Unknown |
| Total fatalities | 1,499 | 120 | 101 | 144 | 111 | 133 | 119 | 117 | 121 | 109 | 114 | 110 | 136 | 64 |
| Railway (800-802) | 12 | - | - | - | 2 | - | 4 | 2 | 1 | 1 | 1 | - | - | 1 |
| Motor-vehicle: | | | | | | | | | | | | | | |
| Traffic (810-825) | 630 | 44 | 43 | 64 | 44 | 55 | 61 | 54 | 60 | 47 | 55 | 46 | 57 | - |
| Non-traffic (830-835) | 19 | 1 | 2 | 2 | 3 | 4 | 1 | - | 1 | - | 1 | 1 | 3 | - |
| Other road vehicle (840-845) | 3 | - | - | - | 1 | - | - | - | 1 | - | - | - | 1 | - |
| Water transport (850-858) | 6 | - | - | - | 1 | - | - | - | 2 | 3 | - | - | - | - |
| Aircraft (860-866) | 37 | 1 | 3 | 4 | 6 | 4 | 2 | 1 | 5 | 1 | 1 | 7 | 2 | - |
| Poisoning by solid and liquid substances (870-888) | 17 | - | 2 | 2 | - | - | 2 | 3 | 1 | 2 | 1 | 1 | 1 | 2 |
| Poisoning by gases and vapors (890-895) | 25 | 8 | 1 | 3 | - | 1 | 1 | - | - | - | 4 | 5 | 2 | - |
| Falls: | | | | | | | | | | | | | | |
| Fall from one level to another (900-902) | 72 | 2 | 4 | 1 | 8 | 9 | 6 | 6 | 6 | 7 | 5 | 6 | 7 | 5 |
| Fall on same level (903) | 48 | 5 | 3 | 7 | 4 | 6 | 1 | 3 | 1 | 2 | 4 | 4 | 5 | 3 |
| Unspecified falls (904) | 152 | 8 | 14 | 15 | 8 | 10 | 10 | 8 | 12 | 11 | 6 | 11 | 13 | 26 |
| Blow from falling object (910) | 19 | 1 | 4 | 2 | 3 | 2 | 2 | - | 2 | 1 | - | 1 | 1 | - |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | 32 | - | 2 | 3 | 8 | 3 | 2 | 1 | 4 | 2 | 4 | 1 | 1 | 1 |
| Cutting and piercing instruments (913) | 1 | - | - | - | - | - | 1 | - | - | - | - | - | - | - |
| Electric current (914) | 18 | 2 | 1 | - | 1 | - | 1 | 4 | 4 | 2 | 2 | 1 | - | - |
| Burns and conflagrations: | | | | | | | | | | | | | | |
| Fire and explosion of combustible material (916) | 157 | 37 | 10 | 22 | 6 | 6 | 3 | 5 | 2 | 10 | 13 | 11 | 24 | 8 |
| Hot substance, corrosive liquid, steam, and radiation (917, 918) | 3 | - | - | - | - | - | - | - | 1 | - | 2 | - | - | - |
| Firearms (919) | 54 | 3 | 4 | 6 | 4 | 2 | 2 | 4 | 2 | 4 | 5 | 10 | 5 | 3 |
| Suffocation and other injury by foreign body: | | | | | | | | | | | | | | |
| Inhalation and ingestion of food or other object causing obstruction or suffocation (921, 922) | 16 | 2 | - | 3 | - | 1 | 4 | 1 | 1 | 1 | 1 | - | 1 | 1 |
| Other injury by foreign body (920, 923) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mechanical suffocation (924, 925) | 38 | 1 | 3 | 5 | 3 | 2 | 1 | 2 | 2 | 3 | 6 | 3 | 7 | - |
| Animals (not being ridden) (927, 928) | 6 | - | 1 | - | 1 | - | 1 | - | - | 1 | 1 | 1 | - | - |
| Drowning and submersion (except in water transport) (929) | 75 | - | 2 | 1 | 4 | 17 | 11 | 20 | 9 | 8 | 1 | - | 1 | 1 |
| Effects of weather, exposure, related conditions: | | | | | | | | | | | | | | |
| Excessive heat and insolation (931) | 3 | - | - | - | - | - | - | - | 3 | - | - | - | - | - |
| Excessive cold (932) | 4 | 3 | - | - | - | - | - | - | - | - | - | - | 1 | - |
| Cataclysm (934) | 7 | - | - | - | - | 7 | - | - | - | - | - | - | - | - |
| Other (933, 935) | 7 | - | - | - | 2 | 3 | - | - | - | 1 | - | 1 | - | - |
| Other accidents (915, 926, 930, 936) | 20 | 2 | 2 | 2 | 1 | 1 | 3 | 2 | 1 | 1 | - | - | 2 | 3 |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | 4 | - | - | - | - | - | - | - | - | 1 | - | - | 2 | 1 |
| Late effects of injury and poisoning (960-962) | 14 | - | - | 2 | 1 | - | - | 1 | - | - | 1 | - | - | 9 |

TABLE IV. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY TYPE OF ACCIDENT, NUMBER AND RATE, BY RACE, AND NUMBER BY URBAN AND RURAL LOCATION, 1959

| Type of Accident | Total | | White | | Negro | | Indian | | Urban | Rural |
|---|---|---|---|---|---|---|---|---|---|---|
| Estimated population, July 1, 1959 | 2,276,000 | | 2,064,290 | | 157,941 | | 53,769 | | | |
| | Number | Rate | Number | Rate | Number | Rate | Number | Rate | Number | Number |
| Total fatalities | 1,499 | 65.9 | 1,304 | 63.2 | 145 | 91.8 | 50 | 93.0 | 518 | 981 |
| Occupational | 103 | 4.5 | 97 | 4.7 | 3 | 1.9 | 3 | 5.6 | 49 | 54 |
| Home | 393 | 17.3 | 321 | 15.6 | 63 | 39.9 | 9 | 16.7 | 225 | 168 |
| Motor-vehicle | 649 | 28.5 | 575 | 27.9 | 51 | 32.3 | 23 | 42.8 | 104 | 545 |
| Public | 269 | 11.8 | 241 | 11.7 | 16 | 10.1 | 12 | 22.3 | 89 | 180 |
| Unknown | 85 | 3.7 | 70 | 3.4 | 12 | 7.6 | 3 | 5.6 | 51 | 34 |
| Total | 1,499 | 65.9 | 1,304 | 63.2 | 145 | 91.8 | 50 | 93.0 | 518 | 981 |
| Railway (800-802) | 12 | 0.5 | 9 | 0.4 | 1 | 0.6 | 2 | 3.7 | 6 | 6 |
| Motor-vehicle (810-835) | 649 | 28.5 | 575 | 27.9 | 51 | 32.3 | 23 | 42.8 | 104 | 545 |
| Other road vehicle (840-845) | 3 | 0.1 | 3 | 0.1 | - | - | - | - | - | 3 |
| Water transport (850-858) | 6 | 0.3 | 6 | 0.3 | - | - | - | - | - | 6 |
| Aircraft (860-866) | 37 | 1.6 | 36 | 1.7 | - | - | 1 | 1.9 | 1 | 36 |
| Poisoning by solid and liquid substances (870-888) | 17 | 0.7 | 13 | 0.6 | 1 | 0.6 | 3 | 5.6 | 12 | 5 |
| Poisoning by gases and vapors (890-895) | 25 | 1.1 | 23 | 1.1 | 1 | 0.6 | 1 | 1.9 | 13 | 12 |
| Falls (900-904) | 272 | 12.0 | 258 | 12.5 | 10 | 6.3 | 4 | 7.4 | 182 | 90 |
| Blow from falling object (910) | 19 | 0.8 | 19 | 0.9 | - | - | - | - | 10 | 9 |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | 32 | 1.4 | 31 | 1.5 | 1 | 0.6 | - | - | 8 | 24 |
| Cutting and piercing instruments (913) | 1 | 0.0 | 1 | 0.0 | - | - | - | - | - | 1 |
| Electric current (914) | 18 | 0.8 | 18 | 0.9 | - | - | - | - | 6 | 12 |
| Fire, hot substance, radiation (915-918) | 160 | 7.0 | 105 | 5.1 | 46 | 29.1 | 9 | 16.7 | 84 | 76 |
| Firearms (919) | 54 | 2.4 | 47 | 2.3 | 5 | 3.2 | 2 | 3.7 | 16 | 38 |
| Suffocation and other injury by foreign body (920-923) | 16 | 0.7 | 12 | 0.6 | 3 | 1.9 | 1 | 1.9 | 13 | 3 |
| Mechanical suffocation (924, 925) | 38 | 1.7 | 28 | 1.4 | 9 | 5.7 | 1 | 1.9 | 23 | 15 |
| Animals (not being ridden) (927, 928) | 6 | 0.3 | 6 | 0.3 | - | - | - | - | - | 6 |
| Drowning (except in water transport) (929) | 75 | 3.3 | 61 | 3.0 | 11 | 7.0 | 3 | 5.6 | 12 | 63 |
| Other accidents (926, 930-936) | 41 | 1.8 | 33 | 1.6 | 6 | 3.8 | - | - | 17 | 24 |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | 4 | 0.2 | 4 | 0.2 | - | - | - | - | 4 | - |
| Late effects of injury and poisoning (960-962) | 14 | 0.6 | 14 | 0.7 | - | - | - | - | 7 | 7 |

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

TABLE V. DEATHS FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY HOUR OF INJURY, BY TYPE OF ACCIDENT, 1959

| Hour of Injury | Total | Railway | Motor-vehicle | Drowning and Water Transport | Aircraft | Solid and Liquid Poisons | Poisonous Gases | Falls | Machinery | Electric Current | Fire, Hot Substance, Radiation | Firearms | Mechanical Suffocation | Other and Unspecified |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 1,499 | 12 | 649 | 81 | 37 | 17 | 25 | 272 | 32 | 18 | 160 | 54 | 38 | 104 |
| Midnight - 12:59 a.m. | 32 | - | 28 | - | - | - | - | 2 | - | - | - | 1 | - | 1 |
| 1:00 a.m. - 1:59 a.m. | 20 | 1 | 17 | - | - | - | - | 1 | - | - | 1 | - | - | - |
| 2:00 a.m. - 2:59 a.m. | 32 | 1 | 21 | - | - | - | - | 2 | - | - | 7 | - | - | 1 |
| 3:00 a.m. - 3:59 a.m. | 22 | - | 8 | - | - | - | - | 3 | - | - | 6 | - | 4 | 1 |
| 4:00 a.m. - 4:59 a.m. | 33 | - | 23 | - | - | - | 1 | 2 | - | - | 4 | - | 2 | 1 |
| 5:00 a.m. - 5:59 a.m. | 20 | - | 10 | - | - | - | - | 4 | - | - | 4 | 1 | 1 | - |
| 6:00 a.m. - 6:59 a.m. | 35 | - | 16 | 1 | 2 | - | 2 | 6 | - | - | 3 | - | 4 | 1 |
| 7:00 a.m. - 7:59 a.m. | 34 | - | 20 | 1 | 1 | - | - | 4 | 3 | - | 3 | - | 2 | - |
| 8:00 a.m. - 8:59 a.m. | 40 | 1 | 18 | - | 2 | - | 1 | 8 | - | - | 5 | 2 | - | 3 |
| 9:00 a.m. - 9:59 a.m. | 41 | - | 22 | 1 | - | - | 1 | 6 | 2 | 2 | 1 | 2 | 1 | 3 |
| 10:00 a.m. - 10:59 a.m. | 44 | - | 19 | 1 | 3 | 1 | 1 | 7 | 2 | 1 | 5 | 2 | - | 2 |
| 11:00 a.m. - 11:59 a.m. | 59 | - | 22 | 5 | 3 | - | - | 8 | 4 | 1 | 13 | 3 | - | - |
| Noon - 12:59 p.m. | 54 | - | 33 | 3 | 2 | - | - | 4 | 2 | - | 1 | 3 | 3 | 3 |
| 1:00 p.m. - 1:59 p.m. | 54 | - | 27 | 4 | - | - | 1 | 8 | 2 | 1 | 2 | 2 | 1 | 6 |
| 2:00 p.m. - 2:59 p.m. | 70 | 1 | 34 | 8 | - | - | 1 | 8 | 2 | 3 | 3 | 3 | 1 | 6 |
| 3:00 p.m. - 3:59 p.m. | 73 | 1 | 33 | 7 | 3 | - | 1 | 9 | 3 | 3 | 5 | 3 | 1 | 4 |
| 4:00 p.m. - 4:59 p.m. | 67 | - | 37 | 10 | 3 | 2 | - | 3 | - | 1 | 5 | 3 | - | 3 |
| 5:00 p.m. - 5:59 p.m. | 60 | - | 32 | 3 | 6 | - | - | 4 | 1 | 1 | 4 | 7 | - | 2 |
| 6:00 p.m. - 6:59 p.m. | 79 | - | 51 | 4 | 2 | 4 | - | 7 | 1 | - | 2 | 1 | 1 | 6 |
| 7:00 p.m. - 7:59 p.m. | 68 | 1 | 43 | 3 | - | - | - | 5 | 2 | 1 | 3 | 1 | 1 | 8 |
| 8:00 p.m. - 8:59 p.m. | 49 | 1 | 37 | 1 | 4 | - | - | 3 | - | - | 2 | 1 | - | - |
| 9:00 p.m. - 9:59 p.m. | 42 | - | 28 | 3 | - | - | - | 5 | - | - | 2 | 4 | - | - |
| 10:00 p.m. - 10:59 p.m. | 46 | - | 34 | - | - | - | - | 4 | - | 1 | 2 | 1 | 1 | 3 |
| 11:00 p.m. - 11:59 p.m. | 31 | - | 26 | - | - | - | - | 1 | - | - | 2 | - | - | 2 |
| Hour not stated | 394 | 5 | 10 | 26 | 6 | 10 | 16 | 158 | 8 | 3 | 75 | 14 | 15 | 48 |



TABLE VI. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY EXTERNAL CAUSE OF INJURY, BY AGE AT DEATH, 1959

| External Cause of Injury | 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 | 75-84 | 85 and Over | Unknown |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 1,499 | 53 | 69 | 56 | 59 | 111 | 101 | 80 | 77 | 165 | 183 | 144 | 137 | 148 | 115 | 1 |
| Railway (800-802) | 12 | - | - | - | - | 1 | - | 1 | 1 | 1 | 5 | 2 | - | 1 | - | - |
| Motor-vehicle: | | | | | | | | | | | | | | | | |
| Traffic (810-825) | 630 | 2 | 17 | 22 | 25 | 72 | 69 | 42 | 46 | 85 | 91 | 70 | 55 | 27 | 7 | - |
| Non-traffic (830-835) | 19 | - | 6 | - | 1 | 2 | 1 | - | - | 2 | 2 | 3 | 2 | - | - | - |
| Other road vehicle (840-845) | 3 | - | - | - | 1 | 1 | 1 | - | - | 1 | - | - | - | - | - | - |
| Water transport (850-858) | 6 | - | - | - | - | 1 | 1 | - | - | 3 | 1 | - | - | - | - | - |
| Aircraft (860-866) | 37 | - | - | - | - | 1 | 8 | 9 | 5 | 10 | 2 | 1 | 1 | - | - | - |
| Poisoning by solid and liquid substances (870-888) | 17 | 1 | 5 | 2 | - | - | 1 | - | 1 | 2 | 3 | 1 | 1 | - | - | - |
| Poisoning by gases and vapors (890-895) | 25 | 1 | 1 | - | 1 | 2 | 2 | 2 | 2 | 4 | 5 | 2 | 1 | 2 | - | - |
| Falls: | | | | | | | | | | | | | | | | |
| Fall from one level to another (900-902) | 72 | 3 | - | 2 | 1 | - | - | 2 | 1 | 5 | 11 | 9 | 9 | 18 | 11 | - |
| Fall on same level (903) | 48 | - | - | 1 | - | - | - | 1 | 1 | 1 | 3 | 1 | 8 | 15 | 18 | - |
| Unspecified falls (904) | 152 | 1 | - | - | - | - | - | 1 | 1 | 3 | 5 | 8 | 24 | 53 | 56 | - |
| Blow from falling object (910) | 19 | - | - | - | - | 2 | - | 3 | - | 5 | 4 | 2 | 1 | 1 | 1 | - |
| Non-road vehicle (911) | - | - | - | 1 | 1 | - | - | 5 | 1 | 4 | 7 | 6 | 3 | 4 | - | - |
| Machinery (912) | 32 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Cutting and piercing instruments (913) | 1 | - | 1 | - | - | - | - | 1 | - | 2 | 1 | 2 | 2 | - | - | - |
| Electric current (914) | 18 | 1 | 2 | 1 | - | 1 | 3 | 1 | 2 | 2 | - | 2 | - | - | - | - |
| Burns and conflagrations: | | | | | | | | | | | | | | | | |
| Fire and explosion of combustible material (916) | 157 | 6 | 19 | 13 | 8 | 1 | 3 | 7 | 8 | 17 | 21 | 15 | 13 | 14 | 12 | - |
| Hot substance, corrosive liquid, steam, and radiation (917, 918) | 3 | - | - | - | - | - | - | - | - | - | - | 2 | - | 1 | - | - |
| Firearms (919) | 54 | - | 2 | 4 | 8 | 14 | 4 | - | 2 | 5 | 11 | - | 3 | 1 | - | - |
| Suffocation and other injury by foreign body: | | | | | | | | | | | | | | | | |
| Inhalation and ingestion of food or other object causing obstruction or suffocation (921, 922) | 16 | 8 | 4 | 1 | - | - | 1 | - | - | 1 | - | - | - | - | 1 | - |
| Other injury by foreign body (920, 923) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mechanical suffocation (924, 925) | 38 | 30 | - | 1 | 1 | 2 | 1 | 1 | - | 1 | - | 3 | - | - | - | - |
| Animals (not being ridden) (927, 928) | 6 | - | - | - | 1 | - | - | - | 1 | - | - | 2 | 2 | - | - | - |
| Drowning and submersion (except in water transport) (929) | 75 | 1 | 9 | 5 | 8 | 9 | 5 | 6 | 3 | 9 | 5 | 6 | 5 | 4 | - | - |
| Effects of weather, exposure, related conditions: | | | | | | | | | | | | | | | | |
| Excessive heat and insolation (931) | 3 | - | - | - | - | - | - | - | - | 1 | - | - | - | 1 | - | 1 |
| Excessive cold (932) | 4 | - | - | - | - | - | - | - | - | - | 2 | - | 2 | - | - | - |
| Cataclysm (934) | 7 | - | - | - | 1 | - | - | - | - | 1 | 1 | 2 | - | 1 | - | - |
| Other (933, 935) | 7 | - | - | - | - | 1 | 1 | 1 | 1 | - | 1 | - | 1 | 1 | - | - |
| Other accidents (915, 926, 930, 936) | 20 | - | 1 | 3 | 3 | - | 1 | - | 1 | 1 | 2 | 5 | 1 | - | 2 | - |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | 4 | - | 1 | - | - | - | - | - | - | - | - | 1 | 1 | 1 | 1 | - |
| Late effects of injury and poisoning (960-962) | 14 | - | - | - | - | - | - | - | - | 1 | - | 2 | 2 | 3 | 6 | - |

TABLE VII. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY RACE AND SEX AND BY TYPE OF ACCIDENT, BY AGE AT DEATH, 1959

| 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 | 75-84 | 85 and Over | Unknown |
| Total fatalities | 1,499 | 53 | 69 | 56 | 59 | 111 | 101 | 80 | 77 | 165 | 183 | 144 | 137 | 148 | 115 | 1 |
| White: Male | 917 | 24 | 32 | 28 | 34 | 81 | 80 | 52 | 56 | 109 | 131 | 89 | 85 | 69 | 47 | - |
| Female | 387 | 11 | 22 | 11 | 15 | 20 | 12 | 17 | 11 | 34 | 31 | 35 | 36 | 71 | 61 | - |
| Negro: Male | 87 | 9 | 3 | 5 | 6 | 2 | 5 | 6 | 5 | 10 | 8 | 12 | 7 | 5 | 4 | - |
| Female | 58 | 8 | 9 | 8 | 1 | 3 | 1 | 1 | 1 | 7 | 6 | 2 | 4 | 3 | 3 | 1 |
| Indian: Male | 40 | - | 2 | 3 | 3 | 5 | 3 | 2 | 2 | 5 | 7 | 5 | 3 | - | - | - |
| Female | 10 | 1 | 1 | 1 | - | - | - | 2 | 2 | - | - | 1 | 2 | - | - | - |
| Occupational total | 103 | - | - | - | - | 4 | 6 | 8 | 6 | 19 | 26 | 22 | 9 | 3 | - | - |
| White: Male | 96 | - | - | - | - | 4 | 6 | 8 | 6 | 18 | 25 | 18 | 8 | 3 | - | - |
| Female | 1 | - | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - |
| Negro: Male | 3 | - | - | - | - | - | - | - | - | - | 1 | 2 | - | - | - | - |
| Female | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Indian: Male | 3 | - | - | - | - | - | - | - | - | 1 | - | 1 | 1 | - | - | - |
| Female | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Agriculture | 18 | - | - | - | - | 1 | - | - | - | 1 | 6 | 4 | 4 | 2 | - | - |
| Mining, quarrying, oil and gas wells | 15 | - | - | - | - | - | 3 | 2 | - | 4 | 3 | 3 | - | - | - | - |
| Manufacturing | 19 | - | - | - | - | 1 | 1 | 2 | 1 | 2 | 3 | 8 | 1 | - | - | - |
| Construction | 22 | - | - | - | - | 1 | - | 1 | - | 7 | 7 | 4 | 1 | 1 | - | - |
| Transportation | 1 | - | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - |
| Public utilities | 1 | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - |
| Trade | 4 | - | - | - | - | - | - | 1 | - | 1 | 2 | - | - | - | - | - |
| Service | 11 | - | - | - | - | - | 1 | 1 | 2 | 1 | 2 | 1 | 3 | - | - | - |
| Other specified industry | 4 | - | - | - | - | - | - | - | 1 | 1 | 2 | - | - | - | - | - |
| Unspecified industry | 8 | - | - | - | - | 1 | 1 | 1 | 2 | 1 | - | 2 | - | - | - | - |
| Home total | 393 | 42 | 31 | 21 | 15 | 8 | 9 | 7 | 7 | 22 | 32 | 22 | 35 | 76 | 66 | - |
| White: Male | 169 | 22 | 12 | 7 | 7 | 5 | 5 | 2 | 2 | 12 | 22 | 13 | 14 | 23 | 23 | - |
| Female | 152 | 8 | 9 | 4 | 4 | 2 | 2 | 4 | 2 | 4 | 5 | 6 | 17 | 47 | 38 | - |
| Negro: Male | 33 | 7 | 2 | 3 | 3 | - | 2 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | - |
| Female | 30 | 5 | 6 | 5 | 1 | 1 | - | - | - | 3 | 1 | - | 2 | 3 | 3 | - |
| Indian: Male | 7 | - | 1 | 1 | - | - | - | - | 1 | 1 | 2 | 1 | - | - | - | - |
| Female | 2 | - | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - |
| Poisonings (gas excepted) | 11 | 1 | 5 | 1 | - | - | 1 | - | - | - | 2 | 1 | - | - | - | - |
| Poisonings by gases and vapors | 17 | 1 | 1 | - | 1 | 1 | 2 | 1 | - | 1 | 4 | 2 | 1 | 2 | - | - |
| Fire, explosion of combustible material | 127 | 6 | 16 | 10 | 8 | 1 | 1 | 4 | 7 | 9 | 18 | 11 | 11 | 14 | 11 | - |
| Hot substance, corrosive liquid, steam | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Mechanical suffocation | 28 | 26 | - | - | - | - | 1 | - | - | - | - | 1 | - | - | - | - |
| Firearms | 28 | - | 2 | 3 | 5 | 6 | 3 | - | - | 4 | 4 | - | - | 1 | - | - |
| Falls on same level | 26 | - | - | 1 | - | - | - | - | - | 1 | - | - | 3 | 11 | 10 | - |
| Falls to different level or unspecified | 122 | 3 | - | 2 | - | - | - | - | - | 6 | 3 | 5 | 16 | 45 | 42 | - |
| Other specified home accidents | 33 | 5 | 7 | 3 | 1 | - | 1 | 2 | - | 1 | 1 | 2 | 4 | 3 | 3 | - |
| Unspecified home accidents | 1 | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - |



TABLE VII. DEATHS RESULTING FROM ACCIDENTS OCCURRING IN OKLAHOMA, BY RACE AND SEX AND BY TYPE OF ACCIDENT, BY AGE AT DEATH, 1959
(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 | 75-84 | 85 and Over | Unknown |
| Motor-vehicle total | 649 | 2 | 23 | 22 | 26 | 74 | 70 | 42 | 46 | 87 | 93 | 73 | 57 | 27 | 7 | - |
| White: Male | 416 | - | 15 | 13 | 17 | 51 | 54 | 23 | 33 | 50 | 60 | 40 | 38 | 17 | 5 | - |
| Female | 159 | 1 | 6 | 5 | 8 | 16 | 9 | 11 | 8 | 25 | 25 | 25 | 12 | 8 | - | - |
| Negro: Male | 34 | 1 | - | 1 | - | 1 | 3 | 4 | 3 | 7 | 3 | 5 | 2 | 2 | 2 | - |
| Female | 17 | - | 2 | 1 | - | 2 | 1 | 1 | 1 | 3 | 2 | 2 | 2 | - | - | - |
| Indian: Male | 19 | - | - | 2 | 1 | 4 | 3 | 1 | 1 | 2 | 3 | - | 2 | - | - | - |
| Female | 4 | - | - | - | - | - | - | 2 | - | - | - | 1 | 1 | - | - | - |
| Injury to pedestrian | 83 | - | 13 | 10 | 3 | 5 | 2 | 1 | 3 | 8 | 7 | 6 | 14 | 6 | 5 | - |
| Collision with other motor vehicle | 298 | 2 | 4 | 6 | 8 | 32 | 22 | 25 | 16 | 47 | 49 | 42 | 31 | 12 | 2 | - |
| Collision with railroad train | 33 | - | 2 | 1 | 2 | 3 | 7 | 2 | 1 | 5 | 5 | 2 | - | 3 | - | - |
| Injury to pedal cyclist | 4 | - | - | 3 | 1 | - | - | - | - | - | - | - | - | - | - | - |
| Collision with animal-drawn vehicle or animal | 2 | - | - | - | - | - | 2 | - | - | - | - | - | - | - | - | - |
| Collision with fixed object | 68 | - | 2 | 1 | 1 | 7 | 7 | 2 | 9 | 9 | 12 | 9 | 5 | 4 | - | - |
| Non-collision | 150 | - | 2 | 1 | 10 | 25 | 29 | 11 | 17 | 16 | 19 | 13 | 6 | 1 | - | - |
| Other and unspecified accidents | 11 | - | - | - | 1 | 2 | 1 | 1 | - | 2 | 1 | 1 | 1 | 1 | - | - |
| Public non-motor-vehicle total | 269 | 4 | 8 | 11 | 16 | 24 | 15 | 22 | 14 | 31 | 25 | 22 | 20 | 32 | 25 | - |
| White: Male | 194 | 1 | 3 | 7 | 9 | 20 | 14 | 18 | 13 | 25 | 20 | 13 | 16 | 21 | 14 | - |
| Female | 47 | 1 | 5 | 2 | 3 | 2 | 1 | 2 | - | 4 | - | 3 | 2 | 11 | 11 | - |
| Negro: Male | 10 | - | - | 1 | 2 | 1 | - | 1 | - | - | 1 | 3 | 1 | - | - | - |
| Female | 6 | 2 | - | 1 | - | - | - | - | - | 1 | 2 | - | - | - | - | - |
| Indian: Male | 10 | - | - | - | 2 | 1 | - | 1 | - | 1 | 2 | 3 | - | - | - | - |
| Female | 2 | - | - | - | - | - | - | - | 1 | - | - | - | 1 | - | - | - |
| Railroad--not with motor vehicle | 12 | - | - | - | - | 1 | - | 1 | 1 | 1 | 5 | 2 | - | 1 | - | - |
| Other vehicle--not with motor vehicle | 3 | - | - | - | 1 | 1 | - | - | - | 1 | - | - | - | - | - | - |
| Water transportation | 6 | - | - | - | - | 1 | 1 | - | - | 3 | 1 | - | - | - | - | - |
| Air transportation | 37 | - | - | - | - | 1 | 8 | 9 | 5 | 10 | 2 | 1 | 1 | - | - | - |
| Fire, explosion of combustible material | 7 | - | 1 | 2 | - | - | - | 1 | - | 2 | 1 | - | - | - | - | - |
| Hot substance, corrosive liquid, stear | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | - | - |
| Drowning (except in water transport) | 64 | - | 6 | 5 | 7 | 9 | 5 | 5 | 2 | 9 | 3 | 6 | 4 | 3 | - | - |
| Firearms | 14 | - | - | - | 2 | 6 | 1 | - | 1 | - | 3 | - | 1 | - | - | - |
| Falls on same level | 20 | - | - | - | - | - | - | - | - | - | 2 | 1 | 5 | 4 | 8 | - |
| Falls to different level or unspecified | 56 | - | - | - | 1 | - | - | 2 | 1 | - | 4 | 6 | 7 | 19 | 16 | - |
| Other specified public accidents | 49 | 4 | 1 | 4 | 5 | 5 | - | 4 | 4 | 5 | 4 | 6 | 2 | 4 | 1 | - |
| Unspecified public accidents | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Type of accident unknown | 85 | 5 | 7 | 2 | 2 | 1 | 1 | 1 | 4 | 6 | 7 | 5 | 16 | 10 | 17 | 1 |
| White: Male | 42 | 1 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 4 | 4 | 5 | 9 | 5 | 5 | - |
| Female | 28 | 1 | 2 | - | - | - | - | - | 1 | 1 | 1 | - | 5 | 5 | 12 | - |
| Negro: Male | 7 | 1 | 1 | - | 1 | - | - | - | - | 1 | 1 | - | 2 | - | - | - |
| Female | 5 | 1 | 1 | 1 | - | - | - | - | - | - | 1 | - | - | - | - | 1 |
| Indian: Male | 1 | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Female | 2 | 1 | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - |

TABLE VIII. DEATHS RESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT, BY TYPE OF ACCIDENT, OKLAHOMA, 1959

| Type of Accident | State | Adair | Alfalfa | Atoka | Beaver | Beckham | Blaine | Bryan | Caddo | Canadian |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 1,499 | 9 | 8 | 13 | 17 | 2 | 13 | 15 | 22 | 14 |
| Occupational | 103 | - | 1 | 1 | 2 | - | 1 | 1 | 1 | 1 |
| Home | 393 | 1 | 1 | 1 | 1 | - | 5 | 5 | 3 | 1 |
| Motor-vehicle | 649 | 5 | 2 | 8 | 13 | 1 | 6 | 3 | 10 | 6 |
| Public | 269 | 2 | 3 | 2 | 1 | 1 | 1 | 6 | 8 | 3 |
| Unknown | 85 | 1 | 1 | 1 | - | - | - | - | - | 3 |
| Total | 1,499 | 9 | 8 | 13 | 17 | 2 | 13 | 15 | 22 | 14 |
| Railway (800-802) | 12 | - | - | 1 | - | - | - | - | - | - |
| Motor-vehicle (810-835) | 649 | 5 | 2 | 8 | 13 | 1 | 6 | 3 | 10 | 6 |
| Other road vehicle (840-845) | 3 | - | - | - | - | - | - | - | - | - |
| Water transport (850-858) | 6 | - | - | - | - | - | - | - | - | - |
| Aircraft (860-866) | 37 | - | 1 | - | - | - | - | 3 | - | 3 |
| Poisoning by solid and liquid substances (870-888) | 17 | - | - | - | - | - | - | - | 1 | 1 |
| Poisoning by gases and vapors (890-895) | 25 | - | - | - | - | - | - | - | - | - |
| Falls (900-904) | 272 | 1 | 2 | - | 1 | - | 4 | 3 | 4 | 1 |
| Blow from falling object (910) | 19 | - | - | 1 | - | - | - | - | - | - |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | 32 | - | - | 1 | 1 | - | 1 | 1 | - | - |
| Cutting and piercing instruments (913) | 1 | - | - | - | - | - | - | - | - | - |
| Electric current | 18 | - | 1 | - | - | - | - | - | - | 1 |
| Fire, hot substance, radiation (916-918) | 160 | - | - | - | - | - | - | 1 | 1 | - |
| Firearms (919) | 54 | 1 | - | - | 1 | - | 1 | 1 | 1 | - |
| Suffocation and other injury by foreign body (920-923) | 16 | 1 | - | - | - | - | - | - | - | 2 |
| Mechanical suffocation (924, 925) | 38 | - | - | - | - | - | 1 | 1 | - | - |
| Animals (not being ridden) (927, 928) | 6 | - | - | - | - | - | - | - | - | - |
| Drowning (except in water transport) (929) | 75 | 1 | 2 | - | - | 1 | - | 2 | 4 | - |
| Other accidents (915, 926, 930-936) | 41 | - | - | 2 | 1 | - | - | - | 1 | - |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | 4 | - | - | - | - | - | - | - | - | - |
| Late effects of injury and poisoning (960-962) | 14 | - | - | - | - | - | - | - | - | - |

| Type of Accident | Carter | Cherokee | Choctaw | Cimarron | Cleveland | Coal | Comanche | Cotton | Craig | Creek |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 36 | 18 | 28 | 4 | 29 | 4 | 46 | 9 | 12 | 36 |
| Occupational | 1 | - | - | 1 | 1 | - | 1 | 2 | - | 1 |
| Home | 6 | 3 | 20 | - | 3 | 3 | 10 | 1 | 3 | 8 |
| Motor-vehicle | 22 | 7 | 4 | 2 | 16 | 1 | 25 | 3 | 5 | 18 |
| Public | 6 | 8 | 2 | 1 | 8 | - | 6 | 3 | 3 | 6 |
| Unknown | 1 | - | 2 | - | 1 | - | 4 | - | 1 | 3 |
| Total | 36 | 18 | 28 | 4 | 29 | 4 | 46 | 9 | 12 | 36 |
| Railway (800-802) | 2 | - | - | - | - | - | - | - | - | 2 |
| Motor-vehicle (810-835) | 22 | 7 | 4 | 2 | 16 | 1 | 25 | 3 | 5 | 18 |
| Other road vehicle (840-845) | - | - | - | - | - | - | - | - | - | - |
| Water transport (850-858) | - | - | - | - | - | - | - | - | - | 2 |
| Aircraft (860-866) | - | - | - | - | - | - | 4 | 1 | - | - |
| Poisoning by solid and liquid substances (870-888) | - | - | - | - | - | - | - | - | - | 1 |
| Poisoning by gases and vapors (890-895) | - | 3 | - | - | 1 | - | - | - | 1 | - |
| Falls (900-904) | 3 | 1 | 2 | 2 | 6 | - | 3 | - | 5 | 7 |
| Blow from falling object (910) | - | 1 | - | - | - | - | - | - | - | 1 |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | 1 | - | - | - | 1 | - | - | 2 | - | - |
| Cutting and piercing instruments (913) | - | - | - | - | - | - | - | - | - | - |
| Electric current (914) | - | - | - | - | - | - | 1 | - | - | - |
| Fire, hot substance, radiation (916-918) | 4 | 1 | 18 | - | - | 1 | 2 | 1 | 1 | 3 |
| Firearms (919) | 1 | - | 1 | - | 2 | 1 | 1 | - | - | - |
| Suffocation and other injury by foreign body (920-923) | - | - | 1 | - | - | - | 2 | - | - | - |
| Mechanical suffocation (924, 925) | - | - | - | - | 1 | 1 | 3 | - | - | - |
| Animals (not being ridden) (927, 928) | - | - | - | - | - | - | - | - | - | - |
| Drowning (except in water transport) (929) | 2 | 5 | 2 | - | 1 | - | 4 | 2 | - | 1 |
| Other accidents (915, 926, 930-936) | 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 (960-962) | - | - | - | - | - | - | - | - | - | - |



TABLE VIII. DEATHS RESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT, BY TYPE OF ACCIDENT, OKLAHOMA, 1959
(Continued)

| Type of Accident | Custer | Delaware | Dewey | Ellis | Garfield | Garvin | Grady | Grant | Greer | Harmon |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 16 | 12 | 9 | 9 | 33 | 16 | 20 | 7 | 4 | 5 |
| Occupational | 1 | - | - | 2 | 1 | - | 2 | 1 | - | - |
| Home | 5 | 3 | 1 | 2 | 13 | 7 | 6 | 2 | - | - |
| Motor-vehicle | 8 | 3 | 7 | 5 | 7 | 7 | 9 | 4 | - | 4 |
| Public | 2 | 4 | 1 | - | 11 | 1 | 2 | - | 1 | 1 |
| Unknown | - | 2 | - | - | 1 | 1 | 1 | - | 3 | - |
| Total | 16 | 12 | 9 | 9 | 33 | 16 | 20 | 7 | 4 | 5 |
| Railway (800-802) | 1 | - | - | - | - | - | - | - | - | - |
| Motor-vehicle (810-835) | 8 | 3 | 7 | 5 | 7 | 7 | 9 | 4 | - | 4 |
| Other road vehicle (840-845) | - | - | - | - | - | - | - | - | - | - |
| Water transport (850-858) | - | 1 | - | - | - | - | - | - | - | - |
| Aircraft (860-866) | - | - | - | - | 6 | - | - | - | 1 | - |
| Poisoning by solid and liquid substances (870-888) | 1 | - | - | - | - | - | - | - | - | - |
| Poisoning by gases and vapors (890-895) | - | - | - | - | 2 | - | - | - | - | - |
| Falls (900-904) | 5 | - | - | - | 10 | 2 | 2 | 1 | 1 | - |
| Blow from falling object (910) | - | - | - | - | 1 | 1 | - | - | - | - |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | - | 1 | 1 | 1 | - | - | 1 | - | - | - |
| Cutting and piercing instruments (913) | - | - | - | - | - | - | - | - | - | - |
| Electric current (914) | - | - | - | - | - | 1 | 1 | - | - | - |
| Fire, hot substance, radiation (916-918) | 1 | 2 | - | 1 | 4 | 1 | 2 | 1 | - | - |
| Firearms (919) | - | 1 | - | 2 | 1 | 1 | - | 1 | 2 | - |
| Suffocation and other injury by foreign body (920-923) | - | - | 1 | - | - | 1 | - | - | - | - |
| Mechanical suffocation (924, 925) | - | - | - | - | - | - | 2 | - | - | 1 |
| Animals (not being ridden) (927, 928) | - | - | - | - | - | - | - | - | - | - |
| Drowning (except in water transport) (929) | - | 2 | - | - | 1 | - | 1 | - | - | - |
| Other accidents (915, 926, 930-936) | - | - | - | - | - | 1 | 1 | - | - | - |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | - | - | - | - | - | 1 | - | - | - | - |
| Late effects of injury and poisoning (960-962) | - | 2 | - | - | 1 | - | 1 | - | - | - |

| Type of Accident | Harper | Haskell | Hughes | Jackson | Jefferson | Johnston | Kay | Kingfisher | Kiowa | Latimer |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 4 | 7 | 10 | 19 | 7 | 7 | 28 | 10 | 21 | 4 |
| Occupational | - | 1 | - | 2 | - | - | 5 | 1 | 1 | - |
| Home | - | 2 | 2 | 4 | 2 | 1 | 6 | 2 | 7 | 1 |
| Motor-vehicle | 3 | 3 | 4 | 7 | 4 | 1 | 13 | 6 | 5 | 2 |
| Public | 1 | 1 | 2 | 4 | - | 4 | 3 | 1 | 5 | - |
| Unknown | - | - | 2 | 2 | 1 | 1 | 1 | - | 3 | 1 |
| Total | 4 | 7 | 10 | 19 | 7 | 7 | 28 | 10 | 21 | 4 |
| Railway (800-802) | - | - | - | - | - | - | - | - | - | - |
| Motor-vehicle (810-835) | 3 | 3 | 4 | 7 | 4 | 1 | 13 | 6 | 5 | 2 |
| Other road vehicle (840-845) | - | - | - | - | - | 1 | - | - | - | - |
| Water transport (850-858) | - | - | - | - | - | - | - | - | - | - |
| Aircraft (860-866) | - | - | - | 1 | - | - | 2 | - | 2 | - |
| Poisoning by solid and liquid substances (870-888) | - | - | - | - | - | 1 | - | - | - | - |
| Poisoning by gases and vapors (890-895) | - | - | - | 1 | - | 3 | - | - | - | - |
| Falls (900-904) | 1 | - | 2 | - | - | - | 5 | 2 | 3 | 2 |
| Blow from falling object (910) | - | 1 | - | - | - | - | - | - | - | - |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | - | - | - | - | - | - | 4 | 1 | - | - |
| Cutting and piercing instruments (913) | - | - | - | - | - | - | - | - | - | - |
| Electric current (914) | - | - | - | - | 1 | - | - | - | 1 | - |
| Fire, hot substance, radiation (916-918) | - | 2 | 1 | 5 | - | - | 2 | - | 3 | - |
| Firearms (919) | - | - | - | 1 | 1 | - | - | 1 | 3 | - |
| Suffocation and other injury by foreign body (920-923) | - | - | 1 | 2 | - | - | - | - | - | - |
| Mechanical suffocation (924, 925) | - | - | 1 | - | - | - | - | - | - | - |
| Animals (not being ridden) (927, 928) | - | 1 | - | - | - | - | - | - | - | - |
| Drowning (except in water transport) (929) | - | - | - | 2 | - | 1 | 1 | - | 2 | - |
| Other accidents (915, 926, 930-936) | - | - | - | - | - | - | 1 | - | - | - |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | - | - | - | - | - | - | - | - | - | - |
| Late effects of injury and poisoning (960-962) | - | - | 1 | - | 1 | - | - | - | 2 | - |

TABLE VIII. DEATHS RESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT, BY TYPE OF ACCIDENT, OKLAHOMA, 1959
(Continued)

| Type of Accident | LeFlore | Lincoln | Logan | Love | McClain | Mc-Curtain | McIntosh | Major | Marshall | Mayes |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 19 | 17 | 21 | 4 | 13 | 16 | 8 | 8 | 6 | 21 |
| Occupational | 3 | - | 4 | - | 3 | 1 | - | 2 | 1 | - |
| Home | 9 | 4 | 4 | 1 | 3 | 3 | - | 1 | - | 8 |
| Motor-vehicle | 2 | 11 | 8 | 3 | 4 | 10 | 7 | 2 | 1 | 9 |
| Public | 4 | 2 | 3 | - | 3 | 1 | 1 | 3 | 4 | 3 |
| Unknown | 1 | - | 2 | - | - | 1 | - | - | - | 1 |
| Total | 19 | 17 | 21 | 4 | 13 | 16 | 8 | 8 | 6 | 21 |
| Railway (800-802) | - | - | - | - | - | 1 | - | - | - | - |
| Motor-vehicle (810-835) | 2 | 11 | 8 | 3 | 4 | 10 | 7 | 2 | 1 | 9 |
| Other road vehicle (840-845) | - | - | - | - | - | - | - | - | - | - |
| Water transport (850-858) | - | - | - | - | - | - | - | - | - | - |
| Aircraft (860-866) | - | - | - | - | - | - | - | - | 4 | - |
| Poisoning by solid and liquid substances (870-888) | - | - | - | - | - | - | - | - | - | - |
| Poisoning by gases and vapors (890-895) | - | - | - | - | - | - | - | - | - | - |
| Falls (900-904) | 7 | 2 | 6 | 1 | 3 | - | - | 2 | 1 | 8 |
| Blow from falling object (910) | 1 | - | 1 | - | 2 | - | - | - | - | - |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | 1 | - | 1 | - | - | 1 | - | 1 | - | - |
| Cutting and piercing instruments (913) | - | - | - | - | - | - | - | - | - | - |
| Electric current (914) | 1 | 1 | - | - | 1 | - | - | - | - | - |
| Fire, hot substance, radiation (916-918) | 2 | - | 3 | - | 2 | 1 | - | - | - | 2 |
| Firearms (919) | - | 1 | - | - | - | 2 | - | 2 | - | 1 |
| Suffocation and other injury by foreign body (920-923) | - | - | - | - | - | - | - | - | - | - |
| Mechanical suffocation (924, 925) | 1 | 1 | - | - | - | 1 | - | - | - | - |
| Animals (not being ridden) (927, 928) | - | 1 | - | - | - | - | - | 1 | - | - |
| Drowning (except in water transport) (929) | 1 | - | 1 | - | - | - | 1 | - | - | 1 |
| Other accidents (915, 926, 930-936) | 3 | - | - | - | 1 | - | - | - | - | - |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | - | - | - | - | - | - | - | - | - | - |
| Late effects of injury and poisoning (960-962) | - | - | 1 | - | - | - | - | - | - | - |

| Type of Accident | Murray | Muskogee | Noble | Nowata | Okfuskee | Oklahoma | Okmulgee | Osage | Ottawa | Pawnee |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 7 | 43 | 17 | 14 | 9 | 183 | 21 | 26 | 19 | 14 |
| Occupational | 1 | 2 | 3 | 1 | - | 20 | - | 1 | - | - |
| Home | 1 | 14 | 6 | 2 | 2 | 57 | 6 | 4 | 5 | 4 |
| Motor-vehicle | 3 | 20 | 7 | 7 | 6 | 73 | 7 | 12 | 10 | 8 |
| Public | 1 | 6 | - | 4 | 1 | 25 | 6 | 7 | 4 | 2 |
| Unknown | 1 | 1 | 1 | - | - | 8 | 2 | 2 | - | - |
| Total | 7 | 43 | 17 | 14 | 9 | 183 | 21 | 26 | 19 | 14 |
| Railway (800-802) | - | - | - | - | - | 1 | - | - | - | - |
| Motor-vehicle (810-835) | 3 | 20 | 7 | 7 | 6 | 73 | 7 | 12 | 10 | 8 |
| Other road vehicle (840-845) | - | - | - | - | - | - | - | - | - | - |
| Water transport (850-858) | - | - | - | - | - | 1 | - | - | - | - |
| Aircraft (860-866) | 1 | - | - | 1 | - | 1 | 3 | - | - | - |
| Poisoning by solid and liquid substances (870-888) | - | - | 1 | - | - | 3 | - | 1 | - | 1 |
| Poisoning by gases and vapors (890-895) | - | 2 | - | 1 | - | 1 | - | - | 1 | - |
| Falls (900-904) | 1 | 4 | 2 | 2 | 3 | 37 | 5 | 4 | 6 | 1 |
| Blow from falling object (910) | 1 | 1 | 2 | - | - | 2 | - | - | - | - |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | - | - | - | - | - | 4 | - | 1 | - | - |
| Cutting and piercing instruments (913) | - | - | - | - | - | - | - | - | - | - |
| Electric current (914) | - | - | 1 | - | - | 3 | - | - | - | - |
| Fire, hot substance, radiation (916-918) | - | 6 | 4 | - | - | 31 | 2 | 1 | - | 2 |
| Firearms (919) | - | 4 | - | 1 | - | 4 | - | 1 | - | - |
| Suffocation and other injury by foreign body (920-923) | - | 1 | - | - | - | 2 | - | - | - | - |
| Mechanical suffocation (924, 925) | - | 1 | - | - | - | 6 | 1 | - | - | 2 |
| Animals (not being ridden) (927, 928) | - | - | - | - | - | 1 | - | - | - | - |
| Drowning (except in water transport) (929) | - | 3 | - | 2 | - | 4 | 3 | 6 | 2 | - |
| Other accidents (915, 926, 930-936) | 1 | 1 | - | - | - | 6 | - | - | - | - |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | - | - | - | - | - | 1 | - | - | - | - |
| Late effects of injury and poisoning (960-962) | - | - | - | - | - | 2 | - | - | - | - |



TABLE VIII. DEATHS RESULTING FROM ACCIDENTS ACCORDING TO COUNTY OF OCCURRENCE OF ACCIDENT, BY TYPE OF ACCIDENT, OKLAHOMA, 1959
(Continued)

| Type of Accident | Payne | Pitts-burg | Pontotoc | Potta-watomie | Push-matahe | Roger Mills | Rogers | Seminole | Sequoyah | Stephens |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 17 | 40 | 20 | 28 | 5 | 4 | 18 | 26 | 6 | 14 |
| Occupational | 1 | 2 | 1 | 3 | - | - | 1 | 1 | - | - |
| Home | 7 | 8 | 4 | 7 | - | - | 3 | 12 | 1 | 5 |
| Motor-vehicle | 7 | 20 | 5 | 11 | 2 | 4 | 8 | 8 | 5 | 7 |
| Public | 1 | 6 | 8 | 6 | 3 | - | 4 | 5 | - | 1 |
| Unknown | 1 | 4 | 2 | 1 | - | - | 2 | - | - | 1 |
| Total | 17 | 40 | 20 | 28 | 5 | 4 | 18 | 26 | 6 | 14 |
| Railway (800-802) | - | 1 | - | 1 | - | - | - | - | - | - |
| Motor-vehicle (810-835) | 7 | 20 | 5 | 11 | 2 | 4 | 8 | 8 | 5 | 7 |
| Other road vehicle (840-845) | - | - | - | - | - | - | - | - | - | - |
| Water transport (850-858) | - | - | - | - | - | - | - | - | - | - |
| Aircraft (860-866) | - | - | - | - | 3 | - | - | - | - | - |
| Poisoning by solid and liquid substances (870-888) | - | 1 | 1 | - | - | - | - | - | - | - |
| Poisoning by gases and vapors (890-895) | - | - | - | 2 | - | - | - | 1 | - | - |
| Falls (900-904) | 4 | 11 | 3 | 8 | - | - | 3 | 4 | - | 1 |
| Blow from falling object (910) | - | - | - | - | - | - | - | - | - | - |
| Non-road vehcile (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | - | - | 1 | - | - | - | 1 | 1 | - | - |
| Cutting and piercing instruments (913) | - | - | - | - | - | - | - | - | - | - |
| Electric current (914) | - | - | - | 1 | - | - | - | - | - | - |
| Fire, hot substance, radiation (916-918) | 4 | 3 | 1 | 2 | - | - | 1 | 8 | - | 2 |
| Firearms (919) | - | 2 | - | 1 | - | - | 1 | - | - | 1 |
| Suffocation and other injury by foreign body (920-923) | - | - | - | - | - | - | - | - | - | - |
| Mechanical suffocation (924, 925) | - | - | - | 1 | - | - | - | 1 | - | 1 |
| Animals (not being ridden) (927, 928) | - | 1 | - | - | - | - | - | - | - | 1 |
| Drowning (except in water transport) (929) | 1 | - | - | - | - | - | 4 | 3 | - | - |
| Other accidents (915, 926, 930-936) | 1 | 1 | 8 | 1 | - | - | - | - | 1 | - |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | - | - | - | - | - | - | - | - | - | - |
| Late effects of injury and poisoning (960-962) | - | - | 1 | - | - | - | - | - | - | 1 |

| Type of Accident | Texas | Tillman | Tulsa | Wagoner | Wash-ington | Washita | Woods | Woodward | Oklahoma City | Tulsa City |
|---|---|---|---|---|---|---|---|---|---|---|
| Total fatalities | 18 | 12 | 151 | 18 | 17 | 10 | 11 | 15 | 121 | 94 |
| Occupational | 2 | 2 | 9 | - | 6 | - | 1 | - | 17 | 6 |
| Home | 6 | 3 | 51 | 1 | 2 | 1 | 5 | 2 | 47 | 39 |
| Motor-vehicle | 9 | 5 | 58 | 14 | 2 | 7 | 4 | 4 | 32 | 23 |
| Public | 1 | 2 | 21 | 3 | 4 | 1 | 1 | 8 | 18 | 15 |
| Unknown | - | - | 12 | - | 3 | 1 | - | 1 | 7 | 11 |
| Total | 18 | 12 | 151 | 18 | 17 | 10 | 11 | 15 | 121 | 94 |
| Railway (800-802) | - | - | - | 1 | - | 1 | - | - | 1 | - |
| Motor-vehicle (810-835) | 9 | 5 | 58 | 14 | 2 | 7 | 4 | 4 | 31 | 23 |
| Other road vehicle (840-845) | - | - | - | - | 1 | - | 1 | - | - | - |
| Water transport (850-858) | - | - | - | 2 | - | - | - | - | - | - |
| Aircraft (860-866) | - | - | - | - | - | - | - | - | - | - |
| Poisoning by solid and liquid substances (870-888) | 1 | - | 3 | - | - | - | - | - | 2 | 3 |
| Poisoning by gases and vapors (890-895) | - | - | 4 | - | - | - | - | 2 | 1 | 3 |
| Falls (900-904) | 5 | 2 | 34 | 1 | 5 | 1 | 6 | 8 | 37 | 29 |
| Blow from falling object (910) | 1 | - | 2 | - | - | - | - | - | 2 | 2 |
| Non-road vehicle (911) | - | - | - | - | - | - | - | - | - | - |
| Machinery (912) | - | 1 | 2 | - | - | - | - | - | 3 | - |
| Cutting and piercing instruments (913) | - | - | 1 | - | - | - | - | - | - | - |
| Electric current (914) | - | - | 2 | - | 1 | - | - | - | 1 | 1 |
| Fire, hot substance, radiation (916-918) | - | 1 | 20 | - | 4 | - | - | - | 24 | 17 |
| Firearms (919) | - | 1 | 6 | - | 1 | - | - | - | 3 | 4 |
| Suffocation and other injury by foreign body (920-923) | - | - | 1 | - | - | 1 | - | - | 2 | 1 |
| Mechanical suffocation (924, 925) | - | 2 | 8 | - | 1 | - | - | - | 5 | 6 |
| Animals (not beign ridden) (927, 928) | - | - | - | - | - | - | - | - | - | - |
| Drowning (except in water transport) (929) | 1 | - | 4 | - | 1 | - | - | - | 2 | 2 |
| Other accidents (915, 926, 930-936) | 1 | - | 3 | - | 1 | - | - | 1 | 4 | 2 |
| Complications due to non-therapeutic medical and surgical procedures (940-946) | - | - | - | - | - | - | - | - | - | - |
| Therapeutic misadventure (950-959) | - | - | 2 | - | - | - | - | - | 1 | 1 |
| Late effects of injury and poisoning (960-962) | - | - | 1 | - | - | - | - | - | 2 | - |