PUBLIC HEALTH STATISTICS

STATE OF

OKLAHOMA

1949

PART III

ACCIDENTAL DEATHS

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Oklahoma State Health Department
Oklahoma City, Oklahoma

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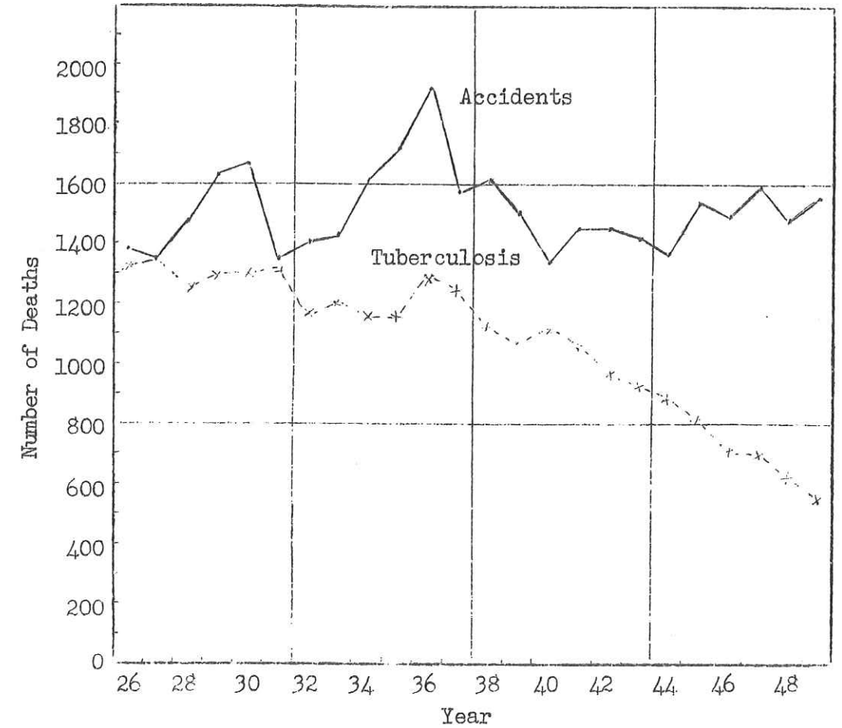
This publication, Part III of Public Health Statistics, is appearing this year for the first time, in response to increased interest in accidents as a cause of death, which, it was felt, justified the publication of more detailed data regarding this important cause of mortality.

As shown by Chart 1, among residents of Oklahoma, the annual number of deaths due to accidents has not shown very much change since 1926, even though accidents are admittedly subject to preventive measures. In contrast, tuberculosis, also shown on Chart 1, while still a major cause of death in Oklahoma, appears definitely to be yielding to control procedures. Other communicable diseases for which preventive techniques are available, have shown even more striking decreases as causes of death in the State. Diphtheria, for example, was responsible for seven deaths in 1949, whooping cough for seven, and typhoid and paratyphoid fevers together for five, as compared to 230, 192, and 413, respectively, in 1926.

Chart 1

Deaths from Accidents and from Tuberculosis
Oklahoma, 1926-1949



Not only do accidents constitute an important cause of death in the entire population -- in certain age groups they are responsible for more deaths than any other assigned cause. As shown by Table 1, "accidents" was the fourth leading cause of death among residents of Oklahoma. Moreover, in the age groups five through thirty-four years, this cause was the most important. These ages include school children (discussed in detail in another section of this publication) and young adults in a highly productive period of life.

Table 1

Accidents as a Leading Cause of Death*
Oklahoma, 1949

Age	Total Deaths	Accidental Deaths			Age	Total Deaths	Accidental Deaths		
		Number	Per Cent	Position as Cause of Death			Number	Per Cent	Position as Cause of Death
All Ages	19,346	1,476	7.6	4	25 - 34	554	165	29.8	1
					35 - 44	975	156	16.0	3
0 - 4	1,872	149	8.0	3	45 - 54	1,695	137	8.1	3
5 - 9	166	54	32.5	1	55 - 64	2,849	124	4.4	4
10 - 14	145	58	40.0	1	65 - 74	4,312	108	2.5	6
15 - 19	208	89	42.8	1	75 & over	6,238	292	4.7	4
20 - 24	292	141	48.3	1	Unknown	40	3	-	-

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

Despite the number of accidental deaths in Oklahoma each year, the information published about them by this agency has been limited to approximately three pages of narrative, charts, and tables in Public Health Statistics of Oklahoma, Part II, Births and Deaths, although more detailed information has been furnished on request to agencies engaged in accident prevention and safety education. The present publication is the result of a desire to make this data more widely available.

Sources of Information

Information contained in this bulletin was obtained 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, for accidents involving a motor vehicle, certain data obtained by investigation were supplied by the Department of Public Safety.

Since the death certificates seldom contain as much information as can be used in the study of accidental deaths, beginning with 1950 a query program was begun in cooperation with the National Office of Vital Statistics to obtain more complete facts about each accident. This is being

carried out by sending a form to be completed to someone who knows how the accident occurred. It is hoped that the data thus obtained will produce more complete information for future issues of this bulletin.

Allocation to Place of Occurrence

For purposes of accident prevention, it is deemed advisable to assign accidental deaths to the place of occurrence of the accident, regardless of the residence of the deceased or of the place of death, since it is at the place of accident that prevention would presumably have been effective. Unless specifically otherwise stated, all data in this bulletin have been tabulated on this basis.

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 use in computing death rates due to accidents, preliminary figures from the 1950 census were used to make 1949 population estimates. Population estimates for other years were based on the 1940 census, the 1949 Ration Book IV registration, school censuses, and the natural increase of the population indicated by the excess of births over deaths.

Classification of Accidents

Two major 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 on 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 II and III, which include data by race for the entire State and for each county.

The second classification is that developed by the National Safety Council, providing for assignment of accidents as Occupational, Home, Motor-Vehicle, Public Non-Motor-Vehicle, or Unknown, and for a breakdown within these groups. The complete classification has been used in Table I, which provides a comparison between number and rate of accidental deaths for the past five years, and in Table IV, which includes breakdowns of each National Safety Council category by age of decedent.

The most recent rules for assignment to type of accident published by the National Safety Council provide definite categories for each possible coding according to the International Classification. Hence, the former classification in effect summarizes the latter for special purposes.

Certain special coding rules affect the assignment to categories. Notably, all fractures with no specification of cause are assigned to "falls to different level or unspecified." The query program for 1950, mentioned above, will doubtless reduce the ambiguity due to such assignments.

Occupational Accidents

According to instructions from the National Safety Council, accidents are classified as "Occupational" if it is stated that the injury occurred "in the course of gainful employment" (except that work accidents to domestic servants are classified to "Home," and transport accidents not on industrial premises are classified as "Motor-Vehicle" or "Public Non-Motor-Vehicle," according to the case).

In 1949, 143 accidental deaths were assigned to this category, amounting to 9.7 per cent of the 1,481 deaths due to accidents occurring in Oklahoma. Agricultural operations resulted in 36 accidental deaths, the largest single group of occupational deaths. (See Table I.) In this category were three deaths of persons under 15 years of age, the only occupational deaths of persons that young. Also in the category age 75 and over there were six deaths due to farm accidents and only three other occupational accidental deaths for this age group.

Other important classifications of occupational deaths were "mining, quarrying, oil and gas wells," with 32, and "construction," with 20. No occupational deaths were assigned to "trade," which included wholesale and retail establishments, filling stations, restaurants, and the like.

As might be expected, nearly all the fatal occupational accidents occurred to males. Only two of the 143 victims were female, both of whom were killed by farm machinery.

Home Accidents

Accidents occurring in the home or on home premises accounted for more fatalities than any other of the major categories except "Motor-Vehicle." As a result of accidents of this kind in Oklahoma in 1949, 489 persons died. In this group were more females than males, but the excess appears rather small, considering the greater proportion of time normally spent at home by women. There were more male fatalities than female in this category in all the younger age groups (except 5 to 9 years), and the preponderance of females was not striking until the group "75 years and over" was reached, perhaps reflecting the longer life-span of women.

The most common home accident in the age group "75 years and over" was the fall (including fracture not otherwise specified, as explained above), accounting for 184 of the 211 fatalities in this age group. No deaths due to falls on the same level were reported for ages under 45.

Motor-Vehicle Accidents

According to the procedure used by this office in tabulating accidental deaths, all accidents in which a motor vehicle of any type is involved are classified as motor-vehicle accidents. The only important

exceptions are accidents involving motor-driven farm machinery, such as tractors, not being used as vehicles on a road, and tugs, lifts, and the like, used on industrial property. Assignment to traffic and non-traffic (Tables II and III) is made according to whether or not the accident occurred on a street or road open to the public.

Following this classification, 519 deaths were reported as due to motor-vehicle traffic accidents, and 35 as due to non-traffic accidents. This was the largest of the major categories. More than three times as many males as females died as a result of motor-vehicle accidents. The only age group in which there were as many fatalities among females as among males was in the under-five-years group.

The most common type of fatal accident was "collision with other motor vehicle," accounting for 211 deaths, followed by non-collision (running off roadway, etc.) with 151, and injury to pedestrian, with 104.

Public Nonmotor-Vehicle Accidents

The category "Public Nonmotor-Vehicle Accidents" includes all accidents at a specified place except home (or residential institution) or at place of employment and not involving a motor vehicle.

Each of two sub-categories in this group included 45 fatalities during the year. These were air transportation and drowning. On the basis of the information available in this office, 20 of the air transportation fatalities were coded as accidents to military personnel in military aircraft. The remainder were considered to be accidents to persons in aircraft other than military or commercial "transport."

Besides the 45 deaths attributed directly to drowning, 19 were assigned to water transportation, which in Oklahoma usually involves an accident to a small pleasure boat. Thus water accidents resulted in 64 deaths. "Other specified public accidents" accounted for 33 deaths from somewhat unusual causes, such as poisoning, falling object, exposure, etc., and included five deaths attributed to cataclysm.

Handling of firearms resulted in 22 deaths in this category, in addition to the 19 resulting from firearms accidents on home premises.

Table 2, below, shows the seasonal variation for certain types of accidents in 1949. It will be seen that there were more Public Nonmotor-Vehicle accidental deaths in the months July-September than in any other quarter, in contrast to home accidents, which were lowest in this quarter.

Table 2

Seasonal Distribution of Certain Types of Accidental Deaths
Oklahoma, 1949

Type of Accident	January-March	April-June	July-September	October-December
Total fatalities	373	392	377	339
Occupational	34	37	35	37
Home	146	126	95	122
Poisoning by gas and vapor	9	2	-	3
Fire, explosion of combustible material	36	21	10	37
Mechanical suffocation	11	1	5	6
Motor-vehicle	123	145	153	133
Public	42	58	82	35
Water transportation	5	3	9	2
Drowning	3	25	16	1

Type of Accident Unknown

In the past certain rather arbitrary rules have been used in deciding whether a given accident should be assigned to home or public if no definite statement of place was given on the death certificate. In 1949, however, in accordance with the new rules of the National Safety Council, all accidental deaths (not occurring at work and not involving a motor vehicle) with place of occurrence unspecified have been assigned to "Type of Accident Unknown." This change in procedure was responsible for the great increase over previous years in the number of deaths assigned to this category (Table I). The query program in progress during 1950 should produce enough supplementary information to reduce the number thus assigned.

Accidental Deaths of School-Age Children

As has been mentioned previously, more deaths were assigned to accidents than to any other single cause in the age groups five through thirty-four years, which include the school ages. For the purposes of this discussion, "school age" will be taken to include ages five through nineteen.

In Table 3 it will be seen that in the school ages, as in the entire population, more deaths were due to motor-vehicle accidents than to any of the other major categories; in fact, the proportion assigned to this cause was even higher than in the "all ages" classification. It will be noted that 54 of the 91 motor-vehicle fatalities in the 5-19 age group occurred in the ages 15-19, and that motor vehicle accidents accounted for 60 per cent of the accidental fatalities in these ages. Table IV shows that 25 of these 54 deaths were due to collision with another motor-vehicle.

Table 3

Deaths Resulting from Accidents Occurring in Oklahoma, by Type of Accident for Three Age Groups and Per Cent of Each Age Group, by Type of Accident
1949

Type of Accident	All Ages		5-19		5-9		10-14		15-19	
	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent	No.	Per Cent
Total, all accidents	1481	100.1	197	100.1	49	99.9	59	100.0	89	100.0
Occupational	143	9.7	9	4.6	-	-	3	5.1	6	6.7
Home	489	33.0	36	18.3	13	26.5	15	25.4	8	9.0
Motor-vehicle	554	37.4	91	46.2	20	40.8	17	28.8	54	60.7
Public nonmotor-vehicle	217	14.7	48	24.4	13	26.5	17	28.8	18	20.2
Unknown	78	5.3	13	6.6	3	6.1	7	11.9	3	3.4

In contrast to the general population, more fatalities from public non-motor-vehicle accidents than from home accidents occurred in the school-age group. Drowning accounted for 23 of the 48 public accidents. When to these are added the three accidents involving water transportation, it is seen that more than half of these deaths were due to water accidents.

Eight persons in the school ages died as a result of firearms accidents. Accidents of miscellaneous types (other specified public accidents) accounted for nine deaths. These included two deaths from injuries by animals and two from cataclysm.

The greater likelihood of accidental death among males is especially prominent among school-age children. Three-fourths of the accidental deaths in the ages 5-19 in 1949 were among boys.

Accidental Deaths in Other Age Groups

An idea of the accidental-death problem in pre-school children may be gained from Table IV. Of the 153 accidental deaths occurring among children less than five years old, 92 were classified as home accidents. The most important type of home accident was fire, followed by mechanical suffocation. The category, "other specified home accidents," which accounted for 22 deaths, included twelve cases of suffocation or strangulation on foreign objects (including food) and four drownings on home premises.

Motor-vehicle accidents caused 44 deaths in this age group; 25 of the children were pedestrians. It should be noted that 11 of the 25 accidents were called non-traffic, implying that the children were injured on private property, usually on a home driveway.

All eleven public non-motor-vehicle accidental deaths among pre-school children occurred to males, perhaps reflecting the boy's greater freedom from adult supervision. Seven of the deaths were attributed to drowning.

More than one-third of the accidental deaths in this age group occurred to infants less than a year old. Eighteen of these deaths were assigned to suffocation in bed or cradle, seven to suffocation from food, and five to other and unspecified mechanical suffocation. (The decision as to the classification of a death of this kind is particularly difficult, since, as is well known, it may have been due to an undetected pre-existing illness of the child, rather than to an accident, properly so called.) Seven infant deaths were due to fire, and five to falls. Only four deaths in this age group involved a motor vehicle; none of the victims were pedestrians.

Accidental deaths of persons 20 years of age and older have been discussed in other sections of this publication. All but nine of the occupational accidents occurred in these ages, as well as by far the greater number of accidental deaths of other types. It may be assumed that the younger adults were particularly exposed to hazardous conditions, while the older persons were less able to cope with the dangers of their environment. At any rate, accidents accounted for more than 100 deaths in each of the adult age groups shown in Table IV.

Another striking fact in Table IV is the great number of deaths due to falls in the home among persons 75 and over. This figure has been discussed under "Home Accidents." It might be added that a condition exists here similar to that discussed in regard to infant deaths from suffocation; that is, in many cases, illness of the elderly person may have been a predisposing factor in the fall.

Conclusion

This publication is an attempt to place in the hands of those who are interested in accident prevention and public health some data about the nature and magnitude of the accident problem as it existed in Oklahoma in 1949, together with a brief interpretation of some of the figures. Much more information of interest and importance undoubtedly exists in the tables included herewith, and in the basic tabulations from which they were prepared, than there has been space and time to discuss. It is hoped that the study of this data, and of similar information from other sources, may play some part in the reduction of this needless human toll.

Table I

Deaths Resulting from Accidents Occurring in Oklahoma
Number and Per Cent by Type of Accident
1945-1949

Type of Accident	1945		1946		1947	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
GRAND TOTAL	1,604	100.0	1,501	100.0	1,577	100.0
Occupational total	132	8.2	109	7.3	118	7.5
Agriculture	39	2.4	29	1.9	38	2.4
Mining, quarrying, oil and gas wells	35	2.2	27	1.8	36	2.3
Manufacturing	1	0.1	3	0.2	2	0.1
Construction	3	0.2	9	0.6	16	1.0
Transportation Public utilities	15	0.9	10	0.7	7	0.4
Trade	5	0.3	1	0.1	-	-
Service	1	0.1	1	0.1	1	0.1
Other specified industry Unspecified industry	33	2.1	29	1.9	18	1.1
Home total	552	34.4	538	35.8	510	32.3
Poisonings (gas excepted)	46	2.9	35	2.3	21	1.3
Poisonings by gases and vapors	21	1.3	13	0.9	18	1.1
Fire, explosion of combustible material Hot substance, corrosive liquid, steam	166	10.3	131	8.7	103	6.5
Mechanical suffocation	22	1.4	30	2.0	25	1.6
Firearms	24	1.5	52	3.5	25	1.6
Falls on same level Falls to different level or unspecified	197	12.3	192	12.8	234	14.8
Other specified home accidents Unspecified home accidents	76	4.7	85	5.7	84	5.3
Motor-vehicle total	427	26.6	517	34.4	517	32.8
Injury to pedestrian	132	8.2	114	7.6	95	6.0
Collision with other motor vehicle	110	6.9	155	10.3	196	12.4
Collision with railroad train	41	2.6	26	1.7	42	2.7
Collision with street car	1	0.1	-	-	1	0.1
Injury to pedal cyclist	6	0.4	7	0.5	7	0.4
Collision with animal-drawn vehicle or animal	-	-	5	0.3	1	0.1
Collision with fixed object	35	2.2	44	2.9	34	2.2
Non-collision	91	5.7	152	10.1	128	8.1
Other and unspecified accident	11	0.7	14	0.9	13	0.8
Public nonmotor-vehicle total	465	29.0	296	19.7	408	25.9
Railroad - not with motor vehicle	33	2.1	34	2.3	30	1.9
Street car - not with motor vehicle	4	0.2	-	-	-	-
Other vehicle - not with motor vehicle	6	0.4	5	0.3	2	0.1
Water transportation	5	0.3	5	0.3	7	0.4
Air transportation	133	8.3	53	3.5	53	3.4
Fire, explosion of combustible material Hot substance, corrosive liquid, steam	6	0.4	28	1.9	15	1.0
Drowning	63	3.9	61	4.1	71	4.5
Firearms	33	2.1	37	2.5	25	1.6
Falls on same level Falls to different level or unspecified	42	2.6	43	2.9	36	2.3
Other specified public accidents Unspecified public accidents	140	8.7	30	2.0	169	10.7
Type of accident unknown	28	1.7	41	2.7	24	1.5

Table I
(Continued)
Deaths Resulting from Accidents Occurring in Oklahoma
Number and Per Cent by Type of Accident
1945-1949

Type of Accident	1948		1949	
	Number	Per Cent	Number	Per Cent
GRAND TOTAL	1,447	100.0	1,481	100.0
Occupational total	117	8.1	143	9.7
Agriculture	44	3.0	36	2.4
Mining, quarrying, oil and gas wells	26	1.8	32	2.2
Manufacturing	4	0.3	11	0.7
Construction	8	0.6	20	1.4
Transportation	6	0.4	16	1.1
Public utilities			13	0.9
Trade	-	-	-	-
Service	1	0.1	9	0.6
Other specified industry	28	1.9	3	0.2
Unspecified industry			3	0.2
Home total	498	34.4	489	33.0
Poisonings (gas excepted)	27	1.9	18	1.2
Poisonings by gases and vapors	26	1.8	14	0.9
Fire, explosion of combustible material	135	9.3	104	7.0
Hot substance, corrosive liquid, steam			11	0.7
Mechanical suffocation	24	1.7	23	1.6
Firearms	16	1.1	19	1.3
Falls on same level	204	14.1	70	4.7
Falls to different level or unspecified			169	11.4
Other specified home accidents	66	4.6	54	3.6
Unspecified home accidents			7	0.5
Motor-vehicle total	501	34.6	554	37.4
Injury to pedestrian	76	5.3	104	7.0
Collision with other motor vehicle	211	14.6	211	14.2
Collision with railroad train	26	1.8	49	3.3
Collision with street car	-	-	-	-
Injury to pedal cyclist	3	0.2	8	0.5
Collision with animal-drawn vehicle or animal	4	0.3	1	0.1
Collision with fixed object	23	1.6	19	1.3
Non-collision	154	10.6	151	10.2
Other and unspecified accident	4	0.3	11	0.7
Public nonmotor-vehicle total	318	22.0	217	14.7
Railroad - not with motor vehicle	39	2.7	20	1.4
Street car - not with motor vehicle	-	-	-	-
Other vehicle - not with motor vehicle	3	0.2	5	0.3
Water transportation	2	0.1	19	1.3
Air transportation	55	3.8	45	3.0
Fire, explosion of combustible material	11	0.8	6	0.4
Hot substance, corrosive liquid, steam			-	-
Drowning	80	5.5	45	3.0
Firearms	32	2.2	22	1.5
Falls on same level	40	2.8	13	0.9
Falls to different level or unspecified			8	0.5
Other specified public accidents	56	3.9	33	2.2
Unspecified public accidents			1	0.1
Type of accident unknown	13	0.9	78	5.3

Table II

Deaths Resulting from Accidents Occurring in Oklahoma
by Type of Accident, Number and Rate, by Race
1949

Type of Accident	Total		White		Negro		Indian	
Estimated population	2,239,731		2,022,067		154,539		63,125	
	No.	Rate	No.	Rate	No.	Rate	No.	Rate
Total Fatalities	1,481	66.1	1,348	66.7	100	64.7	33	52.3
Occupational	143	6.4	134	6.6	6	3.9	3	4.8
Home	489	21.8	437	21.6	44	28.5	8	12.7
Motor vehicle	554	24.7	515	25.5	27	17.5	12	19.0
Public	217	9.7	201	9.9	11	7.1	5	7.9
Unknown	78	3.5	61	3.0	12	7.8	5	7.9
Total	1,481	66.1	1,348	66.7	100	64.7	33	52.3
Railway (800-802)	27	1.2	23	1.1	3	1.9	1	1.6
Motor vehicle traffic (810-825)	519	23.2	484	23.9	24	15.5	11	17.4
Motor vehicle nontraffic (830-835)	35	1.6	31	1.5	3	1.9	1	1.6
Other road vehicle (840-845)	10	0.4	8	0.4	2	1.3	-	-
Water transport (850-858)	21	0.9	21	1.0	-	-	-	-
Aircraft (860-866)	49	2.2	49	2.4	-	-	-	-
Poisoning by solid and liquid substances (870-888)	27	1.2	23	1.1	3	1.9	1	1.6
Poisoning by gases and vapors (890-895)	24	1.1	23	1.1	1	0.6	-	-
Falls (900-904)	305	13.6	290	14.3	12	7.8	3	4.8
Burns and conflagrations (916-918)	146	6.5	113	5.6	26	16.8	7	11.1
Firearms (919)	52	2.3	46	2.3	5	3.2	1	1.6
Drowning (929)	67	3.0	63	3.1	3	1.9	1	1.6
Other accidents	187	8.3	163	8.1	17	11.0	7	11.1
Nontherapeutic medical and surgical procedures (940-946)	2	0.1	2	0.1	-	-	-	-
Therapeutic misadventure (950-959)	2	0.1	2	0.1	-	-	-	-
Late effects of injury and poisoning (960-965)	8	0.4	7	0.3	1	0.6	-	-

Rates represent number per 100,000 estimated population.

Table III

Deaths Resulting from Accidents According to County of Occurrence of Accident
by Type of Accident
Oklahoma, 1949

Type of Accident		State	Adair	Alfalfa	Atoka	Beaver	Beckham	Blaine	Bryan	Caddo	Canadian
Total Fatalities	Total	1,481	4	13	13	5	18	14	15	28	24
	White	1,348	3	13	11	5	17	13	14	21	23
	Negro	100	-	-	1	-	1	1	1	2	1
	Indian	33	1	-	1	-	-	-	-	5	-
Occupational		143	-	2	-	-	-	1	-	1	1
Home		489	1	1	-	2	5	7	5	11	5
Motor vehicle		554	1	6	3	3	8	4	10	11	17
Public		217	-	3	7	-	5	2	-	4	1
Unknown		78	2	1	3	-	-	-	-	1	-
Total		1,481	4	13	13	5	18	14	15	28	24
Railway (800-802)		27	-	-	1	-	-	-	-	-	-
Motor vehicle traffic (810-825)		519	1	5	3	3	7	3	10	11	16
Motor vehicle nontraffic (830-835)		35	-	1	-	-	1	1	-	-	1
Other road vehicle (840-845)		10	-	-	1	-	-	-	-	-	-
Water transport (850-858)		21	-	1	-	-	-	1	-	-	-
Aircraft (860-866)		49	-	-	2	-	4	-	-	-	2
Poisoning by solid and liquid substances (870-888)		27	-	-	-	-	-	-	-	1	-
Poisoning by gases and vapors (890-895)		24	-	-	2	-	1	-	-	-	-
Falls (900-904)		305	1	1	-	2	2	1	2	5	3
Burns and conflagrations (916-918)		146	-	-	2	-	1	1	1	4	-
Firearms (919)		52	1	-	-	-	2	-	-	1	-
Drowning (929)		67	-	-	1	-	-	-	-	3	1
Other accidents		187	1	4	1	-	-	7	2	3	1
Nontherapeutic medical and surgical procedures (940-946)		2	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)		2	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)		8	-	1	-	-	-	-	-	-	-

Table III
(Continued)
Deaths Resulting from Accidents According to County of Occurrence of Accident
by Type of Accident
Oklahoma, 1949

Type of Accident		Carter	Cherokee	Choctaw	Cimarron	Cleveland	Coal	Comanche	Cotton	Craig	Creek
Total fatalities	Total	22	5	10	4	36	6	24	7	9	33
	White	22	5	9	4	36	6	21	7	9	29
	Negro	-	-	1	-	-	-	1	-	-	4
	Indian	-	-	-	-	-	-	2	-	-	-
Occupational		4	-	2	-	-	-	1	-	-	-
Home		8	3	3	1	16	3	6	-	6	15
Motor vehicle		5	1	3	2	10	1	13	6	2	14
Public		4	-	-	-	6	2	3	-	1	2
Unknown		1	1	2	1	4	-	1	1	-	2
Total		22	5	10	4	36	6	24	7	9	33
Railway (800-802)		-	-	-	-	-	-	-	-	1	-
Motor vehicle traffic (810-825)		5	1	3	1	10	1	12	6	2	13
Motor vehicle nontraffic (830-835)		-	-	-	1	-	-	1	-	-	1
Other road vehicle (840-845)		-	-	-	-	-	-	-	-	-	-
Water transport (850-858)		-	-	-	-	-	-	1	-	-	-
Aircraft (860-866)		2	-	-	-	-	2	2	-	-	-
Poisoning by solid and liquid substances (870-888)		1	-	1	-	-	-	-	-	-	1
Poisoning by gases and vapors (890-895)		1	-	-	-	-	-	1	-	-	-
Falls (900-904)		4	-	2	1	8	1	3	-	5	10
Burns and conflagrations (916-918)		1	1	1	1	5	1	1	1	-	5
Firearms (919)		2	-	-	-	-	-	-	-	-	1
Drowning (929)		1	-	-	-	8	-	1	-	-	1
Other accidents		5	3	3	-	4	1	2	-	1	1
Nontherapeutic medical and surgical procedures (940-946)		-	-	-	-	1	-	-	-	-	-
Therapeutic misadventure (950-959)		-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)		-	-	-	-	-	-	-	-	-	-

Table III
(Continued)
Deaths Resulting from Accidents According to County of Occurrence of Accident
by Type of Accident
Oklahoma, 1949

Type of Accident		Harper	Haskell	Hughes	Jackson	Jefferson	Johnston	Kay	King-fisher	Kiowa	Latimer
Total fatalities	Total	5	6	12	11	6	3	31	9	13	21
	White	5	6	11	11	6	3	29	9	13	21
	Negro	-	-	1	-	-	-	-	-	-	-
	Indian	-	-	-	-	-	-	2	-	-	-
Occupational		1	-	3	-	1	-	2	3	1	1
Home		1	2	4	5	1	1	11	1	3	6
Motor vehicle		3	2	2	5	3	2	8	4	7	-
Public		-	1	1	1	-	-	8	1	2	14
Unknown		-	1	2	-	1	-	2	-	-	-
Total		5	6	12	11	6	3	31	9	13	21
Railway (800-802)		-	-	-	-	-	-	1	-	-	-
Motor vehicle traffic (810-825)		1	2	1	5	3	2	7	4	6	-
Motor vehicle nontraffic (830-835)		2	-	1	-	-	-	1	-	1	-
Other road vehicle (840-845)		-	-	1	-	-	-	1	1	-	-
Water transport (850-858)		-	-	-	-	-	-	-	-	-	-
Aircraft (860-866)		-	-	1	-	-	-	-	-	1	13
Poisoning by solid and liquid substances (870-888)		-	-	-	-	-	-	3	-	-	-
Poisoning by gases and vapors (890-895)		-	-	-	-	-	-	1	-	-	-
Falls (900-904)		1	2	2	4	-	1	5	2	3	5
Burns and conflagrations (916-918)		-	-	-	1	1	-	5	-	-	-
Firearms (919)		-	-	1	-	-	-	1	1	-	-
Drowning (929)		-	2	1	-	1	-	3	-	-	1
Other accidents		1	-	4	1	1	-	3	1	2	2
Nontherapeutic medical and surgical procedures (940-946)		-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)		-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)		-	-	-	-	-	-	-	-	-	-

Table III
(Continued)
Deaths Resulting from Accidents According to County of Occurrence of Accident
by Type of Accident
Oklahoma, 1949

Type of Accident		LeFlore	Lincoln	Logan	Love	McClain	McCurtain	McIntosh	Major	Marshall	Mayes
Total fatalities	Total	31	26	25	6	13	15	9	9	10	10
	White	29	23	22	6	13	12	7	9	10	9
	Negro	1	3	3	-	-	2	1	-	-	1
	Indian	1	-	-	-	-	1	1	-	-	-
Occupational		4	4	1	-	-	3	-	1	3	2
Home		3	4	14	1	3	4	2	3	3	3
Motor vehicle		11	13	7	4	8	6	4	3	1	1
Public		9	4	2	1	2	2	2	2	3	2
Unknown		4	1	1	-	-	-	1	-	-	2
Total		31	26	25	6	13	15	9	9	10	10
Railway (800-802)		1	-	-	-	-	-	1	-	-	-
Motor vehicle traffic (810-825)		10	13	7	4	8	5	3	2	1	1
Motor vehicle nontraffic (830-835)		1	-	-	-	-	1	1	1	-	-
Other road vehicle (840-845)		3	-	-	-	-	-	-	-	-	-
Water transport (850-858)		2	-	-	-	-	1	-	-	2	-
Aircraft (860-866)		2	-	-	-	-	-	-	-	-	-
Poisoning by solid and liquid substances (870-888)		-	-	-	-	-	-	-	1	-	-
Poisoning by gases and vapors (890-895)		-	-	1	-	-	-	-	-	-	2
Falls (900-904)		4	7	7	1	2	2	-	2	4	1
Burns and conflagrations (916-918)		1	2	7	-	1	1	1	-	2	3
Firearms (919)		1	1	-	-	1	-	1	-	-	1
Drowning (929)		2	-	1	1	1	-	-	2	1	-
Other accidents		2	3	2	-	-	4	1	1	-	2
Nontherapeutic medical and surgical procedures (940-946)		-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)		-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)		2	-	-	-	-	1	1	-	-	-

Table III
(Continued)
Deaths Resulting from Accidents According to County of Occurrence of Accident
by Type of Accident
Oklahoma, 1949

Type of Accident		Murray	Muskogee	Noble	Nowata	Okfuskee	Oklahoma	Okmulgee	Osage	Ottawa	Pawnee
Total fatalities	Total	12	40	18	9	19	149	28	29	25	11
	White	11	28	17	5	13	132	23	29	25	11
	Negro	-	12	-	2	5	16	4	-	-	-
	Indian	1	-	1	2	1	1	1	-	-	-
Occupational		1	6	3	-	5	16	3	3	2	2
Home		4	16	3	3	9	53	7	6	5	4
Motor vehicle		6	13	6	4	3	54	9	16	7	3
Public		-	4	4	1	-	18	8	3	6	2
Unknown		1	1	2	1	2	8	1	1	5	-
Total		12	40	18	9	19	149	28	29	25	11
Railway (800-802)		-	2	-	-	-	5	2	-	-	2
Motor vehicle traffic (810-825)		6	13	6	4	2	52	9	15	7	3
Motor vehicle nontraffic (830-835)		-	-	-	-	1	2	-	1	-	-
Other road vehicle (840-845)		-	-	-	-	-	2	-	-	-	-
Water transport (850-858)		-	-	-	-	1	-	3	-	-	-
Aircraft (860-866)		-	-	-	-	-	1	-	-	3	-
Poisoning by solid and liquid substances (870-888)		-	1	-	-	-	7	-	1	-	-
Poisoning by gases and vapors (890-895)		-	-	-	-	-	4	1	-	-	-
Falls (900-904)		4	13	2	1	5	31	5	3	9	4
Burns and conflagrations (916-918)		-	4	1	-	7	19	-	-	2	-
Firearms (919)		-	2	3	-	-	6	2	3	-	2
Drowning (929)		-	1	2	1	1	6	-	1	-	-
Other accidents		2	4	4	3	2	13	6	5	4	-
Nontherapeutic medical and surgical procedures (940-946)		-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)		-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)		-	-	-	-	-	1	-	-	-	-

Table III
(Continued)
Deaths Resulting from Accidents According to County of Occurrence of Accident
by Type of Accident
Oklahoma, 1949

Type of Accident		Payne	Pittsburg	Pontotoc	Pottawatomie	Pushmataha	Roger Mills	Rogers	Seminole	Sequoyah	Stephens
Total fatalities	Total	26	32	11	31	13	4	15	18	23	17
	White	26	27	11	29	13	4	14	14	21	15
	Negro	-	2	-	1	-	-	1	-	1	2
	Indian	-	3	-	1	-	-	-	4	1	-
Occupational		3	5	-	6	4	-	1	1	2	1
Home		11	11	5	10	6	2	5	10	2	6
Motor vehicle		9	11	4	12	2	1	5	6	17	9
Public		2	4	2	2	-	1	4	1	2	1
Unknown		1	1	-	1	1	-	-	-	-	-
Total		26	32	11	31	13	4	15	18	23	17
Railway (800-802)		-	1	-	1	-	-	-	-	1	-
Motor vehicle traffic (810-825)		9	10	3	12	2	1	5	5	17	9
Motor vehicle nontraffic (830-835)		-	1	1	-	-	-	-	1	-	-
Other road vehicle (840-845)		-	-	-	-	-	-	-	-	-	-
Water transport (850-858)		-	-	-	-	-	-	-	-	-	-
Aircraft (860-866)		-	-	1	-	-	-	-	-	-	-
Poisoning by solid and liquid substances (870-888)		1	-	-	1	-	-	-	-	-	1
Poisoning by gases and vapors (890-895)		-	1	-	-	-	1	-	1	-	-
Falls (900-904)		9	2	1	6	3	1	4	3	1	4
Burns and conflagrations (916-918)		1	3	1	4	3	1	1	4	-	-
Firearms (919)		1	-	1	1	1	-	2	1	1	1
Drowning (929)		1	5	-	-	-	-	1	-	-	-
Other accidents		4	9	3	6	4	-	2	3	3	2
Nontherapeutic medical and surgical procedures (940-946)		-	-	-	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)		-	-	-	-	-	-	-	-	-	-
Late effects of injury and poisoning (960-965)		-	-	-	-	-	-	-	-	-	-

Table III
(Continued)
Deaths Resulting from Accidents According to County of Occurrence of Accident
by Type of Accident
Oklahoma, 1949

Type of Accident		Texas	Tillman	Tulsa	Wagoner	Wash-ington	Washita	Woods	Wood-ward	Oklahoma City	Tulsa City
Total fatalities	Total	16	14	131	14	21	8	10	15	76	70
	White	16	14	112	10	16	8	10	15	xx	xx
	Negro	-	-	18	4	5	-	-	-	xx	xx
	Indian	-	-	1	-	-	-	-	-	xx	xx
Occupational		3	2	13	-	4	2	1	2	10	5
Home		7	6	36	7	9	4	2	6	33	27
Motor vehicle		3	4	56	2	2	1	5	5	18	19
Public		3	2	21	2	3	1	2	2	9	14
Unknown		-	-	5	3	3	-	-	-	6	5
Total		16	14	131	14	21	8	10	15	76	70
Railway (800-802)		-	1	3	-	1	-	1	-	3	3
Motor vehicle traffic (810-825)		3	4	56	2	1	1	5	4	17	19
Motor vehicle nontraffic (830-835)		-	-	-	-	1	-	-	1	1	-
Other road vehicle (840-845)		-	-	-	-	-	-	-	1	1	-
Water transport (850-858)		-	-	2	1	2	-	-	1	-	-
Aircraft (860-866)		3	1	4	-	-	-	2	-	-	2
Poisoning by solid and liquid substances (870-888)		1	-	-	2	1	1	-	-	4	-
Poisoning by gases and vapors (890-895)		1	-	-	-	-	1	-	-	1	-
Falls (900-904)		3	5	28	2	9	2	1	5	25	23
Burns and conflagrations (916-918)		-	1	12	6	1	-	1	1	11	8
Firearms (919)		1	1	4	-	-	-	-	-	3	3
Drowning (929)		-	-	4	1	-	1	-	1	1	1
Other accidents		4	1	14	-	5	2	-	1	8	8
Nontherapeutic medical and surgical procedures (940-946)		-	-	1	-	-	-	-	-	-	-
Therapeutic misadventure (950-959)		-	-	2	-	-	-	-	-	-	2
Late effects of injury and poisoning (960-965)		-	-	1	-	-	-	-	-	1	1

Table IV

Deaths Resulting from Accidents Occurring in Oklahoma
by Sex and by Type of Accident, by Age Distribution
1949

Type of Accident and Sex	All Ages	Age											
		0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65-74	75→	Unk.
Total Fatalities	1,481	153	49	59	89	144	180	150	125	120	112	291	9
Male	1,050	97	32	45	72	124	158	133	103	89	68	123	6
Female	431	56	17	14	17	20	22	17	22	31	44	168	3
Occupational total	143	-	-	3	6	17	31	24	26	18	8	9	1
Male	141	-	-	3	6	16	31	24	26	17	8	9	1
Female	2	-	-	-	-	1	-	-	-	1	-	-	-
Agriculture	36	-	-	3	3	3	3	5	3	6	4	6	-
Mining, quarrying, oil and gas wells	32	-	-	-	-	4	8	4	10	4	1	1	-
Manufacturing	11	-	-	-	-	2	2	4	1	1	-	1	-
Construction	20	-	-	-	-	4	6	4	4	2	-	-	-
Transportation	16	-	-	-	2	-	1	1	5	5	1	-	1
Public utilities	13	-	-	-	1	2	7	2	1	-	-	-	-
Trade	-	-	-	-	-	-	-	-	-	-	-	-	-
Service	9	-	-	-	-	1	2	3	1	-	1	1	-
Other specified industry	3	-	-	-	-	1	2	-	-	-	-	-	-
Unspecified industry	3	-	-	-	-	-	-	1	1	-	1	-	-
Home total	489	92	13	15	8	19	18	19	21	23	49	211	1
Male	238	59	6	13	6	11	12	12	12	13	22	72	-
Female	251	33	7	2	2	8	6	7	9	10	27	139	1
Poisonings (gas excepted)	18	8	-	1	-	3	2	1	2	-	1	-	-
Poisonings by gases and vapors	14	2	-	-	1	2	2	2	1	1	3	-	-
Fire, explosion of combustible material	104	24	6	3	1	9	8	10	8	9	8	18	-
Hot substance, corrosive liquid, steam	11	4	-	-	-	-	-	-	-	-	-	7	-
Mechanical suffocation	23	22	-	-	-	-	-	1	-	-	-	-	-
Firearms	19	1	-	5	2	3	2	1	4	1	-	-	-
Falls on same level	70	-	-	-	-	-	-	-	2	2	10	56	-
Falls to different level or unspecified	169	8	1	1	1	-	-	1	1	6	21	128	1
Other specified home accidents	54	22	4	4	3	1	4	3	3	3	5	2	-
Unspecified home accidents	7	1	2	1	-	1	-	-	-	1	1	-	-

Table IV
(Continued)
Deaths Resulting from Accidents Occurring in Oklahoma
by Sex and by Type of Accident, by Age Distribution
1949

Type of Accident and Sex	All Ages	Age											
		0-4	5-9	10-14	15-19	20-24	25-34	35-44	45-54	55-64	65-74	75 >	Unk.
Motor-vehicle total	554	44	20	17	54	84	80	65	58	55	38	33	6
Male	427	22	14	10	41	74	68	60	46	38	25	25	4
Female	127	22	6	7	13	10	12	5	12	17	13	8	2
Injury to pedestrian	104	25	13	3	3	4	4	5	8	12	12	15	-
Collision with other motor vehicle	211	6	2	5	25	39	28	29	22	21	19	11	4
Collision with railroad train	49	2	1	2	6	7	8	5	7	9	1	1	-
Collision with street car	-	-	-	-	-	-	-	-	-	-	-	-	-
Injury to pedal cyclist	8	1	1	4	1	-	1	-	-	-	-	-	-
Collision with animal-drawn vehicle or animal	1	-	-	-	-	-	1	-	-	-	-	-	-
Collision with fixed object	19	1	-	-	4	2	3	2	1	3	2	1	-
Non-collision	151	7	3	3	14	29	32	24	20	10	3	4	2
Other and unspecified accident	11	2	-	-	1	3	3	-	-	-	1	1	-
Public nonmotor-vehicle total	217	11	13	17	18	21	47	35	16	15	10	14	-
Male	188	11	9	12	16	20	44	31	15	12	9	9	-
Female	29	-	4	5	2	1	3	4	1	3	1	5	-
Railroad - not with motor vehicle	20	1	-	-	-	1	2	4	2	5	3	2	-
Street car - not with motor vehicle	-	-	-	-	-	-	-	-	-	-	-	-	-
Other vehicle - not with motor vehicle	5	-	1	1	-	-	-	1	1	-	1	-	-
Water transportation	19	-	-	1	2	3	6	4	1	2	-	-	-
Air transportation	45	-	-	-	1	9	21	8	6	-	-	-	-
Fire, explosion of combustible material	6	-	-	-	-	-	1	2	1	1	1	-	-
Hot substance, corrosive liquid, steam	-	-	-	-	-	-	-	-	-	-	-	-	-
Drowning	45	7	8	10	5	-	8	3	3	1	-	-	-
Firearms	22	1	-	2	6	3	2	6	-	1	1	-	-
Falls on same level	13	-	-	-	-	-	-	1	2	2	-	8	-
Falls to different level or unspecified	8	-	1	-	-	-	-	1	-	1	2	3	-
Other specified public accidents	33	2	2	3	4	5	7	5	-	2	2	1	-
Unspecified public accidents	1	-	1	-	-	-	-	-	-	-	-	-	-
Type of accident unknown	78	6	3	7	3	3	4	7	4	9	7	24	1