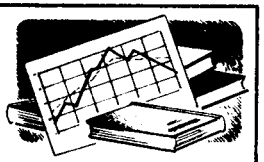
TEXAS motor vehicle TRAFFIC ACCIDENTS 1950

Department of Public Safety

HIGHWAY SAFETY ACTION PROGRAM

LAWS AND ORDINANCES

ACCIDENT RECORDS



1. Develop adequate, uniform accident reporting systems in all States and communities. 2. Promote analysis of records and use of data by all Government agencies and organizations concerned. 3. Continue special studies of traffic congestion and accident causes. 4. Provide State assistance to communities through periodic summaries and counsel.

EDUCATION

ENFORCEMENT

ENGINEERING

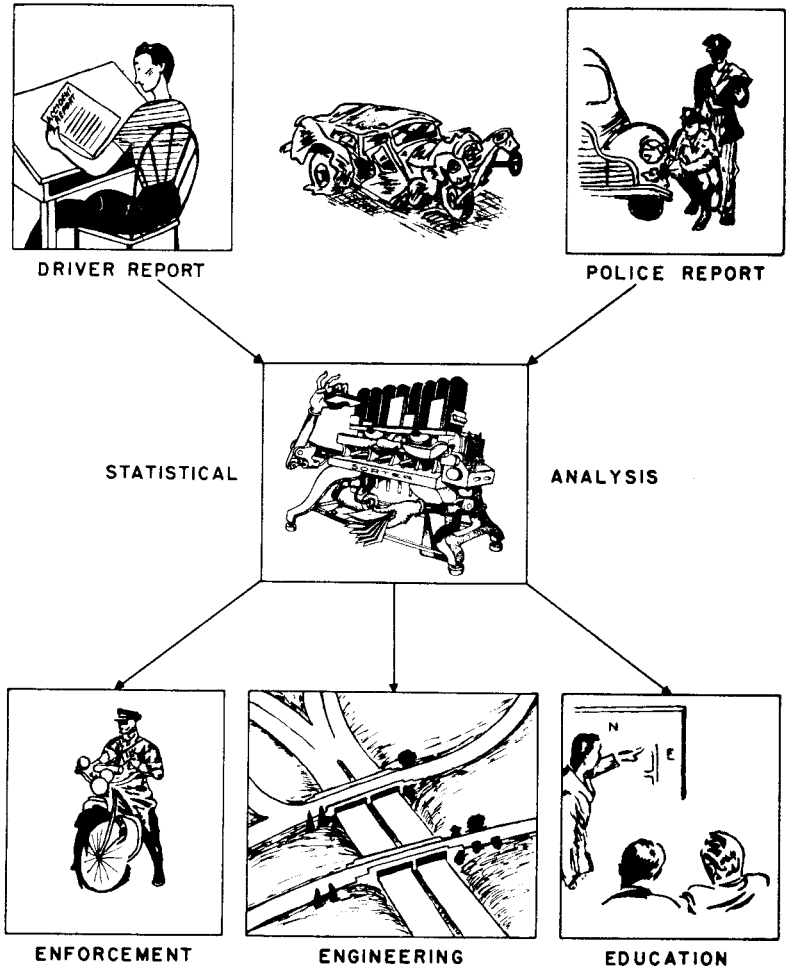
MOTOR VEHICLE ADMINISTRATION

TRAINING AND RESEARCH

PUBLIC INFORMATION AND SUPPORT GROUPS

TABLE OF CONTENTS

YOUR ACCIDENT REPORT HELPS REDUCE ACCIDENTS



THEIR FIRST TIME -------- and last!!

We have never met a person who told us he believed that his life would be snuffed out in an automobile accident. We *have* met several who remarked that some individual they had observed "jaywalking" or driving dangerously "would be killed one of these days."

It is a sad commentary on human nature for most people to believe that anything of an unpleasant or disastrous nature can not, or will not, happen to them. Therefore, according to their thinking, cautions, warnings and pleadings should be directed toward the other fellow, since he is the likely victim.

Individuals having this sort of mental attitude are basing their thinking on the simple fact that each of them is still alive. Having survived a "close call" at some time or another, seems to convince them of their indefinite immunity to accidental death.

On December 31, 1949, there were two thousand four hundred and ten persons who had no idea that they would be killed in Texas Traffic during 1950. It couldn't happen to them -- but it did. It was *the first time* that any of them had been killed in a traffic accident. It is elementary, of course, that it was their last.

Not all of those who died, did so as a result of their own carelessness. Hundreds, however, *were* victims of "traffic suicide" and these will never be able to profit by mistakes they made.

It follows, that if we are able to draw a lesson from the mistakes of others we must know what these errors were. Accident reports made by drivers who were fortunate enough to survive the traffic accidents in which they were involved, combined with the reports of trained accident investigators, furnish the necessary information, the use of which, may serve to prevent future accidents.

The factual results and the conclusions obtained therefrom through a serious study and analysis of the accident reports covering the traffic mishaps which occurred during 1950 in Texas are presented here, in part, with emphasis on those causative elements and "mistake factors" involved.

Today, there are a number of people – alive, healthy, full of vigor and imbued with the misconception that "it can't happen to them" – who will be killed tomorrow. If it were possible by some mystical means to ascertain just who these people will be, it would effect but little the cause of traffic safety. Persuaded that "it couldn't happen to them", they wouldn't believe you if you told them.

Too many would learn too late that *their first time* was *their last!*

N. K. Woerner

N. K. WOERNER, CHIEF
STATISTICAL DIVISION

MOTOR VEHICLE TRAFFIC DEATH MAP

With 453 more traffic deaths in 1950 than there were in 1949 (351 more than the previous all-time high of 2,059 in 1948) we find that more counties have obtained the dubious distinction of joining the "black list", and fewer are in the "white" category on the death map than in any previous year.

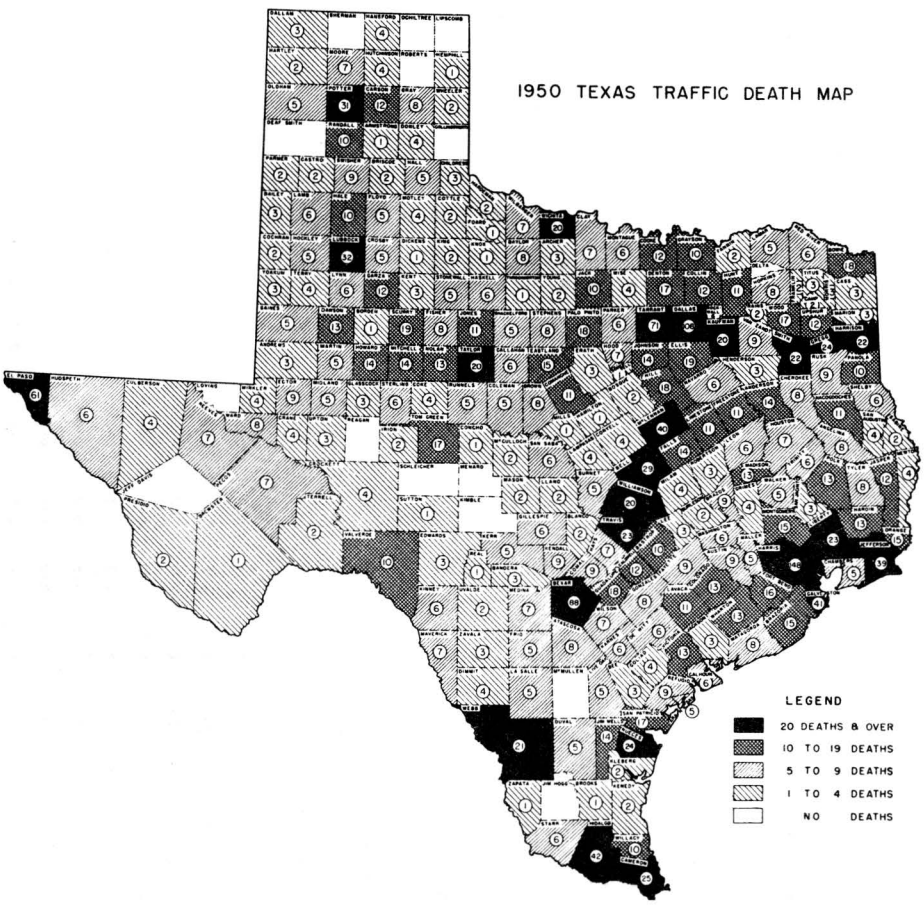
Brazoria, Kaufman, Liberty, Taylor, Webb, Wichita and Williamson counties, having 20 or more deaths during 1950, become black for *the first time* since World War II. The 24 black counties on the Death Map are not necessarily the worst from the standpoint of traffic safety. The map is not prepared for the purpose of comparing one county with another, since to do so equitably would require a detailed consideration of a number of vital factors including, area, vehicles, miles traveled, road mileage, population and terrain. The black and darker shading of counties *does* indicate the areas where safety efforts should be concentrated and where the largest numerical reduction in deaths can be effected.

The number of deathless counties during 1950 is about one-half the usual number. The increase in deaths, though concentrated in the heavier populated areas, has been spread over the State to the extent that fewer and fewer counties now escape the ultimate tragedy of traffic. Only two counties, Loving and Roberts, have remained consistently deathless since 1945.

The 2,410 men, women and children who were killed in traffic accidents during 1950 have made the Death Map picture -- not a pretty sight. Those of us who are still driving should resolve to brighten the picture, eliminate the black spots, and increase the white ones. This we can do by a more rigid application of our driving skills, accelerated observance of the traffic laws, interspersed with a genuine display of motoring courtesy and wholehearted cooperation with our traffic authorities.

Grouping the counties according to the legend on the Death Map gives the following:

24 Counties (9%)	**with more than 20 deaths**	**– 994 (41%) killed**
51 Counties (20%)	**from 10 to 19 deaths**	**– 683 (28%) killed**
79 Counties (31%)	**from 5 to 9 deaths**	**– 518 (22%) killed**
85 Counties (34%)	**from 1 to 4 deaths**	**– 215 (9%) killed**
15 Counties (6%)	**NO DEATHS**	
254 Counties (100%)		**2,410 (100%) killed**



FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS AND FATALITIES BY COUNTY

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
ANDERSON	3-4	0-0	4-4	2-2	9-10	0-0	1-1	8-13	0-0	9-14
ANDREWS	0-0	0-0	1-1	2-2	3-3	0-0	0-0	3-3	0-0	3-3
ANGELINA	0-0	0-0	6-6	0-0	6-6	1-1	1-1	6-6	0-0	8-8
ARANSAS	0-0	1-1	2-2	0-0	3-3	0-0	1-5	0-0	0-0	1-5
ARCHER	0-0	4-4	3-3	0-0	7-7	0-0	2-2	1-1	0-0	3-3
ARMSTRONG	0-0	0-0	2-2	0-0	2-2	0-0	0-0	1-1	0-0	1-1
ATASCOSA	0-0	3-4	6-6	0-0	9-10	0-0	3-3	5-5	0-0	8-8
AUSTIN	0-0	0-0	2-3	0-0	2-3	0-0	1-1	5-5	2-3	8-9
BAILEY	0-0	0-0	1-1	0-0	1-1	0-0	0-0	3-3	0-0	3-3
BANDERA	0-0	0-0	0-0	0-0	0-0	0-0	1-1	2-2	0-0	3-3
BASTROP	0-0	1-1	2-2	0-0	3-3	0-0	0-0	6-9	1-1	7-10
BAYLOR	0-0	0-0	3-3	0-0	3-3	0-0	0-0	6-8	0-0	6-8
BEE	1-1	0-0	2-3	0-0	3-4	0-0	0-0	2-2	1-1	3-3
BELL	3-3	0-0	16-20	0-0	19-23	5-5	2-2	21-22	0-0	28-29
BEXAR	43-45	2-2	17-19	3-4	65-70	52-53	2-3	23-26	6-6	83-88
BLANCO	0-0	0-0	2-2	0-0	2-2	0-0	0-0	2-2	0-0	2-2
BORDEN	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	0-0	1-1
BOSQUE	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	1-1	2-2
BOWIE	2-2	2-2	8-11	1-1	13-16	3-5	2-2	6-10	1-1	12-18
BRAZORIA	0-0	1-1	5-6	1-1	7-8	1-1	0-0	9-9	4-5	14-15
BRAZOS	2-3	0-0	3-3	1-1	6-7	4-4	0-0	5-5	0-0	9-9
BREWSTER	1-1	0-0	1-1	0-0	2-2	0-0	0-0	0-0	1-1	1-1
BRISCOE	0-0	0-0	1-1	1-1	2-2	0-0	1-1	1-1	0-0	2-2
BROOKS	2-2	0-0	2-3	0-0	4-5	0-0	0-0	0-0	1-1	1-1
BROWN	1-1	0-0	3-3	0-0	4-4	0-0	1-1	5-6	1-1	7-8
BURLESON	0-0	1-1	1-1	1-1	3-3	0-0	1-1	1-1	0-0	2-2
BURNET	0-0	0-0	2-5	0-0	2-5	0-0	1-1	4-4	0-0	5-5
CALDWELL	3-3	0-0	5-6	0-0	8-9	1-1	1-1	8-8	1-2	11-12
CALHOUN	0-0	0-0	0-0	0-0	0-0	2-2	0-0	4-4	0-0	6-6
CALLAHAN	0-0	1-1	1-2	0-0	2-3	0-0	0-0	6-6	0-0	6-6
CAMERON	7-7	2-2	10-10	8-8	27-27	4-4	1-1	10-14	6-6	21-25
CAMP	0-0	0-0	0-0	0-0	0-0	0-0	0-0	2-2	0-0	2-2

Fatal Motor Vehicle Traffic Accidents and Fatalities - continued

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
CARSON	0-0	0-0	6-7	0-0	6-7	0-0	1-5	5-6	1-1	7-12
CASS	0-0	0-0	4-4	0-0	4-4	0-0	0-0	3-3	0-0	3-3
CASTRO	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	1-1	2-2
CHAMBERS	0-0	2-2	4-4	0-0	6-6	0-0	0-0	3-4	1-1	4-5
CHEROKEE	0-0	0-0	4-4	2-2	6-6	2-2	0-0	4-5	1-1	7-8
CHILDRESS	0-0	0-0	3-10	0-0	3-10	0-0	0-0	3-3	0-0	3-3
CLAY	0-0	0-0	4-4	1-1	5-5	0-0	0-0	4-4	1-3	5-7
COCHRAN	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	1-1	2-2
COKE	0-0	0-0	2-5	0-0	2-5	0-0	0-0	4-4	0-0	4-4
COLEMAN	0-0	0-0	1-1	1-2	2-3	0-0	1-1	3-4	0-0	4-5
COLLIN	1-2	0-0	4-5	1-2	6-9	0-0	0-0	9-12	0-0	9-12
COLLINGSWORTH	0-0	0-0	2-5	0-0	2-5	0-0	0-0	0-0	0-0	0-0
COLORADO	0-0	1-1	2-3	0-0	3-4	3-3	1-1	6-9	0-0	10-13
COMAL	2-2	0-0	2-2	2-2	6-6	2-3	0-0	3-6	0-0	5-9
COMANCHE	0-0	0-0	0-0	1-1	1-1	0-0	3-3	5-8	0-0	8-11
CONCHO	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	0-0	1-1
COOKE	2-2	0-0	5-8	1-1	8-11	4-4	0-0	6-8	0-0	10-12
CORYELL	0-0	0-0	3-3	0-0	3-3	0-0	0-0	3-4	0-0	3-4
COTTLE	0-0	0-0	6-9	0-0	6-9	0-0	0-0	2-2	0-0	2-2
CRANE	0-0	0-0	2-2	0-0	2-2	0-0	0-0	4-4	0-0	4-4
CROCKETT	0-0	0-0	0-0	0-0	0-0	0-0	1-2	2-2	0-0	3-4
CROSBY	0-0	1-1	4-4	0-0	5-5	0-0	1-1	2-3	1-1	4-5
CULBERSON	0-0	0-0	4-4	0-0	4-4	0-0	0-0	3-4	0-0	3-4
DALLAM	2-2	0-0	0-0	1-1	3-3	0-0	0-0	1-2	1-1	2-3
DALLAS	36-38	2-2	25-28	10-10	73-78	54-60	1-1	23-24	21-23	99-108
DAWSON	1-1	0-0	6-6	1-1	8-8	2-2	0-0	8-9	2-2	12-13
DEAF SMITH	0-0	0-0	2-2	1-1	3-3	0-0	0-0	0-0	0-0	0-0
DELTA	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0
DENTON	0-0	1-3	7-7	0-0	8-10	0-0	0-0	11-17	0-0	11-17
DEWITT	0-0	0-0	3-3	0-0	3-3	1-1	0-0	4-5	0-0	5-6
DICKENS	0-0	0-0	0-0	1-1	1-1	0-0	1-1	0-0	0-0	1-1
DIMMITT	0-0	0-0	2-4	0-0	2-4	0-0	0-0	4-4	0-0	4-4

Fatal Motor Vehicle Traffic Accidents and Fatalities - continued

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
DONLEY	0-0	0-0	2-3	0-0	2-3	0-0	1-1	2-3	0-0	3-4
DUVAL	1-1	1-2	2-2	0-0	4-5	0-0	0-0	4-4	1-1	5-5
EASTLAND	2-2	0-0	2-2	2-2	6-6	2-2	3-4	7-9	0-0	12-15
ECTOR	2-3	0-0	9-10	1-1	12-14	3-3	1-1	3-5	0-0	7-9
EDWARDS	0-0	0-0	2-2	0-0	2-2	0-0	0-0	3-3	0-0	3-3
ELLIS	0-0	1-1	11-15	1-1	13-17	3-3	4-7	8-9	0-0	15-19
EL PASO	24-25	12-16	19-21	5-6	60-68	19-20	4-4	23-31	5-6	51-61
ERATH	2-3	0-0	1-1	1-1	4-5	0-0	0-0	1-3	0-0	1-3
FALLS	0-0	0-0	5-6	1-1	6-7	1-1	0-0	11-13	0-0	12-14
FANNIN	1-1	0-0	1-1	0-0	2-2	1-1	1-1	0-0	0-0	2-2
FAYETTE	0-0	0-0	8-8	0-0	8-8	0-0	1-2	6-7	0-0	7-9
FISHER	0-0	1-1	2-3	1-1	4-5	0-0	0-0	6-8	0-0	6-8
FLOYD	0-0	0-0	0-0	1-1	1-1	1-1	0-0	3-3	1-1	5-5
FOARD	0-0	0-0	1-1	1-1	2-2	0-0	0-0	0-0	1-1	1-1
FORT BEND	3-3	2-2	11-13	1-1	17-19	1-1	2-2	10-12	1-1	14-16
FRANKLIN	0-0	0-0	3-3	1-1	4-4	0-0	0-0	2-2	0-0	2-2
FREESTONE	0-0	2-2	5-6	2-3	9-11	0-0	2-2	8-8	1-1	11-11
FRIO	1-1	0-0	1-2	1-1	3-4	0-0	0-0	2-2	2-3	4-5
GAINES	0-0	0-0	6-9	0-0	6-9	0-0	1-1	4-4	0-0	5-5
GALVESTON	12-12	1-1	11-12	2-2	26-27	8-9	5-6	15-20	5-6	33-41
GARZA	0-0	0-0	3-6	0-0	3-6	1-2	0-0	6-10	0-0	7-12
GILLESPIE	0-0	0-0	2-2	0-0	2-2	1-1	0-0	4-5	0-0	5-6
GLASSCOCK	0-0	0-0	0-0	0-0	0-0	0-0	1-3	0-0	0-0	1-3
GOLIAD	0-0	0-0	0-0	0-0	0-0	0-0	0-0	3-4	0-0	3-4
GONZALES	0-0	0-0	5-6	1-1	6-7	0-0	0-0	7-7	1-1	8-8
GRAY	2-2	0-0	4-4	0-0	6-6	0-0	0-0	3-8	0-0	3-8
GRAYSON	4-4	3-3	12-17	2-2	21-26	3-3	1-1	6-6	0-0	10-10
GREGG	9-9	0-0	10-14	3-3	22-26	3-3	0-0	17-18	3-3	23-24
GRIMES	0-0	0-0	3-5	0-0	3-5	0-0	0-0	4-4	0-0	4-4
GUADALUPE	1-1	0-0	7-7	0-0	8-8	1-1	0-0	11-16	1-1	13-18
HALE	1-1	1-1	4-7	2-5	8-14	0-0	0-0	4-9	1-1	5-10
HALL	0-0	0-0	3-3	1-1	4-4	1-1	0-0	3-3	1-1	5-5

Fatal Motor Vehicle Traffic Accidents and Fatalities - continued

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
HAMILTON	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	0-0	1-1
HANSFORD	0-0	0-0	0-0	0-0	0-0	0-0	3-4	0-0	0-0	3-4
HARDEMAN	0-0	0-0	0-0	0-0	0-0	1-1	0-0	1-1	0-0	2-2
HARDIN	0-0	0-0	6-7	1-1	7-8	0-0	1-1	7-12	0-0	8-13
HARRIS	54-55	4-4	30-36	27-28	115-123	80-86	5-6	27-32	19-24	131-148
HARRISON	3-3	3-3	8-10	2-2	16-18	5-9	0-0	9-13	0-0	14-22
HARTLEY	0-0	0-0	1-1	0-0	1-1	0-0	0-0	2-2	0-0	2-2
HASKELL	1-1	1-2	1-1	0-0	3-4	0-0	0-0	3-6	0-0	3-6
HAYS	0-0	0-0	6-6	0-0	6-6	1-1	1-1	2-5	0-0	4-7
HEMPHILL	0-0	0-0	1-1	0-0	1-1	0-0	0-0	1-1	0-0	1-1
HENDERSON	1-1	0-0	1-1	1-1	3-3	0-0	0-0	2-2	1-1	3-3
HIDALGO	13-13	2-2	18-20	7-7	40-42	11-13	4-5	15-16	6-8	36-42
HILL	3-3	0-0	4-4	0-0	7-7	5-5	0-0	11-12	1-1	17-18
HOCKLEY	1-1	1-1	3-6	1-1	6-9	0-0	0-0	2-2	2-3	4-5
HOOD	0-0	2-3	1-1	0-0	3-4	0-0	1-1	3-5	1-1	5-7
HOPKINS	0-0	1-1	1-1	0-0	2-2	0-0	0-0	6-7	1-1	7-8
HOUSTON	0-0	0-0	2-2	0-0	2-2	0-0	0-0	6-6	1-1	7-7
HOWARD	0-0	0-0	11-11	0-0	11-11	2-3	0-0	11-11	0-0	13-14
HUDSPETH	0-0	0-0	6-6	0-0	6-6	0-0	0-0	6-6	0-0	6-6
HUNT	2-2	1-1	5-7	1-1	9-11	1-3	1-1	4-5	2-2	8-11
HUTCHINSON	2-2	1-3	4-4	0-0	7-9	0-0	0-0	1-4	0-0	1-4
IRION	0-0	0-0	2-3	0-0	2-3	0-0	0-0	2-2	0-0	2-2
JACK	0-0	1-1	3-4	0-0	4-5	0-0	0-0	6-10	0-0	6-10
JACKSON	1-1	0-0	3-4	0-0	4-5	0-0	1-2	1-1	0-0	2-3
JASPER	0-0	0-0	6-10	0-0	6-10	0-0	0-0	8-12	0-0	8-12
JEFF DAVIS	0-0	0-0	2-2	0-0	2-2	0-0	0-0	0-0	0-0	0-0
JEFFERSON	15-17	1-1	9-9	2-2	27-29	17-17	3-3	7-8	5-11	32-39
JIM HOGG	0-0	0-0	1-1	0-0	1-1	0-0	0-0	0-0	0-0	0-0
JIM WELLS	3-3	0-0	10-11	0-0	13-14	3-3	1-2	6-9	0-0	10-14
JOHNSON	2-2	0-0	4-4	1-1	7-7	2-2	1-1	10-11	0-0	13-14
JONES	1-1	2-2	3-3	0-0	6-6	2-3	0-0	5-5	3-3	10-11
KARNES	0-0	1-1	3-3	1-1	5-5	1-1	0-0	3-5	0-0	4-6

Fatal Motor Vehicle Traffic Accidents and Fatalities - continued

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
KAUFMAN	2-2	1-1	3-3	2-2	8-8	3-5	2-3	9-12	0-0	14-20
KENDALL	0-0	0-0	2-2	0-0	2-2	0-0	3-5	4-4	0-0	7-9
KENEDY	0-0	0-0	0-0	0-0	0-0	0-0	0-0	2-2	0-0	2-2
KENT	0-0	0-0	2-2	0-0	2-2	0-0	0-0	3-3	0-0	3-3
KERR	1-1	0-0	3-3	0-0	4-4	1-1	0-0	4-4	0-0	5-5
KIMBLE	0-0	0-0	1-1	0-0	1-1	0-0	0-0	0-0	0-0	0-0
KING	0-0	0-0	2-2	0-0	2-2	0-0	0-0	2-2	0-0	2-2
KINNEY	0-0	0-0	1-3	0-0	1-3	0-0	0-0	5-6	0-0	5-6
KLEBERG	0-0	0-0	2-2	0-0	2-2	0-0	0-0	1-2	0-0	1-2
KNOX	0-0	0-0	1-1	0-0	1-1	0-0	0-0	1-1	0-0	1-1
LAMAR	1-1	1-3	5-5	0-0	7-9	0-0	0-0	4-5	0-0	4-5
LAMB	0-0	0-0	4-4	0-0	4-4	0-0	1-1	3-4	1-1	5-6
LAMPASAS	1-1	0-0	1-1	0-0	2-2	0-0	0-0	4-4	0-0	4-4
LASALLE	0-0	0-0	1-1	0-0	1-1	0-0	0-0	5-5	0-0	5-5
LAVACA	0-0	0-0	2-2	0-0	2-2	0-0	0-0	7-10	1-1	8-11
LEE	0-0	0-0	2-2	0-0	2-2	1-1	0-0	2-2	0-0	3-3
LEON	0-0	1-1	0-0	0-0	1-1	0-0	2-2	4-4	0-0	6-6
LIBERTY	0-0	1-1	11-15	0-0	12-16	2-2	0-0	13-19	2-2	17-23
LIMESTONE	1-1	0-0	3-3	0-0	4-4	1-1	1-1	8-9	0-0	10-11
LIPSCOMB	0-0	0-0	1-1	1-1	2-2	0-0	0-0	0-0	0-0	0-0
LIVE OAK	0-0	0-0	5-5	0-0	5-5	0-0	0-0	5-5	0-0	5-5
LLANO	0-0	0-0	3-3	0-0	3-3	1-1	0-0	1-1	0-0	2-2
LOVING	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0
LUBBOCK	2-2	1-1	10-12	3-10	16-25	10-11	0-0	16-21	0-0	26-32
LYNN	0-0	0-0	4-5	0-0	4-5	1-1	0-0	5-5	0-0	6-6
MADISON	0-0	0-0	2-2	0-0	2-2	0-0	0-0	7-13	0-0	7-13
MARION	0-0	0-0	1-1	2-6	3-7	0-0	0-0	2-2	1-1	3-3
MARTIN	0-0	1-1	1-2	1-1	3-4	0-0	1-2	2-3	0-0	3-5
MASON	0-0	0-0	2-2	0-0	2-2	0-0	0-0	2-2	0-0	2-2
MATAGORDA	0-0	1-1	3-3	0-0	4-4	2-2	0-0	4-4	1-2	7-8
MAVERICK	0-0	0-0	3-4	0-0	3-4	0-0	0-0	1-2	4-5	5-7
MEDINA	0-0	3-3	3-3	0-0	6-6	2-2	0-0	4-5	0-0	6-7

Fatal Motor Vehicle Traffic Accidents and Fatalities - continued

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
MENARD	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0
MIDLAND	1-1	0-0	6-7	1-1	8-9	1-1	0-0	2-2	2-2	5-5
MILAM	0-0	1-1	4-5	0-0	5-6	0-0	1-1	3-3	0-0	4-4
MILLS	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	0-0	1-1
MITCHELL	0-0	0-0	3-4	0-0	3-4	1-1	0-0	9-13	0-0	10-14
MONTAGUE	1-1	0-0	5-8	0-0	6-9	1-1	0-0	4-5	0-0	5-6
MONTGOMERY	2-2	2-2	13-19	1-1	18-24	2-2	3-3	8-8	2-2	15-15
MOORE	0-0	1-1	3-3	0-0	4-4	0-0	0-0	5-5	2-2	7-7
MORRIS	0-0	0-0	1-1	0-0	1-1	0-0	0-0	2-3	0-0	2-3
MOTLEY	0-0	0-0	0-0	1-1	1-1	0-0	0-0	3-4	0-0	3-4
MC CULLOCH	0-0	0-0	3-3	0-0	3-3	0-0	0-0	1-1	1-1	2-2
MC LENNAN	5-5	1-2	17-21	2-3	25-31	6-7	0-0	19-24	6-9	31-40
MC MULLEN	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0
NACOGDOCHES	0-0	0-0	5-5	0-0	5-5	0-0	0-0	10-11	0-0	10-11
NAVARRO	1-1	0-0	4-4	1-1	6-6	1-1	0-0	5-5	0-0	6-6
NEWTON	0-0	0-0	3-3	1-1	4-4	0-0	0-0	4-4	0-0	4-4
NOLAN	1-1	1-1	3-3	0-0	5-5	2-2	1-1	5-9	1-1	9-13
NUECES	11-11	0-0	10-11	5-5	26-27	6-6	0-0	12-16	2-2	20-24
OCHILTREE	0-0	1-1	0-0	0-0	1-1	0-0	0-0	0-0	0-0	0-0
OLDHAM	0-0	0-0	1-1	0-0	1-1	0-0	0-0	3-5	0-0	3-5
ORANGE	0-0	1-1	9-10	2-2	12-13	1-1	1-3	8-10	1-1	11-15
PALO PINTO	2-3	0-0	8-10	0-0	10-13	0-0	0-0	10-17	1-1	11-18
PANOLA	0-0	0-0	6-6	0-0	6-6	2-2	0-0	7-8	0-0	9-10
PARKER	0-0	0-0	6-7	0-0	6-7	2-2	0-0	3-4	0-0	5-6
PARMER	0-0	0-0	3-5	0-0	3-5	0-0	0-0	2-2	0-0	2-2
PECOS	1-2	0-0	1-1	0-0	2-3	0-0	0-0	3-6	1-1	4-7
POLK	0-0	0-0	3-3	0-0	3-3	0-0	0-0	10-11	1-2	11-13
POTTER	7-7	0-0	10-14	2-3	19-24	8-8	0-0	14-20	3-3	25-31
PRESIDIO	0-0	0-0	5-10	1-1	6-11	0-0	1-2	0-0	0-0	1-2
RAINS	0-0	0-0	1-1	0-0	1-1	0-0	0-0	2-2	0-0	2-2
RANDALL	0-0	0-0	3-8	0-0	3-8	0-0	0-0	5-7	3-3	8-10
REAGAN	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0

Fatal Motor Vehicle Traffic Accidents and Fatalities - continued

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
REAL	0-0	1-2	0-0	0-0	1-2	0-0	0-0	1-1	0-0	1-1
RED RIVER	0-0	0-0	3-3	0-0	3-3	1-1	1-3	1-2	0-0	3-6
REEVES	5-7	0-0	0-0	0-0	5-7	0-0	0-0	6-6	1-1	7-7
REFUGIO	0-0	0-0	4-4	0-0	4-4	2-2	1-1	5-6	0-0	8-9
ROBERTS	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0
ROBERTSON	1-1	1-1	2-4	0-0	4-6	1-1	0-0	2-2	0-0	3-3
ROCKWALL	0-0	0-0	4-4	0-0	4-4	0-0	0-0	3-6	0-0	3-6
RUNNELS	0-0	0-0	2-2	0-0	2-2	0-0	0-0	5-5	0-0	5-5
RUSK	0-0	1-2	8-8	3-3	12-13	1-2	1-1	4-4	2-2	8-9
SABINE	0-0	0-0	2-2	0-0	2-2	0-0	0-0	2-2	0-0	2-2
SAN AUGUSTINE	0-0	0-0	1-1	1-1	2-2	0-0	0-0	3-4	0-0	3-4
SAN JACINTO	0-0	0-0	0-0	0-0	0-0	0-0	0-0	2-3	0-0	2-3
SAN PATRICIO	0-0	1-3	11-13	2-2	14-18	3-3	1-1	9-13	0-0	13-17
SAN SABA	0-0	0-0	2-2	1-1	3-3	2-3	0-0	3-3	0-0	5-6
SCHLEICHER	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0	0-0
SCURRY	1-1	0-0	4-6	0-0	5-7	3-3	1-1	7-13	2-2	13-19
SHACKELFORD	0-0	0-0	2-6	0-0	2-6	0-0	0-0	5-5	0-0	5-5
SHELBY	0-0	1-1	2-2	0-0	3-3	0-0	0-0	6-6	0-0	6-6
SHERMAN	0-0	0-0	2-2	0-0	2-2	0-0	0-0	0-0	0-0	0-0
SMITH	4-4	2-2	12-18	0-0	18-24	1-1	1-1	12-17	3-3	17-22
SOMERVELL	0-0	1-1	0-0	0-0	1-1	0-0	0-0	1-1	0-0	1-1
STARR	0-0	0-0	2-2	0-0	2-2	0-0	1-1	3-3	2-2	6-6
STEPHENS	1-1	0-0	5-5	0-0	6-6	0-0	0-0	6-7	1-1	7-8
STERLING	0-0	0-0	0-0	1-3	1-3	0-0	0-0	5-6	0-0	5-6
STONEWALL	0-0	1-2	0-0	0-0	1-2	0-0	0-0	5-5	0-0	5-5
SUTTON	0-0	0-0	0-0	0-0	0-0	0-0	0-0	1-1	0-0	1-1
SWISHER	0-0	1-2	1-1	0-0	2-3	1-1	0-0	4-8	0-0	5-9
TARRANT	47-51	4-6	25-28	5-7	81-92	41-42	2-2	18-19	8-8	69-71
TAYLOR	1-1	1-1	6-9	1-1	9-12	4-4	2-4	8-10	2-2	16-20
TERRELL	0-0	0-0	1-1	0-0	1-1	0-0	2-2	0-0	0-0	2-2
TERRY	0-0	0-0	5-9	0-0	5-9	1-1	0-0	3-3	0-0	4-4
THROCKMORTON	0-0	0-0	1-1	0-0	1-1	0-0	0-0	1-1	0-0	1-1

Fatal Motor Vehicle Traffic Accidents and Fatalities - continued

	1949					1950				
COUNTY	CITY	TOWN	HWYS	CoRd	TOTAL	CITY	TOWN	HWYS	CoRd	TOTAL
TITUS	0-0	0-0	0-0	2-4	2-4	0-0	0-0	2-3	0-0	2-3
TOM GREEN	4-4	0-0	7-11	2-2	13-17	6-6	1-1	7-8	2-2	16-17
TRAVIS	9-9	0-0	5-5	0-0	14-14	9-9	0-0	9-11	2-3	20-23
TRINITY	0-0	0-0	6-8	0-0	6-8	0-0	0-0	5-5	1-1	6-6
TYLER	0-0	0-0	1-1	0-0	1-1	0-0	0-0	8-8	0-0	8-8
UPSHUR	0-0	0-0	6-11	1-1	7-12	1-1	0-0	7-9	1-2	9-12
UPTON	0-0	0-0	1-1	0-0	1-1	1-1	0-0	2-2	0-0	3-3
UVALDE	1-1	0-0	3-3	1-1	5-5	0-0	1-1	1-1	0-0	2-2
VAL VERDE	0-0	0-0	2-2	0-0	2-2	2-2	0-0	6-8	0-0	8-10
VAN ZANDT	0-0	1-1	4-4	1-1	6-6	0-0	3-3	6-6	0-0	9-9
VICTORIA	2-2	0-0	9-9	5-5	16-16	2-2	0-0	7-9	2-2	11-13
WALKER	0-0	0-0	5-5	0-0	5-5	1-1	0-0	4-4	0-0	5-5
WALLER	0-0	0-0	5-12	0-0	5-12	0-0	0-0	3-4	1-1	4-5
WARD	0-0	1-1	2-2	1-2	4-5	2-2	0-0	6-6	0-0	8-8
WASHINGTON	0-0	1-1	2-3	1-1	4-5	1-1	0-0	5-5	0-0	6-6
WEBB	4-4	0-0	3-3	0-0	7-7	10-16	0-0	4-4	1-1	15-21
WHARTON	0-0	1-1	8-11	2-2	11-14	2-2	1-1	7-7	3-3	13-13
WHEELER	1-1	1-2	3-3	0-0	5-6	0-0	1-1	1-1	0-0	2-2
WICHITA	4-4	0-0	6-9	1-1	11-14	6-6	0-0	8-10	3-4	17-20
WILBARGER	1-1	0-0	6-6	0-0	7-7	1-1	0-0	5-6	0-0	6-7
WILLACY	1-1	0-0	5-5	0-0	6-6	1-1	0-0	7-8	1-1	9-10
WILLIAMSON	0-0	0-0	12-15	1-1	13-16	2-2	1-1	11-13	2-4	16-20
WILSON	0-0	1-1	3-4	0-0	4-5	0-0	1-1	3-4	1-2	5-7
WINKLER	1-1	0-0	2-2	1-1	4-4	0-0	0-0	2-4	0-0	2-4
WISE	0-0	0-0	4-5	0-0	4-5	0-0	0-0	4-4	0-0	4-4
WOOD	0-0	1-1	4-4	1-1	6-6	1-1	1-1	11-15	0-0	13-17
YOAKUM	0-0	0-0	2-2	0-0	2-2	0-0	0-0	2-2	1-1	3-3
YOUNG	0-0	0-0	1-1	0-0	1-1	0-0	0-0	2-2	0-0	2-2
ZAPATA	0-0	0-0	3-4	0-0	3-4	0-0	1-1	0-0	0-0	1-1
ZAVALA	0-0	0-0	2-4	0-0	2-4	0-0	0-0	2-2	1-1	3-3

1671-1957 2018-2410

DEATH BY YEAR

Except during 1949, there has been an increase in the number of deaths in motor vehicle traffic accidents in Texas each year since 1943. The average number of people killed yearly for the past ten years is 1,775 and is the basis for the yearly increases or decreases shown in the chart.

In 1946 there were 442 more traffic deaths than in 1945. In 1950, however, there were 453 more deaths than in 1949. This is the greatest numerical increase in traffic deaths ever recorded for any one year over the twelve months period immediately preceding.

The factors directly responsible for this all-time high traffic slaughter parallel, to a great degree, those operating immediately prior to World War II. Among these were population instability due to production manpower concentrations attendant to the preparedness program and the individual and family turbulence occassioned by the uncertainty of conscription, or actual summons to military service. All of which are conducive to a general decline in those civic responsibilities usually apparent under the peace-time tranquillity of a "home town" community; and the attendant relaxation of self-discipline and moral values.

There is no indication to support the belief that these conditions will improve in the near future. The converse is more likely, therefore, to hope for a reduction in traffic fatalities in 1951 is, as we view it, "wishful thinking". Notwithstanding the fact that the 2,410 traffic toll for 1950 is so high that it becomes extremely difficult to anticipate that the number could be exceeded, it becomes not only possible but altogether probable that it will be.

Vehicle registration figures are consistently growing. Motor vehicle mileage is steadily increasing. More people will operate automobiles on our streets and highways during the current year than ever before. Coupled with these factors is an ever growing apathy on the part of the public toward traffic safety. These, combined with the elements of instability of the times, will claim more traffic victims than in 1950. In short, for more people than ever before ---------- it will be *their first time* -------- and last!!

Precluding the adoption of a rationing program affecting gasoline and tires, and more rigid controls governing the manufacture of motor vehicles, all of which would result in a reduction of traffic accidents through the curtailment of vehicular travel, we estimate that traffic deaths in 1951 will exceed 2,500.

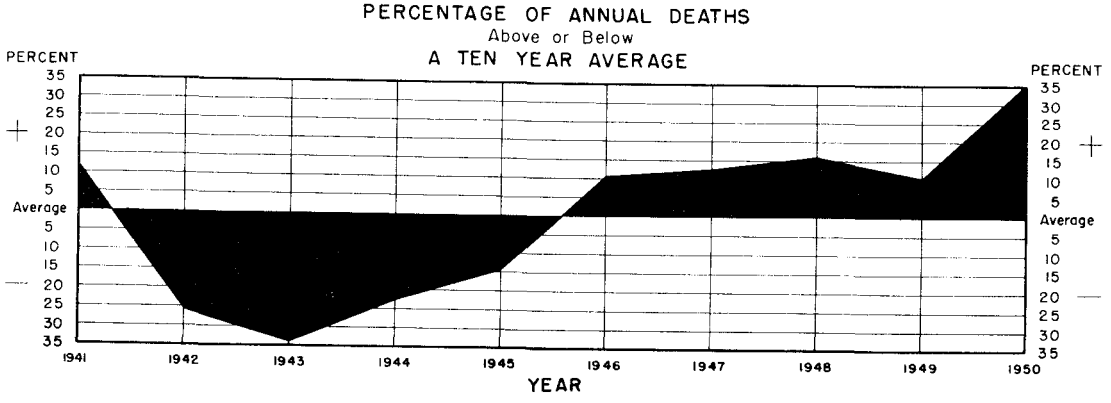


CHART SHOWING CHANGES IN MOTOR VEHICLE TRAFFIC DEATHS, VEHICLE MILES, AND DEATH RATES FROM 1935 THROUGH 1950

YEAR	CITIES ACCDTS	CITIES DEATHS	TOWNS ACCDTS	TOWNS DEATHS	HIGHWAYS ACCDTS	HIGHWAYS DEATHS	COUNTY RDS ACCDTS	COUNTY RDS DEATHS	TOTAL ACCDTS	TOTAL DEATHS	% INCREASE OR % DECREASE	VEHICLE MILES	% INCREASE OR % DECREASE	DEATHS PER 100,000,000 VEHICLE MILES
1935										1864		11,235,278,043		16.6
1936										1885	1.13% I	12,884,170,028	14.68% I	14.6
1937										2043	7.73% I	13,950,580,158	8.28% I	14.6
1938		358		94		989		165	1385	1610	21.19% D	14,400,197,403	3.22% I	11.2
1939	323	335	96	100	782	931	197	217	1398	1583	1.68% D	15,209,952,727	5.62% I	10.4
1940	354	374	99	109	823	997	211	277	1487	1757	10.99% I	16,077,942,857	5.71% I	10.9
1941	385	416	98	112	977	1194	224	257	1684	1979	12.64% I	17,848,010,205	11.01% I	11.1
1942	282	301	66	72	602	739	174	204	1124	1316	33.50% D	16,087,760,798	9.86% D	8.2
1943	288	325	62	72	501	614	139	168	990	1179	10.41% D	12,699,412,132	21.06% D	9.2
1944	341	358	70	80	610	736	166	199	1187	1373	16.45% I	13,634,453,668	7.36% I	9.8
1945	384	411	79	91	678	814	179	201	1320	1517	10.49% I	15,586,919,262	14.32% I	9.7
1946	433	465	140	160	906	1089	207	245	1686	1959	29.14% I	20,691,893,891	32.75% I	9.5
1947	413	448	128	140	958	1181	202	228	1701	1997	1.94% I	22,865,226,655	10.50% I	8.7
1948	413	436	113	128	1050	1274	194	221	1770	2059	3.10% I	24,863,489,988	8.74% I	8.3
1949	406	427	111	135	977	1189	177	206	1671	1957	4.95% D	26,885,834,951	8.13% I	7.3
1950	487	529	122	156	1207	1487	202	238	2018	2410	23.14% I	30,405,113,547	13.08% I	7.9

TEXAS TRAFFIC DEATH RATE

The number of persons killed for every one hundred million miles traveled by motor vehicles for one year in a given area is referred to as the traffic death rate. Miles traveled, rather than population or registered motor vehicles, is the base for calculating the rate because it is the factor that sets up the probability of an accident occurring.

In the year 1937, Texas traffic accidents claimed 2,043 lives with a resulting rate of 14.6. Although 2,410 lives were lost in similar accidents during 1950 the rate was reduced to 7.9 because vehicle miles traveled increased from fourteen billion during 1937 to over thirty billion during 1950.

Notwithstanding the fact that 1950 was the first year since 1944 during which the traffic death rate did not show a decrease, some consolation may be found in the fact that had the 1937 rate of 14.6 been the same during 1950 there would have been 4,439 persons killed instead of only 2,410. This means that 2,029 people are alive who would have been killed during 1950 had traffic safety efforts remained at the 1937 level.

This is an indication that the work of all persons, agencies and organizations in the traffic safety field has not been in vain. Their success may be measured in the survival of these more than two thousand people.

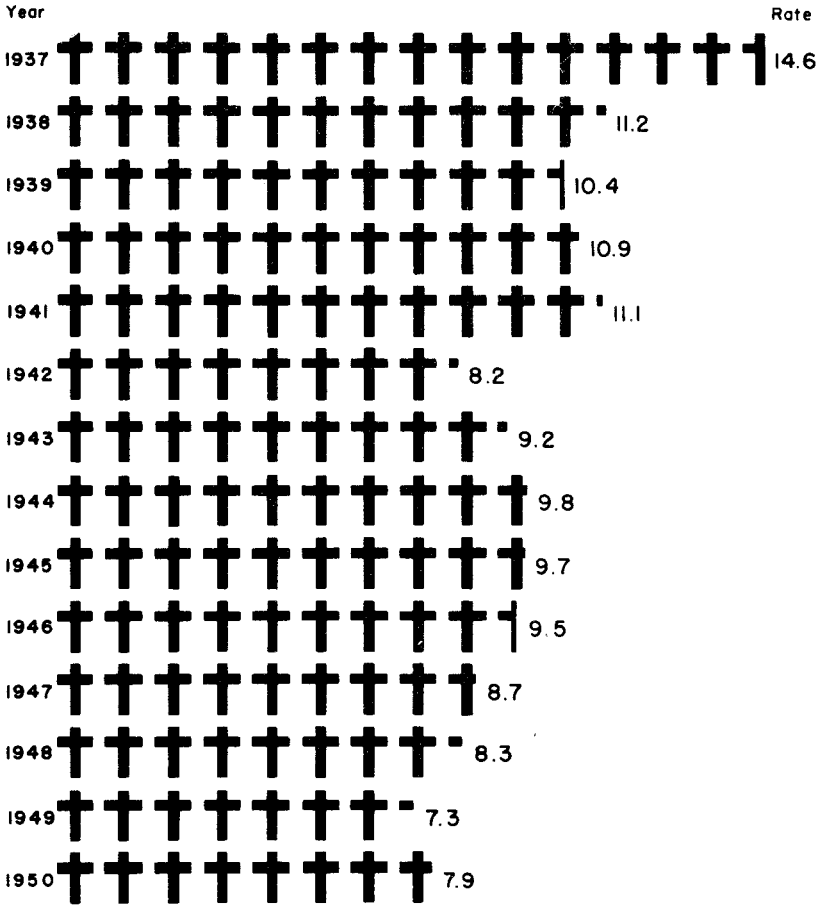
The following chart shows the lives saved by the yearly rate reduction since 1937.

YEAR	ACTUAL NO. KILLED	NO. THAT WOULD HAVE DIED HAD RATE BEEN 14.6	NO. LIVES SAVED	LIVES SAVED
1938	1,610	2,102	492	492
1939	1,583	2,221	638	1,130
1940	1,757	2,347	590	1,720
1941	1,979	2,606	627	2,347
1942	1,316	2,349	1,033	3,380
1943	1,179	1,854	675	4,055
1944	1,373	1,991	618	4,673
1945	1,517	2,276	759	5,432
1946	1,959	3,021	1,062	6,494
1947	1,997	3,338	1,341	7,835
1948	2,059	3,630	1,571	9,406
1949	1,957	3,925	1,968	11,374
1950	2,410	4,439	2,029	13,403

The 13,403 lives saved represent an estimated economic gain of $455,702,000.

TEXAS TRAFFIC DEATH RATE

Number killed in motor vehicle traffic accidents per hundred million vehicle miles.



CAUSATIVE FACTORS

Every motor vehicle traffic accident is attributable to one or more of three failures -- vehicle failure, road failure, human failure.

The small percentage of accidents resulting from defective vehicles could be almost entirely eliminated by proper maintenance and vehicular care. The even smaller percentage of accidents resulting from poor roadways can and are being reduced by improved traffic engineering techniques.

About 85% of the accidents are caused by human failure --- a driver failing to observe traffic regulations or stubbornly failing to temper his "roadway rights" with courtesy and consideration to others.

When a driver operates his car at a speed greater than the safe speed for the road, his vehicle, the weather or his own ability, he is in certain danger should other factors be present. A curve in the road, a pedestrian coming from behind a parked car, another vehicle in the way, or a low tire, are but a few of the other factors that cause the speeding driver to get in a jam.

None of these, in themselves, are direct causative factors of traffic accidents. Normally it takes a combination of elements, properly timed, to result in a traffic mishap. For example, the curve in the road could be safely negotiated at the proper speed; sufficient time might be allowed the careless pedestrian to avert injury provided the vehicle was operated at a prudent rate; and the other vehicle, the low tire, and many other contributing factors might be rendered harmless if encountered at a reasonable pace.

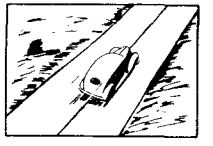
There is no way to set a speed limit by law that will provide for adequate movement of traffic and still assume complete safety at all times. The safe speed on a street or highway today might be very hazardous tomorrow. The safe speed for one driver might be too fast for another. Every driver must learn to recognize the presence of those elements that affect his driving speed and decelerate accordingly.

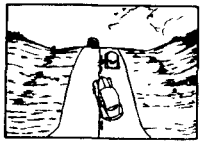
The factors listed on the opposite page are found most frequently in accidents occurring on Texas rural highways. A strict, voluntary observance of our traffic laws by everyone would materially reduce motor vehicle accidents.

CAUSATIVE FACTORS IN RURAL FATAL ACCIDENTS

TOO FAST FOR CONDITIONS

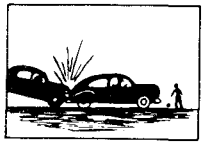
WRONG SIDE OF ROAD

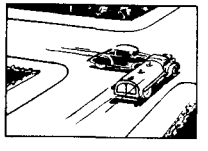




IMPROPER PASSING

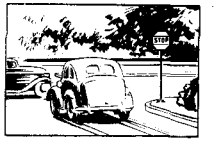
FOLLOWING TOO CLOSELY

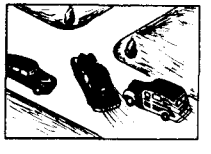




DID NOT HAVE RIGHT-OF-WAY

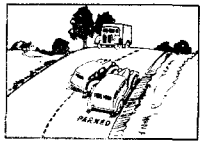
DISREGARD WARNING OR STOP SIGN





IMPROPER TURNING

IMPROPER PARKING



FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS

BY

MONTH AND LOCATION

During the month of December, 1950, there were 260 fatal traffic accidents on Texas streets and highways in which 303 persons were killed. One hundred and seventeen of these were tabulated for the last ten days of that month.

It was *the first time* that more than 300 traffic deaths have been tallied for any one month in this State. Likewise, 1950 marked the first year in which over 200 traffic deaths have occurred in each of five months. The 453 increase indicated on the chart is also the greatest rise for any one year.

There were more deaths in Cities over 2,500 population than in any previous year. A part of this increase is due to the added number of such urban areas, as a result of the 1950 population census. Even with this shift of many towns to the City column there was a decided increase in small town traffic deaths.

Seventy percent of the fatal traffic accidents in Texas occurred on rural highways. Rural traffic moves at a much higher average rate of speed than urban traffic. Because of the higher prevailing speeds, when an accident does occur on a rural highway it is three times as likely to be fatal than if it had occurred in town.

The latter assertion is substantiated by the fact that of the 202,041 reportable traffic accidents in Texas during 1950, slightly more than 56%, or 113,274, of them occurred in urban areas. Of this number, however, only 609 were fatal accidents in which one or more persons were killed. On the other hand, of the remaining 88,767 reportable accidents, that happened on rural highways and county roads, 1,409 resulted in death.

A simple analysis of these figures shows that in urban accidents 1 out of 186 produced fatalities while in rural areas one or more people were killed in 1 out of each 63 accidents.

Added to this is the fact that more multiple fatal accidents occur in rural areas than in urban areas, that is --- accidents in which more than one person is killed.

FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS
BY
MONTH AND LOCATION OF OCCURRENCE
TWELVE MONTHS - 1950

MONTH	CITIES*		TOWNS**		HIGHWAYS		COUNTY RDS		TOTAL	
	ACCDTS	DEATHS	ACCDTS	DEATHS	ACCDTS	DEATHS	ACCDTS	DEATHS	ACCDTS	DEATHS
JANUARY	42	48	12	16	80	94	14	25	148	183
FEBRUARY	27	27	7	8	73	90	11	15	118	140
MARCH	36	42	9	10	87	98	20	25	152	175
APRIL	43	50	4	5	89	117	17	19	153	191
MAY	41	47	7	11	101	144	9	10	158	212
JUNE	36	37	8	8	94	107	16	17	154	169
JULY	40	40	8	10	108	145	16	18	172	213
AUGUST	43	47	18	19	93	105	15	17	169	188
SEPTEMBER	30	31	11	15	103	119	11	12	155	177
OCTOBER	41	43	14	21	107	140	30	32	192	236
NOVEMBER	47	49	8	12	116	145	16	17	187	223
DECEMBER	61	68	16	21	156	183	27	31	260	303
TOTAL	487	529	122	156	1207	1487	202	238	2018	2410

FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS

TWELVE MONTHS - 1950
as compared with
TWELVE MONTHS - 1949

	CITIES*		TOWNS**		HIGHWAYS		COUNTY RDS		TOTAL	
	ACCDTS	DEATHS	ACCDTS	DEATHS	ACCDTS	DEATHS	ACCDTS	DEATHS	ACCDTS	DEATHS
1949	406	427	111	135	977	1189	177	206	1671	1957
1950	487	529	122	156	1207	1487	202	238	2018	2410
INCREASE	81	102	11	21	230	298	25	32	347	453
DECREASE	-	-	-	-	-	-	-	-	-	-
% INCREASE	20%	24%	10%	16%	24%	25%	14%	16%	21%	23%
% DECREASE	-	-	-	-	-	-	-	-	-	-

* Over 2,500 population
** Under 2,500 population

RURAL FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS
BY
DAY OF THE WEEK

Saturdays and Sundays continue to be the days of greatest tragedy on our rural highways. Forty-three percent of the killing accidents occur on these days.

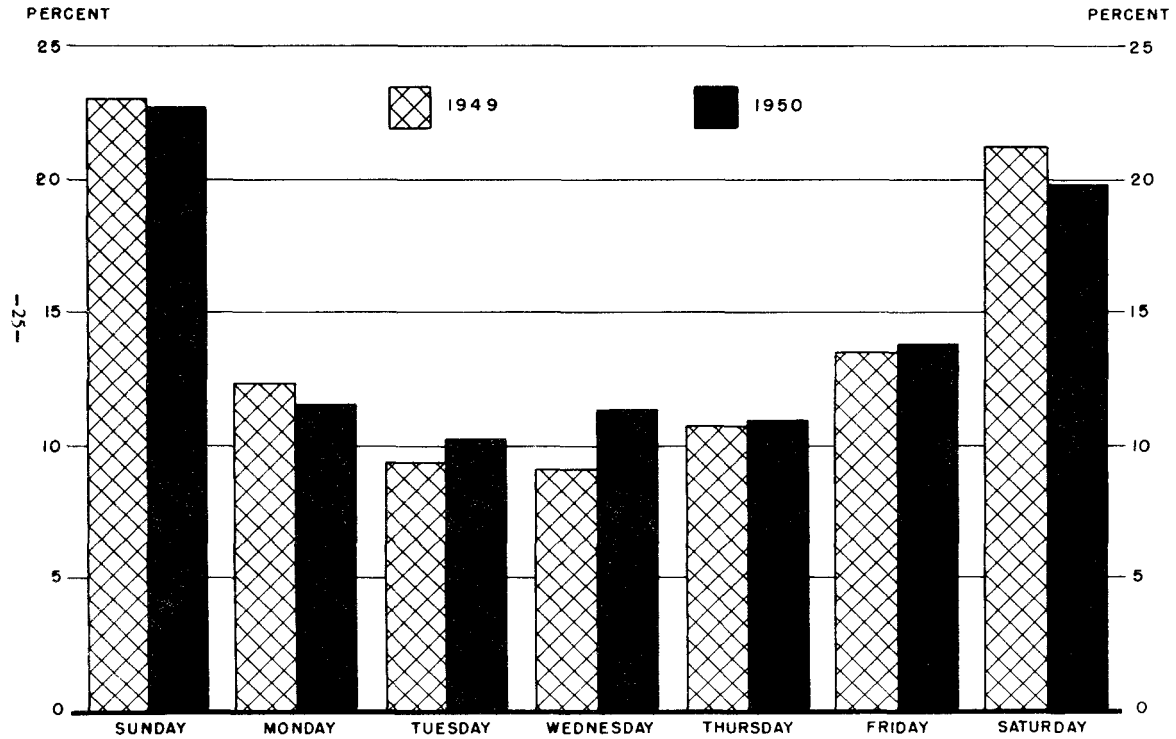
Why isn't Saturday or Sunday just as safe for motoring as Wednesday? The reason is because of the drivers themselves. The road conditions average the same, weather conditions will equalize throughout the year and vehicle conditions will remain about the same from day to day. Drivers, however, are *not* the same.

First, there is a different group of people who use rural highways on Saturdays and Sundays. Thousands of drivers who spend the entire mid-week within an urban area use the rural highways on week-ends. Their driving habits are formed in slower moving traffic, Their driver thinking and motoring attitude is geared to less than thirty miles per hour reaction distances. When they try to pass or stop or turn at sixty miles an hour their reactions too often are not adjusted to the higher speed.

Second, many drivers are not the same mentally and physically on week-ends as they were during mid-week. A person is apt to be more alert on week days because of adequate rest and the responsibility of earning a living. When the week-end comes around there is less sleeping, more partying and drinking. A tired or intoxicated driver is more accident prone than a rested, sober driver. Slowed down mental and physical faculties combined with geared up rural speeds place the week-end driver in the position of being unable to cope with unexpected circumstances he could normally handle in mid-week.

Sunday again proved the most disastrous during 1950 from the standpoint of traffic safety with 23% of the rural fatal accidents occurring on that day, followed closely by Saturday with 21%. No day, however, from January 1 through December 31, 1950, entirely escaped fatal tragedies because, for *the first time,* no deathless days appear on the Death Calendar (pages 26-27).

RURAL FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS
by
DAY OF THE WEEK



RURAL FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS
BY
HOUR OF THE DAY

Every three hours and thirty-eight minutes during 1950 a person was killed in a traffic accident in Texas. On Texas rural highways, outside of cities and towns, a person was killed every five hours.

Of course, accidents and deaths do not occur with the rhythm of the ticking of a clock. The figures above are averages because months, days, and hours have varying accident frequency experience. This being true, there is no time that can be considered a safe time to relax driving vigilance. The records do show, however, that during certain periods there are more accidents than at others.

In rural areas more fatal accidents occur from 6:00 to 8:00 P. M. than during any other two-hour period. Speed, reduced visibility, and fatigue, combine their forces during this period to take the day's high toll of dead. Tense and tired after a day full of activity, drivers hurry to their destination during a period when dusk occurs. Artificial light blends with reduced natural light and other vehicles, objects and pedestrians are not clearly visible. Distances are difficult to judge and many accidents occur because the human element has not been adjusted to a changing set of circumstances.

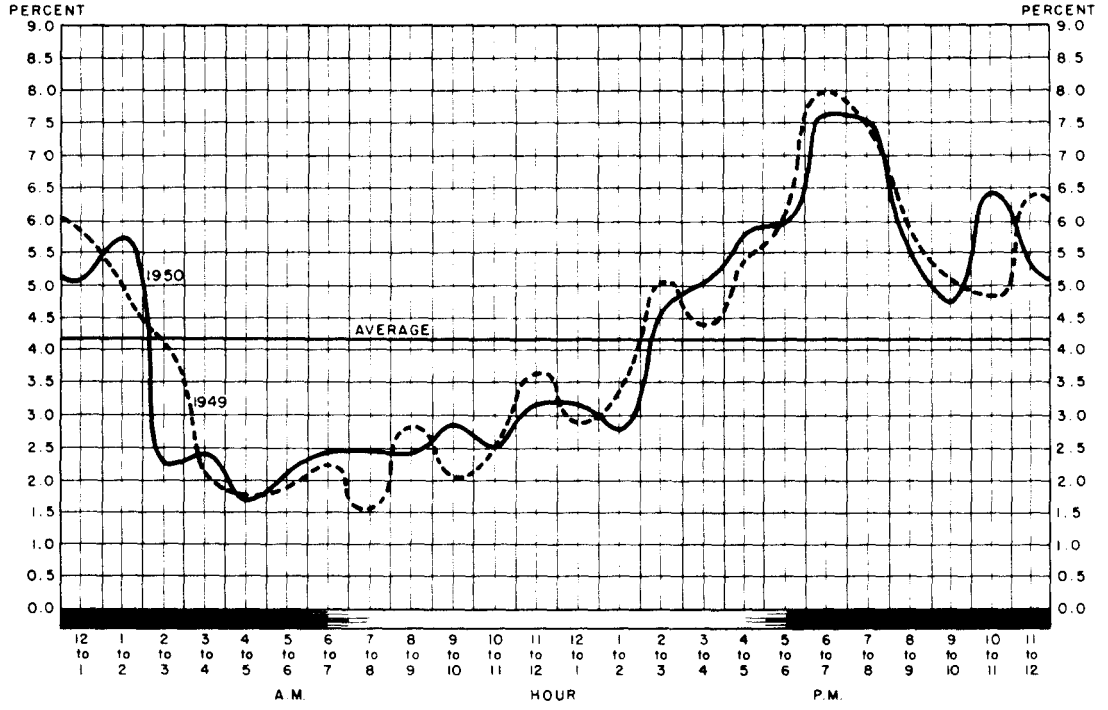
Actually, no hour of the day is entirely safe. While it is to be expected that the early morning period should have less than the average fatal accident experience, due to considerably diminished traffic, it is somewhat amazing that any appreciable number of killing accidents should occur at all during these hours. This same assumption on the part of motorists is quite likely the basic reason for their becoming a traffic victim. Too often, for *the first time* --- and the last, they pay with their lives because during the early morning hours they believe no one is on the road but them. Indeed! many times they are the only one -- but they forget that it doesn't always take *two* to make an accident.

Safety, as indicated, is a full time job and not one that can be geared to any given time element. People will continue to be killed in traffic accidents until every driver and every pedestrian constantly practices courtesy and common sense day in and day out, twenty-four hours a day.

RURAL FATAL MOTOR VEHICLE TRAFFIC ACCIDENTS

by

HOUR OF THE DAY



MOTOR VEHICLE TRAFFIC
DEATH CALENDAR

1950

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
10/15	7/7	4/8	5/6	3/3	3/4	4/4
1/1	7/8	5/8	5/9	2/2	5/6	5/7
4/9	3/3	2/2	6/8	7/7	3/3	10/10
6/8	4/4	7/7	4/5	7/1	1/1	5/6
6/8	3/3	4/4				

FEBRUARY

SUN	MON	TUE	WED	THU	FRI	SAT
			7/8	2/2	2/2	8/9
4/4	2/2	1/1	4/4	1/1	3/3	15/17
6/6	3/3	4/4	2/2	4/6	4/6	8/8
4/4	3/4	1/1	3/2	5/5	4/7	5/6
8/16	2/2	3/3				

MARCH

SUN	MON	TUE	WED	THU	FRI	SAT
			8/8	4/4	4/5	7/7
9/12	5/5	3/5	6/6	4/5	2/3	11/12
10/16	2/3	3/3	5/7	4/4	1/1	6/6
7/7	3/3	3/3	1/1	2/2	6/8	5/6

APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
						9/11
10/11	2/2	3/3	3/5	2/2	2/2	6/7
11/15	7/8	3/4	6/12	5/5	5/5	7/7
10/14	3/4	4/5	5/5	3/7	3/4	4/7
5/5	3/5	5/5	4/4	5/6	5/5	5/8
8/8						

MAY

SUN	MON	TUE	WED	THU	FRI	SAT
	2/3	6/6	4/5	2/8	6/6	9/12
5/9	7/7	5/6	2/5	6/7	5/5	4/4
9/16	4/5	1/1	3/3	4/4	1/3	8/11
9/10	6/9	1/3	3/4	4/5	8/13	4/4
11/15	6/8	9/9	4/7			

JUNE

SUN	MON	TUE	WED	THU	FRI	SAT
				8/8	8/2	5/5
5/6	7/7	2/3	1/1	3/3	2/2	2/2
7/8	1/1	3/3	1/1	4/4	3/3	10/11
6/7	3/3	2/2	7/7	5/5	6/8	9/10
8/10	9/11	4/4	9/9	5/7	9/10	

JULY

SUN	MON	TUE	WED	THU	FRI	SAT
						11/12
11/14	4/7	5/7	3/3	5/7	7/9	1/1
4/5	5/6	6/6	5/5	2/2	4/4	4/4
5/7	5/6	4/6	7/8	3/3	6/7	4/8
6/10	5/6	5/5	9/13	7/10	6/8	8/8
11/12	4/4					

AUGUST

SUN	MON	TUE	WED	THU	FRI	SAT
		6/8	3/4	7/7	5/6	8/8
3/3	5/5	4/4	6/7	3/3	9/10	11/12
5/6	4/4	5/5	7/7	6/8	9/11	6/6
7/8	5/5	6/6	3/3	1/1	4/4	3/3
7/9	4/8	8/9	3/4	6/8		

SEPTEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
					5/9	6/6
17/23	8/9	5/6	2/2	4/4	2/3	8/8
11/13	4/4	5/6	2/2	3/3	1/2	5/5
7/8	6/7	5/5	3/3	1/1	2/2	4/4
7/8	7/5	4/4	3/3	1/8	6/9	11/13

OCTOBER

SUN	MON	TUE	WED	THU	FRI	SAT
9/11	4/4	6/7	5/6	1/1	4/4	6/6
7/7	3/3	5/7	2/2	4/4	6/7	6/6
7/7	7/8	7/9	5/6	8/12	3/3	13/21
13/18	5/5	3/3	7/12	8/9	8/10	10/12
8/10	7/11	5/5				

NOVEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
			1/1	4/4	8/10	8/8
13/14	7/7	1/1	2/2	3/3	9/10	12/19
8/13	3/8	6/6	5/6	7/7	8/8	11/14
8/8	5/5	5/6	4/4	10/13	5/5	11/13
8/10	3/4	2/2	7/8	3/4		

DECEMBER

SUN	MON	TUE	WED	THU	FRI	SAT
					7/7	9/11
15/16	6/7	4/5	6/9	5/5	8/9	6/9
3/3	6/6	6/6	5/9	5/7	9/9	9/10
13/17	3/5	5/6	14/17	11/13	8/10	18/22
18/18	9/9	10/10	3/3	7/7	7/9	10/14
15/15						

FATAL ACCIDENTS 5/6 DATE / FATALITIES

RURAL MOTOR VEHICLE TRAFFIC ACCIDENTS
BY
LIGHT CONDITIONS

Forty-nine percent of the rural fatal accidents occurred in 1950 during the hours of darkness. This is *the first time* that the percent figure is less than 50%. This means that the larger part of the numerical increase in rural fatal accidents was during the daytime.

The very fact that in the past more fatal accidents occurred at night than in the daytime has been responsible for Texas Highway Patrol schedules to be fitted to this problem. More Patrolmen were required to patrol more accident-prone highways more hours during darkness. The effect is certainly evident by the consistant percentage reduction in night fatal accidents since 1946.

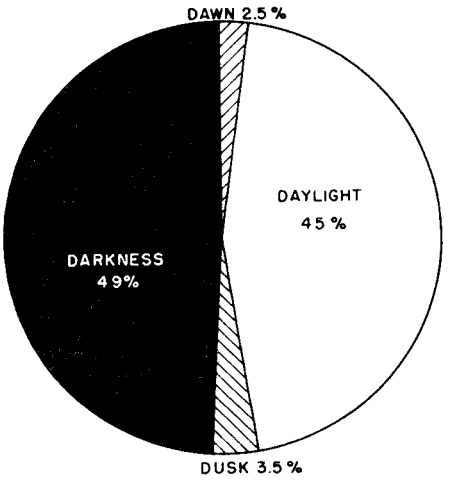
YEAR	PERCENT NIGHT FATAL ACCIDENTS
1946	56%
1947	52%
1948	51%
1949	51%
1950	49%

This is but another proof of the fact that Enforcement, properly applied in good quality and sufficient quantity, will reduce accidents. As vehicles, drivers, and miles driven continue to increase there should be an increase in police personnel or the gains are lost for lack of coverage.

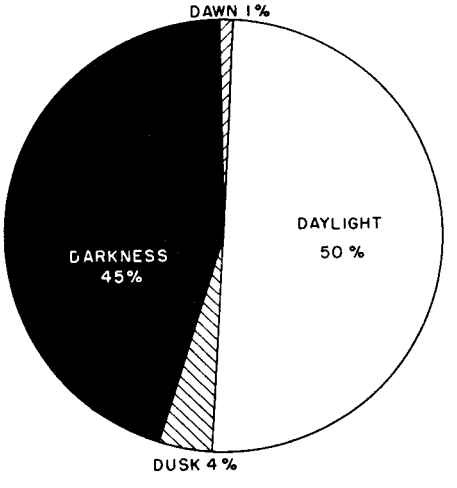
As Patrolmen were assigned to night duty it meant that less effort was available during other hours of the day. As a result daytime accidents increased at a faster rate than night accidents. This was true of both fatal and non-fatal accidents. If daytime enforcement should again be given priority, night accidents would immediately increase. The obvious solution is to continue night enforcement and add sufficient personnel for day requirements.

General law observance will reduce accidents. When a large segment of the public does not observe the law then increased police personnel must be furnished to effect a law compliance. This must be done because the majority of the people have the right to expect their lives and property to be protected.

RURAL MOTOR VEHICLE TRAFFIC ACCIDENTS
by
LIGHT CONDITIONS



FATAL



NON-FATAL

HOW RURAL FATAL ACCIDENTS HAPPEN

If a person should study, for a few minutes, the arrows on the opposite page he could soon picture in his mind the careless, thoughtless and reckless acts that killed hundreds of people.

About half of the pedestrians killed were darting across the road in front of a fast moving automobile.

In "Head-on" accidents one or both of the drivers had to be on the wrong side of the road. How else could they happen?

"Overturned in Roadway" and "Ran off Roadway" indicate SPEED. In the majority of these cases the vehicle was being driven faster than the driver could handle it.

In "Rear End" accidents a slow moving vehicle (sometimes it is not safe to poke along on a through highway) was overtaken by a fast moving vehicle driven by a driver who was not too alert.

Accidents with a "Fixed Object" most frequently involve intoxication. Eyes blurred by alcohol just don't see the bridge in time.

"Angle" collisions tell the story of a driver not yielding the right-of-way or, perhaps, asserting his "legal rights" when death could have been prevented by yielding to the other fellow.

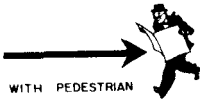
"Sideswipe" accidents result from cutting-in while passing or trying to get back in lane when passing without sufficient clearance.

The small percent of motor vehicle "With Train" accidents are usually the result of a driver's disregard of a grade crossing.

Of course, many of the causative factors that are obvious because of the very nature of the accident are not always the sole cause. Underlying most of them are equally important contributing elements, the absence of which might have averted disaster. Although it doesn't always take two drivers to produce an accident, it usually *does* require two or more violations of safe driving practices.

Check *your* driving habits. If you have some bad ones, and who doesn't, you had better correct them. Of course, it hasn't happened to you yet, but when *that first time* comes it may be too late------it may be the last!

HOW RURAL FATAL ACCIDENTS HAPPEN

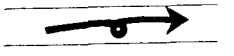


WITH PEDESTRIAN

1949 - 11.87%
1950 - 10.14%

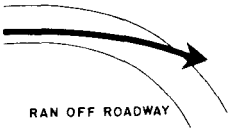
HEAD - ON

1949 - 24.01%
1950 - 27.82%



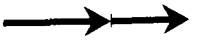
OVERTURNED IN ROADWAY

1949 - 5.37%
1950 - 4.25%



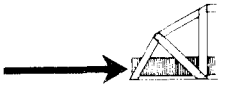
RAN OFF ROADWAY

1949 - 24.87%
1950 - 28.81%



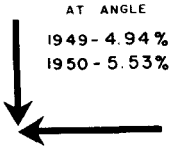
REAR - END

1949 - 6.41%
1950 - 5.74%



WITH FIXED OBJECT

1949 - 9.27%
1950 - 8.37%



AT ANGLE

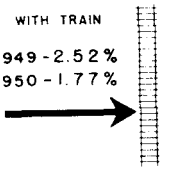
1949 - 4.94%
1950 - 5.53%

SIDESWIPE

1949 - 0.95%
1950 - 1.06%

ALL OTHERS

1949 - 9.79%
1950 - 6.51%



WITH TRAIN

1949 - 2.52%
1950 - 1.77%

INTOXICATION AND TRAFFIC

Probably the most controversial subject relative to regulating human behavior is that of Prohibition. On one side there are those who advocate total prohibition and on the other side there are those who advocate the opposite. All agree, however, that drinking alcoholic beverages prior to or while driving a motor vehicle is extremely dangerous.

It is not within the purview of the traffic accident analyst to argue the merits of the prohibition dispute, pro or con. It is his responsibility, however, to recognize the fact that the problem of drinking drivers and pedestrians is constantly with us and that it merits serious consideration. It is surprising that the problem is as great as it is because even those drivers and pedestrians who drink and then get out on our trafficways know (at least they do in their sober mements) that their acts are extremely dangerous.

The DWI problem is not restricted to any one group or class of people. In a fairly representative cross section of our population we find people who drink "two beers" or "one highball" then get into their cars and drive wherever they wish to go. They will tell you they have done it so many times in the past and that they have always reached their destination.

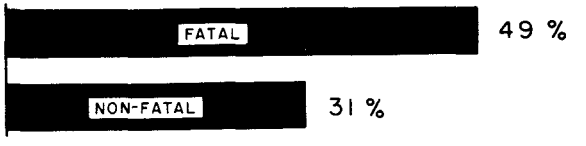
During 1950, 32% of the drivers involved in rural fatal accidents were drinking to some degree at the time they were involved in the accident. If one-third of all persons driving cars were under the influence of alcohol this could be expected. It goes without saying that no such large percentage of the motorists do drive while drinking. The fact that so many who do drink and drive are involved in fatal accidents makes it apparent that intoxication causes a person to be more accident prone than does sobriety.

The pedestrian picture is similar. Two out of every five pedestrians killed were under the influence of alcohol at the time.

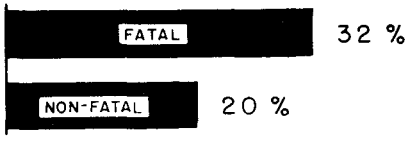
It was *the first time* these drinking drivers and these drinking pedestrians were involved in a fatal accident and death will make it their last.

RURAL ACCIDENTS AND DRINKING

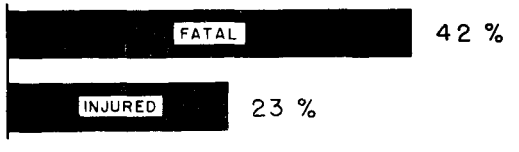
PERCENT OF ACCIDENTS INVOLVING A DRINKING DRIVER



PERCENT OF DRIVERS WHO "HAD BEEN DRINKING"



PERCENT OF PEDESTRIANS WHO "HAD BEEN DRINKING"



DRINKING IN TRAFFIC IS FATAL

THE DANGEROUS AGE

Eleven percent of the driving population in Texas are between the ages of 20 and 24. This group comprises one-fifth, or 20%, of the drivers involved in rural traffic accidents. This means that young men and women between these ages are involved in traffic accidents almost twice as frequently as might normally be expected.

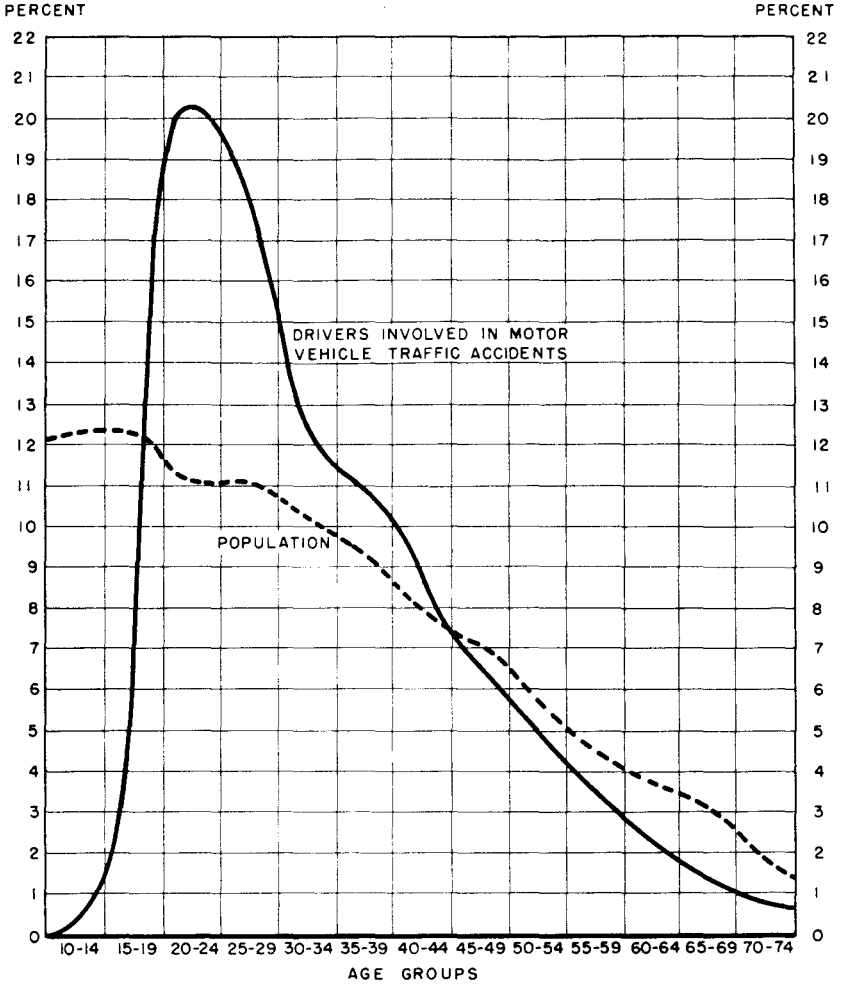
Either this high frequency group of drivers do twice as much driving or they are more accident prone. We are inclined to hold to the latter view because the "it couldn't happen to me" attitude is especially evident among the younger people.

Contrary to popular belief, it is neither the very young nor the very old who are involved in the majority of traffic accidents. Paradoxically, it is the age groups from 20 to 44 ---- those in the prime of life who reasonably might be considered safest because of their presumed greater degree of mental and physical alertness --- who display a higher accident frequency rate than their juniors or elders.

On page 38 is a listing of drivers involved in accidents by individual ages. The chart below shows a three-year comparison by age groups.

AGE OF DRIVERS	PERCENTAGE OF DRIVERS INVOLVED IN FATAL ACCIDENTS			NON-FATAL ACCIDENTS		
	1948	1949	1950	1948	1949	1950
10 – 14	0.3%	0.3%	0.3%	0.3%	0.3%	0.3%
15 – 19	9.3%	8.7%	8.7%	9.0%	9.5%	9.8%
20 – 24	20.9%	18.5%	18.4%	20.2%	19.2%	20.2%
25 – 29	16.4%	17.7%	18.4%	17.3%	16.9%	18.0%
30 – 34	12.2%	12.5%	12.5%	13.5%	12.9%	12.4%
35 – 39	10.4%	11.7%	10.9%	11.0%	11.1%	10.9%
40 – 44	9.0%	9.0%	9.6%	9.2%	9.5%	8.6%
45 – 49	6.4%	6.6%	6.4%	7.0%	7.3%	6.6%
50 – 54	5.4%	5.5%	5.4%	5.0%	5.1%	5.0%
55 – 59	3.5%	3.9%	4.2%	3.3%	3.7%	3.7%
60 – 64	2.9%	3.1%	2.5%	2.2%	2.3%	2.3%
65 – 69	2.0%	1.2%	1.4%	1.3%	1.4%	1.4%
70 – 74	1.3%	1.3%	1.3%	0.7%	0.8%	0.8%

POPULATION
COMPARED WITH
DRIVERS INVOLVED IN RURAL MOTOR VEHICLE TRAFFIC ACCIDENTS



AGE OF DRIVERS

INVOLVED IN

RURAL MOTOR VEHICLE TRAFFIC ACCIDENTS

AGE	FATAL	INJURY	NON-INJURY	TOTAL
10	0	0	1	1
11	0	1	0	1
12	1	0	5	6
13	1	5	9	15
14	4	37	62	103
15	11	86	132	229
16	29	164	310	503
17	35	251	526	812
18	50	324	684	1,058
19	50	464	849	1,363
20	70	497	893	1,460
21	71	566	1,117	1,754
22	76	541	1,078	1,695
23	78	533	1,059	1,670
24	76	476	1,017	1,569
25	83	498	1,069	1,650
26	78	460	1,014	1,552
27	79	455	948	1,482
28	75	403	819	1,297
29	57	405	849	1,311
30	62	376	819	1,257
31	56	315	626	997
32	42	314	649	1,005
33	53	268	567	888
34	40	268	584	892
35	53	303	643	999
36	38	273	583	894
37	45	255	555	855
38	43	271	545	859
39	41	246	519	806
40	34	244	562	840
41	38	205	418	661
42	57	230	475	762
43	36	223	413	672
44	29	164	371	564
45	29	169	466	664
46	24	157	331	512
47	26	177	324	527
48	26	147	315	488
49	25	141	298	464
50	25	174	360	559
51	18	120	219	357

AGE	FATAL	INJURY	NON-INJURY	TOTAL
52	21	124	253	398
53	20	126	209	355
54	25	109	236	370
55	16	108	246	370
56	26	91	208	325
57	8	98	183	289
58	14	93	160	267
59	20	85	156	261
60	13	72	169	254
61	8	69	118	195
62	13	70	119	202
63	10	42	102	154
64	7	54	87	148
65	11	46	109	166
66	7	36	81	124
67	3	36	59	98
68	6	34	56	96
69	1	29	53	83
70	5	26	60	91
71	3	17	41	61
72	5	20	42	67
73	8	15	29	52
74	6	28	20	54
75	3	19	29	51
76	2	6	21	29
77	3	9	17	29
78	0	8	12	20
79	0	4	7	11
80	6	4	8	18
81	0	0	7	7
82	1	2	3	6
83	0	1	3	4
84	0	0	3	3
85	0	0	5	5
86	0	0	1	1
88	1	2	0	3
89	0	0	2	2
90	0	1	0	1
91	0	1	0	1
UNKNOWN	55	618	2,270	2,943
TOTAL	2,091	13,309	28,267	43,667

PERSONS KILLED IN MOTOR VEHICLE TRAFFIC ACCIDENTS
STATEWIDE - URBAN AND RURAL
BY
CLASSIFICATION, AGE AND SEX

AGE	DRIVER M	DRIVER F	PASSENGER M	PASSENGER F	PEDESTRIAN M	PEDESTRIAN F	OTHER M	OTHER F
1	-	-	17	12	5	3	0	0
2	-	-	10	8	2	6	0	0
3	-	-	5	5	10	7	0	0
4	-	-	5	2	5	6	0	0
5	-	-	4	0	8	1	0	0
6	-	-	8	1	4	11	0	1
7	-	-	2	3	2	2	0	0
8	-	-	6	1	4	0	0	0
9	-	-	2	2	1	1	4	0
10	0	0	2	2	3	2	3	0
11	0	0	0	2	2	2	1	0
12	0	0	4	1	3	0	3	0
13	1	0	5	4	2	2	2	0
14	4	1	6	5	3	0	3	0
15	10	0	15	6	2	1	1	1
16	11	1	8	8	2	1	1	0
17	12	0	8	10	0	1	2	0
18	25	2	24	10	4	2	0	1
19	18	3	16	12	1	1	1	0
20	34	3	19	7	2	1	0	0
21	38	1	19	7	2	0	0	0
22	46	0	25	9	4	0	0	0
23	48	2	17	13	2	1	0	0
24	28	3	10	8	4	0	1	0
25	35	1	16	7	3	0	0	0
26	37	3	9	8	4	0	0	0
27	28	5	12	10	2	1	0	0
28	25	5	15	4	4	0	0	0
29	25	1	9	1	2	0	1	0
30	23	0	8	4	3	0	0	0
31	18	4	5	4	2	0	0	0
32	16	1	12	6	2	2	1	0
33	25	3	12	3	4	0	0	0
34	22	4	12	4	2	1	0	0
35	15	3	8	6	1	0	2	0
36	8	1	9	8	1	0	0	0
37	15	0	9	7	0	1	1	0
38	21	3	6	6	3	1	0	0
39	18	1	6	8	2	0	0	0
40	13	3	9	8	4	1	0	0
41	15	0	8	3	5	0	0	0
42	27	4	6	6	3	1	1	0
43	19	0	7	8	4	1	0	0
44	17	4	3	2	3	1	0	0
45	18	1	6	4	4	1	0	0
46	8	3	4	6	1	1	0	0

AGE	DRIVER M	DRIVER F	PASSENGER M	PASSENGER F	PEDESTRIAN M	PEDESTRIAN F	OTHER M	OTHER F
47	14	2	5	3	4	0	1	1
48	12	2	11	7	4	0	0	0
49	16	0	8	3	5	1	0	0
50	10	1	4	8	8	1	0	0
51	6	1	5	3	2	3	0	0
52	8	1	5	7	1	2	0	0
53	8	1	5	2	5	0	0	0
54	16	0	2	4	3	0	0	0
55	10	1	4	2	11	1	0	0
56	13	0	6	4	10	0	0	0
57	6	0	4	4	3	1	1	0
58	9	0	7	4	2	1	1	0
59	13	1	2	3	2	1	0	0
60	8	3	4	5	3	0	0	0
61	4	0	4	2	3	0	0	0
62	6	0	0	5	3	1	0	0
63	7	0	2	4	5	1	0	0
64	2	0	6	2	6	0	0	0
65	10	2	3	2	5	2	1	0
66	5	0	2	0	6	2	0	0
67	2	0	2	4	5	1	0	0
68	2	2	8	5	8	3	0	0
69	1	1	0	4	5	2	0	0
70	4	2	3	2	5	1	1	0
71	1	0	2	3	4	3	1	0
72	3	0	3	3	5	0	0	0
73	7	0	4	0	4	0	0	0
74	2	0	3	3	3	1	0	0
75	4	0	1	1	7	1	1	0
76	0	0	4	1	3	1	0	0
77	4	0	0	0	5	0	0	0
78	0	0	1	3	4	0	0	0
79	1	0	3	0	6	2	0	0
80	7	0	2	2	2	0	0	0
81	0	0	1	1	2	2	0	0
82	2	0	1	0	3	0	0	0
83	1	0	1	2	0	1	0	0
84	0	0	1	2	3	0	0	0
85	0	0	1	0	0	0	0	0
86	0	0	0	2	2	0	0	0
87	0	0	0	0	1	0	0	0
88	1	0	0	0	0	0	0	0
90	0	0	0	0	0	0	1	0
91	0	0	0	1	0	0	0	0
94	0	0	0	0	1	0	0	0
96	0	0	0	1	0	0	0	0

TOTAL		DRIVER		PASSENGER		PEDESTRIAN		OTHER	
MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE	MALE	FEMALE
1847	563	948	86	558	375	305	98	36	4

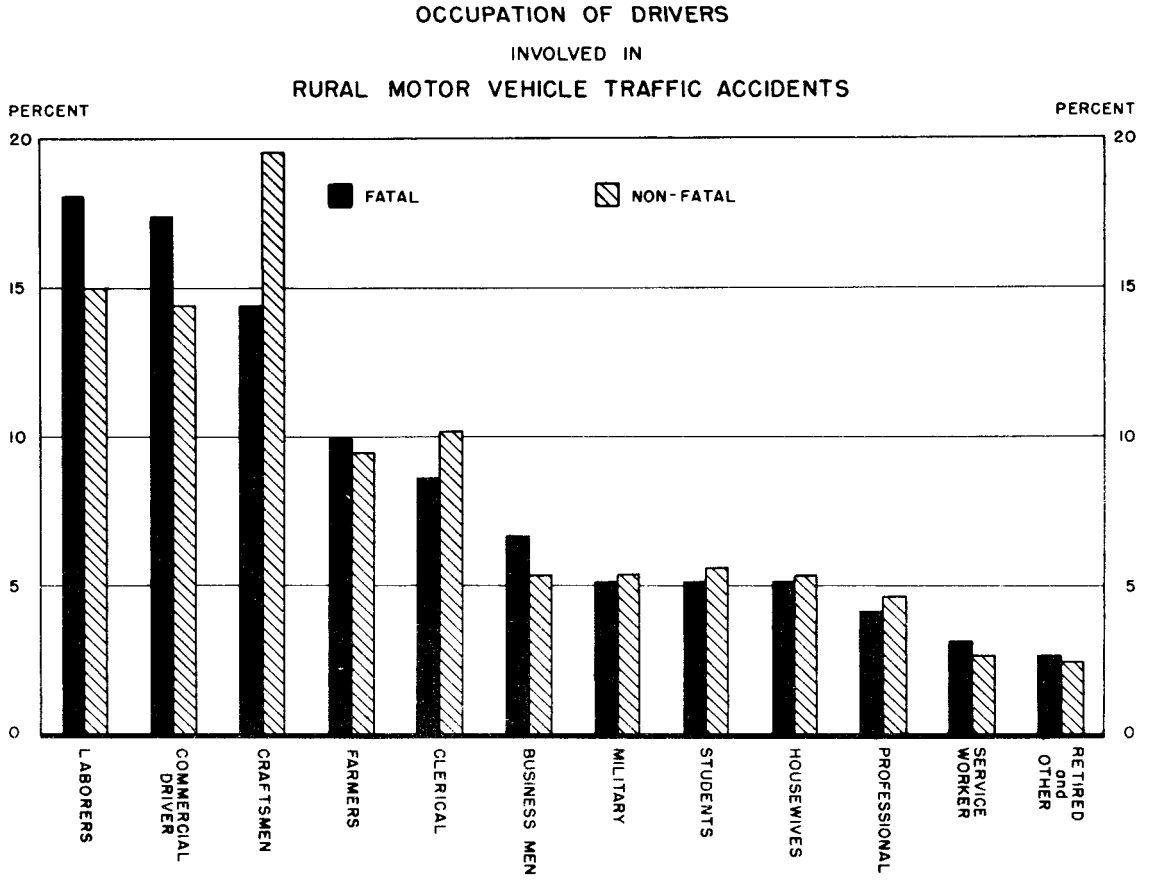
OCCUPATION OF DRIVERS
INVOLVED IN
RURAL MOTOR VEHICLE TRAFFIC ACCIDENTS

For *the first time* since 1948, when driver occupation data was first tabulated, more Laborers were involved in rural fatal accidents than Commercial Drivers. Laborers increased from 15% in 1948 to 18% in 1950 while commercial drivers showed a decline from 22% in 1948 to 17% in 1950.

It is of interest to note that a much higher percentage of Craftsmen and Clerical Workers are involved in non-fatal accidents than in fatal accidents. Generally speaking, the factor determining whether an accident, once it happens, will be fatal or not is speed. The deduction can be made that usually drivers, in those occupations where the black bar on the chart is longer than the hatched bar, drive faster than the others. The exception would be with Commercial Drivers whose vehicles are normally more massive, therefore, at lower speeds the impact force could be as great.

Student involvement in accidents is exceedingly high as compared with other groups. The majority of the driving done by Students is to and from school and for special purposes. That over 5% of the drivers involved in accidents should be from the student population is evidence that more and more effort should be directed toward Safety Education and Driver Training courses in our schools.

Some occupations are conceded to be more hazardous than others but every normal person whether Doctor, Lawyer, Merchant or Chief, regardless of his job, is exposed to the dangers of traffic. Once behind the wheel, each becomes a motorist and ultimate survival depends upon doing the job at hand -- that of driving -- as skillfully and safely as he performs the vocation from which he derives his livelihood.



YOU WON'T BELIEVE IT

You think it's old, outdated jalopies that are involved in traffic accidents? Many people do. Yet in 1950, more than twice as many cars, one year old or less, were involved in rural accidents than those over 10 years old.

Check the garages, repair shops, and wreck yards and you will find one out of three cars wrecked in accidents are new --- one year old or less.

New automobiles, in themselves, are not unsafe. Engineers have built all the safety factors at their command into today's cars. Under normal conditions, the new autos produced in this country are safer and easier to operate than any of the older models. The *driver* of a new car is the difference.

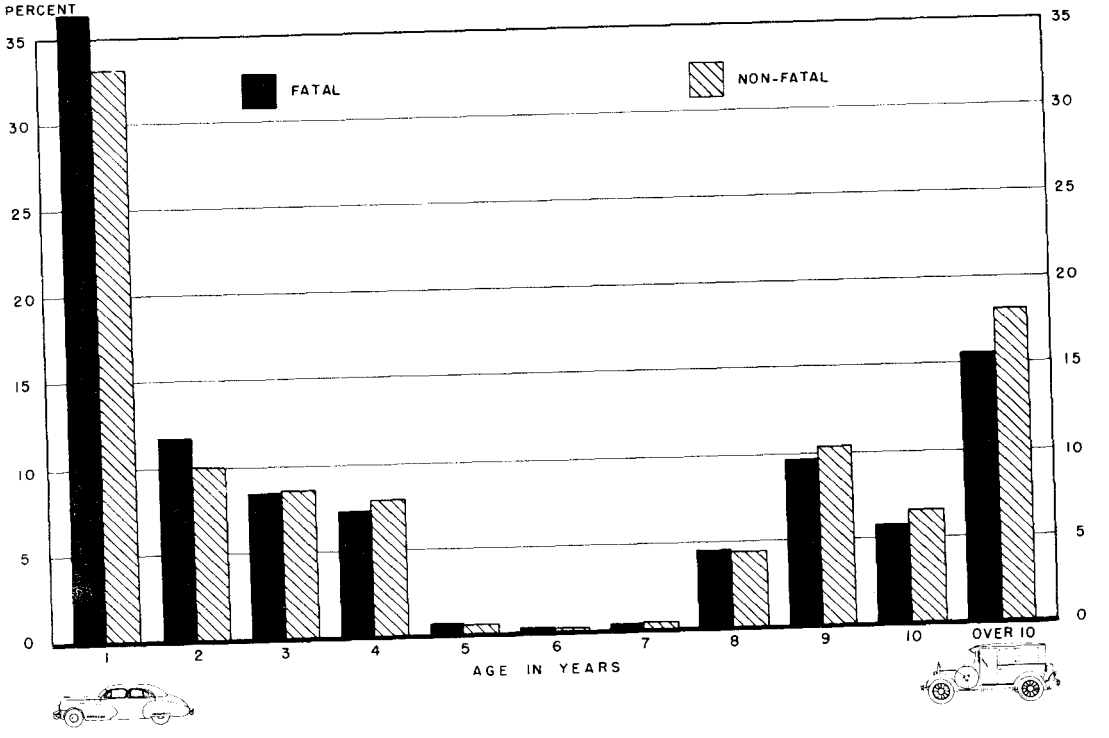
Older cars do not go as fast, are noisier, not as comfortable, and require more physical energy to operate. New cars are fast, quiet, very comfortable and can be operated by the frailest person.

The driver of a new car races down a highway, visits with the passengers while relaxing in a comfortable seat, guides the car with one or two fingers on the steering wheel, and doesn't even shift gears --- the Engineers have made that automatic. All he has to do is occasionally glance at the road and push a foot on the accelerator. When some interference with his travel shows up he must completely change his thinking as well as his relaxed physical position --- this takes time.

Drivers, in reporting their accidents, (those that lived) quite often say they can't remember anything that happened just before the accident. This we can believe. If the average driver, paying strict attention to his driving, requires five-eighths of a second to react to a situation, it will take much longer for the driver who is relaxed, thinking of anything but driving and only occasionally glancing at the road. Before he can adjust his thinking to his driving, the accident has occurred.

The newer, safer built cars have proven more dangerous not because of mechanical imperfections but simply because men and women assume them to be fool proof.

AGE OF MOTOR VEHICLES
INVOLVED IN
RURAL MOTOR VEHICLE TRAFFIC ACCIDENTS



CITY ACCIDENT REPORTING

Every Texas Law Enforcement Officer who investigates a traffic accident is required by State law to forward a copy of his investigation report to the Texas Department of Public Safety at Austin. We have listed below the Cities and Towns whose police officers complied with the reporting provisions of the law during 1950.

Abilene
Amarillo
Austin
Ballinger
Bay City
Beaumont
Bellaire
Belton
Big Spring
Bowie
Breckenridge
Brenham
Brownsville
Brownwood
Bryan
Burkburnett
Childress
Cisco
Corpus Christi
Corsicana
Dalhart
Dallas
Denison
Denton
Dumas
Eastland
Edinburg
El Paso
Falfurrias
Freeport
Gainesville
Galena Park
Garland
Graham
Granger
Greenville
Haltom City
Harlingen
Highland Park
Houston
Jacinto City
Jacksonville
Kerrville
Kilgore
Kingsville
Lamesa
Levelland
Longview
Lubbock
Luling
Marshall
McAllen
Memphis
Mercedes
Midland
Mission
Nacogdoches
Nederland
New Braunfels
Odessa
Orange
Palestine
Pampa
Paris
Pasadena
Pecos
Plainview
Quanah
Raymondville
San Antonio
San Benito
Seguin
Sherman
Snyder
Stephenville
Sweetwater
Taylor
Texas City
Tyler
University Park
Uvalde
Vernon
Victoria
Waxahachie
Weslaco
Wichita Falls
Yoakum

If your City or Town is not listed above it means that your police officers did not contribute to the State Traffic Safety effort by furnishing accident reports. Likewise, your home town suffers because without accident reports it is impossible to determine which drivers are accident prone and hazardous.

CITY MOTOR VEHICLE TRAFFIC FATALITIES

CITY	1947-8-9 AVERAGE DEATHS	1950 DEATHS	PERCENT CHANGE*	CITY	1947-8-9 AVERAGE DEATHS	1950 DEATHS	PERCENT CHANGE*
Cities over 100,000 Population							
AUSTIN	11.7	9	- 23%	FORT WORTH	41.0	42	+ 2%
CORPUS CHRISTI	11.3	6	- 47%	HOUSTON	58.0	74	+ 28%
DALLAS	43.7	57	+ 30%	SAN ANTONIO	52.0	53	+ 2%
EL PASO	19.0	20	+ 5%				
Cities between 50,000 and 100,000 Population							
AMARILLO	5.3	8	+ 51%	PORT ARTHUR	5.7	6	+ 5%
BEAUMONT	10.3	11	+ 7%	SAN ANGELO	6.7	6	- 10%
GALVESTON	7.3	4	- 45%	WACO	6.7	6	- 10%
LAREDO	4.3	16	+ 272%	WICHITA FALLS	4.7	6	+ 28%
LUBBOCK	3.3	11	+ 233%				
Cities between 25,000 and 50,000 Population							
ABILENE	1.0	4	+ 300%	ODESSA	2.7	3	+ 11%
BROWNSVILLE	3.0	2	- 33%	TYLER	3.3	1	- 70%
Cities between 10,000 and 25,000 Population							
ALICE	2.7	3	+ 11%	MISSION	1.3	0	- 100%
BAYTOWN	2.0	5	+ 150%	MC ALLEN	2.7	1	- 63%
BELLAIRE	0	1	+ Inf.	MC KINNEY	2.3	0	- 100%
BIG SPRING	0.7	3	+ 329%	NACOGDOCHES	0.7	0	- 100%
BORGER	3.3	0	- 100%	NEW BRAUNFELS	2.0	3	+ 50%
BROWNWOOD	1.0	0	- 100%	ORANGE	1.7	1	- 41%
BRYAN	2.3	4	+ 30%	PALESTINE	2.3	0	- 100%
CLEBURNE	1.3	2	+ 54%	PAMPA	1.7	0	- 100%
CORSICANA	1.0	1	NC	PARIS	2.0	0	- 100%
DEL RIO	1.0	2	+ 100%	PASADENA	1.3	3	+ 131%
DENISON	1.7	1	- 41%	PLAINVIEW	1.3	0	- 100%
DENTON	0.3	0	- 100%	SAN BENITO	2.3	0	- 100%
EDINBURG	1.3	1	- 23%	SHERMAN	2.3	2	- 13%
GAINESVILLE	2.7	4	+ 48%	SNYDER	0.7	3	+ 329%
GARLAND	4.0	1	- 75%	SWEETWATER	0.7	2	+ 186%
GRAND PRAIRIE	3.3	1	- 70%	TEMPLE	1.3	2	+ 54%
GREENVILLE	1.3	3	+ 131%	TERRELL	0.3	3	+ 900%
HARLINGEN	1.7	2	+ 17%	TEXARKANA	2.0	5	+ 150%
HIGHLAND PARK	0.3	0	- 100%	TEXAS CITY	3.3	5	+ 52%
KINGSVILLE	0	0	NC	UNIVERSITY PARK	0.3	1	+ 233%
LAMESA	1.0	2	+ 100%	VERNON	0.7	1	+ 43%
LONGVIEW	5.0	3	- 40%	VICTORIA	1.0	2	+ 100%
LUFKIN	0.7	1	+ 43%	WAXAHACHIE	0.7	2	+ 186%
MARSHALL	2.3	9	+ 291%	WEST UNI. PLACE	0.3	0	- 100%
MERCEDES	1.3	1	- 23%	WHITE SETTLEMENT	0	0	NC
MIDLAND	1.7	1	- 41%				

* Percent change in 1950 from the previous three year average.

TRUCKS IN RURAL ACCIDENTS

In the over-all Educational aspect of traffic safety it has long been sought to direct the maximum attention toward that group of drivers which experience a high accident involvement. A study of driver occupations was an approach in that direction. In the instance of commercial drivers, however, the wide diversity of industries represented in that group suggested the need for a more detailed breakdown.

Accordingly, during 1950, a sincere effort was made to determine the type of commodity carried by trucks or truck combinations that were involved in rural accidents. When an empty truck was involved in an accident, the investigating officer reported the type of commodity usually carried by the vehicle.

The chart showing the numerical involvement of trucks, appearing on the opposite page, cannot be used by itself to evaluate the safe or unsafe qualities of drivers on the basis of the type of commodities they haul. To do this it would be necessary to know the number of vehicles used in each category and the number of miles traveled by each group.

The chart does, however, through the grouping of trucks involved in accidents by type of product hauled, suggest specific direction for industry to direct its traffic safety education effort.

A serious weakness of the report is the number of trucks about which no information was reported. In order to balance the figures, a vehicle about which there was no data available was placed in the "not known – empty" category. In some few instances a report showed the truck to be loaded but did not show the commodity carried.

This same type of information is being compiled for 1951 and every effort will be made to reduce the "not known" classification to a minimum.

COMMODITY CARRIED BY
TRUCKS (OR TRUCK COMBINATIONS) INVOLVED IN
RURAL MOTOR VEHICLE TRAFFIC ACCIDENTS

	TRUCKS INVOLVED IN								
	FATAL ACCIDENTS			INJURY ACCIDENTS			NON-INJURY ACCIDENTS		
COMMODITY CARRIED	TOTAL NUMBER VEHICLES	NUMBER LOADED	NUMBER EMPTY	TOTAL NUMBER VEHICLES	NUMBER LOADED	NUMBER EMPTY	TOTAL NUMBER VEHICLES	NUMBER LOADED	NUMBER EMPTY
Automobiles	5	2	3	9	7	2	42	26	16
Bakery Goods	5	4	1	21	15	6	35	24	11
Baled Cotton	1	0	1	15	8	7	32	20	12
Baled Hay	3	2	1	12	8	4	22	17	5
Beer	1	1	0	6	4	2	12	10	2
Bulk Cotton	5	3	2	11	2	9	13	6	7
Butane	3	2	1	25	13	12	42	23	19
Cedar Posts	1	1	0	6	3	3	4	1	3
Cement	1	1	0	11	7	4	29	20	9
Citrus Fruit	2	1	1	12	8	4	13	10	3
Confectionary Supplies	1	1	0	4	4	0	22	19	3
Furniture - New	3	2	1	10	5	5	16	8	8
Garbage	1	1	0	7	4	3	18	8	10
Gasoline	18	16	2	61	42	19	112	67	45
Grain	22	14	8	60	44	16	186	121	65
Groceries (Mixed)	16	12	4	49	31	18	132	92	40
Hardware	1	1	0	20	10	10	27	15	12
Household Furniture	8	7	1	23	23	0	37	31	6
Humans	14	12	2	24	22	2	39	30	9
Ice	4	3	1	10	5	5	17	10	7
Iron or Steel	6	4	2	11	9	2	25	21	4
Livestock and Poultry	17	14	3	68	41	27	140	83	57
Logs	8	2	6	25	14	11	56	27	29
Lumber	19	11	8	56	27	29	114	62	52
Mixed Freight	36	18	18	155	74	81	329	187	142
Oilfield Equipment	16	11	5	65	33	32	79	35	44
Other Petroleum	6	5	1	26	16	10	49	29	20
Pipe	5	2	3	31	26	5	81	61	20
Poles	0	0	0	0	0	0	2	1	1
Produce	62	21	41	290	64	226	551	162	389
Sand, gravel, dirt, etc.	28	15	13	103	46	57	299	138	161
Soft Drinks	1	1	0	20	15	5	34	31	3
Tools - Heavy	7	5	2	37	29	8	52	44	8
Tools - Light	16	9	7	91	38	53	178	71	107
Water	0	0	0	11	9	2	16	6	10
Miscellaneous	22	12	10	93	50	43	193	124	69
In Transit	0	0	0	2	0	2	2	0	2
Not Known	169	13	156	1,279	63	1,216	3,138	120	3,018
TOTAL	533	229	304	2,759	819	1,940	6,188	1,760	4,428

THE PRICE WE PAY

The real tragedy of accidents resulting from carelessness while driving or walking on streets and highways is the mangled and crippled bodies of the victims. Only those living who have and are suffering can know the real meaning of what a few moments of carelessness or recklessness can do. They are paying the *big* price.

Everyone, whether they own a car or not, helps pay the bill in dollars and cents. For this reason alone, every man, woman and child should insist that every person who endangers another's life and property should receive appropriate attention.

A robber, who takes $35 from a man's billfold or a woman's purse, is unpopular with everyone. He is considered anti-social and public opinion is against him. Yet for some reason – beyond our understanding – a drunk driver who runs a red light, hits another vehicle and kills a person has public sympathy when he is fined $200. When, as a result, his drivers license is suspended for only six months many people say he has been abused because he "really is a good guy." There should be no place in our free society for such a person who imperils the life, limb and property of others with wanton disregard.

Any person who operates a motor vehicle carelessly, recklessly, or with poor judgment and, as a result, damages another's vehicle should have his privilege of future driving questioned. One might just as well poke a gun in a person's ribs and take money out of his pocket as to cause damage to his vehicle. In either case an innocent person has been deprived of something of value.

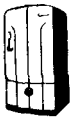
From the traffic victims, and from your pocket and mine, last year was "lifted" the colossal sum of ninety-six million, two hundred and seventy-seven thousand, one hundred and sixty-three dollars – enough to buy *all* the items shown on the opposite page.

Ninety-six million dollars lost! . . . . . because we won't take time to be careful.

ECONOMIC LOSS FROM TRAFFIC ACCIDENTS IN TEXAS FOR ONE YEAR

WILL BUY

10,000 REFRIGERATORS



AT $300 EACH -

and

10,000 ELECTRIC RANGES

AT $250 EACH -

and

10,000 PAIRS MENS SHOES

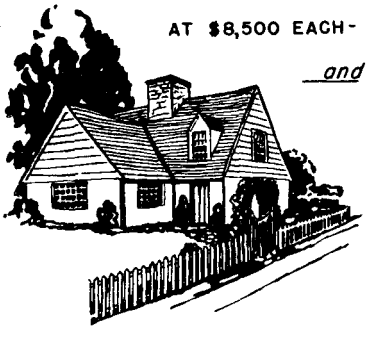
AT $17 EACH -

and

10,000 FIVE ROOM HOUSES

AT $8,500 EACH -

and



TOTAL ECONOMIC LOSS

$ 96,277,163

10,000 MENS SUITS

AT $85 EACH -

and

10,000 RADIOS

AT $35 EACH -

and

2,203 AUTOMOBILES

AT $ 2,000 EACH

RURAL PEDESTRIAN DEATHS

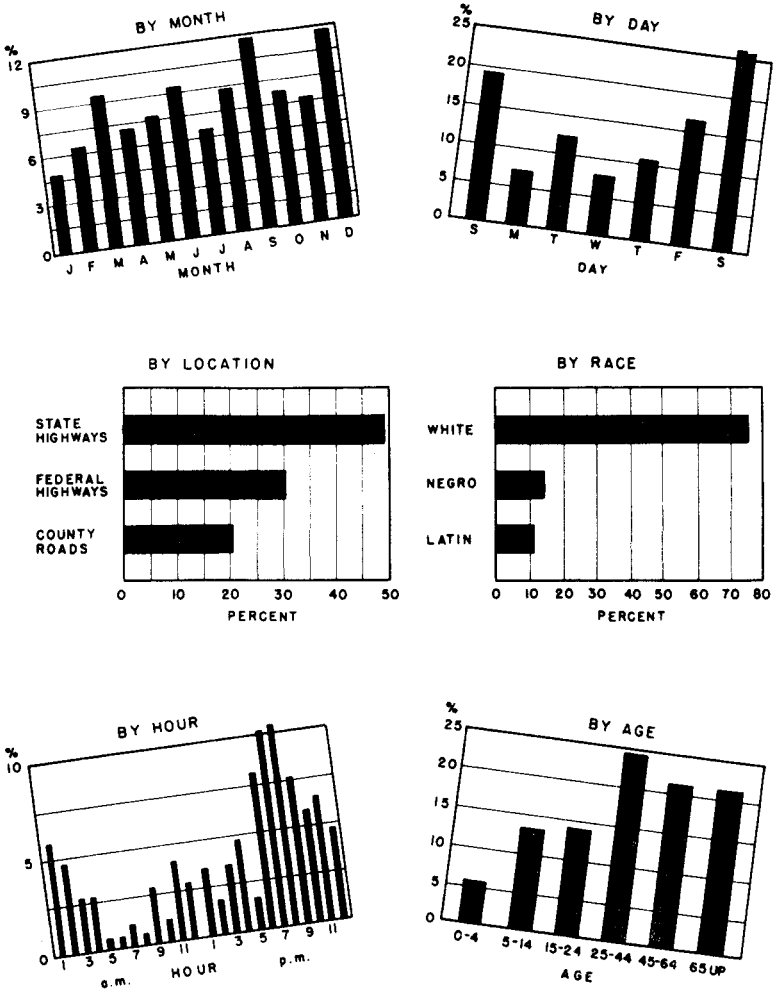
During, 1950, 169 pedestrians were killed on rural highways. Of this number, 147 were killed on a public trafficway by being struck by a motor vehicle. The remaining 22 were killed as a result of another type of accident. For example, twelve pedestrians were killed when a vehicle ran off the road and then hit a pedestrian.

Almost one-fourth of the pedestrians killed, met their death during the months of September and December. September is the month that children start back to school -- many for the last time. December is the month of "peace on earth good will toward men" -- and pedestrian deaths!

Over one-fourth of the pedestrians were killed on Saturday. Almost one-fourth were killed between 7:00 and 9:00 P.M. Here's the "setup" for the average rural pedestrian fatality: - The victim is a white, male, intoxicated, between 25 and 44 years of age, staggering across a State Highway during September or December on a Saturday evening between 7:00 and 9:00 P.M. -- for the last time!

The age chart on the opposite page shows that two-thirds of the pedestrians were over 25 years of age. If respect for the killing force of a moving automobile hasn't been learned by the time a person reaches 25 it never will be. Based on the ratio of the number of pedestrians killed to the number injured it is much safer to play "Russian roulette." In the latter "game" the odds of survival are one-in-six, in the former the odds are just half as good.

RURAL PEDESTRIAN DEATHS



169 KILLED

THEY DID NOT COUNT

Along with a record high number of persons killed in motor vehicle traffic accidents there were recorded an all-time high number of deaths associated with motor vehicles and traffic accidents that were not chargeable. To be classified as "chargeable" a death must result from injuries received as the result of a *motor vehicle* accident that occurred *upon a trafficway.*

During 1950 rulings, based upon evidence submitted, resulted in 123 deaths being classified as non-chargeable. Eighty-nine of these deaths resulted from injuries received in motor vehicle accidents occurring on private property. Thirteen others died of heart ailments while driving a motor vehicle on a street or highway. The remaining twenty-one were suicides, homicides and non-motor vehicle traffic deaths, such as streetcar-pedestrian accidents, etc.

Thirty-three Texas children under five years of age were killed during 1950 under the wheels of a motor vehicle being backed in a private driveway. Just an additional moment spent in being sure that small children are in a safe place would save the severest of heartaches to those who thoughtlessly take the life of their own child or of a neighbor's child.

Accident classification is a fairly uniform procedure throughout the forty-eight states. Final decisions are based upon the best information that is available and in compliance with the Manual of Uniform Definitions.

That the 123 deaths referred to here "did not count" certainly does not mean that they can be ignored. The saving of human life is of paramount importance and every means should be taken to prevent accidents and their resulting injuries and deaths whether on or off a public highway.

HIGHLIGHTS
ABOUT TEXAS 1950
TRAFFIC ACCIDENT EXPERIENCE

- A person killed every three hours and thirty-eight minutes.
- A person injured every seven and one-half minutes.
- An accident every two and one-half minutes.
- December had 303 deaths – highest month ever recorded.
- Over one-third of the vehicles were one year old or less.
- Almost one-fifth of the Drivers were laborers.
- Over one-fifth of the Drivers were 20 to 24 years old.
- Almost one-third of the Drivers were "drinking".
- Over one-fourth of the pedestrian deaths occurred on Saturday.
- Over two-thirds of the pedestrians killed were over 25 years of age.
- More deaths occurred on Sunday than any other day.
- The most dangerous hours are from 6 to 8 P. M.
- About one-fourth of the fatal accidents involve cars moving in opposite directions.
- The death rate reduction saved 2,029 lives.
- Vehicles traveled over 30 billion miles.
- Almost 70% of the fatal accidents occurred on rural highways.
- Speed is the greatest factor in fatal accidents.
- A 96 million dollar economic loss – and 2,410 killed.

REPORT THAT ACCIDENT

A driver of a motor vehicle who is involved in a traffic accident resulting in injury or death is required to notify the Police Department, if in a city, or the Sheriff's Office or nearest office of the Texas Highway Patrol, if outside a city, immediately, by the quickest means, that said accident occurred. *Also,* in every accident resulting in death, injury or apparent total damage of twenty-five dollars ($25) or more each driver is required to make a written report, on the approved blue form, to the Texas Department of Public Safety at Austin within twenty-four (24) hours.

The law requiring operators of motor vehicles involved in accidents to report the details of their accidents is a good law. Its ultimate goal is to advise public agencies of the facts surrounding accidents at locations where they occur most frequently and to idenitfy the places where accidents repeat. With this information available there can be developed an intelligent program for the prevention of traffic mishaps.

When a member of a family is stricken with disease a Doctor is called. In him is placed the strictest confidence and all the minute details of the symptoms are freely given so that he can properly diagnose the ailment and prescribe the correct medicine. This is done because people desire to be healthy.

In a similar manner, a person who is involved in an accident should furnish all the minute details as to when, where, why and how so that "Traffic Doctors" can properly analyze the causes and prescribe correct preventive measures.

This traffic information is likewise held in strictest confidence. Drivers must report accidents for the healthy condition of the community.

TEXAS HIGHWAY PATROL
DISTRICT HEADQUARTERS

LOCATION	PHONE NUMBER	STREET ADDRESS	MAIL ADDRESS
ABILENE	4-7248 & 4-7249	2058 Butternut Street	P. O. Box 365
AMARILLO	3-3725	2200 East Tenth Avenue	P. O. Box 2332
AUSTIN	5-7611	5726 Burnet Road	P. O. Box 4087, No. Austin Station
BEAUMONT	4-8531	Jefferson County Courthouse	c/o County Courthouse
CORPUS CHRISTI	3-4407	Nueces County Courthouse	P. O. Box 2067
DALLAS	HU-5138	Texas Ranger Bldg. (Fair Grounds)	P. O. Box 7607, Fair Park Station
*EL PASO	2-8891	109 Wyoming Street	109 Wyoming Street
FORT WORTH	Lockwood 5656	324 Rand Street	Box 84
HARLINGEN	3232 & 3233	Harlingen All Valley Airport	P. O. Box 231
HOUSTON	Keystone 1691	1303 Calumet	P. O. Box 8038
LUBBOCK	8519	North Avenue H & Plainview Highway	P. O. Box 328
PECOS	358	Fifth at South Cedar Streets	P. O. Box 592
SAN ANGELO	7158	Tom Green County Courthouse	P. O. Box 429
SAN ANTONIO	C-6229	301 South Main	301 South Main
TYLER	4-7233	414 North Bois D'Arc	P. O. Box 487
WACO	3-7321	2914 Franklin Street	2914 Franklin Street
*WICHITA FALLS	4364	Fifth at Van Buren Streets	P. O. Box 2529

TEXAS HIGHWAY PATROL
STATIONS

Texas Highway Patrolmen are stationed at each of the cities listed below

ABILENE
ALICE
ALPINE
AMARILLO
ANGLETON
ARLINGTON
ATHENS
ATLANTA
AUSTIN
BAIRD
BALLINGER
BAY CITY
BAYTOWN
BEAUMONT
BEEVILLE
BELTON
BIG SPRING
BOERNE
BONHAM
BORGER
BOWIE
BRADY
BRECKENRIDGE
BRENHAM
BROWNFIELD
BROWNSVILLE
BROWNWOOD
BRYAN
BUFFALO
CAMERON
CANTON
CARRIZO SPRINGS
CARTHAGE
CENTER
CLARENDON
CLARKSVILLE
CLEBURNE
COLORADO CITY
COLUMBUS
CONROE
CORPUS CHRISTI
CORSICANA
COTULLA
CROCKETT
CUERO
DALHART
DALLAS
DAYTON
DECATUR
DEL RIO
DENISON
DENTON
DUMAS
EASTLAND
EDNA
EL PASO
ENNIS
FABENS
FLORESVILLE
FORT STOCKTON
FORT WORTH
FREDERICKSBURG
GAINESVILLE
GEORGETOWN
GLADEWATER
GONZALES
GRAHAM
GRAND PRAIRIE
GRAPEVINE
GREENVILLE
HALLETTSVILLE
HAMILTON
HARLINGEN
HEARNE
HENDERSON
HEREFORD
HILLSBORO
HONDO
HOUSTON
HUMBLE
HUNTSVILLE
JACKSBORO
JACKSONVILLE
JASPER
JOHNSON CITY
JUNCTION
KATY
KERMIT
KILGORE
KINGSVILLE
LA GRANGE
LAMESA
LAMPASAS
LAREDO
LIBERTY
LITTLEFIELD
LIVINGSTON
LLANO
LOCKHART
LONGVIEW
LUBBOCK
LUFKIN
MARSHALL
MC ALLEN
MC KINNEY
MC LEAN
MEMPHIS
MEXIA
MIDLAND
MINEOLA
MINERAL WELLS
MORTON
MOUNT PLEASANT
NACOGDOCHES
NAVASOTA
NEW BOSTON
NEW BRAUNFELS
ODESSA
ORANGE
PALESTINE
PAMPA
PARIS
PECOS
PERRYTON
PLAINVIEW
PLEASANTON
PORT ARTHUR
QUANAH
RICHARDSON
RICHMOND
SAN ANGELO
SAN ANTONIO
SAN SABA
SAN MARCOS
SEGUIN
SEMINOLE
SEYMOUR
SHERMAN
SILSBEE
SINTON
SNYDER
SONORA
SOUTH HOUSTON
SPUR
STAMFORD
STEPHENVILLE
SULPHUR SPRINGS
SWEETWATER
TAYLOR
TEMPLE
TERRELL
TEXARKANA
TEXAS CITY
THREE RIVERS
TRINITY
TULIA
TYLER
UVALDE
VAN HORN
VERNON
VICTORIA
WACO
WAXAHACHIE
WEATHERFORD
WESLACO
WHARTON
WICHITA FALLS
WOODVILLE

*NOTE: District Sub-Headquarters

TEXAS

DEPARTMENT OF PUBLIC SAFETY

HOMER GARRISON, JR.
Director

JOE S. FLETCHER
Asst. Director

N. K. WOERNER, Chief
Statistical Division

MARION JOHNSON, Supervisor
Statistical Division

CLARE B. FOWLER
Cartographer