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IOWA HIGHWAY ACCIDENT FACTS



Published by

Motor Vehicle Accident Statistics Division
IOWA DEPARTMENT OF PUBLIC SAFETY

Under Direction of

BOURKE B. HICKENLOOPER
GOVERNOR

ACCIDENT FACTS OF IOWA

1943 EDITION



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UNDER DIRECTION OF

BOURKE B. HICKENLOOPER
GOVERNOR

R. B. LAIRD
ACTING COMMISSIONER

Acknowledgment is made of the splendid cooperation of Iowa Sheriffs, County Attorneys, Chiefs of Police, Iowa Highway Safety Patrolmen, and other peace officers in compiling these statistics.

TABLE OF CONTENTS

	Page
Introduction—R. B. Laird, Acting Commissioner of Public Safety	5
Traffic Flow	6
Motor Vehicle Accidents in War Plant Areas.....	7
Motor Vehicle Accidents by Counties.....	8, 9
Persons Killed	10
Persons Injured.....	11
Persons Killed—Type of Accidents—Violation.....	12
Type of Collision.....	13
Motor Vehicle Fatalities by Month.....	14
Motor Vehicle Deaths—Population.....	15
Traffic Facts.....	16, 17
Pedestrian Deaths	18, 19, 20
Motor Vehicles Involved.....	21
Hours of Occurrence.....	22
Age Groups—Occupations	23
Drivers Involved in Non-Fatal Accidents.....	24
Road Surface Conditions.....	25
Types of Accident (5 years).....	26
Locality of Accidents.....	27
Safety Education's Part in the War.....	28
Deaths by Counties.....	29
Bicycle Tips	30
Wartime Transportation, Joseph B. Eastman.....	31
Personnel of Iowa Department of Public Safety.....	32
Personnel of Iowa State Safety Council.....	32

INTRODUCTION

by

R. B. LAIRD

Acting Commissioner, Iowa Department of Public Safety

All Iowans are interested in war casualties—all Iowans should be interested in traffic casualties. Thus we present our third edition of "Iowa Accident Facts", bringing to you vital facts of happenings on Iowa highways during the first complete year of global war.

Accident Facts is primarily intended for those whose duties and interests are for the promotion and safety on the highways and streets of our state. It is intended to assist in intelligent planning of accident prevention programs—also to stimulate an eagerness in the carrying out of such a program.

Although deaths resulting from motor vehicle accidents during 1942 dropped from 601 to 397, this total represents untold anguish and sorrow in hundreds of Iowa homes.

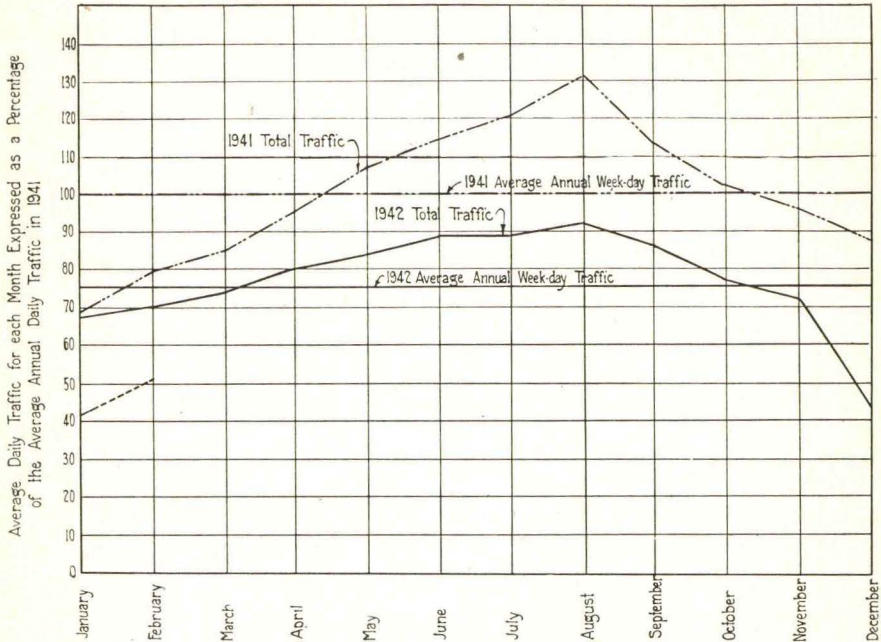
By making available to you these facts and figures it is hoped that observance of our present traffic rules and regulations will further reduce accidents and fatalities on the streets and highways in our state.

This 1943 issue of Accident Facts is, therefore, dedicated to aiding in the further reduction in deaths and injuries, any of which means a loss hindering our war effort.

"Save Manpower for Warpower."

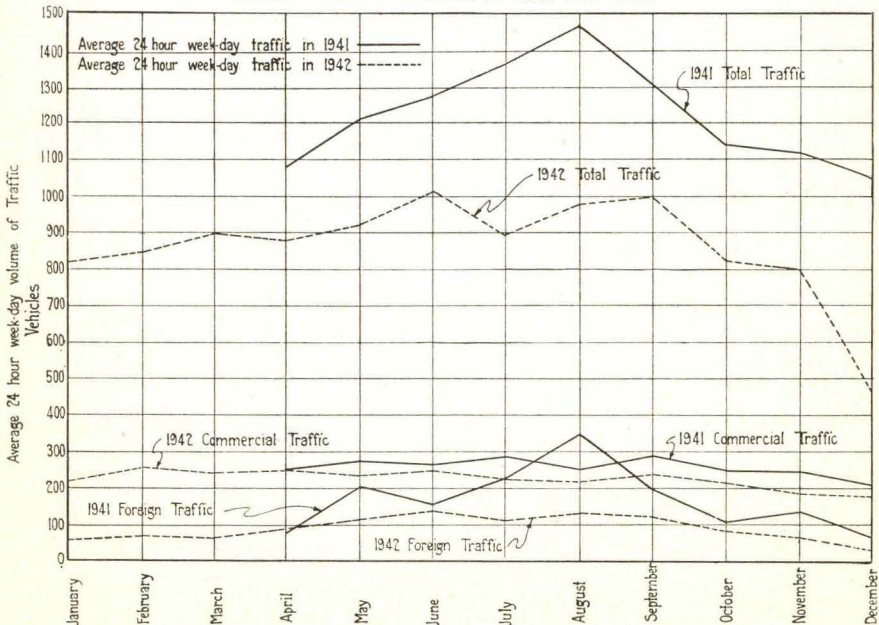
TRAFFIC FLOW

Comparison of 1941, 1942, 1943 Average Monthly Traffic at 26 Automatic Recorders on the Rural Primary Road System



As will be noted on the above the peak of highway traffic occurred during the month of August both in 1941 and 1942. The low point of traffic in 1942 occurred in December while in 1941 the low point occurred in January.

Figure 9—Monthly Traffic Flow Pattern
Comparison of Average 24 Hour Weekday Primary Road Traffic at the Seven Locations Counted in 1941 and 1942



Note: 1942 commercial traffic held fairly even in comparison with that of 1941.

MOTOR VEHICLE ACCIDENTS IN MORE DENSELY POPULATED WAR PLANT AREAS OF IOWA

1941 Compared to 1942

COUNTY	TOTAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE ACCIDENTS	FATAL ACCIDENTS	URBAN ACCIDENTS	RURAL ACCIDENTS	PERSONS KILLED	PERSONS INJURED	PEDESTRIANS KILLED	VEHICLES INVOLVED	DRIVERS INVOLVED	VEHICLES REGISTERED	COUNTY POPULATION
Black Hawk													
1941	1,387	371	1,000	16	1,128	259	18	499	4	2,430	2,391	30,179	79,946
1942	988	248	733	7	867	121	7	310	2	1,817	1,697	28,081	
Clinton													
1941	439	180	248	11	360	79	14	251	3	775	725	16,472	44,722
1942	319	115	197	7	272	47	8	162	4	547	520	15,379	
Des Moines													
1941	309	129	170	10	212	97	10	194	4	556	519	15,884	36,804
1942	212	76	129	7	169	43	7	98	3	371	349	15,469	
Polk													
1941	3,180	780	2,361	39	2,753	427	43	1,110	15	5,940	5,630	63,255	195,831
1942	2,376	531	1,804	40	2,121	255	46	779	17	4,448	4,194	58,987	
Pottawattamie													
1941	598	212	368	18	407	191	19	310	6	1,026	957	20,828	66,756
1942	408	137	262	9	291	117	10	210	3	743	686	19,129	
Woodbury													
1941	950	421	512	17	866	84	17	587	8	1,657	1,547	31,030	103,627
1942	677	297	366	14	615	62	15	366	8	1,187	1,137	28,255	

1942 As Compared to 1941

Five of the following six counties show a decrease in the number of vehicles registered, total accidents, and number of fatalities.

County	Decrease in Vehicles Registered	Decrease in Total Accidents	Decrease in Fatalities
Black Hawk	6.9% decrease	28.8% decrease	61 % decrease
Clinton	6.6% decrease	27.3% decrease	42.8% decrease
Des Moines	2.6% decrease	31.3% decrease	30 % decrease
Polk	6.7% decrease	25.5% decrease	3 more killed
Pottawattamie ...	8.0% decrease	47 % decrease	31.9% decrease
Woodbury	8.8% decrease	28.7% decrease	NO increase or decrease

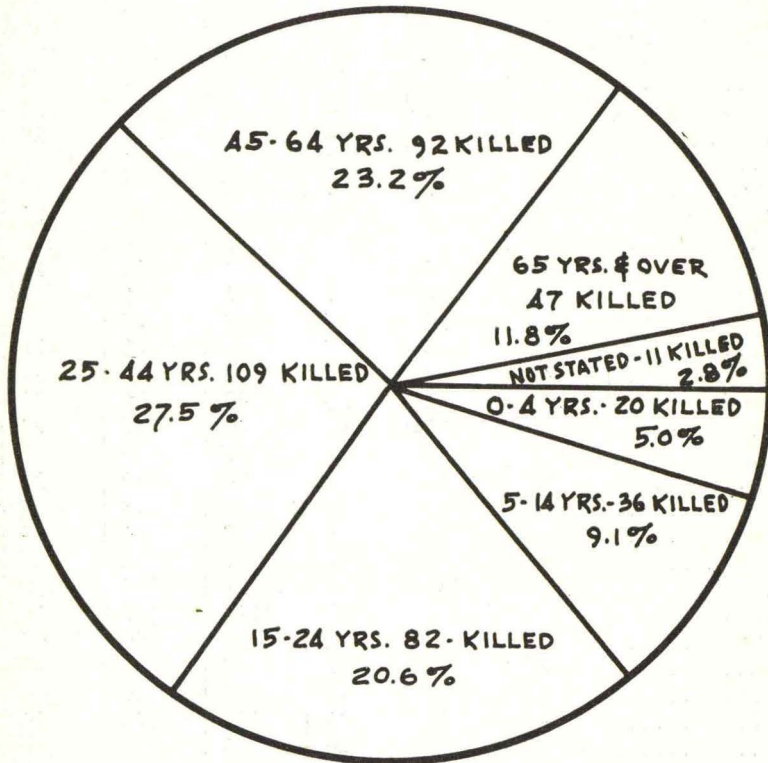
IOWA MOTOR VEHICLE ACCIDENTS REPORTED BY COUNTIES—1942

County	Total Accidents Reported	Injury Accidents	Property Damage	Urban Accidents	Rural Accidents	Persons Injured	Persons Killed
Adair	43	15	27	6	37	21	1
Adams	14	6	8	3	11	12	..
Allamakee	64	22	40	22	42	38	3
Appanoose	92	24	66	66	26	40	3
Audubon	37	15	20	12	25	23	3
Benton	122	36	84	39	83	58	2
Black Hawk	988	248	733	867	121	310	7
Boone	79	38	38	46	33	59	3
Bremer	65	19	44	24	41	30	2
Buchanan	62	18	43	24	38	24	1
Buena Vista	80	19	59	42	38	27	5
Butler	43	13	27	14	29	25	3
Calhoun	51	26	24	20	31	32	1
Carroll	133	36	95	70	63	57	2
Cass	138	42	95	66	72	59	1
Cedar	49	20	26	22	27	32	3
Cerro Gordo	104	43	54	37	67	76	7
Cherokee	87	25	58	41	46	38	4
Chickasaw	26	9	13	6	20	21	6
Clarke	37	12	25	10	27	15	..
Clay	133	36	95	69	64	56	2
Clayton	79	26	52	20	59	41	2
Clinton	319	115	197	272	47	162	8
Crawford	88	30	56	41	47	41	2
Dallas	39	19	16	12	27	41	4
Davis	31	14	15	7	24	23	2
Decatur	14	7	6	5	9	22	1
Delaware	26	12	14	6	20	19	..
Des Moines	212	76	129	169	43	98	7
Dickinson	42	14	26	20	22	29	2
Dubuque	284	100	176	235	49	130	8
Emmet	40	15	22	17	23	27	4
Fayette	85	24	57	40	45	48	4
Floyd	53	18	34	27	26	26	1
Franklin	73	14	57	19	54	24	2
Fremont	16	7	8	4	12	16	1
Greene	60	17	42	29	31	34	1
Grundy	50	19	30	14	36	38	3
Guthrie	71	20	50	17	54	30	1
Hamilton	129	36	88	79	50	55	5
Hancock	27	8	15	9	18	25	4
Hardin	106	28	73	52	54	46	10
Harrison	54	19	32	21	33	36	3
Henry	83	25	54	31	52	53	5
Howard	48	13	32	20	28	18	5
Humboldt	36	11	23	13	23	22	2
Ida	31	14	15	15	16	21	2
Iowa	54	16	36	16	38	32	2
Jackson	78	18	59	34	44	29	1
Jasper	167	55	110	83	84	89	4
Jefferson	85	20	64	35	50	42	1

IOWA MOTOR VEHICLE ACCIDENTS REPORTED BY COUNTIES—1942

County	Total Accidents Reported	Injury Accidents	Property Damage	Urban Accidents	Rural Accidents	Persons Injured	Persons Killed
Johnson	228	44	182	173	55	66	2
Jones	57	19	33	19	38	41	5
Keokuk	47	20	25	12	35	42	5
Kossuth	87	32	49	26	61	63	7
Lee	190	74	105	119	71	108	12
Linn	941	334	596	835	106	451	11
Louisa	15	5	8	3	12	7	2
Lucas	44	15	28	16	28	18	1
Lyon	62	17	44	30	32	28	1
Madison	36	14	21	16	20	16	1
Mahaska	177	52	121	107	70	88	4
Marion	49	12	34	18	31	23	4
Marshall	267	76	184	173	94	113	9
Mills	28	9	17	6	22	17	5
Mitchell	11	6	2	5	6	8	3
Monona	37	18	17	10	27	31	2
Monroe	33	15	17	13	20	32	1
Montgomery	47	19	25	19	28	31	3
Muscatine	208	50	155	148	60	70	3
O'Brien	83	19	61	41	42	27	3
Osceola	27	8	16	12	15	12	3
Page	54	17	36	24	30	27	1
Palo Alto	46	17	26	13	33	28	3
Plymouth	102	38	56	38	64	69	11
Pocahontas	36	10	24	18	18	15	2
Polk	2,376	531	1,804	2,121	255	779	46
Pottawattamie	408	137	262	291	117	210	10
Poweshiek	93	30	61	33	60	43	4
Ringgold	22	6	13	7	15	13	3
Sac	42	21	19	13	29	44	3
Scott	944	248	688	823	121	324	9
Shelby	31	10	20	10	21	15	1
Sioux	42	17	24	14	28	21	1
Story	218	76	136	139	79	127	7
Tama	107	32	72	28	79	47	3
Taylor	25	15	10	9	16	21	..
Union	51	16	29	23	28	40	6
Van Buren	24	6	18	7	17	10	..
Wapello	299	115	176	258	41	145	8
Warren	98	32	63	44	54	65	6
Washington	137	48	89	71	66	80	..
Wayne	29	7	19	10	19	22	3
Webster	270	69	196	222	48	111	5
Winnebago	23	6	15	12	11	16	2
Winneshiek	100	15	83	43	57	29	2
Woodbury	677	297	366	615	62	366	15
Worth	29	13	16	8	21	15	..
Wright	36	13	20	20	16	22	3
Totals	13,920	4,232	9,343	9,583	4,337	6,366	397

PERSONS KILLED



397 KILLED ON IOWA'S HIGHWAYS DURING 1942

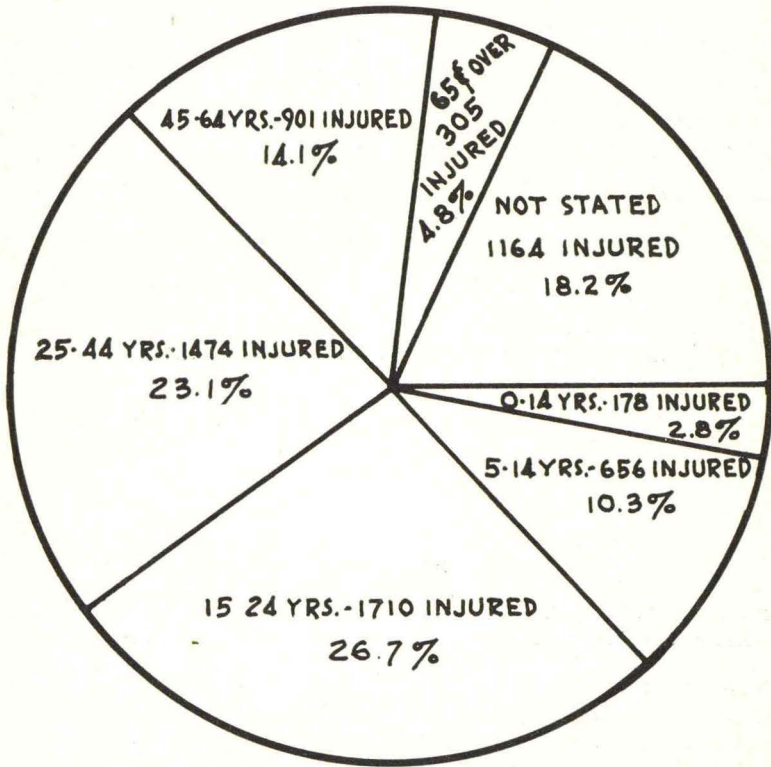
27.5 per cent of the 397 killed on our highways were in the 25-44 year age group.

56 children, 14 years and under, were killed—14.1 per cent of the total. Over 11 per cent were in the age group above 65.

The Nation's motor vehicle death toll in 1942 was 27,800—12,200 fewer than were killed in 1941, when an all-time high of 40,000 was set. The 1942 reduction amounted to 30 per cent.

The 1942 traffic toll is the lowest since the 1927 total of 25,800. But despite the sharp curtailment in use of motor vehicles, the 1942 mileage total was 75 per cent greater than in 1927.

PERSONS INJURED



6,388 INJURED IN TRAFFIC ACCIDENTS ON IOWA'S HIGHWAYS IN 1942

1,710 or 26.7 per cent of the total injured were in the 15-24 age group.
834 were children 14 years and under.

The total of 18,500 fatalities and approximately 650,000 non-fatal injuries of workers is a serious drain on the nation's man-power resources. Worker fatalities dropped off only 16 per cent in 1942, but non-worker deaths were cut almost in half. Even if further reductions in motor vehicle deaths should occur in 1943, the worker fatality total is likely to be near 18,000.

Approximately 18,500 of the 1942 motor vehicle deaths were to workers. This contrasts with 22,000 in 1941. The figures include accidents both on and off the job.

PERSONS KILLED—TYPE OF ACCIDENTS—VIOLATION

	1940	Per Cent	1941	Per Cent	1942	Per Cent	Total
Pedestrian	123	22.9	127	21.1	103	25.9	353
Other Motor Vehicle	215	40.0	226	37.6	132	33.3	573
Railroad Train	42	7.8	52	8.7	49	12.3	143
Street Car	2	.4	1	.2	2	.5	5
Animal Drawn Vehicle	1	.2	2	.3	3	.8	6
Bicycle	13	2.4	10	1.7	11	2.8	34
Animal	3	.6	.....	.....	1	.3	4
Fixed Object	44	8.2	58	9.6	39	9.8	141
Overtuned in Roadway	3	.6	.....	.....	2	.5	5
Ran off Roadway	86	16.0	117	19.5	49	12.3	252
Other Non-Collision	5	.9	8	1.3	6	1.5	19
Miscellaneous . . . . .	.....	.....	.....	.....	.....	.....	.....
Total	537	100.0	601	100.0	397	100.0	1,535

Collisions—one motor vehicle with another motor vehicle—resulted in 33.3 per cent of the total killed. Pedestrian deaths were a close second with 25.9 per cent of the total.

It will be noticed in the above chart that the percentage of pedestrian deaths increased while those of collisions of other vehicles decreased.

VIOLATIONS—ALL ACCIDENTS—1942

Summons and Warning Tickets Written by Nature of Violation

Violations	Fatal	Per Cent	Non-Fatal	Per Cent	Property Damage	Per Cent	Total All Violations
Speed Violations	47	15.3	281	7.1	511	4.9	839
Did Not Have Right-of-Way	42	13.7	1,226	30.9	3,188	30.6	4,456
Following Too Closely	13	4.2	273	6.9	1,226	11.8	1,512
Passing Violations	10	3.2	153	3.8	671	6.4	834
Wrong Side of Road	60	19.5	633	15.9	1,464	14.1	2,157
Failure to Signal	1	.3	41	1.0	209	2.0	251
Turning Violations	1	.3	78	2.0	292	2.8	371
Disregarding Signals	41	13.4	201	5.1	409	3.9	651
Parking Violations . . . . .	.....	.....	43	1.1	512	4.9	555
Lighting Violations	2	.7	14	.4	30	.3	46
Reckless Driving	88	28.7	985	24.8	1,718	16.5	2,791
Other Violations	2	.7	40	1.0	185	1.8	227
Total Violations	307	100.0	3,968	100.0	10,415	100.0	14,690

88 of the 307 violations causing traffic fatalities resulted from reckless driving. 60 were from driving on the wrong side of the road, 47 from speed violations and 42 did not have the right of way. One fatal accident resulted from failing to signal and one from improper turning.

TYPE OF COLLISION
TYPES OF MOTOR VEHICLES INVOLVED IN
FATAL AND NON-FATAL ACCIDENTS

Type of Vehicle	Vehicles in Fatal Accidents	Per Cent	Vehicles in Non-Fatal Accidents	Per Cent	Vehicles in Property Damage Accidents	Per Cent
Passenger Car.....	334	71.2	5,465	83.7	14,723	82.7
Com'l Vehicles (Trucks, Tractors)....	100	21.3	688	10.5	2,033	11.4
Taxicab.....	1	.2	31	.5	92	.5
Bus.....	6	1.3	46	.7	125	.7
School Bus.....	.....	.....	2	.1	10	.1
Motorcycle.....	11	2.4	84	1.3	18	.2
Others.....	17	3.6	209	3.2	783	4.4
Total Vehicles.....	469	100.0	6,525	100.0	17,784	100.0

Trucks represented a total of 110,055 of Iowa's total of 875,200 vehicles registered for the year 1942, or 12.6 per cent of all vehicles on our roadways. This is, as compared to 1941, almost the same, since 116,028 were registered as against a total of 938,571 registered in all, or 12 per cent of the total.

TOTAL ACCIDENTS—PERSONS KILLED—PERSONS INJURED—
BY TYPES OF COLLISION—1942

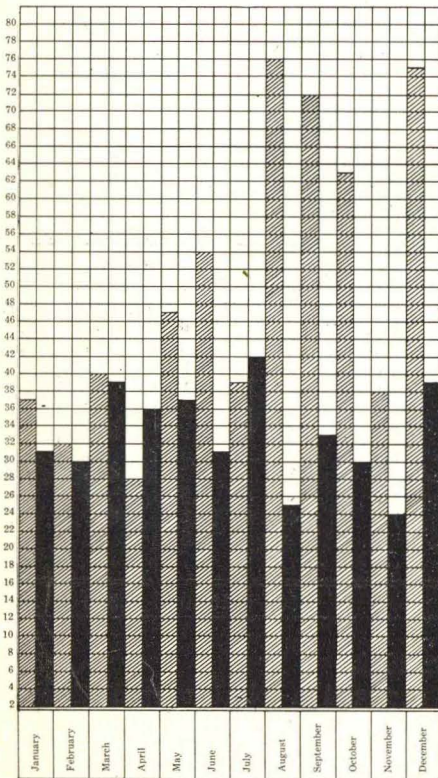
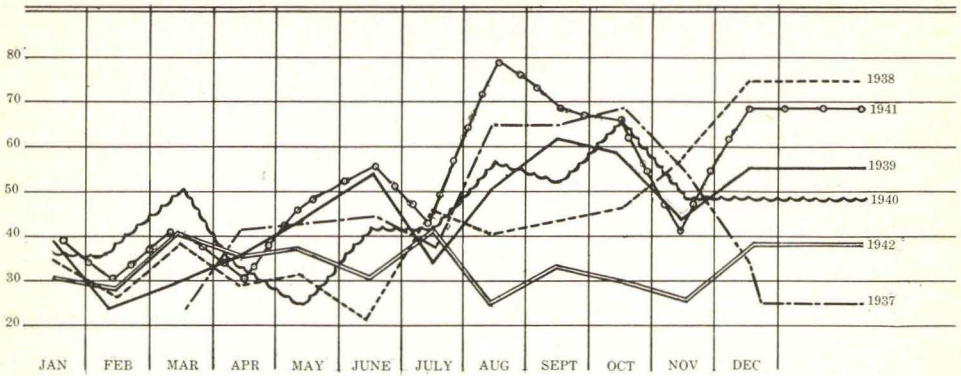
Type of Accident	Total All Accidents	Per Cent	Total Killed	Per Cent	Total Injured	Per Cent
Pedestrian.....	1,034	7.4	103	25.9	987	15.4
Other Motor Vehicle.....	10,254	73.5	132	33.3	3,569	55.7
Railroad Train.....	227	1.6	49	12.3	158	2.5
Street Car.....	118	.9	2	.5	38	.6
Animal Drawn Vehicle.....	30	.2	3	.8	27	.4
Bicycle.....	220	1.6	11	2.8	215	3.4
Animal.....	170	1.2	1	.3	35	.6
Fixed Object.....	810	5.8	39	9.8	465	7.3
Overtaken in Roadway.....	44	.3	2	.5	34	.5
Ran off Roadway.....	996	7.2	49	12.3	830	13.0
Other Non-Collision.....	37	.3	6	1.5	30	.6
Miscellaneous.....	.....	.....	.....	.....	.....	.....
Totals.....	13,940	100.0	397	100.0	6,388	100.0

13,940 total highway accidents in Iowa, 1942.

73.5 per cent total number of accidents occurred in collisions with other motor vehicles.

MOTOR VEHICLE FATALITIES BY MONTH

1937-1942 Inclusive



ALL DEATHS BY MONTHS

1941, 601 1942, 397

Shaded Bar—1941 Solid Bar—1942

More persons killed in automobile accidents in the past seven years than in last seven major wars in which the U. S. has participated.

Up to the time of Pearl Harbor, auto accidents have caused 205,000 deaths in the seven years while war has taken 204,000.

MOTOR VEHICLE DEATHS—POPULATION

NUMBER OF ACCIDENTS AND DEATHS ACCORDING TO POPULATION IN RURAL AND URBAN AREAS FOR THE YEAR 1942

	No. of Accidents	No. of Deaths
1,000 Population.....	26	31
1,000-2,000 Population.....	13	14
2,000-5,000 Population.....	7	7
5,000-10,000 Population.....	10	11
10,000-100,000 Population.....	74	80
Total.....	130	143

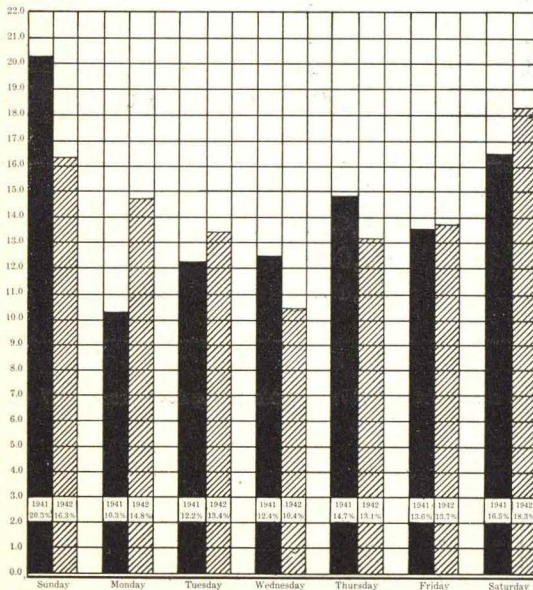
RURAL ACCIDENTS AND DEATHS ACCORDING TO FEDERAL AND STATE HIGHWAY AND LOCAL STREETS AND ROADS

	No. of Accidents	No. of Deaths
Federal Highways.....	86	104
State Highways.....	52	68
Local Streets and Roads.....	76	82
Total.....	214	254

Cities of 10,000 and over Population—Number of Deaths.....80

Cities under 10,000 Population—Number of Deaths.....63

143



Saturday and Sunday in 1942, as in 1941, proved to be the death days for motorists on the highways. During 1942—18.3 per cent of the total fatal traffic accidents occurred on Saturday. The best day of the week for motorists in 1942 was Wednesday when 10.4 per cent fatal accidents occurred.

OUR HIGHWAY

YEAR	IOWA PERSONS INJURED	IOWA TRAFFIC FATALITIES	NATIONAL TRAFFIC FATALITIES	IOWA FATALITY RATIO	NATIONAL FATALITY RATIO
1925	-----	261	21,877	----	19.0
1926	-----	264	23,430	----	18.0
1927	-----	284	25,796	----	17.0
1928	-----	383	27,996	----	17.0
1929	-----	455	31,215	11.2	17.0
1930	-----	619	32,929	14.1	17.0
1931	-----	582	33,675	12.3	17.0
1932	8,646	530	29,451	13.6	16.0
1933	13,623	546	31,363	13.4	17.0
1934	11,423	544	36,101	11.1	18.0
1935	10,196	575	36,369	11.5	17.0
1936	10,194	526	38,079	9.9	16.0
1937	10,108	571	39,643	10.2	15.0
1938	9,794	486	32,582	8.3	12.0
1939	11,004	530	32,386	8.6	12.0
1940	12,103	537	34,400	8.3	12.0
1941	11,373	601	40,000	8.7	12.0
1942	6,388	397	27,800	6.8	12.0

*Gasoline tax of 2 cents per gallon 1925, 1926 and part of 1927; 3 cents per gallon from 1927 on.

†Estimated.

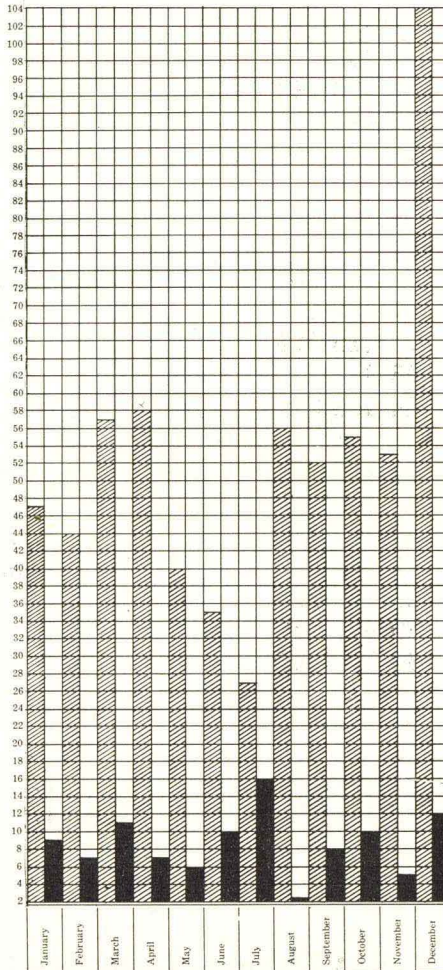
IDENT RECORD

IOWA M. V. REGISTRATION	NATIONAL M. V. REGISTRATION	IOWA GASOLINE TAX	IOWA HOMICIDES
661,630	19,937,274	\$3,215,404.88*	58
705,874	22,001,393	5,033,892.97*	57
711,951	23,133,243	7,362,138.21*	59
741,673	24,493,124	9,138,707.68	56
790,165	26,501,443	9,987,186.06	64
788,675	26,545,281	11,724,784.38	78
760,284	25,832,884	12,365,168.45	63
691,637	24,115,129	10,795,088.42	72
636,379	23,874,232	10,609,231.87	74
676,254	24,951,662	11,898,587.22	59
709,691	26,227,276	12,687,170.74	52
740,550	28,165,550	13,695,875.35	44
760,634	29,705,220	14,979,889.85	58
773,503	29,485,680	15,504,247.01	32
805,525	30,615,087	16,434,407.31	44
900,803	32,025,365	17,190,809.32	32
938,571	34,383,167	18,200,191.10	50
875,200	32,300,000†	16,868,576.66	29

Prepared by: Motor Vehicle Accident Statistics Division,
Department of Public Safety.

PEDESTRIAN FATALITIES

Year	Total	Male	Female	0-4	5-14	15-24	25-44	45-64	65 or Over	Not Stated
1939.....	117	80	37	12	14	6	10	31	44	....
1940.....	123	105	18	9	13	7	14	35	42	3
1941.....	127	109	18	4	15	12	17	25	50	4
1942.....	103	79	24	12	28	5	6	22	26	4
Total....	470	373	97	37	70	30	47	113	162	



Shaded bar shows average pedestrian deaths over a 5-year period—
Solid bar shows pedestrian deaths by months, 1942.

PEDESTRIAN TIPS

1. CROSS AT CROSSWALKS.
2. WAIT ON THE SIDEWALK. DON'T STEP OFF THE CURB.
3. CROSS ON SIGNAL.
4. BE SURE THE WAY IS CLEAR.
5. BE DOUBLY ALERT DURING THE FIRST FEW STEPS.
6. CROSS WITHIN THE CROSSWALK.
7. WALK TO THE RIGHT ON CROSSWALK.
8. WALK, DON'T RUN.
9. ON RURAL ROADS WHERE THERE IS NO SIDEWALK WALK FACING TRAFFIC.
10. AFTER DARK WEAR SOMETHING WHITE.

PEDESTRIAN ACTIONS

TYPE OF ACTION	1941 Killed	Per Cent	1942 Killed	Per Cent
1a. Crossing at intersection—with signal	2	1.6	3	2.9
b. Same against signal	...	...	3	2.9
c. Same—no signal	25	20.0	17	16.5
d. Same—diagonally	1	.8	...	...
2. Crossing not at intersection	36	28.8	36	34.9
3. Coming from behind parked cars	8	6.4	9	8.7
4a. Walking in roadway—with traffic—sidewalks available	25	20.0	5	4.9
b. Same—sidewalks not available	9	7.2	1	1.0
c. Walking in roadway—against traffic—sidewalks available	1	.8	...	...
d. Same—sidewalks not available	2	1.6	4	3.9
5. Standing in safety zone	1	.8	...	...
6. Getting on or off street car	1	.8	...	...
7. Getting on or off other vehicle	2	1.6	2	1.9
8. Pushing or working on vehicle in roadway	2	1.6	3	2.9
9. Other working in roadway	1	.8	1	1.0
10. Playing in roadway	5	4.0	12	11.6
11. Hitching on vehicle	1	.8	1	1.0
12. Lying in roadway	2	1.6	4	3.9
13. Not in roadway	1	.8	1	1.0
14. Not stated	...	...	1	1.0
TOTAL PEDESTRIANS	125	100.0	103	100.0
ADDITIONAL INFORMATION:				
15. On sled	2	...	7	...
16. On coaster wagon, tricycle, etc.	...	...	1	.4
17. On roller skates	...	...	...	...
18. Pushing, pulling cart, buggy, wagon, etc.	...	...	1	...
19. Vending in roadway—no cart	...	...	...	...
20. Hitch-hiking in roadway	...	...	...	...

On sled has been added to the above under playing in roadway. On coaster wagon, tricycle, etc., has been added to playing in roadway. Pushing, pulling cart, etc., has been added to pushing or working on vehicle in roadway.

This information is for map and pictures (see pages 14 and 15, 1941 Accident and Fact book).

PEDESTRIAN DEATHS BY MONTH AND YEAR

1937-'38-'39-'40-'41-'42

Deaths in December, 1941, with 34 killed, proved the worst month for pedestrians. July, 1940, and August, 1942, were tied for the lowest number of pedestrian deaths—2.

MONTH	1937	Per Cent	1938	Per Cent	1939	Per Cent	1940	Per Cent	1941	Per Cent	1942	Per Cent	Totals
January	10	6.0	7	6.7	10	8.5	10	8.1	10	7.9	9	8.7	56
February	12	7.2	7	6.7	10	8.5	9	7.3	6	4.8	7	6.8	51
March	9	5.4	9	8.6	9	7.7	18	14.6	12	9.4	11	10.7	68
April	22	13.3	6	5.7	10	8.5	13	10.6	7	5.5	7	6.8	65
May	16	9.7	8	7.6	9	7.7	4	3.3	3	2.4	6	5.8	46
June	10	6.0	3	2.8	5	4.3	9	7.3	8	6.3	10	9.7	45
July	7	4.2	10	9.5	4	3.5	2	1.6	4	3.2	16	15.5	43
August	18	10.9	10	9.5	11	9.4	10	8.1	7	5.5	2	1.9	58
September	11	6.6	7	6.7	10	8.5	12	9.8	12	9.4	8	7.8	60
October	12	7.2	9	8.6	10	8.5	12	9.8	12	9.4	10	9.7	65
November	14	8.4	16	15.2	15	12.9	6	4.9	12	9.4	5	4.9	68
December	25	15.1	13	12.4	14	12.0	18	14.6	34	26.8	12	11.7	116
Total Pedestrians	166	100.0	105	100.0	117	100.0	123	100.0	127	100.0	103	100.0	741

PEDESTRIAN FATAL and NON-FATAL ACCIDENTS—Directional Analysis.

Direction	Total Fatal	Car Entering	Car Within	Car Leaving	Non-Intersection
		Intersection			
Car Going Straight	88	11	3	7	67
Car Turning Right	.....	.....	.....	.....	.....
Car Turning Left	3	1	.....	2	.....
Car Backing	2	.....	.....	1	1
All Others	5	1	1	.....	3
Total Pedestrian Accidents	98	13	4	10	71

These 98 Accidents Killed 103 Pedestrians—79 Males—24 Females.

NON-FATAL PEDESTRIAN ACCIDENTS

Direction	Total Non-Fatal Injury	Car Entering	Car Within	Car Leaving	Non-Intersection
		Intersection			
Car Going Straight	781	164	30	89	498
Car Turning Right	35	5	4	23	3
Car Turning Left	71	10	10	49	2
Car Backing	17	4	1	.....	12
All Others	32	2	3	1	26
Total Non-Fatal Accidents	936	185	48	162	541

The above 936 Non-Fatal Pedestrian Accidents injured 987. Of those injured 716 were Males and 271 Females.

TYPES OF MOTOR VEHICLES INVOLVED IN TRAFFIC ACCIDENTS—1942

Month	Passenger Cars	Trucks	Buses	School Bus	Motorcycles	Taxi	Not Stated	Total Number Veh. Inv.
January	3,033	448	33	..	3	13	285	3,817
February	2,420	356	20	2	4	15	187	3,007
March	1,707	202	6	2	11	4	77	2,011
April	1,273	163	11	1	11	12	49	1,521
May	1,624	154	5	2	17	5	56	1,864
June	1,552	137	8	..	13	5	45	1,762
July	1,518	100	4	..	14	2	37	1,675
August	1,440	139	8	..	11	6	42	1,649
September	1,391	205	9	1	9	8	42	1,667
October	1,219	213	10	1	12	10	47	1,514
November	1,670	310	21	..	8	12	71	2,095
December	1,672	393	42	3	..	32	51	2,194
Total	20,529	2,820	177	12	113	124	989	24,776

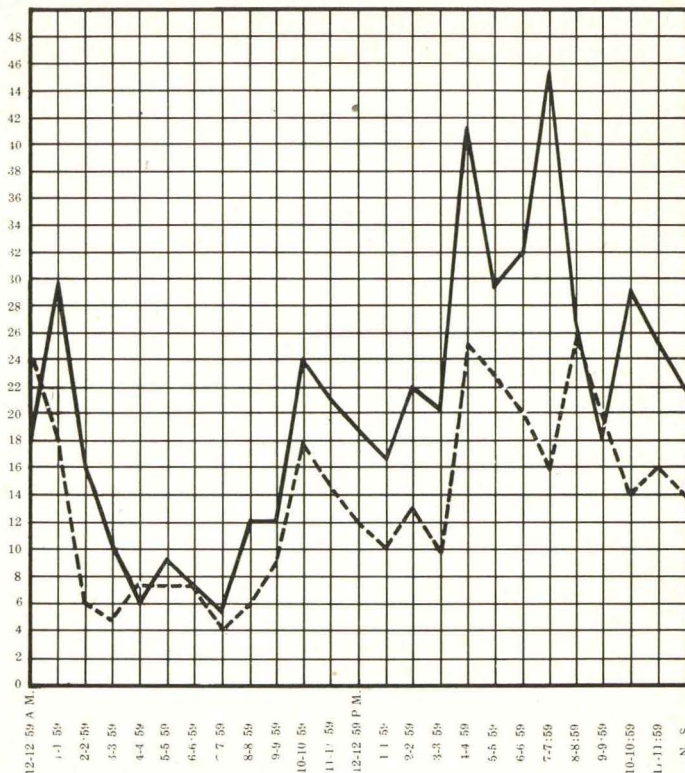
84% of the cars involved in traffic accidents in Iowa the past year were passenger cars.
11% were trucks.

CONDITION OF MOTOR VEHICLES INVOLVED IN FATAL AND NON-FATAL ACCIDENTS

Type of Defect	Total	Per Cent	Fatal	Per Cent	Non-Fatal	Per Cent	Property Damage	Per Cent
Defective Brakes	141	.6	4	.9	44	.7	93	.5
Headlights Out	62	.3	2	.4	19	.3	41	.3
Headlights Glaring	4	.0	..	..	1	.0	3	.0
Headlights Insufficient	12	.1	3	.6	3	.1	6	.0
Rear Lights Out	17	.1	1	.2	5	.1	11	.1
Rear Lights Insufficient	4	.0	..	.0	1	.0	3	.0
Other Lights Deficient	6	.0	..	.0	2	.0	4	.0
Steering Mechanism Defective	59	.2	..	.0	19	.3	40	.3
Other Defects in Equipment	84	.4	6	1.3	40	.6	38	.2
Apparently No Defects	24,389	98.3	453	96.6	6,391	97.9	17,545	98.6
Total Vehicles	24,778	100.0	469	100.0	6,525	100.0	17,784	100.0

During the year 1941 there were 966 accidents in which a defective vehicle was involved or 4.5% of the 21,614 accidents.

GRAPH SHOWING HOURS OF OCCURRENCE OF FATAL TRAFFIC ACCIDENTS 1941-1942



HOURS OF OCCURRENCE

Most fatal accidents occur between the hours of 7:00 p. m. and 8:00 p. m. The second most dangerous hour is between 4:00 and 5:00 in the afternoon. While in third place the most dangerous hour to be driving is between 12:00 midnight and 1:00 a. m.

AGE GROUPS OF PERSONS KILLED IN IOWA—1942

Years	No.	Years	No.	Years	No.
0- 5	26	31-35	23	61-65	16
6-10	21	36-40	22	66-70	12
11-15	14	41-45	21	71-75	12
16-20	60	46-50	19	Over 75	22
21-25	37	51-55	27	Not Stated	1
26-30	35	56-60	29		
Total					397

Twenty-six children, five years and under, were killed in Iowa during 1942. Careful observance of these small children darting out from parked cars and dashing after toys in the street by the drivers of Iowa is urged—an educational program for parents of small children should also be advocated in order that they, the parents, fully realize that a goodly portion of the safety of pre-school children is in their hands.

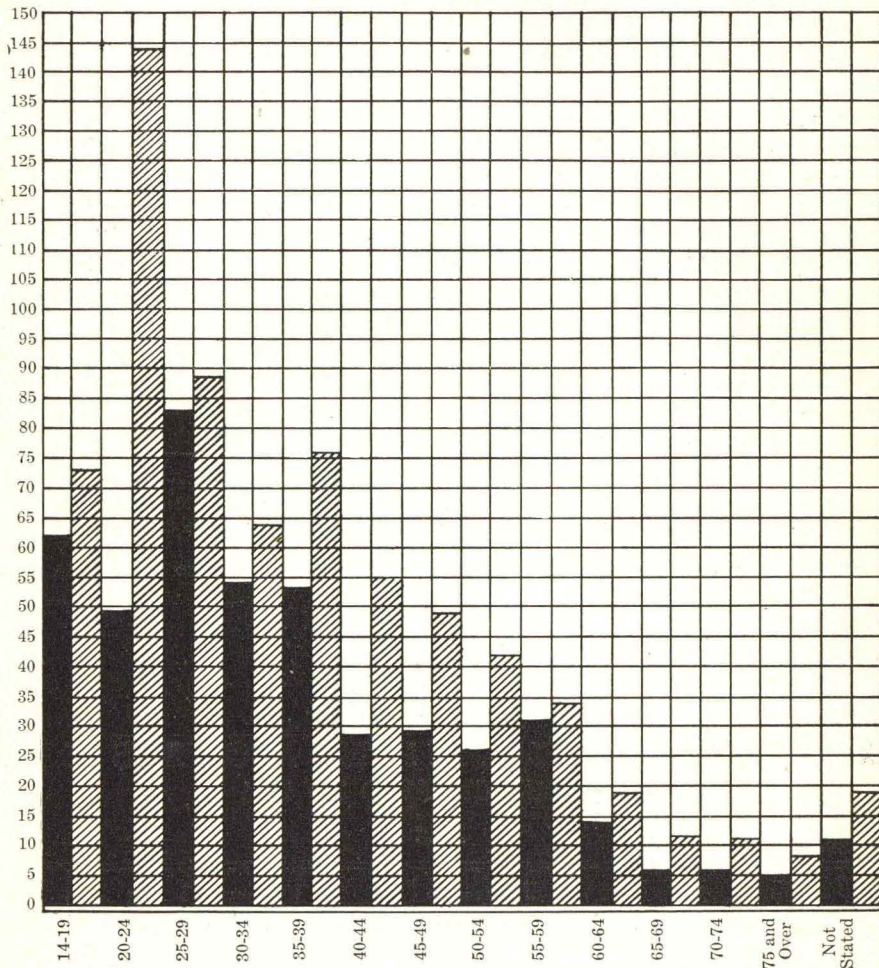
Over 125 were killed in the age group of men of our fighting forces.

Forty-six persons above the age of 65 were killed—a great number of them pedestrians. Drivers should remember that aged persons are not capable of dodging heavy motor vehicles and should slow up and give consideration to those of advanced years crossing streets.

DRIVERS INVOLVED IN FATAL ACCIDENTS AGE GROUPS 1941-42

Solid Bar 1942

Shaded Bar 1941



OCCUPATIONS OF DRIVERS INVOLVED IN FATAL ACCIDENTS—1942

Farmers	106	Soldiers and Sailors.....	7	Plumbers	2
Truckers	81	State Employees	7	Attorneys	1
Laborers	47	Store Managers.....	7	Manufacturers	1
War Workers.....	26	County Employees	3	Policemen	1
Salesmen	21	Service Station Attendants..	3	Engineers	1
Housewives	18	Painters	3	Miscellaneous	39
Students	14	Carpenters	3	Unknown	44
Cab and Bus Drivers.....	10	Draftees	2		
Machinists	8	Government Employees.....	2		
				Total Drivers.....	457

AGE GROUPS OF DRIVERS INVOLVED IN NON-FATAL AND PROPERTY DAMAGE ACCIDENTS

Age of Driver	1940	Per Cent	1941	Per Cent	1942	Per Cent
13 Years or Under	9	.0	12	.0	22	.1
14 Years	34	.1	30	.1	32	.1
15 Years	54	.2	63	.2	53	.2
16 Years	436	1.4	557	1.6	389	1.7
17 Years	697	2.2	822	2.3	587	2.6
18 Years	1,072	3.3	1,321	3.7	987	4.3
19 Years	1,170	3.6	1,559	4.4	989	4.3
20 Years	1,212	3.8	1,192	3.3	722	3.1
21-24 Years	4,618	14.3	4,961	13.9	2,789	12.1
25-44 Years	13,378	41.4	14,134	39.5	9,192	39.8
45-64 Years	6,139	19.0	7,212	20.1	4,843	21.0
65 Years and Over	1,036	3.2	1,173	3.3	837	3.6
Unknown	2,432	7.5	2,699	7.6	1,643	7.1
Total Drivers	32,287	100.0	35,735	100.0	23,085	100.0

Note: Twenty-two child drivers, 13 years and under, were involved in accidents in 1942. The minimum age of a school permit is 14. Persons permitting children to drive under the legal age limit are not only responsible for the liability resulting from damage but are also acting in violation of the Iowa motor vehicle law.

Over 15,000 drivers in the age group of men of our fighting forces were involved in accidents during 1942.

SEX OF DRIVERS INVOLVED IN FATAL ACCIDENTS IN IOWA 1942 AS COMPARED TO 1941

1942

Sex	Drivers in Fatal Accidents	Per Cent	Drivers in Non-Fatal Accidents	Per Cent	Total
Male	418	91.5	20,141	87.2	20,559
Female	39	8.5	2,944	12.8	2,983
Total	457	100.0	23,085	100.0	23,542

1941

Sex	Drivers in Fatal Accidents	Per Cent	Drivers in Non-Fatal Accidents	Per Cent	Total
Male	631	91.3	32,456	90.8	33,087
Female	60	8.7	3,279	9.2	3,339
Total	691	100.0	35,735	100.0	36,426

TYPES OF ROAD SURFACE—1942

Road Surface	Fatal Accidents	Per Cent	Non-Fatal Accidents	Per Cent	Property Damage	Per Cent
Concrete	193	56.1	1,991	46.9	4,238	45.3
Brick	14	4.1	588	13.8	1,735	18.5
Asphalt	17	4.9	640	15.1	1,786	19.1
Gravel	89	25.9	717	16.9	1,074	11.5
Sand	10	2.9	154	3.6	195	2.1
Other . . . . .	.....	.....	16	.4	33	.4
Not Stated	21	6.1	141	3.3	288	3.1
Total	344	100.0	4,247	100.0	9,349	100.0

Fifty-six and one-tenth per cent of the fatal accidents, 46.9 per cent of the non-fatal accidents and 45.3 of the property damage accidents occurred on concrete pavements.

WEATHER CONDITIONS—ALL ACCIDENTS

Conditions Prevailing	Fatal	Per Cent	Non- Fatal	Per Cent	Property Damage	Per Cent
Clear	203	59.0	2,718	64.0	5,853	62.6
Cloudy	57	16.6	697	16.4	1,560	16.7
Raining	19	5.5	264	6.2	621	6.7
Snowing	15	4.3	211	5.0	638	6.8
Fog	12	3.5	120	2.8	228	2.4
Others (Sleet, Dust, Smoke)	2	.6	8	.2	21	.2
Unknown	36	10.5	229	5.4	428	4.6
Total Accidents	344	100.0	4,247	100.0	9,349	100.0

ROAD SURFACE CONDITION—ALL ACCIDENTS

	Total	Fatal	Per Cent	Non- Fatal	Per Cent	Property Damage	Per Cent
Dry	7,842	239	69.5	2,696	63.5	4,907	52.5
Wet	1,730	37	10.7	555	13.1	1,138	12.2
Muddy	60	1	.3	19	.4	40	.4
Snowy	1,055	11	3.2	241	5.7	803	8.6
Icy	2,873	43	12.5	603	14.2	2,227	23.8
Unknown	380	13	3.8	133	3.1	234	2.5
Total Accidents	13,940	344	100.0	4,247	100.0	9,349	100.0

Sixty-nine and five-tenths per cent of the fatal accidents, 63.5 per cent of the non-fatal accidents and 52.5 per cent of the property damage accidents occurred on dry roads. Three per cent of the fatal accidents occurred on icy, wet or muddy roads.

MOTOR VEHICLE FATALITIES—BY TYPES OF ACCIDENT 1938-'42

Type	1938	1939	1940	1941	1942
Motor Vehicle with—					
Pedestrian	105	117	123	127	103
Other Motor Vehicle	156	191	215	226	132
Railroad Train	57	44	42	52	49
Street Car	2	3	2	1	2
Animal Drawn Vehicle	1	2	1	2	3
Bicycle	10	7	13	10	11
Animal . . . . .	. . . . .	1	3	0	1
Fixed Object	34	57	44	58	39
Overturned in Roadway . . . . .	. . . . .	. . . . .	3	. . . . .	2
Ran off Roadway . . . . .	. . . . .	. . . . .	86	117	49
Other Non-Collision	120	108	5	8	6
Miscellaneous	1	. . . . .	. . . . .	. . . . .	. . . . .
Total	486	530	537	601	397

Note: Pedestrian deaths were at the lowest level since 1938. Collision with other motor vehicles dropped from a high of 226 in 1941 with 103 fatalities to 132 in 1942. In spite of decreased automobile traffic, bicycle deaths increased one over 1941. "Collision with fixed object" resulted in a marked reduction in 1942 as compared with 1941.

PERSONS INJURED—TYPE OF ACCIDENT 1940-'41-'42

Type of Accident	Injuries 1940	Per Cent	Injuries 1941	Per Cent	Injuries 1942	Per Cent
Pedestrian	1,245	10.3	1,271	11.2	987	15.4
Other Motor Vehicle	6,806	56.5	6,613	58.1	3,569	55.7
Railroad Train	202	1.7	201	1.8	158	2.5
Street Car	60	.5	46	.4	38	.6
Animal Drawn Vehicle	47	.4	41	.4	27	.4
Bicycle	431	3.6	370	3.2	215	3.4
Animal	94	.8	79	.7	35	.6
Fixed Object	790	6.5	787	6.9	465	7.3
Overturned in Roadway	80	.7	111	1.0	34	.5
Ran off Roadway	2,209	18.3	1,824	16.0	830	13.0
Other Non-Collision	59	.5	30	.3	30	.6
Miscellaneous	25	.2	. . . . .	. . . . .	. . . . .	. . . . .
Total Injuries	12,048	100.0	11,373	100.0	6,388	100.0

LOCALITY OF ACCIDENTS

KIND OF LOCALITY IN WHICH ACCIDENT TOOK PLACE

Locality	Fatal	Per Cent	Non-Fatal	Per Cent	Property Damage	Per Cent
Manufacturing or Industrial	7	2.0	134	3.2	350	3.7
Shopping and Business Dist.	24	7.0	683	16.1	1,925	20.6
Residential District	87	25.3	1,646	38.8	4,184	44.7
School District	4	1.2	23	.5	71	.8
Open Country	219	63.6	1,712	40.3	2,700	28.9
Others . . . . .	. . . . .	. . . . .	6	.1	11	.1
Unknown	3	.9	43	1.0	108	1.2
Total Accidents	344	100.0	4,247	100.0	9,349	100.0

Note: 63.6 per cent or 219 fatal accidents occurred in "OPEN COUNTRY."

LOCATION OF ACCIDENTS BY POPULATION GROUPS

Urban—Within Incorporated City or Town	Fatal	Per Cent	Non-Fatal	Per Cent	Property Damage	Per Cent
Below 1,000 Population	26	20.0	128	4.8	293	4.3
1,000 to 2,500 Population	13	10.0	129	4.9	290	4.3
2,500 to 5,000 Population	7	5.3	147	5.6	456	6.7
5,000 to 10,000 Population	10	7.7	133	5.0	559	8.2
10,000 or Over	74	57.0	2,106	79.7	5,217	76.5
Total Urban	130	100.0	2,643	100.0	6,815	100.0

Fifty-seven per cent of accidents occurring within an incorporated city or town occurred in cities above 10,000 population.

RURAL ACCIDENTS—NOT WITHIN INCORPORATED CITY OR TOWN

Rural—Not Within Incorporated City or Town	Fatal	Per Cent	Non-Fatal	Per Cent	Property Damage	Per Cent
State Highway	52	24.3	418	26.1	653	25.8
County and Local Roads	76	35.5	591	36.8	840	33.1
Federal Highways	86	40.2	595	37.1	1,041	41.1
Total Rural Accidents	214	100.0	1,604	100.0	2,534	100.0

Eighty-six of the 214 fatal accidents in rural areas occurred on federal highways.

SAFETY EDUCATION'S PART IN THE WAR

Safety Education is given a new important role in War emergency program.

The three primary functions are:

1. Enlisting the cooperation of motor vehicle owners, official, civic and business agencies in the conservation and efficient use of automotive vehicles and tires.
2. Conservation of productive manpower, manhours, and irreplaceable machinery and equipment through intensified accident prevention measures designed to meet war conditions.
3. Enlisting cooperation of individuals and civic organizations in organizing safety committees, distributing safety information and promoting accident prevention methods in hundreds of communities.

During "all-out" war, conservation of manpower and equipment is more essential than ever before. To accomplish most, therefore, our conservation program must begin where losses are greatest. Lives of workers, valuable motor equipment, much needed rubber and other property are being needlessly destroyed each day in traffic accidents on our streets and highways.

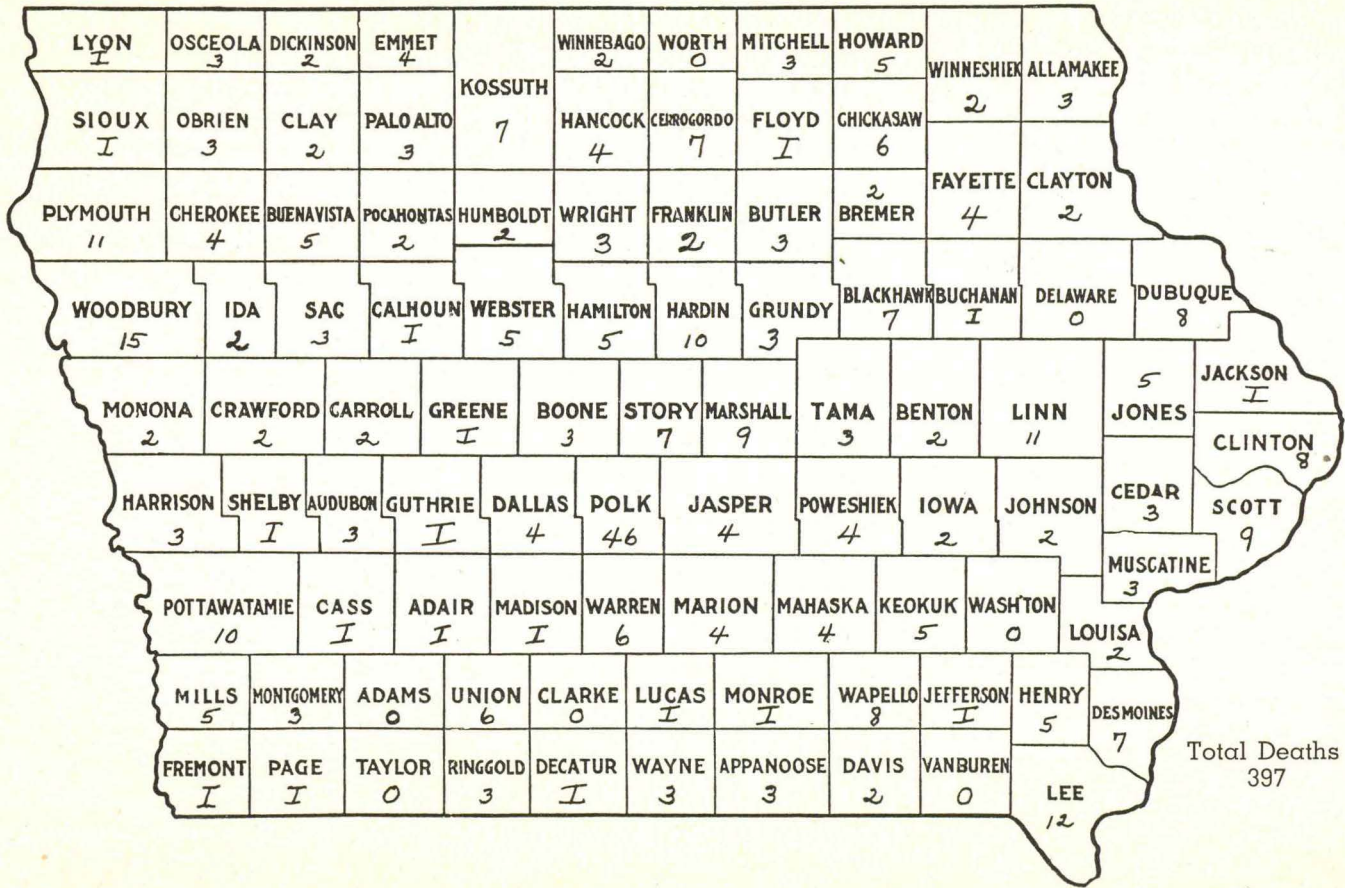
The overall objectives of the Safety Education Division include the following:

1. Utilizing more extensively the generous media of newspapers, radio, visual education and billboards in developing safety consciousness of Iowans.
2. Continuing the development of pre-induction driver training in high schools.
3. Promoting research and special studies on congestion and accident causes, particularly in high accident location areas including those of war industries.
4. Assisting war transportation committees in their "Share-the-Ride" and "Staggered Hour" programs.
5. Sponsoring the All-Iowa Traffic Safety Contest in 61 cities. Cities with the greatest population are entered in the National Safety Council contest.
6. Assisting in organizing community safety councils in cities and counties throughout the state.

The soldier who gives his life on a battlefield in the service of his country has made an heroic sacrifice; the life snuffed out in an avoidable traffic accident is needlessly wasted. Every life, every manhour lost in traffic accidents is a critical loss in the war effort. If a key defense worker is killed or crippled, an untold number of our fighting men may lose their lives as a result.

Our goal must be to provide traffic control so efficient that defense workers are not killed and injured in traffic accidents. They cannot be replaced. Manpower must be conserved for warpower!

IOWA DEATHS BY COUNTIES—1942



Total Deaths
397

BICYCLE "DO'S" AND "DON'TS"

220 Bicycle-Automobile Collisions—11 Bicycle Deaths—Iowa's Toll—1942.

1. Obey the traffic signals and rules. Learn the driving codes of your city and state. The best way to increase your skill is to aim at the perfect performance which the rules set up. The most important fixed signal is the red light for STOP.
2. Check up on pedestrians' and motorists' habits. Everybody makes mistakes. Check up on the common errors and tricks that you will have to avoid when you meet them on the streets.
3. Signal your turns and stops. Warn others ahead of time if you intend to interfere with the regular flow of traffic. If they know what you are going to do they can easily avoid you.
4. Watch out for other people's signals and odd movements. Some motorists and pedestrians give deliberate hand signals, and almost all of them give warning ahead of time by the habit of shifting their position or checking their speed. Study these methods. If you know them you can avoid accidents.
5. Ride close to the right hand edge of the street or road. Do not ride on the left side of the road facing oncoming cars. That is a pedestrian rule; it is not correct for bicyclists.
6. In passing parked cars keep at least four feet clear of them. Look out for car doors opening suddenly and cars suddenly starting out from the curb.
7. In making left turns continue with the traffic to the far right hand corner of the intersecting street. Then turn left with the cross traffic when the light changes; or turn without a stop if the way is clear and the signal permits.
8. Practice the feel of traffic flow. There is a swift and powerful current of traffic up and down the streets. It is just as real as a river current but a lot more dangerous if you get into it carelessly or absentmindedly.
9. Ride single file on busy streets. Never ride more than two abreast.
10. Steer a steady, even course on busy streets and speedways. The motorist in his fast heavy car cannot avoid your quick and unexpected turns.
11. Keep your bicycle always in good condition, with bearings easy running, properly adjusted, and well oiled.
12. Keep your sense of humor and sense of fair play well oiled and in good operation!
13. Do not ride out suddenly into a motor lane from back of something which might conceal you from an approaching driver. A parked car makes a dangerous screen, so does a bush, an alley, or a shed. The motorist in his heavy car cannot avoid these unexpected acts.
14. Do not weave or "snake ride" in traffic. Ride steadily, avoid quick turns and hasty actions. Your bicycle is much quicker on the turn than a car and this causes many accidents.
15. Do not "pump" or zig-zag on steep upgrades. If the grade is steep enough to require this you should get off and walk. Pumping wastes your strength and causes bad steering.
16. Do not take a tow from a streetcar or moving vehicle. Your position of being towed puts you in a blind spot. You cannot foresee the tow car's stops, starts and turns.
17. Do not ride between moving or passing vehicles. A slight swerve by one of them may sideswipe you and you will be helpless to avoid it.
18. Do not carry more riders than your bicycle is equipped to hold. They obstruct your view and your steering, and make your balance uncertain at slow speeds. This practice is not only dangerous in heavy traffic; it also violates the law.

JOSEPH B. EASTMAN ON WARTIME TRANSPORTATION

Among the many sacrifices that the war has imposed on the American people, probably none has been more generally felt by all of us than the curtailed use of automobiles. The task of devising and administering measures to accomplish the necessary mileage reductions has raised difficult problems, with some of which I have been closely concerned in my official capacity as Director of Defense Transportation.

In the midst of the unpleasant job of imposing restrictions, it is satisfying to learn from the National Safety Council that reduced use of automobiles has had one very happy result. Fatalities in motor vehicle accidents dropped no less than 30 per cent. The toll of nearly 28,000 deaths from this cause was nevertheless very large. The Council has pertinently pointed out that almost 18,000 of that number were persons of working age, and that their deaths constituted an irreplaceable loss of manpower for the war effort.

At this time when the nation has urgent need of all its manpower and womanpower to make effective its war power, all possible precautions must be taken to reduce the losses inflicted by accidents. Unfortunately, the recent accident record has not been favorable in all respects. For example, despite the general reduction in automobile accidents, the number of fatalities and injuries resulting from accidents at railroad grade crossings was higher in the first nine months of 1942 than in the corresponding period of 1941. The number of all train accidents, moreover, jumped by 45 per cent in the first three quarters of 1942.

Transportation burdens are destined to grow heavier this year. Facilities for handling them, however, will increase very little, which means that we must use the existing facilities even more intensively. It will be the constant effort of the Office of Defense Transportation to lend them all possible assistance in the job they have to do.

There are a number of ways in which the general public also can help. Persons who like to travel, for example, can help conserve passenger transportation facilities for military and business traffic by refraining from taking any trip by train or bus which is not urgently necessary. Shoppers can relieve local delivery services by carrying their own bundles. Cooperation in car-sharing and group-riding plans is another way of saving transportation. Contributions of this sort require relatively little sacrifice. While the individual savings may seem small, they add up to a very substantial sum total. Everything that will help transportation to play its vital part in the war effort will be a contribution to winning of the war.

(From a speech delivered by Mr. Eastman, Director of the Office of Defense Transportation, over the Columbia Broadcasting System network January 1, 1943.)

IOWA DEPARTMENT OF PUBLIC SAFETY

State Capitol

DES MOINES, IOWA

R. B. LAIRD, Acting Commissioner

IOWA HIGHWAY SAFETY PATROL DIVISION

C. A. KNEE, Chief

CRIMINAL INVESTIGATION DIVISION

R. W. NEBERGALL, Chief

RADIO COMMUNICATION DIVISION

G. R. SUTTON, Superintendent

OPERATORS AND CHAUFFEURS LICENSE DIVISION

CLARENCE SHIRER, Superintendent

MOTOR VEHICLE REGISTRATION DIVISION

DALE SHAW, Superintendent

FIRE PROTECTION AND INVESTIGATION DIVISION

JOHN W. STROHM, Fire Marshal

SAFETY EDUCATION DIVISION

BERT L. WOODCOCK, Acting Director

and

MOTOR VEHICLE ACCIDENT STATISTICS DIVISION

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