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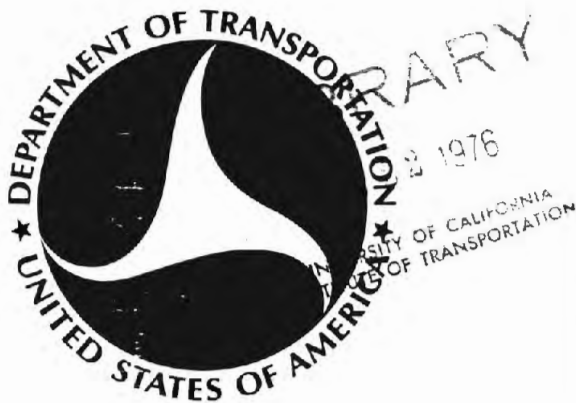
# 1973/74 ACCIDENTS OF MOTOR CARRIERS OF PASSENGERS

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Bureau of Motor Carrier Safety

US



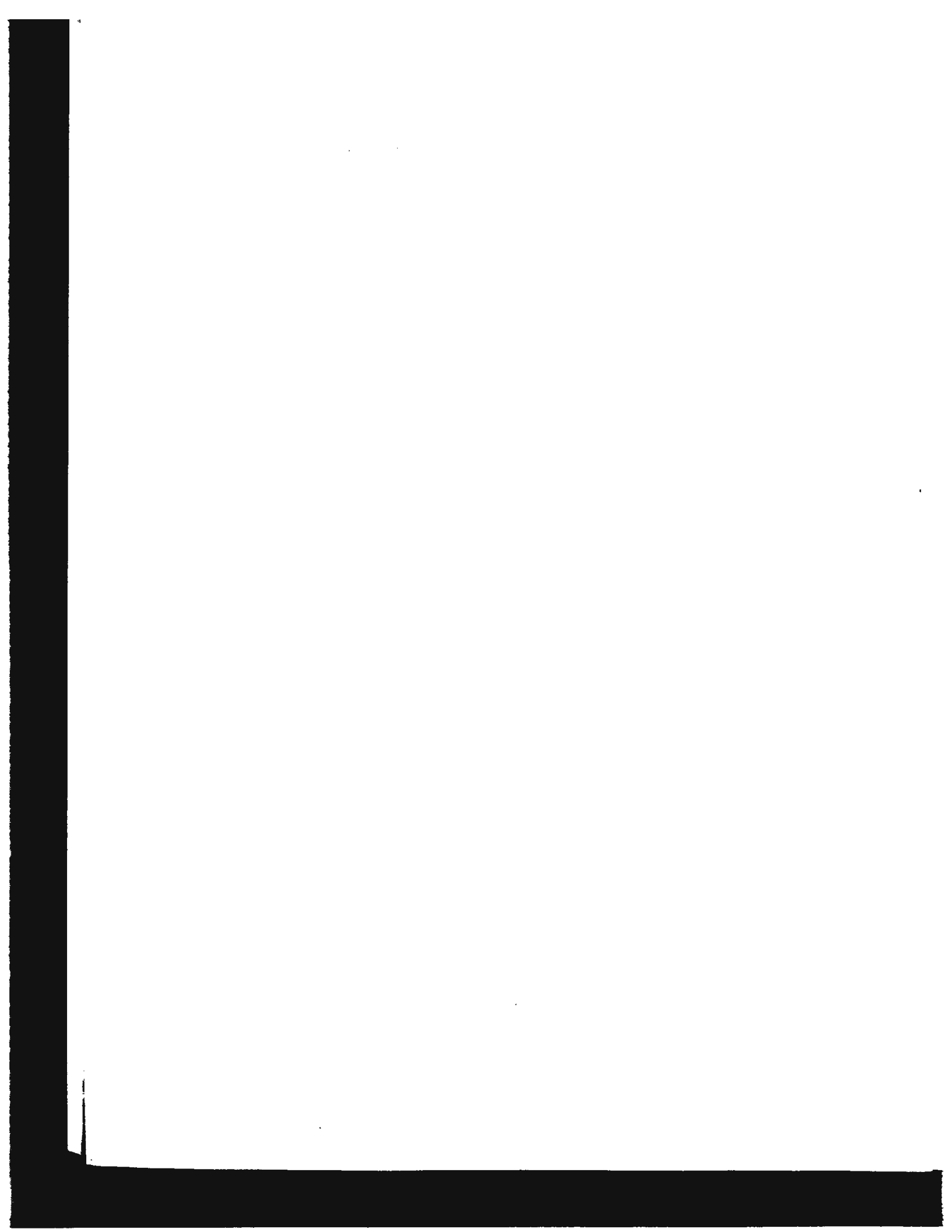
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# FOREWORD



Effective January 1, 1973, Part 394 of the Federal Motor Carrier Safety Regulations was revised. Part of that revision affects accident reports submitted by motor carriers of passengers.

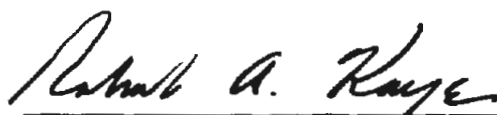
Specifically, the minimum amount of property damage in a reportable accident was increased from \$250 to \$2,000. This was done to eliminate the "fender-bender" type accidents.

In addition, the accident reporting Form (MCS 50-B) was revised to improve both the quantity and quality of information received and to facilitate automatic data processing of the information furnished.

Finally, unlike previous reports, this edition of the Motor Carriers of Passengers Report reflects all accidents reported to the Bureau by passenger carriers, not just Class I carriers.

The accident reports referred to in this publication were furnished directly to the Federal Highway Administration's Bureau of Motor Carrier Safety by carriers in response to Federal Regulation. The information contained in this report needs to be considered in terms of the instructions for data collection and reporting as defined in the regulations; otherwise, comparisons between the data contained herein and other highway accident data may not be meaningful. Accordingly, caution is urged when using these data in relation to other highway accident information.

Comments and suggestions concerning this publication are welcome.



Robert A. Kaye, Director  
Bureau of Motor Carrier Safety  
Federal Highway Administration

February 1976



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# INTRODUCTION



Bus transportation as we know it began to take form in the early 1900's following the development of the internal combustion engine. There are records of bus services being started in New York City and on the Pacific Coast about 1905. These early bus operations at first provided service only over very short, disconnected routes, and in many cases the vehicles used were ordinary passenger touring cars. As time went on, the very short original routes were merged to provide through service over great distances, although such developments in intercity bus service during the early years were hampered severely by the quality and quantity of both roads and vehicles.

What was to become the nationwide Greyhound Lines began in 1914 with an open-air, seven-passenger Hupmobile, carrying passengers the four miles between Hibbing and Alice, Minnesota, for 15 cents one way or 25 cents round trip. The vast National Trailways Bus System had its beginning in 1919, when a visionary entrepreneur bought a second-hand Ford and began carrying passengers between points in Texas.

It was not until an adequate network of roads, usable under all weather conditions, was made available that buses could provide really satisfactory service. In 1890, there were only about 100,000 miles of all weather roads in the United States and most of these had surfaces of gravel or crushed stone. Before adequate roads became available, bus operations often faced difficult problems in providing service.

Early bus drivers and passengers often had to be hardy, to say the least. In sub-zero weather, passengers in primitive vehicles were provided lap robes and even hot bricks. A side result sometimes was scorched upholstery. Roads were narrow, speeds were slow, and rest stops frequent. If a tire went flat, it might be necessary to ride the rim to the next destination.

In contrast, the Interstate System of express highways, along with various toll roads, bridges, and tunnels has made it possible for bus operators to provide rapid safe service between the large metropolitan areas.

At about the time of the first World War, many States began to regulate highway passenger carrier operations. In 1925, two United States Supreme Court decisions ruled out State control of motor carriers in interstate commerce except as to safety and highway conservation.

In 1935, bus carriers in interstate service were made subject to Federal regulation under the Motor Carrier Act, which is now Part II of the Interstate Commerce Act. Every for-hire motor carrier of passengers operating under authority granted by the Interstate Commerce Commission must observe rules and regulations pertaining to the safety aspects of the Interstate Commerce Act, a body of rules that must be complied with by all motor carriers involved in interstate or foreign commerce.

Federal safety requirements are imposed upon interstate bus operators by the Bureau of Motor Carrier Safety, Federal Highway Administration, U.S. Department of Transportation.

Proper qualifications of drivers are imperative to safe operation. The Federal Motor Carrier Safety Regulations prescribe minimum mental, physical knowledge, and skill requirements for entry into a bus driving career. The minimum age is specified as well as the requirements for pre-employment screening, records, and disqualification of driving privileges for conviction of serious offenses.

The regulations also prescribe rules of the road, such as control of speed, precautions to be taken at railroad crossings and drawbridges, placement of emergency signals for disabled vehicles, and other driving requirements. For the bus itself, minimum standards are provided for lamps, reflectors, electrical equipment, brakes, safety glass, fuel systems, heaters, emergency equipment such as first aid kits, fire extinguishers and warning triangles and interior noise levels.

A bus operator must submit accident reports to the Bureau of Motor Carrier Safety and a register must be maintained listing all defined accidents which result in death or personal injury to any person or in damage to property in amounts exceeding \$2,000.

Maximum driving and on-duty time are set by the Hours of Service of Drivers Rules. Generally, drivers must have at least 8 hours off-duty after each 10 hours of driving and they may not drive after any combination of driving and on-duty time equaling 15 hours, nor may they be required or permitted to remain on-duty for more than 60 hours during any period of 7 consecutive days. Most drivers are required to maintain a "driver's daily log" on the prescribed form which shows their activity during each 24 hour period, i.e., off-duty time, driving time, and on-duty time. Motor carriers are also required to properly inspect and maintain the coaches and keep records of servicing and repairs.

Intercity bus operations in the United States are performed by approximately 1,000 operating bus companies. They provide service over 270,000 miles of highway and employ some 49,000 persons. They provide bus service to over 15,000 cities and towns in the United States and to some 14,000 of them are the only public intercity transportation service available. Approximately three hundred eighty-five million people ride the intercity bus every year.

The typical intercity bus company is engaged primarily in providing passenger transportation over regular routes and on regular time schedules. Over 80 percent of the intercity bus miles in the country are generated in regular route service. A regular route is a single route, according to a predetermined plan, between fixed terminals, in observance of a published schedule.

Charter and special service travel play an important role in the industry's operation. Charter bus service is the transportation of preformed groups (i.e., already in existence) such as lodges, bands, athletic teams, schools, etc.

Special operations exist when individuals purchase their own ticket for a trip or tour put together by the motor carrier itself or offered through a travel agent (broker).

The intercity travel pattern in 1973 and 1974 has shown an increase in regular route operations. This reversed a trend of slight decline that characterized much of the period since World War II. Charter and special service bus travel also registered a small gain in this period.

A Class I motor carrier of passengers is defined by the Interstate Commerce Commission as having average annual gross operating revenues of \$1,000,000 or more. In 1974, there were 80 such companies operating principally in intercity service. They account for approximately 80 percent of the total vehicle miles of all intercity motor carriers of passengers in intercity commerce.

Approximately 21,000 buses are operated in intercity bus service (interstate and intrastate) in the United States.

Of these buses providing intercity common carrier services, close to 50% were owned by the Class I carriers in 1974. Buses in the fleets of the Class I carriers were run, on the average, about 90,000 miles during the year, about three times the average for other intercity buses.

The data with which we are concerned in this report are gathered from accident reports filed by motor carriers of passengers operating in interstate or foreign commerce. Reports were filed for those accidents resulting in death, injury or \$2,000 or more property damage.

The accident report form used by the Bureau for motor carriers of passengers is Form MCS 50-B. Each MCS 50-B contains some 50 data items, each of which must be appropriately filled in or marked. As with any form processed by computers, every data item must be filled in and all entries must be complete.

When dealing with new forms and procedures a good deal of education is necessary during the phasing-in period. This was done within the Bureau's resources with respect to the revised MCS 50-B.

Nonetheless, there were some problems during this two-year period, both for carrier personnel filling out these new forms and those in the Bureau assigned to work with them. This was particularly the case in 1973, when the new forms were not available to the industry for the first several months of that year.

Hence, throughout this report the amounts for individual items will differ slightly from table to table. However, the relative proportions are consistent throughout.

Whenever possible, both 1973 and 1974 data were placed on the same page. In this way annual comparisons can be made readily. Where this was not possible, 1973 information is immediately followed by that of 1974.

In most cases, the data from this report are not directly comparable to pre-1973 data. This is due to three factors present for the first time:

- (1) The minimum property damage criterion (for accidents not involving a fatality or injury) was raised from \$250 to \$2,000.
- (2) The accident reporting form (MCS 50-B) was revised. Consequently some information gathered is new or revised, while other information previously collected has been eliminated.



- (3) This report includes all passenger carriers reporting for each year. Previously, Class I carriers only were included.

This report begins with a summary section. This section contains background data on the intercity bus industry and a summary of the accident data for the two years covered in this report. The summary contains information on the number of accidents, fatalities, injuries and property damage by type of operation. The types of operation referred to in this report are: (1) Regular and (2) Charter (which also includes special operations).

From 1973 to 1974, reported vehicle mileage increased about 5%. In spite of this, all categories of accident statistics declined in that same time span.

In 1973, 148 carriers reported 785 accidents, resulting in 105 fatalities, 2,480 injuries and \$3.0 million in property damage.

In 1974, 137 carriers reported 708 accidents, resulting in 77 fatalities, 2,153 injuries, and \$2.9 million in property damage.

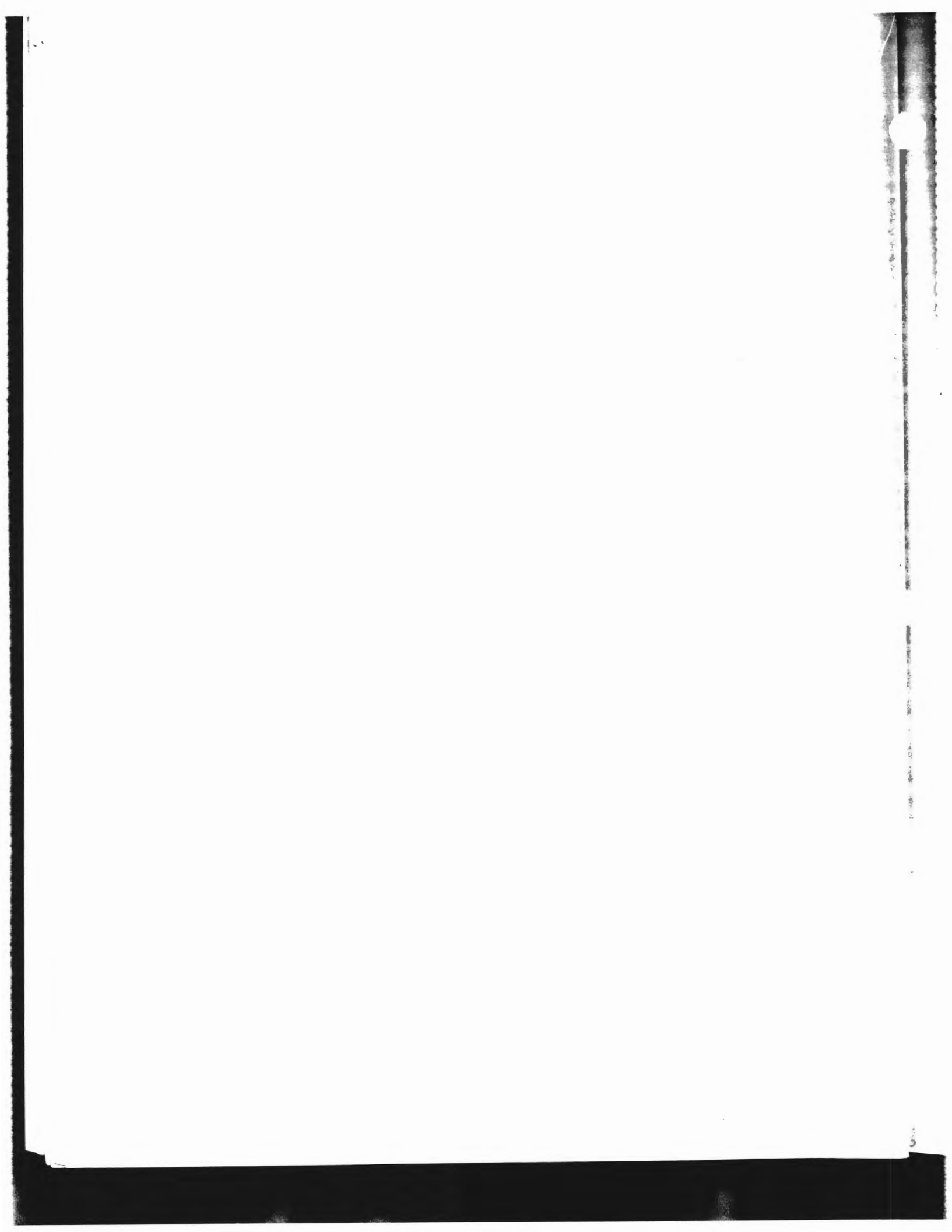
The main body of the report itself is divided into five sections:

- (1) Highway Environment
- (2) Time and Place
- (3) The Driver
- (4) The Vehicle
- (5) The Accident Itself

Each individual section has its own pertinent tables, charts, and graphs, as well as descriptive commentary where appropriate.



# SUMMARY



SOME BASIC FACTS ON THE INTERCITY BUS INDUSTRY<sup>+</sup>

	<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974<sup>#</sup></u>
<u>Number of Active Companies</u>					
Class I	71	71	74	75	80
Others <sup>@</sup>	<u>939</u>	<u>939</u>	<u>936</u>	<u>925</u>	<u>870</u>
TOTAL	1,010	1,010	1,010	1,000	950
<u>Number of Buses</u>					
Class I	10,200	9,900	9,700	9,300	9,700
Others <sup>@</sup>	<u>11,800</u>	<u>12,000</u>	<u>11,700</u>	<u>11,500</u>	<u>10,900</u>
TOTAL	22,000	21,900	21,400	20,800	20,600
<u>Number of Employees</u>					
Class I <sup>*</sup>	34,400	34,700	34,100	33,800	35,200
Others <sup>@</sup>	<u>15,500</u>	<u>15,500</u>	<u>15,000</u>	<u>15,000</u>	<u>13,800</u>
TOTAL	49,500	50,200	49,100	48,800	49,000
<u>Highway Miles Served (000's)</u>					
Class I	194	193	198	198	204
Others <sup>@</sup>	<u>73</u>	<u>74</u>	<u>72</u>	<u>72</u>	<u>66</u>
TOTAL	267	267	270	270	270
<u>Vehicle Miles (millions)</u>					
Class I	871	856	846	850	878
Others <sup>@</sup>	<u>338</u>	<u>346</u>	<u>336</u>	<u>328</u>	<u>310</u>
TOTAL	1,209	1,202	1,182	1,178	1,188

+ From National Association of Motor Bus Owners, "Bus Facts" statistical supplement.

# Preliminary

@ Class II & III Carriers reporting to ICC plus intrastate carriers.

\* Slightly less than 1/2 are drivers.

STATISTICS BY TYPE OPERATION

	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
<u>1973*</u>												
Charter	185	2	20	1	49	21	368	11	219	35	656	\$ 843
Regular	600	3	108	0	86	20	973	47	657	70	1,824	2,192
TOTAL	785	5	128	1	135	41	1,341	58	876	105	2,480	\$3,035
<u>1974*</u>												
Charter	154	1	19	1	17	6	293	5	186	13	515	\$ 701
Regular	554	2	100	4	75	14	971	44	492	64	1,638	2,217
TOTAL	708	3	119	5	92	20	1,264	49	678	77	2,153	\$2,918

\*Figures are estimates, based on actual count by known type of operation, projected.

	<u>RATES*</u>			
	<u>Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage</u>
<u>1973*</u>				
Charter	1.16	22.02	4.12	\$ 4600
Regular	0.80	9.33	2.43	3700
Combined	0.86	11.55	2.72	3900
<u>1974*</u>				
Charter	0.85	6.91	2.85	\$ 4500
Regular	0.69	8.03	2.06	4000
Combined	0.72	7.82	2.20	4100

\*Per million vehicle-miles for accidents and injuries; per 100 million vehicle-miles for fatalities; per accident for property damage.

**HIGHWAY  
ENVIRONMENT**



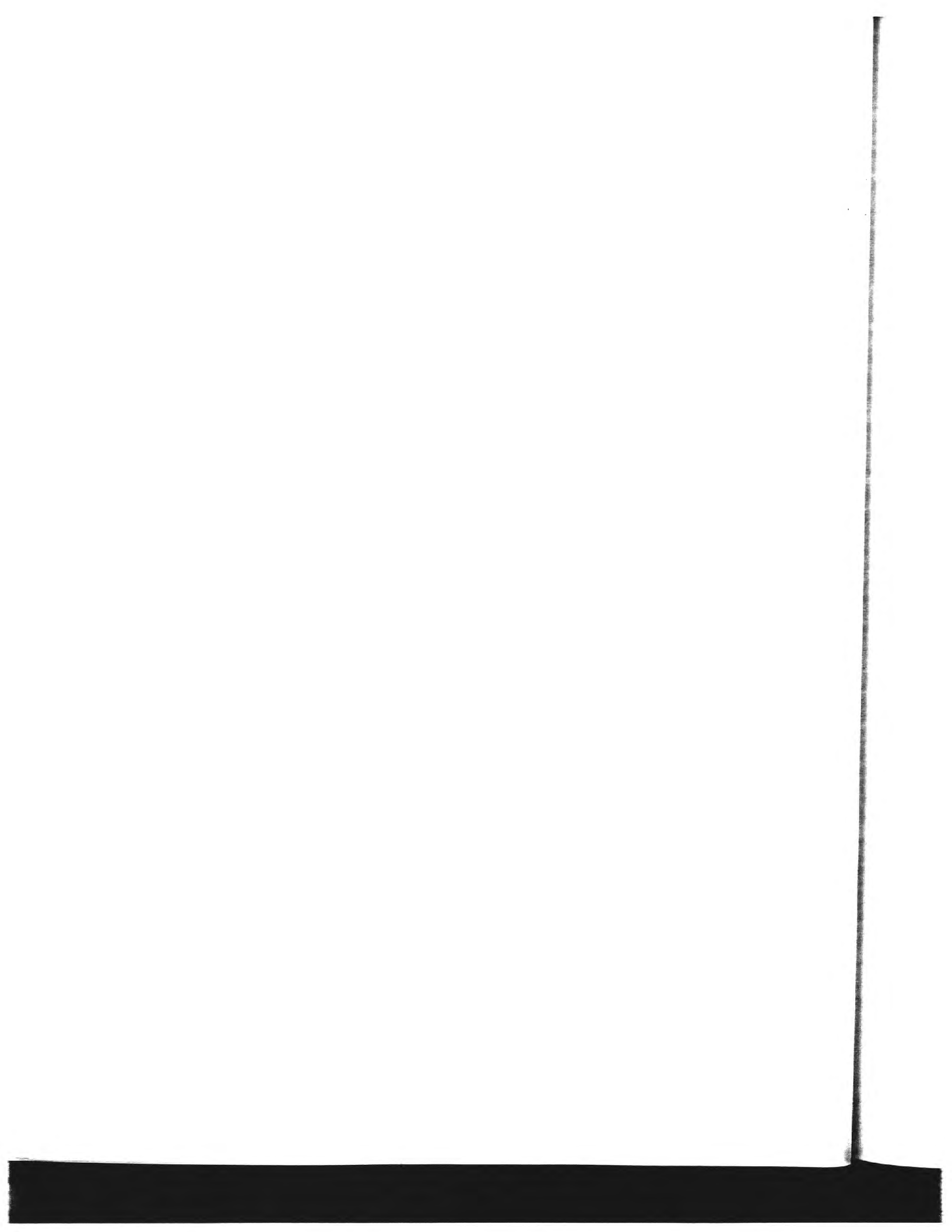


This section concerns the following areas relating to highway conditions:

- (1) Lighting
- (2) Weather
- (3) Road Surface
- (4) Number of Lanes
- (5) Divided/Undivided Highway, and
- (6) Expressway Ramp

The first part of this section contains statistical tables (i.e., number of accidents, fatalities, injuries and property damage) for each of the above areas.

The second part is composed of percentile breakdowns, by statistical category within each area of highway environment.



Part 1 Statistical Tables



LIGHTING

	<u>1973</u>	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
			<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
Day		499	1	72	1	95	11	858	19	563	32	1,588	\$ 1,648
Dark		211	4	37	0	26	30	419	36	196	70	678	1,113
Dawn		15	0	6	0	0	0	29	1	27	1	62	37
Dusk		29	0	4	0	3	0	22	1	25	1	54	155
Artificial Lights		5	0	1	0	0	0	3	0	10	0	14	17
Other		13	0	5	0	5	0	2	1	19	1	31	40
<b>TOTAL</b>		772	5	125	1	129	41	1,333	58	840	105	2,457	\$ 3,010
	<u>1974</u>												
Day		416	1	61	3	58	5	635	17	456	26	1,210	\$ 1,532
Dark		202	2	41	2	15	14	421	28	176	46	653	1,032
Dawn		13	0	0	0	0	0	20	0	10	0	30	60
Dusk		26	0	6	0	1	0	61	3	10	3	78	143
Artificial Lights		15	0	2	0	2	0	21	0	7	2	32	36
Other		26	0	6	0	2	1	44	1	16	0	68	97
<b>TOTAL</b>		698	3	116	5	78	20	1,202	49	675	77	2,070	\$ 2,900

WEATHER

	<u>1973</u>	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
			<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
Rain		168	1	27	0	18	2	276	7	198	10	519	\$ 652
Clear		485	4	77	1	91	30	780	47	503	82	1,451	1,800
Snow		38	0	6	0	9	3	92	1	33	4	140	165
Fog/Smog		15	0	3	0	2	2	31	1	19	3	55	128
Cloudy/Overcast		42	0	8	0	11	1	92	0	57	1	168	178
Sleet		4	0	2	0	0	0	1	0	12	0	15	11
Other		26	0	5	0	0	3	64	2	44	5	113	95
<b>TOTAL</b>		<b>778</b>	<b>5</b>	<b>128</b>	<b>1</b>	<b>131</b>	<b>41</b>	<b>1,336</b>	<b>58</b>	<b>866</b>	<b>105</b>	<b>2,461</b>	<b>\$ 3,029</b>
	<u>1974</u>												
Rain		129	0	24	1	15	2	317	10	143	13	499	\$ 476
Clear		441	2	69	4	64	13	696	29	398	48	1,227	1,789
Snow		42	0	9	0	3	1	64	1	30	2	106	221
Fog/Smog		13	1	11	0	2	2	47	1	15	4	75	96
Cloudy/Overcast		40	0	7	0	3	0	73	8	60	8	143	114
Sleet		5	0	1	0	0	3	9	0	2	3	12	44
Other		30	0	7	0	3	0	55	0	24	0	89	169
<b>TOTAL</b>		<b>700</b>	<b>3</b>	<b>128</b>	<b>5</b>	<b>90</b>	<b>21</b>	<b>1,261</b>	<b>49</b>	<b>672</b>	<b>78</b>	<b>2,151</b>	<b>\$ 2,909</b>

ROAD SURFACE

1973	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
Dry	496	4	78	1	97	30	854	45	523	80	1,552	\$ 1,785
Wet	201	1	36	0	20	5	331	11	234	17	621	931
Snowy	18	0	0	0	9	0	19	0	20	0	48	70
Icy	24	0	5	0	2	6	60	0	32	6	99	75
Other	32	0	8	0	2	0	75	0	54	0	139	148
TOTAL	771	5	127	1	130	41	1,339	56	863	103	2,459	\$ 3,009
1974												
Dry	457	3	69	4	62	11	750	34	423	52	1,304	\$ 1,821
Wet	152	0	27	1	23	3	376	10	188	14	614	613
Snowy	19	0	5	0	0	1	44	1	15	2	64	64
Icy	40	0	8	0	2	3	24	0	29	3	63	193
Other	33	0	8	0	4	2	58	2	18	4	88	210
TOTAL	701	3	117	5	91	20	1,252	47	673	75	2,133	\$ 2,901

NUMBER OF LANES

<u>1973</u>	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
One	28	1	2	1	3	2	48	2	42	6	95	\$ 98
Two	333	1	68	0	68	10	526	29	358	40	1,020	1,277
Three	78	1	12	0	6	13	134	3	81	17	233	302
Four or more	<u>307</u>	<u>1</u>	<u>43</u>	<u>0</u>	<u>50</u>	<u>16</u>	<u>587</u>	<u>23</u>	<u>365</u>	<u>40</u>	<u>1,045</u>	<u>1,254</u>
TOTAL	746	4	125	1	127	41	1,295	57	846	103	3,393	2,931
<u>1974</u>												
One	32	2	5	1	7	3	85	2	24	8	121	106
Two	302	0	48	3	36	10	510	30	284	43	878	1,210
Three	44	0	10	0	11	0	42	1	43	1	106	112
Four or more	<u>298</u>	<u>1</u>	<u>49</u>	<u>1</u>	<u>36</u>	<u>6</u>	<u>587</u>	<u>14</u>	<u>295</u>	<u>22</u>	<u>967</u>	<u>1,418</u>
TOTAL	676	3	112	5	90	19	1,224	47	646	74	2,072	2,846



TYPE OF HIGHWAY

1973	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
Divided	300	2	53	0	48	27	707	19	364	48	1,172	\$ 1,395
Undivided	368	1	58	1	73	8	526	31	413	41	1,070	1,240
TOTAL	668	3	111	1	121	35	1,233	50	777	89	2,242	\$ 2,635
<u>1974</u>												
Divided	281	2	40	1	30	7	676	14	250	24	996	\$ 1,524
Undivided	381	1	70	4	45	13	550	32	386	50	1,051	1,292
TOTAL	662	3	110	5	75	20	1,226	46	636	74	2,047	\$ 2,816

1973  
NUMBER OF LANES BY TYPE OF HIGHWAY

	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
One Lane												
Divided	9	0	0	0	0	1	10	0	20	1	30	\$ 28
Undivided	15	1	2	1	1	1	38	2	20	5	61	62
TOTAL	<u>24</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>48</u>	<u>2</u>	<u>40</u>	<u>6</u>	<u>91</u>	<u>\$ 90</u>
Two Lanes												
Divided	57	0	13	0	18	1	124	2	95	3	250	\$ 269
Undivided	225	0	44	0	46	3	325	22	222	25	637	783
TOTAL	<u>282</u>	<u>0</u>	<u>57</u>	<u>0</u>	<u>64</u>	<u>4</u>	<u>449</u>	<u>24</u>	<u>317</u>	<u>28</u>	<u>887</u>	<u>\$1,052</u>
Three Lanes												
Divided	43	1	12	0	4	12	104	1	51	14	171	\$ 210
Undivided	31	0	0	0	2	1	11	2	25	3	38	66
TOTAL	<u>74</u>	<u>1</u>	<u>12</u>	<u>0</u>	<u>6</u>	<u>13</u>	<u>115</u>	<u>3</u>	<u>76</u>	<u>17</u>	<u>209</u>	<u>\$ 276</u>
Four Lanes												
Divided	190	1	28	0	26	13	469	16	197	30	720	\$ 885
Undivided	90	0	12	0	21	3	115	5	141	8	289	303
TOTAL	<u>280</u>	<u>1</u>	<u>40</u>	<u>0</u>	<u>47</u>	<u>16</u>	<u>584</u>	<u>21</u>	<u>338</u>	<u>38</u>	<u>1,009</u>	<u>\$1,188</u>
Divided - TOTAL	299	2	53	0	48	27	707	19	363	48	1,171	\$1,392
Undivided - TOTAL	<u>361</u>	<u>1</u>	<u>58</u>	<u>1</u>	<u>70</u>	<u>8</u>	<u>489</u>	<u>31</u>	<u>408</u>	<u>41</u>	<u>1,025</u>	<u>1,214</u>
GRAND TOTAL	660	3	111	1	118	35	1,196	50	771	89	2,196	\$2,606

1974

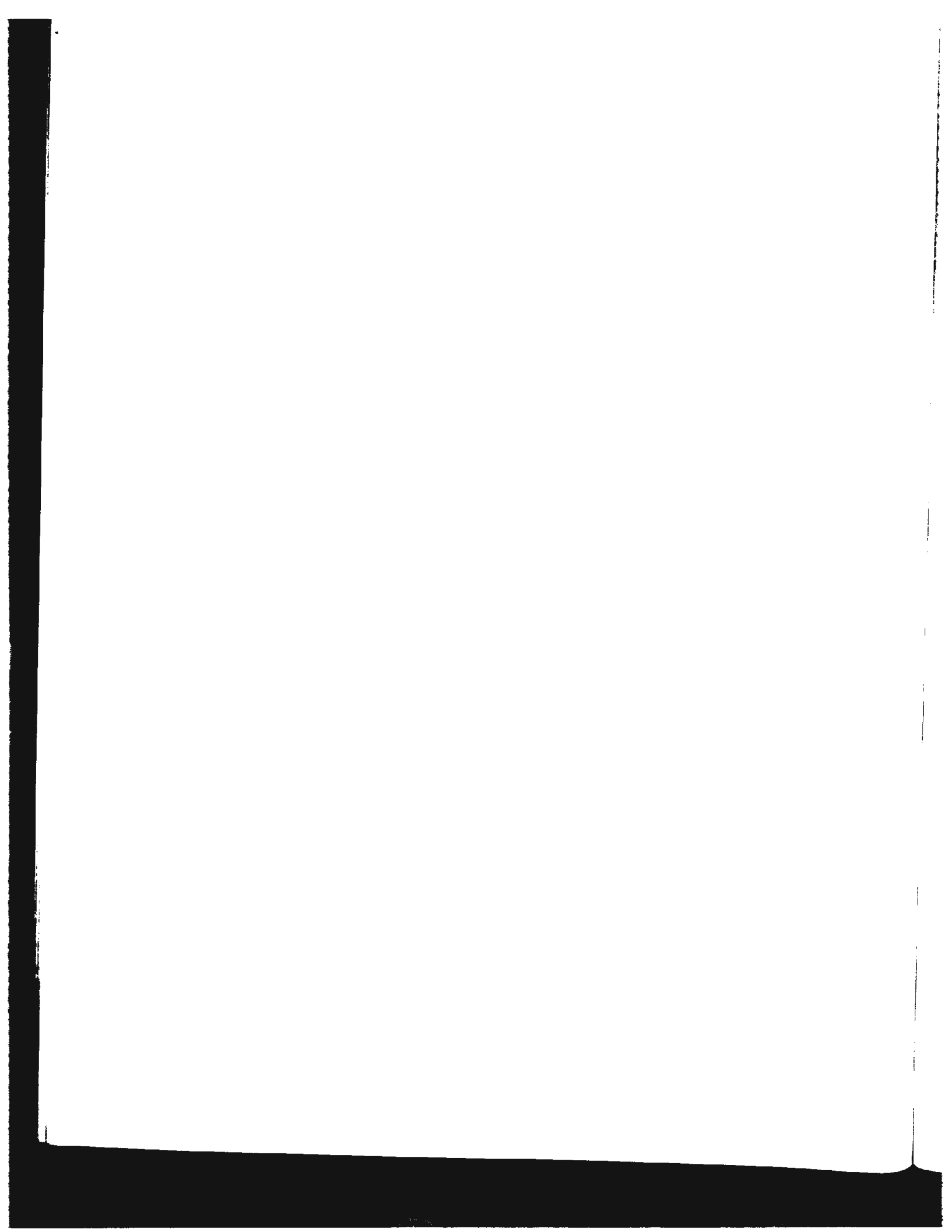
## NUMBER OF LANES BY TYPE OF HIGHWAY

	Number of Accidents	Drivers		Other Carrier Personnel		Passengers		Others		Total		Property Damage (000's)
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
One Lane												
Divided	7	1	0	0	0	0	50	0	7	1	57	\$ 18
Undivided	20	1	3	1	6	3	33	2	16	7	58	77
TOTAL	27	2	3	1	6	3	83	2	23	8	115	\$ 95
Two Lanes												
Divided	51	0	7	0	11	0	118	1	28	1	164	\$ 257
Undivided	239	0	41	3	20	10	383	28	246	41	690	939
TOTAL	290	0	48	3	31	10	501	29	274	42	854	\$1,196
Three Lanes												
Divided	22	0	6	0	9	0	24	0	26	0	65	\$ 69
Undivided	20	0	4	0	1	0	12	1	12	1	29	37
TOTAL	42	0	10	0	10	0	36	1	38	1	94	\$ 106
Four Lanes												
Divided	196	1	26	1	10	6	466	13	184	21	686	\$1,172
Undivided	99	0	22	0	17	0	121	1	110	1	270	230
TOTAL	295	1	48	1	27	6	587	14	294	22	956	\$1,402
TOTAL - Divided	276	2	39	1	30	6	658	14	245	23	972	\$ 1,516
TOTAL - Undivided	378	1	70	4	44	13	549	32	384	50	1,047	1,283
GRAND TOTAL	654	3	109	5	74	19	1,207	46	629	73	2,019	\$ 2,799

EXPRESSWAY RAMP

<u>1973</u>	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
Entrance Ramp	15	0	2	0	0	0	40	0	21	0	63	\$ 75
Exit Ramp	<u>22</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>1</u>	<u>16</u>	<u>4</u>	<u>43</u>	<u>5</u>	<u>62</u>	<u>53</u>
TOTAL	37	0	3	0	2	1	56	4	64	5	125	\$ 128
 <u>1974</u>												
Entrance Ramp	16	0	1	0	0	0	49	1	20	1	70	\$ 45
Exit Ramp	<u>19</u>	<u>0</u>	<u>5</u>	<u>0</u>	<u>11</u>	<u>1</u>	<u>61</u>	<u>2</u>	<u>8</u>	<u>3</u>	<u>85</u>	<u>76</u>
TOTAL	35	0	6	0	11	1	110	3	28	4	155	\$ 121

Part 2 Proportional Analysis



1973

LIGHTING

	<u>Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage</u>
Day	64.7%	30.5%	65.8%	54.7%
Dark	27.3	66.5	27.6	37.0
Dawn	1.9	1.0	2.5	1.2
Dusk	3.8	1.0	2.2	5.2
Artificial Lights	0.6	-	0.6	0.6
Other	1.7	1.0	1.3	1.3
	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>

1974

LIGHTING

Day	59.6%	33.8%	58.4%	52.9%
Dark	28.9	59.7	31.6	35.6
Dawn	1.9	-	1.4	2.1
Dusk	3.7	3.9	3.8	4.9
Artificial Lights	2.2	2.6	1.5	1.2
Other	3.7	-	3.3	3.3
	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>	<u>100.0%</u>

1973

WEATHER

	<u>Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage</u>
Clear	62.4%	78.1%	59.0%	59.4%
Rain	21.6	9.5	21.1	21.5
Snow	4.9	3.8	5.7	5.5
Fog/Smog	1.9	2.9	2.2	4.2
Cloudy/Overcast	5.4	0.9	6.8	5.9
Sleet	0.5	-	0.6	0.4
Other	<u>3.3</u>	<u>4.8</u>	<u>4.6</u>	<u>3.1</u>
	100.0%	100.0%	100.0%	100.0%

Dry  
Wet  
Snowy  
Icy  
Other

1974

WEATHER

Clear	63.0%	62.3%	57.2%	61.5%
Rain	18.4	16.9	23.3	16.4
Snow	6.0	2.6	5.0	7.6
Fog/Smog	1.9	3.9	3.0	3.3
Cloudy/Overcast	5.7	10.4	6.7	3.9
Sleet	0.7	3.9	0.6	1.5
Other	<u>4.3</u>	<u>-</u>	<u>4.2</u>	<u>5.8</u>
	100.0%	100.0%	100.0%	100.0%

Dry  
Wet  
Snowy  
Icy  
Other



1973  
ROAD SURFACE

	<u>Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage</u>
Dry	64.3%	77.7%	63.1%	59.4%
Wet	26.1	16.5	25.3	30.9
Snowy	2.3	-	2.0	2.3
Icy	3.1	5.8	4.0	2.5
Other	<u>4.2</u>	<u>-</u>	<u>5.6</u>	<u>4.9</u>
	100.0%	100.0%	100.0%	100.0%

1974  
ROAD SURFACE

Dry	65.2%	69.3%	61.1%	62.9%
Wet	21.7	18.7	28.8	21.1
Snowy	2.7	2.7	3.0	2.2
Icy	5.7	4.0	3.0	6.6
Other	<u>4.7</u>	<u>5.3</u>	<u>4.1</u>	<u>7.2</u>
	100.0%	100.0%	100.0%	100.0%

1973

NUMBER OF LANES

	<u>Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage</u>
One	3.8 %	5.8 %	4.0 %	3.3 %
Two	44.6	38.8	42.6	43.6
Three	10.5	16.5	9.7	10.3
Four	<u>41.1</u>	<u>38.9</u>	<u>43.7</u>	<u>42.8</u>
	100.0%	100.0%	100.0%	100.0%

1974

NUMBER OF LANES

One	4.7%	10.9%	5.8%	3.7%
Two	44.7	58.1	42.4	42.5
Three	6.5	1.4	5.1	3.9
Four	<u>44.1</u>	<u>29.7</u>	<u>46.7</u>	<u>49.9</u>
	100.0%	100.0%	100.0%	100.0%

NUMBER OF LANES BY TYPE HIGHWAY1973

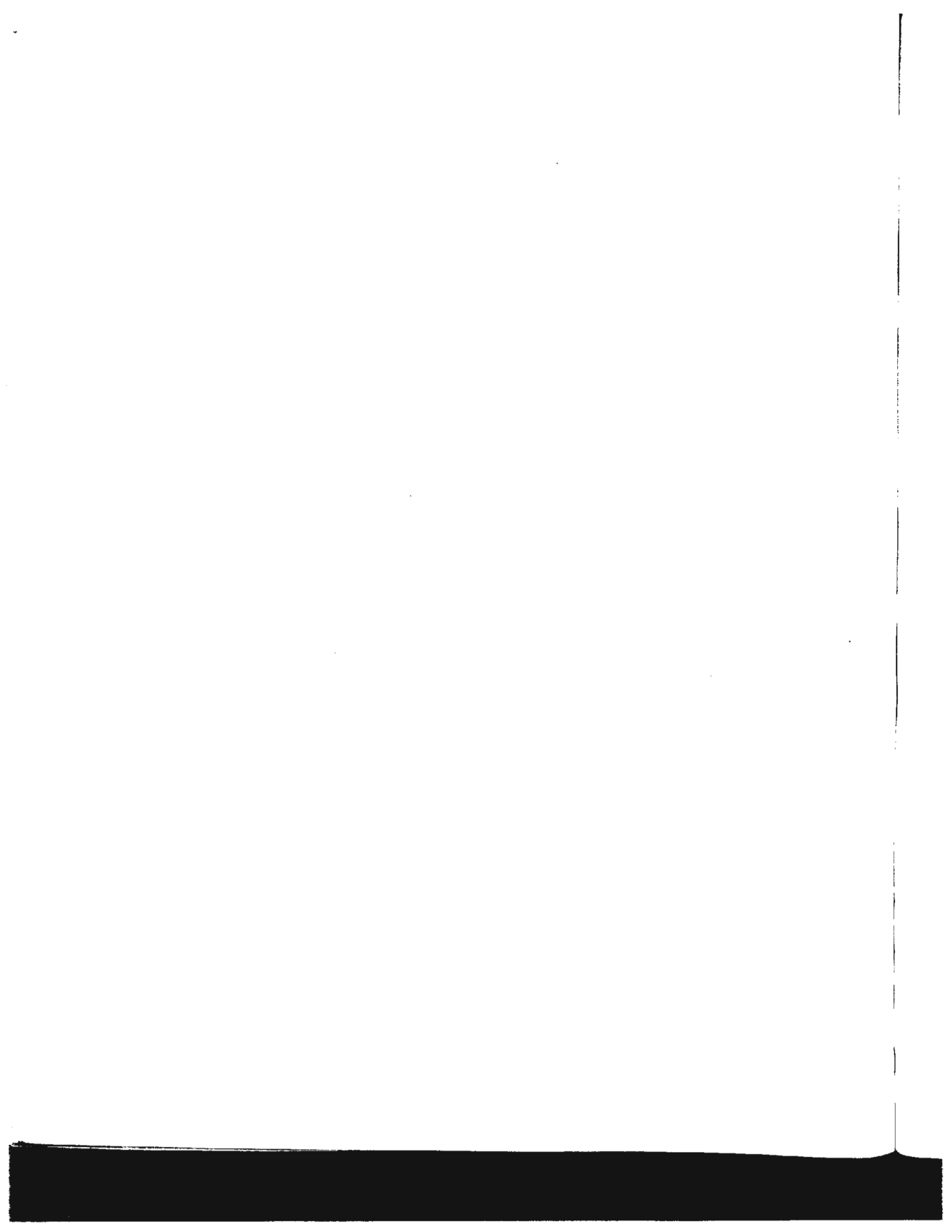
	<u>Accidents</u>	<u>Passengers</u>		<u>Other</u>		<u>Total</u>		<u>Property Damage</u>
		<u>Fatalities</u>	<u>Injuries</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Fatalities</u>	<u>Injuries</u>	
<u>One Lane</u>								
Divided	1.4%	2.9%	0.8%	- %	2.6%	1.1%	1.4%	1.1%
Undivided	2.3	2.9	3.2	4.0	2.6	5.6	2.8	2.4
<u>Two Lanes</u>								
Divided	8.6	2.9	10.4	4.0	12.3	3.4	11.4	10.3
Undivided	34.1	8.5	27.2	44.0	28.8	28.1	29.0	30.0
<u>Three Lanes</u>								
Divided	6.5	34.3	8.7	2.0	6.6	15.7	7.8	8.1
Undivided	4.7	2.9	0.9	4.0	3.2	3.4	1.7	2.5
<u>Four Lanes</u>								
Divided	28.8	37.1	39.2	32.0	25.6	29.5	34.3	34.0
Undivided	13.6	8.5	9.6	10.0	18.3	13.2	11.6	11.6
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

NUMBER OF LANES BY TYPE HIGHWAY

1974

	<u>Accidents</u>	<u>Passengers</u>		<u>Other</u>		<u>Total</u>		<u>Property Damage</u>
		<u>Fatalities</u>	<u>Injuries</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Fatalities</u>	<u>Injuries</u>	
<u>One Lane</u>								
Divided	1.1%	- %	4.1%	- %	1.1%	1.4%	2.8%	0.6%
Undivided	3.1	15.8	2.7	4.3	2.5	9.6	2.9	2.8
<u>Two Lanes</u>								
Divided	7.8	-	9.8	2.2	4.5	1.4	8.1	9.2
Undivided	36.4	52.6	31.7	60.8	39.1	56.0	34.2	33.5
<u>Three Lanes</u>								
Divided	3.4	-	2.0	-	4.1	-	3.2	2.5
Undivided	3.1	-	1.0	2.2	1.9	1.4	1.4	1.3
<u>Four Lanes</u>								
Divided	30.0	31.6	38.7	28.3	29.3	28.8	34.0	41.9
Undivided	15.1	-	10.0	2.2	17.5	1.4	13.4	8.2
	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

**TIME  
AND  
PLACE**



This section contains information on the following:

- (1) Time of Accident
- (2) Time of Day by Day of Week
- (3) Time of Day by Hours Driving
- (4) Monthly Statistics
- (5) Type of District by Hours Driving
- (6) Statistics by States

In 1973, accidents were evenly divided by day of week with weekend accidents occurring about the same amount as weekdays.

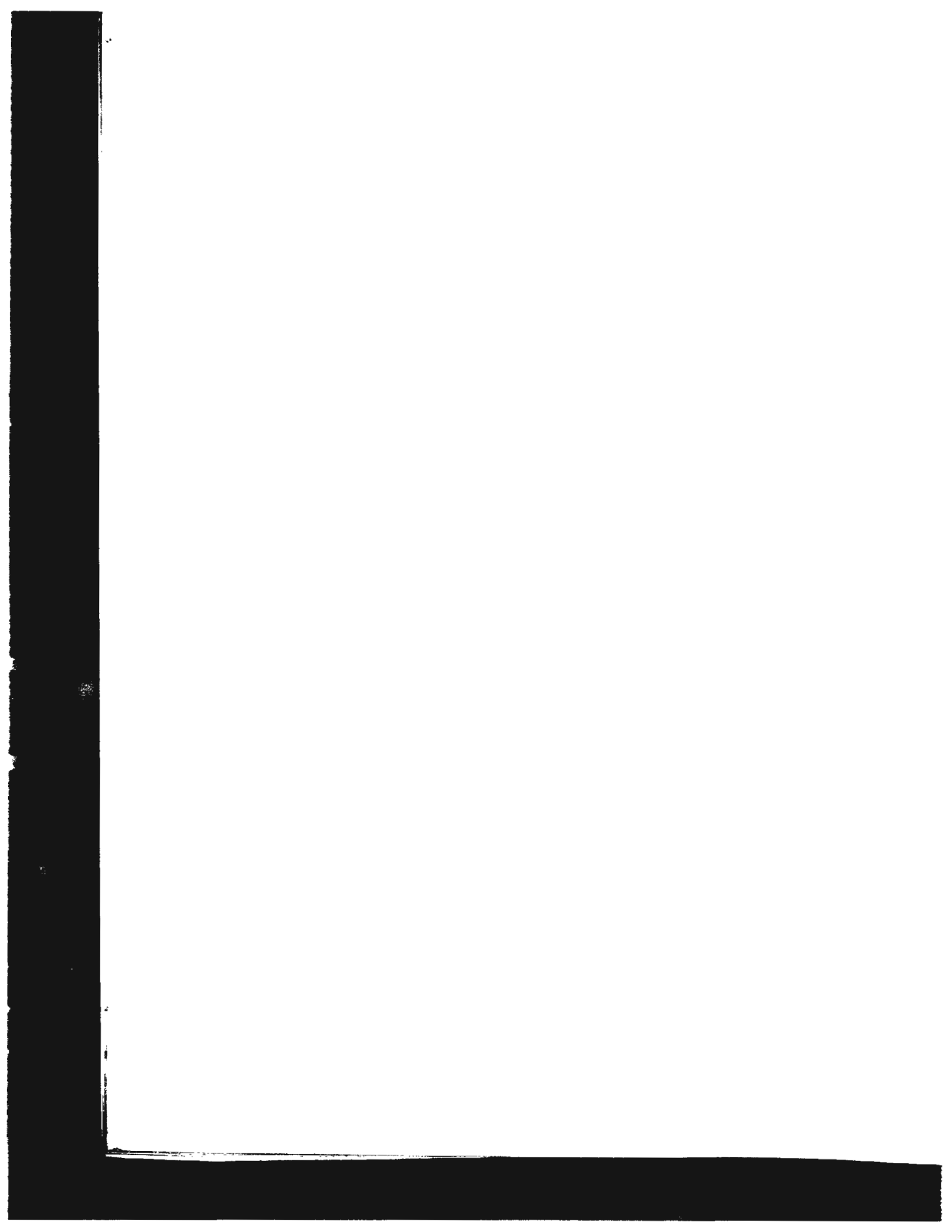
The 6 hour time period between 2:31 and 8:30 p.m. accounted for over 36% of all accidents, divided equally.

There are two other time periods where accidents seem to occur more often than expected. These are Mondays and Tuesday between 5:31 and 8:30 a.m., and Saturday and Sunday between 11:30 a.m. and 2:30 p.m.

In 1974, over 31% of all charter accidents occurred between 2:31 and 5:30 p.m., almost half of which were on the weekend. The weekend itself accounted for almost 41% of all charter trip accidents. For regular-run buses, the 2:31 to 5:30 p.m. time slot is again the problem area, accounting for over 1/5 of all regular bus accidents.

Unlike charter operations, regular operation accidents are evenly spaced throughout the week with no peaks on weekends.

As in 1973, the 5:31 a.m. time period appears to be over-represented, particularly on weekdays.





TIME OF ACCIDENT

1973	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
11:31 P.M. - 2:30 A.M.	61	0	15	0	16	0	138	8	88	8	257	\$ 292
2:31 " - 5:30 "	21	0	6	0	2	3	128	1	13	4	149	116
5:31 " - 8:30 "	113	0	16	1	20	3	160	2	134	6	330	283
8:31 " - 11:30 "	106	1	18	0	33	3	238	3	201	7	490	483
11:31 A.M. - 2:30 P.M.	117	0	15	0	23	2	154	6	120	8	312	407
2:31 " - 5:30 "	142	0	23	0	18	1	287	7	129	8	457	473
5:31 " - 8:30 "	142	1	20	0	16	7	98	11	133	19	267	567
8:31 " - 11:30 "	79	3	14	0	6	22	138	20	52	45	210	414
<b>TOTAL</b>	<b>781</b>	<b>5</b>	<b>127</b>	<b>1</b>	<b>134</b>	<b>41</b>	<b>1,341</b>	<b>58</b>	<b>870</b>	<b>105</b>	<b>2,472</b>	<b>\$3,035</b>
1974												
11:31 P.M. - 2:30 A.M.	65	0	16	1	3	3	110	8	57	12	186	\$ 408
2:31 " - 5:30 "	34	1	7	0	1	7	132	6	23	14	163	147
5:31 " - 8:30 "	95	0	18	0	15	0	178	6	82	6	293	439
8:31 " - 11:30 "	90	0	14	0	18	3	199	4	112	7	343	318
11:31 A.M. - 2:30 P.M.	65	0	12	1	11	2	123	3	71	6	217	225
2:31 " - 5:30 "	154	0	20	0	24	0	231	6	151	6	426	575
5:31 " - 8:30 "	100	1	14	2	13	0	140	8	85	11	252	397
8:31 " - 11:30 "	75	1	14	1	5	5	112	5	76	12	207	292
<b>TOTAL</b>	<b>678</b>	<b>3</b>	<b>115</b>	<b>5</b>	<b>90</b>	<b>20</b>	<b>1,225</b>	<b>46</b>	<b>657</b>	<b>74</b>	<b>2,087</b>	<b>\$2,801</b>

1973

TIME OF DAY BY DAY OF WEEK

<u>Hours</u>	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Total</u>
11:31 P.M.-2:30 A.M.	4	5	5	7	11	16	13	61
2:31 " -5:30 "	1	1	4	2	0	3	10	21
5:31 " -8:30 "	24	22	13	16	17	13	8	113
8:31 " -11:30 "	19	14	15	20	10	12	15	105
11:31 A.M.- 2:30 P.M.	16	17	16	13	11	22	22	117
2:31 " - 5:30 "	20	24	25	18	28	15	12	142
5:31 " - 8:30 "	21	18	19	19	26	20	19	142
8:31 " -11:30 "	<u>11</u>	<u>5</u>	<u>10</u>	<u>10</u>	<u>15</u>	<u>17</u>	<u>11</u>	<u>79</u>
TOTAL	116	106	107	105	118	118	110	780

1974

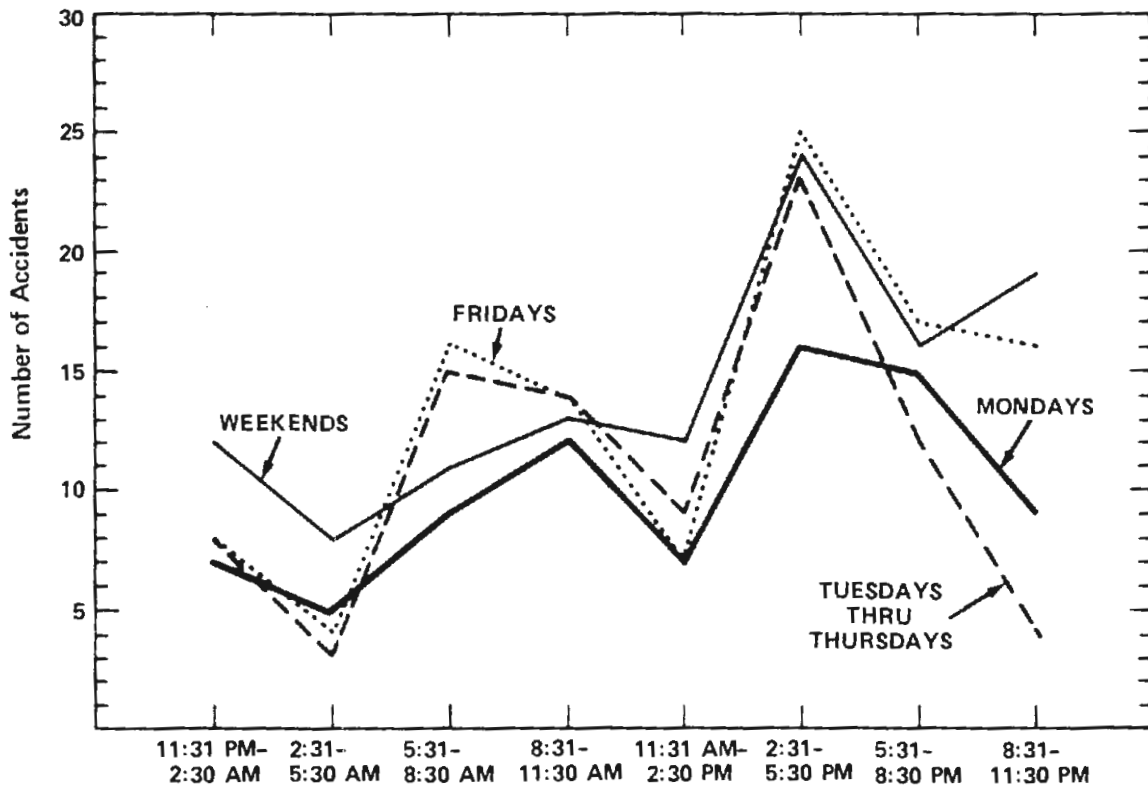
TIME OF DAY BY DAY OF WEEK

	<u>Monday</u>	<u>Tuesday</u>	<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>	<u>Total</u>
CHARTER								
11:31 p.m.- 2:30 a.m.	1	1	1	1	2	3	2	11
2:31 " - 5:30 "	-	-	-	1	-	1	1	3
5:31 " - 8:30 "	2	2	1	1	1	2	1	10
8:31 " -11:30 "	1	5	3	2	4	7	4	26
11:31 a.m.- 2:30 p.m.	1	-	1	1	-	1	3	7
2:31 " - 5:30 "	5	3	4	7	6	10	13	48
5:31 " - 8:30 "	2	3	1	2	2	9	8	27
8:31 " -11:30 "	1	-	1	-	6	6	2	16
TOTAL	<u>13</u>	<u>14</u>	<u>12</u>	<u>15</u>	<u>21</u>	<u>39</u>	<u>34</u>	<u>148</u>

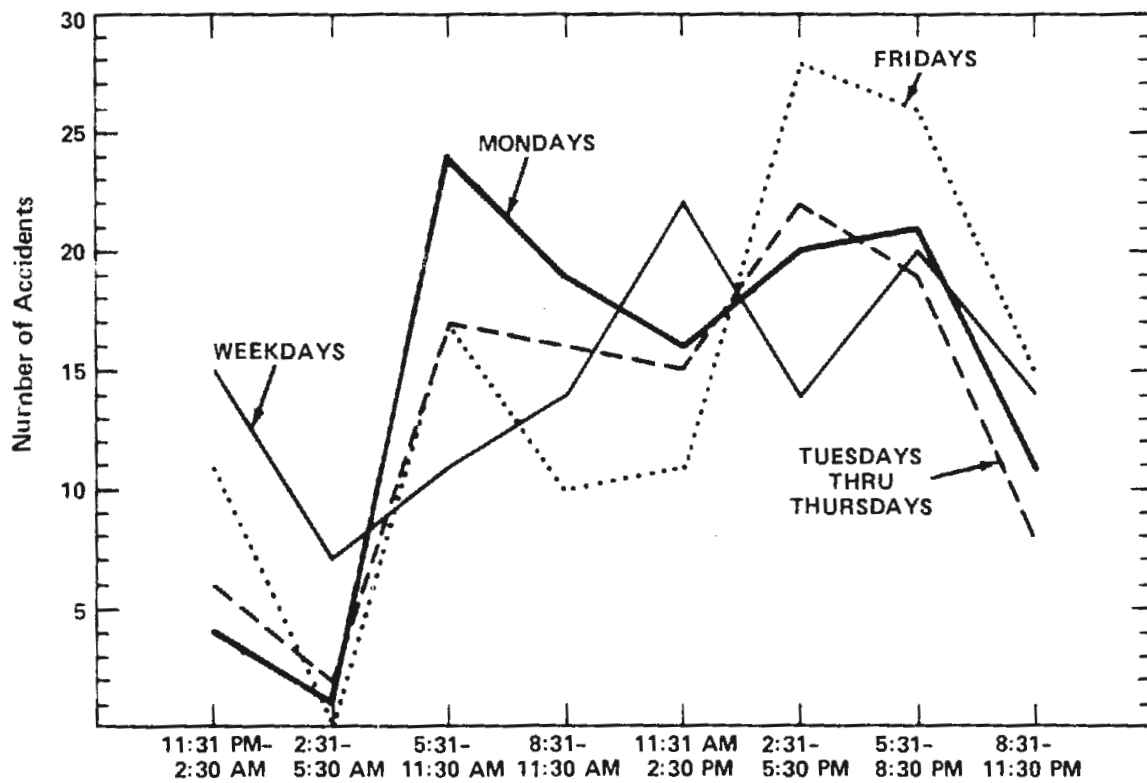
REGULAR								
11:31 p.m.- 2:30 a.m.	6	4	7	9	6	12	7	51
2:31 " - 5:30 "	5	3	2	3	4	8	6	31
5:31 " - 8:30 "	7	14	17	14	15	13	5	85
8:31 " -11:30 "	11	11	10	12	10	8	6	68
11:31 a.m.- 2:30 p.m.	6	8	7	9	7	9	10	56
2:31 " - 5:30 "	11	18	16	20	19	10	14	108
5:31 " - 8:30 "	13	11	12	7	15	9	6	73
8:31 " -11:30 "	8	5	2	4	10	18	11	58
TOTAL	<u>67</u>	<u>74</u>	<u>73</u>	<u>78</u>	<u>86</u>	<u>87</u>	<u>65</u>	<u>530</u>

<u>TOTALS</u>								
11:31 p.m.- 2:30 a.m.	7	5	8	10	8	15	9	62
2:31 " - 5:30 "	5	3	2	4	4	9	7	34
5:31 " - 8:30 "	9	16	18	15	16	15	6	95
8:31 " -11:30 "	12	16	13	14	14	15	10	94
11:31 a.m.- 2:30 p.m.	7	8	8	10	7	10	13	63
2:31 " - 5:30 "	16	21	20	27	25	20	27	156
5:31 " - 8:30 "	15	14	13	9	17	18	14	100
8:31 " -11:30 "	9	5	3	4	16	24	13	74
TOTAL	<u>80</u>	<u>88</u>	<u>85</u>	<u>93</u>	<u>107</u>	<u>126</u>	<u>99</u>	<u>678</u>

### HOUR OF DAY BY DAY OF WEEK (1974)

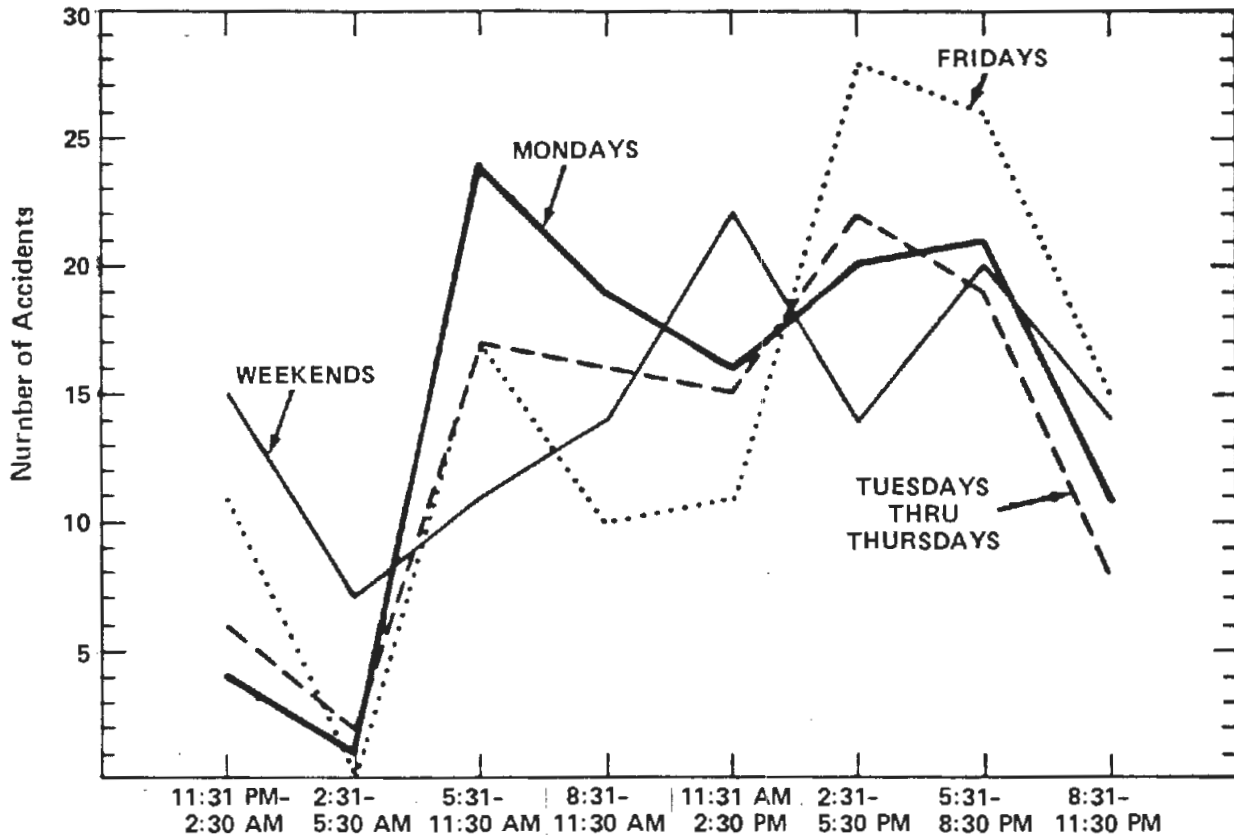


### HOUR OF DAY BY DAY OF WEEK (1973)



ERRATA SHEET

HOUR OF DAY BY DAY OF WEEK (1973)





1973

HOURS DRIVING BY TIME OF DAY

<u>Time of Day</u>	<u>Hours Driving</u>											<u>TOTAL</u>
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11-12</u>	
11:31 P.M. - 2:30 A.M.	11	5	8	7	7	3	10	5	3	0	1	60
2:31 " - 5:30 "	8	7	2	1	1	2	0	0	0	0	0	21
5:31 " - 8:30 "	52	25	11	3	6	6	3	1	1	1	0	109
8:31 " - 11:30 "	29	25	16	11	6	8	1	3	2	0	1	102
11:31 A.M. - 2:30 P.M.	23	26	17	20	14	9	3	2	0	0	0	114
2:31 " - 5:30 "	37	15	23	21	19	8	12	3	1	0	0	139
5:31 " - 8:30 "	34	16	26	23	12	10	8	8	3	1	0	141
8:31 " - 11:30 "	<u>15</u>	<u>6</u>	<u>13</u>	<u>11</u>	<u>15</u>	<u>4</u>	<u>11</u>	<u>2</u>	<u>2</u>	<u>0</u>	<u>0</u>	<u>79</u>
TOTAL	209	125	116	97	80	50	48	24	12	2	2	765

1974

HOURS DRIVING BY TIME OF DAY

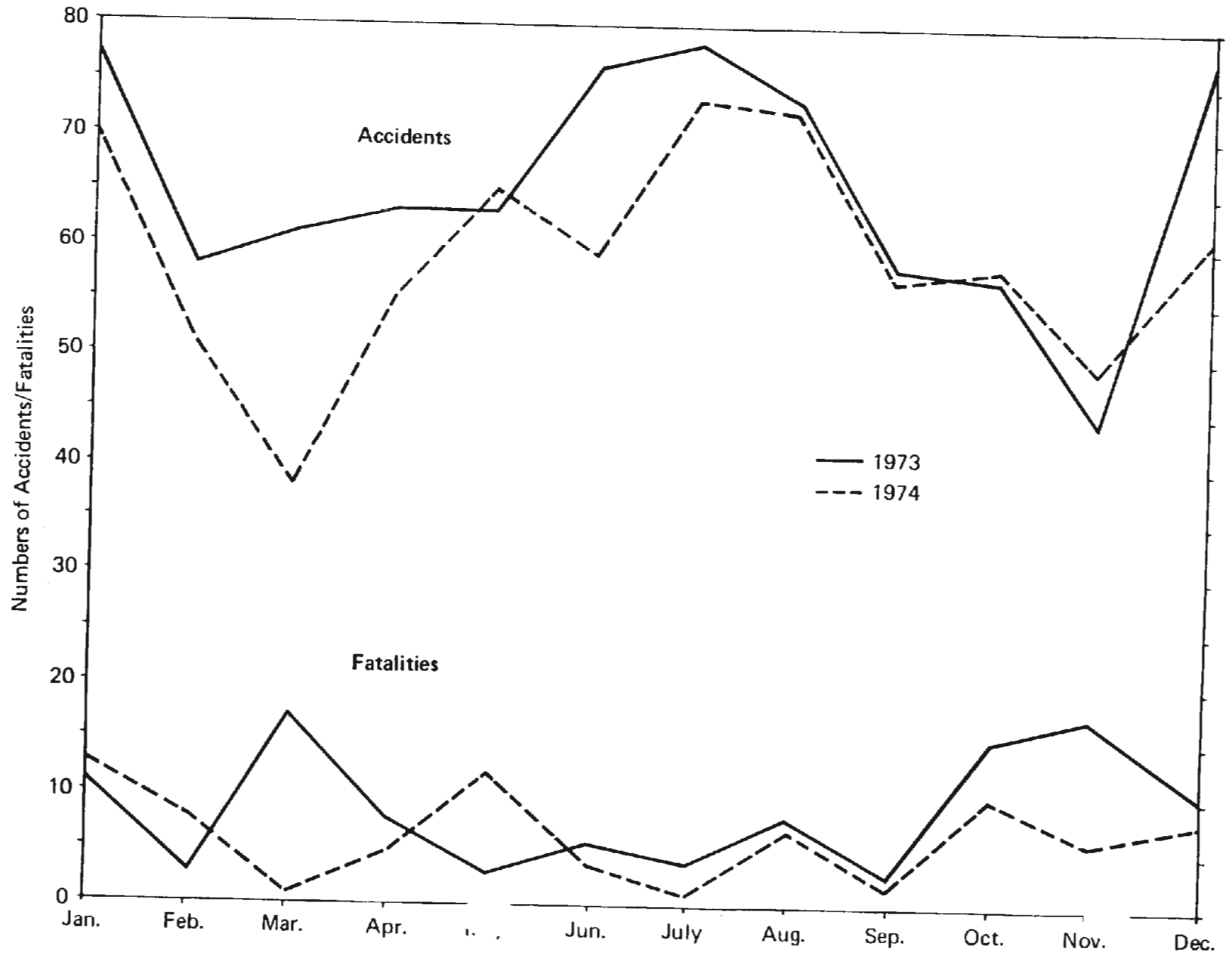
TIME	HOURS DRIVING											TOTAL
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5</u>	<u>6</u>	<u>7</u>	<u>8</u>	<u>9</u>	<u>10</u>	<u>11-12</u>	
<b>Charter</b>												
11:31 P.M. - 2:30 A.M.	2	5	0	0	1	2	3	0	0	0	0	0
2:31 " - 5:30 "	0	0	0	0	0	1	0	1	1	0	0	13
5:31 " - 8:30 "	6	2	0	0	0	1	0	0	0	0	0	3
8:31 " - 11:30 "	6	3	12	1	0	1	0	0	0	0	0	9
11:31 A.M. - 2:30 P.M.	3	1	0	2	0	0	0	0	2	0	0	25
2:31 " - 5:30 "	9	5	8	7	5	3	2	3	1	1	0	7
5:31 " - 8:30 "	4	3	4	7	3	0	2	2	1	1	0	44
8:31 " - 11:30 "	4	2	1	1	4	2	1	2	1	0	0	26
<b>TOTAL</b>	<b>34</b>	<b>21</b>	<b>25</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>143</b>
<b>Regular</b>												
11:31 P.M. - 2:30 A.M.	9	6	11	3	8	5	5	3	1	0	0	51
2:31 " - 5:30 "	7	4	3	8	4	0	1	4	1	0	0	32
5:31 " - 8:30 "	46	16	6	5	6	2	4	0	0	0	0	85
8:31 " - 11:30 "	16	19	14	8	6	1	1	1	0	0	0	66
11:31 A.M. - 2:30 P.M.	9	12	6	9	10	5	5	1	0	0	0	57
2:31 " - 5:30 "	18	16	17	13	16	10	9	3	2	0	1	105
5:31 " - 8:30 "	9	14	11	8	11	8	6	4	2	0	0	73
8:31 " - 11:30 "	7	7	8	9	6	11	8	2	0	0	0	58
<b>TOTAL</b>	<b>121</b>	<b>94</b>	<b>76</b>	<b>63</b>	<b>67</b>	<b>42</b>	<b>39</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>527</b>
<b>TOTALS</b>												
11:31 P.M. - 2:30 A.M.	11	11	11	3	9	7	8	3	1	0	0	64
2:31 " - 5:30 "	7	4	3	8	4	1	1	5	2	0	0	35
5:31 " - 8:30 "	52	18	6	5	6	3	4	0	0	0	0	94
8:31 " - 11:30 "	22	22	26	9	6	2	1	1	2	0	0	91
11:31 A.M. - 2:30 P.M.	12	13	6	11	10	5	5	1	1	0	0	64
2:31 " - 5:30 "	27	21	25	20	21	13	11	6	3	1	1	149
5:31 " - 8:30 "	13	17	15	15	14	8	8	6	3	0	0	99
8:31 " - 11:30 "	11	9	9	10	10	13	9	2	0	0	1	74
<b>GRAND TOTAL</b>	<b>155</b>	<b>115</b>	<b>101</b>	<b>81</b>	<b>80</b>	<b>52</b>	<b>47</b>	<b>24</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>670</b>



MONTHLY STATISTICS

1973	Number of Accidents	Drivers		Other Carrier Personnel		Passengers		Others		Total		Property Damage (000's)
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
January	77	0	18	0	2	7	156	4	68	11	244	\$ 245
February	58	0	7	0	7	0	33	3	70	3	117	149
March	61	1	8	0	21	9	113	7	69	17	211	299
April	63	0	16	0	7	0	158	8	81	8	262	181
May	63	0	11	0	22	0	86	3	67	3	186	287
June	76	0	11	0	13	0	61	5	81	5	166	207
July	78	1	11	1	19	0	153	3	99	5	282	418
August	73	0	8	0	14	1	123	7	62	8	207	298
September	58	1	3	0	13	0	92	2	73	3	181	229
October	57	1	14	0	6	9	156	5	40	15	216	298
November	44	1	9	0	4	12	97	4	69	17	179	109
December	77	0	12	0	7	3	113	7	97	10	229	316
<b>TOTAL</b>	<b>785</b>	<b>5</b>	<b>128</b>	<b>1</b>	<b>135</b>	<b>41</b>	<b>1,341</b>	<b>58</b>	<b>876</b>	<b>105</b>	<b>2,480</b>	<b>\$3,036</b>
<b>1974</b>												
January	70	1	10	0	3	7	72	5	67	13	152	\$ 244
February	51	0	9	1	4	3	53	3	27	7	93	215
March	38	1	6	0	2	0	78	1	24	2	110	133
April	55	1	9	0	10	0	75	4	44	5	138	239
May	65	0	5	2	11	7	136	3	60	12	212	243
June	59	0	17	0	18	0	167	4	80	4	282	207
July	73	0	13	0	6	0	136	0	83	0	238	280
August	72	0	10	0	14	0	170	7	55	7	249	436
September	57	0	8	0	9	0	43	2	53	2	113	201
October	58	0	9	0	7	0	104	10	64	10	184	219
November	49	0	14	2	4	1	80	3	60	6	158	231
December	61	0	9	0	4	2	150	6	61	8	224	270
<b>TOTAL</b>	<b>708</b>	<b>3</b>	<b>119</b>	<b>5</b>	<b>92</b>	<b>20</b>	<b>1,264</b>	<b>48</b>	<b>678</b>	<b>76</b>	<b>2,153</b>	<b>\$ 2,918</b>

Accidents & Fatalities by Month of Year



HOURS DRIVING BY TYPE OF DISTRICT

Hours Driving	Type of District	Number of Accidents	Drivers Killed	Drivers Injured	1973		Passengers Killed	Passengers Injured	Others Killed	Others Injured	Total Killed	Total Injured	Property Damage (000's)
					Other Carrier Personnel Killed	Other Carrier Personnel Injured							
1	Rural	70	1	7	0	25	5	176	6	67	12	275	\$ 434
	Residential	36	0	4	0	4	0	33	2	37	2	78	55
	Business	56	0	12	0	19	0	127	2	84	2	242	119
	TOTAL	162	1	23	0	48	5	336	10	188	16	595	\$ 608
2	Rural	57	0	13	0	10	1	126	2	46	3	195	\$ 309
	Residential	22	0	5	0	4	2	31	1	42	3	82	50
	Business	25	0	2	0	3	0	16	0	22	0	43	43
	TOTAL	104	0	20	0	17	3	173	3	110	6	320	\$ 402
3	Rural	43	0	10	0	3	2	69	5	32	7	114	\$ 182
	Residential	22	0	6	0	2	2	26	1	37	3	71	38
	Business	26	0	3	0	2	0	19	0	29	0	53	50
	TOTAL	91	0	19	0	7	4	114	6	98	10	238	\$ 270
4	Rural	41	1	4	0	8	12	126	3	84	16	192	\$ 245
	Residential	15	0	0	0	0	0	10	1	21	1	31	25
	Business	31	0	2	0	16	0	44	1	59	1	121	100
	TOTAL	87	1	6	0	24	12	180	5	134	18	344	\$ 370
5	Rural	31	0	6	0	4	1	74	6	17	7	101	\$ 159
	Residential	15	0	3	0	4	0	29	2	27	2	63	25
	Business	16	0	2	0	0	0	9	1	14	1	25	52
	TOTAL	62	0	11	0	8	1	112	9	58	10	189	\$ 236
6	Rural	27	0	6	0	3	1	27	4	21	5	57	\$ 146
	Residential	7	0	0	0	2	0	2	0	8	0	12	14
	Business	7	0	1	0	0	0	8	0	12	0	21	21
	TOTAL	41	0	7	0	5	1	37	4	41	5	90	\$ 181
7	Rural	19	1	2	1	1	0	34	4	8	6	45	\$ 119
	Residential	7	0	2	0	2	0	3	0	8	0	15	11
	Business	15	0	4	0	6	0	9	2	10	2	29	39
	TOTAL	41	1	8	1	9	0	46	6	26	8	89	\$ 169

HOURS DRIVING BY TYPE OF DISTRICT (CONTINUED)

<u>Hours Driving</u>	<u>Type of District</u>	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
8	Rural	4	0	0	0	2	0	3	0	8	0	13	\$ 5
	Residential	1	0	0	0	3	0	2	0	0	0	5	3
	Business	10	0	1	0	4	0	1	1	10	1	16	22
	TOTAL	15	0	1	0	9	0	6	1	18	1	34	\$ 30
9	Rural	8	0	0	0	2	0	0	0	5	0	7	\$ 39
	Residential	1	1	1	0	0	0	0	0	4	1	5	18
	Business	2	0	0	0	0	0	0	0	2	0	2	5
	TOTAL	11	1	1	0	2	0	0	0	11	1	14	\$ 62
11/12	Rural	1	0	1	0	0	0	0	0	0	0	1	\$ 0
	Residential	0	0	0	0	0	0	0	0	0	0	0	0
	Business	0	0	0	0	0	0	0	0	0	0	0	1
	TOTAL	1	0	1	0	0	0	0	0	0	0	1	\$ 1
<u>TOTAL ALL DISTRICT</u>													
	Rural	301	3	49	1	58	22	635	30	258	56	1,000	\$1,638
	Residential	126	1	21	0	21	4	136	7	184	11	362	239
	Business	188	0	27	0	50	0	233	7	242	7	552	452
Grand Total		615	4	97	1	129	26	1,004	44	684	74	1,914	\$2,329

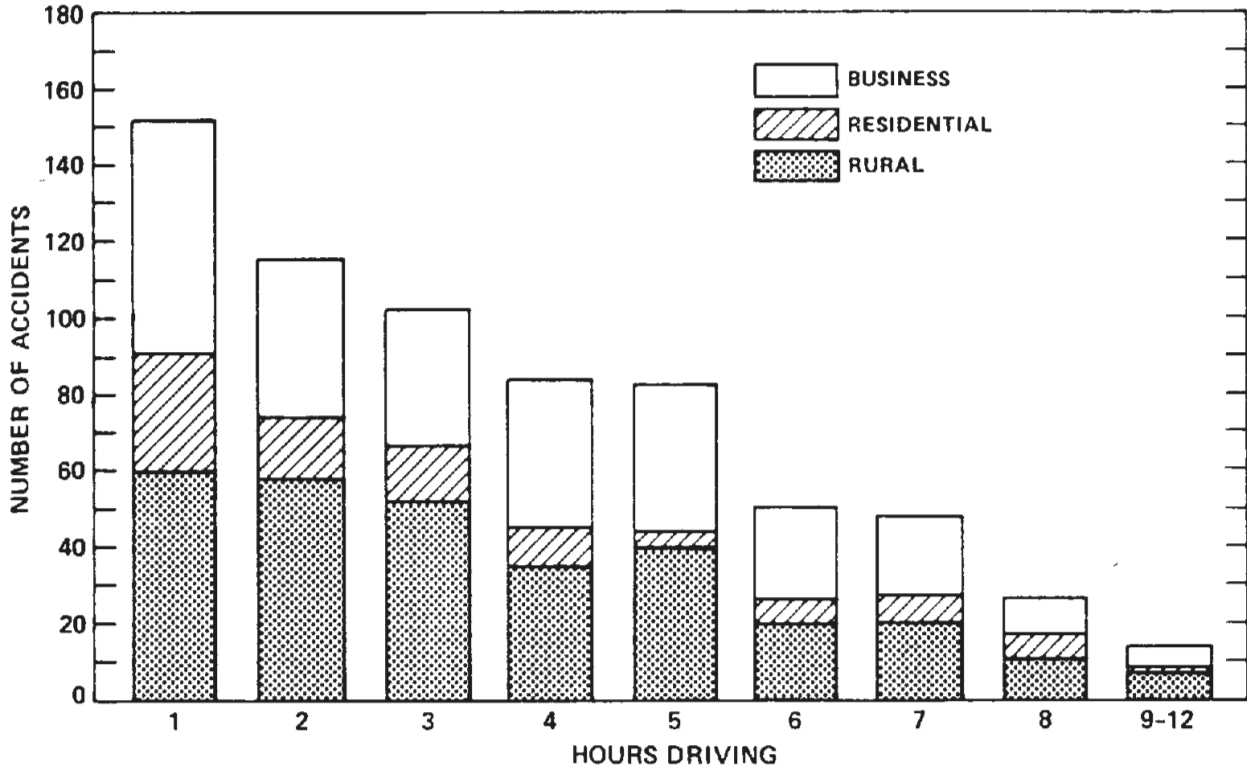
HOURS DRIVING BY TYPE OF DISTRICT  
1974

Hours Driving	Type of District	Number of Accidents	Drivers Killed	Drivers Injured	Other Carrier	Other Carrier	Passengers	Passengers	Others	Others	Total	Total	Property Damage (000's)
					Personnel Killed	Personnel Injured	Killed	Injured	Killed	Injured	Killed	Injured	
1	Rural	60	0	8	0	6	0	67	5	53	5	134	\$ 355
	Residential	31	0	8	0	9	0	17	1	19	1	53	89
	Business	61	0	8	0	2	1	95	3	73	4	178	166
	TOTAL	152	0	24	0	17	1	179	9	145	10	365	\$ 610
2	Rural	58	0	9	3	2	0	98	8	48	11	157	\$ 270
	Residential	16	0	3	1	7	0	15	2	19	3	44	30
	Business	41	0	5	0	9	0	37	0	36	0	87	101
	TOTAL	115	0	17	4	18	0	150	10	103	14	288	\$ 401
3	Rural	52	0	12	0	3	7	274	5	83	12	372	\$ 383
	Residential	15	1	2	0	4	0	17	0	6	1	29	21
	Business	35	0	6	0	1	0	38	1	41	1	86	63
	TOTAL	102	1	20	0	8	7	329	6	130	14	487	\$ 467
4	Rural	35	0	5	0	2	2	103	5	26	7	136	\$ 190
	Residential	10	0	1	0	0	0	11	1	13	1	25	51
	Business	38	0	8	0	4	1	64	3	25	4	101	90
	TOTAL	83	0	14	0	6	3	178	9	64	12	262	\$ 331
5	Rural	40	1	9	0	1	1	135	7	38	9	183	\$ 226
	Residential	4	0	0	0	1	0	9	0	6	0	16	9
	Business	38	0	5	0	6	0	44	0	29	0	84	95
	TOTAL	82	1	14	0	8	1	188	7	73	9	283	\$ 330
6	Rural	26	0	5	0	0	3	24	0	12	3	41	\$ 191
	Residential	6	0	1	0	0	0	15	2	11	2	27	11
	Business	24	0	4	0	5	0	14	2	27	2	50	52
	TOTAL	50	0	10	0	5	3	53	4	50	7	118	\$ 254

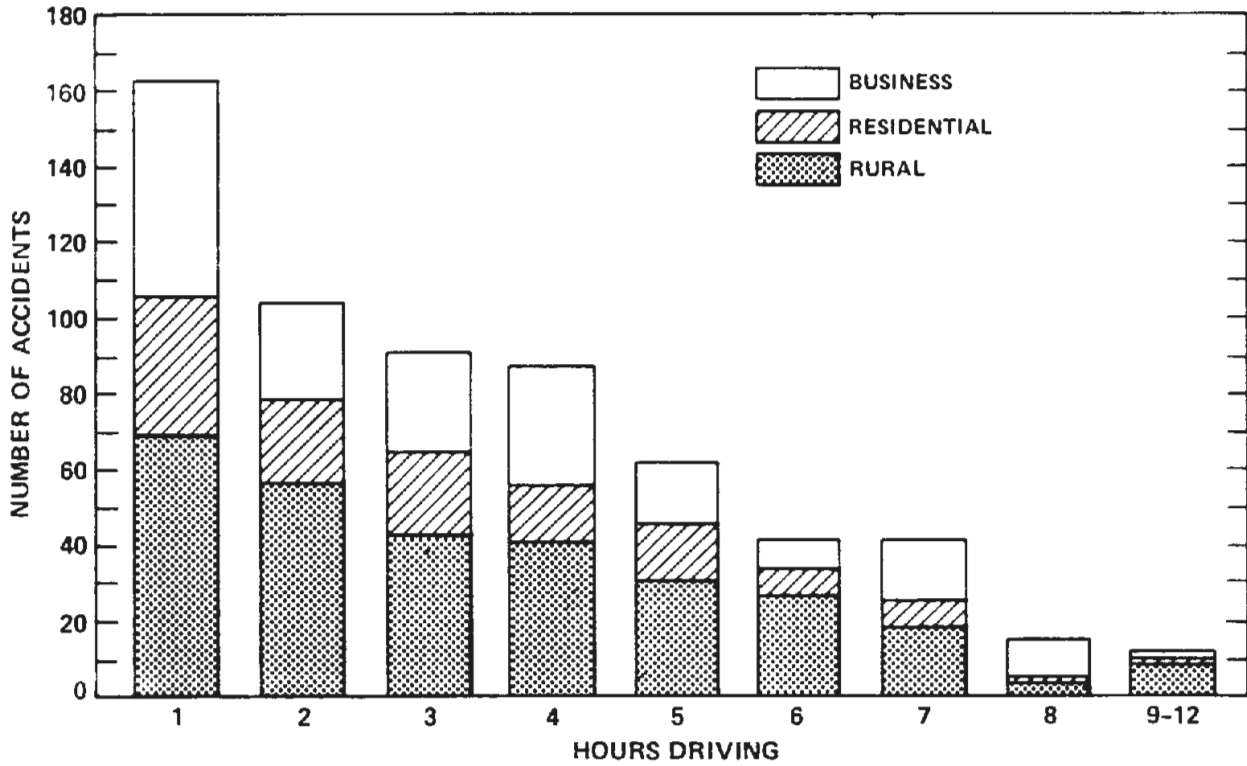
HOURS DRIVING BY TYPE OF DISTRICT (CONTINUED)

<u>Hours Driving</u>	<u>Type of District</u>	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
7	Rural	20	0	0	0	0	0	39	2	15	2	54	\$ 99
	Residential	7	1	1	1	1	3	26	0	8	5	36	55
	Business	21	0	4	0	4	0	12	0	24	0	44	102
	<b>TOTAL</b>	<b>48</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>77</b>	<b>2</b>	<b>47</b>	<b>7</b>	<b>134</b>	<b>\$ 256</b>
8	Rural	11	0	1	0	4	0	38	1	2	1	45	\$ 29
	Residential	6	0	0	0	0	0	1	0	5	0	6	1
	Business	10	0	3	0	0	0	12	0	9	0	24	26
	<b>TOTAL</b>	<b>27</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>1</b>	<b>16</b>	<b>1</b>	<b>75</b>	<b>\$ 56</b>
9	Rural	5	0	0	0	0	0	1	0	0	0	1	\$ 38
	Residential	0	0	0	0	0	0	0	0	0	0	0	0
	Business	6	0	1	0	3	0	6	0	3	0	13	18
	<b>TOTAL</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>\$ 56</b>
10	Rural	1	0	0	0	0	0	0	0	1	0	1	\$ 1
	Residential	0	0	0	0	0	0	0	0	0	0	0	0
	Business	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>\$ 1</b>
11-12	Rural	1	0	0	0	0	0	0	0	0	0	0	\$ 8
	Residential	1	0	0	0	1	0	0	0	1	0	2	3
	Business	0	0	0	0	0	0	0	0	0	0	0	0
	<b>TOTAL ALL DISTRICT</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>\$ 11</b>
TOTAL ALL DISTRICT	Rural	303	1	49	3	18	13	779	33	278	50	1,124	\$1,790
	Residential	96	2	16	2	23	3	111	6	88	13	238	270
	Business	274	0	44	0	34	2	322	9	267	11	667	713
Grand Total		673	3	109	5	75	18	1,212	48	633	74	2,029	\$2,773

**HOURS DRIVING BY TYPE DISTRICT (1974)**



**HOURS DRIVING BY TYPE DISTRICT (1973)**



1973  
STATISTICS BY STATE

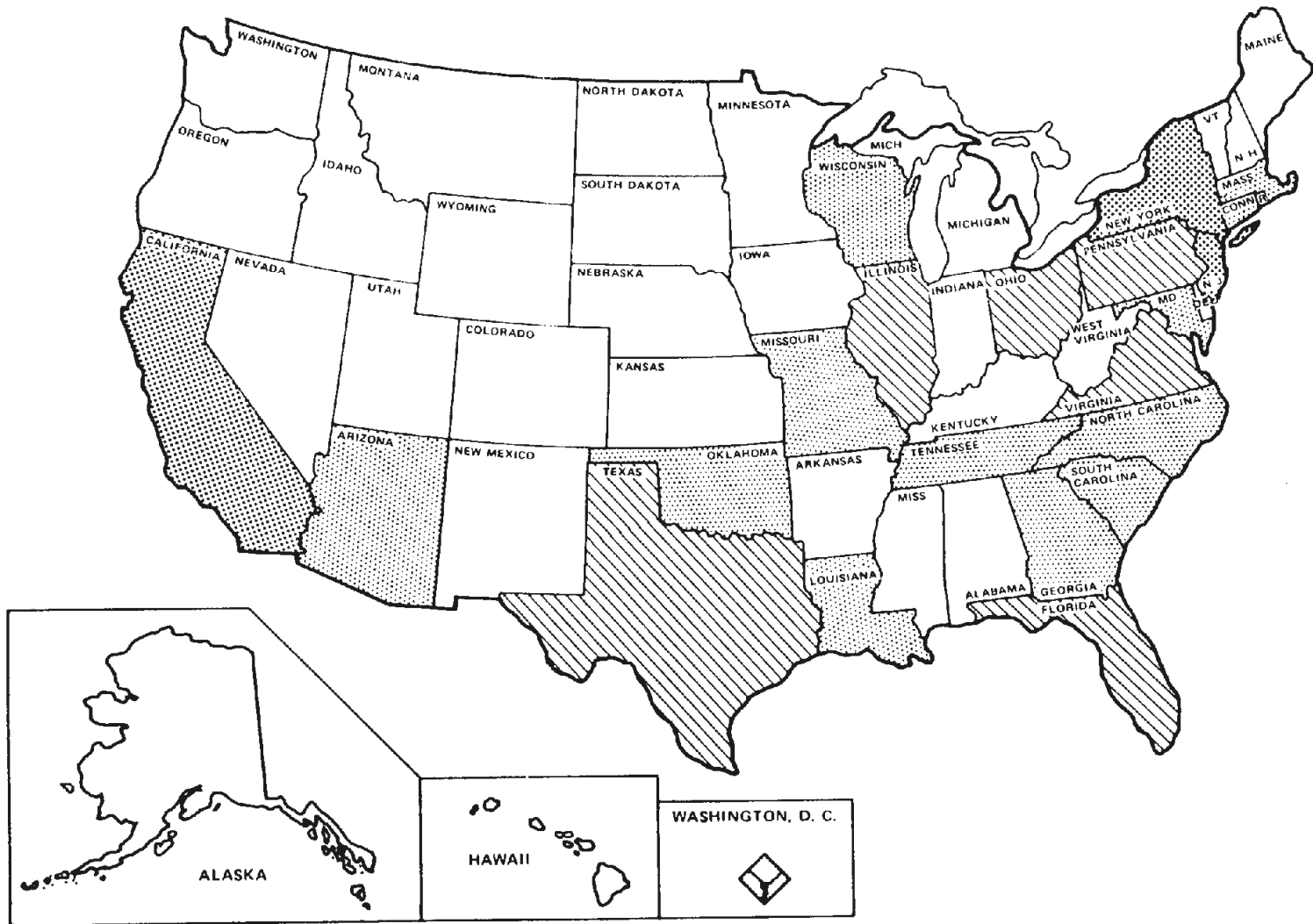
States	Number of Accidents	Drivers		Other Carrier Personnel		Passengers		Others		Total		Property Damage (000's)
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	
Alabama	6	0	2	0	1	0	3	0	8	0	14	\$ 24
Arizona	11	0	2	0	0	0	28	1	5	1	35	11
Arkansas	3	0	0	0	0	0	0	0	3	0	3	45
California	52	1	7	0	9	12	172	10	65	23	253	253
Colorado	7	0	2	0	3	1	31	0	4	1	40	29
Connecticut	12	0	2	0	2	0	7	0	16	0	27	67
Delaware	1	0	1	0	0	0	0	0	1	0	2	33
District of Columbia	9	0	1	0	0	1	15	0	25	1	41	35
Florida	24	0	0	0	3	0	16	0	30	0	49	43
Georgia	18	0	1	0	2	0	60	4	24	4	87	61
Idaho	2	0	1	0	1	0	7	1	10	1	19	13
Illinois	40	0	4	0	7	3	90	3	50	6	151	144
Indiana	9	0	0	0	1	0	35	1	1	1	37	39
Iowa	5	0	0	0	0	0	4	0	0	0	4	29
Kansas	7	0	0	0	0	0	7	0	16	0	23	22
Kentucky	6	0	1	0	0	0	4	1	3	1	8	17
Louisiana	18	0	3	0	3	0	20	1	16	1	42	45
Maine	1	0	0	0	0	0	0	0	1	0	1	4
Maryland	14	0	4	0	1	0	13	1	16	1	34	19
Massachusetts	14	0	5	0	3	0	6	1	22	1	36	56
Michigan	7	0	1	0	1	0	20	1	5	1	27	28
Minnesota	8	0	0	0	0	0	17	2	9	2	26	42
Mississippi	9	0	2	0	3	0	35	2	3	2	43	29
Missouri	18	1	4	0	1	0	39	2	33	3	77	106
Montana	3	0	1	0	0	0	8	0	0	0	9	50
Nebraska	3	0	1	0	0	0	1	0	0	0	2	11
Nevada	6	0	2	1	4	0	17	1	1	2	24	14
New Hampshire	2	0	0	0	0	0	1	0	1	0	2	5
New Jersey	189	1	41	0	40	6	232	12	212	19	525	655
New Mexico	5	0	2	0	0	0	4	0	1	0	7	\$ 17







STATISTICS BY STATE (CONTINUED)

	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
New York	73	0	8	0	4	3	60	4	97	7	169	\$ 148
North Carolina	16	1	3	0	1	5	76	1	13	7	93	146
Ohio	23	0	7	0	0	1	15	0	27	1	49	44
Oklahoma	12	0	0	0	6	0	12	2	9	2	27	51
Pennsylvania	37	0	7	0	1	3	37	2	44	5	89	139
Rhode Island	4	0	1	0	0	0	0	0	4	0	5	9
South Carolina	12	0	1	0	1	0	14	2	5	2	21	47
Tennessee	13	0	0	0	4	0	2	0	7	0	13	20
Texas	24	1	2	0	17	6	61	3	26	10	106	245
Texas	2	0	0	0	0	0	12	0	0	0	12	20
Utah	1	0	0	0	0	0	0	0	1	0	1	1
Vermont	1	0	0	0	0	0	0	0	1	0	1	1
Virginia	23	0	6	0	2	0	87	0	32	0	127	114
Washington	3	0	0	0	1	0	5	0	4	0	10	3
West Virginia	8	0	1	0	0	0	10	0	4	0	15	18
Wisconsin	15	0	1	0	3	0	5	0	13	0	22	26
Wyoming	2	0	0	0	1	0	34	0	0	0	35	14
Canada	4	0	0	0	0	0	10	1	0	1	10	40
<b>TOTAL</b>	<b>781</b>	<b>5</b>	<b>127</b>	<b>1</b>	<b>126</b>	<b>41</b>	<b>1,332</b>	<b>59</b>	<b>867</b>	<b>106</b>	<b>2,452</b>	<b>\$3,031</b>

# NUMBER OF ACCIDENTS IN 1973



- |         |   |   |  |
|---------|---|---|--|
| 0-10    | = |  | ALL REMAINING STATES                                   |
| 11-20   | = |  | ARIZ, CT, GA, LA, MASS, MD, MO, NC, OK, SC, TENN, WISC |
| 21-50   | = |  | FLA, ILL, OHIO, PA, TX, VA                             |
| OVER 50 | = |  | NY, NJ, CAL  |

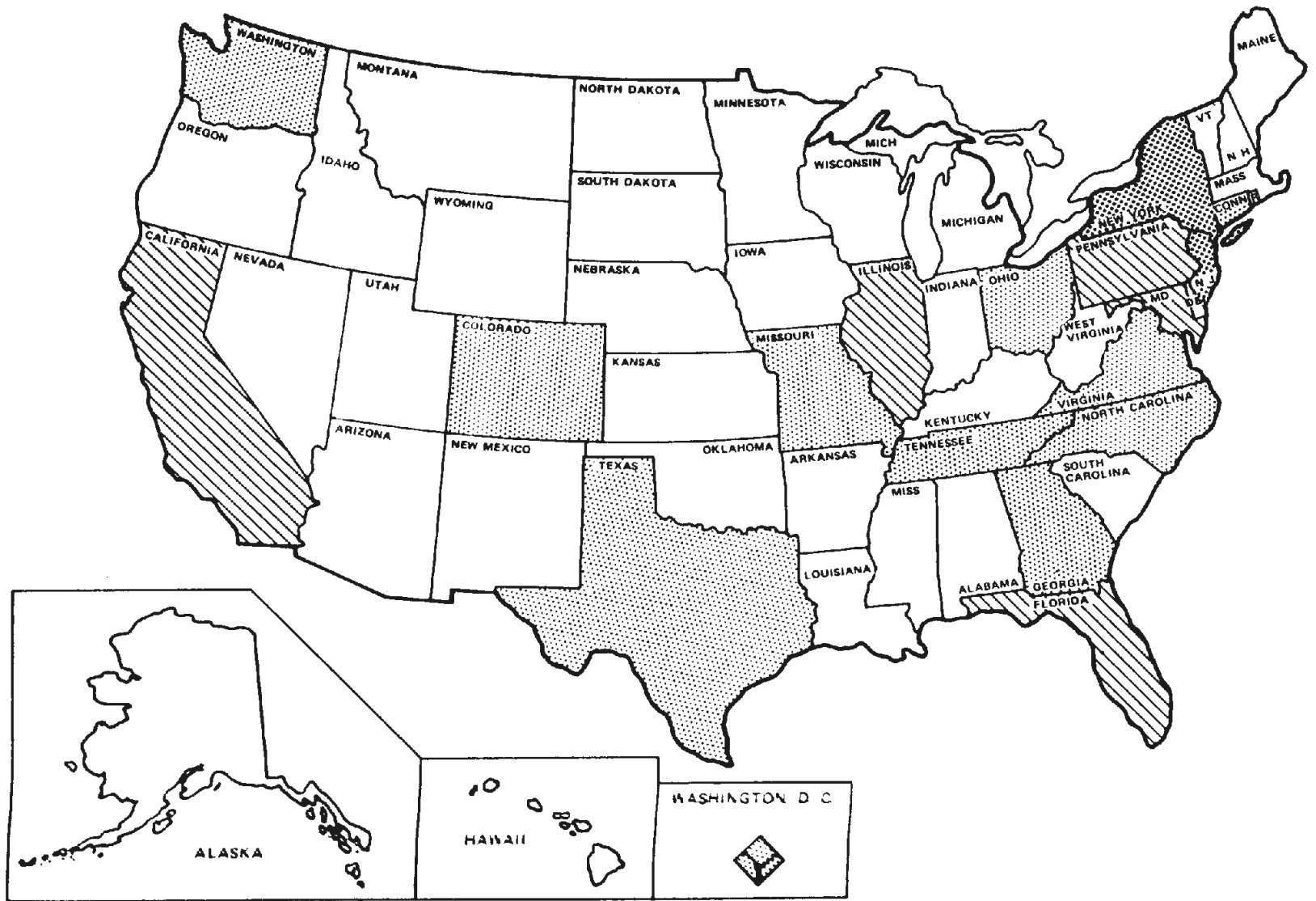
1974  
STATISTICS BY STATE

	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
Alabama	8	0	0	0	2	0	0	0	12	0	14	\$ 17
Arizona	6	0	0	0	0	0	1	10	5	10	6	18
Arkansas	5	0	1	1	0	1	10	1	3	3	14	33
California	37	1	3	1	0	3	81	0	31	5	115	150
Colorado	12	0	2	0	2	2	4	0	6	2	14	58
Connecticut	14	0	0	0	0	0	16	0	9	0	25	63
Delaware	3	0	0	0	1	0	4	0	6	0	11	4
District of Columbia	14	0	2	0	13	0	15	0	7	0	37	34
Florida	28	1	1	0	0	0	46	4	22	5	69	100
Georgia	15	0	2	0	0	0	8	2	12	2	22	62
Idaho	2	0	0	0	0	0	5	1	0	1	5	3
Illinois	29	0	7	3	7	1	49	1	48	5	111	150
Indiana	6	0	2	0	3	1	28	0	1	1	34	16
Iowa	4	0	2	0	0	0	12	0	1	0	15	68
Kansas	4	0	0	0	0	0	1	0	4	0	5	16
Kentucky	10	0	2	0	0	0	9	0	7	0	18	33
Louisiana	10	0	4	0	0	0	25	2	3	2	32	49
Maine	1	0	0	0	0	0	0	0	1	0	1	8
Maryland	21	0	3	0	0	0	39	1		1	64	70
Massachusetts	7	0	2	0	0	0	8	0	10	0	20	22
Michigan	7	0	2	0	0	0	21	0	3	0	26	65
Minnesota	3	0	2	0	0	0	35	3	2	3	39	47
Mississippi	5	0	0	0	0	0	3	0	6	0	9	11
Missouri	13	0	2	0	1	7	69	2	43	9	115	65
Nebraska	4	0	1	0	1	0	4	0	6	0	12	30
Nevada	5	0	0	0	0	0	2	1	2	1	4	10
New Hampshire	1	0	0	0	0	0	1	0	0	0	1	0
New Jersey	179	1	37	0	34	1	258		147	10	476	527
New Mexico	7	0	2	0	1	0	22	2	5	2	30	77
New York	72	0	14	0	12	1	155	2	52	3	233	\$ 328
			1									

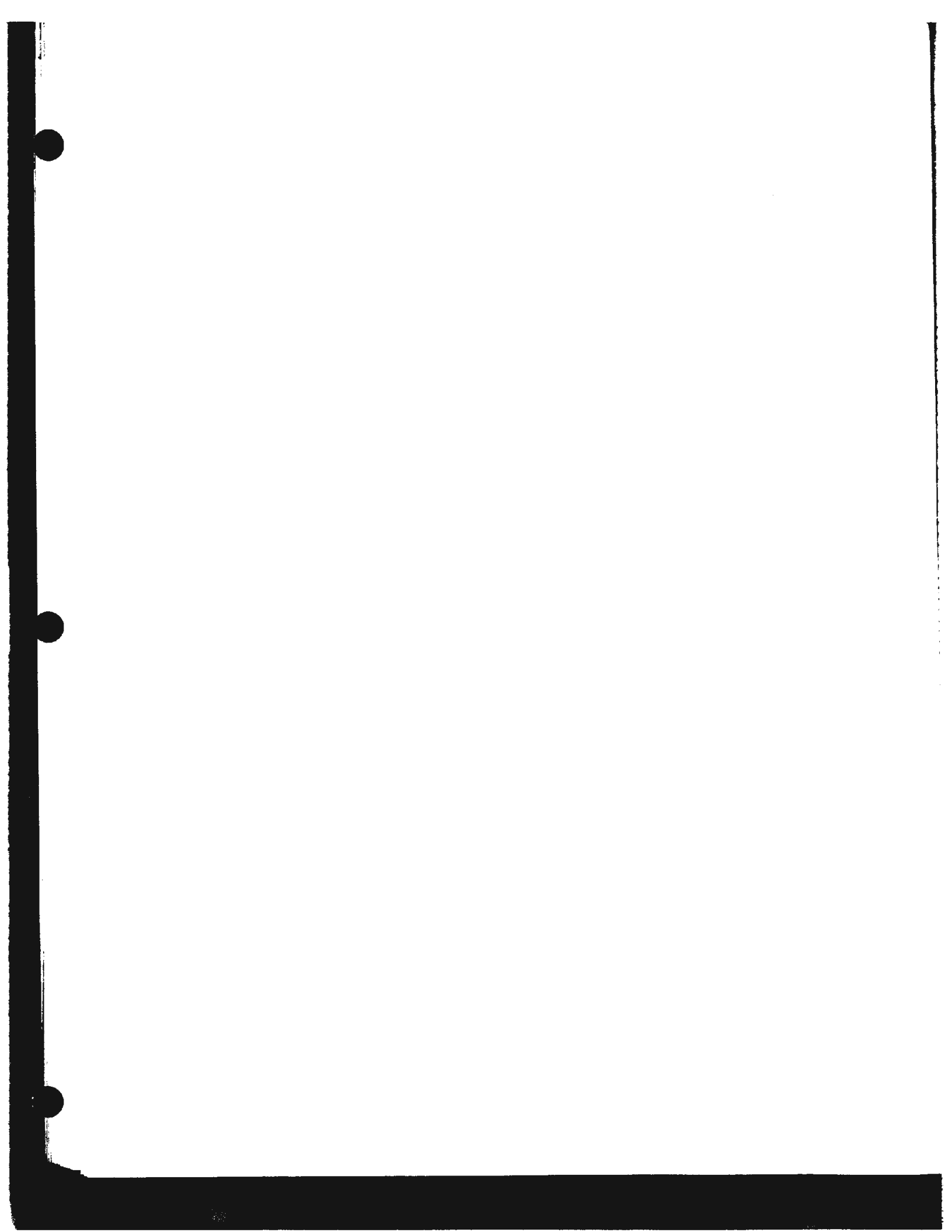
STATISTICS BY STATE (CONTINUED)

	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
North Carolina	19	0	1	0	0	0	31	3	20	3	52	\$ 44
Ohio	17	0	3	0	1	0	40	0	28	0	72	45
Oklahoma	7	0	2	0	0	0	19	0	14	0	35	25
Oregon	8	0	0	0	0	6	6	2	7	2	12	30
Pennsylvania	39	0	6	0	5	0	76	2	46	2	133	127
Rhode Island	1	0	0	0	0	0	0	0	1	0	1	4
South Carolina	5	0	1	0	1	0	18	1	3	1	23	39
Tennessee	11	0	1	0	5	0	11	1	7	1	24	28
Texas	17	0	2	0	2	0	38	4	14	4	56	154
Utah	3	0	1	0	0	0	9	0	2	0	12	52
Vermont	1	0	1	0	0	0	2	1	6	1	9	11
Virginia	15	0	3	0	0	0	46	1	20	1	69	91
Washington	12	0	2	0	1	3	8	0	8	3	19	73
West Virginia	4	0	0	0	0	0	0	2	5	2	5	9
Wisconsin	10	0	3	0	0	0	16	2	11	2	30	34
Wyoming	2	0	0	0	0	0	0	0	2	0	2	7
<b>TOTAL</b>	<b>703</b>	<b>3</b>	<b>120</b>	<b>5</b>	<b>92</b>	<b>20</b>	<b>1,251</b>	<b>59</b>	<b>670</b>	<b>87</b>	<b>2,125</b>	<b>\$2,907</b>

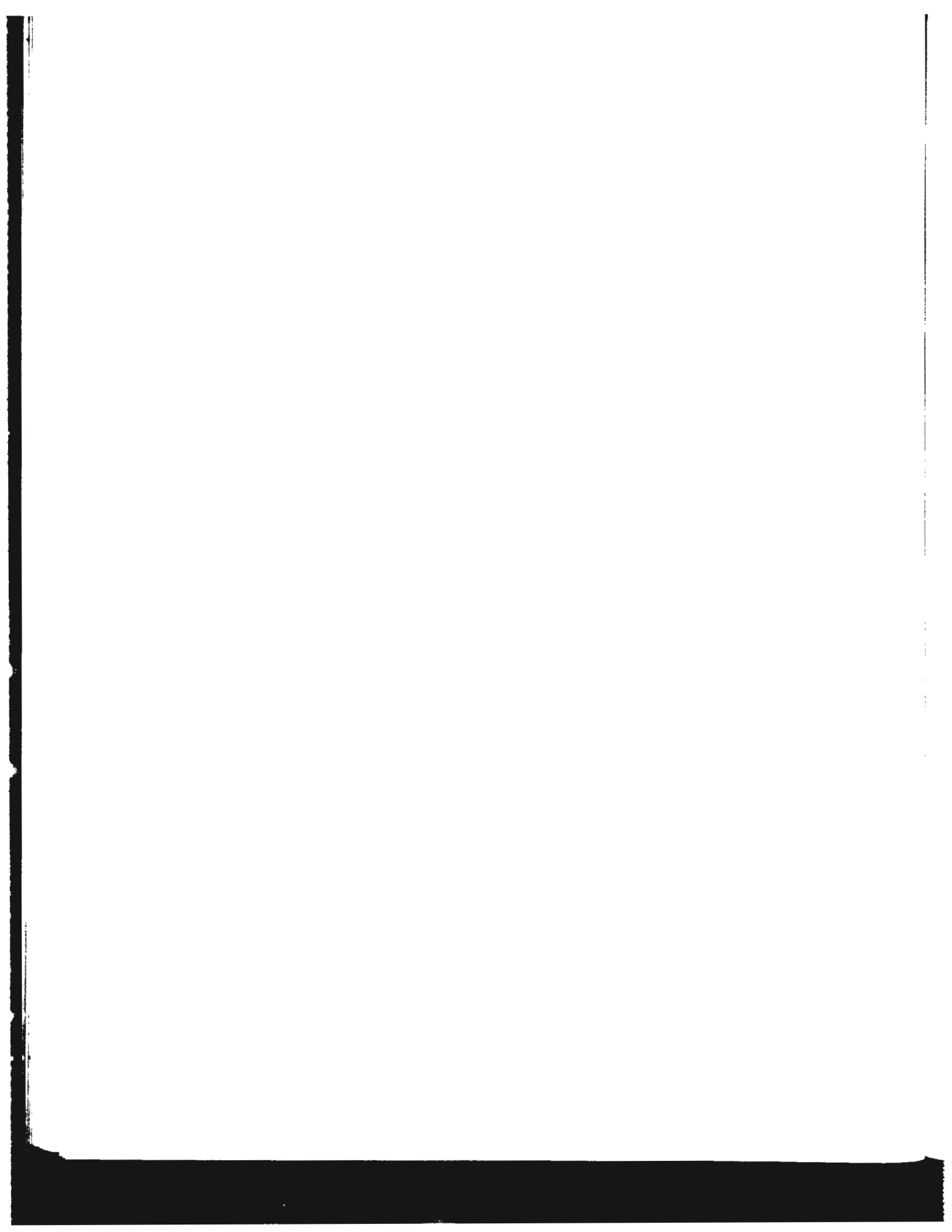
# NUMBER OF ACCIDENTS IN 1974



0-10	=	[White Box]	ALL REMAINING STATES
11-20	=	[Stippled Box]	COLO, CT, DC, GA, MO, NC, OHIO, TENN, TX, VA, WASH
21-50	=	[Diagonal Lines Box]	CAL, FLA, ILL, MD, PA
OVER 50	=	[Dense Dot Box]	NY, NJ



**THE  
DRIVER**





This section deals with drivers age and experience driving for his present employer.

The small number of cases of driver physical condition did not warrant separate tabulations. In 1973-74, there were six accidents in which the drivers were sick, one in which the driver had been drinking, two in which the driver had dozed at the wheel, and two which involved other physical condition.



1973  
DRIVER AGE

<u>Age</u>	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
21-24	22	0	4	0	11	1	33	0	21	1	69	\$ 50
25-29	101	1	12	0	9	18	166	3	174	22	361	285
30-34	150	1	29	1	42	4	230	6	170	12	471	685
35-39	95	1	10	0	18	0	85	2	115	3	228	270
40-44	112	1	11	0	12	5	206	16	125	22	354	463
45-49	95	0	24	0	9	1	240	10	72	11	345	390
50-54	79	0	14	0	8	3	113	6	93	9	228	243
55-59	80	1	16	0	14	7	214	10	76	18	320	458
60 and over	50	0	8	0	12	2	54	5	30	7	104	188
TOTAL	784	5	128	1	135	41	1,341	58	876	105	2,480	\$ 3,032

Average Age 41.4

Median Age 41.0

1974  
DRIVER AGE

Age	Number of Accidents	Drivers Killed	Drivers Injured	Other Carrier Personnel Killed	Other Carrier Personnel Injured	Passengers Killed	Passengers Injured	Others Killed	Others Injured	Total Killed	Total Injured	Property Damage (000's)
21 - 24	21	0	6	0	0	0	32	1	27	1	65	\$ 58
25 - 29	108	1	16	0	18	0	157	0	103	1	294	344
30 - 34	114	0	11	1	16	7	189	6	73	14	289	487
35 - 39	106	0	20	1	17	3	210	8	130	12	377	573
40 - 44	87	0	16	0	7	1	195	7	82	8	300	431
45 - 49	86	0	16	3	9	4	169	7	63	14	257	361
50 - 54	67	0	12	0	9	0	105	8	92	8	218	256
55 - 59	63	0	13	0	8	1	103	9	56	10	180	223
60 and over	51	1	9	0	7	4	101	3	49	8	166	182
TOTAL	703	2	119	5	91	20	1,261	49	675	77	2,146	\$ 2,915

Average Age 41.1

Median Age 41.0

DRIVERS SERVICE WITH COMPANY

<u>Years*</u>	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>1973 Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
0	28	0	3	0	10	0	32	0	39	0	84	\$ 93
1	153	1	28	0	35	7	323	5	209	13	595	584
2	64	1	14	0	7	13	119	2	68	16	208	175
3	57	0	8	1	16	4	122	4	56	9	202	224
4	37	0	10	0	5	0	55	0	59	0	129	157
5-9	143	1	23	0	17	5	152	14	131	20	323	578
10-14	83	1	8	0	21	2	89	9	90	12	208	265
15-19	56	0	14	0	8	1	170	6	74	7	266	212
20-24	50	0	9	0	6	2	70	6	51	8	136	210
25 and over	114	1	11	0	10	7	209	12	99	20	329	541
<b>TOTAL</b>	<b>785</b>	<b>5</b>	<b>128</b>	<b>1</b>	<b>135</b>	<b>41</b>	<b>1,341</b>	<b>58</b>	<b>876</b>	<b>105</b>	<b>2,480</b>	<b>\$3,039</b>

Average Years Service 9.8

Median Years Service 6.9

\*To nearest year.

DRIVERS SERVICE WITH COMPANY

1974

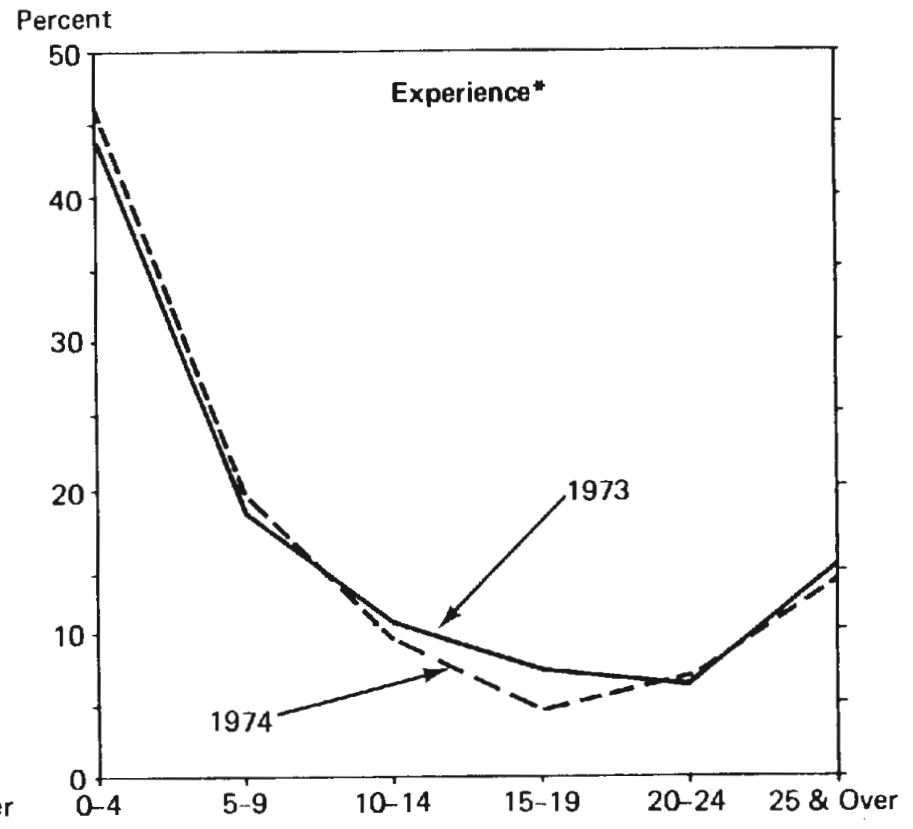
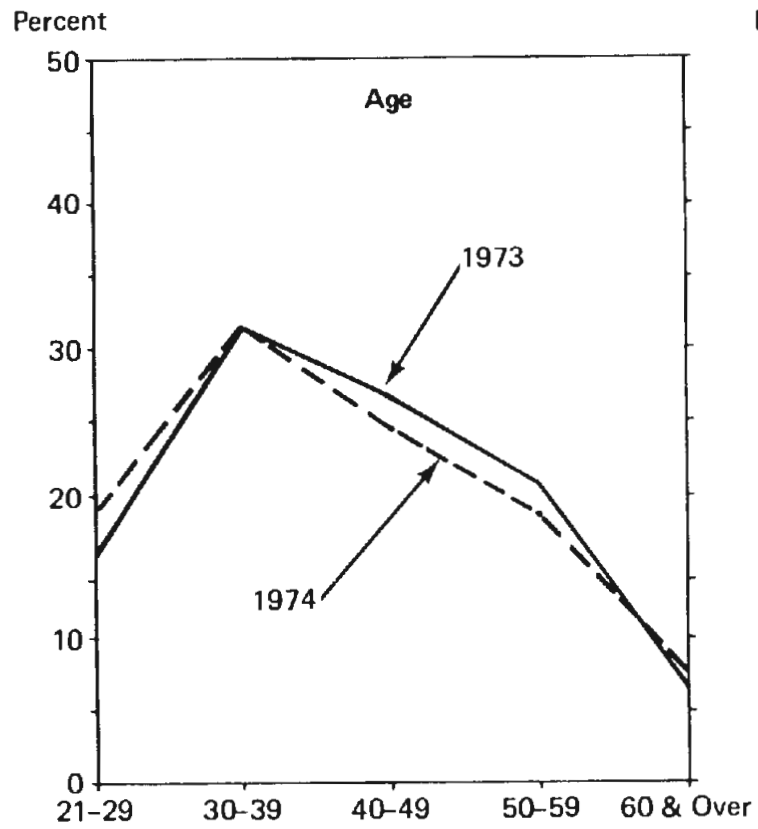
<u>Years*</u>	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
0	21	0	3	0	6	0	6	2	15	2	30	\$ 70
1	168	1	24	3	18	6	314	4	191	14	547	798
2	58	0	12	0	19	0	70	2	45	2	146	189
3	43	0	4	0	6	0	97	2	34	2	141	155
4	34	0	5	0	6	7	76	2	25	9	112	152
5-9	139	1	27	2	19	1	271	9	125	13	442	627
10-14	67	0	13	0	3	1	159	8	62	9	237	292
15-19	33	0	6	0	2	0	40	3	42	3	90	140
20-24	48	0	10	0	7	0	55	4	42	4	114	126
25 and over	97	1	15	0	6	5	176	13	97	19	294	372
<b>TOTAL</b>	<b>708</b>	<b>3</b>	<b>119</b>	<b>5</b>	<b>92</b>	<b>20</b>	<b>1,264</b>	<b>49</b>	<b>678</b>	<b>77</b>	<b>2,153</b>	<b>\$2,921</b>

Average Years Service 9.3

Median Years Service 6.1

\*To nearest year.

### Accidents by Driver Age/Experience\*



\*With present employer.

1973  
DRIVER AGE AND EXPERIENCE

<u>Age</u>	<u>Years* Service as Company Driver</u>										<u>Total</u>
	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5-9</u>	<u>10-14</u>	<u>15-19</u>	<u>20-24</u>	<u>25 and over</u>	
21-24	4	15	-	1	-	1	-	-	-	-	21
25-29	10	51	14	13	6	7	-	-	-	-	101
30-34	2	43	22	28	14	41	1	-	-	-	151
35-39	5	15	6	3	8	34	18	5	1	-	95
40-44	3	15	11	4	3	30	26	18	1	-	111
45-49	1	7	3	5	1	10	23	19	21	-	90
50-54	1	4	5	-	3	7	6	7	10	38	81
55-59	1	1	2	1	1	6	7	4	12	41	76
60 and over	1	2	1	2	1	5	2	3	4	29	50
<b>Total</b>	<b>28</b>	<b>153</b>	<b>64</b>	<b>57</b>	<b>37</b>	<b>141</b>	<b>83</b>	<b>56</b>	<b>49</b>	<b>108</b>	<b>776</b>

\*To nearest year.



1974  
DRIVER AGE AND EXPERIENCE

AGE CATEGORY	Years* Service as Company Driver										TOTAL
	0	1	2	3	4	5-9	10-14	15-19	20-24	25 and over	
<b>CHARTER</b>											
21-24	1	1	1	-	-	-	-	-	-	-	3
25-29	-	24	5	4	-	-	-	-	-	-	33
30-34	1	11	4	3	1	6	-	-	-	-	26
35-39	2	10	4	1	2	4	2	-	-	-	25
40-44	-	2	2	2	1	2	4	1	-	-	14
45-49	2	3	-	3	-	2	2	1	1	-	14
50-54	-	1	1	1	1	2	2	2	2	-	12
55-59	-	1	-	3	-	1	-	-	-	3	8
60 and over	-	1	2	1	-	1	1	3	-	1	10
<b>TOTAL</b>	<u>6</u>	<u>54</u>	<u>19</u>	<u>18</u>	<u>5</u>	<u>18</u>	<u>11</u>	<u>7</u>	<u>3</u>	<u>4</u>	<u>145</u>
<b>REGULAR</b>											
21-24	4	12	2	-	-	-	-	-	-	-	18
25-29	1	37	10	4	7	12	-	-	-	-	71
30-34	1	23	8	10	8	25	2	-	-	-	77
35-39	1	19	5	5	6	30	13	1	-	-	80
40-44	1	7	7	2	1	25	17	6	1	1	68
45-49	2	5	3	1	4	12	16	11	13	3	70
50-54	3	1	1	-	1	4	4	4	15	20	53
55-59	-	2	-	-	0	4	1	3	13	30	53
60 and over	-	-	1	2	-	1	-	-	2	36	42
<b>TOTAL</b>	<u>13</u>	<u>106</u>	<u>37</u>	<u>24</u>	<u>27</u>	<u>113</u>	<u>53</u>	<u>25</u>	<u>44</u>	<u>90</u>	<u>532</u>
<b>COMBINED</b>											
21-24	5	13	3	-	-	-	-	-	-	-	21
25-29	1	61	15	8	7	12	-	-	-	-	104
30-34	2	34	12	13	9	31	2	-	-	-	103
35-39	3	29	9	6	8	34	15	1	-	-	105
40-44	1	9	9	4	2	27	21	7	1	1	82
45-49	4	8	3	4	4	14	18	12	14	3	84
50-54	3	2	2	1	2	6	6	6	17	20	65
55-59	-	3	-	3	-	5	1	3	13	33	61
60 and over	-	1	3	3	-	2	1	3	2	37	52
<b>TOTALS</b>	<u>19</u>	<u>160</u>	<u>56</u>	<u>42</u>	<u>32</u>	<u>131</u>	<u>64</u>	<u>32</u>	<u>47</u>	<u>94</u>	<u>677</u>

\*To nearest year.

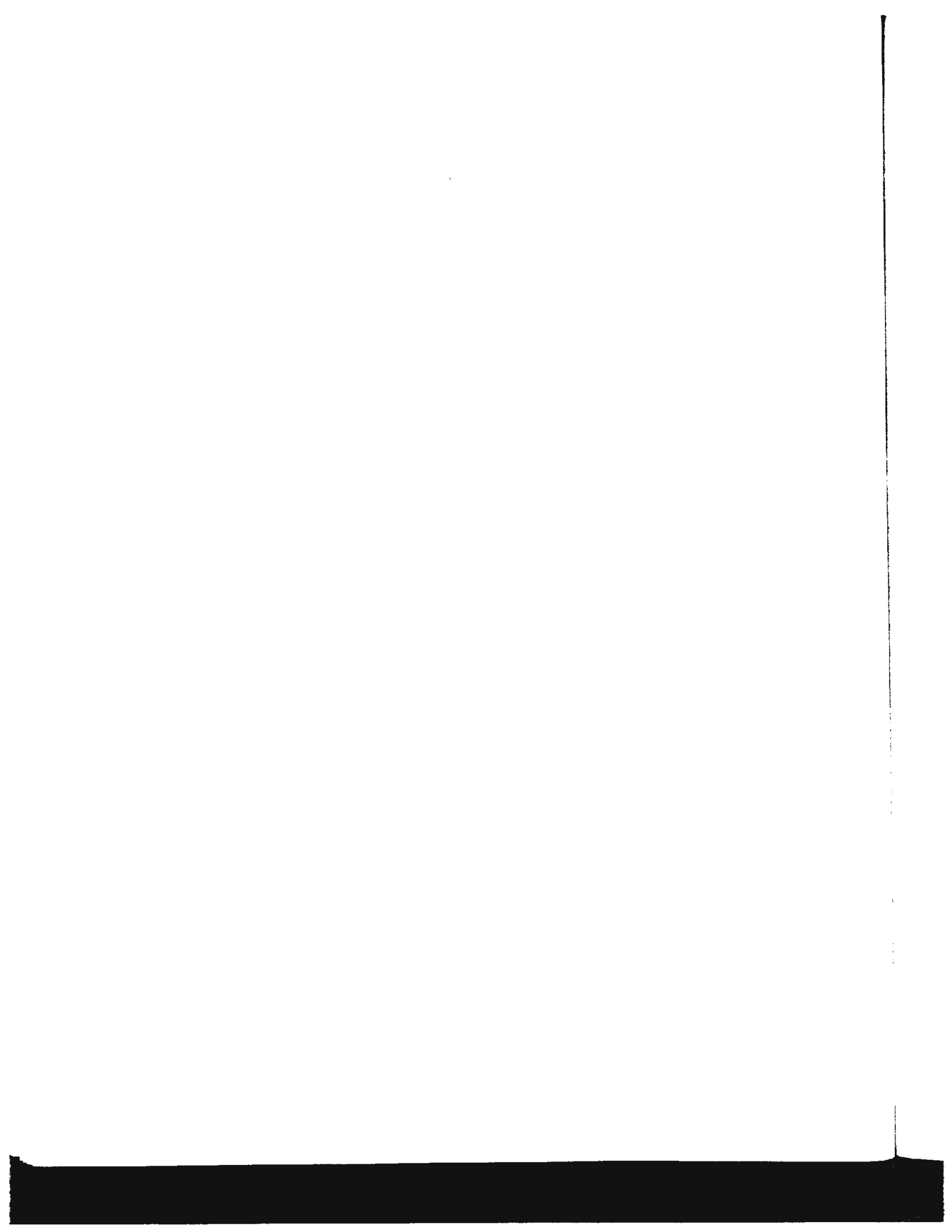
COLLISION/NON-COLLISION BY DRIVER AGE

<u>1973</u>	<u>21-24</u>	<u>25-29</u>	<u>30-34</u>	<u>35-39</u>	<u>40-44</u>	<u>45-49</u>	<u>50-54</u>	<u>55-59</u>	<u>60 and over</u>	<u>TOTAL</u>
<u>Collision</u>	<u>20</u>	<u>93</u>	<u>134</u>	<u>86</u>	<u>105</u>	<u>90</u>	<u>83</u>	<u>72</u>	<u>43</u>	<u>726</u>
<u>Non-Collision</u>										
<u>Ran off Road</u>	0	6	8	4	1	3	3	4	2	31
<u>Overturn</u>	0	0	2	1	1	2	0	1	2	9
<u>Fire</u>	0	1	0	0	1	0	0	1	2	5
<u>Other</u>	<u>1</u>	<u>0</u>	<u>3</u>	<u>2</u>	<u>4</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>13</u>
<u>Total</u>	1	7	13	7	7	5	4	8	6	58
<u>GRAND TOTAL</u>	21	100	147	93	112	95	87	80	49	784
<u>1974</u>										
<u>Collision</u>										
<u>Charter</u>	2	34	25	20	11	14	10	8	10	134
<u>Regular</u>	<u>16</u>	<u>65</u>	<u>71</u>	<u>76</u>	<u>66</u>	<u>70</u>	<u>48</u>	<u>47</u>	<u>39</u>	<u>498</u>
<u>Total</u>	<u>18</u>	<u>99</u>	<u>96</u>	<u>96</u>	<u>77</u>	<u>84</u>	<u>58</u>	<u>55</u>	<u>49</u>	<u>632</u>
<u>Non-Collision</u>										
<u>Ran off Road</u>	3	7	4	4	1	0	5	3	1	28
<u>Overturn</u>	0	0	1	2	2	1	0	0	0	6
<u>Fire</u>	0	1	3	0	2	0	0	1	0	7
<u>Other</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>2</u>	<u>1</u>	<u>8</u>
<u>Total</u>	3	8	9	9	5	1	6	6	2	49
<u>Total Non-Collision</u>										
<u>Charter</u>	1	2	3	5	3	1	1	0	0	16
<u>Regular</u>	<u>2</u>	<u>6</u>	<u>6</u>	<u>4</u>	<u>2</u>	<u>-</u>	<u>5</u>	<u>6</u>	<u>2</u>	<u>33</u>
<u>Total</u>	<u>3</u>	<u>8</u>	<u>9</u>	<u>9</u>	<u>5</u>	<u>1</u>	<u>6</u>	<u>6</u>	<u>2</u>	<u>49</u>
<u>GRAND TOTAL</u>	21	107	105	105	82	85	64	61	51	681

COLLISION/NON-COLLISION BY EXPERIENCE

	<u>Years* Service as Company Driver</u>										<u>Total</u>
	<u>0</u>	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>	<u>5-9</u>	<u>10-14</u>	<u>15-19</u>	<u>20-24</u>	<u>25 and over</u>	
<u>1973</u>											
<u>Collision</u>	22	119	45	43	23	99	65	39	35	75	565
<u>Non-Collision</u>											
Ran off Road	0	7	3	3	1	4	3	0	1	3	25
Overturn	0	0	1	2	0	2	0	0	1	2	8
Fire	0	1	1	0	1	0	1	0	0	2	6
Other **	<u>0</u>	<u>2</u>	<u>1</u>	<u>1</u>	<u>1</u>	<u>2</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>2</u>	<u>10</u>
Total	0	10	6	6	3	8	4	1	2	9	49
GRAND TOTAL	22	129	51	49	26	107	69	40	37	84	614
 <u>1974</u>											
<u>Collision</u>											
Charter	5	48	18	17	3	17	8	7	3	5	131
Regular	<u>11</u>	<u>96</u>	<u>35</u>	<u>24</u>	<u>26</u>	<u>110</u>	<u>51</u>	<u>25</u>	<u>41</u>	<u>82</u>	<u>501</u>
Total	16	144	53	41	29	127	59	32	44	87	632
<u>Non-Collision</u>											
Ran off Road	13	1	1	0	0	3	4	0	1	5	28
Overturn	0	2	1	1	1	0	1	0	0	0	6
Fire	0	2	0	0	1	3	0	0	1	1	8
Other **	<u>3</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>1</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>2</u>	<u>2</u>	<u>9</u>
Total	16	6	2	1	3	6	5	0	4	8	52
<u>Total Non-Collision</u>											
Charter	6	2	1	1	2	3	3	0	0	0	18
Regular	<u>10</u>	<u>5</u>	<u>1</u>	<u>0</u>	<u>1</u>	<u>3</u>	<u>2</u>	<u>0</u>	<u>4</u>	<u>8</u>	<u>34</u>
Total	16	7	2	1	3	6	5	0	4	8	52
GRAND TOTAL	32	150	55	42	32	133	64	32	48	95	684

\*To nearest year.  
 \*\*Most of these "other" accidents involved passenger injury as a result of bus movement.



**THE  
VEHICLE**



This section contains tables on the following areas involving the vehicle.

- (1) Year of Manufacture
- (2) Type of Vehicle
- (3) Mechanical Defects
- (4) Seat Belts

Year

1946

1950

1951

1952

1953

1954

1955

1956

1957

1958

1959

1960

1961

1963

1964

1965

1966

1967

1968

1969

1970

1971

1972

1973

TOTAL



1973  
YEAR OF MANUFACTURE

<u>Year</u>	<u>Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage (000's)</u>
1946	1	0	1	\$ 0
1950	3	0	3	4
1951	1	0	15	2
1952	1	0	1	-
1953	3	1	5	-
1954	4	0	42	20
1955	11	1	22	38
1956	10	13	89	22
1957	15	1	66	65
1958	7	0	41	11
1959	5	0	30	10
1960	16	2	43	38
1961	30	6	99	74
1962	20	4	81	61
1963	30	2	57	106
1964	58	4	224	208
1965	63	5	136	189
1966	65	8	129	236
1967	75	8	345	299
1968	50	5	160	204
1969	64	11	204	233
1970	83	17	224	433
1971	55	6	89	128
1972	78	11	278	472
1973	<u>34</u>	<u>0</u>	<u>87</u>	<u>179</u>
<b>TOTAL</b>	<b>782</b>	<b>105</b>	<b>2,471</b>	<b>\$ 3,032</b>

1974  
YEAR OF MANUFACTURE

<u>Year</u>	<u>Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage (000's)</u>
1946	1	1	0	\$ 0
1950	2	0	6	14
1951	3	0	3	2
1953	4	1	6	5
1954	3	0	3	10
1955	11	0	23	27
1956	4	0	11	14
1957	4	1	4	19
1958	7	1	12	40
1959	7	0	4	37
1960	11	0	28	21
1961	22	2	53	71
1962	23	0	116	133
1963	18	2	116	58
1964	52	4	215	275
1965	44	1	123	108
1966	46	5	128	176
1967	58	1	120	208
1968	43	6	150	144
1969	54	8	208	311
1970	55	2	128	124
1971	47	4	102	188
1972	65	11	244	371
1973	73	16	219	402
1974	<u>21</u>	<u>8</u>	<u>59</u>	<u>58</u>
TOTAL	678	74	2,081	\$ 2,816

TYPE OF VEHICLE

<u>1973</u>	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
Bus	753	5	116	1	132	41	1,286	56	836	103	2,370	\$ 2,836
Limousine	19	0	6	0	1	0	34	1	19	1	60	151
Other	11	0	6	0	1	0	17	1	17	1	41	46
TOTAL	783	5	128	1	134	41	1,337	58	872	105	2,471	\$ 3,033
<u>1974</u>												
Bus	699	3	118	5	87	20	1,258	47	671	75	2,134	\$ 2,899
Limousine	7	0	1	0	0	0	4	1	7	1	12	15
Other	2	0	0	0	5	0	2	1	0	1	7	4
Total	708	3	119	5	92	20	1,264	49	678	77	2,153	\$ 2,918

MECHANICAL DEFECTS

<u>1973</u>	<u>Number of Accidents</u>	<u>Fatalities</u>	<u>Injuries</u>	<u>Property Damage (000's)</u>
Suspension	2	1	30	\$ 53
Brakes	8	0	15	7
Wheels & Tires	<u>5</u>	<u>0</u>	<u>2</u>	<u>102</u>
Total	15	1	47	\$ 162

15/785 = 1.9% of Accidents

1/105 = 1.0% of Fatalities

47/2480 = 1.9% of Injuries

\$162/3036 = 5.3% of Property Damage

<u>1974</u>				
Suspension	3	0	3	\$ 12
Brakes	5	0	57	9
Transmission	1	0	0	3
Wheels and Tires	5	0	10	44
Steering System	3	0	5	59
Engine	1	0	13	8
Other	<u>4</u>	<u>0</u>	<u>5</u>	<u>33</u>
	22	0	93	\$ 168

22/708 = 3.1% of Accidents

1/77 = 1.3% of Fatalities

47/2153 = 2.2% of Injuries

\$162/2918 = 5.6% of Property Damage

1973  
SEAT BELTS \*

	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
<u>I. Installed and In Use</u>												
A. Charter	78	1	5	0	10	3	129	3	73	7	217	\$ 350
B. Regular	<u>230</u>	<u>0</u>	<u>35</u>	<u>0</u>	<u>37</u>	<u>3</u>	<u>322</u>	<u>17</u>	<u>205</u>	<u>20</u>	<u>599</u>	<u>721</u>
TOTAL	308	1	40	0	47	6	451	20	278	27	816	\$1,071
<u>II. Installed and not In use</u>												
A. Charter	12	0	1	0	1	0	1	2	12	2	15	\$ 17
B. Regular	<u>34</u>	<u>0</u>	<u>10</u>	<u>0</u>	<u>11</u>	<u>0</u>	<u>119</u>	<u>6</u>	<u>38</u>	<u>6</u>	<u>178</u>	<u>184</u>
TOTAL	46	0	11	0	12	0	120	8	50	8	193	\$ 201
<u>III. Not Installed</u>												
A. Charter	33	1	3	1	10	13	99	3	25	18	137	\$ 132
B. Regular	<u>140</u>	<u>0</u>	<u>26</u>	<u>0</u>	<u>16</u>	<u>0</u>	<u>173</u>	<u>7</u>	<u>186</u>	<u>7</u>	<u>401</u>	<u>416</u>
TOTAL	173	1	29	1	26	13	272	10	211	25	538	\$ 548

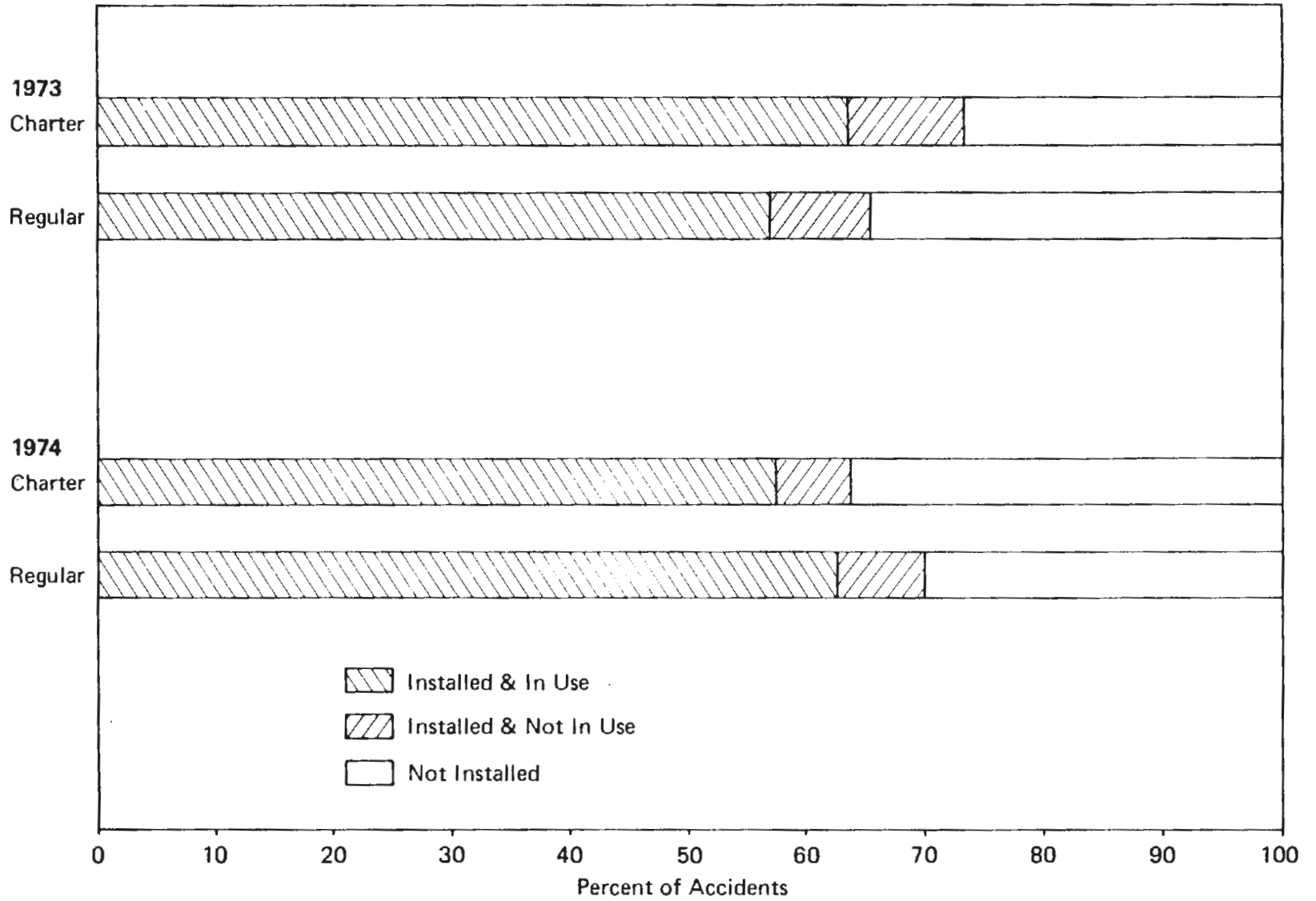
\* Drivers only

1974  
SEAT BELTS \*

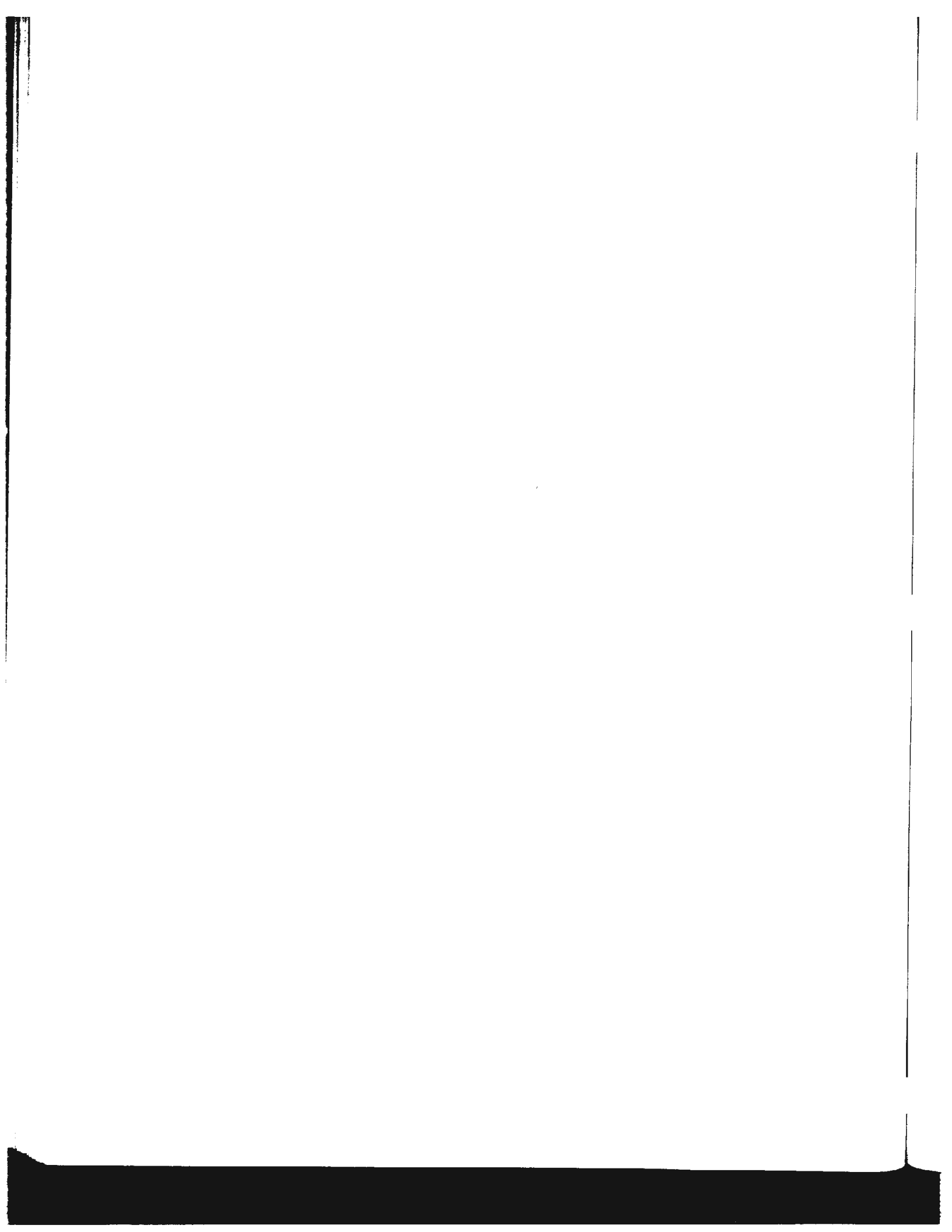
	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
<u>I. Installed and In Use</u>												
A. Charter	73	0	8	0	7	2	80	4	136	6	231	\$ 310
B. Regular	303	0	41	4	30	11	436	29	273	44	780	1,299
TOTAL	376	0	49	4	37	13	516	33	409	50	1,011	\$1,609
<u>II. Installed and Not In Use</u>												
A. Charter	8	1	2	1	0	4	41	0	1	6	44	\$ 125
B. Regular	36	1	12	0	2	2	101	4	36	7	151	208
TOTAL	44	2	14	2	2	6	142	4	37	13	195	\$ 333
<u>III. Not Installed</u>												
A. Charter	46	0	6	0	5	0	133	0	32	0	176	\$ 175
B. Regular	145	0	37	0	26	1	361	9	111	10	535	506
TOTAL	191	0	43	0	31	1	494	9	143	10	711	\$ 681

\* Drivers only

### Seat Belt Usage\* by Type of Operation

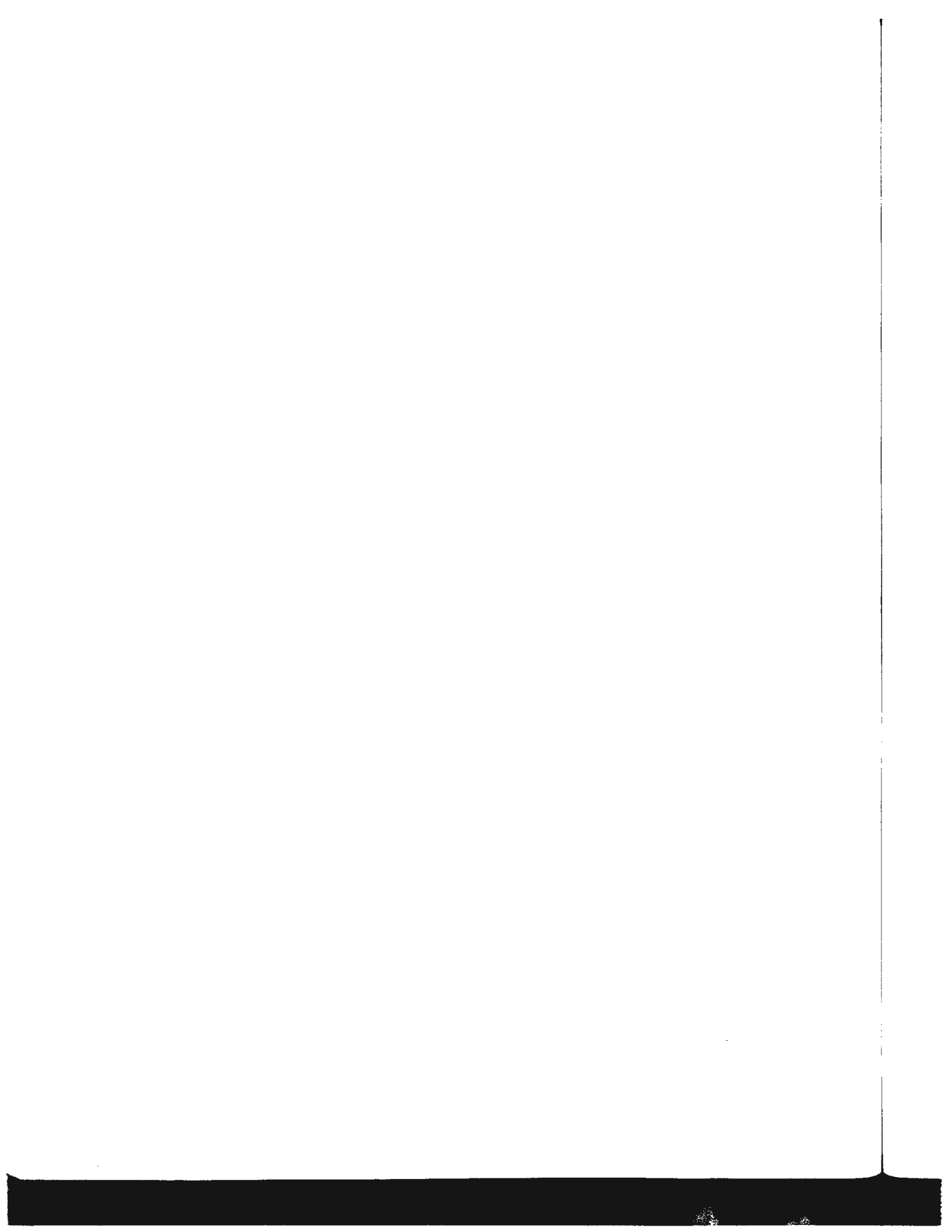


\*Driver Only





**THE  
ACCIDENT  
ITSELF**



This section contains the following information dealing with the accident itself:

- (1) Vehicle Movement
- (2) Collision Object
- (3) Collision/Non-collision by Hours of Driving
- (4) Accidents Involving Fire



1973

VEHICLE MOVEMENT\*

	Vehicle 1**		Vehicle 2																	TOTAL	
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S		T
A Slowing-Stopping	18	38	1	7	-	-	4	1	7	-	-	1	3	2	1	2	-	2	-	-	87
B Stopped	5	2	-	12	1	1	-	-	43	-	-	1	-	-	-	2	1	2	-	-	70
C Parked	1	-	3	1	-	2	-	-	2	-	-	-	1	-	-	1	-	2	-	-	13
D Rear-end	3	4	-	1	-	-	1	-	6	-	-	-	-	-	-	-	-	-	-	-	15
E Backing	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	3
F Making Right Turn	-	-	1	-	-	1	1	-	4	-	-	-	1	-	-	1	-	-	-	-	9
G Making Left Turn	1	-	-	-	-	-	-	-	16	-	-	1	1	-	-	-	-	-	-	-	19
H Making U-Turn	-	-	-	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	3
I Proceeding Straight	8	25	5	2	2	10	27	5	82	1	11	24	5	7	9	27	11	33	-	8	302
J Merging	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1
K Entering Traffic	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
L Intersection	-	1	-	-	-	-	2	-	1	-	-	16	-	-	-	-	-	1	-	-	21
M Passing	1	-	1	1	-	-	8	-	3	-	1	-	1	3	-	-	-	4	-	-	23
N Changing Lanes	1	-	-	-	-	-	-	-	4	1	-	-	-	1	-	-	-	-	-	-	7
O Sideswipe - Opposite Direction	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1
P Head-on - Crossed Into Opposing Lane	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Q Skidding	4	6	-	-	-	-	-	-	4	-	-	-	1	-	-	-	-	-	-	-	15
R Vehicle Out-of-Control	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2
S Roll-Away	-	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2
T Railroad Crossing	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2
TOTAL	42	79	13	25	3	14	43	8	178	2	12	43	13	13	11	33	12	45	0	8	597

\*Approximately 20% of these accidents involved three or more vehicles.

\*\*Reporting vehicle.

1973

VEHICLE MOVEMENT

% of all  
Collision Accidents  
Movements

Vehicle 1\*

Vehicle 2

13.7	Proceeding Straight	Proceeding Straight
7.2	Stopped	Proceeding Straight
6.4	Slowing - Stopping	Stopped
5.5	Proceeding Straight	Vehicle out of Control
4.5	Proceeding Straight	Making Left Turn
4.5	Proceeding Straight	Head-on Crossed into Opposing Lane
4.2	Proceeding Straight	Stopped
4.0	Proceeding Straight	Intersection

\*Reporting vehicle.

1974

## VEHICLE MOVEMENT\*

	Vehicle 1**		Vehicle 2																		TOTAL
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	
A Slowing-Stopping	13	26	2	12	-	1	1	-	9	1	-	-	2	3	-	3	3	3	-	-	79
B Stopped	4	8	-	14	1	3	1	-	31	-	-	1	2	1	1	-	4	4	-	-	75
C Parked	-	-	-	-	-	-	-	-	5	-	1	-	-	-	-	-	-	-	-	-	6
D Rear-end	3	5	-	1	-	-	-	-	22	-	-	-	-	1	-	-	1	-	-	-	34
E Backing	-	-	1	-	-	-	-	-	22	-	-	-	-	1	-	-	1	-	-	1	26
F Making Right Turn	-	2	-	-	-	2	-	-	5	-	-	-	-	-	-	-	-	1	-	-	10
G Making Left Turn	-	1	-	-	-	-	-	-	11	-	-	1	-	-	-	-	-	2	-	-	15
H Making U-Turn	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1
I Proceeding Straight	8	9	3	22	1	6	24	3	49	3	11	13	7	16	11	25	9	14	-	-	234
J Merging	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
K Entering Traffic	-	1	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	3
L Intersection	-	-	-	-	-	-	-	-	2	-	-	27	-	-	-	-	-	1	-	-	30
M Passing	-	1	-	3	-	-	9	-	2	-	-	-	-	3	1	-	-	1	-	-	20
N Changing Lanes	1	-	-	1	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	3
O Sideswipe -- Opposite Direction	-	-	1	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2
P Head-On -- Crossed Into Opposing Lane	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2
Q Skidding	-	3	3	2	-	-	-	-	4	-	-	1	-	-	1	-	-	2	-	-	16
R Vehicle Out-of-Control	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
S Roll-Away	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0
T Railroad Crossing	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2
TOTAL	29	56	10	56	2	12	36	3	168	4	12	43	12	26	14	28	19	28	0	2	560

\*Approximately 20% of these accidents involved three or more vehicles.

\*\*Reporting vehicle.

1974

VEHICLE MOVEMENT

% of all  
Collision Accidents  
Movements

Vehicle 1 \*

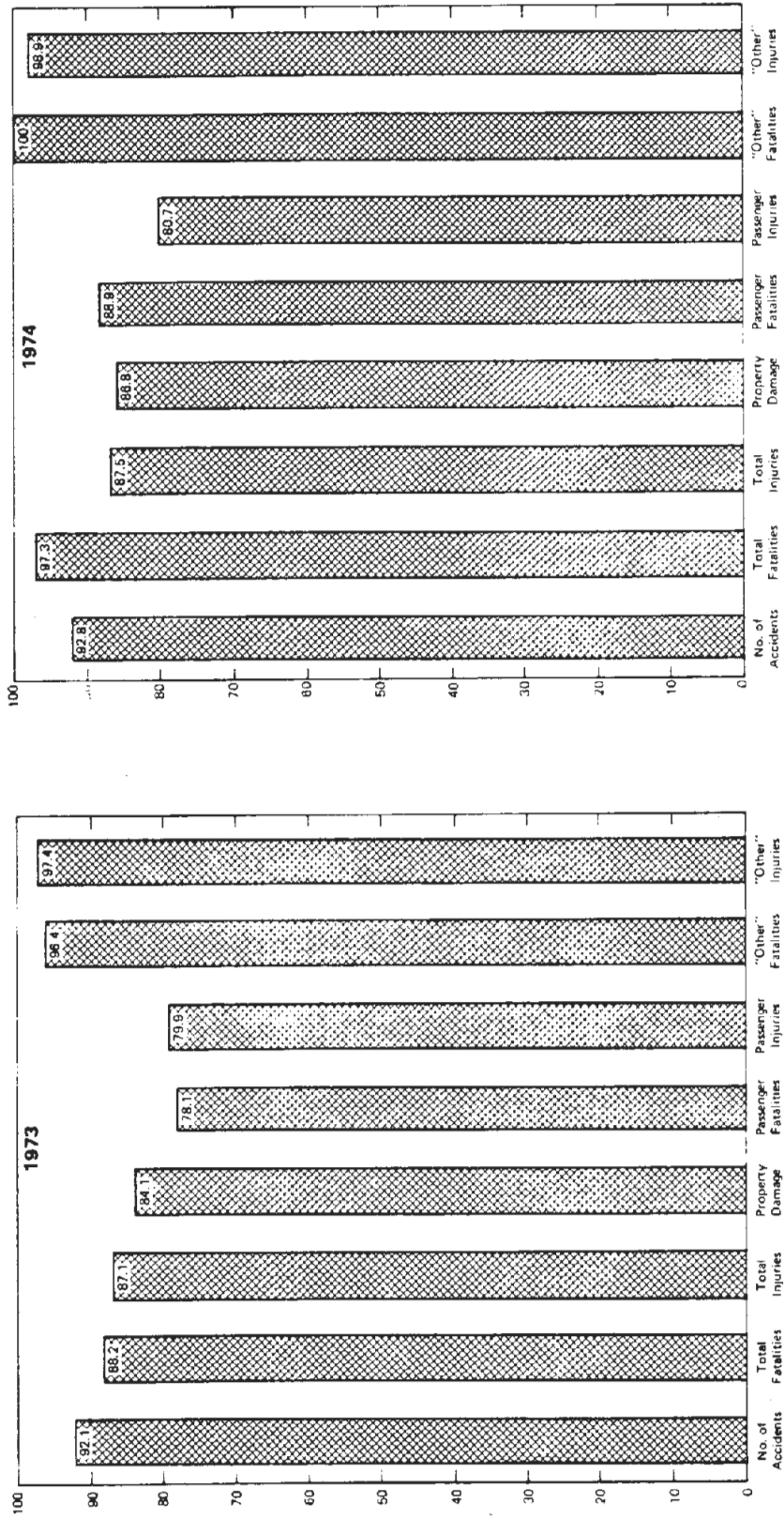
Vehicle 2

9.1	Proceeding Straight	Proceeding Straight
5.8	Stopped	Proceeding Straight
5.0	Intersection	Intersection
4.8	Slowing - Stopping	Stopped
4.7	Proceeding Straight	Head-on, Crossed into Opposing Lane
4.5	Proceeding Straight	Making Left Turn
4.1	Proceeding Straight	Rear-end
4.1	Rear-end	Proceeding Straight
4.1	Backing	Proceeding Straight

\*Reporting vehicle.



### Collision Statistics\*



\* Stated as a percentage of grand total for each category.

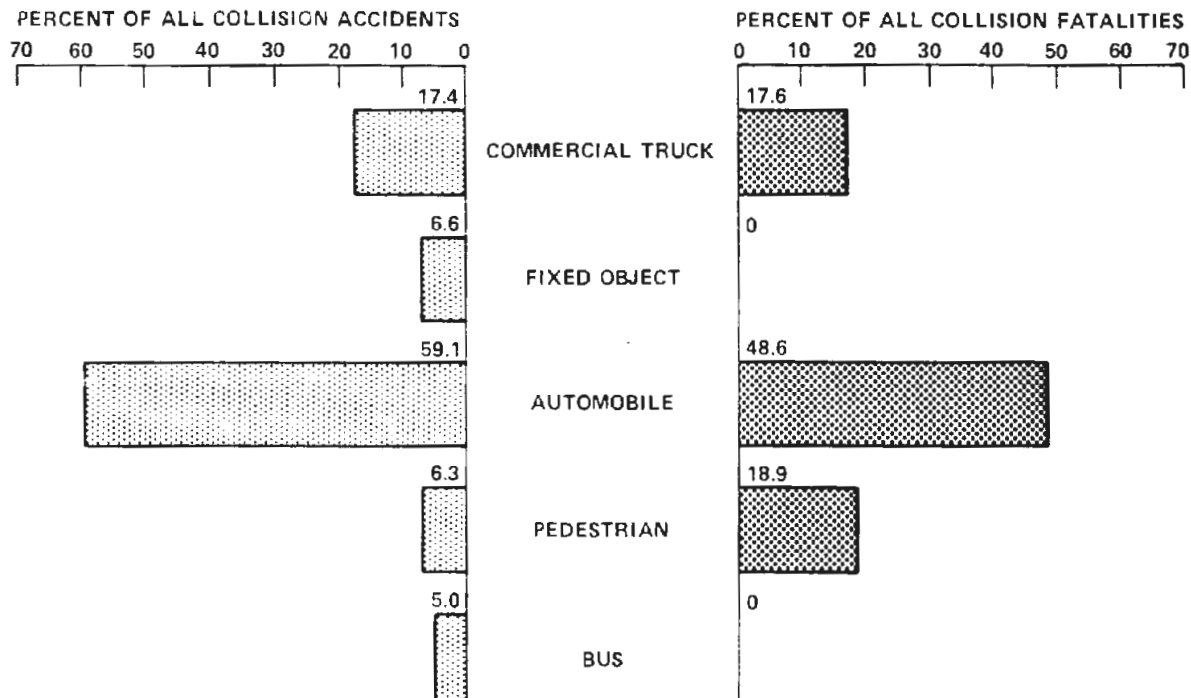
1973  
COLLISION OBJECT

	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
Commercial Truck	87	3	32	0	12	13	364	10	59	26	467	\$ 760
Fixed Object	38	1	9	0	12	12	92	2	35	15	148	261
Automobile	440	0	59	1	71	5	461	27	519	33	1,110	1,328
Pedestrian	38	0	0	0	0	0	0	8	31	8	31	2
Bus	33	0	5	0	16	1	78	0	109	1	208	117
Train	2	0	1	0	0	1	24	0	17	1	42	14
Bicyclist	8	0	0	0	0	0	1	2	6	2	7	0
Animal	4	0	2	0	1	0	0	0	0	0	3	13
Motorcycle	7	0	0	0	0	0	0	0	7	0	7	2
Pick-up Truck	11	0	1	0	3	0	13	1	12	1	29	40
Other	18	0	3	0	8	0	19	0	14	0	44	52
<b>Total</b>	<b>686</b>	<b>4</b>	<b>112</b>	<b>1</b>	<b>123</b>	<b>32</b>	<b>1,052</b>	<b>50</b>	<b>809</b>	<b>87</b>	<b>2,096</b>	<b>\$ 2,589</b>

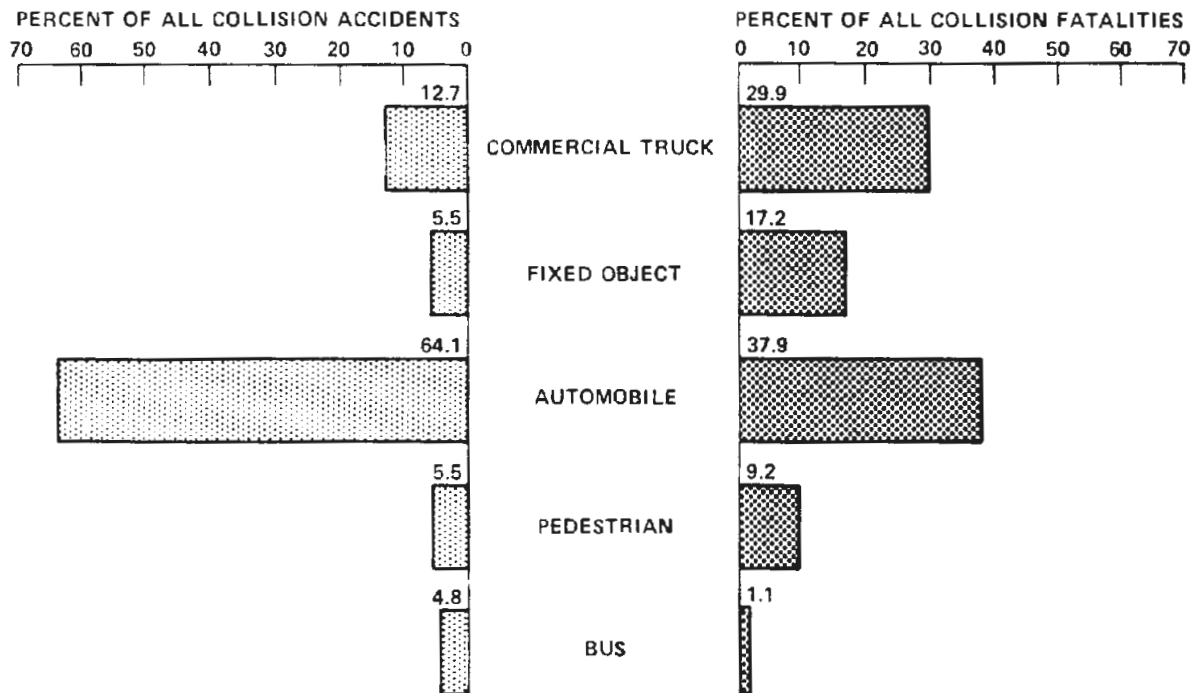
1974  
COLLISION OBJECT

	<u>Number of Accidents</u>	<u>Drivers</u>		<u>Other Carrier Personnel</u>		<u>Passengers</u>		<u>Others</u>		<u>Total</u>		<u>Property Damage (000's)</u>
		<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	<u>Killed</u>	<u>Injured</u>	
Commercial Truck	110	1	36	0	9	10	371	2	67	13	483	\$ 842
Fixed Object	42	0	11	0	2	0	104	0	19	0	136	203
Automobile	374	0	40	4	58	3	383	29	418	36	899	1,203
Pedestrian	40	0	0	0	1	0	4	14	28	14	33	2
Bus	30	0	6	0	14	0	84	0	78	0	182	124
Train	1	1	0	1	0	3	22	0	0	5	22	50
Bicyclist	9	0	0	0	1	0	0	0	8	0	9	1
Animal	3	0	2	0	0	0	6	0	0	0	8	20
Motorcycle	10	0	0	0	0	0	2	1	11	1	13	4
Pick-up Truck	14	0	2	0	1	2	17	3	13	5	33	66
Other	10	0	1	0	1	0	6	0	13	0	21	34
<b>Total</b>	<b>643</b>	<b>2</b>	<b>98</b>	<b>5</b>	<b>87</b>	<b>18</b>	<b>999</b>	<b>49</b>	<b>655</b>	<b>74</b>	<b>1,839</b>	<b>\$2,549</b>

### SELECTED COLLISION OBJECTS (1974)



### SELECTED COLLISION OBJECTS (1973)



1973

COLLISION BY HOURS OF DRIVING

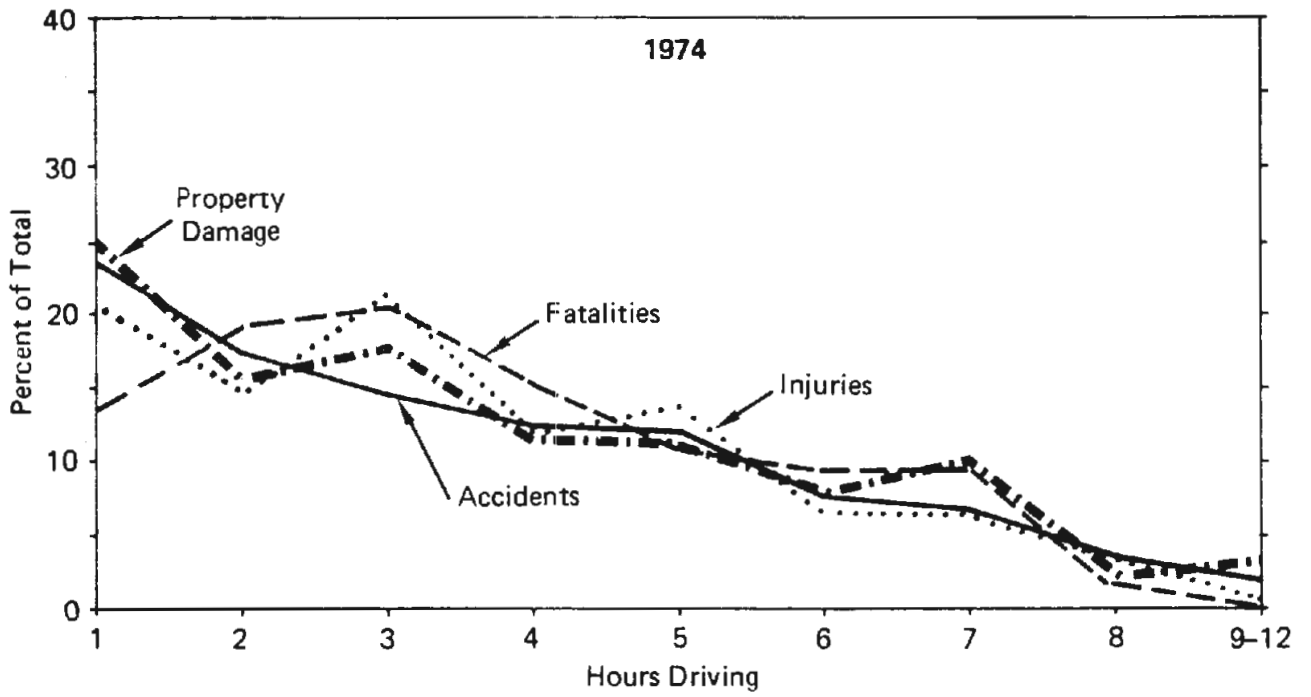
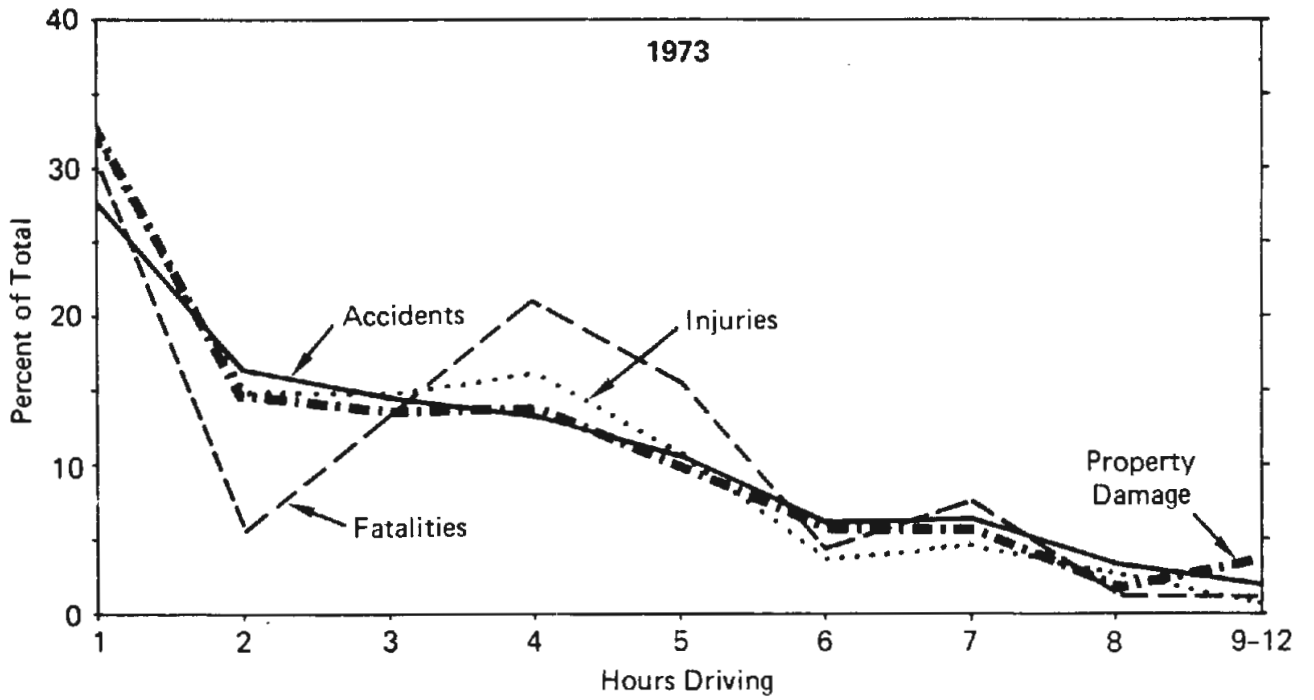
<u>Hours</u>	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Other Killed</u>	<u>Other Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
1	194	2	26	0	49	11	363	14	234	27	672	\$ 801
2	115	0	23	0	15	3	145	2	132	5	315	371
3	102	0	21	0	6	5	163	7	122	12	312	341
4	92	1	6	0	25	12	171	6	139	19	341	248
5	75	0	13	0	7	1	120	13	90	14	230	247
6	43	0	7	0	4	0	27	4	43	4	81	145
7	45	0	10	1	8	0	41	6	35	7	94	136
8	23	0	1	0	9	0	19	1	26	1	55	44
9	10	1	1	0	2	0	4	0	9	1	16	67
10	2	0	1	0	0	0	0	0	0	0	1	3
11-12	2	0	1	0	0	0	2	0	0	0	3	15
Total	703	4	110	1	125	32	1,055	53	830	90	2,120	\$ 2,518

1974

COLLISION BY HOURS OF DRIVING

<u>HOURS</u>	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
1	150	0	26	0	20	1	180	9	154	10	380	\$ 553
2	111	0	16	4	23	0	130	10	103	14	272	384
3	91	1	17	0	8	7	229	7	137	15	391	419
4	80	0	13	0	6	2	131	9	72	11	222	288
5	78	1	11	0	8	0	166	7	71	8	256	282
6	49	0	9	0	6	3	53	4	52	7	120	195
7	44	1	5	1	5	3	58	2	47	7	115	250
8	24	0	3	0	4	0	43	1	15	1	65	55
9	11	0	1	0	3	0	21	0	3	0	28	68
10	1	0	0	0	0	0	0	0	1	0	1	1
11-12	1	0	0	0	0	0	0	0	0	0	0	5
<b>TOTAL</b>	<b>643</b>	<b>3</b>	<b>101</b>	<b>5</b>	<b>83</b>	<b>16</b>	<b>1,011</b>	<b>49</b>	<b>655</b>	<b>73</b>	<b>1,850</b>	<b>\$ 2,500</b>

### Collision Accidents by Hours Driving



1973

NON-COLLISION BY HOURS OF DRIVING

	Hours	Number of Accidents	Drivers Killed	Drivers Injured	Other Carrier Personnel Killed	Other Carrier Personnel Injured	Passengers Killed	Passengers Injured	Others Killed	Others Injured	Total Killed	Total Injured	Property Damage (000's)
Ran off road	1	8	0	4	0	1	2	21	0	0	2	26	\$ 49
	2	5	0	3	0	2	0	42	0	8	0	55	36
	3	6	0	1	0	0	3	70	0	0	3	71	51
	4	3	0	1	0	0	0	16	1	3	1	20	84
	5	3	0	2	0	0	0	5	0	0	0	7	6
	6	1	0	1	0	0	3	16	0	0	3	17	--
	7	3	1	0	0	0	0	8	0	0	1	8	60
	8	1	0	1	0	0	0	0	0	1	0	2	14
	9	2	0	0	0	0	0	0	0	2	0	2	0
Total		32	1	13	0	3	8	178	1	14	10	208	\$ 300
Overturn	1	3	0	0	0	0	0	21	0	0	0	21	\$ 13
	2	1	0	1	0	0	0	0	0	0	0	1	5
	3	1	0	0	0	0	0	34	0	0	0	34	12
	5	2	0	0	0	1	0	19	0	0	0	20	22
	6	1	0	0	0	0	1	7	0	0	1	7	8
Total		8	0	1	0	1	1	81	0	0	1	83	\$ 60
TOTAL OF OTHER NON-COLLISION ACCIDENTS *													
		20	0	1	0	5	0	7	1	8	1	22	\$ 116
GRAND TOTAL OF NON-COLLISION ACCIDENTS													
		60	1	15	0	9	9	266	2	22	12	312	\$ 476

\* Includes fire, explosions, and passenger injury while vehicle in motion.



1974  
NON-COLLISION BY HOURS OF DRIVING

	<u>Hours</u>	<u>Number of Accidents</u>	<u>Drivers Killed</u>	<u>Drivers Injured</u>	<u>Other Carrier Personnel Killed</u>	<u>Other Carrier Personnel Injured</u>	<u>Passengers Killed</u>	<u>Passengers Injured</u>	<u>Others Killed</u>	<u>Others Injured</u>	<u>Total Killed</u>	<u>Total Injured</u>	<u>Property Damage (000's)</u>
Ran off Road	1	3	0	1	0	0	0	5	0	0	0	6	\$ 24
	2	5	0	1	0	0	0	11	0	0	0	12	15
	3	6	0	3	0	0	0	59	0	0	0	62	57
	4	4	0	3	0	0	1	47	0	0	1	50	37
	5	2	0	2	0	0	0	4	0	1	0	7	4
	6	3	0	1	0	0	0	0	0	0	0	1	61
	7	2	0	0	0	0	0	18	0	0	0	18	5
	8	1	0	1	0	0	0	6	0	0	0	7	1
	9	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL		27	0	12	0	0	1	150	0	1	1	163	\$ 207
Overturn	2	1	0	0	0	0	0	11	0	0	0	11	\$ 5
	3	1	0	1	0	0	0	53	0	0	0	54	5
	5	1	0	1	0	0	1	19	0	0	1	20	2
	7	1	0	0	0	0	0	0	0	0	0	00	3
	9	1	0	1	0	0	0	0	0	0	0	1	27
TOTAL		5	0	3	0	0	1	83	0	0	1	86	\$ 42
TOTAL OF OTHER NON-COLLISION ACCIDENTS *													
		18	0	1	0	0	0	9	0	6	0	16	\$ 130
GRAND TOTAL OF NON-COLLISION ACCIDENTS													
		50	0	16	0	0	2	233	0	7	2	265	\$ 379

\* Includes fire, explosions, and passenger injury while vehicle in motion.

ACCIDENTS INVOLVING FIRE

1973	Number of Accidents	Driver		Carrier Passengers		Others		Total		Property Damage (000's)
		Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	
Non-Collision	8	0	0	0	0	0	0	0	0	\$ 128
Collision	7	0	1	0	13	1	5	1	19	166
Total	15	0	1	0	13	1	5	1	19	\$ 294
<u>1974</u>										
Non-Collision	5	0	0	0	0	0	1	0	1	\$ 103
Collision	7	2	0	0	43	6	4	19	47	212
Total	12	2	0	0	43	6	5	19	48	\$ 315

Although small in number accidents involving fire result in more severe consequences. The table below compares, for the combined years 1973-74, all reported bus accidents with those accidents involving fire.

	All Accidents		Those Accidents Involving Fire	
	Number	Rate*	Number	Rate*
Accidents	1,493	-	27	-
Fatalities	182	12.2	20	74.1
Injuries	4,633	3.1	67	2.5
Property Damage	\$5,953,000	\$4,000	\$609,000	\$22,600

\*Per Accident for injuries and property damage, per 100 accidents for fatalities

ERRATA SHEET  
ACCIDENTS INVOLVING FIRE

1974	Number of Accidents	Driver		Carrier Passengers		Others		Total		Property Damage (000)
		Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	Fatalities	Injuries	
Non-Collision	8	0	0	0	0	0	0	0	0	\$ 128
Collision	7	0	1	0	13	1	5	1	19	166
Total	15	0	1	0	13	1	5	1	19	\$ 294
<u>1973</u>										
Non-Collision	5	0	0	0	0	0	1	0	1	\$ 103
Collision	7	2	0	11	43	6	4	19	47	212
Total	12	2	0	11	43	6	5	19	48	\$ 315

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\*Per Accident for injuries and property damage, per 100 accidents for fatalities





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