

C2
50

National Conference on Street and Highway Safety

Appendix to the Report of the
COMMITTEE ON STATISTICS

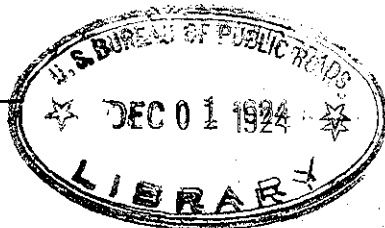
Appointed by
The Secretary of Commerce

PART I

**Summary of Accident Reporting Methods and Rules of State
Highway Departments or Motor Vehicle Commissioners**

PART II

**Summary of Accident Reporting Methods and Rules of State
Railroad or Public Utility Commissioners**



Washington, D. C.

November 3, 1924



NATIONAL CAPITAL PRESS, INC., WASHINGTON, D. C.

Conference on Street and Highway Safety

The Honorable HERBERT HOOVER, Secretary of Commerce.....	<i>Chairman</i>
F. A. DELANO, Hibbs Building, Washington, D. C.....	<i>Vice-Chairman</i>
A. B. BARBER, Chamber of Commerce of the U. S. A.....	<i>Director</i>
ERNEST GREENWOOD, Washington, D. C.....	<i>Secretary</i>
W. J. COX, National Bureau of Casualty & Surety Underwriters..	} <i>Consulting Staff</i>
SIDNEY J. WILLIAMS, National Safety Council.....	

COMMITTEES

Committee on Statistics

W. M. STEUART, Director, Bureau of the Census.....	<i>Chairman</i>
J. H. PARMELEE, Director, Bureau of Railway Economics.....	<i>Secretary</i>

Committee on Traffic Control

ROY F. BRITTON, Chairman, legislative committee, American Automobile Association, President, Automobile Club of Missouri....	<i>Chairman</i>
C. W. STARK, Chamber of Commerce of the U. S. A.....	<i>Secretary</i>

Committee on Construction and Engineering

FRANK PAGE, Chairman, North Carolina State Highway Commission.	<i>Chairman</i>
C. W. STARK, Chamber of Commerce of the U. S. A.....	<i>Secretary</i>

Committee on City Planning and Zoning

F. A. DELANO, Chairman, Committee on the Federal City.....	<i>Chairman</i>
JOHN IHLDER, Chamber of Commerce of the U. S. A.....	<i>Secretary</i>

Committee on Insurance

S. S. HUEBNER, University of Pennsylvania.....	<i>Chairman</i>
ROLLIN M. CLARK, Chamber of Commerce of the U. S. A.....	<i>Secretary</i>

Committee on Education

A. W. WHITNEY, National Bureau of Casualty & Surety Underwriters.	<i>Chairman</i>
ERNEST GREENWOOD, Washington, D. C.....	<i>Secretary</i>

Committee on the Motor Vehicle

H. M. CRANE, President, Society of Automotive Engineers.....	<i>Chairman</i>
JOHN R. HOPE, American Automobile Association.....	<i>Secretary</i>

Committee on Public Relations

GEORGE M. GRAHAM, Vice President, Chandler Motor Car Co., Chairman, Traffic Planning & Safety Committee, National Automobile Chamber of Commerce.....	<i>Chairman</i>
NORMAN C. DAMON, National Automobile Chamber of Commerce...	<i>Secretary</i>

Finance Committee

ELLIOT H. GOODWIN, Chamber of Commerce of the U. S. A.....	<i>Chairman</i>
--	-----------------

For information concerning additional copies of the reports of the above committees, address the Conference on Street and Highway Safety, Department of Commerce, Washington, D. C.

COMMITTEE ON STATISTICS

- W. M. STEUART, *Chairman*, Director, Bureau of the Census, Washington, D. C.
- W. J. COX, Traffic Engineer, National Bureau of Casualty and Surety Underwriters, 120 W. 42nd Street, New York City.
- CHARLES P. CRESWELL, Associate Statistician, Association of Life Insurance Presidents, 165 Broadway, New York City.
- C. R. DALTON, Rochester Bureau of Municipal Research, Rochester, N. Y.
- L. I. DUBLIN, Statistician, Metropolitan Life Insurance Co., 1 Madison Avenue, New York City.
- J. H. EVANS, Order of Railway Conductors of America, Cedar Rapids, Iowa.
- FRANK A. GOODWIN, Registrar of Motor Vehicles, Commonwealth Pier, Boston, Mass.
- HAROLD R. GORDON, Executive Secretary, The Health and Accident Underwriters Conference, 168 N. Michigan Ave., Chicago, Ill.
- A. N. JOHNSON, Dean, Engineering College, University of Maryland, College Park, Md.
- E. W. KOPF, Assistant Statistician, Metropolitan Life Insurance Co., 1 Madison Avenue, New York City.
- JOHN C. LONG, Secretary, Traffic Planning and Safety Committee, National Automobile Chamber of Commerce, 366 Madison Avenue, New York City.
- M. O. LORENZ, Director, Bureau of Statistics, Interstate Commerce Commission, Washington, D. C.
- E. J. MURPHY, Chief Statistician, American Electric Railway Association, 8 West 40th Street, New York City.
- JOHN W. OTT, Secretary-Treasurer, J. C. Adderly, Incorporated, 220 S. State Street, Chicago, Ill.
- J. H. PARMELEE, Director, Bureau of Railway Economics, Transportation Bldg., Washington, D. C.
- JOSEPH M. QUIGLEY, Chief of Department of Police, Rochester, N. Y.
- ETHELBERT STEWART, U. S. Commissioner of Labor Statistics, Department of Labor, Washington, D. C.
- M. W. TORKELSON, Engineer Secretary, Wisconsin Highway Commission, State Capitol Annex, Madison, Wis.
- J. C. TRACY, Chairman of the Department of Civil Engineering, Yale University, New Haven, Conn.

PART I

Summary of Accident Reporting Methods and Rules of State Highway Departments or Motor Vehicle Commissioners

ARKANSAS

Traffic accidents, outside of cities, upon highways included in the State highway system have been reported to the State Highway Department since January 1, 1924. These reports are not required by law but are made in conformity to the order of the Department requiring maintenance patrolmen to report all fatal, personal injury, and property damage accidents to the District Engineer. These reports are used by the Department to indicate points where improvements may be needed to eliminate danger.

Further investigations of fatal and serious accidents are made by the patrolmen, or the District Engineer, who file a summary report of the investigation with the State Highway Department.

No tabulated statements have been prepared. It is expected the reports will be used for educational purposes, and particularly to determine what improvements may be made to prevent recurrence of accidents.

No accident spot map is maintained.

CONNECTICUT

All motor vehicle traffic accidents of which the consequences are death or personal injury and all in which the property damage exceeds \$10, which occur upon the public highways of the state, either within or without city limits, must be reported to the Motor Vehicle Commissioner by the motor vehicle operator involved. Accidents which result in deaths are investigated by the coroner's court and a copy of his findings sent to the Motor Vehicle Commissioner. This is in addition to the report required of the operator involved.

The records concerning each one of these accidents are completed through the Department of Motor Vehicles and are analyzed and tabulated for the purpose of securing statistics and for discipline of operators. The statistical data is used in connection with monthly bulletins issued by the department and mailed out to a selected list and through semi-weekly newspaper articles released by the department to the newspapers of the State. They are also used in schools, in public lectures and in any manner which appears to the department to contribute to the reduction of motor vehicle accidents. In connection with the statistical information, a spot map is maintained which shows the number of accidents at each particular point in the State. This spot map is the basis of cooperative work between the Motor Vehicle Department, the State Highway Department, and all the local police departments of the State.

DELAWARE

The State Highway Department receives and compiles reports of traffic accidents that occur on the state highway system outside of city limits. These reports are not required by law, but are a matter of regulation by the State Highway Department, which controls the State Highway police. This regulation has been in effect since February, 1923.

Fatal and personal injury accidents and property damage above \$300 are reported. The first report is made by the state police, on a regular form for this purpose, to the State Superintendent of Police. Final reports are filed in the office of the State Highway Department, which prepares statistical reports which are studied to ascertain causes of accidents and special danger points. These statistical reports are used for publication in newspapers and bulletins of the Department, and by the Chief Engineer as basis of instruction.

An accident spot map is maintained showing three classes of accidents—fatal, personal injury (hospital cases), and property damage exceeding \$300—by red, white, and blue marks respectively.

Points of concentration of accidents are studied for the purpose of eliminating dangerous conditions.

It is stated that this traffic accident work has resulted in a reduction of fatal and traffic accidents generally. In the future, it is proposed that these data shall be used in the layout and design of new roads and as a basis for traffic regulations for the instruction of the State highway police; also, to determine at which points to erect danger signals.

ILLINOIS

The State Highway Department secures, through its employees, reports of traffic accidents which occur upon the state highways, as may come under the observation of the employees. These reports are a matter of regulation of the Department since 1921, but are not required by a State law.

Accidents involving death, injury, or property damage, are reported by the employee nearest at hand to the Maintenance Engineer. Further investigations are made only at the request of the parties involved. These investigations are made by some employee nearby, and a report filed with the Maintenance Division.

No publicity has been given to these data, nor is any accident spot map maintained.

The comment of the State Highway Department is that the most important lessons derived from the accidents are: "keeping all parked cars off the roads, to carry lights on all vehicles at night, keep pedestrians off the pavement, punish reckless drivers severely, keep the line of sight clear, keep up a proper system of warning signs, locate and build the roads and bridges properly, provide adequate police force and to limit speed to suit road and traffic conditions."

INDIANA

The State Highway Department receives reports of accidents on state highways only. These reports are not required by law, but are made at the instruction of the State Highway Commission to its various employees.

Any accident of a serious nature is reported, including property damage, as well as personal injuries and fatalities.

It is stated that a record of all fatalities is secured, but probably not more than one-fifth of all the accidents that actually happen are recorded. No provision is made for investigation of the reports that are made to the central office of the State Highway Department. Reports received are tabulated and statistical results printed in the annual reports of the Commission. It is specifically stated on the report forms that they are not permitted to be used in damage suits.

Full publication of the tabular statement is made in the newspapers and in the occasional bulletins to bring out and emphasize the causes of accidents.

The records show that nearly all serious accidents occur where the vehicles are

going at comparatively high rates of speed, and it is believed that if this fact is emphasized it will have a very great effect upon the public to keep the speed within reasonable limits.

IOWA

The State Highway Commission compiles reports of all accidents occurring upon highways, whether upon rural highways or the city streets, this practice having been in effect since 1916. The reports are summarized quarterly and results published in the Service Bulletin issued quarterly by the Commission. Annual statistical reports are prepared, which are used for publicity and educational purposes. No accident spot map has been prepared.

LOUISIANA

For the past two years the State Highway Commission has received reports of traffic accidents that occur upon the state highway system by traffic officers, who are directly responsible to the State Highway Commission. No statistical data have been compiled but at present the Commission is perfecting a record for statistical purposes.

MAINE

Traffic accidents which occur upon the state highways, outside of city limits, are reported by members of the state highway police, and, sometimes by the parties involved, to the State Highway Police Department.

There is no law, however, specifically requiring that such reports be made. All accidents in which automobiles are involved are reported. Further investigations, particularly where there is evidence of reckless driving or intoxication, are made by some member of the state highway police.

No statistical reports are prepared, individual reports being filed alphabetically in the State Police Department. No accident spot map is maintained.

MARYLAND

The motor vehicle law of Maryland, passed in 1916, requires that all traffic accidents, both within and without cities, be reported to the Commissioner of Motor Vehicles. These reports cover all fatal and personal injury accidents, but not necessarily those involving only property damage.

The law requires the first report to be made by the operator of the motor vehicle involved to the Commissioner of Motor Vehicles. All fatal accidents and serious injury accidents are further investigated by a member of the State police, who makes a final summary report which is filed in the Accident and Complaint Department with the Commissioner of Motor Vehicles.

Statistical reports are prepared, which are used in connection with the work of the Department. A spot map has been compiled showing the location of fatal accidents and serious injury accidents.

The Motor Vehicle Department cooperates with the State Roads Commission, reporting to it all accidents, particularly those due to road conditions. The State Roads Commission, through its own field forces, requires that its employees shall report in full detail all the traffic accidents that occur upon the state highways. The reports of these accidents are kept by the State Roads Commission for its information only. They are graphically indicated on a spot map by the use of colored pins. When a number of accidents become clustered about a given point, investigation is made to discover means to reduce the danger at that particular place. It is

stated this may be done by improving the vision of the highway, reducing the crown of the road, widening and banking curves, and similar improvements.

It is stated this system of accident reporting has led to a reduction in traffic fatalities and traffic accidents, as indicated by the fact that while this past year there has been an increase of $19\frac{1}{2}$ per cent in motor vehicle registration, there is only a $4\frac{1}{2}$ per cent increase in accidents recorded.

MASSACHUSETTS

Under the State law passed in 1920, and amended and in effect August 15, 1924, it is required that all traffic accidents in the State, both within and without city limits, shall be reported by the local police, as well as by motor vehicle operators to the Registrar of Motor Vehicles. It is required, however, that only fatal and personal injury accidents be so reported.

Further investigations of serious accidents are made by inspectors of the Motor Vehicle Department, the summary reports of these investigations being filed with the Registrar of Motor Vehicles. The reports are tabulated and statistics prepared and are used as a basis for publication in the press to impress upon the public the causes of accidents, for purpose of educating children in schools, and to encourage cooperation in various local police departments.

No spot map has been prepared, but a record is kept of special danger points in various cities and towns.

While the fatalities since 1919 have not decreased, it is the opinion that the collection and publication of traffic accident data have resulted in decreasing accidents. Notwithstanding the fact that the registration has increased since 1919 from 247,183 to 577,883 in the year 1923, the actual number of fatalities has not increased, being 582 in 1919, while in 1923 there were but 578 reported. The reason given for this as attributed to the strict examination of applicants for licenses to drive and the wholesale revocation of licenses of violators of motor vehicle laws.

The printed forms used for reporting traffic accidents are exceptionally complete.

The Highway Division of the State Department of Public Works has received through its employees reports of accidents on State highways since 1894. The purpose has been, however, mainly for the protection of the State against claims because of a defective way. All manner of traffic accidents are reported, and further investigation made into those cases where it is thought a suit because of a defective way might ensue. The reports are made by the local engineer of the State Highway Department, which, however, has not compiled statistics of accidents, nor is a spot map maintained.

MICHIGAN

Traffic accidents that occur upon highways outside the city limits were reported to the Director of Traffic of the State Highway Department during 1923, but during 1924 this practice was discontinued, as there was no State law that compelled such reports to be made.

MINNESOTA

There are reported to the State Highway Department only those traffic accidents, occurring upon the state highway system, which may be a possible cause of State liability.

These reports are made by the patrolmen of the State Highway Department to the District Maintenance Superintendent, who makes such further investigation as may seem to be called for. No summary report of the investigation is made, nor are any statistics regularly tabulated.

For certain limited periods, for State fair publicity, a State map has been compiled showing the location of fatal accidents, those causing injury and collisions.

NEVADA

The State Highway Department requires its employees to report all traffic accidents upon the state highway system causing personal injury or property damage. These reports are made to the State Highway Engineer.

No further special investigation of accidents is made. It is stated that the reports which have been received will be tabulated and statistical reports prepared. At present, they are filed for reference use only.

NEW JERSEY

A State law, in effect since 1917, requires all highway traffic accidents to be reported by the driver of the car causing the accident to the Commissioner of Motor Vehicles. All fatal, personal injury, and property damage accidents involving over \$25, are so reported.

It is stated that accidents are keeping pace with the increase in car production, and will not, in the opinion of the Motor Vehicle Department, abate until a uniform licensing law is in force in all States, and the right to revoke, summarily or otherwise, is given to the licensing authorities. In this respect, it is pointed out, New Jersey has been a pioneer. The Commissioner of Motor Vehicles of New Jersey sits as a trial magistrate, and for the current year has already heard and determined 2,400 cases. He is vested with the broad power of revocation either for a violation of the law or upon other reasonable grounds. Similar power is conferred upon all Magistrates in the State who report their findings to the Motor Vehicle Department within three days after disposition of every case involving a violation of the Motor Vehicle or Traffic Acts, but the Commissioner only is vested with power to restore a license once revoked.

NEW YORK

Effective July 1, 1924, the State law requires that all traffic accidents occurring within, as well as beyond city limits, shall be reported by the motor vehicle operators involved to the Commissioner of Motor Vehicles.

It is expected that all fatal and other serious accidents will be investigated by inspectors of the Motor Vehicle Commissioner's office. Likewise, it is planned to maintain a spot map.

NORTH CAROLINA

The State Highway Department requires its employees to report traffic accidents that occur upon the state highways.

Traffic accidents of all kinds are reported by the patrolmen and field engineers to the State Maintenance Engineer. This plan has been followed since March 1, 1924, and, at the end of a six-month period, it is stated a summary report will be made by the State Maintenance Engineer, but no statistics have, as yet, been prepared.

An accident spot map has been undertaken, but not as yet completed.

OHIO

The State Highway Department, since April 1, 1924, has required its employees to report traffic accidents, including fatal, personal injury and property damage, that occur upon the state highway system, to the Division Engineer.

Individual reports are tabulated and statistics prepared for the purpose of publicity and education. No further investigation of accidents is made, nor is a spot map maintained, but it is expected one will be compiled.

The report of the Department points out that the plan, as followed, is defective in that responsibility for making reports is not specific on any individual employee, and, also, because no particular investigation is made.

OREGON

A law which became effective in May, 1921, requires that all motor vehicle accidents, fatal, personal injury or property damage, shall, within twenty-four hours, be reported by the participants to the nearest police authorities or the sheriff of the county in which the accident occurred, which officials make such investigation as they deem necessary, and then file the report with the Secretary of State.

The Traffic Division of the office of the Secretary of State collects such data and prepares statistics relative thereto, which are given publicity through the press and used in safety work in the schools.

No accident spot map is maintained.

It is believed that this system of reporting has led to reduction in traffic fatalities.

It is recommended that examination of motor vehicle operators, to determine physical and mental ability, as well as compulsory brake-testing law, should be passed.

It is further recommended that there should be uniform traffic laws between the States.

PENNSYLVANIA

The State Highway Department requires employes to make reports of accidents in accordance with the ruling of the Department which has been in effect since September, 1923. Accidents so reported are those that occur upon all State highways outside the city limits. All fatal accidents are further investigated by highway patrolmen who report to the Inspection Bureau of the Automobile Division. Statistical reports are prepared monthly and published. An accident spot map is maintained which shows the number of accidents, as well as the number of fatalities. The statistical reports are given newspaper publicity. The reports classify accidents as to accident conditions, as on a tangent, curve, railway crossing, road intersection, highway bridge, etc. The spot map is used to indicate the approximate point where the accident occurs. If an accident occurs at a point where the road is at fault, provision is made for the elimination of the hazard. It is stated that the investigation of accidents does not indicate a decrease, but it is believed that this is due more to the number of accidents reported rather than the number of accidents that actually occur. Special investigations are made in cases where intoxicated drivers or those who are driving recklessly are involved, and their licenses suspended and in some cases revoked.

RHODE ISLAND

All motor vehicle accidents occurring in the State which result in injury to persons must be reported to the State Board of Public Roads, in accordance with a requirement of the State law.

Fatal accidents are immediately followed by the suspension of the operator's license, if a licensed operator, or suspension of the right if operating on a license from another state, followed by an investigation after which suspensions are vacated

or revocation ensues. Statistical data in connection therewith is published in the annual reports of the State Board. No accident spot map is maintained.

SOUTH CAROLINA

Traffic accidents that occur on state highways only are reported by patrolmen to the State Highway Engineer, as required by his instructions, which have been in force since November, 1923.

Traffic accidents of every character are required to be reported. State highway reports are tabulated monthly and statistical reports prepared. Monthly accident reports, as soon as tabulated, are given to the newspapers, and also published in monthly bulletins of the State Highway Department, which, however, maintains no accident spot map.

SOUTH DAKOTA

There is no law in regard to reports of highway traffic accidents. The State Highway Commission, however, requires the County Highway Superintendents to report all accidents occurring upon the highways outside of city limits. This practice has been in effect since 1922. The reports are made to the State Highway Commission of all traffic accidents, which are tabulated and statistical data prepared which are filed in the office of the State Highway Commission. No accident spot map has been prepared.

TEXAS

The State Highway Department receives no official reports of highway accidents except those that occur at railroad grade crossings. These reports are made by the railroad companies involved to the Texas Railroad Commission, and copies furnished to the State Highway Department. The reports are used by the State Highway Commission for publication in connection with grade crossing elimination work.

VERMONT

The State law requires that reports of highway traffic accidents that occur upon highways outside of city limits shall be made to the Secretary of State, who is in charge of motor vehicle registration. Personal injury and property damage accidents involving over \$5.00 are to be reported by the individuals involved. Inspectors of the department make further investigations reporting to the Secretary of State's office where the reports are tabulated. The information so obtained is given publicity and used for educational work, copies being furnished to the courts if requested. No accident spot map has been made.

VIRGINIA

Employees of the State Highway Commission are instructed to report traffic accidents, this practice having been in effect since 1922. Only such accidents as may occur upon the state highways are reported, and are divided into three classes: fatal, personal injury, and property damage. The reports are made by patrolmen to the district engineer.

Accidents which are caused by faulty conditions of the highway are investigated by the district engineer. Accidents in which State cars or equipment are involved are specially reported, with a view to ascertaining at the time the facts and responsibilities, which information is filed for the use of protection to the State in case of claims.

The reports are filed in the office of the chief engineer, but no statistical tabula-

tions are prepared. They are used to determine the necessity for remedying highway conditions. An accident spot map is maintained to show the location of accidents. It is stated that the reports so far received indicate that few accidents were caused by road conditions.

WASHINGTON

The only statistics received by the State Highway Department as to traffic accidents are furnished by the State Department of Health. These reports show the number of fatalities and are received monthly.

WEST VIRGINIA

A State law, which went into effect in 1921, requires all highway traffic accidents that occur upon highways, both within and without city limits, shall be reported by the individuals involved to the State Roads Commission. Personal injury, as well as property damage accidents, shall be so reported. No system of investigation has been established, nor have the statistics been tabulated. No accident spot map has been made.

WISCONSIN

Highway traffic accident data are compiled by the State Highway Commission for those accidents which occur upon the state highway system. The reports are made by the employees of the department in accordance with instructions and are not required by law. In those instances where accidents occur during the time that highway employees are not on duty, records are supplied from information obtained from newspaper accounts. Reports are sent to the State Highway Department office at Madison. The accidents are classified both as to nature and cause. This procedure has been in effect since 1921.

PART II

Summary of Accident Reporting Methods and Rules of State Railroad and Public Utility Commissions

ARIZONA

Arizona Corporation Commission:

Electric railways are required to report immediately accidents which cause damage to persons or property, but there is no prescribed form for such report. Each case is handled as it arises. A law of the State excludes such reports from the public records.

ARKANSAS

Arkansas Railroad Commission:

The Commission does not require reports of accidents from electric railways operating in the State.

COLORADO

Public Utilities Commission of the State of Colorado:

This Commission no longer requires periodical reports of accidents from electric or steam railways.

Accidents where a fatality occurs are reported immediately by telegraph or telephone.

CALIFORNIA

Railroad Commission of the State of California:

Reports by telegraph or telephone are required of the following classes of accidents:

- (a) All collisions of trains resulting in loss of life or serious injury.
- (b) All derailments or other accidents to passenger trains resulting in death or serious injury to persons.
- (c) All explosions of locomotive boilers.
- (d) All bridge failures.

All accidents on railroads, including industrial accidents, must be reported to the Commission within fifteen days after the occurrence.

A monthly report must be made summarizing all accidents previously reported during the month.

All reports of accidents due to operation of locomotives and cars must state whether on jointly used track or not, at a crossing or junction, in a yard, estimated damage over \$150, number killed and injured, extent of injury, time and place of accident, and whether claims are arising from accident or not.

All reports must state the character of the accident, employee responsible, extent and responsibility of defective equipment, description of overhead or other obstacles causing accident, and whether crossing was protected or not in crossing accident cases.

CONNECTICUT**Public Utilities Commission:**

Accidents attended with slight personal injury must be reported in writing within five days.

Accidents resulting in severe personal injury connected with or due to the operation of the plant or equipment of any public service corporation or caused by contact with its wires must be reported immediately by telegraph to the Chief Engineer and Inspector of the Commission and the report must be confirmed in writing within five days.

All railroad wrecks (steam or electric) must be reported immediately by telephone and telegraph and must be confirmed in writing within five days.

DISTRICT OF COLUMBIA**Public Utilities Commission:**

(1) Telephone Report of Accident, contains:

Name of company, line, location, care, cause, number injured and length of delay.

(2) Accident Report, contains:

Location of accident, time, length of delay, description and type of equipment and damage, names and addresses of injured and killed, description of injuries, general statement and character of accident.

(3) Report of Collisions, Derailments, and Accidents in which no persons are injured or killed. This report is made every 24 hours and contains: Time, car number, direction, location and nature of accident and extent of damage.

FLORIDA**Railroad Commission:**

The Commission does not require accident reports from electric railways.

A "Wreck and Accident Report" is required of steam railroads, which contains:

Date, time and place of accident, class of train, summary of cause, amount of damage to equipment and track, number and names of killed or injured, extent of injuries.

GEORGIA**Georgia Public Service Commission:**

Two forms of reports on accidents are required. One is a detailed form to be sent in as soon as possible after the occurrence and the other is a monthly report summarizing the detailed reports.

The reports contain:

Date, time and place of accident, estimated damage to cars, engines, track, bridges and signals, persons killed or injured and divided into various groups, occupation of employees.

IDAHO**Public Utilities Commission:**

Under a general order of the Commission, railways and electric railways are required to furnish monthly reports of railway accidents. These forms are a duplication of Forms (T) and (V) of the Interstate Commerce Commission.

Daily telegraphic reports of serious accidents are required also.

IOWA**Board of Railroad Commissioners:**

This Commission requires Forms (T), (V), (F) and (R), which are duplicates of the Interstate Commerce Commission forms of the same designation.

It also requires a telegraphic report immediately upon the occurrence of an accident involving loss of life or serious injury. This is followed up by a written verification report, giving the place of the wreck or accident, date and hour, number killed or injured, nature and cause so far as known and the train or trains involved.

ILLINOIS**Public Utilities Commission:**

General Order No. 44 covers "Rules Governing Reports of Accidents by Railroads and Street Railroads."

The requirements of this order are fulfilled by monthly report blanks, which are duplicates of Forms (V), (T), (F), (R) and (I) of the Interstate Commerce Commission.

All accidents including those previously reported by telephone, telegraph or mail must be submitted monthly within 30 days after the end of the month for which the report is made.

The order also requires that immediate notice must be given, to the Commission by telegraph or telephone (or by mail if telegraph and telephone are not available) of the following classes of accidents:

- (a) All collisions occurring on main tracks.
- (b) All derailments occurring on main tracks.
- (c) All accidents at grade, street, and highway crossings resulting from the movement of trains, locomotives or cars.
- (d) All explosions of locomotive boilers.

These reports must contain the date, time, place, nature of the accident and the number of killed or injured persons.

INDIANA**Public Service Commission:**

The statute of Indiana requires that all Interurban Railroads report accidents. The preliminary report is made by wire and the final report follows within 20 days.

KENTUCKY**Railroad Commission:**

The Commission requires reports of accidents under the Kentucky statutes. No blank forms are required.

LOUISIANA**Public Service Commission:**

This Commission does not require the reporting of accidents on electric railways operating under its jurisdiction.

It requires such reports only from steam railroads, these being on the form prescribed by the Interstate Commerce Commission.

MAINE**Public Utilities Commission:**

Steam roads, electric railroads, steamboats, electric power, gas, water, tele-

phone and telegraph companies must make reports, by telephone or telegraph, on fatal accidents.

Monthly reports are required on forms which conform with Interstate Commerce Commission reports of the same designation.

There is also a report Form No. 7 for non-fatal accidents. This form is used by utilities other than steam and electric railroads.

This report requires the name and address of the person or property injured, occupation, employer's name and address, what the injured person was doing when hurt, description of apparatus causing injury, when last inspected, name of witnesses, detailed description of injury, probable length of injury, etc.

MARYLAND

Public Service Commission:

Reports are required by railroad and street railroad companies on Forms (V), (R), (F) and (T) which conform with the Interstate Commerce Commission forms of the same designation.

MASSACHUSETTS

Public Service Commission:

The Massachusetts law requires all railroad and street railway companies to report all accidents occurring on their lines to the Public Service Commission within twenty-four hours. Under this authority the Commission requires that all accidents resulting in personal injury or causing interruption of service be reported.

Two forms have been prescribed, one for steam railroads and one for electric railways. Both provide for reporting the name of the company, the place and time of the accident and a description of the character of the accident. Casualties on electric roads are classified as to whether they occur to passengers, employees, trespassers or other persons and the killed and injured are listed separately. Steam roads have to report in addition whether accident occurred at stations, protected or unprotected grade crossings or other places.

MICHIGAN

Michigan Public Utilities Commission:

Railways are required to make immediate reports to the Commission covering all accidents. In case the accident involves serious personal injury, report is required to be made by telegraph.

Monthly reports, which are duplicates of the immediate reports, are filed.

MINNESOTA

Railroad and Warehouse Commission:

The public utility laws of the State require railways to report all accidents to the Railroad and Warehouse Commission.

The Commission requires four forms of reports on accidents.

In cases where an injury or loss of life occurs in the operation of trains or engines, the railway companies are required to telephone or telegraph the Commission offices immediately.

Description of Forms for Reporting Accidents

Form No. 1.—Report of Wrecks or Accidents not involving injury or death of persons, resulting from the operation of trains or engines. This form is used for each separate wreck or accident.

This report contains the following: date, time and place of occurrence, nature and causes and circumstances attending, estimated damage to cars, engines, tracks, bridges and signals, names and addresses of persons or employees who saw or in any way were connected with the wreck or accident.

Form No. 2.—Preliminary report of accident involving injury or death of persons, resulting only from the operation of trains or engines.

This report follows the telephone or telegraph report mentioned above. It contains the following information: date, time and place of accident, cause of accident, so far as is known at the time the report is made, number of persons killed or injured, name of each person injured and nature and extent of injury.

Form No. 3.—Monthly accident report of cases resulting only from the operation of trains or engines. This form is used for each separate accident. It is practically a summary of reports No. 1 and No. 2, with verification of the facts and such additional information as has been obtained since the previous reports were filed.

Form No. 4.—Monthly accident report of cases other than those resulting from the operation of trains or engines. This form is used for each separate accident. It contains the following information: date, time and place of occurrence, nature and causes of or circumstances attending, name and address of persons or employees who saw or were in any way connected with the occurrence, name and address of persons other than employees killed or injured, name and address of employees killed or injured, number of killed or injured.

MISSISSIPPI

Mississippi Railroad Commission:

The Commission requires electric railways to report at once any accident.

MISSOURI

Public Service Commission:

All electric railways operated in the state are required to file monthly statements of all accidents on their lines, and in case of an accident which results in death or serious injury, report must be made by wire.

The report form contains the following: date, time, and place of accident, estimated damages to cars, engines, tracks, bridges and signals, nature and cause of, and circumstances attending, list of various groups of persons, killed or injured, names of injured or killed and occupation of employees.

MONTANA

Railroad Commission:

Reports of accidents are required from railroads and other public utilities pursuant to the provisions of Sec. 17, Chap. 37, Montana Laws of 1907.

A report must be made by wire to the Commission, within one hour, and reported in detail at the close of the month. The report contains the following particulars: date, time and place of occurrence, damage to railroad property (if in excess of \$2,000), number of persons killed or injured (divided into various groups, as passengers, trainmen, others, etc.), nature, cause of and circumstances attending, names and occupations of employees, names of other than employees.

A report is also required on all accidents other than railroads. It is made pursuant to Sec. 27 (a), Chap. 52, Montana Laws of 1913. The report must be made by wire within one hour, and followed in detail by Form PS 12 which contains the fol-

lowing details: date, time and place, number killed or injured, name, address and occupation of employees and others, a concise statement of the nature and cause of and circumstances attending the accident.

NEBRASKA

State Railway Commission:

The Commission does not require electric public utilities to make reports of accidents.

NEVADA

Public Service Commission:

No periodical accident report has ever been required of the one electric railway operating in Nevada.

Steam railways are required to report accidents on a form slightly modified from Form T of the Interstate Commerce Commission.

NEW HAMPSHIRE

Public Service Commission:

All street railway corporations report each accident involving personal injury and each derailment or collision, whether involving personal injury or not. This report is made on a blank form furnished by the Commission.

This report contains the following particulars: name of company, date, time and place of accident, length of interrupted service, state of weather, statement on whether headlight was lighted or not, name, address and extent of injuries of persons injured, cause and circumstance of accident indicated on a chart showing street intersections, summary of the number of killed or injured.

All accidents involving loss of life shall be reported by telephone or telegraph and confirmed by mail without delay. The same provision is made for serious derailments or accidents, whether involving personal injury or not.

NEW JERSEY

Board of Public Utility Commissioners:

Street railways report all derailments and collisions resulting in injuries to persons where medical service was necessary; all accidents of like nature, which involved a delay of more than thirty minutes, whether any person was injured or not.

This report contains the following particulars: name of company reporting, date, time and place of accident, description of car or equipment involved, names of crew, nature of accident, number and names of persons killed or injured (divided into classes of persons), names and occupations of employees killed or injured, and extent of physical damage to property and equipment.

In cases of loss of life the accident must be reported immediately by telephone or telegraph and followed within 24 hours by a written report on the Form furnished by the Board.

NEW MEXICO

State Corporation Commission:

Periodical reports of accidents, from electric railways, are not required by this Commission.

NEW YORK

Public Service Commission:

The Commission ordered that effective January 1, 1922, all corporations operating railroads by electricity, excepting the New York Central Railroad, The New York, New Haven and Hartford Railroad, The New York, Westchester and Boston Railroad and the Long Island Railroad be required to comply with certain rules and regulations governing the reporting of accidents.

Immediate notice by telephone or telegraph is required of all electric railroads in the following classes of accidents:

All collisions or derailments, involving loss of life or serious injury; all collisions of cars on interurban lines outside of villages or cities irrespective of loss of life or injury; all derailments on interurban lines; all bridge or other track opening failures; all accidents at highway grade crossings; all accidents resulting in serious injury or loss of life due to contact with electric circuits of any type.

All accidents except those of a very minor nature are reported on a blank form issued by the Commission, except that accidents to employees in repair shops, construction shops or other buildings or places remote from the railroad should not be reported. All reports preferably should be made within a week after the occurrence.

Form No. 25-A—Report of electric railroad accident.—This is the only form required, but almost every item is subject to certain classifications as described in the Order of the Commission dated January 1, 1922. These classifications provide for descriptions of accidents in the minutest details.

The report contains the following particulars: name of reporting company, date, time and place of accident, nature, causes and circumstances attendant, weather conditions, estimated damage to cars, equipment, track, bridges and signals and the number killed or injured (divided into various classes as passengers, trainmen, etc.).

Transit Commission:

Requires every railroad, street railroad and other common carrier to give preliminary notice, by telephone, of any accident resulting in serious injuries or in death; of all collisions, derailments, equipment failures, and all other accidents causing damage to equipment, injuries to persons or delays of five minutes or more; and of delays from power troubles, equipment failures or other causes, amounting to five minutes or more, or from any cause in no way pertaining to equipment, amounting to 15 minutes or more.

Written reports on the above classes are required on Form A not more than three days after the occurrence. In case of death within 10 days of the accident a supplementary report is required. A monthly report is required summarizing all accidents and delays including those reported as mentioned above.

Descriptions of Accident Blank Forms

Form A—Report of accident or delay.—This report contains the following particulars: name of reporting company, date, time and place of accident or occurrence, names and addresses and extent of injuries of persons killed or injured, description of the nature and causes of the occurrence, name and place of residence and description of duties of every employee in any way connected with the occurrence, names and addresses of witnesses, extent of damage to equipment, type of an air or hand brake, action taken to prevent or repetition of a similar accident and the period of time traffic was delayed.

Form B—Classified monthly report accidents and delays.—This report contains the following particulars: The name of the owning and operating company, the

total number of accidents divided into classes as: collisions, derailments, vehicles struck, electric shocks in power stations, etc.; all accidents to persons are divided as follows: minor injuries, fatalities, fractured skulls, amputated limbs, broken limbs and other serious injuries; the number and average time of delay in delays to traffic due to power troubles, track repairs, defective equipment and obstructions of track

NORTH CAROLINA

Corporation Commission:

Reports of accidents from electric railways are made annually to the Commission, except in the case of fatalities which are made in brief as early as possible after the official of the road arrives at the scene.

NORTH DAKOTA

Board of Railroad Commissioners:

The law does not require periodical reports of accidents from electric railways, and the Commission has made no ruling in the matter.

OHIO

Public Utilities Commission:

Electric railways must notify the Commission of any fatal accident on their line, by telegram, immediately after same occurs and follow with a detailed report.

Form No. 7—Fatal accident report.—This report must be made in 10 days after the accident. The report contains the following particulars: name of company reporting, date, time and place of accident, kind and number of train, causes of the accident, name, address, age and occupation of persons killed and an indication of how they were killed.

OKLAHOMA

Corporation Commission:

The same information is required of electric railways by this Commission and on the same forms as is required of steam roads by the Interstate Commerce Commission.

OREGON

Public Service Commission:

This Commission has no prescribed form of report on accidents but railroads are required to report by telephone or telegraph, immediately, any serious accidents.

Accidents are reported to the State Industrial Accident Commission, on forms prepared by it.

Outside of the questions as to the date, time and place of the accident, and the injured persons names and addresses, the remainder of the questions pertain to workmen's compensation.

PENNSYLVANIA

Public Service Commission:

Pursuant to the law this Commission requires electric railway companies to report accidents on blank forms.

In case of accidents of a serious or unusual character involving death or serious injury to others than trespassers, a telegraphic report must be made at once, followed by the usual written report.

Report must be filed of all accidents resulting in loss of life or injury to persons

with two exceptions as follows: (a) No report need be filed of accidents to employees where the incapacitation is for a period of three days or less. (b) No report need be filed of accidents to employees which occur in repair shops, construction shops, power houses, car barns, and other places remote from the line of the railway.

Form AB-3—Street Railways.—This report contains the name of the company reporting, the date, time and place of the accident, the number of killed or injured, the name, age, residence and the occupation of the killed or injured, the classification of the accident (as collision, grade-crossing, repair work on right of way, etc.) and the causes and circumstances attending the accident. This report must be made by the 20th of the month following the month of the accident.

RHODE ISLAND

Public Utilities Commission:

Pursuant to the laws of the State the Commission has issued instructions for the reporting of accidents. It is required that accidents resulting in severe personal injury which may have been due to the operation of the plant or equipment of any public utility or caused by contact with its wires be reported immediately by telegraph to the Commission and confirmed in writing on or before the Saturday following the occurrence. The same applies to steam or electric railroad wrecks attended with personal injury or involving public safety.

Accidents involving slight personal injury must be reported in writing not later than the Saturday following the occurrence.

Form A—Accident report.—All accidents are reported on this form. The form calls for the following particulars: name of reporting company, date, time and place of accident, nature, causes and circumstances attendant, names and addresses of persons killed or injured, number of killed or injured divided into classes of persons, as power station employees, linemen, highway travellers, other persons not trespassing, etc.

SOUTH CAROLINA

Railroad Commission:

Under the South Carolina law public utilities are required to report to the Railroad Commission all accidents resulting in personal injury.

The Commission has not prescribed any form, the reports being made by telegram or letter.

SOUTH DAKOTA

Board of Railroad Commissioners:

This Commission has no jurisdiction over electric utilities.

TENNESSEE

Railroad and Public Utilities Commission:

This Commission does not require periodical reports of accidents from electric railways, etc.

TEXAS

Railroad Commission:

This Commission has no jurisdiction over electric or interurban railways and consequently receives no reports of accidents from them.

From steam railroads it requires reports on Forms (V), (T), (F) and (R) which

correspond to forms of the Interstate Commerce Commission having the same designation. A report giving in detail a description of the condition of and operation of each interlocking device is required monthly.

UTAH

Public Utilities Commission:

It is customary when accidents occur on electric, as well as steam and street railroads, to file reports. Usually these reports are made monthly.

In cases of serious accidents special reports are furnished and investigations made.

VERMONT

Public Service Commission:

A brief telegraphic report is required of any serious accident, followed immediately by a written report on the blank furnished by the Commission. All other accidents are reported on the blank only.

Form G-H—Report of an accident.—This report contains the following particulars: name of reporting company, date, time and place of accident, names and addresses of the crew, kind of accident, cause, number of persons injured or killed, name, address, age and occupation of injured or killed, extent of personal injuries, and damage to property, names and addresses of persons who can give pertinent information in regard to the accident, what was done with the person or persons, name and addresses of some near relative or friend of person injured, summary of persons killed or injured divided as to, passengers, employees, persons at crossings, trespassers.

VIRGINIA

State Corporation Commission:

Electric Railways are required to report major accidents every thirty days.

The preliminary report of an accident involving serious injury or death of persons contains the following particulars: name of reporting company, date, time and place of accident, nature of accident so far as is known at the time of this report, name of each person injured and nature and extent of injury so far as is known at the time of this report.

WASHINGTON

Department of Labor and Industries:

This department has no special forms on which accidents should be reported and simply requires a letter from the company, giving the name of the injured employee and such facts as they have concerning the accident.

The laws of the State require that all railways report accidents to workmen to the Safety Division of the Department of Labor and Industries.

Department of Public Works:

This department requires only a brief report in the form of a letter to be filed as soon as practicable after the first day of the month following that in which the accident occurred.

WEST VIRGINIA

Public Service Commission:

Rule 33 of the Rules and Regulations for the government of Electric Utilities provides as follows:

Every public utility shall keep a record of and furnish to the Commission as soon

as possible full reports of every accident happening in, or about, or in connection with the operation of its plants, stations, property, and equipment, whereby any person shall have been killed, or seriously injured, or any property damaged or destroyed, with a full statement of the cause of such accident, and the precautions taken to prevent similar accidents in the future, and shall at once make full report thereof to the Commission, on blanks furnished by the Commission.

WISCONSIN

Railroad Commission:

Reports from Electric Railways are required on Forms (V), (T), and (F) similar to those used by the Interstate Commerce Commission.

Reportable accidents are such as cause a property damage of \$150 or more, or a disability to an employee of 3 days or more or a disability to a nonemployee of one day or more.

Any accident which is included in the monthly Form T report must be reported immediately also to the Commission by such means of communication as will have it in the hands of the Commission not later than noon of the second day following the accident. This applies also to street and highway crossings accidents.

WYOMING

Public Service Commission:

No report of accidents has ever been required of the two electric railways operating in Wyoming, as neither has had an accident during the existence of the Commission.

All steam railroads are required to furnish accident reports.