

WISCONSIN STATE PATROL

ROAD RUNNER

VOLUME 5

SEPTEMBER 1972

NUMBER 3

❁❁ In Memoriam ❁❁

"CAR -343"



TROOPER

D O N A L D C P E D E R S O N

Killed In Line Of Duty



"Everything you could think of a person,
I thought of him"



STATE OF WISCONSIN
OFFICE OF THE GOVERNOR
MADISON, WISCONSIN 53702

PATRICK J. LUCEY
GOVERNOR

August 28, 1972

Mrs. Donald C. Pederson
Box 461
Green Lake, Wisconsin

Dear Mrs. Pederson:

I know I speak for the people of Wisconsin in expressing to you the shock and sense of outrage we feel over the crime which cost your husband his life in the performance of his duty.

Wisconsin's State Patrol is dedicated to the safety and protection of people's lives. Your husband served faithfully and well in the highest sense of that mission. The fact that he met his death in stopping to investigate an apparent accident and render assistance if necessary, emphasizes the devotion of his service and the enormity of the crime.

To you and the children I want to express my deep personal sympathy and assure you that your husband's sacrifice in the service of Wisconsin and its people will not be forgotten.

Sincerely,

A handwritten signature in cursive script, appearing to read "Patrick J. Lucey".

PATRICK J. LUCEY
Governor

PJL:hw

E D I T O R I A L

On August 26, 1972 a summary execution took place on the Old Princeton Road in Green Lake County, WONDERFUL WISCONSIN. The act was a pre-meditated plot of retribution.

"...they are endowed by their creator with certain inalienable rights. That among these rights are life, liberty and the pursuit of happiness..."

Before the new day was half an hour old, Trooper Donald Pederson of our Wisconsin State Patrol lay dead, ambushed at a pre-determined spot, shot to death by an animal masquerading as a human being. Dying with Don Pederson was a small part of the American principles for which he had lived.

*"Let me go quickly like a candle light
Snuffed out just at the heyday of its glow!*

*Give me high noon -- and let it then be night;
Thus would I go."*

Numbed by the raw brutality of this act, police officers from the far corners of the state -- and from up-state Illinois gathered at Ripon to honor the memory of their late comrade and counterpart. Their vacant stares mutely asked each other, "If our society is to endure, who will protect the Protector?" Will the society, which is spawning human animals capable of outrage on the Blue Line, cope with the challenges we face in this period of accelerating moral decadence?

*"Ride with him tonight, Dear God,
Along each darkened street.
Go with him tonight, Dear God,
Along his lonely beat.
Guide him safely through the night,
And please make sure he's warm.
Lead him to a sheltering place,
In case there comes a storm.
And let him know though he's not here,
My prayers are free from fright,
Because, Dear God, I know so well,
You're on his beat tonight."*

The enormity of this crime has been registered on the conscience of Wisconsin where it will remain forever. As a further reminder of the personal sacrifice of this man, we recommend that the radio call, Car No. 343, be forever retired from the State Patrol radio call list in memory of Trooper Donald S. Pederson.



Donald Pederson

Funeral services for State Patrol Trooper Donald Pederson, 31, of Green Lake, who died early Saturday, will be held at 1 p.m. Tuesday at Grace Lutheran Church, Ripon.

Pastor Carl L. Stubenvoll will officiate and burial will be in Dartford Cemetery, Green Lake. Friends may call from 6 to 9 p.m. today at the Butzin-Marchant Funeral Home, Ripon.

Trooper Pederson was born Jan. 18, 1941, at Antigo, the son of Durwood and Louise Lubon Pederson. He was educated in Antigo Public Schools and was a graduate of the State Patrol Academy at Camp McCoy.

He was in the U.S. Navy before going into police work. He was a police officer at Rhinelander before joining the Wisconsin State Patrol and coming to Green Lake in 1968. He married Mary Jankowski Doers on May 18, 1968.

Surviving are his widow; two daughters, Danielle and Amy both at home; a sister, Mrs. Bonnie Young of Pick-erel; his mother, Mrs. Louise Maly; and two grandmothers, Mrs. Cora Pederson of Monico and Mrs. Mary Lubon of Antigo. He was preceded in death by his father and a sister.

Departments cooperating in search for murder suspect:

Sheriff, Marquette Co.	Sheriff, Green Lake Co.
Green Lake P.D.	Markesan P.D.
Montello P.D.	Princeton P.D.
Ripon P.D.	

The following Departments were involved in the investi-gation:

Wisconsin State Patrol	Crime Lab
Marquette Co. Sheriff Dep't.	Markesan P.D.
Montello P.D.	Green Lake Co. Sher. Dep't.
Green Lake City P.D.	Ripon P.D.
D.A. Arthur Wiesender	

The two officers who apprehended the suspect were:

Capt. Russ Rasmussen, Marquette Co. Sheriffs Office
Chief Deputy Tom Hull, Marquette Co. Sheriffs Office

Police Departments attending the funeral:

Appleton	Berlin	Eau Claire
Fond du Lac	Green Lake	Kaukauna
Kenosha	Kiel	Menasha
Monomonee Falls	Mequon	New London
Oshkosh	Racine	Ripon
Sheboygan	Stevens Point	Whitehall

Sheriff Departments attending the funeral:

Green Lake Co.	Kenosha Co.	Manitowoc Co.
Marquette Co.	Milw. Co.	Outagamie Co.
Ozaukee Co.	Portage Co.	Racine Co.
Rock Co.	Waupaca Co.	Waushara Co.
Winnebago Co.		

Other Departments attending the funeral:

Fond du Lac Co. Traffic Police	Capitol Security Police
State Fair Park Police	Dept. Protec. & Security
	(U.W. - Madison)
Univ. of Wis. Milw. Security	Illinois State Police

State Patrol's Tragic Landmark

THE WISCONSIN State Pa-trol has attained a tragic land-mark. One of its officers has been slain, the first member of the force to be killed in action since the patrol was created by the Legislature more than a de-cade ago.

Patrolman Donald Pederson, 31, of Green Lake, who was married and had two small chil-dren, was shot to death Satur-day while investigating a traffic accident in Green Lake county.

Patrolman Pederson's death serves as a melancholy re-minder that danger is a con-stant companion of the law en-forcement officer, even tho-se whose major responsibility is patrolling the state's highways.

Born of a vital need for a uni-fied state traffic patrol to re-place the traditional and neces-

sarily fragmented system of county traffic patrolmen, the state patrol long ago earned its spurs as an effective force.

Sponsors of the original patrol had to over-come opposition from the powerful sheriffs and deputy sheriffs lobby in the leg-islature in order to win legisla-tive approval.

It is a measure of the excel-lence of the state organization that those earlier animosities have long since almost com-pletely disappeared.

The patrol is now engaged in a strenuous campaign to enlist representatives of minority groups — blacks, Indians and Chicanos — into the force.

Mr. Pederson's death ought to serve as a reminder to those who regard the task of patrol-ling the highways as a mundane occupation.

**
"Capital Times"

August 28, 1972
**

Note: Thank you, Lt. Bill DeGuire and a special thanks to PCO Allan Williston for your help on this portion of our ROAD RUNNER - - Editor

Grace Lutheran Church
Ripon

M E D I T A T I O N
Rev. Carl L. Stubenvoll

August 29, 1972

Mary has asked that I publicly thank you, Governor Lucey, other distinguished visitors, and especially you, Don's fellow officers and others engaged in this type of life, for being here to give the strength and the feeling that we have of comradeship and fellowship, and to give us the courage that is needed in this hour. We especially thank also, Father Bob Riedmueller, the Chaplain for the Wisconsin State Patrol, for being here this afternoon and being able to participate in the service.

I don't believe that we are here today just because a good man died. I think there is a far greater reason that we are here. And I submit to you that perhaps we are primarily here because there is the possibility that a great nation -- a free society -- might be dying and perhaps already dead, only waiting to be buried. And if God's word shouts out anything at all in this day, I think that it has shouted loud into my ear at least, "Be not deceived, God is not mocked. For whatsoever man sows, that will he reap. If he sows to the flesh, he shall of the flesh reap corruption; if he sows to the spirit, he shall of the spirit reap life everlasting." It is true, that the kind of God we trust is the kind of god we become or the kind of person we become. If we are the kind of people that are filled with fear and anxiety and worry, then is it because it is a God that is far removed from us and aloof and one that cannot be reached? If our God is the kind that causes hate and revenge and anger, then is he a God of vengeance that has no love? If ours is a loose careless life, then is our God a callous God, a God that does not care about us or about His creation? But I think we all recognize that this day shouts forth the fact that God is a God of the Harvest, a God who in his creation, established a law of cause and effect, of which we as a society and individual Christians within that society need to be reminded -- yes, even violently. And God does shout out this day, "Do not be fooled, be not deceived, for whatever a man sows, that shall he reap." We talk so much of freedom this day and we call

ourselves a free society and yet, God shouts out, "Be not deceived." For when in this day we have tried to make freedom a thing -- a right -- that man has to do what he wants to do, when instead freedom is the power to do what we ought to do. When freedom has become license and we become so much concerned that man only be concerned about himself and forget all about his social responsibility, then we come to a point where authority is destroyed, mocked, ridiculed and violently attacked. And be not deceived, God is not mocked. If that continues to be the attitude of a great nation, this will not be the last time that we will gather in services such as this. And it would be sad if this were the only word that we could bring, if it were only in a negative vein that we could speak. Because, there is that other side of it. Be not deceived. God is not mocked, for when a man sows to the spirit then of the spirit will he reap life everlasting, and that's our hope and comfort today. For those of us who knew and loved, and admired and respected -- yes, and feared, because that's important too -- a great guy named Don, we have that confidence that he has also earned that reward. But, God is not fooled, and here is one who has earned the reward of eternal life. Here is one to whom has been given, that for which all of us long, and that we gather not today to say "goodbye" knowing that a God of the Harvest who will reap what men sow if we sow properly shall be joined with Him. But Don himself wouldn't want us to stop there for there is even more. There is that which says to us a challenge which makes this not just a veiled mourning and not just a day in which we try to bring comfort, but should make this a day of dedication, of consecration, and I think that's what's symbolized by the response of Don's fellows on this day. Another translation of this passage says, "Do not deceive yourselves, no one makes a fool of God.

(MEDITATION - cont'd)

A man will reap exactly what he plants. If he plants in the field of natural desires, from it, he will gather the harvest of death. If he plants in the field of the spirit, from the spirit he will gather the harvest of eternal life." And we can't stop there, because Paul goes on and says, "So let us not become tired of doing good. For if we do not give up, the time will come when we will reap the harvest. So then as often as we have the chance we should do good to everyone."

And I submit to you that this is the challenge. That a man who was not afraid of every opportunity that he had to serve his fellow man, who in dedication walked up to every privilege that was his to serve those who he was

called to serve, that even in this moment he calls out to us. So then do not be tired of doing good. If they forget him this day, then his death has been in vain. But if as we remember him this day and go on to serve as he did, truly a kind hearted man as I knew him, truly a man whose frustrations sometimes were expressed in a way in which men misunderstood them perhaps, but I never knew him to be really angry with all those who he served and he served when he reminded us that men must live first of all under the law with each other. So then let us not be tired of doing good. Let us go on doing good to all men. I think that's the challenge he leaves for us.

Editor's Note: The following is an excerpt from an article written by Jack Denton Scott which appeared in "The American Legion" magazine. It is reprinted here, at this point in time, without further comment.

(Wyoming Highway Patrol--Aug. '72)

When Calvin Coolidge was Governor of Massachusetts, law took a holiday in Boston. The entire police force of the city got fed up with their salaries and the rebuffs they received when they asked for a raise. Ditch diggers, garbage collectors, sanitation workers were getting as much as the police. So they put it to the city: "Either you give us a raise or we walk out." They didn't get the raise, so they took off their uniforms and left the city of Boston without law for some days.

When law took a holiday, crime really went to work: murder, vandalism, robbery and rape rose to such heights that it was necessary to call in the militia. Schools were closed, decent people stayed off the streets, merchants closed their shops; civilization went behind closed doors; fear took over. Boston the city without law, became such a national problem that Governor Coolidge stepped in in a manner that led to his becoming President. The statement he made is still quoted by police the world over:

"The duties which a police officer owes to the State are of a most exacting nature. No one is compelled to choose the profession of a police officer, but having chosen it, everyone is obliged to perform its duties and live up to the high standard of its requirements. To join in that high enterprise means the surrender of much individual freedom. The police officer has chosen a profession that he must hold to at all peril. He is the outpost of civilization. He cannot depart from it until he is relieved.

"It is a great and honorable duty, to be greatly and honorably fulfilled, but there is toward the officer a corresponding duty of the State. It owes him a generous compensation for the perils he endures for the protection of society. It owes him the knowledge of security from want that is to be his in his declining years. It owes him the measure which is due to the great importance of the duties he discharges. Wherever the law goes there civilization goes and stays. When the law fails, barbarism flourished. Whoever scouts the law, whoever brings it into disrepect, whoever connives at its evasion is an enemy of civilization. Change it as you will, but observe it always, that is Government . . ."

450 Officers Honor Slain Patrolman

Green Lake, Wis. -UPI- Nearly 100 squad cars, their red lights turning slowly, led a long funeral procession Tuesday for State Trooper Donald Pederson. He was the first

state patrolman to die in the line of duty since the patrol was founded in 1939.

Pederson, 31, of Green Lake, was found dead Saturday in a wooded area near Princeton. A 16 year old Princeton youth is in custody in connection with the shooting.

Gov. Lucey, Lt. Gov. Martin J. Schreiber and Lewis Versnik, chief of the State Patrol, were among government and law enforcement officials at the funeral.

Representatives of law enforcement agencies in Wisconsin and Illinois also were there.

About 700 persons overflowed Grace Lutheran Church in Ripon, where the service was held. They included about 450 uniformed policemen and state troopers with an honor guard of 150 uniformed state patrolmen.

Burial was at Dartford Cemetery in Green Lake, and the funeral procession stretched for miles as it moved on Highway 23 between Ripon and Green Lake

A flag that covered Pederson's coffin was presented to Pederson's widow by the governor.

Pederson was her second husband. Her first husband died in a car accident several years ago.

The trooper's survivors include two daughters, aged 3 and 10.

CRIME INFORMATION BUREAU

Howard G. Bjorklund, Director
Telephone - 608/266-7314

State Capitol
Madison, Wisconsin 53702

Newsletter #72-31 - SPECIAL REPORTS

DEATHS OF LAW ENFORCEMENT OFFICERS

On August 27, 1972, a Wisconsin State Patrolman was feloniously murdered while acting in the line of duty. This was the first such incident involving a State Trooper. The following analysis deals with the felony murder of police officers on both a national and state level. National figures for 1962 to 1971 were taken from the article, "Law Enforcement Officers Killed in the Line of Duty," in the March 1972 edition of the FBI Law Enforcement Bulletin.

A total of 721 law enforcement officers were murdered in the United States during the years 1962-1971, an average of 72 per year. Since 1960, Wisconsin has had eight officers murdered while acting in an official capacity. For the 11-year span from 1960 to 1971 this averages to less than one officer per year.

As stated in the March 1972 FBI Bulletin, "125 law enforcement officers were killed by felonious criminal action in 1971. This is a 25 per cent increase over 1970 when 100 were killed in the line of duty." During 1970 one Wisconsin officer was murdered in Ashland County, and the City of Milwaukee reported one accidental death. The City of Milwaukee recorded one accidental death in 1971, the only death of an officer in the state for that year.

Nationally, 120 of the 125 murders in 1971 were by use of firearms. Ninety-six per cent of the police killings between 1962 and 1971 involved the use of that type of weapon. Ambushes were involved in 11 per cent of the slayings of officers during the period 1967-1971.

The FBI Law Enforcement Bulletin warns that: "Circumstances under which police officers were murdered in 1971, as in prior years, strongly indicate that officers must be more alert to personal danger, regardless of how 'routine' their duties may seem. No arrest situation can be considered 'routine' as evidenced by the fact that during the period 1962-71 more officers were killed attempting arrests than in any other circumstance."

Due to this recent slaying of a Wisconsin law enforcement officer, a great deal of public and professional concern has been generated regarding the relative safety of the professional police officer. The fatality rate for 1971 was one death for approximately 8100 full-time law enforcement officers.

As a means of comparing the mortality rate in the police profession with other professions in the state the following ratios were established. Wisconsin, in 1970, recorded about one on-the-job death for every 15,000 members of the employed labor force and, during 1971, roughly one death for every 13,000 members. These figures include deaths by all causes. *

*Data for these ratios obtained from the Wisconsin Department of Industry, Labor and Human Relations.



From the Baker's Dozen of first-year men to the Old Guard in their fifteenth, sixteenth and seventeenth award years, one fundamental principle is upheld by each of these men who this month receives recognition for his year of award-winning driving: The only way is the safe way!

- | | |
|-------------------------------------|---------------------------------|
| 17 yr. - Major Glen Kissinger | 10 yr. - Tpr. Edward G. Kirkeng |
| Capt. Corwin F. Holmquist | 4 yr. - Insp. John W. Booth |
| Capt. Howard J. Fuhrmann | Insp. Donald J. Dionne |
| Sgt. Paul V. Genna | Insp. Anton T. Rosandich |
| Tpr. John B. Prarizzi | Comm.Tech. Herbert Desnoyers |
| Insp. Laurence J. Ludwig | 2 yr. - Tpr. Ernest G. Stallman |
| Insp. Albert Pratt | 1 yr. - Tpr. Dale E. Corbin |
| Insp. Merlin H. Ross | Tpr. Carl B. Cox Jr. |
| 16 yr. - Lt. Elmer E. Draeger | Tpr. Craig O. Evans |
| Sgt. George B. Guss | Tpr. James E. Fox |
| 15 yr. - Insp. Earl L. Govier | Tpr. Carl M. Frederick |
| Insp. Edward R. Pohan | Tpr. Lee G. Halverson |
| Comm. Tech. Robert Henry | Tpr. Bud Kaetterhenry |
| 14 yr. - Tpr. William J. Calhoun | Tpr. Allan R. Mittelstadt |
| Tpr. Kenneth P. Koeppler | Tpr. Dick A. Nelson |
| 11 yr. - Tpr. John L. Horak | Tpr. David L. Schumacher |
| 10 yr. - Sgt. Bernard J. Muschinski | Tpr. Warren I. Wegenke |
| Sgt. Harold J. Spurgin | Tpr. Richard P. Wyss |
| Tpr. Robert A. Kieweg | Tpr. Gerald J. Zuhlsdorf |

FLEET SAFETY



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	TOTALS
Hdqrs.	1	1	0	0	0	0	1	0	3
Academy	1	0	1	0	0	0	0	0	2
Dist. No. 1	2	3	8	3	0	2	2	3	23
Dist. No. 2	3	5	4	1	2	2	3	2	22
Dist. No. 3	3	1	2	2	0	1	1	1	11
Dist. No. 4	0	0	4	1	2	1	2	1	11
Dist. No. 5	0	0	1	0	2	0	0	0	3
Dist. No. 6	3	2	3	1	0	0	2	0	11
TOTALS	13	12	23	8	6	6	11	7	86
Inspector	0	2	2	3	0	0	2	0	9
Trooper	9	10	16	5	6	6	8	7	67
Sergeant	1	0	2	0	0	0	0	0	3
Lieutenant	0	0	1	0	0	0	0	0	1
Captain	1	0	1	0	0	0	0	0	2
Radio Tech.	2	0	1	0	0	0	0	0	3
Chem. Tech.	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	1	0	1

NATIONAL FLEET SAFETY CONTEST

At the mid-point in the contest our fleet is fourth (4th) with 30 reportable accidents for a rate of 5.11. The group average rate is 6.01.

Other state agencies are having their problems with standards. This item came from The editorial page of a New Haven Connecticut news organ:

The New Haven Register

An Independent Newspaper

Established 1812

Page 14

TUESDAY, AUGUST 8, 1972

Keep This Standard For State Police

State Police Cmsr. Fuessenich's better judgment might have been overruled by his well-intentioned desire to broaden the base of State Police Department personnel. The commissioner, in approving a plan to drop the high school diploma requirement for State Police, seems to be risking quality of performance in the effort to fill the ranks of the force with all elements of Connecticut society.

We await a more detailed explanation of the commissioner's willingness to drop the educational requirement. Opening up opportunities for State Police work could help keep the force vital but opportunities involve obligations on the part of those to whom they are made available.

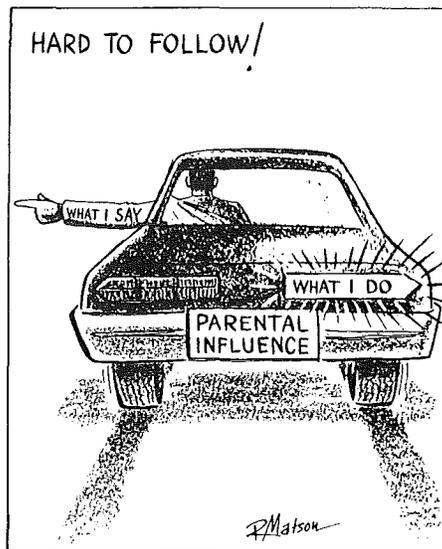
Certainly it is not unreasonable to ask that a high school education be required for anyone who wants to be a State Policeman. This is a minimal demand, in terms of today's educational picture. If an applicant doesn't have that much education, no matter what his background, it's hard to see how he can expect to be a State Policeman.

If there is an exceptional individual who shows great potential, despite the

lack of a high school diploma, it would seem that such a promising prospect could demonstrate his credentials. He could pass a high school diploma equivalency test to show his fitness for a job that calls for exceptional qualities.

State Police work of every type is demanding and involves high standards, instant judgment that can mean life and death. Whether in the field or at a desk, a State Policeman has to make decisions quickly since he might be confronted with an emergency at any time. As a matter of fact, Cmsr. Fuessenich, upon assuming office, instituted a policy under which State Policemen are entrusted with more decision-making responsibility in the matter of making arrests for motor vehicle operation violations.

The record of Connecticut's State Police has been excellent over the years. Citizens of this state can attest to the competence and good sense of our troopers. Their morale has been high as they have met high standards. Why jeopardize this record — so vital to the safety and well-being of the people of this state — by doing away with a requirement that is fair to all and absolutely relevant to the ability to carry out duties.



PREPARED BY THE INTERNATIONAL ASSOCIATION OF BUSINESS COMMUNICATORS IN COOPERATION WITH THE HIGHWAY USERS FEDERATION

Dennis Ebner sent this in. It was clipped from a paper showing a slate of candidates, this one for Sheriff-- with his qualifications for the office...

DUE TO THE SHORT TIME BEFORE THE PRIMARY ELECTION, IT WILL BE DIFFICULT FOR ME TO REACH EACH AND EVERY VOTER PERSONALLY.

I WOULD LIKE TO TAKE THIS OPPORTUNITY TO SOLICIT YOUR VOTE AND SUPPORT, AND RELAY MY QUALIFICATIONS TO YOU:

- * BORN & RAISED IN FOREST COUNTY.
- * HAVE SERVED PERIODICALLY IN LAW ENFORCEMENT SINCE 1942.
- ✓ * CHARTER PRESIDENT OF FOREST COUNTY TAVERN LEAGUE.
- ✓ * REPRESENTATIVE TAVERN LEAGUE OF WISCONSIN AT STATE LEVEL FOR 1 YEAR.
- * CHARTER MEMBER CRANDON LIONS CLUB.
- ✓ * COUNTY BUSINESSMAN FOR 25 YEARS. (TAVERN OPERATOR)
- * INSURANCE AGENT (PARTIAL & FULL TIME) 22 YEARS.
- ✓ * STATE WIDE REPRESENTATIVE OF TWO MAJOR DISTILLERIES FOR 11 years.

ROADRUNNER

Published by the Wisconsin State Patrol

LEWIS V. VERSNIK, Colonel;
Director, Enforcement Bureau of the
Division of Motor Vehicles

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TRAFFIC "DIE-GEST"

(From Traffic Safety Magazine of the National Safety Council)

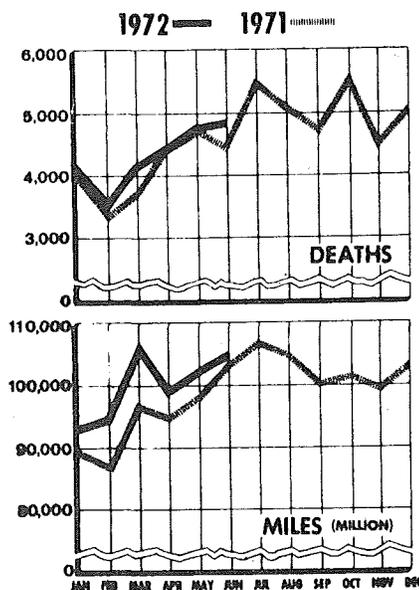
MOTOR-VEHICLE deaths in June 1972 totaled 4,840, an increase of 8 per cent over the June 1971 total of 4,480. The death figure for this June was the highest ever recorded for the month of June.

Deaths for the first six months of 1972 totaled 25,960, an increase of 5 per cent over the six-month figure for 1971 of 24,710. The figure for the first six months of this year is the highest recorded for that period of time. Deaths for the 12 month period ending June 1972 totaled 56,250.

Disabling injuries for the first six months of this year are estimated at about 930,000. These are injuries resulting in disability beyond the day of the accident, and do not include minor injuries which probably totaled as many more.

The cost of motor-vehicle accidents for the first six months of 1972 is estimated at nearly \$6.5 billion

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS



Leading at the End of June

(States ~~with~~ with six-month death reduction, 1971 vs. 1972)

States			
Alaska	-18%	New York	- 2%
Rhode Island	-16%	Pennsylvania	- 2%
Vermont	-11%	Iowa	- 2%
Illinois	- 8%	Kansas	- 2%
North Dakota	- 5%	Arizona	- 2%
Indiana	- 3%	Maine	- 2%
Minnesota	- 3%	Maryland	- 1%
Washington	- 3%	New Jersey	*0%
			*Less than .5%

MOTOR-VEHICLE ACCIDENTS, 1971

Deaths _____ 54,700

Injuries _____ 2 million†
(Disabling beyond the day of accident)

Costs _____ \$15.8 billion

Motor-Vehicle Mileage _____ 1.17 trillion

†Disabling motor-vehicle injuries are not reported on a national basis. The total shown is an approximation based on a ratio of disabling injuries to deaths, developed from special studies. The total is the best estimate for the current year; however, it should not be compared with totals shown in previous editions of ACCIDENT FACTS to indicate either year-to-year changes or trends.

Death rate (deaths per 100 million miles of travel)	4.68
Registered vehicles in the U. S.	115,000,000
Licensed drivers in the U. S.	114,000,000

Accident totals

Severity of Accident	Number of Accidents	Drivers (Vehicles) Involved
Fatal	46,800	67,800
Nonfatal injury	1,300,000	2,400,000
Property damage	15,000,000	25,800,000
Total (rounded)	16,400,000	28,300,000

How the people were killed

	Deaths	Change from 1970
All motor-vehicle accidents	54,700	*%
Includes deaths involving mechanically or electrically powered highway-transport vehicles in motion (except those on rails), both on and off the highway or street.		
Urban	17,600	+1%
Rural	37,100	-1%

	Deaths	Change from 1970
Collisions between motor vehicles	23,300	0%
Includes deaths from collisions of two or more motor vehicles. Motorized bicycles and scooters, trolley buses, and farm tractors or road machinery travelling on highways are motor vehicles.		
Urban	5,700	-2%
Rural	17,600	+1%

	Deaths	Change from 1970
Noncollision in roadway, overturning, running off roadway	13,700	†
Includes deaths in all types of noncollision accidents. Classification is according to first event. If car runs off roadway and then strikes fixed object, death is charged as run off road accident.		
Urban	2,300	†
Rural	11,400	†

	Deaths	Change from 1970
Pedestrian accidents	10,600	+ 2%
Includes all deaths of persons struck by motor vehicles, either on or off a street or highway, regardless of the circumstances of the accident.		
Urban	6,800	+1%
Rural	3,800	+3%

	Deaths	Change from 1970
Collisions with fixed objects	4,650	†
Includes deaths from collisions with fixed objects such as walls and abutments, where the collision occurred while all wheels of the vehicle were still on the road. (See comment on noncollision.)		
Urban	1,950	†
Rural	2,700	†

	Deaths	Change from 1970
Collisions with railroad trains	1,500	- 2%
Includes deaths from collisions of motor vehicles (moving or stalled) and railroad vehicles at public or private grade crossings. In other types of accidents, classification requires motor vehicle to be in motion.		
Urban	400	-11%
Rural	1,100	+ 2%

	Deaths	Change from 1970
Collisions with bicycles	850	+ 4%
Includes deaths of bicyclists and motor-vehicle occupants from collisions between bicycles and motor vehicles on streets, highways, private driveways, parking lots, etc.		
Urban	450	+13%
Rural	400	- 5%

	Deaths	Change from 1970
Other collisions (animals, animal-drawn vehicles, street cars)	100	0%

Includes deaths from motor-vehicle collisions not specified in other categories above. Most of the deaths arose out of accidents involving animals or animal-drawn vehicles.
†See "Noncollision and Fixed Object" on page 20.
*Less than .5%

There will be no Party Line Section in this issue.