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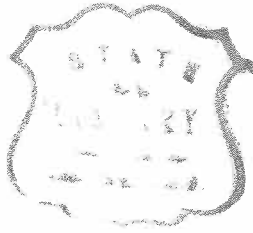
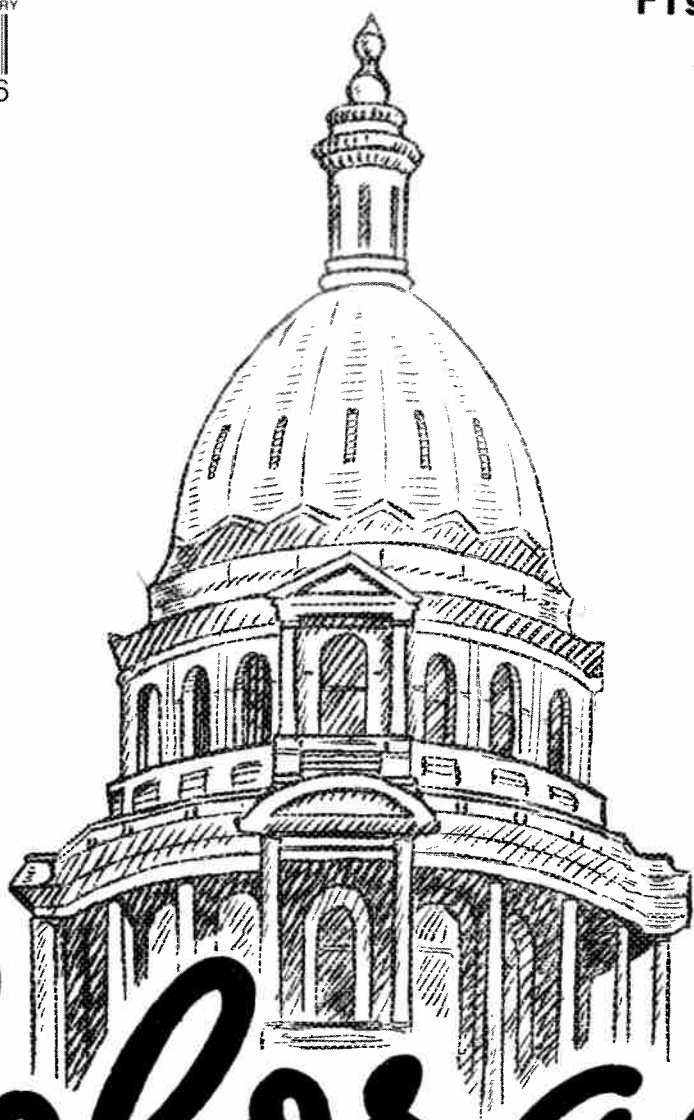
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18th Annual Report
Fiscal Year Ending
June 30, 1959



Colorado

DEPARTMENT of REVENUE

COLORADO

Stephen McNichols

Governor

DEPARTMENT OF REVENUE

Robert A. Theobald
Director

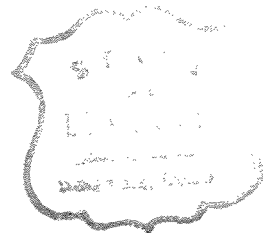
John F. Healy
Deputy
Director

EIGHTEENTH ANNUAL REPORT FISCAL YEAR ENDING JUNE 30, 1959



Prepared by
RESEARCH AND STATISTICS SECTION

Edna Bigelow
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THE STATE OF COLORADO
DEPARTMENT OF REVENUE
STATE CAPITOL ANNEX
DENVER

ROBERT A. THEOBALD
DIRECTOR

December 30, 1959

Honorable Steve McNichols
Governor of Colorado
Capitol Building
Denver, Colorado

My dear Governor:

It is my privilege to submit for your consideration the Eighteenth Annual Report of the Colorado Department of Revenue for the fiscal year ending June 30, 1959, in accordance with the provisions of the Colorado statutes.

This report consists of two parts: Part One covers the Tax Revenues Collected, and the Administration of the Department; Part Two is the Colorado Traffic Accident Story, 1958.

Respectfully submitted,

Robert A. Theobald

Director of Revenue

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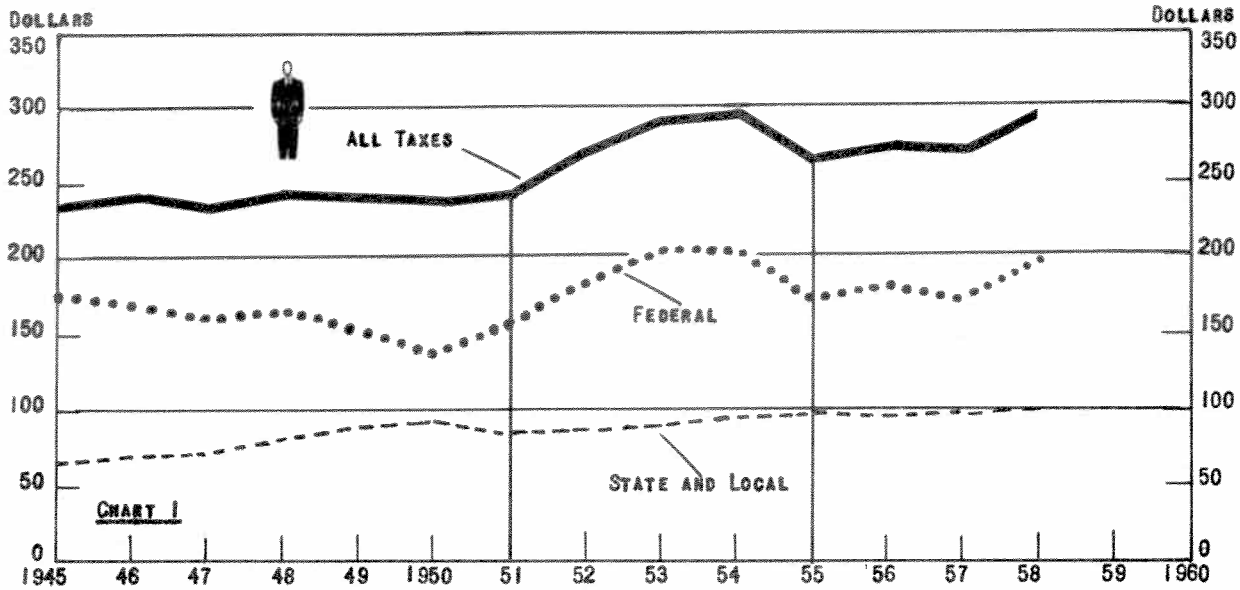
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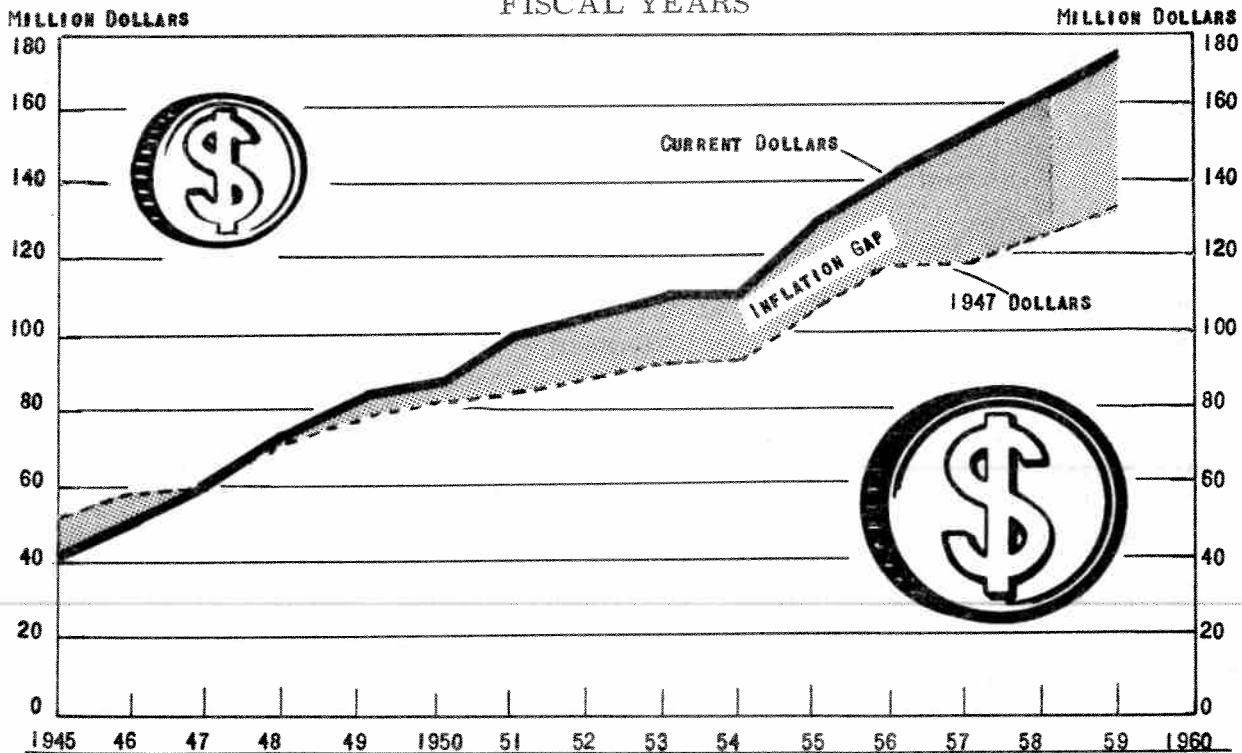
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TAXES PER \$1,000 OF PERSONAL INCOME IN COLORADO FROM 1945



Colorado tax collections per \$1,000 of personal income for all government units reached an all-time high of \$297 in 1954, dropping to \$270 in 1957 but rising to \$296 in 1958. The average for 1945-1951 was \$242. The State and local taxes rose from \$68 in 1945 to \$100 in 1958. Federal peaked at \$204 in 1953 and \$196 in 1958. Source: U. S. Dept. of Commerce, Internal Revenue Service, Denver Dist. and Colorado State Records.

STATE TAX REVENUE IN CURRENT AND CONSTANT 1947 DOLLARS
FISCAL YEARS



The purchasing power of the current tax dollars as measured by the 1947 constant dollars shrank 8 percent in 1948. The inflation gap widened each year until by 1959 the shrinkage was 31 percent. Thus, 1959 tax dollars of \$174 million were worth but \$133 million in 1947 dollar values. NOTE: U.S. BUREAU OF LABOR STATISTICS CONSUMERS' PRICE INDEXES WERE USED. (1947 = 100). E.B.

PART I

TAX REVENUES AND ADMINISTRATION

STATE TAX TRENDS

Tax revenue and expenditure annual trends obtained from the compilations of basic statistics and administrative facts in the operation of Colorado Department of Revenue are set forth in this Eighteenth Annual Report for the Fiscal Year Ended June 30, 1959.

In 1958, Colorado's combined State, local and federal tax bill rose to \$1,037 million. From 1950 to 1958 the total tax bill increased from \$459 million to \$1,037 million, or at the rate of 126 percent. However, when measured by the constant 1947 purchasing power dollars, the rate of gain was 87 percent. The combined State and local tax bill in 1958 was 349 million, up 7 percent from 1957. These taxes had advanced \$162 million from 1950, or 87 percent, but only 55 percent when measured by the 1947 constant dollars. In comparison, the 1958 federal tax collection of \$687 million advanced \$106 million, or 18.2 percent, above 1957, which was threefold more than the 1945 total. Again, it was \$414 million more than the 1950 total, or 152 percent, but on the constant dollar basis the increase was 108 percent.

In direct proportionate relationship with the growing tax burden, the State personal income of \$3,503 million was slightly two and one-half times more than the \$1,317 million of 1945. The personal income per capita was also advancing. By 1958, it amounted to \$2,047, up 73 percent from 1945, 42 percent from 1950 and 1.4 percent from 1957. Interestingly, the Colorado personal income per capita was slightly less than the national per capita of \$2,057, but it was 6.8 percent higher than the Rocky Mountain state's average of \$1,916.

To obtain a clearer perspective of the Colorado tax trends, an analysis was made of the total tax burden, federal, state and local, to \$1,000 of the collective personal income.¹ The resulting yearly tax amounts for each government unit appear in the following Table and they are graphically illustrated on Chart I.

¹United States Department of Commerce, Office of Business Economics, Personal Income by States Since 1929: State Personal Income is defined as the current income received by residents of the State in the form of wages and salaries, net income of proprietors (including farmers), dividends, interest, net rents, and other items such as social insurance benefits, and veteran's benefits.

STATE PERSONAL INCOME AND TAXES PER \$1,000 OF PERSONAL INCOME
BY GOVERNMENTAL UNITS, 1945 - 1958

Year	State Personal Income (In millions)	Tax Collections per \$1,000 of Personal Income		
		State and Local	Federal	Total Taxes
1945	\$ 1,317	\$ 65.06	\$ 172.32	\$ 237.38
1946	1,429	70.47	170.22	240.69
1947	1,654	71.23	159.54	230.77
1948	1,760	81.06	165.82	246.88
1949	1,794	89.18	154.39	243.57
1950	1,930	93.23	141.19	234.42
1951	2,284	84.93	154.92	239.85
1952	2,468	84.86	186.66	271.52
1953	2,492	89.44	204.02	293.46
1954	2,543	93.70	203.04	296.74
1955	2,783	95.59	172.30	267.89
1956	3,064	96.02	179.54	275.56
1957	3,357	97.26	173.03	270.29
1958	3,503	99.69	196.25	295.94

The continuous rise in the personal income each successive year from 1945 is noted in the Table. The advance from 1945 to 1958 was slightly more than two and one-half times contrasted with four times for the total tax burden. This indicated that the taxes grew faster proportionately than did the personal income received.

Significantly, a downward trend in the federal tax collections per \$1,000 of personal income from \$204 in 1953 to \$173 in 1957 and then a rise to \$196 in 1958 is seen in the Table. But, in reverse trends, the State and local taxes increased yearly from \$89 in 1953 to a record high of \$100 in 1958. The State and local taxes per \$1,000 of personal income from 1955 are now accounting for 36 percent of the total tax and the federal 64 percent.

The ever expanding economy and population growth in Colorado is reflected in the high levels of personal income and tax revenue, particularly in the last decade. The latest U. S. estimated total population of 1,655,000 in 1958 has risen 38 percent from 1946, 24 percent from 1950, but no percent change from 1957.² According to the census years and U. S. Census estimates, the Denver Metropolitan Area has made the largest population gains in the State. In significant relationship, too, the rate of employment increase quite well paralleled that of the population growth. The employment was sustained in a broad industrial pattern. The inflationary wage-price spiral, also, exerted an important effect upon the economy as between 1940 and 1958 the dollar value depreciated to about one-half of its pre-war value. The effect of inflation upon the state tax revenues in terms of constant and current 1947 dollars is illustrated and described on Chart 2.

²Source: U. S. Department of Commerce, Bureau of the Census.

THE TAX REVENUES

The State taxes collected by the Department of Revenue reached a new high peak for the fiscal year ended June 30, 1959, marking the eighteenth consecutive year of continuous upswings in revenue. The tax collected for 1959 fiscal totaled \$170,246,605, an increase of \$16,024,017, or 10.4 percent, from 1958 fiscal. The various type of taxes, licenses and fees and their relative importance in the revenue picture can be observed in Table 1. The sales, highway user and income taxes are the principal sources of revenue in the State. They produced \$135,762,426, or 80 percent of the total revenue, in fiscal 1959, which compared with the \$122,448,755 of fiscal 1958, or 79 percent of the total. Nearly all categories of the taxes and licenses registered increases over the previous year.

An analysis of the annual tax trends did not reveal a perceptible effect of the small 1958-1959 business recession upon the State's revenue receipts. Consumer buying did not lag, since sales tax collections advanced 7.1 percent from 1958 fiscal, a larger gain than between the 1957 and 1958 fiscals. And motor fuel gained 3.2 percent. The motor vehicle taxes and licenses, contributing 9.3 percent of the total revenue, were moderately up 4.8 percent from last year. Interestingly, too, the all other taxes, licenses and fees on business and occupation in the amount of \$2.4 million rose 12.6 percent compared with the 5.3 percent gain between the 1957 and 1958 fiscals.

The upward trends in the annual tax collections by source from fiscal 1953 reflect the expanding business activity in the State as well as the changes in the tax laws. An over-all view of the collections by major tax sources from 1953 fiscal can be seen in Tables 3 and 4 and the State total trends in Table 5. The pattern of revenues by principal source and the administrative expenditures can be viewed on Chart 3 for the fiscal years, 1957-1959.

Sales Tax. For the first time in the 23 years' first rank position as the largest revenue producer of all the State's taxes, the sales tax collections in fiscal 1959 were exceeded by the state income tax. Thus, the sales tax gross yield of \$44.4 million was surpassed by the state income tax gross receipts of \$48.1 million by \$3.7 million. Nevertheless, the 1959 fiscal sales tax collections set a new record high peak with an increase of 7.1 percent over last year's top records. In comparison with ten years ago, this new peak was almost twofold greater than 1950 fiscal's corresponding total.

The effects of the continually growing State's economy and the ever mounting inflationary spiral are mirrored in the rising sales tax revenue for each successive year of the last ten years. To obtain a closer picture of consumer buying reflected in the sales tax collections, the seasonable trends in the taxed retail sales in the quarters of 1956-1959 are illustrated on Chart 4. The curves indicate that September quarters remain the highest sale period. This is due to some extent to the large Colorado tourist trade volume in the summer months. An all-time high of \$668 million in taxable retail sales was registered for the 1959 September quarter. Again, important industry seasonal trends can be discerned on Chart 5 by the quarters of 1955-1958. Food group continues to collect 25 percent of the state total tax, which it has done since 1940. The automotive and general merchandise groups have become very close competitors in tax yield, each contributing around 17 to 18 percent to the State total.

TAX COLLECTIONS BY SOURCE AND ADMINISTRATION EXPENDITURES: FISCALS: 1957-1959

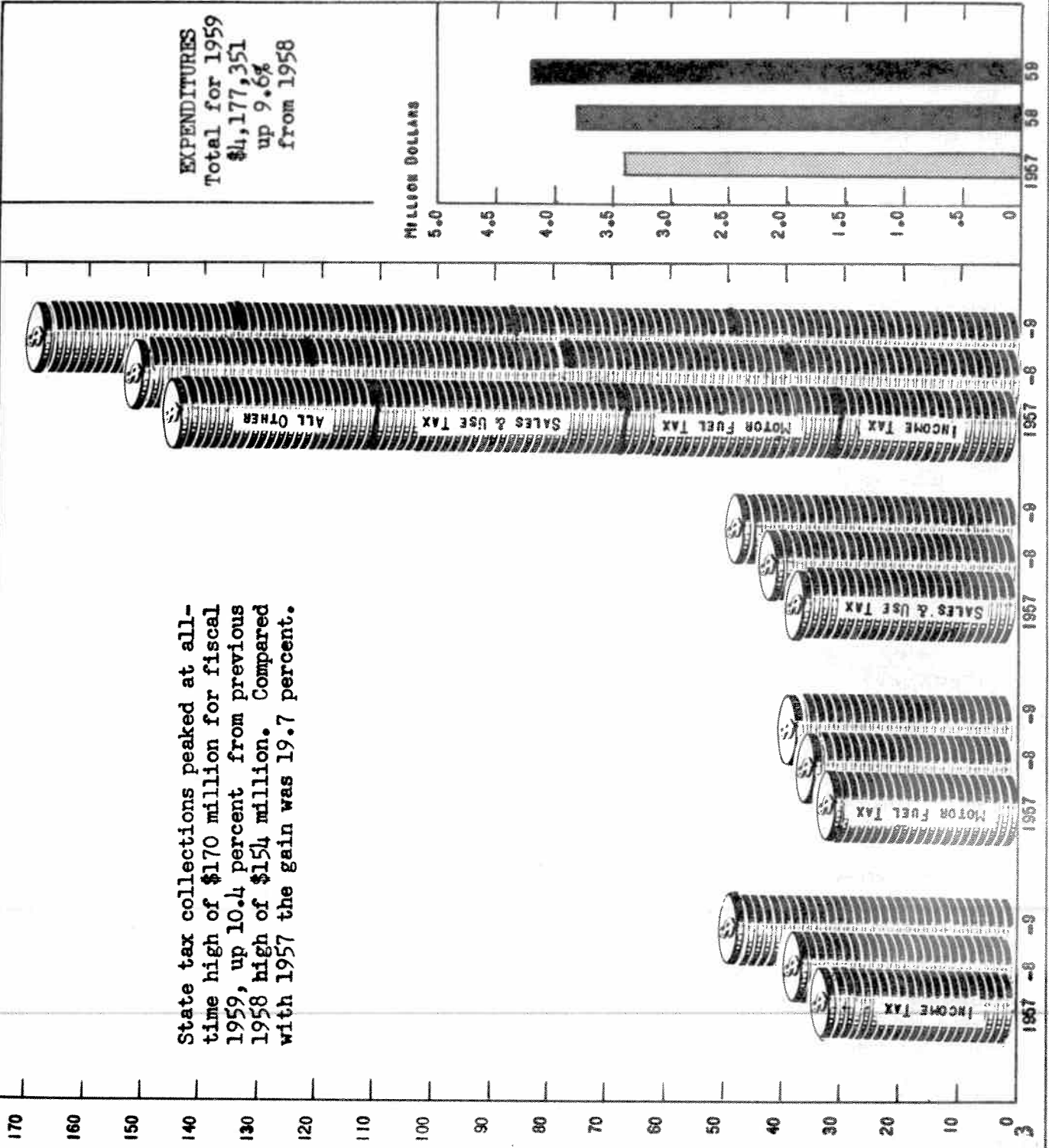


Chart 3

E. B.

The trend in sales tax collections and taxed retail sales for the State by quarters and calendar years, 1954-1959 can be reviewed in Table 15. The continuous advance in the collections and sales are noted. The 1959 year was 43 percent higher than 1954. The grand total of \$238 million for the six-year period, 1954-1959, exceeded the \$166 million total of the corresponding period of 1948-1954 by 43.3 percent.

An interesting analysis of the sales tax collections and taxed retail sales on a per capita basis for calendar years, 1954-1959, is revealed in Table 16. The net tax collection per capita advanced from \$21.66 in 1954 to \$27.70 in 1959, while the taxed retail sales per capita increased from \$1,140 to \$1,458. The rise between these years was 28 percent for both categories compared with a population increase of 12 percent.

An important question is often raised as to what is the proportion of the personal income spent on taxable retail sales under the two percent retail sales tax law in Colorado.³ The following table shows this relationship during the last ten years, 1949-1958. For this ten-year period, the percent of total personal income received by Coloradoans spent on tangible personal property under the retail sales tax law varied from a low of 63 percent in 1958 to a high of 72 percent in 1949, while the ten-year average was 67 percent. The balance left in each year was used for such items as services, rent, recreation, savings, taxes and for purchases exempt from the sales tax.

STATE TAXED RETAIL SALES AND PERSONAL INCOME:

CALENDAR YEARS, 1949-1958

Year	Total Taxed Retail Sales (In Millions)	Total Personal Income (In Millions)	Percent Taxable Sales of Personal Income
1949	\$ 1,267	\$ 1,749	72
1950	1,377	1,930	71
1951	1,540	2,284	67
1952	1,604	2,468	65
1953	1,679	2,492	67
1954	1,711	2,543	67
1955	1,956	2,783	70
1956	2,033	3,064	66
1957	2,164	3,357	64
1958	2,212	3,503	63
10 Year Average	1,754	2,617	67

³Source of personal income and its definition is found on page 9 of this Report.

Motor Fuel Tax. The motor fuel tax yields keep rising in relation to the increasing number of vehicles and miles traveled. For fiscal 1959, the total motor fuel tax, including special fuel, produced \$39,374,982, a gain of \$1,225,523, or 3.2 percent, above the previous year. This was the highest yield on record. The net gallonage taxed rose from 528.9 million gallons in 1958 fiscal to 555.6 million in 1959, a gain of 5.1 percent, to mark a new top record. The continuously increasing consumption of motor fuel in relationship to motor vehicle registrations and the gallons used per vehicle for calendar years, 1946-1958, are pictured on Chart 6.

The special fuel tax receipts, amounting to about 5 percent of all motor fuel tax collections, continued upward to reach in calendar year 1958, a new peak of \$2,007,674, or 5.2 percent higher than 1957. The 32.3 million gallons taxed in 1958 gained 3.7 percent over the preceding year. And the number of gallons and tax collections have nearly trebled since 1951.

Motor Vehicle Taxes, Registrations and Licenses. Motor vehicles exert an important role in Colorado's economic prosperity. On July 1, 1959 the State population numbered 1,655,000, the U. S. Census estimate, and the motor vehicle registrations numbered 901,939 vehicles -- one for every 1.8 persons. This total included 651,939 passenger cars, 178,478 tractors and trucks and 71,522 all other vehicles. This compares with 532,440 total vehicles in 1949 with one for every 2.4 persons. The total mileage traveled by these vehicles and by visiting automobiles was an estimated 7 billion miles in 1958 against 4 billion miles in 1949, or nearly twofold.

Substantial growth in revenue from motor vehicle taxes, licenses and fees was made for 1959 fiscal. The yield of \$15,760,827 went up 4.8 percent from 1958 fiscal. Of this amount motor vehicle registrations contributed \$6.7 million with a gain of 4.8 percent over the previous year and the gross ton mile tax, \$7.6 million with a 4.9 percent rise.

The continual upward climb in motor vehicle registrations by type and county during 1958 calendar year is evident in Table 29. It is seen that all types of vehicle registrations in 1958 were higher than 1957 with the exception of tractors, which suffered a loss of 6.1 percent. Their decrease was partly due to the reciprocal agreements with Illinois and Missouri, which eliminated the purchase of Colorado license plates. All classes of State registrations of 901,939 increased by 33,300, or 3.8 percent; the 651,939 passenger cars, 3.1 percent; the 171,187 tractors, 3.3 percent; the 57,869 trailers, 10.5 percent; the 8,848 motorcycles, 41.9 percent; and the 4,805 special mobile equipment, 11 percent. The Metropolitan Area all registrations of 405,573 exceeded those of 1957 by 4 percent. Their registrations comprise one-half of the State total. Of the other large counties, Pueblo rose 2.9 percent and El Paso, 7.5 percent. These advances were not as high as those recorded between 1956 and 1957, except for motorcycles. The very large rise in motorcycles registrations between 1957 and 1958 can be attributed mainly to the heavy registration of motor-scooters and motorbicycles included with motorcycles.

The greatly accelerated motorcycle registrations in 1958 stemmed from the provisions of the amended Motor Vehicle Licensing law, effective March 26, 1957. It provided that a minor, who has attained the age of 14 years, may upon such proof of competency as the Department may require, and upon compliance with such rules and regulations as the Department may require, apply for and obtain a special restricted license for operation of a motorscooter or motorbicycle. Since March 1957 to date of August, 1959, according to a close estimate, 4,400 licenses have been issued to motorscooter operators.

In Table 30 is presented the county motor vehicle registrations by type of licenses for trucks and tractors for calendar years, 1957 and 1958. Statewide the 111,833 state truck license registration rose 3.5 percent from 1957 and 11 percent from 1956 compared with gains of the 53,080 farm truck licenses of 4.2 percent and 7.6 percent, respectively. In contrast the 6,626 farm tractors increased 30 percent from 1957 and 43 percent from 1956. A sharp decline in city trucks and tractors between 1957 and 1958 occurred, while metropolitan trucks and tractors registered rather small losses.

Income Tax. Income tax revenue from the returns filed in calendar year 1958 yielded \$32,017,283, making a gain of \$3,059,925, or 10.5 percent, from 1957. But 99 percent of the gain was paid by the corporations due chiefly to the shift in the reporting dates of the tax in accordance with the legislative act of 1957. This act provides that the taxpayers, both individual and corporate, must pay their income tax on the previous year's income by April 15, of the succeeding year. Before, they were allowed to make part payments during the succeeding year.

The growth in the income tax collections from 1951 to 1958 are evident in Table 31. The main causes for the increasing yields can be attributed to changes in the income tax laws, to the new withholding tax provisions, effective on July 1, 1954, and importantly to the State's expanding economy and to the wage-price inflation spiral. For 1958, individual collections were 71.3 percent of the State total, fiduciary .9 percent and corporate 27.8 percent.

In connection with the income tax analysis, the withholding income tax refunds paid and the number of returns for 1955 to 1958 are shown in the following table.

Filing Year	Number of Returns	Amount Refunded	Average Amount Refund per Return
1955	80,615	292,780	\$ 3.63
1956	219,918	\$ 1,161,115	5.28
1957	229,517	1,311,733	5.72
1958	284,774	2,346,230	8.24

Significantly, each succeeding year made gains over its preceding year. By 1958, the average amount refunded per return more than doubled from 1955.

The trends in the number of taxable and non-taxable returns by type for calendar years, 1956-1958, are revealed in Table 32. In 1958, the 496,614 taxable returns were up one percent from 1957 compared with a rise of 9 percent for non-taxables. For the three years the taxable returns were very close to 88 percent of the total all returns. The 1958 individual, corporate and fiduciary returns rose moderately from 1956.

The gross income tax from oil and gas production yielded \$3,770,102, in calendar year 1958 marking a .6 percent decrease from 1957 compared with a 8.7 percent rise over 1956 as shown in Table 34. The collection from corporations was \$3,424,761, or 90 percent of the total tax. The individual, corporate and fiduciary taxable returns totaled 3,534 in calendar 1958, up 5.8 percent from the previous year and the 283 corporate taxable returns were up 10 percent.

The combined collections of net income tax and gross income tax from gas and oil production by type of return for the first halves of calendar years, 1958 and 1959 are given in Table 35. The total collection of \$34,792,663 for the first half of 1959 climbed 16.8 percent above the same previous period. The individual returns contributed 70 percent of the total and increased 26.6 percent over the preceding period, while the corporate receipts advanced 1.3 percent and the fiduciary 81 percent.

The effect of the amended income tax law, which provides that quarterly declaration and payments of estimated income tax by self-employed and corporations, shall be made on April 15, 1959, is revealed in Table 37. The 49,930 returns registered a tax liability of \$17,412,465, of which \$8,961,749 was paid in the first half of calendar year 1959.

The field audit program produces additional tax revenue each year. The audit receipts from income, sales, use, motor fuel and gross ton mile taxes from within and without the State for calendar years, 1953-1958, can be studied in Table 39. The audits yielded \$706,630 in 1958, of which \$413,527, or 58 percent, came from gross ton mile tax. For the three preceding years, the largest collections arose from the income and use taxes. Since 1956, because of an adverse court ruling, no out-of-state audits have been made. The 1958 change in the allocation law for corporations will restore the function.

In Table 40 are shown both the field and office audits on motor fuel and special fuel taxes for calendar years 1955-1958. The combined collection from both audits produced \$65,701, of which 88 percent were office audits. Total collections from special fuel were \$26,936, of which 83 percent were office audits.

ADMINISTRATION

Constant improvement in the operating efficiency of the Department of Revenue in the collection of the taxes and license fees and in the enforcement of the laws, which it administers, in fiscal 1959, is evident from significant facts and trends revealed by analyses of the accounting and statistical records. The

installation and operation of the electronic data-processing system, begun in 1956, has been an important factor in developing greater efficiency in the Department. The integration of operations has progressed in promoting uniformity, co-ordination and standardizations of procedures and techniques. The personnel to perform the various departmental functions numbered 812 in fiscal 1959 and they handled and processed 3.7 million documents, besides a large volume of documents for data-processing for other state departments.

The total administrative expenditures of the Department during 1959 fiscal were \$4,177,351, a rise of \$367,316, or 9.6 percent, from the preceding year, as shown in Table 11. Personal services in the amount of \$3.1 million were the largest item, constituting 74 percent of the total expenses and they were 6.1 percent above the corresponding total of 1958. The total operating cost of \$4.1 million advanced 9.8 percent, while capital outlay rose slightly. In Table 12, is given the total expenditures by type of tax and license administered and collected by the Department for 1958 and 1959 fiscal years. It is noted that the income taxes expenditures were the highest followed by the sales taxes.

The changes in the collections and costs of the taxes and licenses both administered and collected for fiscal year, 1958-1959, are presented in Table 8. The total yield of \$151,758,892 rose 10.1 percent above 1958. The collection from the combined income and gross income tax from oil and gas production of \$49,253,805, the largest receipt, registered a gain of 23 percent. All categories of taxes and licenses showed increased costs over 1958, except motor vehicle registration, which decreased 6.3 percent. The largest costs were recorded by the drivers' licenses and the store license. The major taxes expenditures were close to 8 percent in 1959 fiscal.

Again, in Table 8, interesting comparisons in the cost rate per \$100 collected between the taxes are revealed. For all categories the cost was \$2.66, down 3 cents from 1958 fiscal. Sales and use tax cost was \$1.62 compared with 79 cents for motor fuel, \$2.39 for the combined income taxes and \$3.24 for gross ton mile tax. The yearly trends in the collections costs per \$100 collected for fiscals, 1956 and 1959, can be compared in Table 9. All of the categories had higher cost rates than 1956. The total rate for 1956 was \$2.27 against \$2.66 for 1959. For all collections made by the Department, it is seen in Table 10 that the 1959 fiscal cost was \$2.44 per \$100 collected, a very slight drop from 1958, but 37 percent higher than 1951.

Significantly, the processing of income tax and motor fuel tax refunds has been co-ordinated with the general accounting procedures. This has resulted in a less expensive operation than when handled as an independent function. In fiscal 1959, \$7,212,860 was refunded for these two named taxes, of which \$4.4 million was for income tax.

Tax Compliance. The 1959 fiscal year marks the expanding of programs towards greater compliance of the major tax laws of income, sales and highway user, administered by the Revenue Department through means of the electronic data-processing system. The mechanized uniform accounting system set up

for these taxes has brought more efficiency into the operations of the Department. It has aided the counties in the preparation and collection of the highway taxes and motor vehicle fees. Further, it has brought more efficiency into the county clerks offices by processing the vehicle registration data for the use of a direct mail order license registration program. This procedure expedites the collections of county levies and highway user taxes.

The new Electronic Data-processing Division was set up by Directive from the Governor to integrate the functions of other state departments to provide a maximum utilization of machines, planning and production. This has been accomplished with the Department of Welfare, Department of Game and Fish, the Treasury Department, Purchasing Department for the inventory of State property, the State Civil Service Commission for the staffing of all civil service personnel and the Department of Education. The system is now being extended to the Department of Employment State Compensation Fund, Department of Agriculture and to the various licensing agencies of the State.

Importantly, the availability of the electronic data-processing information has yielded a better program for expediting administrative policies.

During the 1959 fiscal year, a professional study group conducted a research program, which has now caused the State of Colorado to expand to a central data-processing of records to a scope great enough to embrace all departments and institutions in the State.

Ports of Entry. By the 1959 fiscal year the port of entry system in Colorado, since its inception in July 1955, has been developed to a point in efficiency until it ranks among the best in United States. There has been a growing expansion in its activities in each succeeding year of its operation. The port of entry records showed that the truck count through the ports for fiscal 1959 was 2,103,717, marking an advance of 8.8 percent from 1958 but a climb of 68 percent from 1956. The roving ports held 2,488 road blocks, compared with 5,103 in the preceding year, or a drop of 51 percent. The main contributing reason for this large reduction was bad weather. These activities were performed by the 76 port of entry officers of the 12 permanent ports and the 12 roving ports that are attached to the permanent ports.

Besides the regular port of entry work, 78,934 passenger car drivers and bus loads of tourists in 1959 fiscal used the port facilities to obtain information on where and how to go. Road maps and other information were given to them. These rendered services give a boost to Colorado's tourist trade. And various other kinds of work is done for other departments in the daily round of duties.

LEGISLATION

The Second Regular Session of the Forty-First General Assembly in 1958 and the First Regular Session of the Forty-Second General Assembly in 1959 of the State of Colorado enacted new legislation, affecting the income, sales and motor vehicle taxes administered by the Department of Revenue. The changes in these tax laws follow:

Income Tax. The 1958 Legislature passed a law, which provides for the making and filing of declarations of estimated income tax and for the payment thereof by resident and non-resident individuals and corporations. It became effective January 1, 1959 with the filing to be on April 15, 1959.¹

It also passed a law which made changes in the procedure to be followed in allocating and apportioning the income of corporation and non-resident individuals with respect to all taxable years, beginning on or after January 1, 1958.²

Sales Tax. The 1959 Legislature passed a law which provides for refunds of taxes paid on sales made to exempt persons. Thus, where a sales tax has been paid by a purchaser on behalf of a person entitled to an exemption, and such purchaser has not been granted a refund and has been reimbursed by the person entitled to the exemption, the latter may apply for a refund within 3 years after the date of purchase. It applies to all claims falling within the terms of this act on the effective date of March 20, 1959.³

Motor Vehicle. The 1959 Legislature passed several laws relating to motor vehicles. Four of the more important ones are as follows:

1. Concerns automobiles and other motor vehicles and relates to operator's and chauffeur's license, part of which law deals with the familiar "point" system involving driver violations, which may lead to license suspension. Approved May 20, 1959.⁴

2. This law relates to the raising of revenue by requiring the licensing of trailer coaches and mobile homes, provides for the licensing of auto camps, imposes a specific ownership tax on trailer coaches and mobile homes, and provides for the collection of such specific ownership tax. It became effective on April 9, 1959.⁵

3. This law concerns the retail installment sales law and the financing of motor vehicles. It became effective April 17, 1959.⁶

4. This law relates to the licensing and numbering of boats, fees charged therefor, and regulating the use and operation thereof. It was approved May 18, 1959.⁷

¹Session Laws 1958, pp. 275-288.

²Session Laws 1958, pp. 271-274.

³Session Laws 1959, p. 803, Section 1.

⁴Session Laws 1959, pp. 233-241.

⁵Session Laws 1959, pp. 223-229.

⁶Session Laws 1959, pp. 251-253.

⁷Session Laws 1959, pp. 254-256.

TABLE 1

COLLECTIONS: RECEIPTS BY SOURCE
FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

SOURCE	PER CENT OF 1959 TOTAL COLLECTIONS	1958	1959	PER CENT INCREASE OR DECREASE
TOTAL COLLECTIONS.....	100.0	\$154,222,588.19	\$170,246,604.57	+ 10.4
<u>SALES AND GROSS RECEIPTS TAXES.....</u>	56.74	91,329,914.02	96,578,074.12	+ 5.7
GENERAL SALES:				
SALES.....	26.08	41,456,952.16	44,400,132.75	+ 7.1
USE TAX.....	1.60	2,809,980.64	2,730,535.38	- 2.8
SELECTED COMMODITIES AND SERVICES:				
MOTOR FUEL TAX.....	23.13	38,149,459.55	39,374,982.68	+ 3.2
ALCOHOLIC BEVERAGE TAX.....	3.12	4,520,753.82	5,314,737.19	+ 17.6
ATHLETIC COMMISSION FEES.....	.02	7,466.46	4,159.14	- 44.3
INSURANCE FUND.....	2.73	4,271,232.77	4,655,956.26	+ 9.0
OIL & GAS CONSERVATION LEVY.....	.06	114,068.62	97,570.72	- 14.5
<u>MOTOR VEHICLE TAXES AND LICENSES.....</u>	9.26	15,043,326.26	15,760,827.28	+ 4.8
MOTOR VEHICLE LICENSES.....	3.92	6,358,793.88	6,666,193.25	+ 4.8
AIRCRAFT REGISTRATION FUND.....	TRACE ¹	359.75	270.95	- 24.7
MOTOR VEHICLE PERMIT & INSP. FEES..	.10	172,174.05	172,971.20	+ .5
MOTOR VEHICLE CERTIFICATE OF TITLE FEES.....	.15	251,473.94	258,452.01	+ 2.8
OPERATORS & CHAUFFEURS LICENSES....	.31	505,675.00	522,781.00	+ 3.4
P.U.C. FEES, GENERAL REVENUE.....	.05	55,720.04	78,278.40	+ 40.5
GROSS TON MILE TAX.....	4.45	7,226,541.40	7,580,888.57	+ 4.9
PROPERTY TAX ON INTER-COUNTY MOTOR CARRIERS.....	.28	472,588.20	480,991.90	+ 1.8
INCOME TAX.....	28.28	37,523,358.61 ²	48,145,194.26 ³	+ 28.3
GROSS INCOME TAX FROM OIL AND GAS PRODUCTION.....	.65	2,509,003.20 ²	1,108,610.68 ²	- 55.8
INHERITANCE TAX - OLD AGE PENSION.....	.27	402,763.99	466,576.41	+ 15.9
INHERITANCE TAX FUND.....	2.68	4,234,813.37	4,571,067.35	+ 7.9
GIFT TAX.....	.18	174,041.38	314,665.32	+ 80.8
<u>OTHER TAXES AND LICENSES, FEES ON BUSINESS AND OCCUPATION.....</u>	1.38	2,088,925.45	2,353,104.26	+ 12.6
ALCOHOLIC BEVERAGE LICENSES.....		220,900.00	226,400.00	
85% CITY AND COUNTY LIQUOR LICENSES..		436,934.08	459,092.45	
STORE LICENSES.....		198,542.84	215,001.68	
CORPORATION TAX, FOREIGN AND DOMESTIC ALCOHOL LICENSE FEES.....		299,422.66	420,142.00	
BANK COMMISSIONER FEES.....		537.50	555.00	
BEDDING LICENSES.....		176,151.96	191,574.31	
BIRD LICENSES.....		21,880.00	23,295.00	
BOILER INSPECTION FEES.....		2,740.00	2,550.00	
BUILDING AND LOAN FEES.....		15,092.00	16,448.00	
COLLECTION AGENCY FEES.....		50,528.50	49,686.26	
DETECTIVE LICENSE FEES.....		3,470.00	3,744.00	
FLUID MILK SANITATION.....		1,900.00	1,100.00	
GAMES OF CHANCE ⁴		1,384.00	984.00	
LIVESTOCK WATER TANK FUND.....		---	14,700.00	
MOTOR VEHICLE DEALERS ADMINISTRATORS FUND.....		448.00	609.00	
		60,980.00	59,210.00	

¹LESS THAN ONE-TENTH OF ONE PERCENT.

²INCLUDES SUSPENSE WITHHOLDING FUND ACCOUNT.

³INCLUDES SUSPENSE WITHHOLDING FUND ACCOUNT AND SUSPENSE ESTIMATED TAX FUND ACCOUNT.

SEE CONTINUATION OF FOOTNOTE 3 ON NEXT PAGE.

TABLE 1 - Continued

COLLECTIONS: RECEIPTS BY SOURCE
FISCAL YEARS ENDED JUNE 30: 1958 AND 1959

SOURCE	PER CENT OF 1959 TOTAL COLLECTIONS	1958	1959	PER CENT INCREASE OR DECREASE
OTHER TAXES AND LICENSES, FEES				
ON BUSINESS AND OCCUPATION: CONT'D.				
Old Age Pension: Secretary of State...		7,589.43	8,284.88	
Plumbing Inspection Fees.....		19,451.90	21,682.95	
Practical Nurse Examination Fees.....		30,060.00	45,548.00	
Private Employment Agency Fees.....		4,310.00	4,370.00	
Private Theatrical Employment Agency..		850.00	700.00	
Prof. Sanitarian Reg. Bd. Fees.....		1,180.00	526.00	
Ore Buyers License.....		300.00	400.00	
Real Estate License.....		81,232.00	84,379.00	
Restaurant Inspection Fees.....		53,474.99	54,479.00	
Securities Division Fees.....		64,332.70	73,065.78	
Special Fuel Users Permits.....		31,909.00	37,414.50	
State Engineer Fees.....		9,997.85	9,290.25	
Teachers Certification Fund.....		20,370.50	21,395.50	
Tourist Camp License Fees.....		37,375.50	39,996.50	
Veterinary License Fees.....		3,931.50	2,667.00	
STATE BOARD OF:				
Accountancy Licenses.....		13,316.94	15,097.50	
Abstractors Licenses.....		820.60	4,300.00	
Architects Licenses.....		10,870.00	11,870.00	
Barber Examiners Fees & Shop Licenses.		26,272.00	25,859.00	
Basic Science Examiners Fees.....		8,422.00	9,014.00	
Chiropractic Examiners Fees.....		4,965.00	7,270.00	
Cosmetology Examiner Licenses.....		35,290.00	38,892.20	
Dental Examiners Fees.....		12,100.00	12,048.00	
Funeral Directors & Embalming Examiner Fees.....		7,909.00	7,998.00	
Medical Examiners Fees.....		27,627.00	29,350.50	
Nurse Examiners Fees.....		51,947.00	53,936.00	
Optometric Examiners Fees.....		2,980.00	3,205.00	
Pharmacy Examiners Fees.....		2,930.00	41,503.00	
Pharmacy-Prophylactic Licenses.....		26,094.00	3,320.00	
Shorthand Reporters Examiners Fees....		105.00	150.00	
OTHER RECEIPTS:	.56	916,441.91	948,484.89	+ 3.5
Civil Service Commission Fees.....		1,950.00	6,421.00	
Colorado Geological Survey.....		53.05	19.54	
Income Tax Non-Resident Licenses.....		270.00	275.00	
Motor Vehicle Justice of Peace Fines..		385,581.97	365,336.03	
Liquor Tax Administration Fund.....		291.00	411.00	
Motor Vehicle Penalty Assessments.....		217,656.76	217,540.28	
Public Health Fees.....		67,620.00	71,560.00	
Secretary of State Fees.....		227,120.48	266,108.20	
State Historical Society.....		15,898.65	20,813.84	

³HOUSE BILL No. 41 ENACTED BY THE 1958 SECOND REGULAR SESSION OF THE FORTY-FIRST GENERAL ASSEMBLY PROVIDES FOR THE DECLARATION AND PAYMENT OF ESTIMATED TAX BY INDIVIDUALS AND CORPORATIONS. IT BECAME EFFECTIVE JANUARY 1, 1959 AND APPLIES TO THE TAXABLE YEARS BEGINNING ON OR AFTER JANUARY 1, 1959. SESSION LAWS OF COLORADO, 1958, CHAPTER 57.

⁴BINGO AND RAFFLES LAW ENACTED BY THE 1959 FIRST REGULAR SESSION OF THE FORTY-SECOND GENERAL ASSEMBLY BECAME EFFECTIVE MARCH 12, 1959.

TABLE 2

COLLECTIONS: RECEIPTS BY FUNDS
Fiscal Year Ended June 30, 1959

FUND NUMBER	TAX COLLECTIONS	AMOUNT	FUND NUMBER	TAX COLLECTIONS	AMOUNT
103	ALCOHOL LICENSE FEES (INDUSTRIAL)	\$ 555.00	2333	OPERATOR & CHAUFFEUR LICENSES.....	\$ 522,781.00
108	BANK COMMISSIONER FEES.....	191,574.31	2334	MOTOR VEHICLE OWNERSHIP TAX "A".....	480,991.90
111	BOILER INSPECTION FEES.....	16,448.00	2360	MOTOR VEHICLE INSPECTION STICKER FEES	172,971.20
113	BUILDING AND LOAN FEES.....	49,686.26	2360	SPECIAL FUEL USERS PERMITS.....	37,414.50
115	CIVIL SERVICE COMMISSION.....	6,421.00	2371	AIRCRAFT REGISTRATION FUND.....	270.95
125	DETECTIVE LICENSE FEES.....	1,100.00	2374	OIL & GAS CONSERVATION LEVY.....	97,570.72
129	ENGINEER'S FEES.....	9,290.25	2501	INHERITANCE TAX.....	4,571,067.35
131	FLUID MILK SANITATION.....	984.00	2502	GIFT TAX.....	314,665.32
136	COLORADO GEOLOGICAL SURVEY.....	19.54	2601	TEACHERS CERTIFICATE FUND.....	21,395.50
157	ORE BUYERS LICENSE.....	400.00	2603	STATE HISTORICAL SOCIETY.....	20,813.84
160	PSITTACINE BIRD LICENSE.....	2,550.00	2701	CORP. TAX-FOREIGN & DOMESTIC.....	420,142.00
162	PLUMBING INSPECTION FEES.....	21,682.95	2702	ABTRACTOR'S LICENSE FEES.....	4,300.00
163	PHARMACY EXAMINATION SPECIAL FEES	3,320.00	2703	ACCOUNTANCY LICENSE FEES.....	15,097.50
164	PRIVATE EMPLOYMENT AGENCY FEES...	4,370.00	2704	ARCHITECT'S LICENSE FEES.....	11,870.00
166	PUBLIC HEALTH FEES.....	2,430.00	2705	BARBER EXAMINER FEES & LICENSE.....	25,859.00
167	PUBLIC UTILITY COMMISSION FEES...	78,278.40	2706	BASIC SCIENCE EXAMINERS' FEES.....	9,014.00
169	PUBLIC HEALTH CERTIFICATE FEES...	69,130.00	2707	ATHLETIC COMMISSION FEES.....	4,159.14
177	SECRETARY OF STATE FEES.....	266,108.20	2708	CHIROPRACTIC EXAMINERS FEES.....	7,270.00
178	SECURITIES DIVISION FEES.....	73,065.78	2709	COLLECTION AGENCY FEES.....	3,744.00
2107	TOURIST CAMP LIC.-HIGHWAY.....	39,996.50	2710	COSMETOLOGY EXAMINERS FEES.....	38,892.20
2181	INHERITANCE TAX (OLD AGE PENSION)	466,576.41	2711	DENTAL EXAMINERS FEES.....	12,048.00
2181	SECRETARY OF STATE (OLD AGE PENSION)	8,284.88	2713	FUNERAL DIRECTORS & EMBALMERS.....	7,998.00
2217	PRIVATE THEATRE EMPLOYMENT AGENCY	700.00	2714	MEDICAL EXAMINERS FEES & REG.....	29,350.50
2236	INSURANCE TAX.....	4,655,956.26	2716	NURSE EXAMINER FEES.....	53,936.00
2241	LIVESTOCK WATER TANK FUND.....	609.00	2717	OPTOMETRIC EXAMINER FEES.....	3,205.00
2302	STORE LICENSE.....	215,001.68	2718	PHARMACY EXAMINER FEES.....	41,503.00
2303	SALES TAX.....	44,388,919.40	2719	REAL ESTATE LICENSE FEES.....	84,379.00
2303	SALES TAX LICENSE.....	11,213.35	2720	SHORTHAND REPORTERS FEES.....	150.00
2305	USE TAX.....	2,730,535.38	2721	VETERINARY LICENSE FEES.....	2,667.00
2306	INCOME TAX WITHHOLDING.....	1,182,984.69	2722	LIQUOR TAX ADMINISTRATION FUND.....	411.00
2307	INCOME TAX.....	38,000,460.70	2723	PRACTICAL NURSE EXAMINATION FEES...	45,548.00
2309	GROSS INCOME TAX FROM OIL & GAS PRODUCTION.....	1,131,973.86	2724	PROF. SANITATION REG. Bd. FEES.....	526.00
2310	GROSS INCOME TAX FROM OIL & GAS PRODUCTION WITHHOLDING.....	23,363.18	2725	GAMES OF CHANCE.....	14,700.00
2311	ESTIMATE INCOME TAX.....	8,961,748.87	2820	BEDDING LICENSES AND STAMPS.....	23,295.00
2312	INCOME TAX NON-RESIDENCE LICENSE	275.00	2821	RESTAURANT INSPECTION FEES.....	54,479.00
2314	LIQUOR TAX.....	5,313,329.28		TOTAL TAX COLLECTIONS.....	170,246,604.57
2314	LIQUOR TAX LIABILITY.....	1,407.91		OTHER RECEIPTS	
2314	LIQUOR LICENSE.....	226,400.00	118	CAPITOL BUILDING-RENTS & SERVICE....	217,128.22
2315	LIQUOR LICENSE(CITY & COUNTY 85%)	459,092.45	2230	GROSS TON MILE SUSPENSE.....	61,928.02
2316	MOTOR FUEL TAX.....	39,374,982.68	2235	P.U.C. REVOLVING FUND.....	174,207.14
2318	MOTOR VEHICLE CERTIFICATE OF TITLE FUND.....	258,452.01	2317	MOTOR FUEL SUSPENSE.....	37,430.17
2319	MOTOR VEHICLE PENALTY ASSESSMENTS	217,540.28	2336	DEPARTMENT OF REVENUE SUSPENSE.....	- 7,011.52
2320	MOTOR VEHICLE JUSTICE OF PEACE FINES.....	365,336.03	2337	MOTOR VEHICLE SAFETY RESPONSIBILITY FUND.....	101,739.55
2321	MOTOR VEHICLE ADMINISTRATOR'S FUND	59,210.00	2360	MISCELLANEOUS DEPT. COLLECTIONS.....	11,890.47
2322	GROSS TON MILE TAX.....	7,580,888.57		TOTAL OTHER RECEIPTS.....	597,312.05
2328	MOTOR VEHICLE LICENSES.....	6,666,193.25		GRAND TOTAL.....	170,843,916.62

COLLECTIONS BY TAX SOURCE
FISCAL YEARS ENDED JUNE 30, 1953 - 1959

YEAR	MOTOR FUEL	SALES AND USE	INCOME	MOTOR VEHICLE	LIQUOR	ALL OTHER REVENUE	STATE TOTAL
1953.....	\$29,604,630	\$33,730,534	\$19,173,261	\$8,512,394	\$4,992,853	\$7,427,983	\$103,441,655
1954.....	31,017,609	33,927,472	21,172,657	8,945,502	4,505,508	7,451,733	107,020,481
1955.....	32,544,057	37,072,299	27,702,019	11,454,777	4,750,078	8,592,362	122,115,592
1956.....	35,092,215	40,986,598	30,806,353	12,781,336	4,997,769	10,135,267	134,799,538
1957.....	36,355,296	42,586,842	33,381,144	13,735,935	5,201,393	11,134,130	142,394,740
1958.....	38,149,460	44,266,933	40,032,362	15,043,326	5,178,588	11,551,919	154,222,588
1959.....	39,274,983	47,130,668	49,253,805	15,760,827	6,000,230	12,726,092	170,246,605

PER CENT OF STATE TOTAL COLLECTIONS

YEAR	MOTOR FUEL	SALES AND USE	INCOME	MOTOR VEHICLE	LIQUOR	ALL OTHER REVENUE	STATE TOTAL
1953.....	28.6	32.6	18.6	8.2	4.8	7.2	100
1954.....	29.0	31.7	19.7	8.4	4.2	7.0	100
1955.....	26.6	30.4	22.7	9.4	3.9	7.0	100
1956.....	26.0	30.4	22.9	9.5	3.7	7.5	100
1957.....	25.6	29.9	23.4	9.6	3.7	7.8	100
1958.....	24.7	28.7	26.0	9.8	3.3	7.5	100
1959.....	23.1	27.7	28.9	9.3	3.5	7.5	100

1 INCLUDES GROSS INCOME TAX FROM OIL AND GAS PRODUCTION

TABLE 4
COLLECTIONS BY TAX SOURCE
FISCAL YEARS ENDED JUNE 30, 1957 - 1959

TAX AND LICENSE FEE	COLLECTIONS			PER CENT CHANGE	
	1959	1958	1957	1959 OVER 1958	1959 OVER 1957
RETAIL SALES AND USE TAXES.....	\$47,130,668	\$44,266,933	\$42,586,842	+ 6.5	+ 10.7
MOTOR FUEL TAX.....	39,374,983	38,149,460	36,355,296	+ 3.2	+ 8.3
INCOME TAX.....	48,145,194	37,523,359	29,383,579	+28.3	+ 63.8
GROSS INCOME TAX FROM OIL AND GAS PRODUCTION.....	1,108,611	2,509,003	3,997,565	-55.8	- 72.3
MOTOR VEHICLE AND OPERATORS LICENSES AND TAXES.....	8,179,939	7,816,785	7,391,578	+ 4.6	+ 10.7
GROSS TON MILE TAX.....	7,580,889	7,226,541	6,344,357	+ 4.9	+ 19.5
LIQUOR TAX AND LICENSE FEES.....	6,000,230	5,178,588	5,201,393	+15.9	+ 15.4
INHERITANCE AND GIFT TAX.....	5,352,309	4,811,619	4,769,349	+11.2	+ 12.2
INSURANCE AND CORPORATION TAXES AND FEES.....	5,076,098	4,570,655	4,170,960	+11.1	+ 21.7
ALL OTHER REVENUE.....	2,297,684	2,169,645	2,193,821	+ 5.9	+ 4.7
STATE TOTAL.....	\$170,246,605	\$154,222,588	\$142,394,740	+10.4	+ 19.6

TABLE 5
COLLECTIONS: STATE TAX TOTAL
FISCAL YEARS ENDED JUNE 30, 1953 - 1959

YEAR	TOTAL TAX COLLECTIONS	PER CENT CHANGE EACH YEAR FROM PREVIOUS YEAR	DIFFERENCE IN COLLECTIONS: EACH YEAR FROM PREVIOUS YEAR
1953	\$103,441,655	+ 4.4	\$ + 4,373,945
1954	107,020,481	+ 3.5	+ 3,578,826
1955	122,115,592	+14.1	+ 15,095,110
1956	134,799,538	+10.4	+ 12,683,946
1957	142,394,740	+ 5.6	+ 7,595,202
1958	154,222,588	+ 8.3	+ 11,827,848
1959	170,246,605	+10.4	+ 16,024,016

TABLE 6
COLLECTIONS AND REFUNDS BY SOURCE
FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

SOURCE	1958		1959	
	GROSS COLLECTIONS	REFUNDS	NET COLLECTIONS	GROSS COLLECTIONS
STORE LICENSE.....	\$ 198,542.84	\$ 32.50	\$ 198,510.34	\$ 215,001.68
SALES TAX.....	41,456,952.16	655,567.80	40,801,384.36	44,400,132.75
USE TAX.....	2,809,980.64	15,274.76	2,794,705.88	2,730,535.38
INCOME TAX AND GROSS INCOME TAX FROM OIL & GAS PRODUCTION.....	40,032,361.81	2,052,195.13	37,980,166.68	49,253,804.94
MOTOR FUEL TAX.....	38,149,459.55	4,446,173.74	33,703,285.81	39,374,982.68
GROSS TON MILE TAX.....	7,226,541.40	26,234.63	7,200,306.77	7,560,888.57
LIQUOR EXCISE TAX.....	4,520,753.82	16,847.54	4,503,906.28	5,314,737.19
MISCELLANEOUS TAXES AND LICENSES.....	1,581,501.93	533.41	1,580,968.52	7,887,506.43
TOTAL.....	\$135,976,094.15	\$7,212,859.51	\$128,763,234.64	\$156,757,589.62
				\$7,471,315.67
				\$149,286,273.95

TABLE 7

REFUNDS: PERCENTAGE OF COLLECTIONS REFUNDED BY SPECIFIED SOURCES
FISCAL YEARS ENDING JUNE 30, 1955 - 1959

SOURCE	PER CENT OF COLLECTIONS REFUNDED				
	1955	1956	1957	1958	1959
STORE LICENSE.....	.01	.01	.03	.02	.07
SALES TAX.....	.33	1.25	1.29	1.58	2.39
USE TAX.....	.07	.35	.23	.54	1.54
INCOME TAX AND GROSS INCOME TAX FROM OIL & GAS PRODUCTION.....	3.11	5.31	5.79	5.13	4.55
MOTOR FUEL TAX.....	11.79	11.62	10.91	11.65	10.39
GROSS TON MILE TAX.....	.11	5.26	.63	.36	.15
LIQUOR EXCISE TAX.....	.22	.09	.20	.37	.18
MISCELLANEOUS TAXES & LICENSES.....	1.46	.80	.32	.03	.20
TOTAL.....	4.27	5.10	4.97	5.30	4.77

TABLE 8

ADMINISTRATION: COSTS AND COLLECTIONS BY TAX SOURCE
FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

(The taxes included in this table are administered and collected by the Department of Revenue)

TAX	COLLECTIONS				COST OF ADMINISTRATION				COST PER \$100 COLLECTED		
	1958	1959	INCREASE OR DECREASE	% INCREASE OR DECREASE	1958	1959	INCREASE OR DECREASE	% INCREASE OR DECREASE	1958	1959	INCREASE OR DECREASE
SALES AND USE.....	\$44,266,932	\$47,130,668	\$+2,863,736	+ 6.5	\$ 713,741	\$ 765,949	\$+52,208	+ 7.3	\$ 1.61	\$ 1.62	\$+ .01
SALES.....	41,456,952	44,400,132	+2,943,180	+ 7.1	674,400	726,220	+51,820	+ 7.7	1.63	1.64	+ .01
USE.....	2,809,980	2,730,536	- 79,444	- 2.8	39,341	39,729	+ 388	+ 1.0	1.40	1.45	+ .05
INCOME AND GROSS INCOME FROM GAS & OIL PRODUCTION	40,032,362	49,253,805	+9,221,443	+23.0	1,092,645	1,177,109	+84,464	+ 7.7	2.73	2.39	- .34
MOTOR FUEL.....	38,149,460	39,374,983	+1,225,523	+ 3.2	286,569	309,906	+23,337	+ 8.1	.75	.79	+ .04
MOTOR VEHICLE REGISTRATION.....	6,358,794	6,666,193	+ 307,399	+ 4.8	592,697	555,083	-37,614	- 6.3	9.32	8.33	- .99
AIRCRAFT.....	360	271	- 89	-24.7	82	---	- 82	---	22.78	---	---
AUTO TITLE.....	251,474	258,452	+ 6,978	+ 2.8	193,547	224,994	+31,447	+ 16.2	77.00	87.05	+ 10.05
GROSS TON MILE TAX	7,282,261	7,580,889	+ 298,628	+ 4.1	227,163	245,558	+18,395	+ 8.1	3.12	3.24	+ .12
MISCELLANEOUS.....	775,413	755,848	- 19,565	- 2.5	310,532	361,869	+51,337	+ 16.5	40.05	47.88	+ 7.83
DRIVER LICENSES.....	505,675	522,781	+ 17,106	+ 3.4	276,482	387,384	+110,902	+ 40.1	54.68	74.10	+ 19.42
STORE LICENSE.....	198,543	215,002	+ 16,459	+ 8.3	9,139	11,270	+ 2,131	+ 23.3	4.60	5.24	+ .64
TOTAL.....	\$137,821,274	\$151,759,892	\$+13,937,618	+10.1	\$3,702,597	\$4,039,122	+336,525	+ 9.1	\$ 2.69	\$ 2.66	- .03

TOTAL COSTS INCLUDE PERSONAL SERVICES, MAINTENANCE AND OPERATION, STATE'S SHARE OF RETIREMENT, AND CAPITAL OUTLAY.

TABLE 9

ADMINISTRATION: COST PER \$100 COLLECTED BY TAX SOURCE
FISCAL YEARS ENDED JUNE 30, 1956 - 1959

TAX ¹	COST PER \$100 OF COLLECTIONS			
	1959	1958	1957	1956
SALES AND USE.....	\$ 1.62	\$ 1.61	\$ 1.56	\$ 1.26
SALES.....	1.64	1.63	1.57	1.22
USE.....	1.45	1.40	1.45	1.82
INCOME AND GROSS INCOME FROM				
GAS & OIL PRODUCTION.....	2.39	2.73	3.25	2.56
MOTOR FUEL.....	.79	.75	.77	.52
MOTOR VEHICLES:				
REGISTRATION.....	8.33	9.32	6.21	7.23
AIRCRAFT.....	—	22.78	21.10	17.90
AUTO TITLE.....	87.05	77.00	72.74	67.43
GROSS TON MILE & P.U.C. TON MILE.....	3.24	3.12	3.31	3.20
MISCELLANEOUS.....	47.88	40.05	33.65	19.62
OPERATORS & CHAUFFEURS LICENSES.....	74.10	54.68	65.34	68.07
STORE LICENSE.....	5.24	4.60	3.91	7.91
TOTAL.....	2.66	2.69	2.62	2.27

¹ INCLUDES TAXES ADMINISTERED AND COLLECTED.

TABLE 10

COST PER \$100 COLLECTED AND TOTAL COLLECTIONS
FISCAL YEARS ENDED JUNE 30, 1951 - 1959

YEAR	TOTAL COLLECTIONS	COST OF ADMINISTRATION	COST PER \$100 OF COLLECTIONS
1951.....	\$ 94,388,110	\$ 1,678,758	\$ 1.78
1952.....	99,338,309	1,815,794	1.83
1953.....	103,692,083	2,017,181	1.95
1954.....	107,284,438	2,332,227	2.17
1955.....	122,387,571	2,774,717	2.26
1956.....	135,205,686	3,034,445	2.24
1957.....	142,819,603	3,422,163	2.40
1958.....	154,632,934	3,810,035	2.46
1959.....	170,843,917	4,177,351	2.44

TABLE 11

ADMINISTRATION: ALL TAX EXPENDITURE BY PURPOSE
FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

YEAR	PERSONAL SERVICES	MAINTENANCE AND OPERATION	STATE SHARE OF RETIREMENT	TOTAL OPERATING EXPENSE	CAPITOL OUTLAY	TOTAL EXPENSE
1958.....	\$2,925,124.77	\$685,007.92	\$128,840.23	\$3,738,972.92	\$71,062.52	\$3,810,035.44
1959.....	3,103,219.53	838,473.89	163,954.41	4,105,647.83	71,703.13	4,177,350.96
CHANGE IN EXPENDITURES: 1959 OVER 1958	+ 178,094.76	+153,465.97	+ 35,114.18	+ 366,674.91	+ 640.61	+367,315.52
PER CENT CHANGE	+ 6.1	+ 22.4	+ 27.3	+ 9.8	+ .9	+ 9.6

TABLE 12

ADMINISTRATION: EXPENDITURES BY TAX SOURCE
FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

TAX	TOTAL EXPENDITURE	
	FISCAL 1958	FISCAL 1959
ADMINISTERED AND COLLECTED:		
SALES AND USE:.....	\$ 713,740.74	\$ 765,949.00
SALES.....	674,399.87	726,219.62
USE.....	39,340.87	39,729.38
INCOME AND GROSS INCOME FROM OIL AND GAS PRODUCTION.....	1,092,645.20	1,177,108.87
MOTOR FUEL.....	286,569.28	309,906.12
MOTOR VEHICLE:		
REGISTRATION ¹	592,696.84	555,082.78
TITLE.....	193,547.30	224,993.73
AIRCRAFT.....	82.00	--
MISCELLANEOUS.....	310,531.76	361,868.98
OPERATORS & CHAUFFEURS.....	276,482.38	387,384.18
GROSS TON MILE.....	227,162.60	245,558.44
STORE LICENSE.....	9,139.25	11,270.30
TOTAL.....	3,702,597.35	4,039,122.40
% INCREASE: 1959 OVER 1958.....		+ 9.1
COLLECTED ONLY:		
ALL OTHER TAXES AND LICENSES.....	107,438.09	138,228.56
GRAND TOTAL.....	3,810,035.44	4,177,350.96
% INCREASE: 1959 OVER 1958.....		+ 9.6

¹ INCLUDES COUNTY CLERK HIRE BUT EXCLUDES PURCHASE OF LICENSE PLATES.

TABLE 13
 ADMINISTRATION: BUDGET ALLOTMENTS AND EXPENDITURES
 FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

CLASS OF EXPENDITURE	ACCOUNT LETTER ¹	1958			ACCOUNT LETTER ²	1959		
		ALLOTMENTS	EXPENDITURES	BALANCE		ALLOTMENTS	EXPENDITURES	BALANCE
PERSONAL SERVICES.....	A	\$2,649,443.00	\$2,619,761.37	\$ 29,681.63	A	\$2,866,657.00	\$2,781,669.63	\$ 84,987.37
MAINTENANCE AND OPERATION.....	B	660,000.00	624,548.33	35,451.67	B	798,509.00	787,566.37	10,942.63
CAPITAL OUTLAY.....	C; C-1	82,293.35	71,062.52	11,230.83	C; C-1	77,500.00	71,703.13	5,796.87
STATE'S SHARE OF RETIREMENT FUND...	D	132,047.15	128,840.23	3,206.92	D	177,760.00	163,954.41	13,805.59
WORKMENS' COMPENSATION INSURANCE....	E	2,292.00	2,292.00	---	E	2,991.00	2,991.00	---
TRAVEL AND SUBSISTENCE.....	F	60,000.00	58,167.59	1,832.41	F	52,500.00	47,916.52	4,583.48
COUNTY CLERKS' FEES.....	X	325,000.00	305,363.40	19,636.60	X	335,000.00	321,549.90	13,450.10
STATE TOTAL.....		\$3,911,075.50	\$3,810,035.44	\$101,040.06		\$4,310,917.00	\$4,177,350.96	\$133,566.04

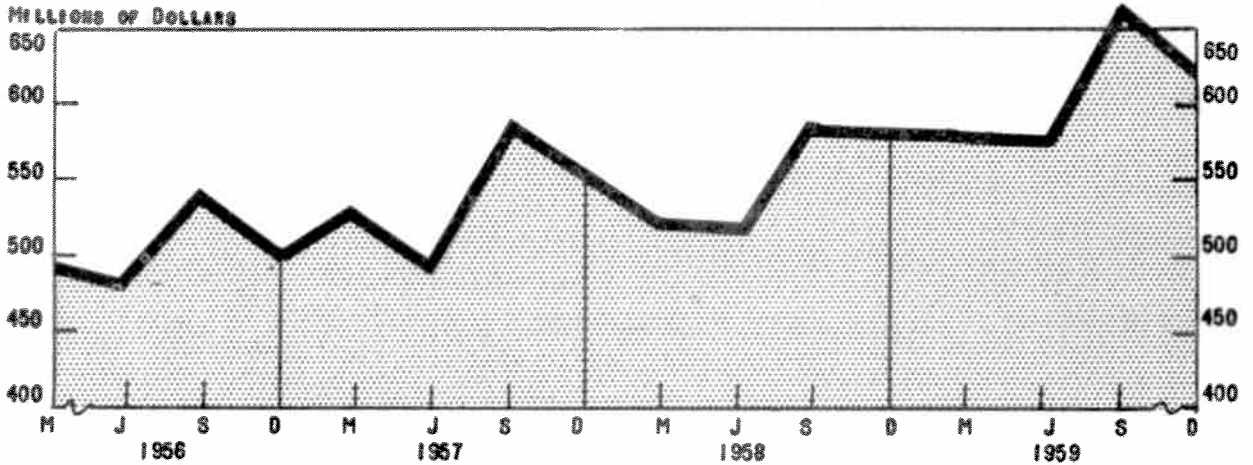
¹ACCOUNT NUMBER FOR 1958 FISCAL YEAR IS 2359.

²ACCOUNT NUMBER FOR 1959 FISCAL YEAR IS 2360

TABLE 14
 BUDGET ALLOTMENTS, EXPENDITURES AND PER CENT EXPENDED
 FISCAL YEARS ENDED JUNE 30, 1952 - 1959

YEAR	BUDGET ALLOTMENTS	EXPENDITURES	% EXPENDITURES OF ALLOTMENTS
1952.....	\$1,910,141.85	\$1,815,794.36	95.1
1953.....	2,161,120.00	2,017,180.57	93.3
1954.....	2,369,948.22	2,332,227.44	98.4
1955.....	2,885,818.70	2,774,717.19	96.2
1956.....	3,163,916.05	3,034,445.58	95.9
1957.....	3,508,232.35	3,422,158.09	97.5
1958.....	3,911,075.50	3,810,035.44	97.4
1959.....	4,310,917.00	4,177,350.96	96.9

TAXABLE RETAIL SALES IN COLORADO IN QUARTERS OF 1956 - 1959



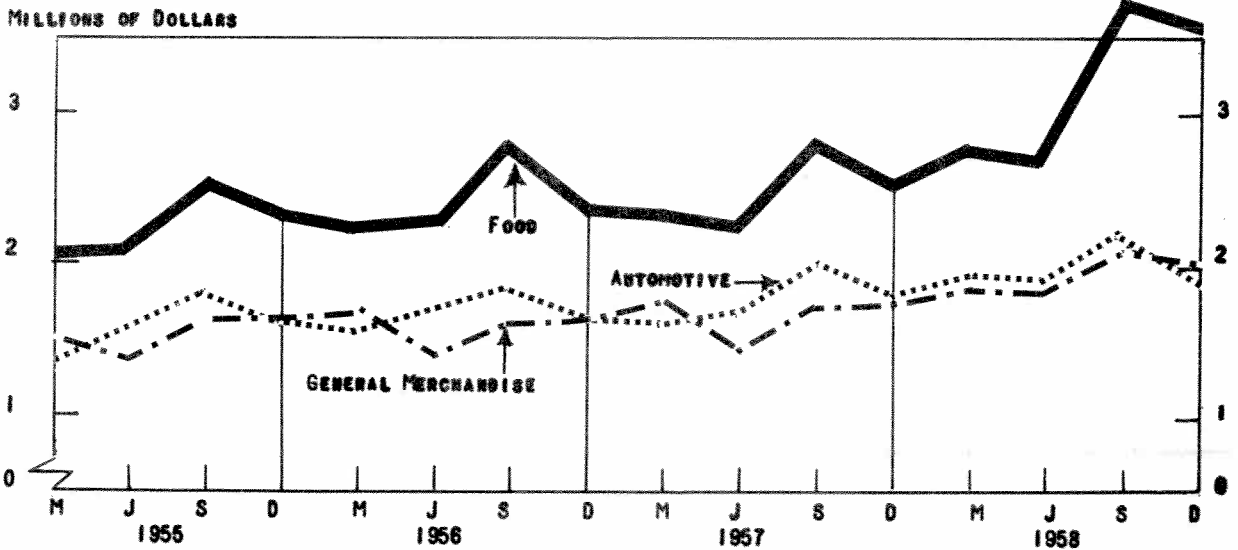
Highlights of economic expansion in Colorado are reflected in the quarterly taxed retail sales shown in the above chart. The cyclical peak of sales was reached in the September quarters with highest record ascend to \$668 million in 1959. It set a gain of 13 percent from 1958 and 22 percent from 1956.

Ranking next in sales volumes were the December quarters which peaked at \$623 million in 1959. This was a rise of 7 percent from 1958.

It is explained that the quarters include reporting months for sales made and tax collected in the previous months. Thus, September includes June, July and August months.

Chart 4

STATE QUARTERLY SALES TAX COLLECTIONS FOR SELECTED BUSINESS GROUPS, 1955 - 1959



Growth in the consumer purchasing power is mirrored in the quarterly sales tax collection trends of the major industry groups of food, automotive and general merchandise noted in above chart. Their cyclical collections advanced to new highs from 1955 with September quarters holding the lead followed by December, next highest.

Food peaked in 1959 September at \$3.2 million followed by December at \$3 million. Automotive topped at \$2.2 million in 1959 September and general merchandise at \$2.1 million. These two rivals each collect around 17 percent of the State total compared with 25 percent for food. These groups yield around 58 percent of State total.

Chart 5

E.B.

TABLE 15

SALES TAX: COLLECTIONS AND TAXED RETAIL SALES, STATE
 QUARTERS AND CALENDAR YEARS, 1954 - 1959

YEAR	QUARTER	NET TAX COLLECTION	TAXED RETAIL SALES (IN MILLIONS)	SALES TAX INDEX 1954 = 100
1954.....	1	\$ 7,618,677	\$ 401	100
	2	7,620,564	401	
	3	8,594,905	452	
	4	8,681,080	457	
TOTAL.....		32,515,226	1,711	100
1955.....	1	8,649,329	455	
	2	8,795,622	463	
	3	9,970,011	525	
	4	9,743,567	513	
TOTAL.....		37,158,529	1,956	114
1956.....	1	9,372,169	493	
	2	9,185,690	484	
	3	10,436,979	549	
	4	9,634,258	507	
TOTAL.....		38,629,096	2,038	118
1957.....	1	10,005,248	527	
	2	9,367,262	493	
	3	11,271,938	593	
	4	10,472,439	551	
TOTAL.....		41,116,887	2,164	126
1958.....	1	9,925,393	523	
	2	9,775,788	515	
	3	11,230,534	591	
	4	11,073,553	583	
TOTAL.....		42,005,268	2,212	129
1959.....	1	11,099,198	584	
	2	10,985,634	578	
	3	12,689,970	668	
	4	11,824,691	623	
TOTAL.....		46,599,493	2,453	143
GRAND TOTAL: '54-'59		238,024,499	12,529	
GRAND TOTAL: '48-'53		166,129,225	8,744	
PERCENT CHANGE		+ 43.3	+43.3	

TABLE 16

SALES TAX: PER CAPITA COLLECTIONS, PER CAPITA AND TAXED
 RETAIL SALES AND POPULATION IN COLORADO
 CALENDAR YEARS, 1954 - 1959

YEAR	POPULATION ¹ ON JULY 1	NET TAX COLLECTION PER CAPITA	TAXED RETAIL SALES PER CAPITA
1954.....	1,501,000	\$ 21.66	\$ 1,140
1955.....	1,560,000	23.82	1,254
1956.....	1,628,000	23.73	1,249
1957.....	1,663,000	24.72	1,301
1958.....	1,655,000	25.39	1,337
1959.....	1,692,000	27.70	1,458

¹ U. S. CENSUS ESTIMATED POPULATION ON JULY 1, OF EACH YEAR.

TABLE 17

MOTOR FUEL TAX: COLLECTIONS AND REFUNDS
CALENDAR AND FISCAL YEARS 1953 - 1959

YEAR	GROSS COLLECTIONS	REFUNDS PAID	NET COLLECTIONS
CALENDAR YEARS			
1953.....	\$ 30,432,592	\$3,965,184	\$26,467,408
1954.....	31,658,876	3,885,394	27,773,482
1955.....	34,059,403	3,768,015	30,291,388
1956.....	35,778,070	4,281,897	31,496,173
1957.....	37,371,266	4,117,981	33,253,285
1958.....	38,563,440	4,449,668	34,113,772
FISCAL YEARS:			
1954.....	31,017,609	3,970,044	27,047,565
1955.....	32,544,057	3,837,140	28,706,917
1956.....	35,092,215	4,077,238	31,014,977
1957.....	36,355,296	3,965,152	32,390,144
1958.....	38,149,460	4,446,281	33,703,179
1959.....	39,374,983	4,240,282	35,134,701
PER CENT CHANGE IN FISCAL YEARS:			
1954 OVER 1953.....	+ 4.8	+ 1.4	+ 5.3
1955 OVER 1954.....	+ 4.9	- 3.5	+ 5.8
1956 OVER 1955.....	+ 7.8	+ 6.3	+ 8.0
1957 OVER 1956.....	+ 3.6	- 2.7	+ 4.4
1958 OVER 1957.....	+ 4.9	+12.1	+ 4.1
1959 OVER 1958.....	+ 3.2	- 4.6	+ 4.2

TABLE 18

MOTOR FUEL: GALLONAGE TAXED
BY CALENDAR YEARS, 1953 - 1958
AND BY FISCAL YEARS ENDED JUNE 30, 1954 - 1959

YEAR	NET GALLONS TAXED	PER CENT CHANGE EACH YEAR FROM PREVIOUS YEAR
CALENDAR YEARS:		
1953.....	423,814,435	+ 3.76
1954.....	445,833,428	+ 5.20
1955.....	471,537,994	+ 5.76
1956.....	498,476,440	+ 5.71
1957.....	526,273,012	+ 5.58
1958.....	538,193,211	+ 2.26
FISCAL YEARS:		
1954.....	431,821,777	+ 3.25
1955.....	460,865,530	+ 6.72
1956.....	484,556,090	+ 5.14
1957.....	508,594,607	+ 4.96
1958.....	528,882,950	+ 3.99
1959.....	555,600,540	+ 5.05

TABLE 19

MOTOR FUEL TAX: COLLECTIONS AND REFUNDS BY MONTHS
FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

MONTH AND YEAR	GROSS COLLECTIONS	REFUNDS PAID	NET COLLECTIONS
1957			
JULY.....	\$ 3,515,533	\$ 230,038	\$ 3,285,495
AUGUST.....	3,917,897	563,828	3,354,069
SEPTEMBER.....	4,069,760	302,893	3,766,867
OCTOBER.....	3,379,118	374,251	3,004,867
NOVEMBER.....	3,212,042	413,602	2,798,440
DECEMBER.....	2,839,054	500,005	2,339,049
1958			
JANUARY.....	2,878,832	505,151	2,373,681
FEBRUARY.....	2,760,442	463,441	2,297,001
MARCH.....	2,471,628	318,013	2,153,615
APRIL.....	2,681,295	203,627	2,477,668
MAY.....	3,087,638	278,206	2,809,432
JUNE.....	3,336,221	293,226	3,042,995
TOTAL.....	38,149,460	4,446,281	33,703,179
1958			
JULY.....	3,590,092	494,447	3,095,645
AUGUST.....	4,105,564	409,156	3,696,408
SEPTEMBER.....	3,960,189	346,814	3,613,375
OCTOBER.....	3,433,150	503,553	2,929,597
NOVEMBER.....	3,053,061	287,083	2,765,978
DECEMBER.....	3,205,327	346,950	2,858,377
1959			
JANUARY.....	3,009,872	533,534	2,476,338
FEBRUARY.....	2,728,503	385,995	2,342,508
MARCH.....	2,745,563	217,842	2,527,721
APRIL.....	3,071,945	222,560	2,849,385
MAY.....	3,086,740	218,626	2,868,114
JUNE.....	3,384,976	273,721	3,111,255
TOTAL.....	39,374,982	4,240,281	35,134,701

TABLE 20

MOTOR FUEL TAX: SPECIAL FUEL TAX COLLECTIONS, LICENSES AND PERMITS
CALENDAR YEARS 1954 - 1958

ITEM	1954	1955	1956	1957	1958
COLLECTIONS.....	\$1,240,444	\$1,452,062	\$ 1,665,884	\$ 1,908,792	\$ 2,007,674
NUMBER OF:					
SPECIAL FUEL LICENSES ISSUED..	1,351	1,155	1,056	1,026	970
SPECIAL FUEL PERMITS ISSUED..	10,497	12,242	14,922	16,764	18,267
TAX RETURNS ¹	27,158	32,743	36,738	40,473	43,664

¹ INCLUDES YEARLY NUMBER OF MOTOR FUEL AND SPECIAL FUEL TAX RETURNS REPORTED.

TABLE 21

MOTOR FUEL: GROSS GALLONS, GALLONS EXEMPTED, NET GALLONS TAXED
FISCAL YEARS ENDED JUNE 30, 1957 - 1959

MOTOR FUEL RECEIVED AND EXEMPTED	GALLONS IN THOUSANDS			PER CENT CHANGE	
	1957	1958	1959	1959 OVER 1958	1959 OVER 1957
GALLONAGE RECEIVED:					
GROSS.....	643,945	674,141	701,198	+ 4.0	+ 8.9
2% ALLOWANCE.....	12,091	13,744	13,176	- 4.1	+ 9.0
DUPLICATE CHARGES.....	45	201	39	- 80.6	- 13.3
NET GALLONAGE RECEIVED.....	631,809	660,196	687,983	+ 4.2	+ 8.9
GALLONAGE EXEMPTED:					
SALES TO U.S. GOVERNMENT....	27,830	25,375	27,562	+ 8.6	- 9.6
EXPORTS.....	2,297	1,824	1,663	- 8.8	- 27.6
MISCELLANEOUS CREDITS.....	128	31	40	+ 29.0	- 68.8
RAILROADS.....	382	287	305	- 6.3	- 20.2
AVIATION.....	24,926	27,869	30,427	+ 9.2	+ 22.1
STATE.....	1,565	1,722	1,714	- .5	+ 9.5
TOTAL EXEMPTED.....	57,128	57,208	61,711	+ 7.9	+ 8.0
NET TOTAL.....	574,681	602,988	626,272	+ 3.9	+ 9.0
GALLONAGE, CASH REFUNDS.....	66,086	74,105	70,671	- 4.6	+ 6.9
NET GALLONAGE TAXED.....	508,595	528,883	555,601	+ 5.1	+ 9.2

TABLE 22

MOTOR FUEL: SOURCE BY STATES AND TRANSPORTATION METHOD
FISCAL YEARS ENDED JUNE 30, 1958 AND 1959

NOTE: NET GALLONAGE DOES NOT INCLUDE TAXABLE DIESEL FUEL, BUTANE AND GAS REPORTED BY SPECIAL FUEL
USERS IN THE AMOUNT OF 32,447,000 IN 1958 AND 35,177,000 GALLONS IN 1959.

SOURCE BY STATE	THOUSANDS OF GALLONS					
	TOTAL	1958		TOTAL	1959	
		RAILROAD	TANK TRUCK		RAILROAD	TANK TRUCK
INTRASTATE:						
COLORADO.....	577,174	30,456	546,718	603,934	26,382	577,552
INTERSTATE:						
ILLINOIS.....	4	4	---	1	1	---
KANSAS.....	6,771	372	6,399	9,739	146	9,593
NEBRASKA.....	4,948	22	4,926	5,513	31	5,482
NEW MEXICO.....	14,284	25	14,259	15,955	---	15,955
OKLAHOMA.....	71	63	8	48	48	---
TEXAS.....	5,989	8	5,981	6,647	42	6,605
UTAH.....	8,863	24	8,839	6,932	---	6,932
WYOMING.....	55,683	2,096	53,587	52,429	1,419	51,010
MISSOURI.....	354	354	---	---	---	---
TOTAL						
GROSS GALLONAGE....	674,141	33,424	640,717	701,198	28,069	673,129
2% ALLOWANCE.....	13,744			13,176		
DUPLICATE CHARGES..	201			39		
TOTAL NET GALLONAGE RECEIVED.....	660,196			687,983		

TABLE 23

MOTOR FUEL TAX:
SPECIAL FUEL TAX GALLONAGE AND COLLECTIONS
CALENDAR YEARS 1951 - 1958

YEAR	NUMBER OF GALLONS	PER CENT CHANGE EACH YEAR FROM PREVIOUS YEAR	TAX COLLECTIONS	PER CENT CHANGE EACH YEAR FROM PREVIOUS YEAR
1951.....	11,716,644	+ 35.1	\$ 682,695.48	+ 35.2
1952.....	14,973,522	+ 27.8	884,428.65	+ 29.5
1953.....	17,642,148	+ 17.8	1,051,690.96	+ 18.9
1954.....	21,031,758	+ 19.2	1,240,443.59	+ 18.0
1955.....	24,734,183	+ 17.6	1,452,061.97	+ 17.1
1956.....	27,727,057	+ 12.1	1,665,884.00	+ 14.7
1957.....	32,319,760	+ 16.6	1,908,792.00	+ 14.6
1958.....	33,506,724	+ 3.7	2,007,674.00	+ 5.2

TABLE 24

MOTOR FUEL: EXPORTS BY STATES
FISCAL YEARS ENDED JUNE 30, 1955 - 1959

STATE SHIPPED TO	GALLONS				
	1955	1956	1957	1958	1959
ARIZONA.....	---	549	225	15,669	---
KANSAS.....	21,060	900	---	400	2,650
MISSOURI.....	---	---	842,032	430,083	---
NEBRASKA.....	468,946	432,002	429,903	440,595	399,100
NEW MEXICO.....	580,449	496,376	412,963	502,567	421,147
UTAH.....	413,500	538,709	503,737	352,029	527,598
WYOMING.....	104,426	124,644	108,328	82,415	312,700
TOTAL.....	1,588,381	1,593,180	2,297,188	1,823,758	1,663,195

COLORADO MOTOR VEHICLE INDUSTRY
REGISTRATIONS, MOTOR FUEL CONSUMPTION AND TAX REVENUE

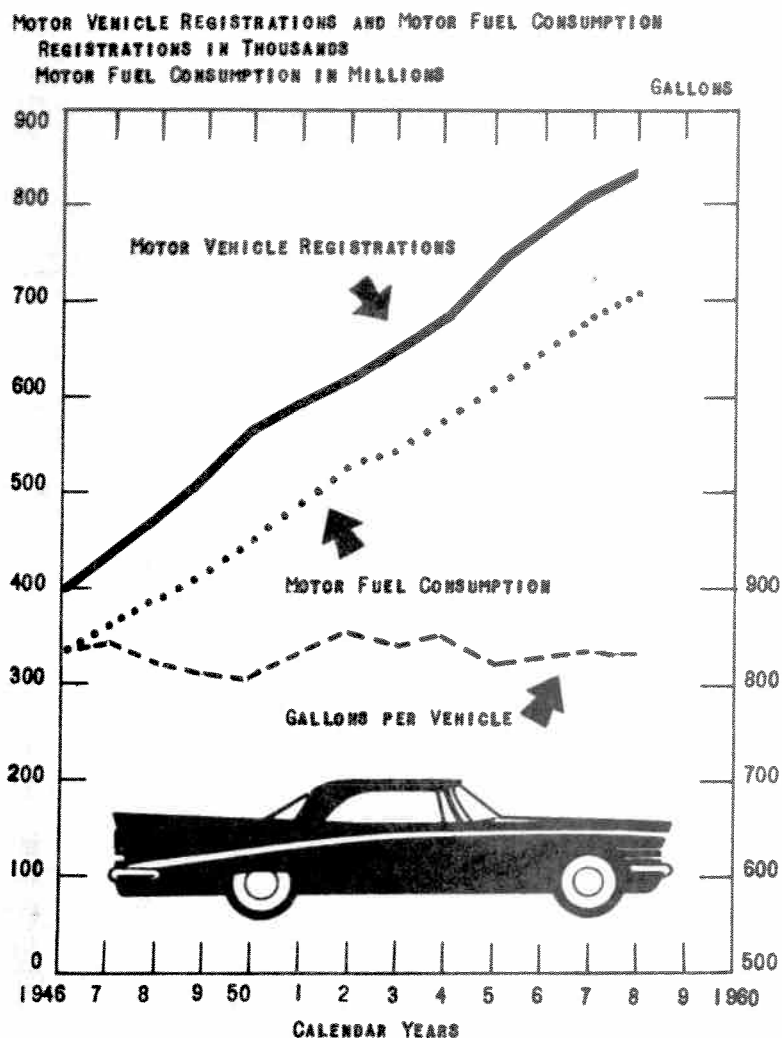


Chart 6

MOTOR VEHICLE INDUSTRY GROWTH

The yearly flow of Colorado's motor vehicle industry continues upward from 1946 as demonstrated on the chart. And the 844,070 registered vehicles and the 964,000 drivers paid in taxes in 1958 fiscal year the all-time high of \$57.2 million, up \$3.1 million, or 5.8 percent over 1957.

The average motor fuel tax payment per vehicle was \$40, or 11 cents per day for 1958 fiscal. For all receipts the average was \$67.78, or about 19 cents per day.

Highway and non-highway use of motor fuel, including gasoline and special fuels, in 1958 was 704.7 million gallons, an increase of 23 million gallons, or 3.4 percent above 1957. This was a lesser gain than that of the average annual increase 5.7 percent for the preceding last five years.

The average annual use of motor fuel per motor vehicle of 835 gallons remained the same for 1957 and 1958.

E.B.

TAX REVENUES FROM COLORADO MOTOR VEHICLE INDUSTRY
FISCAL YEARS ENDED JUNE 30, 1957 AND 1958

Source	Net Tax Revenue	
	1957	1958
Motor Fuel Tax.....	\$ 32,390,144	\$ 33,703,179
Sales Tax - Automotive Group ¹	7,188,100	7,581,605
Registration, Licenses & Fees	6,956,303	7,371,573
Gross Ton Mile Tax.....	6,304,226	7,203,671
All Other Revenue.....	1,258,762	1,354,306
Total Revenue.....	54,097,535	57,214,334
% Change: 1958 from 1957....		5.8

¹Projected from sales tax data.

TABLE 25

MOTOR VEHICLE: REGISTRATION FEES AND MISCELLANEOUS RECEIPTS BY SOURCE
CALENDAR YEARS 1955 - 1958

SOURCE	R E C E I P T S			
	1958	1957	1956	1955
REGULAR REGISTRATION FEES:				
PASSENGER CARS	\$3,796,571	\$3,655,777	\$3,479,682	\$ 3,227,777
TRUCKS	1,804,309	1,779,575	1,772,918	1,613,632 ¹
TRACTORS	122,382	136,460	117,522	97,156 ¹
TRAILERS	226,776	210,802	181,393	146,979 ¹
MOTORCYCLES	13,401	9,466	8,078	7,479
SPECIAL MOBILE EQUIPMENT	57,384	52,530	52,495	61,869
SUB-TOTAL	6,020,823	5,844,610	5,612,088	5,154,892
RECEIPTS OTHER THAN REGULAR REGISTRATION FEES:				
DEALERS' LICENSES OR PERMITS:				
PASSENGER CARS AND TRUCKS AND MOTORCYCLES	83,115	78,064	78,341	72,130
SPECIAL MOBILE EQUIPMENT	---	---	4,312	6,780
OPERATORS AND CHAUFFEURS LICENSES AND REISSUES:				
OPERATORS	311,366	359,998	258,225	313,696
CHAUFFEURS	252,250	94,606	70,162	255,044
SUB-TOTAL	563,616	454,604	328,387	568,740
CERTIFICATE OF TITLE SALES	227,324	234,787	233,310	244,181
PENALTY ASSESSMENTS ²	230,022	204,440	222,821	161,729
MISCELLANEOUS RECEIPTS:				
TRANSFER OR RE-REGISTRATION FEES	145,081	156,093	147,391	211,578
INDUSTRIAL PERMITS	---	---	---	1,710
DUPLICATE REPLACEMENTS	6,365	7,090	6,040	5,830
PREVIOUS YEAR FEES	192	- 123	13,326	7,116
SPECIAL PERMITS	67,953	68,813	66,812	74,298
CHECKING MOTOR VEHICLE RECORDS, SERVICE & MISCELLANEOUS ³	26,228	21,772	21,954	19,115
SUB-TOTAL	245,819	253,645	255,523	319,647
TOTAL, ALL RECEIPTS	7,370,719	7,070,150	6,734,782	6,528,097

¹ IN 1955 THE MOTOR VEHICLE REGISTRATION FEE WAS CHANGED, SO THAT THE TRAILER AND TRACTOR REGISTRATION FEES ARE TO BE PAID AS A COMBINATION FEE BY THE VEHICLE PULLING THEM.

² PENALTY ASSESSMENTS ARE FINES IMPOSED BY THE STATE HIGHWAY PATROL.

³ OUTSIDE SERVICE AT 25 CENTS PER RECORD CHECKED.

TABLE 26

MOTOR VEHICLE: OPERATORS AND CHAUFFEURS LICENSES ISSUED
AND FEES COLLECTED, STATE CALENDAR YEARS
1951 - 1958

YEAR	LICENSES				REISSUES				TOTAL FEES COLLECTED
	OPERATORS		CHAUFFEURS		OPERATORS		CHAUFFEURS		
	NUMBER	AMOUNT	NUMBER	AMOUNT	NUMBER	AMOUNT	NUMBER	AMOUNT	
1951.....	296,261	\$135,862	63,368	\$ 80,228	10,408	\$ 8,667	483	\$ 910	\$225,668
1952.....	228,702	104,001	70,273	88,339	11,558	9,631	761	1,403	203,374
1953.....	211,037	97,242	74,901	94,115	11,913	9,914	790	1,458	202,729
1954.....	316,795	396,446	78,829	134,900	11,680	11,238	862	952	543,557
1955.....	259,896	301,217	71,085	253,576	12,393	12,479	1,479	1,468	568,740
1956 ¹	246,862	244,903	19,097	68,100	13,322	13,322	2,062	2,062	328,387
1957 ²	341,122	346,189	25,672	92,390	13,809	13,809	2,216	2,216	454,604
1958.....	286,766	296,461	67,969	250,043	14,905	14,905	2,207	2,207	563,616

TABLE 27

MOTOR VEHICLE: STATE REGISTRATIONS: NUMBER AND FEES
CALENDAR YEARS 1956 - 1958

VEHICLE	NUMBER OF REGISTRATIONS			REGISTRATION FEES		
	1956	1957	1958	1956	1957	1958
PASSENGER CARS.....	601,864	632,198	651,939	\$3,479,682	\$3,655,777	\$3,796,571
TRUCKS.....	157,558	165,754	171,187	1,772,918	1,779,575	1,804,309
TRACTORS.....	6,669	7,764	7,291	117,522	136,460	122,382
TRAILERS.....	44,526	52,358	57,869	181,393	210,802	226,776
MOTORCYCLES.....	4,703	6,235	8,848	8,078	9,466	13,401
SPECIAL MOBILE EQUIPMENT.....	3,823	4,330	4,805	52,495	52,530	57,384
STATE TOTAL.....	819,143	868,639	901,939	5,612,088	5,844,610	6,020,823

PER CENT CHANGE IN
STATE TOTAL:

1958 FROM 1957	---	+ 3.8	---	---	+ 3.0	---
1958 FROM 1956	+ 10.1	---	---	+ 7.3	---	---

¹DUE TO CHANGES IN THE MOTOR VEHICLE LAWS IN THE DISTRIBUTION OF OPERATORS AND CHAUFFEURS LICENSE FEES BETWEEN THE STATE AND COUNTIES, THERE RESULTED A DECREASE IN REVENUE BETWEEN 1955 AND 1956.

²THE RENEWAL OF OPERATOR LICENSES EVERY THIRD YEAR IS REQUIRED BY LAW WHICH BECAME EFFECTIVE FOR 1951. THE LAW WAS CHANGED TO INCLUDE CHAUFFEUR LICENSES FOR THE THIRD YEAR RENEWAL IN 1956. THUS, 1957 WAS THE RENEWAL YEAR FOR BOTH OPERATORS AND CHAUFFEURS.

TABLE 28

MOTOR VEHICLE: NUMBER OF REGISTRATIONS BY SOURCE
CALENDAR YEARS 1955 - 1958

SOURCE	NUMBER OF REGISTRATIONS			
	1958	1957	1956	1955
REGULAR LICENSE TAGS SOLD OR ISSUED:				
PASSENGER CARS.....	651,939	632,198	601,864	568,768
TRUCKS.....	171,187	165,754	157,558	155,019
TRACTORS.....	7,291	7,764	6,669	5,834
TRAILERS.....	57,869	52,358	44,526	36,620
MOTORCYCLES.....	8,848	6,235	4,703	4,441
SPECIAL MOBILE EQUIPMENT.....	4,805	4,330	3,823	2,917
SUB-TOTAL.....	901,939	868,639	819,143	773,599
MISCELLANEOUS REGISTRATIONS:				
DEALERS' LICENSES OR PERMITS:				
PASSENGER CARS OR TRUCKS OR MOTORCYCLES.....	9,434	8,911	8,819	8,355
TRANSFERS OR RE-REGISTRATIONS.....	112,175	121,318	113,642	130,785
INDUSTRIAL PERMITS.....	---	---	---	331
DUPLICATES, REPLACEMENTS.....	6,365	7,090	6,040	5,830
PREVIOUS YEAR REGISTRATIONS.....	105	142	5,645	3,857
SPECIAL PERMITS ¹	267,590	271,546	264,324	295,278
SPECIAL MOBILE EQUIPMENT PERMITS.....	---	---	1,178	1,858
SUB-TOTAL.....	395,669	409,007	399,648	446,294
TOTAL, ALL REGISTRATIONS.....	1,297,608	1,277,646	1,218,791	1,219,893
CERTIFICATES OF TITLE ¹	449,507	464,391	461,823	482,132
OPERATORS & CHAUFFEURS LICENSES AND REISSUES:				
OPERATORS.....	301,671	354,931	260,184	272,289
CHAUFFEURS.....	70,176	27,888	21,159	72,564
TOTAL, OPERATORS AND CHAUFFEURS LICENSES.....	371,847	382,819	281,343	344,853

¹ON NOVEMBER 1, 1954 THE PINK STICKERS, FORMERLY ISSUED BY THE MOTOR VEHICLE DEALERS ADMINISTRATION, WERE REPLACED WITH SPECIAL PERMITS AND THEIR ISSUANCE WAS CHANGED TO THE MOTOR VEHICLE REGISTRATION DIVISION.

TABLE 29
MOTOR VEHICLE REGISTRATIONS BY COUNTY AND STATE TOTAL
CALENDAR YEARS 1957 AND 1958

STATE AND COUNTY	NUMBER OF REGISTRATIONS												SPECIAL MOBILE EQUIPMENT	
	TOTAL REGISTRATIONS		PASSENGER CARS		TRUCKS		TRACTORS		TRAILERS		MOTORCYCLES		1958	1957
	1958	1957	1958	1957	1958	1957	1958	1957	1958	1957	1958	1957	1958	1957
STATE TOTAL	901,939	868,639	651,939	632,198	171,187	165,754	7,291	7,764	57,869	52,358	8,948	6,235	4,805	4,330
DENVER.....	233,466	230,481	192,906	191,295	24,282	24,195	2,154	2,338	11,197	10,316	2,176	1,620	751	717
ADAMS.....	51,648	46,820	37,856	34,305	9,016	8,280	465	503	3,344	3,043	538	340	429	349
ALAMOSA.....	4,924	4,756	3,142	3,094	1,351	1,282	60	64	325	279	27	25	19	12
ARAPAHOE.....	54,317	51,124	42,396	40,015	6,957	6,669	185	199	3,609	3,311	765	541	405	389
ARCHULETA.....	1,499	1,483	795	771	376	585	27	24	97	99	2	1	2	3
BACA.....	4,528	4,153	2,353	2,188	1,799	1,658	61	71	274	199	25	15	16	22
BENT.....	3,730	3,593	2,337	2,274	1,099	1,036	21	31	234	222	16	10	23	20
BOULDER.....	35,643	33,526	26,745	25,298	5,775	5,557	164	160	2,179	1,990	485	291	295	230
CHAFFEE.....	4,996	4,768	3,323	3,195	1,216	1,218	40	37	384	289	21	17	12	12
CHEYENNE.....	1,838	1,730	1,018	955	691	657	16	24	106	87	5	5	2	2
CLEAR CREEK.....	2,348	2,212	1,574	1,475	521	506	15	22	208	182	19	16	11	11
CONEJOS.....	3,599	3,462	2,082	2,005	1,330	1,306	37	36	121	104	16	7	3	4
COSTILLA.....	1,661	1,644	978	941	607	626	13	13	50	50	5	5	8	9
CROWLEY.....	2,389	2,278	1,465	1,398	767	724	9	11	135	134	9	7	4	4
CUSTER.....	994	1,012	595	579	333	345	13	18	59	67	3	1	1	2
DELTA.....	9,796	9,594	6,010	5,840	3,048	3,018	44	48	643	645	35	24	16	19
DOLORES.....	1,980	1,908	973	983	854	767	23	22	112	127	7	1	11	8
DOUGLAS.....	3,344	3,210	2,100	2,024	892	857	38	39	277	249	20	20	17	21
EAGLE.....	2,552	2,659	1,693	1,803	690	699	17	16	131	122	8	5	13	14
ELBERT.....	2,774	2,693	1,507	1,502	1,042	975	36	34	165	165	12	3	12	14
EL PASO.....	66,698	62,044	50,368	47,411	9,703	9,099	178	184	4,929	4,284	1,046	661	474	405
FREMONT.....	10,937	10,554	7,250	7,062	2,629	2,551	109	103	761	710	132	76	56	52
GARFIELD.....	7,533	7,123	4,798	4,583	2,031	1,986	78	56	527	422	49	40	50	36
GILPIN.....	823	758	526	517	229	192	4	3	59	43	3	2	2	1
GRAND.....	3,216	3,184	1,827	1,812	914	918	51	53	370	355	12	6	42	40
GUNNISON.....	3,237	3,216	2,109	2,084	866	895	26	32	211	200	18	10	7	5
HINSDALE.....	262	223	143	116	96	87	3	3	20	16	---	---	---	1
HUERFANO.....	3,610	3,545	2,309	2,300	1,091	1,073	30	30	154	130	24	11	2	1
JACKSON.....	1,640	1,687	915	936	553	556	23	28	132	150	2	---	15	17
JEFFERSON.....	66,142	61,519	50,505	47,093	9,363	9,046	218	257	4,863	4,246	764	507	429	370
KIOWA.....	1,876	1,728	1,001	943	693	624	28	34	150	122	4	5	---	---
KIT CARSON.....	4,850	4,493	2,621	2,476	1,874	1,689	76	70	251	240	27	17	---	1

TABLE 29 - Continued
 MOTOR VEHICLE REGISTRATIONS BY COUNTY AND STATE TOTAL
 CALENDAR YEARS 1957 AND 1958 (Cont.)

STATE AND COUNTY	NUMBER OF REGISTRATIONS												SPECIAL MOBILE EQUIPMENT	
	TOTAL REGISTRATIONS		PASSENGER CARS		TRUCKS		TRACTORS		TRAILERS		MOTORCYCLES		1958	1957
	1958	1957	1958	1957	1958	1957	1958	1957	1958	1957	1958	1957	1958	1957
LAKE.....	4,078	4,385	2,997	3,304	736	801	6	9	313	242	20	25	6	4
LA PLATA.....	10,336	10,465	6,307	6,785	2,976	2,799	100	104	793	675	96	47	64	55
LARAMIE.....	29,659	28,592	20,684	20,204	6,126	5,933	158	157	2,279	1,965	338	258	74	75
LAS ANIMAS.....	8,963	9,026	6,103	6,158	2,398	2,381	84	113	298	297	40	23	10	54
LINCOLN.....	3,923	3,795	2,227	2,153	1,340	1,261	54	145	273	218	19	12	10	6
LOGAN.....	13,631	13,537	8,193	8,288	3,700	3,576	349	366	1,142	1,117	159	108	88	82
MESA.....	31,517	31,047	20,404	20,299	7,590	7,685	205	195	2,779	2,461	326	230	213	177
MINERAL.....	345	373	212	229	105	110	7	6	20	26	1	2	---	---
MOFFAT.....	4,719	4,664	2,670	2,661	1,491	1,523	88	94	411	345	28	16	31	25
MONTEZUMA.....	10,601	9,521	5,906	5,223	3,324	3,122	166	142	1,098	904	39	40	68	90
MONTROSE.....	11,093	10,739	6,332	6,171	3,450	3,331	98	94	1,084	1,037	56	34	73	72
MORGAN.....	13,678	13,514	8,301	8,184	3,898	3,848	215	267	1,059	1,043	96	74	109	98
OTERO.....	12,671	12,226	8,497	8,222	2,925	2,812	191	199	898	843	76	69	84	81
OURAY.....	1,106	1,192	691	750	306	325	8	11	97	101	4	5	---	---
PARK.....	1,612	1,610	936	936	509	509	17	14	132	136	8	7	10	8
PHILLIPS.....	3,530	3,447	1,923	1,923	1,318	1,234	20	19	234	228	25	29	10	14
PITKIN.....	1,693	1,541	1,199	1,104	386	371	1	1	82	53	12	7	13	5
PROWERS.....	7,703	7,452	4,686	4,551	2,228	2,151	133	200	578	493	40	29	38	28
PUEBLO.....	52,806	51,315	39,602	38,808	8,512	8,214	418	393	3,299	3,069	680	567	295	264
RIO BLANCO.....	3,701	3,859	2,031	2,139	1,232	1,268	45	43	339	361	17	9	37	39
RIO GRANDE.....	6,024	5,761	3,640	3,557	1,903	1,822	84	50	350	278	23	17	24	37
ROUIT.....	4,502	4,313	2,730	2,570	1,416	1,404	28	23	273	278	17	14	35	24
SAGUACHE.....	2,561	2,516	1,424	1,404	959	940	17	17	131	121	20	13	10	21
SAN JUAN.....	441	525	298	339	109	132	6	7	25	40	3	2	5	5
SAN MIGUEL.....	1,642	1,667	865	910	578	562	13	15	174	170	3	5	9	5
SEDGWICK.....	2,943	2,996	1,684	1,750	1,055	1,046	24	34	151	148	14	7	15	11
SUMMIT.....	1,418	1,284	868	824	292	269	11	13	236	168	6	7	5	3
TELLER.....	2,045	2,025	1,290	1,283	587	593	6	8	140	129	15	5	7	7
WASHINGTON.....	5,096	4,907	2,698	2,665	2,032	1,913	48	40	273	251	37	29	8	9
WELD.....	42,730	41,054	26,593	25,909	12,731	12,124	373	366	2,478	2,236	290	189	265	230
YUMA.....	6,322	6,111	3,733	3,622	2,087	2,029	56	56	353	327	65	67	28	10

TABLE 30
MOTOR VEHICLE REGISTRATIONS BY TYPE OF LICENSE BY COUNTY AND STATE TOTAL
CALENDAR YEARS 1958 AND 1957

STATE AND COUNTY	TRUCKS: 1958			TRUCKS: 1957			TRACTORS: 1958			TRACTORS: 1957			METROPOLITAN			
	STATE	CITY	FARM	STATE	CITY	FARM	STATE	CITY	FARM	STATE	CITY	FARM	TRUCK 1958	TRUCK 1957	TRACT. 1958	TRACT. 1957
STATE.....	111,833	722	53,080	108,036	998	50,920	6,626	35	320	7,159	43	247	5,562	5,800	310	315
DENVER.....	20,400	485	66	19,931	675	64	1,857	35	--	2,041	40	1	3,331	3,525	262	256
ADAMS.....	6,784	1	2,023	6,091	6	1,980	438	--	24	479	--	18	208	203	3	6
ALAMOSA.....	790	2	555	718	3	556	49	--	11	57	--	7	4	5	--	--
ARAPAHOE.....	5,996	5	700	5,697	7	679	174	--	5	182	--	5	256	286	6	12
ARCHULETA.....	345	--	229	347	2	236	27	--	--	24	--	--	2	--	--	--
BACA.....	412	--	1,386	409	--	1,248	54	--	7	66	--	5	1	1	--	--
BENT.....	405	5	685	369	6	658	17	--	4	28	--	3	4	3	--	--
BOULDER.....	4,356	14	1,347	4,166	18	1,316	160	--	4	156	--	4	58	57	--	--
CHAFFEE.....	997	2	207	991	3	216	40	--	--	37	--	--	10	8	--	--
CHEYENNE.....	162	--	529	175	1	481	12	--	4	22	--	2	--	--	--	--
CLEAR CREEK.....	494	--	24	476	--	27	15	--	--	22	--	--	3	3	--	--
CONEJOS.....	644	--	686	648	--	658	29	--	8	34	--	2	--	--	--	--
COSTILLA.....	186	--	420	207	--	419	10	--	3	8	--	5	1	--	--	--
CROWLEY.....	201	--	563	200	--	520	7	--	2	8	--	3	3	4	--	--
CUSTER.....	123	2	208	150	3	192	12	--	1	15	--	3	--	--	--	--
DELTA.....	1,475	8	1,549	1,516	3	1,493	41	--	3	44	--	4	16	6	--	--
DOLORES.....	460	--	394	402	--	363	22	--	1	21	--	1	1	2	--	--
DOUGLAS.....	503	--	388	482	--	373	34	--	4	35	--	4	1	2	--	--
EAGLE.....	442	--	244	454	--	242	14	--	3	16	--	--	4	3	--	--
ELBERT.....	208	1	833	203	1	771	30	--	6	29	--	5	--	--	--	--
EL PASO.....	8,160	16	877	7,550	27	874	159	--	5	166	--	4	650	648	14	14
FREMONT.....	1,911	7	688	1,803	10	699	107	--	2	101	--	2	23	39	--	--
GARFIELD.....	1,320	5	693	1,232	8	730	78	--	--	56	--	--	13	16	--	--
GILPIN.....	210	--	19	179	--	13	4	--	--	3	--	--	--	--	--	--
GRAND.....	649	--	265	668	--	250	44	--	7	52	--	1	--	--	--	--
GUNNISON.....	603	3	254	612	8	259	25	--	1	32	--	--	6	6	--	--
HINSDALE.....	61	--	34	59	--	27	2	--	1	2	--	1	1	1	--	--
HUERFANO.....	672	1	412	670	2	395	29	--	1	29	--	1	6	6	--	--
JACKSON.....	357	--	196	359	1	196	22	--	1	26	--	2	--	--	--	--
JEFFERSON.....	8,294	--	808	7,918	--	842	205	--	--	240	--	3	261	286	13	10
KIOWA.....	151	--	542	146	--	478	16	--	12	26	--	8	--	--	--	--
KIT CARSON.....	396	--	1,478	406	1	1,282	66	--	10	64	--	6	--	--	--	--

TABLE 30 - Continued

MOTOR VEHICLE REGISTRATIONS BY TYPE OF LICENSE BY COUNTY AND STATE TOTAL
CALENDAR YEARS 1958 AND 1957 (Cont.)

STATE AND COUNTY	TRUCKS: 1958			TRUCKS: 1957			TRACTORS: 1958			TRACTORS: 1957			METROPOLITAN			TRACT. 1957
	STATE	CITY	FARM	STATE	CITY	FARM	STATE	CITY	FARM	STATE	CITY	FARM	TRUCK 1958	TRUCK 1957	TRACT. 1958	
LAKE.....	722	--	8	780	--	9	6	--	--	8	--	--	6	12	--	1
LA PLATA.....	2,110	6	855	1,971	7	814	98	--	2	103	--	--	5	7	--	1
LARIMER.....	3,795	20	2,247	3,669	20	2,171	149	--	8	149	--	--	64	73	1	1
LAS ANIMAS.....	1,644	29	720	1,665	34	676	76	--	8	107	--	--	5	6	--	--
LINCOLN.....	406	--	927	404	1	853	48	--	6	141	--	--	7	3	--	--
LOGAN.....	1,504	1	2,180	1,501	3	2,059	345	--	4	363	--	--	15	13	--	--
MESA.....	5,712	2	1,763	5,813	6	1,747	200	--	4	187	--	--	113	119	1	1
MINERAL.....	94	--	11	100	--	10	7	--	--	6	--	--	--	--	--	--
MOFFAT.....	892	--	590	920	--	599	75	--	13	81	--	--	9	4	--	--
MONTUZUMA.....	2,114	--	1,209	1,899	1	1,213	164	--	2	140	--	--	1	9	--	--
MONTROSE.....	1,861	4	1,574	1,821	4	1,495	94	--	4	91	--	--	11	11	--	--
MORGAN.....	1,636	7	2,243	1,665	17	2,151	200	--	15	255	--	--	12	15	--	1
OTERO.....	1,797	2	1,107	1,691	3	1,095	181	--	10	192	--	--	19	23	--	--
OURAY.....	198	--	108	217	--	107	8	--	--	11	--	--	--	1	--	--
PARK.....	298	--	211	294	--	215	10	--	7	11	--	--	--	--	--	--
PHILLIPS.....	314	1	988	305	2	919	14	--	6	14	--	--	15	8	--	--
PITKIN.....	268	--	115	251	--	116	1	--	--	1	--	--	3	4	--	--
PROMERS.....	839	14	1,369	856	18	1,274	118	--	15	193	--	--	6	3	--	1
PUEBLO.....	7,256	51	948	7,011	62	878	399	--	11	371	--	--	257	263	--	12
RIO BLANCO.....	881	--	347	908	--	354	44	--	1	43	--	--	4	6	8	--
RIO GRANDE.....	993	--	901	942	--	879	81	--	3	47	--	--	9	1	--	--
ROUTT.....	830	--	584	813	--	588	25	--	3	20	--	--	2	3	--	2
SAGUACHE.....	503	1	450	479	3	456	10	--	7	13	--	--	5	2	--	--
SAN JUAN.....	108	--	--	132	--	--	6	--	--	7	--	--	1	--	--	--
SAN MIGUEL.....	452	1	125	434	--	128	11	--	2	13	--	--	--	--	--	--
SEDGWICK.....	264	--	788	258	--	787	24	--	--	34	--	--	--	1	--	--
SUMMIT.....	261	--	31	232	--	37	10	--	1	11	--	--	--	--	--	--
TELLER.....	448	--	134	447	--	137	6	--	--	8	--	--	5	9	--	--
WASHINGTON.....	378	--	1,643	368	--	1,534	37	--	11	31	--	--	11	11	--	--
WELD.....	4,623	22	7,988	4,468	28	7,547	331	--	40	339	--	--	98	81	2	--
YUMA.....	465	4	1,614	488	4	1,535	49	--	7	48	--	--	4	2	--	--

TABLE 31

44

INCOME TAX: COLLECTIONS BY TYPE OF RETURN
CALENDAR YEARS 1951 - 1958

YEAR FILED	TOTAL COLLECTIONS	COLLECTIONS BY TYPE OF RETURN		
		INDIVIDUAL	CORPORATION	FIDUCIARY
1958	\$32,017,283 ¹ & 3	\$22,830,359	\$8,905,510	\$281,414
1957	28,957,358 ¹ & 2	22,796,242	5,854,965	306,151
1956	28,438,349 ¹	23,436,868	4,641,301	361,180
1955	26,846,622 ¹	20,819,741	5,828,209	198,672
1954	19,110,307 ¹	13,298,349	5,665,776	146,182
1953	18,331,750	12,956,683	5,214,755	160,312
1952	19,889,870	13,888,176	5,815,935	185,759
1951	19,668,861	12,811,605	6,688,162	169,094

PERCENTAGE DISTRIBUTION OF COLLECTIONS

	TOTAL	INDIVIDUAL	CORPORATION	FIDUCIARY
1958	100	71.3	27.8	.9
1957	100	78.7	20.2	1.1
1956	100	82.4	16.3	1.3
1955	100	77.6	21.7	.7
1954	100	69.6	29.6	.8
1953	100	70.7	28.4	.9
1952	100	69.8	29.3	.9
1951	100	65.1	34.0	.9

TABLE 32

INCOME TAX: NUMBER OF TAXABLE AND NON-TAXABLE RETURNS
BY TYPE CALENDAR YEARS 1956 - 1958

TYPE OF RETURN	NUMBER OF RETURNS FILED					
	1958		1957		1956	
	TAXABLE	Non-TAXABLE	TAXABLE	Non-TAXABLE	TAXABLE	Non-TAXABLE
NET INCOME TAX						
INDIVIDUAL.....	486,986	49,200	482,020	44,275	454,314	48,144
CORPORATION.....	7,885	4,124	8,174	3,559	6,128	3,686
FIDUCIARY.....	1,743	2,931	1,613	2,716	1,280	2,393
PARTNERSHIP (INFORMATION ONLY)..	---	13,548	---	13,442	---	13,323
TOTAL, ALL RETURNS....	496,614	69,803	491,807	63,992	461,722	67,546
% OF TOTAL RETURNS TAXABLE.....	87.7		88.5		87.2	

¹ EXCLUDES GROSS INCOME TAX COLLECTION FROM OIL AND GAS PRODUCTION.

² 1957 EXCLUDES THE UNDISTRIBUTED BALANCE OF \$1,499,349 REMAINING IN THE WITHHOLDING SUSPENSE FUND. BUT THE YEARS OF 1954, 1955 AND 1956 INCLUDE ALL OF THE WITHHOLDING FUND ACCOUNTS.

³ INCLUDES REFUNDS PAID ON SALARY AND WAGE WITHHOLDING.

TABLE 33

GROSS INCOME TAX FROM GAS AND OIL PRODUCTION: NUMBER OF TAXABLE
AND NON-TAXABLE RETURNS BY TYPE: CALENDAR YEARS 1956 - 1958

TYPE OF RETURN	NUMBER OF RETURNS FILED					
	1958		1957		1956 ¹	
	TAXABLE	NON-TAXABLE	TAXABLE	NON-TAXABLE	TAXABLE	NON-TAXABLE
INDIVIDUAL.....	3,074	57	2,936	63	---	---
CORPORATION.....	283	11	257	9	---	---
FIDUCIARY.....	177	7	144	6	---	---
PARTNERSHIP (INFORMATION ONLY)....	---	97	---	84	---	---
TOTAL, ALL RETURNS.....	3,534	172	3,337	162	1,430	101
% OF RETURNS TAXABLE....	95.4		95.4		92.7	

TABLE 34

GROSS INCOME TAX FROM GAS AND OIL PRODUCTION COLLECTIONS BY
TYPE OF RETURN: CALENDAR YEARS: 1956 - 1958

TYPE OF RETURN	COLLECTIONS		
	1958	1957	1956 ¹
INDIVIDUAL.....	\$ 336,293	\$ 338,451	---
CORPORATION.....	3,424,761	3,445,631	---
FIDUCIARY.....	9,048	9,016	---
TOTAL.....	3,770,102	3,793,098	3,467,832
PER CENT CHANGE FROM 1958:	-	-.6	+ 8.7

TABLE 35

INCOME TAX COLLECTIONS BY TYPE OF RETURN
FIRST HALF OF CALENDAR YEARS 1958 AND 1959

TYPE OF RETURN	COLLECTIONS		% CHANGE: 1959 Over 1958
	1959	1958	
NET INCOME TAX AND GROSS INCOME TAX FROM OIL AND GAS PRODUCTION			
INDIVIDUAL.....	\$24,285,143	\$19,177,443	+ 26.6
CORPORATION.....	9,528,478	9,402,252	+ 1.3
FIDUCIARY.....	386,009	213,296	+ 81.0
PAYMENTS ON OLD ACCOUNTS AND DEFICIENCIES.....	593,033	955,736	- 40.4
TOTAL.....	\$34,792,663	\$29,788,727	+ 16.8

¹RETURNS AND COLLECTIONS WERE NOT DISTRIBUTED BY TYPE OF RETURN FOR 1956.

NET INCOME TAX AND GROSS INCOME TAX FROM OIL
AND GAS PRODUCTION RETURNS FILED AND PROCESSED BY TYPE OF RETURN:
FIRST HALF OF CALENDAR YEARS 1958 AND 1959

TYPE OF RETURN	NUMBER OF RETURNS FILED					
	FIRST HALF 1959			FIRST HALF 1958		
	TAXABLE	NON-TAXABLE	TOTAL	TAXABLE	NON-TAXABLE	TOTAL
INDIVIDUAL.....	419,014	112,795	531,809	478,141	48,602	526,743
CORPORATION.....	4,558	3,869	8,427	5,027	3,179	8,206
FIDUCIARY.....	2,524	2,359	4,883	1,377	2,662	4,039
PARTNERSHIPS (INFORMATION ONLY)...	---	11,220	11,220	---	12,128	12,128
DEFICIENCY ASSESSMENTS	5,980	---	5,980	9,032	---	9,032
TOTAL, ALL RETURNS.....	432,076	130,243	562,319	493,577	66,571	560,148
% OF TOTAL.....	76.8	23.2	100.0	88.1	11.9	100.0

TABLE 37

INCOME TAX: DECLARATION OF ESTIMATED TAX LIABILITY AND TAX PAID
BY TYPE OF RETURNS: FIRST HALF OF CALENDAR YEAR 1959¹

TYPE OF RETURN	NUMBER OF RETURNS	TAX LIABILITY	TAX PAID	BALANCE EXPECTED
<u>ORIGINAL FILING:</u>				
<u>WITH REMITTANCE:</u>				
INDIVIDUAL.....	45,459	10,646,254	3,284,979	7,361,275
CORPORATION.....	689	6,766,211	2,045,607	4,720,604
TOTAL	46,148	17,412,465	5,330,586	12,081,879
<u>WITHOUT REMITTANCE:</u>				
INDIVIDUAL.....	3,505	---	---	---
CORPORATION.....	277	---	---	---
TOTAL.....	3,782	---	---	---
SUBSEQUENT PAYMENTS ON ACCOUNT	---	---	3,631,163	3,631,163
TOTAL.....	49,930	17,412,465	8,961,749	8,450,716

TABLE 38

INCOME TAX: WITHHOLDING REFUNDS, NUMBER AND AMOUNT PAID BY TYPE
OF RETURN: FIRST HALF OF CALENDAR YEARS 1958 AND 1959

TYPE OF RETURN	FIRST HALF 1959		
	NUMBER OF RETURNS	AMOUNT	AVERAGE REFUND PER RETURN
TAXABLE.....	169,621	1,367,248	
NON-TAXABLE.....	66,746	444,644	
TOTAL, 1959.....	236,367	1,811,892	7.67
TOTAL, 1958.....	280,574	1,869,787	6.66
CHANGE:			
1959 OVER 1958.....	- 44,207	- 57,895	+ 1.01
PERCENT.....	- 15.8	- 3.1	

¹QUARTERLY DECLARATIONS AND PAYMENTS OF ESTIMATED INCOME TAXES BY SELF-EMPLOYED AND CORPORATIONS BECAME EFFECTIVE, APRIL 15, 1959.

TABLE 39

INCOME TAX: COLLECTIONS FROM FIELD AUDITS FOR INCOME AND OTHER TAXES
CALENDAR YEARS 1953 - 1958

YEAR	IN-AND-OUT-OF-STATE COLLECTIONS							TOTAL COLLECTIONS	% OF TOTAL COLLECTIONS
	INCOME TAX	SALES TAX	USE TAX	MOTOR FUEL TAX	GROSS TON MILE TAX	MISCEL- LANEOUS ITEMS ¹			
1953.....	\$341,086	\$ 69,621	157,091	\$ 26,406	---	---	\$ 594,204	100	
1954.....	294,075	87,965	152,894	21,886	---	977	557,797	100	
1955.....	192,480	80,741	214,934	9,144	---	---	497,299	100	
1956.....	111,304	78,675	124,223	64,987	---	816	380,005	100	
1957.....	178,037	72,145	124,608	5,967	246	---	381,003	100	
1958.....	101,021	62,826	121,323	7,906	413,527	---	706,603	100	
IN-STATE COLLECTIONS									
1953.....	118,908	62,984	145,580	17,762	---	---	345,234	58.0	
1954.....	269,427	87,559	152,274	21,886	---	977	532,123	95.4	
1955.....	182,619	80,741	214,934	9,144	---	---	487,438	98.0	
1956.....	111,304	78,675	124,223	64,987	---	816	380,005	100.0	
1957.....	178,037	72,145	124,608	5,967	246	---	381,003	100.0	
1958.....	101,021	62,826	121,323	7,906	413,527	---	706,603	100.0	
OUT-OF-STATE COLLECTIONS									
1953.....	222,178	6,637	11,510	8,645	---	---	248,970	42.0	
1954.....	24,648	406	620	---	---	---	25,674	4.6	
1955.....	9,861	---	---	---	---	---	9,861	2.0	
1956.....	---	---	---	---	---	---	---	---	
1957.....	---	---	---	---	---	---	---	---	
1958.....	---	---	---	---	---	---	---	---	

¹ INCLUDES JUSTICE OF PEACE FINES, SALES TAX LICENSES, FAIR PRACTICE ACT LICENSES AND OTHER MISCELLANEOUS ITEMS.

TABLE 40

MOTOR FUEL: COLLECTIONS FROM FIELD AND OFFICE AUDITS
CALENDAR YEARS 1955 - 1958

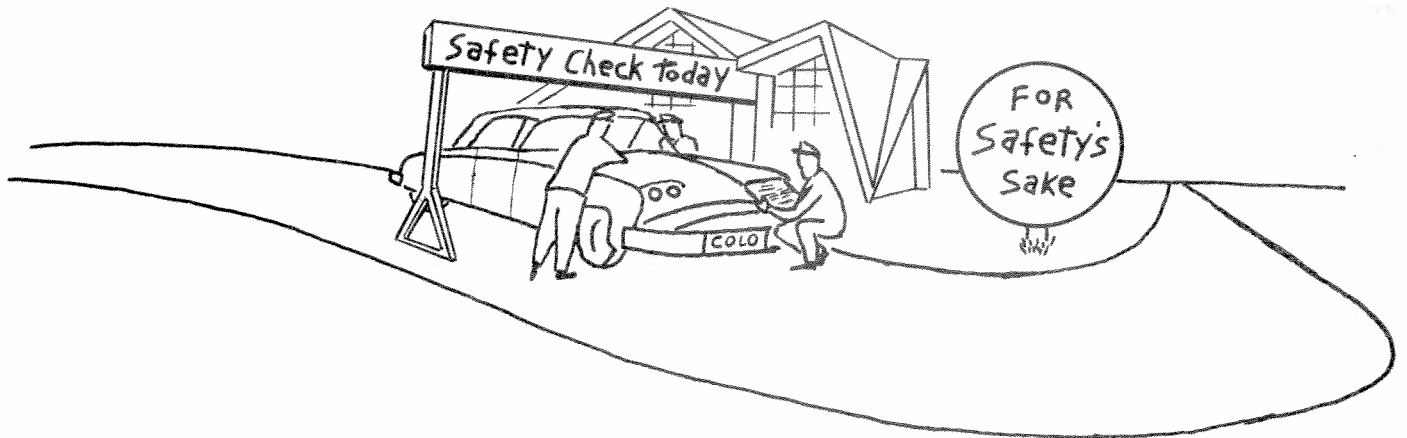
SOURCE OF AUDITS	COLLECTIONS			
	1958	1957	1956	1955
TOTAL MOTOR FUEL AND SPECIAL FUEL:				
OFFICE.....	57,795	65,082	50,228	49,874
FIELD.....	7,906	5,967	64,987	9,144
TOTAL.....	65,701	71,049	115,215	59,018
PER CENT OFFICE AUDITS.....	88	92	44	84
PER CENT FIELD AUDITS.....	12	8	56	16
	100	100	100	100
SPECIAL FUEL:				
OFFICE.....	22,478	22,126	19,504	23,907
FIELD.....	4,458	5,967	13,111	9,144
TOTAL.....	26,936	28,093	32,615	33,051
PER CENT OFFICE AUDITS.....	83	79	60	72
PER CENT FIELD AUDITS.....	17	21	40	28
	100	100	100	100

1958

STATE OF COLORADO

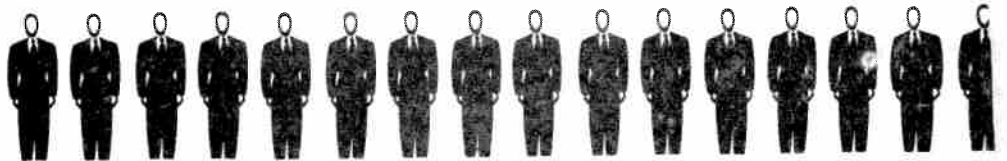
TRAFFIC ACCIDENT STORY

EFFECTIVE ENFORCEMENT OF COLORADO
TRAFFIC LAWS SAVES LIVES



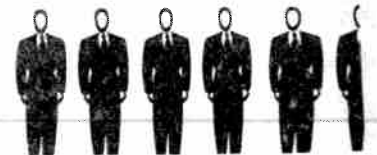
TWO DECADES OF DECLINING DEATH RATE PER
100 MILLION VEHICLE MILES


Death Rate Toll
in 1938 - 15.6

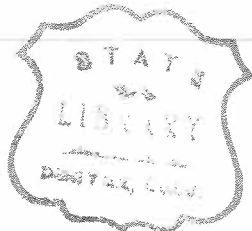


DEATH RATES DROPPED AS ENFORCEMENT GREW

Death Rate Toll
in 1958 - 5.5



Each  = One life lost
per 100 million vehicle
miles traveled



Based on Statistics
Provided by the
State Motor Vehicle
Division, Department
of Revenue

STATE OF COLORADO

Stephen **McNichols**

Governor

* * * * *

DEPARTMENT OF REVENUE

Robert A. Theobald

Director

John F. Healy

Deputy Director

William A. Cassell

Acting Chief
Motor Vehicle Division

* * * * *

COLORADO HIGHWAY SAFETY COUNCIL

Duke W. Dunbar

Attorney General
Chairman

Merf D. Evans

Assistant Director

* * * * *

COLORADO STATE PATROL

Gilbert R. Carrel

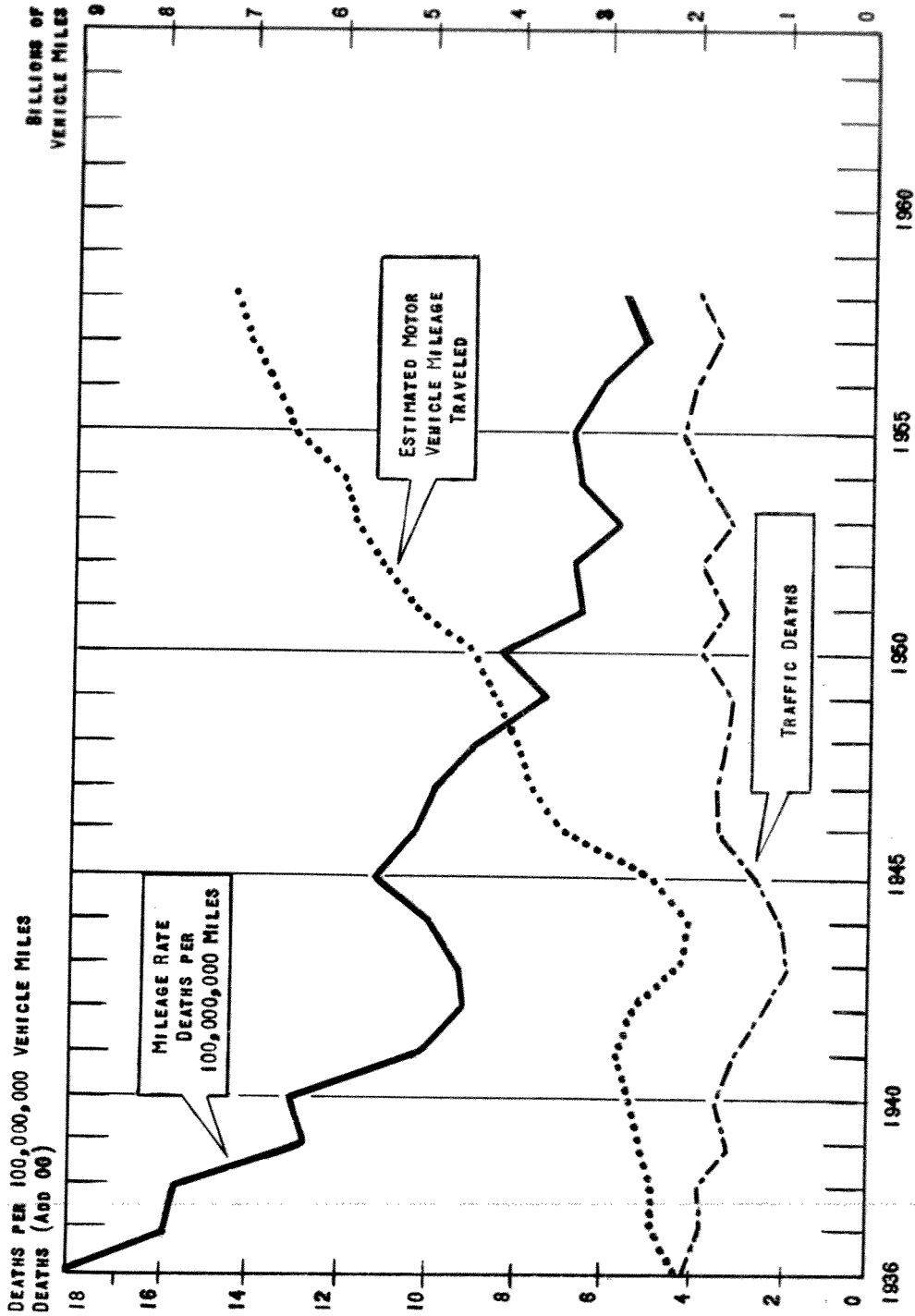
Chief



Compiled by
Edna Bigelow
Statistician
Department of Revenue
June 30, 1959
State Capitol Annex
Denver, Colorado

Publication approved by E. G. Spurlin, State Controller

COLORADO TRAFFIC DEATHS, DEATH RATE AND MILEAGE TRAVELED FROM 1936



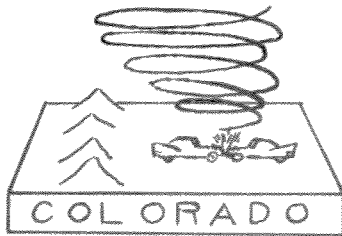
MILEAGE RATE: THE NUMBER OF DEATHS PER 100 MILLION MILES OF TRAVEL.
 MILEAGE TRAVELED: ESTIMATES FROM MOTOR FUEL TAX COLLECTED LESS RE-
 FUNDS FOR TOTAL GALLONS USED ON PUBLIC HIGHWAYS.

Chart I

E.B.

THE COLORADO TRAFFIC ACCIDENT STORY

1958



The Colorado Traffic Accident Story for 1958 and previous years discloses significant facts and figures on the progress of improving highway safety to Coloradans. Traffic deaths increased by 29 from the 1957 death toll, producing a 5.5 death rate per 100,000,000 vehicle miles. This rate was close to the all-time low of 5.2 in 1957. The 397 deaths were 8 percent higher than the 1957 toll of 368, while all accidents rose 7.5 percent above 1957 and the injured persons 9.6 percent. The steady growth in population, motor vehicle registrations and travel miles are causing traffic accidents to continuously SPIRAL UPWARD. Besides, there are more cars traveling more miles on Colorado's network of super highways. Also, there is the rising tide in tourist travel throughout the State with 85 percent of it occurring in June, July, August and September. In 1958, there were about a million visitors' motor vehicles on tour in the State.

The traffic accidents on Colorado's streets and roads caused an estimated economic loss of \$54 million in 1958 compared with \$50 million in 1957, and the five years¹, 1954-1958, staggering cost climbed to nearly one quarter billion dollars.¹ In this period 1,993 persons were killed and 53,867 injured. In 1958, on the average death claimed one person every 22 hours, 34 persons were injured each day and one accident was caused every 11 minutes. According to the traffic statistics SPEED retains its place as the NUMBER ONE KILLER in 1958, while drivers traveling across the center line on the highways remained in second place and failure to grant the right of way in third place. Almost one-third of the deaths resulted from one car accidents. Nevertheless, the growth of traffic is faster than traffic accidents. The expanding volume of traffic is revealed in the following table.

	1954	1955	1956	1957	1958
Number Holding:					
Operators' Licenses	756,910	788,112	823,553	847,880	874,750
Chauffeurs' Licenses	74,675	74,964	169,022	115,854	112,738
Total Licenses	811,585	863,064	992,575	963,734	987,488
Motor Vehicle Registrations ² . .	681,877	734,062	770,794	811,951	839,265
Estimated Motor Vehicle Miles					
Traveled: (In millions)	5,953	6,470	6,733	7,031	7,154
Public Road Mileage on					
December 31 ³	74,281	74,790	75,196	75,225	75,680

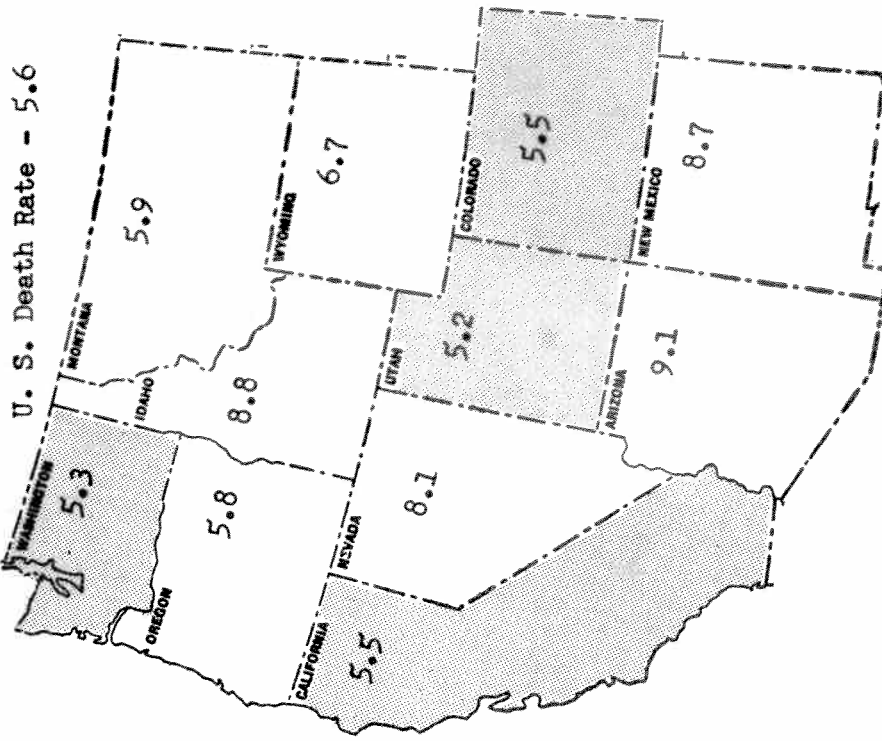
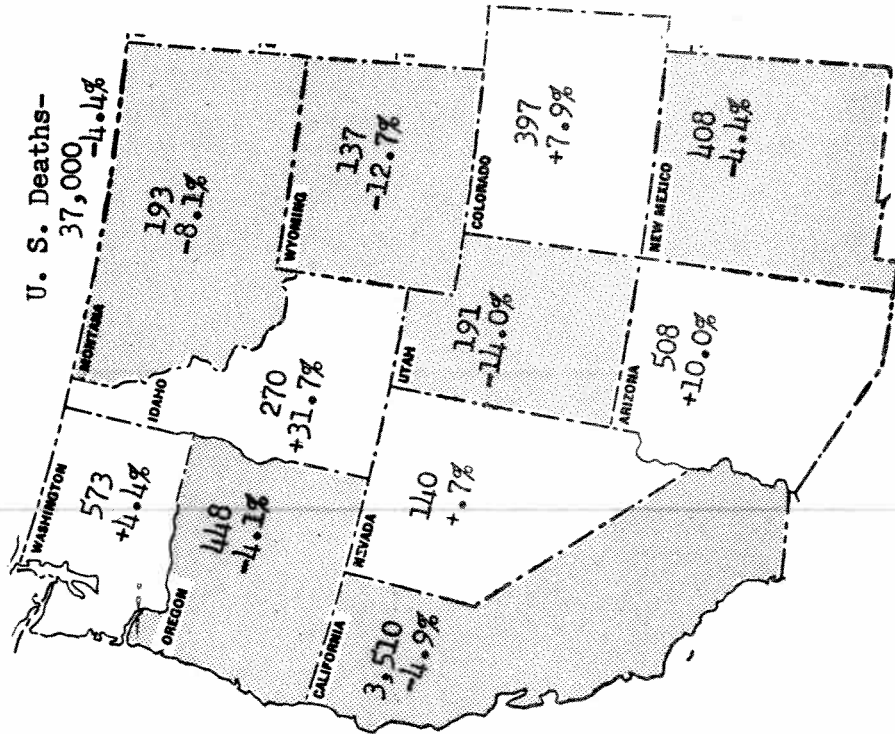
The 839 thousand motor vehicles registered in 1958 increased 23 percent from 1954 and the miles traveled 20 percent, yet the yearly death rates per 100 million vehicle miles declined each year in this period with 5.5 for 1958.

¹According to the National Safety Council, the calculable costs of motor vehicle accidents are wage loss, medical expense, overhead cost of insurance and property damage. In 1957, these costs averaged about \$135,000 per death for all accidents -- fatal, non-fatal and property damage. This "per Death" total includes the cost of one death, 35 injuries and 240 property damage accidents. This dollar rate was applied to the 1957 and 1958 deaths.

²Includes passenger cars, commercials, trucks, tractors and motorcycles.

³Source: Colorado Department of Highways; Public roads include county, city and state highway system.

MOTOR VEHICLE DEATHS, 1958
PER CENT CHANGES FROM 1957



SAFETY IS NO ACCIDENT

Decrease - 6 States
Increase - 5 States

Below U. S. Rate - 4 States
Above U. S. Rate - 7 States

Source: National Safety Council

Chart 2

HIGHWAYS GROW SAFER

Highways are continuing to grow safer. During the last ten years, 1949-1958, the annual death rates per 100 million miles traveled, dropped from 7.4 in 1949 to 5.5 in 1958, or 26 percent. These rates are in sharp contrast to the all-time high 17.9 rate of 1936 which has gradually receded to lower rates with the succeeding years. But the traffic volume has pushed upward faster than traffic deaths. In 1949, the 513 thousand registered vehicles traveled 4.3 billion miles compared with 839 thousand with 7.2 billion miles in 1958. While the death rate increased 26 percent between 1949 and 1958, the registered vehicles increased 64 percent and the vehicle miles 67 percent. And the road miles advanced 3.3 percent between 1952 and 1958. The trends in traffic deaths, death rates and mileage traveled from 1936 are illustrated on Chart 1. Had the 17.9 rate remained the same in 1958, the number of fatalities would have been 1,281 instead of 397 actual deaths. Had the 1936 fatality rate of 12.7 per 10,000 motor vehicles prevailed for 1958, there would have been 1,066 fatalities, but the actual 1958 traffic death rate was 4.7, nearly two-thirds less than in 1936. Had the 1936 traffic fatality rate per 100,000 population of 36.8 prevailed in 1958, there would have been 609 fatalities. The 1958 death rate per 100,000 population was 23.2, or 63 percent less than in 1936.

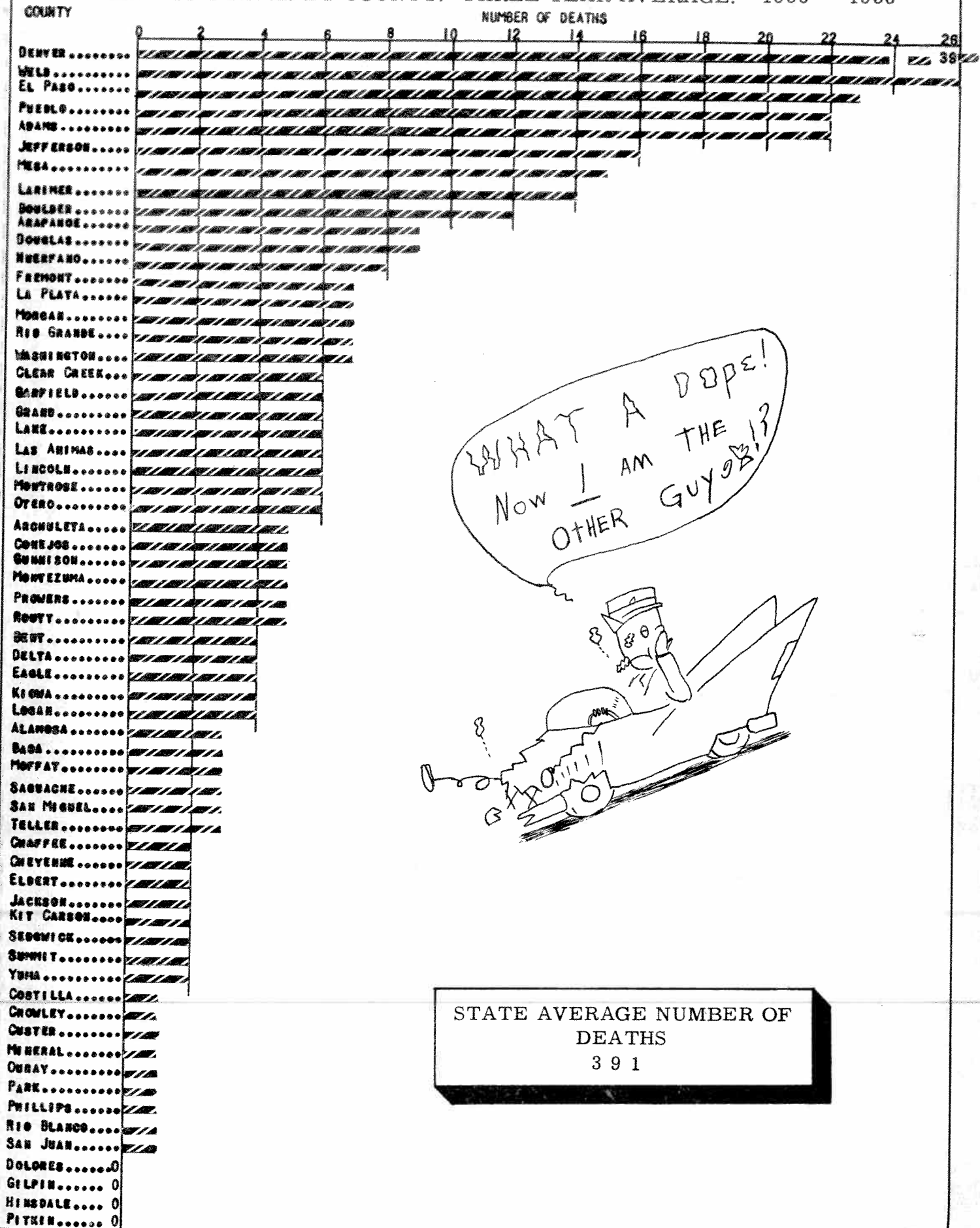
TRAFFIC ACCIDENT TRENDS

Trends in Deaths and Death Rates. Annual trends in the traffic fatality toll can be traced in Table 1 on Motor Vehicle Deaths and Death Rates in Colorado and United States for 1936 through 1958. Although the annual traffic deaths in Colorado and United States have tended upward, the rate measurements of deaths per 100 thousand population, per 10,000 motor vehicles and per one hundred million miles traveled have shown a steady decline, dropping to record lows in 1957 in Denver, Colorado and United States. While the national record marked greater reduction in these three rates for 1958, Colorado's records showed small increases over 1957. Colorado's death rate per one hundred million miles rose from 5.2 in 1957 to 5.5 in 1958 compared with those of United States of 6.0 and 5.6, respectively. It is observed in the Table that the largest declines in these death rate measurements were achieved after 1950.

Likewise, there is seen considerable variations, up and down, in the number of deaths in Colorado from year-to-year from 1936, with a record high of 431 deaths established in 1955. The nation-wide deaths trended in similar pattern to top other records at 40,000 in 1956.

Trends in Deaths and Death Rates in Western States Division. The 37,000 traffic deaths in United States in 1958 came down 1,700 from 1957, or 4 percent more lives were saved and fatality declines were recorded in 34 of the states. Considerable improvement in death reduction for 1958 over 1957 in the eleven states of the Western Division is disclosed in Chart 2. Six of the states, Montana, Oregon, Washington, California, Utah and New Mexico registered decreases. Comparison of the death rate per 100 million vehicle miles of these states, showed four of them, Washington, California, Utah and Colorado, were under 5.6 rate of United States.

TRAFFIC DEATHS BY COUNTY: THREE YEAR AVERAGE: 1956 - 1958



WHAT A DOPE!
 Now I AM THE OTHER GUY?



STATE AVERAGE NUMBER OF DEATHS
 391

CHART 4

TRAFFIC TOURS AROUND THE STATE

County Tours. The state-wide traffic accident death tour reveals the fluctuating death harvest from county-to-county portrayed on Chart 3. For the three-year average, 1956-1958, 391 persons lost their lives each year and for 1958 the toll was 397. The grim picture is brightened somewhat by observing seven counties, all but one, in the western part of the State, had no deaths in 1958. They were Delta, Dolores, Elbert, Hinsdale, Ouray, Pitkin and Rio Blanco. This compares with ten no death counties in 1957.

The passing scene of traffic fatalities on the tour showed considerable improvement when the 1958 and three-average death comparisons were viewed. Of the 63 counties, 18 of them, or 29 percent of the total, showed no percent change in 1958 deaths over the three-year average; 19 counties, or 30 percent, recorded declines, ranging from 75 percent for Kiowa to 5 percent for Pueblo and 26 counties, or 41 percent, exhibited death toll increases. No percent changes occurred in 18 counties, or 29 percent.

The county tour stopped to view Chart 4, which illustrates the county range of the three-year average, 1956-1958, in number of traffic deaths. The wide variations from high to low are noted. Four counties, Dolores, Gilpin, Hinsdale and Pitkin, had no death records.

Urban and Rural Accidents Mount. The growing tide of all accidents in 1958 over previous years in rural and urban areas of the State was discovered on the tour in Table 2. The 1958 urban all accidents rose 9 percent over 1957, the injured 14 percent and the killed 15 percent. In contrast, the rural accidents advanced 5 percent, the injured 5 percent and the killed 7 percent. About two-thirds of all accidents happened in the urban areas.⁴ The proportion of injured in rural areas in 1958 was 52 percent and the killed 82 percent, a very slight decrease from 1957.

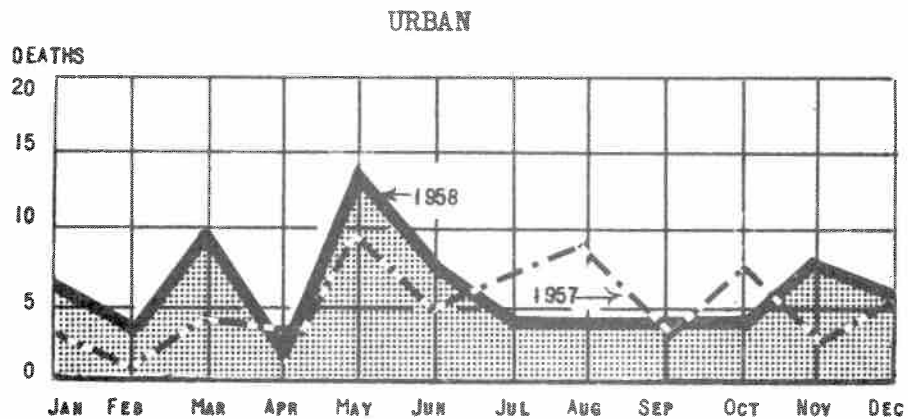
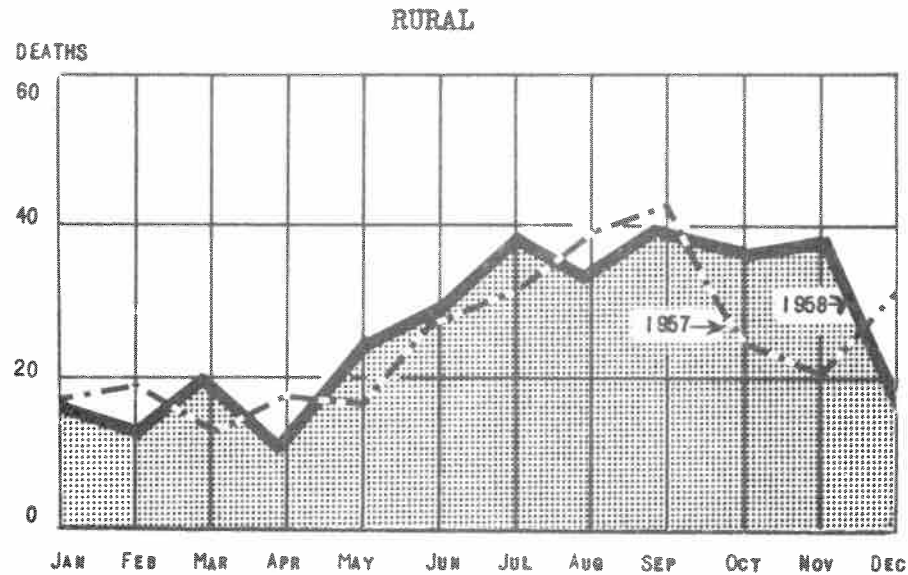
The monthly contrasting trends in rural and urban traffic deaths between 1957 and 1958 were observed on Chart 5. The rural death curves were very high in the last half of 1958 but tended downward from these highs in 1957. The urban curves were higher in 1957 than in 1958 in the last half.

Pedestrian Accidents with Motor Vehicles by Age Groups. Pedestrian involvement in the traffic accident scene has gradually lessened since 1951 with a total of 1,060 to recede to 983 in 1958, or a seven percent decrease as recorded in Table 3. In comparison, pedestrians losing their lives took a sharp upturn in 1958, the count being 67, up 40 percent from 1951. Ninety-three percent of the accidents in 1958 resulted in injuries.

Pedestrian Accidents with Motor Vehicles by Age Groups. The high injury and fatality accident rates of youngsters on the streets and highways is deplorable. The 1958 records in Table 4 revealed that there were 17 child pedestrians 14 years of age or less, or 25 percent of the total, killed in accidents with motor vehicles, and another 487, or 56 percent, injured. Many of these youngsters were maimed or scarred for life. But the crash accident toll for adult pedestrians 65 years of age or more was still greater. In 1958, there were 27 of them, or 43 percent of the total, killed and 80 were injured, or 9 percent of the total, which was considerable reduction from 1957. By location, 57 percent of the deaths and 84 percent of the injured accidents were urban in 1958. See Charts 6 and 7 for pedestrian motor vehicle accident trends.

⁴As defined by the Motor Vehicle Division Accident Report, urban includes all incorporated municipalities regardless of size and rural includes non-incorporated areas.

MOTOR VEHICLE TRAFFIC DEATHS BY MONTHS
1957 AND 1958



The traffic death toll in the rural area rose to the highest peaks in July, August and September for 1957 and 1958 with the toll remaining high for October and November for 1958. Sixty-three percent of the 326 deaths occurred in the last half of each year. Different trends prevailed in urban deaths. In 1958 the deaths dropped to four for July, August, September and October contrasted with high and low points for these months in 1957. Forty-two percent of the 71 toll happened in last half of 1958 against 60 percent of the 60 toll in 1957. A fewer number of lives were saved in 1958 as rural deaths increased 6 percent and urban deaths 18 percent above the 1957 traffic deaths.

Chart 5

E.B.

An analysis of pedestrian actions in 1958, resulting in traffic accidents, brought to light some significant facts. More pedestrians were killed while crossing not at intersections followed by crossing at intersection with no signals. Of the 983 vehicle crashes with pedestrians 432, or 44 percent of them were under ten years and 11 percent were 65 years or over. Significantly, too, 72 percent of these accidents occurred in daylight and 25 percent in darkness.

Circumstances Contributing to Traffic Accidents. Outstanding favorable conditions for safe driving on the highways, apparently were not deterrents to accidents as observed in Table 5 on Circumstances Contributing to Driver Traffic Accidents, 1957-1958. For these leading factors the percentage proportion of the total accidents under each condition ran high: They were accidents with motor vehicles; type of surface, blacktop; surface condition, dry; daylight condition; no highway vision obscured; no vehicle vision obscured; and other factors. Yet, the majority of the casualties occurred under these circumstances. The highest percentage was 92 percent set by highway vision not obscured and vehicle vision obscured followed by type of surface, black top, with 87 percent. The percent ratios for all conditions listed in the table were slightly higher in 1958.

Interestingly, it was revealed that although 69 percent of the accidents happened in daylight in both years, 44 percent of all fatal accidents occurred in darkness for 1957 and 40 percent for 1958, a small improvement.

Clearly, the evidence is convincing that many of the accidents were due to the driver behavior behind the wheel.

Age of Drivers Involved in Traffic Accidents. Involvement of drivers in 77,000 accidents throughout the State in 1958 was the highest recorded peak, and marked a rise of 4.2 percent from 1957, the previous highest level. And the involvement in fatal accidents went up 1.2 percent. The distribution of the accidents by type and age groups for 1955-1958 is given in Table 7. An analysis of the figures disclosed that the younger drivers experienced more crashes than did the older ones. The drivers under 35 years accounted for an average of 56 percent of fatal and all accidents from 1955 to 1958. The drivers under 25 years averaged 31 percent for all accidents and 30 percent for fatal accidents. The sixteen year teen-ager's record fluctuated widely between these years.

Comparisons of driver accidents between rural and urban areas between 1955-1958 showed but little change for the last three years. In 1958, 31 percent of all accidents were rural and 69 percent urban contrasted with 83 percent for rural fatal accidents and 17 percent for urban.

A very interesting comparison in the accidents by driver age groups between Colorado and United States for 1958 is demonstrated in Table 6. It showed in Colorado that 31 percent of the drivers under 25 years were involved in accidents against 27 percent for United States. For all other age groups Colorado's record was slightly less.

The distribution of teen-agers involved in fatal and all accidents by ages, 13 to 19, for 1955-1958 is presented in Table 8. In 1958, they were involved in 51 fatal accidents, or 12 percent of the total for all ages, and in 12,143 all accidents, or 16 percent of the total. These percentages compared with those of 1955 were 14 percent and 8 percent, respectively, marking a very sizable increase in all accidents in 1958. Although the number of non-licensed operators under sixteen in these accidents is small for the four years, each of the years had recorded increases. For 1958, they caused 4 percent of all accidents and

PEDESTRIAN ACCIDENTS WITH MOTOR VEHICLES BY AGE GROUPS
DEATHS DURING 1958

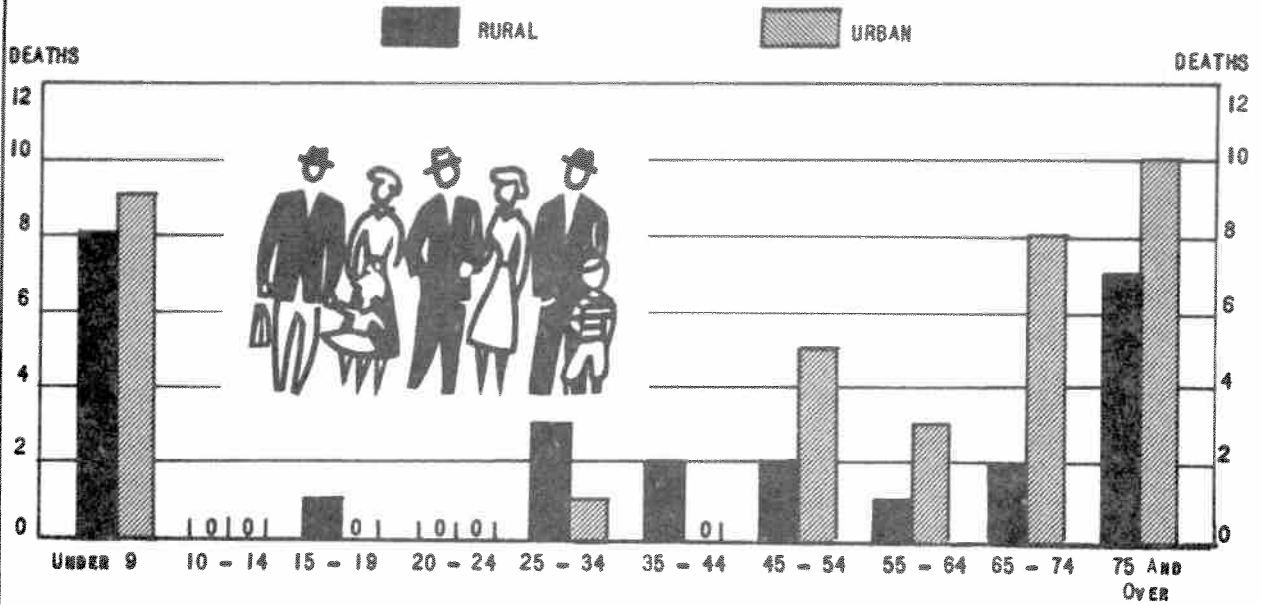


Chart 6

PEDESTRIAN ACCIDENTS WITH MOTOR VEHICLES: DEATHS

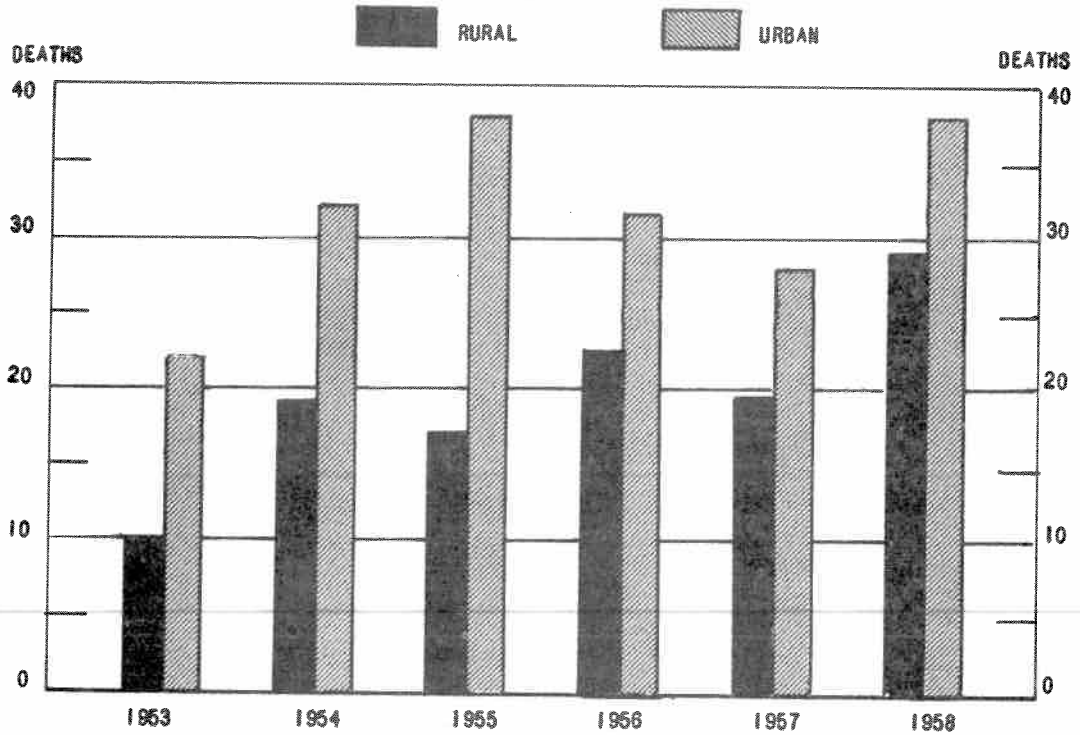
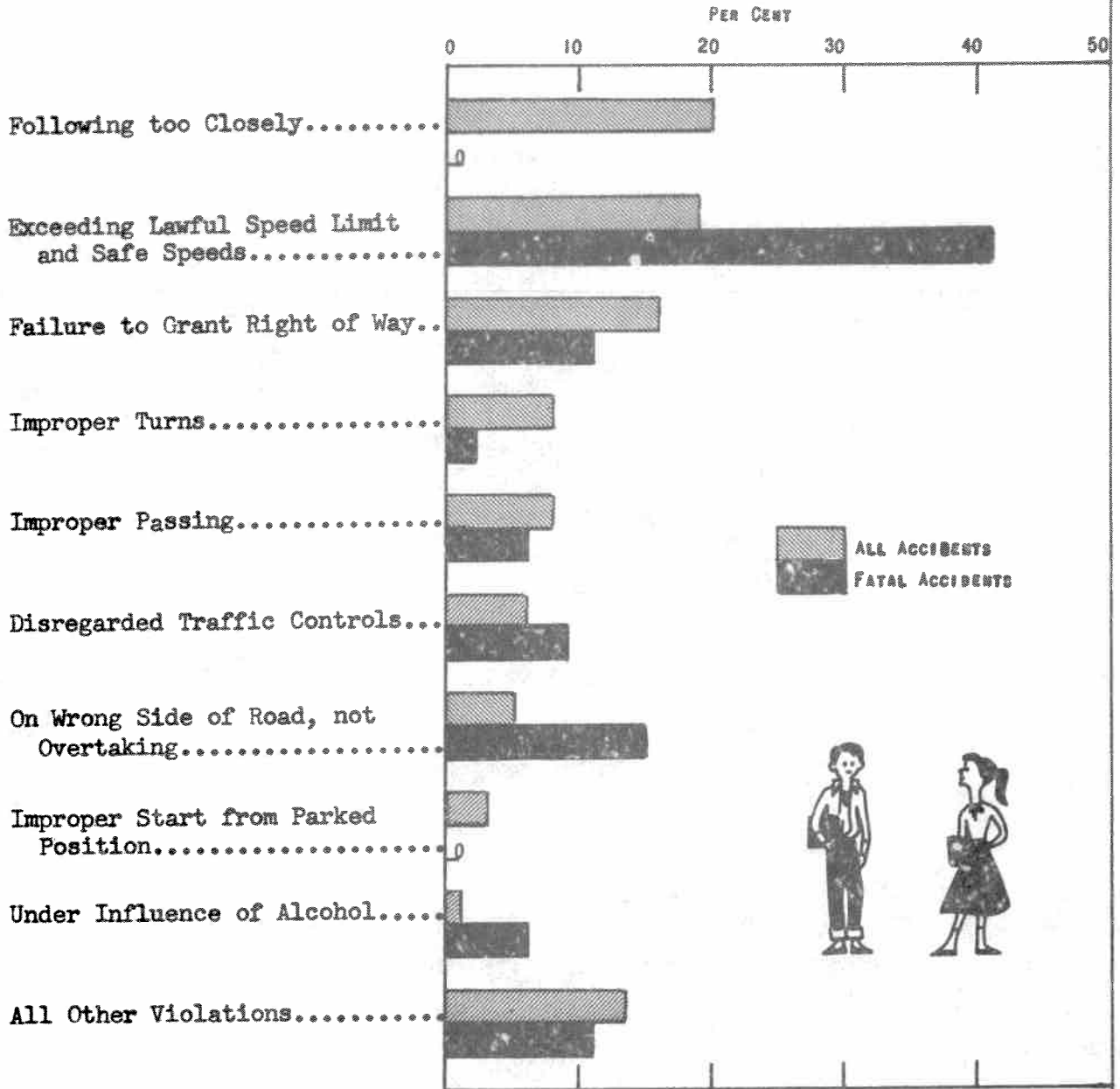


Chart 7

E. B.

TEEN-AGE DRIVER VIOLATIONS RESULTING IN TRAFFIC ACCIDENTS

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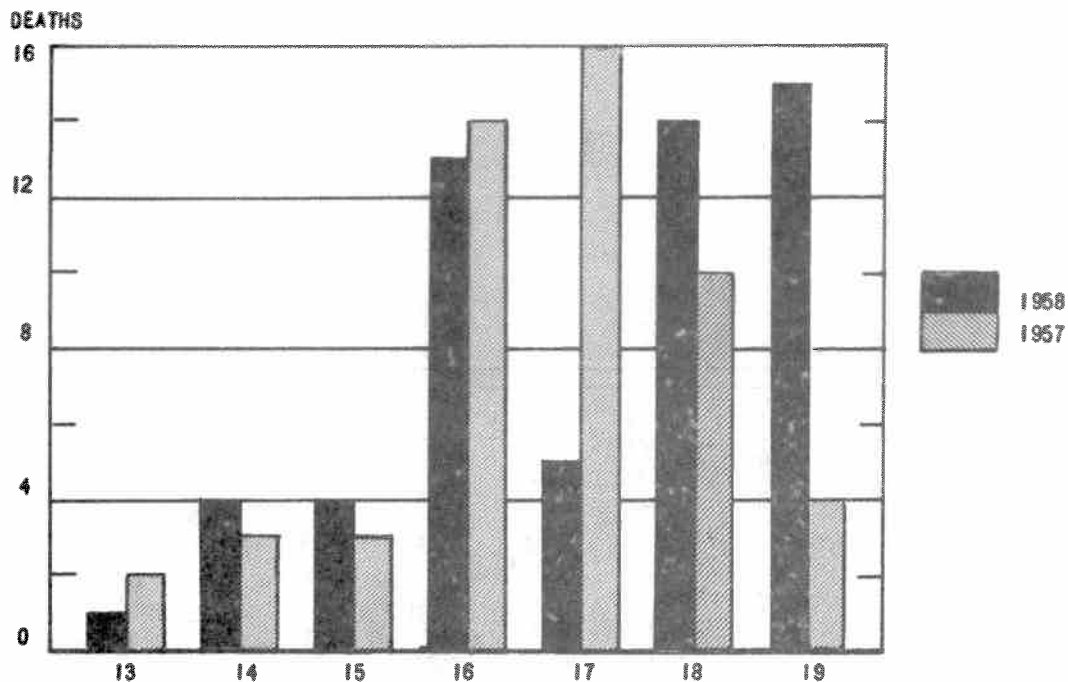


S P E E D violations by teen-age drivers was the chief cause of fatal accidents with 41 percent in 1958 as observed on the chart. However, for a l l accidents, following too closely, w a s first with 20 percent followed by 19 percent for speed. I n contrast, all drivers' record of fatal accidents from s p e e d was slightly less at 39 percent but considerably less at 13 percent for all accidents. Rates for driving under influence of alcohol still remains much higher for all drivers.

Chart 8

E.B.

TEEN-AGERS KILLED IN ALL MOTOR VEHICLE ACCIDENTS BY AGE

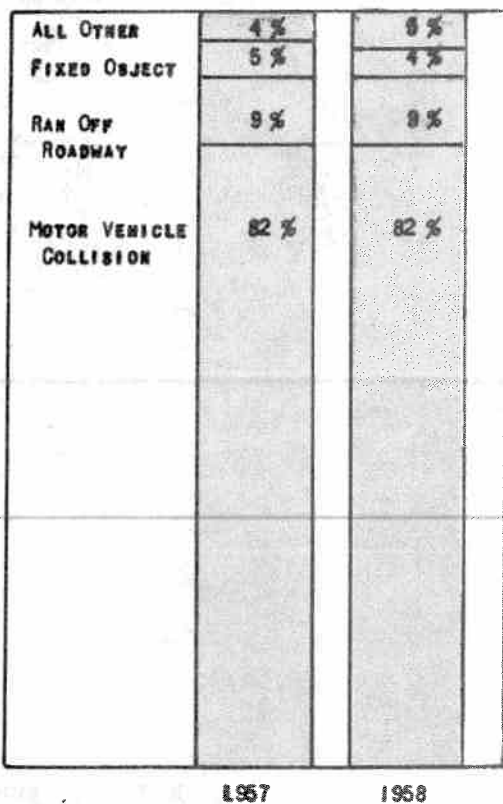


The large reduction in teen-ager deaths for age 17 from 1957 was off-set by an equally large increase for age 19. The other ages showed small variations between the years.

Chart 9

TRAFFIC ACCIDENTS BY TYPE, INVOLVING TEEN-AGE DRIVERS

ALL ACCIDENTS
MOTOR VEHICLE COLLISIONS WITH:



FATAL ACCIDENTS
MOTOR VEHICLE COLLISIONS WITH:

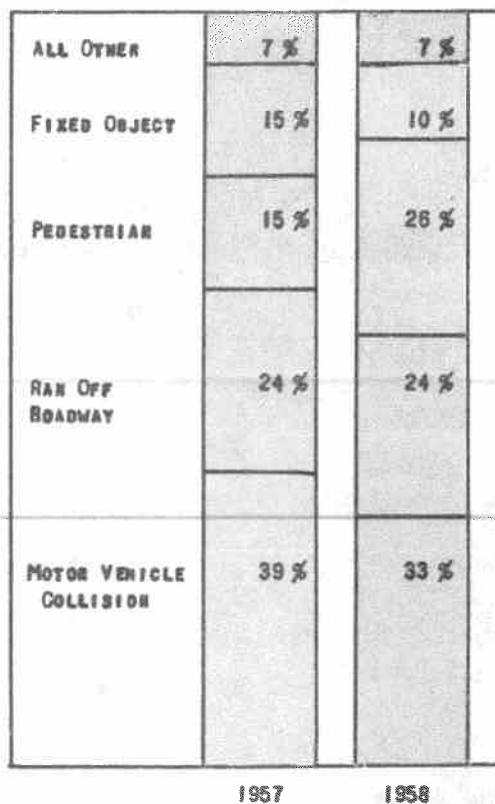


Chart 10

10 percent of the fatal accidents contrasted with 3 percent and 2 percent, respectively, for 1957. The proportionate range in all accidents for the ages, 16 to 19, was very similar, running from 23 percent to 26 percent for the last three years. In contrast, there were wide variations in the percents for these ages from year-to-year with the ages 18 and 19, causing the largest toll.

TEEN-AGERS' TRAFFIC TOLL

Teen-Age Driver Violations Resulting in Traffic Accidents. The grim road toll caused by teen-age driver violations for the years, 1956-1958, is observed in Table 9. It is seen that speed, not granting the right of way to vehicles and following too closely were the leading violations. The NUMBER ONE violation was SPEED which included exceeded stated speed limit and exceeded reasonable or safe speed. The extent of their violations are illustrated on Chart 8. The speeding teen-agers caused 1,590 all accidents, or 19 percent of the total number of 8,224 in 1958 against 13 percent of the total all accidents for all age drivers. Again, the 54 fatal accidents, 22, or 41 percent, were the result of speed compared with 39 percent for all drivers. In 1958, the teen-age rates were slightly lower for all accidents and fatal accidents from the two previous years. There was not much variance in the percentage trends for all drivers from teen-age drivers in all accidents. However, the all driver rates for fatal accidents ran much higher. Twenty percent of the teen-agers followed too closely compared with 18 percent for all drivers in 1958 and they had no fatal accidents during the three years in this category.

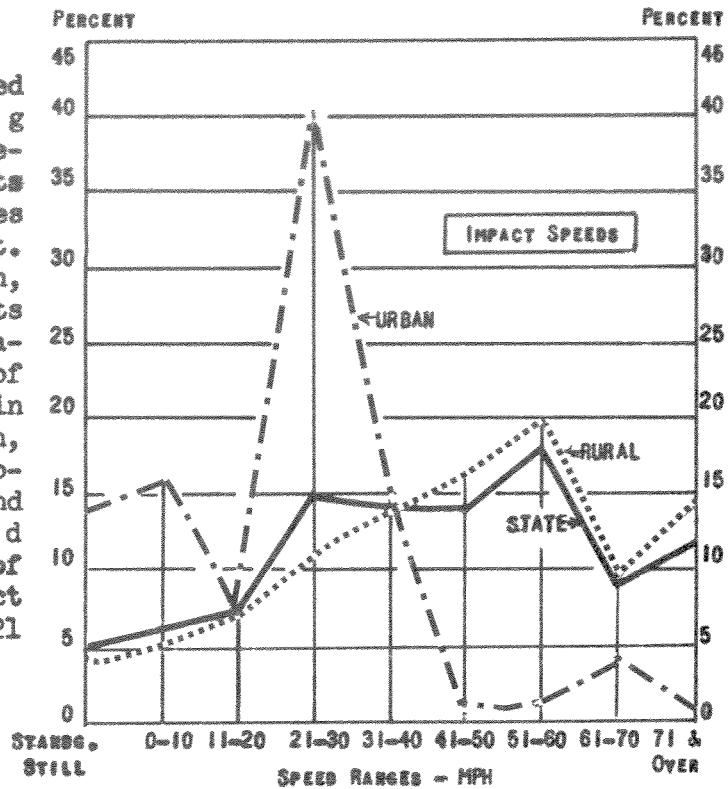
Drinking Condition of Teen-Age Drivers Involved in Traffic Accidents. Contrary to public opinion, drinking was not the leading or important cause of either fatal or all accidents during 1956-1958 as demonstrated in Table 10. The facts are that 90 percent of the 12,143 all accidents were not caused by drinking teen-agers nor by 68 percent of the 51 fatal accidents, not much change from the 1957 ratios was found.

Traffic Accidents by Type, Involving Teen-Age Drivers. From an examination of the different types of accidents involving teen-age drivers given in Table 11, it was discovered that motor vehicle collision with other vehicles was the predominant type, representing around 82 percent of all accidents for 1956-1958. This compared with 78 percent for all drivers. Also, the ratio for fatal accidents in this category was more, being 33 percent in 1958 compared with 26 percent for all drivers. Next in importance in fatal accident causation was running off the highway with 24 percent for teen-agers and 10 percent for the State.

In summary, the number of teen-agers killed and injured in traffic on the highways and streets has not been large in proportion to the state totals for all motor vehicle operators. To illustrate, 56 deaths in 1958 were 14 percent of the state total, and the 2,411 injured were 21 percent. The teen-agers killed and injured by age can be studied in Table 12 and on Chart 9. Further analysis of teen-age crashes in Table 13 revealed that 4 percent were fatal, 17.3 percent caused injuries and 82 percent property damages in 1958. There was but little variation from the previous two years. Traffic accidents by type involving teen-age drivers, 1957 and 1958 are shown on Chart 10.

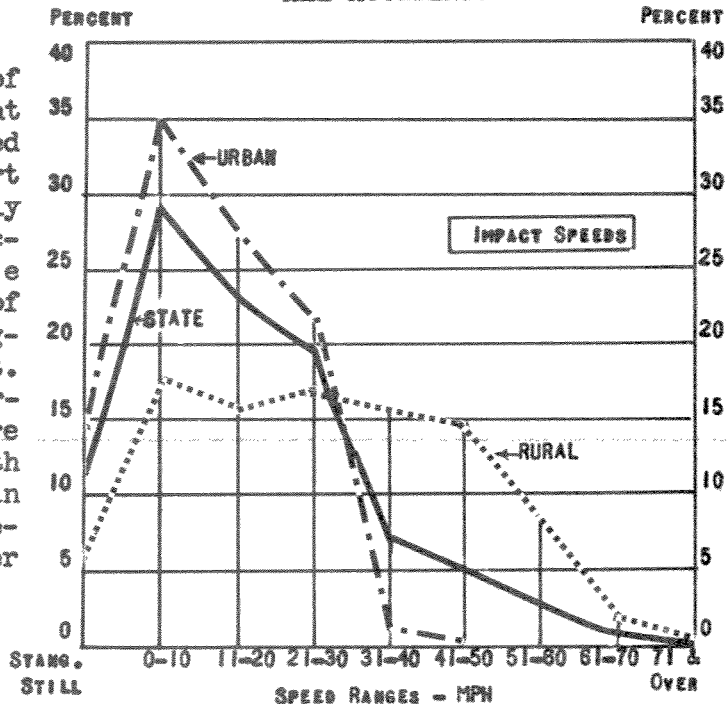
PERCENT DISTRIBUTION OF REPORTED APPROXIMATE SPEED OF VEHICLES PRECEDING ACCIDENTS, 1958

FATAL ACCIDENTS



The occurrence of reported fatal accidents resulting from impact of speed of vehicles preceding accidents at successive speed ranges are displayed on the chart. Contrary to popular opinion, the percentage of accidents at higher speeds was relatively small. 41 Percent of urban accidents were in speed range of 21 to 30 mph, then fell to very low proportions at 41 to 70 mph and over. For rural areas and statewide the majority of accidents happened at impact speeds, ranging between 21 and 60 mph.

ALL ACCIDENTS



A study of the occurrence of all reported accidents at different mph impact speed ranges shown in the chart reveals that a relatively small proportion of the accidents happened at the higher speeds. The bulk of them were in the lower ranges as observed in the chart. In the urban areas 98 percent of all accidents were under 30 mph contrasted with 88 percent under 50 mph in the rural areas and statewide 84 percent were under 30 mph.

Chart 11

E.B.

The detailed circumstances of all driver violations, resulting in traffic accidents by age groups can be studied in Table 14. Interestingly, speed violations were made by 26 percent of the total drivers under 20 years, or the teenagers, compared with 53 percent of the drivers from 20 to 40 years.

SPECIAL CLASSES OF DRIVERS AND TYPE OF VEHICLES INVOLVED IN TRAFFIC ACCIDENTS

License of Driver in Traffic Accidents. The classification of licenses held by motorists in traffic accidents by location in 1958 is given in Table 15. The resident driver with no license had 39 fatal accidents, or 9 percent of the 431 state total, and the same percentage was obtained for rural and urban locations. For the 77,197 all accidents, the proportions were close to 5 percent for each location. Of particular interest, the non-resident driver in other states rolled up 67 fatal accidents, or 16 percent of the state total, 17 percent in rural and 11 percent in urban areas and for all accidents the ratios were 7 percent, 12 percent and 5 percent, respectively. The driver licensed in Colorado produced 74 percent of the 431 fatal accidents and 88 percent of all accidents and the urban ratios were somewhat higher than the rural.

Military Personnel Involved in Reported Traffic Accidents. The traffic accidents involving military personnel by months in 1957 and 1958 are recorded in Table 16. In comparing the nine months' total of both years, April through December, a sizable downward trend occurred over the 1957 period. The total 1,834 all accidents were down 18 percent, the 19 fatal accidents were up 36 percent, the 299 injury accidents were down 30 percent and the 1,516 property damage accidents were down 16 percent.

Passenger Cars and School Buses Involved in Accidents, 1957 and 1958. The question is often raised as to how many school buses are involved in traffic accidents and in what proportions in comparison with the passenger cars, exclusive of school buses. The facts are found in Table 17. Of the 1,729 school buses privately and publicly owned in 1958, 110 were in all accidents, or 6.4 percent, and in 2 fatal accidents, or .12 percent. For the 650,210 passenger cars, 71,851 were in all accidents, or 11.1 percent, and 316 were in fatal accidents, or .05 percent. These figures were slightly higher than those of 1957.

Approximate Speed of Vehicles Preceding Accident, 1958. The relationship between impact speeds at successive ranges of miles per hour and the resultant automotive crashes state-wide, and in rural and urban locations in 1958 can be studied in Table 18. All together over 77 thousand drivers were involved in all accidents, of whom 31 percent were rural and 69 percent urban. The percent distribution of the approximate speed of vehicles preceding the accident at different impact speed ranges for fatal and all accidents by location is displayed on Chart 11. The accompanying descriptions on the Charts pinpoint the significant facts. However, the important fact is established that the majority of the accidents were not associated with the higher speed ranges at the impact.

DRIVER VIOLATIONS RESULTING IN ACCIDENTS: 1958

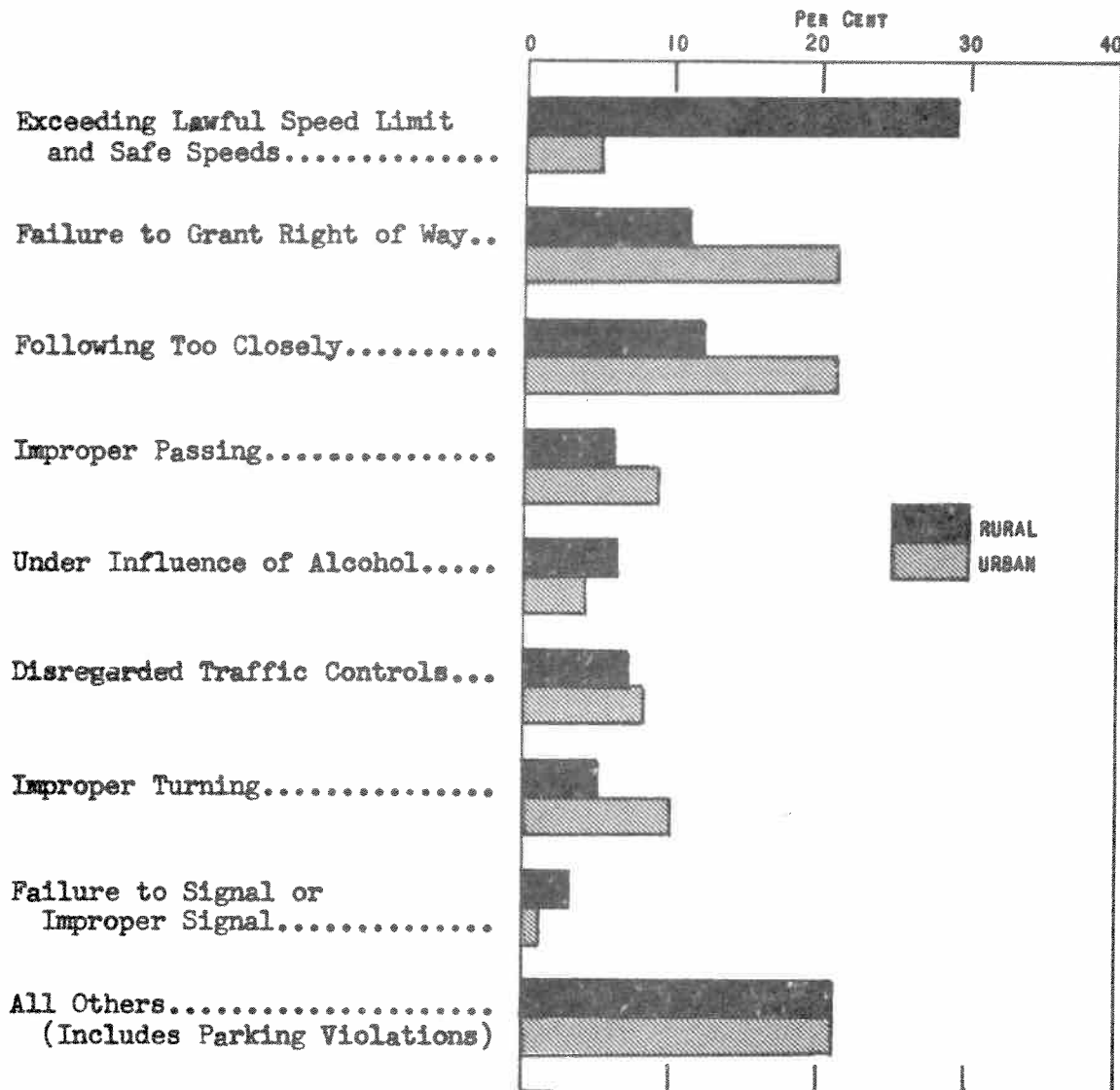


Chart 12

TYPE OF MOTOR VEHICLES INVOLVED IN ACCIDENTS

Type of Vehicle	1957		1958	
	All Accidents	Fatal Accidents	All Accidents	Fatal Accidents
Passenger Car	65,920	320	71,132	316
Trucks	9,678	62	9,946	68
Buses and Taxicabs	1,146	5	1,052	3
Truck Tractor and Semi-Trailer	1,335	32	1,286	34
All Other	1,093	8	1,372	17
Not Stated	1,223	1	1,212	3
TOTAL	80,395	428	86,000	441

Chart 13

E.B.

DRIVER VIOLATIONS IMPROVE

Driver violations, producing traffic accidents in the State, showed small increases in the volume of all accidents and modest decreases in fatal accidents in 1958 from 1956 and 1957 as revealed in Tables 19 and 20. An examination of the types of driver actions that resulted in accidents causing deaths, injuries and property damage, yielded evidence that speed is the leading cause of fatal accidents. Encouragingly, speeding violations have receded to 39 percent for 1957 and 1958 from the nearly 50 percent for the two prior years. In 1958, in rural areas speed caused 44 percent of the fatal accidents and 15 percent in urban.

A comparative percentage picture of the principal causes of driver violations between rural and urban areas for 1958 is seen on Chart 12. Also, information is given on the type of motor vehicles involved in traffic violations in Chart 13. The passenger cars were involved in 83 percent of all crashes and 72 percent of all fatal collisions. In sharp contrast commercial vehicles, comprising 19 percent of all registered vehicles, averaged nearly four times the mileage of the average passenger car, yet, they were involved in only 13 percent of the accidents.

Revocations and Suspensions and Reinstatements of Driver Licenses. Some of the significant results from the enforcement of the Colorado traffic laws are seen in the yearly trends of the causes of withdrawal actions and the number of driving licenses withdrawn during 1953-1958 in Table 21 and the reinstatement of driver licenses withdrawn for cause for the same years appear in Table 22.

The effects of tighter law enforcement has aided in getting hazardous drivers off the highways and streets as evidenced from the statistical data in the revocation, suspension and reinstatement tables, 1951-1958. The total revocations were up 10 percent in 1958 from 1957 compared with a dip of 6 percent for the total suspensions. While the cause, under the influence of alcohol, dropped 28 percent, the habitual violator or negligent driver suspensions rose from 5,103 in 1957 to 5,592 in 1958, or 10 percent. Significantly, very large gains were obtained under the suspensions under safety responsibility law. In 1958, the suspensions total of 6,936 advanced 1,579, or 29 percent from 1957 and 45 percent from 1955. All of the categories were up 28 percent or more from 1957. These sizable increases can be attributed, in part, to the stormy winter weather throughout the State, which caused a rash of accidents, as well as the swelling traffic volume. Further, very sharp increases were registered for reinstatement of driver licenses withdrawn for cause, 1951-1958. The 548 revocations in 1958 climbed 62 percent from 1957 and the 8,867 suspended other causes, 36 percent, and for all reinstatements of 9,907, the advance was 36 percent.

Several important reasons are ascribed to the growing number of revocations and suspensions from year to year. They are: 1) Increase in suspensions was due to the Revenue Department adopting a more strict policy with regard to the number of traffic violations that a person may acquire to his having his driving privilege suspended; 2) more effective enforcement of the motor vehicle laws; 3) better preparation and presentation of traffic charges in the courts of the State, leading to convictions on violations; and 4) increase in suspensions due in part to the law enforcers and the various courts in the State reporting to the Department convictions of motor vehicle law violations obtained.

DEATH, INJURY AND PROPERTY DAMAGE TOLL ACROSS THE STATE

A series of detailed annual summary tables are presented to show the cause and location of death and injury accidents, resulting from the different kinds of motor vehicle crashes for 1958 and prior years. In Table 23, Traffic Accidents by Type for the State, it is shown that deaths from motor vehicle collisions with other vehicles were sharply reduced in 1958 compared with the three prior years. However, substantial increases for motor vehicle collisions with fixed objects and pedestrians were registered. Ran-off-the-roadway category scored a 25 percent rise over 1957. The death trend pattern was very similar to the State record in the rural and urban locations. The motor vehicle collisions with pedestrians in the urban areas ranked second in importance to other motor vehicle collision compared with its very lowly place in the rural areas. In Table 24, giving the persons injured by type of motor vehicle accidents, it was disclosed that all categories of accidents in 1958 were moderately up from 1957 with the general movement upward from 1955. Interestingly, the total injured had more than doubled between 1946 and 1955 in nearly all types with the exception of the pedestrians with just a 30 percent rise. The majority of the persons were injured from motor vehicle crashes with other vehicles followed by running off the roadway, pedestrians and fixed objects in rank order. Both rural and urban areas registered moderate advances in most of the accident categories in 1958 over the previous years. The incidence of injured persons in motor vehicle collisions was nearly a third lower in the rural areas.

Motor vehicle traffic accidents by type and location in 1958 can be examined in Table 25. State-wide, collisions between vehicles caused 77 percent of total all accidents, 26 percent of all fatal accidents, 54 percent of all non-fatal accidents and 83 percent of all property damage. Percentages for property damage were 94 percent for urban and 57 percent for rural. Ran-off-the-roadway ranked next in causing the different types of accidents except for urban which had a very small percentage. In fatal accidents, the vehicle collisions with pedestrians ranked first in urban places with 58 percent of the total against 9 percent for rural.

Traffic accident trends, resulting in deaths and injuries in urban locations by size of incorporated city and town populations for 1954-1958 can be studied in Table 26. The death and injury trends in rural location by kinds of public highways for these years can be traced in Table 27.

PROGRESS IN COLORADO'S TRAFFIC SAFETY

Colorado continues to make progress in motor vehicle traffic accident prevention through its intensive traffic accident program for adults and youth and by stricter law enforcement. The program is carried on in all parts of the State of Colorado through research, education, training, engineering, enforcement, administration, and legislation. This is accomplished by cooperation of the Department of Highways, State Patrol, Highway Safety Council, State Revenue Department, Accident Analysis Section of Motor Vehicle Division of Department of Revenue, State Education Department, Public Utilities Commission, Attorney General, and Secretary of State.

This progress in traffic safety is attested by the fact that the Colorado Highway Safety Council and the co-ordinating departments have won numerous national awards. In 1958, the Highway Safety Council received one in the four national awards for Public Safety Education. In 1958, the State Patrol received an award of excellence from the National Association of Chiefs of Police. In addition, a number of Colorado cities, industries and individual citizens were accorded national honors.

In 1958 through the efforts of the Highway Safety Council several new areas of safety activities were started. 1) The participation of Colorado cities of over 5,000 in population in the National Inventory of Traffic Safety Activities greatly increased and it is continuing in 1959. This gives a much better comparative basis for measurements of the cities' traffic activities. 2) The school bus drivers' two day annual training institute began in Grand Junction and Denver. The subjects covered were first aid, child psychology, enforcement, traffic safety education, laws and legislation. 3) A state-military traffic conference was started. This creates a fine relationship between state and military officials of military installations not only in Colorado but in the surrounding states as well. 4) New in the Governor's Regional Traffic Safety Conferences was the inclusion of religious leaders and state legislators.

The gradual whittling down of the highway traffic accident toll over the years from 1936, as measured by the death rate factors, significantly, attests to the effectiveness of the safety programs and the combined efforts of law enforcement agencies. Despite the ever swelling volume of motor vehicle traffic over Colorado's network of streets and highways, the death rate of 5.5 per 100 million miles traveled in 1958 was next to the lowest all-time rate of 5.2 established in 1957. The rate in 1936 was 17.9.

HIGHWAY SAFETY MAKES DRIVING FUN

THE COLORADO TRAFFIC STORY IN BRIEF

1. Coloradans have experienced an enormous estimated economic loss of one quarter billion dollars for the years, 1954-1958, besides a human traffic toll of:
 - 1,993 persons killed
 - 53,867 persons injured
2. The 1958 death toll of 397 was well below the highest record of 431 in 1955, even though vehicles and travel miles have increased from 1954-1958 as: Licensed drivers were up 22 percent; motor vehicle registrations, up 23 percent; and vehicular miles, up 20 percent.
3. Sadly, 29 more lives were lost in 1958 than in 1957 death toll, yet the death rate of 5.5 per 100 million vehicle miles traveled was just 6 percent above the State's lowest rate of 5.2 of 1955 since 1936. And Colorado's 1958 rate was slightly less than the Nation's all-time low of 5.6.
4. More vehicular miles driven in greater traffic densities and at higher speeds over Colorado's network of streets and highways produced increases in 1958 over previous years in all accidents and in persons injured. The 46,812 all accidents in 1958 rose 8 percent from 1957 and the injured, 10 percent.
5. Colorado's highways continue to grow safer according to statistical facts. The number of vehicles and the vehicular miles driven have increased much faster than have traffic accidents. In 1949, 513 thousand registered vehicles traveled 4.3 billion miles compared with 839 thousand with 7.2 billion miles in 1958. While the death rate rose 26 percent between 1949-1958, the registered vehicles advanced 64 percent and the mileage, 67 percent. During this ten year period the annual death rates per 100 million miles fell from 7.4 in 1949 to 5.5 in 1958, or 26 percent. These rates showed a huge drop from the 17.9 rate of 1936, the highest on record.
6. Had the 17.9 death rate of 1936 remained the same in 1958, the number of deaths would have been 1,281 instead of the 397 actual deaths.
7. Had the rate per 10,000 vehicles of 12.7 in 1936 remained the same in 1958, the fatalities would have been 1,066. The actual rate was 4.7, nearly two-thirds less than in 1936.
8. Had the death rate per 100,000 population of 36.8 in 1936 remained the same in 1958, the fatalities would have been 609. The actual rate was 23.2, or 40 percent less than in 1936.
9. Rural and urban all accidents made greater gains in 1958 over previous years dating back to 1951. The 1958 urban all accidents rose 8 percent from 1957, the injured 14 percent and the killed 51 percent. In contrast, rural accidents advanced 5 percent, the injured 5 percent and the killed 7 percent. Obviously, the traffic damage was greater in the urban areas.

10. No deaths were recorded in 7 counties in 1958 contrasted with 10 in 1957.
11. Pedestrian involvement in traffic accidents has gradually lessened since 1951 with a total of 1,060 to recede to 983 in 1958, or a 7 percent decrease. But the 67 killed in 1958 was 40 percent above 1951.
12. In 1958, again, the largest number of pedestrians was killed while crossing not at intersections.
13. In 1958, there were 17 child pedestrians 14 years of age or under, or 27 percent of the total percent of the total, killed, in accidents with motor vehicles and another 487, or 56 percent injured. Also, 27 adult pedestrians 65 years or over, or 43 percent of the total, killed, and 113 injured, or 13 percent of the total. By location, 57 percent of the deaths and 84 percent of the injured accidents happened in urban areas.
14. The traffic toll was high under favorable driving conditions, such as road, daylight, vision, obscurment and other conditions. This evidence points to the psychology of the driver as an significant underlying cause of highway traffic accidents, a most complex problem involved in highway safety.
15. The number of all drivers involved in traffic accidents in 1958 reached a new record peak of 77,000, or 4.2 percent above the previous high in 1957. But their involvement in 426 fatal accidents was only up 1.2 percent. The drivers under 35 years accounted for an average 56 percent of both fatal and all accidents during the years, 1955-1958. The drivers under 25 years averaged 31 percent of all accidents and 30 percent of fatal accidents. In 1958, 31 percent of all accidents were rural against 69 percent for urban compared with 83 percent for rural fatal accidents and 17 percent for urban.
16. Speed remained the NUMBER ONE VIOLATION committed by teen-agers in 1958. The speeding youngsters rolled up 1,590 all accidents, or 19 percent of the total 8,224 compared with 13 percent of the total all accidents for all age drivers. Further, in 1958, of the 54 fatal accidents, 22, or 41 percent, were the result of speed compared with 39 percent for all drivers. In 1958, too, the teen-age ratios were slightly lower for all and fatal accidents from the two previous years.
17. Monthly traffic deaths continue to rise higher in the last halves of the calendar years in both rural and urban areas. In the last half of 1958, 63 percent of the deaths were rural and 59 percent urban. Also, the 1958 rural toll increased 6 percent over 1957, contrasting with 18 percent for urban.
18. Under classification of licenses held by motorists, the resident driver with no license caused 39 fatal accidents, or 9 percent of the state total of 431 and 5 percent of the 77,197 total all accidents. The non-resident driver in other states rolled up 67 fatal accidents, or 16 percent of the total and 7 percent of all accidents. The driver licensed in Colorado produced 74 percent of the total fatal accidents and 88 percent of all accidents.

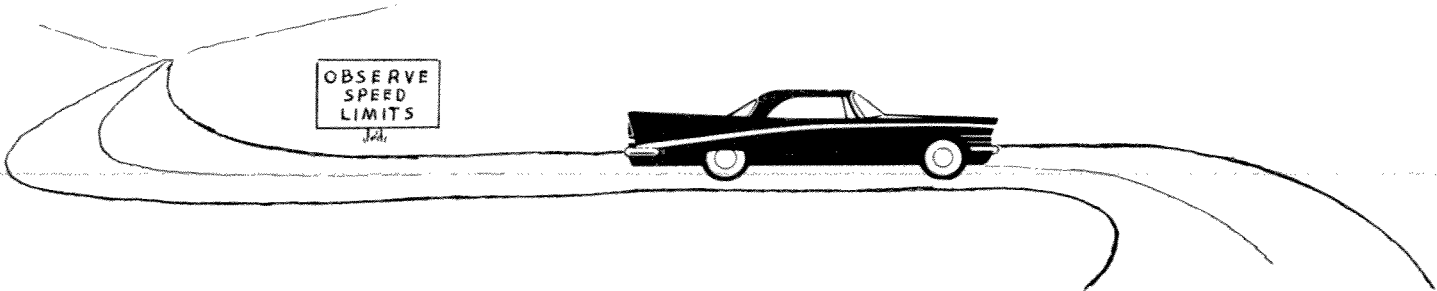
- 19. Military personnel were involved in 1,834 reported all accidents for the nine months, April through December of 1958, which were 18 percent less than in the same period of 1957. The 19 fatal accidents were up 36 percent, the 299 injury accidents were down 30 percent and the 1,516 property damage accidents were down 16 percent.
- 20. Comparison of passenger cars and school buses involved in traffic accidents for 1957 and 1958 showed that passenger cars had twice the percentage for all accidents as did the school buses. Of the 1,729 school buses in 1958, 110 were in all accidents and 2 were in fatal accidents.
- 21. Approximate speed of vehicles preceding accidents was not high at impact in the majority of the accidents in 1958.
- 22. The 1958 traffic toll in brief:

397 Deaths
 12,287 Persons injured
 Highest all-time record
 144 Fatal accidents from speeding
 Speed was the principal cause of the total 373
 fatal accidents, or 39 percent.

The estimated cost in millions	\$ 54
Death	12
Non-fatal Injury	19
Property Damage	23

SPEED KILLS

SLOW DOWN
AND
LIVE



DRIVING FASTER COURTS DISASTER

TABLE I
MOTOR VEHICLE DEATHS AND DEATH RATES IN COLORADO AND UNITED STATES, 1936 - 1958

YEAR	TOTAL NUMBER OF DEATHS		PER 100,000 POPULATION ¹ & 3		TOTAL DEATH RATES PER 10,000 MOTOR VEHICLES ³			PER 100,000,000 VEHICLE MILES ³			
	DENVER COLO.	COLORADO	UNITED STATES	DENVER COLO.	COLORADO	UNITED STATES	DENVER COLO.	COLORADO	UNITED STATES	COLORADO	UNITED STATES
1936.....	69	402	38,089 ¹	24.0	36.8	29.7	7.6	12.7	13.4	17.9	15.1
1937.....	77	381	39,643	26.8	34.5	30.8	8.0	11.3	13.2	15.9	14.7
1938.....	58	380	32,582	20.2	34.2	25.1	6.2	11.4	10.9	15.6	12.0
1939.....	66	325	32,386	20.4	29.0	24.7	6.8	9.4	10.4	12.7	11.3
1940.....	46	350	34,501	14.3	30.8	26.1	4.6	9.9	10.6	13.0	11.4
1941.....	58	312	39,969	18.0	27.2	30.0	5.3	8.5	11.5	10.8	12.0
1942.....	51	239	28,309	15.8	21.1	21.2	4.7	6.5	8.6	9.3	10.6
1943.....	48	196	23,823	14.3	16.8	17.8	4.7	5.6	7.7	9.5	11.5
1944.....	34	203	24,282	10.1	18.2	18.3	3.6	6.0	8.0	9.8	11.5
1945.....	54	276	28,076	16.1	25.6	21.2	5.4	7.9	9.1	11.2	11.3
1946.....	45	357	33,411	12.0	30.0	23.9	3.8	9.0	9.7	10.4	9.8
1947.....	64	369	32,697	16.4	31.5	22.8	5.3	8.6	8.7	9.7	8.8
1948.....	47	344	32,259	11.4	26.2	22.1	3.6	7.3	7.8	8.6	8.1
1949.....	51	318	31,701	12.4	24.2	21.3	3.6	6.2	7.1	7.4	7.5
1950.....	41	388	34,763	9.7	29.4	23.0	2.7	6.9	7.1	8.3	7.6
1951.....	45	344	36,996	10.8	26.3	24.1	2.7	5.8	7.1	6.6	7.5
1952.....	47	384	37,794	11.3	26.4	24.3	2.8	6.2	7.1	6.9	7.4
1953.....	30	338	37,955	7.0	23.1	24.0	1.7	5.2	6.7	5.8	7.0
1954.....	32	388	35,586	7.7	27.2	22.1	1.7	5.7	6.1	6.5	6.3
1955.....	47	431	38,426	11.1	26.2	23.4	2.3	5.9	6.1	6.7	6.4
1956.....	38	409	39,628	7.3	25.5	23.7	1.8	5.3	6.1	6.1	6.3
1957.....	37	368	38,702	7.0	22.1	22.7	1.7	4.5	5.8	5.2	6.0
1958.....	43	397	37,000	8.2	23.2	21.4	1.9	4.7	5.4	5.5	5.6
% CHANGE:											
1948-1958	- 9	+15	+ 15	- 28	- 11	- 3	-47	- 36	- 31	- 36	- 31
1957-1958	+16	+ 8	- 4	+ 17	+ 5	- 6	+12	+ 4	- 7	+ 6	- 7

SOURCE OF DATA: COLORADO STATE DEPARTMENT OF REVENUE

¹U. S. CENSUS BUREAU FOR TOTAL DEATHS IN UNITED STATES FOR 1936 THROUGH 1942 AND NATIONAL SAFETY COUNCIL FOR ALL SUCCEEDING YEARS.

²COLORADO AND UNITED STATES:-- BASED ON ESTIMATED U. S. CENSUS POPULATION FIGURES AS OF JULY 1, 1935 TO 1947; ON THE 1950 CENSUS FOR 1948 TO 1952; AND FOR SUCCEEDING YEARS ON THE CENSUS ESTIMATED POPULATIONS.

DENVER:-- BASED ON THE 1930 U. S. CENSUS POPULATION FIGURES FOR 1936 TO 1938; ON THE 1940 CENSUS FIGURES FOR 1939 TO 1942; ON ESTIMATED FIGURES FOR 1943 TO 1947; THE 1950 CENSUS FOR 1948 TO 1952; AND FOR SUCCEEDING YEARS THE CENSUS ESTIMATED FIGURES.

³ACCIDENT FACTS, " ANNUAL EDITIONS PUBLISHED BY THE NATIONAL SAFETY COUNCIL AND FROM COLORADO MOTOR VEHICLE TRAFFIC OFFICIAL STATISTICAL RECORDS.

TRENDS IN MOTOR VEHICLE ACCIDENTS BY URBAN - RURAL LOCATION AND TYPE, 1951 - 1958

YEAR	ACCIDENTS			INJURED			KILLED			ECONOMIC LOSS (IN MILLIONS)
	URBAN	RURAL	TOTAL	URBAN	RURAL	TOTAL	URBAN	RURAL	TOTAL	
1951.....	25,198	10,826	36,024	4,309	5,411	9,720	80	264	344	\$ 32.7
1952.....	24,633	11,255	35,883	4,250	5,363	9,613	92	292	384	36.5
1953.....	23,799	11,469	35,268	4,188	5,230	9,418	60	278	338	31.6
1954.....	22,143	11,479	33,622	4,079	5,659	9,738	60	328	388	42.7
1955.....	26,403	12,377	38,780	4,440	5,582	10,022	88	343	431	51.7
1956.....	27,597	14,427	42,024	4,617	5,992	10,609	59	350	409	49.1
1957.....	28,755	14,773	43,528	5,165	6,046	11,211	62	306	368	49.7 ¹
1958.....	31,345	15,467	46,812	5,909	6,378	12,287	71	326	397	53.6

PER CENT OF TOTAL ACCIDENTS										
1951.....	70	30	100	44	56	100	23	77	100	
1952.....	69	31	100	44	56	100	24	76	100	
1953.....	68	32	100	44	56	100	18	82	100	
1954.....	66	34	100	42	58	100	15	85	100	
1955.....	68	32	100	44	56	100	20	80	100	
1956.....	66	34	100	44	56	100	14	86	100	
1957.....	66	34	100	46	54	100	17	83	100	
1958.....	67	33	100	48	52	100	18	82	100	

TABLE 3

PEDESTRIAN ACCIDENTS WITH MOTOR VEHICLES, 1951 - 1958

YEAR	ACCIDENTS	KILLED	INJURED	NO INJURY
1951.....	1,060	48	995	17
1952.....	1,029	55	955	19
1953.....	997	32	953	12
1954.....	992	51	932	9
1955.....	946	55	877	14
1956.....	974	55	919	--
1957.....	944	48	896	--
1958.....	983	67	916	--

PER CENT CHANGE:				
1958 FROM 1951	- 7	+ 40	- 8	--
1958 FROM 1957	+ 4	+ 40	+ 2	--

PER CENT OF TOTAL ACCIDENTS				
1951.....	100	4	94	2
1952.....	100	5	93	2
1953.....	100	3	96	1
1954.....	100	5	94	1
1955.....	100	6	93	1
1956.....	100	6	94	--
1957.....	100	5	95	--
1958.....	100	7	93	--

¹CHANGED FROM THE 1956 ESTIMATED COST OF \$125,000 PER DEATH FOR ALL ACCIDENTS, OR \$46 MILLION, TO \$135,000, OR \$49.7 MILLION, BECAUSE OF RISING COSTS IN THE ECONOMY.

TABLE 4

PEDESTRIAN ACCIDENTS WITH MOTOR VEHICLES BY AGE GROUPS, 1957 AND 1958

26

AGE GROUP	DEATHS						INJURED					
	1958			1957			1958			1957		
	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL	RURAL	URBAN	TOTAL
ALL AGES.....	28	35	63	20	27	47	144	739	883	150	718	868
YEARS												
0 - 4.....	2	3	5	—	3	3	20	98	118	20	107	127
5 - 9.....	6	6	12	5	1	6	46	252	298	40	224	264
10 - 14.....	—	—	—	2	1	3	12	59	71	18	60	78
15 - 19.....	2	—	2	2	—	2	13	36	49	13	37	50
20 - 24.....	—	—	—	1	—	1	6	22	28	6	22	28
25 - 34.....	3	1	4	2	1	3	16	37	53	9	37	46
35 - 44.....	2	—	2	3	—	3	10	52	62	9	31	40
45 - 54.....	2	5	7	1	4	5	5	54	59	11	52	63
55 - 64.....	1	3	4	3	3	6	6	59	65	9	53	62
65 - 74.....	2	8	10	1	6	7	6	34	40	11	52	63
75 YEARS & OVER	7	10	17	—	8	8	4	36	40	4	43	47
AGE NOT STATED	2	2	4	—	—	—	1	32	33	3	25	28
GRAND TOTAL.....	29	38	67	20	27	47	145	771	916	153	743	896
% OF TOTAL.....	43	57	100	43	57	100	16	84	100	17	83	100

TABLE 5

CIRCUMSTANCES CONTRIBUTING TO DRIVER TRAFFIC ACCIDENTS, 1957 AND 1958

TYPE AND CIRCUMSTANCE OF ACCIDENTS	1958 % OF TOTAL DRIVER ACCIDENTS	1957 % OF TOTAL DRIVER ACCIDENTS
TOTAL DRIVERS INVOLVED IN TRAFFIC ACCIDENTS	79,127	74,257
MOTOR VEHICLE.....	86	84
TYPE OF SURFACE: BLACKTOP.....	87	86
SURFACE CONDITION: DRY.....	78	79
LIGHT CONDITION: DAYLIGHT.....	69 ¹	69 ¹
DARK.....	17 ¹	27 ¹
ROAD CHARACTER: STRAIGHT AND LEVEL.....	80	79
WEATHER CONDITION: CLEAR.....	72	70
TRAFFIC CONTROL: NO CONTROL PRESENT.....	37	36
LOCATION OF COLLISION: AT INTERSECTION.....	52	51
HIGHWAY VISION OBSCURED: NO OBSCUREMENT.....	92	91
VEHICLE VISION OBSCURED: NO VEHICLE VISION OBSCUREMENT.....	92	90
DRIVER'S RESIDENCE: SAME CITY.....	50	50

TABLE 6

ACCIDENTS BY DRIVER AGE GROUPS IN COLORADO AND UNITED STATES: YEARS 1957 AND 1958

AGE GROUP	COLORADO				UNITED STATES ²	
	1958		1957		1958	
	ACCIDENTS	PERCENT	ACCIDENTS	PERCENT	ACCIDENTS	PERCENT
UNDER 16.....	537	1	350	1	(4,750,000	27.0
16 - 24.....	23,118	30	21,490	30	9,440,000	53.6
25 - 49.....	38,078	50	36,314	51	1,930,000	11.0
50 - 59.....	7,692	10	7,174	10	1,480,000	8.4
60 AND OVER...	6,622	9	6,083	8		
TOTAL, ALL AGES	76,047	100	71,411	100	17,600,000	100.0
TOTAL, AGE NOT STATED.....	3,080		2,846			
GRAND TOTAL...	79,127		74,257		17,600,000	

¹ALTHOUGH 69 PERCENT OF THE ACCIDENTS OCCURRED IN DAYLIGHT IN 1957 AND 1958, 44 PERCENT OF ALL FATAL ACCIDENTS HAPPENED IN DARKNESS IN 1957 AND 40 PER CENT IN 1958.

²SOURCE: NATIONAL SAFETY COUNCIL, ACCIDENT FACTS, 1959.

TEEN-AGE DRIVER VIOLATIONS RESULTING IN TRAFFIC ACCIDENTS, 1956 - 1958

TYPE OF VIOLATION	1958				1957				1956			
	ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
DRIVING UNDER INFLUENCE OF LIQUOR....	115	1.4	3	5.6	118	1.4	2	3.7	121	1.6	6	7.5
EXCEEDED STATED SPEED LIMIT.....	542	6.6	18	33.3	648	7.8	20	37.0	657	8.4	25	31.3
EXCEEDED REASONABLE OR SAFE SPEED....	1,048	12.7	4	7.4	1,410	17.0	9	16.7	1,293	16.6	8	10.0
ALL SPEED.....	1,590	19.3	22	40.7	2,058	24.8	29	53.7	1,950	25.0	33	41.3
DID NOT GRANT RIGHT OF WAY TO VEHICLE	1,280	15.6	1	1.9	1,351	16.3	3	5.5	1,103	14.2	4	5.0
DID NOT GRANT RIGHT OF WAY TO												
PEDESTRIAN.....	47	.6	5	9.3	66	.8	2	3.7	58	.7	5	6.2
FOLLOWED TOO CLOSELY.....	1,650	20.1	--	--	1,466	17.7	--	--	1,322	17.0	--	--
PASSING ON HILL OR CURVE.....	21	.3	1	1.9	12	.1	--	--	13	.2	3	3.8
CUTTING IN AFTER PASSING.....	19	.2	--	--	21	.3	1	1.9	23	.3	--	--
OTHER IMPROPER PASSING.....	600	7.3	2	3.7	568	6.9	2	3.7	503	6.5	1	1.2
ON WRONG SIDE OF ROAD - NOT												
OVERTAKING.....	446	5.4	8	14.8	435	5.2	3	5.5	537	6.9	12	15.0
HIT AND RUN DRIVER.....	307	3.7	3	5.6	197	2.4	--	--	240	3.1	2	2.5
FAILED TO SIGNAL, OR GAVE IMPROPER												
SIGNAL.....	160	1.9	--	--	159	1.9	--	--	155	2.0	--	--
TURNUED FROM WRONG LANE.....	117	1.4	--	--	133	1.6	--	--	131	1.7	3	3.8
OTHER IMPROPER TURNING.....	531	6.5	1	1.9	515	6.2	3	5.6	481	6.2	--	--
DISREGARDED AUTOMATIC STOP AND GO												
LIGHT.....	144	1.8	--	--	123	1.5	--	--	130	1.7	1	1.2
DISREGARDED STOP SIGN.....	166	2.0	1	1.8	142	1.7	2	3.7	144	1.8	7	8.8
IMPROPER BACKING.....	201	2.4	--	--	175	2.1	--	--	156	2.0	1	1.2
DISREGARDED OTHER TRAFFIC CONTROL....	169	2.1	4	7.4	182	2.2	4	7.4	169	2.2	2	2.5
IMPROPER START FROM PARKED POSITION..	250	3.0	--	--	263	3.2	--	--	253	3.3	--	--
IMPROPER PARKING LOCATION.....	48	.6	1	1.8	46	.6	--	--	45	.6	--	--
DISREGARDED OFFICER, WATCHMAN, ETC...	26	.3	1	1.8	29	.3	--	--	42	.5	--	--
OTHER VIOLATIONS.....	337	4.1	1	1.8	231	2.8	3	5.6	198	2.5	--	--
TOTAL VIOLATIONS.....	8,224	100	54	100	8,290	100	54	100	7,774	100	80	100
PER CENT CHANGE:												
1958 OVER 1957 AND 1956.....					-.8		--		+ 5.8		-32.5	
TOTAL SPEED VIOLATIONS FOR ALL DRIVERS	6,103	13.0	144	43.4	6,632	14.8	152	39.3	8,268	17.7	204	49.2
TOTAL SPEED VIOLATIONS FOR TEEN-AGE												
DRIVERS.....	1,590	19.3	22	40.7	2,058	24.8	29	53.7	1,950	25.0	33	41.3

TABLE 10

DRINKING CONDITION OF TEEN-AGE DRIVERS INVOLVED IN TRAFFIC ACCIDENTS, 1956 - 1958

TYPE OF VIOLATIONS	1958				1957				1956			
	ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
HAD NOT BEEN DRINKING.....	10,972	90.4	35	68.6	9,554	89.5	37	68.5	8,851	87.4	35	53.8
DRINKING, OBVIOUSLY DRUNK.....	65	.5	2	3.9	60	.6	2	3.7	73	.7	5	7.7
DRINKING - ABILITY IMPAIRED.....	50	.4	1	2.0	58	.5	--	--	48	.5	1	1.5
DRINKING - ABILITY NOT IMPAIRED.....	191	1.6	2	3.9	133	1.2	1	1.8	126	1.2	--	--
DRINKING - UNKNOWN IF ABILITY												
IMPAIRED.....	143	1.2	4	7.9	120	1.1	7	13.0	160	1.6	7	10.8
NOT STATED.....	722	5.9	7	13.7	756	7.1	7	13.0	865	8.6	17	26.2
TOTAL.....	12,143	100	51	100	10,681	100	54	100	10,123	100	65	100

TABLE 11

27

MOTOR VEHICLE TRAFFIC ACCIDENTS BY TYPE, INVOLVING TEEN-AGE DRIVERS, 1956 - 1958

TYPE AND LOCATION OF ACCIDENT	1958				1957				1956			
	ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
MOTOR VEHICLE COLLISIONS WITH:												
PEDESTRIAN.....	158	1.3	13	25.5	149	1.4	8	14.8	147	1.5	8	12.4
MOTOR VEHICLE COLLISION.....	9,967	82.1	17	33.3	8,784	82.2	21	38.8	8,165	80.6	19	29.2
RAILROAD.....	11	.1	--	--	11	.1	1	1.9	12	.1	3	4.6
BICYCLE.....	61	.5	--	--	39	.4	--	--	43	.4	--	--
FIXED OBJECT.....	518	4.3	5	9.8	498	4.7	8	14.8	525	5.2	11	16.9
OVERTURNED IN ROADWAY.....	163	1.3	3	5.9	104	1.0	2	3.7	138	1.4	2	3.1
RAN OFF ROADWAY.....	1,145	9.4	12	23.5	965	9.0	13	24.1	960	9.5	19	29.2
MISCELLANEOUS.....	120	1.0	1	2.0	131	1.2	1	1.9	133	1.3	3	4.6
TOTAL - ALL LOCATIONS.....	12,143	100	51	100	10,681	100	54	100	10,123	100	65	100

TABLE 12

TEEN-AGERS KILLED AND INJURED IN ALL MOTOR VEHICLE ACCIDENTS, 1956 - 1958

AGE YEARS	1958		1957		1956		1958		1957		1956	
	KILLED	PER CENT	KILLED	PER CENT	KILLED	PER CENT	INJURED	PER CENT	INJURED	PER CENT	INJURED	PER CENT
13.....	1	1.8	2	3.8	1	1.6	161	6.7	126	6.0	32	3.4
14.....	4	7.1	3	5.8	3	4.8	248	10.3	188	8.9	43	4.5
15.....	4	7.2	3	5.8	11	17.7	327	13.6	236	11.2	72	7.5
16.....	13	23.2	14	26.9	11	17.7	427	17.7	367	17.4	188	19.7
17.....	5	8.9	16	30.8	9	14.6	454	18.8	415	19.7	205	21.5
18.....	14	25.0	10	19.2	14	22.6	403	16.7	381	18.1	220	23.0
19.....	15	26.8	4	7.7	13	21.0	391	16.2	392	18.7	195	20.4
TOTAL	56	100	52	100	62	100	2,411	100	2,105	100	955	100
PER CENT CHANGE: 1958 OVER 1957 AND 1956...			+ 7.7		-16.1				+14.5		+152.5	

TABLE 13

TEEN-AGE DRIVERS INVOLVED IN TRAFFIC ACCIDENTS, 1956 - 1958

YEAR	TYPE OF ACCIDENT				PER CENT OF ALL ACCIDENTS		
	FATAL	INJURY	PROPERTY DAMAGE	ALL ACCIDENTS	FATAL	INJURY	PROPERTY DAMAGE
1958.....	51	2,096	9,996	12,143	.4	17.3	82.3
1957.....	54	1,753	8,874	10,681	.5	16.4	83.1
1956.....	65	1,572	8,486	10,123	.6	15.6	83.8

TABLE 14 - CIRCUMSTANCES OF DRIVER VIOLATIONS RESULTING IN TRAFFIC ACCIDENTS BY AGE GROUPS, 1958

DRIVER'S VIOLATIONS	TOTAL	AGE GROUPS												80 AND OVER	UN-KNOWN
		UNDER 16	16-18	18-19	19-20	20-24	25-29	30-39	40-49	50-59	60-64	65-69	70-79		
DRIVING UNDER INFLUENCE.....	2047	1	18	96	293	284	541	421	253	54	39	16	--	31	
EXCEEDED STATED SPEED LIMIT.....	2010	29	122	392	516	266	357	157	75	16	9	12	2	57	
EXCEEDED SAFE SPEED.....	4185	57	256	739	870	537	773	457	265	77	50	46	4	54	
FAILED TO GRANT RIGHT OF WAY TO VEHICLE.....	7998	51	330	904	1035	810	1437	1227	927	380	319	415	55	108	
FAILED TO GRANT RIGHT OF WAY TO PEDESTRIAN.....	269	1	13	33	51	32	47	24	30	10	4	7	--	17	
IMPROPER START INTO PARKED POSITION	384	2	15	35	46	52	61	56	38	16	18	17	6	19	
FOLLOWED TOO CLOSELY.....	8649	56	396	1204	1445	1143	1851	1210	688	210	124	104	11	207	
PASSING ON HILL OR CURVE.....	69	--	2	20	11	8	9	8	2	2	4	2	--	1	
CUT IN AFTER PASSING.....	188	--	4	15	24	22	26	30	19	5	5	8	2	28	
OTHER IMPROPER PASSING.....	4569	31	169	401	494	1363	571	392	280	91	76	80	23	598	
ON WRONG SIDE OF ROAD - NOT OVERTAKING.....	3111	21	139	374	528	374	598	385	228	80	57	45	3	279	
HIT AND RUN DRIVER.....	3337	24	40	149	227	184	242	207	104	48	32	26	8	2046	
FAILED TO SIGNAL OR GAVE IMPROPER SIGNAL.....	747	7	45	111	95	80	140	88	79	20	30	28	6	18	
TURNED FROM WRONG LANE.....	1251	3	26	90	140	128	249	221	169	75	65	45	8	32	
OTHER IMPROPER TURNING.....	2602	51	170	331	377	279	474	315	207	90	65	72	17	154	
DISREGARDED STOP-AND-GO LIGHT.....	1531	4	28	115	217	183	316	252	174	65	63	62	12	40	
DISREGARDED STOP SIGN.....	988	13	44	118	141	105	184	122	108	43	33	33	9	35	
IMPROPER BACKING.....	1270	8	72	125	152	142	211	142	113	47	46	34	6	172	
IMPROPER START FROM PARKED POSITION	2227	6	76	175	234	213	342	334	302	126	117	163	31	108	
IMPROPER PARKING LOCATION.....	376	1	14	34	41	39	64	43	37	9	7	2	--	85	
DISREGARDED OFFICER, WATCHMAN, FLAGMAN, SIREN, ETC.....	147	5	2	22	35	9	19	17	15	4	2	2	--	15	
DISREGARDED OTHER TRAFFIC CONTROL DEVICE.....	1061	4	37	135	176	132	207	151	93	33	22	27	4	40	
CHANGING LANES.....	1261	2	42	131	161	130	227	211	157	66	30	38	4	62	
OTHER VIOLATIONS.....	617	7	21	94	80	65	137	77	55	20	14	19	--	28	
TOTAL: 1958	50894	384	2081	5844	7369	6580	9083	6549	4418	1587	1231	1303	211	4234	
TOTAL: 1957	48236	371	1704	5476	7399	5744	9083	6384	4243	1559	1134	1194	154	3791	

TABLE 15

LICENSE OF DRIVER IN TRAFFIC ACCIDENTS, 1958

LICENSE OF DRIVER	FATAL ACCIDENTS					
	STATEWIDE		RURAL		URBAN	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
GOVERNMENT LICENSE.....	1	.2	1	.3	0	--
LICENSED IN STATE.....	308	73.7	248	72.3	60	80.0
RESIDENT - NO LICENSE.....	39	9.4	32	9.3	7	9.3
NON-RESIDENT - LICENSED IN OTHER STATE.....	67	16.0	59	17.2	8	10.7
NON-RESIDENT - NO LICENSE.....	3	.7	3	.9	0	--
TOTAL.....	418	100	343	100	75	100
NOT STATED.....	13		13		--	
TOTAL DRIVERS.....	431		356		75	

LICENSE OF DRIVER	ALL ACCIDENTS					
	STATEWIDE		RURAL		URBAN	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
GOVERNMENT LICENSE.....	88	.1	27	.1	61	.1
LICENSED IN STATE.....	64,911	87.6	19,047	82.4	45,864	90.0
RESIDENT - NO LICENSE.....	3,645	4.9	1,291	5.6	2,354	4.6
NON-RESIDENT - LICENSED IN OTHER STATE.....	5,317	7.3	2,676	11.6	2,641	5.2
NON-RESIDENT - NO LICENSE.....	99	.1	77	.3	22	.1
TOTAL.....	74,060	100	23,118	100	50,942	100
NOT STATED.....	3,137		569		2,568	
TOTAL DRIVERS.....	77,197		23,687		53,510	

TABLE 16

MILITARY PERSONNEL INVOLVED IN REPORTED TRAFFIC ACCIDENTS BY MONTHS, 1957 AND 1958

YEAR AND MONTH	1958				1957			
	TOTAL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE	TOTAL ACCIDENTS	FATAL ACCIDENTS	INJURY ACCIDENTS	PROPERTY DAMAGE
JANUARY.....	229	4	27	198				
FEBRUARY.....	171	1	31	139				
MARCH.....	202	4	23	175				
APRIL.....	163	1	27	135	273	1	48	224
MAY.....	177	1	32	144	270	1	55	214
JUNE.....	213	2	27	184	231	3	52	176
JULY.....	205	2	36	167	268	1	47	220
AUGUST.....	240	5	46	189	271	2	56	213
SEPTEMBER.....	194	--	34	160	257	1	41	215
OCTOBER.....	190	1	31	158	216	3	34	179
NOVEMBER.....	209	5	32	172	248	--	47	201
DECEMBER.....	243	2	34	207	216	2	45	169
TOTAL.....	2,436	28	380	2,028				
TOTAL, APRIL THROUGH DECEMBER	1,834	19	299	1,516	2,250	14	425	1,811
% CHANGE:	- 18	+ 36	- 30	- 16				

TABLE 17

PASSENGER CARS AND SCHOOL BUSES INVOLVED IN ACCIDENTS, 1957 AND 1958

	PASSENGER CARS, EXCLUSIVE OF SCHOOL BUSES		SCHOOL BUSES PRIVATELY ¹ AND PUBLICLY OWNED	
	1958	1957	1958	1957
TOTAL VEHICLES.....	650,210	630,564	1,729	1,634
NUMBER IN ALL ACCIDENTS.....	71,851	66,663	110	119
PERCENTAGE, ALL ACCIDENTS.....	11.1	10.6	6.4	7.3
NUMBER IN FATAL ACCIDENTS.....	316	321	2	2
PERCENTAGE, FATAL ACCIDENTS...	.05	.05	.12	.12

TABLE 18

APPROXIMATE SPEED OF VEHICLES PRECEDING ACCIDENT, 1958

SPEED ² (MPH.)	FATAL ACCIDENTS					
	STATEWIDE		RURAL		URBAN	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
STANDING STILL (EXCL. PROPER PARKING LOCATION).....	20	5.1	12	3.6	8	14.3
0 - 10.....	25	6.4	16	4.8	9	16.0
11 - 20.....	26	6.6	22	6.6	4	7.1
21 - 30.....	60	15.3	37	11.0	23	41.1
31 - 40.....	55	14.0	47	14.0	8	14.3
41 - 50.....	55	14.0	55	16.3	0	--
51 - 60.....	70	17.8	69	20.5	1	1.8
61 - 70.....	33	8.5	31	9.2	2	3.6
71 AND OVER.....	48	12.3	47	14.0	1	1.8
TOTAL.....	392	100	336	100	56	100
NOT STATED.....	39		20		19	
TOTAL DRIVERS ³	431		356		75	

SPEED ² (MPH.)	ALL ACCIDENTS					
	STATEWIDE		RURAL		URBAN	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
STANDING STILL (EXCL. PROPER PARKING LOCATION).....	7,870	11.6	1,547	6.7	6,323	14.0
0 - 10.....	19,784	29.0	4,105	17.8	15,679	34.8
11 - 20.....	15,882	23.2	3,694	16.1	12,188	27.0
21 - 30.....	13,732	20.2	3,816	16.7	9,916	21.8
31 - 40.....	4,561	6.7	3,663	16.0	898	2.0
41 - 50.....	3,527	5.2	3,372	14.7	155	.4
51 - 60.....	2,111	3.1	2,114	9.2	- 3	--
61 - 70.....	403	.6	395	1.7	8	--
71 AND OVER.....	262	.4	257	1.1	5	--
TOTAL.....	68,132	100	22,963	100	45,169	100
NOT STATED.....	9,065		724		8,341	
TOTAL DRIVERS ³	77,197	100	23,687	100	53,510	100

¹SOURCE: MOTOR VEHICLE DIVISION RECORDS: 1957 FIGURES WERE COMPILED BY THE STATE HIGHWAY DEPARTMENT FROM WHICH THEY MADE AN ESTIMATE FOR 1958.

²SPEEDS OF VEHICLES INVOLVED IN FATAL AND ALL ACCIDENTS ARE ESTIMATED AT MOMENT OF IMPACT.

³INCLUDES DRIVERS IN VIOLATION, NOT IN VIOLATION AND DRIVERS, INFORMATION NOT STATED.

TABLE 19

33

DRIVER VIOLATIONS RESULTING IN TRAFFIC ACCIDENTS, 1956 - 1958

TYPE OF VIOLATION	1958				1957				1956			
	ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
UNDER INFLUENCE OF ALCOHOL	2,014	4.4	48	12.9	2,224	4.9	47	12.1	2,306	4.9	29	7.0
EXCEEDED LAWFUL SPEED LIMIT	1,983	4.3	110	29.5	2,140	4.8	99	25.5	2,695	5.8	134	32.3
EXCEEDED SAFE SPEED	4,120	9.0	34	9.1	4,492	10.0	53	13.7	5,573	11.9	70	16.9
ALL SPEED	6,103	13.3	144	38.6	6,632	14.8	152	39.3	8,268	17.7	204	49.2
FAILED TO GRANT RIGHT OF WAY	8,142	17.8	35	9.4	7,870	17.5	43	11.1	8,040	17.2	28	6.7
FOLLOWING TOO CLOSELY	8,419	18.4	3	.8	8,017	17.8	6	1.5	6,913	14.8	2	.5
DISREGARDED STOP SIGN OR SIGNAL	2,710	5.9	51	13.7	786	1.7	14	3.6	1,062	2.3	13	3.1
DISREGARDED OTHER TRAFFIC CONTROL	973	2.1	11	2.9	2,507	5.6	47	12.1	2,337	5.0	31	7.5
IMPROPER PASSING	3,729	8.1	11	2.9	3,980	8.8	15	3.9	3,700	7.9	14	3.4
ON WRONG SIDE OF ROAD-NOT IN PASSING	3,057	6.7	58	15.5	2,707	6.0	46	11.9	4,117	8.8	75	18.1
FAILURE TO SIGNAL OR IMPROPER SIGNAL	735	1.6	--	--	895	2.0	1	.3	877	1.9	--	--
IMPROPER TURNING	3,808	8.3	1	.3	3,573	7.9	6	1.5	3,469	7.4	8	1.9
IMPROPER STARTING FROM PARKED POSITION	2,175	4.7	1	.3	2,164	4.8	--	--	2,072	4.4	--	--
MISCELLANEOUS	4,003	8.7	10	2.7	3,685	8.2	11	2.8	3,676	7.7	11	2.6
TOTAL VIOLATIONS	45,868	100	373	100	45,040	100	388	100	46,837	100	415	100
% CHANGE: 1958 FROM 1957	+ 1.8		- 3.9									
% CHANGE: 1958 FROM 1956	- 2.1		-10.1									

TABLE 20

DRIVER VIOLATIONS RESULTING IN TRAFFIC ACCIDENTS: RURAL AND URBAN LOCATIONS, 1958

TYPE OF VIOLATION	RURAL				URBAN			
	ALL ACCIDENTS		FATAL ACCIDENTS		ALL ACCIDENTS		FATAL ACCIDENTS	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
UNDER INFLUENCE OF ALCOHOL	899	5.8	39	13.0	1,115	3.7	9	12.2
EXCEEDED LAWFUL SPEED LIMIT	1,451	9.4	101	33.8	532	1.7	9	12.2
EXCEEDED SAFE SPEED	3,031	19.6	32	10.7	1,089	3.6	2	2.7
FAILED TO GRANT RIGHT OF WAY	1,688	10.9	16	5.4	6,454	21.2	19	25.7
FOLLOWING TOO CLOSELY	1,923	12.4	3	1.0	6,496	21.4	--	--
DISREGARDED OTHER TRAFFIC CONTROL	904	5.9	44	14.7	1,806	5.9	7	9.4
IMPROPER PASSING	1,000	6.5	5	1.7	2,729	9.0	6	8.1
DISREGARDED STOP SIGN OR SIGNAL	239	1.5	8	2.7	734	2.4	3	4.0
ON WRONG SIDE OF ROAD-NOT IN PASSING	1,890	12.2	39	13.0	1,167	3.8	19	25.7
FAILURE TO SIGNAL OR IMPROPER SIGNAL	498	3.2	--	--	237	.8	--	--
IMPROPER TURNING	767	5.0	1	.3	3,041	10.0	--	--
IMPROPER STARTING FROM PARKED POSITION	261	1.7	1	.3	1,914	6.3	--	--
MISCELLANEOUS	909	5.9	10	3.4	3,094	10.2	--	--
TOTAL VIOLATIONS 1958	15,460	100	299	100	30,408	100	74	100
TOTAL VIOLATIONS 1957	15,300		323		29,740		65	
% CHANGE: 1958 FROM 1957	+ 1.0		- 7.4		+ 2.2		+ 13.8	

REVOCATIONS AND SUSPENSIONS OF DRIVER LICENSES BY CAUSE OF WITHDRAWAL ACTIONS
1953 - 1958

CAUSE OF WITHDRAWAL ACTION	NUMBER OF DRIVING LICENSES WITHDRAWN					
	1958	1957	1956	1955	1954	1953
REVOCATIONS:						
DRIVING UNDER INFLUENCE OF ALCOHOL...	596	601	524	318	539 ¹	1,179
MANSLAUGHTER.....	3	12	14	14	2	---
OTHER CAUSES.....	545	429	449	222	16	15
TOTAL REVOCATIONS.....	1,144	1,042	987	554	557	1,194
SUSPENSIONS:						
DRIVING UNDER INFLUENCE OF ALCOHOL...	2,813	3,922	2,417	2,477	1,202 ¹	2,137
HABITUAL VIOLATOR OR NEGLIGENT DRIVER.....	5,592	5,103	3,127	2,289	2,246	1,915
JUDGMENTS.....	85	56	65	35	28	37
OTHER CAUSES.....	1,149	953	928	415	302	313
DENIALS:						
INIMICAL TO PUBLIC SAFETY.....	1,411	1,536	801	466	314	190
CANCELLATIONS.....	314	524	785	329	572	441
TOTAL SUSPENSIONS.....	11,364	12,094	8,123	6,011	4,664	5,033
TOTAL REVOCATIONS AND SUSPENSIONS.....	12,508	13,136	9,110	6,565	5,221	6,227
SUSPENSIONS UNDER SAFETY						
RESPONSIBILITY LAW:						
DRIVING PRIVILEGE SUSPENDED.....	1,775	1,385	1,314	1,250	1,073	1,214
REGISTRATION SUSPENDED.....	1,834	1,367	1,296	1,246	1,059	1,224
BOTH SUSPENDED.....	3,327	2,605	2,497	2,286	2,009	2,321
TOTAL SUSPENDED.....	6,936	5,357	5,107	4,782	4,141	4,759
GRAND TOTAL WITHDRAWAL ACTIONS.....	19,444	18,493	14,217	11,347	9,362	10,986

¹THE LAW WAS CHANGED IN 1954 SO THAT THE VIOLATIONS UNDER THE 1953 LAW WERE GREATLY REDUCED. THEN THE LAW WAS AGAIN AMENDED IN 1955, MAKING THE OFFENSES SIMILAR TO THOSE OF 1953.

TABLE 22

REINSTATEMENT OF DRIVER LICENSES WITHDRAWN FOR CAUSE, 1951 - 1958

YEAR	NUMBER OF REINSTATEMENTS			
	REVOCATIONS	SUSPENDED OTHER CAUSES	SAFETY RESPONSIBILITY REINSTATEMENTS	TOTAL
1958.....	548	8,867	492	9,907
1957.....	339	6,549	409	7,297
1956.....	339	4,197	1,512	6,048
1955.....	397	2,907	3,120	6,424
1954.....	556	7,203	4,924	12,683
1953.....	639	2,978	3,185	6,802
1952.....	643	4,361	4,431	9,435
1951.....	458	3,589	6,569	10,616

TABLE 23

TRAFFIC DEATHS BY TYPE OF ACCIDENT: STATE AND RURAL - URBAN LOCATION,
YEARS 1946 and 1955 - 1958

YEAR AND LOCATION	DEATHS FROM COLLISIONS OF MOTOR VEHICLE WITH -									
	TOTAL DEATHS	RAN OFF ROADWAY	OTHER MOTOR VEHICLES	PEDES-TRIANS	FIXED OBJECTS	RAILROAD TRAINS	OVERTURNED IN ROADWAY	OTHER NON-COLLISION	BICYCLES	MISCEL-LANEOUS
STATE:										
1958.....	397	115	120	63	59	12	14	10	2	2
1957.....	368	92	140	46	51	12	16	5	3	3
1956.....	409	112	127	50	68	15	26	7	4	--
1955.....	431	130	155	51	48	20	12	9	5	1
1946.....	357	108	99	78	13	28	5	11	9	6
% OF TOTAL										
1958.....	100	29.0	30.2	15.9	14.9	3.0	3.5	2.5	.5	.5
1957.....	100	25.0	38.0	12.5	13.9	3.3	4.3	1.4	.8	.8
1956.....	100	27.4	31.1	12.2	16.6	3.7	6.4	1.7	.9	--
1955.....	100	30.2	36.0	11.8	11.1	4.6	2.8	2.1	1.2	.2
1946.....	100	30.2	27.8	21.8	3.6	7.8	1.4	3.2	2.5	1.7
RURAL:										
1958.....	326	109	105	26	49	10	14	10	1	2
1957.....	306	89	118	18	48	11	14	3	2	3
1956.....	350	110	108	20	63	13	26	7	3	--
1955.....	343	122	129	16	41	14	11	7	2	1
1946.....	235	88	75	31	12	11	5	9	2	2
% OF TOTAL:										
1958.....	100	33.4	32.2	8.0	15.0	3.1	4.3	3.1	.3	.6
1957.....	100	29.1	38.5	5.9	15.6	3.6	4.6	1.0	.7	1.0
1956.....	100	31.5	30.8	5.7	18.0	3.7	7.4	2.0	.9	--
1955.....	100	35.5	37.6	4.7	12.0	4.1	3.2	2.0	.6	.3
1946.....	100	37.4	31.9	13.2	5.1	4.7	2.1	3.8	.9	.9
URBAN:										
1958.....	71	6	15	37	10	2	--	--	1	--
1957.....	62	3	22	28	3	1	2	2	1	--
1956.....	59	2	19	30	5	2	--	--	1	--
1955.....	88	8	26	35	7	6	1	2	3	--
1946.....	122	20	24	47	1	17	--	2	7	4
% OF TOTAL:										
1958.....	100	8.5	21.1	52.1	14.1	2.8	--	--	1.4	--
1957.....	100	4.8	35.5	45.2	4.9	1.6	3.2	3.2	1.6	--
1956.....	100	3.4	32.2	50.8	8.5	3.4	--	--	1.7	--
1955.....	100	9.1	29.5	39.8	8.0	6.8	1.1	2.3	3.4	--
1946.....	100	16.4	19.7	38.5	.8	13.9	--	1.6	5.8	3.3

TABLE 24

TRAFFIC INJURED PERSONS BY TYPE OF ACCIDENT: STATE AND RURAL - URBAN LOCATION
1946 AND 1955 - 1958

YEAR AND LOCATION	PERSONS INJURED FROM COLLISIONS OF MOTOR VEHICLE WITH--										
	TOTAL INJURED	OTHER MOTOR VEHICLES	RAN OFF ROADWAY	PEDES- TRIANS	FIXED OBJECTS	OVERTURNED IN ROADWAY	BICY- CLES	OTHER NON- COLLISION	RAILROAD TRAINS	ANI- MAL	MISCEL- LANEOUS
STATE:											
1958.....	12,287	7,078	2,546	886	882	339	295	138	37	74	12
1957.....	11,211	6,234	2,317	870	898	319	302	130	52	70	19
1956.....	10,609	5,565	2,328	896	928	351	288	123	43	74	13
1955.....	10,022	5,331	2,195	874	862	297	254	110	40	45	14
1946.....	5,835	3,132	1,159	679	256	175	153	69	43	43	126 ¹
% OF TOTAL:											
1958.....	100	57.6	20.8	7.2	7.2	2.7	2.4	1.1	.3	.6	.1
1957.....	100	55.6	20.6	7.8	8.0	2.8	2.7	1.2	.5	.6	.2
1956.....	100	52.5	22.0	8.4	8.7	3.3	2.7	1.2	.4	.7	.1
1955.....	100	53.2	21.9	8.7	8.6	3.0	2.5	1.1	.4	.5	.1
1946.....	100	53.7	19.8	11.7	4.4	3.0	2.6	1.2	.7	.7	2.2
RURAL:											
1958.....	6,379	2,804	2,271	131	641	296	71	67	23	67	8
1957.....	6,049	2,647	2,116	133	644	274	54	65	30	68	18
1956.....	5,992	2,503	2,140	122	693	307	62	56	27	73	9
1955.....	5,582	2,408	2,001	87	659	267	40	39	26	42	13
1946.....	2,861	1,359	1,018	57	198	136	9	28	17	36	3
% OF TOTAL:											
1958.....	100	43.9	35.6	2.1	10.0	4.7	1.1	1.1	.4	1.0	.1
1957.....	100	43.8	35.0	2.2	10.6	4.5	.9	1.1	.5	1.1	.3
1956.....	100	41.8	35.7	2.0	11.6	5.1	1.0	.9	.5	1.2	.2
1955.....	100	43.1	35.8	1.6	11.8	4.8	.7	.7	.5	.8	.2
1946.....	100	47.5	35.5	2.0	6.9	4.7	.3	1.0	.6	1.3	.2
URBAN:											
1958.....	5,908	4,274	275	755	241	43	224	71	14	7	4
1957.....	5,162	3,587	201	737	254	45	248	65	22	2	1
1956.....	4,617	3,062	198	774	235	44	226	67	16	1	4
1955.....	4,440	2,923	194	787	203	30	214	71	14	3	1
1946.....	2,974	1,773	141	622	58	39	144	41	26	7	123 ¹
% OF TOTAL:											
1958.....	100	72.3	4.7	12.8	4.1	.7	3.8	1.2	.3	.1	--
1957.....	100	69.5	3.9	14.3	4.9	.8	4.8	1.3	.4	.1	--
1956.....	100	66.3	4.1	16.7	5.1	1.0	4.9	1.5	.3	--	.1
1955.....	100	65.8	4.4	17.7	4.6	.7	4.8	1.6	.3	.1	--
1946.....	100	59.7	4.8	20.9	1.9	1.3	4.8	1.4	.9	.2	4.1

¹ INCLUDES STREET CARS; NONE IN USE IN 1955 - 1958.

MOTOR VEHICLE TRAFFIC ACCIDENTS BY TYPE AND LOCATION, 1958

TYPE AND LOCATION OF ACCIDENT	ALL ACCIDENTS		FATAL ACCIDENTS		NON-FATAL		PROPERTY DAMAGE	
	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT	NUMBER	PERCENT
STATE:								
MOTOR VEHICLE COLLISIONS WITH								
PEDESTRIAN.....	897	1.9	62	18.7	835	10.2	--	--
OTHER MOTOR VEHICLE.....	36,143	77.2	88	26.5	4,418	54.1	31,637	82.6
RAILROAD TRAIN.....	88	.2	10	3.0	28	.3	50	.1
ANIMAL DRAWN VEHICLE.....	3	--	--	--	--	--	3	--
BICYCLE.....	377	.8	2	.6	283	3.5	92	.2
ANIMAL.....	669	1.5	1	.3	43	.5	625	1.6
FIXED OBJECT.....	2,767	5.9	44	13.3	596	7.3	2,127	5.6
OTHER OBJECT.....	68	.1	1	.3	9	.1	58	.2
OVERTURNED IN ROADWAY.....	527	1.1	13	3.9	219	2.7	295	.8
RAN OFF ROADWAY.....	4,912	10.5	102	30.7	1,613	19.8	3,197	8.3
OTHER NON-COLLISION.....	361	.8	9	2.7	119	1.5	233	.6
1958: TOTAL - ALL LOCATIONS.....	46,812	100	332	100	8,163	100	38,317	100
% OF TOTAL ACCIDENTS.....	100		.7		17.4		81.9	
1957: TOTAL - ALL LOCATIONS.....	43,528	100	313	100	7,389	100	35,826	100
% OF TOTAL ACCIDENTS.....	100		.7		17.0		82.3	
RURAL:								
MOTOR VEHICLE COLLISIONS WITH								
PEDESTRIAN.....	145	.9	25	9.3	120	3.2	--	--
OTHER MOTOR VEHICLE.....	8,086	52.3	73	27.2	1,460	38.7	6,553	57.3
RAILROAD TRAIN.....	45	.3	8	3.0	18	.5	19	.2
ANIMAL DRAWN VEHICLE.....	2	--	--	--	--	--	2	--
BICYCLE.....	75	.5	1	.4	64	1.7	10	.1
ANIMAL.....	656	4.2	1	.4	37	1.0	618	5.4
FIXED OBJECT.....	1,644	10.6	39	14.6	420	11.1	1,185	10.4
OTHER OBJECT.....	52	.3	1	.4	7	.2	44	.4
OVERTURNED IN ROADWAY.....	464	3.0	13	4.8	182	4.8	269	2.3
RAN OFF ROADWAY.....	4,042	26.2	98	36.6	1,405	37.3	2,539	22.2
OTHER NON-COLLISION.....	256	1.7	9	3.3	55	1.5	192	1.7
1958: TOTAL - RURAL.....	15,467	100	268	100	3,768	100	11,431	100
% OF TOTAL - RURAL.....	100		1.7		24.4		73.9	
1957: TOTAL - RURAL.....	14,775	100	254	100	3,619	100	10,902	100
% OF TOTAL - RURAL.....	100		1.7		24.5		73.8	
URBAN:								
MOTOR VEHICLE COLLISIONS WITH								
PEDESTRIAN.....	752	2.4	37	57.8	715	16.3	--	--
OTHER MOTOR VEHICLE.....	28,057	89.5	15	23.4	2,958	67.3	25,084	93.3
RAILROAD TRAIN.....	43	.1	2	3.1	10	.2	31	.1
ANIMAL DRAWN VEHICLE.....	1	--	--	--	--	--	1	--
BICYCLE.....	302	1.0	1	1.6	219	5.0	82	.3
ANIMAL.....	13	--	--	--	6	.1	7	--
FIXED OBJECT.....	1,123	3.6	5	7.8	176	4.0	942	3.5
OTHER OBJECT.....	16	.1	--	--	2	--	14	.1
OVERTURNED IN ROADWAY.....	63	.2	--	--	37	.8	26	.1
RAN OFF ROADWAY.....	870	2.8	4	6.3	208	4.9	658	2.4
OTHER NON-COLLISION.....	105	.3	--	--	64	1.5	41	.2
1958: TOTAL - URBAN.....	31,345	100	64	100	4,395	100	26,886	100
% OF TOTAL - URBAN.....	100		.2		14.0		85.8	
1957: TOTAL - URBAN.....	28,753	100	59	100	3,770	100	24,924	100
% OF TOTAL - URBAN.....	100		.2		13.1		86.7	

TRAFFIC ACCIDENTS RESULTING IN DEATHS AND INJURIES IN URBAN LOCATIONS, 1954 - 1958

ACCIDENTS RESULTING IN	INCORPORATED CITY AND TOWN POPULATION: PLACE OF ACCIDENT															
	TOTAL		Over 450,000		50,000 To 100,000		10,000 To 50,000		5,000 To 10,000		2,500 To 5,000		1,000 To 2,500		BELOW 1,000 ¹	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
PERSONS KILLED:																
YEAR																
1958.....	71	100	43	61	2	3	16	22	7	10	3	4	--	--	--	--
1957.....	62	100	37	60	4	6	15	24	2	3	4	7	--	--	--	--
1956.....	59	100	38	64	2	3	11	19	4	7	4	7	--	--	--	--
1955.....	88	100	47	53	12	14	7	8	5	6	4	5	4	4	9	10
1954.....	60	100	32	53	4	7	6	10	7	12	--	--	5	8	6	10
PERSONS INJURED:																
YEAR																
1958.....	5,909	100	3,676	62	517	9	1,189	20	320	5	207	4	--	--	--	--
1957.....	5,165	100	3,234	63	519	10	1,025	20	270	5	117	2	--	--	--	--
1956.....	4,612	100	2,864	62	410	9	931	20	270	6	137	3	--	--	--	--
1955.....	4,440	100	2,632	59	437	10	726	16	275	6	112	3	91	2	167	4
1954.....	4,079	100	2,417	59	339	8	689	17	234	6	116	3	82	2	202	5

TABLE 27

TRAFFIC ACCIDENTS RESULTING IN DEATHS AND INJURIES IN RURAL LOCATIONS, 1954 - 1958

ACCIDENTS RESULTING IN	PLACE OF ACCIDENT									
	TOTAL		STATE AND U. S. HIGHWAYS		COUNTY AND LOCAL ROADS		TOLL ROADS		UNKNOWN	
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
PERSONS KILLED:										
YEAR										
1958.....	326	100	250	77	76	23	--	--	--	--
1957.....	306	100	241	79	64	21	1	--	--	--
1956.....	350	100	276	79	74	21	--	--	--	--
1955.....	343	100	269	78	72	21	2	1	--	--
1954.....	328	100	258	79	70	21	--	--	--	--
PERSONS INJURED:										
YEAR										
1958.....	6,378	100	4,441	70	1,921	30	16	--	--	--
1957.....	6,049	100	4,311	71	1,724	29	14	--	--	--
1956.....	5,992	100	4,300	72	1,659	28	30	--	3	--
1955.....	5,582	100	4,155	74	1,397	25	29	1	1	--
1954.....	5,659	100	4,236	75	1,417	25	6	--	--	--

¹ TO COMPLY WITH THE "UNIFORM DEFINITIONS OF MOTOR VEHICLE ACCIDENTS," BY THE NATIONAL SAFETY COUNCIL, WHICH DEFINES RURAL AREAS AS BEING ALL INCORPORATED PLACES OF LESS THAN 2,500 INHABITANTS, THE CHANGE WAS MADE IN JUNE 1956 MONTHLY SUMMARY AND SEMI-ANNUAL SUMMARY. URBAN IS ALL INCORPORATED PLACES OF 2,500 INHABITANTS OR MORE.

