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# 33<sup>RD</sup> ANNUAL REPORT

DEPARTMENT OF REVENUE  
MOTOR VEHICLE DIVISION

STATE OF COLORADO

1945

JOHN C. VIVIAN  
*Governor*

C. B. POND  
*Director*

THIRTY-THIRD ANNUAL REPORT  
OF THE  
MOTOR VEHICLE DIVISION

DEPARTMENT OF REVENUE  
STATE OF COLORADO



1945

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Denver, Colorado

July 1, 1946

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LETTER OF TRANSMITTAL

July 1, 1946

To His Excellency,  
John C. Vivian,  
Governor of Colorado,  
Denver, Colorado.

Dear Sir:

I have the honor to transmit herewith the Thirty-Third Annual Report of the Motor Vehicle Division, Department of Revenue, for the year of 1945.

Respectfully submitted,

C. B. POND,  
Director of Revenue.

# A REVIEW AND STATISTICAL ANALYSIS OF THE OPERATIONS OF THE MOTOR VEHICLE DIVISION 1945 ANNUAL REPORT

The purpose of this 1945 Annual Report is to present factual information pertaining to the trends and accomplishments in the administration of the different units of the Motor Vehicle Division during the war and postwar periods. The responsibilities in the field of street and highway safety showed a marked increase in this 1945 transitional year, while the administrative problems became more difficult.

With the sudden end of World War II on August 14, 1945, accompanied by the rapid demobilization of the armed forces and the immediate lifting of all gasoline rationing, motor vehicle traffic accidents mounted at an alarming rate. Accidents were greatly increased, too, by the removal of speed curbs, poor mechanical conditions of the cars and bad tires. An immediate upsurge in the motor vehicle traffic mileage occurred, which caused the yearly miles traveled in the State for 1945 to rise 19.4 per cent over 1944. The death rate per 100,000,000 vehicle miles shot upward from 9.8 deaths in 1944 to 11.2 for 1945, or an advance of 14.3 per cent. In fact, traffic accidents became the key problem of 1945.

## **Colorado Winner in National Traffic Safety Contest.**

One of the highlights of the 1945 traffic safety activities of the Motor Vehicle Division, combined with the efforts of the State Patrol and Highway Department, was climaxed by the announcement of the National Safety Council, Inc. that the State of Colorado was second-place winner among the eleven western states in the National Traffic Safety Contest. This is the second time that Colorado has won second-place during the fourteen years of the contest, the last time in 1941.

The scoring of the contest was based on a maximum possible score of 100 points, with a reduction in the traffic death ratio accounting for 30 points. It is notable that although Colorado's deaths from vehicular accidents rose from 203 in 1944 to 276 in 1945, the State's activity in regard to accident recording and analysis, traffic engineering and enforcement, school safety programs, public education, and driver licensing was of such quality as to rate Colorado high among the best in the Nation.

Although the 1945 traffic accident death toll in Colorado was deplorable over that established in previous years, it was in line with the increases shown in the other 47 states, the national toll jumping to 28,600 fatalities, or an 18 per cent increase. Colorado recorded 11.2 deaths per 100,000,000 vehicle miles for 1945, while the fatalities per 100,000 population stood at 24.0.

**Colorado Cities Win Honors for Safety.** Two incorporated cities, Salida and Sterling, won places in the National Safety

Council Traffic Safety Contest hall of fame by completing the year of 1945 without a fatal traffic accident within their corporate limits.

The City of Salida has established an enviable record of having only one fatality in the last 10 years, while Sterling has recorded only two blemished years in the past seven. Other incorporated cities in the State have similar records but were not honored since they did not enter the national contest.

### PREWAR AND POSTWAR MOTOR VEHICLE TRAFFIC ACCIDENT TRENDS

During the ten-year period, 1936-1945 inclusive, 3,064 persons were killed in traffic accidents in Colorado and 322,184 in the Nation. What will be the traffic toll in the postwar period ahead? After V-J-day the death rate rebounded almost to the all-time high of 1941. Colorado's death total for 1945 rose considerably more than that of United States, the former recording an increase of 36 per cent over 1944 and the latter 18 per cent.

**Death Accident Trends.** The motor vehicle deaths and death rate trends in Colorado as compared with United States for the years 1936-1945 inclusive can be traced in Table 1 and Chart 1. The chart illustrates that the death rate per 100,000 population is consistently higher for Colorado than for the Nation during the prewar period, but that during the war years, 1942-1944, they were nearly on the same level. A reverse fatality pattern, however, is shown in Table 1, in that the death rates per 10,000 motor vehicles were higher for the Nation than for Colorado.

**TABLE 1—MOTOR VEHICLE TRAFFIC DEATHS AND DEATH RATES IN  
COLORADO AND UNITED STATES, 1936-1945**

Year	Total Number Deaths			Total Death Rates					
				Per 100,000 Population <sup>2</sup>			Per 10,000 Motor Vehicles		
	Denver Colo.	Colo- rado	United <sup>1</sup> States	Denver Colo.	Colo- rado	United States	Denver Colo.	Colo- rado	United <sup>1</sup> States
1936 . . . .69	402	38,089	24.0	36.8	29.7	7.6	12.7	13.5	
1937 . . . .77	381	39,643	26.8	34.5	30.8	8.0	11.3	13.3	
1938 . . . .58	380	32,582	20.2	34.2	25.1	6.2	11.4	11.1	
1939 . . . .66	325	32,386	20.4	29.0	24.7	6.8	9.4	10.6	
1940 . . . .46	350	34,501	14.3	31.1	26.1	4.6	9.9	10.8	
1941 . . . .58	312	39,969	18.0	27.9	30.0	5.3	8.5	11.6	
1942 . . . .51	239	28,309	15.8	21.5	21.2	4.7	6.5	8.7	
1943 . . . .48	196	23,823	14.3	16.9	17.8	4.7	5.6	7.8	
1944 . . . .34	203	24,282	10.1	17.7	18.3	3.6	6.0	8.1	
1945 . . . .54	276	28,600	16.1	24.0	21.7	5.4	7.9	9.3	

<sup>1</sup>Source: U. S. Census Bureau for total deaths through 1942; National Safety Council for all other death figures.

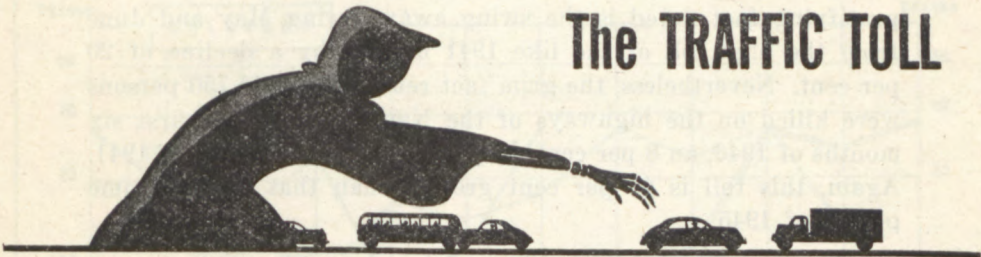
U. S. Public Roads Administration and State traffic authorities for motor vehicle registrations.

<sup>2</sup>Based on the estimated population figures as of July 1, 1935 to 1944 by the U. S. Bureau of the Census for Colorado and the United States.

Based on the 1930 and 1940 U. S. Bureau of the Census population figures through 1942 and the estimated population for 1943-1945 for Denver.

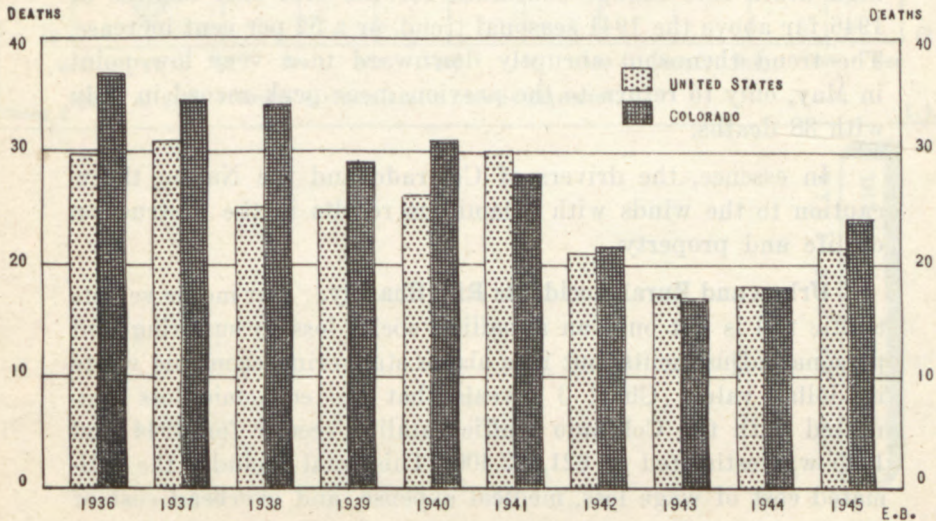
Table 1 further indicates that 1936 was the peak year in Colorado with a record of 402 fatalities. This toll gradually receded in the succeeding high death rate years through 1940. The steady decline was due in part at least to the fact that the State in mid-1937 entered into an active safety campaign toward accident prevention at which time the "Colorado Safety Council" was established by the Motor Vehicle Department. However, by mid-1941 the "Colorado Safety Council" was discontinued entirely in the interest of economy when the Council's expenditures reached a maximum of \$28,000 per year. Furthermore, due to the reorganization of the State government under the Administrative Code of 1941, it was necessary to drop some of the activities of the accident prevention section of the Motor Vehicle Division. It was not until 1943 that the safety activities were re-established to the point obtained in 1937.

Significantly, the year 1941 marked a favorable change in the accident picture when the Colorado fatality rate per 100,000 population dropped below the national figure of 30.0, and its war-level death toll shrank markedly under the prewar pattern. In fact, the fatalities in 1944 were 35 per cent less than 1941.



## The TRAFFIC TOLL

MOTOR VEHICLE TRAFFIC DEATH RATES PER 100,000 POPULATION IN COLORADO AND UNITED STATES  
CALENDAR YEARS, 1936-1945



The concerted action in the field of traffic safety by the Motor Vehicle Division since 1942, together with the restricted wartime driving, leveled the State's record to this all-time low.

The tragic sharp rise in the death toll after VJ-day nationwide and state-wide is vividly portrayed in Chart 2 in which the monthly motor vehicle traffic deaths are compared for the years 1941, 1945 and 1946. The 1941 year produced the blackest fatality record in the history of the Nation—a toll of approximately 40,000. The monthly fatality trends recur annually in the same general pattern with the exception of Colorado's contra-seasonal up and down swing for the first six months of 1946. However, the rise and fall in the monthly movements are much deeper for Colorado.

The nation-wide postwar death toll rose sharply from July to October in 1945, and continued to climb gradually to the end of the year, but it did not reach the same record-breaking level of prewar 1941 year. The seasonal pattern for the first four months of 1946 very closely parallels that of 1941. Then a most gratifying fact noted is the swing away during May and June from the high toll of the like 1941 months by a decline of 20 per cent. Nevertheless, the grim fact remains that 15,750 persons were killed on the highways of the Nation during the first six months of 1946, an 8 per cent drop from the same period of 1941. Again, this toll is 40 per cent greater than that for the same period of 1945.

The State's precipitous rise, as shown on Chart 2, occurred from September to October, 1945, an increase from 22 deaths to 38 which exceeded slightly the record 1941 peak months. This high death rate change continued for the first four months of 1946 far above the 1941 seasonal trend, or a 52 per cent increase. The trend then shot abruptly downward to a very low point in May, only to return to the previous near peak record in July with 38 deaths.

In essence, the drivers of Colorado and the Nation threw caution to the winds with calamitous results in the destruction of life and property.

**Urban and Rural Accidents Rise Sharply.** Our motor vehicle traffic toll is not only an appalling social loss in suffering and personal adjustments, but it is also a staggering economic waste in dollar value. Chart 3 reveals that the economic loss connected with the Colorado traffic fatality record for 1944 and 1945 was estimated at \$21,842,400. This total includes the estimated cost of wage loss, medical expense, and overhead cost of



MOTOR VEHICLE TRAFFIC DEATHS BY MONTHS  
1941 - 1945 - 1946

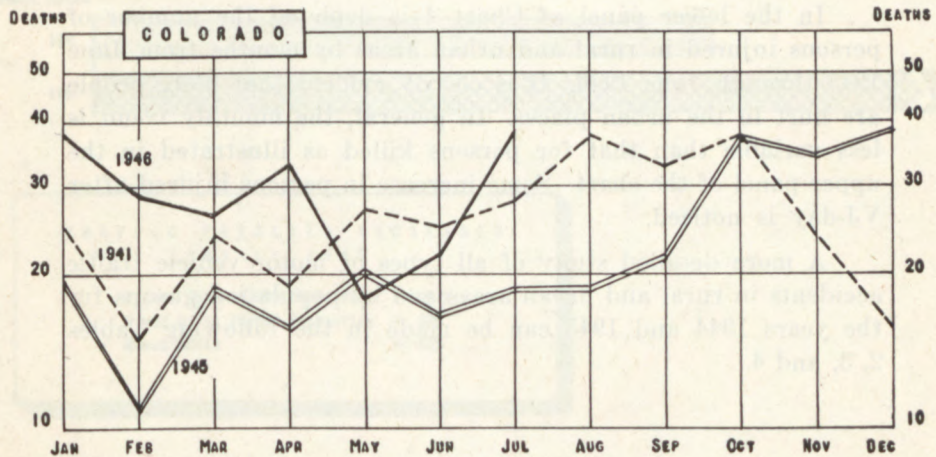
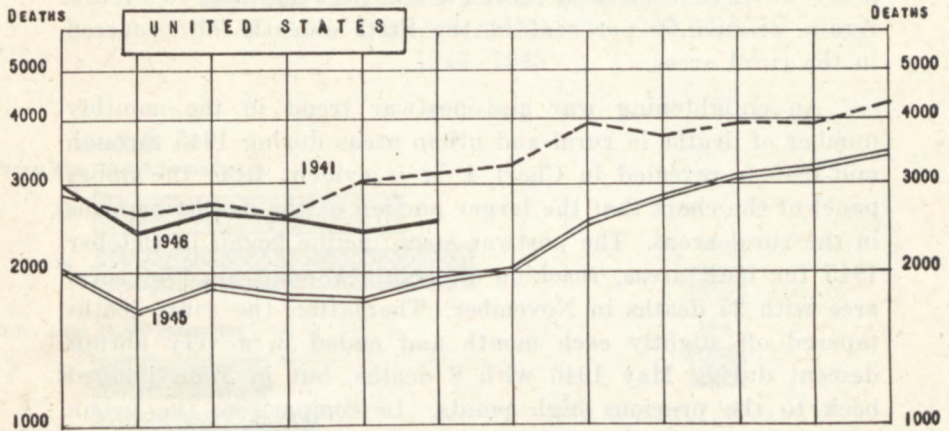


CHART 2 SOURCE OF U. S. FIGURES: NATIONAL SAFETY COUNCIL ESTIMATES.

E.B.

THE TRAFFIC TOLL  
LOSE A MINUTE AND SAVE A LIFE

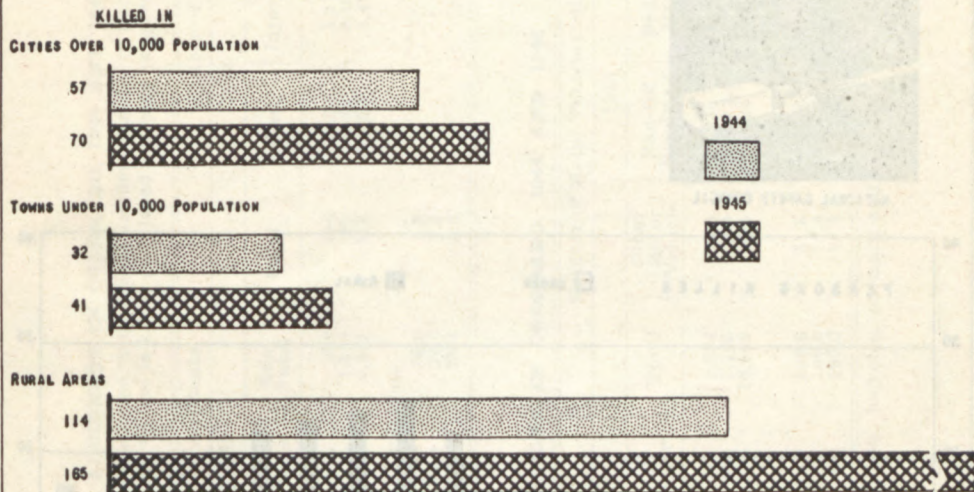
insurance, property damage, and other cost items. The chart further indicates that the rural traffic fatality increases were nearly twice as large as the urban deaths between these two years. Again, around 60 per cent of the State's death toll occurred in the rural areas.

An enlightening war and postwar trend in the monthly number of deaths in rural and urban areas during 1945 through mid-1946 is revealed in Chart 4. It is evident from the upper panel of the chart that the larger portion of the deaths happens in the rural areas. The postwar steep incline began in October 1945 for both areas, reaching the highest point for the rural area with 25 deaths in November. Thereafter, the rural deaths tapered off slightly each month and ended in a very abrupt descent during May 1946 with 8 deaths, but in June jumped back to the previous high points. In comparison, the urban deaths displayed an irregular monthly up and down movement, with the highest toll standing at 19 in March 1946.

In the lower panel of Chart 4 is depicted the number of persons injured in rural and urban areas by months from June 1945 through June 1946. It is clearly evident that more people are hurt in the urban places. In general, the monthly trend is less variable than that for persons killed as illustrated in the upper panel of the chart. Some increase in persons injured after VJ-day is noticed.

A more detailed study of all types of motor vehicle traffic accidents in rural and urban areas and by population groups for the years 1944 and 1945 can be made in the following Tables 2, 3, and 4.

MOTOR VEHICLE TRAFFIC DEATHS IN  
RURAL AND URBAN AREAS IN COLORADO  
1944 - 1945



**TRAFFIC FATALITY INCREASES  
1944 TO 1945**

CITIES OVER 10,000 POPULATION + 23 %  
TOWNS UNDER 10,000 POPULATION + 28%  
RURAL AREAS + 45%

▷ DO YOUR SHARE - DRIVE WITH CARE ◁

**COLORADO FATALITY LOSS IN DOLLARS \***

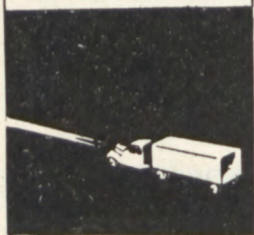
YEAR	FATALITIES	DOLLARS
1944	203	\$ 9,256,800
1945	276	12,585,600
<b>TOTAL</b>	<b>479</b>	<b>21,842,400</b>

\* BASED ON THE NATIONAL SAFETY COUNCIL ESTIMATED RATE OF \$45,600 PER FATALITY.

CHART 3

E.B.

THE SAFE DRIVERS  
ARE THE SURVIVORS



NATIONAL SAFETY COUNCIL

URBAN AND RURAL MOTOR VEHICLE  
TRAFFIC TOLL IN COLORADO 1945 - 1946

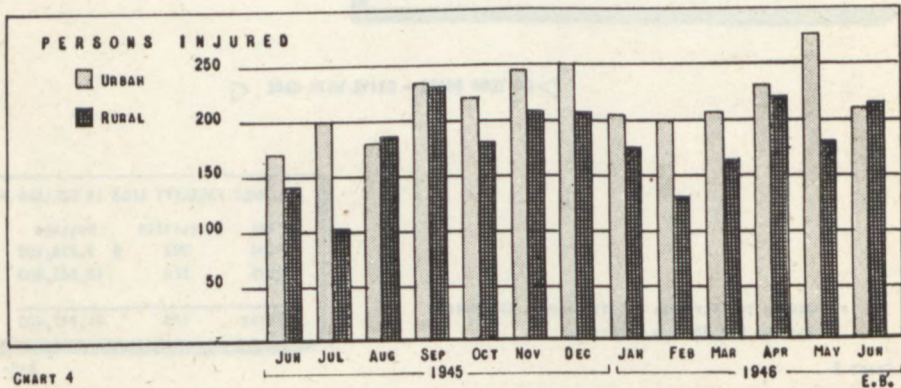
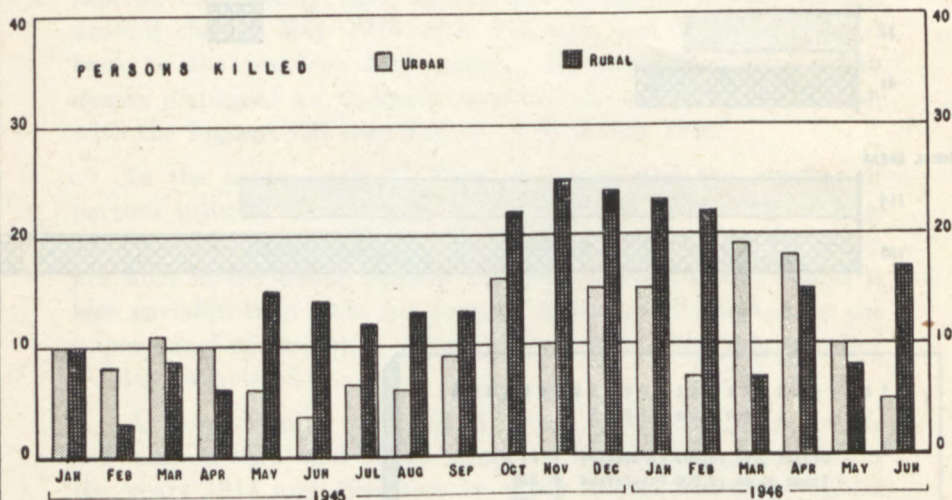


CHART 4

E. B.

**TABLE 2—MOTOR VEHICLE TRAFFIC BY TYPE ACCIDENTS IN COLORADO, 1944 AND 1945**

NOTE: A fatal accident is one which causes the death of one or more persons; a non-fatal accident results in personal injury to one or more persons but not in death; and a property damage accident is one in which no one is killed or injured but only property damage is involved.

District	Number of Accidents				Number of Accidents				Number of Persons			
	1944				1945				1944		1945	
	Total	Property Damage	Non-Fatal	Fatal	Total	Property Damage	Non-Fatal	Fatal	Killed	Injured	Killed	Injured
Rural .....	1,898	1,125	671	102	2,724	1,608	980	136	114	1,371	165	1,835
Urban .....	5,933	4,372	1,482	79	7,765	5,825	1,841	99	89	2,100	111	2,510
State Total....	7,831	5,497	2,153	181	10,489	7,433	2,821	235	203	3,471	276	4,345
	Per Cent				Per Cent							
Rural .....	100.0	59.4	35.2	5.4	100.0	59.0	36.0	5.0				
Urban .....	100.0	73.6	25.0	1.4	100.0	75.0	23.7	1.3				
State Total...	100.0	70.3	27.4	2.3	100.0	71.0	26.8	2.2				

**TABLE 3—MOTOR VEHICLE TRAFFIC COLLISIONS IN COLORADO, 1944 AND 1945**

District	Number of Motor Vehicle Collisions With						Number of Motor Vehicle Collisions With					
	1944						1945					
	Total	Other Motor Vehicle	Ran-Off Roadway	Pedestrian	Street Car	All <sup>1</sup> Other	Total	Other Motor Vehicle	Ran-Off Roadway	Pedestrian	Street Car	All <sup>1</sup> Other
Rural .....	1,898	978	568	48	1	303	2,724	1,405	835	52	—	432
Urban .....	5,933	4,497	143	493	400	400	7,765	6,009	271	630	403	452
State Total....	7,831	5,475	711	541	401	703	10,489	7,414	1,106	682	403	884
	Per Cent						Per Cent					
Rural .....	100.0	51.5	30.0	2.5	0.0	16.0	100.0	51.5	30.6	1.9	0.0	16.0
Urban .....	100.0	75.8	2.4	8.3	6.8	6.7	100.0	77.4	3.5	8.1	5.2	5.8
State Total...	100.0	70.0	9.1	6.9	5.1	8.9	100.0	70.8	10.5	6.5	3.9	8.3

<sup>1</sup>All Other includes collisions with railroad trains, animal drawn vehicles, bicycles, animals and fixed objects; and miscellaneous non-collisions.

TABLE 4—MOTOR VEHICLE TRAFFIC ACCIDENTS IN COLORADO, 1945

	Number of Accidents				Persons	
	All Accidents	Fatal	Non-Fatal	Property Damage	Killed	Injured
<b>STATE</b>						
Motor Vehicle with—						
Pedestrian .....	682	74	596	12	77	633
Other motor vehicle.....	7,414	61	1,323	6,030	77	2,266
Railroad train .....	71	18	27	26	29	46
Street car .....	403	2	79	322	2	126
Animal drawn vehicle.....	6	—	5	1	—	9
Bicycle .....	140	2	102	36	2	109
Animal .....	142	—	25	117	—	31
Fixed object .....	287	6	106	175	7	176
Overturned in roadway.....	125	9	75	41	9	135
Ran off roadway.....	1,106	53	442	611	61	765
Other non-collision .....	108	8	41	59	10	48
Miscellaneous .....	5	2	—	3	2	1
Total—all locations .....	10,489	235	2,821	7,433	276	4,345
<b>RURAL</b>						
Motor Vehicle with—						
Pedestrian .....	52	17	35	—	19	39
Other motor vehicle.....	1,405	42	440	923	58	915
Railroad train .....	24	7	11	6	12	17
Street car .....	—	—	—	—	—	—
Animal drawn vehicle.....	5	—	5	—	—	9
Bicycle .....	7	2	4	1	2	4
Animal .....	135	—	23	112	—	29
Fixed object .....	128	4	49	75	5	85
Overturned in roadway.....	78	9	44	25	9	83
Ran off roadway.....	835	46	357	432	49	635
Other non-collision .....	52	7	12	33	9	18
Miscellaneous .....	3	2	—	1	2	1
Total rural accidents.....	2,724	136	980	1,608	165	1,835
Location:						
State highway .....	635	37	226	372	44	431
County and local road.....	353	22	135	196	28	261
U. S. highway.....	1,715	77	616	1,022	93	1,136
Not stated .....	21	—	3	18	—	7
Total rural accidents.....	2,724	136	980	1,608	165	1,835
<b>URBAN</b>						
Pedestrian .....	630	57	561	12	58	594
Other motor vehicle.....	6,009	19	883	5,107	19	1,351
Railroad train .....	47	11	16	20	17	29
Street car .....	403	2	79	322	2	126
Animal drawn vehicle.....	1	—	—	1	—	—
Bicycle .....	133	—	98	35	—	105
Animal .....	7	—	2	5	—	2
Fixed object .....	159	2	57	100	2	91
Overturned in roadway.....	47	—	31	16	—	52
Ran off roadway.....	271	7	85	179	12	130
Other non-collision .....	56	1	29	26	1	30
Miscellaneous .....	2	—	—	2	—	—
Total urban accidents.....	7,765	99	1,841	5,825	111	2,510
Location:						
Population incorporated cities						
Below 1,000 population.....	203	11	66	126	14	118
1,000 to 2,500.....	121	5	31	85	6	45
2,500 to 5,000.....	25	2	6	17	3	8
5,000 to 10,000.....	420	16	99	305	18	134
10,000 to 50,000.....	1,107	7	171	929	8	247
50,000 to 100,000.....	890	7	137	746	7	211
250,000 to 500,000.....	4,999	51	1,331	3,617	55	1,748
Total urban accidents.....	7,765	99	1,841	5,825	111	2,511

**Drivers' Accidents.** The statistical analysis of the drivers involved in accidents in the State for 1945 reveals some very pertinent facts. The classification of drivers involved in motor vehicle accidents by age groups and type of accident in Table 5 brings into prominence these two age groups, 25 to 34 and 35 to 44. Of the 18,540 drivers involved, 41 per cent fell into these named groups. Yet, when the accidents of each group are analyzed, the non-licensed teen-agers under 16 scored the highest percentage of fatal accidents, or 8.4 per cent. From ages 20 to 65 the per cent of the total number of accidents of each respective group ranged in a narrow margin from 1.4 per cent to 1.8.

**TABLE 5—DRIVERS INVOLVED IN MOTOR VEHICLE TRAFFIC ACCIDENTS IN COLORADO BY AGE GROUPS AND TYPE OF ACCIDENT, 1945**

Age of Driver	Number of Drivers in Accidents					% of Accidents by Type		
	% Age Group Totals of State Total	Total Accidents	Fatal	Non-Fatal	Property Damage	Fatal	Non-Fatal	Property Damage
Under 16 <sup>1</sup> .....	.4	71	6	25	40	8.4	35.2	56.4
16 to 19 .....	9.2	1,709	38	479	1,192	2.2	28.0	69.8
20 to 24 .....	12.6	2,327	35	664	1,628	1.5	28.5	70.0
25 to 34 .....	23.2	4,298	79	1,053	3,166	1.8	24.5	73.7
35 to 44 .....	17.7	3,280	54	767	2,459	1.6	23.4	75.0
45 to 54 .....	13.6	2,539	45	550	1,944	1.8	21.7	76.5
55 to 64 .....	7.7	1,428	20	309	1,099	1.4	21.6	77.0
65 to 74 .....	3.2	602	18	129	455	3.0	21.4	75.6
75 and Over .....	.7	121	3	30	88	2.5	24.8	72.7
Not Stated .....	11.7	2,165	11	301	1,853	.5	13.9	85.6
Total Drivers .....	100.0	18,540	309	4,307	13,924	1.7	23.2	75.1

<sup>1</sup>Not licensed.

Another important analysis of accident records presented in Table 6 deals with the rate of drivers involved in accidents per 10,000 estimated number of licensed drivers for 1945. Significantly, the youngest and oldest age groups had the highest incidence of accidents per 10,000 drivers, being 392 for the former and 353 for the latter. The middle-aged group, 40 to 49, scored the lowest record of 251.

**TABLE 6—ESTIMATED TOTAL ACCIDENT RATES PER 10,000 LICENSED DRIVERS IN COLORADO BY AGE GROUPS, 1945**

Age	Number of Drivers Involved in Accidents		Total Estimated Number of Licensed Drivers		Rate of Accidents per 10,000 Drivers
	Number	% of Total	Number	% of Total	
16 to 19 .....	1,687	9.1	43,104	7.8	392
20 to 29 .....	4,633	25.0	140,208	25.6	330
30 to 39 .....	3,739	20.2	138,480	25.2	270
40 to 49 .....	2,931	15.8	116,880	21.3	251
50 to 59 .....	2,033	10.9	68,000	12.3	299
60 to 69 .....	984	5.3	33,408	6.1	294
70 and Over .....	337	1.8	9,548	1.7	353
Not Stated <sup>1</sup> .....	2,125	11.5	—	—	—
Under 16 <sup>2</sup> .....	71	.4	—	—	—
State Total .....	18,540	100.0	549,628	100.0	—
State Total Less Under 16 Group .....	18,469	—	—	—	336

<sup>1</sup>Covers accident reports on which the information about age was not recorded by the reporting agency.

<sup>2</sup>Non-Licensed.

**Extent and Control of Motor Vehicle Drivers.** Driver licensing and the suspension and revocation of drivers' licenses play an important part in the control of drivers and the reduction of traffic accidents. The statistical measurement of the extent and control of reckless and incompetent drivers on the highways for 1944 and 1945 can be examined in Table 7.

TABLE 7—DRIVERS LICENSES IN MOTOR VEHICLE TRAFFIC ACCIDENTS IN ILLINOIS BY AGE GROUP AND TYPE OF ACCIDENT, 1944 AND 1945

Age Group	1944		1945		Total
	No. of Drivers	% of Total	No. of Drivers	% of Total	
Under 18	1,234	1.2	1,345	1.3	2,579
18-24	15,678	15.6	16,789	16.8	32,467
25-34	23,456	23.5	24,567	24.6	48,023
35-44	18,901	18.9	19,012	19.0	37,913
45-54	12,345	12.3	12,456	12.4	24,801
55-64	8,765	8.8	8,876	8.9	17,641
65-74	5,678	5.7	5,789	5.8	11,467
75 and over	3,456	3.5	3,567	3.6	7,023
<b>Total</b>	<b>102,345</b>	<b>100.0</b>	<b>103,456</b>	<b>100.0</b>	<b>205,801</b>

TABLE 8—DRIVERS LICENSES IN MOTOR VEHICLE TRAFFIC ACCIDENTS IN ILLINOIS BY TYPE OF ACCIDENT, 1944 AND 1945

Type of Accident	1944		1945		Total
	No. of Drivers	% of Total	No. of Drivers	% of Total	
Reckless Driving	12,345	12.3	12,456	12.4	24,801
Incompetent Driving	18,901	18.9	19,012	19.0	37,913
Other	71,099	71.0	71,988	72.0	143,087
<b>Total</b>	<b>102,345</b>	<b>100.0</b>	<b>103,456</b>	<b>100.0</b>	<b>205,801</b>



**TABLE 7—SUSPENSIONS, REVOCATIONS AND REINSTATEMENTS OF DRIVER LICENSES  
FOR THE STATE BY MONTHS AND YEARS, 1944-45**

Month	Number of Driving Licenses Denied						Number of Reinstatements					Total	
	Revoca- tions	Suspen- sions	Denials	Cancella- tions	Financial Responsi- bility Suspension	All Suspen- sions or Revocations Under DD <sup>1</sup>	Revoca- tions	Suspen- sions	Denials	Cancella- tions	Completed Responsi- bilities	Licenses Denied	Reinstate- ments
January .....	44	99	19	3	8	104	37	41	5	2	3	277	88
February .....	32	103	24	16	8	86	30	58	4	11	2	269	105
March .....	40	76	18	5	9	77	26	62	7	8	8	225	111
April .....	49	74	9	6	5	76	32	46	5	5	2	219	90
May .....	47	82	8	5	—	95	46	35	4	2	—	237	87
June .....	56	87	9	9	1	114	36	51	1	6	—	276	94
July .....	47	67	49	9	—	91	10	67	6	28	—	263	111
August .....	75	84	38	2	3	135	7	18	—	5	6	337	36
September .....	51	82	26	11	8	113	14	70	4	10	13	291	111
October .....	61	82	38	18	11	118	10	73	4	11	10	328	108
November .....	72	80	53	3	3	118	3	54	—	2	—	329	59
December .....	55	88	45	12	—	97	8	40	7	3	—	297	58
<b>Total 1945 .....</b>	<b>629</b>	<b>1,004</b>	<b>336</b>	<b>99</b>	<b>56</b>	<b>1,224</b>	<b>259</b>	<b>615</b>	<b>47</b>	<b>93</b>	<b>44</b>	<b>3,348</b>	<b>1,058</b>
<b>Total 1944 .....</b>	<b>526</b>	<b>681</b>	<b>200</b>	<b>83</b>	<b>75</b>	<b>855</b>	<b>387</b>	<b>579</b>	<b>44</b>	<b>65</b>	<b>24</b>	<b>2,420</b>	<b>1,099</b>

<sup>1</sup>All suspensions and revocations included under "DD" (influence of liquor) are excluded from the other columns, revocations and suspensions.

Recoveries in the number of operator and chauffeur licenses issued and fees collected in 1945 from the low war level are noted in Table 8. The number of operator licenses totaling 254,000 for 1945 increased 5 per cent above 1942 but lacked 8.3 per cent of meeting the 1939 prewar issuance. The 32,183 chauffeur licenses issued in 1945 dropped 9.9 per cent from 1941 but gained 9.5 per cent over the lowest wartime year of 1944.

**TABLE 8—OPERATOR AND CHAUFFEUR LICENSES ISSUED AND FEES COLLECTED FOR THE STATE, 1936-1945**

**Note:** The fees are the state's portion. The chauffeur licenses expire yearly on December 31, while the operator licenses expire July 1 every third year. Accordingly, the heavy operator license issuance appears in the table for the years 1936, 1939, 1942 and 1945.

Year	Licenses				Reissues				Total Receipts
	Operators		Chauffeurs		Operators		Chauffeurs		
	Number	Amount	Number	Amount	Number	Amount	Number	Amount	
1936 ..	292,526	\$134,889	25,205	\$33,364	1,292	\$1,141	34	\$ 64	\$169,458
1937 ..	86,915	34,608	30,103	38,430	3,280	2,832	57	107	75,977
1938 ..	52,647	22,664	28,696	36,088	2,561	2,274	33	64	61,090
1939 ..	276,873	127,571	32,817	42,207	....	1,497	..	92	171,367
1940 ..	105,292	44,814	33,718	43,530	2,657	2,363	62	118	90,825
1941 ..	94,504	43,122	35,605	46,305	....	2,501	..	133	92,061
1942 ..	241,915	111,964	37,533	48,777	2,331	2,041	104	197	162,979
1943 ..	99,828	42,197	31,408	40,845	3,100	2,647	132	249	85,938
1944 ..	84,572	36,435	29,357	37,885	2,782	2,348	147	276	76,944
1945 ..	253,902	119,925	32,138	41,735	3,751	3,164	183	341	165,165

## TRAFFIC SAFETY EDUCATION

Increased activity on the part of the Section of Traffic Safety Education marked the 1945 year. Besides the school safety program inaugurated during the previous year, the Section's duties were expanded to include a broadened safety education for adults and a public relations program designed to enlist public support in a concerted effort to reduce the enormous traffic accident toll.

Although the Section was hampered by lack of sufficient trained personnel and adequate funds with which to operate, it received nation-wide recognition for its educational accomplishments. Moreover, it rated second-high among the eleven Western states in the National Traffic Safety Contest, sponsored by the National Safety Council, Inc.

Activities of the Section were based on the outlined program of the American Association of Motor Vehicle Administrators in the "State Official Guidebook for Traffic Safety Education." These activities were divided into two main groups, school and community education and public information, and cover the 1945 year. They are presented herewith.

### GROUP I—SCHOOL AND COMMUNITY EDUCATION

#### A. Schools—Public and Private

1. The Section of Safety Education supervised the school safety education program for the Motor Vehicle Division in the elementary schools, junior and senior high schools, colleges and universities of the State.
  - (a) Cooperated with the schools in supplying instructional materials, rules and regulations, charts, special materials received from various national agencies, etc., for classroom use.
  - (b) Supplied visual materials and equipment, such as posters, motion pictures, motion picture equipment, etc.
  - (c) Speakers were furnished to the schools upon request at approximately 100 meetings during the year and included many specialists in the educational, engineering, and enforcement fields of safety.
  - (d) Approximately 60 driving demonstrations and accident exhibits were conducted in schools throughout the State.
  - (e) Consultation services were provided to approximately 300 schools regarding driver education, special

## MOTOR VEHICLE DIVISION

safety courses, school patrols, bicycle safety, etc. Four hundred and twenty-five schools were contacted during the year of 1945.

- (f) The Section of Safety Education assisted school administrators in 25 different localities in setting up and maintaining school safety patrols. A manual for school safety patrols was compiled and distributed in typewritten form to schools and interested educators throughout the State.
- (g) A definite bicycle safety program was promoted in the Englewood and Boulder Junior High Schools in cooperation with the local police departments.
- (h) Safety lesson plans, bibliographies of traffic safety publications, and information concerning the source of free materials was distributed generally to the schools of the State. Approximately 1,500 copies of the text-books "Man and the Motorear" and "Sportsmanlike Driving Series" were made available to the schools through the cooperation of the publishers.
- (i) Two complete sets of driver testing devices were made available to the schools through the cooperation of the Motor Vehicle Division and the Traffic Division of the State Highway Department.
- (j) The Section cooperated with the schools in conducting actual driver training courses in ten communities in the State and the establishment of private driver training schools.
- (k) Schools were established in seven counties for the purpose of training school bus drivers. The Section also cooperated with the State Patrol in giving the annual inspection of school buses in these same counties.
- (l) Teacher Training Institutes were established in Denver University, Colorado University and Colorado College of Education (Greeley). Special short courses during the summer months were also established in Denver, Greeley, Colorado Springs, and Alamosa for the Teacher Training Plan of the Center for Safety Education, New York University.

**B. Community Traffic Safety Promotion**

1. The Section of Traffic Safety Education was instrumental in helping many community safety programs to be organized through various civic organizations, such as the American Legion (Department of Colorado), the Colorado Grange, the Kiwanis Clubs, the Colorado Motor Carriers Association, etc.

**C. Pedestrian Safety**

1. Monthly pedestrian accident statistics, compiled by the Accident Analysis Section, Motor Vehicle Division, and National Agencies were prepared and distributed by the

Section of Safety Education to schools, organizations, and newspapers throughout the State. No definite pedestrian campaign was made, however, other than by tying the program in with regular accident prevention activities.

- (a) Twelve special programs were arranged for radio broadcast in connection with safety activities of the Junior Chamber of Commerce, Kiwanis Clubs, and American Legion.
- (b) Information and materials pertaining to pedestrian safety were distributed in the form of book-marks designed by the Section of Safety Education, and special pamphlets prepared by National Safety groups to such special groups as parents, foreign, urban, and rural organizations.

#### **D. Motor Vehicle Operator Safety**

1. This activity coordinated the safety plans of the various sections of Motor Vehicle Division. They are: the control section; the section of drivers licenses; the section of safety plans; the section of accident analysis and reporting; and the section of safety education.
  - (a) Monthly summaries of driver accident statistics were distributed to news agencies, schools, statisticians, administrators, and enforcement officials.
  - (b) Special programs for driver education in traffic safety were conducted in schools, conventions, etc. A Fleet Supervisors' School was conducted at Denver University June 25-29 inclusive for representatives from all of the large trucking companies in this Rocky Mountain Region. This activity also included safety exhibits at the State Fair, Colorado Grange Convention, City and County of Denver Main Library and schools.
  - (c) Publications containing driver rules and regulations, requirements and responsibilities were compiled by the Section for general distribution. Approximately 150,000 "Book of Facts" for Colorado drivers were distributed. Twenty-two thousand copies of the publication "Motor Vehicle Spotlight" were circulated besides the many publications made available by national agencies.
  - (d) The Section produced and distributed traffic accident information and materials to all interested organizations and schools and cooperated in conducting programs for such special driver groups as beginning drivers, minors, accident-prone and commercial drivers. One hundred and fifty thousand copies of "Behind the Wheel", a publication supplied by the New York University, were distributed through the Parent-Teachers Association, the schools of the State, and civic organizations for use by parents and others teaching someone to drive.

**GROUP II—PUBLIC INFORMATION****A. Publications**

1. Publications produced by the Section of Safety Education included the aforementioned "Facts," the "Motor Vehicle Spotlight" and the "Manual for School Safety Patrols." In addition, the Section assisted in the production and distribution of special manuals, annual reports, hand books, pamphlets, leaflets, etc., issued by the State of Colorado and cooperating agencies.

**B. Radio**

1. The preparation of radio traffic safety broadcast scripts is part of the duties of the Safety Education Section. However, because of the activities in the other phases of this report, this branch of public information was necessarily neglected to a considerable extent.
  - (a) The Section cooperated with the four radio broadcasting companies, namely, the National, Columbia, Mutual and American, in securing broadcast time for special safety programs

**C. Newspapers and Magazines**

1. Safety news and feature stories were prepared and released for local and national distribution as an important aid in securing public cooperation.
  - (a) An average of 52 releases were distributed to the various news agencies during the year on the following subjects: traffic rules and regulations, needed legislation, vehicular inspection, drunken driving, pedestrian and driver safety, accident facts, and driver licensing.
  - (b) Safety news features based on factual data relating to Colorado were released to the Reader's Digest and Look Magazine and they were published in these publications during 1945.
  - (c) News coverage was insured for the safety program of the Motor Vehicle Division by distribution of releases to all urban and rural dailies and weeklies in the State.
  - (d) The Section cooperated with the various local, state and national newspapers, magazines, news bureaus, and picture agencies in securing news, features, and photographic material regarding traffic safety.
  - (e) The Section of Safety Education edited the safety trade newspaper, the "Motor Vehicle Spotlight," to attain better uniform administration of Colorado traffic laws. This publication received nation-wide acclamation for its constructive activities in 1945.

**D. Visual Aids**

1. The Section of Safety Education maintains a small visual aids library from which visual equipment and materials may be supplied for public and cooperating organizations.

**E. Public Relations**

1. This branch of activities included the coordination of the safety program of the Motor Vehicle Division with related programs of other agencies and organizations throughout the State.
  - (a) The objectives in this field of public relations are designed to insure cooperative relationship between the Motor Vehicle Division and the following groups and organizations: law enforcement officials; national and state safety organizations; civic and professional groups; and business, industrial, religious and patriotic organizations.

### MOTOR VEHICLE REGISTRATION TREND IN WAR AND TRANSITION

The effects of the reconversion from a wartime to a peacetime economy in 1945 are directly reflected in the volume of motor vehicle registrations and collected receipts recorded in the Motor Vehicle Division. Motor vehicle use fluctuates with the current economic conditions. In this transitional year retail trade in Colorado established large increases, while the number of retail outlets expanded moderately over the low levels of the war period. In particular, all classes of the retail automotive enterprises made an upward gain in volume of retail trade of 20 per cent from 1944 to 1945, but did not fully reattain the steep decline from the 1941 peak prewar year.

**Mixed Changes in Motor Vehicle Registration.** A similar pattern to that of the automotive business is indicated in the motor vehicle registrations and receipts for 1945. The total revenue collected from all sources by the Division in the amount of \$2,582,076 was 7 per cent above 1944 but lacked 2.3 per cent of attaining the all-time 1941 peak level. Very interestingly, the motor vehicle registrations for 1945 displayed mixed trends from the prior years. The total registrations from all classes of vehicles numbered 353,229 which was 22,000 vehicles, or 6 per cent, below the 1941 all-time high record. Yet, when the 1945 registration figures were compared with 1944, the lowest wartime year, there was a gain of 13,000, or 4 per cent. Again, the truck registration recorded a climb of 3,900 vehicles, or 12.6 per cent above 1941, while the passenger car registration fell short by 25,000, or 7.5 per cent, as indicated in Table 9. Nevertheless both vehicles scored gains from 1944 with trucks making the larger advance.

This rebound in registration was influenced by increased use of motor vehicles, expanded production of trucks for civilian use, and the availability of surplus and used army trucks. However, only a few new passenger cars were available for purchase.

The comparative statistical data on all classes of motor vehicle registrations for the years 1941-1945 inclusive are presented in Tables 11 and 12 in the Statistical Supplement.

**TABLE 9—CHANGES IN MOTOR VEHICLE REGISTRATION  
1941-1944-1945**

	Number of Registrations			License Fees Collected		
	1941	1944	1945	1941	1944	1945
Passenger Cars...	336,718	302,424	311,490	\$1,778,283	\$1,628,973	\$1,662,688
Trucks .....	31,050	32,103	34,963	496,607	527,158	567,881
	Per Cent Change:			Per Cent Change:		
	1945 from 1941	1945 from 1944		1945 from 1941	1945 from 1944	
Passenger Cars...	-7.5	+3.0		-6.5	+2.1	
Trucks .....	+12.6	+8.9		+14.4	+7.7	

**Motor Vehicle Licensing.** Under the present motor vehicle licensing system the county clerks of the 62 counties, and the Motor Vehicle Department under the Manager of Revenue for Denver County, act as agents for the State Motor Vehicle Division. They issue licenses and certificates of titles for the residents of their respective counties. Their system of handling the license plate issue along with the strict but fair enforcement of the motor vehicle laws by the Colorado State Patrol resulted in the proper registration in the present owner's name of all motor vehicles in use on the highways. Further, these effective methods together with the splendid cooperation of these agents with the Division helped to increase somewhat the 1945 registration figures.

Another wartime problem was the number of motor changes in the older model cars and trucks due to age, wear and mileage. In fact, the motor vehicle administration authorities recognize that the average age of motor vehicles being operated today is 8 years, whereas before the war the average life span of a passenger car from factory gate to scrap year was 5.8 years. Colorado assigns a special state motor number in all cases where the original number is removed, altered or defaced. Proof of ownership of the motor or block installed is a major problem. This is especially true on motor vehicles purchased outside of the State where the previous owner did not comply with his State law on motor changes, or the State had no such law. These special engine numbers require a corrected certificate of title besides a registration card in some cases. These corrections are reflected in increased title registrations from a total of 1,762 in 1944 to 2,442 in 1945, or a 39 per cent rise. This situation will continue well beyond the period of normal production of new motor vehicles.



The very marked downswing in the number of motor vehicles which have changed ownership each year from 1938 through 1945 from the all-time high year of 1941 can be traced in Table 10. Strikingly, it is seen in the table that the war years were slightly less than 50 per cent under 1941.

**TABLE 10—NUMBER OF CERTIFICATES OF TITLE ISSUED AND TOTAL FEES COMPARED FOR 1938-1945**

Year	Number of Titles Issued	Fees Collected	Percentage Change in Number of Titles Each Year from 1941
1938	151,521	\$45,569	80
1939	165,723	49,598	88
1940	169,974	49,857	90
1941	189,492	55,829	100
1942	127,777	39,090	67
1943	104,426	33,160	55
1944	98,160	30,935	52
1945	105,923	32,913	56

## COLORADO HIGHWAYS AND STATE FUNDS

Because the topography of Colorado is extremely varied with the high Rocky Mountain range running through the center north to south, the building and maintenance of highways is very costly and difficult in the mountainous areas. One mountain project now under contract will average \$125,000 per mile exclusive of tunnels. However, the cost of highway construction in the eastern part of the State compares well with other level states. Although Colorado ranks as the seventh state in area in the Nation, third in miles of state highways of the 12 western states, it has only slightly over one per cent of the total motor vehicle registrations for the United States.

**Colorado Highway System.** Colorado has an elaborate highway system of 78,476 miles. The state highways account for 11,993 miles of the total, county and local highways for 62,496 miles and municipal for 3,537 miles. Approximately 5,550 miles of the state highways are surfaced. The state tax funds for the construction and maintenance of this system are derived from the motor vehicle registrations fees, the gasoline tax and the P. U. C. carrier road taxes. These sources yielded \$10,639,063 in 1945. Of this amount the State Highway Department received \$6,829,402 for state highways.

**Motor Vehicle Registration Fees for Highway Purposes.** From the total motor vehicle registration fees collected and remitted monthly by the 62 county clerks and Denver's Manager of Revenue, a five per cent deduction is made for the operation and maintenance of the Motor Vehicle Division, plus a deduction for the cost of the license plates. The net proceeds are distributed equally to the state highway fund and to the 63 county road funds. These funds each received \$1,100,204 in 1945.

**Increased Motor Vehicle License Fees Needed.** Strict enforcement and constant vigilance in the issuing offices alone will not provide sufficient funds for a progressive highway program. An adjustment in the motor vehicle license fees will no doubt be considered by the Legislature in the near future, for Colorado ranks forty-third among the 48 states in the income per vehicle registered.

The Colorado motorists express the general opinion that no objection would be made to a small increase in motor vehicle license fees. Actually, the advance would be welcomed in order to improve the State's main arterial highways, some of which have become obsolete, narrow and worn.

## CONCLUSIONS

The facts and figures on motor vehicle traffic accident trends during the last ten years, 1936-1945 inclusive, reviewed in this Report indicate that the State's accident experience is returning to the high prewar levels. After VJ-day to the end of 1945 and continuing into 1946, motor travel zoomed and deaths increased at a startling rate. In this frightening postwar situation the Motor Vehicle Division was unable to put into full and effective operation the available and correctional measures. It is a demonstrated fact that traffic accidents are not the result of a single major cause, and accordingly, they can not be cured by the application of one simple remedy.

Looking backward into the 1945 operations of the Division, these obstacles to a more effective administration come to light. Enforcement of the law was weakened because of the many changes in licensing practices due to shortage of material for plates. Shortage of personnel in the Division limited progress in accident prevention. With only one man on full-time on traffic safety education, it was impossible to expand the safety activities. Even though higher standards of re-examination of drivers were set up, again lack of sufficient personnel made it impossible to reach out in the State. Many inspection stations failed to inspect vehicles properly, and efforts were made to correct this condition by revoking their permits. Little could be accomplished with one man on full-time in Denver and one man on part-time in the State, attempting to investigate approximately 1,400 stations.

Looking forward, greater public traffic safety is possible by the effective execution of the three "E'S" of accident prevention and reduction: a never-ending public education; a firm and impartial law enforcement; and continued advanced engineering. In order that the Motor Vehicle Division perform its share of these responsibilities, it is primarily essential that it have adequate personnel and budget and that the State's traffic laws be revised to meet the present needs of the current conditions in motor vehicle traffic. Then its well organized aggressive safety program as outlined in this Report can be more intensively put into action.

# STATISTICAL SUPPLEMENT TABLES

Year	Total		Males		Females	
	No.	%	No.	%	No.	%
1900	1,000	100	500	50	500	50
1901	1,000	100	500	50	500	50
1902	1,000	100	500	50	500	50
1903	1,000	100	500	50	500	50
1904	1,000	100	500	50	500	50
1905	1,000	100	500	50	500	50
1906	1,000	100	500	50	500	50
1907	1,000	100	500	50	500	50
1908	1,000	100	500	50	500	50
1909	1,000	100	500	50	500	50
1910	1,000	100	500	50	500	50
1911	1,000	100	500	50	500	50
1912	1,000	100	500	50	500	50
1913	1,000	100	500	50	500	50
1914	1,000	100	500	50	500	50
1915	1,000	100	500	50	500	50
1916	1,000	100	500	50	500	50
1917	1,000	100	500	50	500	50
1918	1,000	100	500	50	500	50
1919	1,000	100	500	50	500	50
1920	1,000	100	500	50	500	50
1921	1,000	100	500	50	500	50
1922	1,000	100	500	50	500	50
1923	1,000	100	500	50	500	50
1924	1,000	100	500	50	500	50
1925	1,000	100	500	50	500	50
1926	1,000	100	500	50	500	50
1927	1,000	100	500	50	500	50
1928	1,000	100	500	50	500	50
1929	1,000	100	500	50	500	50
1930	1,000	100	500	50	500	50
1931	1,000	100	500	50	500	50
1932	1,000	100	500	50	500	50
1933	1,000	100	500	50	500	50
1934	1,000	100	500	50	500	50
1935	1,000	100	500	50	500	50
1936	1,000	100	500	50	500	50
1937	1,000	100	500	50	500	50
1938	1,000	100	500	50	500	50
1939	1,000	100	500	50	500	50
1940	1,000	100	500	50	500	50
1941	1,000	100	500	50	500	50
1942	1,000	100	500	50	500	50
1943	1,000	100	500	50	500	50
1944	1,000	100	500	50	500	50
1945	1,000	100	500	50	500	50
1946	1,000	100	500	50	500	50
1947	1,000	100	500	50	500	50
1948	1,000	100	500	50	500	50
1949	1,000	100	500	50	500	50
1950	1,000	100	500	50	500	50

U.S. DEPARTMENT OF COMMERCE, BUREAU OF ECONOMIC ANALYSIS  
 STATISTICAL SUPPLEMENT TO THE MONTHLY LABOR REVIEW  
 TABLE 11—CONSUMPTION OF FOOD AND FEEDS IN THE UNITED STATES, 1900-1950

**TABLE 11—COMPARATIVE MOTOR VEHICLE LICENSE FEES BY CLASS OF VEHICLE, 1941-1945**

Note: 1941 was the peak year for motor vehicle registrations.

Class of Fees	Collections					Percentage Change			
	1941	1942	1943	1944	1945	1942 from 1941	1943 from 1941	1944 from 1941	1945 from 1941
Passenger .....	\$1,778,283	\$1,765,054	\$1,480,696	\$1,402,128	\$1,425,228	— .7	— 4.4	— 8.4	— 6.5
Commercial .....	<sup>1</sup>	<sup>1</sup>	219,447	226,884	237,460	...	...	...	...
Truck .....	496,607	510,080	517,814	527,158	567,880	+ 2.6	+ 4.1	+ 5.8	+ 14.4
Trailer .....	46,123	51,232	52,167	57,827	67,477	+ 10.0	+ 11.6	+ 20.2	+ 46.3
Motor cycle .....	2,307	2,660	2,549	2,682	3,513	+ 13.3	+ 9.5	+ 14.0	+ 51.2
Miscellaneous .....	149,429	76,447	56,432	51,358	59,103	— 4.8	— 62.3	— 65.7	— 60.4
State Total .....	\$2,472,749	\$2,405,473	\$2,329,105	\$2,267,997	\$2,354,663	— 2.7	— 5.8	— 8.3	— 4.8

<sup>1</sup>Included with passenger.

**TABLE 12—NUMBER OF MOTOR VEHICLE REGISTRATIONS BY CLASS OF LICENSE PLATES ISSUED COMPARED 1941-1945**

Class of License	Number of Registrations					Percentage Change			
	1941	1942	1943	1944	1945	1942 from 1941	1943 from 1941	1944 from 1941	1945 from 1941
Passenger .....	336,718	331,476	277,117	262,557	269,616	— 1.6	— 6.1	— 10.1	— 7.5
Commercial .....	<sup>1</sup>	<sup>1</sup>	38,856	39,867	41,874	...	...	...	...
Truck .....	31,050	31,784	31,461	32,103	34,963	+ 2.4	+ 1.3	+ 3.4	+ 12.6
Trailer .....	1,887	1,991	2,002	2,188	2,558	+ 5.2	+ 5.7	+ 13.7	+ 35.6
Motor cycle .....	1,308	1,589	1,472	1,689	2,110	+ 17.6	+ 11.1	+ 22.5	+ 61.3
Dealer .....	4,548	2,811	1,615	1,872	2,108	— 38.1	— 64.4	— 58.8	— 53.6
All Classes .....	375,511	369,651	352,523	340,276	353,229	— 1.6	— 6.1	— 9.4	— 5.9

<sup>1</sup>Included with passenger.

**TABLE 13—STATE MOTOR VEHICLE REGISTRATION AND RECEIPTS,  
1913-1945**

**Note:** Trucks included with passenger cars for 1913 to 1919. First trailers issued in 1920. Commercials, first issued in 1943, were included with passenger cars previously. Old Driver's License Law repealed. New law effective 1936.

Year	Total Receipts	Passenger Cars	Com-mercial Cars	Trucks	Trailers	Motor-cycles	Drivers
1913.....	\$ 60,833.00	13,135	.....	.....	.....	2,753	1,980
1914.....	80,047.00	17,756	.....	.....	.....	3,683	2,058
1915.....	120,800.84	27,568	.....	.....	.....	4,268	3,536
1916.....	197,794.75	43,296	.....	.....	.....	4,731	6,754
1917.....	279,292.21	66,850	.....	.....	.....	4,505	9,291
1918.....	372,490.25	83,244	.....	.....	.....	3,872	9,686
1919.....	491,713.36	104,865	.....	.....	.....	3,636	10,291
1920.....	815,100.10	119,964	.....	7,585	49	3,364	9,814
1921.....	906,059.27	136,336	.....	9,403	45	2,868	7,340
1922.....	991,677.22	151,499	.....	10,829	62	2,770	7,058
1923.....	1,126,218.55	175,669	.....	13,287	64	2,473	7,736
1924.....	1,258,204.80	197,361	.....	15,886	86	2,226	7,559
1925.....	1,430,299.47	221,513	.....	18,584	82	1,862	7,776
1926.....	1,507,379.19	232,308	.....	20,905	86	1,480	7,162
1927.....	1,600,221.73	245,107	.....	23,385	88	1,362	7,664
1928.....	1,790,182.73	259,948	.....	23,961	85	1,234	7,977
1929.....	1,835,385.53	273,960	.....	28,501	150	1,142	7,916
1930.....	1,901,219.94	276,847	.....	31,662	188	1,059	7,296
1931.....	1,910,741.49	276,376	.....	32,082	258	962	6,255
1932.....	1,762,936.63	255,854	.....	30,006	563	805	7,594
1933.....	1,615,844.46	239,058	.....	27,433	832	788	5,396
1934.....	1,718,026.69	246,373	.....	27,858	946	826	5,247
1935.....	1,777,162.65	256,148	.....	28,430	968	901	6,685
1936.....	2,048,596.82	284,131	.....	32,013	1,493	1,108	.....
1937.....	2,215,830.47	304,419	.....	32,798	1,468	1,316	.....
1938.....	2,186,612.45	301,838	.....	30,936	1,422	1,271	.....
1939.....	2,269,030.33	312,847	.....	30,636	1,574	1,355	.....
1940.....	2,344,101.68	321,810	.....	30,300	1,703	1,379	.....
1941.....	2,472,749.63	336,718	.....	31,050	1,887	1,308	.....
1942.....	2,405,473.28	331,476	.....	31,784	1,991	1,589	.....
1943.....	2,329,105.44	277,117	38,856	31,461	2,002	1,472	.....
1944.....	2,267,997.70	262,557	39,867	32,103	2,188	1,689	.....
1945.....	2,354,663.04	269,616	41,874	34,963	2,558	2,110	.....

**TABLE 14—CLASSES OF REGULAR MOTOR VEHICLE REGISTRATIONS, NUMBER OF PLATES REGISTERED AND FEES COLLECTED BY COUNTIES AND FOR THE STATE, 1945**

Note: Commercial plates issued beginning in 1943. Difference in replacements due to some no fee collected.

County	Total Receipts		Classes of Vehicles										Replacements		Reissues		Special Permits		Dealers						Previous Year Fees		Industrial Permits		Motor Vehicle Receipts	Engine Numbers	County						
			Passengers		Commercials		Trucks		Trailers		Motorcycles								Passengers		Trucks		Motorcycles														
	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	No.	Amt.	
Total State	269,616	\$1,425,228.15	41,874	\$237,460.03	34,963	\$567,880.53	2,558	\$67,477.50	2,110	\$3,513.00	2,124	\$2,115.00	19,578	\$25,945.41	15,590	\$3,897.50	2,015	\$16,469.64	73	\$1,450.00	20	\$69.67	132	\$219.61	99	\$495.00	2,352,221.04	2,442.00	Total State								
Denver	659,488.36	85,902	462,761.69	6,511	40,476.89	6,096	110,955.51	938	30,290.00	772	1,302.50	579	570.00	4,989	6,194.87	6,140	1,535.00	535	4,075.86	32	577.50	6	20.86	17	31.68	658,842.36	646.00	Denver									
Adams	70,802.65	6,747	35,103.93	1,131	6,221.21	1,571	25,472.96	85	2,575.00	47	75.00	74	74.00	602	753.79	222	55.50	38	372.26	2	37.50	1	1.00	1	3.00	70,704.65	98.00	Adams									
Alamosa	20,042.98	1,890	9,918.14	408	2,362.64	391	6,225.30	31	832.50	6	9.50	29	29.00	173	277.00	198	49.50	30	291.90	2	37.50	2	6.37	3	15.00	20,032.98	10.00	Alamosa									
Arapahoe	81,723.06	11,222	58,093.72	1,336	6,951.31	855	12,975.31	34	795.00	118	195.50	87	87.00	1,023	1,451.72	223	55.75	132	938.88	2	52.50	6	6.37	3	15.00	81,618.06	105.00	Arapahoe									
Archuleta	3,936.88	383	1,942.23	168	851.89	62	981.95	6	102.50	3	3.00	23	25.06	19	25.06	19	4.75	2	22.50	2	52.50	6	6.37	3	15.00	3,933.88	3.00	Archuleta									
Baca	18,963.81	1,656	8,441.36	600	3,074.91	409	6,342.97	24	650.00	8	12.50	16	16.00	202	279.07	172	43.00	4	35.00	2	52.50	6	6.37	3	15.00	18,894.81	69.00	Baca									
Bent	13,871.93	1,636	8,518.63	292	1,486.66	238	3,474.00	2	40.00	5	7.00	8	8.00	138	211.26	82	20.50	7	76.88	2	52.50	6	6.37	3	15.00	13,842.93	29.00	Bent									
Boulder	79,686.79	9,770	51,660.55	1,265	6,566.42	1,200	18,945.85	47	667.50	61	104.50	70	70.00	584	789.44	659	164.75	78	631.28	2	37.50	18	159.39	3	15.00	79,637.79	49.00	Boulder									
Chaffee	13,686.01	1,585	8,387.48	377	1,862.75	185	2,871.46	7	200.00	9	12.00	11	11.00	116	160.43	70	17.50	10	631.28	2	37.50	18	159.39	3	15.00	13,682.01	4.00	Chaffee									
Cheyenne	7,346.04	737	3,881.92	195	1,240.18	129	1,936.39	10	122.50	1	1.50	3	3.00	57	118.72	66	18.75	7	631.28	2	37.50	18	159.39	3	15.00	7,324.04	22.00	Cheyenne									
Clear Creek	6,016.92	691	3,650.32	112	600.30	57	600.30	2	52.50	1	1.50	6	6.00	36	41.09	75	11.50	2	631.28	2	37.50	1	1.08	1	1.08	6,013.92	3.00	Clear Creek									
Conejos	15,398.81	1,423	7,222.70	590	3,034.64	302	4,613.45	7	152.50	3	4.50	37	37.00	129	185.30	64	16.00	6	62.50	2	37.50	1	1.08	1	1.08	15,391.81	7.00	Conejos									
Costilla	7,585.45	711	3,561.42	248	1,339.93	172	5,133.38	4	52.50	3	4.50	12	12.00	49	74.40	29	11.00	6	62.50	2	37.50	3	3.36	5	25.00	7,570.45	15.00	Costilla									
Crowley	12,670.69	1,139	5,887.33	216	1,237.03	322	4,133.38	6	170.00	5	7.00	6	6.00	101	131.09	44	11.00	9	62.50	3	37.50	6	6.37	3	15.00	12,663.69	7.00	Crowley									
Custer	4,255.94	397	2,094.60	136	705.42	86	1,336.92	3	75.00	3	5.50	2	2.00	16	27.00	22	5.50	1	62.50	2	37.50	3	3.36	5	25.00	4,251.94	4.00	Custer									
Delta	32,755.14	3,390	17,276.24	1,069	5,827.34	585	8,488.58	3	187.50	23	37.00	35	35.00	343	523.48	101	25.25	26	270.64	1	37.50	32	42.11	5	25.00	32,713.14	42.00	Delta									
Dolores	3,871.39	316	1,588.08	155	780.87	97	1,355.84	3	55.00	1	1.50	4	4.00	32	63.47	28	7.00	26	270.64	1	37.50	6	6.37	3	15.00	3,864.39	7.00	Dolores									
Douglas	9,734.73	944	4,923.36	237	1,372.30	186	2,937.69	9	177.50	7	12.50	12	12.00	74	115.63	83	20.75	3	270.64	1	37.50	3	3.36	5	25.00	9,721.73	13.00	Douglas									
Eagle	8,399.42	885	4,709.24	271	1,529.64	123	2,005.09	3	30.00	7	10.00	9	9.00	56	73.95	26	6.50	26	270.64	1	37.50	3	3.36	5	25.00	8,393.42	6.00	Eagle									
Elbert	11,316.59	1,162	6,026.82	420	2,284.88	184	2,708.92	2	102.50	7	10.00	10	10.00	100	156.22	13	3.25	1	270.64	1	37.50	3	3.36	5	25.00	11,303.59	13.00	Elbert									
El Paso	125,262.14	17,032	89,980.72	2,110	13,247.07	1,095	17,337.02	63	1,062.50	146	232.00	86	86.00	1,281	1,563.31	1,155	288.75	148	1,239.47	3	60.00	2	7.30	1	1.08	125,104.14	168.00	El Paso									
Fremont	36,179.82	3,890	20,084.67	1,029	5,194.92	533	8,611.04	44	1,160.00	49	76.50	28	28.00	356	510.17	199	49.75	50	428.77	1	37.50	1	1.08	1	1.08	36,143.82	36.00	Fremont									
Garfield	21,363.33	2,008	10,535.13	686	3,749.19	377	6,069.66	32	585.00	8	13.50	13	13.00	123	188.22	135	33.75	15	428.77	2	37.50	1	1.08	1	1.08	21,359.33	4.00	Garfield									
Gilpin	2,278.15	262	1,388.68	57	308.00	35	534.43	1	2.00	1	2.00	2	2.00	22	38.79	9	2.25	3	428.77	1	37.50	1	1.08	1	1.08	2,276.15	2.00	Gilpin									
Grand	8,940.71	775	4,017.43	220	1,194.39	190	3,209.60	16	397.50	2	5.50	10	10.00	44	59.29	18	4.50	3	428.77	1	37.50	1	1.08	1	1.08	8,935.71	5.00	Grand									
Gunnison	9,947.57	1,100	5,826.56	281	1,488.83	136	2,266.98	8	145.00	6	10.50	6	6.00	75	116.93	59	14.75	9	428.77	1	37.50	1	1.08	1	1.08	9,930.57	17.00	Gunnison									
Hinsdale	510.41	53	281.66	18	91.73	10	130.02	2	5.00	1	1.00	1	1.00	1	1.00	1	1.00	16	173.13	1	37.50	1	1.08	1	1.08	510.41	5.00	Hinsdale									
Huerfano	16,882.35	2,074	10,783.15	478	2,692.33	189	2,940.78	9	182.50	5	8.50	17	17.00	130	154.71	77	19.25	16	173.13	1	37.50	1	1.08	1	1.08	16,871.35	11.00	Huerfano									
Jackson	5,530.02	443	2,308.57	144	828.08	125	2,016.43	16	342.50	1	1.00	1	1.00	19	23.69	35	8.75	16	173.13	1	37.50	1	1.08	1	1.08	5,524.02	6.00	Jackson									
Jefferson	80,797.53	10,678	56,560.64	1,488	7,490.14	906	14,072.04	30	675.00	83	140.50	96	96.00	773	954.31	381	95.25	101	620.10	7	17.54	1	1.08	1	1.08	80,722.53	75.00	Jefferson									
Kiowa	7,027.55	686	3,638.01	211	1,390.78	116	1,780.06	5	77.50	18	25.00	16	16.00	52	88.89	29	7.25	5	30.00	1	37.50	3	3.36	5	25.00	7,018.55	9.00	Kiowa									
Kit Carson	18,602.71	1,940	9,958.24	467	2,503.85	369	5,411.03	10	152.50	18	25.00	16	16.00	185	259.44	138	34.50	20	196.27	7	17.54	1	1.08	1	1.08	18,562.71	40.00	Kit Carson									
Lake	11,901.65	1,436	7,999.39	209	990.97	159	2,795.76	3	40.00	8	13.50	7	7.00	115	169.65	69	17.25																				

**TABLE 15—OPERATOR AND CHAUFFEUR LICENSES ISSUED AND FEES COLLECTED BY COUNTIES AND FOR THE STATE, 1945**

**Note:** Operator's licenses are issued for a three-year period. They expire July 1, in the third year from date issued. Chauffeur's licenses expire each calendar year.

County	Total Fees	Licenses				Duplicate Licenses			
		Operators		Chauffeurs		Operators		Chauffeurs	
		Number	Fees	Number	Fees	Number	Fees	Number	Fees
Total State .....	\$165,165.50	253,902	\$119,925.00	32,138	\$ 41,735.00	3,751	\$ 3,164.50	183	\$ 341.00
Denver .....	96,049.00	75,266	75,266.00	9,597	19,194.00	1,429	1,423.00	83	166.00
Adams .....	2,499.00	6,838	1,709.50	743	743.00	55	41.25	3	5.25
Alamosa .....	886.50	2,055	513.75	351	351.00	22	16.50	3	5.25
Arapahoe .....	3,924.00	9,837	2,459.25	1,395	1,395.00	72	54.00	9	15.75
Archuleta .....	173.25	474	118.50	51	51.00	5	3.75	...	.....
Baca .....	600.75	1,523	380.75	205	205.00	20	15.00	...	.....
Bent .....	555.25	1,592	398.00	142	142.00	18	13.50	1	1.75
Bouder .....	3,590.25	9,850	2,462.50	1,027	1,027.00	132	99.00	1	1.75
Chaffee .....	741.75	1,680	420.00	314	314.00	8	6.00	1	1.75
Cheyenne .....	278.25	667	166.75	100	100.00	13	9.75	1	1.75
Clear Creek .....	282.25	645	161.25	121	121.00	...	.....	...	.....
Conejos .....	649.00	1,713	428.25	187	187.00	45	33.75	...	.....
Costilla .....	344.75	679	169.75	163	163.00	16	12.00	...	.....
Crowley .....	379.00	1,153	288.25	84	84.00	9	6.75	...	.....
Custer .....	168.00	397	99.25	68	68.00	1	.75	...	.....
Delta .....	1,448.50	3,775	943.75	472	472.00	39	29.25	2	3.50
Dolores .....	155.00	325	81.25	70	70.00	5	3.75	...	.....
Douglas .....	447.25	922	230.50	216	216.00	1	.75	...	.....
Eagle .....	353.75	951	237.75	112	112.00	3	2.25	1	1.75
Elbert .....	490.75	1,298	324.50	148	148.00	22	16.50	1	1.75
El Paso .....	5,741.50	14,298	3,574.50	1,963	1,963.00	244	183.00	12	21.00
Fremont .....	1,565.25	4,010	1,002.50	546	546.00	20	15.00	1	1.75
Garfield .....	904.50	2,382	595.50	306	306.00	4	3.00	...	.....
Gilpin .....	112.50	250	62.50	50	50.00	...	.....	...	.....
Grand .....	303.50	814	203.50	93	93.00	7	5.25	1	1.75
Gunnison .....	451.75	1,265	316.25	131	131.00	6	4.50	...	.....

Hinsdale	17.50	46	11.50	6	6.00	...	...	...	...
Huerfano	853.25	2,273	568.25	261	261.00	32	24.00	...	...
Jackson	194.25	449	112.25	76	76.00	8	6.00	...	...
Jefferson	3,610.25	9,536	2,384.00	1,138	1,138.00	106	79.50	5	8.75
Kiowa	311.50	707	176.75	131	131.00	5	3.75	...	...
Kit Carson	688.75	1,947	486.75	187	187.00	20	15.00	...	...
Lake	522.00	1,168	292.00	230	230.00	...	...	...	...
La Plata	994.75	2,289	572.25	394	394.00	38	28.50	...	...
Larimer	2,895.25	8,116	2,029.00	804	804.00	76	57.00	3	5.25
Las Animas	2,010.25	4,512	1,128.00	841	841.00	41	30.75	6	10.50
Lincoln	530.25	1,495	373.75	152	152.00	6	4.50	...	...
Logan	1,793.50	4,819	1,204.75	516	516.00	90	67.50	3	5.25
Mesa	3,228.25	8,255	2,063.75	1,083	1,083.00	104	78.00	2	3.50
Mineral	56.50	156	39.00	16	16.00	2	1.50	...	...
Moffat	777.50	1,318	329.50	441	441.00	7	5.25	1	1.75
Montezuma	680.00	1,627	406.75	247	247.00	35	26.25	...	...
Montrose	1,105.75	3,010	752.50	326	326.00	34	25.50	1	1.75
Morgan	1,547.75	4,317	1,079.25	411	411.00	72	54.00	2	3.50
Otero	2,107.75	5,550	1,387.50	648	648.00	87	65.25	4	7.00
Ourray	141.75	393	98.25	42	42.00	2	1.50	...	...
Park	191.25	469	117.25	71	71.00	4	3.00	...	...
Phillips	498.75	1,515	378.75	114	114.00	8	6.00	...	...
Pitkin	112.25	353	88.25	24	24.00	...	...	...	...
Prowers	1,354.00	3,013	753.25	567	567.00	45	33.75	...	...
Pueblo	5,053.25	12,959	3,239.75	1,590	1,590.00	263	197.25	15	26.25
Rio Blanco	292.25	676	169.00	115	115.00	11	8.25	...	...
Rio Grande	1,024.75	2,595	648.75	345	345.00	32	24.00	4	7.00
Routt	804.75	1,988	497.00	289	289.00	25	18.75	...	...
Saguache	412.00	1,003	250.75	155	155.00	6	4.50	1	1.75
San Juan	88.75	222	55.50	27	27.00	6	4.50	1	1.75
San Miguel	153.25	403	100.75	51	51.00	2	1.50	...	...
Sedgwick	441.50	1,424	356.00	75	75.00	14	10.50	...	...
Summit	112.00	243	60.75	49	49.00	3	2.25	...	...
Teller	312.00	778	194.50	110	110.00	10	7.50	...	...
Washington	691.25	1,893	473.25	207	207.00	10	7.50	2	3.50
Weld	5,375.50	14,654	3,663.50	1,439	1,439.00	336	252.00	12	21.00
Yuma	1,086.00	3,072	768.00	305	305.00	15	11.25	1	1.75



**TABLE 16—TITLE CERTIFICATE SALES, NUMBER AND RECEIPTS BY COUNTIES AND FOR THE STATE, 1945**

State Portion 25c, Counties Retain 75c

County	Total Number	Issued			Receipts
		No Fee	Vold	Paid	
Adams	2,850	68	..	2,782	\$ 695.50
Alamosa	845	6	..	839	209.75
Arapahoe	5,133	76	..	5,057	1,264.25
Archuleta	143	1	..	142	35.50
Baca	1,104	47	..	1,057	264.25
Bent	620	19	..	601	150.25
Boulder	3,255	34	2	3,219	804.75
Chaffee	564	4	..	560	140.00
Cheyenne	330	17	..	313	78.25
Clear Creek	221	..	..	221	55.25
Conejos	699	5	..	694	173.50
Costilla	284	11	..	273	68.25
Crowley	460	8	..	452	113.00
Custer	119	5	..	114	28.50
Delta	1,516	24	..	1,492	373.00
Denver	32,220	375	..	31,845	7,961.25
Dolores	264	7	..	257	64.25
Douglas	324	7	..	317	79.25
Eagle	277	2	..	275	68.75
Elbert	410	5	..	405	101.25
El Paso	7,508	116	..	7,392	1,848.00
Fremont	1,658	23	..	1,635	408.75
Garfield	736	3	..	733	183.25
Gilpin	89	1	..	88	22.00
Grand	292	..	..	292	73.00
Gunnison	389	20	..	369	92.25
Hinsdale	9	..	..	9	2.25
Huerfano	635	6	..	629	157.25
Jackson	148	1	..	147	36.75
Jefferson	3,846	42	..	3,804	951.00
Kiowa	272	10	..	262	65.50
Kit Carson	904	36	..	868	217.00
Lake	508	2	..	506	126.50
La Plata	1,033	4	..	1,029	257.25
Larimer	3,337	36	..	3,301	825.25
Las Animas	1,527	42	..	1,485	371.25
Lincoln	582	37	..	545	136.25
Logan	1,687	45	..	1,642	410.50
Mesa	3,309	65	..	3,244	811.00
Mineral	86	1	..	85	8.75
Moffat	694	11	..	683	170.75
Montezuma	907	30	..	877	219.25
Montrose	1,105	24	..	1,081	270.25
Morgan	1,461	25	..	1,436	359.00
Otero	2,343	32	..	2,311	577.75
Ouray	103	5	..	98	24.50
Park	184	3	..	181	45.25
Phillips	477	22	..	455	113.75
Pitkin	69	1	..	68	17.00
Prowers	1,306	50	..	1,256	314.00
Pueblo	6,403	78	1	6,324	1,581.00
Rio Blanco	245	1	..	244	61.00
Rio Grande	1,133	9	..	1,124	281.00
Routt	651	9	..	642	160.50
Saguache	464	7	1	456	114.00
San Juan	77	2	..	75	18.75
San Miguel	146	3	..	143	35.75
Sedgwick	406	14	..	392	98.00
Summit	82	1	..	81	20.25
Teller	219	1	1	217	54.25
Washington	699	20	..	679	169.75
Weld	5,606	130	..	5,476	1,369.00
Yuma	1,000	10	..	990	247.50
Total	105,923	1,699	5	104,219	\$26,054.75
Duplicate Titles				6,694	6,694.00
Miscellaneous					164.20
Total					\$32,912.95

**TABLE 17—REISSUE OF REGISTRATION LICENSE PLATES BY CLASSES OF MOTOR VEHICLES AND RECEIPTS BY COUNTIES AND FOR THE STATE, 1945**

**Note:** The number of reissues listed in the table do not change the year's registration totals for each respective class. It merely indicates a change of a license plate from one motor vehicle to another in the same name.

County	Total Reissues		Number of Reissues									
	No.	Receipts	With Fees					Without Fees				
			Pass.	C.P.	Trk.	Trl.	M.C.	Pass.	C.P.	Trk.	M.C.	
Total State...	19,578	\$25,945.41	14,966	1,809	1,816	105	85	549	101	147	..	..
Adams .....	602	753.79	447	45	67	11	1	17	3	11	..	..
Alamosa .....	173	277.00	111	30	30	..	..	1	1	..	..	..
Arapahoe .....	1,028	1,451.72	826	78	74	3	3	33	6	5	..	..
Archuleta .....	23	25.06	16	6	..	..	..	..	..	1	..	..
Baca .....	202	279.07	134	32	28	1	..	5	1	1	..	..
Bent .....	138	211.26	109	17	12	..	..	..	..	..	..	..
Boulder .....	584	789.44	469	48	57	6	1	3	..	..	..	..
Chaffee .....	116	160.43	86	16	13	..	..	1	..	..	..	..
Cheyenne .....	57	118.72	44	5	8	..	..	..	..	..	..	..
Clear Creek...	36	41.09	33	2	1	..	..	..	..	..	..	..
Conejos .....	129	185.30	81	23	24	..	..	..	1	..	..	..
Costilla .....	49	74.40	32	10	7	..	..	..	..	..	..	..
Crowley .....	101	131.09	73	10	13	..	1	2	1	1	..	..
Custer .....	16	27.00	10	3	3	..	..	..	..	..	..	..
Delta .....	343	523.48	229	62	38	..	..	3	5	6	..	..
Denver .....	4,989	6,194.87	4,196	219	271	23	41	178	26	35	..	..
Dolores .....	32	63.47	17	5	6	..	..	3	..	1	..	..
Douglas .....	74	115.63	46	13	13	..	..	2	..	..	..	..
Eagle .....	56	73.95	42	10	4	..	..	..	..	..	..	..
Elbert .....	100	156.22	67	20	12	..	..	1	..	..	..	..
El Paso.....	1,281	1,563.31	1,059	105	52	3	3	55	2	2	..	..
Fremont .....	356	510.17	237	72	44	1	1	..	..	1	..	..
Garfield .....	123	188.22	77	26	17	..	..	1	2	..	..	..
Gilpin .....	22	38.79	15	3	4	..	..	..	..	..	..	..
Grand .....	44	59.29	30	7	7	..	..	..	..	..	..	..
Gunnison .....	75	116.93	53	13	8	1	..	..	..	..	..	..
Hinsdale .....	1	1.00	..	1	..	..	..	..	..	..	..	..
Huerfano .....	130	154.71	107	12	11	..	..	..	..	..	..	..
Jackson .....	19	23.69	12	5	2	..	..	..	..	..	..	..
Jefferson .....	773	954.31	642	75	34	1	2	18	1	..	..	..
Kiowa .....	52	88.89	33	8	11	..	..	..	..	..	..	..
Kit Carson .....	185	259.44	125	24	20	1	3	8	2	2	..	..
Lake .....	115	169.65	89	9	9	..	..	..	..	..	..	..
La Plata.....	152	220.21	109	24	15	1	..	2	..	1	..	..
Larimer .....	603	819.71	460	47	75	3	5	4	2	7	..	..
Las Animas...	311	453.23	228	27	41	..	..	9	4	2	..	..
Lincoln .....	161	195.69	97	13	17	..	..	20	8	6	..	..
Logan .....	393	525.26	256	32	62	14	..	20	3	6	..	..
Mesa .....	679	903.75	455	130	61	2	3	19	5	4	..	..
Mineral .....	6	5.68	5	..	..	..	..	..	1	..	..	..
Moffat .....	69	98.86	47	11	10	1	..	..	..	..	..	..
Montezuma .....	166	203.52	93	35	20	1	..	8	3	6	..	..
Montrose .....	177	249.02	118	39	19	..	1	..	..	..	..	..
Morgan .....	297	392.18	203	38	54	2	..	..	..	..	..	..
Otero .....	443	606.46	335	43	48	6	3	7	1	..	..	..
Ouray .....	12	12.68	10	2	..	..	..	..	..	..	..	..
Park .....	24	35.33	12	4	6	..	..	1	..	1	..	..
Phillips .....	112	129.26	71	14	10	1	..	8	1	7	..	..
Pitkin .....	7	19.37	4	3	..	..	..	..	..	..	..	..
Prowers .....	259	306.91	185	16	21	4	1	23	6	3	..	..
Pueblo .....	1,396	1,819.17	1,168	90	73	4	12	40	3	6	..	..
Rio Blanco...	32	56.58	18	7	6	1	..	..	..	..	..	..
Rio Grande...	262	399.85	160	35	64	3	..	..	..	..	..	..
Routt .....	125	159.62	96	14	14	..	..	..	1	..	..	..
Saguache .....	111	192.31	65	14	32	..	..	..	..	..	..	..
San Juan .....	7	10.48	4	1	1	..	1	..	..	..	..	..
San Miguel...	19	22.31	10	7	2	..	..	..	..	..	..	..
Sedgwick .....	72	83.74	58	3	11	..	..	..	..	..	..	..
Summit .....	12	18.91	7	2	3	..	..	..	..	..	..	..
Teller .....	29	68.67	16	6	7	..	..	..	..	..	..	..
Washington ..	158	219.86	113	15	22	3	..	5	..	..	..	..
Weld .....	1,238	1,587.60	853	93	192	6	1	51	11	31	..	..
Yuma .....	222	347.80	163	22	30	2	2	1	1	1	..	..

**TABLE 18—SPECIAL ENGINE NUMBERS AND RECEIPTS, BY COUNTIES  
AND FOR THE STATE, 1945**

County	Number Issued	Total Receipts	County	Number Issued	Total Receipts
Total State	2,442	\$2,442.00	Lake	10	\$ 10.00
Denver	646	646.00	La Plata	26	26.00
Adams	98	98.00	Larimer	43	43.00
Alamosa	10	10.00	Las Animas	50	50.00
Arapahoe	105	105.00	Lincoln	36	36.00
Archuleta	3	3.00	Logan	51	51.00
Baca	69	69.00	Mesa	101	101.00
Bent	29	29.00	Mineral	1	1.00
Boulder	49	49.00	Moffat	11	11.00
Chaffee	4	4.00	Montezuma	34	34.00
Cheyenne	22	22.00	Montrose	39	39.00
Clear Creek	3	3.00	Morgan	30	30.00
Conejos	7	7.00	Otero	41	41.00
Costilla	15	15.00	Ouray	5	5.00
Crowley	7	7.00	Park	6	6.00
Custer	4	4.00	Phillips	25	25.00
Delta	42	42.00	Pitkin	2	2.00
Dolores	7	7.00	Prowers	78	78.00
Douglas	13	13.00	Pueblo	97	97.00
Eagle	6	6.00	Rio Blanco	5	5.00
Elbert	13	13.00	Rio Grande	15	15.00
El Paso	158	158.00	Routt	12	12.00
Fremont	36	36.00	Saguache	7	7.00
Garfield	4	4.00	San Juan	6	6.00
Gilpin	2	2.00	San Miguel	5	5.00
Grand	5	5.00	Sedgwick	16	16.00
Gunnison	17	17.00	Summit	1	1.00
Hinsdale	..	....	Teller	1	1.00
Huerfano	11	11.00	Washington	21	21.00
Jackson	6	6.00	Weld	134	134.00
Jefferson	75	75.00	Yuma	18	18.00
Kiowa	9	9.00			
Kit Carson	40	40.00			

**TABLE 19—MOTOR VEHICLE TRAFFIC VIOLATION TICKETS AND RECEIPTS BY COUNTIES AND FOR THE STATE, 1945 (Highway Patrol Tickets)**

**Note:** The total collections are distributed 50 per cent to the state highway fund and 50 per cent to the county road funds.

County	Number of Tickets	Total Receipts	County	Number of Tickets	Total Receipts
Total State.....	9,474	\$29,334.00	Kiowa .....	7	\$ 29.00
Adams .....	1,191	3,324.00	Kit Carson.....	77	292.00
Alamosa .....	85	249.00	Lake .....	31	77.00
Arapahoe .....	822	2,482.00	La Plata .....	100	390.00
Archuleta .....	17	41.00	Larimer .....	180	583.00
Baca .....	20	83.00	Las Animas .....	225	723.00
Bent .....	36	128.00	Lincoln .....	246	691.00
Boulder .....	415	1,155.00	Logan .....	131	475.00
Chaffee .....	110	454.00	Mesa ....	127	338.00
Cheyenne .....	25	79.00	Mineral .....	2	4.00
Clear Creek.....	74	254.00	Moffat .....	15	89.00
Conejos .....	113	323.00	Montezuma .....	76	237.00
Costilla .....	27	92.00	Montrose .....	39	121.00
Crowley .....	2	4.00	Morgan .....	203	616.00
Custer .....	..	....	Otero .....	270	838.00
Delta .....	18	46.00	Ouray .....	1	2.00
Denver .....	18	80.00	Park .....	14	56.00
Dolores .....	12	38.00	Phillips .....	47	126.00
Douglas .....	271	1,035.00	Pitkin .....	1	2.00
Eagle .....	19	57.00	Prowers .....	201	657.00
Elbert .....	27	109.00	Pueblo .....	987	3,209.00
El Paso .....	474	2,001.00	Rio Blanco .....	4	31.00
Fremont .....	88	238.00	Rio Grande .....	140	405.00
Garfield .....	62	189.00	Routt .....	13	67.00
Gilpin .....	1	3.00	Saguache .....	51	158.00
Grand .....	18	64.00	San Juan .....	6	14.00
Gunnison .....	10	24.00	San Miguel .....	1	4.00
Hinsdale .....	..	....	Sedgwick .....	35	94.00
Huerfano .....	51	211.00	Summit .....	9	22.00
Jackson .....	..	....	Teller .....	8	24.00
Jefferson .....	1,497	4,100.00	Washington .....	23	76.00
			Weld .....	647	1,880.00
			Yuma .....	54	141.00

**TABLE 20—FINES RECEIVED FROM JUSTICES OF THE PEACE: STATE PORTION, 1935-1945, ON MOTOR VEHICLE LAW VIOLATIONS**

Note: A like amount, or 50%, deposited in County Road Funds.

Month and Year	1945	1944	1943	1942	1941	1940	1939	1938	1937	1936	1935
Totals .....	\$49,607.33	\$38,484.50	\$32,737.82	\$32,699.64	\$36,138.77	\$29,480.37	\$31,472.31	\$27,166.06	\$29,925.88	\$11,003.93	\$ 509.81
January .....	2,838.61	2,817.71	1,800.51	3,198.41	3,683.98	2,602.03	2,169.43	2,279.16	1,478.86	439.00	.....
February .....	2,963.00	2,625.65	1,979.23	1,301.26	1,742.79	1,579.56	1,380.05	1,724.97	1,573.69	343.50	.....
March .....	2,888.85	3,405.20	2,593.01	2,082.72	195.00	1,991.47	2,101.57	892.25	1,554.57	274.89	.....
April .....	3,302.15	2,732.05	2,932.60	3,035.46	4,592.01	2,165.92	2,663.06	4,369.10	1,972.94	459.74	.....
May .....	3,231.83	3,680.20	3,003.20	2,470.81	2,454.28	2,451.38	2,918.12	2,052.75	1,776.75	633.44	.....
June .....	4,225.00	3,286.85	4,042.31	2,962.22	2,676.25	2,253.46 3,253.46	3,003.28	2,194.75	4,056.87	809.01	.....
July .....	4,182.11	2,846.05	2,811.43	3,750.56	3,339.12	2,363.62	2,983.28	2,859.19	3,029.58	1,441.95	.....
August .....	4,728.30	3,193.50	3,323.45	3,008.28	3,730.60	2,864.05	3,038.64	2,447.14	2,112.71	1,275.38	.....
September .....	4,658.90	3,788.30	2,955.08	3,755.22	3,926.64	3,311.37	2,952.10	2,188.98	2,728.75	1,471.10	27.26
October .....	5,125.50	3,704.90	2,374.15	3,211.33	3,355.91	2,933.72	2,827.78	881.14	3,813.80	1,085.65	72.80
November .....	6,354.75	3,296.25	2,621.60	2,790.78	3,567.76	2,401.47	2,510.22	2,926.68	3,361.97	1,402.86	368.75
December .....	5,108.33	3,107.84	2,301.25	2,132.59	2,874.43	1,562.32	2,924.78	2,349.95	2,465.39	1,367.41	41.00

**TABLE 21—FINES RECEIVED FROM JUSTICES OF PEACE: STATE PORTION  
SHOWN BY COUNTIES, 1945**

County	Number of Fines	Amount Collected	County	Number of Fines	Amount Collected
Total State	6,481	\$49,607.33	Kiowa	2	\$ 5.00
Adams	746	5,944.87	Kit Carson	17	104.75
Alamosa	89	717.50	Lake	27	368.00
Arapahoe	440	2,537.75	La Plata	72	540.25
Archuleta	4	55.00	Larimer	138	1,078.00
Baca	19	220.00	Las Animas	256	1,898.50
Bent	30	355.00	Lincoln	71	461.50
Boulder	304	2,223.00	Logan	207	1,670.00
Chaffee	55	755.75	Mesa	109	865.50
Cheyenne	28	322.00	Mineral	...	.....
Clear Creek	39	190.00	Moffat	46	482.50
Conejos	107	1,000.50	Montezuma	25	232.50
Costilla	22	175.00	Montrose	110	870.00
Crowley	8	31.00	Morgan	239	1,329.80
Custer	5	57.50	Otero	198	923.00
Delta	89	757.50	Ouray	8	47.50
Denver	...	.....	Park	1	38.50
Dolores	...	.....	Phillips	20	216.37
Douglas	73	766.25	Pitkin	...	.....
Eagle	24	113.50	Prowers	217	1,484.00
Elbert	7	40.00	Pueblo	381	2,350.00
El Paso	323	2,541.00	Rio Blanco	2	27.50
Fremont	101	980.45	Rio Grande	179	992.50
Garfield	57	578.50	Routt	43	870.00
Gilpin	...	.....	Saguache	37	566.00
Grand	4	27.50	San Juan	5	50.00
Gunnison	20	90.00	San Miguel	4	42.50
Hinsdale	...	.....	Sedgwick	43	179.00
Huerfano	60	538.50	Summit	3	22.50
Jackson	...	.....	Teller	6	55.00
Jefferson	877	7,398.29	Washington	15	115.00
			Weld	428	3,029.30
			Yuma	41	276.00

TABLE 22—EMERGENCY PERMITS AND STICKERS ISSUED WITH RECEIPTS, 1945

Note: Repossession Permits at 25c. Dealer Permits at 2c. Inspection Stickers at 5c.

Month	Repossession Tags		Dealer's Permits		Inspection Stickers	
	No.	Amount	No.	Amount	No.	Amount
January .....			1,287	\$ 25.74	175,615	\$ 8,780.75
February .....			1,261	25.22	52,163	2,608.15
March .....	2	.50	1,230	24.60	52,755	2,637.75
April .....			1,363	27.26	13,032	651.60
May .....			1,230	24.60	3,583	179.15
June .....			1,616	32.32	176,154	8,807.70
July .....			1,324	26.48	101,924	5,096.20
August .....			1,840	36.80	20,192	1,009.60
September .....	1	.25	1,675	33.50	5,991	299.55
October .....	2	.50	1,970	39.40	2,487	124.35
November .....			1,970	39.40	1,367	68.35
December .....			1,320	26.40	638	31.90
Total .....	5	\$ 1.25	18,086	\$ 361.72	605,901	\$30,295.05

TABLE 23—COMMERCIAL VEHICLE REGISTRATIONS CLASSIFIED ACCORDING TO BODY TYPE BY COUNTIES AND FOR THE STATE, 1945

Note: These pickups and panels are all under 1 ton rated capacity.

(Number of Registrations)

County	Registrations							Replacements Number
	Total	Pickups	Panels	School Buses	Passenger Buses	Station Wagons	Funeral Cars	
Total State	41,874	34,991	4,404	906	559	762	252	439
Denver	6,511	4,025	1,976	15	210	247	38	59
Adams	1,131	978	104	14	13	18	4	15
Alamosa	408	337	41	14	8	5	3	11
Arapahoe	1,336	1,084	188	10	10	42	2	13
Archuleta	168	161	2	..	..	4	1	..
Baca	600	578	9	13	..	..	..	4
Bent	292	272	11	7	..	..	2	4
Boulder	1,265	1,115	102	5	9	27	7	12
Chaffee	377	326	37	3	..	7	4	2
Cheyenne	195	150	14	26	..	3	2	..
Clear Creek	112	93	9	3	1	5	1	..
Conejos	590	571	9	7	..	1	2	16
Costilla	248	238	..	8	..	1	1	5
Crowley	216	199	4	12	..	..	1	2
Custer	136	124	6	1	..	3	2	1
Delta	1,069	1,012	16	30	4	3	4	10
Dolores	155	152	2	..	..	..	1	..
Douglas	237	217	5	9	..	5	1	3
Eagle	271	245	11	5	4	5	1	5
Elbert	420	384	11	22	..	2	1	14
El Paso	2,110	1,478	363	84	57	117	11	18
Fremont	1,029	943	56	17	1	3	9	9
Garfield	686	622	19	11	1	19	4	7
Gilpin	57	48	3	1	..	5	..	1
Grand	220	194	11	1	2	11	1	3
Gunnison	281	252	13	5	1	7	3	1
Hinsdale	18	17	..	..	..	1	..	..
Huerfano	478	426	33	9	1	3	6	6
Jackson	144	137	3	..	3	1	..	1
Jefferson	1,488	1,258	170	17	..	40	3	19
Kiowa	211	172	5	34	..	..	..	1
Kit Carson	467	432	11	20	..	2	2	4
Lake	209	182	22	1	1	1	2	2
La Plata	674	599	27	9	18	11	10	10
Larimer	1,335	1,104	134	15	29	38	15	10
Las Animas	1,048	804	100	32	93	9	10	15
Lincoln	440	399	16	20	..	2	3	7
Logan	758	675	42	35	2	1	3	6
Mesa	2,084	1,875	124	25	34	17	9	22
Mineral	40	38	..	..	1	1	..	1
Moffat	434	413	9	2	3	6	1	2
Montezuma	693	661	15	13	1	2	1	10
Montrose	898	838	23	15	7	9	6	13
Morgan	573	485	48	33	3	1	3	5
Otero	725	624	63	19	3	4	12	7
Ouray	140	131	4	1	1	1	2	1
Park	169	146	15	3	..	3	2	2
Phillips	333	300	11	18	2	..	2	..
Pitkin	89	80	4	..	..	4	1	..
Prowers	558	490	33	24	..	1	10	7
Pueblo	2,003	1,680	227	35	17	31	13	23
Rio Blanco	248	235	5	2	..	5	1	4
Rio Grande	589	532	21	32	..	..	4	11
Routt	550	509	19	8	1	8	5	4
Saguache	313	282	9	19	..	2	1	5
San Juan	58	49	3	3	..	2	1	..
San Miguel	166	162	1	2	..	..	1	..
Sedgwick	191	166	14	9	..	1	1	1
Summit	66	59	5	1	..	..	1	3
Teller	235	216	8	3	2	5	1	..
Washington	433	411	10	9	2	..	1	1
Weld	2,377	2,108	134	103	12	10	10	30
Yuma	519	488	14	12	2	..	3	1



**TABLE 24—TRUCK AND TRACTOR REGISTRATIONS ACCORDING TO CARRYING CAPACITY FOR THE STATE AND BY COUNTIES, 1945**

**Note:** The classes of truck sizes are the factory rated carrying capacity. The one-fourth ton fractions are dropped and all fractions over 2½ tons. (Rated Capacity in Tons)

County	Number of Trucks										Tractors	Replacements Number
	Total Number	1 Ton	1½ Ton	2 Ton	2½ Ton	3 Ton	4 Ton	5 Ton	6 Ton			
Total State...	34,963	2,924	28,320	843	174	660	223	179	26	1,614	494	
Denver .....	6,096	528	3,981	278	59	321	116	93	8	712	92	
Adams .....	1,571	119	1,346	25	12	22	1	1	1	45	21	
Alamosa .....	391	24	326	7	1	13	..	1	..	19	9	
Arapahoe .....	855	71	719	33	3	10	2	3	..	14	16	
Archuleta .....	62	12	43	2	..	1	..	3	..	1	1	
Baca .....	409	42	340	..	..	4	1	3	..	19	7	
Bent .....	238	21	212	4	..	1	..	..	..	..	1	
Boulder .....	1,200	102	1,046	21	3	5	5	1	..	17	24	
Chaffee .....	185	11	169	2	1	2	..	..	..	..	1	
Cheyenne .....	129	10	112	3	..	2	..	..	..	2	1	
Clear Creek .....	91	6	65	3	3	8	5	1	..	..	2	
Conejos .....	302	23	271	1	2	2	..	..	..	3	9	
Costilla .....	172	24	140	4	..	1	2	..	..	1	5	
Crowley .....	322	18	292	6	..	3	..	..	..	3	2	
Custer .....	86	11	73	..	..	..	..	..	..	2	1	
Delta .....	585	108	435	26	1	5	3	1	..	6	9	
Dolores .....	97	8	81	5	..	3	..	..	..	..	3	
Douglas .....	186	10	161	5	..	9	1	..	..	..	1	
Eagle .....	123	10	101	6	1	4	1	..	..	..	1	
Elbert .....	184	37	133	8	1	..	2	1	..	2	4	
El Paso .....	1,095	105	876	46	11	29	8	3	1	16	15	
Fremont .....	533	56	404	9	5	4	5	4	..	46	9	
Garfield .....	377	35	322	6	1	3	1	5	2	2	3	
Gilpin .....	35	1	31	2	..	..	1	..	..	..	1	
Grand .....	190	18	141	2	3	9	4	3	..	10	4	
Gunnison .....	136	4	115	8	2	3	1	6	1	2	2	
Hinsdale .....	10	1	9	..	..	..	..	..	..	..	1	
Huerfano .....	189	14	166	4	..	2	..	1	..	2	..	
Jackson .....	125	6	110	4	..	..	1	1	..	3	..	
Jefferson .....	906	72	771	16	5	12	4	2	..	24	15	
Kiowa .....	116	13	96	1	..	..	..	..	..	6	..	
Kit Carson .....	369	57	300	3	..	3	..	..	..	6	5	
Lake .....	159	11	131	6	..	2	..	2	6	1	2	
La Plata .....	313	25	226	15	1	3	1	3	1	38	4	
Larimer .....	1,537	133	1,332	20	4	12	1	3	..	32	19	
Las Animas .....	589	25	520	20	10	4	2	1	..	7	12	
Lincoln .....	228	27	197	1	..	1	..	1	..	2	2	
Logan .....	1,070	82	898	19	3	9	2	1	..	56	8	
Mesa .....	1,052	105	873	13	5	10	4	10	1	31	15	
Mineral .....	24	1	22	..	..	1	..	..	..	..	..	
Moffat .....	380	20	184	22	6	19	13	6	1	109	10	
Montezuma .....	277	21	220	2	1	3	1	1	..	28	3	
Montrose .....	525	79	378	23	..	27	3	12	..	3	15	
Morgan .....	1,058	61	937	19	..	2	3	..	..	36	17	
Otero .....	830	36	746	3	..	6	3	1	..	35	13	
Ouray .....	49	5	39	1	..	3	1	..	..	..	1	
Park .....	113	13	88	5	..	3	2	..	..	2	5	
Phillips .....	341	64	260	5	..	2	..	..	..	10	3	
Pitkin .....	39	1	36	..	1	..	1	..	..	..	..	
Prowers .....	477	35	364	12	1	9	1	1	..	54	4	
Pueblo .....	1,349	106	1,099	16	11	12	3	2	..	100	20	
Rio Blanco .....	103	8	77	7	..	2	1	..	..	8	..	
Rio Grande .....	734	33	681	10	..	3	1	..	1	5	11	
Routt .....	256	26	205	12	3	4	2	2	..	2	..	
Saguache .....	289	12	271	1	..	..	..	3	..	2	4	
San Juan .....	29	..	23	3	1	..	1	1	..	..	..	
San Miguel .....	54	5	37	4	1	2	1	..	..	4	..	
Sedgwick .....	374	40	326	3	3	2	..	..	..	..	2	
Summit .....	34	2	24	3	..	1	3	1	..	..	..	
Teller .....	125	9	109	3	2	2	..	..	..	..	2	
Washington .....	377	34	322	5	..	1	..	..	..	15	5	
Weld .....	4,198	163	3,892	40	5	31	6	2	4	55	48	
Yuma .....	615	165	416	10	2	3	3	..	..	16	4	





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