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PUBLIC STIRRED TO AUTO SAFETY IN '41

City-County Death Toll for Year Was 135, but Action Was Taken on Many Fronts to Reduce Accidents; Effort to Continue.

By RICHARD LEWIS

The lives of 70 men, women and children were taken by traffic accidents in the City in 1941 and 65 more died in County accidents outside the City.

These dead, however, did not die in vain. The year's turning found a new public awareness of the traffic problem. It found also something definitely being done about it.

Traffic safety was being emphasized as a defense measure as well as an humanitarian effort to save lives.

In war time, safety officials said, the death of a defense worker in an auto smashup is a military loss.

Despite diversion of some manpower to guard defense industry, the Police Department will continue its enforcement program this year unabated, Police Chief Morrissey said.

Double Safety Efforts

Chartered as a National Safety Council chapter, the Chamber of Commerce safety division pledged itself to double its safety effort.

A year ago yesterday, Indianapolis had next to the worst traffic record of any city its size in the nation.

The record of 1939 was 109 dead in the City and its County environs. The record of 1940 was 144 dead.

At the end of 1941, the traffic death toll was 135 for City and County—nine less than the total for the year before. The three-year record:

City	County	Total
1939 57	52	109
1940 64	60	144
1941 70	65	135

2900 Hurt in Year

The traffic injury list in 1941 was about 2900, compared with 2621 last year. That meant one person out of about 137 in the City's population was injured in traffic, not counting the one out of each 5500 who was killed.

Nearly half of the traffic victims in the City and County were pedestrians who crossed in the middle of the block, ignored signals, walked out from between parked cars, walked in the street, crossed diagonally at intersections or were struck by motorists who were at fault.

Age 55 was the average for all these pedestrian traffic deaths. More than half of the 62 pedestrian traffic victims in the City and County were 50 or older. Four were in their 80s six were in their 70s and 12 were in their 60s.

5 Children Struck Down

Only five pedestrians struck down were children whose ages ranged from 3 to 14 years.

The 45 pedestrian deaths in the City and the 18 deaths in the County did not include three who were killed by trains and one killed by a street car.

In addition to these, 11 persons met death in train-auto crashes in the City and County. A woman died in a train-car crash at the Belt Railroad crossing at Shelby St.

Two died in a collision at the New York Central Railroad and E. 59th St. Three were killed at the New York Central crossing and E. 56th St. Two died at the Banner Ave. crossing of the New York Central at Beech Grove.

There were two more fatal collisions at the Pennsylvania Railroad and Kithay Road and one at St. and the New York Central.

He claimed the lives of 25 men and adolescents under 18. Indianapolis was doing more

were pedestrians, six were rid-

about it.

IN INDIANAPOLIS

Marriage Licenses
Issued

These are from official records in County Court House. The Times, as is not responsible for errors and addresses.

Deputy, 860 S. Denison; Mary

H. 1258 Montcalm, Mass.

J. Johnson, 23, South Hadley,

G. Ellis, 21, of 111 E. New

Brinsford Hall, 19, of 14 N. State,

C. F. Park, 26, of 717 W. Drive

W. M. G. Frantz, 20, of 402 N.

Thompson, 21, of 1825 Brookside;

G. Ball, 23, U. S. Army; Dorothy

E. Snyder, 18, of 717 N. Tal-

Hummel, 28, of R. R. 2, Box 30,

E. Blasingham, 26, Richmond

W. E. Vories, 25, of 4150 N.

J. L. Deardorff, 29, of 1440 N.

H. Mank, 28, of 1700 N. Illinois;

W. C. Kestrel, 26, of 1244 E.

W. Kestrel, 26, of 1244 E.

Doris J. Ernst, 18, of 1335 E.

Krapf, 29, of 1502 Roache; Marc

G. Gundlach, 26, R. R. 2, Box 320,

F. G. Shipp, 21, of 312 E. Walnut;

F. G. Shipp, 21, of 312 E. Walnut;