MARGARET T. HEAD

MARCH 2, (calendar day, MARCH 3), 1927.—Ordered to be printed

Mr. MEANS, from the Committee on Claims, submitted the following

REPORT

[To accompany H. R. 9163]

The Committee on Claims, to whom was referred the bill (H. R. 9163) for the relief of Margaret T. Head, administratrix, having considered the same, report favorably thereon with the recommendation that the bill do pass without amendment.

The facts are fully set forth in House Report No. 1857, Sixty-ninth Congress, second session, which is appended hereto and made a part of this report.

STATEMENT OF FACTS

The evidence submitted in this case indicates that the accident and death of Alfred Head were due to the negligence of the truck driver. The Post Office Department seems to be of this opinion, and as the Postmaster General believes that favorable consideration should be given the claim your committee recommend favorable action.

Attached herewith is the file of the Post Office Department, which is made a part of this report.

FEBRUARY 18, 1926.

Hon. CHARLES L. UNDERHILL,
Chairman Committee on Claims,
House of Representatives.

My DEAR MR. UNDERHILL: In compliance with the request of your committee, dated February 13, 1926, I beg to transmit for consideration with H. R. 9163 all papers on file in the department relating to the claim of Margaret T. Head, in the sum of $5,000, for the death of her son, Alfred Head, on June 11, 1924, as a result of being struck by a United States mail truck.
In this connection I beg to advise that it is my opinion that favorable consideration should be accorded this claim. With regard to the amount claimed for the death of Alfred Head, the department is not disposed to recommend any particular amount as constituting a sufficient award, preferring to leave that question for the consideration and determination of Congress.

It will be noted that the advice of the Director of the Bureau of the Budget was sought under date of February 12, 1926, and a reply was received from him to the effect that this report would not be in conflict with the financial program of the President.

Very truly yours,

Harry S. New, Postmaster General.

Post Office Department,
New York, N. Y., December 22, 1924.

Case No. 69280—D.
Subject: Accident on June 11, 1924, involving United States mail truck No. 4068 and an automobile owned by Jacob Neveleff & Co., resulting in personal injuries to Alfred Thomas Head, which proved fatal.

Inspector in Charge,
New York, N. Y.

The case of above number relates to an accident which occurred at about 7.45 p. m. on June 11, 1924, at the intersection of Chambers and Washington Streets, New York, N. Y., involving United States mail truck No. 4068, and a 5-ton Mack truck, license No. 1-714-481, New York, owned by Jacob Neveleff & Co., 237 Commerce Street, New Haven, Conn., resulting in fatal injuries to Alfred Thomas Head, aged 26 years, who resided at No. 240 West Twenty-second Street, New York, N. Y. Personal investigation was made here on December 2, 1924, and on subsequent dates.

Francis J. O'Hara, the mail chauffeur who operated truck No. 4068 at the time of the accident, was personally interviewed on the 2d instant, and made affidavit to the effect that he has been operating motor vehicles for at least three years and mail trucks since December, 1923; that on date of accident he was going from the general post office to the Erie Terminal, Jersey City, N. J., via Chambers Street Ferry; that he proceeded south on West Broadway to Chambers Street, turning west on that street; that he arrived at the intersection of Washington Street at about 7.45 p. m. (daylight-saving time); that the street had been flushed and was wet; that he was traveling at about 10 miles an hour on the right-hand side of the roadway; that when about 20 feet east of Washington Street he noticed a 5-ton Mack truck coming south on Washington Street, also going about 10 miles an hour and then about 5 feet north of Chambers Street; that when he saw this private truck he applied his foot brake, with the intention of stopping and allowing it to pass, and sounded his whistle; that upon applying his brake the mail truck skidded, the rear end swinging toward the right; that he then released the brake and turned the mail truck in the same direction the private truck was traveling; that as both trucks reached the southwest corner of the intersection, the operator of the private truck swerved to the right, running upon the sidewalk and breaking a fire hydrant; that the two trucks came together at this point, the right side of the mail truck striking the left side of the private truck; that a man was standing on the running board of the private truck, who, when he saw the impending collision, either jumped or fell off and under the private truck, or was caught between both trucks; that he is not positive just what happened, and that in his opinion the operator of the private truck was responsible for the accident as he made no attempt to stop when he saw the mail truck skid.

Edward Aklis, substitute railway mail clerk, then residing at 236 Front Street, Nanticoke, Pa., was acting as convoy on the mail truck at the time of the accident, and stated on witness form that the mail truck was traveling between 10 and 15 miles an hour and the private truck about 5 miles an hour; that the roadway was wet; that the private truck was going south on Washington Street, and as it approached the intersection of Washington and Chambers Streets the driver thereof observed the operator of the mail truck to apply his brakes, apparently with the intention of stopping and allowing the private truck to pass, and after also having applied his brakes to stop “darted across”; that a man on the running board of the private truck jumped off; that the driver of the mail truck tried to avoid an accident by swerving into Washington Street in the same way as the private truck skidded.
direction the private truck was going; that he failed to effect a sharp curve and the accident resulted; that in his opinion the driver of the mail truck was to blame for the accident. Letter was forwarded to Mr. Aklis requesting a personal interview, and it was learned he had not performed any duties since July 1, 1924. His letter, dated December 15, 1924, herewith, indicates he is a patient at Hyatt's Health Camp, Cactus, Ariz., suffering from a serious case of tuberculosis.

Joseph Greenfeder, a witness, business address 291 Washington Street, this city, residence 587 Dumont Avenue, Brooklyn, N. Y., was personally interviewed on the 10th instant, and stated the mail truck skidded, swerved southwest, and struck the private truck on left side; that the private truck had practically passed the south crosswalk; that the rear left wheel of the private truck ran over Alfred Thomas Head; that he does not know the speed at which the respective trucks were traveling and could not state who was responsible for the accident. He declined to make sworn affidavit, although he submitted written statement on witness form.

Samuel Neveleff, son of the owner of the private truck, who was operating that truck at the time of the accident, was personally interviewed on December 11, 1924, and stated when he was about three-fourths of the way across the intersection of Washington and Chambers Streets, a mail truck traveling about 20 miles an hour west on Chambers Street struck the left side of his truck after it had skidded on the wet roadway; that his truck was pushed onto the sidewalk and into a fire hydrant; that just before the accident Alfred Thomas Head was standing on the running board of his truck but jumped off and ran to the rear end; that after the accident he found Head lying on the sidewalk; that he ran down to the next block toward the ferry and summoned Police Officer Albert Phair; that they removed the victim to the United States Public Health Service Hospital where he was given first-aid treatment while awaiting an ambulance from the Beckman Street Hospital. Mr. Sam Neveleff declined to make a written statement.

The records of the last-named hospital show that Head was removed to that hospital where he died at 1.22 a.m., June 12, 1924, from injuries sustained in the accident.

Police Officer Albert Phair, was personally interviewed and corroborated the statements made by Mr. Neveleff as to the action taken after the accident occurred.

Police Officer David Kelly, shield No. 1016, Precinct 4, made report of the accident, transcript herewith, and stated he was not in the immediate vicinity at the time of the accident and could not relate anything about it, except what he learned at the hospital.

The two chauffeurs involved were arrested and held in $5,000 bail each. Police Magistrate Frederick B. House, after hearing the testimony in this case on June 15, 1924, discharged Samuel Neveleff and held the mail chauffeur for the action of the grand jury, continuing the same bail. At the homicide bureau it was learned on December 11, 1924, that the case against Mail Chauffeur O'Hara was dismissed by the grand jury on October 17, 1924.

The facts as disclosed in this case indicate the accident resulted from the mail chauffeur suddenly applying his brakes on a wet roadway, causing the mail truck to skid and strike the private truck after it had practically crossed the intersection of streets. The damage sustained to the mail truck amounted to $9.52, and as the accident appears to have been unavoidable no collection was made from the mail chauffeur.

Mr. Neveleff stated his truck was damaged to the extent of about $25, but that he does not intend to file any claim against the Government, nor has any personal-injury claim been filed.

It is believed the Government is not responsible for the death of Alfred Thomas Head, as it appears from statements made by persons involved in this accident that he was standing on the left running board of the private truck as it was crossing the intersection and apparently when he saw an accident was about to occur and seemed inevitable, jumped to the roadway, slipped, and was run over by the private truck.

In view of the facts disclosed in this investigation it is believed no further action is warranted. Closing of the case is therefore recommended.

C. H. Harrison, Inspector.
Cactus, Ariz., December 15, 1924.

Mr. C. H. Harrison, P. O. I.,
New York, N. Y.

Dear Sir: In reply to your letter of the 6th instant, I am pleased to inform you that I can be interviewed at Hyatt's health camp located at Cactus. I would be very glad to supply you with all the information you desire. I can not ascertain definitely the date I will resume my duties, as I have a serious case of the tuberculosis.

Assuring you of my willingness to be of service to you, I beg to remain,
Respectfully,

Edward Aklis.

New York, N. Y., December 6, 1924.

Mr. Edward Aklis,
236 Front Street, Nanticoke, Pa.

Dear Sir: On June 11, 1924, while you were acting as a convoy on United States mail truck No. 4068 it was involved in an accident resulting in damage to a private truck, the mail truck, and death of Mr. Head.

As I have this case under investigation I would like to get further information, in addition to your written statement, from you. I understand that you are absent on sick leave and have not worked for several months, so it is requested that you kindly advise me when you expect to return to duty and when and where I would be able to see you if practicable.

It will be appreciated if you will give this request your attention as soon as practicable.

The inclosed addressed envelope, which requires no postage, may be used for reply.

Very truly yours,

Post Office Inspector.

State of New York, County of New York:

Personally appeared Francis J. O'Hara, who first being duly sworn deposes and says:

That he has been operating motor vehicles for at least three years and mail trucks since December, 1923, and is employed at the post office, New York, N. Y., as a regular mail chauffeur.

That on June 11, 1924, he was operating United States mail truck No. 4068, going from G. P. O., New York, N. Y., to Erie Terminal, Jersey City, N. J., via Chambers Street Ferry; that he proceeded south on West Broadway to Chambers Street, turning west on that street; that two blocks from there is Washington Street, where he arrived at about 7.45 p. m. (daylight-saving time); that Chambers Street was wet, as the street had been flushed; that he was traveling on the right-hand side of the road at about 10 miles an hour just before coming to the intersection of Washington and Chambers Streets; that when he was about 20 feet east of Washington Street he noticed a 5-ton Mack truck coming south on Washington Street, traveling about 10 miles per hour, being about 5 feet north of Chambers Street; that when he saw this private truck he applied his foot brake, with the intention of stopping to permit it to pass by, and also sounded his whistle; that upon applying the brake the mail truck started skidding, the rear end swinging toward the right; that he then released the brake and turned the mail truck in the same direction as the private truck was traveling; that as both trucks came to the southwest corner the operator of the private truck swerved to the right, running upon the sidewalk, breaking a fire hydrant; that the two trucks came together at this point, the right side of the mail truck striking the left side of the private truck.

That as the private truck was crossing Chambers Street a man was standing on the running board and when the trucks collided, or just before, he either jumped off and fell under the private truck or was caught between both trucks; however, he is not positive just what happened to him, as he could not see him after he jumped off the running board of the private truck.
That in his opinion the operator of the private car was at fault for the accident, as he made no attempt to stop when he saw the mail truck skid. His license No. 1-714-481-N. Y.

FRANCIS J. O'HARA,
Mail Chauffeur.

Subscribed and sworn to before me this 2d day of December, 1924, at New York, N. Y.

C. H. HARRISON, Post Office Inspector.

POST OFFICE DEPARTMENT,
FIRST ASSISTANT POSTMASTER GENERAL,
Washington, November 8, 1924.

SOLICITOR:
The accompanying papers submitted by the postmaster at the office named below, from which it appears that a person not connected with the Postal Service sustained personal injuries as the result of being struck by a Government-owned mail truck, are referred to you for appropriate attention.

JOHN H. BARTLETT, First Assistant.

Post office: New York, N. Y.
Truck No. 4068.
Date of accident: June 11, 1924.
Name of injured party: Alfred Thomas Head, 240 West Twenty-second Street, New York, N. Y.

UNITED STATES POST OFFICE,
New York, N. Y., November 8, 1924.

FIRST ASSISTANT POSTMASTER GENERAL,
Division of Motor Vehicle Service.

My Dear Sir: Attached papers relate to accident which occurred June 11, 1924, at the intersection of Chambers and Washington Streets, this city, involving United States mail truck No. 4068, in charge of Driver-Mechanic Francis J. O'Hara, and a 5-ton Mack truck, license No. 1-714-481, N. Y., owned by Jacob Neveleff & Co., 237 Commerce Street, New Haven, Conn., resulting in fatal injury to Alfred Thomas Head, aged 26 years, residing at No. 240 West Twenty-second Street, New York, N. Y.

On June 16, 1924, Driver-Mechanic O'Hara was placed under arrest, and upon being arraigned before magistrate in the homicide branch of the police traffic court, was held in $5,000 bail for hearing on June 24, 1924, and on this latter date, the assistant district attorney questioned Driver-Mechanic O'Hara as to how the accident occurred, and as a result of this questioning both driver of the mail truck and driver of the Mack truck involved were held in $5,000 bail.

From records of the district attorney, city of New York, it is shown that the case against the driver of the mail truck was dismissed by the grand jury on October 17, 1924, thereby exonerating the mail truck driver from responsibility for accident which caused the death of Head.

Investigation of this accident was made by representative of this office, whose detailed report is attached giving information surrounding the accident, names of persons and statements from the same who have in any way witnessed the occurrence.

In view of the grand jury's action in refusing to indict the mail truck driver as being responsible for this accident, it is recommended that he be exonerated from responsibility.

All papers are submitted for such further action as you may deem advisable.

Respectfully yours,

E. M. MORGAN, Postmaster.
MARGARET T. HEAD

UNITED STATES POST OFFICE,
New York, N. Y., November 3, 1924.

Re collision occurring June 11, 1924, about 7:45 p. m., at the intersection of Chambers and Washington Streets, New York City, involving truck No. 4068, civil-service Driver-Mechanic Francis J. O'Hara, and a 1921, 5-ton Mack truck, license No. 1-714-481 N. Y., owned by Jacob Neveleff & Co., No. 237 Commerce Street, New Haven, Conn.—New York city office at No. 234 West Street—and operated by Sam Neveleff, No. 36 Ward Street, New Haven, Conn.; resulting in fatal injury to Alfred Thomas Head, aged 26 years, residing at No. 240 West Twenty-second Street, New York City; damage to privately owned vehicle; damage to G. O. V., in amount $9.52; and slight damage to fire hydrant.

Mr. SUMNER W. CHILDS,
Superintendent Motor Vehicle Service.

MY DEAR SIR: Attached are all papers, together with transcripts of police and hospital records, relative to the above-briefed case.

Investigation disclosed that at the time of this accident civil-service Driver-Mechanic O'Hara was en route from the general post office to the Erie Terminal R. P. O., via the Chambers Street Ferry, with registered mail which was being conveyed by Clerk Edward Aklis, of the Railway Mail Service, general post office; that O'Hara was operating his truck, No. 4068, west on right side of Chambers Street, and upon arriving at the intersection of Washington Street he attempted to slow down in order to permit the Mack truck, which was being operated south on right side of Washington Street, to pass, but as the roadway was wet and slippery, and apparently due to the speed at which O'Hara was traveling, the rear of the mail truck skidded when the brakes were applied; that in order to prevent colliding with the Mack truck, O'Hara swerved to the left to proceed south in Washington Street, which caused the right side of the mail truck to collide with the left side of the Mack truck, as the latter vehicle arrived near the south crosswalk; that due to the impact, and apparently due to an attempt on the part of Sam Neveleff, driver of the Mack truck, to avoid the collision by swerving to the right, the right side of his truck ran upon the west sidewalk of Washington Street, after which the truck came to a stop just as the right front spring struck a fire hydrant situated thereat, and at approximately 10 feet south of the south curb line of Chambers Street; that just before the collision Alfred Thomas Head was standing on the left side running board of the Mack truck, and when he observed that a collision was inevitable, he jumped off and ran toward the rear of the truck, and while doing so was either crushed between the two vehicles as they came together or slipped and fell to the roadway; that at the time of the collision the roadways of Washington and Chambers Streets were wet and slippery; that due to the collision the right front spring of the Mack truck was damaged, the right front spring and cab of mail truck were damaged, and the fire hydrant was slightly damaged; that at point of accident Washington Street is approximately 25 feet wide and declines very slightly to the south—there is one set of unused car tracks in center of roadway—and is used as a one-way street for southbound vehicles only; Chambers Street is approximately 30 feet wide and declines very slightly to the west—there is one set of unused car tracks in center of the street—and is a two-way street; there is an electric-light post on southwest corner of the intersection of the streets.

After the accident, Alfred Thomas Head was removed in a taxicab to United States Public Health Service Hospital No. 70, Jay and Hudson Streets, city, where he was given first-aid treatment while awaiting an ambulance from Beekman Street Hospital. After the ambulance arrived Head was removed to the hospital, where, at 1.22 a. m., June 12, 1924, he died from injuries sustained by accident.

At 9:20 a. m. June 16, 1924, Driver-Mechanic O'Hara was placed under arrest by Police Officer Albert Phair, shield No. 2505, Fourth precinct, and charged with "vehicular homicide." Upon being arraigned before Magistrate Frederick B. House in the homicide branch of the police traffic court, No. 301 Mott Street, city, he was held in $5,000 bail for hearing June 24, 1924, 9 a. m. This latter date, after Assistant District Attorney Ryan, of the homicide branch of the district attorney's office, No. 32 Franklin Street, city, questioned O'Hara and Sam Neveleff, the drivers of both vehicles, and witness Joseph Greenfeder, No. 587 Dumont Avenue, Brooklyn, as to how the accident occurred, he requested Magistrate House to hold Neveleff as well as O'Hara. Neveleff's bail was fixed.
at $5,000, and O'Hara's bail was continued. The hearing was again postponed until June 25, 1924.

On June 25, 1924, after hearing the testimony of Police Officer Albert Phair, Joseph Greenfeder, and Sam Neveleff, Magistrate House discharged the latter at the request of Assistant District Attorney Marro, who was representing the "people," and held O'Hara for the action of the grand jury, continuing the same bail.

October 30, 1924, I was informed by Mr. Richard Gonzales, an attaché of the homicide bureau, city district attorney's office, No. 32 Franklin Street, city, that the records of the office show that "O'Hara's case was dismissed by the grand jury October 17, 1924."

Sam Neveleff's testimony in court June 25, 1924, follows:

"I am 21 years of age. I reside at No. 36 Ward Street, New Haven, Conn. I have been driving a truck four years and am employed by my father, who is in the trucking business. At the time of the accident I was driving a 5-ton Mack truck, 1921 model. I was proceeding south on right side of Washington Street and when I was three-fourths of the way across Chambers Street the mail truck came west at about 25 to 30 miles per hour, or at least 25 miles per hour, and as the roadway was wet and slippery—it had just been flushed—the mail truck skidded into the tool box on the left side running board of my truck, and then the rear right side of the mail truck swung around and struck the rear left side of my truck. The impact of the collision caused my truck to go up on the west sidewalk of Washington Street and into a fire hydrant. Just before the accident, Head was standing on the left side running board of my truck and he jumped off and ran toward the rear end. I don't know what happened after Head jumped off my truck, nor can I say how he was hurt."

Joseph Greenfeder testified as follows:

"I am 45 years of age and reside at No. 587 Dumont Avenue, Brooklyn, N. Y. I am a boss truckman with place of business at No. 291 Washington Street. At the time of the accident I was helping to load cantaloupes on a truck at Greenwich and Chambers Streets and was about to walk into the store there when I saw the mail truck going west in Chambers Street. I do not know how fast it was traveling, but after the accident I noticed skid marks in the roadway showing that the mail truck had skidded about 25 feet before hitting the fruit truck. The mail truck struck the fruit truck just as the latter truck neared the southwest corner of Washington and Chambers Streets. When the fruit truck was struck it was pushed upon the west sidewalk. I do not know where the injured man was before the accident, but I saw one of the rear wheels of the fruit truck (I think it was the right rear wheel) run over the man."

Police Officer Albert Phair testified as follows:

"I have been a patrolman 18 years. I did not see the accident occur. At the time of the accident I was on duty at the Chambers Street Ferry. Neveleff came over to where I was stationed and told me about the accident. Upon going to the scene, I examined the fruit truck but found no marks on same. I did not examine the brakes on the trucks."

Before testifying, Officer Phair had informed me that when he arrived upon scene of accident he found the right side wheels of the Mack truck upon the west sidewalk of Washington Street, and that the rear of the truck was about 3 feet south of the south curb line of Chambers Street; that the mail truck was against the east curb of Washington Street, and that the rear end of it was about 3 feet south of the south curb of Chambers Street. He was unable to state where the body of Head laid.

Sam Neveleff refused to submit a statement in writing, but informed me that Head was not in his or his father's employ at the time of the accident, but was just "giving me a hand"; that he obtained no witnesses to the accident; that due to the accident, the Mack truck sustained a broken right front spring and tie rod; that the International Motors Co., No. 252 West Sixty-fourth Street, city, repaired the damages.

Attached are signed statements of J. Greenfeder and convoy, Edward Aklis. The witness, "Sam Schaffer, No. 400 Grand Street, city," as submitted by the police department, proved to be J. Greenfeder, who, at the time of the accident, gave his name as aforementioned.

Mr. Frank Sweigart, service superintendent, International Motors Co., informed me that his record shows the following: "Job X–2851. Repair broken front spring (left); renewed the main leaf and center bolt in left front spring; renewed steering tie rod." He further stated that the charges were made up by their New Haven office, as Neveleff only has credit at the New York branch;
that the repairs were made on or about June 12, 1924; that the following charges were made, "main leaf, $7.15; center bolt, $0.15; 4 rebound clip bolts, $0.60; 1 tie rod, $4; 2 pull-back springs on brakes, $0.50; 83/4 hour's labor at $1.25 per hour; total, $23.34.

Although the records of the International Motors Co. show that the left front spring was repaired, it is evident from the statements of Sam Neveleff and driver O'Hara that a mistake has been made, and that the right front spring is the one in question. My inspection of the spring showed that it was the right front and not the left.

Attached is statement of Harry Boston, special auto mechanic, who inspected the brakes and governor on truck No. 4068, June 12, 1924, and found the former to be in perfect condition and the latter to be properly sealed.

When interviewed in traffic court June 25, 1924, Mrs. Alfred Thomas Head, wife of the deceased, was unable to inform me the name of the person who employed her husband. She stated that she is now residing with her mother-in-law, Mrs. Margaret Head, at No. 65 Olcott Street, Watertown, N. Y. I observed that the wife of the deceased has a 15-months-old baby.

Attached is Government invoice, in amount $9.52, showing the cost of repairs to mail truck; also, attached is statement of clerk J. F. Daly, for your information.

The damage to the fire hydrant being slight, no bill of particulars has been received from the department of water supply, gas, and electricity.

Respectfully submitted.

W. PRICE, Chauffeur Supervisor.

November 5, 1924.

UNITED STATES POST OFFICE,
New York, N. Y., October 20, 1924.

Mr. SUMNER W. CHILDS,
Superintendent Motor Vehicle Service.

My Dear Sir: On June 9, 1924, truck No. 4068 was involved in an accident, and on June 11, 1924, it was again involved in an accident. Owing to an error, only one job number was given for the two jobs, the job number being No. 3801.

After going over the records, including job cost record, Form No. 4539, I find the following:

That the cost to repair the damages sustained by truck No. 4068, in collision of June 9, 1924, amounts to $59.82.

That the cost to repair the damages sustained, as result of the second collision, June 11, 1924, amounts to $9.52.

That the balance, $50.14, should be charged to wear and tear of truck No. 4068.

Respectfully yours,

JAMES F. DALY,
Clerk, Office of Chief Mechanic.

June 11, 1924: To repairs United States mail truck No. 4068, involved in collision with 5-ton Mack truck owned by Jacob Neveleff & Co., 237 Commerce Street, New Haven, Conn., with offices at 234 West, New York, N. Y.:

To repairing right-side fenders, right side of body, and right front spring, 73/4 hours' labor, at 90 cents... $6.75
1 board, 3/8 by 14 inches by 12 feet, white wood. 1.80
8 feet one-half-round molding. 1.25
18 pounds spring steel. 1.04
4 machine bolts, 3/8 by 4 inches. 1.25

Total........................................... 9.52
UNITED STATES POST OFFICE,
New York, N. Y., June 25, 1924.

Mr. JOSEPH GREENFELDER,
587 Dumont Avenue, Brooklyn, N. Y.

DEAR SIR: You are respectfully informed that this office is in receipt of information to the effect that you witnessed an accident which, according to reports, happened June 11, 1924, about 7.45 p. m., at the intersection of Washington and Chambers Streets, New York City, involving United States Mail truck No. 4068.

As every effort is being made to prevent the occurrence of accidents in the operation of the Government-owned motor vehicle service, this office should be in possession of all the facts in cases of this kind, in order that it may be enabled to locate responsibility.

Will you therefore kindly cooperate with this office by answering as fully as possible the questions presented on the other side of this communication? Whatever information you may furnish will be treated confidentially, and you may rest assured that your courtesy in this matter will be appreciated.

Kindly mail your reply in the inclosed addressed official penalty envelope, which requires no postage.

Respectfully,

E. M. MORGAN, Postmaster.

INQUIRY OF WITNESSES

Did you see the accident? Yes.
When did it happen? June 11, 1924.
Where did it happen? Chambers, corner Washington Street.
Locate place, as nearly as possible, with reference to cross streets: Southwest corner opposite Washington Street.
Where were you when the accident occurred? On Chambers Street corner Washington.
How fast was Government-owned auto moving? I could not tell.
How fast was other vehicle moving? I could not tell.
What was the apparent extent of the injury or damage? Man killed.
Tell, in your own way, how the accident happened: I was coming down Chambers Street, I saw the mail truck skid about 20 feet of northeast corner-into the fruit truck south of west corner- drove him onto the sidewalk and man was killed by the fruit truck's hind wheel; ran him over.
In your opinion who was to blame for the accident? I could not tell.

Date: June 25, 1924.

JOSEPH GREENFELDER,
587 Dumont Avenue, Brooklyn.

UNITED STATES POST OFFICE,
New York, June 13, 1924.

Mr. EDWARD AKLIS,
Railway Mail Club,
253 West Twenty-eighth Street, New York City.

DEAR SIR: You are respectfully informed that this office is in receipt of information to the effect that you witnessed an accident which, according to reports, happened about 7.45 p. m., June 11, 1924, at Chambers and Washington Streets, New York City.

As every effort is being made to prevent the occurrence of accidents in the operation of the Government-owned motor vehicle service, this office should be in possession of all the facts in cases of this kind, in order that it may be enabled to locate responsibility.

Will you therefore kindly cooperate with this office by answering as fully as possible the questions presented on the other side of this communication? Whatever information you may furnish will be treated confidentially, and you may rest assured that your courtesy in this matter will be appreciated.

Kindly mail your reply in the inclosed addressed official penalty envelope, which requires no postage.

Respectfully,

EDWARD M. MORGAN, Postmaster.
**INQUIRY OF WITNESSES**

Did you see the accident? Yes.
When did it happen? 7:45 p.m., June 11, 1924.
Where did it happen? Washington Street, New York City.
Locate place, as nearly as possible, with reference to cross streets: Chambers and Washington Streets.
Where were you when the accident occurred? On seat of mail truck.
How fast was Government-owned auto moving? Ten to fifteen miles an hour.
How fast was other vehicle moving? Five miles an hour.
What was the apparent extent of the injury or damage? Man hurt; slight damage to mail truck; seat broken.

Tell, in your own way, how the accident happened: Mail truck moving down Chambers Street. This street is down grade, and practically a half of it between Broad and Washington Streets is wet pavement. The other truck was coming down Washington Street. This street is slightly graded. As this truck approached the intersection of Chambers and Washington Streets, the driver observed the mail truck coming down Chambers Street. The mail-truck driver noticed the other truck, and he applied his brakes, intending to stop. The other driver seeing this, after having applied his brakes to stop, he darted across. A man on the running board jumped off the truck. The driver of the mail truck tried to avoid an accident by swerving into Washington Street, the direction the other truck was moving. He failed to make a sharper curve, and the wreck was the result.

In your opinion who was to blame for the accident? Mail-truck driver.
In your opinion was the accident avoidable? Yes.

**PATROLMAN'S REPORT**

Surname: Head, Frank; aged 26 years; address, 324 West Twenty-second Street, New York, N.Y.
Date of accident: June 11, 1924; time, 7:40 p.m.; place of occurrence, intersection of Chambers and Washington Streets; nature of injury, fracture of left femur and laceration of face.
While standing on running board of commercial auto No. 1–714–481, owned by I. Neveloff, 234 West Street, southbound on Washington Street, at Chambers Street, was knocked to pavement when above vehicle was struck by westbound commercial auto (mail truck), No. 4068, owned by United States Government, operated by Francis J. O'Hara, 138 West One hundred and thirteenth Street. Attended at Marine Hospital No. 70, Jay and Hudson Streets by Doctor Ricshin, Beekman Street Hospital. Removed to Beekman Street Hospital.
Witness: Sam Schaffer, 400 Grand Street.
Certified as correct. DAVID KELLY, Patrolman.

**TRANSCRIPT OF BEEKMAN HOSPITAL RECORD**

Alfred Head; married; 26 years; born United States; residing at 324 West Twenty-second Street, city. Admitted June 11, 1924, at 8:20 p.m. Dr. Ralph Colp.
Admission notes: Patient, male about 26 years, was knocked down by mail truck and run over, the wheel probably passing over left hip region and femur.
Examination: Left hip bone fractured; head of left femur dislocated outward, with large haemotoma in lower left pelvic region; fracture of left femur, middle third; laceration of middle third of thigh into a large vein (the long saphenous); internal rotation of foot; had subglenoid dislocation of left shoulder; laceration of left eyebrow.
Condition: Pulseless; considerable thirst; extreme shock; extremeties cold.
Diagnosis: No. 1, dislocation of left shoulder subglenoid. No. 2, comminuted fractures, left ileum. No. 3, anterior dislocation head of left femur. No. 4, fracture middle third of left femur. No. 5, laceration of middle thigh, puncturing the vein. No. 6, laceration of left eyebrow. No. 7, possible fracture of left ribs. No. 8, possible ruptured left kidney and spleen. No. 9, shock due to trauma and hemorrhage.

Pronounced dead at 1.22 a.m., June 12, 1924, by Doctor Johnson, H. S., of Beekman Street Hospital.

Mr. Louis Dromeshauser,  
Acting Superintendent, Motor Vehicle Service.

My Dear Sir: Respectfully reporting that a thorough inspection has been made of truck No. 4068, involved in accident on June 11, 1924.

From personal inspection, I found the governor in perfect operating condition, and the brakes serviceable, by being in perfect condition.

My examination was made on June 12, 1924.

Respectfully yours,

Harry Boston,  
Special Auto Mechanic, in Charge of Governors and Brakes,  
Motor Vehicle Service.

UNITED STATES POST OFFICE,  
New York, N. Y., June 23, 1924.

ACCIDENT REPORT—GOVERNMENT-OWNED MOTOR VEHICLE SERVICE

1. Number of Government-owned truck: 4068.
2. Time and date of accident: 7.45 p.m., June 11, 1924.
3. Exact place or point at which accident occurred: Corner of Chambers Street and Washington Street.
5. From what point to what point were you bound: From general post office to Erie terminal.
6. Direction in which your truck was traveling: West. Rate of speed: 10 miles per hour.
7. On what side of the street, alley, or driveway were you: Right side.
8. In what direction was other vehicle or person going: South.
9. Rate of speed: 10 miles per hour.
10. On what side of the street, alley, or driveway was other party: Right side.
11. Nature of accident (collision with other auto, team, person, or property): Truck.
12. Extent of injury or damage to mail, truck, or persons on the truck in your charge: Right front spring broken and cab knocked out of place.
13. If accident to other person, give information as to name and address, sex, approximate age, etc., as completely as you can ascertain at the time.
   (a) Name: Frank Head.
   (b) Address: 133 West Twenty-second Street, New York City.
   (c) Age: 30. (d) Married or single: ———. (e) Occupation: ———. (f) In whose service: ———.
   (g) Nature and apparent extent of injury: Broken leg and cut over eye.
   (h) Was medical aid given: Yes.
   (i) If so, give name and address of physician: Unknown.
   (j) Where was the injured person taken: Beekman Hospital.
14. Name and address of owner of other auto, team, or property: Sam Neveleff, 36 Ward Street, New Haven, Conn.
15. Extent of damage to other party’s property: Broken right front spring.
16. Other vehicle’s number: 1-714-481 N. Y.
18. Obtain names and addresses of witnesses. (This is important in accident involving injury to persons or serious damage to other vehicles or property.) If unable to obtain witnesses, give reason below:
   Name and address: Edward Aklis, Railway Mail Club, 253 West Twenty-eighth Street, New York City; convoy at time of accident.
19. Condition of street or pavement at point of accident: Wet.
21. Time lost at point of accident (approximately): Fifteen minutes.
22. Tell, in your own way, how the accident happened: I was going west on Chambers Street and the other truck was going south and as I neared the corner I saw him and put on my brake and other driver did the same. My rear end skidded and I turned my wheels south on Washington Street to avoid a collision but my truck kept on skidding and we collided on my right and his left side. The injured man was riding on the running board of the other truck. Just before we collided he leaped from the running board and as the two trucks smashed, he was caught between the two cars. Street was wet and very slippery at time of accident.

23. Who, in your opinion, was responsible for accident: Driver of other truck and man for standing on running board, when there was a vacant seat.

FRANCIS J. O'HIRA.

ABY WILLIAMSON, Chief Mechanic.

Explanation: When about 30 feet from Washington Street, I slowed down from 10 miles per hour. When I was about 15 feet from the corner, I saw the Mack truck coming south on Washington Street. I was going at this time about 7 miles per hour, and in order to avoid collision, I applied my brakes and swerved to the left as my truck skidded, due to wet street.