



WORN HOSE — Experts checking wreckage of the truck and trailer which sped out of control Friday, killing seven, examine an air hose yesterday. The hose is worn in one place and had been broken off from a connection. At left is Peter H. Dawson, district director of the Interstate Commerce Commission. At right, holding one end of the hose, is Howard O. Gaston, I.C.C. safety director. The others pictured are not identified.

Broken Air Hose Clew In Clay St. Truck Crash

Investigations into the causes—and the responsibility—behind the runaway truck tragedy which last week killed seven persons on Clay Street continued yesterday. These were the developments:

- 1—Experts digging into the charred wreckage of the Aero Mayflower truck and trailer which caused the carnage found an 18-inch length of air hose which may become a significant exhibit in the mechanical investigation. The hose was deeply worn in one place, and had been broken off from the air line at a connection, but investigators could not yet determine whether the break occurred before the runaway, in the course of the crashes against parked cars on Clay Street, or at the end of the wild run.
- 2—Wayne De Wolfe, the trucker, who leaped from the catapulting truck on orders from its driver, William McCandless, said at a formal coroner's hearing McCandless made no effort to shift to a lower gear to halt the truck, "at least not while I was in there."
- 3—There were strong indications that Mayflower carried extensive insurance

against any accident. Major truckers, it was learned, carry up to \$1,000,000 per truck against accident and personal injury. Informed truckers said that Mayflower undoubtedly had automatic coverage of any accident contingency with insurance, despite the fact that in this case McCandless, as an independent contractor, owned the tractor itself. Mayflower owns the van.

- 4—The California Trucking Association said yesterday it had "long deplored" the inadequate safety inspection staff and funds allotted to the bureau of motor carriers, Interstate Commerce Commission, and had asked Congress to remedy it.

Howard Gaston, safety director of the Interstate Commerce Commission, said the bit of broken hose found on the truck had been connected to the air booster on the trailer.

"Truck and trailer had independent braking systems," he said. "The trailer was braked by vacuum, or suction brakes, and the truck by air brakes. A third safety device

(Continued on Page 27, Col. 1)