



In Humboldt River canyon, 250 mi. east of Reno, Nev., the wrecked streamliner *City of San Francisco* sprawls across

broken bridge in river bed. Rearing toward the clouds is the Pullman *Chinatown* in which many of the dead and injured

were asleep at time of crash. Most of the victims were in the center cars, which tangled with the girders of the bridge.

WESTERN POLICE HUNT SABOTEUR IN WRECK OF NEW STREAMLINER

Gmen and railroad police combed western States last week for the murderer of 23 people, the skilful saboteur who on the night of Aug. 12 moved a rail section on Southern Pacific's tracks east of Reno, Nev., and sent the westbound super-streamliner *City of San Francisco* hurtling to destruction in a Humboldt River canyon. So artfully had the agent done his work that contact on the block signal cable between the tracks was unbroken (*right*), the fatal displacement concealed by tumbled from view. At 60 m.p.h. the *City of San Francisco* tore into the steel-beamed bridge. Seven cars plunged to the river bed below, crumpled like pasteboard cartons. Of the 23 killed, twelve were employes, eleven passengers. Injured: 114.

In Washington the ICC at once began studying the nation's first great all-streamliner wreck. Railroad men hoped the tragedy might illuminate the question: which affords greater passenger protection, old-style 80-ton plated cars or new aluminum alloy and chrome-steel types? Advocates of the latter cited the great tensile strength of new light alloys, the ability of lightweight stock to halt quickly without shock. Others declared that in the wild snap-the-whip of the derailed cars at the Humboldt River, old-type heavy stock would have suffered less in contact with the bridge. Many held that in either case the margin of protection did not vary more than 10%.



Sabotage was effected by moving rail out of line. Tie plate and signal cable at left show angle of displacement.



Engineer Edward Hecox had operated the streamliner since it started the Chicago-San Francisco run in 1938.



Waiting for the rescue train, survivors sat all night on luggage beside tracks. Companion of two girls in left foreground

was killed. Unhurt passengers tore up their clean clothes to make bandages. Single doctor aboard train worked tirelessly,

fitting tourniquets and rough splints on injured. Not till ten hours after wreck did the rescue train come for survivors.



Seventeen cars lie strewn across landscape. At upper left are locomotive and front cars which crossed bridge. Seven piled up in canyon, taking greatest toll of lives. The rear cars escaped serious damage.



Diesel-powered locomotive and front cars miraculously clung to the rails, careened across the bridge and halted right side up in cut on the western bank of river bed.