

Declassified E.O. 12356 Section 3.3/NND No.

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TRAIN DISASTER REPORT, 3 MAR 1944
MAR. 1944

Declassified E.O. 12356 Section 3.3/NND No. 785017

HQ AGC, APD 391

Secty Gen.

Rec'd 21 Mar 1945

By 21.5.

21st March 1945.

Chief Commissioner.

I think you would like to read the
report of the train accident that took place
on 3rd March, causing the death of 426 people.
Conclusions can be read on page 5, the final
page.

MSL

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To/By Lark

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copy sent of first 7 pages
to MGS. A. H. C. on 17/20/45

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Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

SECRET

Auth: CG, Hq Mil Ry Serv
Date: 20 March 1944
Initials:

HQ AFM, AND 37

21 Mar 1945
JRO

A. P. O. 400
20 March 1944

Subject: Report of Board on Railroad Accident.

To: Supreme Allied Commander Mediterranean Theater
A.P.O. 512, U.S. Army

Thru: Commander-in-Chief, AAI
A.P.O. 400, U.S. Army
Attn: Chief Administrative Officer

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1. Attached hereto in duplicate is the report of the investigation of the unfortunate railroad accident which occurred on the morning of 3 March 1944, at about 0100 hours near K P 126, near Balvano, Italy, on Naples Division, of the Italian State Railways. This report by the Board was in compliance with Special Order No. 50, this Headquarters, dated 4 March 1944, and is made in accordance with AR 420-5, U.S. Army.

2. The Director General concurs in the conclusions reached by the Board. From a railroad standpoint, there were mistakes made and it was because those mistakes were pyramided one upon the other that the fatal accident occurred. There was no American or British personnel involved as trains were being operated by Italian crews under Italian rules and the Allied Government should therefore accept no responsibility in connection with any claims growing out of this accident.

3. It is believed that no single mistake brought out in this investigation would have caused the catastrophe, but it is a summation and a consolidation of many factors all occurring either simultaneously or in rapid succession one upon the other that causes the Director General to believe that this accident should most properly be classified in legal phraseology as an act of God rather than negligence or direct man or machine failure.

4. Notwithstanding the fact that the railroad was being operated in identically the same fashion as it has been operated for years, the Director General caused American oil-burning and Diesel locomotives to be placed in the

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train operation on this particular piece of track for safety reasons and in order to prevent as far as possible a repetition of the disaster. It is an extremely treacherous and dangerous piece of railroad and everything has now been done that can be done to operate it with the least possibility of a recurrence of the unfortunate accident.

Carl R. Gray, Jr.
CARL R. GRAY, JR.
Brigadier General, USA
Director General

18 Incls

Report of Committee
Order Appointing Committee
Testimony
Train Consist
Train Movements
Joint Statement - Sig. DiGiacia and Sig. Scopese
Statement Asst. Stationmaster, Balvano
Statement Capo Stazione, Bella Muro
Statement M.P. Sgt. Nevels
Reports of Condition of Locomotives
Medical Report, 30th Indian Gen. Hosp., Potenza
Statement Captain Robert Osburn, 727th A.C.C.
Statement Commandant Giberton
Report of Analysis of Coal
Report Major Nichols, A.M.G., Potenza
Autopsy Report
List of Dead
Plan and Profile of Line

cc Executive Commissioner, Hq. A.C.C. ✓
A.F.O. 394, U.S. Army

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REPORT OF BOARD OF INVESTIGATION OF ACCIDENT TO FREIGHT TRAIN 8017
MARCH 3RD, ITALIAN STATE RAILWAYS, NEAR BALVANO, ITALY

At about 0120 hours March 3rd, near Balvano, Italy, Train 8017, with Engines 480.016-5916 and 476.023-2599, stopped in No. 20 Tunnel, known locally as Delle Armi Tunnel, resulting in the death of two engineers, one fireman, one Capo Treno, one conductor and two brakemen and 419 trespassers.

The line from Battipaglia (20 kilometers east of Salerno) to Potenza, is single track, mountainous line with heavy grades and many tunnels. Trains are operated under the Italian manual block system and are moved from station to station by the stationmasters and without any system of central dispatching. There are manually operated station signals at a few of the stations. There are no telephone circuits on the section of line from Battipaglia to Potenza, the only communications being a station-to-station telegraph circuit, and a second telegraph circuit extending from Battipaglia to Sicignano, Sicignano to Baragiano and from Baragiano to Potenza.

This line, before the war, was considered as a secondary line, but during the course of the war has handled a large amount of traffic. The same class of steam locomotives are in service and the same rules are in effect now as were in effect before the arrival of the Allied Forces. The tonnage of freight trains has been reduced so as to expedite the movement of trains over this line. The condition of the track and roadbed is satisfactory. The number of sidetracks capable of holding trains is limited, which adversely affects the operation of this line.

Train 8015, Engines 476.023 and 480.016, departed Salerno at 1715 hours with 23 empty cars and a caboose, 258 tons, with instructions to fill out at Battipaglia to 350 tons. Engine 480.016 was double-heading to Baragiano and was to be used out of Baragiano in pusher service. This train arrived Battipaglia at 1815 hours and departed Battipaglia as Train 8017 at 1900 hours. In spite of instructions from the American dispatcher at Salerno to the Italian Dirigente at Salerno to have this train filled to not to exceed 350 tons, the Capo Stazione at Battipaglia filled the train to 11 loads, 37 empties, 530 tons. The Capo Stazione at Battipaglia then wired Sicignano and Baragiano to reduce the train to 350 tons at either of those stations.

Train 8017 set out two car loads of straw at Persano for that station and one carload of coal at Sicignano for that station, and arrived at Balvano at 0012 hours with eight loads, 37 empties, 479 tons. At the stations of Eboli, Persano and Contursi an estimated 600 trespassers got aboard this train and were on it at the time of the accident. There is some evidence that the Conductor Principale of this train had sold tickets to some of the trespassers who boarded the train enroute. It was developed in the investigation that this is a practice authorized by the Italian State Railways in order to discourage trespassers from riding on freight trains. Train 8017 stayed at Balvano station 38 minutes cleaning the fires of the two locomotives. All statements indicate that the two engines were in good condition and had a full head of steam on leaving Balvano. The train departed Balvano at 0050 hours and made normal speed through the first three tunnels, which is a distance of two and one-half kilometers. Soon after the engines entered Tunnel No. 20 (Delle Armi) the engines began to slip and the speed of the train was reduced. Statement of the majority of witnesses is that the train stopped with two and one-half cars hanging out of the west portal of the tunnel, although there is another witness who states that the entire train was in the tunnel and that after stopping the train backed up about 200 meters and finally stopped with two and one-half cars on the outside of the west portal.

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As both engineers and one fireman of the engines died and the fireman of the lead engine became unconscious about the time that the engines stopped, little can be determined as to what actually caused the train to come to a stop in the tunnel. There is no visual evidence on either the engine tires or the rail of an excessive amount of slipping. The weight of the train, including an estimated 60 tons for the trespassers, was only 56% of the rated tonnage for the two locomotives on a grade of 1.3%. After the train stopped, at about 0120 hours, all members of the train crew died, became unconscious or semi-unconscious with the exception of Roberto Mazulo, who was the rear brakeman. Investigation developed that Brakeman Mazulo took no action whatsoever and did not leave the rear car of the train. No action was taken by the Capo Stazione at Bella Muro, and the only action taken by the Sotto Capo Stazione at Balvano was to awaken the Stationmaster who lived in the station and report that the train which left Balvano at 0050 had not yet arrived at Bella Muro at about 0400 hours. Brakeman Di Venuto, who was on the 11th car from the rear, stayed on his car for an estimated 45 minutes, then attempted to go to the rear of the train. He became unconscious before reaching the rear of the train. He later regained consciousness and went to the rear car and discussed the situation with Rear Brakeman Mazulo. Neither man had a light or a watch, and it appears that they were both afraid to leave the train and walk back to Balvano. Finally, after a long delay, Brakeman Di Venuto walked to Balvano Station, arriving there at 0510 or 0515 hours, and reported that his train had stopped in Delle Armi tunnel and requested help.

Train 8025, which had arrived Balvano at 0310 hours and was being held because Train 8017 had not arrived Bella Muro, flagged from Balvano to Delle Armi tunnel, arriving there at approximately 0545 hours. At that time the tunnel was so filled with smoke that only one member of the train crew actually went far enough into the tunnel to determine the conditions. Train 8025 returned to Balvano and reported that a number of people had been asphyxiated in the tunnel and that it was necessary to clear the rails of the bodies before it would be possible to pull Train 8017 out of the tunnel. Train 8025 then returned to Delle Armi tunnel with the Capo Stazione of Balvano and several men who were at the station. By this time the smoke in the tunnel had cleared up, and although the crew of the 8025 was seriously hampered by lack of adequate light, they loaded the trespassers who were still living on the cars and cleared the tracks and pulled the entire Train 8017 out of the tunnel and took it to Balvano Station. There were very few trespassers on the rear 25 cars of this train, and after these cars were cleared of unconscious and dead persons, the cars were taken to Romagnano, as there was not sufficient track space at Balvano Station to hold all of Train 8017. The head end of the train was then pulled down to Balvano station and the train switched so that the engines and ten cars were left on the main line and ten cars were placed on the house tracks. Civilian authorities at Potenza, Baragiano, Balvano and Romagnano were notified. Major Nichols of A.M.G., His Excellency Mario De Goyzueta, Prefect of Potenza Province, the King's Representative and other civilian authorities came to Balvano and took over the identification and burial of the trespassers. The bodies of the Italian State Railways employees were turned over to their respective families.

Track and Tunnel. Track in the vicinity of Balvano is in good condition and was relaid with 46 kilo rail approximately 18 months before the accident. Tunnel No. 20 actually consists of two parts; the first part, which is on the Balvano side, is tangent except for the last 2/10 of a kilometer and is 1692 meters long; the second portion is a gallery tunnel with openings on the east or left side, and is on a 5-degree curve to the right and is 440 meters long. The total length of the tunnel is 1966 meters. The tangent of the tunnel on the east end has been extended beyond the point of curvature of the track for a distance of approximately

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100 meters to the outside of the canyon wall so as to afford a ventilation portal which is approximately five feet in diameter. The line and surface of the track in the tunnel is good. There are a few places in the tunnel where water drips from the roof which keeps the rail wet, but these points are neither numerous nor long and could not, of themselves, have seriously affected the movement of this train. There are no chimney shafts and the ventilation of the tunnel is greatly affected by the direction in which the wind is blowing, as the tunnel is through the side of the canyon wall and roughly parallel to the river. There is not much natural ventilation in the tunnel unless the wind is blowing directly toward either end of the tunnel. The rail in the tunnel was examined three times by members of this Board. Twice it was found damp and slippery. On the other occasion it was found to be dry and would have afforded good traction.

Locomotives. Engine 480.016, 2-10-0, the lead engine, which was enroute to Baragiano for pusher service, was brought over from Sicily. This engine, while having the same tractive effort as the 476 class, is of a later type and embodies many improvements. The engine was in good condition as is borne out by the statement of the fireman who survived the accident and as developed from inspections made of the engine at Balvano and Salerno by Captain Voorhies, Lt. Perkins and Master Mechanic Scopece. Engine 476.023, 0-10-0, when inspected by Captain Voorhies, Lt. Perkins and Master Mechanic Scopece, both at Balvano and Salerno, was found to be in good condition. The sanders on this type of engine have never been satisfactory due to the very small diameter of the sand pipes. The sanders on some of these engines have been changed in recent years, but this engine was still equipped with the original sanders. It is not believed that the condition of the engines, other than possibly the sanders, had any direct bearing on the accident.

It was not possible to determine who was the first person or persons to enter the cab of these two engines after the accident or if any person had changed the position of the throttle, reverse lever or brake lever. When inspected at Balvano station at approximately 1200 hours by Lt. Perkins and Master Mechanic Scopece, it was found that Engine 480.016 had the throttle closed, injectors closed, no water visible in water glass or bottom gauge cock, the reverse lever was in back-up motion, the hand sander was open, the air valve to sander was closed, the sand pipes were in good condition and sandbox was approximately 1/3 full, more sand apparently having been used out of the left side of the sand box. The fire was nearly dead in the firebox and the firebox was filled to a depth of approximately four inches with a white, flaky, level ash. The independent brake was released and the ~~automatic~~ ^{automatic} brake was in full release. The valve to the air pump was open.

On Engine 476.023 the throttle was shut, reversing lever in forward motion, independent brake valve applied, automatic brake valve in full release (air brakes not coupled between this second engine and the lead car). The angle cock on tender was closed. The valve to the air pump was open. The injector was closed but water valve to the left injector was open. There was no water in the water glass or bottom gauge cock. The sander was closed and the sand box was full of sand. There was two inches of water in the tender and a leak in the water connection between the tender and the locomotive. Firebox filled to a depth of about four inches with white ashes.

Train. The train consisted of eight loads, three caboose-baggage cars and 34 empties, 479 gross tons. The train was 441 meters long. All of the loads were in the forward half of the train. The air brakes were not coupled and the braking of

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the train was handled by the two conductors and the four brakemen by the use of handbrakes. The forward half of the train contained box cars and high side gondolas, while the rear half of the train was made up of flat cars and low side gondolas. It is believed that the majority of the trespassers were on the forward half of the train because of the better protection afforded from the weather by the high side gondolas and box cars.

Coal. The coal on the two locomotives was placed on the tenders at Salerno Roundhouse. Analysis of the coal shows that it contained 11% ash, 28% volatile matter and 62% fixed carbon and had a heat value of 13,600 Btu. White ash left by this coal indicates a non-clinkering coal of low sulphur content.

Cause of Death. It appears that the majority of the people on the train who died in the tunnel had no warning of impending death and did not suffer, as would be the case had they died of asphyxiation or from sulphur fumes. A number of the bodies showed evidence of slight bleeding at the nose and the blood was a brilliant red and retained this color for many hours after death. The Italian doctors appointed by the Prefect of Potenza Province, who performed the autopsies, declined to state the exact cause of death pending a chemical analysis of the blood and other portions of the bodies taken from several of the victims. This chemical analysis may not be available for twenty days, although assistance is being rendered to the Italian doctors by a British Indian Hospital unit at Potenza. At present the Italian doctors will only state that the cause of death was either asphyxiation, sulphurous fumes or carbon monoxide poisoning. The British doctors who treated three of the patients from the accident in the British Hospital at Potenza state that all three of these patients were suffering from carbon monoxide poisoning. Other doctors who have heard details of the accident, but who did not see the bodies, are unanimous in their opinion that death was the result of carbon monoxide poisoning. Captain Robert Osburn, M.D., 727th Rwy. Ogn. Bn., and Commandant Giberton, of the French Army, who was professor of bio-chemistry at the University of Paris and the University of Algiers, and who has made special studies in carbon monoxide, have offered the following information, which is pertinent to this investigation:

Carbon Monoxide (CO) is the result of incomplete combustion of any hydro-carbon substance. It is a tasteless, colorless and odorless gas and does not oxidize at normal temperatures without special catalysts and may remain in the air as carbon monoxide in an enclosed space, such as a tunnel, with poor ventilation, for many hours. Breathing a concentration of 1/2 of 1% will cause unconsciousness in thirty minutes and death in one hour. A concentration of 2% or 3% will cause almost immediate loss of consciousness and death will quickly follow. The hemoglobin of the blood absorbs carbon monoxide 200 or 300 times as readily as it absorbs oxygen. For this reason, small concentrations of carbon monoxide absorbed by the blood, to the exclusion of oxygen, causes death.

Carbon Dioxide (CO₂) is formed by complete combustion and is approximately 50% of the air exhaled by a human being. In high concentrations of CO₂, such as would normally be found in any railroad tunnel, the effect of carbon monoxide poisoning is much more rapid. The amount of carbon monoxide exhausted by a locomotive varies greatly. The quantity is increased in heavy damp weather and by a high ash content of the coal. Carbon monoxide may be increased through the use of coal containing a high percentage of volatile matter as coal of this nature burns more readily, thereby requiring more oxygen. Just after the throttle of a locomotive is closed the gases escaping from the smoke stack may contain as much as 12% carbon monoxide. The physical condition of a person affected with carbon monoxide greatly influences his recovery. A person who has been affected with carbon monoxide normally recovers

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completely from the effects within four to eight hours. In other words, the carbon monoxide in the blood cannot be built up over long periods of time.

Conclusion. The accident of Train 8017 in Tunnel No. 20 near Balvano, Italy, was caused by this train stopping in the tunnel. It is believed that for some reason, possibly because he was overcome by the smoke, the engineer of Engine 476.023-2599, the second engine, applied the independent brake, which caused Engine 480.012-5916 to slip, causing the train to stall in the tunnel. On the night of March 2nd and morning of March 3rd the sky was overcast and there was very little wind, which resulted in the rail in Tunnel No. 20 being moist and offering poor traction. Also, lack of draft through the tunnel caused the smoke from Train 8013, which preceded Train 8017, and the smoke from the locomotives of Train 8017, to remain in this tunnel. The smoke and carbon monoxide from the locomotives resulted in the death of seven railroad employees and 419 trespassers. Two railroad employees and an estimated 100 trespassers recovered. It is believed that had the train been moved from the tunnel sooner, the death toll would not have been as high. The lack of any effective action to determine the reason why Train 8017 did not arrive at Bella Muro on the Part of the Capo Stazioni at Bella Muro and Balvano, evidences very little interest or concern on their part in the operation of trains. The failure of rear brakeman Di Venuto to walk back to Balvano station for help shows gross negligence, especially so since it is alleged that there was an Italian Lieutenant and six soldiers on the caboose with him who could conceivably have handled the brake on the rear car had it been necessary.

When Train 8017 stopped at Balvano station for 38 minutes to clean the fire on the two engines, the rear two-thirds of the train remained in Tunnel No. 16, which is just west of Balvano Station. It is probable that the smoke and gases left in the tunnel by the engines of this train and breathed by the persons on the rear two-thirds of the train could have made them more susceptible to the smoke and gases encountered when their train stopped in Tunnel No. 20.

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Allied Forces
MILITARY RAILWAY SERVICE
Office of Director General

A. P.O. 400
4 March 1944

SPECIAL ORDERS)
NO 50)

EXTRACT

5. In accordance with AR 420-5, the following Board of Officers is aptd to investigate and report on accident occurring at 0100 hours, 3 Mar 1944, near K P 126, near Balvano, Italy, on Naples Division, Italian State Railway:

LT COL FREDERICK A OKIE, 0259965, TC	727th Ry Opn Bn (Presiding)
MAJ CHARLES O BUTLER, 0163672, T.C	703rd Ry Grand Div
MAJ FRANCIS A BRAZILL, 0416060, TC	701st Ry Grand Div
CAPT JOSEPH A FALSONE, 0393735, TC	Hq Mil Ry Serv
Ing Piero Boialo (Civilian)	Italian State Railway

By command of Brigadier General GRAY:

S. R. BEGGS
Major, T.C.
Adjutant

OFFICIAL:

/s/ S. R. BEGGS
S. R. BEGGS
Major, T.C.
Adjutant

DISTRIBUTION "B"

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Salerno, 9 March 1944

The Committee was called to order by Colonel OKIE at 1032 hours, 9 Mar 44.
Col OKIE: This is a Board of Inquiry which has been appointed to investigate and report on the accident occurring about 0100 hours 5 March 1944 at Kilometer Post 126 near the station of Balvano, Italian State Railway. This Board was appointed under the following order: Allied Force, Military Railway Service, Office of the Director General, APO #400, 4 March 1944, Special Order No. 50, extract paragraph 5: "In accordance with AR 420-5, the following Board of Officers is apptd to investigate and report on accident occurring at 0100 hours, 3 Mar 1944, near K P 126, near Balvano, Italy, on Naples Division, Italian State Railway:

LT COL FREDERICK W OKIE, 0259965, TC
Maj CHARLES O BUTLER, 0163672, TC
Maj FRANCIS A BRAZELL, 0116060, TC
Capt JOSEPH A FALSONE, 0393735, TC
Ing Piero Boasio (Civilian)

727th Ry Opn Bn (Presiding)
703rd Ry Grand Div
701st Ry Grand Div
Hq Mil Ry Serv
Italian State Railway

Sig DI GIOIA was sworn in.

Q. What is your name?

A. Di Gioia Luciano.

Q. What is your age and position on the railroad?

A. I was born 1880 and I am a Principal Inspector on the Italian State Railways.

Q. Where is your present territory?

A. I have jurisdiction over the line from Salerno to Potenza.

Q. Do you have personal knowledge of the operation of train 8017, with locomotives 476.023-2599 and 480.016-5916, from Salerno in the direction of Potenza on the afternoon of 2 March?

A. Yes, it departed from Salerno at 1715 hours.

Q. How many cars did it have?

A. 24 cars.

Q. How many tons?

A. 158 tons.

Q. Tell me the numbers of the locomotives and the names of the engineer and fireman on each locomotive.

A. 480.016, American No. 5916 and 476.023, American No. 2599. The engineer of the first locomotive was Senatore Espedito and the fireman was Ronga Luigi. The engineer on the second locomotive was Gigliano Matteo and the

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fireman was Barbara Rosario.

Q. How many loaded ⁽¹⁾ cars and how many ~~an~~ empty cars and how many baggage cars were on this train at the time of the accident.

A. 8 loaded cars, 34 empties and 3 baggage cars.

Q. How much tonnage, including the passengers?

A. 479 tons.

Q. How much tonnage do you estimate for the people and their baggage?

A. 60 tons, 100 kilos for each person, including their baggage.

Q. What was the total tonnage of this train then?

A. 479 tons for the cars and the freight ~~xxx~~ and 60 tons for the people and their baggage, making a total of 539 tons.

EX (Sig. Di Gioias statement regarding the accident was brought forward)

Q. Do you present this statement as a true statement of the movement of the train, consist of the train and all pertinent facts, as you know them, regarding this accident?

A. Yes.

Col. OKIE: We accept this statement as Exhibit "B".

Q. Are you qualified to state the tonnage that it is permissible to handle with these two locomotives over this section of track?

A. Yes.

Q. How much tonnage should these two locomotives handle over this grade?

A. 630 Tons.

Q. How do you arrive at this ~~xxx~~ figure, from the use of the Fiancate?

A. Yes.

Q. Based on the use of the Fiancate and Prefazione, Part 2 of September 1935, how much tonnage should each of these locomotives handle over this grade, and how much tonnage should the two locomotives coupled handle over this grade?

A. The 480.016 should handle 470 tons, and the 476.023 should handle 470 tons; for the two locomotives a total of 940 tons, less 90 tons, or a total tonnage of 850 gross tons.

Q. Do you know of any reason why these locomotives should not pull ~~that much~~ tonnage?

A. Because the coal has not been good and because the condition of the locomotives was not good, the tonnage had been reduced to 350 tons per locomotive, or, when coupled, 630 tons.

Q. Who established the figures of 350 tons and 630 tons?

A. My predecessor, Sig. Imberti.

Q. Was this reduction in tonnage agreed to because of the general condition of the locomotives or because of the condition of these two particular locomotives?

A. Because of the general condition of the locomotives.

Q. Could not these two locomotives then have been capable of hauling heavier tonnage?

A. Yes, but because of the coal and not desiring to delay the train the tonnage was cut.

Q. Was not this tonnage figure set at a time when a different type of coal was used that caused the fire to clinker?

A. That is a matter that Engineer Scopece can better answer.

Q. In figuring this tonnage of 850 tons, did you not use a grade of 1.6?

A. Yes.

Q. Is it not true that the greatest grade between Balvano and Bella Muro is 1.3%?

A. Yes.

Q. And could we not use a grade of 1.3% at the point of the accident?

A. Yes.

Q. Were there many curves between Balvano and the point of the accident?

A. Yes, many.

Sig. Di Gioia: The tonnage is based on the section of the line from Romagnano to Baragiano using a grade of 1.6%, but for the purpose of discussion it is possible to use just the section from Balvano to the point of accident in Delle Armi tunnel, a grade of 1.3%. Figuring the tonnage on the basis of a grade of 1.3%, it was theoretically possible for the two locomotives to pull a gross tonnage of 950 tons.

Col. OKIE: In resume, on the basis of reduced tonnage that was established a few months ago to speed up the movement of trains, the allowable tonnage for this train was 630 tons. On the basis of a grade of 1.6% the tonnage was 850 tons. On the basis of the actual grade between Balvano and the point of accident the allowable tonnage was 950 tons.

Q. At what time did you first walk through the tunnel after the accident?

A. About 1120 hours.

Q. Was there any smoke in the tunnel at that time?

A. No.

Q. How long had the front portion of the train and the two locomotives been out of the tunnel then?

A. About two hours.

Q. Was the rail wet or dry?

A. It was wet.

Q. All the way through the tunnel?

A. Nearly all the way.

Q. Do you think that was due to the humidity in the tunnel or the condensation of steam from the locomotive?

A. From the humidity in the tunnel.

Q. Do you mean the water that leaked through the roof or the moisture that condensed in the tunnel from the atmosphere?

A. From the leaks in the tunnel.

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Q. How many times have you been through that tunnel recently to notice the rail?
A. First with Lt. Perina about 1120 hours, again the afternoon, and twice two days later.

Q. Was the rail wet each time?
A. Yes.

Q. Was it raining the first time you went through the tunnel?
A. No.

Q. Was it raining the second time?
A. I do not remember.

Q. (Ing Boizio) Do you know that about an hour before the accident a train went through this tunnel with two locomotives?
A. Yes.

Q. Do you have and can you present a statement of the movement of Train 8013 which preceded the train that had the accident?
A. Yes.

(Statement was presented)

Q. Train 8013 departed Balvano at 2338 ahead of train 8017?
A. Yes.

Q. Do you think that the movement of Train 8013 from Balvano to Bella Muro in 15 minutes was a good fast movement?
A. Yes.

Q. Do you consider that train 8013 left much smoke in the tunnel?
A. No.

Q. How are trains moved over this section of the line?
A. Each Stationmaster calls the Stationmaster ahead on the telegraph and secures permission for the movement of the train from his station to the next station in advance.

Q. Is there any telephone service between stations?
A. No. Only telegraph.

Q. Is there any Dirigente, or dispatcher, in charge of the movement of trains between Battipaglia and Potenza?
A. No.

Q. Then the responsibility for the movement of trains rests with the Capo Stazioni?
A. Yes. Each one is responsible for his own station.

Q. Train 8013 went from Balvano to Bella Muro in 15 minutes, did it not?
A. Yes.

Q. Train 8017 left Balvano at 0050 hours?
A. Yes.

Q. Did the Capo Stazione at Bella Muro know at what time this train left Balvano?
A. Yes.

- Q. Then should not the Capo Stazione at Bella Muro have taken some action to find out what was delaying this train after a reasonable time?
- A. Yes.

(Meeting adjourned for lunch)

- Q. Have you criticized the Capo Stazione for not sending someone sooner?
- A. No.
- Q. Do you want to present the Capo Stazione's statement for the record?
- A. Yes.

Col. OKIE: We accept this statement as Exhibit "D".

- Q. What personnel is maintained at Balvano and Bella Muro?
- A. One Capo Stazione and one Manovale (handyman) on each eight-hour shift.
- Q. Was anybody actually sent from Balvano or Bella Muro to the train before Brakeman Palo came from the train at 0510?
- A. No, up until the time the brakeman came back from the train no one had left either station to investigate what had ~~XXXX~~ happened to the train.
- Q. Whose responsibility is it to keep track of a train going from Balvano to Bella Muro?
- A. Both Capo Stazioni have the same responsibility.
- Q. When you examined or walked through the tunnel was there anything to indicate where the locomotives had stopped, either the track or on the side of the tunnel?
- A. No, nothing.

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Engineer Senes sworn in.

Q. What is your name?

A. Senes Domenico.

Q. What is your position?

A. Engineer, Servizio Lavori (Works Dept.)

Q. How long have you been in charge of this section of track?

A. Since 1937 I have been track supervisor on the line EM Nocera to Potenza.

Q. And before that where did you work?

A. From 1932 to 1937 I work in Naples Central.

Q. Do you have charge or supervision of the line ~~xxx~~ between Battipaglia and Potenza?

A. From Nocera to Potenza.

Q. Have you prepared a plan of the railroad from Balvano to Bella Muro?

A. Yes.

Q. Have you examined this plan?

A. Yes.

Q. Is the plan correct and true as to the position of the track, position of tunnels, length of tunnels, etc?

A. Yes.

Q. Have you also had prepared a profile of the railroad Balvano to Bella Muro?

A. Yes.

Q. Is it correct to the best of your knowledge?

A. Yes.

Q. What do you consider the condition of the track between Balvano and Bella Muro?

A. It is in fairly good condition.

Q. Is it as well maintained now as normally?

A. We changed the rail before the war.

Q. In this section?

A. Yes, this section was renewed.

Q. When was the rail renewed?

A. In 1939 and 1940.

Q. Was it new rail?

A. No, it was used rail.

Q. What is ~~the~~ the weight of this rail?

A. 46 kilos per meter.

Q. Have you examined the track through this tunnel since the accident?

A. Yes, ~~it~~ and it is all right.

Q. Was the rail wet or dry when you last examined it?

A. It was dry.

6530

- Q. Is the rail usually dry in that tunnel or is it usually wet at this time of the year?
- A. It is usually dry, except in some spots where moisture drips from the roof.
- Q. Is the point where the moisture drips from the roof ahead of where these locomotives stopped?
- A. Yes, much further on.
- Q. Have you ever seen fog or moisture form in that tunnel from the atmosphere?
- A. No, I have not seen it, but it might early in the morning.
- Q. Have you ever noticed other tunnels affected by fog or dew?
- A. Yes, only early in the morning.
- Q. When would this condition normally occur?
- A. From about three or four o'clock in the morning till about six o'clock.
- Q. Is this tunnel ventilated with any chimney shafts through the roof?
- A. No. The only ventilation of the tunnel is near the exit just beyond KM 123. The tunnel track curves to the right, but the tunnel continues on, leaving an opening out to a canyon on Torrente Platano. This opening assists in the ventilation of the tunnel.
- Q. Do you consider that this tunnel is as well ventilated as similar tunnels in Italy?
- A. Yes, except that tunnels 18 and 19 are very close to tunnel 20. This means that if the wind is blowing in the direction of the track, or toward Potenza, much of the air is blocked off from entering tunnel 20 by the two preceding tunnels.
- Q. Did you see, or could you locate from any evidence inside the tunnel, the point at which the locomotives stopped?
- A. No.
- Q. Did you examine this rail for burns?
- A. Yes, but there were none.
- Q. Do you know of any condition or reason for the rails in this tunnel being wet about midnight?
- A. It might be caused by the condensation of moisture in the air.
- Q. Do you think that this is probably in this case?
- A. Yes.

Fireman Ronga sworn in.

Q. What is your name?

A. Ronga Luigi II

Q. Where do you live?

A. Via Giuseppe Paesano.

Q. What is your position on the railroad?

A. Fireman.

Q. How long have you been employed as a fireman?

A. From 5 December 1942 to 9 March 1943, when I left the railroad.

Q. When did you return ~~in~~ to the railroad?

A. 7 December ~~1942~~ 1943.

Q.

Q. Have you been working regularly since?

A. Yes.

Q. Were you the fireman on locomotive 480.016, Train 8017, which ~~II~~ left Salerno on 2 March 1944?

A. Yes.

Q. What was the condition of locomotive 480.016 leaving Salerno?

A. Very good.

Q. Did you have any trouble with locomotive 480.016 between Salerno and Balvano?

A. At Romagnano we cleaned the fire.

Q. Was the fire in bad condition, or is it usual to clean the fire ~~II~~ after ~~II~~ being out of Salerno several hours?

A. It is not usual, but the coal is not very good.

Q. Had the coal built up a lot of ashes or had it formed a clinker over the grates?

A. The firebox was filled with ashes.

Q. Was the fire and the locomotive in good condition leaving Romagnano?

A. Yes.

Q. Where did you last take water on this engine?

A. At Contursi.

Q. What was the condition of the engine and the fire on arrival at Balvano?

A. The fire was good and we had about three-fourths of a tank of water.

Q. Was there any work performed on this engine at Balvano?

A. We only put a little coal in. I asked the engineer why we were waiting and he said we were waiting for the train ahead.

Q. (Ing Boasio) Do you know anything about the other locomotive?

A. No.

Q. (Ing Boasio) At Romagnano was the delay working on your fire or was it waiting on the train ~~XXI~~ ahead?

A. Working on the fire.

6538

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(Note by Col OKIE: Train 8013 arrived at Balvano at 2338 and Train 8017 departed Romagnano at 2340)

- Q. (Ing Boasio) Was it really necessary to stop at Romagnano to clear your fire?
A. Yes.
- Q. Between Sicignano and Balvano did you have any ~~XXM~~ difficulty with the engines slipping or with the two locomotives being able to pull the train?
A. The train was going all right and we did not have any trouble with slipping.
- Q. Was the sand working on locomotive 480.016?
A. Yes.
- Q. Do you know anything of the condition of the sand on the second locomotive?
A. No.
- Q. (Lt PERKINS) Did you or the engineer look in the sand box between Battipaglia and Balvano.
A. I looked at it at Salerno.
- Q. Who operated the sand on locomotive 480.016, you or the engineer?
A. The engineer.
- Q. Leaving Balvano did you have any trouble with the engines pulling the train or the engines slipping?
A. No, it went all right.
- Q. Was everything all right going through the first, second and third tunnels?
A. Yes, we had no trouble.
- Q. (Ing Boasio) Did you find any smoke in the tunnels from previous trains?
A. There was some smoke, but I do not know if it was from my engine or from previous trains.
- Q. When did you first start having trouble with your engine slipping?
A. I do not know.
- Q. Was it long after you entered tunnel 20 or just after you entered it?
A. I don't remember.
- Q. Did you use your handkerchief over your face?
A. Yes.
- Q. Did you use your handkerchief over your face in the other tunnels?
A. Yes.
- Q. Where were you on the locomotive when you entered tunnel 20?
A. On the right side of the ~~XXXX~~ engine.
- Q. By the window, opposite the engineer?
A. Yes.
- Q. How many other persons were on the locomotive beside the engineer and yourself?
A. One. A firecleaner who was going to Baragiano.
- Q. Did this man die?
A. Yes.

6557

Q. Where was the engineer; on his side of the engine?

A. Yes.

Q. In your opinion did the engines start slipping?

A. X I know my engine was slipping, but I do not know about the other one.

Q. Was it soon after entering the tunnel?

A. About 400 or 500 meters after entering.

Q. How fast, in your opinion, was the train going when it entered the tunnel?

A. I do not know.

Q. As fast as you can ~~WALK~~ walk?

A. No, faster than that.

Q. About twice as fast as you can walk?

A. Yes, about that fast.

Q. Was there any light on the engine which would permit you to see things?

A. Yes. In the cab of the engine we had a can with some ~~KE~~ oil and some rags in it that was burning.

Q. Could you see pretty well?

A. Yes.

Q. Did this oil light continue to burn after the locomotive stopped?

A. No.

Q. Why?

A. Because it did not have enough air (oxygen).

Q. Did the oil light go out before the engine stopped?

A. Yes.

Q. Could you tell whether the second engine was slipping?

A. No, I could not tell.

Q. Did your engineer close the throttle to keep the engine from slipping?

A. He was working the throttle and the sand lever.

Q. Was he still doing that at the time the engine stopped?

A. I got down off the engine before it stopped.

Q. How long before the train stopped did you get down to the ground?

A. I didn't get off, I fell off.

Q. How did that happen?

A. I was at the top of the steps leading down from the cab, the engineer was shutting the throttle and reversing the engine and I fell off.

Q. Why did you fall, did you slip or was it the effect of the gas?

A. I do not know.

Q. Were you unconscious or do you remember everything about falling off?

A. I do not remember much about it.

Q. Did the engineer get off the engine?

A. I do not know.

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Q. Don't you remember that the engineer got off the engine, that you walked ahead of the engine and then turned around and came back to the engine?

~~XXXXXX~~ (alleged statement made when he regained consciousness)

A. No.

Q. (Lt PERKINS) Didn't you tell me at the tunnel the same day as the accident that you and the engineer got off the engine and started out of the tunnel and the engineer said, "I can't go any further", and became unconscious?

A. No.

Q. (Lt PERKINS) I was talking to you with an interpreter.

A. I do not remember.

Q. Do you ever remember seeing the Lieutenant before?

A. No.

Q. Do you remember whether the train moved back or what happened after the engineer reversed the engine?

A. No, I was unconscious.

Q. You don't remember your engineer getting off the ~~XXXXXX~~ engine?

A. No, I fell off and that is all I remember.

Q. In your opinion, what caused the train to stop in the tunnel?

A. I do not know.

Q. Who brought you out of the tunnel and when did you get out?

A. A laborer came over and woke me up, and when I came out I saw the sun.

Q. Did you put coal in the firebox leaving Balvano?

A. Yes, while we were standing at Balvano.

Q. Where was the next place you put coal in?

A. Between the first and second tunnels.

Q. Did you put in any coal in the second tunnel?

A. No.

Q. How about between the second and third tunnels?

A. No.

Q. None at all?

A. No, only between the first and second tunnels.

Q. Had you planned to put any coal in the engine in the tunnel?

A. No, we never do.

Q. From what you say it would appear that you were going to operate the train for approximately four kilometers without putting any coal in the firebox. Is that right?

A. Yes.

Q. Did you put in a lot of coal between the first and second tunnels?

A. Yes.

Q. Did you look at the fire after leaving the point between the first and second tunnels where you put coal in?

A. Yes, between the second and third tunnels.

6555

- Q. Was your fire in good condition then?
A. Yes.
- Q. How many kilograms of steam did you have?
A. I do not know exactly, but both engines were popping.
- Q. Who was handling the water, you or the engineer?
A. I was.
- Q. How much water did you have in the water glass the last time you looked at it?
A. It was full. As a matter of fact, up until the time of the accident, this was one of the best trips I have made. Everything was in good shape.
- Q. (Lt PERKINS) Did you keep your injector on all the time?
A. No, I closed it.
- Q. Where did you close it?
A. Between the first and second tunnels.
- Q. Did you put it on again?
A. No.
- Q. Did the engineer have the injector on so far as you know?
A. No.
- Q. Did you have so much water in the boiler at any time that you threw it out the stack?
A. No.
- Q. In your opinion, what caused the train to stop?
A. I do not know. I was not in very good condition.
- Q. After you entered the tunnel did the train go along at regular speed and then suddenly begin to slip and lose speed, or did it slow down rather gradually?
A. The train was going along normally and then began to slip suddenly.
- Q. Could you tell on this train, or any other train under similar conditions, if someone had set up the handbrakes on the cars?
A. No.
- Q. Do you think anyone tightened up the handbrakes?
A. No. In my opinion people would not do that.
- Q. Was the whistle blown at any time?
A. No.
- Q. Did you get that skinned spot of your cheek from falling off the locomotive?
A. I do not know, but before the accident I didn't have it and afterward I did.
- Q. Were you on a previous train that had trouble and the engineer died?
A. Yes, at Picerno.
- Q. When was this?
A. The first part of February.
- Q. Did your train stop?
A. No, it came out of the tunnel.
- 6554

Q. But the engineer died?

A. Yes. The engine that died was on the pusher engine and I was the fireman on the second engine in the train.

Q. What tunnel did that accident occur in?

A. The tunnel of Picerno.

(Back to the accident of 3 March)

Q. (Lt PERKINS) The last thing you can remember, was your engine still popping off?

A. Yes.

Q. Do you know whether the sand was working, the last you remember?

A. I do not know. It was operated by the engineer.

Q. Is there anything in connection with this accident that you know about that you have not stated or we have not asked?

A. No.

Q. You think you have told us everything of importance?

A. Yes.

Q. Did you have any conversation with the engineer or the third person on the locomotive about the smoke in the tunnel?

A. No.

Q. Where was this third person when you fell off the locomotive?

A. I do not know. The last I saw of him he was sitting on the bench.

Q. Which end of the tunnel did you come out of, the Balvano or Bella Muro End?

A. The Balvano end.

Q. Do you know how you got out?

A. I was carried out?

Q. Do you remember that?

A. Yes.

Q. Did they carry you out before they carried out the other people beside the train?

A. I do not know.

Q. Was the train still in the tunnel when they carried you out?

A. No, it was in the station.

(Witness was sworn.)

Q. What is your name and where do you live?

A. My name is Di Venuto Giuseppe, and I live at Acerrensa, Province of Potenza,

Q. What is your position on the railroad?

A. I am a laborer, but I was working as a brakeman.

Q. How long have you been working as a brakeman?

A. It will be a year the 20th of May.

Q. Do you know the line well from Salerno to Potenza?

A. Yes.

Q. Did you stay in about the same position in the train from Salerno to Balvano?

A. Yes, on the 10th or 11th car from the rear.

Q. Did the train have many civilians on it leaving Battipaglia?

A. No, only about ten Italian soldiers.

Q. Where did these people get on the train?

A. At Eboli and Persano.

Q. Were these what they call "Black Marketers?"

A. I do not know.

Q. Did you have any trouble with the engines pulling the train from Salerno to Balvano?

A. No, it went well.

Q. Did you consider you had a good trip up to Balvano?

A. Yes, up to Balvano everything went well.

Q. Did you know why the train stayed at Balvano so long?

A. No, because I was back in the tunnel.

Q. You were on the 11th car from the rear?

A. Yes, the 10th or 11th car.

Q. All the time the train was standing at Balvano you were back in tunnel 16, which is west of Balvano?

A. Yes.

Q. Did the gas in this tunnel bother you or any of the civilians around you?

A. Yes, a little. I had a handkerchief over my face and I kept down.

Q. Were there many passengers on that part of the train back in the tunnel?

A. At the place where I was there was about 7 or 8 persons, but I heard that further back there were other people. As a matter of fact, I could hear them talking.

Q. Was there anyone in the brake cab on the car with you or were you alone?

A. I was alone.

Q. Do you have any instructions, or do you make any attempt, to keep civilians off the train?

6532

Q. Yes, we have in instructions that no civilians should be on the freight trains, and we try to keep them off.

Q. Do you know whether any attempt was made to keep civilians off of Train 8017 by the train men?

A. Yes, but there were so many we could not do much.

Q. Leaving Balvano did the train leave with ordinary speed and continue through the first, second, and third tunnels with normal speed?

A. Yes, we kept a good speed all the time.

Q. Did the train suddenly slow down or did it slow down gradually?

A. The speed went down slowly.

Q. What did you think was the cause?

A. I thought they were stopping because they did not have enough steam on the engine.

Q. Could you hear the engines slipping?

A. No, I was too far from the engine and I could not hear.

Q. Did the train stop suddenly or did it stop very gradually?

A. It went down slowly, and only just before it stopped did I hear the slack action.

Q. Did you set up your handbrakes at once?

A. I put the brake on only when I was sure that the train was going to stop for a while.

Q. Then when did you put it on?

A. About three or four minutes after.

Q. Did the engineers make any attempt to start the train forward or backward, or did it just remain stationary?

A. They made no movement.

Q. Was there much noise in the tunnel?

A. Only the people snoring.

Q. There was no yelling or screaming?

A. None.

Q. Did any people get off the train and walk back past your car?

A. No. The brakeman at the end of the train was calling me and asking why the train did not go on, and I called to the other brakeman and did not get any answer. Then I got off the car and commenced walking toward the end of the train, and when I got about four or five meters from the end of the tunnel, I fell down.

Q. How long was this after the train stopped?

A. About 45 minutes.

Q. Were the people still snoring?

A. Yes, before I fell I still heard them snoring.

- Q. Was it people snoring or was it the distant sound of the engine popping off?
- A. I am sure it was the people snoring.
- Q. In a tunnel you can very easily hear an engine popping off. Did you hear the engine popping off?
- A. No, I did not hear it.
- Q. How far was the next brakeman ahead of you?
- A. About six or seven cars.
- Q. Did you ever, at any time, talk to that brakeman or hear from that brakeman in the tunnel?
- A. No, I did not talk to him at all.
- Q. And no people got off the train and walked past you?
- A. No, nobody.
- Q. You stated that you got off the car and walked to within four or five meters of the end of the tunnel and then fell down. Then what happened?
- A. After a couple of hours I woke up and found myself all dirty. I went and washed and then I went back to the brakeman at the end of the train.
- Q. Where was this brakeman all the time?
- A. I do not know. I only know that when I went back there I found six or seven soldiers with this brakeman.
- Q. Was it still dark?
- A. Yes.
- Q. What time was it?
- A. I do not know exactly.
- Q. Then what did you do?
- A. After a while I spoke to this other brakeman, and we decided one of us should go to Balvano and tell them what happened.
- Q. Did you know what had really happened and that all these people were dead?
- A. No, I only heard a woman calling for help.
- Q. This was after you woke up?
- A. Yes.
- Q. Were you wide awake when the train stopped in the tunnel and up until you went to the entrance of the tunnel?
- A. I was a little asphyxiated.
- Q. Which way was the wind blowing through the tunnel, toward Balvano or toward Bella Muro?
- A. There was no wind.
- Q. When you went to the end of the tunnel and when you and the other brakeman decided to send someone to Balvano, was smoke coming out of your end of the tunnel?
- A. Yes.

Q. Much of it or just a little?
A. A lot of it.

Q. How do you know if it was dark?
A. There was a moon shining.

Q. Did you have a lantern or any sort of light with you?
A. No, I had nothing.

Q. (Ing Bolesio) Why didn't you go toward the engines to see what happened?
A. It was dark and I didn't have any lamp, and at the same time we were suffocated a little.

Q. (Lt. Perkins) When was the last time you saw and talked to the Capo Treno?
A. At Romagnano.

Q. No one came back to where you were in the tunnel when you stopped at Balvano?
A. No.

(It was brought out that this is the man who went back to Balvano to report the accident)

Q. What did you tell the Capo Stazione?
A. I told him that I did not know what happened to the train, but that maybe they should split the train and take half one time and half later.

Q. Then did you go back to your train on the engine of Train 8025?
A. No, I walked.

Q. Who first reported that there were a number of dead people on this train?
A. I do not know.

Q. Was it wet inside the tunnel?
A. It was wet. There are leaks in the roof in several places.

Q. Were you up in the tunnel when they pulled the train out of the tunnel?
A. Yes, I was in the baggage car.

Q. Did you go up in the tunnel and look at the locomotives or anything?
A. I only went into the baggage car. 65-9

Q. When you went to Balvano to report, did you meet anyone coming in the opposite direction towards the train?
A. No, I just saw some guards.

Q. Do you know why this train had three baggage cars?
A. Leaving Salerno the baggage car was for the Capo Treno. At Battipaglia two more were added, but I do not know why.

Q. Was it for carrying civilian passengers?
A. No.

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(Witness was sworn)

Q. What is your name and where do you live?

A. My name is Palo Michele and I live at Eboli.

Q. How long have you been employed on the railroad as a brakeman?

A. Four years.

Q. Were you brakeman on Train 8017 leaving Salerno the afternoon of 2 March?

A. No, I got on at Battipaglia.

Q. Were you on the rear car of that train from Battipaglia to the scene of the accident?

A. No, I was in the middle of the train.

Q. What car?

A. About 20 cars from either end.

Q. (Lt. Perkins) Does the Capo Treno assign brakeman to the car they are to ride?

A. The Capo Treno assigned me to my car.

Q. When the train stopped at Balvano were you inside or outside the tunnel?

A. Right at the mouth of the tunnel.

Q. Did you have a good trip up to that time?

A. Yes.

Q. Were you still on the 20th car when you left Balvano?

A. Yes.

Q. Did the train make a good trip from Balvano to tunnel Delle Armi?

A. Yes, we kept the same speed.

Q. Did the train stop suddenly or did it come to a slow stop in Delle Armi Tunnel?

A. It stopped slowly.

Q. Could you hear the engines slipping?

A. No, I did not hear it.

Q. When the train stopped did you set up your handbrake immediately?

A. No, because the engine first went forward, then backward, until I was overcome and I do not remember anything after that.

Q. When the engines were going forward and backward, how many times did they do that?

A. Two or three times they tried to go forward and backward.

Q. When the train went forward and backward two or three times did it move your car?

A. Yes, a little bit both ways.

Q. What would estimate the distance your car moved?

A. I do not know, because I was beginning to feel the effects of the smoke.

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- Q. Did it feel to you as if the weight of the cars behind you were dragging or as if brakes were set up and the engine was pulling against a dead weight?
- A. I do not think any brakes were set.
- Q. Could you hear the engines slipping?
- A. No, I did not.
- Q. How long after the train stopped do you think it was before you became unconscious?
- A. About 15 or 20 minutes.
- Q. How long after the train first stopped did they start moving back and forth?
- A. As soon as the train stopped the train started moving.
- Q. How long did it keep moving back and forth?
- A. About two or three times in seven or eight minutes.
- Q. Was the smoke pretty thick?
- A. Yes.
- Q. Was there any commotion, such as people yelling, or anything like that?
- A. No, I did not hear any.
- Q. Do you have a light?
- A. No, I have none.
- Q. Were there many people on the same car with you?
- A. Only the conductor who died.
- Q. How about civilians?
- A. There were no civilians on my car, they were all ahead.
- Q. Did you hear the brakeman behind you call to you?
- A. No.
- Q. Did you ever wind up your brake?
- A. No.
- Q. Did the man who was with you die?
- A. Yes.
- Q. What was his position in the car?
- A. He was sitting on the bench.
- Q. This was after you entered the tunnel?
- A. Yes, this man was making the tickets.
- Q. What were the tickets for?
- A. For the passengers.
- Q. Was this a freight train or a passenger train?
- A. A freight train.
- Q. Did he sell tickets to the passengers?
- A. The conductor said he had made 25 tickets and would make the rest at Baragiano.

6547

Q. Are these tickets issued by the railroad?
A. Yes.

(It was brought out in discussion with Sig. Nisi and Sig. Boasio that they charge fare in order to discourage people from riding the freight trains.)

Q. What is the charge between Eboli and Potenza?
A. (Ing Boasio) About 40 Lira.

Q. What assurance has the railroad that any of this money is ever turned in to the railroad?
A. (Ing Boasio) The conductors have a book giving the amount received from the passengers. These tickets are made out in duplicate, one sheet going to the passenger and one to the railroad office.

Q. Is this done on all freight trains?
A. Yes, because there are not many passenger trains.

Q. Does this have the permission of the authorities of the railroad?
A. (Sig. Nisi) Yes.

(Questioning of the brakeman was resumed)

Q. When or where did you first wake up?
A. I woke up in the Balvano station on a bench.

Q. Before you became unconscious were you uncomfortable or did you just go to sleep?
A. I just got sleepy.

Q. The smoke did not bother you a great deal before you went to sleep?
A. It bothered me a little bit, and then I went to sleep.

Q. Were you coughing and choking?
A. I do not remember.

Q. Do you know whether there were any people closer to the engine who came out alive?
A. I did not see anything or know anything about that.

Q. Why do you think the train stopped in the tunnel?
A. I do not know the reason.

Q. Did you remain in your car from the time the train stopped going back and forth and the time you became unconscious?
A. I stayed there at my brake, then I lost consciousness.

Q. Could you tell if there was any breeze in the tunnel?
A. No, there was no wind.

Q. Could you have known if there had been any wind in there?
A. Yes, because I had the door open.

Q. Did you see any lights in the tunnel?
A. No.

65-16

Q. Did you hear people snoring as the other brakeman said he heard?

A. No, there were no civilians on the car where I was.

Q. Do you know whether there were any civilians behind where you were?

A. There were some near the rear.

Q. (Ing. Boasio) Did you see the man who died in your car fall down?

A. No, he was sitting down.

Q. (Lt. Perkins) Was this the Cape Treno?

A. No, it was a conductor, not the Cape Treno.

Q. (Lt. Perkins) Did this man have a light?

A. Yes, but it was only slightly lit because it was low on oil.

Q. How could he see to make out the tickets?

A. I do not know.

Q. Did you see the man sitting there writing or was there light enough for him to be able to write?

A. No, I did not see him writing, he only told me he wrote the tickets.

Q. Was the light burning when you became unconscious?

A. Yes.

(Witness was sworn in)

Q. What is your name and position?

A. Capo Stazione, Dirigente Movimento, at Battipaglia.

Q. Were you working at Battipaglia on the afternoon of 2 March when train 8017 picked up some cars at Battipaglia.

A. Yes.

Q. At what time did Train 8017 arrive at Battipaglia and what time did it leave?

A. It arrived at 1815 and departed at 1900.

Q. How many cars did Train 8017 pick up at Battipaglia?

A. I do not remember, because the cars were put on by the man who takes care of the freight.

Q. Are you responsible for the station at Battipaglia and all trains and movements within that station during the time you are on duty?

A. For the movements I have all the responsibility.

Q. Then it was under your instructions that the train picked up the cars at Battipaglia?

A. They make the disposition to put on these cars before I went on duty.

Q. How many cars were in this train when it left Battipaglia?

A. 47.

Q. How much tonnage did the train have?

A. 520 when it departed Battipaglia.

Q. How much tonnage did you have instructions to give this train?

A. With one engine, 350 tons.

Q. Did you have any special instructions about the tonnage for this train?

A. No.

(Witness was sworn in)

Q. What is your name and position?

A. 1st Lt. David M. Perkins, Road Foreman of Engines, 727th Rwy Opn Bn, Co "C".

Q. Where were you on the night of March 2nd and morning of March 3rd?

A. Potenza.

Q. What has been your civilian experience on railroads?

A. I worked on the Southern Railway since 1922 as a fireman and engineer.

Q. What has been your position in the 727th Rwy Opn Bn?

A. Road Foreman of Engines, Yardmaster, etc.

Q. When did you and how did you first learn of the accident near Balvano?

A. At 0720 in the morning the British interpreter at Potenza and Capo Stazione came into the office and told me they had had a serious accident in the tunnel between Bella Mura and Balvano and that they wanted to run a relief train.

Q. What did you do, and describe your trip.

A. I immediately ordered two diesels gotten ready and what equipment they could and told the Capo Stazione to get all the litters they could and the men necessary to go with the relief train.

Q. Did you know the exact nature of the accident?

A. At first they told me that there were a number of dead people.

Q. Did they say there had been a collision?

A. No, they said the train was stuck in the tunnel. They had the diesel ready to go at 8 o'clock in the morning and when they got all their men ready to go and their litters loaded we departed at 0830, I believe. We arrived at Bella Mura at 0945 and we could get no via libro from there because they had let a light engine in there to pull the train back to Bella Mura. We waited there until 1015 and no engine showed up, so we decided to flag through. We let two flagmen go ahead of the engine. When they would get to a tunnel they would both go through and then one would come back for us, until we finally found the light engine at the east end of tunnel No. 20. When we got there, their instructions were to stay there until the tunnel was cleared, but they did not know whether it was clear or not, so we proceeded to walk through the tunnel with a number of others, and when we got about two thirds of the way through the tunnel we met an Italian with a lantern to notify the light engine that the tunnel was clear. We continued to walk through the tunnel and he continued east to bring the locomotive and the two diesels through. While going through the tunnel I had an electric lantern. I examined the track and counted the victims that were left in the tunnel. When we reached the west end of the tunnel we waited for the pilot to come through and then we went on to the station of Balvano. The rear half of the train had been taken to Romagnano and the half next to the locomotives had been split at Balvano with the first one fourth setting on the main line and the second one fourth on the house track. When we got to Balvano we found the train split into two sections—one part was at the station and part on the spur track in the rear of the station.

- Q. What was the condition of the rail in tunnel No. 37?
- A. When I went through it was comparatively dry with the exception of a few spots where the roof leaks.
- Q. Was there a breeze or draft through the tunnel?
- A. I could not detect much of a draft, but it was quite chilly. It was cloudy when I entered the tunnel and when I reached Balvano it began to rain lightly.
- Q. Had it rained previously that morning?
- A. I do not believe that it did.
- Q. Did you examine Engines 5916 and 2599?
- A. Yes, I got up on them.
- Q. Can you tell me the condition of the engines at that time?
- A. When I got up on the 5916, which was the lead engine, the engine was still warm, but there was not enough steam on the engine to blow out the gauge cocks. By shining my light on the water glass it looked like I could see water just at the bottom of it. The firebox appeared to be in good condition, but I did not examine the fusible plugs. The left injector on the lead engine was open and the water valve to the right was open. The sander on the lead engine was open. I examined the sand and it had been running on the left side and the sand had run down below the level of the sand trap. The right side appeared as if it had not been running. On the engine 2599, I found the left injector on the fireman's side and I could not see any water in that water glass. The sand on this engine, in fact on both engines, was dry, but on the rear engine it showed no signs of where he had used any sand. There was no impression in the sand to show it had run out through the trap. There appeared to be a few inches of water in both tanks, but there was some leakage from both the engines and the tanks. Both engines were in reverse when I found them. After I finished that I went up and down the train with Major Nichols, AMG, and we both ventured an estimate on the number of victims, and we came to an agreement that we would unload the train on the main line first so that I could get traffic through.
- Q. Did you find any evidence in the tunnel, either from the rail or any other reason, that would show at what point the engines stopped in the tunnel?
- A. I did not.
- Q. In your examination of the rail in the tunnel did you see any evidence of sand having been used in the tunnel?
- A. I did not. It would be hard to see evidence of that nature after pulling a train into the tunnel and then pulling it out. 6542
- Q. Where were the engines when you inspected them?
- A. They were on the main line in front of the station at Balvano-the track adjacent to the station.
- Q. Describe for me the position and condition of the bodies on the train before they were moved or disturbed.
- A. There were bodies on the front end of the engine right under the smoke box and in the cab of the locomotive and on the tender. Some of them were between the cars, some in the cars, and some were in the brake cabins of the cars. They were all badly smoked up and the majority of them, if not all, that I recall, their nose had been bleeding, and it appeared to be bright red.

Q. Did they appear to have died peacefully?

A. Some of them had a horrible expression on their faces, with their eyes open and their mouths open, and some even had a handkerchief over their mouths and noses. There was one car of wine barrels and they had to shift the barrels to get them out.

Q. How many bodies were there on the locomotives approximately?

A. It would only be a guess or an opinion. I would say there must have been 20 or 30 bodies taken off the two locomotives and tenders. The top of the tank was full of bodies, even the coal tender. There were three bodies in the fireman's deck of Engine 5916.

Q. Approximately how many bodies were on the ground in the tunnel?

A. About 15.

(Witness sworn in)

- Q. What is your name and position?
A. 1st Lt. A. E. Mackann, Chief Dispatcher, 727th Rwy. Opm. Bn.
- Q. What was your civilian experience on railroads?
A. 18 years as station employee, train dispatcher and assistant chief dispatcher.
- Q. When did you first learn of the accident near Balvano on March 3rd?
A. Shortly after eight o'clock the morning of 3 March, when I went to work in the railway station at Salerno in the dispatcher's office.
- Q. What time did you arrive at Balvano?
A. I think about 1130 hours.
- Q. Were some of the cars from Train 8017 at Romagnano when you passed that point?
A. Yes sir, a string of about 23 flats and low gons.
- Q. What type of cars were at Balvano?
A. Box cars and high gons - the box cars mostly next to the two locomotives and the majority of the high gons on the track behind the station.
- Q. Were most of the dead persons still on the cars at Balvano when you arrived?
A. Yes sir. There had been only 25 or 30 bodies removed.
- Q. Approximately how many bodies were removed at Balvano from the 23 cars that were taken to Romagnano?
A. I could not say, but I understood from an Italian railway man at Romagnano that very few bodies were taken from the cars that I saw at Romagnano.
- Q. In other words, the majority of the persons who died were on the forward half of the train?
A. I would say practically all of them.
- Q. What was the condition of these people? In what manner did they appear to have died?
A. They appeared to have been caught without any warning that they were in danger. From the bodies I looked at, it seemed from the expressions on their faces and their attitudes that some of them had made a last minute effort to escape, but there were a great many of them who were found in the cars in a sitting position as though they had been sitting huddled together asleep and had never awakened. In fact, I saw one body on the seat in the brakeman's shanty on one of the cars slumped over with his arms hanging down between his legs as though he had been sitting on the seat asleep, became unconscious and slumped forward. There would be no reason why that person could not have gotten off the car. That was my impression of the majority of the bodies - that these people had either died in their sleep or were almost unconscious before they realized their danger.
- Q. Did you notice any blood on any of the people?
A. I noticed that a few people had blood under their noses and also a black sooty substance, and in some cases a white froth from their nostrils.

Q. What was the color of the blood that you saw?

A. The blood appeared to be a bright red color.

Q. Did you see any blood that was a very dark red or blue as blood normally looks?

A. No, not unless I saw a body that had bled and the blood had mixed with soot. The complexions of the bodies generally were flushed - bright red flush - and on some of the bare arms and legs I could see bright red large patches about the size of the palms of my two hands together. I made an initial report of the accident on arrival at Balvano and took steps to clear up the main line and move traffic.

6539

(Witness sworn in)

- Q. What is your name and position?
A. Maglio Vincenzo, Capo Stazione 2nd class at Balvano.
- Q. What hours did you work on March 2nd?
A. From 8:00 till midnight.
- Q. Were you on duty at Balvano when Train 8017, with engine 480.016 and engine 476.023 arrived at Balvano?
A. No, I had just gone to bed, because the train did not arrive until 0012 hours and departed at 0050 hours.
- Q. When did you first learn of the accident?
A. I don't remember.
- Q. Was it before or after daylight?
A. About 4 o'clock. I was asleep and sometime about 4:00 the assistant Capo Stazione woke me up and said the train had left at 0050 and had not yet arrived at Bella Muro. He said he had sent an agent to check on the train.
- Q. When next did you wake up?
A. About 0530.
- Q. Who woke you this time?
A. The same man.
- Q. What did he tell you then?
A. He said that the man had returned from the train and that he had seen some bodies.
- Q. What was the name of the man who was sent?
A. I do not know.
- Q. What did you do then?
A. I got up and dressed and went to the station and sent for the doctor and the Sanitation Department.
- Q. How did you send for them?
A. I sent a man walking to Balvano, then I sent a telegram to Baragiano for another doctor.
- Q. Was there another train in your station at the time you got up?
A. Yes. 6538
- Q. Did you send that engine up to pull back the rear portion of the train that was in the tunnel?
A. Yes, I went with the locomotive myself.
- Q. What did you find when you arrived?
A. I found the train with the last three cars sticking out of the tunnel Delle Armi.
- Q. Is that tunnel No. 20?
A. Yes.

- Q. Were there any bodies outside of the tunnel?
A. No. Outside the tunnel I found some sick people half conscious.
- Q. Was there any smoke coming out of the tunnel at that time?
A. Yes.
- Q. What time was it when you first arrived at the tunnel?
A. About 6:20.
- Q. Was it daylight then?
A. Yes.
- Q. And there was still smoke coming out of the tunnel?
A. Yes.
- Q. Did you go into the tunnel?
A. Yes.
- Q. How far?
A. Up to the first locomotive.
- Q. Did you have a light with you?
A. No.
- Q. When you got up to the engine were there any people talking in the tunnel or was it quiet?
A. No, it was quiet.
- Q. Was there any steam escaping from the engines?
A. Very, very little.
- Q. Could you see the light at the far end of the tunnel?
A. No.
- Q. Why?
A. There was too much smoke.
- Q. Too thick to see the light at the end of the tunnel?
A. Yes.
- Q. You have stated that the smoke was coming out of the tunnel at the end which you came in. Then, if you went up to the locomotives why couldn't you see through to the other end of the tunnel?
A. Maybe it was because of my spectacles and the smoke, etc. 6537
- Q. What was the color of the smoke that was coming out of the tunnel?
A. Gray.
- Q. Did the tunnel smell strongly of smoke and did it bother you?
A. Yes, it smelled to me like sulphur.
- Q. What did you see when you got to engine?
A. As soon as I reached the locomotives, I saw bodies there.

- Q. On the ground and in the engine?
A. I saw the bodies near the coal on the locomotive and on the outside.
- Q. You say you did not have a light and no light could be seen from the end of the tunnel. Then, how did you see the bodies?
A. The Capo Treno from the other train had a lantern.
- Q. How many people went to the engines with you?
A. About 10 or 15.
- Q. Where did 10 or 15 people come from around Balvano at 5 o'clock in the morning?
A. The men from Train 8025 were with me.
- Q. At what time did you pull back the rear end of the Train 8017?
A. About 8 o'clock.
- Q. What time did you pull back the front part of the train with the locomotives?
A. We pulled it back all at once.
- Q. And then the rear half of the train was pulled back to Romagnano?
A. Yes.
- Q. What happened to Train 8025? Did it go back to Romagnano?
A. Nothing. It went with the engine.
- Q. How many cars did Train 8025 have?
A. Five.
- Q. At what time did the 8025 arrive Balvano?
A. I do not recall.
- Q. Does your assistant know?
A. No, but it is shown in Sg. DiGioia's statement.
- Q. Who carried the fireman of the train out of the tunnel?
A. I do not know, but I think it was someone from the crew of 8025.
- Q. Did anyone, so far as you know, get on the engine and ride them as they came out of the tunnel and into Balvano station?
A. Yes, I sent the Capo Treno and another brakeman of the 8025 especially for that job.
- Q. Do you know the name of the Capo Treno who went on the locomotives?
A. Yes, Colucci. 6536
- Q. How many dead persons, approximately, were on the ground in the tunnel?
A. Quite a few, but I do not know exactly.
- Q. Did the people appear to have died in their sleep or to have suffered very much?
A. They died peacefully.

(Witness sworn in)

Q. What is your name?

A. Accordo Vincenzo.

Q. Where is your present station?

A. At Romagnano.

Q. You have charge of the work on the track between Sicignano and Bella Muro?

A. Yes.

Q. Have you frequently been through tunnel No. 20 between Balvano and Bella Muro.

A. Yes, quite often.

Q. Have you ever seen the rail in this tunnel wet with dew when the ground outside is dry?

A. Yes, in some parts of the tunnel there are leaks in the roof.

Q. Have you ever seen the tunnel when the air itself contains so much moisture that it would make the rail wet?

A. No, there is so little moisture that it does not effect the track.

Q. But does it make the track wet?

A. No.

Q. Have you ever seen the smoke from a train stay in this tunnel for a long time, say for two or three hours?

A. Yes, especially when there are cross winds.

Q. Do you consider that this tunnel is as well ventilated as most other tunnels, or is this worse than the others?

A. It depends on which way the wind is blowing.

Q. Does the smoke come out of this tunnel as quickly as it does other tunnels, or does it stay in this tunnel longer than other tunnels of equal length?

A. It is about the same.

Q. You do not think that this tunnel is any worse about holding smoke than others are?

A. No. It is only longer than the other tunnels.

Q. Does much smoke go out of the ventilation end, which is toward Bella Muro?

A. It depends on the wind.

Q. Does it come out of the ventilation hole well?

A. Yes.

Q. Where were you on the morning of March 3rd, when the accident occurred?

A. At my home.

Q. Did you go over to the tunnel?

A. Yes, I went when they called me.

6555

- Q. At what time did you get to the tunnel?
A. I went with the train that came from Salerno with one locomotive and two cars.
- Q. What time did you get to the tunnel?
A. I did not reach the tunnel, I only reached the station because the train was being pulled back into Balvano station.
- Q. Then about what time was this?
A. About 0820.
- Q. Did you examine the tunnel later?
A. Yes, with Mr. Senes.
- Q. Did you find any evidence on the rail where the engines had slipped?
A. No, I found nothing after checking the whole track.
- Q. Did you find anything wrong with the track or any evidence that would have caused this train to stop?
A. No.
- Q. Do you consider the track through the tunnel to be in good condition?
A. Yes, it is in good condition. It is a heavy rail.
- Q. Was there any evidence of sand from the locomotive?
A. I did not notice any.
- Q. Do you know of anything else regarding this accident that might be of interest to us?
A. No, I do not.

6534

(Witness sworn in)

Q. What is your name and position?

A. Captain John Voorhies, Roundhouse Foreman, 727th Rwy. Ogn. Bn., Co. "B".

Q. Where are you stationed at present?

A. Salerno.

Q. Did you receive orders to go to Balvano and examine Engines 476.023 and 480.016 on March 3rd?

A. I did.

Q. When did you arrive at Balvano?

A. At about 2200 hours March 3rd.

Q. Where were the engines when you arrived at Balvano?

A. They were sitting on a spur or side track just west of Balvano station.

Q. Did you examine the engines on arrival at Balvano?

A. I made a preliminary examination with my flashlight, and a more thorough examination after daylight the next day.

Q. What did you find on engine 480.016?

A. The first thing I looked at was the water, and I did not find any water in the boilers and could not find any in the gauge cocks. The injector water valve and overflow valve were found open on the left side. On inspection of the rods, etc., I did not find anything wrong mechanically with the engine.

Q. What was the condition of engine 476.023?

A. There was no water visible in the water glass and none showed in the gauge cocks and the water valve and the overflow valve were found open on the left injector.

Note: Throttle of Engine 480.016 is on left side; throttle of Engine 476.023 is on right side.

Q. Did you make a subsequent and thorough examination of these two locomotives in the roundhouse at Salerno?

A. Yes sir.

Q. Have you written out your findings on these locomotives?

A. Yes sir.

Q. Do you present them as evidence at this hearing?

A. Yes sir.

6533

(Captain Voorhies statements accepted as Exhibits G and H)

Q. What is the general condition of these engines after a thorough examination?

A. The general condition, I would say, is good.

Q. Is it better than average?

A. No sir, just average.

Q. Did you see or find anything on either engine that could directly contribute to the train stalling in this tunnel and the ensuing accident?

A. I did not.

LEHNO - 10 March 1944

(The Committee was called to order at approximately 0930 hours, and the hearing continued) (All questions by Col. OKIE unless otherwise stated)

(Witness sworn in)

Q. What is your name and occupation?

A. Colucci Alberico. I am a Capo Treno.

Q. What is your regular position on the Italian Railway?

A. Capo Treno.

Q. Were you on train 8025 leaving Salerno the evening of 2 March?

A. Yes.

Q. At what time did you arrive at Balvano?

A. At 0310.

Q. How many cars did you have?

A. Five cars.

Q. What did they tell you was the reason you did not go on from Balvano?

A. Ten or twenty minutes after we arrived at Balvano I asked the Capo Stazione why we could not depart, and he told me we had to wait for the other train to arrive at Bella Muro.

Q. Who took the first action to find out why the other train had not arrived Bella Muro?

A. I did. I asked the station master why he did not send someone to walk there or go with the engine to find out what happened, and the station master answered me that it takes the trains sometimes about three or four hours to go to Bella Muro.

Q. (Major Brasell) Therefore, the station master was not concerned about Train 8017 not yet having been reported arriving Bella Muro?

A. No.

Q. (Captain Falsone) What is the name of the station master at Balvano who was on duty at that time?

A. Salonia.

Q. Are you sure that you are the person who took the initial action to see what had happened to the train and that you took this action before any one else?

A. I did, and no one else. About 0505 the brakeman came from the tunnel and then the Capo Stazione sent the engine over to tunnel No. 20.

Q. What action did you take before the brakeman came back to Balvano?

A. The only action I took was to tell the station master on duty to send someone or the engine over to see what had happened to the train.

6531

- Q. At what time did you tell him this?
A. About thirty or forty minutes after I arrived at Balvano.
- Q. What action was taken?
A. None.
- Q. Was there any reason why you personally could not have sent one of your brakeman ahead to determine what had happened?
A. I did not have any authority to send a man there, because that is the responsibility of the Capo Stazione.
- Q. If you had been in that tunnel would you have wanted someone to come and see what had happened to you?
A. Under the Italian rules it is up to the train in trouble to send a man back to the station.
- Q. Did the Sotto Capo Stazione on duty wake up the Capo Stazione at Balvano and explain to him what had happened?
A. Yes, he did.
- Q. What did he tell him to do?
A. He told him the story that the brakeman had told him regarding the accident in the tunnel.
- Q. As far as you know is this the first time the Capo Stazione had been awakened or had he been awakened before?
A. So far as I know this was the first time.
- Q. Who went with you and your engine to tunnel No. 20?
A. The first time the brakeman and some laborers and I went.
- Q. How about the Capo Stazione?
A. No, he did not go with us.
- Q. What did you do?
A. We went to see if we could pull the train out, but there was too much smoke in the tunnel, so we came back to the station with the engine.
- Q. At what time did you first arrive at the tunnel?
A. About 5:35 or 5:40.
- Q. Was it before daylight?
A. Yes, it was still dark.
- Q. Was any part of the train outside of the tunnel?
A. Three cars were outside of the tunnel.
- Q. Did you walk into the tunnel at all?
A. I walked in about fifteen meters.
- 6530

- Q. Did you hear any noise of steam or people in the tunnel?
A. I saw the smoke or steam, but I could not see anything else because I did not have a lantern.
- Q. Was the smoke coming out of the tunnel fast or was it just drifting out?
A. It was just slowly coming out.
- Q. What did you do when you returned to Balvano?
A. I went to the station and the station master took the matter over. He called for help by sending a telegram to Romagnano.
- Q. Then what did you do?
A. I went over to the tunnel with the engine. Then the engineer and I went into the tunnel and gave help to a man we found in there. Then we put man on the brakes of the train and waited to get pulled into Balvano station.
- Q. What time did you return to the tunnel the second time?
A. I do not remember exactly, but it was about 0640.
- Q. Was it daylight?
A. Yes.
- Q. Was the smoke still coming out of the tunnel?
A. Yes, there was still a little smoke coming out because there was still a fire in Engine 5916.
- Q. Did you go all the way up to the engines?
A. Yes.
- Q. When you got up to the locomotives could you look ahead and see daylight at the other end of the tunnel?
A. No, there is a curve in the tunnel and you cannot see out.
- Q. Why couldn't you see out of the ventilation hole?
A. I could not see any light.
- Q. Do you think it is impossible to see this light or was it because there was too much smoke in the tunnel?
A. It was because of the smoke.
- Q. (Lt Perkins) Did you find the engineer of the first engine, 476.023, down on the ground by his engine?
A. I don't remember.
- Q. What was the condition of engine 476.023 when you arrived there, and were there any bodies lying near?
A. There were bodies on the engine and bodies on the ground.

- Q. Were the bodies of the engineer and fireman on the engine or on the ground?
A. I did not notice.
- Q. Was there any steam coming out of this locomotive?
A. No.
- Q. What was the condition of the 480 class locomotive?
A. The air pump was running and there was steam.
- Q. Was any of the steam escaping through the pop off valve?
A. No.
- Q. Did you see the engineer or the fireman of the 480 locomotive on the ground?
A. I saw some bodies on the engine, but I could not identify them. There was a woman hanging down from engine, and we tried to pull her down but we couldn't because she was already stiff.
- Q. Did you get on the cab of either engine?
A. No. A conductor did go up in the tender to try to pull this woman down, but he did not go into the cab.
- Q. Who was with you when you went up to the locomotives?
A. Only the conductor Perotta and some other who I do not remember.
- Q. Did the Capo Stazione of Balvano go with you?
A. No. I did not see him at all. I think he may have remained at the station.
- Q. Was the rail up there around the locomotive wet?
A. I did not look at the rail.
- Q. Was it wet inside the tunnel or was it dry?
A. I did not notice.
- Q. What was it that you did the second time you brought the engine up to pull the train out that you did not do the first time. In other words, why couldn't you have done all this the first time?
A. There was too much smoke in the tunnel the first time.
- Q. Did you see anyone get on the engines? Who rode the engines when they were pulled out of the tunnel?
A. I did not see anything but the bodies on the locomotives.
- Q. Did you see or do you know of anybody on the Train 8025 who went on the 8017 locomotives when they pulled it out of the tunnel?
A. I do not know. Maybe one of the brakeman went on the engine, but I do not know whether he did or not.
- Q. Can you tell me how many handbrakes were set up on that train at the time you found the train and got ready to pull it out of the tunnel?
A. My brakeman told me that there was only the brakes on the last car, which was outside of the tunnel, which were set.
- 6528

- Q. In your opinion, if this were true would not the train have rolled back out of the tunnel?
- A. These brakes were not enough to hold the train in the tunnel.
- Q. Did you pull the entire train down to Balvano or did you pull the train outside the tunnel, carry out the people from the tunnel, put them on the train and then pull the train to the Balvano Station?
- A. We pulled the train from the tunnel and took it to Balvano. The people that were still living we took out of the tunnel before we left.
- Q. The people that were dead you left in the tunnel?
- A. Yes.
- Q. Then, how did you get the dead bodies away?
- A. Train 8025 went to Buccino and when we returned to Balvano in the evening we went up to the tunnel with the engine and a car and took fourteen bodies from the tunnel.

(Witness was sworn in)

Q. What is your name and position?

A. Perotta Francesco I am a conductor.

Q. How long have you worked for the railroad?

A. Since 1915.

Q. Are you familiar with this line?

A. Yes.

Q. Were you on train 8025 that arrived at Balvano at about 0300 the morning of 3 March?

A. Yes.

Q. When did you first know of an accident in tunnel No. 20?

A. About 0510 or 0515.

Q. Was that when the brakeman came down from the train?

A. I heard of the accident after the brakeman came from the tunnel.

Q. When did you first go to the tunnel? When the locomotive went up the first time or the second time?

A. I went before the engine. I walked in front of the engine.

Q. Did you go into the tunnel the first time the engine was there?

A. Yes, I went through the tunnel up to the locomotives.

Q. When the engine went to the tunnel the first time did you go into the tunnel or was it the second time?

A. The first time.

Q. You mean you went through the tunnel about 0545 up to the engines of the 8017?

A. Yes.

Q. Did you have a light?

A. One of the laborers had a lantern and he went with me.

Q. Were you the first person to go up to the locomotives?

A. A couple of others and myself.

Q. How many trips did you make up to the engines?

A. I came back from the locomotives to the entrance of the tunnel and called some soldiers and asked for help to get some people out of the tunnel.

Q. Did you go up to the locomotives twice then?

A. Yes.

Q. When you arrived at the locomotives the first time about what time was it a little after six o'clock?

A. I do not remember what time it was.

Q. Were you in the tunnel at the time your engine went back to Balvano?

A. While the engine went back to Balvano I came out of the tunnel and called to an Italian Lieutenant and then I went back with two soldiers and brought a man out of the tunnel.

Q. The first time you got up to the engines what was the condition of Engine 476.023?

A. When I reached this engine I saw the body of a woman hanging down from the tender and I tried to get her loose.

Q. Was this the first time you went up to the locomotives?

A. Yes.

Q. Was there any steam and smoke coming from Engine 476.023?

A. I do not know.

Q. How about the 480 class engine, the first engine?

A. I could hear the steam and the pump running on this engine.

Q. Did you go into the cab of either engine at any time?

A. I went only on the 476 class locomotive to try the hand brake.

Q. Not the air brake?

A. No, only the hand brake.

Q. What was the position of the hand brake, was it closed or open?

A. The brake did not have a handle.

Q. Did anyone, to your knowledge, reverse the engines or release the independent brake so it would be easier to pull them out of the tunnel?

A. I did not see anybody. I was afraid to stay on the engine because I thought it might explode.

Q. Did you see any of the engineers or firemen of either engine on the ground?

A. No. I saw some bodies but I could not identify them.

Q. Could you at any time see light at the Bella Muro end of the tunnel?

A. No.

Q. Was it very smoky in the tunnel?

A. There was smoke in the tunnel but it was not thick.

Q. Which direction was the smoke blowing?

A. The wind was blowing from Balvano towards Bella Muro.

Q. Did you see any smoke come out of the tunnel at the Balvano end?

A. No. I saw the wind blow the smoke into the tunnel from the engine of train 8025.

Q. Did you go far enough beyond the locomotives in the tunnel to know whether or not the smoke was blowing toward Bella Muro?

A. No, but there was a current blowing toward Bella Muro.

Q. After the train was pulled out of the tunnel was it pulled out and stopped or was it taken directly to Balvano?

A. It was pulled slowly all the way to Balvano.

Q. Did anyone get on the engines after they were pulled out of the tunnel and ride them to Balvano?

A. I did not see anyone.

Q. Do you know who was the first person up in the cab of either of these engines?

A. No.

Q. When you got on the 476 class engine in the tunnel do you know whether either the independent or hand brake was set?

A. No, I was afraid to stay in the cab.

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Q. Who else in your train crew went up to these locomotives with you?
A. Two or three brakemen, but I do not remember their names.

6524

(Witness was sworn in)

Q. What is your name and position?

A. Attencio Diodato. I am an engineer.

Q. How long have you been working as an engineer?

A. Two years.

Q. Were you operating the engine of train 8025 from Balvano to tunnel No. 20 on the morning of 3 March?

A. Yes.

Q. Did you get off your engine and go into the tunnel the first time your engine went to tunnel No. 20?

A. Yes, I went in a few meters and then turned around and came back.

Q. (Lt. Perkins) Why did you turn back?

A. First, I saw all the bodies, and second I had to get back to take care of my engine.

Q. Did you have a light?

A. I had a light, and I gave it to the Capo Treno.

Q. Was this the first time you went to the tunnel?

A. Yes.

Q. Did you go up to the engines of Train 8017 at any time while the train was in the tunnel?

A. No.

Q. Do you know of anyone who got on the engines of Train 8017 while it was in the tunnel?

A. No, I do not know.

Q. Did you at any time get on the engines of Train 8017?

A. No, because as soon as we got to Balvano we went to Romagnano with half of Train 8017.

Q. When you are on an engine coming through tunnel No. 20, at what point can you first see light?

A. About mid way through the tunnel.

Q. You cannot see light all the way through the tunnel?

A. No.

Q. Have you ever had much difficulty with engines that you have been operating slipping and coming to a stop in this tunnel?

A. I have had trouble with slipping but I did not stop.

Q. Do you consider that this tunnel is any more difficult, that the rail is any wetter, than in other tunnels on this line?

A. That is the worst tunnel for engines slipping.

Q. Have you operated engine 480.016 or 476.023 recently?

A. Yes, about 20 days ago I was on the 476.023.

Q. Was it in good condition?

A. Yes.

Q. Did the sand work properly?

A. No.

Q. Does the sand ever work properly on a 476 class locomotive?

A. No, it always works bad.

Q. What is the reason that this tunnel is considered more difficult, is it because of the length or because the rail is usually wet?

A. It is because the rail is wet and the engines slip.

Q. Do you think it is because of the water coming from the leaks in the roof or from the damp air blowing in from the ends of the tunnels?

A. I do not know.

Q. Did your fireman ever get off your engine and go over the engines of the 8017 that you know of?

A. No, the fireman did not get off the engine at all.

(Witness sworn in)

Q. What is your name and position?

A. Menetta Domenico. I am a fireman.

Q. Were you the fireman on train 8025 that arrived Balvano about 0900 hours the morning of March 3rd?

A. Yes.

Q. Was it your engine that pulled the train 8017 out of tunnel No. 20 back to Balvano?

A. Yes.

Q. Did you at any time get off your engine and get onto the engines of Train 8017?

A. No. I never left my engine.

Q. Do you know of anyone who did get on the engines of Train 8017 to examine them?

A. The engineer and Capo Treno were off the engine and went into the tunnel, but they did not reach the engines.

(Witness sworn in)

Q. What is your name and position?

A. Collona Daitano. I am a brakeman.

Q. Were you brakeman on train 8025 that reached Balvano about 0300 hours March 3?

A. Yes.

Q. Did you at any time go into the tunnel?

A. Yes, but only for a few meters.

Q. Did you at any time get on the engines of Train 8017 or see anyone get on these engines?

A. No.

Q. Did you release any handbrakes that were set up on train 8017 in the tunnel?

A. No.

Q. Did you see anyone release any handbrakes on train 8017?

A. No.

6519

785017

(Witness sworn in)

Q. What is your name?

A. Siant Orlando.

Q. What is your position?

A. Laborer, working as a brakeman.

Q. Were you on train 8025 arriving Balvano 0300 hours 3 March?

A. Yes.

Q. Did you go into tunnel No. 20?

A. Yes, up to about the middle of the train, and then I help some live people out of the tunnel.

Q. Just before train 8017 was pulled out of the tunnel, or at any other time, did you release any handbrakes on train 8017?

A. No.

Q. Who did release the handbrakes on train 8017?

A. We found only the brakes on the rear car set up.

Q. Who released that?

A. The brakeman of the Train 8017 assigned to that car.

Q. Did you at any time get on the engines of Train 8017 or did you see anyone else get on those engines?

A. No.

Q.

6518

705017

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785017

(Witness sworn In)

Q. What is your name?

A. Pierri Angelo.

Q. What is your position?

A. Brakeman.

Q. Were you on train 8025 arriving Balvano 0300 hours 3 March?

A. Yes.

Q. Did you at any time go into tunnel No. 20 when train 8017 was in the tunnel?

A. Yes.

Q. How far did you go into the tunnel?

A. At Balvano the Capo Trenc called me and told me the 8017 was in the tunnel and I walked over to the tunnel, and when I reached there there was too much smoke so I did not enter the tunnel. When my engine went back to Balvano I was talking to the brakeman on the last car on train 8017.

Q. Then you did not go into the tunnel any distance at any time?

A. Later I went into the tunnel because the smoke had cleared up some.

Q. How far did you go into the tunnel?

A. To about the middle of the train, and then I helped put some of the living people in the cars in the tunnel.

Q. Did you release any handbrakes or see anyone else release any handbrakes on train 8017?

A. No, the only brake that was set was on the last car.

Q. Did you ever get on the engines of Train 8017?

A. No.

Q. Did you see anyone else get on those engines?

A. No.

Q. When you were at the mouth of the tunnel was there smoke coming out of the tunnel?

A. The smoke was stationary in the tunnel.

Q. Was there any smoke at all coming out?

A. Very little.

Q. But there was quite a bit of smoke in the tunnel?

A. The first time there was much smoke in the tunnel.

6816

785017

(Witness sworn in)

Q. What is your name?
A. Napoli Pietro.

Q. What is your position?
A. Laborer, working as a brakeman.

Q. Were you on train 8025 arriving Balvano 0300 hours 3 March?
A. Yes.

Q. Did you at any time go into tunnel Delle Armi?
A. Yes.

Q. When did you go in, the first time or the second time?
A. The first time there was too much smoke, the second time I went in.

Q. How far into the tunnel did you go?
A. About the middle of the train.

Q. Did you ever go up to the engines of train 8017 in the tunnel?
A. No.

Q. Did you release any handbrakes on train 8017 before it was pulled from the tunnel, or did you see anyone else do it?
A. No.

Q. Did you at any time after the train was pulled from the tunnel get on the engines of train 8017 or see anyone else on them?
A. No.

0515

(Witness sworn in)

Q. What is your name

A. Napoli Pietro.

Q. What is your position?

A. Laborer, working as a brakeman.

Q. Were you on train 8025 arriving Balvano 0300 hours 3 March?

A. Yes.

Q. Did you at any time go into tunnel Delle Armi?

A. Yes.

Q. When did you go in, the first time or the second time?

A. The first time there was too much smoke, the second time I went in.

Q. How far into the tunnel did you go?

A. About the middle of the train.

Q. Did you ever go up to the engines of train 8017 in the tunnel?

A. No.

Q. Did you release any handbrakes on train 8017 before it was pulled from the tunnel, or did you see anyone else do it?

A. No.

Q. Did you at any time after the train was pulled from the tunnel get on the engines of train 8017 or see anyone else on them?

A. No.

6515

(Witness sworn in)

Q. What is your name?

A. Clemente Francesco.

Q. What is your position?

A. Conductor Principal.

Q. Were you on train 8025 arriving Balvano at 0300 hours 3 March?

A. Yes.

Q. Did you go into the tunnel the first time the engine came up there?

A. Yes, for about 200 meters, and then I did not want to go any further because I saw all the dead people.

Q. Did you at any time go as far as the engines of train 8017 while it was in the tunnel?

A. No.

Q. Did you release any handbrakes on Train 8017 or see anyone else release any handbrakes before the train was pulled out of the tunnel?

A. No. The only brake set was on the last car.

Q. Did you at any time get on the engines of train 8017 or see anyone else do so?

A. No. We were helping the people who were still alive.

Q. Do you know who the person or persons were that first got on the engines of train 8017?

A. No.

(Witness sworn in)

Q. What is your name?

A. Muzulo Roberto.

Q. What is your position?

A. Brakeman.

Q. Were you on train 8017 that was involved in an accident in Delle Armi Tunnel?

A. Yes, I was at the end of the train.

Q. Did you have a good trip from Salerno to Balvano?

A. Yes, very good.

Q. Where were you riding on the train between Salerno and Balvano?

A. At the end of the train.

Q. Were you in the tunnel west of Balvano while the train was standing at Balvano?

A. Yes.

Q. You do not know what happened at Balvano?

A. No.

Q. When your train left Balvano tell me just what happened?

A. Everything was regular until we got to the third tunnel and then the train started to slow down. When we reached the next tunnel it kept going slower until it stopped.

Q. Leaving Balvano what speed did the train reach?

A. About 15 or 20 kilometers per hour.

Q. When the rear car was going through tunnel No. 19 how fast was the train going?

A. I don't remember.

Q. Was it going slower than it had been going?

A. It was from the third tunnel that it started to slow down.

Q. When the train first stopped in tunnel No. 20 what did you do?

A. When the train stopped I stayed there at my brake to see what was going to happen. Then the train started back and I closed by brake a little bit. When the train backed up about 200 meters I closed up on my brake and then the train stopped.

Q. Was the train backing up at the time that you put your brake on hard? In other words did you stop the train or did it stop itself?

A. The train was backing up and I had the handbrake applied lightly, and then as the train came to sort of a stop then I tightened up on my handbrake.

Q. Do you think that your handbrake prevented the train from backing out of the tunnel?

A. With my handbrake on the train could not have backed out.

Q. Then, if the engineer had wished to back out he could not have done so with your brake on?

A. If the engineer had reversed the engine he could have pushed the train out.

- Q. But you kept the train from rolling out from its weight?
- A. The train was coming back very slightly, but if the engineer had reversed the engine he could have pushed the train out.
- Q. How many car lengths did your car go into the tunnel before the train first stopped?
- A. About 200 or 300 meters into the tunnel.
- Q. Then the train back up until your car was how far outside of the tunnel?
- A. About 2½ car lengths out of the tunnel.
- Q. About what time was this?
- A. When we stopped it was about 1:20.
- Q. Were you effected by the smoke and gas?
- A. I was a little asphyxiated, but I knew what I was doing.
- Q. (Sig Nisi) In the baggage car with you were seven soldiers and a Lieutenant, why didn't they get the gas when you got it a little?
- A. The soldiers and the Lieutenant were in another part of the baggage car and they did not get the gas because they closed up.
- Q. How soon after the train first stopped in the tunnel did it start to back up?
- A. About ten minutes.
- Q. Then the train stopped, stayed there for about ten minutes and then started to back up?
- A. Yes.
- Q. Was there any action as if the engineer were trying to start the train?
- A. I did not feel any movement in the slack.
- Q. After the train had come to a stop, how long was it before you called to the brakeman on the 11th car?
- A. About 20 minutes after the train stopped.
- Q. What did the brakeman ahead of you say?
- A. He came back to my car and told me to go to Balvano, or send someone, because he had heard people making noises in the tunnel.
- Q. Could you hear the engines popping off steam and see any smoke coming back?
- A. I could only see the smoke. I tried to go into the tunnel but there was too much smoke.
- Q. You stopped there a few minutes after 1 o'clock and the brakeman did not get to Balvano until 0510. Why didn't you do something sooner?
- A. After about an hour the brakeman came back to my baggage car, and he didn't want to go back to the station of Balvano alone. He wanted one of the soldiers to go with him but they did not want to go, and then the officer ordered one of them to go with him.
- Q. Why didn't you go yourself?
- A. Because I did not want to leave my brake.

Q. How long did you sleep after the train stopped?

A. I did not sleep.

Q. Were the Lieutenant and the soldier asleep?

A. Yes.

Q. How long after the train stopped and then back up and stopped the second time was it before the other brakeman came back to your car?

A. About an hour.

Q. What do you think the other brakeman was doing all that time?

A. The other brakeman was a little asphyxiated and perhaps that is the reason.

Q. Did you at any time get on the engines of train 8017 either while they were in the tunnel or after they were pulled out of the tunnel?

A. No, and I did not see anyone else do so either.

Q. At what time did the other brakeman go back to Balvano to report the trouble?

A. About 2:00 or 2:30.

Q. What time did the engine of the 8025 get up to the tunnel?

A. 5:00 or 5:15.

Q. Do you have a watch?

A. I did not have a watch with me.

Q. Did anyone present have a watch that you saw?

A. No. The other brakeman did not have a watch, and the soldiers were sleeping.

Q. What was the weather?

A. Damp.

Q. Was it raining?

A. No.

Q. Was the moon shining?

A. No.

Q. Do you know the name of the Lieutenant who was on the train?

A. No.

Q. Where did the Lieutenant and his men get on the train?

A. At Battipaglia.

Q. Did they have permission to ride?

A. They had a permit.

Q. Signed by whom?

A. I do not know, it was written in American.

Q. When the engine of train 8025 got ready to pull back train 8017 what hand-brakes were released on train 8017 and who released them?

A. I do not know. I only know about my brake.

Q. Did you release the brake on your car?

A. Yes.

- Q. How about the brake set up by the brakeman ahead of you?
A. I do not know.
- Q. Under Italian rules how often is there supposed to be a brake car in a train?
A. It is figured from the tonnage in the train.
- Q. How many brakemen should you have had and how far apart should they have been spaced in the train?
A. I do not know, the Capo Treno takes care of all that.
- Q. How many brakemen were there on the train?
A. 8 with the Capo Treno.
- Q. (Lt Perkins) After this train entered tunnel No. 20 did you ever hear a whistle signal from either one of the locomotives to apply brake, a back-up signal, or any signal like that?
A. No.
- Q. (Lt Perkins) Would you have been able to hear it if it had been given?
A. No.

(Witness sworn in)

Q. What is your name and position?

A. Faglio Giovanni. I am an engineer.

Q. Were you on train 8013 which left Salerno on the afternoon of March 2 and preceded train 8017 which had an accident in tunnel No. 20?

A. I was on the helper engine that came down from Baragiano to help the 8013.

Q. What was wrong with the engine of train 8013 that it needed help?

A. The flues were leaking and the exhaust pipe was leaking heavily.

Q. What was the number of the locomotive that you helped?

A. 476.024

Q. When you came down the hill to Balvano what was the condition of the rail in No. 20 tunnel?

A. The rail was wet.

Q. How about when you returned from Balvano to Baragiano?

A. We had 2 engines and only 270 tons, so we went fast through the tunnel.

Q. Was the smoke still in the tunnel when you went through it the second time that you left there from your first trip through the tunnel?

A. I came down with the throttle closed so the engine made no smoke.

Q. Was the rail wet when you went up?

A. Yes.

Q. What made it wet?

A. The tunnel leaks in places and at the same time the dew made the rail wet.

Q. What was the weather that night?

A. It was cloudy.

Q. Did the moon shine that night?

A. There was a moon but it was in the clouds.

Q. How fast did you go through this tunnel when you went back to Baragiano?

A. 30 or 35 kilometers per hour.

Q. Was there any more smoke in the tunnel when you went back that is normal?

A. No, there wasn't any smoke.

Q. Did your fireman put in a fire after you left Balvano and before you came out of the tunnel?

A. No.

Q. What was the number of the locomotive that you had?

A. 476.056

Q. Was it in good condition?

A. Yes.

(Witness sworn in)

Q. What is your name?

A. Pagleuca Espedito.

Q. What is your position?

A. I am an engineer.

Q. Were you on locomotive 476.024 or 476.056?

A. 476.024.

Q. Then you were on the locomotive that left Salerno and went through to Potenza on train 8013?

A. Yes.

Q. What was wrong with your engine at Balvano that you had to request a helper?

A. Some of the flues were leaking and the exhaust pipes on both sides were leaking.

Q. When you went through the tunnel No. 20 was there much smoke in the tunnel?

A. No, we went fast through the tunnel.

Q. Did your fireman put in any coal just before entering the tunnel?

A. He put coal in the firebox just before entering the tunnel and again just before going out of the tunnel on the other side.

Q. Did he put in much coal?

A. No, only a few shovels full.

Q. What was the condition of the rail in the tunnel?

A. I could not say exactly, but my engine did not slip.

Q. In your opinion what caused the accident to the train that followed you?

A. I think the engines slipped.

Q. If you had been on either of the engines of train 8017 after the train stopped what would you have done? Backed out or tried to go ahead?

A. I would have tried to back out.

Q. Is that the usual practice.

A. I think that is the best way because you can shut the throttle and you don't have so much smoke and can easily back out of the tunnel.

Q. Did you have any trouble with the coal during the trip you made with train 8013?

A. We had to clean the fire at Sicignano.

Q. Your trouble was not the coal but rather the engine, is that right?

A. Both the engine and the coal.

Q. Do all engines clean their fire at Sicignano?

A. Yes.

(Witness sworn in)

Q. What is your name and position?

A. Scopece Alessandro, Master Mechanic, Salerno Roundhouse.

Q. How long have you been working for the railroad.

A. Eight years.

Q. Are you familiar with the 476 and 480 class locomotives?

A. Yes.

Q. At what time did you arrive Balvano?

A. 1130 or 1200.

Q. Were the two engines of train 8017 at the station of Balvano when you arrived?

A. Yes.

Q. Did you examine these engines immediately?

A. Yes.

Q. Who had examined or been in the cabs of these engines before you?

A. I do not know if anyone else was on the engines ~~before me~~ before me.

Q. Did you ask anyone if anybody had been on the engines?

A. The brakeman and Capo Treno of the 8025 had gone away. When I went on the engines the bodies had been removed from the engines.

Q. Have you written a statement as to the condition of engine 476.023 when you first examined it at Balvano and also when you examined it at Salerno?

A. Yes.

(Sig. Scopece's statement was accepted as Exhibit "I")

Q. Did you make a statement concerning the condition of engine 480.016 as you found it at Balvano and after the arrival of the engine at Salerno?

A. Yes.

(This statement was accepted as Exhibit "J")

Q. You filed, jointly with Sig. DiGirola, a statement giving the information that you and Sig. DiGirola had together collected with reference to the accident of train 8017 at Balvano the morning of March 3rd. Is this the statement and did you sign it with Sig. DiGirola as a joint statement?

A. Yes.

Q. Did you find anything wrong with engines 476.023 and 480.016 that could directly contribute to this accident?

A. No.

Q. What about the sanders?

A. The sander on engine 476.023 did not work good.

Q. When you examined the locomotives, which one was in reverse?

A. The 480 class engine.

- Q. Do you think it was possible for the engine from the 8025 to pull the train and two engines of 8017 out of the tunnel had both engines been in forward motion?
- A. Yes, I think so, because when I got there there was no more steam in these locomotives.
- Q. In your opinion what caused this accident?
- A. I think that the train that passed before the 8017 left enough smoke in the tunnel and with the train slipping the crew were overcome and stopped the train.
- Q. Do you think he stopped the train or did the train just stop?
- A. I don't think the train stopped because of slipping.
- Q. Is it your opinion that the engineer closed the throttle and stopped the train or did the train stop and then the throttle was closed?
- A. I think the engineer closed the throttle when the train began to slip and at that time they were overcome and the train stopped.
- Q. In your opinion was the sand working and could it work on both sides of the 480 class locomotive?
- A. Yes.
- Q. Was it true that the sand had run out pretty much on one side of the sand box and was nearly full on the other side?
- A. The sand showed that it was running on both sides when I looked in the sand box at Belvano.
- Q. How many men have died in tunnels in the past three months between Salerno and Potenza?
- A. An engineer and a fireman between Barugiano and Piacerno.
- Q. How many men did you have die in tunnels between Salerno and Potenza before the war?
- A. None.
- Q. What is the difference between now and before the war?
- A. We did not use coal of this type before the war.
- Q. Was there a special coal provided for this line between Salerno and Potenza?
- A. Not only here but in all Italian tunnel country we had a different coal.
- Q. Do you know what the analysis of this coal showed?
- A. No.
- Q. Is there any record that would show the analysis of the coal that was used on this line before the war?
- A. No.
- Q. Where was the coal gotten for this line for the past two or three years?
- A. From the Ruhr Valley in Germany.

Q. Was it what they call anthracite?

A. No.

Q. Is there anybody in Naples who can pass on coal or were all of these tests made at Rome?

A. (Ing Boissio) We had a man in the mines where they got the coal to check it and the analysis were made at Rome.

Q. There is nothing that shows an analysis of this coal now?

A. There is a man in Naples who may know something of it, and I will contact him and find out. (Ing Boissio answered)

785017

(Witness sworn in)

Q. What is your name and position?

A. Motta Giuseppe. I am a track watchman.

Q. Where?

A. Romagnano to Balvano.

Q. Do you inspect the track by walking?

A. Yes.

Q. Do you know, and have you known for a long time, tunnel No. 20?

A. Yes, I have worked on this line for thirteen years.

Q. Have you often seen the rail in this tunnel wet, or is it usually dry?

A. It is generally wet. And when the weather is cloudy the smoke remains stationary in the tunnel for a long time. Sometimes I have to wait for the smoke to clear before I can go into it.

Q. What makes the rail wet, is it the atmosphere or is it the dripping from the roof of the tunnel?

A. The roof leaks, and also the steam condensing in the tunnel makes the rail wet.

Q. Do you consider that the ventilation in this tunnel is worse than other tunnels or about the same?

A. There is very little ventilation.

Q. Do the other tunnels have better ventilation?

A. Yes, some of them are gallery tunnels.

Q. When was the last time you were in this tunnel?

A. The same day that the accident occurred. I went with the brakeman who came to Balvano.

Q. What was the condition of the track in the tunnel when you reached it?

A. I did not notice, because I was taking care to look out for the bodies and also my light was not very bright.

Q. Was there much smoke in the tunnel?

A. Yes very much.

(This man was questioned regarding how far you can see daylight through this tunnel, and he testified that you can see clear through this tunnel just after entering it in the day time.)

6504

785017

CONSIST OF TRAIN 8017 MARCH 2, 1944, FROM BATTIPAGLIA. CARS ARE LISTED FROM THE HEAD END OF THE DOUBLEHEADER

Locomotive 480.016-5910 First Loco) Length in meters .650
" 476.023-2599 Second ")

Car Init.	Car Number	Empty or Loaded	Axles	Tare	New Wt.	Gross Wt.	Gross Tons	Length
Dm	98902	Bagg Cab	2	6000		6000	6	9420
Tede	60767	Tabacco	2	10580	7420	18000	18	10030
"	25467	"	2	9750	7600	17550	18	9760
G	260598	Mty Bbls	2	11300	2300	13600	13	10120
Ted.	55928	Tabacco	2	10670	7130	17800	18	10050
Serb	508104	Empty	2	10600		10600	11	9820
FC	1020392	Mty bbls	2	10450	3050	13500	13	9650
DM	99481	Bagg Cab	2	6000		6000	6	9250
Ted	329	Empty	2	10630		10630	11	X 9500
Ted	41257	"	2	9400		9400	9	X 8600
P	644586	"	2	9860		9860	10	9120
L.	487986	"	2	7420		7420	7	8540
"	455687	"	2	8660		8660	9	9030
"	460655	"	2	8250		8250	8	8620
"	456887	"	2	8360		8360	8	8910
Ted.	45935	"	2	10000		10000	10	X 9200
L	7408919	"	2	6560		6560	7	8320
"	444915	"	2	7320		7320	7	9020
Ted	13659	"	2	10560		10560	11	X 10010
Q	752775	Coal	2	8460	8540	17000	17	7900
L.	040631	"	2	9170	15680	24850	25	11240
Ted	91645	Empty	4	17250		17250	17	X 13200
"	10576	"	4	20570		20570	21	X 14090
"	5313	"	2	10740		10740	11	X 10180
"	9741	"	2	7250		7250	7	X 9100
"	5756	"	2	10950		10950	11	X 10380
"	45990	"	2	6660		6660	7	X 8820
"	200	"	2	10870		10870	11	X 11010
"	372456	"	4	14000		14000	14	X 12160
"	40052	"	2	8030		8030	8	8240
"	25041	"	2	8810		8810	9	9680
"	50191	"	2	8560		8560	9	9100
Poz	065202	"	4	16250		16250	16	15120
P	648306	"	2	8150		8150	8	10310
"	648384	"	2	8450		8450	8	10520
"	644717	"	2	9470		9470	9	10410
"	645494	"	2	10500		10500	11	10800
"	655061	"	2	8800		8800	9	9980
"	646196	"	2	9110		9110	9	10090
Ted	31696	"	2	5810		5810	6	8200
P	650954	"	2	7750		7750	8	9800
Ted	1795	"	2	9420		9420	9	7800
P	626132	"	2	6260		6260	6	9120
L	454956	"	2	7420		7420	7	8760
DI	92055	Bagg.Cab.	2	6000		6000	6	8400
			98	427100	51720	478820	479	6544780

Note: Empty cars marked with an "X" have moved beyond Potenza and could not be found. However, the measurement of their lengths and other data given has been taken from similar cars. It is believed that NEXIN this information is correct.

785017

- 2 -

The train was made up of 24 empties leaving Salerno, and 24 box cars, 11 of which were loaded, were picked up at Battipaglia. Two cars were set off at Salerno, and one at Sicignano, and the train proceeded with 45 cars, 4 of which had 4 axles, giving a total consist of 98 axles. There were eight loaded cars and three baggage-caboose cars and 34 HME empties. In figuring the tonnage and consist of this train, baggage-caboose car 98902 was left off and the the corrected tonnage of the train is 479 tons, and by adding the weight of the trespassers a total gross tonnage of 539 tons is reached, 60 tons having been added for the estimated 600 ~~EM~~ trespassers.

Tare weight	427,100	kilos
Net	51,720	
Gross	478,820	
Total Tonnage	479	
Length of cars	441.380	
Length of Locos	37.650	
Total Length	479.	meters

6502

785017

STATEMENT OF MOVEMENT OF TRAIN 8015-8017, TRAIN 8013, AND ENGINE
FROM BARAGIANO TO BALVANO TO DOUBLE-HEAD TRAIN 8013.

Train 8015-8017

Arr		Dep	
	Salerno	1715	
1740	Pontecagnano	1745	
	Montecorvino	1800	
1815	Battipaglia	1900	(Switching)
1912	Eboli	1945	(Meeting 8012)
1955	Persano	2027	(Set out 2 cars)
2045	Contursi	2048	
2100	Sicignano	2140	(Water & set out 1 car.)
2155	Buccino	2230	(Waiting for clear block)
2246	Romagnano	2400	(Waiting for clear block)
0012	Balvano	0050	(Check locomotive & fire)

Train 8013

2152	Romagnano	2240	(Cleaning fire)
2252	Balvano	2338	(Waiting for pusher from Baragiano)
	Bella Muro	2353	

Engine from Baragiano to Balvano to Double-head Train 8013:

2314	Bella Muro	2315
2335	Balvano	2338

/s/ DI GIOIA

6501

STATEMENT OF SIG. DI GIOIA AND SIG. SCOPECO
(Translation)

Herewith the first details of the train disaster (8017) on the night of March 2, 1944, in the tunnel of Delle Armi, which is between the stations of Balvano and Bella Muro. Train 8017, on the night of March 2nd, was double-heading with two engines, namely 480.016-5916 (manned by Engineer Senatore Espedito and Fireman Ronga Luigi), and Engine 476.023-2599 (manned by Engineer Gigliano Matteo and Fireman Rosario Barbaro); the locomotives and the engine crews were from the Salerno Roundhouse. The train had 45 cars, 98 axles, 479 tons. The train crew was composed as follows:

Capo Treno	Ventre Luigi
Conductor Principal	Sessa Domenico
Conductor	Guoco Vincenzo
Brakeman	Mazulo Roberto (Salerno)
Brakeman	Di Venuto Giuseppe (Potenza)
Handyman	Scarcella Luigi (Potenza)
Handyman	Palo Michele (Battipaglia)
Handyman	Sgroia Gaetano (Battipaglia)

This train left Balvano at 0050 after a delay of 37 minutes at Balvano to clean the fire and inspect the locomotives. At 0510, Handyman Palo, brakeman on the 11th car from the rear, returned to the station of Balvano saying that the train had stopped in the tunnel of Delle Armi and that this tunnel was filled with dense smoke and that he had heard some noises and believed possible that some persons were asphyxiated in the tunnel. The Capo Stazione of Balvano, Aluno Contrattista Salonia Giuseppe, at 0525, sent locomotive of Train 8025, which was at Balvano station, with instructions to pull Train 8017 out of the tunnel. The locomotive of Train 8025, instead, returned alone at 0600 and the Capo Treno told the Capo Stazione that he could not pull the train out of the tunnel without first clearing the tracks and the cars of the numerous victims. The Capo Stazione, after hearing this information, sent telegram No. 73 at 0600 hours to Baragiano asking Potenza to send a Diesel locomotive and assistance. Potenza acknowledged with telegram No. 210 from Baragiano, which was received at 0650 hours, and organized a relief train with all available help.

I notified all the authorities of the Potenza Province. The Stationmaster at Balvano again sent the locomotive of Train 8025 with men from the Track Dept. to the tunnel. Relief train departed Potenza at 0800 with two Diesel engines, two cars and one baggage car, tools and men to assist. Lt. Perkins accompanied this train. In the meantime an order was given to the Stationmaster at Baragiano to send a steam locomotive from Baragiano to Delle Armi tunnel so that this locomotive could pull the head end of Train 8017 to Bella Muro. When the Diesels arrived at Baragiano at 0940 and Bella Muro at 1000, we were informed that steam engine left Baragiano at 0820 and had not returned, nor had any further information on this locomotive been received at Balvano. At 1025 we decided to flag the Diesel locomotives from Bella Muro to the tunnel. At the Bella Muro entrance of tunnel Delle Armi we found the locomotive from Baragiano. This locomotive was waiting outside the tunnel for instructions from the Stationmaster of Baragiano who had gone with the locomotive and who had gone into the tunnel to investigate conditions. With the same idea, we walked through the tunnel and met an employee of Balvano station with instructions for the steam engine and the Diesel engines to come through the tunnel and to Balvano station, as all of Train 8017 had been pulled back to Balvano with the locomotive of Train 8025.

- 2 -

Reaching Balvano at 1200 hours, we found the following situation:

- (a) At Delle Armi tunnel, about 500 meters from the entrance on the Balvano side, there were a few bodies.
- (b) At Balvano station, on the main line, were the two locomotives of Train 8017 with the ten head cars; the ten cars following on the house track.
- (c) The remaining 25 cars, the rear end of the train, had already been moved to Romagnano so as to leave open one of the main lines at the station.

With the assistance of the authorities of Potenza Province that were present, arrangements were made to remove all of the dead bodies and to give aid to those that were not dead. A preliminary investigation was started and the following facts are reported:

The movement of the train was normal up to Balvano where the train stayed for 37 minutes checking and cleaning the fire. A verbal statement made by the only surviving fireman, Luigi Ronga II, stated the trip was not difficult up to the time the train stalled in Delle Armi tunnel; all at once the lead locomotive started to slip but they continued to try to move the train through the tunnel. Fireman Ronga felt himself being overcome with smoke and fumes and got off of the engine. The engineer reversed the engine with the evident intention of backing up. Fireman Ronga then added that his engineer also got down off the locomotive and after that he does not remember anything until much later when he was being given first aid. It would appear though that from the point at which the train stalled, due to slipping, the train did not back up very far. However, on the contrary, Rear Brakeman Mazulo stated that the train backed up for a distance of approximately 300 meters and that he (Mazulo) then applied his brakes. Fireman Ronga and Brakeman Palo and Di Venuto were seen by us in the station at Balvano but were in such physical condition that they could not make any written statements. They agreed with what has been written above and, in addition, stated that when the train stopped in the tunnel they noticed some forward and backward motion of the train, but they were affected by the gases and were only semi-conscious.

The freight, the consist of the train, the length of the cars, the net tonnage and the gross tonnage have been computed and, in addition, there has been added the weight of 600 trespassers. It is considered necessary to increase the gross tonnage of the train, 479 tons, to 539 tons to take care of the trespassers. No check could be made of the condition of the brakes on the train. On arrival of the train back at Balvano 25 of the cars were moved to Romagnano. It has been possible to ascertain on the basis of the statement of the Stationmaster of Balvano that the baggage car on the rear of the train was about two and one-half car lengths from the entrance of Delle Armi tunnel. Taking into consideration that the length of the train, locomotives included, was 479.030 meters, and that the part that remained out of the tunnel was about 40 meters, then the lead locomotive must have stopped at about 439.030 meters from the entrance of the tunnel. Since the tunnel is 1966.63 meters long, and a distance of 1423.43 meters from the entrance of the tunnel there is a ventilation window, then the train must have stopped with the lead locomotive 984.40 meters from the ventilation window.

6459

- 3 -

With reference to the movement of the train and the tonnage of the cars in this double-header, attached are the statements of the following men:

D'Onofrio Onofrio, Dirigente, Salerno.
Taccuzzi Pio, Dirigente, Battipaglia
Longobardi Antonio, Dirigente, Sicignano
Luigi Gagliardi, Dirigente, Romagnano
Vincenzo Maglio, Stationmaster, Balvano
Salonia Giuseppe, Dirigente, Balvano
Rinardi Domenico, Room Watchman, Balvano
Del Gaudio Baldassare and Marchesano Giuseppe, Dirigente of Service and Titular of Bella Muro.
Engineer Naponiello Giovanni and Allunno Bagaglio Giovanni, Chief Depositor and Titular of Baragiano
Palo Michele, laborer on duty as a brakeman on Train 8017

Due to the accident a number of people died, the total amount being 501 including seven employees of the railroad who were on duty; the number of persons who were given first aid was 60. The employees who were on duty and who died in the accident are as follows:

Senatore Espedito, Engineer (Locomotive 480.016-5916)
Gigliano Matteo, Engineer (Pusher Loco. 476.023-2599)
Barbaro Rosario, Fireman (" " " " ")
Ventre Luigi, Capo Treno
Sesse Antonio, Principal Conductor
Guoco Vincenzo, Conductor
Sgroia, Gaetano, Laborer

Except for the persons who were injured and died, there was no damage to the cars or the train, except for the possible slight damage to the firebox of lead engine 476.023-2599. Operation was resumed at 1200 hours but was restricted due to the sidetracks at Balvano and Romagnano being blocked, and at 1800 hours normal train movement was resumed. Besides the statements listed above, attached is the movement sheet of Train 8017, the wheel report of Train 8017, the freight that was in the cars and where the cars were picked up; (copy of this report has already been given to the Allied Command) also the OS's of the train at Balvano, Romagnano, Bella Muro and Baragiano. Examination of the locomotives at Balvano and in the enginehouse at Salerno.

Signed the 8th day of March 1944.

ING. ALESSANDRO SCOPECE
Master Mechanic, Salerno

SIG. LUCIANO DI GIOIA
Trainmaster, Salerno

6498

STATEMENT OF ASSISTANT STATIONMASTER, GIUSEPPE CONTRATTISTA, SALONIA OF
BALVANO STATION

I was on duty at Balvano station on the night of March 2-3 as dispatcher. At 0012 hours, on the 3rd, train 8017 arrived in normal conditions. The engineers told me that they were cleaning the fires and checking the engines before continuing the trip up the grade. Train departed under normal conditions at 0050 hours, as it arrived. About an hour later I called Bella Muro by telegraph wire and inquired about this train. I was not worried of it not arriving because on different occasions in the past trains had been delayed from one to two hours for this is a difficult stretch of line and sometimes it was necessary to double. About 0300 hours I inquired again for news of the train, for I had arranged for a meeting point with station of Romagnano with trains 8024 and 8025. They replied in the negative. I started to worry and I ordered the station watchman Rinaldi, who was on duty that night as a laborer, to go up the track on reconnaissance.

Q. Then what did you do? A. I informed the chief stationmaster at his quarters.

Q. Do you remember coming out of the office at 0330? A. At 0330 I came out of the station office. I saw a railway employee and I ordered him to go up the line and see if there were any trains. I did not know his name and I did not ask him his name, however, I told the chief stationmaster that I had sent a railroad man on reconnaissance. At 0345 train 8025 arrived and I called Bella Muro again to see if there was any news of 8017. I again received a negative response. I was not worried because I expected that train 8017 would somehow get to Bella Muro or that a train employee would come back to the station with information or asking for help. At 0510 a brakeman came to the station. I did not know him personally and I am not sure, possibly he was one of the rear trainmen. (On 8017) This man told me that he was handling brakes on the 11th car from the rear.

He told me that the train had stalled in Delle Armi tunnel (#20). He had attempted to reach the caboose and find out from the Capo Treno what had happened, but he had not succeeded because of the dense smoke in the tunnel. He said that he had heard people moaning and that they were suffocating. I then had the Capo Treno of train 8025 take his engine to the tunnel and told him if necessary he should pull the train back to Balvano. At his reluctance, I sent him out under rule M.40 and I notified the chief stationmaster. At 0600 hours the engine returned and the Capo Treno told me that he could not pull train 8017 out of the tunnel because there were many bodies on the tracks and he felt he had no authority to move them. The Chief Stationmaster then took command and went with the locomotive himself to the tunnel of the accident.

/s/ Visto Nisi
Visto Boasio

The above statement read, acknowledged as true and signed by
Giuseppe Salonia at Battipaglia,
7 March 1944.

785017

STATEMENT OF THE CAPO STATIONER OF BELLA MURO

Train 8017 departed Balvano at 0050 hours. I was waiting for this train until 0415 hours. I was not worried because it often occurs that trains use from three to four hours between the stations of Balvano and Bella Muro, especially when the trains are too long, as was Train 8017. About 0415 hours, I was wondering how I could dispense the services of the only laborer that was on duty, knowing that there was to be a meeting point at my station. I was notified from Balvano that the engine of Train 8025 had just arrived and was being sent on reconnaissance to Bella Armi tunnel. In accordance with Article 30, paragraph 6, of the R.R.T., it is necessary to send a man and not a locomotive on a reconnaissance for a train that is ahead. Also taking consideration that if I sent a man from my station at 0300 hours, as it was dark he could not reach the station of Balvano before 0600 hours and by that time the accident was already known by everybody.

/s/ STATIONMASTER, Bella Muro

WITNESS:

Chief of Movement

A. Scopece

6496

COMPANY B
794TH MILITARY POLICE BATTALION
Military Railway Service
APO #400

8 March 1944

Personally appeared before me the undersigned authority for administering oaths of this character Sgt Henry B Nevils, 37397601, who after being duly sworn according to the law deposes and says:

That on 2 March 1944 train No. 2599 and 5916 arriving at Battipaglia from Salerno at 1810 hours with 26 empty cars. No Military Railway Police was guarding the train. While at Battipaglia this same train picked up 10 loaded cars and 11 empty departing at 1905 hours with 47 cars. I noticed it was a very long train and counted the cars. Before leaving Battipaglia this train as well as all others was cleared of all civilians by Military Railway Police. Pvt John Batka, 32822399, Aloysius Fitzthum, 35326679 and myself were on duty at the time.

/s/ HENRY B NEVILS,
Henry B Nevils
Sgt. 37397601
Co B, 794th MP Bn

Subscribed and sworn to before me this eight day of March 1944.

/s/ MARSHALL D. HOSKINS JR.,
Marshall D. Hoskins, Jr.,
1st Lt., C.M.P.,
Summary Court

6495

COMPANY "B", 727TH RAILWAY OPERATING BATTALION
APO #400, U. S. Army

9 March 1944

SUBJECT: Inspection of Engine 2599.

TO : SUPERINTENDENT, 727th Ry Ope Bn., APO #400, U. S. Army.

1. Tires.

The tires are in good condition, the tread is worn less than 1/16 inch. There is no indication of excessive slipping.

2. Valve & Motion work.

Was found to be in good condition.

3. Sanders.

The sanders were found to be in good condition. The sand feed pipes on this type of locomotive are too small to function properly at all times. The sand dome was found to be about 2/3 full of dry sand.

4. Fusible plugs.

Examination of fusible plugs was made and found to be melted out. Both plugs were removed when examined.

5. Fire box.

A hydrostatic test was made at 16 Kilograms per cm. and about 80 crown staybolts leaked a small amount. All the coal in the firebox was burned leaving white ashes, with a small amount of clinkers. This would indicate the fusible plugs did not melt until the fire was almost out. If the water had been low in the boiler with a normal operating fire and the fusible plugs melted out there would have been coke or unburnt coal in the fire box.

The water was found to be about level with the fire box door 2 day after the accident. There was a small amount of honey comb around the flues but not enough to effect the steaming of the locomotive.

6. Smoke box.

No leaks were found in the smoke box when hydrostatic test was made. There were practically no cinders in the smoke box. The flues were found to be clean.

7. Injectors.

The injectors are Italian type. The right injector is a D, ASZ and the left injector is a S, SZ and both are low lift type. Examination found them to be in good condition.

Inspection (cont'd)

8. Cab mountings

The gage cocks, water glass and all cab mountings were found to be in good condition.

9. Ash Pan.

The ash pan is in good condition and was found to be about $\frac{1}{2}$ full of ashes.

10. Tender.

Inspection of tender was made and was found to be in good condition. Water tank was found empty about 12 hours after the accident and at that time the left injector water valve and over flow valve were found to be open, which could account for the cistern being empty.

11. This locomotive had monthly inspection Feb. 12th and last Boilerwash Feb. 21st.

JOHN VOORHIES
Captain T.C.
Enginehouse Foreman

6493

785017

COMPANY "B", 727TH RAILWAY OPERATING BATTALION
APO # 400, U. S. Army

9 March 1964

SUBJECT: Inspection of Engine 5916.

TO : SUPERINTENDENT, 727th Ry Ogn Bn., APO #400, U. S. Army.

1. Tires.

Good Condition
Tread worn about 1/16 inch.
No indication of excessive slipping.

2. Valve Gear and Motion Work.

Was found to be in good condition.

3. Sanders.

Good condition, gravity feed. This works satisfactorily.
Sand dome about 1/3 full of dry sand several hours after accident.

4. Fusible plugs.

Examination of fusible plugs was made at Salerno Roundhouse and both of them were found to be in good condition and would have melted out when the water in the boiler was below the crown sheet. Two days after the accident the water level was at the top of the fire door. No water was visible in water glass or showed in the gage cocks twelve hours after the accident.

5. Fire box.

A cold water hydrostatic test was made at 12 Kilograms per square cm. The fire box was found in good condition. No staybolts or flues were found to be leaking. A small crack was found in the knuckle of the door sheet above the door. A small amount of honey comb was found around the flues but not enough to effect the steaming of the locomotive.

6. Smoke box.

No leaks were found in smoke box when hydrostatic test was applied. The cinders in the smoke box were about 6 inches deep at the back sloping to about 12 inches in the front. The flues were found to be clean.

7. Injectors.

The injectors are Italian type. The right injector is a DSZ the left injector is a S-ASZ and both are low lift type. Examination found them to be in good condition.

8. Cab mountings.

The gage cocks, water glass and all cab mountings were found to be in good condition.

Inspection (cont'd)

9. Ash Pan
The ash pan is in good condition and was about $\frac{1}{2}$ full of ashes.
10. Tender.
Inspection of tender was made and was found to be in good condition. Water tank was found empty about 12 hours after accident and at the time the injector water valve and over flow valve was found open.
11. This locomotive had monthly inspection Feb. 8th and last boilerwash March 1st.

JOHN VOORHIES
Captain T. G.
Enginehouse Foreman

EXAMINATION MADE OF ENGINE 480.016-5916 AT THE STATION OF BALVANO AT 1300
HOURS, MARCH 3, 1944.

Throttle closed. Injector closed. Shield to the water glass open. There was no water in the water glass nor in the bottom gauge cock. The automatic brake valve was in full release position. The reversing lever was in reverse position at about 80 degrees. The independent brake valve was in release. The lever for the manual control of the sanders was open to its full extent. Valve controlling the supply of air to the sanders was in central position; that is, closed. The cover on the sand box closed. Valve controlling the steam for the air pump was open. The sand box was about half full and the sand was in such position that it could run into the sand pipes. The cistern on the tender was empty.

The sand pipes were in good condition. The fire in the firebox was almost completely out. The tender of the locomotive was about one-third full of coal in the rear part.

EXAMINATION OF ENGINE 476.023-2599 IN THE STATION AT BALVANO AT 1300
HOURS, MARCH 3, 1944.

Throttle was closed and the reverse lever was in forward motion at a position of 90 degrees forward. The independent brake valve was applied. The automatic brake valve was in full release position. By-pass valves were closed. Cylinder cocks were closed. Injector closed. Valve controlling the steam to the air pump was open. There was no water in the water glass nor was there any water in the bottom gauge cock. The sand box was full of sand. The valve for controlling the flow of air to the sanding mechanism was shut. The top of the sand dome was open a little bit. The cistern in the tender had 2 inches of water and no water would run from the gauge cock on the tender. There was a small leak of water from the connection between the engine and tender. The train line between the engine and the train was not coupled.

EXAMINATION MADE OF ENGINE 476.023-2599, AT SALERNO ROUNDDHOUSE

Front fusible plug was found with the lead melted out. Rear fusible plug had a small portion of the lead still in it. Flue sheets in good condition. Honeycomb on the flues. About 30 small flues stopped up with soot in the firebox. Firebox in good condition with no leaks. Both doors of the ashpan was open and the ashpan was half full. Smoke box had a small amount of cinders near the sheet and more near the door. There was a small amount of water. After a hydrostatic test with cold water under pressure of 16 Kgs applied 80 crown bolts were found leaking. No other leaks in firebox or front end.

EXAMINATION MADE OF ENGINE 480.016-5916, AT SALERNO ROUNDDHOUSE

Fusible plugs in good condition, no leaks in flue sheet. Small flues at the front end of the firebox were stopped up with a little soot. A small amount of honeycomb around the small and large flues but not over the flues. There was a small amount of moisture on the back sheet near the crown. Above the fire door there was a crack about 150 mm long. There were slight leaks in the right rear corner of the firebox. A small amount of honeycomb around the crown bolts. Exhaust pipe centered and in good condition. The front door of the ash pan opened and the rear door shut. Normal amount of cinders in smoke box. Hydrostatic test with cold

785017

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water under 12 Kgs pressure applied and only leaks found were at the steam connection to train heater and packing gland injector ram on the right side. Washout plugs below the fire door and washout plug in front and leaking slightly.

ING. ALESSANDRO SCOPECE

6489

ALLIED CONTROL COMMISSION
POTENZA PROVINCE

Ref: M/G/40

To Provincial Commissioner, Potenza
from P.P.H.O., Potenza.

Subject: Rail Disaster at Balvano

Ref. your letter dated 10th March.

The C.O. of the Indian Hospital at Potenza has already placed the facilities of his hospital at the disposal of the 16 Civilian Authorities, and two of his officers have personally investigated the survivors from the catastrophe.

I attach a copy of the report prepared by those officers. It was not forwarded with the non-committal report of the Civilian pathologist because it was not available until the afternoon of Friday 10th March, and I had been informed that the Investigation Committee was to hold their enquiry on that date in Salerno.

The further pathological investigations which the civilian authorities are carrying out are not yet complete, but I do not consider they are likely to add anything of great value to the existing evidence.

From what I myself have seen, I fully concur with the findings of the two Indian Officers, that the deaths were due to Carbon monoxide poisoning.

With regard to the analysis of coal, this is hardly a medical matter and I know of no hospital which has the facilities for such ~~HEX~~ analysis.

Major R.A.M.C.

P.P.H.O. Potenza

12/3/44

6488

REPORT ON CIVILIAN PATIENTS SEEN IN THE HOSPITAL ALLEGED TO BE
SUFFERING FROM CARBON MONOXIDE POISONING

Under orders from the Officer Commanding 30 Indian General Hospital, we examined the civilian cases of gas poisoning in the PIEDMONTS INSTITUTE on 7-3-44. This was on the fifth day of the accident and some of the cases showed after effects of the poisoning, while others had already recovered.

HISTORY: - All the cases were rather typical and symptoms narrated by them were more or less alike. The engine started feiling and they felt that the railway compartments were getting filled with smoke. In a few minutes they felt severe headache, running from the nose and eyes and a sensation of being choked. Gradually they were becoming weaker and weaker and eventually they collapsed, some of them dazed and others unconscious. The severity of symptoms had no relation to the position of the compartment of the train in which the patients were seated.

EXAMINATION: One case was still in deep coma, five days after the accident. The superficial and deep reflexes were absent with the exception of corneal reflexes which were present. The planters were flexers. Incontinence of urine and faeces were present ever since admission. There was no change in the colour of the skin of this patient, and most probably his coma was the result of oedema of the brain, which these cases are liable to get, rather than anoxaemia. He died a few hours after examination.

One woman patient had oedema of the legs and thighs. She showed symptoms of depressive psychosis. The sequelae in most cases were nervous such as headache, amnesia, psychosis, depressive and excited, tremors, delirium and general weakness. Though most of the cases complained of general weakness, no definite upper or lower motor-neron type of paralysis was detected.

PATHOLOGICAL INVESTIGATION:- Complete blood was done in three cases. The total R B C was more or less normal and the Haemoglobin percentage in two of the moderately severe cases was ~~with slight increase~~ slightly above normal. Two cases showed slight Leucocytosis with slight increase in Polymorph. All the cases showed definite monocytosis which varied from 10 to 12%. No abnormal cells were seen. Carboxy-haemoglobinaemia was definitely demonstrated by simple high dilution method as compared to normal.

CONCLUSION:- We both agree that these patients suffered from CO poisoning.

M. A. KHAN
Major, IMB(IAMC)
Medical Specialist: 30. Ind. Gen. Hospl.

D. C. LAHRI
Major, IMS(IAMC)
Pathologist: 30. Ind. Gen. Hospl.

Exhibit # 3

OFFICE OF THE SURGEON
727th RAILWAY OPERATING BATTALION
APO # 400, U.S. ARMY.

RPO/rls

7, March, 1944.

SUBJECT: Carbon Monoxide Gas.

TO : Commanding Officer, 727th Railway Operating Battalion,
APO # 400, U.S. Army.

1. The average coal gas contains 16 per cent carbon monoxide gas, with the amount in the air varying with the complete utilization of the coal and the type of coal used. It produces anoxemia and death due to respiratory failure. Poisoning depends not only on the Carbon Monoxide content of inspired air but also on the duration of exposure. Carbon Monoxide has a affinity for hemoglobin of 200 to 300 times that of oxygen.

2. A concentration of .06 per cent or six parts of Carbon Monoxide in 10,000 parts of air will produce headach in an hour and unconsciousness in two (2) hours. A concentration of .1 per cent or 10 parts in 10,000 parts of air produces unconsciousness in one (1) hour and fatal in four (4) hours. However Carbon Monoxide may kill with great suddenness without warning of impending danger.

6406

/s/ Robert P Osburn
ROBERT P. OSBURN
CAPTAIN, MEDICAL CORPS
BATTALION SURGEON.

Medecin Commandant Giberton
Sectens Postal 76.

11 March 1944

To the Attention of Lt. Colonel OKIE
727th Rwy Oph Bn
A.P.O. 400, U.S. Army

Dear Sir:

I have looked over the problem that we discussed on March 7 at the Laboratory Unit of the French Expeditionary Forces. The following points deserve consideration:

The physiological effect of low carbon monoxide concentrations have been fully investigated. It is well known, for example, that breathing for one hour in an atmosphere containing 5 parts per 1.00 (by volume) will cause death.

On the contrary, it is impossible to determine exactly the minimum concentration required to produce immediate loss of consciousness and rapid death of man, because the toxicologist is never present at the very moment when accidents suddenly happen. According to experiments of dogs, the minimum concentration of carbon monoxide required to produce immediate unconsciousness and rapid death is about 3 per cent. The susceptibility of dog ~~X~~ for carbon monoxide poisoning is nearly the same as that of man.

In all fires in confined spaces the nature and concentration of the toxic gases produced vary with the rate of combustion and with the character of the burning material. A slow rate of combustion results in a heavy concentration of carbon monoxide and carbon dioxide, in addition to an oxygen deficiency.

The exhaust gases of an engine furnace, working at slow rate, may contain from 6 to 12 per cent of carbon monoxide and from 10 to 14 per cent of carbon dioxide.

The presence of carbon dioxide hastens the onset and increases the severity of the effects of carbon monoxide. Carbon dioxide, at comparatively low concentrations, causes increased breathing and thereby increases the quantity inhaled of any noxious gas that may be present.

Absence of adequate ventilation, due to weather conditions has been one of the main causes of the accident. The noxious gases generated by the engines ~~XXXX~~ that ran through the tunnel a short time before the accident ~~X~~ happened, may have accumulated according to the lack of ventilation. Carbon monoxide does not oxidize to carbon dioxide at ordinary temperature in the absence of a suitable catalyst.

Abnormal burning of the coal in the firebox may also be due to weather conditions.

The possible influence of the character of the coal is also to be considered. An abnormal amount of mineral impurities may account for a low rate of combustion.

In my opinion, casualties were due to the combined effects of carbon monoxide, carbon dioxide and oxygen deficiency.

Yours Faithfully,

/s/ Giberton

Allied Forces
MILITARY RAILWAY SERVICE
Office of Director General

AFPO 400
9 March 1944

463.3 - 6

SUBJECT: Accident Involving Train 8017, Stalled in Second Tunnel East of
Balvano

TO : Commanding Officer, 727th Railway Operating Battalion, AFPO 400, U.S.ARMY.

1. In compliance with your request, an analysis was made of coal samples designated as having been taken from Locomotives 2599 and 5916. The results of the analysis are stated as follows:

a. Sample designated Locomotive No. 5916:

Moisture Content:	1.4%
Volatile Matter :	28.0
Ash Content :	11.0
Fixed Carbon :	61.0
Heating Value :	13,572 BTU/lb

b. Sample designated Locomotive No. 2599:

Moisture Content:	1.7%
Volatile Matter :	27.0
Ash Content :	10.0
Fixed Carbon :	63.0
Heating Value :	13,689 BTU/Lb

2. Visual inspection of the ash of both coal samples reveals a white ash, which indicates a non-clinkering coal of low sulphur content.

For the Director General:

/s/ F. T. Richards
F. T. RICHARDS
Captain, TC,
Fuel Agent

cc - CO 701st Railway Grand Division,
AFPO 400, U.S.ARMY

cc - Assistant General Manager-Transportation
Building

A. M. G.

GOVERNO MILITARE ALLEATO
POTENZA PROVINCE

Report of Major H. H. NICHOLS, Provincial Commissioner, POTENZA Prov.
on Rail Disaster BALVANO, Potenza, 3 March 1944

1. I have to report that 424 civilians lost their lives in a railway disaster at BALVANO, Potenza Province, (MR 0 2731) on the morning of 3 March 1944.
2. At about 0130 hrs on 3 March 1944 a goods train, partly loaded with wine and other merchandise, proceeding from NAPLES to TARANTO via POTENZA, halted in the long tunnel NE of BALVANO. The railway at this point has a steep incline, and it appears that the metal track was wet from dripping water coming from the rock roof of the tunnel and the driving wheels could not get a grip.
3. Although the train was a long one, there were two engines and expert opinion shows there is no question of overloading. From evidence of one of the engine drivers, who survived, it appears that this difficulty is not un-precedented on this part of the line. Finding he could not make the gradient, the driver decided to reverse out of the tunnel, but it appears the guard at the rear of the train, finding the train was starting to fall back, applied the brake, with the result that the train found itself unable to move either way. At this time, except for the few rear trucks, the train was completely inside the tunnel.
4. The tunnel in question, like others on the line, is single track width, 3 Km in length and without ventilating shafts. When the train came to a standstill both engines had full steam up and continued to belch out smoke and gases which could find no means of escape. These circumstances resulted in the asphyxiation of practically all persons on board.
5. The above occurred at about 0130 hrs, there was no moon. One of the survivors, riding at the rear of the train, left the train and walked back a distance of some 3 Kms to BALVANO station to report the disaster. Capo Stazione telegraphed to POTENZA Station who forwarded the message to the Prefettura. The message reached the Prefettura at 0630 hrs and the Questura made immediate plans to deal with the situation. 6483
6. In the meantime a message was sent to SALERNO. As a result an engine was sent to BALVANO and proceeded to pull the train backwards out of the tunnel bringing it to BALVANO station.

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7. Provincial Police Officer and I were informed of the disaster at about 0900 hrs. Police Officer proceeded immediately to BALVARO and I left with the Prefect and Miss Brown, British Red Cross, at 1030 hrs. Before leaving POTENZA I gave instructions for a message to be sent to Region 2 HQ, ordered two ACC trucks to proceed as soon as possible to BALVARO and satisfied myself that other necessary preliminary measures had been taken to deal with the situation.

At that time it was reported that there were 100 dead and some sick. The Prefect informed me that he had given orders to send out, The Questura, Major of Carabinieri with a number of CC. RR., Provincial Medical Officer and three or four other Doctors with medical supplies, the Chief of the Fire Brigade and a party of firemen, Procuratore del Re and clerk.

8. I arrived at BALVARO station about 1215 hrs. having picked up the Provincial Medical Officer and Chief of the Fire Brigade, whose car had broken down en route. It was soon apparent that the disaster was of a far greater magnitude than was at first estimated. About 50 survivors, suffering badly from asphyxiation were laid out in and around the Station building. The doctors and others were giving injections and administering artificial respiration. The train standing in the station was literally full of corpses.

9. I advised the Provincial Medical Officer and Miss Brown to organise the care of the sick, the Chief of the Fire Brigade with one of the Doctors to inspect the train to see whether any persons were left alive, the Procuratore del Re with another Doctor and CC. RR. to commence with identification of the bodies, the Questura to take charge of matters generally whilst the Major of CC. RR. was instructed to see that there was no looting of bodies or articles on the train. The Prefect sent messages immediately to the Minister of Interior, the Minister of Communications and the Railway Authorities. The Provincial Police Officer returned to POTENZA to hasten the arrival of the trucks and to bring re-inforcements of firemen and food for survivors and workers.

10. I then inspected the train. Some of the wagons were sealed; others unsealed but loaded, for the most part with wine barrels; other trucks were empty of merchandise. A thorough search was made of all unsealed wagons and parties were organized to commence offloading. Corpses were laid out on the platform, the total number being 427 men, 74 women (including a few children) total 501. This number includes 15 whose bodies were found in the tunnel. A thorough search was made along the line and no more bodies have been found.
11. The total number of sick is 49 of whom 18 were seriously affected. All are expected to recover and have now been transferred to the civil hospital at POTENZA. It is not possible to state accurately what was

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the total number of survivors, since some made their way off without reporting, but the number is estimated at between 30 and 50.

12. Arrangements have been made with the Railway officials to send the survivors back to their home stations, some to Naples others to Taranto or intermediate stations. The victims come from Naples, Salerno, Battipaglia, Eboli, Sicignano.

13. Identification of the bodies has not been completed except for about 200 who were unidentifiable and a list will be submitted to the Minister of Interior through civilian channels. It has not hitherto been possible to photograph the bodies of the unidentified owing to lack of photographic materials.

14. Arrangements for burial of the bodies are being made locally. A small plot of ground has been taken at the back of Balvano cemetery and ditches have been dug to take all the bodies. Employees of the Railway who were victims will be buried separately and bodies of two or three persons with relatives in the district have been disposed of according to the wishes of their relatives. A requiem Mass was held at Balvano and the ground to be used as a cemetery will be consecrated. All bodies are now lying in the cemetery awaiting burial. It is anticipated that all will be buried on 5 March 1944.

15. Money found on the bodies averaged at over 1000 lire per person. CC. RR. and Procuratore del Re are holding this and will arrange for it to be handed over to the next-of-kin. 33,000 Lire was found on the body of one of the engine drivers. A large quantity of personal belongings was recovered from the train. This is being held by the CC. RR. and what cannot be identified will be sold at current prices, the proceeds going to the State, since practically all of it is contraband, i.e. leather, electric light bulbs, shoes, stationery and other articles destined to be used as barter for food etc. in Potenza and Matera Provinces.

16. An autopsy is being made today to confirm the cause of death of the victims. The Provincial Medical Officer is of the opinion it was caused by asphyxiation due to Sulphurated Hydrogen (H_2S) and Carbon Monoxide (CO) poisoning. It would appear that death was swift and painless.

17. If proof was required, the magnitude of this disaster demonstrates the lack of control outside this Province in permitting 600 civilians without tickets or permits to ride on a goods train. There is no doubt that the greater part of these people were travelling in contraband with the purpose of taking black-market food out Potenza and Matera Provinces. This is evident from the amount of money and the nature of the goods they carried with them. It is to be hoped that immediate and strong measures will be taken to put an end to this practice, and that the widest publicity will be given to this disaster in order to dissuade other would-be un-authorised travellers.

18. It is learnt that there have been other casualties of a similar nature occurring to engine drivers and firemen who have succumbed to suffocation in long tunnels. It is therefore recommended that measures be taken to ventilate the longer tunnels, especially those where the track lies up an incline.

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19. Up to the present no communications or visit have been received from the Italian Government as a result of this important National Disaster.

/s/ H. H. NICHOLS
MAJOR
PROVINCIAL COMMISSIONER
POTENZA

POTENZA 5 March 1944.

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OFFICIAL REPORT OF DESCRIPTION AND IDENTIFICATION OF THE CORPSE
AND OF OUR AUTOPSY

In the year of 1944, the day of March 5, at the hour of 10, in Balvano, in the local cemetery, Cav. Uff. Dott. Aronzo Citti Attorney for the Crown in Potenza, was assisted by the first secretary undersigned. The railway disaster on the night of the 2nd and 3rd of March in a tunnel near the station of Balvano, in which many people met death by asphyxia, was officially reported. It was necessary to proceed with the autopsy of some of the corpses (which are on the local cemetery ground) for the purpose of determining the circumstances relating to the death and the exact nature of the gas that has caused said asphyxia.

With the assistance of the experts listed:

1. Dott. Mazzarone Rosco di Giuseppe, age 31 years, General Practitioner, from Tricarico and residing at Potenza.
2. Dott. Marino Egidio di Luigi, age 42 years, from Fola, residing at Potenza, Chemical Professor, Director at the Institution of Hygiene and Prophylaxis.

the investigation of the foreaid purpose proceeded.

We point out in the first place that in the cemetery and surrounding ground are lined in different groups the dead bodies of the victims, that after careful examination they present a uniform appearance, which indicates conclusively the cause of the death from asphyxia.

We found besides in general that the rigidity of the corpses has almost disappeared; which, considering the season, indicates that the death was during the night of March the 2nd to the 3rd, the date of the disaster.

We furthermore noticed in general on the corpses traces of epistaxis (bleeding from the nose) and cyanotic color on the face.

We have placed on the operating table of the mortuary room of the cemetery two of the corpses, identified by the Judicial Police to be Di Bartolomeo Domenico Antonio and of De Vita Marie Giuseppe, 27 years of age, from Resina. 6478

After that we had the corpse undressed from the clothes that he was wearing that consisted of common labor clothes, consisting of a coat of light brown color. Exactly: Military coat light brown color, grey jacket, black pants, green grey pullover shirt, undershirt and trousers with military shoes and grey socks.

Assisted then by the foreaid experts, we proceeded with an external inspection of the corpse and we noticed:

1. Corpse of male sex - length about 1.65 meters; skeleton constitution, normal; nutrition state - about normal with the presence of much subcutaneous fat. No external trace of traumatic injuries or of progressive illness. Rigidity of the corpse absent. Blood red sanguous discharge coming out from the nose which was much dilated. Eyes closed, mouth partly open. Color of face cyanotic. There is some stiffness of the joints so are waiting for the complete clearing of rigor mortis. Superficial stains not very marked in the axilla and other parts of the body.

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Afterwards the courts proceeded with the operation to which assigned as follows:

AUTOPSY

First proceeding was made by opening of thoracic abdominal cavity.

Thoracic Cavity: The thoracic viscera were enlarged and in normal position. In the pericardial space was noted a small amount of greenish yellow fluid. The heart was normal in size and shape. (The transverse and longitudinal diameter of the heart were about equal). The right auricle and ventricle were increased in size and was flaccid. In both cavity spaces was noted a little bloody fluid the color of red cherries. This blood was placed in two small bottles. No valvular defects. Nothing abnormal was noted about the aorta, pulmonary or coronary arteries.

Lungs: The diaphragmatic pleura was fibrous and adhered on the right; cherry red color on the outside; from the bronchi came cherry red liquid mixed with a little air. A dark color was noted at the incision and on squeezing a red liquid mixed with air came forth. The elasticity of the lung tissue was diminished. Some fragments of lung tissue were noted. The mucous membrane of the respiratory track was reddish in appearance.

Abdominal Cavity: All abdominal viscera was normal in shape, size and position. Liver, spleen, kidneys and intestines were congested. Nothing else abnormal was noted. No fragmentation of liver, spleen and kidneys was noted. It was not necessary to open the cranium.

Conclusions: As a result of the findings listed above, it was concluded that death was due to asphyxia. Death probably occurred in one hour. This cannot be affirmed at this time. We cannot say what gas produced asphyxia, therefore we must await the laboratory analysis of the blood and parts of the organs.

We wish to make clear that this term "asphyxia" is defined as a deficiency of oxygen; the further investigation from laboratory will determine if the absence of oxygen was responsible for the asphyxia.

At this time it can be termed that asphyxia was due to poisoning. Two bottles of blood mentioned above and coal from the engine are being examined by Doctor Marino and Doctor Mazzarone who are doing laboratory analysis. Doctor Marino has requested at least two months to present his findings as it is very difficult to find the apparatus needed for the examination. Doctor Mazzarone asks for one month to present his findings for the same reason.

We, the attorney for the crown, realizing the request of the Doctors is just under the circumstances granted the requested time beginning today 5 March 1944.

This official report was read, confirmed and subscribed to:

/s/ Rocco Mazzarone,
Egidio Marino,
The Attorney for the Crown Citti

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ALLIED CONTROL COMMISSION

POTENZA PROVINCE

Pr/WW

Potenza 11 March 1944.

To : HQ, ACC, SALERNO
: LT. COL OKIE, F.W., 727th Rwy Ogn Bn
: HQ, ACC, NAPLES

From: Major H.H. NICHOLS - Provincial Commissioner - POTENZA -

SUBJECT - Rail disaster BALVANO 3 March 1944.

Herewith list of victims of above for information.

/s/ H.H.NICHOLS

PROVINCIAL COMMISSIONER
POTENZA

ENC.

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647;

Elenco delle vittime del disastro ferroviario di Balva, Avvenuto la notte dal 2 al 3 marzo 1944.

1. ACCARDO Antonio di Domenico, nato a Torre del Greco il 23/10/1919, can-
toniere - rinvenuto addosso portafogli contenente L. 550 e due fazzolett;
2. GAITA Carmine di Giuseppe e di Aprea Gilyanna, nato a Castellammare di
Stabia il 6/8/1922 - rinvenuto addosso portafogli contenente L. 1861 e
carta d'identita No. 10.476.783;
3. COPPOLA Salvatore nato a Resino - rinvenuto addosso, portafogli contenen-
to L. 4850;
4. PONTILLO Gearardo di Gilyanni e di Cristo Lucia, nato a Torre del Greco
il 24/1/1920 - rinvenuto addosso portafogli contenente L. 615;
5. PRETE Francisco di Salvatore e di fu Cinque Lucia nato a Nocera Inferio-
re il 11/9/1903 - rinvenuto addosso portafogli contenente L. 928;
6. PICCOLO Stefano fu Sabato e fu Riglia Maria, nato a S. Giovanni a Teduccio
il 19/3/1912 - rinvenuto addosso portafogli contenente L. 3162;
7. ASCIONE Luigi fu Michele da Torre del Greco, sposato con Cirille Gira
rinvenuto addosso portafogli contenente lire 3000;
8. PINTO Natale di Giro e di Gargiulo Maria nato a Torre del Greco il 1/11/
1926 - rinvenuto addosso portafogli contenente L. 274;
9. RAIMONDO Maria Divina di Antonio e di Ferolla Francesca, nata a Pisciotta
il 11/6/1893, vedova di Della Monica - rinvenuto addosso portafogli
contenente L. 1663;
10. CAROTENUTO Liberato di Domenico e di Venacore Filomena, nato a Resina il
12/1/1916 - rinvenuto addosso portafogli contenente L. 53 e No. 2 **6476**
biglietti di banca estera;
11. ADAMO Alfonso di Gennaro e di ~~RENNETT~~ Forte Domenica, nato a Napoli
il 15/7/897 ivi ab/te in Via Scassocchi No. 9 - rinvenuto addosso porta-
fogli contenente L. 74;
12. DI DATO Salvatore di Giuseppe e fu Cozzolina Lucia, da Renna (Napoli)
rinvenute addosso L. 1500, No. 3 fotografie e No. 1 di ghia di cuoio nero;
13. PERNICE Vincenzo di Gennaro e di Esposito Agnese, nato a Resina il 14/12/
1900 - rinvenuto addosso L. 384;
14. OLIVIERO Gennaro di Luigi e di Imperato Emilia, nato a Resina il 31/10/
1915 - rinvenuto addosso portafogli contenente L. 1710, un orologio da
polse ed un pettine tascabile;

15. DE MARTINO Antonio di Ferdinando e di Buonoire Filantina, nato a Castellammare di Stabia il 27/2/1924 - rinvenuto addosso portafogli contenenti L. 4200;
16. GIMINO Enrico di Raffaele e di Fontanella Anna, nato a Castellammare di Stabia il 1/3/1901 - rinvenuto addosso L. 1508,30;
17. DI BARTOLOMIO Domenico fu Antonio e di De Vita Maria Giuseppa, nato a Resina il 12/1/1917 - rinvenuto addosso L. 19;
18. LUONGO Giuseppe di Antonio e di Frga Loreta, nato a Centola il 20/3/1928 - rinvenuto addosso carta identità No. 9.435.520;
19. ANDOLFI Salvatore fu Vincenzo e di D'Anna Elisabetta, nato a Resina il 29/10/1916 - rinvenuto addosso portafogli contenente L. 404;
20. ALBANO Antonio di Giuseppe e di Di Benedetto Carmela, nato a Siano il 4/5/1897 - rinvenuto addosso portafogli senza danaro;
21. ASCIONE Ciro fu Giuseppe e di Mauri Teresa, nato a Resina il 16/2/1926 - rinvenuto addosso carta identità No. 0.595.497;
22. FASANO Pietro fu Alfonso da Vietri sul Mare - non meglio potuto identificare - rinvenuto addosso portafogli contenenti L. 1407;
23. ROSSINI Giorgio fu Vincenzo e di Pulino Rosa, nato a Modica il 3/2/1897 - rinvenuto addosso No. 2 portafogli contenente L. 990,80;
24. DE MARTINO Vincenzo fu Andrea e di Dekka Rocco Maria Grazia, nato a Nocera Superiore il 29/11/1907 - nessuna somma rinvenuta addosso.
25. CASABURI Gennaro fu Lodovico e fu Sergio Caterina, nato a Cava dei Tirreni il 27/4/1898, ivi residente Via Possiano Casa Brenda No. 38 - oggetti rinvenuti L. 368 con portafogli di tela cerata;
26. IMPARATO Rosaria, abitante a Salerno in Via Torquato Tasso - oggetti rinvenuti L. 2212 conborsetta di pulizia militare;
27. CUOMO Vincenzo di Giovanni e di Liberata Luccarella, nato a Resina di anni 17 (identificato tramite il cognato Sassini Carmine fu Domenico e di De Luca Agnese, nato a Resina il 1/10/1910, ivi residente in Via Giuseppe Semola No. 38 -) nessuno oggetto rinvenuto addosso;
28. OCCULTO Ciro fu Nicola e fu Campora Fortunata, nato a Resina il 16/1/1920, ivi residente in via Mare 15 - rinvenuto addosso lire 26;
29. DOMARINNA Aniello di Domenico e di Mascolo Michela, nato a Piedimonte, ivi residente via Apuzzo 17 - rinvenuta addosso L. 893;

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- 30) ESPOSITO Maria di Luigi e di Parlato Agnese, nat S. Egidio il 10/9/924 residente ad Angri Via Cappella 14 - rinvenuto addosso portafogli di tela cerata contenente L. 2010;
- 31) ZENO Vincenzo di Raimondo e di Abbate Teresa, appartenente al 51 Deposito Fanteria Perugia - rinvenuto addosso portamotota di cuoio contenente L. 10;
- 32) DELL'ISOLA Armando di Gennaro e fu Carrieri Addolorata, nato il 19/7/1910 a Taranto e residente a Resina - rinvenuto addosso L. 1453;
- 33) PEPE Salvatore di Pasquale, di anni 7, contadino, da Muro Lucano, oggetti rinvenuti L. 5,50, un portafogli di tela cerata, un permesso per viaggiare, un pettine, due pacchetti di tinta nera;
- 34) FORTE Antonietta di Francesco e di Bolzano Rosa, nata a Boscoreale il 2/11/1906 (carta d'identità No. 6.714.312 rilasciata dal comune di Torre Annunziata) oggetti rinvenuti; L. 1806, un portafogli di tela cerata con una fotografia ed un notes, nonché due fedi una di oro ed una di argento;
- 35) GIORDANO Pietro di Pasquale e di Praneto Angelina, nato a Nocera inferiore il 14/4/1912, bracciante, ivi residente in Via Capo Casale - rinvenute L. 430 due paia di tomaia nero, un portafoglio di cuoio;
- 36) ESPOSITO VINCENZO DI Antonio e di Carotenute Annunziata, nato a Boscoreale (Napoli) il 13/5/1901 residente a Torre Annunziata in Via Giovanni della Rocca No. 107 - oggetti rinvenuti: L. 1005 con portafogli di tela cerata;
- 37) RAGONE Vincenzo fu Nicola e di Valle Maddalena, nato a Resina il 21/4/1904, ivi residente Via Roma 23, meccanico, rinvenute L. 481;
- 38) SCARDAMAGLIA G. (marinaio matricola 52138 del Comando Difesa M.M. La Spezia - oggetti rinvenuti - nulla.
- 39) DELLA MURA Gaetano fu Giocchino e fu Attanasio Michela, nato a Nocera Inferiore il 6/3/1898, ivi residente, via Piedimonte 75 venditore ambulante; oggetti rinvenuti; L. 172,50 ed un portafogli di tela cerata;
- 40) GENCO Salvatore di Matteo e di Corvino Maria, nato a Nocera Inferiore il 23/1/1926, ivi residente Via Turricchio 63; oggetti rinvenuti: L. 2606 con portafogli di cuoio;

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- 41) VIOLETTI Enrico d'Amati, nato a Napoli Seziona S. Giuseppe il 26/2/1900 residente a Marina, Vico Spagnolo 14, scalpelli: oggetti rinvenuti L. 113;
- 42) SCARANO Luigi fu Luigi e di Trotta Teresa, nato a Nocera Superiore il 24/10/1903, ivi residente in Via S. M. Maggiore; oggetti rinvenuti: lire 3309 con portafogli di pelle ed una fede di ottono;
- 43) FABBIANO Nicola di Antonio e di Lignaro Caterina, nato a Massa Lubrenze il 12/11/1911 residente a Torre del Greco Via Martello, pescatore, oggetti rinvenuti L. 213,50 con portafogli di pelle;
- 44) IOVINRO Pasquale di Cacace Margherita da Piano di Sarnento (Napoli): oggetti rinvenuti L. 2578170, portafogli di cuoio con fotografia;
- 45) FORMICOLA Giuseppe fu Agostino e fu D'Amato Amalia, nato a Portici il 19/3/1909, residente a Resina, ambulante, oggetti rinvenuti L. 20, portafogli di cuoio e No 4 chiave;
- 46) TREMONTI Alfredo di Fiorenza e di Romano Eugenia, nato a Cervasio il 1/1/1925, ivi residente, meccanico; oggetti rinvenuti: L. 1662, un portafogli;
- 47) BELLA Teresa da Boscoreale nata il 7/7/1926, ivi residente, oggetti rinvenuti L. 95,30 ed un portamoneta di tela;
- 48) SANGERMANO, Ciro fu Luigi e di Annunziata De Crescenzo, nato a Resina il 3/6/1918, ivi residente in via Risorgimento: nessuno oggetto rinvenuto;
- 49) SPATUZZI Maria fu Gennaro e di Marra Rosa, nata a Cava dei Tirreni il 8/9/1903, ivi residente in Via Oreste Di Benedetto 19: oggetti rinvenuti: L. 3229, portafogli di tela cerata;
- 50) ALBANO Giuseppe di Gaetano e di Benedetta Carolina, nato 18/1/1909 a Siano (Salerno) ivi residente in Via Roma; oggetti rinvenuti: L. 75 1 e portafogli di tela cerata;
- 51) ESPOSITO GIUSEPPE fu Salvatore e di Anna Miranna, nato a Boscoreale il 27/9/1909, ivi residente; oggetti rinvenuti L. 400; 6473
- 52) LUNA Salvatore di Pasquale e di Basile Vincenza, nato a Piano di Sarnento il 23/4/1905 residente a Torre del Greco Via Levatone 30; oggetti rinvenuti L. 851;
- 53) ANDOLFO Ciro di Vincenzo da Resina, oggetti rinvenuti L. 100 con portafogli di tela cerata;

- 54) AMATO Rosario da ... re del Greco; oggetti rinvenuti L. 367 ed un portafogli di tela cerata;
- 55) FERNATANO Luigi di Giuseppe e di Santa Antonio, nato a Piedimonte il 23/9/1914, residente a Sart di Scialva via Nocera 50; oggetti rinvenuti L. 100; copriletto colore granate sotficate ed un portafogli di tela cerata;
- 56) Cap. Magg. PASTORE Alfredo di Pietro e di Pellizzare Angelina, della V batteria II Gruppo del 58 Regg. Artiglieria post militare 16; oggetti rinvenuti L. 500;
- 57) SOMMA Francesco di Michele e di Attianese Roma, nato il 17/7/1915 a Fimonte, ivi residente in Via Pozzo 93; oggetti rinvenuti L. 2062;
- 58) IZZO Antonio fu Aniello e di Barriello Marianna, nato a Boscotrecase il 22/10/1926, ivi residente, via Nueve 80, oggetti rinvenuti L. 2693;
- 59) CALIFANO Nicola di Pietrangelo e di Padileo, nato il 27/6/1900 a Iagano ivi residente in Via Varazzo; oggetti rinvenuti L. 580;
- 60) CALIFANO Vincenzo di Nicola e di Ferri Lucia, nato il 26/1/1928 a Paganani ivi residente via Bianchi 90; oggetti rinvenuti; nulla;
- 61) VACCARO Giuseppe di Giovanni, nato a Castellammare di Stabia il 12/2/1909 ivi residente via Appia No 48; oggetti rinvenuti; L. 520;
- 62) SCALA Antonino di Aniello e di Nocera Maria Concetta, nato il 27/2/1911 a Castellammare di Stabia, ivi residente via De Tunisi 55; oggetti rinvenuti L. 1601;
- 63) PALUMBO Michele di Giulio (tessera partito comunista di Napoli Numero 03295) oggetti rinvenuti L. 35,50;
- 64) CORRIGORI Maria Rosa fu Giuseppe e di Granella Rosiana, nata 11/9/1916 a Tramonti, residente a Corvara Via Ettore Padovani; oggetti rinvenuti L. 70,70;
- 65) TIROLO Catello di Raimondo e di Serrica Anna, nato il 20/9/1914 a Gragnano residente a Castellammare di Stabia Via Via Doganale 29; oggetti rinvenuti L. 1859,85
- 66) DI MARTINO Nicola di Francesco, nato a Castellammare di Stabia il 25/5/1887, residente a Sorrento; oggetti rinvenuti L. 60;
- 67) CASO Carmela di Giuseppe e di Giordano Raffaella, nata il 9/1/1912 a Nocera Inferiore, ivi residente Via Mucciano; oggetti rinvenuti L. 860;

- 68) DI MARTINO Vincenzo di Cataldo e di Salvati M. L. N. nato a Castellammare di Stabia il 1/1/1899, residente a Torre Annunziata Via 4 Marzo 1889; oggetti rinvenuti L. 1,20;
- 69) GALASSO Stanislao di Giovanni e di Cassiello Caterina, nato il 21/11/1924 a Gragnano ivi residente via M. S. Caterina 80; oggetti rinvenuti L. 615;
- 70) IZZO Carmine di Sebastiano e di Fioretta Colomba, N. nato a Torre del Greco il 27/3/1919, ivi residente; oggetti rinvenuti L. 1548;
- 71) RUGGIERO Luigi di Giuseppe e di M. Morli Cirita nato a Nocera Inferiore e il 13/12/1924, ivi residente Via Pucciano; oggetti rinvenuti L. 1601;
- 72) ARGANISTA Gennaro di Giuseppe, nato il 2/10/1922 a Torre del Greco ivi residente; oggetti rinvenuti L. 74;
- 73) BASSO Francesco di Pasquale e di Celentano Giulia, nato il 16/12/1917 a Portici, ivi residente Via Torre; oggetti rinvenuti L. 533;
- 74) DE LUCA Francesco Paolo di Enrico e di Izzo Teresa, nato il 9/12/1926 a Torre del Greco ivi residente in via XX settembre 80; oggetti rinvenuti L. 2200;
- 75) CAMPANILE Giuseppa fu Francesco e di Scarcella Maria, nato il 2/5/1894 a Tramonti, residente a Nocera Inferiore; oggetti rinvenuti L. 2622;
- 76) CAROTENUTO Domenico nato il 18/8/1899 a Torre Annunziata, manovale ivi residente; oggetti rinvenuti L. 796;
- 77) GALANTUOMO Filomena fu Pasquale e di Marrotta Asbusta nata a Resina il 2/2/1905; oggetti rinvenuti; nulla;
- 78) COILA Pasquale di Ciro e di Amato Maria, nato il 11/12/1898 a Portici, ivi residente via Caportana 57; oggetti rinvenuti L. 1070;
- 79) ALFIERI Vincenzo di Pasquale e di Fiorillo Anna, nato a Cava dei Tirreni di anni 25 appartenente alla 32 Divisione Sanita - aggregato al-l'ospedale da Campo No 494; oggetti rinvenuti L. 400;
- 80) RUSSO Giuseppe di Salvatore e di Scogliamiglia Carolina, nato il 23/3/1916 a Boscorease ivi residente, via Promiseno; oggetti rinvenuti L. 170;
- 81) ~~RENISE~~ RENISE Michele di Giuseppe e di Cozzolino Anna, nato il 17/1/1905 a Boscorease residente a Torre Annunziata via Umberto 1 No 117; oggetti rinvenuti L. 2250;
- 82) CIRILLO Luisa di Raffaele e di Pepe Giovanna, nata il 23/3/1922 a Boscoreale, ivi residente via Amedeo 48; oggetti rinvenuti L. 313;

- 83) FIORITO Francesco fu ENRICO e di Esposito Anna, nato il 27/3/1908 a Castellammare di Stabia, ivi residente, via Mezzapietra 9; oggetti rinvenuti L. 1730;
- 84) DURANTE Nunzio di Biagia da Canosa di Puglia, di anni 50, oggetti rinvenuti L. 529;
- 85) D'AQUINO Luca di Antonio e di Caccioppo Rosa, nato il 4/11/1909 a Bonotrecase, ivi residente via Bordinacchini; oggetti rinvenuti L. 257;
- 86) ARMENANTE Salvatore fu Tommaso e fu Sorrentino Teresa, nato il 1/12/1903 a Cava dei Tirreni, ivi residente via S. Martino 28; L. 909;
- 87) DI SALVATORE Vincenzo di Gennaro e di Pastore Assunta, nato il 11/1/1925 a Cava dei Tirreni, ivi residente via Traversa Ciottolo 3; oggetti rinvenuti L. 32;
- 88) PASTA Ferdinando di N.N. nato il 23/12/1910 a Napoli residente a Resina Via Pugliano 113; oggetti rinvenuti L. 22;
- 89) SENTIERO Cosimo fu Francesco e fu Tortora Mattia, nato il 28/9/1902 ad Angri, ivi residente via Campora No 11, oggetti rinvenuti L. 751;
- 90) ALFIERI Adolfo di Pasquale e di Fiorello Anna, nato il 9/6/1923 a Cava dei Tirreni, ivi residente in via Traversa Cioli No 13; oggetti rinvenuti L. 755;
- 91) DE LUCA Pasquale di Luigi e di Aversa Maria, nato a Resina il 17/11/1924 ivi residente via S. Rosa 35; oggetti rinvenuti L. 517;
- 92) PISAGANE Luigi di Luigi e di De Angelis Guiseppa, nato il 25/5/1925 a Nocera Superiore, ivi residente via Luciano; oggetti rinvenuti lire 1812;
- 93) MARAZZITO Salvatore di Filippo e di De Lica Teresa, nato il 15/3/1925 a Nocera Superiore ivi residente via Puccini 1; oggetti rinvenuti L. 855;
- 94) ARMENANTE Carmine di Domenico e di Amerante Giovannina, nato a Cava dei Tirreni il 8/5/1925 ivi residente in via Pazziano 3; oggetti rinvenuti L. 112;
- 95) SANNINO Raffaele di Aniello e di Caso Maria, nato il 30/9/1910 a S. Giorgio a Cremano, residente a Resina Via Giagnola 1; oggetti rinvenuti L. 1120;

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- 96) GIGLIO Antonio di Raffaele e di Stefano Annunziata, nato il 2/10/1926 a Castellammare di Stabia, ivi residente in via Sulipa 42; oggetti rinvenuti L. 1005;
- 97) DE LUCA Pasquale fu Vincenzo nato a Napoli nel 1917, ivi residente oggetti rinvenuti: un portafogli contenente fotografie e un foglio di viaggio della R. Marina;
- 98) VACCARO Alessandro fu Alessandro e fu Testa Rosa, nato il 13/7/1923 a Vietri sul Mare ivi residente; oggetti rinvenuti: un portafoglio nero contenente L. 977;
- 99) VERSETTI maritata Verdoliva Clara nata il 1/1/1900 a Resina ed ivi comiciata; oggetti rinvenuti: un bersellino rosso contenente lire 2635;
- 100) SCOLLIAMIGLIO Candida, nata a Resina il 18/2/1899 maritata Ferriero oggetti rinvenuti: un portafoglio vuoto ed una fotografia;
- 101) CASTALDO Maria Teresa di Giovanni nata il 18/2/1899 a Torre del Greco; oggetti rinvenuti: una tessera, degli incartamenti e L. 1103;
- 102) PANARIELLO Vincenzo di Michele, nato a Boscoreale il 25/10/1903; oggetti rinvenuti: una tessera ed un portafogli contente L. 446;
- 103) DIDALO' Francesco di Pietro nato a Resina il 3/3/1925; oggetti rinvenuti: un portafogli contenente L. 100, varie fotografie ed una tessera;
- 104) FERNICE Vincenzo di Vincenzo, nato a Torre del Greco il 20/5/1927 oggetti rinvenuti: due pacchetti di chiodi, due bilance, una tessera ed un portafogli vuoto;
- 105) ABEATE Raffaele di Alfonso, nato a Cava dei Tirreni il 17/11/1924 oggetti rinvenuti: una tessera ed un portafogli contenenti L. 550;
- 106) AFELTRA Vincenzo; oggetti rinvenuti un foglio licenza rilasciato dal 40 Battaglione Costiero ed un portafogli contenente L. 185;
- 107) FALCONE Mario di Francesco, nato a Cava dei Tirreni il 23/3/1925 oggetti rinvenuti: una scatola di tabacco, una tessera ed un portafogli contenente L. 130;
- 108) IMPARATO Antonio fu Pasquale, nato a Castellammare di Stabia il 20/2/1907; oggetti rinvenuti: un portafogli contenente L. 1300;
- 109) SORRENTINO Arcangelo di ignoti nato a Resina il 7/7/1921; oggetti rinvenuti: una tessera ed un portafogli vuoto;

- 110) MATRONE Giuseppe, nato a Boscotrecase il 15/6/1901 (carta identità intestata al predetto ma rinvenuta addosso al cadavere di una donna: oggetti rinvenuti; portafogli contenete la somma di L. 700;
- 111) CIRILLO Domenico di Andrea da Torre Annunziata: oggetti rinvenuti No 3 tessere ed un portafogli con la somma di L. 929;
- 112) COZZOLINO Aniello di Sante, nato a Resina il 25/4/1913: oggetti rinvenuti: un portafogli con la somma di L. 22;
- 113) SPINELLI Salvatore di Carmine, nato a Cava dei Tirreni il 26/11/1908; og. rinv. una tessera ed un portafogli con la somma di lire 1751;
- 114) FILITTI Lucia nata il 21/4/1903, residente a Picerno (cadavere consegnato al figlio De Meo Antonio con un portafogli ed altri indumenti);
- 115) MARINO Alfonso di Michele, nato a Nocera inferiore il 30/7/1915 un portafogli con la somma di L. 205;
- 116) SPINILIO Angelo di Enrico, nato a Nocera Inferiore il 1/1/ 1926; un portafogli con la somma di L. 141;
- 117) NOGERINO Filippo fu Vincenzo, nato a Resina il 29/1/1927; una tessera ed un portafogli con la somma di L. 100;
- 118) CARDAMONE Alfonso di Ciro, nato a Cava dei Tirreni il 21/9/1925; un portafogli con la somma di L. 420;
- 119) STANZIONE Felice di Giovanni, nato a Nocera Inferiore il 7/10/1900; un portafogli con la somma di L. 420;
- 120) COZZOLINO Luca di Antonio, nato a Resina il 12/1/1918; un portafogli con la somma di L. 112; 6408
- 121) MIGLIORE Ugo; un portafogli vuoto con una tesserina;
- 122) ESPOSITO Domenico di Giuseppe, nato a Marigliano il 29/4/1915; un portafogli con la somma di L. 341;
- 123) DE MARTINO Nicola fu Catello, nato a Torre Annunziata il 9/11/1900; un p ortafogli con la somma di L. 1795;
- 124) BORZA Mario fu Antonino, nato a Gragnano il 1/7/1923; un portafogli con la somma di L. 237 e due coltelli;
- 125) OLIVIERI Pasquale di Gennaro, nato a Resina il 16/4/1928; un portafogli con la somma di L. 2800;
- 126) AMBROSINI Antonio di Francesco, nato a Mariglianella il 30/5/1926;

un portafogli con la somma di L. 391;

- 127) NOGERINO Giro fu Vincenzo, nato a Resina il 28/9/1924; un portafogli con la somma di L. 1459;
- 128) ARNESE Gastano di Carmine, nato a Portici il 24/6/1908; un portafogli con la somma di L. 300;
- 129) MARINO Assunta di Ciriaco, nata a Battipaglia il 12/3/1910; un portafogli con la somma di L. 2115;
- 130) LEPROCORSO Giuseppe di Oreste, nato a Gragnano il 2/12/1924; un portafogli vuoto con delle fotografie;
- 131) MAIORINO Giuseppe di Salvatore, nato a Nocera Inferiore il 28/10/1920; un portafogli con la somma di L. 1600 ed un orologio;
- 132) FIBAPIA Domenico fu Antonio, nato a Cava dei Tirreni il 2/12/1888; un portafogli di panno contenente la somma di L. 3578;
- 133) OLIVETO Rocco fu Giovanni, nato a Potenza il 18/7/1900; un portafogli con la somma di lire 323 ed un orologio;
- 134) NOGERINO Francesco di Francesco, nato a Resina il 5/4/1915; un portafogli con la somma di L. 2740;
- 135) MATRONE Raffaele di Antonio, nato a Boscarelle il 28/8/1897; un portafogli con la somma di L. 1972;
- 136) SARNO Adolfo fu Nicola nato a Cava dei Tirreni il 21/4/1908; un portafogli con la somma di L. 168;
- 137) ARTE Francesco di N.N. nato a Napoli il 15/1/1908; un portafogli con la somma di L. 440; 6407
- 138) COSTABILE Domenico di Luigi, nato a Resina il 2/1/1923; un portafogli con la somma di L. 410;
- 139) SCANNINI Mario di Alessandro, residente a Baronissi, nato il 5/2/1910 un portafogli con la somma di L. 627;
- 140) MATRONE Antonio di Raffaele, nato a Boscotrecase il 1/1/1928; un portafogli vuoto con una tessera;
- 141) CURCIO GENNARO; un portafogli con la somma di L. 650 ed un foglio di licenza rilasciate dal 67 Fanteria di stanza a Como;
- 142) COSIMATO Adolfo di Antonio, nato a Baronissi il 25/9/1910; un portafogli con la somma di L. 4300;
- 143) MELLONI Luigi di Aniella e di Somma Carmela, nato a Resina il 17/4/1926; un portafogli con L. 7 e documenti vari;

- 144) RICCIO Luigi di Giovanni e di Scapporti Maria, nato a S. Sebastiano al Vesuvio, nat. il 30/8/1914, ivi residente; rinvenute addosso lire 254;
- 145) PISACANE Gaetano fu Vincenzo e fu Esposito Chiara, nato a Cava dei Tirreni il 4/12/1890, ivi residente; rinvenuto addosso L. 1180,90;
- 146) FASANO Domenico di Vincenzo, e di Avallone Giovanna, nato a Viesti sul Mare il 22/9/1917, ivi residente; rinvenute addosso lire 382;
- 147) RUSSO Mario di Agnello e di Pollio Gelsomina, nato a Piano di Serrento il 13/10/22, ivi residente; rinvenute addosso L. 2258;
- 148) ASCIONE Michele fu Donato e fu Sano Carmela, nato a Resina il 25/6/1916, ivi residente; un orologio marca Brevo tascabile, documenti vari e lire 1052;
- 149) MELONE Agostino di Aniello e di Iacommo Concetta, nato a Resina il 21/7/1916, ivi residente; L. 2899;
- 150) GAZZA o Gasza Rocco fu Giuseppe, da Resina; rinvenuto addosso documenti a firma di testimoni a nome Lazzariello Vincenzo e Nocerino Ciro da Resina e L. 81;
- 151) MANZO Vincenzo di Umberto e di Iaconfora Teresa, nato a Torre Annunziata l'8/10/1921, ivi domiciliato; documenti vari el L. 115;
- 152) SPERANDEO Antonio di Luigi e di Pollio Marianna, nato a Torre Annunziata il 1/1/1914, ivi residente; rinvenute addosso L. 1420;
- 153) PERRI Egidio di ignoti, nato a Napoli il 25/5/1926, residente a Resina; documenti vari;
- 154) MARCONI Pasquale di Antonio e di Crusco Brigida, nato a Muro Lucano il 29/10/1926, ivi residente;
- 155) FIORINI Ciro fu Giovanni; trovato addosso un permesso di soggiorno rilasciato dal comune di Portici in data 30/4/1943 ed un orologio a braccio placcato in oro, un portafogli con documenti vari e tre fotografie; 2406
- 156) MARCIANO Anna di Raffaele e di Lambiase Concetta, nata a Cava dei Tirreni l'8/3/1899, ivi residente; rinvenuto addosso L. 1920;
- 157) DAMIANI Mattia di ignoti, nato a Salerno il 24/2/1915 residente a Cava dei Tirreni; documenti vari;

- 158) CALCAGNO Lorenzo di Ciro; una licenza di vendita di generi vari per il comune di Resina in data 1/7/1940 e documenti vari;
- 159) FRINGO Antonio fu Domenico e fu Parisi Maria, nato a Resina il 1/5/1909, ivi residente; tessera No 94.34637 rilasciata dal comune di Resina;
- 160) FILOSA Nicola di Giovanni e di Fringo Pasqua, nato a Resina il 10/12/1912 ivi residente; tessera No. 9435423 rilasciata dallo stesso comune e documenti vari;
- 161) AMENDOLA Giuseppe di Antonio e di Magaretta M. Teresa, nato a Resina il 12/1926, ivi residente; rinvenute addosso L. 102;
- 162) AMITRANO Giacomo di Vito e di Sorrentino Rosa, nato a Torre del Greco il 12/7/1914, ivi residente; rinvenuto addosso L. 1031;
- 163) CUOMO VINCENZO di Gaetano e di Citarello Rosa, nato a Rocera Inferiore il 27/4/1903, ivi residente; rinvenute addosso L. 4;
- 164) FIENGO o FRENGO Giuseppe di Luigi e di Gessolino Cira, nato a Resina il 25/10/1903, ivi residente; rinvenute addosso L. 847;
- 165) GIARZENDE Antonietta di Stanislao e di Violante Sofia, nato a Portici il 10/4/1896, ivi residente; L. 377;
- 166) TAMMARO Antonio fu Fabiano, residente a Torre del Greco, via Torre Florillo No 90; portafogli con L. 63;
- 167) RIPPA Isa di Nicola e di Colagrande Anastasia, nata il 31/1/1901 a Pagani, ivi residente; L. 88;
- 168) TROIANO Salvatore di..... e di Longobardi Maria, nato il 17/3/1908 a Napoli - caporale con foglio di licenza rilasciato dal Comando Deposito 31 Fanteria Siena - Napoli;
- 169) PASQUALE Tommaso di Tommaso Giovanni, nato il 4/5/1889 a Torre Annunziata, ivi residente via Gelsomino 16, metallurgico - portafogli con L. 816 ed oggetti vari;
- 170) Marinaio MANOLA Giuseppe di Salvatore e di Testa Raffaella, nato il 29/6/1911 a S. Giovanni a Teduccio, meccanico; L. 573 ed un libretto personale del C.R.E.M.;
- 171) SCARPATI Giovanni di Domenico e di Pendice Concetta, nato il 22/6/904 a Cercola, residente a Resina via Bosco 20 - carta identita No 677 Resina, foglio congedo e L. 289,40;

- 172) GLIMALDI Maria di Carmine e di De Marco Maria Grazia, nata 1'11/10/1905 a Nocera Inferiore, ivi residente via Piedimonte 82; L. 548 con portafogli di cuoio;
- 173) PIRAS Costantino fu Battista e fu Pilla Luigia, nato il 31/5/1901 a Gonnosfaticca, minatore, residente a Rionero in Vulture Via T. Plastino No 2; carta identita No 8252, orologio di metallo con datena marca Roscof con lire 2929,50;
- 174) GICCONDO Giovanni di Giovanni e di Nocerino Anna, nato il 3/11/1924 a Resina, ivi residente, tessera identita No 850442, stuccatore; L. 312;
- 175) IURA Vincenzo fu Filippo nato a Baragiano non meglio identificato; un orologio e L. 12000 in assegni del Banco d'Italia da lire 1000 ciascuno, consegnati al maresciallo dei CC.RR. di Baragiano per recapitarli alla famiglia;
- 176) VENTRE Luigi fu Michele, conduttore capo FF.SS. tessera No. 361278; una fotografia ed un portafogli con documenti vari e L. 5229;
- 177) MONTI Natale, operaio della SITA - carta riconoscimento 4886 e lire 176;
- 178) SARNO Domenico di Francesco e di Libello Maria Assunta, nato 1'8/2/1898 a S. Severino Rota; portafogli con lire 312;
- 179) CIRILLO Antonio fu Carmine e di Campanella Maria, nato il 17/2/912 a Foggionarina; L. 351;
- 180) BORTARO Rosario - fuochista - manovale deposito locomotive FF.SS. carta identita No 3326832; protafogli con L. 4202, 15;
- 181) D'AMBROSIO Antonio di Vito, nato 1'11/6/1923 a Riscigliano, fuochista T.I. No 1 - 428978; portafogli con L. 1132;
- 182) SES A Domenico - matricola 268509 - Salerno - condutter e FF.SS. L. 2930;
- 183) CUOCO Vincenzo - conduttore FF.SS - tessera S.S. 358283 - libretto ferroviarie e L. 1500;
- 184) EBOLI Giuseppe - tessera identita Ente Autonomo;
- 185) NOCERINO Filippo di Luigi e di Briola Assunta, nato a Resina il 12/10/1910 carta identita No 1201 di Portici; L. 429,50;
- 186) AVVENTURATO Agostino di N.N. nato il 24/6/1895 a Napoli residente a Torre del Greco, C.I. No 954039 e L. 176;

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- 187) BONELLI Federi di e di Spina Maria, n. il 14/7/1916 a Resi-
na; portafogli con L. 230;
- 188) BOTTA Pietro fu Alessandro e fu Esposito Rosa, nato a Siano Cerchiara
(Calabria) nel 1906, carta identita 9631812 Cerchiara Calabria; por-
tafogli con L. 9776;
- 189) BOTTA Alfonso di Domenico e di Benedetto Maria, nato il 28/7/1900 a
Sarno residente a Senza, carbonaio; carta T. 737; libretto postale
No 02614 con L. 104;
- 190) IACOMINI Ciro di Luigi e di Cifariello Giovannina, nato a Resina, di
anni 15 - ivi residente in via Panto 9;
- 191) DI CRISTO Domenico di Luigi e di Cristo Rosa, nato il 13/10/1903 a
Torre del Greco; C.I. No 4.934915 Torre del Greco - L. 648;
- 192) PIERINI Arturo, nato il 13/11/1912 a Napoli, residente a Torre del
Greco; tessera No 7033150, portafogli con L. 1167;
- 193) VELARDO Giuseppe fu Gennaro e fu Sorrentino Costanza, nato il 22/4/
1892 a Torre del Greco - tessera No 2.168161; L. 747;
- 194) LOMBARDI Vincenzo fu Francesco e di Fermo Gelsomina, nato il 29/11/
1917 - C.I. Nocera Inferiore No 225118389;
- 195) GIORDANO Raffaele di Nicola e di Porano Pasqualina, nato a Vietri sul
Mare il 24/8/1927 non meglio identificato;
- 196) ESPOSITO Enrico fu Antonio e di Montella Giovanna, nato il 16/1/1892
a Torre del Greco - C.I. No 4.953652 e L. 30;
- 197) PARLATI Pasquale di Raffaele e di Santangelo Luisa, nato il 4/5/1913
ad Angri; L. 1578 e C.I. No 206;
- 198) GAUDIOSO Alfonso, classe 1923, I Reggimento Pontiero - Distretto
Salerno - matricola No 34101 - L. 1800;
- 199) SOMMA Armando fu Francesco e di Palomba Gelsomina, nato il 24/9/1921
a Torre del Greco - L. 100;
- 200) IANNONE Giuseppe di Michele e di Salvati Maria, nato il 18/4/1924 a
Valenzano - C.I. No 6776 San Severino Rota;
- 201) D'AURIA Bernardino fu Soccorso e di Petrone Maria Vita, nato il 15/12/
1889 a Pellizzara - C.I. Salerno No 740706 - L. 312;
- 202) D'AURIA Vito di Bernardino e di Criscoli Immacolata, nato il 15/6/1926
a Pellizzano - C.I. No 2736473 Salerno;
- 203) BRERINO Mario, nato il 9/1/1913, non meglio identificato - porta-
fogli cuoio, orologio metallo, un pacchetto di sigaretta;
- 204) VENEZIANO Nicola di Antonio e di Catalone Anna, nato il 16/3/1924
a Pagani - C.I. Pagani No 8560546 - portafogli con L. 537;

- 205) DI MAIO Vincenzo di Vincenzo - comando truppe s. izio piazza
Messian - fante 215 Battaglione complemento A.S.,
- 206) GERVONE Raffaele di Pasquale e di Pannico Maria, nato il 7/2/1919
a S.Giorgio a Cremano - C.I. No 7888 - L. 1445;
- 207) SAGGESE Romualdo, nato il 16/2/1891 a S.Giorgio a Cremano; C.I.
No D.C. 269918; portafogli con L. 1650;
- 208) MARTINELLI Francesco di Raffaele e di De Biase Clorinda, nato il
3/3/1908 ad Aversa, manovale - C.I. Strada Ferrata Meridionale
No 1521980; L. 75;
- 209) GIABELLE Luigi di Aniello e di De Simone Fortuna, nato il 29/3/1901
a Resina, muratore - C.I. No 7194282 - portafogli con L. 136;
- 210) NATIELLA Giacomo di Pasquale e di Napoli Maria, nato il 10/9/1925
a Salerno - foglio leva anno 1925 e L. 350;
- 211) MAGLIONE Domenico di Gennaro e di Scogliamiglio Carmela nato il
15/4/1926 a Resina - muratore - C.I. No 3299148 Resina; L. 1600;
- 212) SCROIA Gaetano - manovale FF.SS., portafogli con L. 2346;
- 213) SATURNO Gregorio, operaio, tessera SAIM No 3153 col libretto per-
sonale Cassa Lavoro e L. 2400, coltello ed accendisigaro;
- 214) CIRILLO Alfonso fu Domenico, non meglio identificato, L. 524;
- 215) Fante BARTINOMO Giuseppe di Giovanni, non meglio identificato;
L. 152,50;
- 216) AFUZZO Antonio fu Alfonso, nato ad Agerola il 13/6/1910, contadino,
col libretto personale porto fucile, una forbice, una portafogli
senza danaro e carte varie;
- 217) FALACE Domenico di Antonio e di Capozza Vincenza nato il 17/1/1899
a Napoli, residente a Cra di Stabia - C.I. 4995058 Curara di Sta-
bia e documenti vari; L. 1964,50;
- 218) MAZZON Marco di Sante e di Borsato Regina, nato il 17/8/1910 a Cur-
tarola, ivi residente - C.I. Curtarola No 2349 - L. 847,90;
- 219) LEONARDI Carmine di Aniello e di Agripaldi Rosa, nato il 18/7/1913
A Pagani. Foglio di congedo illimitato, fotografie e documenti vari;
L. 905;
- 220) FAVORITO Luigi di Enrico e fu Panariello Caterina, nato il 21/1/1909
a Boscotrecase, ivi residente; C.I. No 3380 Torre Annunziata e
documenti vari; L. 1578,30;
- 221) FORMISANO Michele di Gennaro e di Maffei Liberata, nato il 2/12/
1902 a Resina, ivi residente, C.I.No 1283 Resina, documenti vari
e L. 500;

- 222) ESPOSITO Pasquale di Salvatore e di Angara Bellone, nato 18/4/911 a Gragnano; foglio di congedo illimitato, fotografie e documenti vari; L. 1000 (rohi tedeschi);
- 223) GIOCONDO Tommaso di Giovanni e di Nocerino Anna, nato il 4/8/1908 a Torre del Greco, residente a Resina; C.I. No 901 Resina e documenti vari; L. 20;
- 224) TRAMONTANA Raffaele di Onofrio e di Passanano Raffaella, nato il 30/8/1913 a Pagani, ivi residente - C.I. No 1822 Pagani e L. 30;
- 225) NAPPI Tommaso di Felice di Antonietta L., soldato, con biglietto di licenza rilasciato il 20/8/1943 dall'ospedale militare di Genova appartenente al 207 Deposito Fanteria Catanzaro; L. 1205;
- 226) SENATORE Spedito, macchinista, tessera 356541, un orologio marca Persco e la somma di L. 2925,45;
- 227) RISTALDI Raffaele di Domenico e di Scogliamiglio Maria, nato il 1/5/1912 a Portici, C.I. No 9540984, documenti vari e lire 1577;
- 228) GIOSAFATTO Raffaele di Romito e di Ferrara Anna, nato il 27/3/1904 a Resina ivi residente - C.I. No 1118, documenti vari e L. 405;

CADAVERI NON IDENTIFICATI

- 229) Sconosciuto apparente eta anni 45, con indosso una tessera del P.N. F. a nome avallone Pietro di Giovanni, portafogli con L. 754,60 e documenti vari;
- 230) Donna - apparent eta anni 30 - veste gonna color verde e giacca marrone - statura metri 1,57, capelli color castani, L. 943,80; 6461
- 231) Uomo - eta apparente anni 20 - abito color kacki, capelli castani, statura regolare, L. 200;
- 232) Donna, eta apparente anni 16, statura m. 1,64, capelli castani veste gonna e giacca color marrone;
- 233) Uomo, eta apparente anni 20, veste uniforme militare g.v., statura m. 1,78, capelli neri;
- 234) Uomo, eta apparente anni 25, veste pantaloni color kacki ed un pastrano g.v., statura m. 1,70, capelli castani, una cicatrice sotto il mento, L. 5694;
- 235) Uomo, eta apparente anni 35, veste divisa militare g.v., statura m. 1,57, capelli castani;
- 236) Donna, eta apparente anni 45, stat.M. 1,54, gonna grigia e cappotto marro, capelli castani, L. 900;
- 237) Uomo, eta app. anni 17, pantaloni e giacca da cacciatore color di velluto, alt. m. 1,72, capelli colore castani; L. 790;
- 238) Uomo, eta app. anni 19, pantaloni chiari e giubba della R. Marina, stat. M. 1,45, capelli biancastri;

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- 239) Uomo, età app. anni 22, stat. n. 1,55, capelli neri;
- 240) Donna, età app. anni 25, stat. n. 1,55, capelli neri, aveva indosso un documento identificativo e salvaspina di cartone di tipo a 21 gennaio 1943, nato a Bari intorno il 12/12/1918 che serviva per ritirare il corpo di persona deceduta deceduta; L. 105;
- 241) Uomo, età app. anni 18, stat. n. 1,72, capelli castani neri, pantaloni neri giacca colorata e cappotto grigio; L. 110;
- 242) Uomo, età app. anni 30, stat. n. 1,58, capelli castani, aveva indosso un documento e aveva identificato persona per deceduto nel porto di Napoli; L. 238;
- 243) Uomo, app. età anni 25, pantaloni militari e giacca g.v., stat. n. 1,55, capelli ricciolati; L. 35,30;
- 244) Donna, età app. anni 27, stat. n. 1,55, capelli neri, veste nera;
- 245) Donna, età app. anni 25, stat. n. 1,55, capelli castani, gonna e giacca neri;
- 246) Uomo, età app. anni 20, veste da militare g.v., stat. n. 1,70, capelli castani;
- 247) Uomo, età app. anni 40, capelli neri, veste di nero;
- 248) Donna, età app. anni 40, veste scura, capelli neri, L. 113,15;
- 249) Donna, età app. anni 45, capelli neri, vestito bleu, L. 1903; 6430
- 250) Donna, età app. anni 45, vestito bleu, L. 1285; in un berrettino;
- 251) Uomo, età app. anni 40, cappotto nero, pantaloni militari, L. 36;
- 252) Uomo, età app. anni 40, nessun documento indosso;
- 253) Uomo, anni 15, con biglietto ferroviario repacito scalfati, ha indosso fotografia non somigliante a lui;
- 254) Uomo, anni 15, veste nero senza documenti;
- 255) Uomo, età app. anni 17, pantaloni bleu, giacca nero, capelli neri, nulla indosso;
- 256) Donna, età app. anni 33, capelli neri, vestito e cappotto nero, fascioline color lilla e sciarpetta color lilla;
- 257) Donna, età app. anni 30, capelli castani, indossa abiti maschili belli.
- 258) Donna, età app. anni 60, veste nero, capelli bianchi, indossa un sandaglione di ragazza che non rassomiglia a lei; L. 143,20
- 259) Donna, anni 45, capelli biondi, vestito di nero;
- 260) Uomo, età app. anni 20, veste da soldato senza documenti né valori;

- 239) Uomo, eta app. anni 18, stat. m. 1,55, capelli castani;
- 240) Donna, eta app. anni 26, stat. m. 1,66, capelli neri, aveva indosso un documento indirizzato a Salvatore Di Martino di Giro e di Somma Maria, nato a Muro Lucano il 14/11/1943 che serviva per ritirare al comune di Portici tessera annonaria; L. 405;
- 241) Uomo, eta app. anni 19, stat. m. 1,72, capelli castani scuri, pantaloni marro giubba coloniale e cappotto grigio; L. 1340;
- 242) Uomo, eta app. anni 30, stat. m. 1,58, capelli Castani, aveva indosso un documento a nome Gigantini Guerrino per accesso nel porto di Napoli, L. 238;
- 243) Uomo, app. eta anni 25, pantaloni R. Marina e giubba g.v., stat. m. I e 60, capelli brizzolati, L. 15,30;
- 244) Donna, eta apparente anni 27, stat. m. 1,56, capelli neri, veste nera
- 245) Donna, eta app. anni 25, stat. m. 1,50, capelli castani, gonna e giacca rossa;
- 246) Uomo, eta app. anni 28, veste da militare g.v., stat. m. 1,70, capelli castani;
- 247) Uomo, eta app. anni 40, capelli neri, veste di nero;
- 248) Donna, eta app. anni 40, veste scura, capelli neri, L. 413,15
- 249) Donna, eta app. anni 45, capelli neri, vestito bleu, L. 1943; 6400
- 250) Donna, eta app. anni 45, vestito bleu, L. 1285; in un borsellino;
- 251) Uomo, eta app. anni 40, cappotto nero, pantaloni militari, L. 36;
- 252) Uomo, eta app. anni 40, nessun documento indosso;
- 253) Uomo, anni 16, con biglietto ferroviario repacito Scafati, ha indosso fotografia non somigliante a lui;
- 254) Uomo, anni 15, veste nero senza documenti;
- 255) Uomo, eta app. anni 17, pantaloni bleu, giacca nera, capelli neri, nulla indosso;
- 256) Donna, eta app. anni 33, capelli neri, vestito e cappotto nero, fazzoletto color lilla e sciarpetta color lilla;
- 257) Donna, eta app. anni 30, capelli castani, indossa abiti maschili belli.
- 258) Donna, eta app. anni 60, veste nero, capelli bianchi, indossa un medaglione di ragazza che non rassomiglia a lei; L. 143,10
- 259) Donna, anni 45, capelli biondi, vestita di nero;
- 260) Uomo, eta app. anni 20, veste da soldato senza documenti ne valori;

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- 261) Donna, eta app. ani 60, veste nero e sottano r a, nulla indosso;
- 262) Uomo, eta app. anni 30, indossa cappotto militare, portafogli contenente figurina religiosa;
- 263) Donna, eta app. anni 65, veste di nero;
- 264) Uomo, anni 16, veste nero, prtava indosso una busta con il seguente indirizzo: Fedenzo Matteo presso stazione amplificatori-portafogli vuoto;
- 265) Donna, eta app. anni 20, vestita bleu; L.195; L. 3 in moneta spic;
- 266) Donna, eta app. anni 50, vestita abito celeste, con cinque pacchetti di sigarette ed una saponetta;
- 267) Donna, eta app. anni 40, capelli castani, vestito verde, ha indosso L. 127 ed un pezzo di stoffa bianca;
- 268) Uomo, eta anni 30, vestito caki, capelli neri, nulla indosso;
- 269) Uomo, eta app. anni 10 capelli biondi;
- 270) Donna, eta app. anni 30, capelli castani, ha indosso un mazzo di chiavi e L. 251,30;
- 271) Donna, eta app. anni 40, veste bleu, borsetta caki e L. 1240;
- 272) Uomo, eta app. anni 24, veste da marinaio, ha indosso una moneta da L. I antica, un coltello, due boccette di nero folletto;
- 273) Uomo, eta app. anni 15, veste borghese, nulla indosso; 6433
- 274) Uomo, eta app. anni 16, ha indosso L. 800, tabacco e sigarini Roma;
- 275) Uomo, eta app. anni 35, veste g.v. nulla indosso;
- 276) Uomo, eta app. anni 38, bienda, veste di velluto, ha indosso carte annonarie intestate ad Angelicchio Maria Antonia, Oliveto Antonio, Zaccardo Palma, Oliveto M. Rosa, Oliveto Gerardo, Magra Rosa e L. 400.
- 277) Donna, eta app. anni 38, ~~kit~~ ha indosso L. 13;
- 278) Uomo, eta app. anni 40, capelli neri, nulla indosso;
- 279) Uomo, eta app. anni 40, veste scuro, nulla indosso;
- 280) Uomo, eta app. anni 16, L. 115;
- 281) Donna, anni 55, L. 36;
- 282) Donna, eta app. anni 30, capelli neri, calze gialle e veste grigio;
- 283) Uomo, eta app. anni 13, capelli neri, pantaloni corti bleu e giacca bleu;

- 284) Uomo, eta app. anni 16, capelli chiari, vestita su;
- 285) Uomo, eta app. anni 25, pantaloni militari, camicia militare, L. 684;
- 286) Uomo, eta app. anni 24, pantaloni alla R Marina.
- 287) Uomo, eta app. anni.... soprannominato "Peppe il contrabbandiere" aveva indosso un orologio FF.SS un anello di osso con fotografia e L. 8006.
- 288) Donna, eta app. anni 30, veste grigio, capelli bruni;
- 289) Donna, eta app. anni 60, cappotto g.v. e capelli grigi; L. 100;
- 290) Uomo, eta app. anni 40, vestito con panni militari;
- 291) Uomo, eta app. anni 30, con pantaloni bleu e giacca militare, capelli neri e L. 188;
- 292) Uomo, con pantaloni grigi e giacca nera, eta apparente anni 55;
- 293) Uomo, eta app. anni 30, capelli neri, vestito da marinaio; L. 884;
- 294) Uomo, eta app. anni 50, capelli grigi e giacca da marinaio; L. 984;
- 295) Uomo, eta app. anni 16, pantaloni corti e giacca militare;
- 296) Uomo, eta app. anni 40, pantaloni neri e giacca scura;
- 297) Uomo, eta app. anni 45, giacca e pantaloni militari; L. 63;
- 298) Donna, eta app. anni 40, veste scuro con capelli neri L. 480;
- 299) Donna, eta app. anni 50, veste scuro con borsellino con L. 176; 6908
- 300) Uomo, eta app. anni 25, pantaloni neri e giacca g.v. L. 350;
- 301) Donna, eta app. anni 18, veste bleu, nulla indosso;
- 302) Uomo, eta app. anni 30, pantalone scuro e giacca militare; L. 1620;
- 303) Uomo, eta app. anni 40, veste pantaloni e giacca militare g.v. capelli neri; L. 1196;
- 304) Uomo, eta app. anni 18, veste g.v. capelli neri L. 410;
- 305) Uomo, eta app. anni 34, pantaloni coloniali e giacca chiara con portafogli vuoti;
- 306) Uomo, eta app. anni 15, pantaloni neri, probabilmente figlio di ferroviere-rinvenuta indosso la somma di L. 570;
- 307) Uomo, eta appar. anni 50, pantaloni marro e giacca bleu L. 2540;
- 308) Uomo, app. eta anni 40, vestito scuro, L. 1800;

- 309) Uomo, eta app. anni 45, vestito scuro, aveva indosso la somma di L 3724;
- 310) Uomo, eta app. anni 40, bvestito con pantaloni chiari, giacca militare, aveva indosso la somma di L 200;
- 311) Uomo, eta app. anni 44, pantaloni coloniali e giacca scura; L 736;
- 312) Donna, eta app. anni 25, vestita bleu e cappotto chiaro, L. 1660;
- 313) Uomo, eta app. anni 45, vestito con panni militari e camicia grigia;
- 314) Uomo, anni 18 circa, con pantaloni di tela e maglione di lana g.v. capelli biondi;
- 315) Uomo, eta app. anni 18, colorito bruno, pantaloni marro e giacca coloniale;
- 316) Uomo, anni 25 circa, veste g.v. capelli castani, L 500;
- 317) Uomo, eta app. anni 15, veste g.v. capelli castani;
- 318) Uomo, eta app. anni 24, veste g.v. capelli castani;
- 319) Uomo, eta app. anni 50, capelli brizzolati, veste impermeabile nero;
- 320) Uomo, eta app. anni 17, veste marinaio, capelli neri; L 10;
- 321) Uomo, eta app. anni 45, capelli castani, veste abito nero; L 700;
- 322) Uomo, eta app. anni 60, veste con giubba militare g.v. e pantaloni, capelli grigi;
- 323) Uomo, eta app. anni 45, veste uniforme militare, capelli grigi; L 1260;
- 324) Uomo, eta app. anni 40, veste giubba grigia, capelli castani, L 256;
- 325) Uomo, eta app. anni 17, veste divisa militare, capelli castani;
- 326) Uomo, eta app. anni 20, veste militare, capelli castani; 6457
- 327) Uomo, eta app. anni 40, veste militare, capelli castani, L 245;
- 328) Uomo, eta app. anni 30, veste giubba g.v. capelli castani;
- 329) Uomo, anni 35 circa, capelli neri, veste giubba da marinaio, pantaloni scuri;
- 330) Uomo, eta app. anni 35, veste abito nero, capelli neri;
- 331) Uomo, eta app. anni 20, veste abito marro, capelli neri;
- 332) Uomo, eta app. anni 22, veste abito militare, capelli castani;
- 333) Uomo, eta app. anni 25, capelli neri, giubba g.v. pantaloni marro, L. 7;
- 334) Uomo, eta app. anni 25, veste divisa militare, capelli neri L 10;
- 335) Uomo, eta app. anni 30, veste divisa militare, capelli neri, L. 980;

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- 336) Uomo, eta app. anni 24, veste alla marinaio, capelli castani;
- 337) Donna, eta app. anni 32, veste marro, capelli castani; L 730.
- 338) Donna, eta app. anni 26, cappotto bleu, capelli castani;
- 339) Donna, eta app. anni 30, veste abito color caffe, capelli castani, L 1500.
- 340) Donna, eta app. anni 25, veste abito nero, capelli castani;
- 341) Uomo, eta app. anni 40, veste giubba grigia con pantaloni neri, capelli castani, L 39;
- 342) Uomo, eta app. anni 45, veste pantaloni color caffe giacca velluto, capelli neri; L 1527;
- 343) Uomo, eta app. anni 42, indossa abito grigio rigettato, scarpe marro;
- 344) Uomo, eta app. anni 35, colorito bruno, indossa divisa militare da marinaio, soprabito grigio quadrettati, rinvenute indosso lire 1248.
- 345) Uomo, eta app. anni 35, indossa abito grigio verde con stivaloni neri, capelli ricci, rinvenute indosso L 1295.
- 346) Donna, eta app. anni 50, da Sicignano, indossa cappotto bleu guarnito con pelliccia, rinvenute sacche to con L. 604;
- 347) Uomo app. eta anni 30, indossa pantaloni bleu e giacca g.v. rinvenute indosso L. 1722 ed un biglietto di banca atera;
- 348) Donna, eta app. anni 40, indossa veste giacca colore nero e cappotto color caffe: segni particolari: dente d'oro alla mandibola, superiore, lato destro ed un paio di or ecchini di metallo;
- 349) Uomo, eta app. anni 40, giacca g.v. con pantaloni e camicia neri, soprabito marrone, portafogli contenente L. 1560.
- 350) Donna, eta app. anni 35, abito nero con giacca bleu; rinvenuta indosso una borsetta di cuoio contenente L 2099;
- 351) Uomo, eta app. anni 40, con pantaloni grigio quadrettati e giacca grigia rigettata, con soprabito marro scuro e sciarpa di lana avana, nonche stivaloni aperti avanti, rinvenuti cinghia di cuoio indosso;
- 352) Uomo, eta app. anni 40, giacca grigia e pantaloni alla sportiva color grigio rigettato con soprabito marro a squame di pesce, scarpe al cromo da militare;
- 353) Donna, eta app. anni 45, indossa veste nera con maglione bleu e sciarpa bianca;
- 354) Uomo, eta app. anni 18, giacca grigia, pantaloni bleu, cappotto caffe e sopra un impermeabile militare;

- 355) Uomo, eta app. anni 16, giacca di pelle con sotto altra grigia e pantaloni bleu, rinvenuti indosso, L. 1700,90;
- 356) Donna, eta app. anni 25, capelli castani, veste pisello e soprabito marro;
- 357) Uomo, eta app. anni 28, abito g.v. nulla indosso;
- 358) Donna, eta app. anni 16, veste abito rigato celato con giacca bleu capelli castani, rinvenuta indosso una chiave;
- 359) Uomo, eta app. anni 25, pantaloni marro e giacca grigia, portafogli contenente L. 301;
- 360) Uomo, eta app. anni 18, pantaloni marro e giacca bleu da marinaio con cappotto g.v.;
- 361) Donna, eta app. anni 20, capelli castani, indossa veste nera con giacca grigia, rinvenuti indosso L. 251;
- 362) Uomo, eta app. anni 15, sciarpa nera al collo, pantaloni militari g.v. con giubba, capelli neri; L. una;
- 363) Donna, eta app. anni 18, statura bassa, cappotto verdone, camicetta nera, capelli castani; L. 100;
- 364) Donna, eta app. anni 18, veste cappotto nero, impermeabile grigia, sciarpa rigettata bianca e nera al collo, statura regolare, oggetti rinvenuti una fotografia con la dicitura "Apicella Gennaro;"

- 365) Donna, eta app. anni 30, veste paletto bleu, sciarpa grigia; L.66;
- 366) Donna, eta app. anni 15, veste sottana e giacca bleu, sciarpa a strisce rosse e nero, capelli castani, statura normale, rinvenuta penna stilografica;
- 367) Uomo, eta app. anni 40, mano destra paralizzata, sciarpa nera al collo;
- 368) Uomo, eta app. anni 18, veste cappotto quadrettato grigio, pantaloni grigi quadrettati;
- 369) Uomo, eta app. anni 50, cappotto grigio, giubba militare G.V. pantaloni bleu rigettato, sciarpa gialla grigio, statura m. 1,70 circa L. 1902;
- 370) Uomo, anni 50 circa, cappotto militare g.v. camicia kaki ed una G.V. pantaloni da marinaio, L. 236;
- 371) Uomo, eta app. anni 25, indossa cappotta militare g.v. un secondo cappotto americano, sciarpa bianca, scarpe militari e pantaloni grigio scuro; L. 600;
- 372) Uomo, eta app. anni 30, giacca militare g.v. pantaloni verdini scuri, seconda giacca e pantaloni colore marro, capelli neri;
- 373) Donna, eta app. anni 25, cappotto grigio, sottana grigio scuro, capelli castani, L. 1216; ed una spilla con faragone di ottone;
- 374) Uomo, eta app. anni 55, stat. m. 1,60 circa, veste cappotto verdine scuro, pantaloni lunghi militari kaki; L. 508, un portamoneta di cuoio, una ricevuta dei conti correnti postali eseguiti nell'uffici di Piemonte da Scuola Gius;
- 375) Uomo, eta app. anni 18, giacca e pantaloni riggettati bleu rosso, sciarpa rosso al collo, rinvenuto un biglietto ferroviario da Battipaglia a Potenza; 6404
- 376) Uomo, eta app. anni 40, giubba g.v. militare, pantaloni bleu da marinaio, sciarpa variopinta al collo, capelli castani, stat.m. 1,60;
- 377) Uomo, eta app. anni 30, veste giacca riggettata, pantaloni grigi chiari, capelli castani, stat. M; 1,65 circa, sciarpa riggettata marrone bianca;
- 378) Uomo, eta app. anni 35, stat. m. 1,68 circa, giubba g.v. militare e pantaloni da marinaio, sciarpa riggettata rossa, capelli castani L. 33 ed un biglietto ferroviario Salerno Patenza.

- 379) Uomo, eta app. anni 13, vestito cappotto marrone quadrettato a doppia riga, giacca grigio, pantaloni e calzoncini g.v. scarpe al cromo tipo militare; oggetti rinvenuti: una for bicetta legate ad una catenian;
- 380) Uomo, eta app. anni 40, cappotto militare tinto nero, pantaloni g.v. scarpe a zoccoli di legno; rinvenuto indosso forbici ripieghevoli ed una trombetta zincheresca;
- 381) Uomo, eta app. anni 50 cappotto verdone, pantaloni grigi, baffi bianchi, statura regolare sciarpa nera;
- 382) Uomo, eta app. anni 25, porta impermeabile da ferroviere pantaloni da marinaio, giubba militare g.v. occhiali da motociclista, scarpe con elastico;
- 383) Donna, eta app. anni 30, stat. m. 1,60 circa, corporatura robusta, capelli neri e a treccie, cappotto bleu, camicetta nera, L. 419 e portamoneta in stoffa color celeste;
- 384) Uomo, eta app. anni 30, veste cappotto da marinaio conuniforme pure da marinaio, capelli neri;
- 385) Donna, eta app. anni 20, cappotto celeste, capelli neri, statura media, corpo atura robusta; L. 1200;
- 386) Donna, eta app. anni 25, veste giubbone da marinaio, capelli castani, corporatura regolare, statura m. 1,60 circa, rinvenuto indosso una chiave;
- 387) Uomo, eta app. anni 25, veste giubbone da marinaio, pantaloni grigi, capelli neri, statura m. 1,58 circa, rinvenute L. 301;
- 388) Uomo, eta app. anni 45, giubbone da marinaio, giacchetto conero quadrettato, capelli neri, statura m. 1,70 circa;
- 389) Uomo, eta app. anni 25, vesteuniforme militare, L.421; 6403
- 390) Uomo, eta app. anni 28, veste uniforme militare, con sciarpa nera al collo, rinvenuta indosso una cartolina in franchigia indirizzata a Celentano Gennaro da Baronissi (Salerno);
- 391) Uomo, eta app. 50 circa, indossa uniforme militare;
- 392) Uomo, eta app. anni 40, pantaloni marro, camicia caki, capelli neri;
- 393) Uomo, eta app. anni 35, capelli neri, labbro inferiore grosso, camicia caki con maglione verdogliolo di lana, pantaloni di tela caki giubba di panno g.v. L. 6192;

- 394) Uomo, eta' app. anni 30, capelli neri, bustina militare g.v. camiciotto g.v. con chiusura lampo, sciarpa rossa rigettata bleu, rinvenuto un guanto pelle ed un pettine;
- 395) Uomo, eta' app. anni 35, capelli castani, vestito da marinaia, passamontagna g.v.;
- 396) Donna, eta' app. anni 28, capelli castani, abito bleu', camicetta bleu' fiorata, stato interessante, rinvenuto un fazzoletto bianco con bandiera a croce uncinata ed una fotografia;
- 397) Uomo, eta' app. anni 25, giubba militare g.v. con bustina e camicia e capelli castani;
- 398) Donna, anni 35 circa, veste giubba militare g.v. camicetta fiorata capelli neri, statura normale;
- 399) Donna, eta' app. anni 40, statura bassa, capelli neri, sciarpa di lana celeste, rinvenute indosso L. 1076,40;
- 400) Donna, eta' 40 circa, capelli biondi naturali, statura bassa, giubbotto di pelliccia color cenere, denti insisi di oro, L. 4367;
- 401) Donna, eta' app. anni 35, capelli castani, corporatura robusta, fazzoletto rosso in testa;
- 402) Uomo, eta' appar. anni 20, cappotto caffè', giubba e pantaloni militari g.v., statura normale;
- 403) Uomo, eta' anni 28 circa, cappotto azzurro da aviazione, pantaloni kaki, capelli neri;
- 404) Donna, eta' app. anni 35, capelli castani, abito rosso chiaro, statura regolare, corporatura robusta; L. 3168 con borsellino di tessuto;
- 405) Donna, eta' app. anni 40, corporatura robusta, statura media, veste nero;
- 406) Uomo, eta' app. anni 35, capelli castani, pantaloni e giubba chiara
- 407) Donna, eta' 25 circa, capelli neri, giacca nera, sottana color caffè';
- 408) Uomo, eta' app. anni 40, statura media, capelli castani, cappotto nero, L. 55,60;
- 409) Uomo, eta' app. anni 27, uniforme da ~~XXXXX~~ marinaio, capelli castani, corpor. robusta, statura alta;
- 410) Uomo, eta app. anni 15, veste giubba militare g.v. pantaloni neri capelli castani;

- 410) Uomo, eta' app. anni 15, veste giubba militare g.v. pantalone neri capelli castani;
- 411) Uomo, anni 15 circa; cappotto e pantaloni neri, capelli castani scuri, statura normale;
- 412) Uomo, eta' app. anni 30, veste tuta da autista color bleu', giacca militare g.v., capelli castani ondulati; L. 9;
- 413) Uomo, eta' app. anni 35 veste cappotto color canere quadrettato, pantaloni da marinaio, capelli castani, statura media, L. 40;
- 414) Uomo, eta' app. anni 28, abito militare g.v. completo, capelli neri statura media; L. 10;
- 415) Donna, eta' app. anni 20, statura bassa, capelli castani, veste giubetto stoffa inglese e camicetta variopinta; L. 950;
- 416) Donna, eta' app. anni 30, veste abito bleu', capelli castani, corporatura robusta;
- 417) Donna, eta' app. anni 28, capelli neri, statura media, fazzoletto color caffè', punteggiato bianco in testa, sciallo rosso; L. 107,80; con portamoneta di tela carato;
- 418) Donna eta' app. anni 20 veste giacca grigia, capelli castani, corporatura robusta;
- 419) Uomo, eta' app. anni 15, capelli castani, veste abito grigio, statura bassa;
- 420) Uomo, eta' appar. anni 35, veste giubba da marinaio, capelli castani, oggetti rinvenuti: lettere indirizzate a varie persone; un rosario e una piccola chiave;
- 421) Uomo, eta' app. anni 30, veste pantaloni bleu' con giacca verdognola, capelli neri ondulati; statura e corporatura regolare, rinvenuti indosso L. 10 ed una catenina con due chiavi;
- 422) Uomo, eta' app. anni 20, biondo, vestito da militare, rinvenute L. 804;
- 423) Gigliano Mateo, ferroviere -
- 424) Barbaro Rosario - ferroviere

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