

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

785017

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10000/109/1475

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TRAIN DISASTER REPORT, 6 MAR 1944
MAR. 1944

U. S. SECRET
Equals British SECRET

Allied Force
MILITARY RAILWAY SERVICE
Office of Director General

SECRET

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

A. P. O. 400
20 March 1944

Subject: Report of Board on Railroad Accident.

To: Executive Commissioner, Hq. A.C.C.
A.P.O. 394, U.S. Army

1. Attached are two copies of report of investigation of the death of fireman Tramutolo of Train 8140 in Cella Tunnel near Campo Maggiore, Italy, on 6 March 1944.

2. At the request of the Director General, the Board appointed to report on the accident to Freight Train 8017 on 3 March near Balvano was requested to also investigate this similar type of accident occurring three days later near Campo Maggiore on the line between Metaponto and Potenza. The only fatality in this later case was the fireman of Engine 480.012, who shortly after arrival at Potenza was pronounced dead by Italian Dr. Parello, who stated that the cause of death was carbon monoxide poisoning.

3. There was no American or British personnel involved as the train was being operated by an Italian crew under Italian rules and the Allied Government should therefore accept no responsibility in connection with any claims growing out of this accident.

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

2 Incls
Copies of Report of Investigation.

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REPORT ON THE DEATH OF FIREMAN TRAMUTOLO ON TRAIN 6316, RUNNING AS NO.
8140, IN CELLA TUNNEL, NEAR CAMPO MAGGIORE,
ITALY, I.S.R., ON MARCH 6TH 1944.

About 2120, 6 March 1944, Train No. 8140, stopped in Cella Tunnel, near Campo Maggiore, Italian State Railways, Italy, resulting in the death of one employee.

Train 8140, Engine 745.009, with 27 loads, 629 gross tons, departed Taranto passed Metaponto and arrived Grassano at 1845 hours 6 March. The movement of the train from Taranto to Grassano was without incident. At Grassano pusher engine 480.012 was placed on the rear. Train departed Grassano at 1910 hours. The train made usual time to Calciano but stopped between Calciano and Campo Maggiore so that the pusher engine could blow up steam. The train arrived Campo Maggiore at 2030 hours and departed at 2109 hours, total delay of 39 minutes taking water on both engines. Approximately three-fourths of the way through Cella tunnel Train 8140 stopped because the engineer of the pusher engine closed the throttle. The train was then backed out of the tunnel and returned to the station at Campo Maggiore.

When the train returned to Campo Maggiore it was found that the engineer and fireman of Engine 480.012, the pusher engine, were unconscious. First aid was administered and after approximately 80 minutes Engineer Malagutti regained consciousness. Fireman Tramutolo was also given first aid but did not regain consciousness and apparently was dead when placed on the Military Passenger Train and taken to Potenza.

Shortly after arrival at Potenza he was pronounced dead by Italian Dr. Parello, who stated that the cause of death was carbon monoxide poisoning. The fact that there was no blood on Fireman Tramutolo's face did not bleed can be explained by either or a combination of two theories. A person suffering from carbon monoxide poisoning would not bleed as readily as a normal person due to constriction of the blood vessels. Also, a person falling and cutting his face under conditions similar to those under which Fireman Tramutolo must have fallen would have suffered shock and this would have contracted the blood vessels which would have delayed the flow of blood for possibly an hour. By that time Tramutolo was dead and, of course, his blood coagulated.

The railway line from Metaponto to Potenza is a single track, secondary line through rolling and mountainous territory. Grades successively increase from Metaponto to Potenza, the grade between Grassano and Potenza varying from 1.3% and 1.5%. At the point of the accident in Cella tunnel the grade is 1.4%. This line is operated under Italian station-to-station manual block rules. Trains are manned by Italian train and engine crews. The same class of locomotives are in service now that were in service on this line before the arrival of the Allied Forces.

Locomotives. Engine 745.009 and Engine 480.012 were not inspected after the accident, but both engineers state that the locomotives were in good condition, and when these locomotives were examined at Taranto several days later they were found to be in good condition. 6811

Operation. Train 8140 consisted of 27 loads, 629 tons, and had good movement from Taranto to Grassano. At Grassano pusher engine 480.012 was placed on the rear, this engine having arrived light at Grassano from Potenza at 1230 hours.

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The fire was cleaned, water was taken and the engine made ready for pusher service. This engine departed Grassano as pusher on Train 8140 at 1910 hours. The train arrived Calciano at 1921 hours and departed at 1922 hours, arrived Campo Maggiore at 2030 hours and departed at 2109 hours, delayed at Campo Maggiore 39 minutes to take water on both engines.

From Campo Maggiore to Cella tunnel, a distance of 7/10 of a kilometer, the train did not gain normal speed and entered Cella tunnel at a slower rate of speed than would be normal. The engineer and fireman on the lead engine experienced no trouble.

The engineer and fireman on the pusher locomotive were sitting together on the deck of the engine with wet handkerchiefs held over their faces. The engineer of the pusher engine experienced considerable difficulty breathing due to the smoke and gases in the tunnel and remarked to his fireman that the gas was becoming too strong for him and that he thought it best to stop his engine and let the train back out of the tunnel. The fireman replied that he thought it best to continue on through the tunnel. However, engineer Malagutti got up, opened the steam valve to the air pump, which had been closed, and closed the throttle on the engine. He did not apply the brakes or reverse his engine. Engineer Malagutti then states that he fell on the deck of the engine and became unconscious because of the smoke and the gas. It was his belief that Fireman Trasutolo was still alive and tried to assist him. As he was semi-conscious or unconscious at the time, he does not remember the details.

Then Engineer Malagutti closed the throttle on the pusher engine. Engineer Gasparini on the lead engine felt the train dragging and realized that he could not pull the train and closed his throttle also. The estimates as to the length of time before this train backed out of the tunnel vary, but it is believed that the engineer of Train 8140 backed his train out of the tunnel as quickly as possible, probably within one or two minutes after having stopped.

When the train stopped the lead engine was less than 200 yards from the exit or west portal of Cella tunnel. Cella tunnel is on a 1.4% grade and is tangent for 642 meters, and the last 250 meters are on a 3 1/4-degree to the right. The pusher engine evidently did not enter Cella tunnel more than 350 meters before Engineer Malagutti decided that he was being overcome with smoke and stopped the train by closing the throttle on the pusher engine.

During the course of the investigation it was developed that it is the usual practice that when an engine stops in a tunnel under conditions similar to this the engineer reverses the engine and backs out of the tunnel. The rail and track of Cella tunnel was in good condition and dry. Neither engine of Train 8140 slipped while in the tunnel. The tunnel is reasonably well ventilated and no train had passed through the tunnel for several hours. 6610

Train 8140 had 27 loads, 629 tons. Existing instructions limit the tonnage of any type of train to 675 tons. The two locomotives at the point involved (1.4% grade) should have been capable of pulling 880 gross tons. Both engineers stated that they had a full head of steam and that the engines were in good condition. There has never been a similar accident in this particular tunnel and only one similar accident on this line in recent years.

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Conclusion. Records indicate that the two locomotives are capable of pulling 30% more tonnage than was actually in this train, yet from the statements of all members of the train and engine crew it would appear that the locomotives had difficulty handling this train at normal speed. It is believed that too much tonnage was a contributing factor to this accident.

It also appears that Engineer Malagutti became panicky, believing that he was being overcome by the smoke, and stopped the train; whereas, if he had continued on through the tunnel it is thought that the gas fumes and smoke would not have so seriously affected him and led to the death of his fireman.

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TRAIN WEST, TRAIN 8140, 6 MARCH 1941

<u>Car</u> <u>Init</u>	<u>Car</u> <u>Number</u>	<u>Type of</u> <u>Car</u>	<u>Contents</u>	<u>From</u>	<u>To</u>	<u>Gross</u>	<u>Net</u>	<u>Tare</u>
FS	467693	Gondola	Coal	Taranto	Potenza	24	8	16
FS	496766	"	"	"	"	26	9	17
FS	046020	"	"	"	"	24	9	15
FS	447150	"	"	"	"	23	7	16
FS	476978	"	"	"	"	23	7	16
FS	463647	"	"	"	"	25	9	16
DR	97958	"	"	"	"	28	9	19
FS	416721	"	"	"	"	23	7	16
FS	477386	"	"	"	"	23	7	16
FS	350958	Box	BSO Sups.	"	Naples	19	9	10
DR	14357	"	"	"	"	20	10	10
FCH	29055	"	"	"	"	21	9	12
DR	1701677	"	"	"	"	21	11	10
FS	9550839	Tank	Olive Oil	"	"	25	10	15
FS	558402	"	"	"	"	25	10	15
FS	7900844	"	"	"	"	31	11	20
FS	7900826	"	"	"	"	21	10	11
DR	8998	Box	Eqn Pt Ingr	"	"	12	10	2
FS	205263	"	Figs	"	Pompeii	18	11	7
FS	1004760	"	"	"	"	23	12	11
FS	1025720	"	Oranges	"	"	25	10	15
FS	1005622	"	Grain	"	Potenza	29	10	19
FS	188618	"	Wine	"	Naples	22	11	11
FS	982976	Tank	Olive Oil	"	"	26	11	15
FS	982008	"	"	"	"	26	11	15
FS	156177	Box	Horse Feed	"	Pagani	18	8	10
FS	1006488	"	"	"	Torre Ann	20	11	17

Totals - Gross 629
Net 257
Tare 372

6608

STATEMENT MADE BY CAPO STAZIONE CAGGIANO ROCCO OF CAMPO MAGGIORE

7 March 1944

Train 8140 yesterday departed at 2109 from this station and stopped in Cella tunnel between Campo Maggiore and Trevigno because the engine crew, Malagutti and Tramutolo, on pusher engine 480.012 had been seriously affected by smoke. Train 8140 returned from the tunnel and the Capo Treno came to this station for help. I went to the train and ordered it to return to Campo Maggiore, where it arrived at 2140 hours.

Immediately, with the help of other people, an attempt was made to revive as quickly as possible with the aid of artificial respiration, with the result that after 80 minutes Malagutti regained consciousness but was not able to continue on duty. Fireman Tramutolo did not recover and died after two hours.

For this reason it was necessary to ask for transportation on Train 3138 to Potenza to take these men to the hospital; camphor treatment for these men was also requested. Train 3138 was delayed by Train 8140 and departed Campo Maggiore thirty-three minutes late. An English doctor, who was travelling on this train, ordered a compartment turned over to the two men to carry them to Potenza.

A relief engine crew for Engine 480.012 arrived from Grassano at 0245 and Train 8140 again departed at 0350 hours with two pusher engines.

CAGGIANO ROCCO,
Capo Stazione, Campo Maggiore.

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REPORT OF CONDITION OF LOCOMOTIVES

Inspection of Engine 745.009, Taranto, Italy, 12 March 1944:

Firebox in good condition.
Boiler Tubes in good condition.
Smokebox in good condition.
Driving Mechanism in good condition.
Sand Domes functioning properly.

Inspection of Engine 460.012, Taranto Italy, 12 March 1944:

Firebox in good condition.
Boiler Tubes in good condition.
Smokebox in good condition.
Driving Mechanism in good condition.
Sand Domes functioning properly.

MOVEMENT OF TRAIN 8140 6-7 MARCH

Arrived

1845
1921
2030
(Return) 2140

GRASSANO
Calciano
Campo Maggiore
" "

Departed

1910
1922
2109
0315 (7 March)

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MINISTRY OF COMMUNICATION
HEALTH SERVICES

NAME AND SURNAME - Gennaro Tramutolo

The son of the late Rosco, age 32 years. Residence - Potenza Rione San
Rosco #5. Worked for the State Railway in the Traction Department; quali-
fication - labor and fireman.

(The place, date and hour of the accident) At the station of Campo Maggiore
6 March 1944, at 1800 hours.

(Description of Injury) From an asphyxial oxide of the coal.

(Details of the injury) While he was on duty on the locomotive of the train
8140 suffered an attack of carbon monoxide poisoning from the coal in the
Tunnel of Cella near Campo Maggiore.

(Observations) The said agent was transported to the Principal Hospital Saint
Charles (N) of Potenza where he succumbed a few hours later.

The Medical Doctor

/s/ Parello

Potenza, 3/6/1944.
The Chief Depositor
of Potenza Inferiore
State Railway.

(Witness sworn in)

Q. What is your name?

A. Meccariello Julius.

Q. What is your position?

A. Brakeman.

Q. Stationed at Potenza?

A. Yes.

Q. Were you on train 6316, running as 8140, on night of 6 March?

A. Yes.

Q. How many cars did this train have through Campo Maggiore?

A. I do not know. The Capo Treno does.

Q. Where were you stationed on this train?

A. In the seventh or eighty car from the rear.

Q. Did you make a normal trip from Grassano to Campo Maggiore?

A. Yes.

Q. About how fast did the train run?

A. Normal speed.

Q. Did the train stop at Campo Maggiore?

A. Yes.

Q. What for?

A. Water.

Q. Did you take water on both engines?

A. Yes.

Q. How long did you stay at Campo Maggiore?

A. About 15 minutes.

Q. Leaving Campo Maggiore did the train make normal speed?

A. No.

Q. Could you tell whether that was the fault of the lead engine or the rear engine?

A. No.

Q. How soon after you left Campo Maggiore did you enter the tunnel of Celle?

A. About five minutes.

Q. Was there much gas and smoke in this tunnel?

A. Yes, very much.

Q. Did the train at any time stop in tunnel Celle?

A. No. Only in the tunnel of Campo Maggiore.

Q. Why did you stop there?

A. I do not know.

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- Q. How long did you stay in the tunnel at Campo Maggiore?
A. Only for a few minutes and then we backed out.
- Q. Was it in this tunnel that the fireman died?
A. Yes.
- Q. Was this tunnel Cava Carbotta?
A. No.
- Q. Then in which tunnel did the fireman die?
A. In the first tunnel coming from Campo Maggiore.
- Q. You know that the train stopped in this tunnel?
A. Yes, I am sure.
- Q. The train was going slowly leaving Campo Maggiore, entered the tunnel, stopped in the tunnel and then backed back to Campo Maggiore. Is that right?
A. Yes.
- Q. Do you, of your own personal knowledge from having seen him, know that the fireman died in that particular tunnel?
A. Yes, I am sure, because I helped carry the body off the engine at Campo Maggiore.
- Q. How far into the tunnel did the train go?
A. The pusher locomotive was almost half way through the tunnel.
- Q. Do you know what made the train stop?
A. Most probably the engine stopped because the fireman felt dizzy and stopped the train, or perhaps for some other reason.
- Q. How long did the train stand in the tunnel before it was backed out?
A. About two or three minutes.
- Q. How did the engineer on the first engine know to back the train up? What sort of a signal was given?
A. He felt the jerk.
- Q. Did you hear the exhaust of steam through the pop off valve on the pusher locomotive?
A. No, because I was in the brake cabin.
- Q. Then you could not hear whether either of the locomotives was popping off?
A. No.
- Q. Did the gas bother you?
A. I believe that if I had stayed in the tunnel eight more minutes I would have died too.
- Q. Were there any brakemen between you and the pusher locomotive?
A. Yes, there was one other one.
- Q. And how many ahead of you?
A. Two or three, I think.
- 663

- Q. Were there any whistle signals given from the time you left Campo Maggiore until you backed in the station again?
- A. No.
- Q. When you got back to Campo Maggiore was there anyone else on the train who had been affected by the smoke?
- A. The engineer and fireman of the pusher engine.
- Q. But that was all?
- A. Yes.
- Q. What was the condition of the engineer?
- A. We had to give him artificial respiration.
- Q. Was he unconscious?
- A. Yes.
- Q. And the fireman was already dead?
- A. Yes. He had a deep cut on his face that did not bleed.
- Q. What was the color of the man's blood?
- A. I did not see any blood coming out of him.
- Q. He did not bleed at the nose?
- A. No.
- Q. What sort of a cut was it you mentioned on the fireman's face?
- A. It was only a small cut. I think it was caused by the man falling down when he became faint.
- Q. Was it a scratch?
- A. No, it was a deep cut.
- Q. Where?
- A. Just below the cheek bone.
- Q. How deep was it?
- A. About 1/4 of an inch.
- Q. How long was the cut?
- A. About 1-1/2 inches long.
- Q. What do you think was there as on that such a deep cut would not bleed?
- A. Because the man was dead and the blood was frozen (coagulated).
- Q. Did you see the fireman before you left Campo Maggiore and went into the tunnel?
- A. No.
- Q. How long was it between the time the train first left Campo Maggiore, went into the tunnel and came back to Campo Maggiore?
- A. About ten minutes.
- Q. You left Campo Maggiore, went half way through the tunnel, stayed there three minutes and then returned to Campo Maggiore, and you were only gone ten minutes?
- A. Yes. We stopped about 30 meters from the station.

(This statement was checked with the Capo Stazione's figures and they showed that the train departed at 2109 and returned at 2129)

- Q. Did your train make good speed from Campo Maggiore to the tunnel, or did it make slow speed all the way from Campo Maggiore to the tunnel?
- A. Leaving Campo Maggiore we went slowly and when we got in the tunnel we stopped.
- Q. Then you never did pick up normal speed between Campo Maggiore and the tunnel?
- A. No, never.
- Q. Why do you think this happened?
- A. I do not know.
- Q. You have ridden other trains under about the same condition. Did this train run slower from Campo Maggiore to the tunnel than the others?
- A. That all depends on the tonnage of the train.
- Q. What about trains of about the same tonnage?
- A. I do not know. The engineer can probably tell you.
- Q. (Capt Falsone) Leaving Campo Maggiore and before entering the tunnel was the speed of the train the regular speed or was it different from regular speed?
- A. I do not know.
- Q. When the train stopped in the tunnel did it stop slowly or did it stop all of a sudden?
- A. Entering the tunnel the train kept going slower and slower and then it stopped all of a sudden.
- Q. Did the lead engine make any attempt to pull the train forward or did it just wait a few minutes and then begin the back out?
- A. As soon as the pusher engineer closed the throttle then the lead engine backed up.
- Q. Who examined the fireman to know that he was dead when he was taken off the engine?
- A. There was no doctor, but he looked to us like he was dead. We tried almost two hours to revive him with artificial respiration but it was no use.
- Q. How long was the engineer unconscious?
- A. I do not know.
- Q. Did you get up on the engine after it got back to Campo Maggiore?
- A. No, but someone else did.
- Q. Who?
- A. Galucci, I think.
- Q. Do you know whether or not the throttle on the engine was closed?
- A. It was closed.
- Q. Are you sure that they closed it in the tunnel?
- A. Yes.

Q. Who closed it?
A. The engineer.

Q. Was the engine in forward or reverse motion?
A. I do not know.

(Next witness was sworn)

Q. What is your name?

A. Galucci Felice.

Q. What is your position?

A. ~~XXXXXXXX~~ Handyman, working as a brakeman.

Q. Were you on train 8110 leaving Taranto on March 6th and arriving here March 7?

A. Yes.

Q. Did this train stop at Grassano?

A. Yes.

Q. How many cars did you have leaving Grassano?

A. I do not know exactly.

Q. Approximately where were you located in this train?

A. About ten cars from the rear.

Q. How far were you from the other brakeman?

A. About ten cars.

Q. You mean the man we just questioned?

A. No. I was about three or four cars from this man.

Q. Was he behind you?

A. Yes.

Q. When the train stopped at Grassano did you put on the pusher engine?

A. Yes.

Q. Did you have a good trip from Grassano to Campo Maggiore.

A. No.

Q. Why?

A. The train was rather heavy and the locomotive could not pull it well.

Q. Did you stop at Calciano?

A. Yes.

Q. Then how did you do from Calciano to Campo Maggiore?

A. We made a stop to blow up steam. We got a whistle to put on the brakes before going into Gava Garvotta.

Q. Then what ~~XXXX~~ happened?

A. When we heard the whistle to proceed we opened the brakes.

Q. Which engine whistled off first?

A. The pusher.

Q. Did you go through tunnel Gava Garvotta at normal speed?

A. Yes, fairly good.

Q. Was there much smoke in this tunnel?

A. Yes.

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Q. How long did you stop at Campo Maggiore?
A. We filled both engines with water.

Q. Do you normally stop at Campo Maggiore for water or not?
A. ~~XX~~ If the train is rather heavy and the locomotive requires more water than usual then we take on water there.

Q. On leaving Campo Maggiore do you know whether both engines had plenty of steam?
A. If we had not had enough the engineer would not have left.

Q. Did the train make normal speed from Campo Maggiore to the tunnel?
A. No, it was slower than normal.

Q. Did you hear the engine slipping on the rail?
A. No.

Q. What was the ~~XXXXXX~~ weather?
A. It was raining a little when we came out of the tunnel.

Q. How far did the ~~M~~ train go through the tunnel?
A. Almost all the way through - about 200 meters from the other end.

(Col OKIE and the other members of the Board, with the exception of Major BUTLER, departed to see the Prefect of Potenza Province. Questioning continued by Major BUTLER)

Q. There was only one stop - no "see-sawing"?
A. About three minutes after we stopped the train started backwards.

Q. Why did the train stop suddenly? In other words, did the lead man put on his brakes or did the pusher close his throttle, or what do you think caused the train to stop suddenly?
A. I think that the engineer feeling dizzy from the smoke closed his throttle.

Q. On which locomotive?
A. The pusher.

~~XXXXXXXXXXXXXXXXXXXX~~

Q. That is your opinion?
A. Yes.

Q. You are not positive?
A. No.

Q. About how long was the train stopped in the tunnel?
A. About two or three minutes.

Q. Did either engine give any whistle signal to back up?
A. I heard the whistle from the head locomotive.

Q. How many blasts?
A. Three. This is so the brakeman will release the brakes.

Q. Then did he give any further signals?
A. No.

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- Q. When you stalled in the tunnel the brakemen applied the handbrakes; then when the lead engine whistled three times you released the brakes?
- A. Yes.
- Q. What happened when you released the brakes?
- A. Then the train went backwards and stopped near the station at Campo Maggiore. Then I got off to see what was wrong. I went back to the rear locomotive and saw the fireman prone on the deck and I was certain he was dead. We took him off of the locomotive right and way and put him on the station platform and gave him artificial respiration. At the same time I ~~xx~~ saw the fireman I also saw the engineer prone on the deck. First we took the engineer off the locomotive and then the fireman.
- Q. Who took the engineer off and who took the fireman off?
- A. Another brakeman and I took the engineer off and a Carabinieri and a sailor took the fireman off.
- Q. Who tried to revive the engineer?
- A. The Carabinieri, the sailor, the Capo Stazione of Campo Maggiore and I all took turns working on both the engineer and the fireman.
- Q. Then you were giving artificial respiration to both the engineer and the fireman?
- A. Yes.
- Q. How long was it before the engineer came to life?
- A. About two hours.
- Q. The fireman did not revive at all?
- A. No.
- Q. Was the fireman examined by a Doctor?
- A. No, there was no doctor. When we were at Campo Maggiore the fireman was given two injections; one of camphor, but I do not know what the other ~~xx~~ one was.
- Q. Who gave these injections?
- A. A maintenance ~~xxx~~ man.
- Q. Do you know his name?
- A. I do not know his name, but he lives near Campo Maggiore.
- Q. Was he an employee of the Italian State Railroads?
- A. Yes.
- Q. How were you affected while in the tunnel?
- A. I felt a little dizzy.
- Q. Was the smoke and the gas in the tunnel on this particular trip or March 6th any worse than on previous trips that you have made through that tunnel?
- A. I do not know.
- Q. Were there any people on your train that were not railroad employees?
- A. There was only about seven or ~~xxxx~~ eight.

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- Q. Were any of these passengers affected?
A. No, not that I know of.
- Q. Where did these passengers get on the train?
A. I do not know; probable all EMX along the way.
- Q. Did these passengers have tickets or EM were they stealing rides?
A. All of them were Italian soldiers.
- Q. Did you notice any cuts or bruises on the fireman or the engineer?
A. The fireman had a cut on his right cheek bone.
- Q. Did you notice any blood coming from either the cut or the nose of either the fireman or the engineer?
A. There was a little coming from the nose and mouth of the fireman but none from the engineer.
- Q. There was no blood coming from the cut on the fireman's face?
A. No.
- Q. What was the color of the blood - dark or bright?
A. The blood was red, but it was a little dirty, probable from the soot.
- Q. Then you cannot say whether it was bright or dark red?
A. I could not say because the smoke had smudged it.
- Q. Do you know anything about this accident that would be of interest to us in order to avoid future accidents?
A. This was the first accident that I have seen like this in this tunnel.
- Q. Can you tell me about what speed the freight trains usually run at the entrance of this tunnel and if that same speed is generally maintained through the tunnel?
A. This train was rather heavy and that slowed it down.
- Q. Are you sure that this train was heavier than usual?
A. Yes.
- Q. Have you any knowledge of any difficulties with either locomotive?
A. No.
- Q. Did you hear the engineer say anything was wrong with his locomotive?
A. The engineer of the lead engine said the train was rather heavy, but he did not say anything was wrong with his locomotive.
- Q. What is the average speed at the time a train passes through this tunnel?
A. My train was going about 15 or 20 kilometers per hour.
- Q. On leaving Campo Maggiore, what speed do you normally approach and pass through this tunnel?
A. I could not say exactly, but about 25 kilometers per EMX hour.
- Q. Is this based on light trains, or the present heavy trains?
A. The light trains.
- Q. Are you definitely sure that the trains that you and the other trainmen are handling today are heavier than the trains that you handled over this same territory six months ago?
A. Yes.

(Next witness sworn in)

Q. What is your name?

A. Giffuni Rocca.

Q. What is your position?

A. Brakeman.

Q. How many years have you worked for the railroad?

A. Two years.

Q. Has that all been on this territory?

A. From Taranto to Potenza and from Potenza to Salerno.

Q. Were you serving as a brakeman on train 8140 leaving Taranto on 6 March and arriving Grassano on the 7th of March?

A. Yes.

Q. On arrival at Grassano how many locomotives were on your train.

A. From Metaponto to Grassano we had one. At Grassano we put on a pusher.

Q. How many cars did you have leaving Grassano?

A. I do not know.

Q. Did you have a good trip from Grassano to Campo Maggiore?

A. The trip was slower than usual.

Q. To what do you attribute this slower speed?

A. In my opinion the train was rather heavy, and also other complications.

Q. What do you mean by "other complications"?

A. Probably the locomotives may have had something wrong with them.

Q. What else then might have been the "other complications"?

A. There must have been something wrong besides the train being heavy.

Q. On arrival at Campo Maggiore was any work done on the locomotive? Was any water taken on the locomotive?

A. We filled the pusher locomotive with water. I do not know about the lead engine.

Q. About how long did you stop at Campo Maggiore?

A. I do not remember.

Q. On leaving Campo Maggiore enroute to the tunnel did you have a normal trip so far as speed was concerned?

A. The trip was rather slow.

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- Q. Was it slower than previous trips you have made?
A. Yes.
- Q. At what position in the train were you?
A. I was on the last car.
- Q. How far into the tunnel did your train proceed?
A. About half way.
- Q. When you stopped in the tunnel was it a gradual stop or was it a sudden stop?
A. It was not a sudden stop.
- Q. Could you tell what caused the train to stop?
A. Because the train was heavy, it could not go through.
- Q. Then it was simply a case, in your opinion, of the train stalling on a grade?
A. Yes, because the train was rather heavy.
- Q. You were on the last car nearest the pusher engine?
A. Yes.
- Q. When the train stopped was the pusher engine working?
A. No.
- Q. Could you tell whether or not the pusher engine had been shut off, that is the throttle closed?
A. First it was pushing and then when the train stopped it did not push any more.
- Q. Then just a moment before the train stopped could you still hear the exhaust from the stack of the pusher?
A. I noticed some smoke coming out of the locomotive.
- Q. I do not mean smoke, I mean exhaust.
A. No, I did not hear any exhaust.
- Q. About how long was the train stopped in the tunnel?
A. Only a few minutes.
- Q. When the train stopped did you apply your handbrakes?
A. No, I remembered what happened in Delle Armi tunnel.
- Q. Did you hear any whistle signals?
A. No.
- Q. Not at any time while you were in the tunnel?
A. No.
- Q. Then it is certain that the pusher engine did not give any whistle signals?
A. I am more than certain that it did not.

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- Q. Judging from your past experience could you have heard a whistle signal from the lead locomotive?
- A. It all depends on whether or not I am closed up in the brake cabin.
- Q. The train started moving back in the direction on Campo Maggiore after a stop of a few minutes without any signals. Is that right?
- A. Yes. When we came out of the tunnel I started to apply my brakes.
- Q. On arrival at Campo Maggiore did you enter the cab of the rear locomotive?
- A. On arrival Campo Maggiore I got off my car, called to the engineer, got no response and then went back to the locomotive and gave the alarm. We picked up the bodies and put them on the station platform and tried to revive them.
- Q. How long was it before the engineer was revived?
- A. I do not know exactly, but it was quite some time.
- Q. Was it one or two hours?
- A. It was more than one hour.
- Q. Did you notice any injuries on either man, such as cuts or bruises?
- A. The fireman had a cut on the cheek.
- Q. Did you notice any blood from the nose or mouth of either man or from the cut on the fireman's cheek.
- A. No.
- Q. In the tunnel during the few minutes you were there, was the smoke and fumes more dense than you have noticed on previous trips?
- A. I could not say definitely whether it was more or less than usual.
- Q. Were there any people riding the train other than the railroad employees?
- A. There weren't any in my car.
- Q. Then you did not see or have knowledge of any passengers?
- A. No.

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CAMPO MAGGIORE- 11 March 1944

(Witness was sworn in)

Q. What is your name?

A. Caggiano Rocco.

Q. What is your position?

A. Capo Stazione, Campo Maggiore.

Q. Did anyone say that the engines were not in good condition or anything of that nature?

A. About 20 days before this accident we had some complaints about the coal.

Q. Did anybody at the time say why the engineer on the second engine stopped pushing the train?

A. No.

Q. What did the engineer of the first locomotive tell you?

A. He told me that the engineer of the pusher closed the throttle and then he (the engineer of the first locomotive) reversed his engine and pushed the train back out of the tunnel.

Q. How far is it to the tunnel?

A. From 700 to 800 meters.

Q. What time did the last train before this one go through the tunnel?

A. (See statement of this witness)

Q. What was the weather?

A. At the time of the accident it was raining.

Q. Was the wind blowing?

A. No, there was no wind.

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GRASSANO -11 March 1944

(Witness was sworn in)

Q. What is your name?

A. Malagutti Dino.

Q. What is your position?

A. Engineer.

Q. How long have you worked for the railroad? How long an engineer?

A. Since 1939. Since 1942.

Q. Were you the engineer on engine 480.012, train 8140 on the 6th March?

A. Yes.

Q. What was the name of your fireman?

A. Tramutola Gerardo.

Q. How long have you been working here in pusher engine service at Grassano?

A. I do not remember exactly, but it has been for about 15 or 20 days.

Q. Have you been working every day during that time?

A. Yes.

Q. Have you been using this same engine all the time?

A. No.

Q. Is this the first time you had used this engine?

A. This was the first time I had operated this engine here, but I operated the same locomotive in Sicily when I was working with the British at Syracuse.

Q. What was the condition of Engine 480.012?

A. It was in good condition.

Q. Had this engine made a previous trip that night?

A. It came from Potenza in the afternoon, and I took it out that night on this trip.

Q. Was any coal put on this engine here?

A. No, at Potenza.

Q. You know this?

A. Yes.

Q. What was the condition of the fire?

A. It was good, I fixed the fire myself and I told the fireman to take care of the water.

Q. Leaving here did you have any trouble between here and Campo Maggiore?

A. We had a slow trip.

Q. Why?

A. The train was rather heavy.

Q. What did you have to do to your engine at Campo Maggiore?

A. We took water only and then we left.

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- Q. After leaving Campo Maggiore did the train make good time?
A. We traveled at normal speed for a train of that tonnage.
- Q. How fast do you think you were going at the time the lead engine entered the tunnel.
A. I do not know.
- Q. ~~How fast do you think you were going at the time the lead engine entered the tunnel?~~ Were you going three times as fast as you can walk?
A. We were going about 15 kilometers per hour.
- Q. Was the speed recorder working on your locomotive?
A. No.
- Q. As the train entered the tunnel did you have any trouble?
A. Entering the tunnel we went at normal speed, but about 200 meters in the tunnel my breathing became difficult. I called the fireman because we usually stay close together when we go through a tunnel.
- Q. Why?
A. Because this is my habit.
- Q. Why?
A. Because sometime I might get sick or something might happen so I think the fireman should stay with me in case something does happen.
- Q. What was the first sign of trouble?
A. The first signs were that I thought my eyes and ears were swelling and my throat was dry. My fireman and I had wet handkerchiefs over our noses and we were sitting together.
- Q. Then what happened?
A. Then the fireman told me that we were going to have trouble but that we might as well continue because we were almost through the tunnel. Then I got up and closed the throttle.
- Q. Why?
A. To go backward.
- Q. Who closed the throttle?
A. I did, and then I closed the brake because we were on a hill.
- Q. You closed the throttle and applied the brakes?
A. Yes, and I also closed the water.
- Q. Did you put the engine in backward motion?
A. No, I had no time to put it in backward motion.
- Q. At the time you closed the throttle where was the fireman and what was he doing?
A. The fireman did not do anything, he was still sitting down with a handkerchief over his nose.
- Q. Was he unconscious?
A. I think he was still in good condition, because he had said he wanted to continue the trip through the tunnel.
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- Q. Did the train stop when you closed the throttle and applied the brakes?
A. When I closed the throttle the train jerked. I did it purposely to let the engineer of the lead locomotive know that I wanted to back up.
- Q. Did the train come to a sudden stop?
A. I do not know, because I fell on the deck of the engine. The fireman was still in good condition and he tried to help me.
- Q. What did the fireman do?
A. I think he helped me, but I do not remember because I was unconscious.
- Q. Do you know when the fireman lost consciousness?
A. No, because I was already unconscious.
- Q. Was this particular trip worse than other trips pushing trains through this tunnel?
A. Up to the minute of the accident it was one of the best trips, so far as the condition of the locomotive is concerned.
- Q. Is it true that you and the fireman were sitting on the deck of the engine?
A. Yes.
- Q. And the train was going forward through the tunnel?
A. Yes, towards Potenza.
- Q. And everything was going along normal?
A. Yes.
- Q. Then, what made you get up and close the throttle and apply the brakes?
A. I did not close the brake, I only closed the pump.
- Q. Then why did you get up and close the throttle and the pump?
A. I have to pump the air before I can apply the brakes.
- Q. If you close the valve to the air pump you will stop pumping air. Did you start the air pump?
A. I opened the pump in order that the air will go to the brakes.
- Q. Did you apply the brakes?
A. No.
- Q. Don't you normally keep the air pump running?
A. No, I keep it closed to save steam.
- Q. What made you get up and close the throttle and open the air pump?
A. I closed the throttle because my breathing was becoming difficult.
- Q. You did it then to save yourself?
A. I do not think we would have gotten through the tunnel.
- Q. You mean your engine?
A. Yes.
- Q. Had you and your fireman been discussing the accident at Balvano?
A. No. I only heard about it from other people.

Q. But had you been talking about it with the fireman?

A. No, not that night.

Q. If you were in the same place and under the same conditions again would you stop your locomotive or go on?

A. I would feel the same. I would try to back out of the tunnel.

Q. But don't you think it would have been safer to keep going ahead?

A. No, because when the throttle is closed there will be less smoke.

Q. What is the next thing you remember after closing the throttle and opening the valve to the air pump? Were you still conscious when the train stopped?

A. No, after closing the throttle I became dizzy and I do not remember any more.

Q. Did you sit down by the fireman or did you fall?

A. I fell.

Q. Did you see the fireman afterward?

A. No.

Q. Did you see the fireman when he was dead?

A. Yes, in the hospital.

Q. Did you see any blood on the fireman?

A. No.

Q. Didn't you stop to think that when you wanted to back out of the tunnel the men on the lead engine would have to go through the same smoke if not more than you did?

A. When you close the throttle you don't use so much air so it would not have been so bad for them.

(An attempt was made to explain to the witness that under such conditions a locomotive puts out more dangerous gases with the throttle closed than with the throttle open. Witness was incredulous)

Q. Who else was on the locomotive with you and the fireman?

A. No one.

Q. Were there any civilians on the train?

A. I don't know.

Q. You didn't see any?

A. No.

Q. Did you consider this coal any different from the coal you have been using?

A. Yes. This coal is much different from what we used to have a while ago.

Q. How long ago?

A. As long as I have been in pusher service we have always taken coal at Grassano.

Q. And you think that this coal is better than that at Potenza?

A. Yes.

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Q. Why?

A. The coal of Potenza is worse than this because it burns too quick. The coal of Grassano gives more heat.

Q. Does all of the coal at Grassano come from the Taranto side?

A. I do not know. Most probably it does.

Q. Were you and the fireman sitting on the floor of the engine?

A. On the platform.

Q. Can you recall just what conversation you had with the fireman up until the time you shut the throttle off?

A. All the conversation I had with the fireman was that we thought we were going to have trouble in the tunnel and I told the fireman to take out his handkerchief and wet it and put it over his nose. We could not talk much coming from Campo Maggiore because it is such a short distance.

Q. What was said up until the time you closed the throttle?

A. When we entered the tunnel one of us was on one side of the engine and one of us was on the other and we did not say anything.

Q. Then what did you say after you got into the tunnel?

A. I called the fireman and told him to wet his handkerchief and put it over his nose.

Q. What else did you say to him?

A. Then we sat down and I told the fireman that we were going to have trouble and asked him what he wanted to do. I asked him if we should go backwards and he said "No, let's proceed with the trip."

Q. Then what did you say?

A. Then my breathing started to get difficult, so I got up and closed the throttle.

Q. Then you didn't say anything more to the fireman about backing out because you were feeling sick?

A. Yes, I told him that I wanted to go backwards because that was the only solution.

Q. Did the fireman agree with that?

A. Yes.

Q. What time did this locomotive come from Potenza before it left on this pusher trip?

A. I do not know. The man at the station can tell you.

Q. Did the fireman say he was sick before leaving Campo Maggiore?

A. No. At Campo Maggiore the fireman filled the engine with water and everything went on normal.

Q. But the fireman did not say he was sick?

A. No.

Q. Did he look sick to you?

A. No, because he did his normal duties.

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TARANTO 12 March 1944.

(Witness was sworn in)

Q. What is your name?

A. Dionisio Nicola.

Q. What is your regular position?

A. Principal Conductor.

Q. How long have you been working on the railroad?

A. Regularly since 1920.

Q. Were you conductor on train 8140 which left Taranto on 6 March and arrived Potenza 7 March?

A. Yes.

Q. How many cars and how many tons did you have in this train?

A. 610 tons and about 26 or 27 cars.

Q. How much tonnage are you supposed to pull with these two engines?

A. With two engines we should pull 700 tons.

Q. Did you have a good trip from Grassano to Campo Maggiore?

A. No.

Q. Why?

A. Between Calciano and Campo Maggiore we lost about 30 minutes.

Q. Why did you lose so much time?

A. The pusher engine was defective.

Q. What was wrong?

A. It did not have enough steam.

Q. Did anyone tell you they did not have enough steam?

A. The engineer of the pusher told me distinctly at Campo Maggiore that the fire should be cleaned.

Q. Did you clean the fire?

A. Yes, We arrived Campo Maggiore at 2030 and departed at 2109.

Q. Did you take water on both engines at Campo Maggiore?

A. I saw them working around the engine.

Q. What time did you leave Calciano?

A. I do not know exactly, but it took us about 12 minutes to get there.

Q. Where did you stop to clean the fire at Calciano or between stations?

A. At Campo Maggiore.

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- Q. Did you stop between Grassano and Campo Maggiore?
A. We stopped a little while between Calciano and Campo Maggiore and then proceeded again.
- Q. And it was the pusher engine and not the lean engine that gave the trouble?
A. Yes.
- Q. After you left Campo Maggiore did you make normal speed to the tunnel?
A. Yes.
- Q. When did you first stop?
A. Only in the tunnel.
- Q. Where were you riding in the train?
A. Three cars behind the lead engine.
- Q. How did it feel when the train started stopping? Was it the lead engine or the pusher engine that slowed it down?
A. All the trouble was from the rear engine.
- Q. Was there any whistle signal given by the rear engine?
A. I did not hear any whistle.
- Q. Was there much smoke?
A. Yes, very much.
- Q. More than usual?
A. Yes, I felt myself suffocating.
- Q. Why?
A. I swallowed too much smoke and sulphur.
- Q. Was the train making normal speed through the tunnel before it stopped?
A. Before the train stopped it went very slowly.
- Q. Did the train stop because the pusher engine stopped pushing or because someone set up the handbrakes?
A. It was because of the pusher locomotive. It did not push at all.
- Q. How far was the leading engine from the exit of the tunnel when the rear engine stopped pushing?
A. About 200 meters from the exit.
- Q. Then how long did you stand still before you backed up?
A. We started to go backward right away, because I told the trainmen to go backwards.
- Q. Did you go to the locomotive to tell them or did you call to them?
A. I shouted to them, but I do not know if they understood me.
- Q. But they went backward right away?
A. Yes.

- Q. Wouldn't you have gotten out of the tunnel more quickly if you had kept on going than by backing up?
- A. If we had not went backwards we might all have died.
- Q. If the pusher locomotive had kept pushing wouldn't you have gotten out?
- A. No. Because of the speed we were making we would not have gotten out of the tunnel. The only way it could be done was to go backwards.
- Q. Why do you think you had this trouble in the tunnel?
- A. In my opinion it was because the pusher locomotive did not function well. The lead engine was pulling nicely but the pusher did not push at all.
- Q. Did you talk to the engineer or fireman of the pusher engine at Campo Maggiore?
- A. No. They were talking together but I did not talk to them.
- Q. How many tickets did you sell on this train?
- A. About 12.
- Q. Were they Italian soldiers or civilians?
- A. Both.
- Q. On whose instructions do you sell tickets?
- A. From the main offices. It is to discourage civilians riding freight trains.
- Q. Did the engineer of the lead engine blow for release of brakes before he backed up.
- A. No.
- Q. Then why did the brakemen release the brakes?
- A. To avoid accidents every time we stop in a tunnel we go backwards without signal from the engine.
- Q. Did you assist in giving first aid to the engineer and fireman of the pusher engine at Campo Maggiore?
- A. No. The Capo Stazione and people around the station did.
- Q. Had anyone ridden the pusher engine besides the engineer and fireman from the tunnel back to Campo Maggiore?
- A. No.
- Q. When you left Campo Maggiore the last time and went to Potenza what locomotives did you have?
- A. The same locomotive, but two different men.
- Q. Two locomotives?
- A. No, three.
- Q. Why?
- A. The engineer wanted to be sure that we would get through. We had one locomotive on the head end and two pushing.

(Witness sworn in)

Q. What is your name?

A. Augenti Cataldo.

Q. What is your regular position on the railroad?

A. Handyman.

Q. Were you working as firemen on Engine 745.009. Train 8140. on the evening of 6th March?

A. Yes.

Q. What was the condition of this locomotive?

A. It was in good condition.

Q. Did you have a good trip from Grassano?

A. Yes.

Q. How about from Grassano to Campo Maggiore?

A. The trip was alright, but the train was rather heavy.

Q. Was it because of the train or because of the pusher locomotive?

A. The pusher was working alright, but the train was heavy.

Q. Was it necessary to clean the fire on the pusher engine at Campo Maggiore?

A. I do not know about the pusher engine, because I was on the other locomotive.

Q. Leaving Campo Maggiore did you make usual or normal speed to the tunnel?

A. Yes. Entering the tunnel I felt the smoke right away.

Q. Was it the smoke of your engine or was there smoke already in the tunnel?

A. There was smoke in the tunnel already.

Q. From a previous train?

A. Yes, and my own too.

Q. Did you look ahead and see smoke in the tunnel from the previous train?

A. No.

Q. Did you put in a lot of coal in your firebox before you went into the tunnel?

A. I put some in at Campo Maggiore and I only put in a few shovels full after that.

Q. Did you make normal speed after you entered the tunnel?

A. No.

Q. Did your engine slip in the tunnel?

A. No.

Q. Was the rail dry?

A. It is always a little wet.

Q. But the engine did not slip?

A. No.

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Q. Was the sand working properly on your engine?
A. Yes.

Q. When did you first notice and how did you first notice that the train was going to stop in the tunnel?
A. When we came to the curve in the tunnel the engineer on the pusher locomotive closed the throttle and I felt the train hold back.

Q. Then what did your engineer do?
A. He tried to go forward, but when the rear engineer shut off his throttle he stopped and went backwards.

Q. Did he blow the whistle?
A. Yes.

Q. How many times?
A. I don't know, I was feeling rather dizzy then.

Q. If the pusher engine had kept pushing wouldn't it have been better than stopping and backing out?
A. The engineer of the head locomotive kept trying to go forward, but when the engineer of the pusher closed the throttle he had to go backwards.

Q. But wouldn't you have gotten out of the tunnel quicker if you had kept going instead of stopping and backing out?
A. I think it was better to go backwards.

Q. Just suppose that the rear engine had not failed and had continued to push through the entire tunnel?
A. For us on the first locomotive it would have been better, but I do not know what it would have meant to the men on the rear locomotive.

Q. When you felt the throttle close on the rear locomotive did you and the engineer have any conversation about what you were going to do?
A. I only asked him what might have happened to the rear engine.

Q. Did you look at Engine 480.012 when you got back to Campo Maggiore?
A. I fixed the fire and put in some water.

Q. Was there anything wrong with engine 480.012 in your opinion?
A. It was popping off and had plenty of steam.

(Next witness sworn in)

Q. What is your name?

A. Gasparini Carlo.

Q. What is your position?

A. Engineer.

Q. How long have you worked for the railroad?

A. Since 1920.

Q. Were you engineer on Train 8140, Engine 745.009 on 6 March?

A. Yes.

Q. What was the condition of this engine?

A. It was in very good condition.

Q. Leaving Grassano did you make normal speed to Campo Maggiore?

A. My locomotive was doing alright, but the pusher had to stop for cleaning the fire.

Q. Where?

A. Between Calciano and Campo Maggiore.

Q. Did you at any time talk to Malagutti, the engineer on the 2nd engine?

A. No.

Q. You do not know what was wrong with that engine?

A. No.

Q. At Campo Maggiore was it necessary to clean the fire on the pusher locomotive?

A. No. We stopped at Campo Maggiore to put water on both engines.

Q. Leaving Campo Maggiore did you have a good trip to the tunnel at normal speed?

A. No.

Q. What was wrong?

A. The train was too heavy and something was wrong with the coal.

Q. After you entered the tunnel to the point where you stopped how was the trip?

A. It was bad.

Q. How about speed?

A. It was very slow?

Q. Did your engine slip on the rail?

A. No.

Q. Then why did you lose speed in the tunnel?

A. The train was too heavy.

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- Q. Do you think that the pusher engine was doing the work that he should do?
A. Yes, it was working good. When I felt the jerk of the train I thought something was wrong with the rear engine.
- Q. Then what did you do?
A. I put my engine in reverse.
- Q. How long did you stop in the tunnel before you started to go backward?
A. Very little.
- Q. You stopped and then went right backward?
A. Yes.
- Q. In your opinion, if the pusher engine had kept on going forward wouldn't you have gotten out of the tunnel quicker and wouldn't your condition have been better?
A. No, we could not have gone forward, we had to go backward.
- Q. Why was this trip through the tunnel more difficult than other trips you have made through the tunnel?
A. The train was too heavy.
- Q. Haven't you hauled more that 630 tons through this tunnel before?
A. No.
- Q. What are the instructions regarding tonnage for trains leaving Metaponto for Potenza?
A. (Maj Wilson, British C.O. 192 Oper. Co.) Depending on the class of engine and in accordance with the loading table. In the case of 480 class engines, which are the maximum capacity engines we have, the load is 675 tons for a 480 class and a 471 class.
- Q. Is it the intention to give the locomotives full tonnage as computed from the Piancate and the tables in the Prefazioni?
A. (Maj Wilson) Yes, but under no circumstances should the load exceed a maximum of 675 tons.
- Q. What has been the past practice in regard to supplying coal for this line; the coal going to Grassano comes from where?
A. (Maj Wilson) Taranto.
- Q. And the coal at Potenza from where?
A. (Maj Wilson) From Salerno.
- Q. Do you know whether the coal supplied from Taranto is superior to the coal supplied from Salerno?
A. (Maj Wilson) I cannot answer that. It all depends on where it is shipped from.
- Q. Are you now supplying a Welch coal for the pusher service from Grassano?
A. (Maj Wilson) Yes, with effect from two days ago we had instructions to use Welch coal.

Q. Do you know what type of coal was used on the engines on Train 8140?

A. (Maj Wilson) No, I don't know.

Q. Could you obtain a record from the Capo Deposito?

A. I do not think so. (Maj Wilson)

Q. Do you consider that the Welch coal, that you have now specified for Grassano and for engines going to Potenza, is superior to the normal coal you have been using?

A. (Maj Wilson) Yes. I am told that Welch coal is superior because it gives off less fumes than various other types of coal we have been using.

Q. Have you any idea for what length of time you can supply this type of coal for the Potenza line?

A. (Maj Wilson) We are building up a supply and we are stopping the supplying of Welch coal to other engines, and it is hoped to build up a supply of Welch coal, but of course, that all depends on whether or not the shipments come in.

(Note: Present supply should last thirty days)

(Next witness sworn in)

Q. What is your name and position?

A. Giraldi Fredrico. I am Capo Deposito at Taranto.

Q. How long have you been Capo Deposito at Taranto?

A. About a year and a half.

Q. Did you examine or have engine 745.009 examined when it returned to Taranto?

A. No. No one told me to examine it.

Q. Do you know of anything that was wrong with it?

A. No.

Q. Is Engine 480.012 at Taranto now?

A. Yes in the Deposito.

Q. Is there anything wrong with that locomotive?

A. We do not examine locomotives unless the engineer tells us there is something wrong with the locomotive.

Q. Do you know or have you known of any other cases of death from asphyxiation or gas fumes in this tunnel, or any other trouble in this tunnel?

A. No. Since I have been here I have not heard of any.

Q. What, in your opinions, caused the accident?

A. The train was too heavy.

Q. The tonnage of the train was 630 and the capacity of the two locomotives is 675 tons.

A. But you have to be sure of the real weight. The weight is just guessed. Also the quality of the coal must be considered and also the atmospheric conditions.

Q. Has there been anything wrong with the coal?

A. Yes, we have had complaints.

Q. What is wrong with the coal?

A. The coal is too light and contains too much ash, and most likely contains much gas.

Q. Do ashes make any difference in the movement of trains other than the necessity for cleaning the fire?

A. We lose time from cleaning the fire.

6578

Q. (Major Wilson) This accident occurred about eight days ago. The condition of the coal has improved greatly during the past four weeks. Are your remarks based on the coal that was here when we first got here or from the coal we have been using recently?

A. The complaints have been recently.

Q. (Major Wilson) Then the recent coal has been of poor quality?

A. Yes.

Q. Was the coal you were using 40 days ago better than what you are using now?

A. No. the coal we have not is better than it used to be.

(The witness was sent to inspect the locomotives and report back as to their condition - statement attached.)

6577

(Next witness sworn in)

Q. What is your name and position?

A. Kochi Ardilio, I am Chief Engineer. Deposito of Taranto.

Q. How long have you worked for the railroad?

A. About six years.

Q. How long have you been at Taranto?

A. Three years.

Q. Do you know of any similar accident in any tunnels between here and Potenza?

A. No, not in Celle tunnel. But about 15 days before this accident an engineer was asphyxiated but was revived about two hours later.

Q. Where was this?

A. I think it was at Trevigno.

Q. How long did this engineer stop in the tunnel?

A. The train did not stop in a tunnel.

Q. What do you think was the cause of these accidents?

A. I think the principal cause is the coal.

Q. Do you think that the new coal you are now using will prevent these accidents?

A. Yes, I think so. I am sending a man on train 8126 today to check the coal.

Q. Is it possible for you to tell us from what car the coal came that was placed on Engine 745.009, Train 8140, on 6 March?

A. I do not know, but I could show you some coal of the same quality.

Q. (Major WILSON) Is it not true that you load directly from the wagons into the locomotives?

A. Yes, but after loading the engines if there is any coal left it is placed on the ~~xxxxx~~ ground.

Q. And some of the coal that was unloaded onto Engine 745.009 is now on the ground?

A. Yes.

(Col OKIE asked the witness to check with the Capo Stazione to determine if the cars from which the coal was unloaded were still at Taranto so as to obtain a sample of the coal directly from the cars, and he claimed that it was impossible to find the cars because they had been forwarded)

Q. Do you know Malagutti?

A. Yes.

Q. Do you think he is a good man?

A. Yes. He is an engineer from Northern Italy and is considered to be a good man.

Q. Has he been on the Taranto line for a long time?

A. Since August.

Q. This engineer said he came from Sicily, in which case he would not have arrived here until October. Are you not mistaken about the name?

A. No. It might have been October.

Q. (Maj WILSON) He is not one of these recent transfers we have had from Reggio?

A. No.

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