

Accident Investigation Report



U. S. Department of Labor
Mine Safety and Health Administration

Mine ID: 26-01483

REPORT OF FATAL HAULAGE ACCIDENT
NEVADA MOLY PROJECT
ANACONDA MINERALS COMPANY
TONOPAH, NYE COUNTY, NEVADA

July 28, 1984

by

Vaughn D. Cowley
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METAL AND NONMETAL MINE SAFETY AND HEALTH
WESTERN DISTRICT

Thomas C. Lukins
District Manager

Originating Office
Suite 300, 3221 North 16th Street
Phoenix, Arizona 85016
Vernon R. Gomez
Subdistrict Manager

INTRODUCTION

This report is based on an investigation made pursuant to Section 103(a) of the Federal Mine Safety and Health Act of 1977, Public Law 91-173 (83 STAT. 742) as amended by Public Law 95-164 (91 STAT. 1290).

Florence Colleen Whitmore, Social Security No. 1149, haulage truckdriver, was fatally injured at 3:30 a.m. on July 28, 1984, when she was run over by a 120-ton Wabco Haulpac dump truck. The victim had 3 years and 28 weeks of mining experience as an equipment operator with this company.

The Mine Safety and Health Administration Subdistrict Office was notified at 5:05 a.m. on the day of the accident by a telephone call from Bill Williams, manager of Health, Safety and Environment, Nevada Moly Project, Anaconda Minerals Company. An investigation was started on July 30, 1984.

Information for this report was obtained by visiting the scene of the accident, examining the equipment involved and by interviewing company officials and employees. There were no eyewitnesses.

An MSHA-approved training plan was in effect in compliance with Part 48. Whitmore had received an 8-hour annual refresher training course on September 8, 1983, and additional task training on March 29, 1984.

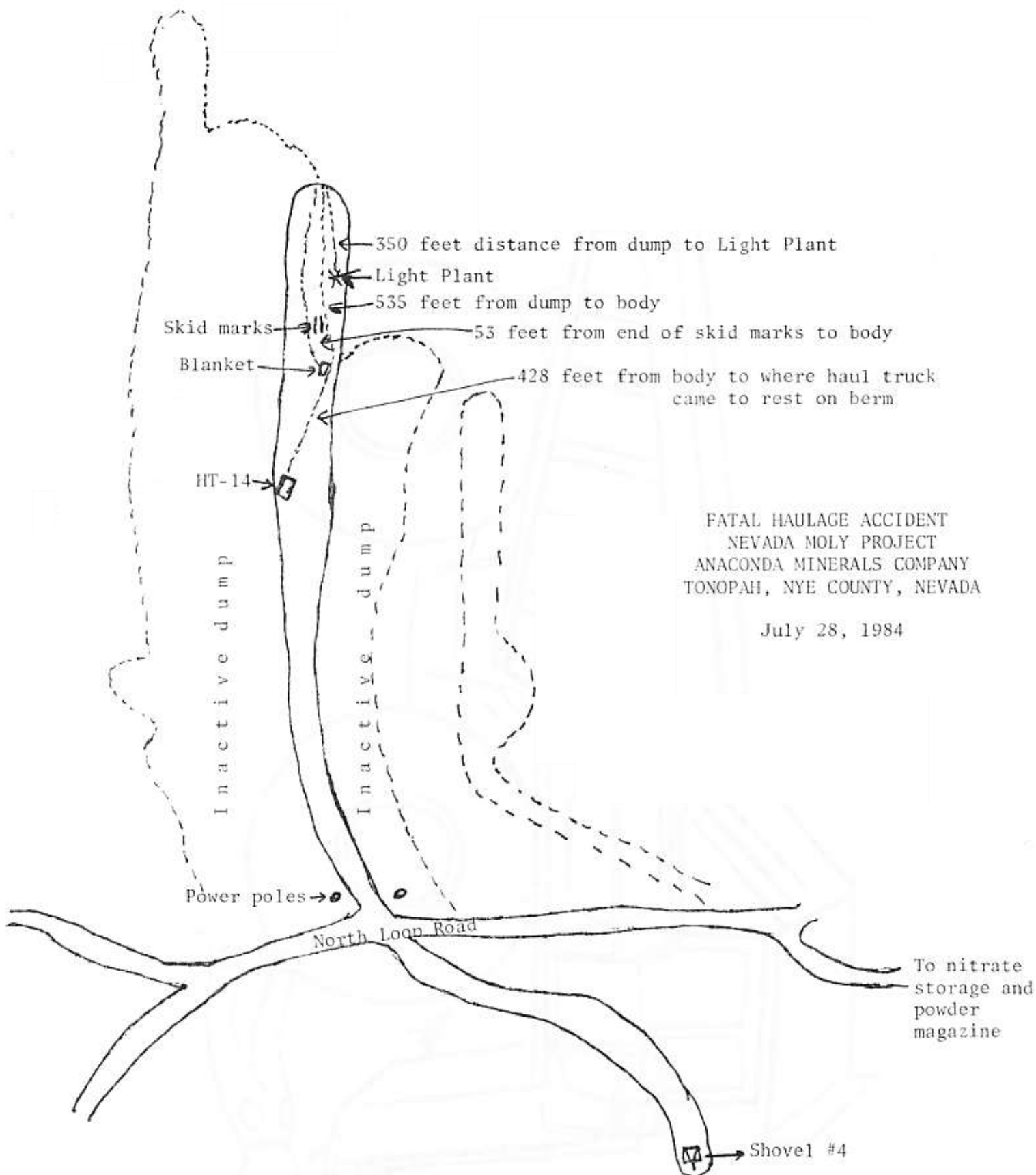
GENERAL INFORMATION

The Nevada Moly Project mine and mill, an open-pit, multiple bench, molybdenum-producing operation, owned by Anaconda Minerals Company, a subsidiary of Atlantic Richfield Oil Company, was located 25 miles north of Tonopah, Nye County, Nevada.

A total of 306 persons was employed on three 8-hour shifts a day, 5 days a week.

Ore and overburden material was drilled and blasted. The ore was hauled by truck to a central crusher; there it was crushed, then transported by a conveyor system to the mill for final crushing and milling. The overburden or waste material was hauled by truck to the waste dumps.

Operating officials for Anaconda Minerals Company, Nevada Moly Project were Carl Lawson, administration manager, and John Van de Beuken, operations manager.



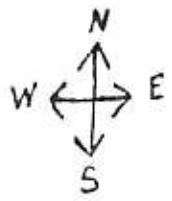
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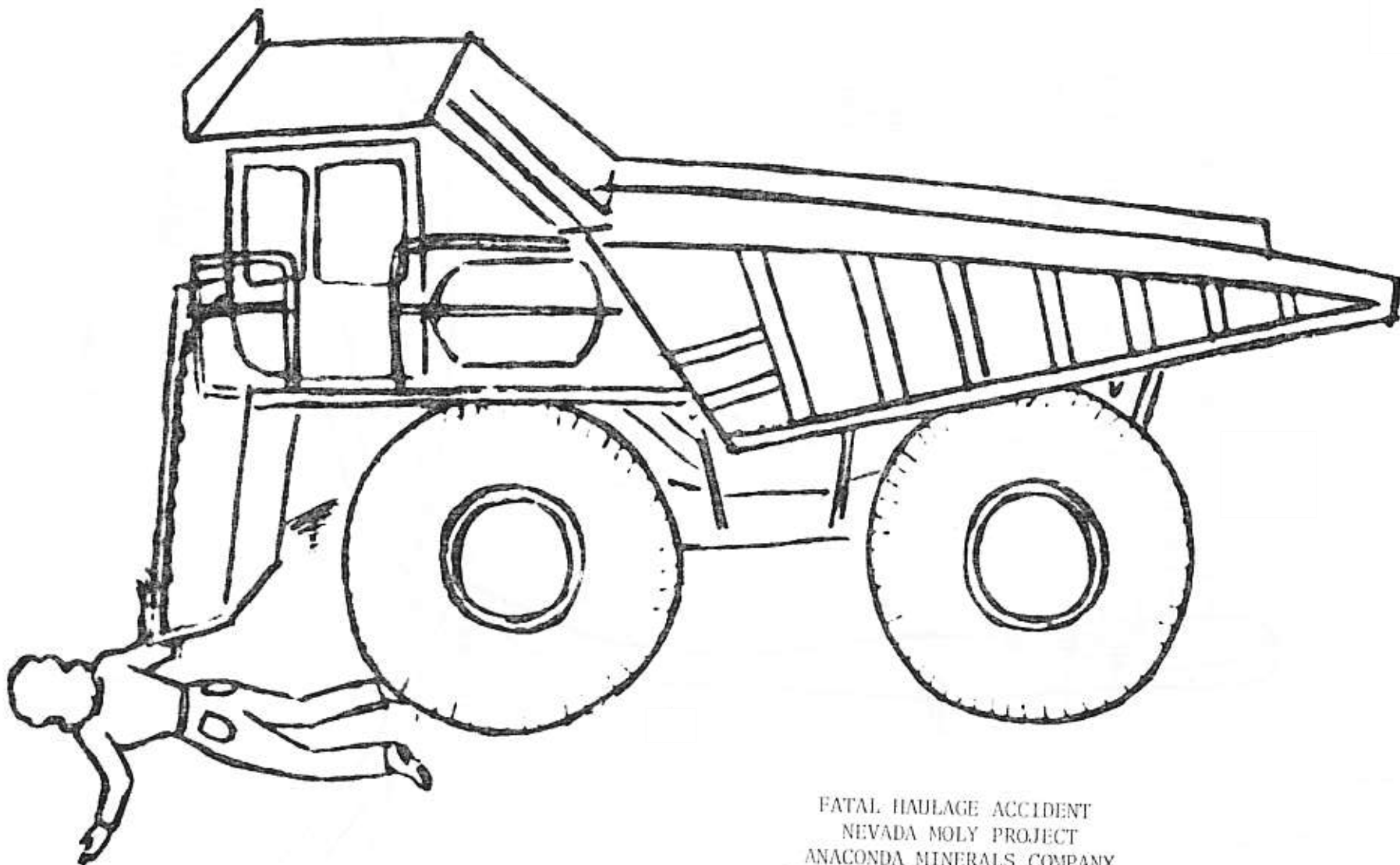
July 28, 1984

Distance from power poles to body 2,640 feet.
 Dump is 253 feet wide at accident site.
 Berm is approx. 8 feet average on both sides of dump area.

1816 Waste Dump
 Meters above Sea Level

Approx.
 1:8000





FATAL HAULAGE ACCIDENT
NEVADA MOLY PROJECT
ANACONDA MINERALS COMPANY
TONOPAH, NYE COUNTY, NEVADA

July 28, 1984



Participants in the investigation were:

Anaconda Minerals Company

John Van de Beuken, operations manager
 Bert Johns, mine maintenance superintendent
 Jerry Harrington, mine operations superintendent
 Bill Williams, health, safety and environment manager
 Woody Montier, health, safety and environment engineer

Nye County Sheriff's Department

T. S. Perez, sergeant

Mine Safety and Health Administration

Vaughn D. Cowley, mine safety and health inspector
 Earl W. McGarrah, mine safety and health inspector

The last regular Federal inspection was conducted on January 11 through 19, 1984.

PHYSICAL FACTORS INVOLVED

The accident occurred on the 1816 North waste dump. The victim was operating a 120-ton capacity, Wabco Haulpac dump truck, Company No. HT-14, Serial No. CF30414AFH26-F. The accident occurred 535 feet back from the dump area. The dump was 253 feet wide with an 8-foot berm on both sides of the dump. The average grade of the dump, from the dump area to the point where the truck came to rest on the berm was less than 2 percent downgrade. The area was well maintained, but due to rain there were some small areas that were wet. An electric light plant used to light the dump area was positioned 350 feet back from the dump. There was a rubber-tired dozer working at the dump, pushing material over the end of the dump. The total distance from the main north loop haul road to the end of 1816 North waste dump was approximately 3,175 feet. (See sketch).

All mobile equipment at the Nevada Moly Project was provided with two-way radios in the cabs at all units.

DESCRIPTION OF ACCIDENT

Florence Colleen Whitmore (victim) reported for work at the regular graveyard shift starting time of 11:30 p.m. Work proceeded normal from the beginning of the shift until 3:30 a.m. when Bill Frichette, a truckdriver, operating truck No. HT-09, called Ron Carey, pit supervisor, on the truck radio and informed him there was something wrong with a haulage truck on the 1816 North waste dump. Frichette stated that as he was approaching the dump, a truck with running lights but no headlights was traveling slowly across the dump road directly in front of him, from northeast to southwest. After the truck hit the berm and stopped, Frichette stopped his truck and climbed into the cab of the other truck. There was no one

in the cab. He observed it was truck No. HT-14 which had been assigned to Whitmore. He stated that the gear shift selector was in the neutral position and none of the three different braking systems had been set. At this time he set the park brake and left the engine running. Ron Carey and Andy Gaudielle, pit supervisors, along with Howell Roberts and Jack Matheson, maintenance supervisors, arrived at the truck. Frichette advised Ron Carey what he had done and informed them that Whitmore was not in the truck and he thought she must be in the direction the truck came from. Ron Carey drove his pickup truck toward the light plant where he found Whitmore. She had been run over by the truck. At that time, Ron and Andy cleared the dump area, then posted Howell Roberts and Jack Matheson to guard the accident site and to allow no one in the area. Ron then went to the main guard house and notified proper authorities.

The victim was pronounced dead at the scene by Dennis Lovejoy, Nye County Sheriff's Department Deputy Coroner at 6 a.m. The body was transported to the Logan-Carlson Mortuary in Tonopah, Nevada.

CAUSE OF THE ACCIDENT

The cause of the accident was the operator leaving the truck and not setting the brakes. During the investigation the truck No. HT-14 was found to have adequate brakes and nothing could be found that would have prompted the operator to leave the cab. Due to there being no eyewitnesses to the accident, it can only be assumed that in the darkness the truck started rolling and that the operator was unaware it was moving. As she stepped to the ground off the ladderway to the cab she fell; or that she was on the ground and observed the truck moving and fell while trying to get back on the ladder. Her hardhat was approximately 30 feet in front of her.

RECOMMENDATION

The employee had recently been trained in the proper procedure of equipment operation. The company should continue to emphasize the hazard of leaving unattended equipment.

ACKNOWLEDGMENT

The courtesy and cooperation of company officials and employees during this investigation are gratefully acknowledged.

/s/ Vaughn D. Cowley

Vaughn D. Cowley
Mine Safety and Health Inspector

/s/ Earl W. McGarrah

Earl W. McGarrah
Mine Safety and Health Inspector

APPROVED:


Vernon R. Gomez
Subdistrict Manager

Section II (Metal/Nonmetal and Coal)

Identification No. 26-01483

This operation is exempt from the enforcement of training regulations

MSHA Training Programs Completed

Name: Florence Colleen Whitmore

Date of Hire January 12, 1981

Date Training Plan Approved June 9, 1980

Required Training (Victim)	Date Training Received	<input checked="" type="checkbox"/> Required Training (victim)	Date Training Received
<input type="checkbox"/> New Miner (U.G.)	_____	<input type="checkbox"/> Hazard Training (U.G.)	_____
<input checked="" type="checkbox"/> New Miner (Sur.)	<u>1/15/81</u>	<input checked="" type="checkbox"/> Hazard Training (Sur.)	<u>3/19/81</u>
<input type="checkbox"/> Newly Employed Experienced (U.G.)	_____		
<input type="checkbox"/> Newly Employed Experienced (Sur.)	_____		
<input type="checkbox"/> Annual Refresher (U.G.)	_____	Task Training Specify Type:	
<input checked="" type="checkbox"/> Annual Refresher (Sur.)	<u>9/8/83</u>	<u>Haul Truck</u>	<u>3/19/81</u>
		_____	_____
		_____	_____
		_____	_____

Section III

Company Training Program Completed:

Training	OJT/Formal	Instructor	Date Completed
<u>Haul Truck</u>	<u>2 weeks</u>	<u>Hank Lesenski</u>	<u>3/19/81</u>
<u>Water Truck</u>	<u>2 weeks</u>	<u>Hank Lesenski</u>	<u>4/9/81</u>
<u>Retested on Haul Truck</u>	<u>Written test</u>	<u>Safety Dept.</u>	<u>3/29/84</u>

Section IV

Did victim have training specifically related to the task being performed at the time of the accident? Yes No When? _____

By Whom? Hank Lesenski, Jerry Brown How Training was Given? OJT and Written Test

Section V