

1949 0610

COAL FATAL

**COAL FATALITY
PIKE COUNTY, KETUCKY
REPUBLIC STEEL CORPORATION
REPUBLIC - #11498
DECEMBER 7, 1949**

Clayton Derossett was injured in an underground haulage accident at 1 a.m. and died on December 8, 1949.

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STATE OF KENTUCKY

DEPARTMENT OF MINES AND MINERALS

FATAL ACCIDENT REPORT

- 1. Name of person killed Clayton Derossett
- 2. Age 21 3. Married or single single
- 4. Dependents none 5. Nationality American
- 6. Occupation Supply Breakman 7. Length of time in service 2 yrs-7 mo.
- 8. Total Mining Experience 4 years
- 9. Date of accident Dec. 7-1949 10. Date of death Dec. 8-1949
1:30 A.M. 9:30 A.M.
- 11. Witnesses Howard Sayers
- 12. Statement of injured person None.

13. Location and how accident occurred 1 st R butt, off 3 rd L, off old Main.
Man was squeezed between the fender of a shuttle car and the roof.

- 14. Name of hospital sent to, if any, Methodist - Pikeville Ky.,
- 15. Name of Company Republic Steel Corp.,
- 16. Mine Republic Ky., Mine
- 17. Post Office Pikeville 18. County Pike

Cause, in Detail, of accident

Mr. Clayton Derossett, age 21, white, American breakman, with 4 years of mining experience, was severely injured, December 7 th 1949 at 1:30 A.M. He died December 8 th at 9:30 A.M.

Mr. Howard Sayers, ~~was~~ a motorman and Mr. Clayton Derossett a breakman were attempting to lead a shuttle car on a utility truck. The location was 100 feet back from the face in 1 st butt, off 3 rd left, off old Main.

The two men recognizing the hazard of low top at end of the rails where they wished to lead the shuttle car, decided to start the wheels of the shuttle car up the runway of the utility truck. From this point they were to attach a chain from the motor to the shuttle car and complete the loading. ~~moved~~

Mr. Derossett ~~started~~ the shuttle car back toward the face to line up the wheels with the run-way of the utility truck.

The blocking on the left side of the shuttle car was not up level with the blocking on the right side. There was an off-set of about 4 inches.

The motorman was down behind the truck. This was to enable him to tell when the wheels were in line with the run-way of the utility truck.

Mr. Derossett started back with the shuttle car and did not stop when the front wheels reached the run-way. He hit the off-set in the blocking between the rails and the utility truck and went on up the run-way. The front wheels came to rest on up the run-way and the rear wheels came to rest against the off-set, where he had intended to stop the front wheels.

It is supposed that the jar the man received as the front wheels crossed the off-set, threw Mr. Derossett up out of the shuttle car seat and he was crushed between the fender of the shuttle car and the reef as the shuttle car climbed the run-way.

The shuttle car came to a stop after the man had released the pressure on the feet started button. He was released after passing the low spot in the top. The low top at this point was made more hazardous by the presence of a brew. This brew extended out 4 feet from the rib. It was 8½ inches thick on the rib and ran out to a feather edge.

Recommendations:

- (1) That shuttle cars be loaded ~~at~~ at a point that allows clearance needed to perform this task safely.
- (2) That proper blocking be placed at the ends of the run-ways to utility trucks before loading is started.
- (3) That if it becomes necessary to load where clearance is not present, That a chain be used to prevent the recurrence of the above accident.

Date of Investigation:
December 10-1949
December 12-1949

T. Gallien-J. H. Winning
District Inspector