

## Coal Miner Is Killed

A California man has died of injuries received in a mine fall at the Banning No. 4 Mine near West Newton.

Nick Brosick, 58, of 442 Second St. died Sunday morning in Pittsburgh's Mercy Hospital.

The California miner was injured Friday afternoon suffering multiple injuries including fractures of both legs.

The mine is owned by Republic Steel Corp.

The mine accident was the first such fatal in Westmoreland County this year.

1969 Nick Brosnick killed in Banning machinery accident



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Tue, Dec 26, 2023

# COAL FATAL

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
BUREAU OF MINES

Coal Mine Safety District A

REPORT OF FATAL COAL MINE (MACHINERY) ACCIDENT  
BANNING NO. 4 MINE  
REPUBLIC STEEL CORPORATION  
NORTHERN COAL MINES DISTRICT  
WEST NEWTON, WESTMORELAND COUNTY, PENNSYLVANIA

Injured: February 20, 1969  
Died March 23, 1969

by

Walter J. Balitski  
Federal Coal Mine Inspection Supervisor

Willis E. Cupp  
Federal Coal Mine Inspector

Originating Office - Bureau of Mines  
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W. Dan Walker, Jr., District Manager  
Coal Mine Safety District A

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#### INTRODUCTION

This report is based on an investigation made in accordance with the provisions of the Federal Coal Mine Safety Act (66 Stat. 692; 30 U.S.C. Secs. 451-483) as amended.

On Thursday, February 20, 1969, about 11:20 p.m., Nick Brosick, loading-machine operator, suffered severe injuries to his legs. The accident occurred in No. 5 entry 13 north section in the Banning No. 4 mine. As a result of the injuries, Brosick died about 11:45 a.m., March 23 in Mercy Hospital, Pittsburgh, Pennsylvania.

Brosick, age 58, had 38 years mining experience, 13 years as a loading-machine operator. He is survived by his widow and two dependent children.

The Pittsburgh office of the Bureau of Mines was notified of the accident at 10 a.m. March 24, by A. M. Shaffer, Superintendent of Industrial Relations. An investigation was started the following day.

#### GENERAL INFORMATION

The Banning No. 4 mine is opened by three shafts and a slope into the Pittsburgh coalbed, which averages 96 inches in thickness in this area.

Employment was provided for 301 persons, of whom 241 were employed underground and 60 on the surface. The average daily production of 5,200 tons of coal was loaded mechanically.

A block system of mining was followed, and pillars were extracted uniformly by the pocket-and-wing method. Entries, crosscuts, and pillar splits were driven a maximum of 16 feet in width. Crosscuts were within the required intervals. The 13 north section, where the accident occurred, consisted of five entries that were being retreated.

The coal in the 13 north section was mined by a ripper-type continuous-mining machine which discharged the coal on the mine floor from where it was loaded into shuttle cars with a loading machine. The coal was hauled to and loaded on a belt conveyor which discharged into mine cars. When corner (push out) stumps were mined, the continuous miner discharged the coal directly into the loading machine.

Information for this report was obtained from a visit to the section where the accident occurred; an inspection of the equipment involved; and from statements made by Robert Schmit, continuous-miner operator; Harry Edwards, repairman; Nello Giovanelli, shuttle-car operator; coworkers; and from Joseph Hutchison, Assistant Mine Foreman. The area where the accident occurred was inaccessible because the area had been mined out. A sketch of the scene of the accident was supplied by the company.

The investigating committee consisted of the following:

Republic Steel Corporation  
Northern Coal Mines District

W. B. Catney	Safety Supervisor
A. B. Martinelli	Mine Foreman

United Mine Workers of America

Joe Daniels	President and Acting Chairman, Safety Committee, Local Union No. 9673
Harry Sprowls	Safety Committeeman
Harry Edwards	Safety Committeeman

United States Bureau of Mines

Walter J. Balitski	Federal Coal Mine Inspection Supervisor
Willis E. Cupp	Federal Coal Mine Inspector

The last Federal inspection was completed March 4, 1969.

DESCRIPTION OF ACCIDENT

The section crew including Nick Brosick arrived on the 13 north section about 4:20 p.m., February 20, 1969. In the course of their work they completed mining in a pillar block in the No. 4 entry and moved to No. 5 entry. They mined through a pillar block and took 2 lifts off the right fender leaving approximately a 15- by 26-foot stump. After 2-1/2 shuttle cars of coal were loaded off the stump, Robert Schmit noticed the roof working and hollered "Let's go." He signaled Brosick with his cap lamp, who in turn signaled Nello Giovanelli. Joseph Hutchison, standing near Brosick, also signaled Giovanelli. While the shuttle car was being loaded, the boom of the loading machine was over the sideboard of the shuttle car. While Giovanelli was changing his position to face

the direction of travel, Brosick started to move the loading machine back. Giovanelli stated that when he moved the car the two pieces of equipment locked and he stopped. At the same time Hutchison heard Brosick yell "Oh my legs" and noticed him leaning against the machine with his legs underneath the resistance case. Hutchison signaled Giovanelli not to move the car. Immediately Hutchison, Edwards, and Schmit came to Brosick's aid. Seeing that Brosick's legs were badly hurt from the knees down, they cut away some of his clothing and boots, placed him on a stretcher and transported him to the surface. He was examined by a physician and transported by ambulance to the Mercy Hospital, Pittsburgh, Pennsylvania, where he died at 11:45 a.m., March 23.

The equipment involved was a Jeffrey 67-MT shuttle car and a Jeffrey 81-A loading machine which had been operated for about 10 years. Due to the design of the underside of the boom of the loading machine and an alteration to the sideboard of the shuttle car, a locking effect was created when the shuttle car started to tram. Management and employees stated that to their knowledge this was the first time that two pieces of equipment had locked. The simultaneous movement of the loading machine and shuttle car suddenly moved the loading machine 24 inches outward and 22 inches sideward. A flame safety lamp that hung near the resistance case may have also come in contact with Brosick's legs since it was damaged.

#### CAUSE OF ACCIDENT

The cause of this accident was the moving under the stress of an emergency of the loading machine before the shuttle car was in the clear.

#### RECOMMENDATION

Compliance with the following recommendation may prevent accidents of a similar nature:

1. Operators of mobile equipment should exercise extreme care when moving equipment in proximity to other equipment and should be alert to the hazards involved at all times, including emergencies.

In an effort to prevent the possibility of similar accidents, management has had metal plates welded over the openings in the booms of all similar types of machines.

ACKNOWLEDGMENT

The cooperation of company officials and members of the United Mine Workers of American during this investigation is gratefully acknowledged.

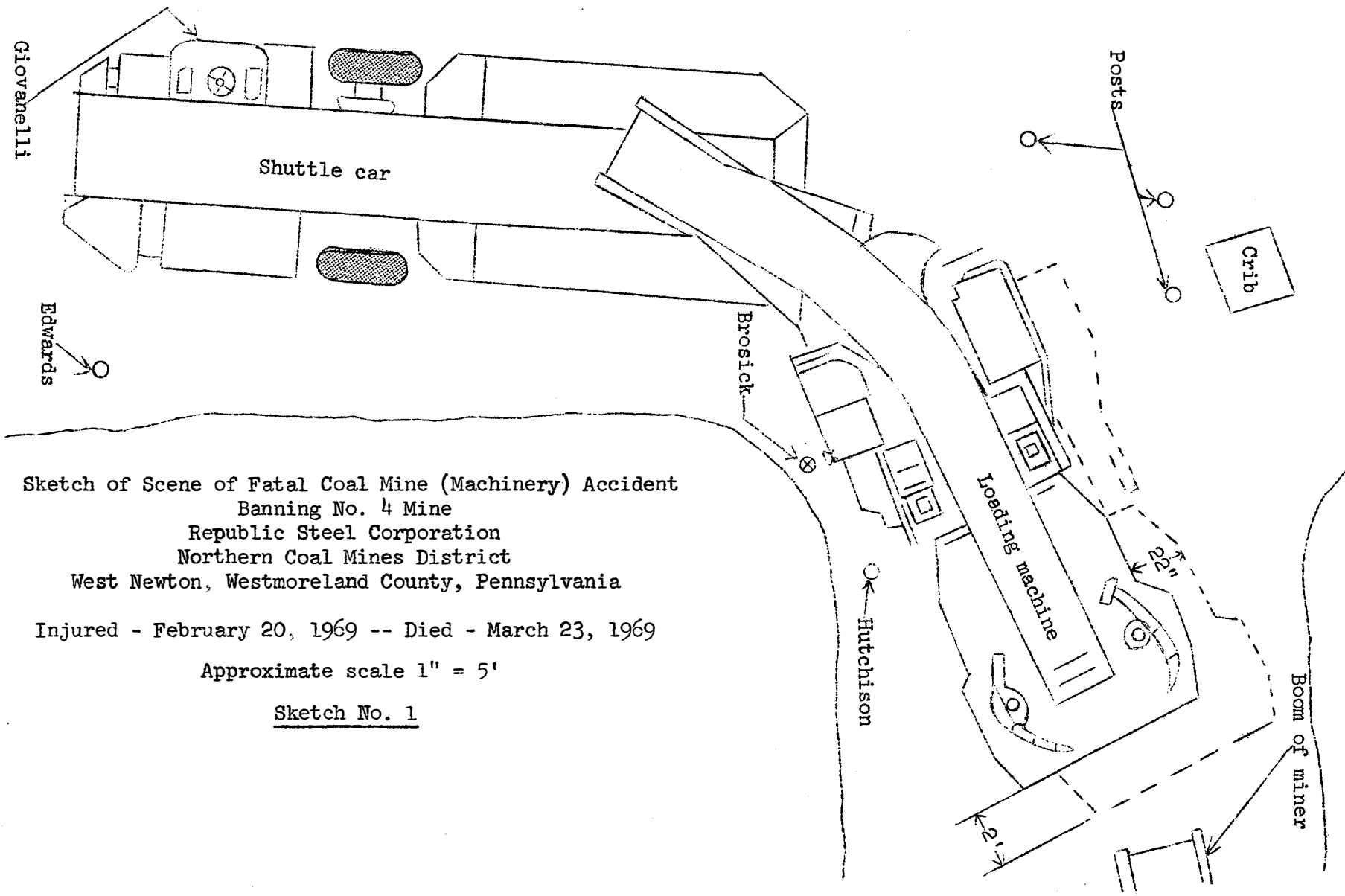
Respectfully submitted,

/s/ Walter J. Balitski

Walter J. Balitski

/s/ Willis E. Cupp

Willis E. Cupp



Sketch of Scene of Fatal Coal Mine (Machinery) Accident  
 Banning No. 4 Mine  
 Republic Steel Corporation  
 Northern Coal Mines District  
 West Newton, Westmoreland County, Pennsylvania

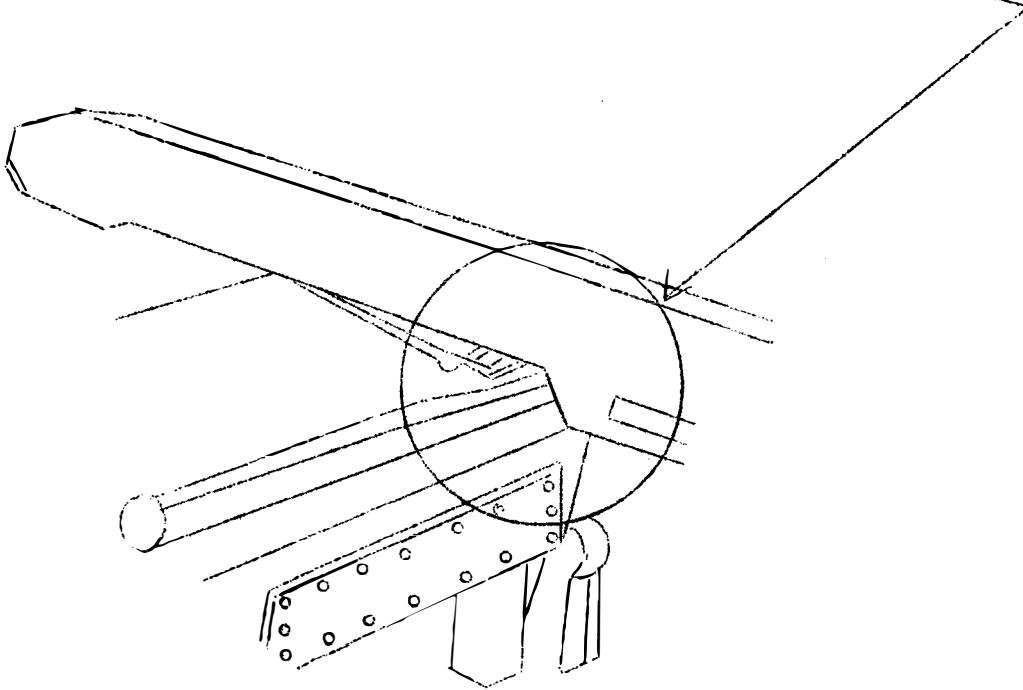
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Approximate scale 1" = 5'

Sketch No. 1

Sketch No. 2

Shuttle car and loading machine caught together at this point



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