



# Reports

Mulga Mine

April 20, 1910 - May 1910

# Mulga Mine Explosion

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Notes By Geo. S. Rice

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## Detail of Evidence

Manway Going south on manway from the No. 2 shaft. — The first cross cut on left has damp dust on corners.

On the right there was a piece of canvas on a wire hanger, which had been blown north toward shaft No. 2. There was some damp dust on the north side of piece of the hanger.

The second wire hanger was knocked north, splitting the plug.  
The first cross cut on the right was blown out. There was damp dust on the inner corner of the cross cut.

The rock stopping in the second cross cut on the right was intact. There was some damp dust on the inner rib of cross cut.

The supports for the feed wires were driven north, splitting the plugs. The feed wires along the entry were blown, but the trolley wires were up.

The stone stopping in the third cross cut on the right was blown out, and was scattered along roadway. No evidence was noted!

Diagonal East.

On the left air-courses of Diagonal or Main East there was considerable standing water. Damp dust was found on both north and south facing.

The ~~first~~ stopping in the first cross cut on the right, which was of stone, was intact.

Seven or eight empty cars were on the switch; the only car was blown north and tipped on ledge. There was a wafer spray located on this switch and the dust was damp.

Going East on the Diagonal from the junction of the Mainway the rock stoppage in the first left cross cut was blown into the main entry. The stoppage in the right cross cut was blown into the south air-courses and the rocks scattered. The stoppage in the second left and right cross cuts were blown on the main entry toward heading. The trolley wire was not disturbed along this section of the entry. The stoppage in the third cross cut on the left was blown toward the heading.

At the switch of the 1st left heading, a piece of canvas was caught in the fork of the trolley, had been blown north. The

and timber, <sup>2</sup>  
stones stopping in the <sup>left</sup> cross cut opposite the  
switch frog, which was made of straw and  
~~timber~~, was blown out. It is not perfect-  
ly clear which way the material was blown  
but most of the evidence indicate that it  
was blown towards the heading.

No coking had been observed so far but the  
grogs were found to be scoured on the inby  
faces and fine dust on the outby faces.

~~About the 1st inby the second left, coking  
was found in the inby face of a frog.~~

The stopping in the <sup>right</sup> cross cut inby 2<sup>nd</sup> left  
was blown out, toward heading. There was  
some coke on the face of grogs opposite the  
second cross cut, also just inby this cross cut  
coke was found on the outby face of the  
grogs. The floor of the road along this section  
of the entry was strewn with with much  
coarse rock. The stopping in the third cross cut  
was nearly intact. Some coke was found on  
rocks opposite 4<sup>th</sup> cross cut. Coke was found  
on inby face of grogs opposite the 5<sup>th</sup> and  
6<sup>th</sup> cross cuts. No coking was observed at the  
7<sup>th</sup> cross cut. Small amounts of coke was  
found on both inby and outby faces of grogs  
inby the 1<sup>st</sup> East heading. Further inby coke was  
found on the outby side of grogs.

Just outby room 1 there was a loaded car  
on which there was considerable coke on the  
outby end. Coke was found on all sides of a  
frog opposite the 10<sup>th</sup> cross cut.

(3)

The bodies of the man who worked in room <sup>no. 1</sup> was found lying on his face, badly burned, on the entry just outside room no. 1. Opposite room no. 2, the cars were off the track, showing the faces acting in. The stoppage in the cross cut in room no. 2 was blown into the entry. The track at this point was also torn up and blown ~~to~~ south. Dinner buckets opposite this cross cut were still filled with liquid. The track in the last cross cut was torn up, one section being moved about two feet toward the air-course. The south rail in the air-course track had been moved north, about 18 inches.

The bodies of a machine man and his helper were found near the face of the entry. A large rock had fallen on the machine board. Considerable coking was found at this point. There was evidence of gas at both the face of entry and air-course, but no cap showed on safety lamp.

1st East off Diagonal:  
Insert page 4 here

Cross 40 feet in from the mouth had coke on inby faces. Stoppage in all the cross cuts were blown toward the entry. Two loaded cars were blown across the track and showed coke on inby end.

The badly burned bodies of the two men who worked in the air-course were found in the last cross cut. The face of the entry was 50 feet inby the last cross cut. An empty car near the face <sup>of the entry</sup> had some scattered coke on the north end and heavy coke on the inby face.

Diagonal East (Cont'd.)

Timbers from the doors near Shaft No. 1. was blown into the slant cross cut to the shaft. Trolley wires and hangers were blown East into this cross cut. In the 2<sup>nd</sup> cross cut was an old cabin which was blown to pieces, and a little further along was a door that had been blown from near the bottom.

On the main bottoms a number of cars were piled up and more or less damaged.

The stopping in the cross cut, opposite the slant cross cut to the shaft, was blown toward the air course. A large post opposite this cross cut was blown South. A door was blown East 50 or 60 feet; coke was found on the East side of door frame and post.

On the next cross cut was a stone and cement stopping which was intact. This is one of the few stoppings in the mine that was left intact. The stone stopping in the next cross cut was blown in by, and a post at the mouth had coke on the East face. The bodies of three men were found on the curve into the South haulage.

On Diagonal East air-course opposite No. 4 Butt, some gyps show coking in outby faces, and 20 feet further in no coking was observed. Heavy coking was found on inby face of gyp in air-course outby No. 4 Butt.

## Main Hoistage No. 2:

The air course at north end of entry is a "blind" entry. Near the face of this entry some coking was found on the north side of props. A piece of canvas was wrapped around a post, showing the direction of force inby. A prop at the second cross cut showed coking on both faces.

At no. 1 left room, going towards no. 2 shaft, the track was moved two feet. Considerable coke was found in the crevices of rock opposite the mouth of this room. Opposite 7<sup>th</sup> Right entry, several heavy wire hangers were bent north. Considerable coking was found on north faces of props and cross cuts on this entry. The stopping in the 2<sup>nd</sup> cross cut from the shaft was blown into entry. Three trolley hangers at this point were bent north. The stopping in the first cross cut was blown into the entry. Trolley hanger wire bent south and wire was down. The trolley hanger 15 feet from shaft was bent inby. (insert back of page)

<sup>off Air Course</sup>  
Room No. 1, A - Chertiers were found on the roof 30 feet from the face and coke on pavement. Gas was bubbling up through water at the face of the room. Very heavy coking was found on inby faces of props.  
Room No. 2 - Similar condition as room 1, except the coke is brighter, and 25 feet from faces, the props are coked on all sides.

Room

The top of the stone stopping in the fourth cross cut was blown slightly toward the entry. The next two wire hangers were blown in.

The stopping in the fifth cross cut was intact except a small amount of the dirt was blown toward the entry.

~~On the left because of diagonal or main east there was considerable water~~



