

UNITED STATES
DEPARTMENT OF LABOR
MINE SAFETY AND HEALTH ADMINISTRATION

District 10

REPORT OF INVESTIGATION
UNDERGROUND COAL MINE

FATAL POWERED HAULAGE ACCIDENT

Camp No. 11 Mine (ID No. 15-08357)
Peabody Coal Company
Morganfield, Union County, Kentucky

June 4, 1980

by

Leslie E. Bragg
Coal Mine Inspector

Originating Office--Mine Safety and Health Administration
P.O. Box 473, Madisonville, Kentucky 42431
Hudson Sorrel, Subdistrict Manager

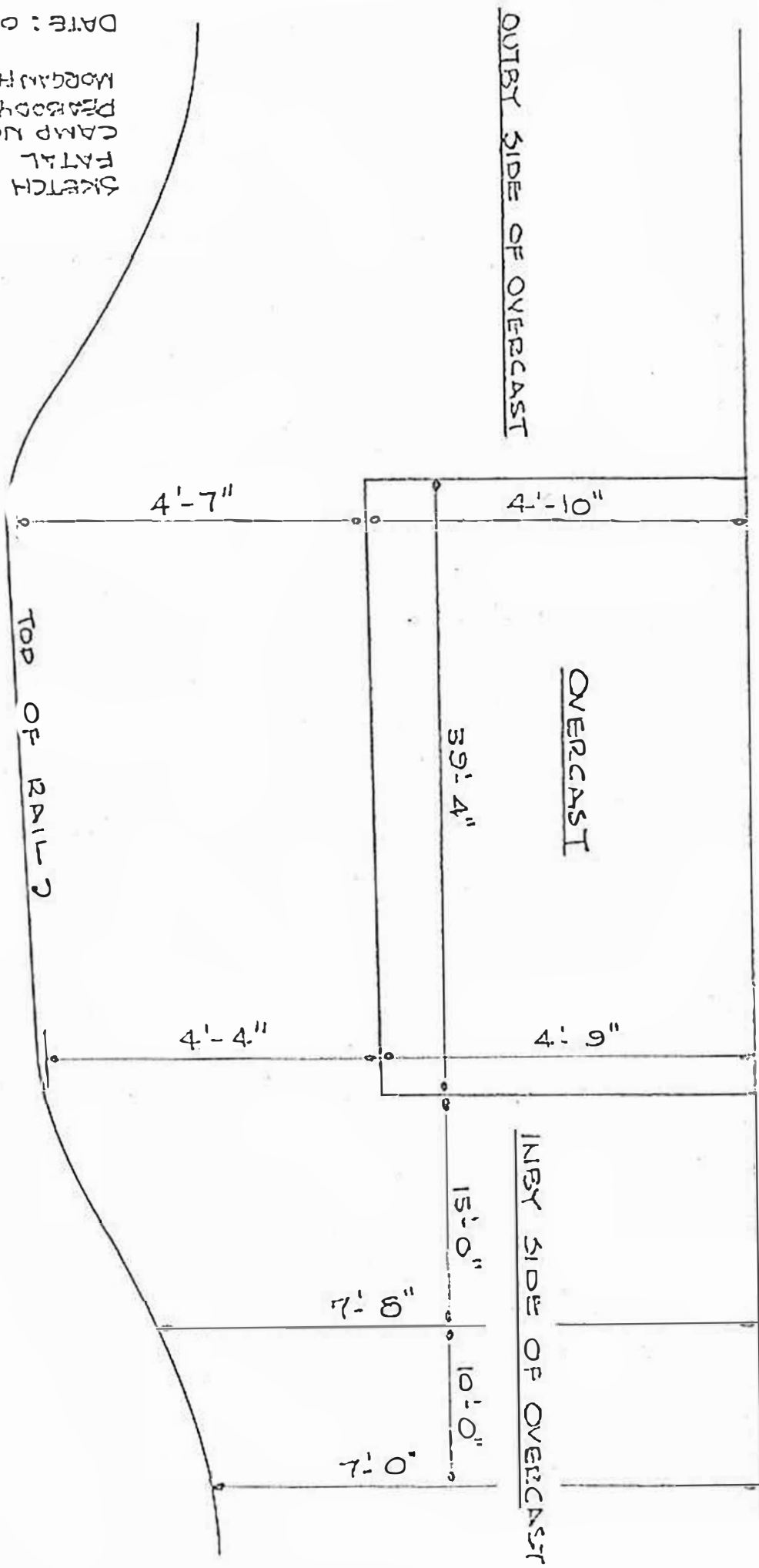
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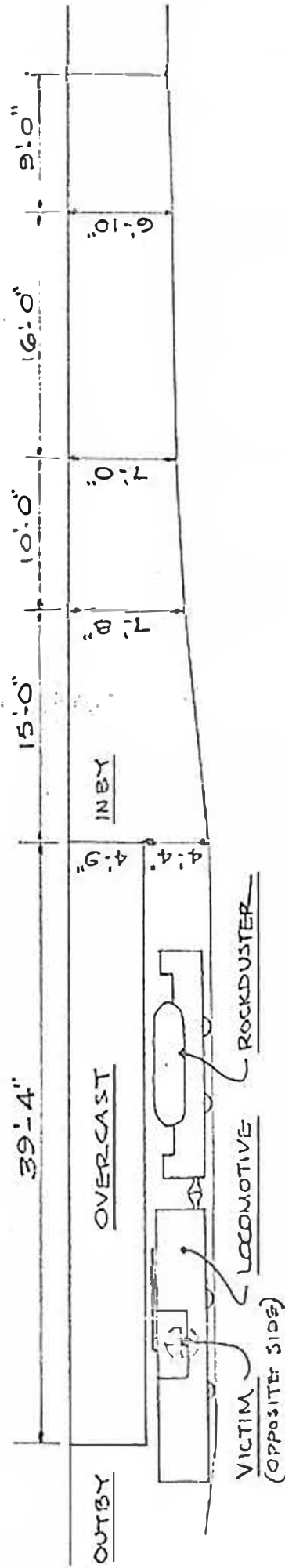
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Morganfield, Union County, Kentucky

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SKETCH SHOWING LOCATION OF
 FATAL HAULAGE ACCIDENT
 CAMP NO. 11 MINE 10 KM. 15-03357
 PEABODY COAL COMPANY
 MORGANFIELD, UNION COUNTY, KENTUCKY
 JUNE 4, 1980
 DATE: 06/26/80 SCALE: HOR. 1" = 10'
 VER. 1" = 4'





SKETCH SHOWING LOCATION OF
 FATAL HAULAGE ACCIDENT
 CAMP NO-11 MINE ID NO. 15-08357
 PEARBODY COAL COMPANY
 MORGAN FIELD, UNION COUNTY, KENTUCKY
 JUNE 4, 1980
 DATE: 06/26/80 SCALE: 1"=10'

Abstract of Investigation

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



Authority —

This report is based on an investigation made pursuant to the Federal Mine Safety and Health Act of 1977, Public Law 95-173, as amended by Public Law 95-104.

SECTION 1 - IDENTIFICATION

1. Title of investigation: Fatal Powered Haulage Accident

2. Date of investigation started: June 4, 1980

3. Report release date: November 7, 1980

4. Mine: Camp No. 11

5. Mine ID number: 15-08357

6. Company: Peabody Coal Company
Morganfield,

7. Town, County State: Union County, KY

8. Author(s): Leslie E. Bragg

SECTION 2 - MINE INFORMATION

9. Daily production: 6,300

10. Surface employment: 80

11. Underground employment: 280

12. Name of coarber: Kentucky No. 11

13. Thickness of coarber: 52 inches

SECTION 3 - MINE INFORMATION

18. Mine Safety and Health Administration
Coal Mine Health and Safety District No.: 10
Address: P.O. Box 473, Madisonville, KY

SECTION 4 - MINE INFORMATION

14. Industry: 11.50

15. This operation: 11.89

16. Training program approved: yes - Feb. 6, 1980

17. Mine Profile Rating: 7/43

SECTION 5 - MINE INFORMATION

See attached page.

SECTION 6 - MINE ORGANIZATION

Company officials:	Name	Address
19. President:	<u>Robert H. Quenon,</u>	<u>301 N. Memorial Drive, St. Louis, MO 63102</u>
20. Superintendent:	<u>Charles McGregor,</u>	<u>Route 5, Morganfield, KY 42437</u>
21. Safety Director:	<u>James Clem,</u>	<u>P.O. Box 14405, St. Louis, MO 63178</u>
22. Principle officer - H&S:	<u>Charles McGregor,</u>	<u>Route 5, Morganfield, KY 42437</u>
23. Labor Organization:	<u>UMWA District 23, Local Union 2305</u>	
24. Chairman - H&S Committee:	<u>Robert Campbell, Route 1, Town & Country Acres</u>	

ABSTRACT

On Wednesday, June 4, 1960, at approximately 7:30 p.m., a powered haulage accident occurred along the main north track entry resulting in the death of Jackie Marie Herran, classified belt cleaner. Herran had approximately 8 months mining experience as a belt cleaner and rock duster. There were no eyewitnesses, but it appeared that Herran was rock dusting alone utilizing a utility trolley locomotive/personnel carrier, pulling a track-mounted tank rock-dusting machine. Apparently the trolley pole came off the wire and while she was trying to replace it the locomotive rolled under an overcast and she was crushed between the overcast and the top of the locomotive. Cause of the accident was failure to stop the locomotive and set the brake before attempting to replace the trolley pole on the trolley wire.

Commentary

On the day of the accident Herran started work at the regular starting time of 4 p.m. At the start of the shift she was assigned the job of cleaning the Main East Belt drive and rock-dusting the North track entry by Alan Sheffer, Assistant Mine Foreman. Herran, in the company of Sheffer, completed the job of cleaning the drive about 7 p.m., at which time Sheffer left to go to No. 1 unit. Prior to leaving, Sheffer instructed Herran to take the rock-dusting machine back to the end of the North track when it was empty. When Sheffer left Herran she was traveling at a slow rate of speed and rock-dusting in a normal manner. When Sheffer returned about 30 minutes later, he found the locomotive and rock-dusting machine under the No. 5 unit overcast, about seven crosscuts outby the North piggyback drive. Herran was lying on her back in the locomotive on the trolley wire side.

Sheffer checked Herran for vital signs and detected a weak pulse. He then uncoupled the locomotive from the rock-dusting machine and moved it outby from under the overcast to where there was more clearance over the top of the locomotive and started mouth to mouth resuscitation. After attempts to revive Herran proved futile, Sheffer went to a nearby mine phone and tried to contact Buddy Ford, the mine foreman. Ford did not respond to his call and Sheffer immediately called the No. 5 unit for an ambulance car. Archie Coburn answered the phone on the No. 5 unit and proceeded to the scene with the ambulance car. At the same time Ford was in a position to hear the mine phone and Sheffer told him what had happened. Ford left immediately for the scene. Sheffer then resumed revival attempts. About 6 minutes later Coburn and Ford arrived on the scene with the ambulance car. Herran was placed in the ambulance car and transported to the surface as attempts to revive her continued. Herran was transported to the Union County Hospital where she was pronounced dead by Dr. George Welker.

Discussion and Evaluation

The investigation revealed the following factors relevant to the occurrence of the accident:

1. The victim was considered by management and coworkers to be competent and well qualified to operate the rock-dusting machine and the utility locomotive.
2. The utility locomotive was examined by an MSHA electrical inspector after the accident and defects were not detected.
3. The trolley wire in the area of the accident was apparently in good repair.
4. The vertical height under the overcast (52.2 inches) was approximately the height of the coal seam (53 inches).

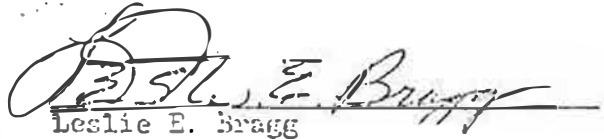
5. The bottom along the track entry was graded inby and outby the overcast to provide a gradual descent.
6. The change in clearance, at the overcast, was adequately marked with reflectors.
7. The rock-dusting machine weighed approximately 16,000 lbs. fully loaded.
8. Engineering specifications set out by the manufacturer showed that the utility locomotive was mechanically capable of pulling the rock-dusting machine and also had the braking capacity to stop the fully loaded locomotive and rock-duster.

Findings of Fact

The investigation did not reveal any violations of Title 30 CFR.

Conclusion


It was the consensus of the investigating committee that the cause of the accident was failure to stop the locomotive and set the brakes before attempting to put the trolley pole back on the wire. Not facing the direction of travel while the locomotive was in motion was a contributing factor.


Leslie E. Bragg

Coal Mine Inspection Supervisor (Acting)


Hudson Sorrel

Subdistrict Manager
District 10


William M. Craft

District Manager
District 10

APPENDIX

List of persons furnishing information and/or present during the investigation:

Peabody Coal Company Officials

Jack Bennett	Vice-President Operations
W. S. Smith	Corporate Safety Director
George Dean	Asst. Corporate Safety Director
Stephen H. Sharp	Divisional Director
John Steelman	Electrical Engineer
Charles McGregor	Superintendent
Robert Tackett	Assistant Superintendent
Sam Corbett	Mine Manager
Sidney Poe	Safety Director
David Hedgepath	Chief Electrician
Buddy Ford	Mine Foreman
Ronnie Rickets	Assistant Mine Foreman
Alan Sheffer	Assistant Mine Foreman
Duane Morris	Safety Manager

Representatives of Miners United Mine Workers of America

Tommy Gaston	President, District 23
Lewis Chaney	UMWA Safety Coordinator (Underground)
James S. Rowe	UMWA Safety Coordinator (Surface)
Jack Dixon	I.E.B.M., District 23
Robert Campbell	Chairman, Safety Committee, L.U. 2305
D. L. Burton	Safety Committeeman
Gary Morgan	Safety Committeeman
Thomas Kissinger	Safety Committeeman
Noyes Utley	Safety Committeeman
Archie Coburn	Roof-Bolting Machine Operator

Kentucky Department of Mines & Minerals

James P. Thorp	District Supervisor
William G. O'Leary	District Supervisor of Analyst
Oscar T. Summers	Analyst
Gene Mitchell	Analyst
Thomas W. Johnson	Inspector
Doug Monroe	Inspector

Old Republic Insurance Company

Ray Bartley	Investigator
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Mine Safety and Health Administration

William M. Craft	District Manager
Hudson Sorrel	Subdistrict Manager
Leslie E. Bragg	Coal Mine Inspection Supervisor (Acting)
Jessie F. Rideout	Special Investigator
Charles P. Clark	Coal Mine Inspector (Electrical)



1. Name: Jackie Marie Herran 2. Sex: M ☐ F ☒ 3. SSN: 314-30-2000

4. Age: 40 5. Job classification: Belt Cleaner

6. Experience at this classification: 8 months 7. Total mining experience: 8 months

8. What activity was being performed at time of accident? Operating locomotive

9. Victim's experience at this activity: 2 months - intermittently

10. Was victim trained in this task? yes

11. Health and Safety courses/Training received (related to accident) _____ Date received _____

New Miner Training - 10/29/79

Basic (Task) - 02/25/80

12. Name: Alan Shaffer 13. Certified: yes ☒ No ☐

14. Experience as supervisor: 4 yrs. 15. Total mining experience: 9 yrs.

16. Health and Safety courses/Training received (related to accident) _____ Date received _____

Required Certification and Qualification, First Aid, Accident

Prevention, Transportation & Communication Systems,

Health & Safety Aspects of Task Assignment, Hazard Recognition

17. When was the supervisor last present at accident scene prior to the accident? 7 p.m.

18. What did he do when he was there? Instructed her to bring the rock-duster to the
end of the track when it was empty of dust.

19. When was he last in contact with the victim? n.p.

20. Did he issue instructions relative to the accident? no

21. Was he aware of or did he express an awareness of any unsafe practice or condition? no



SECTION 1 - INFORMATION REQUIRED FOR ELECTRICAL ACCIDENT INVESTIGATION

1. Voltage of circuit involved: _____
2. Voltage to which victim was exposed: _____
3. Type of supply circuitry (trolley wire, portable rectifier, wye connected secondary, delta connected secondary): _____
4. Type, size, and insulation rating of conductor involved: _____
5. Electrical protection for circuit: _____
6. Ground fault trip value (3 phase only): _____
7. Wiring diagram of circuit involved (attach separate drawing): _____
8. Condition of mine floor: _____
9. Was victim wearing rubber boots? Yes ☐ No ☐ Condition of boots: _____
10. Was victim wearing gloves? Yes ☐ No ☐ Type: _____ Condition: _____
11. Type of frame grounding for equipment: _____

SECTION 2 - INFORMATION REQUIRED FOR ACCIDENT INVOLVING EQUIPMENT

12. Name of manufacturer of machine involved: Goodman Equipment Corporation
13. Model, approval number, and type of machine: M-9C-42-60T-Goodman Utility Locomotive
(Hule), Serial No. MX-0787
14. Machine voltage: 250V. D.C.
15. Did design of machine contribute to accident? Yes ☐ No ☒
16. Did maintenance deficiencies contribute to accident? Yes ☐ No ☒
17. Name of official responsible for maintenance of equipment: David Hedgcock
18. Experience of operator 2 mos.
19. Was machine being operated within safe limits of its capability? Yes ☒ No ☐

SECTION 3 - REMARKS
