

# **FATAL ACCIDENTS**

REPORT OF FATAL ACCIDENT

Name of Victim:	Joseph Leonard Noel
Address:	Box 74, R.D., Nicktown, PA 15762
Name of Mine:	Greenwich S. #2-Mine #580 Portal
Name of Company:	Greenwich Collieries, Div. of Pa. Mines Corp.
Date of Accident:	March 27, 1987 - Indiana Co.
Joseph J. Ardini, Mine Inspector	19th Bituminous District

DESCRIPTION OF ACCIDENT

Roof Fall - Roof Bolter Operator - Bolter out under unsupported roof. Still under investigation. Unavailable at time of publication of annual.

## REPORT OF FATAL ACCIDENT

Name of Victim: Frank Reams  
Address: 205 Trzczyulny St., Osceola Mills, PA 16666  
Name of Mine: Erickson-Excelsore  
Name of Company: Power Operating, Inc.  
Date of Accident: June 5, 1987 - Woodward Twp. - Clearfield Co.

Bernard R. Robb  
Surface Mine Conservation Inspector      Hawk Run District Office

### DESCRIPTION OF ACCIDENT

On June 5, 1987, at approximately 9:00 A.M., Frank Reams, age 49, Foreman with nine years experience at this occupation with the Power Operating, Inc., in Woodward Township, Clearfield County was fatally injured. Nature of injury was crushing injuries to pelvis, abdomen, lower back, and lower extremities.

The accident involved a Caterpillar 773, 50-ton capacity truck. The victim was attempting to repair a malfunctioning power shift transmission. The bed of the truck had been raised and one safety pin had been inserted to hold the bed in the raised position. At approximately 9:00 A.M., the victim climbed onto the frame of the truck under the raised bed to locate the cause of the malfunctioning transmission. According to the rock truck operator, who was the only witness, the victim was manually shifting gears using the lever on the transmission when the accident occurred. The engine of the truck was running at the time and the wheels of the truck were not blocked to prevent movement of the truck. Each time the victim shifted into gear, the truck lurched. At some point, the strap welded to the truck bed that the safety pin is inserted through broke, allowing the bed of the truck to fall.

### CAUSE OF THE ACCIDENT

1. The use of only one safety pin rather than two to secure the bed in the raised position.
2. Inadequate repair of the safety strap that had broken on at least one previous occasion.
3. Attempting to make repairs with the truck running, no operator in the cab, the brakes not set, and no blocks for the wheels to prevent the truck from moving.
4. A possible malfunction in the hydraulic system used to raise the truck bed.

### MEANS OF PREVENTING A SIMILAR ACCIDENT

1. Avoid the errors listed under "Cause of the Accident".
2. Provide wooden cribbing under the raised bed or a dirt pile against the back of the raised bed as a backup safety provision to keep the bed from falling.

## REPORT OF FATAL ACCIDENT

Name of Victim:	Lawrence E. Craig
Address:	646 Freeport Rd., Freeport, PA 16229
Name of Mine:	Rosebud No. 3
Name of Company:	Rosebud Mining Co.
Date of Accident:	August 17, 1987-Petrolia Township-Armstrong Co.
Gene R. Letzo, Mine Inspector	1st Bituminous District

### DESCRIPTION OF ACCIDENT

On August 17, 1987, at approximately 5:00 p.m., Lawrence Craig, Mobile Bridge Operator, age 56 with 38 years mining experience and approximately 2 months experience at this occupation was fatally injured. He had worked as a Section Foreman for another company. The victim was described as being a safe worker with an excellent work record. Nature of injury was crushing injuries to the chest and abdomen.

The section where the accident happened is the 1st Butt East Rooms, and they are utilizing a Long Airdox Mobile Bridge Carrier (MBC-21-C-L), Low Seam Full Dimension Continuous Haulage System. This system is physically attached to the Joy 15 CM2 Continuous Miner.

Before backing the Miner out of the cut from the cleanup, a miner operator signaled to the MBC Operator with his caplamp to indicate that he was backing up, the MBC Operator acknowledged by flagging back with his light. The MBC Operator started to back his machine up while crawling alongside the machine at the controls.

This part of the accident is unclear because of no eye witness, but it is speculated that as the victim was backing the Bridge out, he got into a tight position and was trying to tram the MBC over toward the belt to give himself more clearance on the rib side. During this time the miner was still tramping back, the victim realized at this time that he wouldn't be able to get through the tight area, left his controls and tried to slide back out of the way. At this time the victim was in a position where he couldn't signal the Miner Operator because he was facing outby, if victim yelled out at this time it was not heard. The miner at this point had reached the end of the slide, hit the stops causing the Mobile Bridge to pivot against the rib pinning the victim.

CAUSE OF THE ACCIDENT

1. Poor communications between the Miner Operator and the MBC Operator.
2. Inadequate clearance between the MBC control area and the rib, (approximately 17 inches).
3. Miner tramming at a faster rate of speed than the Mobile Bridge Carrier.

MEANS OF PREVENTING A SIMILAR ACCIDENT

1. Establish positive means of communications between the Operators of both units.
2. Maintain adequate clearance for the safe operation of equipment.
3. Extend the de-energizing switch to cover more area.
4. Capability of the de-energizing device on the MBC to de-energize the Miner and the MBC simultaneously.

REPORT OF FATAL ACCIDENT

Name of Victim:	Paul W. Ankney
Address:	Box 262, Mather, PA 15346
Name of Mine:	Gateway Mine - Grimes Portal
Name of Company:	Gateway Coal Co.
Date of Accident:	October 3, 1987 - Ruff Creek - Greene Co.

Jesse L. Bolen, Mine Inspector                      6th Bituminous District

DESCRIPTION OF ACCIDENT

On October 3, 1987, at approximately 8:55 a.m., Paul W. Ankney, Welder 1st Class, age 42 with sixteen and half years mining experience and one year eight months experience at this occupation was fatally injured. Nature of the injury was head and neck.

Two motors with a work car coupled between them were approaching a switch. As the lead motor crossed the switch, the work car derailed forcing the derailment of the lead motor that hit a cement block wall that collapsed, and fell on the motor and operator.

CAUSE OF THE ACCIDENT

The derailment of a work car forcing the lead motor to derail.

MEANS OF PREVENTING A SIMILAR ACCIDENT

Undertermined at this time.

## REPORT OF FATAL ACCIDENT

Name of Victim: Gerald T. Shipley  
Address: R.D. 2, Box 52, Clearfield, PA 16830  
Name of Mine: Mine Drainage Permit No. 18840101  
Keating Mine  
Name of Company: Ed Hanslovian Coal Co., Inc.  
Date of Accident: October 14, 1987-Keating Twp., Clinton Co.

Henry Daniels  
Surface Mine Conservation Inspector Hawk Run District Office

### DESCRIPTION OF ACCIDENT

On October 14, 1987, at approximately 2:00 p.m., Gerald T. Shipley, Mechanic, age 33 with twelve years mining experience and five years experience at the occupation of a mechanic was fatally injured. Nature of the injury was the head.

The repair of an oil line was the beginning of the event that led up to the fatality. The mechanic requested the operator to try the machine to see if there were any more oil leaks, or if the repaired line was leaking. In the course of doing the test, the victim placed his body in a position that resulted in the fatality.

### CAUSE OF THE ACCIDENT

Victim placed himself between counterweight and cylinder or tube-rest or stop which houses the boom mechanism. With boom extended and raised, there was no clearance between crossing lines and base of cylinder where the victim placed his head.

### MEANS OF PREVENTING A SIMILAR ACCIDENT

Undertermined at this time.

### RESPONSIBILITY FOR THIS ACCIDENT

Under investigation by State Police and Coroner. Information unavailable at time of publication of annual.

REPORT OF FATAL ACCIDENT

Name of Victim:	Robert D. Shaffer
Address:	Box 85, Alutman, PA
Name of Mine:	Homer City
Name of Company	Helen Mining Co.
Date of Accident:	October 25, 1987 - Homer City - Indiana County
Anthony Scarton, Mine Inspector	17th Bituminous District

DESCRIPTION OF THE ACCIDENT

On October 25, 1987, at approximately 11:10 a.m., Robert D. Shaffer, age 58 with sixteen years mining experience and twelve years experience at the occupation of Track Repairman was fatally injured. Nature of the injury was massive crushing injuries to chest and thorax.

The victim was performing track work at 4 Left Crossing, South Mains Track when a motor and supply cars parked in a switch drifted out on the haulage and ran over the victim working on the track.

CAUSE OF THE ACCIDENT

Failure to properly block or spray standing cars and track-mounted machinery.  
Failure to properly set mechanical braking device (parking brake).

MEANS OF PREVENTING A SIMILAR ACCIDENT

All standing cars and track-mounted equipment must be properly blocked and/or spragged. Mechanical braking devices (parking brake) must be properly set.