

State of West Virginia
Office of Miners Health, Safety and Training
14 Commerce Drive
Westover, W.Va. 26501

June 5, 2008

Fatal Power Haulage Accident
Underground Coal Mine

Consolidation Coal Company
Robinson Run Mine
D-4786-S

Region One

Alan Lander, Inspector-at-Large
Jeff Bennett, District Mine Inspector
Brian Mills, District Mine Inspector
John Hall, Electrical Inspector

TABLE OF CONTENTS

General Information	Page 3
Description	Page 3,4
Findings of Fact	Page 4,5
Conclusion	Page 5
Recommendations	Page 6
Enforcement Action	Page 6
Acknowledgement	Page 7
Appendix	

GENERAL INFORMATION

A fatal haulage accident occurred at approximately 10:55 a.m. on June 5, 2008 at the Consolidation Coal Company's Robinson Run Mine. The accident occurred near the 130 block along the 3 West supply track. Mr. Gary A. Hoffman, age 55, was fatally injured when he was struck by a loaded supply car belonging to the trip he was transporting to the 171 block.

The Office of Homeland Security notified Alan Lander, Inspector-at-Large with the Office of Miners' Health, Safety and Training, Westover office at approximately 12:30 p.m.. A joint investigation with the Mine Safety and Health Administration was started immediately.

DESCRIPTION

The Consolidation Coal Company, Robinson Run Mine is a drift, shaft and slope mine, which mines coal in the Pittsburgh seam, located near Shinnston in Harrison County. Mining is conducted with one longwall unit and four continuous miner units. Employees and supplies are transported by rail. Coal is removed from the mine by conveyor belt.

On Thursday, June 5, 2008, Mr. Gary A. Hoffman (victim) general inside laborer; Mr. Richard Carson, trackman; and Mr. Dave Auvil, trackman were instructed to deliver two supply cars loaded with doughnut fiber cribs and associated materials to the 171 block. They were to build fiber cribs at the seal project at the 174 block. Mr. Frank Galambus, foreman, warned the crew that the rails were wet and to take additional sand. The high temperature and humidity over the past few days, and the proximity to the Oakdale and Margaret air shaft, had caused moisture to accumulate on the rails. The tail locomotive was to sand the rails on the way into the work area. Mr. Gary Hoffman (operating the No. 67, twenty ton locomotive), was to operate the lead locomotive, coupled to two loaded supply cars. Mr. Carson (operating the No. 64, twenty ton locomotive) would follow on the tail locomotive. Mr. Dave Auvil would follow the trip with the #10 jeep. Since both car loads of crib material would not be completely unloaded during the shift, the track jeep would be utilized to bring the men out of the mine at the end of the shift. During the pre-operational checks at the beginning of the shift, Mr. Carson asked Mr. Hoffman if he wanted the tail locomotive coupled to the trip. Mr. Hoffman told him that he felt it would not be necessary.

The trip entered the mine through the drift opening at the Robinson Run Portal at the start of the 8 a.m. shift. The locomotives stopped at the 74 block along the 3 West supply track to check and add sand to their sanders. Mr. Carson was following a couple blocks behind the trip, applying sand to the track rails. At the number 97 block, he stated he noticed dust in the air and thought the supply trip might be sliding

on the wet rails. At the 101 block he noticed that Mr. Hoffman had aligned the electric de-rail for the straight and that everything must be alright. At 111 block, Mr. Carson again noticed more dust in suspension and tried to contact Mr. Hoffman two different times over the trolley radio. There was no answer. Mr. Carson lost sight of the trip as it started through the 'S' turn at 114 block. Upon approaching the 130 block, Mr. Carson noticed Mr. Hoffman lying along the clearance side of the supply track. The supply trip had proceeded on into the mine. He immediately stopped and tried to render assistance to Mr. Hoffman. Shortly thereafter, Mr. Auvil arrived and together they checked Mr. Hoffman for breathing and a pulse. Mr. Auvil called the dispatcher to summon help to the area. Mr. Frank Galambus was notified by the dispatcher that he was urgently needed at 130 block and that there had been an accident. Mr. Galambus proceeded to the area. Mr. Tom Harrison, project engineer for that area of the mine, overheard the conversations on the mine radio and left his office at Robinson Run Portal; he drove overland to the Oakdale Portal. Mr. Harrison met the Harrison County EMS at the Oakdale Portal and escorted them underground to take them to the accident scene. After performing triage on Mr. Hoffman, the paramedics informed Mr. Harrison that the coroner needed to be summoned to the mine.

Mr. Harrison instructed Mr. Terry Thorn, mechanic, to locate the locomotive and supply cars. He wanted to be sure there was no problem with the trip or the trolley wire. Mr. Thorn found the number 67 locomotive off track inby the #142 block. The electric brake lever was engaged in the fifth point of dynamic brake (which would give the locomotive the maximum electric braking). The two supply cars were still on the track. The trolley pole was "dogged" and there were no headlights burning, nor was the low air alarm sounding. The batteries on the locomotive were discharged. Upon checking the area to insure there was no fire hazard, Mr. Thorn returned to 130 block to inform Mr. Harrison that the area was secure.

FINDINGS OF FACT

- 1) The General Electric 20 ton track locomotive, Model GEX-10873, Serial No. 38927 (company number 67) was being utilized to haul two supply cars to the seal project at 174 block.
- 2) The two shield carrier type supply cars were loaded with a total of twelve pallets of doughnut cribs, two pallets of sand, and one pallet of cap boards.
- 3) The total weight of the supply cars and materials was 43.32 tons.
- 4) The 3 West haulage track from 90 Block to 130 Block is 3,700 feet in length and drops approximately 125 feet in elevation.
- 5) Evidence indicated that the outby set of trucks on the #67 locomotive came off track at #141 Block.
- 6) The #67 locomotive traveled a distance of approximately 253 feet inby the #141 block before coming to a stop.

- 7) The inby set of trucks on the #67 locomotive came off track a short distance prior to the locomotive coming to a complete stop.
- 8) Neither of the two supply cars derailed during the accident.
- 9) Evidence found on the second supply car indicated that Mr. Hoffman was struck by the supply car.
- 10) There was very little sand left in the reservoir of the inby sander, located on the clearance side of the locomotive.
- 11) The inby sander, located on the wire side, was full of sand. This sander had a full bag of sand, with a hole in one end, lying over the top of the reservoir. This would have permitted sand to filter from the bag into the reservoir. After the accident, this sander was tested and found to be inoperative.
- 12) There were no eye witnesses to this accident.
- 13) There are four eight volt batteries provided on the twenty ton locomotive to provide the 32 volt control voltage.
- 14) There was no way to insure the required residual voltage was provided on the batteries during a pre-operational check.
- 15) The track rails were reported to be wet and the tail motorman was instructed to sand the rails while going into the mine.
- 16) Mr. Hoffman did not want the tail motor to couple to the supply trip.
- 17) Both motormen had stopped and refilled their sander reservoirs at the 74 block.
- 18) Mr. Hoffman had received his annual refresher training on April 26, 2008.
- 19) His last recorded refresher training for motorman (50 ton locomotive) was on March 6, 2007.
- 20) The trip had traveled approximately 7.7 miles prior to the accident.
- 21) The electric brake lever was engaged in the fifth point of dynamic brake (which would give the locomotive the maximum electric braking.)

CONCLUSION

Mr. Gary A. Hoffman was fatally injured when the supply locomotive and trip he was operating began sliding on the wet rails on a downhill grade. Mr. Hoffman apparently left the locomotive prior to it derailing. Mr. Hoffman was struck by the last supply car in the trip. There were no eye witnesses to this accident.

RECOMMENDATIONS

Mine management shall submit to the West Virginia Office of Miners' Health, Safety and Training a modification to their Comprehensive Mine Safety Program to address the safe operating procedures for twenty ton track locomotives.

Mine management shall hold a safety meeting with all motormen to discuss the safe operating procedures for all locomotives.

Mine management shall install battery voltage indicators on all G.E. twenty ton locomotives at the mine. All motormen shall be trained in the pre-operational check on the locomotive pertaining to how to properly check the residual voltage in the batteries on the locomotive.

ENFORCEMENT ACTION

A non-assessed control order was issued in accordance with Title 36, Series 19, Section 7.1 of the state of West Virginia mining laws to preserve evidence at the accident scene . The four twenty ton G.E. locomotives in use at the Robinson Run Mine have been placed under this order until an investigation is completed.

22A-2-37(o) Based on the inspection of the number 67 locomotive, involved in the fatal accident to Mr. Gary Hoffman on June 5, 2008, it was revealed that the sanding device provided on the inby end of the locomotive, on the trolley wire side, would not dispense sand onto the rail when tested. The reservoir for the sander was full but the drop tube was plugged. The reservoir for this sander was found to be full of sand at the accident site, which would indicate it had not worked prior to the accident. This sander is required for the safe operation of the locomotive. Evidence indicates that this violation contributed directly to the accident.

There were five non-contributory violations issued during this investigation.

INVESTIGATIONS AND INTERVIEWS

An onsite investigation was conducted on June 5, 2008 of the accident scene:

West Virginia Office of Miners' Health, Safety and Training

Jeff Bennett	District Mine Inspector
Brian Mills	District Mine Inspector
John Hall	Electrical Inspector
John Meadows	Assistant Inspector-at-Large
Alan Lander	Inspector-at-Large

Mine Safety and Health Administration

Joshua R. Brady	Investigator
Todd M. Anderson	Investigator
W.L. Speery	Electrical Inspector
Greg Petty	Assistant District Manager

United Mine Workers of America

Carl Morris	Local
John Snyder	Local
Rich Eddy	District President
Chris Yanero	Local
Ann Martin	Local
William Higgs	Local

Consol Energy

Todd McNair	Superintendent
Dave Clise	Corporate Safety
Tom Harrison	Project Engineer
Eric Schubel	Vice President Operations
Frank Galambus Jr.	Mine Supervisor
Michael Jacquez	Human Resources
Marvin McBride	Mine Foreman
Michael Nestor	Safety Supervisor
Rick Marlowe	Corporate Safety

Formal interviews were conducted at the mine on June 6, 2008:

West Virginia Office of Miners Health, Safety & Training

Jeff Bennett	District Mine Inspector
Alan Lander	Inspector-at-Large
Terry Farley	Administrator
Barry Koerber	Council

Mine Safety and Health Administration

Kenneth W. Tenney	Supervisor
Jeffery C. Maxwell	Inspector
Tom Todd	Assistant District Manager

United Mine Workers of America

Rich Eddy	District President
Chris Yanero	Local
Ann Martin	Local
Ron Bowersox	International Safety
Robert Knisely	Local
Richard Sandy	Local
*Rick Carson	Trackman (operating the tail locomotive)
*Aaron Dodd	Dispatcher
*Dave Auvil	Trackman
*Terry Thorn	Mechanic

Consol Energy

Todd McNair	Superintendent
*Tom Harrison	Project Engineer
Eric Schubel	Vice President Operations
*Frank Galambus Jr.	Mine Supervisor
Rick Marlowe	Corporate Safety

*Denotes persons interviewed

MINE INFORMATION

COMPANY Consolidation Coal Company

MINE NAME Robinson Run No. 95 Mine

WV PERMIT D-4786S

ADDRESS 70 Camp Run Rd., Mannington, WV 26580

COUNTY Harrison County

DATE PERMIT WAS ISSUED December 15, 1970

WORKING STATUS Active

LOCATION Harrison and Marion Counties

UNION NON-UNION

ANNUAL PRODUCTION TO DATE 1,977,356 tons

TOTAL EMPLOYEES 490 NUMBER OF SHIFTS 3

COAL SEAM NAME AND THICKNESS Pittsburgh / 72 inches

TYPE OF HAULAGE Conveyor belt and track

WVOMHS&T INSPECTOR Jeff Bennett

DATE OF LAST REGULAR INSPECTION March 26, 2008

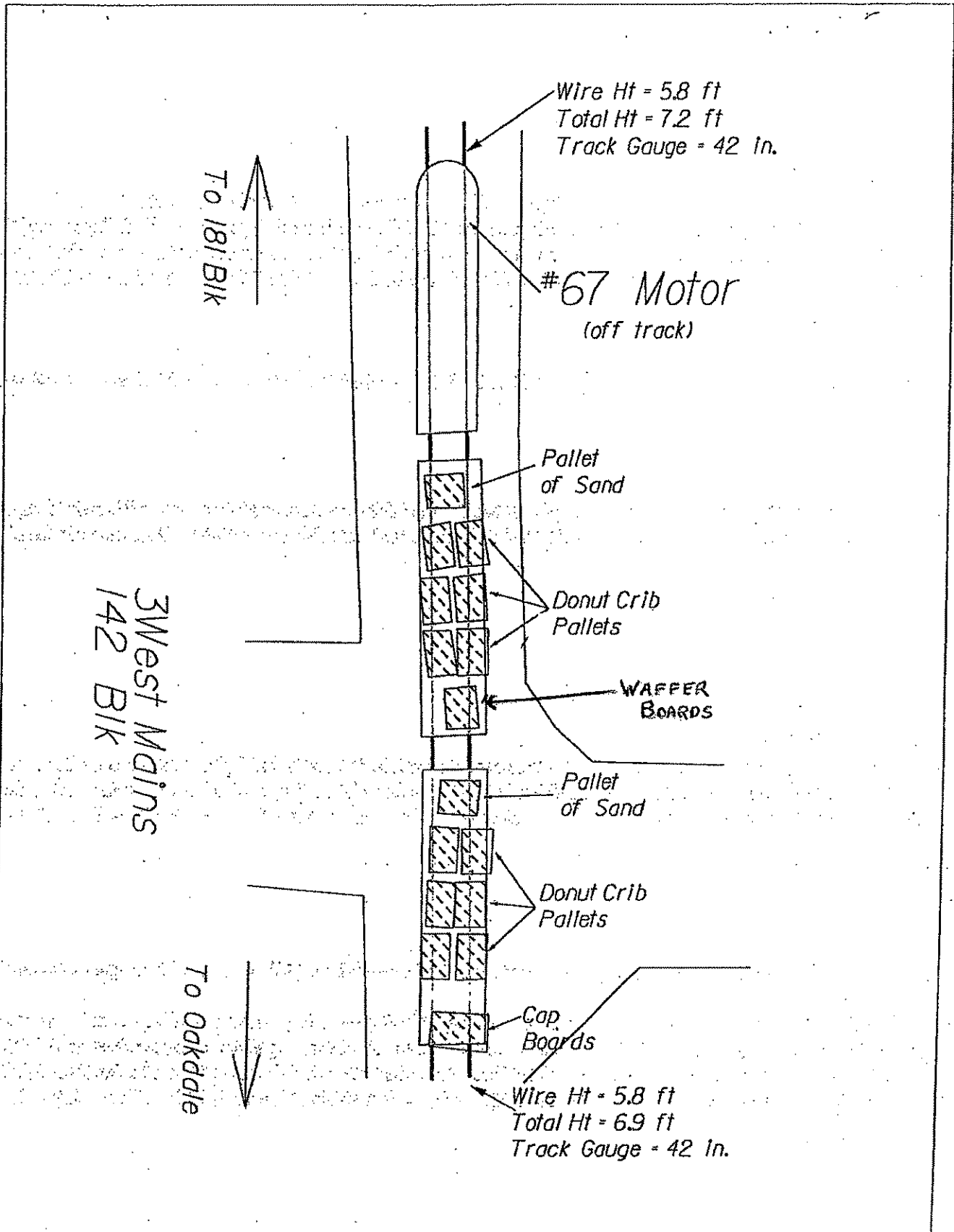
DATE OF LAST ELECTRICAL INSPECTION March 18, 2008

NOTIFIED BY Jodie Dodd, WV Mine Safety Hotline

NOTIFICATION DATE / TIME June 5, 2008 at 11:07 a.m. by phone

CMSP – ANNIVERSARY DATE January 2, 2009

CMSP – CONTACT PERSON Mr. Todd McNair



Final Location of Motor & Cars

June 5, 2008

1" = 12.5'

