

Report of Fatality
Powered Haulage
Underground Mine

December 18, 2025

Greenbrier Minerals, LLC
Lower War Eagle Mine
Permit Number U00400299B
Near Cyclone, W.V. in Wyoming County

Region II Office
830 Virginia Avenue
Welch, WV 24801
Mike Pack, Inspector-at-Large

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Photos

Photo 1



This is the rubber-tired tractor that was involved in the accident.

Operator's Compartment

Photo 2



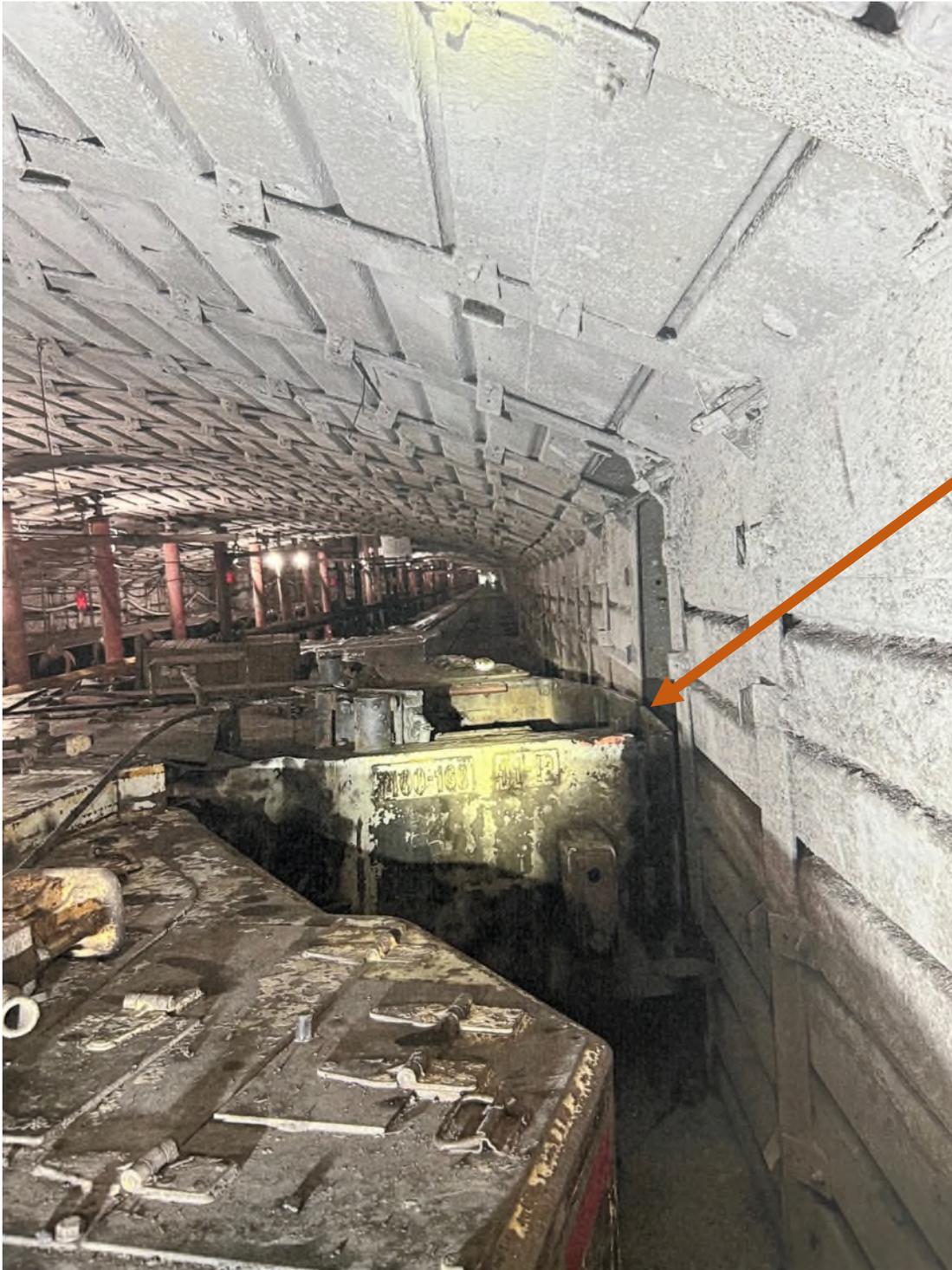
This is the slope where the accident occurred.

Photo 3



This is where Mr. White was located. (The rubber-tired tractor was trammed back to free Mr. White before this photo was taken.)

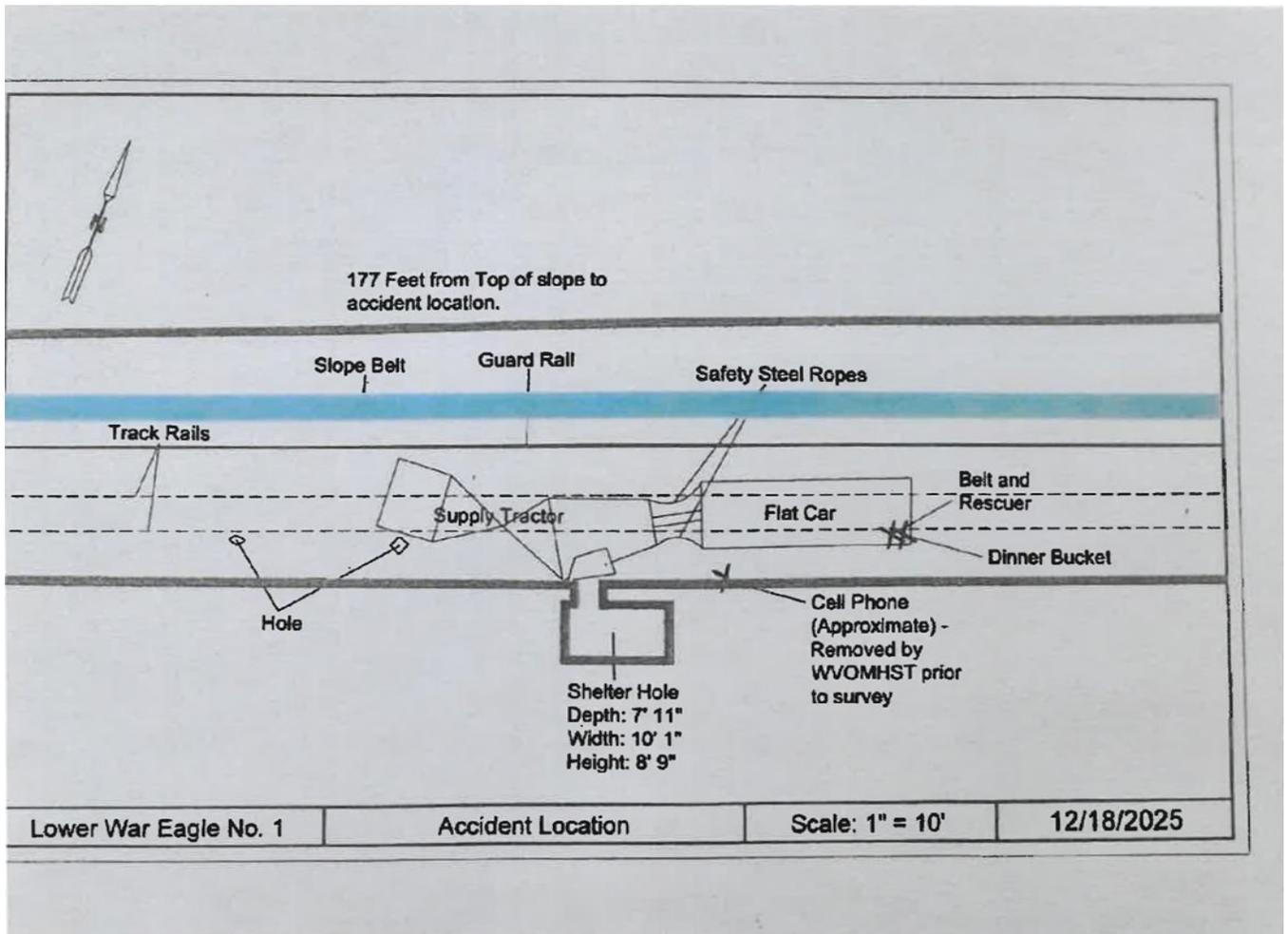
Photo 4



Operator's
Compartment

This is looking down the slope at the rubber-tired tractor accident scene.

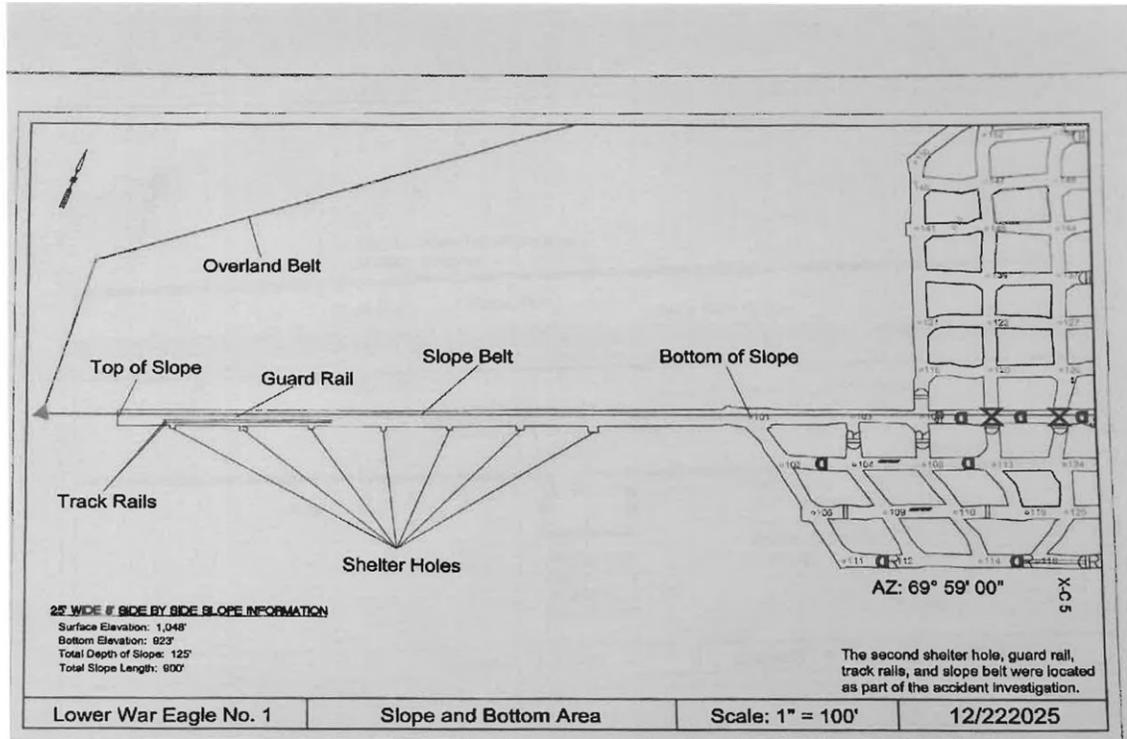
Photo 5



This map shows the equipment locations at the time of the accident.

Photo 6

West Virginia Office of Miners' Health, Safety and Training



Detailed map of accident area

This is a detailed map of the area where the accident occurred.

Report of Fatality

Powered Haulage
Greenbrier Minerals, LLC
Lower War Eagle Mine

WV Permit Number U00400299B

General Information

This report is based on an investigation conducted in accordance with Chapter 22A, Article 1, Section 14 of the West Virginia Code.

Greenbrier Minerals, LLC was permitted to operate Lower War Eagle Mine on January 2, 2015. This mine employs 162 people on three shifts, using room and pillar methods. There were three active producing sections at the time of the incident.

Robert White Jr. worked as a Fireboss/Supply Man at the Lower War Eagle Mine from March 15, 2015, to December 18, 2025. Mr. White was a Certified Underground Coal Miner with 41 years of total mining experience, 10 years and 9 months at this mine. Mr. White was also a Certified Mine Foreman. Mr. White last attended Annual Retraining on January 25, 2025. Mr. White succumbed from the serious injuries sustained on December 18, 2025, when he was struck by a rubber-tired supply tractor on the slope.

On December 18, 2025, the West Virginia Office of Miners' Health, Safety and Training received notice of the accident and representatives of the agency traveled to the mine to begin their investigation.

The equipment involved in the accident was a 35C-WH2-30-AC Fairchild Workhorse Rubber-Tired Tractor, coupled to a flat car.

Accident Description

Robert White Jr., Fireboss/Supply Man, and Andrew Mullins II, Motorman, began dayshift along with the rest of the crew at 6:30 a.m., on December 18, 2025. The daily safety meeting for the crew was completed, lasting approximately 20 minutes. Then, Harry Catron, Shift Foreman, informed Mr. White what his job duties for the day would be. Mr. Mullins went to the tractor barn, took the rubber-tired tractor off of charge and trammed around the mine yard to the flat car so that Mr. White could couple the two together. Mr. Mullins stated that Mr. White then threw the track switch, so that he could tram inby towards the slope. After the flat car and rubber-tired tractor were inby the track switch, Mr. White returned the track switch to the open position. Mr. Mullins called Terry Grimmatt, Dispatcher, at 7:26 a.m. on the radio for permission to proceed down the slope. Mr. Grimmatt informed Mr. Mullins that it was clear to proceed down the slope. Mr. Mullins stated that he then positioned the rubber-tired tractor and flat car at the top of the slope and allowed Mr. White to begin walking down the slope. Mr. Mullins stated that Mr. White said that he was "going to get into a man hole". When Mr. Mullins observed the slope to be clear, he proceeded to tram down the slope. Mr. Mullins stated that he started down the slope, which was wet and muddy due to adverse conditions on the surface and began to slide. He stated that he hit a hole in the mine floor and his hard hat came off. At this time, the breaker on the rubber-tired tractor tripped. Mr. White was then struck by the rubber-tired tractor, causing crushing injuries. At 7:28 a.m., Mr. Grimmatt heard someone calling for help over the radio and turned the belts off. Andy Runyon, Beltman, was positioned on the stacker belt outside, performing some cleaning duties, when he heard the communications about the accident on the radio from Mr. Mullins. He immediately proceeded to the area to help. Jeremy Slone, Chief Dayshift Electrician, and Ryan Altizer, Chief Section Electrician, were in the maintenance office when they heard the call. They also ran to the slope to assist. They moved Mr. White to position him so that CPR could be performed. At this time, an AED and medical oxygen were applied. Mr. White was placed on a backboard and carried to the surface. CPR was continued to be performed until an ambulance (L.E.S.A.) arrived. Mr. White was placed in the ambulance, which departed at approximately 8:00 a.m., and transported to Logan Regional Medical Center where he was pronounced deceased at 8:42 a.m. by Dr. Krishna Potluri.

Timeline

December 18, 2025

- 6:30 a.m. Day shift begins.
- 6:31 a.m. to 6:50 a.m. Daily safety meeting is completed.
- 7:21 a.m. The rubber-tired tractor appears on camera, coming from the battery barn to the mine yard.
- 7:24 a.m. Robert White Jr. is shown in the mine yard, coupling the flat car to the rubber-tired tractor.
- 7:26 a.m. Andrew Mullins II called dispatcher for clearance to proceed down the slope.
- 7:27 a.m. The accident occurred.
- 7:28 a.m. Terry Grimmert heard Mr. Mullins calling on the radio to say that he needed help on the slope. At this time, the dispatcher turned the belts off.
- 7:34 a.m. The W.V. Mine Incident Hotline was notified by Aaron Price, Director of Safety for Greenbrier Minerals, LLC.
- 7:42 a.m. Mike Pack, Region II Inspector-at-Large, was notified by email that an accident had occurred at the Lower War Eagle Mine.
- 7:45 a.m. Mr. Pack was also notified by phone of the accident.
- 7:47 a.m. Mr. Pack issued a verbal control order to Mr. Price on the slope and the rubber-tired tractor.
- 7:54 a.m. Mr. Pack notified Donna Kessinger, District Inspector, to go to the Lower War Eagle Mine.
- 7:57 a.m. Mr. Pack notified Chad Daniels, Electrical Inspector, and Jonathan Prater, District Inspector, to go to Lower War Eagle Mine to assist in the investigation. Mr. Daniels and Mr. Prater were in the Welch Office when they were notified.
- 9:13 a.m. Ms. Kessinger arrived at Lower War Eagle Mine and started the investigation.
- 9:27 a.m. Mr. Pack, Mr. Daniels, and Mr. Prater arrived at the Lower War Eagle Mine and began assisting with the investigation.

Findings of Fact

1. Robert White Jr. was a Certified Underground Coal Miner. Certificate No. L-9567.
2. Robert White Jr. was a Certified Underground Mine Foreman. Certificate No. 39043-08.
3. Robert White Jr. last attended Annual Retraining on January 25, 2025.
4. Robert White Jr. was an employee of Greenbrier Minerals, LLC - Lower War Eagle Mine.
5. Robert White Jr. had 41 years of total mining experience, 10 years and 9 months at this mine.
6. Robert White Jr. was employed as a FireBoss/Supply Man at this mine.
7. Robert White Jr. started his shift at 6:30 a.m. on December 18, 2025.
8. Robert White Jr. attended a safety meeting between 6:30 a.m. and 6:50 a.m. on December 18, 2025.
9. Robert White Jr. was observed on camera, in the mine yard, adjusting the track switch at 7:24 a.m.
10. Robert White Jr. was observed on camera leaving the surface area of the mine yard and going underground at 7:26 a.m.
11. Robert White Jr. was struck by the Fairchild Rubber-Tired Tractor, Serial Number T400-168 at 7:27 a.m.
12. The tractor weight is 68,000 lbs.
13. The slope was an 8% grade.
14. The flat car was twenty-three feet, six inches long and seven feet, two inches wide.
15. The rubber-tired tractor was coupled to a flat car that weighed 26,784 pounds, with the car itself as well as the supplies loaded on it. According to Komatsu engineers, the towing weight capacity is 40,000 pounds on a 10% grade or less.
16. Robert White Jr. was pronounced deceased by Dr. Krishna Potluri at Logan Regional Medical Center at 8:42 a.m.

Conclusion

Robert White Jr. was fatally injured when he was crushed between the wall of the slope canopy and a battery-powered, rubber-tired tractor.

Enforcement Action

A non-assessed control order was issued in accordance with Title 36, Series 19, Section 7.1 of the West Virginia Code of State Rules.

One Notice of Violation was issued during this investigation.

Recommendations

The following will be included verbatim in the Lower War Eagle Mine Comprehensive Mine Safety Program:

- Indicator lights have been installed at the top and bottom of the Lower War Eagle slope.
 - The lights are activated by a motion sensor mounted overhead.
 - The lights work by turning red when someone is on the slope, either on foot or on a piece of mobile equipment.
 - *If two (2) people request slope travel at the same time an amber light confirms which person has the right of way to travel the slope.
 - If traveling as a group on foot, the entire group may travel the slope together.
 - When the lights are red no one will be permitted to enter the slope until the previous person is clear of the slope and the light has reset to green.
 - When traveling the slope, personnel will continue to communicate with the dispatcher when starting up or down the slope and again once they have reached the opposite end.
 - Initial training will be given upon implementation of the light system.
 - All persons will be trained prior to entering the mine after approval of this plan.
 - Training will also be given as part of the new hire process and will be covered in annual retraining.
 - If the light system becomes inoperable, no rubber-tired equipment will be operated on the slope until the system is restored.
 - At no time will rubber-tired equipment and foot traffic be allowed on the slope at the same time.
 - If a piece of mobile equipment becomes inoperable on the slope, the equipment will be blocked against motion and only foot traffic will be permitted on the slope, while it is being repaired.
- Other Procedures
 - Radio or mine phone communication with the Dispatcher **is required prior to traveling up or down the slope** to obtain clearance. This requirement applies to **all approved equipment** (E.g., Mac-12 Battery Tractor) **as well as personnel walking** up or down the slope.
 - Once clearance is received from the Dispatcher, you may proceed to change the indicator light at the switch box. The indicator lights will change from **green to red flashing** and **solid amber**.
 - **Only one Mac-12** or other **approved rubber-tire personnel carrier** is permitted to travel up or down the slope at any given time.
 - When the indicator lights return to **green**, the slope entry is cleared for travel.
 - **While riding in a Mac-12 or other approved rubber-tire personnel carrier:**
 - If an extension (e.g., a broom handle) is provided, a person riding in a Mac-12 may swipe the switch box **while remaining seated and in motion**.
 - If no extension is provided, the Mac-12 **must level out and come to a complete stop**, with the brake set, before a person safely swipes the switch box to change the indicator lights.

- **No foot traffic or equipment is permitted on the slope or slope bottom when another piece of equipment is occupying the slope entry.**

Acknowledgement

The West Virginia Office of Miners' Health, Safety and Training acknowledges the cooperation of employees and management of Greenbrier Minerals, LLC – Lower War Eagle Mine and the Mine Safety and Health Administration during this investigation. We would like to thank the following people for their cooperation during this investigation:

Greenbrier Minerals, LLC

Nathan D. Brada — General Manager

Jamey D. New — Manager of Mines

Aaron Price — Director of Safety

Wayne Cooper — Human Resources

Alex Stewart — Superintendent

Jackie Ellison — Mine Foreman

Tom Canterbury — Safety Manager

Mine Safety and Health Administration

Nick Christian — Supervisory Mine Safety and Health Specialist

Landon Grimmett — Electrical Specialist

Gregg Ward — Field Office Supervisor

Mark Muncy — Assistant District Manager

Craig Plumley — District Manager

Larry Eddie Bailey — Assistant District Manager (Technical)

West Virginia Office of Miners Health, Safety, and Training

Chad Daniels — Region II Electrical Inspector

Donna Kessinger — Region II District Inspector

Jonathan Prater — Region II District Inspector

Appendices

- Mine Information Sheet
- Victim Information Sheet

Mine Information

Company Greenbrier Minerals, LLCMine Name Lower War Eagle MineWV Permit U00400299BAddress 1433 Toney Fork Rd. Cyclone, WV 24837County WyomingDate Permit Issued January 2, 2015 Working Status ActiveLocation Cyclone, WVUnion _____ Non-Union XDaily Production 7,475 TonsAnnual Production to Date 1,902,010 TonsTotal Employees 162 Number of Shifts _____Name of Coal Bed Lower War EagleSeam Thickness 42 inchesAccident Incident Rate 0.9 Lost Time Accidents 2Type of Haulage Belt/TrackWV OMHST Inspector Donna KessingerDate of Last Complete Inspection December 10, 2025Notified by WV Mine Emergency Call CenterTime of Notification 7:34 a.m.CMSP – Contact Person Aaron Price, Director of Safety – Greenbrier Minerals

Victim Information

Name of Victim Robert White Jr.Age of Victim 63Total Mining Experience 41 YearsExperience at This Mine 10 Years, 9 MonthsAverage Number of Days Worked Per Week 5Average Number of Hours Worked Per Week 50Length of Shifts at Mine 10 HoursTravel Time To/From Work 50 Minutes Each WayOccupation at Time of Accident Fireboss/Supply ManRegular Occupation FirebossMiner's Certification L-9567-UG-AOther Certifications Mine Foreman, Mine Rescue Team Member,
Respirable Dust SamplingDate of Accident 18th Day of December, 2025At 7:27 O'clock a.m.Location of Accident Mine Slope at the second shelter hole, approximately 170 feet from
the surface.