

WEST VIRGINIA OFFICE OF MINERS' HEALTH, SAFETY AND TRAINING

REPORT OF FATALITY

MOBILE EQUIPMENT

August 11, 2021

H.W.M. TRUCK LINES, INC.

PERMIT NO. C00005255

Contractor For

Carter Roag Coal Co. LLC

Star Bridge Plant

PERMIT NO. L00000840

REGION ONE

14 COMMERCE DRIVE, SUITE ONE

WESTOVER, WEST VIRGINIA 26501

EDWARD PEDDICORD, INSPECTOR-AT-LARGE

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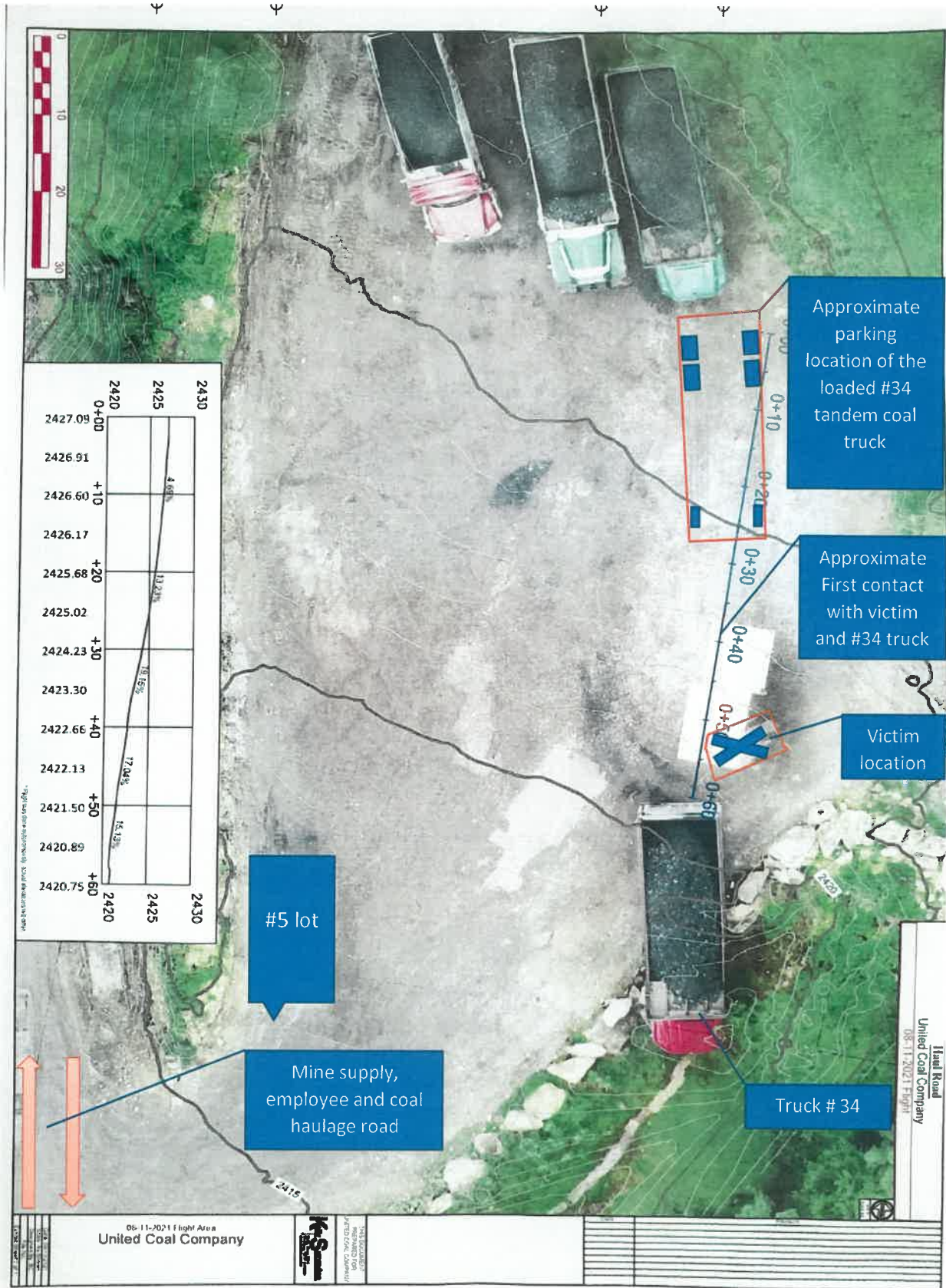
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GENERAL INFORMATION

Carter Roag Coal Co. LLC, Star Bridge Plant, Permit No. L00000840, is located near Mill Creek, West Virginia. The Plant processes coal from two underground coal mines and one surface mine for the Carter Roag Coal Company. Annual production to date is 1,311,190 tons.

This preparation plant operates three (3) shifts, with thirty (30) employees. H.W.M. TRUCK LINES, INC., Contractor ID No. C00005255, located in Buckhannon, West Virginia, is one of several independent trucking contractors that provides services to this mining operation. On August 11, 2021, at approximately 5:00 a.m., Timothy Keith Collins, 53 years of age, received fatal injuries when he was attempting to enter the cab of the #34 coal truck on the day shift, in the #5 lot. Mr. Collins was an employee of H.W.M. TRUCK LINES, INC.

On August 11, 2021, at 5:22 a.m., the owner of H.W.M. TRUCK LINES, INC, Harlow Winston McHenry, notified John Meadows, Assistant Inspector at Large of the West Virginia Office of Miners' Health, Safety and Training, that an accident had occurred at the Star Bridge Plant, haulage road #5 lot. Mr. Meadows immediately issued a verbal control order and notified Michael W. Southern, Surface Inspector and James S. Bowman, Electrical Inspector to proceed directly to the mine. Mr. McHenry informed Mr. Meadows at 6:26 a.m., that Mr. Collins was deceased. A joint investigation with the Mine Safety and Health Administration, United Coal Company LLC, Carter Roag Coal Company and H.W.M. TRUCK LINES, INC., began immediately.

DESCRIPTION

On August 10, 2021, an Amalgamated Logistics Incorporated coal truck was involved in an incident that blocked the entrance to the Star Bridge Plant. This resulted in H.W.M. TRUCK LINES, INC., employees parking loaded coal trucks at the #5 lot at approximately 2:30 p.m. The #5 lot is not normally used by the H.W.M. TRUCK LINES, INC., employees for parking. On August 11, 2021, employees started the shift at 4:45 a.m., at the Star Bridge Preparation Plant truck shop area. Thomas Neff transported three (3) drivers in a pickup truck, Mr. Charles Lucas, Mr. Dale Williams and Mr. Collins to the #5 lot. All are truck drivers for H.W.M. TRUCK LINES, INC. The drivers prepared for the operation of the loaded coal trucks. No keys were available and the trucks engines were not running. Mr. Collins proceeded to the truck, placing his lunch bucket on the passenger side floorboard. Mr. Collins was last observed inspecting u-joints on the driver's side tandem wheels prior to the accident. At approximately 5:00 a.m., the two (2) drivers heard a crash and calls for help from Mr. Collins. Evidence indicates that the #34 International Paystar 5000, tandem coal truck unexpectedly moved/rolled down the grade of the #5 lot. During this occurrence, Mr. Collins received crushing type injuries to the lower portions of both legs, which were run over by the driver's side rear tandem wheels. At this time, Mr. Lucas called for assistance by CB radio. Keith Tackett, Carter Roag Coal Company, Safety Department, responded to the scene with first aid supplies. Mr. Tackett proceeded to Mr. Collins to render aid. Two (2) additional Carter Roag Coal Company employees, Nathan Eye, Plant Supervisor and Curtis Wright, Safety Director (EMT-M) arrived on the scene. At that time, an examination was performed. Mr. Collins was conscious and communicating. Due to his deteriorating condition, oxygen and CPR were administered and the A.E.D. was applied. Bandages were also applied. CPR was continued until care was transferred to the Randolph County EMS crews. Mr. Collins was pronounced deceased on August 11, 2021, at 6:00 a.m. by Med Comm, Dr. Blume.

FINDINGS OF FACTS

1. Mr. Collins was an employee of H.W.M. TRUCK LINES, INC., for approximately three (3) years. His occupation was Coal Truck Driver.
2. Mr. Collins possessed a WVMHS&T Coal Truck Driver, certification number 1-4146 issued on 8/05/2005.
3. H.W.M. TRUCK LINES, INC., possessed a certificate of approval, contractor number C00005255.
4. H.W.M. TRUCK LINES, INC., provided coal and refuse haulage for Carter Roag Coal Company's Morgan Camp Mine, Beech Mountain Mine and Star Bridge Plant.
5. The #5 lot is part of the Carter Roag Coal Co. LLC., Star Bridge Plant haulroad.
6. The #34 truck was parked loaded with approximately forty (40) tons of coal on a downward grade. (See diagram on page one (1)).
7. The #34 truck wheels were not blocked to prevent movement.
8. The #34 truck was inspected immediately after the accident. The parking brake was applied with the air system gauge reading 10 psi and the transmission was in the neutral position.
9. The #34 truck was found to have an excessive amount of water in the air system.
10. The #34 truck was found to have defective wheel brakes on the front tandem rear axle. The driver's side wheel brake chamber was installed improperly due to the rod having been cut short and the jam nut was not in place. The brake adjustment was improper due to the rod length movement of 2-1/8 inches with the red line showing when the brake was applied. The passenger's side wheel brake chamber was not functioning properly due to a missing rubber plug and excessive mud in the chamber. The brake adjustment was improper due to the rod length movement of 1-7/8 inches when the brake was applied.
11. The #34 truck was found to have defective wheel brakes on the rear tandem axle. The driver's side wheel brake chamber adjustment was improper due to the rod length movement of 2 inches. The brake shoe had an excessive amount of side-to-side movement measured at 1/2 inch from the drum. The passenger side wheel brake adjustment was improper due to the rod length movement of 2 inches.
12. A .0004 feeler gauge could be slid between the brake drum and brake pad of the truck's rear and front dual tandem axles when the parking brake is applied.
13. The #34 truck was only operated by Mr. Collins. The preoperational check book did not show any reported defects on 8/10/2021.
14. The #34 truck is a 2008 International Paystar 5000, Dump Truck VIN #1HTXHAPT88J6422143.

15. On the day of the accident at approximately 5:00 a.m., the conditions of the ground at the #5 lot were dry, loose gravel. The #5 lot is not illuminated with external lighting. The weather was warm, 70 degrees and cloudy with forecasted occasional rain showers.

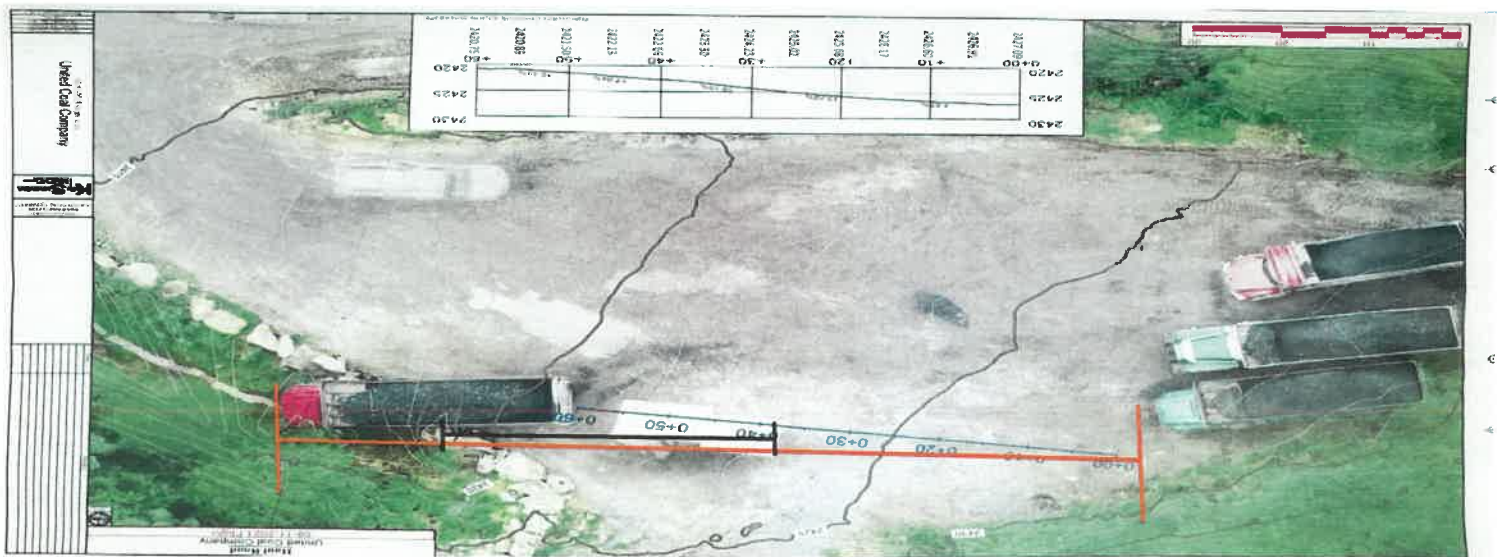
16. The truck traveled forward, unattended, **ninety-eight (98) feet**, striking a rock berm before coming to a stop. (|—|)

17. Formal interviews revealed that Mr. Collins stated he was trying to enter the cab of the #34 coal truck on the driver's side when the truck took off down the grade of the #5 lot.

18. Mr. Collins received fatal injuries when he was attempting to enter the cab of the #34 coal truck on August 11, 2021. Mr. Collins was located on the driver's side near/on the cab access step, in front of the dual tandem front rear axle of the coal truck. During the process, the #34 International Paystar 5000, tandem coal truck unexpectedly moved/rolled down the grade of the #5 lot. During this occurrence, Mr. Collins received crushing type injuries to the lower portions of both legs, which were run over by the driver's side rear tandem wheels.

19. The measurement from the front rear axle of the truck tires to the victims first contact was fifty-four (54) feet. (|—|)

Use picture on 16 & 19



20. The Star Bridge W.V.D.E.P. permitted (O-2002-19, IBR NO. 3) haulroad is a gravel-based road that is six(6) miles in length, with several steep grades and twenty-three (23) clearance points.

21. The haulroad has multiple runoff ramps, straddle berms and pull over spots for opposing traffic to pass.

22. The haulroad is used by mine employees and for the haulage of coal and supplies from/to the underground coal mines.

23. The haulroad is used by JAG Heavy Haulers, LLC employees to access the JAG parking lot/shop located at the #11 clearance point.

24. The haulroad is used by Bell Trucking and Amalgamated Logistics Inc. employees to access the truck parking lot located between #10-#11 clearance points.
25. The Randolph County Sheriff's Department was at the accident scene prior to the arrival of WVMHS&T Inspectors.
26. Formal interviews revealed the #34 truck had shut off on Mr. Collins at the #3 check point on the way back to the #5 lot. The truck shut off once more during the parking process at the final location due to low fuel level. The truck was last fueled on 8/9/2021.
27. A sudden vehicle speed deceleration report record (1-3) was conducted by Adam Derrick, sales and service representative for Cummins on 8/20/2021 at 8:30 a.m. The engine fault report showed an active engine fuel shutoff code. The sudden vehicle speed deceleration report record (3) shows the engine shutting down twice and restarting.

CONCLUSION

Mr. Collins received fatal injuries when he was attempting to enter the cab of the #34 coal truck on August 11, 2021. Mr. Collins was located on the driver's side near/on the cab access step, in front of the dual tandem front rear axle of the coal truck. During the process, the #34 International Paystar 5000, tandem coal truck unexpectedly moved/rolled down the grade of the #5 lot. During this occurrence, Mr. Collins received crushing type injuries to the lower portions of both legs, which were run over by the driver's side rear tandem wheels.

ENFORCEMENT ACTION

H.W.M. TRUCK LINES, INC., Violations

56-3-34.5.2. The wheels of the loaded #34 coal truck were not turned into a bank or berm or blocked against movement when left unattended and parked on a grade in the #5 lot. Mr. Collins received fatal injuries when he was attempting to enter the cab of the coal truck on August 11, 2021. Mr. Collins was located on the driver's side near/on the cab access step, in front of the dual tandem front rear axle of the coal truck. During the process, the #34 International Paystar 5000, tandem coal truck unexpectedly moved/rolled down the grade of the #5 lot. During this occurrence, Mr. Collins received crushing type injuries to the lower portions of both legs, which were run over by the driver's side rear tandem wheels. This is a violation of a safety rule and is of a serious nature involving a fatality.

56-3-42.4.4 The #34 coal truck was not equipped with adequate brakes. The truck was found to have an excessive amount of water in the air system. The truck was found to have defective wheel brakes on the front tandem rear axle. The driver's side wheel brake chamber was installed improperly due to the rod having been cut short and the jam nut was not in place. The brake adjustment was improper due to the rod length movement of 2-1/8 inches with the red line showing when the brake was applied. The passenger's side brake chamber was not functioning properly due to a missing rubber plug and excessive mud in the brake chamber. The brake adjustment was improper due to the rod length movement of 1-7/8 inches when the brake was applied. The truck was found to have defective wheel brakes on the rear tandem axle. The driver's side wheel brake adjustment was improper due to the rod length movement of 2 inches.

The brake shoe had an excessive amount of side-to-side movement measured at ½ inch from the drum. The passenger's side wheel brake adjustment was improper due to the rod length movement of 2 inches. A .0004 feeler gauge could be slid between the brake drum and brake pad of the truck's rear and front dual tandem axles when the parking brake is applied. These conditions and defects diminish the braking characteristics of the truck's braking system. This truck was involved in a fatal accident on 8/11/2021. This is a violation of a safety rule and is of a serious nature involving a fatality.

ACKNOWLEDGEMENT

The West Virginia Office of Miners' Health, Safety and Training gratefully acknowledges the cooperation of the management and employees of United Coal Co., Carter Roag Coal Co. LLC, H.W.M. TRUCK LINES, INC., and the Mine Safety and Health Administration during this investigation.

MINE INFORMATION

COMPANY Carter Roag Coal Co. LLC

MINE NAME Star Bridge Plant

WV PERMIT L00000840 MSHA PERMIT NO. 46-06736

ADDRESS 14272 Adolph Rd.

COUNTY Randolph PHONE NO. 304-255-9030

DATE PERMIT ISSUED 11/30/2004

WORKING STATUS Active

LOCATION #5 lot along the haul road

UNION _____ NON-UNION Yes

DAILY PRODUCTION 11,800 tons

ANNUAL PRODUCTION TO DATE 1,311,190 tons

TOTAL EMPLOYEES 30

NUMBER OF SHIFTS 3

COAL SEAM NAME AND THICKNESS N/A

ACCIDENT INCIDENT RATE 0 LOST TIME ACCIDENTS 0

TYPE OF HAULAGE Belt and coal truck

WVOMHST INSPECTOR Michael Southern and James Bowman

DATE OF LAST INSPECTION 2/24/2021

NOTIFIED BY Brad Summerfield

NOTIFICATION TIME 5:06 a.m. Contacted Mine and Industrial Accident Emergency Operations Center

CMSP – ANNIVERSARY DATE N/A

CMSP – CONTACT PERSON Curtis Wright

Contractor Information

Contractor Name: H.W.M. TRUCK LINES, INC.

State Permit Number: C00005255

MSHA Permit Number: E-467

Mailing Address: 183 Airport Rd. Buckhannon W.V.

County: Upshur

Phone Number: 304-460-2358

Location: Carter Roag Coal Company

Type of Work Performed: Coal and Refuse Haulage

Working Status: Active Union Non-Union

Total Employees: 19 Number Shifts: 1

Accident Frequency Rate: 5% Lost Time Accidents: 2021:1

Type of Haulage: Truck

WVOMHST Inspectors: James Bowman and Michael Southern

Date of Last Inspection: 5/4/2021 (Regular) (Check) Electrical Inspection

Notified By: Harlow Winston McHenry

Time of Notification: Date: 8/11/2021 Time: 5:22 a.m. Contacted John Meadows Assistant Inspector-At-Large

CMSP Anniversary Date: N/A

CMSP Contact Person: Harlow Winston McHenry

- Amalgamated Logistics Incorporated coal truck accident 8/10/2021 at 2:00 p.m.
- H.W.M. TRUCK LINES, INC. drivers parked at the #5 lot 8/10/2021 at 2:56 p.m.
- H.W.M. TRUCK LINES, INC. drivers were transported to employee parking by Mr. Harlow Winston McHenry II 8/10/2021 at 3:00 p.m.
- H.W.M. TRUCK LINES, INC. drivers were transported to the #5 lot by company pickup truck 8/11/2021 at 4:50 a.m.
- Mr. Collins placed his lunch box on the passenger side floorboard of the #34 coal truck and prepared for the operation of the #34 truck 8/11/2021 at 4:55 a.m.
- Accident occurred 8/11/2021 at 5:00 a.m.
- The call for help was made at 5:03 a.m. by Mr. Lucas.
- The call to 911 was made by Brad Summerfield, Mine Foreman at Morgan Camp Mine, at 5:06 a.m.
- Mr. Tackett arrived to the aid of Mr. Collins at 5:08 a.m.
- Mr. Wright (EMT-M) arrived on scene at 5:10 a.m.
- Mr. Wright started chest compressions at 5:12 a.m.
- EMS arrived on scene at 5:50 a.m.
- Mr. Collins was pronounced deceased on 8/11/2021 at 6:00 a.m.
- The Joint accident investigation started on 8/11/2021 at 6:25 a.m.

The timeline was established through interviews conducted during the investigation. (Times are approximate)