

1 **WEST VIRGINIA MINE HEALTH & SAFETY ADMINISTRATION**

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6 **IN RE:**

7 **THE INVESTIGATION OF THE**
8 **APRIL 5, 2010, MINE EXPLOSION**
9 **AT THE UPPER BIG BRANCH MINE**

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13 **The interview of KENNY WOODRUM taken upon oral**
14 **examination, pursuant to notice and pursuant to the**
15 **Federal Rules of Civil Procedure, before Nichelle**
16 **N. Drake, Professional Reporter and Notary Public**
17 **in and for the State of West Virginia, Thursday,**
18 **February 10, 2010, at the National Mine Health &**
19 **Safety Academy, 1301 Airport Road, Beaver,**
20 **West Virginia.**

21
22 **JOHNNY JACKSON & ASSOCIATES, INC.**
23 **606 Virginia Street, East**
24 **Charleston, WV 25301**
 (304) 346-8340

APPEARANCES

1
2
3 **WEST VIRGINIA OFFICE OF MINERS' HEALTH**
4 **SAFETY & TRAINING**
5 **Barry L. Koerber, Assistant Attorney General**
6 **John Scott**
7 **1615 Washington Street, East**
8 **Charleston, WV 25311**
9 **(304) 558-1425**

10 **WEST VIRGINIA OFFICE OF MINERS' HEALTH**
11 **SAFETY & TRAINING**
12 **Bill Tucker**
13 **891 Stewart Street**
14 **Welch, WV 24801**
15 **(304) 436-8421**

16 **MINE SAFETY & HEALTH ADMINISTRATION**
17 **Dean Cripps**
18 **302 West Main Street**
19 **Benton, IL 62812**
20 **(618) 439-4355**

21 **MINE SAFETY & HEALTH ADMINISTRATION**
22 **Jasey Maggard**
23 **3837 South U.S. Highway 25 East**
24 **Barbourville, KY 40906**
(606) 546-5123

U.S. DEPARTMENT OF LABOR
Office of the Solicitor
Pollyana Hampton, Esquire
1100 Wilson Boulevard, East
22nd Floor
Arlington, VA 22209
(202) 693-9359

GOVERNOR'S INDEPENDENT INVESTIGATION PANEL
J. Davitt McAteer

Also Present:
Norman Page
Tim Watkins

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1 MR. KOERBER: My name is Barry Koerber.
2 I'm the assistant attorney general assigned to the
3 West Virginia Office of Miners Health, Safety &
4 Training UBB accident investigation. Today is
5 February the 10th, 2011; and it's shortly after
6 nine o'clock. I'm going to ask that the other
7 members of the interviewing teams here at the table
8 identify themselves and who they're with beginning
9 with the person to my left.

10 MR. TUCKER: Bill Tucker with the Office
11 of Miners Health Safety & Training.

12 MR. SCOTT: John Scott with the Office of
13 Miners Health Safety & Training.

14 MR. MAGGARD: Jasey Maggard with MSHA.

15 MR. CRIPPS: Dean Cripps with MSHA.

16 MS. HAMPTON: Pollyanna Hampton with the
17 Federal Department of Labor.

18 MR. McATEER: Davitt McAteer with the
19 Governor's Investigative Team.

20 MR. KOERBER: And we have two other people
21 in the room. I'd ask that they identify themselves
22 for the record and who they're with.

23 MR. WATKINS: Tim Watkins with MSHA.

24 MR. PAGE: Norman Page with MSHA.

1 MR. KOERBER: Sir, the -- We have a court
2 reporter here like we did before. She'll be taking
3 down everything that's said. Please answer
4 verbally, like a yes and no and not a uh-huh or
5 uh-uh and please allow the question to be asked
6 before you begin to answer and I'm going to ask all
7 the interviewers to please allow you to finish your
8 answer before they ask the next question so we
9 don't have people talking over one another.

10 If it comes down to using the map, we're
11 going to ask you to either mark or specifically
12 identify where you're pointing because pointing to
13 a map does not come out on a transcript.

14 Johnny Jackson & Associates is the firm
15 with which our court reporter works. Johnny
16 Jackson & Associates is a court reporter firm in
17 Charleston, West Virginia. I'm going to give you
18 their business card here among some other things as
19 well. They're operating under a three day
20 turnaround as far as taking what is said today and
21 putting it to paper. Being that today is Thursday,
22 three business days from today would put us to
23 Tuesday night. So come Wednesday morning or any
24 time thereafter, if you desire to call and schedule

1 an appointment with them where you would go into
2 their office, they'd put you in a conference room
3 and you could sit down and read your transcript.
4 And they'll give you a separate sheet of paper
5 called an errata sheet where you can put down any
6 errors that you find in the transcript that she
7 does on the errata sheet and state what the correct
8 answer is. That is something that you can do.
9 That is something that you do not have to do, but
10 the transcript won't be ready until Wednesday
11 morning of next week, and I'm going to give you
12 their card here in a minute with some other stuff.

13 If at any time you want to take a break
14 for any reason just say so and we'll take a break.
15 Okay?

16 THE WITNESS: All right.

17 MR. KOERBER: Sometimes we have water. If
18 we do, you are welcome to the water in the
19 refrigerator. We are requesting that you do not
20 discuss your interview with anybody outside of this
21 interview to protect the integrity of the interview
22 process.

23 Polly, do you want to say something for
24 the record?

1 MS. HAMPTON: Yes. I'd just like to
2 mention that before we got started today I handed
3 you a letter on behalf of the MSHA accident
4 investigation team and did you get a chance to
5 review that letter?

6 THE WITNESS: Yes, I did.

7 MS. HAMPTON: Did you have any questions
8 for me before we get started here?

9 THE WITNESS: No.

10 MS. HAMPTON: And, again, I want to
11 mention that contact information for the accident
12 investigation team for MSHA is contained in that
13 letter; and if you think of anything after you
14 leave here today that you would like to share with
15 us or anything else that you think might be
16 relevant, please don't hesitate to contact us.

17 MR. KOERBER: Would you swear in the
18 witness, please.

19 KENNY WOODRUM, DEPONENT, SWORN

20 MR. KOERBER: Sir, would you please state
21 your name and spell your last name.

22 THE WITNESS: Kenny Woodrum,
23 W-O-O-D-R-U-M.

24 MR. KOERBER: And what is your current

1 address and telephone phone number?

2 THE WITNESS: [REDACTED]

4 MR. KOERBER: And your telephone number?

5 THE WITNESS: [REDACTED]

6 MR. KOERBER: And as of April 5, 2010,
7 what was your job title at UBB?

8 THE WITNESS: Head gate operator.

9 MR. KOERBER: Sir, are you appearing here
10 today as a result of receiving a subpoena?

11 THE WITNESS: Yes.

12 MR. KOERBER: This is a copy of that
13 subpoena that I am going to make a copy of as soon
14 as we get through with this preliminary stuff to be
15 marked as Exhibit No. 1. This is to you. It's a
16 copy of what you got.

17 This you have not seen. This is the
18 affidavit of service showing that the process
19 servicer served you on the 5th day of February,
20 2011. This will be Exhibit 2. I'm going to make a
21 copy just as soon as I turn the interview over to
22 the interviewers and admit that into the record.

23 Sir, do you have an attorney or personal
24 representative that you are expecting to be here

1 with you today?

2 THE WITNESS: No, I do not.

3 MR. KOERBER: I'm also going to give you a
4 memorandum which contains the address of the West
5 Virginia Board of Appeals. The Board of Appeals is
6 an administrative body charged with hearing among
7 other things cases involving discrimination against
8 coal miners. West Virginia Code Section 22A-1-22
9 prohibits anyone from discriminating against a coal
10 miner for participating in an interview such as
11 this. If at some later time you feel that you have
12 been discriminated against since you've been here
13 today or here before, this is where you lodge your
14 complaint. The complaint is not anything formal.
15 A handwritten letter explaining what happened to
16 you will be sufficient. I would caution you,
17 though, that you only have 30 days under the
18 statute from the day that the discriminatory action
19 occurs to file your claim with the board. Okay?

20 THE WITNESS: Okay.

21 MR. KOERBER: I'm also going to give you a
22 copy of -- a business card for Mr. Bill Tucker, who
23 is our lead accident investigator for the UBB
24 investigation. If anything would come up later on

1 that you think the investigation teams need to be
2 aware of, any information that you might gather
3 later, please feel free to call Mr. Tucker.

4 THE WITNESS: Okay.

5 MR. KOERBER: And this is the Johnny
6 Jackson card I told you about earlier.

7 And with that, I'm going to turn the
8 interview over to Jasey to begin asking some
9 questions.

10 EXAMINATION

11 BY MR. MAGGARD:

12 Q. Kenny, thanks for coming today.

13 A. Yeah.

14 Q. Just for the record, where are you
15 currently working at?

16 A. Revolution Mines for Black Castle. That's
17 who I'm under, Black Castle.

18 Q. And when did you start there?

19 A. December 7th.

20 Q. Okay. And prior to December 7th and from
21 April 5th to December 7th, where were you working?

22 A. I worked at Revolution for a period of
23 time after the explosion, and then I went back to
24 Performance Coal after UBB Mine. I was still under

1 Performance Coal.

2 Q. Okay. Thank you. What I -- How I kind of
3 want to start this out is tell us about a normal
4 day for a head gate operator. Tell about, you
5 know, when you get to the longwall section what do
6 you start doing on a normal day?

7 A. On a normal day, you arrive on the
8 section. At the man trip, usually the boss will go
9 over a safety talk with us, whatever happened on
10 the evening shift or the day before or sometimes
11 he'll have a letter from the company that they'll
12 go over and talk to the men on safety. After that,
13 we'll proceed to an area of the toolboxes or tool
14 carts and drop our buckets off or they will, the
15 ones that operate the shear and the jack setter and
16 electricians. And I take my box, my lunch box, on
17 over to the head gate area because I don't leave
18 that area usually. I go down and get everything
19 set up, make sure the belts starting up or it's
20 already running and wait to hear on the Control
21 phone to go ahead and start up after checking all
22 the areas out, all the ribs and timbers and, like I
23 said, the belt, make sure it's running. If it's
24 not running, I'm calling to find out what's up with

1 the belt. Once they are in position on the face,
2 sometimes it takes them maybe five, ten minutes to
3 get -- depends on where the shear stopped the
4 evening before. It could be on the tail or it
5 could be on mid-face. Most of the time evening
6 shift will try to make it out to the head so the
7 hoot owl can service the machine and have it ready
8 in the morning. Once they start wanting -- their
9 element, their position on the face, they'll go
10 ahead and tell me to fire it up and I start the
11 longwall and make sure the water and everything is
12 running.

13 Q. When you go by the toolbox -- Say when you
14 get over to this stage loader area and the rest of
15 the crew walks down the face, about how long is it
16 for -- you know, say it takes them five or ten
17 minutes to get there and they tell you they're --
18 they're ready. How long does it take to start up?
19 I mean, is it --

20 A. On a normal day, it probably takes two
21 minutes to get the wall started, the -- take the
22 water pressure to get to the tail drive motors and
23 on the couplings that drives the face unit and
24 stuff, the chain. Sometimes it takes time to get

1 that water pressure. It's got to be in sequence.
2 The tail drive motor and the two head drive motors
3 that's usually the holdup there. Sometimes you
4 might have to stop it and start it back because
5 it's a thousand foot of pressure has to go from --
6 over a thousand, from about where my handles are
7 that turns the water off, the pressure has to build
8 up all the way down to the cross face.

9 Q. Okay. So the conveyor motors have an
10 individual valve you can turn on and off or --

11 A. Yeah, they do on the board but they
12 usually stay open. We just turn them on and off
13 down at the glut they called it, just one or two
14 valves. One I think for the shear or the main
15 water line. The main water line, there are two
16 valves on it.

17 Q. So let me see if I can help with this.
18 There's two lines that come from the mule train and
19 it goes to two valves?

20 A. There's four on the glut board --

21 Q. Okay. That --

22 A. -- they go through. They just -- two of
23 them turns it off completely.

24 Q. Are those two valves where the line is

1 coming from the mule train?

2 A. Yes.

3 Q. Okay. Very good. So probably if they
4 were -- Let's say they were right at close to the
5 head. It was day shift. They worked on it on
6 third shift, you know, done maintenance. Where
7 would that shear normally be sitting at?

8 A. I'm thinking right around 13 shield to --
9 between 13 and 21, maybe something in that
10 neighborhood. When we set bits, I carry them to
11 the pontoons. And put them on like 8 and 9 shield
12 so that would be right across from the drum when
13 they stopped and about 20 shields.

14 Q. Okay. So you'd set bits either at eight
15 or nine or twenty?

16 A. Both places.

17 Q. Okay. Very good. If it was on the head,
18 they would get to the shear, you know, quickly?

19 A. Right.

20 Q. So you got less time -- you could start up
21 pretty fast that way?

22 A. Yeah.

23 Q. And how long --

24 A. There's a man door up above. I wouldn't

1 go to the last open break like the shear operators
2 and jack setters and stuff would. I'd go across
3 the man door, come down behind the head gate
4 operation. And that'd put me there first instead
5 of walking all the way down to the last open break
6 and back up maybe 100, 150 foot.

7 Q. Okay. So you get to -- Is the first thing
8 you do is turn the water on or what do you do at
9 the gate box?

10 A. Depends on where I'm sitting when I hear
11 them. I might be adjusting the tail piece if the
12 belt is just now starting up or something to that
13 nature, make sure the belt's right; and if I walk by
14 and hear them on the Control fire it up or
15 whatever, I'll go by the handles, open them up, go
16 on ahead and hit the longwall reset button and then
17 system start.

18 Q. Do you have -- do you do any kind of
19 pre-operational check walk? Say they're walking
20 down the face for a ways, do you like check the
21 E-stops?

22 A. I check the E-stops from time to time.
23 The main one, it kicks power out to the mule train,
24 the two main E-stops; and we got wrote up on that

1 one time.

2 Q. How long ago was that that you got wrote
3 up on that?

4 A. Probably two to three months.

5 Q. Okay. Now, let's -- When was the last
6 time that you remember checking those E-stops?

7 A. The E-stops, I tried checking them -- they
8 have a ring off because it rings off to let
9 everybody know that the system is getting ready to
10 start, and I got in the habit of just hitting, not
11 the big E-stop, but the system E-stop. I'd hit it.

12 Q. What about the other one?

13 A. The big ones?

14 Q. Yeah.

15 A. They said that the hoot owl would take
16 care of pre-op.

17 Q. So -- When did they say that the hoot owl
18 would start taking care of that?

19 A. After we got wrote up on that.

20 Q. Okay. So do you -- do you have any idea
21 that those E-stops would trip power back at the
22 power center for the head gate box?

23 A. Sometimes they'd trip it all the way out
24 to the power center. That's out the mouth of the

1 section. And that's what they told me that they
2 had a -- I don't know if it was an agreement or
3 that the guy would do this. So then when hoot owl
4 was coming off the section, they would stop at the
5 mule train and set everything back up.

6 Q. Okay. Do you ever recall them having
7 problems getting the power to set up to the
8 head gate box at any point in time, several months
9 prior to the explosion, up to the explosion?

10 A. Yeah, I think the control power line or
11 something where it plugged into the side of the box
12 or the end of the box was a culprit.

13 Q. Okay. Was it on your shift or another
14 shift?

15 A. Well, we rotate shifts and I think we did
16 have part of the problem sometimes.

17 Q. Okay. And who would have been the person
18 that would have been fixing that problem?

19 A. It would have been one of the
20 electricians.

21 Q. Okay. Who's the electricians on your
22 shift?

23 A. On my shift at the time was Tommy Estep.
24 It's getting away from me today. I can't remember.

1 Q. That's okay.

2 A. But we've changed crews from time to time,
3 so the electricians aren't going to be the same.

4 Q. Okay.

5 A. Same way with my bosses, they aren't the
6 same either.

7 Q. Okay. Now, as far as water to those
8 conveyor drives, was it important that, you know,
9 when the pan was down to shut the water off, would
10 that cause any start-up problems or could you just
11 leave it running up, you know, other than, you
12 know, getting things wet around the shear and in
13 the pan? But could you -- was there any problems
14 with start-up by leaving water onto the couplings
15 of the drive?

16 A. Normally, no. Sometimes they could flood
17 the couplings. If the solenoid, back of the high
18 and low would stick or something of that nature,
19 little bit of seepage would go through, it would
20 cause a hard start.

21 Q. Okay. These high and low solenoids, where
22 are they located at?

23 A. About 40 foot out by the gate box control.

24 Q. Okay. And do you know how they operate

1 when they swap over from high flow to low flow?

2 A. Amperage.

3 Q. Okay. So if the amperage goes high on the
4 motors, does it switch to high flow or low flow?

5 A. Switches to high flow I would have to say.

6 Q. Okay. Just curious.

7 A. Yeah.

8 Q. I think the last time we talked -- I
9 wasn't here, but you said that you monitored the
10 display, the methane monitor display --

11 A. On the tail.

12 Q. -- for the tail sensor. And that display
13 is beside the head gate box is that --

14 A. That's correct, right beside my phone.
15 There's, I believe, a little shelf built sticking
16 out from the box and the phones are in between the
17 gate box and the read out.

18 Q. Okay. Do you recall probably during --
19 sometime along that panel seeing a half to 0.7
20 percent, if I recall right, from the last time you
21 were here. Is that -- Do you know where the shear
22 is at when that level of methane was detected?

23 A. No, I don't. Normally when it started
24 cutting out on the tail, you could watch it go

1 maybe a tenth, like 0.1, 0.2. And I could look on
2 the other screen, on the CIU boxes, that monitor
3 there, you could tell where the shears -- where the
4 shields were being pulled in and stuff. You could
5 go out probably 20 shields from that and tell
6 exactly where the shears were cutting at. So if it
7 was showing at number 50 shield or 45 shields
8 pulled in, they're getting close to the tail. At
9 that time, my theory all the time was that the air
10 would go between the jacks there or something and
11 leave the head wall of the coal that's being cut --
12 not being ventilated because the air is going in
13 between the jacks, the leg jacks.

14 Q. Okay. So if they were cutting out on the
15 tail, I think you're talking -- when you said the
16 CIU box, you're talking about the shield control
17 computer --

18 A. Yeah, support system.

19 Q. -- display?

20 When they cut out, you're seeing that
21 they're moving jacks at 145 or 150 first. Is that
22 what you're saying or --

23 A. No. The shield will show that -- the
24 computer will show the position of the shield as

1 being pushed out and that's a pan line being pushed
2 all the way against the face of the coal. So then
3 they'll have the little short lines which means
4 that the shield's ram jack is not being pushed yet
5 and that's an area where they can still have the
6 shear.

7 Q. Had you ever seen them have problems with
8 the methane monitor sensor line or sensor during
9 your shift --

10 A. During my shift?

11 Q. -- on this panel?

12 A. On this panel yes, I have.

13 Q. Was it the sensor or cable they had
14 problems with?

15 A. I believe it was the cable.

16 Q. Okay. And at what location do you think
17 they had problems with the cable?

18 A. The best I can remember it was probably
19 down around 50, 50 break, something like that.
20 That's where we had the roof fall, and I think we
21 were hitting some water before that. There was a
22 swag or something down on the line and --

23 Q. So that would have probably been somewhere
24 around December, January?

1 A. Yeah, January, December.

2 Q. Now, where at, at what point along the
3 face was the problems with the cable? What shield?

4 A. Seems like it was around 100 to 120.

5 Q. Okay. So was that cable, did it have to
6 be spliced at that point?

7 A. I don't know.

8 Q. Okay. After that was fixed, was there any
9 checks done as far as checking with calibration,
10 gas on the sensor? Do you recall that?

11 A. I don't recall that.

12 Q. So you never got to see it trip out power
13 across the face. They never tested it?

14 A. Not that I know of.

15 Q. Okay. But do you know what it was showing
16 on the display when it had -- when the sensor had a
17 problem?

18 A. I'm forgetting the exact numbers. Seems
19 like it was 8.6 or the malfunction light would show
20 up.

21 Q. Maybe like an FF code instead of an A?

22 A. I don't know of any code, but it would
23 show like a -- I think a 6.8 or 6.7 and the
24 malfunction light.

1 Q. Okay. So was there any -- at that point
2 when you seen this 6.8, did they -- was anybody
3 opening up the display or doing anything in the
4 gate box or was it -- they just working on the
5 sensor line on it?

6 A. That may have been the time where the
7 water was coming back in onto this swag or
8 something, and they may have been into the display.

9 Q. Okay. I guess -- Do you know what they
10 did inside the display?

11 A. Sometimes you could bridge it out in the
12 display.

13 Q. Okay. And had you ever seen them bridge
14 it out in the display?

15 A. I have seen them bridge it out before.

16 Q. On this panel?

17 A. Yeah. It was on this panel, but I don't
18 know if this was the time that -- I have seen the
19 box open when I'd come in in the morning, and I
20 told them, a couple of electricians about it; but
21 at that time, the belt -- there was a problem with
22 the belt outby and we hadn't even started up; and
23 they'd been working on it that night, and somebody
24 didn't put the cover back on the box. And Tommy I

1 think was the one that came over and put the cover
2 back on.

3 Q. Okay. When he come to put the cover back
4 on, did you find any jumper wires on it or
5 anything?

6 A. No.

7 Q. You said you'd take bits down to the nine
8 shield and twenty shield. Do you ever have to take
9 water sprays down to those locations?

10 A. There's usually a bucket underneath the
11 head drive.

12 Q. Who makes sure that bucket has sprays in
13 it?

14 A. That would be the electricians.

15 Q. And when they ask you to bring bits to the
16 nine and twenty shield, do they ever ask you to
17 bring water sprays for them?

18 A. I've had to go out to the toolbox, tool
19 cart to get them.

20 Q. Is that when there's none at the conveyor
21 drive?

22 A. Yeah.

23 Q. Have you ever had a -- ever had an
24 instance when there wasn't any water sprays at all

1 and they needed some on the face?

2 A. We've -- I think we had to take them out
3 and clean them.

4 Q. And when they --

5 A. I don't know if that's on this panel or
6 previous panels that we've run before at other
7 mines.

8 Q. Have you ever helped them set bits or
9 water sprays or --

10 A. I've helped set bits before.

11 Q. Have you -- You said that they were --
12 sometimes they'd get plugged or the sprays would.
13 Was that a problem on the shear? Was there a lot
14 of them getting plugged from time to time? Clogged
15 I guess I should say.

16 A. On the initial start up, it would be
17 because the drums a lot of times would have rust
18 and maybe your lines would be contaminated. Maybe
19 even sometimes water going up to the wall would be
20 contaminated.

21 Q. And where was -- Let me ask you some
22 questions about the water to the wall. What kind
23 of problems was -- had they had in the past? Where
24 was that water coming from? And just tell me what

1 you know about the water going to the wall.

2 A. At one time, we were getting river water
3 out of Coal River I guess; and if it rained or had
4 hard rain, the water in the river would be muddy
5 and murky. A couple days later we'd have trouble
6 with our shields moving slow and have to change the
7 filters for shield emulsion.

8 MR. McATEER: Why don't we take a break.

9 (Off the record.)

10 BY MR. MAGGARD:

11 Q. We were talking about the water supply and
12 you were talking about the river water. Can you
13 start back where you left off, please?

14 A. It may have been a year or two before.
15 Well, it would be three years before when we were
16 using pretty much straight river water at UBB. And
17 at this panel here we ran two inch water line I
18 guess pretty much from UBB side all the way up to
19 the longwall face. And it had pumps at certain
20 locations. I think 78, 79 break we had an
21 auxiliary pump setting there we were tying in with
22 a two inch water line and called it well water.

23 Q. Okay. Was that well water for the
24 emulsion system or --

1 A. I believe it was.

2 Q. Okay. So let me ask you, the water that
3 went to the conveyor drives and the shear, all your
4 other water was that still river water they used?

5 A. Pretty much.

6 Q. Okay. Could you -- could you tell me --
7 did you ever have to go down and change filters at
8 the water cart on the mule train?

9 A. I didn't. I'd tell them they need to.
10 I'd do a back flush on the monorail, and I forget
11 the type filters they call there; but there's some
12 filters there, you can do a back flush, and it will
13 run the system back out and clean the contaminants
14 that got stopped right there in the lines. It
15 would dump them out on the ground, and it would let
16 your pressure go on down to your shields.

17 Q. Okay. Who would be the one that would
18 know when to change the filters on the --

19 A. The electricians.

20 Q. Okay. Do you know if they were having to
21 change a lot of filters prior to April 5th?

22 A. Not at this time, no. Probably a month
23 before, pretty regular.

24 Q. What was coming out of a lot of those

1 filters?

2 A. I don't know.

3 Q. Were they using socks or -- to go over
4 the, go up over the baskets for the filters or do
5 you recall?

6 A. Yes.

7 Q. Do you ever recall if they quit using
8 socks?

9 A. No.

10 Q. Just used a metal basket?

11 A. I do not recall that.

12 Q. Okay. You -- During your work down on the
13 head gate, had you ever seen the methane monitor
14 warning light come on for the tail sensor at any
15 time?

16 A. No.

17 Q. Is that -- Have you ever had them test the
18 methane monitor sensor and seen that light maybe
19 during an inspection or anything like that?

20 A. I've seen it to where it'd go up and kick
21 off at one percent.

22 Q. Is that light pretty visible from your
23 location down there when you're doing work around
24 the head gate?

1 A. It shuts everything off.

2 Q. Okay.

3 A. If I'm not mistaken, one percent, it shuts
4 all lights and all power off.

5 Q. Okay. And have you seen it do that on
6 this panel, I mean as far as them testing at all?

7 A. It seems like I have, but I cannot recall
8 exactly. I know the test unit, the sniffer, the
9 cup that goes over the sniffer and the bottle gas,
10 that unit has been up on the monorail after hoot
11 owl has worked on it and repaired it.

12 Q. Okay. When you're down at the head gate,
13 are you down there by yourself for a long period of
14 time?

15 A. Yes.

16 Q. Okay. And how often will you see like the
17 boss, the foreman on the longwall come by you?

18 A. I'd probably see him like once an hour or
19 something like that. Not necessarily coming out by
20 me, but I've seen him come across the head drive
21 unit. I watch him go in and out a lot of times.

22 Q. Have you ever seen him come down and take
23 air readings?

24 A. Yes.

1 Q. Where would he take air readings at? Do
2 you remember?

3 A. It depends on where we're at on the block
4 of coal, how far we are from the last open, had to
5 use belt air.

6 Q. So would he get like intake plus belt air,
7 get both of them?

8 A. Yes, I'm assuming. I assume he got the
9 intake in the last open -- belt air in the last
10 open --

11 Q. But you did see him --

12 A. Right.

13 Q. -- pretty much daily come to the belt
14 entry and take an air reading with an anemometer?

15 A. Yes. At one time, they was questioning
16 about having air. And he said, "We have enough
17 air. I just got done checking it," because I had a
18 lot of air come up the belt, had like 10,000. I
19 had another boss come behind us complaining a
20 little bit about us, said you're trying to freeze
21 me to death out here. He went and checked and he
22 went outby doing something. I don't know what he
23 did but he rectified the problem, I guess what I
24 assumed to be the problem.

1 Q. But when you were down -- I think the last
2 time you mentioned you never had a methane
3 detector --

4 A. No.

5 Q. -- that you used?

6 A. Personally, no.

7 Q. As far as you had two electricians, where
8 would they normally keep their self during the day?

9 A. I don't know.

10 Q. Say for example nothing much is going
11 wrong with anything, where would they stay?

12 A. They could be repairing shields, working
13 on water leaks, maybe working on something over at
14 the toolboxes. It could just -- it could vary.

15 Q. Okay.

16 A. I'd let them go down and check the mule
17 train, check the pressure; and I'm not sure what
18 all they do cover.

19 Q. On a normal day like you go to the
20 head gate box, the guys are going down the face,
21 who usually goes down the face, you know, on a
22 normal day to get things started?

23 A. The boss goes, the two shear operators and
24 the jack setter.

1 Q. Okay. Does the electricians normally go
2 down the face every day?

3 A. Yes.

4 Q. I mean, do they go down at the beginning
5 of the shift?

6 A. It might not be right at the beginning,
7 but it's not long after the start up.

8 Q. After they've started running?

9 A. Right. They'll talk maybe to the hoot owl
10 and see what's going on and they'd say what the
11 problems are and then point it out. They might
12 have a shield broke loose from the pan line, and
13 they can run down to that point or back to that
14 point or something and work on it.

15 Q. So, I mean, you're over there next to that
16 conveyor drive pretty often. Do they come to get
17 water sprays from that area pretty regularly?

18 A. I'm not sure. I mean, I just see them. I
19 don't know exactly where they are after from time
20 to time.

21 Q. Had you ever experienced any loss of
22 pressure up there on the water system, weeks,
23 months, prior to the accident?

24 A. Yes. Yeah, if there was a six inch water

1 line break out by us or something of that nature
2 yeah. I could watch my -- Sometimes the face chain
3 would start slowing down. I got a gauge where I
4 can tell my pressures. It usually ran three-fifty
5 to four hundred, four and a quarter.

6 Q. Okay.

7 A. If it dropped down around two, pretty much
8 knew it was getting ready to stop.

9 Q. So you've seen three-fifty to four and a
10 quarter. Can you tell me where that gauge is at
11 that you looked at on the water pressure?

12 A. It would be by my -- where the on and
13 off -- where you flip the two levers, the water
14 station on the monorail.

15 Q. Okay.

16 A. We would have it piped up and that would
17 be off that two inch valve where we pipe it up and
18 bring it up. I would have it with the gauge facing
19 back towards the gate box so you could see it.

20 Q. Was there any other gauges up there that
21 you could look at like on the cooling water that
22 you could see the pressure up that would -- you
23 would look at every now and then?

24 A. On the solenoid station, there's some

1 gauges back there; but you usually couldn't read
2 them.

3 Q. Okay. Could you -- Had you ever been down
4 to the mule train and looked at any of those
5 pressure gauges down there?

6 A. I've looked at it but not while we're
7 running. If we're running, I'm usually at the gate
8 box.

9 Q. Let's say you're not running. Have you
10 noticed what kind of pressure they had say on the
11 filters, coming in on the filters?

12 A. It's about the same, 400, 500 pounds.

13 Q. So --

14 A. We rotate shifts. We have three crews,
15 and every nine days you rotate to go to evening
16 shift or day shift; and if day shift was running,
17 it was like the hot seat, you'd be coming up by the
18 mule train and everything and they'd be still yet
19 loading. And you would get to look at them, the
20 gauges. That's basically the only way I could see.

21 Q. Okay. When those lines were -- that had
22 broken and burst, do you know why they did or where
23 it was at?

24 A. Down by the -- all I know it was out by

1 the mother drive on the belt system. There was a
2 couple of nineties they put up and they would blow
3 out kind of regular.

4 Q. Other than that part of the line breaking,
5 was there any other -- was anything like the loss
6 of water at the tank or problems at the river that
7 ever caused y'all to have to shut down?

8 A. There was a pump out -- I believe it's out
9 toward the way the belt used to go and drop out by
10 the silo. Seemed like there was a pump down in
11 that area that everybody kind of forgot about. It
12 had stopped up and the filters and stuff had
13 stopped up on it.

14 Q. Okay.

15 A. I think that's the south side. I'm not
16 sure.

17 Q. Okay. So usually a -- You come in on the
18 evening shift. You usually don't -- you probably
19 don't have any down time at all when you hot seat,
20 do you?

21 A. No.

22 Q. It's just take over the remote and go I
23 guess --

24 A. Yes.

1 Q. -- is that what you said?

2 A. Yeah. I go and I converse with the
3 head gate operator and see what he's had to deal
4 with, any kind of problems or anything, how the
5 belts are doing; and I maybe ask where the shears
6 are located and he'll tell me.

7 Q. Okay. Tell me -- tell me about -- you
8 have to do call outs --

9 A. Yes.

10 Q. -- to the surface. Tell us how you know
11 where the shears are at along the -- along the face
12 and how you keep up with that, where they're at,
13 just how do you do that portion of your job?

14 A. Okay. If the boss is not located by a
15 phone or something when I holler and ask him time
16 for a call out, I'll try to cover for him the best
17 I can. Like if the last call out is on the tail,
18 if we had one pass and made it to the tail, I look
19 at the shields and the shield positions and they'll
20 have where I'd estimate that the shields being
21 pulled in at mid-face and stuff, I'd call a 1.5
22 with no down time.

23 Q. Okay. Now, let's say they had down time,
24 something broke down. What -- what -- I guess

1 that's a point of time that you got a call out
2 right away; is that correct?

3 A. Depends on the down time.

4 Q. Okay. Give us an example of something you
5 know that would break that you've had problems with
6 prior to April 5th that you've had to call out?

7 What happened?

8 A. If it's a hose or something that
9 they're -- maybe a ranging arm hose been down 15
10 minutes on it, I'll wait to the 30 minute call out
11 period and call that out. If it's a ranging arm
12 jack, that's probably going to take probably a
13 couple hours to change out, if you have on one the
14 section. And it depends on where it's at, if it's
15 on the tail, then you've got the whole length of
16 the face to drag the jack to, so that could be
17 three or four hours to change that out.

18 Q. So do you give them -- I guess you talk to
19 the boss or the electricians and relay some kind of
20 estimated time frame that --

21 A. Right.

22 Q. -- it would take to fix it, fix whatever
23 the problem is?

24 A. Right.

1 Q. Okay. And if it's something that's going
2 to take a couple hours or longer, is there anyone
3 that would normally come in from outside that would
4 work on it or look at what's happening?

5 A. It depends on the trouble again. If it
6 inside the unit itself, the janey (phonetic) units
7 or the computer on the shear, I guess, if it's a
8 problem and you're troubleshooting it, Danny
9 Lafferty would sometimes come in. And then
10 sometimes they would look the book up, joy book,
11 troubleshoot it outside and tell them what to
12 check.

13 Q. Would anybody else come in, I mean, like
14 Jack Roles?

15 A. Jack Roles, correct.

16 Q. Would he come pretty often if they broke
17 down?

18 A. A lot of times he would be outby maybe
19 working, maybe down here on the pull out area or
20 something of that nature; and if he heard it or
21 near the phone, I'll hear him calling to ask the
22 dispatchers what our last call out was or what the
23 wall run.

24 Q. Did he come up and watch the wall run very

1 often?

2 A. There at last, not as much as when we was
3 at Logan's Fork.

4 Q. Did Danny Lafferty, did he come in and
5 watch the wall run a whole lot?

6 A. Seen him usually when there was some kind
7 of problem.

8 Q. As far as guys on the face with methane
9 spotters, who on your crew had them?

10 A. I think Chad Brown had one. That's a tail
11 end shear operator and the boss.

12 Q. Chad Brown, was that Kevin Brown?

13 A. Yeah.

14 Q. Was I -- I thought he was -- Okay. He was
15 on your crew?

16 A. Yes.

17 Q. Okay. Who else was on the crew?

18 A. Stowers -- There's been so many. I'm
19 trying to think who the other head gate -- or who
20 the other shear operator was. We've been
21 through -- no, that was Davis.

22 Q. Let's say you were -- I'm sorry. I jump
23 all over the place because I forget what to ask.

24 Let's say you were over there at the head gate and

1 you seen the pan line stop. What do you do?

2 A. Line off, water off usually is the first
3 thing they holler about it.

4 Q. So you mean line off --

5 A. The line goes down, turn the water off.

6 Q. So you would turn those two valves we was
7 talking about --

8 A. Right.

9 Q. -- earlier. Okay. Have you ever had --
10 What types of instances would you pull the shear
11 disconnects for the shear? And I understand, you
12 know, that that box is at your location, right?

13 A. Uh-huh.

14 Q. Could you tell us where that box is at?

15 A. That box is approximately 10 to 15 foot
16 from the main gate box outby.

17 Q. Outby. Okay. When would you turn -- open
18 those blades?

19 A. If they were having a problem with the
20 shear.

21 Q. Have you had to do that recently or is
22 that something that's kind of unusual?

23 A. Yes, I've had to do it.

24 Q. Could you give us an example of a time

1 that you had to do it?

2 A. Off the top of my head, I can't think of
3 when. There was a cable problem I think if I
4 remember.

5 Q. So did you open it for the cable problem
6 or who -- who would do that?

7 A. Well, I'd open it and the electrician
8 would be coming out and he would lock and tag it
9 out.

10 Q. How often does the electrician use that
11 disconnect during --

12 A. A lot of times when they're working on the
13 problem.

14 MR. MAGGARD: I'm going to let one of --
15 One you of guys want to go? I'm going to take a
16 break myself and think a little bit. Thank you.

17 EXAMINATION

18 BY MR. SCOTT:

19 Q. I appreciate you coming.

20 Did you ever use -- You talked about the
21 big -- big E-stop, the E-stop that basically killed
22 everything back to the main power center.

23 A. Taped to the starter box.

24 Q. Taped to the starter box. Did you ever

1 use that -- I mean, when they told you to shut the
2 shear off or kill the power on the shear or
3 something, you'd normally just pull the disconnect
4 there at the head gate and not push the E-stop?

5 A. Right. When I first started the head
6 gate, I hit that big red E-stop button and because
7 my stage loader locked up and before it blew the
8 couplings, that was the first button I had come to
9 and I hit it. I kind of learned better not to do
10 it anymore especially when they had to walk -- and
11 I think it did take it all the way out the mouth of
12 the section that night. That was 10 years ago.

13 Q. So normally if somebody would holler on
14 the phone and say, hey, we got a problem with this
15 shear, it was normal just to go over and --

16 A. Hit the shear button.

17 Q. -- and then pull the disconnects on the
18 shear?

19 A. Right. And they would come and lock it
20 out or get the electrician and he would stop by and
21 lock it down and go on down and troubleshoot.

22 Q. And Jasey mentioned something about
23 where -- you said the pan off, water off. Did they
24 have to -- Say, if they didn't holler and say Hey,

1 cut the water off and you saw the pan line stopped,
2 would you normally cut the water off or did you
3 wait for them to holler if the chain quit running?

4 A. Normally turn it off. It depends where
5 they was at. If they was down on the tail and
6 maybe taking a look at the bits or something or
7 something -- I don't know why they would turn the
8 chain off, but sometimes I would wait. Sometimes I
9 would forget, and they would be real quick to
10 remind me.

11 Q. They would remind you to turn it off?

12 A. Yes. Because that was your shield water
13 too and the shield water tip sprays so they were
14 maybe getting wet or maybe needed to look at
15 something. I don't know.

16 MR. SCOTT: Okay.

17 EXAMINATION

18 BY MR. TUCKER:

19 Q. I've just got a couple.

20 A. Okay.

21 Q. What was the last shift you worked?

22 A. Saturday before the explosion Monday,
23 Saturday evening.

24 Q. And what direction was the belt air

1 traveling --

2 A. It was coming --

3 Q. -- on your last shift?

4 A. It was coming in. The belt air was coming
5 up the belt towards the tail piece.

6 Q. Did it seem any different? Did it seem
7 about what you would normally expect, less or more?

8 A. It was kind of more.

9 Q. Did you happen to notice any odd smells a
10 week or so prior to the --

11 A. I have not, no.

12 Q. No problem with eye irritation or anything
13 like that?

14 A. No.

15 MR. TUCKER: That's all.

16 EXAMINATION

17 BY MR. McATEER:

18 Q. Mr. Woodrum, thank you again for coming
19 in. The water questions, when you said that the
20 water at the last air before the explosion, the
21 water was still pretty much river water?

22 A. I'm thinking that's the way it was set up.

23 Q. Okay.

24 A. I do know we set -- rolled out two inch

1 line, but I think that's for the shield emulsion
2 water.

3 Q. And when was that? Do you recall?

4 A. That was probably four months prior.

5 Q. Okay. So that would have been December
6 thereabouts?

7 A. Maybe even further back.

8 Q. Okay.

9 A. We had been started running and stuff.

10 Q. So you started in September?

11 A. Yeah. And it could even have been
12 November.

13 Q. So just following the sequence, in
14 September the panel starts, the wall's back from
15 Logan's Fork and you're using river water almost
16 entirely?

17 A. Yes.

18 Q. And then there comes a time when there's a
19 problem with that?

20 A. Right.

21 Q. And then that -- just two inch line is
22 added in, let's say, November, December for the
23 emulsion or sometime around that period of time?

24 A. Yes.

1 Q. But still the main water supply line is
2 still coming from the river?

3 A. It's the same water line that they had
4 going to the belt heads into the mine section. I
5 think six inch water line.

6 Q. And it on occasion had problems when it
7 particularly had fall, winter rain?

8 A. Right. It could be one or two days. If
9 it rained real hard over like Saturday or something
10 of that nature or maybe our schedule time back was
11 Monday, you could just about guarantee the shields
12 would be slow moving.

13 Q. Okay. And what kind of -- what kind of
14 clogging would there be?

15 A. Well, it would just be in the filters, the
16 socks usually. We had to change the socks on this
17 panel here. The socks would have to be changed
18 maybe every 20, 30 minutes. That's how severe it
19 would become.

20 Q. And would this affect the regularity with
21 which the crew could operate the shield, operate
22 the longwall?

23 A. Yes.

24 Q. Okay.

1 A. The jack setter would be one of the first
2 to holler.

3 Q. The gauge that you had access to, you said
4 that that gauge was at 350 up to 425?

5 A. Yeah, that's our normal. It could have
6 been 350, maybe even 500. I've seen them at 600
7 and they go regulate.

8 Q. And if -- if the clogging occurs, what
9 would the gauge read then?

10 A. The gauge would read about the same
11 because the fresh water pump they called it that
12 was putting the water to me, that would be about
13 the same.

14 Q. Okay. Now, you said there were two
15 problem areas, one was where the two nineties were?

16 A. Yes.

17 Q. And what would be the nature of the
18 problem?

19 A. I guess the pressure we'd have would
20 hammer and that's where the, you know -- if you
21 turned the longwall up and start it up, you had a
22 lot of flow. You shut it down and the fresh water
23 pump stops pumping and then you got this backlog
24 going back and it would hammer and pop the elbows.

1 Q. You mean the hammer by the shaking kind of
2 thing that you hear?

3 A. Right.

4 Q. And then the elbows would actually pop and
5 they have to go back and put them back together?

6 A. Correct.

7 Q. And then this -- would that -- would that
8 be when there'd been a rain event?

9 A. Not necessarily when it rained.

10 Q. And then there was a pump you mentioned
11 that they put in that was forgotten. I'm trying to
12 find the notes where you talked about that.

13 A. It would have been in for I guess years.

14 Q. Okay.

15 A. And I don't know if the fire boss or
16 somebody had that knowledge in that position to
17 take care of that, maintain that pump; and we were
18 having water problems and that's where they found
19 it.

20 Q. And what do you mean that's where they
21 found it? How did they find it? What did they
22 find?

23 A. They started checking. I guess they were
24 calling out of the -- where you get pump out of the

1 river and that one would be running and then the
2 water to the mines, the whole mines, would not be
3 coming in.

4 Q. So the pump would not function because it
5 got clogged and now the whole system is broken
6 down?

7 A. Yes.

8 Q. Was that pump replaced or do you know
9 what -- how they fixed it?

10 A. I'm not sure how they did it or they had a
11 strainer, filter or something that they cleaned on
12 it. I think that's what it was, the filter on that
13 particular pump.

14 Q. Uh-huh. And were these sock filters --

15 A. I'm not sure. That side of the mines, I'm
16 not that familiar with.

17 Q. Where would that pump have been located if
18 you can recall?

19 A. It's where the belt used to go out and
20 dump in our silo.

21 Q. Okay.

22 A. That side of the mines.

23 Q. Okay.

24 A. I'm not familiar with hardly any of it. I

1 knew it was inside four or five breaks maybe or
2 something like that.

3 Q. Okay. Now, you've made the calls, call
4 outs, if I can ask a couple questions about the
5 call out. How often would you call?

6 A. At last, it was every 30 minutes.

7 Q. And before last?

8 A. We got by with an hour. That didn't
9 satisfy them I don't guess, so it started out every
10 two hours on normal productions.

11 Q. We're talking about the period from
12 September when this wall starts up through April
13 and can you try to track down with me when you
14 started with two hours and then when it changed to
15 an hour?

16 A. When we started out, it was two hours.

17 Q. Okay.

18 A. It didn't last about a week.

19 Q. Okay.

20 A. When I was at Revolution, I was down there
21 a little while. I guess I was a rent-a-miner. I
22 guess we were put down there to help them a little
23 bit, and some of them came up and helped us when we
24 was setting up. I went down and head gated for

1 them, and they were put on this hour call out. And
2 everybody was complaining about it, said, We can't
3 get anything done because we have to call out all
4 the time, bosses included, having to relay messages
5 to their head gate men. And I said, "Yeah, it
6 could be worse. You might as well start calling
7 out every 30 minutes." And sure enough it came
8 that way.

9 Q. Careful what you wish for.

10 A. Yeah.

11 Q. And when did that 30 minute rule come into
12 play?

13 A. For Revolution, it ways probably August.
14 I think that's when I was down there.

15 Q. At Upper Big Branch?

16 A. At Upper Big Branch, it came in effect
17 maybe September, end of September, first of
18 October.

19 Q. Now, when you said rent-a-miner, you don't
20 mean that you were a contractor?

21 A. No.

22 Q. Now, the -- when you made the call, the
23 boss would call you from the face and tell you; is
24 that right?

1 A. A lot of times I'd have to call him and
2 ask him when I'm sitting there the timing.

3 Q. Right.

4 A. Because if it's not long that I miss that
5 30 minute call out, somebody outside is calling me
6 and asking me. I said before I get my call I'm
7 going to call somebody else.

8 Q. May as well. And who did you call?

9 A. Outside.

10 Q. Uh-huh.

11 A. Dispatcher usually.

12 Q. Who is that?

13 A. Greg Clay on day shift.

14 Q. Did you ever call anybody but the
15 dispatcher?

16 A. I've called my reports out and other
17 people have taken them.

18 Q. Okay. What happened to those reports?

19 A. They -- When I would call out?

20 Q. Yeah.

21 A. They would take the reports, and they
22 would fax them to four or five different fax
23 numbers I guess. I think two fax numbers at least.

24 Q. And whose numbers were those?

1 A. I'm not sure, but they said they went to
2 Blankenship.

3 Q. Anybody else?

4 A. Yeah. I'm sorry about names. His second
5 in command.

6 Q. Chris Adkins?

7 A. Chris Adkins.

8 Q. How about Chris Blanchard?

9 A. Greg Clay said that one time on a call out
10 and we were down or something that Blanchard is not
11 going to be happy with this or something like that,
12 so I guess he did give them to him.

13 Q. Did you ever have occasion to call out
14 with safety problems?

15 A. Probably have.

16 Q. Do you have any recollection of examples
17 of those?

18 A. I'm not sure if this panel was where the
19 ventilation would have lost their air maybe. I'm
20 not sure if that was during this time period or
21 not.

22 Q. Okay. Now, you have spoken about -- maybe
23 you didn't. Was there a period of time when there
24 came water on the wall itself, when you were in a

1 swag?

2 A. Yes.

3 Q. And do you remember when that was just
4 roughly?

5 A. January.

6 Q. Uh-huh.

7 A. Maybe February.

8 Q. And did that impact to your knowledge the
9 ventilation system at all?

10 A. I don't know.

11 Q. Okay.

12 A. I know --

13 Q. How was --

14 A. -- I know they took pumps and went behind
15 the wall from time to time.

16 Q. Who would do that?

17 A. Harold Lilly was one. Jack Roles had been
18 back there working.

19 Q. And what fixed the water problem?

20 A. I guess them hooking pumps up and pumping
21 it out.

22 Q. And where would they pump it to?

23 A. Well, they had a series of pumps on them
24 behind.

1 Q. Right.

2 A. And sometimes they would pump them on down
3 like over a hill or into the swag of the other pump
4 to where they could get ahold of it.

5 Q. Was there complaining about the water on
6 the wall to make work difficult?

7 A. Yes.

8 Q. Have any impact on the electrical system
9 to your knowledge?

10 A. Yes.

11 Q. And how was that?

12 A. Well, that one particular time where the
13 shear, the methane monitor on the tail had to be
14 worked on I guess where the cable was pinched or
15 something in that swag where the water was at, I
16 don't know if it got water moisture in it.

17 Q. That's when it hit the 6.8 your
18 recollection is?

19 A. I think so. I think that's about the time
20 that that happened.

21 Q. And you recalled that during that period
22 of time that you had this -- this read out of 6.8
23 that there had been some work done, at least some
24 work done on that box. I missed where that box was

1 you were testifying about.

2 A. It's right beside the gate box area
3 probably about two foot in by that gate box.

4 Q. Uh-huh.

5 A. And my phone would sit in between the read
6 out and the gate box.

7 Q. So it's a methane monitor --

8 A. Read out.

9 Q. -- read out. Okay. Now, the work was
10 not -- Was the work done on that box or was the
11 work done --

12 A. Well, the work would be done on the line.
13 But if they needed to get the shear out of the swag
14 or the water coming in and maybe really getting
15 into components of the shear, they would bridge
16 that out so the shear would run.

17 Q. And you said that was in January, February
18 period?

19 A. Probably so.

20 Q. Is there any other time that you recollect
21 that there was a bridging out of this?

22 A. Not on this panel, not that I can think of
23 on this panel.

24 Q. Were there other panels where they were

1 bridged out?

2 A. Logan's Fork.

3 Q. And what happened at Logan's Fork?

4 A. That was hard on all equipment.

5 Q. Just the general mining operations or
6 the --

7 A. Yes.

8 Q. And who would do the bridging out?

9 A. The electricians would normally do the
10 bridging out.

11 Q. So in this instance, it might be Tommy
12 Estep?

13 A. Could have been, yes.

14 Q. Okay. Just to -- For my -- and this is my
15 lack of knowledge. There has been testimony, you
16 as well as others, about changing out and there's
17 testimony that the change out occurs on the face.
18 But you're saying it's not necessarily all the
19 time, that there's some different ways to change
20 out between the crews.

21 A. Well, like the hoot owl --

22 Q. Right.

23 A. -- wouldn't. Sometimes they could be
24 walking down --

1 Q. Okay.

2 A. -- to get on a man trip. They would have
3 their jobs completed. There it is, ready to go.
4 We'd meet them at the mule train or at the toolbox
5 center at the mouth of the face and we would just
6 go on in and work. If it was evening shift and day
7 shift changing out, normally that was on the face.

8 Q. Okay. That's helpful to me. Thank you.
9 And that was in order to ensure that the production
10 stayed --

11 A. Consistent.

12 Q. There wasn't any gap.

13 A. Right.

14 Q. Right.

15 A. There was a time period, I don't remember,
16 first of the year where the evening shift would
17 call in and wasn't supposed to be hot seating.
18 They would call in at the mouth of the longwall
19 section. The head gate man called down and tell
20 them the evening shift is coming and we're supposed
21 to meet down at the mule train.

22 Q. Okay.

23 A. Due to the emergency ride situation, not
24 having two emergency rides and then to accommodate

1 both crews.

2 Q. The prohibition or the restriction was
3 that you didn't have enough emergency rides so the
4 hot seat change out was prohibited and you would
5 have to theoretically then change out at the --

6 A. Man trip --

7 Q. -- man trip.

8 A. -- mule train.

9 Q. And was that due to inspectors?

10 A. Yes.

11 Q. Federal or state?

12 A. I'm not sure. I'm not sure which law that
13 fell under.

14 Q. And when was that?

15 A. That's probably February.

16 Q. Okay. But by April, that was not the
17 case?

18 A. No.

19 Q. Is it your understanding that that was not
20 the case because it was a change in the rule, the
21 law, or was it your understanding that it was a
22 change in the company's response to that?

23 A. I guess it would be the company's response
24 to the rules.

1 Q. So as an actual matter, they were still
2 required but it just wasn't happening?

3 A. Correct.

4 MR. McATEER: Okay. That's all the
5 questions I have at this time. Thank you,
6 Mr. Woodrum.

7 EXAMINATION

8 BY MR. CRIPPS:

9 Q. I've got a few for you, Woody, if you
10 don't mind.

11 First off, the 30 minute call out that you
12 talked about --

13 A. Correct.

14 Q. -- on the evening shift and on the
15 weekends, who did you --

16 A. The dispatcher.

17 Q. The dispatcher. Do you know who that
18 would be?

19 A. It could range. I'm not sure of their
20 names right now. Greg Clay would be the day shift
21 and he just worked usually five to six days a week.

22 Q. Okay.

23 A. And that would be the one that the
24 longwall called to.

1 Q. Okay.

2 A. Miners section would have to call the
3 dispatcher. Greg Clay was the person that paged
4 them.

5 Q. But he worked just day shift?

6 A. Yes.

7 Q. So when you was on the second shift, who
8 would you talk to?

9 A. Whoever the dispatcher fell to and I can't
10 remember their names right now.

11 Q. Okay.

12 A. I remember one. I can't think of his name
13 right now. I'm sorry.

14 MR. McATEER: Any nicknames?

15 THE WITNESS: Mon.

16 MR. McATEER: Mon.

17 THE WITNESS: Uh-huh.

18 MR. McATEER: Okay.

19 Q. Do you know on second shift and on
20 weekends when you made your 30 minute call out, did
21 they fax that report somewhere?

22 A. Supposed to. As far as me knowing that
23 particular thing, I don't know.

24 Q. Do you know if they even wrote the

1 information down or made a record of it?

2 A. I'm not -- I'm not sure. They were
3 supposed to.

4 Q. Okay. Okay. I want to talk a little bit
5 about the water lines, the water, because I'm a
6 little bit confused here so I want to try and clear
7 it up. As I understand, coming to the longwall
8 section, you have two lines, a six inch line and a
9 two inch water line.

10 A. That's correct.

11 Q. Those are over both water lines. The six
12 inch line, where does it go to once it gets to the
13 longwall?

14 A. Mule train.

15 Q. Okay. So it goes to the mule train.
16 Where at on the mule train?

17 A. I think it went to the sun flow pumps they
18 called it.

19 Q. And are the sun flow pumps the pumps that
20 supply the water pressure up to the face?

21 A. Yes.

22 Q. Are there filters on those sun flow pumps?

23 A. I think so.

24 Q. Okay. How does the water get from the sun

1 flow pumps up to the face?

2 A. Through the monorail.

3 Q. Okay. Is there two, two inch lines on the
4 monorail?

5 A. Yes.

6 Q. And those two inch lines, where do they go
7 to up at the head gate?

8 A. At the head gate?

9 Q. Yes.

10 A. They go into the glut.

11 Q. So those are the lines that go into the
12 glut and those are the lines that have the valves
13 on them --

14 A. Yes.

15 Q. -- that you talked about earlier.

16 And so when you need to shut the water off
17 on the face, those are the two valves that you
18 operate?

19 A. Well, there's four valves. Two on the
20 inby side. One of them would be the shield water
21 and one would be the shear. The two coming into it
22 would be the main feed lines, and you just turn
23 them on or off. And on the backside, you'd have
24 like your coolant waters that would be T-ed off

1 (phonetic). Those two lines, they feed the shear
2 and the shield water; but on the backside they'd be
3 T-ed off (phonetic) back here and you'd have maybe
4 six other valves or -- on the back that feed your
5 coolant water to the stage loader motors and also
6 to your face chain motors and to your pressure.

7 Q. And then the gauge that you talked about
8 earlier that would show the -- I think you said 350
9 to 425 psi, those lines is where the gauge was
10 connected to, that was the pressure it was
11 measuring?

12 A. Right. The two feed lines coming into the
13 glut they called it.

14 Q. So that was the water line that also
15 supplied the water to the couplings on the head
16 gate drive motors and the tailgate drive motors?

17 A. Yes.

18 Q. Okay. And so you mentioned earlier that
19 you know filters were getting clogged up because
20 the conveyor might start slowing down; is that
21 correct?

22 A. Yes.

23 Q. And so when the conveyor started slowing
24 down, what filters were getting clogged?

1 A. The ones at the -- I think coming into the
2 sun flow pump.

3 Q. So that would be the filters on the sun
4 flow --

5 A. They may be on another line coming up to
6 the solenoid box, solenoids, that run your face
7 chain. There may be another line. I don't know if
8 it T-ed off (phonetic) them because we could run --
9 I'm pretty sure they were another line come to that
10 solenoid block that was outby that ran the face
11 chain motors only.

12 Q. Okay.

13 A. Now that I think about it because there
14 were times that I had not turned my water valves on
15 and you could still start the face chain.

16 Q. So the face chain will run with those two
17 water valves turned off?

18 A. Yeah. I didn't like to do it because it
19 created a lot of pressure and you could blow the
20 line on the monorail going down to the mule train.

21 Q. Explain that to me.

22 A. If you had your valves off and that sun
23 flow pump would kick on and all it went to was the
24 face chain motor, the couplings, they'd create

1 maybe even 900 pound pressure and those are rough
2 on your couplings, on the monorail where the staple
3 lock fittings -- all the fittings on that water
4 line was.

5 Q. Those two valves, were they -- if the
6 shear had been operating and all the water was on,
7 was they difficult to turn off?

8 A. No.

9 Q. It was pretty easy?

10 A. Yes.

11 Q. Would you --

12 A. Well, they would be -- I mean you'd --
13 you'd have to put a little effort into shutting
14 them off.

15 Q. Okay. Did you shut the sun flow pumps off
16 before turning those valves off?

17 A. Yes.

18 Q. Did you do that every time?

19 A. Tried to.

20 Q. Tried to. Why was that?

21 A. So I wouldn't blow the couplings on the
22 line outby. Because when I turn these valves off,
23 then you create all that pressure with nowhere for
24 the pressure to go up towards the face if the line

1 was off because your solenoids would shut down. If
2 one of them were leaking, it would blow the
3 couplings; but usually you would sit there and
4 watch your gauge. It would be up to 900 pound
5 pressure. That's a lot of pressure in between your
6 hoses of your valve back to the sun flow pump.

7 Q. So when the face was ready to start up and
8 they called to start and wanted water on the
9 shears --

10 A. Right.

11 Q. -- did you open the two valves?

12 A. Yes.

13 Q. Then did you start the pumps?

14 A. It was automatic. The sun flow would
15 start out when you'd hit system start. It'd go
16 down through the sequence there; and whenever the
17 face chain would start up, the sun flow would kick
18 in.

19 Q. Okay. Now, the two inch line, I'm going
20 to jump back outby now.

21 A. Okay.

22 Q. The two inch line coming into the
23 longwall, what did that water supply?

24 A. The emulsion tank.

1 Q. So that line went to the emulsion tank.

2 Did it go directly to the emulsion tank?

3 A. I'm not sure. I can only assume on that.

4 Q. Are you familiar -- is the emulsion tank
5 -- how is the emulsion produced up on the longwall?

6 A. You have an oil tank. You have a mixer
7 tank that is pumped over into what they call the
8 mixer tank, and it's 97 percent water I think on
9 average, 3 percent oil. That's what operates your
10 shields.

11 Q. Okay. Then the -- How does that emulsion
12 get from that tank up to the face?

13 A. You've got four pumps.

14 Q. Okay.

15 A. Usually three of them is running.

16 Q. And that's also hosed on the monorail?

17 A. Yes.

18 Q. You mentioned that you would back flush
19 your lines.

20 A. Correct.

21 Q. When you're talking about backflushing,
22 what lines are you actually backflushing?

23 A. The emulsion lines.

24 Q. So it's the emulsion lines that's being

1 back flushed. And those emulsion lines go where?

2 A. They go onto the shields, No. 1 shield.

3 Q. Okay. So when -- when the shields start
4 moving slow that you talked about earlier, is that
5 because the emulsion filters have got stopped up?

6 A. Usually, there's some more filters I think
7 down at the mule train that the -- that are
8 back flushed that I take care of and also cause
9 them to move slow.

10 Q. All right. So if you back flush it and
11 the pressure still doesn't come up, is that when
12 they change the filters?

13 A. I'll get ahold of the electrician and say
14 I took care of this out here. It's somewhere else.

15 Q. So all the sock filters we was talking
16 about, the sock filters are in the emulsion line
17 out at the pump car?

18 A. I think. I assume they are.

19 Q. Okay.

20 A. I'm not sure, but they are water -- fresh
21 water or the others water socks also --

22 Q. Okay.

23 A. -- like for the six inch river water.

24 Q. Okay. So there's -- Is it fair to say

1 there's multiple sets of filters --

2 A. Yes.

3 Q. -- at the mule train?

4 A. Yes.

5 Q. Okay. Okay. Let me -- When the face is
6 running, is it pretty noisy up at the head gate?

7 A. Yes.

8 Q. You wear hearing protection?

9 A. Correct.

10 Q. Is it difficult to hear the phones when
11 the face is running?

12 A. If you're away from them, 20 to 25 foot,
13 there's a chance you could miss a call from
14 outside.

15 Q. Okay.

16 A. We do have one at the gate box Control
17 phone. It's the master control unit I think. It
18 goes directly in the gate box, and it starts
19 feeding; and we have one at the tail piece and one
20 at the crusher and you have one at the shields I
21 think every 16 or every 12 shields you have the
22 Control phone.

23 Q. So the Control phone they're along the
24 face?

1 A. Right.

2 Q. Can someone talk from down the face then
3 all the way to the surface?

4 A. No.

5 Q. So you can't talk from the face outside;
6 is that correct?

7 A. That's correct.

8 Q. If the -- if you have a walkie-talkie down
9 the face, will they work to the outside?

10 A. Probably not.

11 Q. Do you know if they used them on the face?

12 A. I think they tried our phones that we
13 had --

14 Q. Uh-huh.

15 A. -- and they did not pick up on that leaky
16 feeder, but maybe just around the corner just a
17 little bit. There's also another trouble of the
18 frequency interfering with the miner at one of the
19 other mines, so they would not let them go down the
20 face.

21 MR. KOERBER: Let's go off the record.

22 (Off the record.)

23 BY MR. CRIPPS:

24 Q. Okay. Did we finish talking about the

1 water and emulsion?

2 A. Probably not.

3 Q. I think we talked about that enough.

4 Okay. Let me move on. Have you been up
5 to the head gate into the longwall since the
6 explosion?

7 A. Yes, I have.

8 Q. Have you actually looked at the location
9 of the shields and the pan line at the head gate?

10 A. Yes.

11 Q. Did you notice anything -- what's the
12 word -- unusual about the condition of the face,
13 location of the pan, location of the shields?

14 A. Some of the shields are down on the pan --

15 Q. Okay.

16 A. -- collapsed.

17 Q. Did it appear like the pan line was pushed
18 over against the face?

19 A. It appeared that way.

20 Q. If the pan line wasn't, because I don't
21 think it was when I've been there, it appeared to
22 me like the shields had never been pulled and the
23 pan hasn't been pushed, what would that indicate to
24 you if that was the case?

1 A. Sometimes they'll lead the head back a
2 little bit to line the face up if the tail is
3 dragging back behind to give it time to catch up.
4 So when the shear cuts out, the next time it might
5 not be tied against the face. You'll get a four or
6 three and a half, four feet, wherever the shear
7 drum cuts. You might just get two foot, so that
8 will let the face line up better.

9 Q. Okay. The last shift you worked and even
10 since you've been up there after the explosion, how
11 was the stage loader lined up in the entry? Do you
12 recall?

13 A. Stage loader was right even with the last
14 open break or I mean the -- the face was.

15 Q. The stage loader, was it centered in the
16 belt entry or was it moved to one side of the
17 entry? Do you recall?

18 A. The last time I worked it was centered.

19 Q. Okay. Since we've been up there and I
20 looked at it, it appears that the stage loader is
21 well towards the coal block.

22 A. (Nods head.)

23 Q. What would cause that?

24 A. It could even be the force of the blast.

1 Q. To move it over?

2 A. (Nods head.)

3 Q. If the stage loader is too far towards the
4 coal block, how would you remedy that on a normal
5 production?

6 A. You let the face from 50 shield to
7 probably No. 1 shield lay back. Like you say, not
8 push it tight against the face, leave it laid back
9 a little bit and let the tail swing around and
10 catch up.

11 Q. Okay. And what -- When you push the pan,
12 would that then cause it to move back towards the
13 center of the entry?

14 A. Yes, keep walking to the head side.

15 Q. Okay. I want to go back. Jasey was
16 asking you about the E-stop switch on the head gate
17 controller.

18 A. That's correct.

19 Q. You said you got wrote up on the E-stop.
20 What did you mean by that?

21 A. I had an inspector. I don't know if it
22 was state or federal, but he took out his small
23 book and had it highlighted that the E-stops are my
24 responsibility to check out, operator's

1 responsibility.

2 Q. So you got wrote up because you wasn't
3 checking it or because it didn't work right?

4 A. No, because I wasn't checking it. I told
5 him I did not do that. He asked me and I said no.

6 Q. Do you know if that E-stop, if it worked
7 or didn't work?

8 A. Yeah, it worked.

9 Q. It did work?

10 A. Yes.

11 Q. When was the last time you know for sure
12 that it worked?

13 A. That was probably in February, January,
14 February.

15 Q. Okay. And how do you --

16 A. That's when -- when I proved it worked the
17 next day.

18 Q. That was about the time you got wrote up?

19 A. Yes. Yes.

20 Q. And so you actually pushed it and tested
21 it. And when you pushed it, what happened?

22 A. They had to go to the power center and set
23 it back up.

24 Q. Did -- What happened on the face?

1 A. Everything went black.

2 Q. Okay. Did the lights go off?

3 A. Yes.

4 Q. Did the dump bell for the hydraulics --

5 A. Yes.

6 Q. So to your knowledge, all power to the
7 face shut off?

8 A. To my knowledge, yes.

9 Q. Any time between then and the explosion,
10 perhaps even just a couple weeks before the
11 explosion on your shift, do you recall seeing
12 anybody getting in that head gate box?

13 A. I do not recall that.

14 Q. Specifically do you recall Tommy Estep
15 being inside of that box?

16 A. Not inside the gate box.

17 Q. Did you hear anybody have any knowledge or
18 reason to believe that that E-stop would not work
19 if it was pushed?

20 A. No.

21 Q. Okay. So you don't know if there was a
22 diode put inside of that box to defeat that switch?

23 A. I do not know.

24 Q. Have you talked to anybody that's been up

1 there with us on the investigation about that
2 diode?

3 A. No.

4 Q. Was you aware that there was a diode in
5 there?

6 A. No.

7 Q. So you was not aware that that E-stop
8 would not function?

9 A. No.

10 MR. CRIPPS: That's all I've got. No, I
11 don't. I'm sorry. I found another one here I want
12 to ask you about.

13 THE WITNESS: Okay.

14 BY MR. CRIPPS:

15 Q. I was reading the transcript of your
16 previous interview, and in there you said that you
17 had heard from somebody that there may have been a
18 ventilation change done on the Sunday, Easter
19 Sunday, which would be the day before the
20 explosion.

21 A. Right.

22 Q. In that interview, you said you didn't
23 know who would have done that --

24 A. That's correct.

1 Q. -- change; is that correct?

2 A. Uh-huh.

3 Q. Since that interview, have you heard or
4 learned any new information about that?

5 A. No, I haven't.

6 Q. So --

7 A. I mean, just the regular same stuff that
8 that's what had been said, there was a vent change
9 made that Sunday. I don't know.

10 Q. Any names about who may have done the vent
11 change?

12 A. When you talk about ventilation change, it
13 fell back to Chris Blanchard is the name that was
14 usually kicked around with it. I don't know if he
15 did that personally or not.

16 Q. Okay. But nobody's told you anything more
17 since the last interview?

18 A. No.

19 Q. Okay.

20 A. No.

21 Q. Okay. When you start the conveyor that
22 the shears idle, the conveyors off, the shear
23 operators call the start up. Is that basically how
24 it works?

1 A. Yes.

2 Q. What is the actual process to start up --
3 start up the face?

4 A. The actual --

5 Q. Do you have to push 10 buttons?

6 A. No. No, sir. There's 10 there that you
7 could push, probably more; but you push the
8 longwall fault reset. That clears the system of
9 any faults. You go over to the other panel box and
10 the second one down, there's system start.

11 Q. And then when you push the system start,
12 what's the sequence of events?

13 A. The alarm goes off to let everybody know
14 through the Control phones that the system is
15 getting ready to start up and probably five rings,
16 beep, beep, beep. They go off and then the crusher
17 starts. The crusher starts and gets up power. I
18 guess maybe two to five seconds, the stage loader
19 chain starts; and after that, the tail drive motor
20 I think starts next and then one head drive motor
21 and then two head drive motor, I think is the way
22 it is; and then that's when the sun flow pump kicks
23 in and gives water pressure to the coupling on the
24 face chain.

1 Q. Okay. Do you have to reset anything to
2 the shear?

3 A. No.

4 Q. Okay.

5 A. The system starts -- the longwall fault
6 reset should reset everything and that's -- that
7 should clear everything up on the box.

8 Q. If you're -- if the pan line is running,
9 the face is running, the belt goes off --

10 A. Okay.

11 Q. -- does the conveyor automatically shut
12 down?

13 A. Yes.

14 Q. If that's the case, do you go and shut the
15 water off --

16 A. Yes.

17 Q. -- or do you wait for the shear operator
18 to call and tell you to shut it off?

19 A. If my belt goes off, I shut the water off
20 myself and inform them of what's up.

21 Q. When the face is running, if they holler
22 at you on the Control phones, can you hear them
23 from pretty much anywhere you would be working
24 around the head gate?

1 A. If I were down at the solenoid block or
2 where the push-pull device is at and that's
3 probably 75 foot away from the gate box, that would
4 be hard. I don't go down there very often. I
5 might be getting ready to move my sequence switch
6 for the belt. The sequence switch, as long as it's
7 running and touching the belt, if it falls off or
8 something like that, the sequence switch, the wall
9 shuts down. That's safety for the wall so you
10 don't overload and just keep running, running and
11 running and the belts aren't running.

12 Q. The head gate box you're talking about,
13 the start buttons, when you operate the start
14 buttons to start the wall, you're standing between
15 the monorail and the belt; is that correct?

16 A. Yes.

17 Q. Okay. How much of your shift would you
18 say that you actually spend right there at that
19 control box?

20 A. Right at the control box, probably 75
21 percent of the time right there.

22 Q. Okay. Standing right at the controls?

23 A. Yes.

24 Q. The other 25 percent, what do you do?

1 Do you recall having any problems with the
2 Control system? Was that a pretty reliable system
3 or did they have a lot of problems with it?

4 A. Sometimes we'll have problems with it, and
5 you'll have to terminate it, different locks and
6 you'll have to move the terminator from the tail.
7 I think that's one maybe -- maybe 160. I'm not
8 sure. I'm not that familiar with where the
9 terminator is at, might have to move it back up the
10 line maybe so they can talk and get the shear, one
11 runs on the head and take a line down and replace
12 it.

13 Q. Okay. Now, you said that basically you
14 got in trouble one time for not checking the
15 E-stop.

16 A. Correct.

17 Q. And you said you checked it the next day,
18 and you said you pushed it and it tripped all the
19 power; and you said previously that you didn't --
20 the reason you weren't doing that now, that the
21 midnight shift was doing it was because it
22 sometimes tripped all the way down to the mouth of
23 the section. When you tripped that the next day,
24 do you remember if it tripped to the mouth of the

1 section or just to the mule train?

2 A. The mule train.

3 Q. Just to the mule train.

4 EXAMINATION

5 BY MR. TUCKER:

6 Q. Was that the last time you personally
7 checked that, what you're speaking of?

8 A. Yes.

9 Q. Just to follow-up one second on
10 Mr. McAteer's questioning on hot seating --

11 A. Uh-huh.

12 Q. -- did anything change on your rides that
13 they provided when you went back to hot seating?
14 Did they just make the decision on the emergency
15 ride?

16 A. No, we still had the same one -- I forget
17 the numbers of it. Just one emergency ride.

18 Q. Okay. And if outside needs to get ahold
19 of you, how do they go about that if you can't hear
20 them on the phone? Do they have another system in
21 place to contact you?

22 A. They had a light system, put a light on
23 the phone that would flash like a strobe light type
24 deal; and it was usually set where you could see it

1 about anywhere in the belt entry.

2 Q. Was it pretty reliable? Did it seem to
3 work?

4 A. It seemed to work pretty good, yeah.

5 Q. The last shift you worked, as far as you
6 know, was it working?

7 A. As far as I know. I don't recall being
8 lighted.

9 Q. Being activated?

10 A. (Nods head.)

11 MR. TUCKER: Okay. That's all I have.

12 EXAMINATION

13 BY MR. SCOTT:

14 Q. The methane monitor you said that
15 specifically -- you're thinking from the -- the
16 wall was going through a swag or you probably had
17 trouble with the cable going down to the tail. I
18 don't know if you actually saw it, but you thought
19 that maybe somebody had junkered something down in
20 the read out to, what, move the -- maybe move the
21 shear out of the water hole to keep it from not --
22 Did they do that to continue production or to just
23 move it to where they could repair it or something
24 or you don't know?

1 A. I don't know. In that instance, I can't
2 recall if they just did it to move up to the top of
3 the hill to get it out of the water or not.

4 Q. Do you ever recall anyone bridging it out
5 to continue running --

6 A. Yeah, I've seen it done that way.

7 Q. -- at UBB.

8 A. I don't know on this panel or not; but at
9 the other location, it was kind of a common thing
10 because I don't know if it was rock that the shear
11 was cutting; but it was pretty severe on the
12 equipment. You had the ears being broke off the
13 ranging arm jacks or the shear itself was cracked,
14 if that gives you any indication of the severity of
15 the mining system.

16 Q. But you don't recall anything on this
17 particular panel?

18 A. Not on this particular panel, no. At one
19 time, the wires were out. I think Delbert Bailey
20 was checking the CO monitors at the tail or
21 something like that and it looked like somebody had
22 been into it, and he told them to go get Tommy and
23 I went and got Tommy. At the same time, the belt
24 wasn't running; so we did not start up until Tommy

1 impression that the law or the -- what was told to
2 me to be law was that you could run 24 hours with
3 this bridged out. That would get you back to the
4 head until maintenance crew could come in and fix
5 it.

6 Q. Okay.

7 A. And usually it would be running the next
8 shift. Not usually, it would always be running the
9 next shift, the time you come in.

10 Q. But are you -- are you equating the
11 difficulty with the hard rock, the sandstone and
12 the methane detector being bridged -- kicking on?

13 A. Well, you have a thousand foot face and
14 thousand foot cable and all this vibration and
15 jumping around from the shear trying to bow down
16 and keep its height and that nature that the
17 equipment was subject to failure.

18 Q. Okay. That makes more sense.

19 Now, you've talked about the -- the start
20 up process. Now, let me ask you a hypothetical
21 question. If during the shift the longwall shear
22 was down for repairs --

23 A. Okay.

24 Q. -- would you have left your station near

1 the phones?

2 A. On certain instances, yes.

3 Q. Well, what would those be?

4 A. Possibly to get something down to the tool
5 cart.

6 Q. Okay.

7 A. Sometimes I inform them even outside, if
8 it's someplace I was going to be going for five,
9 ten minutes --

10 Q. Sure.

11 A. -- I'd let them know I was going to be a
12 away from the phone. I'd let them know down at the
13 face --

14 Q. Right.

15 A. -- they would holler and say, we need this
16 tram shaft or something. I wouldn't be expected to
17 carry it all the way down to the shear, the shear
18 at 160. I would take it to the last open break No.
19 1 shield or five or six shield; and then I would go
20 back to my --

21 Q. Right. But in the event of a -- of a
22 break in production where there's work being done
23 to try to get the wall back in place, back in
24 operation, your ordinary place would be at the

1 phones --

2 A. At the gate box.

3 Q. -- to be able to start it up what they've
4 got to fix.

5 A. Right.

6 Q. I mean, so it wouldn't be an ordinary
7 thing where you might walk away if the wall's
8 running and you might get away from the phone; but
9 if this was the event of the day, you would stay
10 pretty much close, you and other people like you,
11 would stay pretty much close to that phone to be
12 able to start it up.

13 A. Correct.

14 Q. Okay. How would you -- If the call came
15 out to shut things down in an emergency, how would
16 that have happened? What would you do? How would
17 you translate the call? Let's say they called back
18 and said, Woody, we've got a problem. What do we
19 do now?

20 A. I'd stay there for further instructions.

21 Q. But they're on the wall and they're saying
22 we've got a problem. We've got something. What's
23 your first thinking of what you would actually do?
24 What would you cut off or would you cut things off?

1 A. I would cut the water off. And, like, if
2 they told me to pull the disconnects, I'd pull the
3 disconnects and wait and see what else was going to
4 take place.

5 Q. When you say you would pull -- you'd cut
6 the water and you'd pull the disconnects, would
7 that be when they'd ask you to pull power? If they
8 said pull power, what would you do?

9 A. I'd probably ask them on a shear or what
10 power.

11 Q. Okay. What if they just said pull all the
12 power, pull -- cut the water?

13 A. I'd probably hit the E-stop button --

14 Q. Okay.

15 A. -- and cut the water off.

16 Q. Okay. Would you pull the disconnects, cut
17 the disconnects?

18 A. Wouldn't have to.

19 Q. Because the E-stop has been hit?

20 A. Right.

21 Q. Any particular --

22 A. That's for me.

23 Q. Sure. I understand. But there would
24 be -- would there be any -- When they would call

1 out or when one would call out, would there be
2 occasion to specifically mention the disconnects?

3 A. If they got the cable?

4 Q. Right.

5 A. Or maybe pulled the cable out of the shear
6 or out the stop, yeah.

7 MR. McATEER: Okay. Okay. Thank you,
8 sir. I appreciate it.

9 EXAMINATION

10 BY MR. MAGGARD:

11 Q. Okay. Let's stay on that topic for a
12 second. Let's say they say kill the power and you
13 hit the E-stop but your lights don't go out, and
14 your PLC display is still on, what would you be
15 thinking? What would you think about doing next?

16 A. I don't know. I haven't been faced with
17 that. I would be hollering for the electrician for
18 sure.

19 Q. Let's -- let me switch gears a little
20 bit.

21 A. Now, there's two E-stop buttons.

22 Q. Okay.

23 A. There's one on the -- I think the first
24 panel where the system starts at and then there's

1 one over at the other one. And I think the other
2 one is the one that knocks it out all the way down
3 to the mouth of the section. I'm not sure which
4 one I hit that day; but 10 years ago when I did
5 start up and had that trouble at one time in my
6 training period -- but I didn't want to do it again
7 because we were down more so -- I think then just
8 about everybody had to go to the mouth of the
9 section and get ahold of the belt men and what have
10 you to turn the power, then if they went ahead and
11 blowed the couplings on the stage loader motor --
12 but that's some lessons that you learn I guess.

13 Q. Okay. Let's say you get there on the
14 stage shift and they've cycled power on and off
15 from the mule train from the power center, do you
16 see -- what do you see on the display for the --
17 off the panel view?

18 A. They usually kept it on the amps for the
19 shear and the face amps, stage loader and the face
20 chain. The reason you keep it on the face chain is
21 so you can tell if you get into water and on the
22 couplings if they needed an adjustment on the
23 solenoids flow, have enough flow back there. If
24 you're within 10 or 12 amps with all three motors

1 running, that's a pretty good adjustment.

2 Q. When you see any kind of faults, how do
3 you know you need to do a system reset?

4 A. I just gotten in the habit of always
5 hitting the system reset. If there was a fault
6 that didn't clear up, it would still show fault.

7 Q. Have you seen different types of faults
8 when the power was cycled?

9 A. Usually in emulsion and sometimes in the
10 power.

11 Q. Okay. On your call outs, say that
12 something broke down, have you had any relayed
13 threats that they'd better get that fixed or put a
14 lot of pressure on the crew or --

15 A. I hadn't heard any relayed threats just
16 out in the open like that but you can tell by the
17 voices and stuff that they're a little upset if it
18 took more time than normal to fix something. Take
19 a typical problem, it might take 45 minutes to an
20 hour.

21 Let's back up and say changing out a tram
22 shaft. It depends where you're at on the face line
23 too. If you're at mid-face, 30, 45 minutes. If
24 you've got somebody that's maybe at the head drive

1 with one can start that way with the tools. If it
2 takes you an hour to hour and a fifteen minutes,
3 then they're wondering why you're still down on
4 that, and it becomes out of the norm, why is it
5 taking so long. I don't know. You're going to
6 have to talk to the electrician or boss. I don't
7 know. I'm out here.

8 Q. Have you ever had to call out relay
9 pre-shift reports?

10 A. Have I ever, yes.

11 Q. And how often would you have to do that?

12 A. Maybe once or twice a month.

13 Q. Okay. I think the last time you was here
14 you said that you had to work a lot of days off --

15 A. Yes.

16 Q. -- that they would call you back to do
17 some kind of task.

18 A. Have you scheduled for --

19 Q. Yeah.

20 A. If you had three days off, you'd have to
21 work one of them or maybe two.

22 Q. Did you ever do any rock dusting on those
23 call backs?

24 A. Yes.

1 Q. And where would that be?

2 A. One particular time I recall is going down
3 the belt line on this panel here. Probably 25 to
4 10 break, maybe something in that neighborhood, and
5 a four-wheeler that had a cart with a duster on
6 that me and Jack Roles did.

7 Q. Okay. How often was that -- that duster
8 that had to be hooked up to a four-wheeler, how
9 often was it used?

10 A. That was the only time I know of myself
11 personally.

12 Q. And where is -- where do you recall that
13 duster at?

14 A. I don't know where it's at now.

15 Q. Okay. Was it -- has that just been a
16 couple occurrences that you had to come in and do
17 some rock dusting or was that -- had that happened
18 a lot that you had to?

19 A. Well, rock dusting, that -- for some
20 reason, I don't know why. I was leaving early for
21 some reason that day, and that was my ride out with
22 Jack; and we stopped and worked probably about an
23 hour to two hours and then went on outside.

24 Q. Okay. So that might have just been the

1 only time.

2 A. When the rock dust was there -- like a
3 little storage through the man door and stuff
4 probably had a whole pallet still get stacked
5 there, and we backed up and loaded the cart up.
6 And it was already loaded once, so that makes two
7 times the cart was run that one particular day.

8 Q. The -- Was there a trickle duster on the
9 ground mother drive that you recall?

10 A. I can't recall right now at this time.

11 Q. So you don't know when they normally would
12 have ran the trickle duster or used it if they had
13 one?

14 A. I'm not sure because we recently cleaned
15 up. We were wrote up for the mother drive being
16 dirty and stuff. I think it had a lot of mud and
17 stuff, and we went down there with water hoses and
18 washed around and cleaned it all out from the
19 mother drive.

20 MR. MAGGARD: That's all I've got.

21 EXAMINATION

22 BY MR. TUCKER:

23 Q. One quick follow-up. You said a couple
24 times a month maybe you'd call out the pre-shift

1 report?

2 A. Right.

3 Q. How would you know what to call out?

4 A. The boss would translate it to me and we'd
5 be down at the face and call it out.

6 Q. He would just relay it through the phone
7 system on the jack line and then call it --

8 A. Yes. That was -- that wasn't Kevin
9 Medley, my boss. That was right at the fifth
10 month. When the explosion happened, it would be --
11 I had two other bosses on that panel. Started up
12 with Timmy Davis and I think it was Mark Stevens.

13 MR. TUCKER: Okay. Thank you.

14 EXAMINATION

15 BY MR. CRIPPS:

16 Q. Woody, the day of the explosion, in your
17 previous interview, you talked about being
18 underground when the explosion occurred. Prior to
19 going underground on the 5th, do you recall what
20 you did, say, 30 minutes before going underground,
21 where you was at?

22 A. That's about the time I arrived, 30
23 minutes before going underground.

24 Q. What time would that have been?

1 A. That would have been about 2:30.

2 Q. Okay. And so when you arrived, what did
3 you do?

4 A. I would go in and get my clothes changed
5 and get my work clothes on, get my light, get my
6 radio.

7 Q. Do -- do you go upstairs and meet with the
8 longwall crew or Jack Roles or anybody?

9 A. Sometimes I go upstairs but not every
10 time.

11 Q. Do you recall if you did that day?

12 A. Seems like I did.

13 Q. Do you know -- did Kevin Medley talk to
14 the longwall? Did you hear that?

15 A. I may have. We were talking about being
16 down or getting back to the head. They had been
17 down about half the day. I think it was raining a
18 lot.

19 Q. Who was you talking to about that?

20 A. That was just over the -- I don't know if
21 Kevin was mentioning it to us or what, but they
22 were trying to bring it back from the tail to the
23 head. I don't know, for some more work or what.

24 Q. That was your understanding that that's

1 what was going on on the face at the time?

2 A. They had been down about more than half
3 the day.

4 Q. Okay. And do you know -- did that come
5 from the longwall crew or did that come from
6 somebody else, that information?

7 A. That may have come from somebody else.

8 Q. Okay.

9 A. It might have come from -- could have been
10 Danny Lafferty maybe. I'm not sure where -- where
11 I picked that up.

12 Q. Okay.

13 A. But going in to get on the man trip passed
14 the vice president now, Wayne Persinger. He may
15 have commented, go down there and run me some coal,
16 said they been down all day or something like
17 that. We'd say we'll run what we can. That was
18 our comments in passing.

19 Q. So what time did you actually leave the
20 office there to go underground?

21 A. Probably -- it might have been five till
22 3:00 or right at 3:00.

23 Q. Okay. Do you know -- Did you see Kevin
24 Medley talk to anybody on the longwall?

1 else would you do?

2 A. I probably would hit that second one
3 before I hollered for the electrician just to see
4 if -- to see what's up with this thing.

5 MR. McATEER: Okay. Very good. That's
6 all the questions I have. Thank you.

7 MR. KOERBER: Everybody done?

8 Kenny, at the beginning this interview, I
9 had showed you the subpoena and affidavit of
10 service and told you I was going to make a copy and
11 have them admitted as Exhibit 1 and 2. I have done
12 that, and that's what I'm going to do now.

13 (Exhibit Nos. 1 and 2 marked for
14 identification.)

15 MR. KOERBER: Kenny, if you have anything
16 you would like to add, clarify, ask a question,
17 anything you want to say, the floor is yours.

18 THE WITNESS: Well, there is something I'd
19 would like to clarify.

20 MR. KOERBER: Okay.

21 THE WITNESS: And it's because of my
22 testimony last time. I was talking about our life
23 line that's off the walls and somewhere in between
24 this panel where we started up, we had to move the

1 life line over to the belt line as your secondary
2 and your track as a primary. And I didn't quote
3 that right. I was going all the way over to the
4 intake all the way out.

5 MR. KOERBER: Okay. Just so everything is
6 clear, how about re-quoting it the way you want to
7 do it so it's right.

8 THE WITNESS: Okay. Normally your intake
9 is your primary escapeway and your track is your
10 secondary and upon this panel being pulled out and
11 they projected to put this second miner section
12 driving new tailgate entries back, they took our
13 intake as a return air. So the air would go
14 flowing back in behind the wall, so that made our
15 track entry as primary escapeway and our belt line
16 a secondary. And that has been bothering me for
17 not quoting that right.

18 MR. KOERBER: Okay. No problem. Thank
19 you for clarifying it. Is there anything else you
20 would like to add, state, clarify? The floor is
21 still yours.

22 THE WITNESS: The -- After being up there
23 and seeing the devastation, I still feel like the
24 ventilation was not right. If it was due to the --

1 having the miner section so close to the longwall
2 panel coming out, I don't know; but it just wasn't
3 right I don't feel.

4 MR. KOERBER: Okay. Is there anything
5 that you have seen while you were up there that
6 makes you believe that or just the feeling?

7 THE WITNESS: Well, the ten thousands of
8 air coming down the belt line towards the head gate
9 at one time, and Tim Davis did put his monitor out
10 and checked it; and that's what he told me. He
11 said you got ten thousands coming up the belt
12 line. And whatever they did outby, I don't know if
13 he found a door open or what; but he went and cured
14 that problem, but two sections too close together
15 to really be operating in my opinion.

16 MR. KOERBER: Do you have any questions?
17 Anything else you would like to add, sir? The
18 floor is still yours.

19 THE WITNESS: No, that's it.

20 MR. KOERBER: Thank you very much for
21 coming. On behalf of all the teams, we thank you
22 and we would go off the record now.

23 (The interview of KENNY WOODRUM was
24 concluded.)

1 STATE OF WEST VIRGINIA, To-wit:

2 I, Nichelle N. Drake, a Notary Public and
3 Professional Reporter within and for the State
4 aforesaid, duly commissioned and qualified, do
5 hereby certify that the interview of KENNY WOODRUM
6 was duly taken by me and before me at the time and
7 place specified in the caption hereof.

8 I do further certify that said proceedings
9 were correctly taken by me in stenotype notes, that
10 the same were accurately transcribed out in full
11 and true record of the testimony given by said
12 witness.

13 I further certify that I am neither
14 attorney or counsel for, nor related to or employed
15 by, any of the parties to the action in which these
16 proceedings were had, and further I am not a
17 relative or employee of any attorney or counsel
18 employed by the parties hereto or financially
19 interested in the action.

20 My commission expires the 19th day of July,
21 2019.

21 Given under my hand and seal this 14th day of
22 February 2011.

23 _____
24 Nichelle N. Drake
Professional Reporter
Notary Public