REED CREEK MINERALS INC.
TOWN CREEK MINE

APRIL 2, 2009
General Information

- Trucks
- Routine before start route
- Changes to routine
- Oil leakage observed on ground
General Information

• Three Caterpillar 777F haulage trucks are used for overburden material.

• Trucks are normally boarded at a central parking location near the fuel and lube storage area prior to the start of shift.

• Two shifts of operation are normal with an idle period each day between 2:30 am and 6:00 am.

• On April 1 the decision was made to operate the mine without an idle period in order to complete removal of a small block of coal.
On April 2 the evening shift continued working until 4 am and the day shift arrived at 4 am.

Instead of the drivers boarding the trucks in the parking area as normal, they went straight to the pit and relieved the evening shift drivers at the pit staging area.

During a cycle oil spillage was spotted on the ground in the staging area where the victim had been waiting in his truck.

Other drivers determined the leak was coming from the victim’s truck and radioed this information.
Accident Scene
Travel Route

- Excavator
- Loading Area
- Staging Area
- Truck
- Route of Travel
- Highwall
- Dump Area

Not to scale
WHAT ARE THE POTENTIAL HAZARDS THAT YOU SEE IN THIS SCENARIO THAT MAY LEAD UP TO AN ACCIDENT OR FATALITY?

1. 
2. 
3. 
4. 
5.
What Are Potential Hazards Leading to this Fatality?
GENERAL INFORMATION

• The victim had stopped and performed a walk-around inspection of his truck to attempt to find a source of an oil leak.

• That inspection did not indicate the source, so after dumping his load on the next trip he returned to the staging area without lowering the bed and parked on level ground.

• When he parked, the engine was idling and the bed was in the raised position.

• After stopping, he exited the operator’s compartment and went out onto the catwalk which runs alongside the cab.
Questions for Participants

(Handout)

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FATAL ACCIDENT SCENARIO

WHAT FATAL MISTAKES DID THE TRUCK OPERATOR MAKE?

1.

2.

3.

4.

5.
What was the fatal mistake?

• He failed to block the bed.
• He bent over the handrail to locate the leak.
• The dump body came down and crushed him between the bed and the handrail.
INVESTIGATION RESULTS

• A preoperational check performed on the day of the accident noted no problems.
• The truck was equipped with dump body retaining pins, which locked properly when tested.
• The service truck driver had noted that the hydraulic tank for the victim’s truck was overfilled, but did not communicate this to the driver.
• After the accident, the engine was idling and the hoist control lever was in the “FLOAT” position.
• This “FLOAT” position allows the dump body to lower by gravity through usage of its own weight.
Hoist Control Lever
Questions for Participants

(Handout)

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FATAL ACCIDENT SCENARIO

WHAT CAUSAL FACTORS CAN YOU IDENTIFY IN THIS FATAL ACCIDENT?

1.

2.

3.

4.

5.
ROOT CAUSE

WHAT WAS THE ROOT CAUSE OF THIS ACCIDENT?
FAILURE TO BLOCK

• A 29 year old surface rock truck driver was fatally injured when he was pinned between the railing outside of the operator’s cab and the dump bed of the truck he was operating.
• He had observed oil spillage on the ground and stopped his truck to investigate.
• He exited the operators compartment and was standing against the hand rail at the rear of the operators cab when the bed dropped.
MSHA ROOT CAUSE

- THE VICTIM LEFT THE OPERATOR’S CAB, WITH THE DUMP BODY IN A RAISED POSITION, WITHOUT THE DUMP BODY BEING BLOCKED AGAINST MOTION.
EXAMPLES OF BLOCKING TECHNIQUES
Body props are commonly misused when raised upright without having the weight of the bed supported or braced. Body props are subject to rust and damage, and need to be properly maintained.
Shows a wooden block makeshift body prop.
Shows a steel I-beam makeshift body prop: steel I-beam sits across truck frame. The I-beam is not attached to the truck frame or dump body. The I-beam could be displaced in the direction of the arrow by the inadvertent
Positive supports are provided by dump bed manufacturers in the form of body props. Body props are nonadjustable and will support the dump body at one position only.
Engineered truck bed brace brackets.