

Summary of Safeguards



1. Mine ID 4608791	2. Mine Name Sago Mine	3. Company Name Anker WV Mining Company, Inc.
Section Cited 75.1403	Date Issued 05/03/2005	Safeguard Issued 7096483
<p style="text-align: center;">Brief Description</p> <p>This is a notice to provide a safeguard requiring: (1) A clear unobstructed travelway of at least 24 inches wide be provided along both sides of all conveyor belts including the head, tail, and take-up units. (2) The areas around the tail, head, drive and take-up units shall be maintained free of water, slop, mud or other obstructions that create slip, trip and fall hazards maintenance. (3) The water lines along side the conveyor belt drives, take-ups or head units shall not be positioned in such a manner that they will interfere with travel, examination of the required cleaning and other maintenance requirements. (4) Obstructions including but not limited to the following items: excessive water, mud, rock, coal, wood, belting, rollers, mine supplies, water line and extraneous materials that will create slip, trip and fall hazards. The mine operator has made a diligent effort to correct these conditions. Approximately 60% of the work has been finished. The mine operator has miners working on these conditions on every shift during each day.</p> <p>Extended due to the operator making a diligent effort to correct these conditions. It is taking longer to correct these conditions due to the conditions being worse and taking longer to correct then what was initially expected. These conditions are approximately 90% finished. More time is granted for the operator to correct these conditions.</p> <p>Terminated due to all of the requirements of the safeguard being compiled with on the coal conveyor belt of this mine at the time of this inspection. The mine operator is required to maintain the conveyor belts of this mine in the conditions required by this safeguard.</p> <p>Include the following information in the condition and practice, line #8: The inspection activities conducted 04/27/05 of the conveyor belt of Sago Mine revealed that a clear travelway at least 24 inches wide is not being maintained along both sides of the conveyor belt system as follows: (1) No.2 conveyor belt head roller assembly unit is set against the off side rib. Persons must exit the conveyor belt to get around the unit. Persons can not properly clean or examine the unit. (2) No.3 conveyor belt drive and take-up has both an 8 inch and a 6 inch water line along the off side that prevents persons from traveling along the unit to do the required cleaning and examinations. This unit had coal accumulations in the drive and take-up that could only be observed and cleaned up from the off side. (3) No.3 conveyor belt at numerous locations, along the off side has water, slop and mud up to 20 inches deep that prevents persons from traveling the off side to conduct the required examinations, routine cleaning and maintenance requirement. Accumulations of combustible material were present in amounts that the operating conveyor belt rollers were running in the material. Numerous bottom rollers through out the same area had been damaged and were running metal to metal or the belt dragging on the frozen rollers. (4) Water, slop and mud up to 15 inches deep was present around the No.3 conveyor belt tailpiece, No.4 belt head roller assembly, conveyor belt drive unit and the take-up unit. The drive unit and take-up had accumulations of coal under them that the conveyor</p>		



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75.1403	06/14/2005	<p>7097925</p> <p>belt was dragging on and causing the belt to run off center. Six citations were issued this date for hazards that would have been easily identified by an examiner who was able to travel the off side of the conveyor belt. The mud, slop, water as well as the 8 inch and 6 inch water lines running parallel to the conveyor belt drives, take-ups and head units make the traveling of the off side of the conveyor belts impossible. The existing travelways frequently have water, slop, mud, rock, coal, wood, pieces of belting, damaged belt rollers and other extraneous materials that create slip, trip and fall hazards to persons using the travelways. Miners utilize the listed travelways each shift to conduct the required examinations, routine maintenance, as well as cleaning and rock dusting activities. Miners are routinely required to carry belt rollers, oil, grease, maintenance supplies, rock dust and other supplies along these travelways.</p> <p>It would be good to have the equipment numbers in enhance readability (The No. 1 personnel carrier struck the No. 3 personnel carrier...). Otherwise, here is suggested wording. On 06/07/2005, a miner was injured in a collision when a personnel carrier slid on the supply track haulage rails and struck a separate personnel carrier which was stopped. The injured miner was sitting in the parked personnel carrier and struck his head against the canopy at the time of impact. The track mounted personnel carrier which slid was being operated without sanding devices being operational. This is a large, complex coal mine with numerous pieces of haulage equipment traveling on track haulage that has numerous switches, derrails, and turns. The track is subject to frequent changes in elevation. The track rails are subject to moisture due to water and condensation from temperature changes. Failure to provide and maintain properly operational sanding devices could easily contribute to run away haulage equipment, a collision between two pieces of track mounted equipment resulting in a serious accident, or a miner traveling on foot being struck by the vehicle.</p> <p>This is a Notice to Provide Safeguard requiring personnel carriers that are designed to transport in excess of five miners and locomotives be provided with properly installed and well-maintained sanding devices at each wheel that will deposit sand on the track rails in both directions of travel. When sanding devices are required, sand reservoirs shall be checked and filled with sand as necessary before a vehicle is used to transport persons, and sand shall be maintained in the sand reservoirs of each track-mounted vehicle while persons are being transported in the mine.</p>



1. Mine ID 4608791	2. Mine Name Sago Mine	3. Company Name Anker WV Mining Company, Inc.
Section Cited 75.1403	Date Issued 06/14/2005	Safeguard Issued 7097926
<p style="text-align: center;">Brief Description</p> <p>The inspection of track haulage conducted between 5/10/05 and 6/02/05 revealed that the track haulage system is not being provided with clearance space along both sides to insure the safe passage of the haulage equipment being operated at normal speeds. The following hazardous conditions were observed: 5/10/05 --- The track haulage equipment was rubbing the coal rib along the tight side of the 2 right track switch. The tight side track clearance space was obstructed with rock and other loose extraneous material at No. 4&No. 37 blocks along No. 4 conveyor belt to the point the haulage equipment was dragging as it passed. The wide side clearance space at No.24 Block along No. 4 conveyor belt was obstructed with 6 cross bars (6by 8 by 16). The haulage equipment was dragging on the bars as they passed. 5/19/05 --- Steel track rails were lying in the wide side clearance space at the No. 2 belt head switch. The haulage equipment was barely clearing the ends of the rails as they passed."</p> <p>5/20/05 --- The clearance spaces along both sides of the track at No. 42 block along No. 4 conveyor belt were obstructed with mud and water to the point the frames of the haulage equipment were dragging as they traveled through the area. The area also has 15 fly boards, 6 concrete blocks, 2 hydraulic oil cans, rock and other extraneous material present that the haulage equipment were dragging on. There were 9 steel track rails laying in the wide side clearance space at No. 44 block along the No. 4 conveyor belt and the haulage equipment were rubbing them as they passed. There was rock present for 30 distance in the wide side clearance space at No. 45 block along the No. 4 conveyor belt and the haulage equipment was dragging on it as they passed.</p> <p>6/02/05 --- There were 2 scoop tires present in the wide side clearance space at No. 54 block along the No. 4 conveyor belt and the haulage equipment barely cleared them. The miners had to climb over the tires to use the travel way to the working section located inby. The listed obstructions create derailment hazard as well as the hazard of the obstructions being caught between the mine floor, rib or track and the frame of track mounted equipment which could cause the material to enter track mounted equipment and strike the operator, passengers or pedestrians, which could easily result in serious injury. The track haulage system is used each shift to transport men and materials into and out of the mine.</p> <p>This is Notice to Provide Safeguard requiring the mine operator to maintain a continuous clearance of at least 24 inches on the wide side and a continuous clearance of at least 12 inches on the tight side from the furthest projection of normal traffic on all track haulage roads. The clearance space along all track haulage shall be maintained free of loose rock, supplies, rail components, conveyor belting, belt components, roof bolts, flyboards, and other extraneous materials which would contribute to a derailment or be struck by rail mounted equipment and injure passengers or pedestrians.</p>		



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Section Cited	Date Issued	Safeguard Issued	Brief Description		
75.1403	06/14/2005	7097927	<p>An inspection of track haulage between 4/07/05 and 6/02/05 revealed that the track haulage system was not being properly maintained in good condition to insure the safe passage of the haulage equipment being operated at normal speeds. The following hazardous conditions were observed: On 4/7/05, a mantrip transporting miners into the mine derailed at block No. 34, along No. 4 conveyor belt, because of a severe dip in the rails. The rails were installed 24 above the mine floor and loosely blocked with wood. No additional ballast had been added to secure the blocking. The wood blocking had fallen out from under the rails and ties; on 04/13/05, a mantrip derailed in the switch at No. 2 belt head because the switch was not properly maintained. The wheels of the mantrip picked the switch points; on 4/19/05, the main line track was not properly supported at several locations allowing the rails to slide sideways. Severe kinks were created that cause the haulage equipment to change directions abruptly.</p> <p>Numerous loose or missing rail joint bolts increased the severity of the kinks; on 4/29/05, a flat car transporting mine supplies into the mine derailed in the 1-right track switch because the switch was not properly installed and adjusted; on 5/4/05, a mantrip transporting miners into the mine derailed at the No. 2 belt head switch. The switch had loose bolts, was misaligned; on 5/10/05, a flat car derailed 2 blocks outby the No. 2 right track switch because of loose rail joints and a severe dip in the rails; on 5/19/05, the No. 2 track switch had loose bolts, missing bolts, a broken rail and the switch would not tighten when thrown for the turn. Tracks on the mine floor indicated recent derailments at the switch; on 5/20/05, water had been allowed to accumulate in the roadbed at No. 38, along No.4 conveyor belt, block in a depth that covered the rails. The rail joints of the area were loose and pumped up and down as the haulage equipment passed. The wheels of the haulage equipment were tracking the water down the rails for several feet in both directions leaving them slick. This water also acted to stop up the sanders of the haulage equipment.</p> <p>On 5/20/05, a similar water accumulation was present at No. 42 block, however, the mine floor was soft and the ties and rails were being pushed into the bottom. The frame of the haulage equipment was dragging in the slop and mud as it passed. Water was 3 to 8 over the rails; on 6/02/05, the road bed at No. 53 block was not being properly maintained. Water had been allowed to accumulate and the wood blocking had floated out from under the rails. The rail joints were pumping under the weight of the haulage equipment and water was being tracked for several feet in both directions, leaving the rails slick. The above specified conditions present a derailment hazard of track mounted equipment, which can result in serious injury to miners. The track haulage system is used each shift to transport men and materials into and out of the mine.</p>		



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4608791	Sago Mine		Anker WV Mining Company, Inc.	
Section Cited	Date Issued	Safeguard Issued	Brief Description	
		Con't 7097927	<p>This is a Notice to Provide Safeguard requiring that the mine operator maintain the rails of the track haulage system free of defects, such as, but not limited to, loose or displaced rail ends at joints, missing bolts at joints, damaged, distorted, or missing components of directional track switches, damaged, distorted, or missing components of track frogs or derails, broken or distorted track rails, rails with broken or missing flanges, loose track ties, or any other defects in the components of the track haulage system that may cause derailment of track-mounted vehicles or rolling stock. Additionally, water shall not be allowed to accumulate over the ball of the rail along the track haulage and the roadbed shall be maintained reasonably free of water. All components of the track shall be properly aligned, leveled, blocked and ballasted to prevent pumping, kinks, dips, stowing of the track, and damage to the rails.</p>	



U.S. Department of Labor
Mine Safety and Health Administration

Division of Safeguards

1. Mine ID	2. Mine Name	3. Company Name
4608791	Sago Mine	Anker WV Mining Company, Inc.
Section Cited	Date Issued	Safeguard Issued
75.1403	08/08/2005	7098134
		Brief Description On August 08, 2005 the coal feeder which is equipped with a crusher was observed in operation on the 1-Left, 006-0 MMU section at Sago #3 mine. The load end of the feeder is approximately 14 inches above the mine floor and a miner could easily step or fall onto the moving conveyor chain and be transported into and through the crusher. Such an incident would result in fatal injuries to the miner. Becoming entangled in feeder conveyors and being pulled into the crusher has fatally injured several miners. This is a Notice to Provide Safeguards requiring that an emergency stop device, which is properly designed, be maintained between the load end and the crusher of all such feeders at this mine. The device shall be designed and located so that a miner entangled in the conveyor chain can stop the feeder before he reaches the crusher.

First Name	Jeffrey	MI	K
Title	Superintendent		
Street Address	Route 9, Box 507	OR	P.O. Box
City	Buckhannon	State	WV
		Zip Code	26201.
E-mail Address	jtoler@ankercoal.com		

All Health & Safety 10

10. Person with Overall responsibility for a Health and Safety Program at ALL of the Operator's Mines, if the Operator is Not Directly Involved in the Daily Operation of the Mine:

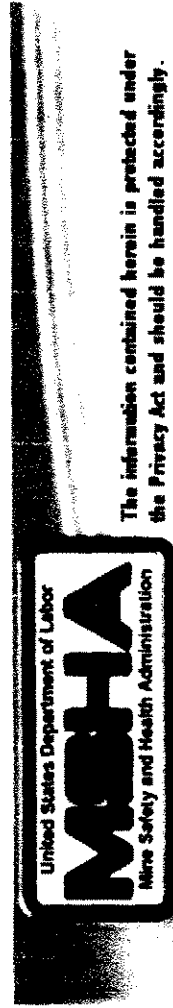
Last Name		MI	
First Name		MI	
Title			
Street Address		OR	P.O. Box
City		State	
		Zip Code	-
E-mail Address			

Address of Record 11

11. Address of Records and Telephone Number:

Last Name	Toler		
First Name	Jeffrey	MI	K
Title	Superintendent		
Street Address	Rt 9 Box 507		
City	Buckhannon	State	WV
		Zip Code	26201.
Foreign Country	USA	Foreign State	
		Foreign Zip Code	
P.O. Box Address			
City		State	
		Zip Code	-
Area Code	304	Telephone Number	473 - 1676
		Extension	
		E-mail Address	jtoler@ankercoal.com

7/1



The information contained herein is protected under the Privacy Act and should be handled accordingly.

- Home
- Help
- Logout
- E Documents
- Batch Reports
- Status
- Diesel Inventory
- Enforcement
- Events
- Issuances
- Weekly Activity
- Reports
- Legal Identification
- Manage Entities
- Mine Plan Tracking
- Part 50
- Penalty Assessments
- Citation Management
- Reports
- Q & C
- Q&C Reports
- Utilities and Tools
- Manage Users

Legal ID Report											
EDocument Submission											
Notice Type: Update	Effective Date: 06/29/2005										
Mine Information 1-8											
1. Federal Mine Identification Number:	4608791										
2. Mine Name:	Sago Mine										
3. Directions To Mine:	I79 South to 33 East, to Buckhannon, then Route 20 South for 5 miles to Sago Road, turn left on Sago Road and continue for 2 miles to bridge across river. Cross bridge and turn right to mine site.										
4. Mine Location Address	<table border="0"> <tr> <td>Street Address</td> <td>Route 9, Box 507</td> </tr> <tr> <td>City</td> <td>Buckhannon</td> </tr> <tr> <td>State</td> <td>WV</td> </tr> <tr> <td>Zip Code</td> <td>26201.</td> </tr> <tr> <td>County</td> <td>Upshur</td> </tr> </table>	Street Address	Route 9, Box 507	City	Buckhannon	State	WV	Zip Code	26201.	County	Upshur
Street Address	Route 9, Box 507										
City	Buckhannon										
State	WV										
Zip Code	26201.										
County	Upshur										
5. Official Business Name of Operator:	Anker West Virginia Mining Company Inc										
6. Principal Office Address for this Operator	<table border="0"> <tr> <td>Street Address</td> <td>2708 Cranberry Square</td> </tr> <tr> <td>City</td> <td>Morgantown</td> </tr> <tr> <td>State</td> <td>WV</td> </tr> <tr> <td>Zip Code</td> <td>26508.</td> </tr> </table>	Street Address	2708 Cranberry Square	City	Morgantown	State	WV	Zip Code	26508.		
Street Address	2708 Cranberry Square										
City	Morgantown										
State	WV										
Zip Code	26508.										

Mc Neal

7. Telephone number for this mine:	Area Code Telephone Number Extension 304 473 - 1676
8. Commodity	Type of Product Type of Operation Coal - Coal Underground (Bituminous)
Health & Safety 9	
9. Person at Mine in Charge of Health and Safety:	
Last Name Stemple, Jr.	
First Name John	MI B.
Title Superintendent	
Street Address Route 9, Box 507	OR P.O. Box
City Buckhannon	State Zip Code WV 26201.
E-mail Address jstemple@ankercoal.com	
All Health & Safety 10	
10. Person with Overall responsibility for a Health and Safety Program at ALL of the Operator's Mines, if the Operator is Not Directly Involved in the Daily Operation of the Mine:	
Last Name	MI
First Name	
Title	
Street Address	OR P.O. Box
City	State Zip Code

E-mail Address	
Address of Record 11	
11. Address of Records and Telephone Number:	
Last Name	Stemple Jr
First Name	John
MI	B
Title	Superintendent
Street Address	Rt 9 Box 507
City	Buckhannon
State	WV
Zip Code	26201
Foreign Country	USA
Foreign State	
Foreign Zip Code	
P.O. Box Address	
City	
State	
Zip Code	
Area Code	304
Telephone Number	473 - 1676
Extension	
E-mail Address	jstemple@ankercoal.com
Ownership Information	
12. This Official Business Is	Corporation
a:	
13. If Business is listed as Other, what is the type of Organization?	Type of Organization: Joint Venture, County Government, Limited Liability Company, etc.
14. Employer Identification Number or Tax Identification Number for this Business:	
SSN for Individuals:	
	EIN for Entities:

*** - ** - *****

*** - *****

15. The individual(s) with ownership interest in this Business or Corporate Officers/Directors are:

Name	Address
1 Pete Vuljanic President	2708 Cranberry Square Morgantown WV 26508 USA
2 Ray McElhaney CFO	2708 Cranberry Square Morgantown WV 26508 USA

16. If Business is listed as Other, what are the names of Principal Organization Officials or Members?

Name Address

Corporation Information 17

17. If Business is a Corporation, please answer the following:

a. State of Incorporation: WV b. Is this Corporation a subsidiary? Y

c. If yes, what is the name and address of your Parent Corporation?

Name (or entity name if owner is a business)
Anker Group, Inc.

Street Address State Zip Code
2708 Cranberry Square WV 26508 -

City Foreign State Foreign Zip Code
Morgantown USA

d. Employer Identification Number for this Business (EIN): *** - *****

Contact Information

Name and Title of Official Completing Form

Last Name

First Name	Schoonover
Middle Initial	James
Date Form Completed	06/29/2005
Enforcements Information:	
Name:	[6 6]]
Telephone:	[6 6]]
Reason For Submission:	Received Report
Assessments Information:	
Name:	[6 6]]
Telephone:	[6 6]]
<input type="button" value="Print"/> <input type="button" value="Cancel Report"/>	