

To  
Owners, Agents and Managers of all Coal Mines.

Sub: Fatal Accident in a direct Rope Haulage while  
guiding the Rope for proper booking in the drum.

Recently a fitter helper lost his life while he was guiding the slack rope coils on the drum of a direct haulage with his hand. These slack rope coils were formed as a result of derailment of the empties which were being lowered along a haulage plane dipping at 1 in 48. As the gradient of the haulage plane was mild, the empties were lowered by releasing the brakes fully so that the empties gravitate down. Derailment of one of the tubs resulted in sudden stoppage of the empties. However, due to momentum the haulage drum kept on rotating for some more time which resulted in formation of slack ropes with his hands. In the meantime the tub was re-railed and the empties were set in motion. This resulted in tightening of the slack rope coils on the drum and the fitter helper's hand was trapped in the coils of the rope and he was pulled in it causing his instant death.

The accident focuses the need for guiding rope on to a drum only with a lever or other proper appliance, and persons likely to be endangered need to be warned before the tubs are set into motion as required under the provisions of Regulation 87(2)(b) and 89(2)(a) of the Coal Mines Regulations, 1957.

Attention is also invited to this Directorate's Circular No.8 of 1973 in which a similar accident to an engine driver was highlighted. It is once again reiterated that no person is to be permitted to guide rope on to a drum except with the help of a lever or other proper appliance.

Further attention is drawn to this Directorate's Circular No.13 of 1982 where it was recommended that lowering of tubs shall be done with motor 'ON' without declutching to stop over-speeding of the rake which may lead to derailment/brake failure and other dangerous occurrences. In case of mild gradient, suitable "Dak"/loaded tub may be attached with the rake to develop adequate momentum but the lowering has to be done with motor power 'ON'. Adopting the above system, over-speeding of the down going rake can be effectively controlled and thus chances of derailment due to over-speeding shall be reduced to a great extent.

You are requested to follow the above guidelines in the interest of safety.

( DASHRATH SINGH )  
DIRECTOR-GENERAL OF MINES SAFETY