

TEXAS DEPT. of LICENSING
& REGULATION

INVESTIGATION REPORT

JOHN PETER SMITH HOSPITAL
ELEVATOR #29

Prepared by: TDLR & Jim Murnan, Chief Elevator
Inspector, 3/28/2019

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Accident Report by Texas Dept. of Licensing & Regulation RPM/Elevators

Accident Investigation by Jim Murnan, TDLR Chief Elevator Inspector

John Peter Smith Hospital, ELBI 6680, DECAL 27129, CAB #29

Montgomery Mi-Prom, 210 Machine

April 26, 2019

Equipment Location and Status

John Peter Smith Hospital (JPS Hospital), 1500 S. Main St. Ft. Worth Tx. 76104, ELBI 6680 is a county hospital with numerous buildings and elevators and related equipment. Under the listed ELBI #, there are thirty (30) elevators. All equipment, including Elevator #29 (decal 27129) was registered with the department. On January 20, 2019, the date of the incident, Elevator #29 was current on the Annual Inspection requirement (Doc. #8-11).

Since JPS Hospital is a county hospital, there is a large volume of equipment ridership. The equipment basically operates day and night, seven days per week, unlike most office buildings, which see rush hours during normal business hours on weekdays, and rarely operate on weekends or at night.

January 20, 2019

The Texas Department of Licensing and Regulation (TDLR) was first notified of this elevator accident on the day it occurred at 1:48pm by Mr. Ryan Donnell, International Union of Elevators Constructors, Local 21. Mr. Donnell informed TDLR of an elevator incident involving serious bodily injury. Mr. Donnell informed TDLR that Thyssenkrupp Elevator was the elevator contractor (registration #20009) responsible for the maintenance at JPS Hospital. The information provided by Mr. Donnell was reported on Sunday, TDLR expected JPS Hospital to submit an incident report on Monday (within 24-hours), as required by rule.

January 21, 2019

Contacted Mr. Mark Dye of Thyssenkrupp Elevator at 5:43am. Mr. Dye confirmed that a person had sustained serious bodily injury. Mr. Dye had no other information to share, so the Department proceeded under the premise that this was an accident.

Consulted with Deputy Chief Inspector, Mr. Jerod Bledsoe at 3:42pm and who stated that he had spoken to Mr. Rick Karnes, supervisor for Thyssenkrupp Elevator. Mr. Karnes verified that the elevator was shut down and locked off. The entrance to the elevator hoistway was secured



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by sheetrock walls and a locked access door (Video #3). Having confirmed that the equipment was secured, and the scene was preserved, TDLR informed Mr. Karnes to expect a phone call the next day to set up a jobsite visit.

We continued to wait for the incident report, which the rules require the building owner to file with TDLR within 24 hours.

January 22, 2019

TDLR received an Incident Report by fax from JPS Hospital. (Doc. #12 & #13).

After reviewing the report, TDLR contacted Scott Cummings, attorney for JPS Hospital, who clarified that the injury was serious, but that no other medical information was available for release. Informed Mr. Cummings that TDLR would be conducting an investigation and starting that investigation on Wednesday, the 23rd. Any interested party was welcome to attend and witness. Mr. Cummings stated that he would coordinate the invitations with interested parties to witness the investigation.

January 23, 2019

A meeting was held at JPS Hospital with all interested parties and information provided on how TDLR would proceed with the investigation. A list of those who were present to witness the investigation is attached (Doc. #14). All of the investigation activities were recorded on video. (see video, Doc. #17).

Based on the incident report, the investigation started on the 11th floor (Video #1), to observe the location and condition of the elevator cab, which had been shut down and left in place immediately following the accident. The cab of Elevator #29 was located above the 10th floor hoistway door header. About (2) inches of the toe guard was visible below the hoistway door header. The greenfield feeding the interlock was broken and the hoistway doors were in a mechanical bind, stuck in the open position.

Proceeded to the 10th floor to view the position of the cab. Witnessed that the hoistway fascia was bent inwards about two (2) feet up from the 10th floor hoistway door header on the left side (looking in) (Video #3).

Next, proceeded to the machine room up on the roof, where Thyssenkrupp mechanic, Mr. John Edington, was instructed to try and move the car by hand. Mr. Edington grabbed the brake pulley and was able to run the car up into the overhead of the hoistway (Video #4). Movement of the car indicated that the brakes were not set with the elevator at rest. Mr. Edington was



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asked to provide the fault log for Elevator #29 (Video #7-8). There were two (2) faults listed in the fault log. The two fault codes were "comparator" faults for the 4th & 5th floors. There were no other faults listed.

February 1, 2019

Returned to the hospital to conduct a second scheduled site visit for a "tear down" of the brake assembly. All parties present on January 23, 2019 were invited to attend. A list of those present to witness the "tear down" is attached (Doc. #15). The attached series of photographs depict the elevator after it was run by hand into the hoistway overhead (Doc. #18 - #21 & Doc. #44).

In the machine room, observed the condition of the "brake pulley" (Doc. #27). Noticed definite signs of wear on the brake pulley. Also noticed that the brake shoes were not fully contacting the brake pulley. Further observed that the machine room was dirty and disorganized with debris stacked in one corner of the room.

Instructed Thyssenkrupp mechanics Mr. John Edington and Mr. Mike Bowley to disassemble the brake assembly. After removal of the coil leads, the mechanics were instructed to "ohm" out the coil to determine its electrical integrity. The meter reading was 444.6 ohms (Doc. #24). I was therefore able to conclude that the brake coil was electrically sound.

While disconnecting the right-hand brake shoe (standing in front of machine motor) Mr. Edington asked TDLR to view the brake coil actuating pin. The actuating pin was "bottomed out" (Doc. #25). This was evidence of excessive wear of the brake shoes, which would prevent the brake shoes from setting firmly on the brake pulley (Doc. #26 & #28). Montgomery Elevator, the manufacturer, stipulates in their technical write up for the 210 geared machine that the actuating pin's total stroke should never exceed 1/8 of an inch (Doc. #46). The actuating pin's (Doc. #35 - #39) movement far exceeded 1/8 of an inch.

Continuing on with the tear down, I noticed that the left-hand brake shoe would not move freely. This was due to the brake pins being in a "frozen" state (Doc. #28).

Also observed that the condition of the left-hand brake shoe was worn down and into the rivets (Doc. #28). The wearing of the rivets resulted in the discoloration of the brake pulley (brown spot around entire pulley, Doc. #27). The right-hand brake shoe was also worn down and past the point of needing replacement (Doc. #26).

It was clear that the wearing of the brake shoes had allowed the actuating pin to move further than the 1/8-inch requirement, creating a serious deficiency in the braking system.

Instructed the Thyssenkrupp mechanics to put all brake coil parts in a five (5) gallon bucket, as I was taking possession of these parts for testing.



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I then met with all parties in a 3rd floor conference room and described how we were going to proceed from this point forward. After returning to Austin, the brake coil actuating pin was not present in the 5-gallon bucket. TDLR immediately called Mr. Scott Cummings to retrieve and secure this part. He agreed and TDLR would retrieve the part on February 15, 2019.

February 15, 2019

TDLR decided with Mr. Cummings to perform an overall jobsite maintenance assessment for JPS Hospital elevator maintenance based on a separate complaint. After review of the jobsite, TDLR went to JPS Hospital Dept. of Public Safety and signed for the actuating pin. Upon return to Austin, a separate complaint was filed for maintenance deficiencies against Thyssenkrupp Elevator. See sign-in sheet for a list of those in attendance (Doc. #16).

March 1, 2019

Traveled to Dallas, Texas with the brake coil assembly (Doc. #29 - #39) and took it to Ac-Dc Electric to have it tested.

The shop technician first tested the coil by "ohms". The coil read 437.6 ohms. The technician then ran the coil through a megger and checked for grounds. No grounds were present in the assembly.

Lastly, the technician inserted the core (Doc. #29 - #30) and applied DC voltage to the coil. I witnessed the core engage (pull-in) several times.

This finished the necessary testing on the brake coil assembly, indicating that the coil was good (electrically and mechanically) and the operation of the core (pull-in) was satisfactory (Doc. #45).

March 18, 2019

Having completed the brake coil testing, I returned the bucket with all brake parts to JPS Hospital so that the repair and testing of Elevator #29 could continue.

CONCLUSION

Cause of accident: brake failure.



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Analysis: From observations on site and during the brake assembly testing, all factors indicate the brake shoes did not set when the elevator came to rest at the tenth floor. The brakes' failure to set was due primarily to the brake shoes not setting firmly on the brake pulley and the actuating pin bottoming out against the brake core. The elevator being able to be run, by hand, into the overhead was further evidence of brake failure. If the brakes were set, the elevator would not move.

The worn brake shoes and frozen pins illustrated a lack of routine maintenance and equipment checks. There were no visible signs of lubrication on the brake sleeve and core. Equipment of this type requires more frequent maintenance intervals and diligence in scrutinizing electro-mechanical integrity.

As the code has evolved through technological advancements and safer code requirements in later editions, the applicable code at the time of installation had no requirement for a secondary braking system (emergency brake). It is imperative that proper maintenance be performed on an elevator system of this vintage.

The primary braking system must have maintenance performed that checks the condition and operation, any necessary adjustment or replacement of parts, and weekly lubrication. Per manufacturer recommendations or per industry standards, a complete tear down needs to take place at least annually (based on usage). Absence of this preventative maintenance can lead to failure of some or numerous parts of the braking assembly and system.

Other Factors:

While there could be other contributing factors (electrical and mechanical), these other contributing factors can only be evaluated and determined when the braking assembly is rebuilt, reassembled, adjusted, and tested. Once the repairs are complete, the elevator will be inspected before it is put it back into service.



(https://www.tdlr.texas.gov)

Texas Elevator, Escalator and Related Equipment Search

Details

Building Number (ELBI): 6680

Building Name: JOHN PETERSMITH HOSPITAL

Building Address: 1500 SOUTH MAIN STREET
FORT WORTH, TX 76104

Building County: TARRANT

Show Documents

Owner Name: JPS HEALTH NETWORK

Contact Name: RHONDA POWLEDGE

Decal Number	Last Inspection Date	Year Installed	Unit Type
27124	3/26/2018	1986	FREIGHT
30336	4/3/2018	1984	PASSENGER
30333	3/28/2018	1982	PASSENGER
54006	3/29/2018	1982	PASSENGER
70494	4/10/2018	1993	PASSENGER
70495	4/3/2018	1993	PASSENGER
30324	3/29/2018	1982	PASSENGER
30327	3/29/2018	1982	PASSENGER

Decal Number	Last Inspection Date	Year Installed	Unit Type
30328	3/29/2018	1982	PASSENGER
47174	3/28/2018	1982	PASSENGER
47181	3/28/2018	1982	PASSENGER
54003	3/28/2018	1982	PASSENGER
30334	4/3/2018	1984	PASSENGER
54001	3/29/2018	1982	PASSENGER
27129	4/4/2018	1993	PASSENGER
27130	4/4/2018	1993	PASSENGER
27131	4/4/2018	1993	PASSENGER
47113	3/28/2018	1982	PASSENGER
47114	3/28/2018	1982	PASSENGER
93668	3/28/2018	1982	PASSENGER
93667	3/28/2018	1982	PASSENGER
27116	3/26/2018	1987	PASSENGER
27125	3/26/2018	1986	PASSENGER
27127	3/26/2018	1984	PASSENGER
47169	3/31/2017	1980	PASSENGER
27107	3/26/2018	1982	PASSENGER
47111	3/26/2018	1980	PASSENGER
47112	3/26/2018	1980	PASSENGER
27115	4/3/2018	1999	PASSENGER
27126	3/26/2018	1984	PASSENGER

Export Results button provides a download file in CSV format of search results. Results are time sensitive and may not be valid at a future date.

[Export Results \(/Elevator_SearchApp/Elevator/Export?buildingNumber=6680\)](/Elevator_SearchApp/Elevator/Export?buildingNumber=6680)

The data was last refreshed at 3/6/2019 6:00:29 AM

[◀ Search Again \(/Elevator_SearchApp/Elevator/Search\)](/Elevator_SearchApp/Elevator/Search)

[◀ Return to Results \(/Elevator_SearchApp/Elevator/ReturnToResults\)](/Elevator_SearchApp/Elevator/ReturnToResults)

Not all elevator equipment data is available though this search function as some data inconsistencies are being reconciled. If you experience any difficulties with your search, email us at CS.elevators.escalators@tdlr.texas.gov (mailto:CS.elevators.escalators@tdlr.texas.gov)

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TDLR MAIL ROOM 55	
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0690

**ELEVATOR / ESCALATOR AND RELATED EQUIPMENT
 REPORT OF INSPECTION**

PURSUANT TO CHAPTER 754, HEALTH AND SAFETY CODE

THIS FORM MUST BE FILLED OUT COMPLETELY AND SUBMITTED WITH ATTACHMENTS IF NECESSARY. ALL INFORMATION MUST BE TYPED OR PRINTED IN INK.

INSPECTION DATA - TO BE COMPLETED BY INSPECTOR FILING FEE: \$20 PER UNIT

1. Unit # 29 of 47	2. ELBI # 6680	3. Decal #: 027129	4. Removed from Service Date: N/A
5. Building Name: John Petersmith Hospital		Building Designation:	6. Manufacturer: Montgomery
Building Physical Address: 1500 S. Main St. Fort Worth 76104		7. Model Type: Miprom 21	8. Serial #: CT-76581
9. Type of Unit: (check one) <input checked="" type="checkbox"/> Pass <input type="checkbox"/> Esc. <input type="checkbox"/> M.W. <input type="checkbox"/> W.L. <input type="checkbox"/> LULA <input type="checkbox"/> Other (specify)			
10. Drive Machine: (check one) <input checked="" type="checkbox"/> Electric <input type="checkbox"/> Hydraulic		11. Year Installed: 1993	12. Year Altered: N/A
13. # of Floors: 11		14. Speed: 450	15. Capacity: 4,500
16. # of Car Openings: 1		17. Due Date for Next 5 Year Safety Test: 4/9/2021	
18. Test Data Tague in Place? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		19. Type of Inspection (check all that apply): <input checked="" type="checkbox"/> A - Annual <input type="checkbox"/> B - New Installation or Return to Service <input type="checkbox"/> C - Alteration <input type="checkbox"/> D - Re-Inspection <input type="checkbox"/> E - Accident <input type="checkbox"/> F - 5 Year Test <input type="checkbox"/> Other	

20. #	Rule	Code Year	Violations (Use page ELE002a if additional pages are necessary)	<input type="checkbox"/> Check box if ELE002a is attached.	Repeat
17.1	8.6.1.6.5	2007	No Fire Extinguisher in machine room.		
17.3	3.4.6	2002	Car top light not guarded.		
NEC	376.100(D)	2008	Hoistway duct cover missing. (11th.) floor		

21. Comments: use the ELE002a (additional information form) for any comments needed.

22. INSPECTOR SIGNATURE IS REQUIRED FOR CERTIFICATE PROCESSING

I certify this is a true report of my inspection. I further certify that the information on this report is correct.

20080 Steven Cambre *Steven Cambre* April 4, 2018
 TDLR INSP LIC# Inspector Name Printed Inspector Signature Date Inspection Completed

CONTACT INFORMATION - TO BE COMPLETED BY OWNER OR OWNER AGENT

23. Owner Name: *JPS Health Network* Contact Phone Number: (817) 702-1363
 Area Code Phone Number

Owner Email Address: N/A Owner Address: 1500 S. Main St. Fort Worth TX 76104
 (Ex. johndoe@aol.com) See instruction sheet for disclosure information Number, Street, Suite No, Apt. No City State Zip

24. Building Contact Name: Rhonda Powledge Contact Phone Number: (817) 702-1363
 Area Code Phone Number

Building Contact Email Address: Building Contact Address: 1500 S. Main St. Fort Worth TX 76104
 (Ex. johndoe@aol.com) See instruction sheet for disclosure information Number, Street, Suite No, Apt. No City State Zip

25. OWNER OR OWNER AGENT SIGNATURE IS REQUIRED FOR CERTIFICATE PROCESSING

I certify that all violations cited by the inspector (if any) have been corrected OR are under contract to be corrected OR I have obtained a waiver or delay. All contact information above is accurate and all required documents and fees are attached. I understand that a certificate cannot be issued if the Inspection Report is incomplete or any supporting documentation is missing.

Rhonda Powledge *Rhonda Powledge* 4/23/18
 Owner or Owner Agent Name Printed Owner/Agent Signature Date

All correspondence including legal notices will be sent to (check box): Owner Address Building Contact Address



ACCIDENT

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TDLR ELEVATOR INCIDENT REPORT

BUILDING OWNER OR REPRESENTATIVE MUST REPORT ALL ACCIDENTS INVOLVING EQUIPMENT TO THE DEPARTMENT, USING A DEPARTMENT APPROVED FORM, BY THE FASTEST MEANS AVAILABLE AND IN WRITING WITHIN 24 HOURS.

Date: 1/20/2019 Time: 1340 ELBI #: 6680

Building Name: JPS Patient Care Tower

Building address: 1500 S. Main Street
Number, Street Name

Fort Worth TX 76104
City State Zip Code

Contact on site: Rhonda Powledge Phone Number: (817) 702 1363

Name of person making report: Trisha Swift

Email Address: [REDACTED]

Nature of Injury: Torso compression and anoxia

Name of Injured: [REDACTED] DOB: [REDACTED] Age: [REDACTED]

Description of Incident: While attempting to exit a stalled elevator car, the employee became trapped between the 10th and 11th floors.

Type of equipment: Passenger Elevator Decal Number: 027129

Manufacturer of Equipment: Montgomery

Capacity of elevator: 4500 Speed of elevator: 450 Type of door: Single Slide-Left Hand

Type of door protection: Infrared

Door torque: _____ Kinetic energy: _____

Door time to open: _____ Door time to close: _____

Nudging torque: _____

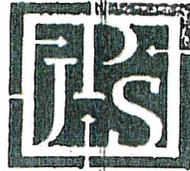
Door operation comments (optional) _____

Elevator operation comments (optional) _____

Comments: Service Provider: ThyssenKrupp Elevator

Accepted Denied

REC'D 1-22-19
JPH 1-22-19



Centered in Care
Powered by Pride

FACSIMILE TRANSMITTAL SHEET

TO:

TDLR

FROM:

Trisha Swift

COMPANY:

512-539-5729

DATE:

2

FAX NUMBER:

817-622-9037

TOTAL NO. OF PAGES, INCLUDING COVER:

PHONE NUMBER:

Elevator Incident Report

SENDER'S REFERENCE NUMBER:

RE:

YOUR REFERENCE NUMBER:

URGENT FOR REVIEW PLEASE COMMENT PLEASE REPLY PLEASE RECYCLE

NOTES/COMMENTS:

Inspection Sign-In Sheet

January 23, 2019

Full Name	Job Title	Company / Organization
Don Blackwood	Consultant	Leach Bates
Jacob Eswin	Regional Manager	Leach Bates
Jim Mucman	TDLR	CHIEF
JEROD BLEASDE	DEPUTY CHIEF INSPECTOR	TDLR
Trisha Swift	Chief Liability Officer,	JPS
Scott Cummings	Attorney	ALN
Rick Karnes	Service-Ops Manager	TRK
JOHN ESINGTON	ADJUSTER	TRK
Ryan Donnell	Business Manager	IVFC Local 21
ALAN RUCKER	ATTORNEY	MAYER-LUP
Rhonda Fowlestage	SE. Mgque Plant OP	JPS
F. Carron	Safety	JPS
Paul Whitman	ADMIN JPS	JPS
Scott Rule	JPS COS	JPS
Wanda Peebley	EVP / CWO	JPS
J.R. Labbe	VP, Communication	JPS

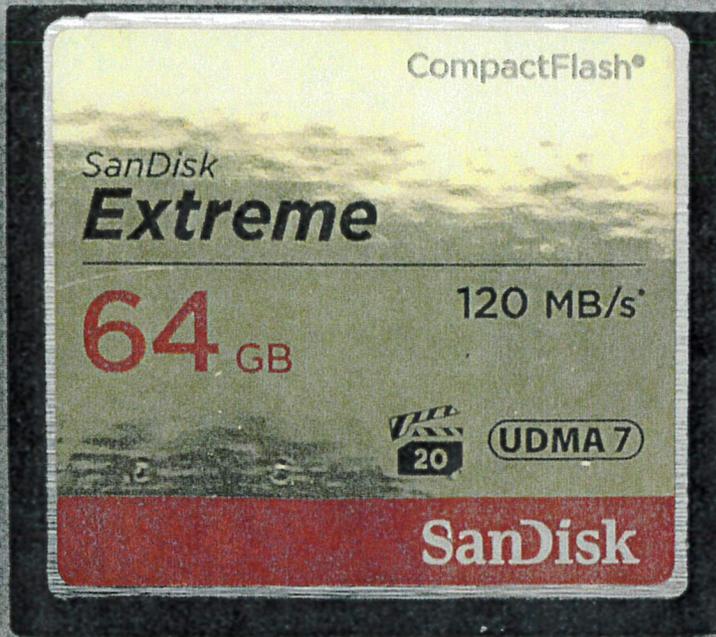
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JPS = Jim Mucman
X - MACHINE ROOM

Name	Job Title	Company / Organization
Scott A. Cummings	Attorney	AZFL
KERN LEWIS	ATTY	FRANK BRANSON
DENNIS OLSON	EXPERT	ROBSON FORENSIC
Rhonda Powledge	Sr. manager Plant Op	JPS
Jacob Ewly	Lerch Bates Consultant	Lerch Bates
Kenny Carr	Sr. VP Network Ops	JPS
Don Blackwood	Consultant	Lerch Bates
Charles Johnson	Asst Gen Counsel	T A & R
DIM MURNAN	CHIEF ELEV. INSP.	TDLR
Frank & Cronan	Att or May	FLB
Patrick McPartland	Expert	PM Engineering
Auan Rucker	ATTY	MAHER LLP
Joey Fabelo	ADA	TCDA
Robert Showman	ACDA	TCDA
Keith Ogle	ACDA	TCDA

Name	Job Title	Company / Organization
Scott Cummings	Attorney	AZFL
KERN LEWIS	ATTY	Law Offices of Frank Branson
Juey Fabela	ACDA (ATTY)	Tarrant County crim. Dist. Atty. Office
Rhonda Fowledge	SR MGR. Plant OP	JPS
ALAN RUCKER	ATTORNEY	MAYER LLP
Lachasity Cloud	TDLR Investigator	TDLR
Jim Murnan	CHIEF EXEC. INSP	TDLR
Jacob Erwin	Consultant	herch Bates













29

FLUKE 87T TRUE RMS MULTIMETER
4446

MAXIMUM STRONG-HOLD
ADJUST SO THAT FINGER
BECOMES GREATER DUE
TO FINGER
D.C. BOLT
KOL



