



Joseph A. Holmes Safety Association

Bulletin

September/October 2003

Inside:

- National Meeting in Reno
- Creating a New Business Culture
- Safe Driving in Winter
- Joseph A. Holmes Safety Association Buckle Up Program

Main Story

Reno, Nevada, Played Host to National Meeting for the Joseph A. Holmes Safety Association 3

Feature Article

Creating a New Business Culture 8

Safety/Health

Safe Driving in Winter 10
Gas Inundation of a Strip Mine 14
Seeing is Believing 15
To Our Safety Committee 16

Programs/Events

Homestake Safety Awards 17
J.A. Holmes Safety Association Chapter Presents Award 18
Joseph A. Holmes Safety Association Buckle Up Program 19

Scheduled Safety Conferences and Meetings

A Letter to 21
Call for Entries - 2003 TRAM and Registration Form 22

Newly elected Officers of the Joseph A. Holmes Association

**President - Bill Vance - Management - New Mexico
1st V.P. - Chuck Edwards - Supplier - Pennsylvania
2nd V.P. - Doug Conaway - State - West Virginia
3rd V.P. - Irvin "Tommy" Hooker - Federal - Colorado
4th V.P. - John Riggi - Labor - Pennsylvania**

The Joseph A. Holmes Safety Association Bulletin contains safety articles on a variety of subjects: fatal accident abstracts, studies, posters, and other health and safety-related topics. This information is provided free of charge and is designed to assist in presentations of groups of mine and plant workers during on-the-job safety meetings. For more information, visit the MSHA Home Page at www.msha.gov.

Please Note: The views and conclusions expressed in Bulletin articles are those of the authors and should not be interpreted as representing official policy or, in the case of a product, represent endorsement by the Mine Safety and Health Administration.

Cover page: Cover photograph is provided by Janet Bertinuson, National Mine Health and Safety Academy. If you have a potential cover photo, please send an 8"x10" print or digital image on disk at 300 dpi resolution to Donald Starr, Joseph A. Holmes Safety Association Bulletin, National Mine Health and Safety Academy, 1301 Airport Road, Beaver, West Virginia 25813-9426.

Feature story:

Reno, Nevada, Played Host to National Meeting for the Joseph A. Holmes Safety Association

This year's Joseph A. Holmes Safety Association National Meeting in Reno, Nevada was a great success. There were representatives from across the United States attending lectures, training, and taking part in panel discussions. They came from the Federal government, state mining agencies, and industry; each coming together to discuss mining safety and health. The keynote speaker for the Thursday night Award Banquet was MSHA's Deputy Assistant Secretary to the Assistant Secretary for Mine Safety and Health, John R. Correll.

MSHA's Judy Tate of De Soto, Texas, was the Ivan Van Horn Award recipient. Mary Bauer, Illinois Department of Mines and Minerals, Benton, Illinois received the William H. Hoover Award. The Man of the Year Award went to MSHA's Rodric Breland of Denver, Colorado. Woman of the Year Award went to TXI's Dian Fionda of Riverside, California. Each award was based on their contributions to the expansion and promotion of the association.

This year's Ivan VanHorn winner, Judy Tate and Mary Bauer (William H. Hoover Award) were the first women to receive these awards. The Ivan VanHorn award has been around since 1993 and the William Hoover Award began in 1995.



National Meeting Photos (see next page)





Vendors/Meetings/Networking...



Workshops/Classes/Training...



Sharing Information...



Continued on page 6



A night of Awards... Awards... Awards...







CREATING A NEW BUSINESS CULTURE

By J. Samuel Denney
Risk Manager
Blount Springs Materials Company

A risk manager, to be effective, has to think outside of the traditional formulas of risk financing options, and develop new ways to deal with loss reduction and hazard control. I'd like to tell you what we have done at Blount Springs Materials.

Mining is a tough business!

A lot of it is hard manual labor with little automation of various traditional labor positions. Working conditions are almost as hard as the work itself.

Finding the "right person" who wants to make it a lifelong career is tough. Let's face it: finding someone to work 8- to 12- hour days in August in Alabama is difficult, if not downright impossible, to do.

That said, the hardest part of any risk manager's job is controlling work-related accidents and making sure the company is protected adequately from catastrophic loss as the result of any accident. With the ever-changing legal climate, regulatory compliance with different agencies, and a hard insurance market since 9/11, the role of the risk manager has changed.

Two and one half years ago, at Blount Springs Materials, we decided to develop some new techniques of risk management to reduce accident severity and frequency to help us control rising insurance premiums and medical costs. How did we do this?

We established five goals to help us reduce controllable costs of operation. These goals were to:

- Educate middle management about their individual roles in risk reduction.
- Employ well-qualified people to oversee each of our operational districts.
- Create a workable safety plan and disseminate it to field personnel.
- Convince our insurers of our commitment to risk reduction and claims cost control.
- Monitor our progress quarterly.

Next, we developed a way to implement the five goals. How did this work?

At the beginning there was a group of four middle managers (and one mine superintendent) who were responsible for our surface mining operations. Our executive managers met with them and explained that if, as managers, we could not control on-the-job accidents, the company would not be able to obtain insurance at reasonable rates. The consequences were serious: if we could not get insurance, we would quite possibly have to reduce or eliminate some of our operations.

We instituted a \$4,000 safety bonus for our supervisors. This was monitored quarterly with a bonus penalty imposed if a supervisor's mine site had accidents of any nature, or failed to maintain assigned equipment at all times in safe working condition. Almost immediately, supervisors began controlling workplace hazards. Since we started the program, attrition has been the remedy for those supervisors who did not or could not change to meet the goals of our plan.

We recruited experienced, professionally trained people for the positions of mine manager/superintendent as the company began to grow. Risk control was made part of the mine superintendent's annual performance evaluation.

We created a written, company-wide safety plan. Our plan is quite similar to any other safety and health plan developed under Part 46, but there are a few things in it that are specific to accident control at our operations.

We test all employees on the content of our safety plan to make sure they have read and understand our safety policies.

All field service employees are eligible for our Worksafe Bonus after twelve continuous months of accident-free employment with the company. The Worksafe Bonus is either an extra day of paid vacation or an extra day of pay in lieu of a vacation day. It adds up: for example, if an employee works accident free for five years, then they are eligible for an extra five days of paid vacation per year in addition to their regular amount.

We contracted with occupational physicians located close to our mining operations. All of them have been to our mine sites and have received Part 46 training. They understand the work and the need to return miners back to a productive capacity as soon as possible. This approach allows us to have an active return-to-work program. Light duty work is provided for any miner who is injured.

Our insurer doubted our ability to make such dramatic changes in our company's culture. However, at renewal, one of the nation's largest commercial property and casualty insurance companies liked what we had to say.

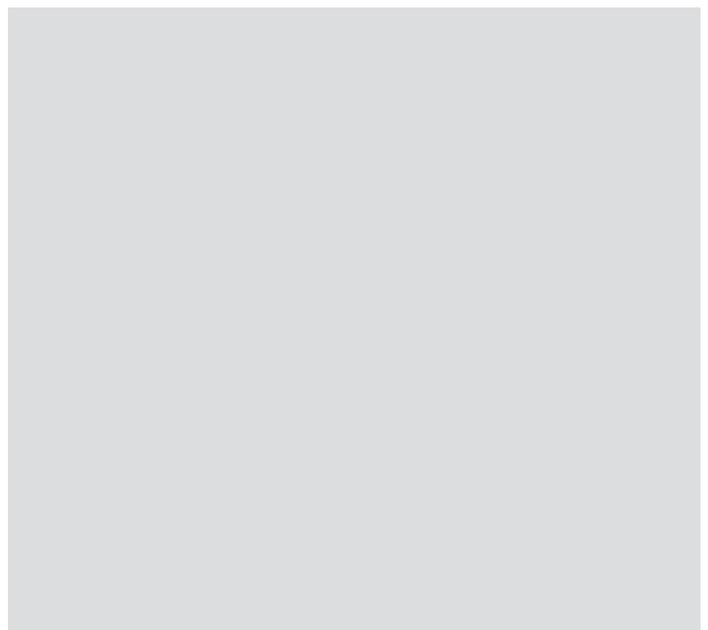
We had a team meeting among Blount Springs Materials executive management, the insurance broker, their claims department, and the insurance company's underwriter and claims representative. At this meeting, we made everyone aware of our commitment to risk management, and to what we expected from our insurance carrier. We stressed that we would be extremely proactive in both our overall approach to risk management and to claims controls.

We have monitored our progress continually. Have we been successful? The answer is that we have made a good beginning!

The insurance industry went into a tailspin after 9/11, and the market hardened. We were, however, able to renew our overall primary package with only a 9.5 percent increase compared to others in our industry that experienced premium increases of 50 percent or more. Our overall claims frequency and severity for all insurance coverage lines have dramatically decreased because of our efforts. Workplace safety has improved with our operations experiencing over 800 days without a lost time work-related injury.

Our company's relationship with MSHA has also improved. Over the past two years, the number and severity of MSHA citations have dramatically decreased as well as the amount of civil penalties assessed for each citation. We now welcome MSHA inspection visits, and encourage MSHA representatives to participate in our miner and vendor training programs.

Our approach to risk management is now beyond the scope of simple risk financing. It involves a new business culture: a culture that actively seeks out workplace hazards and corrects those hazards as we find them. ■





Safe Driving in Winter

By Steve Hoyle

Winter conditions pose extra challenges to us when we are driving. Here are some things you can do to make winter driving easier and safer.

Do a pre-season check on your vehicle before winter sets in.

Under the hood you'll want to check:

- Battery and battery connections – did you check the fluid level (if necessary)?
- Oil – does it need to be changed?
- Steering – is the fluid level O.K.?
- Brakes and brake fluid
- Cooling system and coolant – did you test the coolant to make sure it's O.K. for winter conditions?
- Thermostat
- Transmission fluid
- Belts and hoses
- Washer – did you put winter fluid in the washer reservoir?
- Ignition system – remember wires, distributor cap (if necessary), and spark plugs

On the outside, look at the:

- Exhaust system, muffler, clamps, and connections
- Tires and tire inflation – how about the spare?
- Wipers – do you need new (or winter) blades?
- Lights – front, rear, sides, turn signals, taillights and brake lights – don't forget to test the emergency flashers

On the inside, check:

- Jack – are all the parts there; do you know how to set them up?
- Heater
- Defroster
- Blower motor – do all the settings work?
- Winter Survival Kit

Do you have winter survival equipment in your vehicle? At a minimum this kit should include:

- Tire chains (if necessary)
- Ice scraper
- Snow brush or broom
- Small shovel
- Traction mats
- Small bag of sand, salt, or kitty litter
- Jumper cables
- Cloth or roll of material
- Blanket
- Safety flares or triangles
- Flashlight
- Nonperishable food – don't forget a can opener

Before You Start

Driving is difficult most of the time, but even more so in winter, so be sure you are well rested before you start. Remind yourself to think safety. Don't be a hero and think you can beat weather conditions.

You can't have too much information. Take time to check the weather forecast along your route and at your destination. You don't want to get surprised on your trip. There are many weather sites on the internet, and state police or highway departments have numbers you can call for up-to-date road conditions. You may have to allow extra time or postpone your trip until the weather gets better.

Make sure you have a full tank of gas before you start out. You don't want to get stuck somewhere and run out of gas.

Don't rely on your defroster and defogger to melt ice and snow. For your own safety (and for the safety of others), clean the frozen stuff off your vehicle before you start your trip. A "viewing slit" is not enough – you want to be able to see what the other cars and trucks are doing.

DID YOU KNOW ...

Moving the heat control to "hot" and letting the engine warm up before turning defrosters and blowers on will help prevent moisture from collecting on the inside of your vehicle's windshield and windows.

Clear a path for your vehicle if its parked in deep snow or if it's been "plowed in."

Turn the wipers off before starting the vehicle. Never warm up your vehicle in an enclosed area. Let the engine get warm and make sure the heater and defroster are working. Most important-make sure you buckle up.

Can You Get Going?

Clear a path for your vehicle before you put it in gear. Try not to spin the wheels; you'll get stuck and spinning wheels just dig deeper holes.

Use traction mats or abrasive material such as sand, salt, or kitty litter under the wheels to get you out. Never let anyone stand in line with the vehicle's drive wheels as they could be struck by the mats or other material if the wheels spin.

You can try rocking the vehicle out if all else fails. Your owner's manual will tell you what to do.

On the Road

Always pay attention to your surroundings because weather and road conditions can change in a heartbeat. Be defensive – assume other drivers may get into trouble or do something unexpected. Be courteous – don't tailgate, keep right except to pass, use turn signals, and keep a safe distance between vehicles.

It is very important for you to maintain a safe distance between you and the other traffic on the road. In short, look ahead. Increase your normal dry pavement following distance on icy or slippery roads – this will give you the extra

margin of safety you need when you have to stop.

Go easy on the gas and avoid sharp turns and sudden braking. Be careful not to accelerate too fast going up hills and brake gently when going down hills.

DID YOU KNOW...

Skids are generally caused by too hard accelerating or braking or by driving too fast for road conditions.

Watch for ice in shady spots, on bridges, overpasses, and at intersections. Water can be on top of a layer of ice, so even though the road looks wet, it may be like a skating rink.

DID YOU KNOW ...

Stopping distances on ice at 32 degrees are two times as great as at 0 degrees?

Poor Visibility

Poor visibility makes winter driving even tougher. Here are some things you can do to make sure you can see where you are going.

- Keep your vehicle's windshield and windows clean; inside and out. This is especially important if you are a smoker.
- Use defrosters to keep windshield and windows clean.
- Open the windows a little and turn the defroster fan up to a higher speed if your windshield or windows fog up.

You can also use the air conditioner to lower humidity inside.

- Dirty headlights reduce your ability to see what's in front of you. Clean them you'll be surprised how much better you can see.

DID YOU KNOW ...

An AAA study revealed that dirt and mud on headlights reduce their effectiveness by as much as 90 percent.

- Drive with your low beam lights on if the day is dark or overcast.
- Pay attention to your surroundings. Pull off and wait for the weather to improve if you can't see the edges of the road or other vehicles at a safe distance.

DID YOU KNOW...

It's best to go to a rest area or exit the freeway (if possible) before you pull off in bad weather. Otherwise, get off the road as far as you can, preferably beyond the end of a guardrail. Remember to use your emergency flashers so others can see you.

Remember – planning, patience, and thinking ahead are your keys to safe winter driving.

Visit these websites for additional information about winter driving safety.

AAA Safety Information

<http://www.ouraaa.com/news/library>

“Coffee Can Survival Kit for Winter Driving”

<http://www.dot.wisconsin.gov/safety/motorist/winterdriving/survival-kit.htm>

“Factsheet: Winter Driving”

<http://www.fema.gov/hazards/winterstorms/winterf.shtm>

“Factsheet: Winter Storms”

<http://www.fema.gov/hazards/winterstorms/stormsf.shtm>

“In Case You’re Stranded While Driving in Winter”

<http://www.dot.wisconsin.gov/safety/motorist/winterdriving/strar>

“Winter Driving”

<http://www.dot.wisconsin.gov/safety/motorist/winterdriving/>

“Winter Driving S:

http://wywy.essort.winterdrivings_rze

“Winter Driving S:

<http://www.pp.okstate.edu/ehs/kopykit/wintdriv.htm>

“Winter Driving S

http://www.thruway.state.ny.us/safety/winter_driving_sal



Gas Inundation of a Strip Mine

On June 16, 2003, during removal of overburden, two openings into an abandoned underground mine were encountered. Work continued without incident the rest of the shift. No one worked at the site the following day. On June 18, an MSHA inspector arrived to inspect the mine. Finding no miners in the general area, he drove into the pit where his government vehicle stalled and could not be restarted. When the inspector exited the vehicle, he became light-headed and experienced tightness in his chest. The inspector was able to walk out of the pit and telephone

the field office supervisor who immediately dispatched another inspector to the site. An investigation of the area was conducted using detection equipment. Oxygen readings, as low as 9.3 percent, were found in the pit. To protect persons from entering the affected area, the access road was barricaded and a red closure tag was placed on it identifying the hazard. An Order was also issued. The operator was contacted by telephone and notified of the condition and action taken.

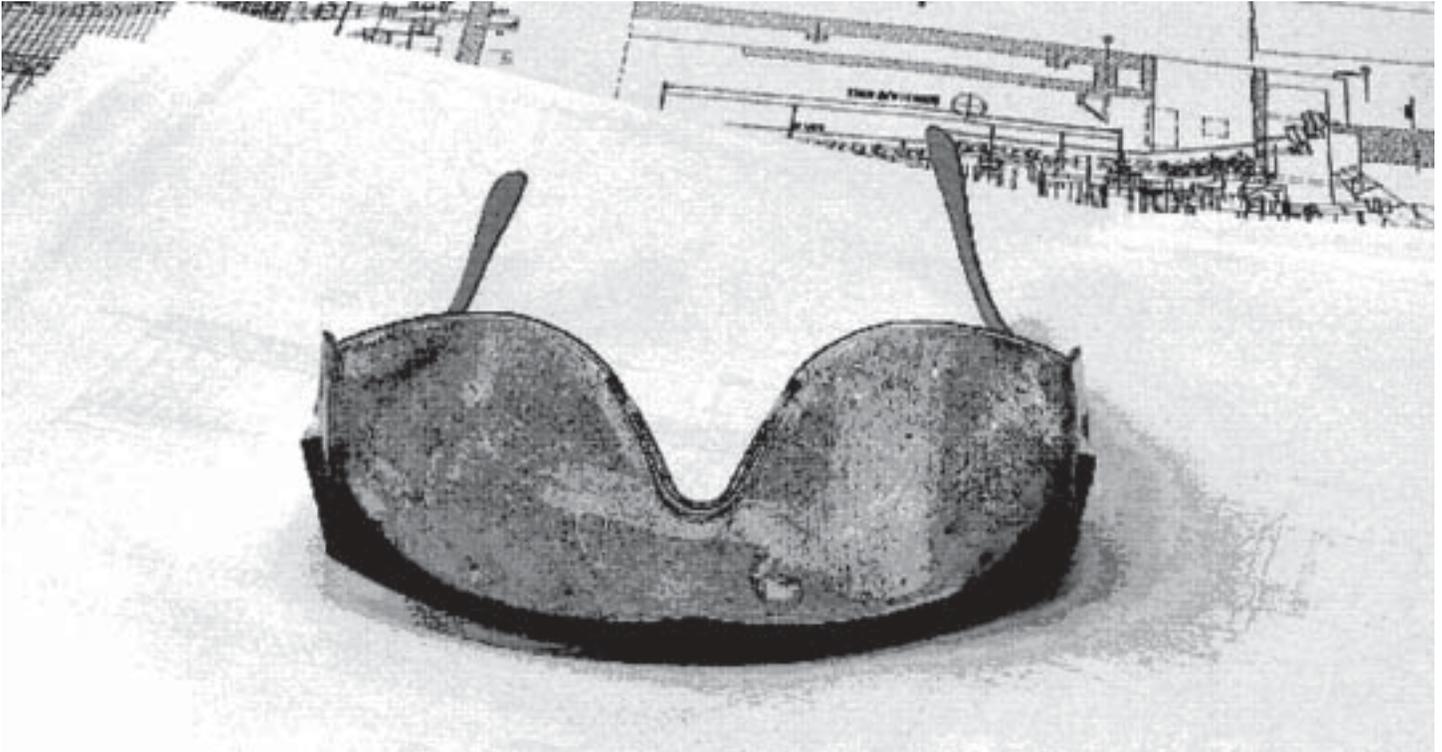


BEST PRACTICES

- When old mine openings are encountered, stop all work. A qualified person, using the proper equipment, must examine the area before any further work takes place. Record results of the examination, including all hazards identified.
- If hazardous conditions are found, evacuate all persons until the conditions have been corrected.
- As soon as practicable after discovery, backfill mine openings encountered.
- Develop a plan that addresses examinations for gases, under what conditions to evacuate, and procedures to follow to correct the conditions when (surface) mining near known abandoned underground workings.

Seeing is Believing

by Gerald D. Holeman



On April 23, 2003, a contractor electrician, age 39, was seriously injured at a cement plant in an electrical incident. He and two co-workers were in the process of changing out an electrical bucket in a motor control room. A bucket consisted of an assembly of a breaker, starter, and motor control device.

During the process of replacing the old bucket, the victim shorted out two phases of the 480-volt system. The short generated a flash arc with an explosive bang and resulted in burns to his face and hands. His face was blackened and peppered with copper fragments. The immense heat singed both co-workers' hair.

Gerald D. Holeman, is a Supervisory Mine Safety and Health Inspector with the U.S. Department of Labor, Mine Safety and Health Administration.

Because the victim was wearing his eyewear, his eyes were protected from exploding copper conductor fragments and super heated gases. Molten material was found in the lenses of his safety glasses. Because his eyewear was of UV protective design, it shielded him from the arcing light.

After the incident, his safety glasses were returned to him as a lifetime reminder of their protective benefits. But you don't have to tell him that because seeing is believing.



To Our Safety Committee

Submitted by Ben J. Caplan
ILC Resources – Safety Coordinator

The main job for any mine safety committee is, of course, to prevent injuries and save lives. The safety committee is the first line of defense in preventing accidents to people that are not only your co-workers but also your friends and neighbors. I hope you realize that the results of your participation or lack of participation as a safety committee member will not only make a difference to your co-workers, but will also affect their families and your community. You do a tremendous service to the mine industry, your company, your co-workers, and yourselves.

It is possible that when you, the committee, do your job correctly you may think that there are no visible signs that you are accomplishing anything of importance. Nothing could be further from the truth, when at the end of every shift each miner gets to go home and hug and play with their children, when the miner can say, “Hi honey, what’s for supper?” When your co-worker tells you about the family vacation they had, or the little league game that they attended, you should be very proud of the fact that you helped bring that person home not only alive, but also unharmed to enjoy the many joys of life that everyone takes for granted. Thank you all for your commitment to safety in the mining industry.

HOMESTAKE SAFETY AWARDS

Submitted By Joe Steichen
MSHA Field Office Supervisor
Rapid City, South Dakota

On June 12, 2003, the Homestake Mining Company (HMC) held a safety meeting at its Homestake Mine in Lead, South Dakota. HMC has operated in this location for about 126 years and is currently in non-producing status. They are awaiting approval from the scientific community for the mine to be used as an underground laboratory.

The purpose of the meeting was to honor employees with 10 plus years without a Lost Time Accident. Those recognized for their accomplishments included 9 employees with 10 years, 20 employees with 20 years, and 11 employees with 30 years. Jim Redinger, shown in the photo below this article, has worked for more than 40 years without a lost time accident.

Miners were presented with company awards, pins and decals from Joseph A. Holmes Safety Association, and a certificate from the MSHA Rocky Mountain District.

The Rocky Mountain District congratulates all employees for their excellent safety record and this outstanding accomplishment.



Left to right: Jimmy Jannetto, safety manager; Karl Burke, general manager; Steven Mitchell, operations manager; Rod Breland, Western Manager of MSHA's Educational Field Service; Jim Redinger, miner; and Joseph Steichen, Rapid City Field Office SMI.

Joseph A. Holmes Safety Association Chapter Presents Award



Ken Dagles receiving the National Committee Award Certificate of Honor from Jim Hull of the Albany MSHA Office.

The Natural Building Stone Chapter of the Joseph A. Holmes Safety Association presented a National Committee Award at their Chapter meeting in Granville, New York. Ken Dagles, 13, of Bolton Landing, NY, was presented a National Committee Award Certificate of Honor for his quick response in assistance to rescue a young boy. In June 2002 Ken Dagles was swimming at Rogers Park in Bolton Landing. At one point during the day Ken was walking down a dock on the lake having a roped off swimming area on one side and open water on the other side. A six-year-old boy, who had apparently gotten something in his eye, was rubbing his eyes, lost his balance, and fell into the water on the open side of the dock. The boy was unable to swim and was struggling. Ken jumped in, pulled the boy out of the water and onto the dock, and then located the boy's mother to get help. Members of the Natural Building

Stone Chapter contacted the Mine Safety and Health Administration who, in partnership with the Holmes Safety Association, present safety and special awards to individuals, groups, and organizations for promoting the ideals of the association. Jim Hull from the Albany Office of MSHA was on hand to present the award to Ken. The Natural Building Stone Chapter is the Northeast New York chapter of the Joseph A. Holmes Safety Association dedicated to the promotion of health and safety of miners, associated industries, and their families. The group meets regularly to promote education and awareness of hazards and work precautions to promote safety in their respective businesses. Ken's mom works for Champlain Stone, a member of the Natural Building Stone Chapter.

The Joseph A. Holmes Safety Association

Buckle - Up Program

The Joseph A. Holmes Safety Association (JAHSA) Buckle-Up Program is dedicated to saving lives and preventing injuries through promoting the acceptance and use of seat belts throughout the mining industry. The Buckle-Up Program recognizes those working in the mineral extractive industries and any family members of any Joseph A. Holmes Safety Association chapter, who have escaped more serious injury because they were wearing a seat belt at the time of a vehicle accident on or off mine property.

Recognition:

Qualified individuals will receive a Certificate of Recognition and a special sticker identifying them as a participant in the Buckle-Up Program. Where possible, certificates and stickers should be presented at local Joseph A. Holmes Safety Association meetings by an officer of the local Joseph A. Holmes Safety Association organization or a national Association representative. Additionally, individual experiences, including photographs if available of escapes from injury due to the use of seat belts may be published in the *Joseph A. Holmes Safety Association Bulletin*.

Nomination Criteria:

1. Employee must have been wearing a seat belt at the time of the accident.
2. The accident could have occurred on or off mine property.
3. Nomination must have been submitted to the Joseph A. Holmes Safety Association in accordance with the following procedures.

Nomination Procedure:

Nominations for recognition in the Buckle-Up Program should be submitted directly to:

Joseph A. Holmes Safety Association
Attn: Jon Montgomery
24 Burning Pines
Ballston Spa, NY 12020

Nominations will be accepted directly from the employee involved in the accident, the employing company, the local MSHA office, from a local Joseph A. Holmes Safety Association Chapter or Council, or from a State agency responsible for mine safety.

Nominations must include the following information:

1. Name of employee or family member nominated for recognition
2. Date of accident (Application must be within two years of accident)
3. Place of Accident
4. Mine/contractor ID Number (Employer)
5. Company name
6. Company address
7. Full description of accident (copy of MSHA accident report is acceptable) and a statement of the estimated seriousness of the injury had a seat belt not been in use at the time of the accident.
8. Name and title, if applicable, of nominating individual
9. Company name, MSHA office, Joseph A. Holmes Safety Association Council (whichever is applicable), address, and telephone number
10. Signature of employee or nominating individual (whichever is applicable)
11. Any photographs of the accident (if available)
12. Date nomination submitted to Joseph A. Holmes Safety Association

Nominations will be reviewed by the Joseph A. Holmes Safety Association, which reserves the sole right to determine the qualification of all nominees. In instances where questions concerning a nomination arise, the Joseph A. Holmes Safety Association will use local MSHA personnel to determine the specific circumstances related to the nomination and to provide this information to the National Secretary, Joseph A. Holmes Safety Association, for appropriate action.

Buckle - Up Program

Nomination Form

_____ escaped serious injury by wearing a seat belt at the time of a vehicular accident on or off mine property. I hereby nominate the above for recognition under the Joseph A. Holmes Association Buckle -Up Program.

Date of accident: _____

Place of accident: _____ (City) _____ (State) _____ (Zip Code)

Mine name: _____ Company Name: _____

Mine ID Number: _____ -- _____ Contractor ID Number: _____

Full description of event (copy of MSHA Accident Report is acceptable) and estimated extent of injury had seat belt not been in use: (Please provide photographs of accident, if available.)

Proposed by: (Printed Name) _____ Phone No. _____

Company name, MSHA office, or HSA Council: _____

Telephone number of person completing this application: _____ - _____ - _____

I hereby certify the statements made above are true to the best of my knowledge.

(signature)

(Date)

Mail to:

Jon Montgomery
Joseph A. Holmes Safety Association
24 Burning Pines
Ballston Spa, NY 12020

A Letter to...



To: All Miner Training Instructors and Program Developers:

I would like to invite you to enter the 2003 Training Resources Applied to Mining (TRAM)/National Mine Instructors' Seminar Training Materials Competition to be held October 14-16, 2003, at the National Mine Health and Safety Academy, in Beaver, West Virginia.

The annual competition is an important part of the seminar, and each year MSHA sees programs and materials from more and more contestants. It is a great opportunity for you to share your work with colleagues and to be nationally recognized for your efforts.

In 2002, the Grand Prize was awarded to the Commonwealth of Virginia for their HALT Program, their second consecutive top prize entry. Additional prize winning entries from colleges, schools, and universities came from Michigan Technological University, West Virginia University Mining Extension and Outreach, and Appalachian Tech. States with winning entries included the Commonwealth of Virginia (two submissions) and the State of Florida. The Walter L. Houser Coal Company had the winning industry entry in coal mining, and the Associated General Contractors of Vermont were the industry winners in metal/nonmetal mining. Phelps Dodge Sierrita, Inc. was the industry winner in the general mining category.

The materials you develop can have a positive impact on health and safety training at other mining operations. The ultimate goal is to reduce and prevent workplace fatalities, injuries and illnesses.

I hope that you will submit an entry for the 2003 competition. The information on the following pages tells you what you need to know about the program.

I appreciate your dedication and continued hard work in support of training our Nation's miners.

Sincerely,

Dave D. Lauriski
Assistant Secretary of Labor for
Mine Safety and Health



Call for Entries 2003 TRAM/National Mine Instructors' Seminar Mine Health and Safety Training Material Competition

WHO CAN ENTER?

The contest is open to entrants from:

- Academia (Colleges, Universities, Vocational Programs, etc.)
- Public (State government)
- Industry (Mining companies, trade associations, labor organizations, and contract trainers)

WHAT KIND OF MATERIAL IS ELIGIBLE?

The contest is open for original health and safety training material you have developed since the 2002 TRAM/National Instructors Seminar. Entries cannot include the use of copyrighted materials, and you must be willing to share your entry with the mining community.

Entry categories include:

- Coal mining (surface and underground)
- Metal/nonmetal mining (surface and underground)
- General mining

HOW WILL ENTRIES BE JUDGED?

Contest judges will evaluate each entry by asking the following questions:

■ Purpose/Objectives/Audience

- Does the entry have a clearly stated purpose or objective?
- Does the entry clearly state for whom it is intended?

■ Delivery System

- Where appropriate, does the delivery system used reflect current educational technology?
- Is the delivery system used to present the material suitable for the material's intended audience?

■ Content

- Is the content up-to-date and technically accurate?
- If used, do visuals help the material meet its objective?
- If used, are visuals appropriate for the intended audience?
- Where appropriate, does the material examine or discuss safety hazards and suggest practical ways to recognize, reduce, or eliminate these hazards?

■ Format/Instructional Assistance

Is the material

- Logically formatted?
- Legible?

Grammatically correct, checked for spelling, etc.?

Are illustrations and graphics

- Well-organized, clear, and suitable for the intended audience?

If provided, are student materials (texts, charts, diagrams, exercises, etc.)

- Well-organized, legible, and suitable for the intended audience?

Wall plaques maintained at the National Mine Health and Safety Academy are updated with the names of each year's contest winners.

ARE ALL ENTRIES EXHIBITED AT THE SEMINAR?

All entries will be displayed at the National Mine Health and Safety Academy from October 14 -16 at the 2003 TRAM/National Mine Instructors seminar.

HOW DO I ENTER?

You can enter more than once.

Please include with each entry a brief written abstract telling us about your entry, its intended audience, the category in which you wish it to be judged, and ways that other trainers may use the material in their safety and health programs. Don't forget your name and address and a telephone number or e-mail address in case we need to contact you.

Contest entries will be accepted through September 30, 2003.

Send your entry – via Federal Express or UPS, please – to:

Melody E. Bragg
Technical Information Center and Library
National Mine Health and Safety Academy
1301 Airport Road
Beaver, WV 25813-9426

REMINDER

If you want, you can exhibit materials at the seminar without entering the competition. Please tell us, by September 30, if you plan to do this.

2003 TRAM National Mine Instructors Seminar
“Through Training: Let’s Make Safety and Health Happen”
October 14-16, 2003

National Mine Health and Safety Academy
Beaver, West Virginia

Plan now to attend this annual event at the National Mine Health and Safety Academy, Beaver, West Virginia.

This tuition-free seminar provides opportunities for health and safety trainers from all parts of the mining community to improve their training programs with new ideas, new instructional methods, and new training materials.

The 2003 TRAM Seminar features 60 to 70 workshops covering a wide variety of topics including:

- Underground and surface mine safety
- General safety
- Health
- Ergonomics
- Innovative instructional techniques
- Instructional technology and computer applications
- Regulatory issues related to training
- Supervisory issues

You select the workshops you wish to attend. The small group format encourages interaction between you and the workshop leader.

TRAM 2003 also features exhibits and a training materials competition. The exhibits highlight training products and materials developed by MSHA, State grants recipients, and the mining industry. Most items are free to seminar participants. The materials competition has fostered a new level of professionalism in the development of training materials. In addition to a grand prize, nine other awards are given in these categories:

- Academia – Coal, Metal/Nonmetal, General
- States – Coal, Metal/Nonmetal, General
- Industry – Coal, Metal/Nonmetal, General

The seminar begins at 1:00 p.m. on Tuesday, October 14, 2003, and ends at 4:00 p.m. on October 16, 2003. All events will be at the National Mine Health and Safety Academy. For more information about TRAM 2003, please contact Sharon Casto, seminar coordinator, by e-mail: casto.sharon@dol.gov or by telephone at (304) 256-3320.

You can use the form below to register for TRAM 2003.

**2003 TRAM/National Mine Instructors Seminar
October 14-16, 2003 (Please return by September 30, 2003)**

Complete this form and mail to address below OR FAX to (304) 256-3251

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Reminder: The District Council Safety Competition for 2003 is underway - please remember that if you are participating this year, you need to mail your quarterly report to:



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