DECEMBER 1979

HOLMES SAFETY ASSOCIATION

E PLURIBUS UNUM

SAFETY EFFICIENCY

MINERAL INDUSTRIES

BULLETIN

United States Department of Labor

MSHA

Mine Safety and Health Administration

CONTENTS

December 1979

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

BETWEEN AND AFTER THE HOLIDAYS

Christmas New Years

Today we want to discuss safety after a holiday. Most of us have been away from our duties for a long weekend celebrating with our families, and our thoughts have been far removed from our work, which is as it should be. What we are concerned with today is that we must not let these activities carry over with us at work, or someone will end up with suffering instead of joy.

Even though we will return to work in the middle of the holiday season, we still must earn a living and need to be doubly alert to the hazards of our jobs. The thoughts and discussions of recent festivities; giving and receiving presents; the big holiday dinners; as well as visiting with relatives and old friends are a part of this wonderful season. However, these matters will need to be cleared from our minds and our thoughts centered only on the immediate duties at hand. Certainly, I am not attempting to dampen your spirit with these remarks, for discussions concerning holidays are well taken at the proper time and place, but I believe that any person failing to make a working place safe is definitely guilty of neglect.

During the idle period, the mine has undergone many unknown changes due to climate and temperature, and I want each of you to be doubly alert when you make work area and machinery inspections. TAKE NOTHING FOR GRANTED.

I want each of you to leave nothing to chance. Do not depend on the other person. Satisfy your own curiosity and make things right in your own mind. You will not be doubting other people's ability when you make your inspections, but simply reinforcing their judgment.

Let's do everything we can to continue the spirit of the season and silently vow that each of us will perform our jobs in the safest possible manner.

HAPPY HOLIDAYS!!

(For use in underground and surface mining operations)

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* * * * * * * * * * * * *
*                       *
*      HOLIDAYS         *
*                       *
*       AHEAD-          *
*                       *
*   DRIVE SAFELY        *
*                       *
* * * * * * * * * * * * *
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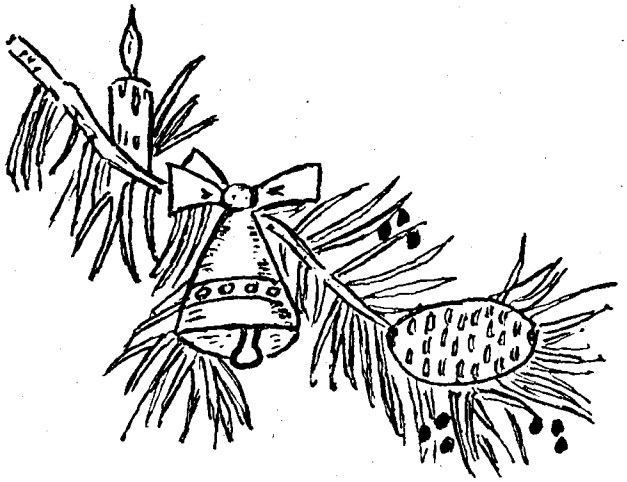
Season's Greetings

With Safety First

To all members of the

Holmes Safety Association



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President
WILLIAM A. EASTGATE
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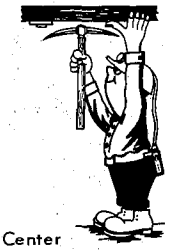

MINE SAFETY AND HEALTH ADMINISTRATION

HOLMES SAFETY ASSOCIATION

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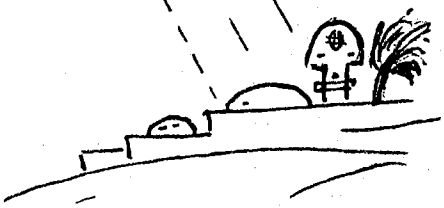
Suite 102
Pittsburgh, PA 15220
Telephone: (412) 922-0220

To Wish You

all the Joys of a Merry Christmas

and a Wonderful New Year



December 1979

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

SHUTTLE-CAR OPERATORS

Today we are concerned with the job of the shuttle-car operator, an occupation that seems to account for a number of lost-time accidents.

The three causes that account for a greater percentage of injuries are haulage, sprains and strains, and roof-and-rib falls.

Let's briefly discuss these three causes: Haulage - The first requirement for the safe and efficient performance of your job is that your shuttle car be in good mechanical condition. You should check your car thoroughly before making the first trip which should include the brakes, steering, lights, signal alarm, and cable. If repairs are needed, let the section supervisor know, so the conditions can be corrected. Operating a defective shuttle car not only endangers yourself, but the other people on the section, as well.

In your travels over the section, you must be constantly alert and always have your shuttle car under control. You should always face in the direction of travel except when you are maneuvering under the boom of the loading machine. Another item that you should be constantly aware of is to always keep your entire body within the confines of the seating compartment. Many incidents are recorded where operators of shuttle cars have been dragged from their equipment because some part of their bodies were either above or outside the car. The possibility of being bounced against the roof will be lessened if you keep your head down when in low coal, and also if you keep the roadways free of all fallen material such as roof, posts, and large lumps of coal.

Sprains and strains - Most of these injuries have resulted from improper lifting. I know that you are often called upon to load and distribute supplies, help set timbers and crossbars, and to help the electricians and mechanics take heavy repair parts to the face area. I know of no easy way to perform these heavy lifting duties, but I do think they can be handled without anyone being hurt. Don't attempt to lift anything that is too heavy or bulky for you to handle safely. Ask for help. There are generally enough people on the section to give you a hand. As I have said before, when you are lifting heavy objects, lift with your legs -- not your back.

Roof and rib falls - Many shuttle-car operators have been injured by roof falls caused by the accidental dislodgment of roof supports. The most

important thing to consider when operating your car in closely timbered areas is that your speed will need to be reduced. One careless or thoughtless moment and your car can be in the timberline. Reduce your speed and keep your car in the runway.

My final thought to you is that if you see any loose roof, ribs, or brows along the roadway, let the section supervisor know so that the situation can be corrected.

December 1979

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

MINES ARE HAZARDOUS BUT ...

Our homes are wired with electricity right into our soaking-wet bathrooms. Many of the circuits are ungrounded, and motorized appliances may be plugged into any of the outlets. It's enough to make a miner shudder! The picture tube in the TV set is a potential bomb, requiring only the misdirected toss of Junior's toy to set off a glass-strewing implosion. Safer away from work? Read on.

Most of us have a high-pressure vessel of one sort or another in our basements to supply heat to our homes. A malfunction in the boiler of the heating unit could have disastrous consequences. Gas is piped into many homes while the mines go to great lengths to sweep it out.

Many of us live in homes having only one exit from upper floors in direct negation of all common sense rules of fire safety. How many of our homes are equipped with fire extinguishers? In operating condition? Even more appalling, a number of schools are short on recommended safeguards for maximum fire safety. Operating a power lawnmower is somewhat like standing beside the head of a cutting machine while it sumps in. You've got to keep your mind on what you're doing and keep the kids away while you're mowing. Safer away from work? Read on.

Every person driving an automobile has a tankful of potentially lethal gasoline about 4 feet to his rear, and about 2 feet ahead, under the hood, is a source of ignition deliberately installed there. That's not all; underneath the floor of the vehicle is an often neglected tube, the exhaust system, carrying a stream of deadly carbon monoxide.

Two cars traveling at 60 miles an hour in opposite directions pass each other at 120 miles an hour, often only a few feet apart. Furthermore, each is traveling on four pressurized tires. Safety is a prime consideration in the design of all components of a car, but once the owner gets his hands on the vehicle, the responsibility for its maintenance is his alone.

Annually, the automobile is employed in transporting groups of people to far places where they unlimber high-powered rifles in search of game. What gamblers we are! Driving and hunting should make us realize how much we really depend upon the other person for our own safety when we are far away from work. It seems to us that there is more genuine concern in the mines for the welfare of others. We have seen it demonstrated.

(For use in underground and surface mining operations)

Are you really safe away from work? In a number of industries, the frequency rates for off-the-job accidents are less favorable than the frequency rates for accidents in those industries. Don't forget, hours of exposure to off-the-job accidents greatly exceed hours of exposure at work. Weekends and holidays make a big difference.

If an employee is injured at work, they suffer the loss of wages but not a total collapse of family finances. Compensation or salary continuance will be of help. However, an off-the-job injury may completely wipe out the family income and disastrously increase family outgo. Safety consciousness away from work is of utmost importance.

Most accidents result from a combination of (1) natural conditions, (2), poor maintenance of equipment, including autos and household equipment, and (3) bad personal habits. We have already discussed the first of these three factors. Let's look into equipment maintenance as it applies away from work. When we mention poor housekeeping we are not speaking of an unclean house. The place may be as neat as a pin, but a small rug on a highly polished floor can throw unsuspecting folks into a bad fall. The ways and means of safety maintenance at home are fairly well known. Wiring should be adequate, and gang plugs at outlets should be ruled out wherever possible. Spare fuses should be kept at hand; pennies under fuses are absolutely forbidden. Furnace and flue should be cleaned periodically, and the water-supply system to the boiler should be carefully watched. Auxiliary heaters and fans should be well guarded. Step ladders must be kept sturdy.

Are half-empty cans and turpentine containers accumulating on the basement shelves? Has the family made plans for leaving upper floors in case of fire? One family has fastened rope ladders to strong hooks in the walls of the childrens' bedrooms. They can toss the free end of a ladder out a nearby window and come down in safety, if necessary. Is it wise to quarter an infant in an upstairs room, away from the instant grasp of its parents?

Some folks invariably set a pan of water to boil on the stove with the handle of the pan projecting over the edge of the stove where passers-by can hook it or toddlers can take hold to see what is in the pan. A safety-conscious worker, who has been reminded of these possibilities by his supervisor, can correct unsafe habits like this one. Other folks see nothing wrong with leaving caps off containers of volatile, flammable liquids as long as the job requiring their use proceeds. These hazards are obvious.

You can see that there are infinite possibilities for dispensing lessons and information on off-the-job safety. Perhaps total safety consciousness at all hours of the day and under all conditions will tend to increase safety consciousness of employees at work. Furthermore, off-the-job accidents can scramble your crew assignments as thoroughly as on-the-job accidents. The cost of off-the-job accidents to industry is astronomical. As time passes, you will hear more and more of industry's concern for and stake in off-the-job safety.

December 1979

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

WARNING WARNING

EXPLOSION

MINE EXPLOSION SEASON

We are rapidly approaching a particularly hazardous season of the year. Almost every major explosion that has occurred in a bituminous coal mine has been in the late fall, winter, or early spring months. No one seems to have clear-cut logical answers on why coal mine explosions occur much more frequently during these particular months.

Of course, all of us who work in coal mines know that we are now in the "drying out" season for our mines. In the spring and summer months, the outside air is about the same or higher temperature than that of our mine; therefore, the outside air during these months usually contains large amounts of moisture. As the warm air passes through the mine, it is cooled and loses moisture, which is deposited on the mine surfaces, and we have a situation commonly known as "sweating." However, in the late fall, winter, and early spring seasons, cool air enters the mine and is warmed as it travels through the underground workings. The changing of air from cold to warm causes it to "pick up" or gather moisture as it passes through the mine. The absorbing of the moisture by the warmed air as it travels through the mine causes the mine to "dry out."

Although we all agree that it is better to work in a dry area than a wet one, I think we also know that dry areas create greater explosion hazards than wet areas unless precautions are taken. Areas that are too wet to require rock-dusting during summer months often become bone dry during the winter months and require rock dusting. Often such rock dust had not been applied in the wet areas. Dust that was too wet to enter into an explosion during the summer season becomes bone dry, is easy

(For use in underground coal-mining operations)

to place in suspension, and thus enters strongly into an explosion. Drying out of our mine surfaces during winter months therefore, requires that we be very thorough in rock dusting all parts of the mine. Because of the drying out of a mine during the winter season, we know exactly why some explosions spread as rapidly and as far as they do. Dry dust enters into the explosion easier and permits it to spread more rapidly; however, no one has a good, logical reason for why methane appears to accumulate more easily and in greater quantities during the winter months than in the summer months. With or without logical reasons, methane does seem to be liberated more freely and accumulate in larger quantities more frequently during the winter months.

Investigators of the widespread explosions that have occurred in bituminous coal mines have found that the disasters resulted from the accumulation of large quantities of methane. They have found further that the gas was ignited by electrical equipment not maintained in permissible condition and that the explosion spread into other parts of the mine because coal dust entered into the explosion. Investigation of these explosions has shown further that the gas accumulated because of a ventilation interruption and the gas was not detected even in the face areas. Now that we are in the mine-explosion season, it is absolutely necessary that we do all things that we know must be done to prevent such disasters. This means that we must at all times have adequate volumes of air at the working faces. Our gas testing must be thorough, complete, and regular. Areas that are difficult to keep reasonably free of coal dust and adequately rock dusted are the areas from the loading points to the working face, and these areas need special attention during the winter season.

Let's all resolve to make sure that we do not short circuit the air by hanging or tying up a check curtain or a line curtain. Let's keep our permanent stoppings up. Let's make all of our gas tests thoroughly and regularly. Let's keep our electrical face equipment in as good condition as possible, and let's try to eliminate dust accumulations and maintain our rock dusting to within reasonable distances of the faces. Let's not be responsible, even indirectly, for an injury, a death, or an explosion caused by a gas ignition.

December 1979

ABSTRACT FROM FATAL ACCIDENT

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC

FATAL SURFACE MAINTENANCE (MISCELLANEOUS) ACCIDENT

General Information: A lubrication serviceman was fatally injured when he was crushed between his stationary service truck and a backing combination flatbed/boom truck.

The lubrication truck was a 1975 International "Cargo-Star", model 1950, used as a portable service center for mobile equipment throughout the plant and mine areas. Gasoline, diesel fuel, and oil supplies were carried and dispensed from the truck by a crew of two lubrication servicemen. The victim was performing routine service activities at the time of the accident.

The boilershop maintenance truck was a 1969 GMC, 5500 series (5-ton rated) flatbed equipped with a small RO products boom/hoist for handling materials. The truck did not have an audible backup warning device or an observer to guide during backing.

Description of Accident: The maintenance truck driver and the maintenance truck passenger were assigned to pick up steel plate "mud guards" fabricated in the reduction works machine shop for the tailings pond barge. The men drove to the yard at the northeast end of the machine shop in the boilershop maintenance supply truck (ME-68) and loaded the plates using an overhead bridge crane.

The victim and his partner proceeded to service a forklift in the shop yard and then parked the lubrication truck on the yard road approximately 120 feet behind and, around a corner from, the boilershop truck.

The victim's partner left the area and went inside the shop building. The victim obtained a small hand pump oil can and screwdriver and was standing behind the lubrication truck apparently filling the can from the service hoses to use in oiling the track motor car fan.

When the boilershop truck was loaded, the maintenance truck driver began to back out of the yard with the passenger riding in the cab. The truck driver was observing an additional parked shop truck to the left rear of his vehicle. Direct viewing to the rear was limited by the truck boom/hoist and large metal storage cabinets attached to the truck bed, and mirror visibility was slightly impaired by a diffused (indirect) glare from the sunrise.

(For use in surface mining operations - noncoal)

As the boilershop truck neared the lubrication truck, a truck burner (witness) glanced up and shouted a warning as he ran toward the victim. A track laborer (witness) looked up when the truck burner shouted and observed the accident as it occurred.

The witnesses stated that the victim apparently did not hear them shout and was totally unaware of the backing truck.

Prior to the contact, the boilershop truck had moved at low speed, approximately 80 feet straight back, plus another 30 feet around a corner to the right rear. After contact, the driver observed the victim pinned between the two vehicles and pulled forward, allowing the victim to fall to the ground.

Personnel in the area attempted to render assistance before the ambulance arrived. The victim was transported to the hospital where he was pronounced dead by the chief surgeon.

Cause of Accident: The cause of the accident was failure to provide an audible backup warning device or an observer to signal when it was safe to back the boilershop maintenance truck.

December 1979

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Winter Driving

Winter is upon us. Getting out on the highways is dangerous enough under ordinary conditions, but winter driving really complicates matters. Now is the time to get prepared before it is too late. During the time remaining in our safety meeting, I would like to discuss some pointers on winter driving.

Antifreeze - Antifreeze should be checked for adequacy so that freeze-ups will be eliminated.

Tires - You need good tread on your tires to bite and grip. Maintain the recommended pressure in the tires at all times. Contrary to popular belief, low pressure does not improve traction.

Brakes - Check and adjust brakes if necessary. An uneven pull can twist you into a skid.

Windshield - Good wiper blades are a must, with proper arm action to prevent streaking. Check washer solution and make sure that the defroster is operating properly.

Exhaust - Inspect muffler and tailpipe for leaks. Exhaust leaks can be deadly!

Battery - Cold weather saps battery power. Stalls not only are inconvenient, but hazardous in winter traffic.

Emergencies - Prepare for emergencies with a flare kit, chains, flashlight, shovel, etc. Be prepared.

Following Distance - You need a much larger safety cushion in the winter in case you have to make a sudden emergency stop on ice.

Imaginary Speed Limit - Remember that in winter, half the posted speed limit may be too fast. Slow down if the roads are not in perfect shape.

Headlights - Let others see you. Use low-beam headlights when driving in snow or fog--even during the day. Use headlights, not parking lights. If stalled or parked, use emergency flashers.

Cautious Steering - Oversteering on ice causes most skids. Anticipate lane changes and turns in order to make them gradually.

(For use in underground and surface mining operations)

Take Time - Do not count on getting anywhere in a hurry in the winter. Speed limits are for perfect, dry conditions. On snow-covered, ice-covered, or water-covered streets driving half the speed limit may help prevent accidents.

Think Ahead - Anticipate turns, hills, and adverse conditions. Do not make sudden steering movements.

Facts On Ice - Ice is about twice as slippery at 30 degrees as it is at 0 degrees. Also, ice lasts longer on bridges and in shaded areas, so be extra alert in these areas. If you hit an unexpected icy patch, do not try to brake, accelerate, or steer. Maintain speed and let your car "roll" through the slippery area. One source of information lists the braking distance at 20 miles per hour, after you get your foot on the brake pedal, with snow tires, on a glare of ice, at 20 degrees, as 174 feet. Therefore, you can see the reason for a slow cautious speed.

Caution At Intersections - Approaches to intersections are often packed and polished. Take it slow and easy entering an intersection so that you do not slide into cross traffic. Side streets are especially dangerous, and they are usually the last to get salted.

TAKE IT EASY -- SAVE LIVES

December 1979

Session XLI

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Mandatory Safety Standards, Surface Coal Mines and Surface Work Areas of Underground Coal Mines

Fire Protection

Subpart L

Sections 77.1110 - 77.1112

In today's session we will continue and complete our discussion on fire protection.

Examinations or inspections of fire extinguishers should determine that the extinguisher is in its' designated place; that it is conspicuous; that access to it is not obstructed in any way; that it has not been activated and partially or fully emptied; that it has not been tampered with; that it has not sustained any obvious physical damage or has been subjected to adverse environmental conditions which could interfere with its operation (such as corrosive fumes); and, if the extinguisher is equipped with a sight gauge to indicate operability and/or tamper indicators, that each shows conditions to be satisfactory. Examinations or inspections should also be used to check on the maintenance record tag, which should be provided on each unit.

Maintenance, as distinguished from inspection, implies that fire extinguishers undergo a thorough check to assure they will operate properly and safely. A maintenance check includes a complete examination of each extinguisher and any necessary repairs, recharging, or replacement of parts. It will sometimes reveal the need for special testing of an extinguisher shell or other components to it.

One portable fire extinguisher shall be provided at each location where welding, cutting, or soldering with arc or flame is performed.

When welding, cutting, or soldering with arc or flame near combustible materials, suitable precautions shall be taken to insure that smoldering metal or sparks do not result in a fire. Both welding and cutting operations produce dangerous sparks; those from cutting are more hazardous because they are more numerous and are carried greater distances. Smoldering fires may be started which are not apparent when the work is completed and later burst into flame when no one is present. Before welding, cutting, or soldering is performed in areas likely to contain methane, an examination for methane shall be made by

a qualified person with a device approved by the Secretary for detecting methane. Examinations for methane shall be made immediately before and periodically during welding, cutting, or soldering and such work shall not be permitted to commence or continue in air which contains 1.0 volume per centum or more of methane.

In completing our discussion on fire protection, I would like to remind you again that the information in this subpart could have been listed into three categories: (1) means to prevent fires; (2) means to fight fires; and (3) means to escape from fires. In the event of an omission of any standard or rule that is associated with the first or second category, the importance and necessity of the third category is greatly increased.

December 1979

Session LXVII

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Federal Mine Safety and Health Act of 1977

Section 303(j)(k)

Parts 75.311 and 75.312 of the Code of Federal Regulations

Air Passing Through Abandoned Areas

The Federal Mine Safety and Health Act of 1977 stipulates the methane content allowable in the air that has passed by or through abandoned areas. The Law is specific in that the air that has passed by an open or abandoned area must not be used to ventilate any working place in a mine if the air contains more than 0.25 percent of methane. The examination of air that has passed by the opening of an abandoned area shall be made during the preshift examination.

For the purpose of this section, an area within a panel shall not be considered abandoned until the entire panel is abandoned. The term "abandoned area" as used in this section of the Law means a section, panel, and other areas that are not ventilated and examined as required for active underground working places. Areas within panels where retreat or pillar mining is conducted cannot be considered as abandoned areas for the purpose of this part of the Law. Strict adherence to this provision of the Law is necessary to prevent the possible accumulation of an explosive mixture of methane that may migrate into active working places. In many coal mines large abandoned areas often contain vast quantities of methane which could be released suddenly by changes in temperature, in barometric pressure, or by roof falls.

Also important is the fact that air passed through an abandoned area or an area which is inaccessible or unsafe to examine shall not be used to ventilate any working place in a mine. No air which has been used to ventilate an area from which the pillars have been removed shall be used to ventilate any working place in a mine. However, air that does not contain 0.25 percent or more of methane may be used to ventilate enough advancing working places immediately adjacent to the line of retreat in order to maintain an orderly sequence of pillar recovery in a set of entries.

The term "inaccessible or unsafe for inspection" means any area that, because of physical conditions, such as falls of roof;

(For use in underground coal-mining operations)

unsafe roof; or accumulations of water or gas; cannot be completely or safely examined as required in the preshift examination. The phrase "an area from which the pillars have been removed" includes the area where second mining has been done regardless of the amount of recovery obtained. Second mining is construed to be intentional retreat mining. The tests for methane that are required shall be made in the intake air current at a point from which pillars have been removed and the adjacent working places.

This provision is absolutely necessary to prevent an excess amount of methane or carbon dioxide from accumulating in work places. Air that has been circulated through pillared-out areas may contain dangerous quantities of methane, carbon dioxide, or may be deficient in oxygen; therefore, too much risk is involved in using air that has passed through an abandoned area which cannot be safety examined.

MSHA[1]
State[2]
Management[3]

Report of Holmes Safety Association Safety Chapters

Established July through September 1979

U = Underground
S = Surface
P = Plant

Chapter	Mine	Company	Product	U	S	P	Membership	Charter No.	City	County	State	Established By	Date	Council Affiliation
L. T. Ruth	L.T. Ruth	L. T. Ruth Coal Co.	coal		X		65	2767	Tomahawk	Martin	E KY	[3]B Dixon	7/2	Nonaffiliated
Wahbememe	Wah-bememe	Aggregate Processors, Inc.	sand/ gravel		X		12	2768	White Pigeon	Saint Joseph	MI	[3]ML Johnson	7/15	Nonaffiliated
Anderson Creek	Ander-son Creek	Anderson Creek Coal & Clay Co.	coal		X		100	2769	Houtzdale	Clear-field	PA	[3]JA Poff	7/25	Nonaffiliated
Marissa Mine	Marissa	Peabody Coal Co.	coal	X			120	2770	Marissa	Washing-ton	IL	[1]BA Gibbs [3]J Hoeman	7/31	Kaskaskia Valley
Monterey No. 2	Monterey No. 2	Monterey Coal Co.	coal	X		X	750	2771	Albers	Clinton	IL	[1]BA Gibbs [3]GL Roberts	7/31	Kaskaskia Valley
G and G Coal & Energy	G and G	G and G Coal & Energy Corp.	coal	X	X	X Mill Const.	400	2772	London	Laurel	E KY	[3]TL Caudel	8/1	Eastern Ky. & HSA
Spring Creek Coal	Spring Creek	Pacific Power	coal		X		100	2773	Decker	Big Horn	MT	[1]MD Delridge	8/13	Nonaffiliated
Christmas	Christ-mas	Inspiration Copper Co.	copper		X	X Mill	223	2774	Christmas	Gila	AZ	[1]J Braeutigam [1]WH Hoover	8/13	Nonaffiliated
King Coal	King Coal	King Coal Co.	coal		X	X Mill	62	2775	Bremen	Cullman	AL	[1]JH Johnson [3]G McGough	8/13	Nonaffiliated
Cameo Mine #1	Cameo Mine #1	GEX Colorado, Inc.	coal	X			20	2776	Palisade	Mesa	CO	[1]MD Delridge	8/15	Nonaffiliated
Bicknell Minerals Mine	Bicknell Minerals Mine	Bicknell Minerals, Inc.	coal		X		75	2777	Bicknell	Knox	IN	[3]E Elliott	8/20	Nonaffiliated

MSHA[1]
State[2]
Management[3]

Report of Holmes Safety Association Safety Chapters

Established July through September 1979 (cont.)

U = Underground
S = Surface
P = Plant

Chapter	Mine	Company	Product	U	S	P	Membership	Charter No.	City	County	State	Established By	Date	Council Affiliation
#3 Mine	Jim Walter Res. #3 Mine	Cowin & Co.	coal	X	X		45	2778	Johns	Jefferson	AL	[3]JC Dowling	8/22	Nonaffiliated
Bessie Mine	J. Walter Res. Bessie	Cowin & Co.	coal	X	X		35	2779	Bessie	Jefferson	AL	[3]JC Dowling	8/29	Nonaffiliated
U.C. Mills Metal Div.	U.C. Mills	Union Carbide Corp.	uranium		X		180	2780	Uravan	Montrose	CO	[1]MD Delridge	9/4	Nonaffiliated
Alden	Alden	American Cyanamid Co.	limestone			Mill	40	2781	Alden	Hardin	IA	[1]MD Delridge	9/6	Nonaffiliated
Hannibal	Hannibal	American Cyanamid Co.	limestone			Mill	400	2782	Hannibal	Marion	MO	[1]MD Delridge	9/7	Nonaffiliated
Lane Quarry	Lane Quarry	Martin Marietta Agg.	sand/ gravel		X		50	2783	Charles-town	Clark	IN	[3]CA Bliss	9/16	Nonaffiliated
Arjay	Arjay	Cowin & Co.	coal	X			45	2784	Arjay	Bell	SE KY	[3]JC Dowling	9/16	Nonaffiliated
Absaloka Mine	Absaloka	Morrison-Knudsen Co., Inc.	coal		X		210	2785	Hardin	Big Horn	MT	[1]MD Delridge	9/16	Nonaffiliated
Brophy Mine #2	Brophy Mine #2	Beartooth Coal Co.	coal	X			16	2786	Red Lodge	Carbon	MT	[1]MD Delridge	9/17	Nonaffiliated

Total chapters established during the third quarter of 1979 . . . . . 20 - Membership - 2,948

Total chapters nationwide . . . . . 1,421 - Membership - 207,253

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United States Department of Labor
MSHA
Mine Safety and Health Administration

HOLMES SAFETY ASSOCIATION
MEETING REPORT FORM

For the month of _____

TOTAL meetings held this month _____

TOTAL attendance this month _____

Chapter Number _____ (See address label, if incorrect, please indicate change.)

_____
(Signature)

_____
(Telephone No.)

_____
(Title)

FILL OUT - FOLD AND STAPLE - FREE MAIL-IN

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