

MAY 1980



# BULLETIN



United States Department of Labor

# MSHA

Mine Safety and Health Administration

May 1980

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RETRACTION

There was a factual error in the March, 1980 Monthly Safety Topic, Lesson LXX, dealing with Part 75.317.

There is no requirement, statutory or administrative, to calibrate permissible methane-detecting equipment for accuracy at intervals not exceeding 31 days. Part 75.317 merely requires that they be maintained permissible.

There is a monthly calibration requirement for machine-mounted methane monitors (but not methane detectors) in 75.313-1.

May 1980



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### FIRST AID

#### FRACTURES AND DISLOCATIONS

This safety topic will attempt to touch the highpoints and essentials in the treatment of fractures and dislocations. Naturally, we always try to follow certain procedures to prevent these accidents. However, when they do occur, we usually have to restrain the impulse to go into action immediately before making a careful preliminary examination and determining the course of action needed. A wrong move at this time could make the consequences worse than the event.

As you know, the framework supporting the tissues and protecting the organs of the human body consists of bones. We generally think of frameworks as stationary, visible structures, and because of factors involved in design we are used to seeing the body framework in a standing position. The framework in the human body is invisible and moveable, but our safety factor is to use proper and careful handling methods so as not to change the disability into a weapon and aggravate and intensify the injury. You can readily understand this when you realize that fractures may range from "clean" to "jagged". In any case, movement in the vicinity of the fracture may easily cause extensive damage to the surrounding blood vessels, nerves, and tissues, and possibly even endanger life.

Make a careful examination of the injured person, and do not change their position unless you know that changing position will not complicate the injuries. A fracture is indicated by deformity or irregularity of the part; swelling; pain in the region of the fracture; loss of use in the case of long bones; and shortening of the limbs when extremities are involved. When a fracture is accompanied by a wound, it is called a compound fracture; otherwise, it is known as a simple fracture.

In either event, when a fracture is present, any necessary movement of the patient must be made in a manner to protect the injured part from further injury. To do this, the injured part must be supported. Temporary support must be given to all fractures, except those of the skull, nose, upper and lower jaw, cheekbone, shoulder blade, and ribs, before dressing has been completed. In these instances, as well as fractures of the

SAFETY IS EVERYBODY'S BUSINESS

(For use in all mining operations)

of the collarbone and upper third of the arm, the proper application of bandages is adequate to prevent movement of the injured part. In all other instances, splints are used to support and protect injured parts. Splints should be of stiff material, long enough to prevent movement at the joints on each side of the fracture, and as wide as the limb being supported. Splints should be padded well with soft material on the inside and ends that come in contact with the body, and extra padding should be placed in the hollow spaces under natural arches (knee, ankle, etc.), and where the bones of a fracture contact the splint. Splints should be tested for strength in all cases before being used to support the weight of the patient. It is critical to remember that in case of a broken back or neck, the spinal cord may or may not be damaged, but if a patient is improperly handled, the spinal column may be damaged permanently. Similarly, a fractured pelvis may or may not be accompanied by a ruptured bladder. Remember that the hope for success of an operation for a ruptured bladder is in the first hour or two, and proper handling is of vital importance.

Essentially, the basis for treating dislocations and fractures is the same. The importance of retaining and refreshing your knowledge and skill in this phase of first aid is emphasized by the fact that nerve injuries involved in fractures are increased by 75 percent by improper handling and splinting.

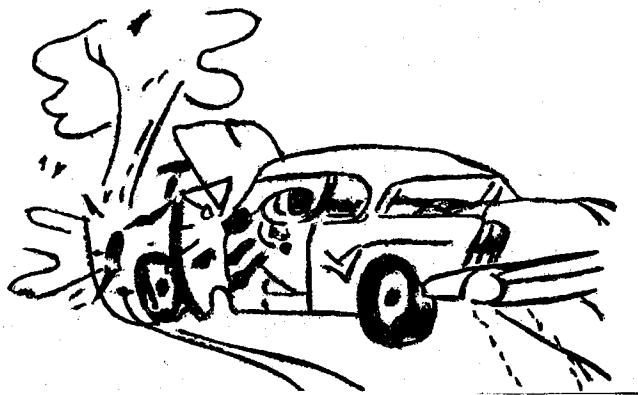
May 1980



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### Death In Seven-Tenths of a Second

This is the slow-motion, split-second reconstruction of what happens when a car, traveling 55 miles an hour, crashes into a solid, immovable object such as a tree:



### 1/10 of a second

--the front bumper and the chrome "frosting" of the grillwork collapse;-- slivers of steel penetrate the tree to a depth of 1- $\frac{1}{2}$  inches or more.

### 2/10 of a second

--the hood crumbles as it rises, smashing into the windshield;-- spinning rear wheels leave the ground;--the grillwork disintegrates;--the fenders come into contact with the tree, forcing the rear parts to splay out over the front doors. In the same tenth of a second the heavy structural members of the car begin to act as a brake on the terrific forward momentum of the 2- $\frac{1}{2}$ -ton body;--but the driver's body continues to move forward at the vehicle's original speed. (This means a force of twenty times gravity; the body weighs 3,200 pounds.) The legs, ramrod straight, snap at the knee joints.

### 3/10 of a second

--the driver's body is now off the seat, torso upright, broken knees pressing against the dashboard;--the plastic and steel frame of the steering wheel begins to bend under the driver's terrible death grip;--the head is now near the sun visor, the chest above the steering column.

### 4/10 of a second

--the car's front 24 inches have been completely demolished, but the rear end is still traveling at an estimated speed of 35 miles per hour;--the driver's body is still traveling at 55;--the half-ton motor block crunches into the tree;--the rear of the car, like a bucking horse, rises high enough to scrape bark off low branches.

(For use in all mining operations)

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5/10 of a second

--the driver's fear-frozen hands bend the steering column into an almost vertical position;--the force of gravity impales the driver on the steering-wheel shaft;--jagged steel punctures lung and intercostal arteries;--blood spurts into the lungs.

6/10 of a second

--so great is the force of the impact that the driver's feet are ripped from tightly laced shoes;--the brake pedal shears off at the floor boards;--the chassis bends in the middle, shearing the body bolts;--the driver's head smashes into the windshield;--the rear of the car begins its downward fall, spinning wheels digging into the ground.

7/10 of a second

--the entire writhing body of the car is forced out of shape; hinges tear; doors spring open; in one last convulsion the seat rams forward, pinning the driver against the cruel steel of the steering shaft....Time elapsed--  
SEVEN-TENTHS OF A SECOND.

May 1980

# ABSTRACT FROM FATAL ACCIDENT

HOLMES SAFETY ASSOCIATION  
MONTHLY SAFETY TOPIC



## FATAL DROWNING ACCIDENT INVESTIGATION

General Information: A miner was fatally injured (drowned) while working at a sand and gravel pit. The victim, age 26, had a total of one year and eleven months mining experience, with one year and seven months at this operation.

The open pit operates on one shift per day, with dragline, bottom dump trucks, and front-end loaders.

The victim had worked at odd jobs around the pit and at a new pit location all day. Late in the day the victim was assigned the task of building a road across a 100-foot wide open stretch of water with the Caterpillar D-8 dozer using waste sand from the pit.

Description of Accident: The victim started his shift and worked at stripping weeds off a new pit site with a Caterpillar D-8 until the pit superintendent instructed him to come to the old pit with his Caterpillar D-8 to move a stacking conveyor. The victim moved the stacking conveyor and proceeded to plate a road in the old pit. Upon completion of this work, the victim reported to the supervisor for further instructions.

They walked to the sand disposal area at the lakeside to look over further work. They discussed the construction of a road across a 100-foot span of water. The supervisor told the victim to be careful of the dark sand (water impregnated sand) as it was dangerous.

Later the supervisor noticed that no noise was coming from the sand disposal area. The crusher operator was sent to check on the victim. The crusher operator reported to the supervisor that the victim and the Caterpillar D-8 were nowhere in sight.

The supervisor and the crusher operator returned to the sand disposal area. There were tracks in the sand leading toward the water. The tracks terminated at the water's edge atop an 8 to 10 foot embankment.

It was apparent that the victim had trammed the Caterpillar D-8 out upon the sand bank. The sand bank had given away and the victim and the dozer were in the water.

The supervisor went to the office and had the office manager summon the fire department to assist in location and recovery of the victim.

(For use in surface mining operations)

While the supervisor was at the office seeking assistance the oiler dove into the lake at the accident site in an effort to recover the victim's body. He was unsuccessful.

Underwater search and recovery operations were conducted until dark with no success. A sheriff's deputy was left at the scene of the accident overnight to secure the site.

Search and recovery operations were started again the next day and continued for 2 hours. When the body was located, it was recovered about 30 feet south of the bulldozer in 20 feet of water.

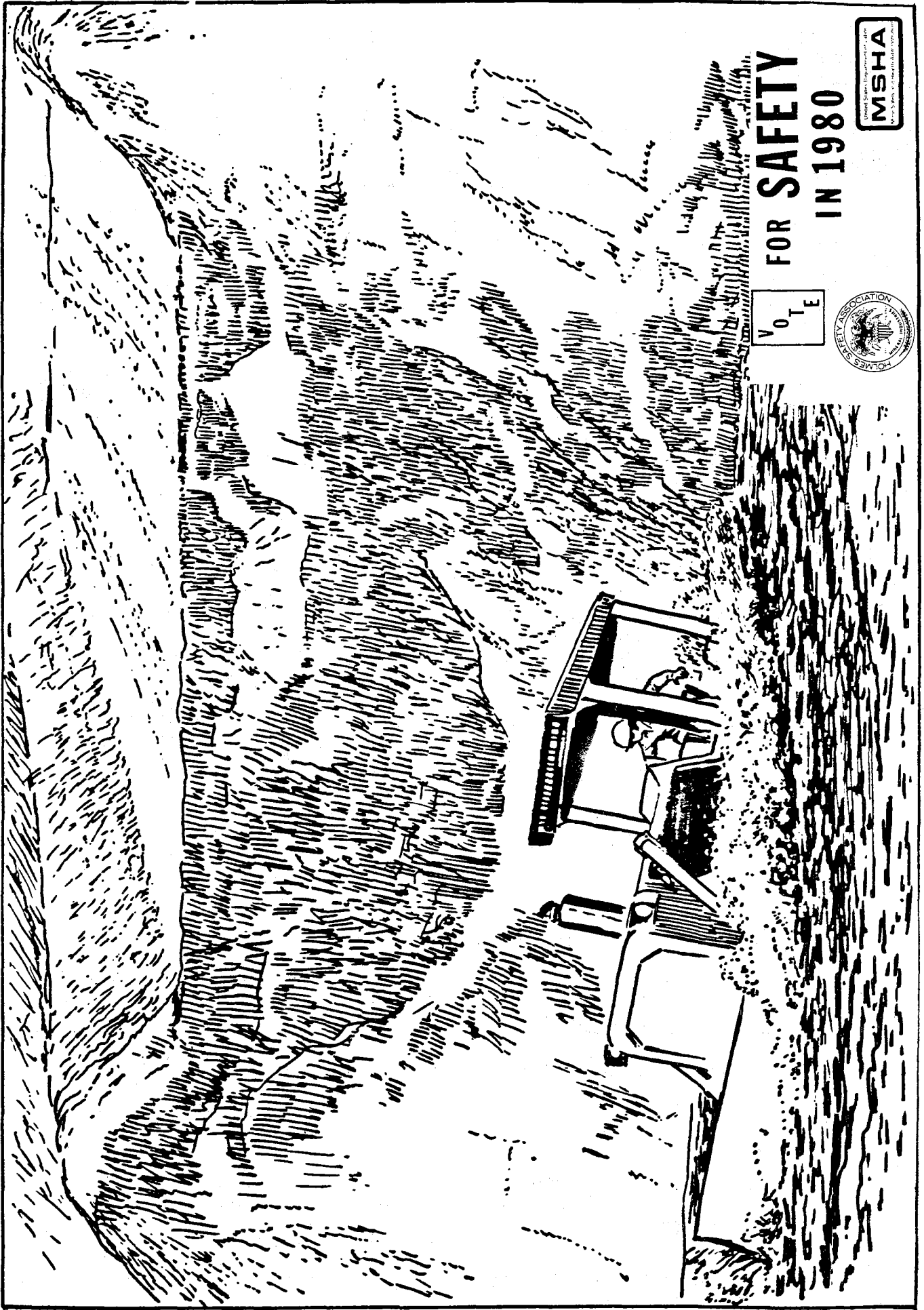
Although there were no witnesses to the accident, it is apparent that the victim trammed the dozer onto the 8- to 10-foot sand bank; that the bank sheared off behind the dozer, and the victim and the rig sank into 20 feet of water.

Cause of the Accident: The cause of the accident was management's failure to recognize the hazard associated with this particular job. Working a bulldozer at a lake's edge upon an 8- to 10-foot bank of water impregnated sand was hazardous. There was a failure to properly impress the victim of this hazard.

A factor contributing to the victim's death was failure to ensure he was wearing a life jacket while working around water.

Recommendations: Life jackets or belts shall be worn where there is danger from falling into water.





VOTE

FOR SAFETY  
IN 1980





May 1980

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### GUARD YOUR VISION

Many injuries occur to eyes of miners due to flying objects of various types. These injuries take on added importance when you consider the fact that, in a majority of these incidents, the vision of these individuals was permanently damaged, some with a loss as much as 50 percent.

Each of you should be well aware of the particular eye hazards connected with your duties, but suppose that we briefly review just a few of them.

Eye protection has not always been available, -but today, due to our modern manufacturing techniques, there are many different types and styles of goggles, shields, and spectacles on the market to provide protection for all the hazards that can be mentioned.

Sometimes you might think it a waste of time to wear eye protection and feel positive that nothing could happen to your eyes. This is false reasoning. If you ever have the urge to shortcut a job, "just this one time," and not use your eye protection, stop and think of some relative or acquaintance that has suffered an eye injury due to failure to use eye protection while performing duties either on-the-job or at home. In a majority of eye-injury cases, the victims have experienced considerable pain and suffering, with some loss of vision. Don't be lulled into a false sense of security if you have never experienced an eye injury, but instead consider the possibilities that it can and will happen to you if you consistently fail to use the proper eye protection.

Don't be a needless casualty. Good vision is a most priceless possession and should be protected.

Q. Are there really about 1,000 industrial eye injuries every working day?

A. Yes! Over 90% of them are needless and preventable.

Q. Is it difficult to get used to wearing eye protection?

A. No! Getting used to partial or total blindness is much more difficult.

Q. Will wearing safety glasses weaken or ruin eyesight?

A. No! But an accident will.

(For use in all mining operations)

SAFETY IS EVERYBODY'S BUSINESS

- Q. ...even if worn for a full work day?
- A. No! Not even if worn 24 hours a day.
- Q. Are safety lenses a lot heavier than regular street glasses?
- A. No! Actually there are only a few grams difference in weight.
- Q. My job isn't very hazardous--should I use eye protection anyway?
- A. Yes! Plenty of eye injuries result from a co-worker's operation.
- Q. Can anyone prove that safety eyewear does save eyes?
- A. Yes! Eye protection saved the sight of over 23,000 Wise Owl Club members.
- Q. Are safety lenses made of first quality materials?
- A. Yes! Optical grade glass or plastic must be used.
- Q. Does safety eyewear have to pass any impact and quality test?
- A. Yes! All industrial eye protectors must meet rigid Federal standards.
- Q. Could regular street glasses pass the same tests?
- A. No! Regular lenses splinter easily and the frames are usually flammable.
- Q. Is "double" eye protection ever needed?
- A. Yes! For example, a face shield over safety glasses is often advisable.
- Q. Does safety eyewear also have off-the-job advantages?
- A. Yes! Power mowers, do-it-yourself projects, sports, etc. involve eye hazards.
- Q. How about children that wear glasses--should they have safety lenses?
- A. Yes! And students using school chemistry labs, industrial arts, or vocational shops also need industrial-type eye protectors.
- Q. I wear glasses now--can I get prescription safety glasses?
- A. Yes! Safety lenses can be made up in bifocal and trifocal at very little additional cost.

Q. Is it all right for a co-worker to remove a speck from your eye?

A. No! Never let anyone but a doctor or nurse touch or treat your eye.

Q. Is water the best thing to flush chemicals out of the eye?

A. Yes! Use plenty of water immediately--force the lids open if necessary.

Q. Are "minor" eye injuries actually dangerous?

A. Yes! Blindness can result from almost any eye injury.

Q. My eyesight is excellent--will it always be?

A. No! Changes take place over the years that may affect vision. A thorough eye exam every two years is advisable.

Q. Who benefits the most from full time use of eye protection?

A. YOU....and your family. Don't flirt with blindness.

# ABSTRACT FROM FATAL ACCIDENT

May 1980

HOLMES SAFETY ASSOCIATION  
MONTHLY SAFETY TOPIC



## FATAL POWERED HAULAGE ACCIDENT

General Information: A fatal powered haulage accident occurred on the main haulage road to the 1st right section resulting in the death of a battery-powered scoop operator. The victim had approximately 4 years mining experience, 1 year and 3 months as a scoop operator. The accident occurred because the victim failed to maintain control of a battery powered scoop. The scoop was allowed to roll backward and the victim was caught between the scoop and an overcast.

Four workmen, including the victim were assigned the task of plastering overcasts and cleaning the roadway in the belt entry. The victim assisted the other workmen in plastering the overcasts until he began cleaning the roadway with the battery powered scoop. The victim filled the scoop bucket with debris from the roadway and left the working area at 1:26 p.m. to dispose of the debris in old workings. At approximately 2:40 p.m., a continuous miner helper found the victim trapped between the deck of the scoop and an overcast.

Description of Accident: The overcast involved in the accident had been recently constructed to provide ventilation to the new section. This overcast projected 10-½ inches below the normal mining height, which was 39 inches.

There was 4-½ inches of clearance between the top of the battery powered scoop and the bottom of the overcast.

The roadway beneath the overcast was on a three per centum grade and the scoop would roll backward when parked without the brakes being set.

The battery powered scoop was examined during the investigation. The only defect found in the battery powered scoop was that a light had been removed from the front. This scoop had been borrowed from another mine two days prior to the accident.

Because there were no eyewitnesses, the sequence of events which led to the accident could not be determined. It was the opinion of the investigating team that the victim was looking over the top of the scoop; when he allowed it to drift backward and he was caught against the overcast.

Cause of the Accident: The direct cause of the accident was management's failure to provide uniform vertical clearance by constructing an overcast that projected 10-½ inches below the

(For use in underground coal mining operations)

normal roof height. A contributing factor was the operator's unsafe operation of the scoop, in that, he apparently permitted the scoop to travel in reverse without facing the direction of travel.

# Coal Mine Fatalities January-December 1979



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

Ray Marshall, Secretary  
Robert B. Lagather  
Assistant Secretary  
for Mine Safety and Health

**Coal Mine Fatalities for  
January - December 1979: 144**

**DECEMBER Fatalities: 13**

**Underground: Roof Fall 6, Haulage 4  
Surface: Haulage 2, Other 1**

**(Compared with 1978): 106**

## Coal Mine Fatalities for Jan-Dec 1979 and Jan-Dec 1978 by State:

	1979	1978		1979	1978
Kentucky	36	24	Maryland	2	1
West Virginia	36	30	Wyoming	2	2
Virginia	17	16	Indiana	2	1
Pennsylvania (Bit.)	13	7	New Mexico	1	0
Alabama	10	4	Texas	1	0
Illinois	6	7	Colorado	1	2
Utah	6	4	Pennsylvania (Anth.)	1	1
Tennessee	5	1	Arizona	0	1
Ohio	3	4	Arkansas	0	1
Oklahoma	2	0			

## Fatalities January - December 1979 by Occupation, Location, and Cause:

### OCCUPATION

Roof Bolter/Helper	22	Welder/Helper	3
Section/Assistant Foreman		Car Dropper	3
Assistant Manager	17	Shuttle Car Operator	3
Continuous Miner		Utility Man	2
Operator/Helper	13	Shot Firer	2
Laborer/Trainee	11	Brattice Man	2
Scoop/Dozer Operator	9	Jack Setter	2
Mechanic/Repairman	8	Supply Man	2
Truck Driver	7	Mobile Equipment Operator	1
Loading Machine Operator/Helper	7	Belt Cleaner	1
Timberman	7	Blaster	1
Electrician/Helper	6	Construction Worker	1
Motorman/Brakeman	4	Maintenance Foreman	1
Superintendent/Co-owner	4	Fire Boss	1
Drill Operator	3	Cleanup Man	1

### LOCATION

Underground Mine	106
Strip and Auger Mine	15
Preparation Plant	14
Surface Area of UG Mine	9

### CAUSE

Roof and Rib Fall	66
Haulage	36
Machinery	11
Electrical	12
Other	19



# Metal and Nonmetal Mining Fatalities January-December 1979\*

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

Ray Marshall, Secretary  
Robert B. Lagather  
Assistant Secretary  
for Mine Safety and Health

**Metal and Nonmetal  
Mining Fatalities in 1979: 122**

**The 122 Fatalities occurred in the following states and territories:**

California . . . . . 12	Virginia . . . . . 5	Indiana . . . . . 1
Louisiana . . . . . 8	Mississippi . . . . . 4	Massachusetts . . . . . 1
Texas . . . . . 8	Nevada . . . . . 4	Maine . . . . . 1
Colorado . . . . . 7	Tennessee . . . . . 4	Minnesota . . . . . 1
New Mexico . . . . . 7	Kansas . . . . . 3	Missouri . . . . . 1
Florida . . . . . 6	New York . . . . . 3	Montana . . . . . 1
Utah . . . . . 6	Alabama . . . . . 2	North Carolina . . . . . 1
Arizona . . . . . 5	Oregon . . . . . 2	South Dakota . . . . . 1
Georgia . . . . . 5	Pennsylvania . . . . . 2	Wisconsin . . . . . 1
Iowa . . . . . 5	West Virginia . . . . . 2	Wyoming . . . . . 1
Michigan . . . . . 5	Idaho . . . . . 1	
Ohio . . . . . 5	Illinois . . . . . 1	
		122

**Fatalities for Jan-Dec 1979 by Occupation, Location and Cause:**

<b>OCCUPATION:</b>	<b>SURFACE:</b>
Laborers . . . . . 44	Powered Haulage . . . . . 28
Truck Drivers . . . . . 17	Electricity . . . . . 11
Machine Operators . . . . . 16	Machinery . . . . . 7
Mechanics . . . . . 16	Fall of Person . . . . . 4
Miners . . . . . 14	Others . . . . . 13
Supervisors . . . . . 11	63
Others . . . . . 4	
122	

<b>UNDERGROUND:</b>	<b>MILLS:</b>
Fall of Ground . . . . . 8	Fall of Person . . . . . 7
Explosion of Gas . . . . . 5	Powered Haulage . . . . . 7
Explosives . . . . . 5	Falling Materials . . . . . 3
Man Hoisting . . . . . 4	Handling Materials . . . . . 3
Powered Haulage . . . . . 4	Machinery . . . . . 3
Others . . . . . 5	Others . . . . . 5
31	28

*The high total of haulage fatalities is partly due to redefinition of terms in 1978. But it is still true that the ways to avoid haulage accidents are to:*

1. Follow established safety rules.
2. Comply with posted speed limits.
3. Practice good defensive driving habits.

\*Preliminary Data



MSHA <sup>1</sup>  
 State <sup>2</sup>  
 Management <sup>3</sup>

Report of Holmes Safety Association Safety Chapters

U = Underground  
 S = Surface  
 P = Plant

Established January through March 1980

Chapter	Mine	Company	Product	U	S	P	Member- ship	Charter No.	City	County	State	Established By	Date	Council Affiliation
Mine Consulting & Safety Services	Mine Consulting & Safety Services	Mine Consulting & Safety Services	coal & non-coal	X	X	X	14	2795	Birmingham	Jefferson	AL	1 J. Johnson 3 T.C. White	1/9	Nonaffiliated
American Salt	American Salt	American Salt Co.-Solar Div.	salt		X		60	2796	Grantsville	Tooele	UT	1 B. Reed	1/21	Nonaffiliated
A & G	A & G	A & G Coal Co.	coal		X		2	2797	Harrisburg	Saline	IL	1 B.A. Gibbs	1/23	Nonaffiliated
Equality Mine	Equality Mine	Equality Mining Co.	coal		X		18	2798	Harrisburg	Saline	IL	1 B.A. Gibbs	1/23	Nonaffiliated
Cordyne	Cordyne	Cordyne Corp.	silver, copper, gold	X		Mill	7	2799	Pearce	Cochise	AZ	1 W.H. Hoover 1 J. Windorski	1/25	Nonaffiliated
Sunshine Mill	Sunshine Mill	Sunshine Mining Co.	silver antimony copper concentrate			Mill	45	2800	Kellogg	Shoshone	ID	1 M.D. Delridge	1/29	Nonaffiliated
Sunshine Mine	Sunshine Mine	Sunshine Mining Co.	silver antimony-copper ore	X			406	2801	Kellogg	Shoshone	ID	1 M.D. Delridge	1/29	Nonaffiliated
Sunshine Antimony Plant	Sunshine Antimony Plt.	Sunshine Mining Co.	silver antimony copper concentrate			X	20	2802	Kellogg	Shoshone	ID	1 M.D. Delridge	1/29	Nonaffiliated

May  
1980

MSHA 1  
State 2  
Management 3

Report of Holmes Safety Association Safety Chapters

U = Underground  
S = Surface  
P = Plant

Established January through March 1980--continued

Chapter	Mine	Company	Product	U	S	P	Member- ship	Charter No.	City	County	State	Established By	Date	Council Affiliation
Carson Strip	Carson Strip	Wells Mining Co.	coal	X			22	2803	Fultonham	Muskingum	OH	3 C.L. Carson	2/10	Nonaffiliated
Gas Hills Mining District	Gas Hills Mining District	Energy Fuels Nuclear Inc.	uranium	X			35	2804	Gas Hills Estates	Fremont	WY	1 2 M.D. Delridge 3 H. Fink 3 E. Baker	2/7	Nonaffiliated
Maitland	Maitland	Consolidated Coal Southern App. Region	coal	X			200	2805	Welch	McDowell	W.Va.	3 D. Vance	2/10	Nonaffiliated
Cedar Lake Div.	Cedar Lake Div.	Jesse S. Morie & Son, Inc.	industrial sand	X			4	2806	Buena	Atlantic	NJ	1 L. Lofstead	2/25	Nonaffiliated
Hayville Div.	Hayville Div.	Jesse S. Morie & Son, Inc.	industrial sand	X			9	2807	Winslow	Atlantic	NJ	1 L. Lofstead	2/25	Nonaffiliated
Goff Division	Goff Division	Jesse S. Morie & Son, Inc.	industrial sand	X			26	2808	Wineland	Cumber-land	NJ	1 L. Lofstead	2/25	Nonaffiliated
Morie Division	Morie Division	Jesse S. Morie & Son, Inc.	industrial sand	X			118	2809	Maurice-town	Cumber-land	NJ	1 L. Lofstead	2/25	Nonaffiliated
Hardy Sand-Alabama	Hardy Sand Alabama	Jesse S. Morie & Son, Inc.	industrial sands	X			20	2810	Tuscaloosa	Tuscaloosa	AL	1 L. Lofstead	2/25	Nonaffiliated

Report of Holmes Safety Association Safety Chapters

Established January through March 1980--continued

U = Underground  
S = Surface  
P = Plant

Chapter	Mine	Company	Product	U	S	P	Member- ship	Charter No.	City	County	State	Established By	Date	Council Affiliation
Hardy Sand Tennessee	Hardy Sand-Tennessee	Jesse S. Morie & Son, Inc.	industrial sands		X		30	2811	Camden	Benton	TN	<sup>1</sup> L. Lofstead	2/25	Nonaffiliated
Georgia Silica Div.	Georgia Silica Div.	Jesse S. Morie & Son, Inc.	industrial sands		X		50	2812	Junction City	Marion	GA	<sup>1</sup> L. Lofstead	2/25	Nonaffiliated
Rosaire	Rosaire	Lockhart Sand Co.	sand & gravel	X	X		10	2813	Vincen-town	Burling-ton	NJ	<sup>1</sup> L. Lofstead <sup>3</sup> W.G. Lockhart	3/1	Nonaffiliated
Passaic	Passaic	Passaic Crushed Stone Co. Inc.	stone & asphalt		X	Mill	250	2814	Pompton Lakes	Passaic	NJ	<sup>1</sup> L. Lofstead <sup>3</sup> V. Gallo	3/18	Nonaffiliated
Kermit #1	Kermit #1	Kermit Coal Co.	coal	X		X	175	2815	Kermit	Mingo	WV	<sup>1</sup> J. Johnson <sup>3</sup> J. Hurley	3/11	Wolf Creek Collieries
Wolf Creek Collieries #9 Mine	Wolf Creek Collieries #9 Mine	Wolf Creek Collieries Co.	coal	X			60	2816	Lovely	Martin	E. KY	<sup>1</sup> J. Johnson <sup>3</sup> L. Sluss <sup>3</sup> Freal Mize	3/11	Wolf Creek Collieries
Peter-Cave Coal #1 Mine	Peter-Cave Coal #1 Mine	Peter-Cave Coal Co.	coal	X			160	2817	Lovely	Martin	E. KY	<sup>1</sup> J. Johnson H. Turner <sup>3</sup> J. Taylor	3/11	Wolf Creek Collieries
Ora Mae Coal #1 Mine	Ora Mae Coal #1 Mine	Ora Mae Coal Company	coal	X		X	125	2818	Turkey Creek	Pike	E. KY	<sup>1</sup> J. Johnson H. Turner <sup>3</sup> T. Marcum T. Webb	3/11	Wolf Creek Collieries

MSHA<sup>1</sup>  
 State<sup>2</sup>  
 Management<sup>3</sup>

Report of Holmes Safety Association Safety Chapters

Established January through March 1980--continued

U = Underground  
 S = Surface  
 P = Plant

Chapter	Mine	Company	Product	U	S	P	Member- ship	Charter No.	City	County	State	Established By	Date	Council Affiliation
Daniels Constru- tion	Daniels Constru- tion	Daniels Construction Company	coal	X			70	2819	Lovely	Martin	KY	<sup>1</sup> J. Johnson H. Turner <sup>3</sup> F. Mize	3/11	Wolf Creek Collieries
R. A. Hamilton	R. A. Hamilton	R. A. Hamil- ton Corp.	constru- tion			X	75	2820	Hacken- sack	Bergen	NJ	<sup>1</sup> L. Lofstead	3/21	Nonaffiliated
Allied Concrete	Allied Concrete	Allied Con- crete & Materials co.	ready mix concrete	X			150	2821	Mesa	Maricope	AZ	<sup>1</sup> W. H. Hoover <sup>3</sup> D. Sneed	3/26	Nonaffiliated

Total chapters established during the first quarter of 1980 ..... 27 - Membership - 2,161

Total chapters nationwide ..... 1,456 - Membership - 210,661

**On the job,  
keep in mind  
to Wear your  
SAFETY BELT  
and LINE.**



V  
O  
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FOR **SAFETY**  
IN 1980



**MSHA**

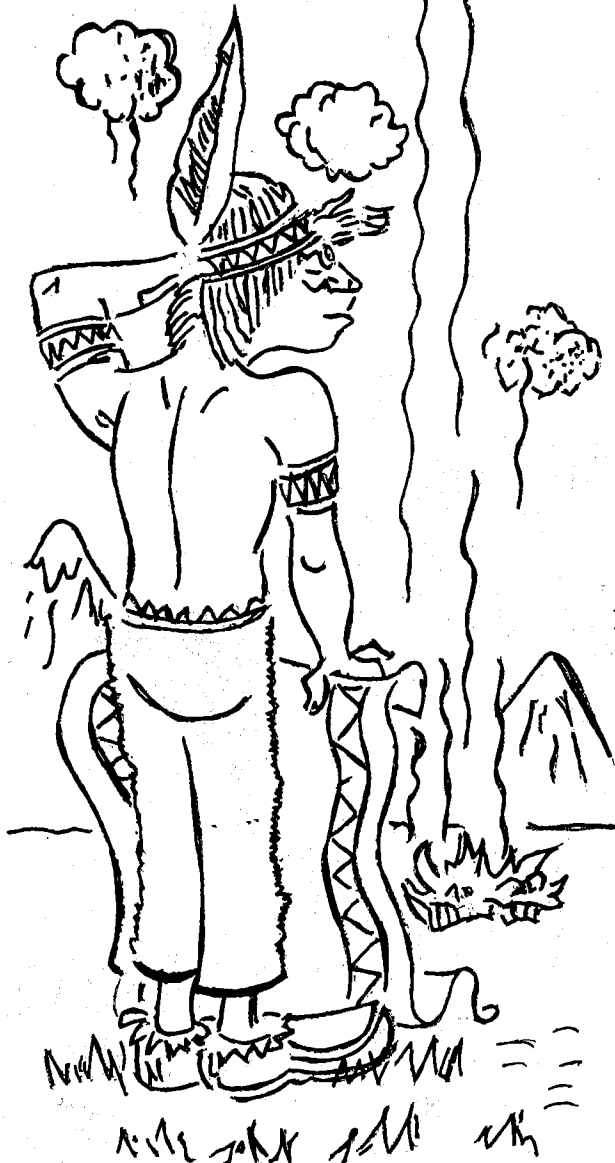
May 1980

MA  
MESSAG  
FOR  
YOU

"EARLY BIRD"



Specials



NATIONAL MEETING  
HOLMES SAFETY ASSOCIATION

LOCATION: QUALITY INN CENTRAL MOTEL  
1190 NORTH COURTHOUSE ROAD  
ARLINGTON, VIRGINIA 22203  
703-524-4000

AGENDA: MAY 27, 1980

SPONSORED HOSPITALITY BAR 7 to 10 p.m.

MAY 28, 1980

MEETING OF NATIONAL COUNCIL, HOLMES  
SAFETY ASSOCIATION

MAY 29, 1980

MEETING OF JOSEPH A. HOLMES SAFETY  
ASSOCIATION

PLANNING TO ATTEND? PLEASE NOTIFY NATIONAL  
SECRETARY:

FOUR PARKWAY CENTER, SUITE 102  
PITTSBURGH, PENNSYLVANIA 15220  
412-922-0220

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MSHA, Office of Holmes  
Safety Association  
Education and Training  
P.O. Box 25367  
Denver, Colorado 80225



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.)

\_\_\_\_\_  
(Telephone No.)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

FILL OUT - FOLD AND STAPLE - FREE MAIL-IN

NOTE: BE SURE OUR ADDRESS SHOWS

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below:



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