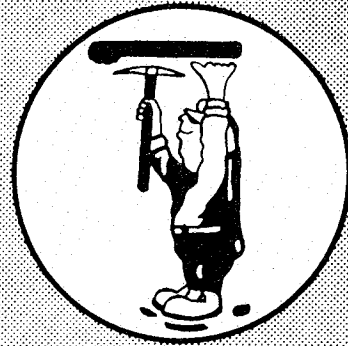
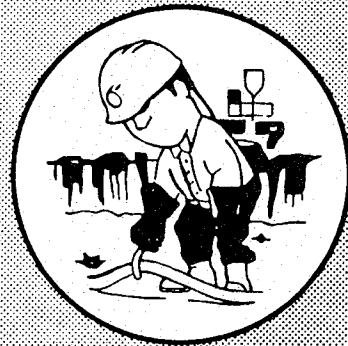


MAY 1981

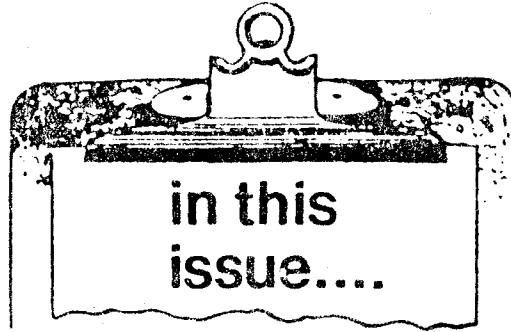


BULLETIN



United States Department of Labor
MSHA
Mine Safety and Health Administration

HOLMES SAFETY ASSOCIATION



May 1981

- 1 1. News for You, "Decals/Meetings"
- 2 2. Announcement, "Hurry! Last Call to the Holmes Safety Association 1981 Annual Meeting"
- 3 3. Announcement, "Second International Symposium"
- 4 4. Report, "Holmes Safety Association Chapters Established First Quarter 1981"
- 8 5. Safety Topic, "Part 55.9--Loading, Hauling, Dumping"
- 12 6. Safety Topic, "Bulldozer Operation"
- 14 7. Abstract, "Machinery Accident"
- 15 8. Safety Topic, "Equivalent Protection. (roof supports)"
- 16 9. Safety Topic, "Handle Power Cables Safely"
- 18 10. Safety Topic, "Danger, Blasting"
- 19 11. The Last Word
12. Meeting Report Form (chapters only)

NEWS FOR YOU

THANK YOU FOR YOUR PATIENCE IN WAITING FOR THE 1981
DECALS. REQUESTS WILL BE ANSWERED AS SOON AS OUR
OVERDUE SHIPMENT IS RECEIVED. SORRY FOR THE DELAY.

MAKE SAFETY



ONE in

- 81 -



HELP MAKE SAFETY NUMBER ONE IN 81--AFTER HOLDING YOUR
SAFETY MEETINGS, PLEASE TAKE A MOMENT TO COMPLETE AND
FORWARD THE GREEN MEETING REPORT FORM PRINTED IN EACH
CHAPTERS BULLETIN. THANK YOU.

HURRY... HURRY.....



HURRY!

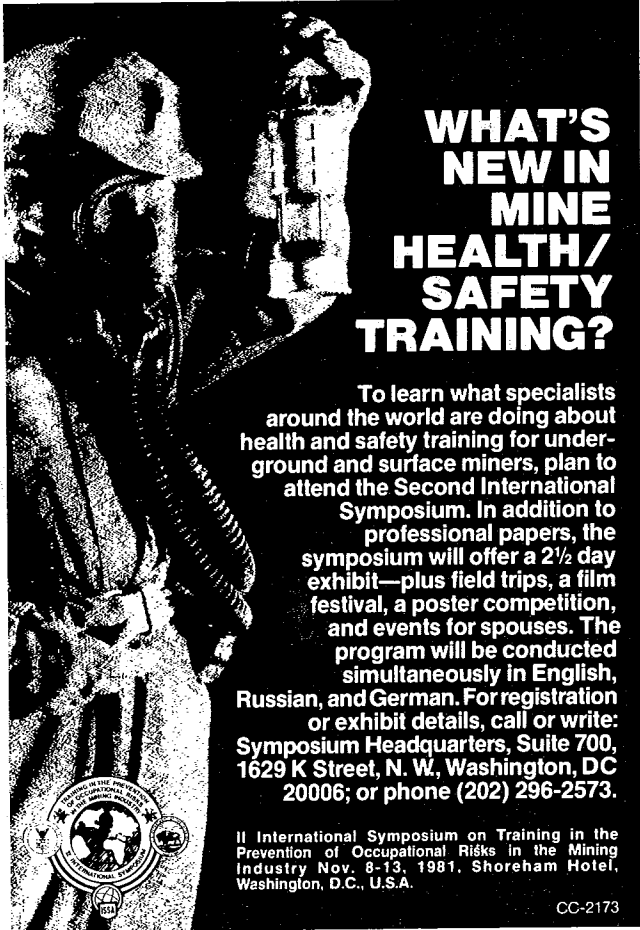
LAST CALL TO THE

**ANNUAL MEETING OF THE HOLMES
SAFETY ASSN., WILL BE HELD AT
QUALITY INN/CENTRAL, 1190 COURT-
HOUSE ROAD, ARLINGTON, VA. 22201
WEDNESDAY, MAY 27, 1981, 10 a.m.**

**LODGING. FOOD. DRINKS. MEETING
ROOM ALL AT ONE LOCATION
4 BLOCKS FROM SUBWAY.**

**THERE WILL BE A
HOSPITALITY BAR
TUESDAY, MAY 26, 1981
7 — 10 P.M.**

SECRETARY



WHAT'S NEW IN MINE HEALTH/ SAFETY TRAINING?

To learn what specialists around the world are doing about health and safety training for underground and surface miners, plan to attend the **Second International Symposium**. In addition to professional papers, the symposium will offer a 2½ day exhibit—plus field trips, a film festival, a poster competition, and events for spouses. The program will be conducted simultaneously in English, Russian, and German. For registration or exhibit details, call or write: **Symposium Headquarters, Suite 700, 1629 K Street, N. W., Washington, DC 20006; or phone (202) 296-2573.**



II International Symposium on Training in the Prevention of Occupational Risks in the Mining Industry Nov. 8-13, 1981. Shoreham Hotel, Washington, D.C., U.S.A.

CC-2173

U = Underground
 S = Surface
 P = Plant

Report of Holmes Safety Association Safety Chapters

January-March 1981

¹MSHA
²State
³Management

Chapter	Mine	Company	Product	U	S	P	Member-ship	Charter No.	City	County	State	Established By	Date	Council Affiliation
Merit #3	#3	Merit Coal Company	coal	X			20	2940	Williamson	Martin	KY	¹ JH Johnson ¹ H Turner ³ C Dixon	1/5	Nonaffiliated
Triple "J"	same	Triple "J"	coal	X			20	2941	Hatfield	Pike	KY	¹ JH Johnson ¹ H Turner ³ JL Jones	1/5	Nonaffiliated
Iron Horse	#6	Iron Horse Coal Corp.	coal	X			20	2942	Hatfield	Pike	KY	¹ JH Johnson ¹ H Turner ³ D Pugh	1/5	Nonaffiliated
McCoy-Elkhorn Prep. Plt.	Prep. Plant	McCoy Elkhorn Coal Corp.	coal		X		30	2943	Pikeville	Pike	KY	¹ JH Johnson ¹ H Turner ³ PA Conley	1/5	Nonaffiliated
#7 Mine	#7	" "	coal	X			50	2944	Pikeville	Pike	KY	¹ JH Johnson ¹ H Turner ³ PA Conley	1/5	Nonaffiliated
#6 Mine	#6	" "	coal	X			100	2945	Pikeville	Pike	KY	¹ JH Johnson ¹ H Turner ³ PA Conley	1/5	Nonaffiliated
Triple Elkhorn	same	Triple Elkhorn Mining Co.	coal		X		70	2946	Banner	Floyd	KY	³ B Burke	1/9	Nonaffiliated
Ridgeway Fuel	Prep. Plant	Ridgeway Fuel Prep. Plant	coal		X		15	2947	Richardson	Lawrence	KY	³ B Burke	1/9	Nonaffiliated
McCrary Stone	same	McCrary Stone Service, Inc.	crushed stone		X		20	2948	Fletcher	Buncombe	NC	¹ JH Johnson ³ LT Watts	1/9	Nonaffiliated
John Blair	same	John Blair Mining Co.	coal	X			18	2949	Hatfield	Pike	KY	¹ JH Johnson ¹ H Turner ³ E Goldsberry	1/11	Nonaffiliated

Report of Holmes Safety Association Safety Chapters

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 2 State
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January-March 1981

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Carolina Silica	same	Carolina Silica Co., Inc.	silica sand	X			56	2950	Marston	Richmond	NC	1 IT Hooker 2 V Brown 3 L Stogner	1/16	Nonaffiliated
Thompson Arthur	Thompson Arthur Pit	Thompson Arthur Paving Company	sand	X			10	2951	Candor	Montgomery	NC	1 IT Hooker 3 O Robinson	1/16	Nonaffiliated
Howard County Coal	same	Howard County Coal Company	coal	X			35	2952	Fayette	Howard	MO	1 MD Delridge 1 J Adrian 2 D Davis 2 C Tinker	1/28	Nonaffiliated
Iselin Prep. Plt	same	Rochester & Pittsburgh Coal Co.	coal		X		136	2953	Indiana	Indiana	PA	1 JO Miller 3 R Flack	1/29	Indiana
Ridgeway Fuel #1 Surface	#1 Surface	Ridgeway Fuel Corp.	coal	X			100	2954	Richardson	Lawrence	KY	3 B Burke	2/4	Nonaffiliated
Carr Fork Operation	same	Anaconda Copper Co.	copper		X		43	2955	Tooele	Tooele	UT	1 MD Delridge	2/11	Nonaffiliated
Mitchell Crushed Stone	same	Mitchell Crushed Stone Co., Inc.	stone	X			850	2956	Mitchell	Lawrence	IN	1 G LaLumiere 3 LC Powell	2/12	Nonaffiliated
Rawide Mine	same	Carter Mining Co.	coal	X			240	2957	Gillette	Campbell	WY	1 MD Delridge	2/17	Powder River Basin
Caballo Mine	same	" "	coal	X			110	2958	Gillette	Campbell	WY	1 MD Delridge	2/17	Powder River Basin
Westover	#3 Strip	K. and J. Coal Co., Inc.	coal	X		X	150	2959	Westover	Clearfield	PA	1 JO Miller 3 M Starcovic	2/18	Clearfield

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Report of Holmes Safety Association Safety Chapters

January-March 1981

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Solar #10	same	Solar Fuel Company	coal	X			7	2960	Stoystown	Somerset	PA	¹ RE Schrock ¹ DW Svonavec ³ JL Custer	2/18	Richard Maize
Calahan-Elkhorn	No. 4 Mine	Calahan-Elkhorn Coal Co., Inc.	coal	X			13	2961	Feds Creek	Pike	KY	¹ H Turner	2/20	Southern Mingo
Thacker Energy No. 2	No. 2	Thacker Energy	coal	X			20	2962	Feds Creek	Pike	KY	¹ JH Johnson ¹ H Turner ³ R Smeltzer	2/28	Tug River
Ike Coal	Ike	Ike Coal Co., Inc.	coal	X			40	2963	Raccoon Creek	Pike	KY	¹ JH Johnson ¹ H Turner ³ B Coleman	2/28	McCoy-Elkhorn
TACC Energy	#1 Mine	TACC Energy, Inc.	coal	X			30	2964	Turkey Creek	Pike	KY	¹ JH Johnson ¹ H Turner ³ D Cohenour	2/28	Tug River
5M Coal	5M	5M Coal Co.	coal	X			10	2965	Turkey Creek	Pike	KY	¹ JH Johnson ¹ H Turner ³ R Muncy	2/28	Tug River
Elk Coal	#3	Elk Coal Co.	coal	X			10	2966	Burnwell	Pike	KY	¹ JH Johnson ¹ H Turner ³ B Chaffins	2/28	Tug River
Martin Marietta-Charlotte	same	Martin Marietta Aggregates	crushed stone			X	225	2967	Charlotte	Mecklenburg	NC	¹ F Patterson	3/4	Nonaffiliated
Los Robles	same	General Portland, Inc.	portland cement			X	147	2968	Lebec	Kern	CA	¹ J Hart ³ PA Piper	3/12	Nonaffiliated
Riverside Stone	same	Riverside Stone Co.	lime-stone			X	32	2969	Battle-town	Meade	KY	¹ DW Moore ¹ G Napier ³ JR Taylor	3/17	Nonaffiliated

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Milchem	same	Milchem, Inc.	barite			Mill	20	2970	Houston	Harris	TX	³ R Schoettler	3/19	Nonaffiliated
Pontiki Coal	Pontiki No. 1	Pontiki Coal Corp.	coal	X		X	350	2971	Lovely	Martin	KY	³ C Slone	3/26	Nonaffiliated
Shannon Branch	same	Shannon Pocahontas Mining Co.	coal	X			220	2972	Capels	McDowell	WV	¹ K Harmon ³ JM Murray	3/24	Nonaffiliated
Shannon Plant	Shannon Branch Prep. Flt.	" "	coal			X	45	2973	Capels	McDowell	WV	¹ K Harmon ³ JM Murray	3/25	Nonaffiliated
Pierce	same	Pierce Coal & Construction	coal			X	60	2974	Excelsior	Upshur	WV	³ JG Hanner	3/31	Nonaffiliated

Total Chapters Close of 1980 -- 1,497*

Chapters Established During First Quarter, 1981 -- 35

Total Chapters, March 31, 1981 -- 1,532

Total New Members -- 1,099

Total Membership -- 222,257

*Represents drop of 77 chapters due to mine closings from 1979 and 1980.

May 1981



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Excerpts from Code of Federal Regulations

Subchapter N--Metal and Nonmetal Mine Safety

Part 55.9--Loading, Hauling, Dumping

The following standards are mandatory federal standards relative to open-pit metal and nonmetal mines. The purpose of the standards is for the protection of health and safety and the prevention of accidents. Any violation of these standards will subject the mine operator to an order or notice of violation as required by Section 8 of the Act.

55.9-1 Mandatory. Self-propelled equipment that is to be used during a shift shall be inspected by the equipment operator before being placed in operation. Equipment defects affecting safety shall be reported to, and recorded by the mine operator. The records shall be maintained at the mine or nearest mine office for at least 6 months from the date the defects are recorded. Such records shall be made available for inspection by the Secretary of Labor or a duly authorized representative.

55.9-2 Mandatory. Equipment defects affecting safety shall be corrected before the equipment is used.

55.9-3 Mandatory. Powered mobile equipment shall be provided with adequate brakes.

55.9-4 (Reserved).

55.9-5 Mandatory. Operators shall be certain, by signal or other means, that all persons are clear before starting or moving equipment.

55.9-6 Mandatory. When the entire length of a conveyor is visible from the starting switch, the operator shall visually check to make certain that all persons are in the clear before starting the conveyor. When the entire length of the conveyor is not visible from the starting switch, a positive audible or visible warning system shall be installed and operated to warn persons that the conveyor will be started.

55.9-7 Mandatory. Unguarded conveyors with walkways shall be equipped with emergency stop devices or cords along their full length.

55.9-8 (Reserved)

55.9-9 Mandatory. Operators shall sound warning before starting trains and when trains approach crossings, other trains on adjacent tracks, persons, and any place where vision is obscured.

(For use in surface metal and nonmetal mines)

55.9-10 Mandatory. Equipment operators' cabs shall not be equipped, altered or otherwise modified in a manner which impairs operating visibility.

55.9-11 Mandatory. Cab windows shall be of safety glass or equivalent, in good condition and shall be kept clean.

55.9-12 Mandatory. Cabs of mobile equipment shall be kept free of extraneous materials.

55.9-13 Mandatory. Adequate backstops or brakes shall be installed on inclined-conveyor drive units to prevent conveyors from running in reverse if a hazard to personnel would be caused.

55.9-14 Mandatory. No person shall be permitted to ride a power-driven chain, belt, or bucket conveyor, unless the belt is specifically designed for the transportation of persons.

55.9-15 Mandatory. Unless the operator is otherwise protected, slushers in excess of 10 horsepower shall be provided with backlash guards. All slushers shall be equipped with rollers, and drum covers, and anchored securely before slushing operations are started.

55.9-16 Mandatory. Roadbeds, rails, joints, switches, frogs, and other trackage elements on railroads subject to the control of the operator shall be designed, installed and maintained in a safe manner consistent with the speed and type of haulage.

55.9-17 Mandatory. Equipment operating speeds shall be consistent with conditions of roadways, grades, clearance, visibility, traffic, and the type of equipment used.

55.9-18 (Reserved).

55.9-19 Mandatory. Track guardrails, lead rails, and frogs shall be protected or blocked so as to prevent a person's foot from becoming wedged.

55.9-20 Mandatory. Positive-acting stopblocks, derail devices, track skates, or other adequate means shall be installed wherever necessary to protect persons from runaway or moving railroad equipment.

55.9-21 (Reserved).

55.9-22 Mandatory. Berms or guards shall be provided on the outer bank of elevated roadways.

55.9-23 Mandatory. Trackless haulage equipment shall be operated under power control at all times.

55.9-24 Mandatory. Mobile equipment operators shall have full control of the equipment while it is in motion.

55.9-25 Mandatory. Dippers, buckets, loading booms, or heavy suspended loads shall not be swung over the cabs of haulage vehicles until the drivers are out of the cabs and in safe locations, unless the trucks are designed specifically to protect the drivers from falling material.

55.9-26 Mandatory. A quick-close type air valve shall be provided on each piece of pneumatic-powered loading, hauling, and dumping equipment. The valve shall be closed except when the equipment is being operated.

55.6-27 Mandatory. When an operator is present, persons shall notify the operator before getting on or off equipment.

55.6-28 Mandatory. Switch throws shall be installed so as to provide adequate clearance for switch operators.

55.6-29 (Reserved).

55.6-30 Mandatory. Persons shall not work or pass under the buckets or booms of loaders in operation.

55.6-31 Mandatory. When traveling between work areas, the equipment shall be secured in the travel position.

55.9-32 Mandatory. Dippers, buckets, scraper blades, and similar movable parts shall be secured or lowered to the ground when not in use.

55.9-33 (Reserved).

55.9-34 Mandatory. Haulage equipment shall be loaded in a manner to minimize spillage during haulage.

55.9-35 Mandatory. Movements of two or more pieces of rail equipment operating independently on the same track shall be suitably controlled for safe operation.

55.9-36 Mandatory. Electrically-powered mobile equipment shall not be left unattended unless the master switch is in the off position, all operating controls are in the neutral position, and the brakes are set or other equivalent precautions are taken against rolling.

55.9-37 Mandatory. Mobile equipment shall not be left unattended unless the brakes are set. Mobile equipment with wheels or tracks, when parked on a grade, shall be either blocked or turned into a bank or rib; and the bucket or blade lowered to the ground to prevent movement.

55.9-38 (Reserved).

55.9-39 Mandatory. Persons shall not get on or off moving equipment, except that train operators may get on or off slowly moving trains.

55.9-40 Mandatory. Persons shall not be transported:

(a) In or on dippers, forks, clamshells, beds of trucks unless special provisions are made for their safety, or buckets except shaft buckets.

(b) On top of loaded haulage equipment.

(c) Outside the cabs and beds of mobile equipment, except trains.

(d) Between cars of trains.

(e) In conveyances equipped with unloading devices unless means are provided to prevent accidental starting of the unloading mechanism.

55.9-41 Mandatory. Only authorized persons shall be permitted to ride on trains or locomotives and they shall ride in a safe position.

55.9-42 Mandatory. Rocker-bottom or bottom-dump rail cars shall be equipped with locking devices.

55.9-43 and 44 (Reserved).

55.9-45 Mandatory. Equipment which is to be hauled shall be loaded and protected so as to prevent sliding or spillage.

55.9-46 Mandatory. Backpoling of trolleys shall be avoided wherever possible; but when necessary, backpoling shall be done only at slow speeds.

55.9-47 Mandatory. Parked railcars, unless held effectively by brakes, shall be blocked securely.

55.9-48 Mandatory. Railroad cars with braking systems, when in use, shall be equipped with effective brake shoes.

55.9-49 Mandatory. When in the dark or under conditions of limited visibility, all vehicles carrying loads which project beyond the sides or more than four feet beyond the rear of the vehicles shall display a warning light at the end of the projection; or in the light, a warning flag not less than 12 inches square shall be displayed at the end of the projection.

55.9-50 Mandatory. Railcars shall not be left on side tracks unless ample clearance is provided for traffic on adjacent tracks.

May 1981



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Bulldozer Operation

A bulldozer or tractor is a useful piece of equipment around an open-pit mine. It serves many purposes, but it is mainly used for grading new roads, road repairs, excavating or leveling, cleaning up around power shovels, trimming banks, and maintaining dump areas. In many of these jobs, a tractor encounters dangerous situations around other equipment, on banks, and on grades.

Consequently, tractor operation is one of the most hazardous occupations in and around a mine. It pays to take time out to review safety problems and practices. A short article like this can only cover a few of the important precautions you must keep in mind at all times. Read and review your safety rule books frequently so you will not forget other necessary safety measures.

Consider the possibility of a loose or runaway tractor. This can be worse than a charging elephant if it gets out of control, especially on a downgrade. To prevent this, operators must know their equipment thoroughly. Know when it is operating properly and know when there is something wrong. Several factors may cause a tractor to get out of control:

1. The operator fails to shift into lower gear before starting down and is not able to correct the error quickly enough.
2. The brakes fail to hold.
3. The operator is driving too fast.

A tractor should never get out of control on a downgrade if you guard against these conditions. Remember, for every grade there is a right gear--be sure you know and use it. Never attempt to use the blade as a brake when going down a grade; it could cause you to overturn.

Mechanics and greasers should go over the equipment regularly. They will do a good job in keeping the machinery in order, but they still must depend on you to report anything that is not working just right when you are operating the rig. You have the "feel" and know when trouble is developing. As operators, you are provided with equipment in good running order, but you must help to keep it that way.

Keep the following safety rules in mind; they will help to reduce accidents:

1. Tractors must be operated at speeds consistent with the conditions on a particular job.

(For use in open-pit metal and nonmetal mining operations)

2. Extreme caution must be exercised when a tractor is operated at or near the edge of cuts or fills.
3. If the vehicle is stopped on a grade, the foot brake must be on and blocked, and the blade should be on the ground. It is a good policy to use blocks or chocks to help hold the tractor on steeper grades.
4. When the tractor is standing still, the transmission must be in neutral, the clutch engaged and the blade resting either on the ground or blocked.
5. Don't jump on or off equipment, especially when it is in motion, except in an emergency.
6. Never repair or adjust the motor, or let anyone else do so, unless it has been shut off.
7. When traveling up a steep grade, be sure to have the blade as close to the ground as possible to prevent overbalancing.
8. Never allow others to ride on the tractor with you unless there is a seat provided for them.
9. Be sure everyone is in the clear before starting or backing.
10. Always extend the blade when scraping shoulders and operate the dozer off the shoulder to prevent overturning.
11. Use caution when working in a power shovel area to avoid being struck by other equipment. Avoid the swing areas of the shovel and bucket.

Remember to think about the safety of others. Be alert for persons and equipment working in the area.

(Supervisor: You may add other safety rules or recommended practices used at your operation).

Always be alert and observant to general road conditions throughout the areas in which you work; not only grades, turns, and surfaces, but also the shoulders, ditches, fills, and cuts along the route. As you travel, you should be thinking ahead and planning what you would do in case of an emergency.

ABSTRACT FROM FATAL ACCIDENT

May 1981

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC



Machinery Accident

General Information: A front-end loader operator was fatally injured when he entered a clay feeder and became entangled in the rotating shaft. The victim had a total of two and one-half years of mining experience. The mine was an open pit, clay operation.

The clay was mined and hauled by scraper to the mill where it was stockpiled and fed by front-end loader into a clay breaking machine that discharged onto a belt conveyor feeding the kiln. The expanded material was subsequently screened, and conveyed to stockpiles according to size. The final product was a lightweight aggregate used in concrete and asphalt.

Description of Accident: The victim reported for work on the evening preceding the accident. He performed his normal duties of feeding clay from the stockpile into the clay breaker with the front-end loader. He worked without any known unusual incidents throughout most of the shift. The next morning, the night shift oiler observed the victim dumping clay into the feeder. This was the last time the victim was observed prior to the accident.

About fifteen minutes later, the maintenance person and the day shift relief front-end-loader operator noticed the victim entangled in the paddle shaft of the feeder. The day shift operator deenergized the machine which was still running while his companion went for help.

The victim was subsequently pronounced dead at the scene. The shovel used to clean the paddles was found twisted and bent under the shaft, along with a piece of rock.

Cause of Accident: The accident was caused when the victim apparently attempted to remove a rock lodged in the feeder paddles without first deenergizing the machine.

SAFETY IS EVERYBODY'S BUSINESS

(For use in surface metal-and-nonmetal operations)

May 1981



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Equivalent Protection

It is necessary to provide equivalent protection when changing or replacing roof supports, situations that occur several times during a working shift.

In repositioning temporary roof support, equivalent protection is provided by other safety jacks and/or posts before removing the original temporary support. Always reexamine the roof in the area of the temporary support before its removal. Keep in mind that the roof is subject to constant change; an unfavorable condition may have developed after the support was placed into position.

Suppose a wooden support needs to be moved, and, upon inspecting and testing the roof you can detect nothing unusual; but, a preliminary "sounding" of the roof support itself indicates considerable weight being carried by the support. You must protect yourself from a possible roof-fall injury by installing equivalent protection before removing the roof support in question. To say the least, the extra time and effort required for installing this equivalent protection will be time and effort well spent.

To illustrate the need for equivalent protection, let's examine a fatal roof-fall accident to a mining-machine operator involving the knocking of a permanent line timber.

Mining consisted of extracting barrier and chain pillars. The immediate roof was 1-5 inches of draw rock that had been taken down along most of the roadways, but remained in place behind the timber lines to the rib. Permanent posts were to be set on 4-foot centers on each side of the roadways.

A pillar lift was to be started into a chain pillar and line timbers had to be moved. The roof was examined, found to be "drummy," and four timbers were set in the area. One permanent line timber remained under the draw rock brow and needed to be removed. An unsuccessful attempt was made to knock the post from position with the head of the loading machine, a very definite sign of considerable weight on the timber. The timber was then weakened by sawing and knocked from position with a sledge hammer. As the post fell, the draw rock was released and fatally injured the loading-machine operator.

This example emphasizes the importance of always providing enough equivalent protection before attempting to remove any roof support. This established safe job procedure will help to eliminate roof-fall injuries. Be sure to follow it.

(For use in underground-coal mining operations)

May 1981



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Handle Power Cables Safely

Electricity is one of our best and most efficient servants, not only on the job, but around our homes and in all types of industry. However, we do know that electricity in any form is potentially dangerous. If not properly controlled, it can be very destructive, producing shock, burns, electrocution, and fires.

To guard against these hazards, electrical engineers have devised special ways of protecting life and property, principally by requiring safe installation, guarding, and insulation. Insulation is critical in preventing contact with electrical current. You could be seriously burned or killed even by the 110-volt circuits in a home; so extreme care must be used in handling cables carrying in excess of 2,000 volts.

By handling cables, we mean lifting, carrying or moving cables as required to protect them from blasts; also to move them to other locations, to help install them, to repair them and to keep them in the clear when moving the equipment they operate. If you should pick up a cable that has a bad break in the insulation or has been shortcircuited, you could be seriously burned or electrocuted, especially if the ground is wet or you are not using the required hand protection. (Supervisor: You may review the special safety rules or procedures required at your operation for the care and handling of high voltage power cables).

Let's review the safety rules and procedures that help to prevent accidents while handling power cables:

1. Power cables must never be run over by mobile equipment, especially haulage trucks, rotary drills, bulldozers or graders. Where it is necessary for equipment to cross cables, special crossing devices must be used. Report violations to your supervisor immediately.
2. Equipment operators, such as shovel and drill runners and helpers, should take special precautions to keep the power cables that feed equipment clear of the machine at all times and to see that the cables do not get run over.
3. Power cables must be kept clear of blasts or protected by coverings.
4. Never handle high-voltage-electrical cables with your hands; any voltage can be dangerous to handle.
5. Always use the cable tongs provided but see that they are in good condition.

(For use in open-pit metal and nonmetal mining operations)

6. Where 10,000-volt tested rubber gloves are provided, wear them but use heavier rubber gloves over them to protect the tested gloves from cuts, scratches or bruises that would make them ineffective.
7. Watch that the cable does not come in contact with any other part of your body as you lift or carry it.
8. Treat every power cable as being live, even if you are told that the power has been turned off.
9. Never step on an electric power cable.
10. Take proper care of gloves or cable tongs; store them in a place where they will not be damaged.
11. Before any repairs are made on electric power cables, the main switch must be pulled, tagged and locked-out. Such work should be done only by authorized personnel.
12. Report breaks in insulation and other damage to power cables at once.
13. Persons moving cables must be careful to avoid tripping or slipping, especially in wet weather.
14. Use extra precautions when handling power cables in wet weather or when there is snow on the ground. Power leaks in cables can travel considerable distances under these conditions.

May 1981



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

DANGER, BLASTING!

Concussion, flying rock, and noxious gases that result from blasting are dangerous; any one of these can cause serious or even fatal injuries if the conditions are right. Everyone working in an open-pit mine must be completely familiar with company rules and procedures concerning blasting operations. Everyone should be notified of any changes in these procedures, such as a change in the time blasting is done. Remember, all it takes for an accident to happen is for someone to be in a given place at the wrong time!

Concussion is a factor only in large blasts. A concussion resulting from a blast in an open pit is dissipated very rapidly because of the size and configuration of the pit. However, if the blast is large, some means of protecting ourselves from concussion is necessary if we are working near the scene of the blast. The best way, of course, is to get behind something when the blasting signal is sounded and stay there until the all clear.

Familiarize yourself with the blasting signals in use at your pit. Remember, these are not universal; they will vary from one locality to another. (Supervisor: You may briefly review the blasting signals and procedures used at your operation).

Flying rock present the greatest blasting hazard in an open pit. The trend in open-pit blasting is to so control the factors when setting up a blast that "fly rock" is virtually eliminated. However, if you are working close to the blast area, guard against being injured by flying rock. Again, the best protection is to get under or into something that will protect your entire body. Use the shelters or safety zones provided. Go to them as soon as the blasting signal is sounded and stay there until the all clear. A flying rock can be compared to a bullet, with even more mass and weight; and, like a bullet can cause a serious or even fatal injury.

In most open pits, the possibility of injury from noxious gases generated by the blast fumes is just about nil. The fact that a pit is big and is open helps dissipate the gaseous products very rapidly. In spite of this, there may be "dead" areas where the gaseous products tend to linger. Avoid these areas until they clear or until the gases become diluted.

(Supervisor: You may add other hazards and indicate practices used at your mine for protection from blasts).

Remember, blasting injuries are usually serious. Stay Alert!

(For use in open-pit metal and nonmetal mining operations)

The Last Word

Memorial Day

Two years after the end of the war between the North and South, the women of Columbus, Mississippi honored the graves of Confederate and Union soldiers alike, by covering them with flowers. People all over our country were moved by this gesture. On May 30, 1868, General John A. Logan, Commander in Chief of the Grand Army of the Republic, issued an order that, "every post of G.A.R. should hold suitable exercises and decorate the graves of their dead comrades with flowers." From that time on Decoration Day or Memorial Day has been our special occasion to pay tribute to the men and women who have died to make and keep our country free. Abraham Lincoln resolved in his Gettysburg Address that "these dead shall not have died in vain."

The mining industry also resolves that the many lives lost in the past in mine accidents should not be in vain. This resolution should be further inspired through more safety education; stricter enforcement of safety rules; and joint cooperation of all segments of the mining industry toward safety.

Leadership

Leadership is the essence of being a supervisor. One definition of a leader is: "One who knows what is to be done--how, when, where to get it done, and who is to do it, and then sees that it is done." To do all this you must depend on your know-how and the cooperation, ability, and attitudes of your workers, your relationship with them, your ability to give work orders properly in simple, specific terms the worker understands.

* If talking to plants makes them grow better, will yelling at the weeds slow down their growth?

If you look like your passport photo, you aren't well enough to travel.

* "I'm worried about you being at the bottom of your class," said the father to his son. "Don't worry about it, Dad," assured the son. "They teach the same thing at both ends."

* We do not live by words alone, even though now and then we have to eat them.

Why is it the person in the third car back is always the first to see the light change?

* The trouble with some people is that they are educated beyond their intelligence.

* There might be more incentive to read and write if postage rates didn't keep going up so fast.

Most of us don't care whose face goes on that new coin if we can just get our hands on it.

**SAFETY NOT
BY INTENT BY ACCIDENT**

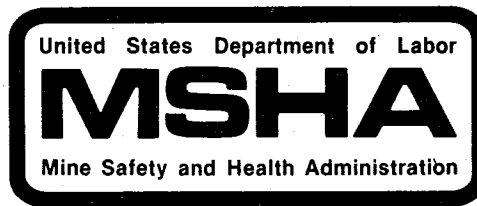
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TOTAL attendance this month _____

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

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