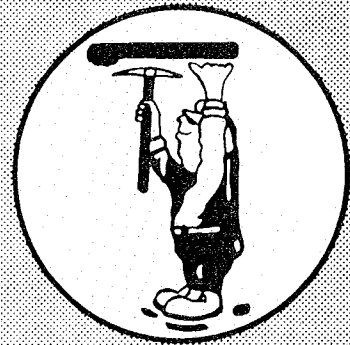
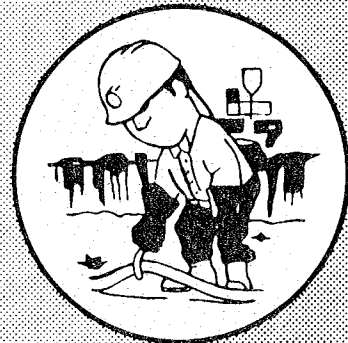


November 1981.



BULLETIN

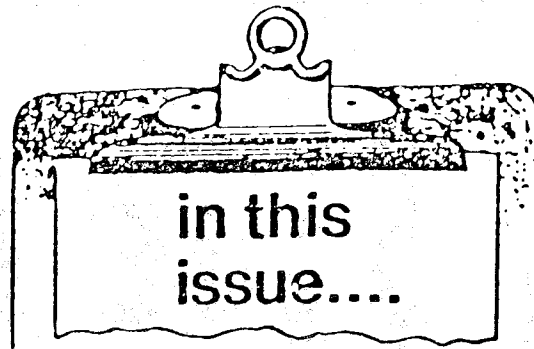


United States Department of Labor

MSHA

Mine Safety and Health Administration

HOLMES SAFETY ASSOCIATION



November 1981

1. Poster, "We Give Thanks"
2. Report, "Holmes Safety Association Chapters Established Third Quarter 1981"
8. Safety Topic, "Part 75.327 through 75.330-1 Subpart D-- Ventilation"
11. Abstract, "Rib Roll Accident"
12. Abstract, "Nonpowered Haulage Accident"
13. Poster, "When You Divide Your Attention"
14. Safety Topic, "It's Your Job - To Work Safely"
15. Safety Topic, "Are You 'Safety Lazy'?"
16. Safety Topic, "Tune up to Safety"
"Safety Afield"
17. Safety Topic, "Before and After"
"Severity--Not Just Matter of Luck"
18. "Frustration Breeds Accidents"
19. Safety Topic, "Prevention of Falls"
20. Safety Topic, "Character of a Supervisor"
23. Safety Topic, "The Last Word--Phrases Which Chloroform Ideas and Put Minds to Sleep"
14. Meeting Report Form (chapters only)

HOLMES SAFETY ASSOCIATION

WE GIVE
THANKS

VETERANS' DAY Nov. 11
THANKSGIVING Nov. 26



Report of Holmes Safety Association Safety Chapters

1 MSHA
2 State
3 Management

Established July - September--1981

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 |
|-----------------------------|--------|--------------------------|---------|---|---|---|-------------|-------------|-------------|----------|-------|---|------|---------------------|
| Fairfax Trucking | same | Fairfax Trucking Co. | coal | | x | | 10 | 3078 | Elkins | Randolph | WV | ³ O Leombruno | 7/1 | |
| Douglas Coal | same | Douglas Coal | coal | | x | | 6 | 3079 | Elkins | Randolph | WV | ³ S Yeager | 7/1 | |
| Glade Run Mining | Arnold | Glade Run Mining | coal | | x | | 9 | 3080 | Elk Garden | Grant | WV | ¹ J Mehaulic | 7/1 | |
| Tom B Coal | same | Tom B Coals | coal | | x | | 25 | 3081 | Elkins | Randolph | WV | ¹ J Mehaulic | 7/1 | |
| Coalpar of West Virginia | same | Coalpar of West Virginia | coal | | x | x | 10 | 3082 | Cranberry | Raleigh | WV | ¹ K Harman | 7/6 | |
| Tephacock | same | Chestnut Ridge Co | coal | | x | | 10 | 3083 | Elk Garden | Mineral | WV | ¹ J Mehaulic | 7/6 | |
| Potomac Manor | same | Chestnut Ridge Co | coal | | x | | 10 | 3084 | Elk Garden | Mineral | WV | " | 7/7 | |
| Magna Copper San Manuel Div | same | Magna Copper | copper | | x | x | 4,800 | 3085 | San Manuel | Pinal | AZ | ¹ WH Hoover ³ W Wood | 7/7 | |
| Forman-Lose | same | Forman Lose | coal | | x | | 33 | 3086 | Albright | Preston | WV | ¹ L Byers | 7/9 | |
| Rockville | same | Rockville Mining | coal | | x | | 40 | 3087 | " | " | " | " | 7/9 | |
| Peabody Coal | same | Peabody Coal Co | coal | | x | x | 850 | 3088 | Morganfield | Union | KY | ³ E Higgins | 7/13 | |

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Report of Holmes Safety Association Safety Chapters

¹MSHA
²State
³Management

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|--------------------|--------------------|-----------------------------|----------------------------------|----------|-------------|-------------|-------------|------------|-------|--|------|---------------------|
| Coalburg No 1 | same | Central Appalachian Coal Co | coal | x | 100 | 3089 | Montgomery | Fayette | WV | ¹ K Harman ² F Legg ³ BF Bass | 7/13 | |
| Coalburg No 2 | same | " | " | x | 70 | 3090 | " | " | " | ¹ K Harman ² F Legg ³ C Shawkey | 7/13 | |
| Five Block No 1 | Five Block No 1 | Central Appalachian Coal Co | coal | x | 70 | 3091 | " | " | " | ¹ K Harman ² F Legg ³ JC Petry | 7/13 | |
| Winifrede | Winifrede No 4 | " | " | x | 40 | 3092 | " | " | " | ¹ K Harman ² F Legg ³ CT Berry | 7/13 | |
| Morris Creek Plant | Morris Creek Plant | " | " | x | 40 | 3093 | " | " | " | ¹ K Harman ² F Legg ³ CJ Rider | 7/13 | |
| High Point Coal | same | High Point Coal Company | coal | x | 10 | 3094 | Grundy | Buchanon | VA | ¹ H Turner ³ L Stacy | 7/16 | |
| Stallion Mining | same | Stallion Mining Corp | coal | x | 10 | 3095 | Grundy | Buchanon | VA | ¹ H Turner ³ KR Ratliff | 7/20 | |
| Maverick Mining | same | Maverick Mining Corp | coal | x | 13 | 3096 | Grundy | Buchanon | VA | ¹ H Turner ³ JR Ester | 7/20 | |
| Prater Buchanon | same | Prater Buchanon Co | coal | x | 12 | 3097 | Prater | Vansant | VA | ¹ H Turner ³ W Deal | 7/20 | |
| Warner | same | Warner Company | sand/gravel coal limestone | x x x | 474 | 3098 | Bala Cynwyd | Montgomery | PA | ³ DM Leon | 7/21 | |

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Report of Holmes Safety Association Safety Chapters

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|----------------------|------|--------------------------------------|--------------------|---|---|------|-------------|-------------|------------|----------|-------|--|------|---------------------|
| Beechnut Mining | same | Beechnut Mining Corp | coal | x | | | 10 | 3099 | Grundy | Buchanon | VA | ¹ H Turner ³ S Beller | 7/21 | |
| Black Hawk Coal | same | Black Hawk Coal Inc | coal | x | | | 12 | 3100 | Grundy | Buchanon | VA | ¹ H Turner ³ D Pruitt | 7/27 | |
| Little Moe Coal | same | United Coal Co--Little Moe Coal Corp | coal | x | | | 15 | 3101 | Grundy | Buchanon | VA | ¹ H Turner ³ B Nichols | 7/29 | |
| Amox Chemical | same | Amox Chemical Corp | Amuriate of potash | x | | Mill | 520 | 3102 | Carlsbad | Eddy | NM | ¹ MD Delridge ¹ SR Kirk ³ LG Hartley | 8/3 | |
| National Potash | same | National Potash Co | potash | x | | Mill | 300 | 3103 | Carlsbad | Lea | NM | ¹ SR Kirk | 8/3 | |
| Mississippi Chemical | same | Mississippi Chemical Corp | potash | x | x | Mill | 263 | 3104 | Carlsbad | Eddy | NM | ³ D Janway | 8/3 | |
| Bethlehem | same | Bethlehem Mines Corp | coal | x | | | 170 | 3105 | Bridgeport | Harrison | WV | ¹ A Justice ³ RH Jeran ³ JW Nicholson ³ JW Jeran ³ TT McGee | 8/5 | |
| Sewell Central Shop | same | Sewell Coal Co | coal | x | | | 27 | 3106 | Nettie | Nicholas | WV | ³ R Zangari | 8/7 | |
| Sewell No 1 prep Plt | same | " " | " | | | x | 41 | 3107 | " | " | " | ³ J Meadows | 8/7 | |
| Sewell No 2 Prep Plt | same | " " | " | | | x | 8 | 3108 | " | " | " | ³ R Swearingen | 8/7 | |

Report of Holmes Safety Association Safety Chapters

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|----------------------------|---------------|----------------------|---------|---|---|---|-------------|-------------|---------|----------|-------|---------------------------|------|---------------------|
| Sewell No 4 Prep Plt | same | Sewell Coal Co | coal | | | x | 21 | 3109 | Nettie | Nicholas | WV | ³ A Rose | 8/7 | |
| Sewell No 1 Mine | same | " | " | | x | | 190 | 3110 | " | " | " | ³ B Brewster | 8/7 | |
| Sewell No 1-A | same | " | " | | x | | 150 | 3111 | " | " | " | ³ C Gumm | 8/7 | |
| Sewell No 4 | same | " | " | | x | | 150 | 3112 | " | " | " | ³ W Hamrick | 8/7 | |
| Sewell No 19 Mine | same | " | " | | x | | 42 | 3113 | " | " | " | ³ W Mann | 8/7 | |
| Meadow River No 1 Prep Plt | same | " | " | | | x | 26 | 3114 | Lookout | Fayette | WV | ³ KD Bever | 8/7 | |
| Meadow River No 1 Mine | same | " | " | | | x | 240 | 3115 | " | " | " | ³ L Roop | 8/7 | |
| D D and M Mining | same | D D and M Mining Inc | coal | | x | | 15 | 3116 | Grundy | Buchanan | VA | ¹ H Turner | 8/4 | |
| Loose Jaw Coal No 4 | same | Loose Jaw Coal Co | coal | | x | | 26 | 3117 | " | " | " | " | 8/7 | |
| Mullens Coal | same | Mullens Coal Co | coal | | x | | 10 | 3118 | Hurley | Buchanan | VA | " | 8/7 | |
| Brooks Run Prep Plt | No 1 Prep Plt | Brooks Run Coal Co | coal | | | x | 20 | 3119 | Erbacon | Webster | WV | ¹ JD Mehauf Jr | 8/10 | |

Report of Holmes Safety Association Safety Chapters

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|--------------------------|--------------------|--|---------------------|--------------|-------------|-------------|-------------|----------|-------|--|--------------|---------------------|
| Thunder Basin Coal | Black Thunder Mine | Thunder Basin Coal Co | coal | x | 475 | 3130 | Wright | Campbell | WY | 1 MD Delridge | 9/9 | Powder River Basin |
| Jacobs Ranch Mine | same | Jacobs Ranch Mine | coal | x | 320 | 3131 | Gillette | Campbell | " | " | 9/9 | " |
| Brown and Root | same | Brown and Root | coal | x | 400 | 3132 | " | " | " | " | 9/9 | " |
| Mag-O-Bar | same | Dresser Magcobar Minerals | barite | Mill | 28 | 3133 | Brownsville | Cameron | TX | 1 WH Hoover 1 M Johnson | 9/21 | " |
| Oil-Dri Corp | same | Oil-Dri Corp of Georgia | clay/fuller earth | x Mill Const | 150 | 3134 | Ochlocknee | Thomas | GA | 1 JH Johnson 1 K Pruitt 3 D Drouin | 9/23 9/23 | " |
| Seneca Sand and J W Fint | same | Seneca Sand Co and Joseph W. Fint Quarries | sandstone/limestone | x | 13 | 3135 | Thomas | Tucker | WV | 1 WC Ensminger 3 T Lewis | 9/24 | " |

Chapters established this quarter -- 58
 Membership -- 10,846

Total chapters to date -- 1,693
 Membership -- 242,684

Report of Holmes Safety Association Safety Chapters

U = Underground
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1 MSHA
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| Chapter | Mine | Company | Product | U | S | P | Member-ship | Charter No. | City | County | State | Established By | Date | Council Affiliation |
|-----------------------------------|------|---|--------------------|---|---|------|-------------|-------------|------------------|---------------|-------|---|------|---------------------|
| R L and H Coal | same | R L and H Coal Co Inc | coal | x | | | 15 | 3120 | Grundy | Buchanon | VA | 1 H Turner 3 J Looney | 8/18 | |
| Alleghany Sierra Mine Rescue Team | same | same | gold | x | | | 25 | 3121 | Alleghany | Sierra | CA | 1 J Hart 1 L Scherer 2 RD Hughes 3 WC Babros | 8/7 | |
| Alleghany Quarries | same | Alleghany Quarries Div of D and L Coal Co | limestone | | x | | 8 | 3122 | New Creek | Mineral | WV | 1 WC Ensminger 3 CE Durr | 8/11 | |
| Grefco Lompoc Plant | same | Grefco Inc | diatomaceous earth | | x | Mill | 130 | 3123 | Lompoc | Santa Barbara | CA | 3 GO Jennings | 8/21 | |
| Keenesburg | same | Coors Energy Co | coal | | x | | 40 | 3124 | Keenesburg | Weld | CO | 1 MD Delridge | 8/22 | |
| Big Boot Mining | same | Big Boot Mining | coal | | | x | 12 | 3125 | Grundy | Buchanan | VA | 1 H Turner | 9/4 | |
| Gauley Industries | same | Gauley Ind Inc | iron ore magnetite | | | Mill | 7 | 3126 | Camden on Gauley | Webster | WV | 1 WC Ensminger 3 B Brown | 9/8 | |
| Wayne Mine | same | Monterey Coal Co | coal | x | | x | 50 | 3127 | East Lynn | Wayne | WV | 1 D Farley 2 C Baisden 3 C Pate | 9/8 | |
| Clovis Point Mine | same | Kerr-McGee Coal Corp | coal | | x | | 150 | 3128 | Gillette | Campbell | WY | 1 MD Delridge | 9/8 | Powder River Basin |
| Coal Creek Mine | same | Thunder Basin Coal Co | coal | x | | x | 125 | 3129 | " | " | WY | " | 9/8 | " |

November 1981



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Excerpts from Code of Federal Regulations Part 75--Underground Coal Mines Subpart D--Ventilation

Part 75.327--Aircourses and Trolley Haulage Systems

In any coal mine opened on or after March 30, 1970, or, in the case of a coal mine opened prior to such date, in any new working section of such mine, where trolley haulage systems are maintained and where trolley wires or trolley feeder wires are installed, an authorized representative of the Secretary shall require a sufficient number of entries or rooms as intake aircourses in order to limit, as prescribed by the Secretary, the velocity of air currents on such haulageways for the purpose of minimizing the hazards associated with fires and dust explosions in such haulageways.

Part 75.327-1--Velocity of Air

Unless a higher velocity is approved by the Coal Mine Safety District Manager, the velocity of the air current in the trolley haulage entries shall be limited to not more than 250 feet a minute. A higher air velocity may be required to limit the methane content in such haulage entries or elsewhere in the mines to less than 1.0 per centum and provide an adequate supply of oxygen.

Part 75.328--Ventilation During Pillar Extraction

While pillars are being extracted in any area of a coal mine, such area shall be ventilated in the manner prescribed by this Subpart D "Ventilation."

Part 75.329--Bleeder Systems

On or before December 30, 1970, all areas from which pillars have been wholly or partially extracted and abandoned areas, as determined by the Secretary or an authorized representative, shall be ventilated by bleeding entries or by bleeder systems or equivalent means, or be sealed, as determined by the Secretary or an authorized representative. When ventilation of such areas is required, such ventilation shall be maintained so as continuously to dilute, render harmless, and carry away methane and other explosive gases within such areas and to protect the active workings of the mine from the hazards of such methane and other explosive gases. Air coursed through underground areas from which pillars have been wholly or partially extracted which enters another split of air shall not contain more than 2.0 volume per centum of methane, when tested at the point

(Underground coal-mining operations)

it enters such other split. When sealing is required, such seals shall be made in an approved manner so as to isolate with explosive-proof bulkheads such areas from the active workings of the mine.

Part 75.329-1--Sealing or Ventilation of Pillared or Abandoned Areas

(a) All areas of a coal mine from which the pillars have been wholly or partially extracted and abandoned areas shall be ventilated or sealed by December 30, 1970. For those coal mines in which ventilation can be maintained so as to continuously dilute, render harmless and carry away methane and other explosive gases within such areas and to protect the active workings of the mine from hazards of such methane and other explosive gases, the operator shall request permission from the Coal Mine Safety District Manager in whose district the mine is located to ventilate such areas.

(b) The request for permission to ventilate such areas must be submitted in time to allow consideration of the request, to obtain approval, and to permit the operator to install the ventilation system, or to install seals in the event the request to ventilate is denied, on or before December 30, 1970.

(c) The determination of whether ventilation will be permitted will be made after taking into consideration the history of methane and other explosive gases in the mine, the size of the gob or abandoned areas, and if the areas can be ventilated adequately.

(d) To be considered for approval the request shall contain the following information provided by the mine operator.

- (1) Name of mine and company.
- (2) Location of mine (town, county, State).
- (3) Operator's name and address.
- (4) Date of application.
- (5) A detailed history of the methane content determined throughout the mine and when available, the volume of air in which such methane determinations were made, to support the operator's application to ventilate.

(e) A description of the method by which the areas from which the pillars have been wholly or partially extracted and abandoned areas shall be ventilated and such maps and drawings as may be required to illustrate such method and to indicate existing or proposed air volumes used to ventilate such areas.

(f) The signature and title of the person who submits the application for the operator.

Part 75.329-2--Construction of Seals or Bulkheads

Pending the development and publication of definitive specifications for explosion-proof seals or bulkheads, such seals or bulkheads may be constructed of solid, substantial, and incombustible materials such as concrete, brick, cinder block, or tile, or the equivalent,

sufficient to prevent an explosion which may occur in the atmosphere on one side of the seal or bulkhead from propagating to the atmosphere on the other side; provided, however, that upon publication of definitive specifications, all such seals or bulkheads, including those in place at the time of such publication, shall be required to meet or exceed those specifications.

Part 75.330--Sealing Abandoned Sections

In the case of mines opened on or after March 30, 1970, or in the case of working sections opened on or after such date in mines open prior to such date, the mining system shall be designed in accordance with a plan and revisions thereof approved by the Secretary and adopted by such operator so that, as each working section of the mine is abandoned, it can be isolated from the active workings of the mine with explosion-proof seals or bulkheads.

Part 75.330-1--Plan for Sealing Abandoned Sections

For approval the plan for isolating each set of cross entries, room entries, or panel entries shall include the following:

(a) A mine map at a scale not more than 500 feet to the inch which is sufficiently detailed to illustrate the mining system employed, depth of cover and dimensions of barrier pillars left in place bordering such areas, the proximity of all active workings, and the proposed location and sequence of construction of all necessary mine seals required, when mining is completed in a mining area. Such map shall illustrate the location of such mine seals as may be required should mining conditions necessitate abandonment of a mining area prior to the scheduled completion date.

(b) A detailed drawing or drawings of proposed explosion-proof seal construction which shall meet the requirements of Part 75.329-2. Such drawings shall show the pillars in which the seals will be erected and such pillars shall be of sufficient size and number to protect the seals.

ABSTRACT FROM FATAL ACCIDENT

November 1981

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC



RIB ROLL ACCIDENT

General Information: A rib roll accident occurred at the section power center resulting in fatal injuries to a mechanic with 4 years of mining experience.

Description of Accident: The No. 3 haulage parallel section back-up crew, under the direction of their supervisor, entered the mine and traveled portal bus to the active working areas of the section. After arriving, the supervisor examined the face areas and walked through the area where the section power center was to be moved. Shortly thereafter, he traveled to another area of the section to perform other duties. Four employees were assigned to remove a stopping blocking the power center and then move the power center to another location.

One worker explained that when he arrived on the section, he used the scoop to remove the stopping and to clean-up the area to permit the power center to be moved. The assistant general mine foreman arrived on the section while the power center was being moved. He stated that he noticed that the left rib was not supported in the area where the power center was to be located, but he did not consider getting the rib supported because it looked okay. He explained that after the power center was placed in the crosscut, they had trouble with the electrical circuit breaker for the roof bolter. Therefore, he requested the electrician to check the breaker.

Meanwhile, according to the supervisor, he arrived in the area where the power center was being relocated about 30 minutes prior to the accident. He stated that he noticed that the left rib adjacent to the power center was not bolted and he thought about timbers, but did not get around to having them installed. However, the supervisor did think the rib looked stable, with no cracks or signs of being loose. He explained that he then left the area but returned shortly and observed four employees, including the victim, positioned beside the power center checking the breaker when the rib roll occurred.

The rib roll struck the victim and two other employees. The victim suffered serious injuries which he subsequently died from.

Cause of Accident: The accident occurred because the left rib was not supported before the power center was moved into the crosscut. In addition, the failure of the general mine foreman and the section foreman to accurately evaluate the true condition of the rib substantially contributed to the occurrence of the accident.

(For use in underground mining)

ABSTRACT FROM FATAL ACCIDENT

November 1981

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC



NONPOWERED HAULAGE ACCIDENT

General Information: A nonpowered haulage accident occurred in a preparation plant resulting in the death of a car dropper with 18 years of mining experience. The accident occurred when the railroad car coupler bypassed, allowing the ends of the railroad cars to collide together crushing the victim, who was riding the front of the car to be coupled.

Description of Accident: A clerk stated that he met the car dropper at the loading tracks and in their conversation, the victim told him he was going to put the next loaded car on the No. 2 track. As the clerk was walking towards the office, he heard a collision and upon turning, he saw the victim standing momentarily in a normal upright position between the railroad cars and then falling forward into the rear of the adjoining car. The clerk immediately rushed to the accident site. When an examination of the victim revealed only faint signs of life, he returned to the tipple office for medical assistance and first-aid supplies. The general superintendent accompanied him back to the accident site. Together they examined the victim but found no signs of life.

Discussion: The investigation revealed the following factors relevant to the occurrence of the accident:

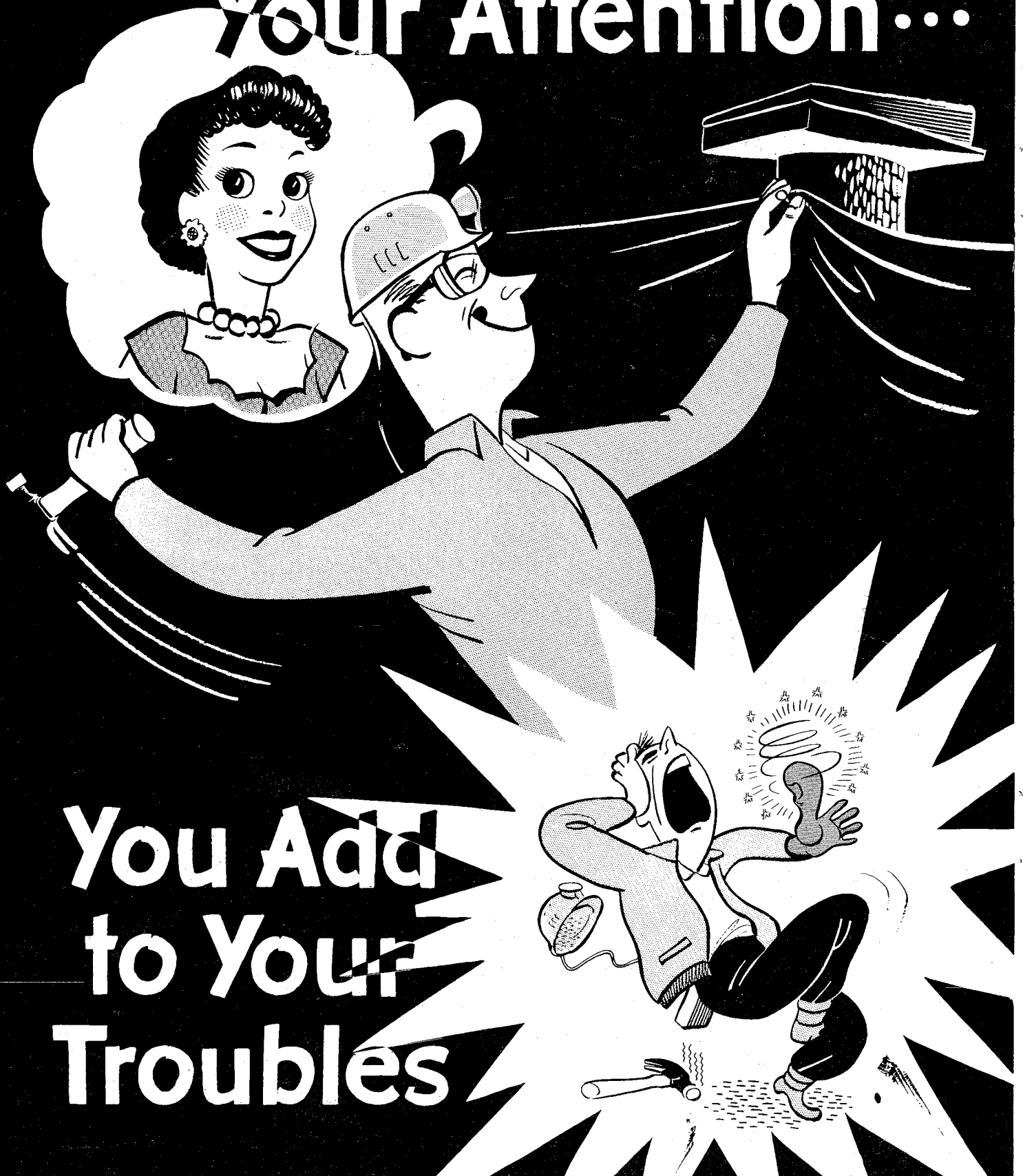
1. The couplers of the railroad cars bypassed at the time of the accident, which allowed the frames of the cars to collide, thereby crushing the victim. Observations revealed that the victim was riding the front of the loaded railroad car. The victim was wearing a safety belt. By riding or dropping cars from this position (the front of the car to be coupled), a car dropper is exposed to crushing injuries if the car couplers bypass. These cars were being coupled on a gradual curve which could contribute to the misalignment of the couplers.
2. Due to front end damage, it could not be determined whether the victim had set the hand brake.

Conclusion: Evidence at the scene did not permit an absolute determination as to why the railroad car couplers bypassed; however, the following conditions either individually or collectively contributed to the accident:

1. There was a slight curve in the railroad track.
2. The couplers were possibly not properly aligned or opened.
3. The fact that the victim was riding on the front or coupling end of the railroad car contributed to the seriousness of the accident.

(For use in surface mining operations)

When You Divide Your Attention...



You Add to Your Troubles



November 1981

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

It's Your Job - To Work Safely

Today's safety message concerns one important job that only you can accomplish. Your supervisor may remind you of it, your co-workers may jog your memory about it, your family might nag you about it; but, the basic responsibility is up to you to work safely.

You may have heard this statement in the past and hopefully you will continue to hear it because safety is a never-ending concern. Are safety practices less important now than they were the first time you heard about them? I'm sure you will agree that safety first will always be important and that a momentary lapse from this principle might result in a serious injury.

What about your supervisor? Isn't the company supposed to provide a safe place to work? Why should safety be your job? Let's consider these questions.

Safety is definitely your supervisor's responsibility. Good supervisors agree that the safety of their employees comes first. Most supervisors are directly accountable for their safety performance and every member of management in each department shares a part of that responsibility.

Management readily accepts the responsibility of a safe work place, both as a moral and legal consideration. Safe work procedures have been developed, machinery guards have been installed, and special protective clothing and equipment have been supplied to make our jobs less hazardous and in most cases, less difficult. Companies realize that it is simply good business to have the reputation of being a good, safe place to work. In order to have this reputation and to keep it requires that the company be concerned about the welfare and safety of its employees, both on and off the job.

Despite the responsibilities of management however; in the end, you as an employee, are ultimately responsible for your own safety and for the safety of those who work around you. Most accidents develop when people become careless, forgetful, absent-minded, or over confident. Short cuts, poor housekeeping, and failure to use protective equipment add to the accident statistics.

It is imperative that every member of the mining industry, from the top official to the newest employee, be concerned with and do their part for safety.

(For use in all mining operations)



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Are You 'Safety Lazy?'

As mining people, we must give consideration to a characteristic, trait, or habit that some persons have, and one that is of utmost importance to us in our work. This particular characteristic is with all of us, in varying degrees fortunately, and we must be aware of its presence and not let it get the better of us. We are referring to the constant urge within many of us to shortcut our jobs. Impatience with ourselves and our jobs can add to this urge and produce disastrous results. "Safety lazy" might be another way of referring to this attitude. "Safety lazy" is, of course, quite different from trying to avoid work. When you will not take enough time to do a job in the safe way, you are safety lazy-- too lazy to take the safe way.

You may have heard of the expression, "a lazy man's load". What do we mean when we make this remark? The person of whom we speak is carrying more in one load than is safe, to avoid an additional trip. This is a form of safety laziness and is responsible for many back injuries.

Safety laziness can be found in each of your duties. Any time you take a shortcut on any job and fail to follow established customs and safety procedures, you are being safety lazy.

The mistaken notion that you can get away with breaking rules is dangerous thinking. Everything that we do is either building up or tearing down habits. If you do something in one way for a few times, soon you will be doing it that way even when you want to do it some other way. Efficient and safe methods have been formulated by time and experience. Use them.

When is A Safety Rule Not A Safety Rule?

When it is seen.....but not read.

When it is read.....but not applied.

When it is deliberately violated.

When it is winked at, sneered at, and finally ignored.

When it is not accepted in a spirit of cooperation.

And when, after it has been found important enough to be placed in the rule book, it is not strictly enforced.

(For use in all mining operations)

November 1981



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Tune up to Safety

Just recently, we purchased a second hand piano. It was sold to us with the understanding that it would still produce some fine music, depending on the skill of the player.

Admitting a lack of musical knowledge, it is a fact that to form notes into a fine melody certain keys must be used with a regular beat of correct duration and at the right time. One note of the wrong pitch and off the beat can spoil the whole piece.

It came to me how very similar this is to our safety program. Our safety program is second hand because it has been used by those before us and to good avail. Each of us is a key on the keyboard of safety which together can produce a fine melody. The entire safety keyboard can be in tune, but allow a few keys to become untuned and our melody becomes only noise. Each of us has to produce our individual tone to the right beat and at the right time, so to speak, for it to come forth as a melody of rich quality.

As a child practices regularly to become efficient on the piano, let us as individuals of safety practice just as regularly to become efficient at producing a fine tone of safety. The correct "Tune of Safety" not only adds to our enjoyment of life, but preserves it.

Safety Afield

During coming months many miners will enjoy weekend sojourns in pursuit of the hunting sport. We wish all good shooting and a safe return.

Hunting--tabloid headlines notwithstanding--is one of the safest sports. Yet, each season there are needless and tragic accidents that put the activity in an unfavorable light.

It is suggested you do your part to reduce accident statistics by heeding some universal rules.

Don't travel with a loaded gun in the car.
Unload the gun when climbing through fences.
Know the location of companions at all times.
Be sure of your target.

Remember: Once a bullet has been triggered on its way, there's no calling it back.

(For use in all mining operations)



November 1981

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Before and After

It's a strange thing about an "accident." Before it happens--perhaps only a mere moment before--you are the tops, the one who has the say, the "Captain of your Soul." But the split second it happens, everything changes. All at once you are at the bottom.

An "accident" can be as final as the firing squad, as complete as the gas chamber, as efficient as the noose. Yet, in those moments before it happens--when you are still on top--there are a number of things you could do to prevent it. Sometimes it is the mere lifting of a finger, the glance of an eye, the decision to do. Sometimes it is walking a few feet to get a better tool, or, a better look. Maybe it is spending a few seconds to wait for the "walk" signal or to ask a question of someone who knows, or to get a long, clear view before you pass the car ahead.

But if you fail to do the right thing, or blunder ahead with the wrong thing, then comes the exploding moment of shock, agony, blackness. After that, too often there isn't a power on earth that can undo what has been done. The scientist, the surgeon, the greatest of human intelligence and skill can do nothing more than repair the damage.

The main point is that now while you read this, you are on top. You have the final say. It's all in your hands. Which is it going to be? "Captain of Your Soul" or "Slave to Suffering and Sorrow."

Severity--Not Just Matter of Luck

We who are in safety work continually hear remarks that the severity of an accident is just a matter of luck. Those making these remarks usually call your attention to a close call or near miss. We cannot assume that chance or luck makes the difference between a minor or serious injury; shrug our shoulders and, hope for the best.

For example: A man was hit by a flying object, but his goggles received the impact instead of his eye. A heavy object fell on a man's foot, but the safety-toe shoes saved his foot: a blow on the head was cushioned by a hard hat.

Accidents are prevented by:

- (A) Correcting hazards by good preventive maintenance.
- (B) Built-in safety factors by the manufacturer, and
- (C) The interchange of ideas we get in our various safety meetings.

I trust that members of our Holmes Chapter will not accept close calls and near misses as just a matter of luck. I trust that we will see that our people wear protective clothing; establish sound working methods, exercise constant vigilance, and in general act in

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the belief that severity of injury is not "Just a Matter of Luck."

Again, may I remind you that the safety chapters are the heart and life of the Association, and only at this grass-roots level can we succeed. This is the level of our working people, this is where the exposure is, and these are the people we must reach with safety, training, and educational programs. If the chapters do not function properly, the entire body of the Holmes Safety Association will waste away.

Frustration Breeds Accidents

A change in mental attitude can cause a change in that persons behavior. For instance, a young man who tried repeatedly to obtain employment at a local mine without success, was finally presented with an employment card one morning. He was visibly affected, his face glowed, he thanked the superintendent, and walked out of the mine office - straight through a plate glass partition.

Another type of change in attitude is the person who suddenly erupts. They kick the side of the mining machine or throw their caps or tools in all directions. This action is usually short and without injury to anyone. Usually the kick is not hard enough to break anything. Usually other people are not struck by the flying objects. This person generally just lets off "steam" and is back to normal in just a few minutes.

The dangerous type and the sure potential accident is the frustrated or morose individual. Usually a mental condition has been building and smoldering in his mind. Actions on the job are mechanical and result only from habit. This person is not aware of the potential hazards.

This person needs help and although we are not psychologists we can help by talking with the individual. Find out the cause of the disturbance and encourage talking about it. Regardless of how insignificant this matter appears to us, in this persons mind it is extremely important. Sometimes we can make corrective actions or adjustments that help remove the cause. The solution to the problem may be out of our reach but we have helped by allowing a release of tension.

WE CAN PREVENT ACCIDENTS!

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Prevention of Falls

Slipping, tripping, and falling constitute major sources of injury throughout industry. Falls can be classified as "on the same level" or "to a lower level." In industry as a whole, falls on the same level produce the greater number of injuries, however serious or fatal injuries occur more from falls to a lower level.

The prevention of falls is simple. Nearly all falls result from conditions or practices whose hazard is obvious or readily discoverable. Some of the more common hazards are listed below.

1. Holes and depressions: These result from wear, breakage of working surface, tearing up of floor (maintenance or alterations), broken or misplaced pit covers, sagging supports, and overloading.
2. Uneven ground: This may be due to faulty patching, wear, sagging of supports, warping of floor boards or plates, expansion (from frost, heat, moisture), poorly fitted edges of pit or drain covers, or loose materials in walkways.
3. Tripping: Tripping is caused by piping or conduits above floor level, valve stems, projecting parts of equipment, upraised edges of plates or planks, grating with projecting edges or too wide openings, and loose objects.
4. Slipperiness: This can be caused by grease, water, soap, dripage, or dirt collection; loading of pores of floor surface with chemicals; small, loose particles such as sawdust, metal trimmings, matchsticks, etc.; wear (characteristic of metal plate unless it is specifically made to have and retain antislip properties); coatings to preserve and aid appearance (waxes, varnished); ice (on outside platforms).
5. Undesirable construction: This includes such items as slopes (ramps, runways) for drainage; pits for machinery, valves, etc.; drainage trenches, differences in level (low platform).
6. Vibration: This is due to inadequate supports, poor machine balance, too springly supports, machine supports tied rigidly to floor structure, poor maintenance or improper mounting of machinery.

Your work area will undoubtedly include many of these hazards. Be aware of them. Where they can be eliminated, get rid of them, and where they can't be eliminated, minimize the hazard as much as possible. In all cases be aware of the hazards.

(For use in surface mining operations)



November 1981

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Character of A Supervisor

The successful supervisor is one who has developed the positive traits of character and who consciously strives to suppress the negative quirks. Here are parallel lists of positives and negatives.

Develop these:

1. Self control--The evident measure of genuine self discipline. An even-tempered reaction to problems as well as to praise is the mark of a sure-footed boss.
2. Friendliness--An outgoing nature triggers a favorable response from others, improves communications.
3. Kindness--In a supervisory sense, kindness may be defined as deep concern for the fullest possible development of others as well as one's self. The truly good supervisor is a builder of enterprises and people.
4. Courtesy--It costs nothing. It lubricates the conduct of meaningful work. The company image, good or bad, is created largely through executive courtesy-or the lack of it.
5. Enthusiasm--The company that is led by a highly motivated chief moves upward and grows. The happy truth is that enthusiasm is infectious.
6. Calmness--This springs from inner reserves of knowledge, ability and purpose. Real executive calmness is evident only at times of crisis or stress.

Suppress these:

1. Coldness--Sometimes coldness is a defense employed to mask uncertainty, especially by newly promoted people. The need is to make certain that reasonable caution does not become aloofness.
2. Favoritism--We deplore nepotism in politics.
3. Nagging--The mind of the one who is nagged wanders and time is spent devising schemes to avoid the nagging. Then more nagging becomes necessary if the appointed quota of work is to be done.
4. Snooping--A big boss will suffer pangs of embarrassment when caught snooping. A good supervisor should "follow through," should not "snoop".
5. Abruptness--Failure to give full hearing to a suggestion or a complaint obviously will abort a possible money-saving idea or raise a full-blown grievance. Easy does it when people want to talk.
6. Snobbery--Today's executives and supervisors are chosen more for ability than looks. Responsibility is a sobering, humbling influence, so why get uppity?
7. Cruelty--The selection process should eliminate sadists. Supervisory cruelty wastes human resources by creating high turnover. No valuable employee takes an excess of guff.

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7. Unselfishness--A willingness to give credit where credit is due to superiors, colleagues and subordinates with equal grace, is one of the more desirable traits in a leader.

8. Consistency--Establish reasonable policy for the conduct of affairs, then apply the policy the same way in similar situations. But be ready to amend policy when good judgment prompts a change.

9. Simplicity--The art of giving directions that are followed through to successful results is based upon describing the job, explaining the reasons for it and defining the goals in clear uncluttered terms.

10. Frankness--Saying "No", when such is called for, in perfect honesty, directness and clarity is the soul of frankness. But frankness is not brusqueness.

11. Firmness--Tenacity goes hand-in-hand with firmness. The accomplished supervisor studies alternatives before deciding upon a course of action, thus justifying firmness.

12. Dignity--Self possession, self esteem and humility are the ingredients.

13. Patience--The mature chief knows that he/she must teach, and perhaps teach the same lesson again and again without losing equanimity. Patience is a virtue.

14. Self reliance--The action within an executive's sphere of influence originates from within. Good supervisors provide their own impetus and their own criticism.

8. Mockery--Have you ever worked for a boss who made personal cracks, especially about physical handicaps of others. What did you think of that boss?

9. Teasing--It may be fun, but it is unfair if the boss does it since the targeted employee cannot really answer in kind. Know your people, tease with care and be big enough to take in good humor whatever comes back.

10. Impatience--Lack of composure and intolerance of interruptions that result from human shortcomings will never weld a trained, productive team. Part of your pay is for patience.

11. Stinginess--Thrift and conservation are not bad words; stinginess is. A company will not prosper unless money is spent, wisely and well. It is also possible to be stingy with deserved praise and criticism to the detriment of the job.

12. Sarcasm--In its Latin roots sarcasm means "to tear flesh like dogs." That isn't very appealing.

13. Jealousy--More to be pitied than censored is the High Mogul who resents the successes and achievements of others. The respected chief is never petty.

14. Indecision--Swan dive or belly-womper? Morbid fear of the consequences of action underlies indecision. A supervisor must be knowledgeable enough to anticipate results.

15. Greed--This is one of the seven deadly sins. It is particularly unpleasant when the greed of the boss leads to usurping of credit. It inhibits the full development of executive or supervisory skills.

15. Ingenuity--This trait is indispensable if the executive is to move forward through a myriad of opposing or obstructing influences. It is compounded of intuition, knowledge, and timely action.

We have not mentioned education and technical training. Nearly all positions in industry today require a special background of education and practical experience. This training creates a technician rather than an executive. If executive traits are not developed, the individuals' ability will be limited.

Some go through life oblivious of the fact that executive ability can be developed, that executive development consists of personality development as well as technical knowledge and skill. Some of these persons actually want to be executives. They delude themselves in thinking that the mantle of leadership is conferred, not earned.

Be assured, therefore, that the foregoing lists of positives and negatives in executive personality are not mere platitudes. The positives are marks of useful executives; the negatives describe the mediocre ones.

November 1981



THE LAST WORD

Phrases Which Chloroform Ideas and Put Minds to Sleep

1. We tried it before.
2. Our place is different.
3. It costs too much.
4. That's not my job.
5. We're all too busy to do that.
6. We don't have the time.
7. There's not enough help.
8. The workers will never buy it.
9. It's against company policy.
10. Top management would never go for it.
11. Union will never go for it.
12. We don't have the authority.
13. That's not our problem.
14. Why change it, it's still working.
15. Let's shelve it for the time being.
16. You can't teach an old dog new tricks.
17. Let's give it more thought.
18. We'll be the laughing stock.
19. Not that again.
20. Where did you dig that one up?
21. We did all right without it.
22. It's never been tried here before.
23. Has anyone else ever tried it?
24. What's the use.
25. I don't see the connection.
26. It won't work at this time.
27. You're right.....but.....
28. Let's all sleep on it.
29. Never get by with it.
30. It's a good idea--but not at this time.

MAKE SAFETY



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