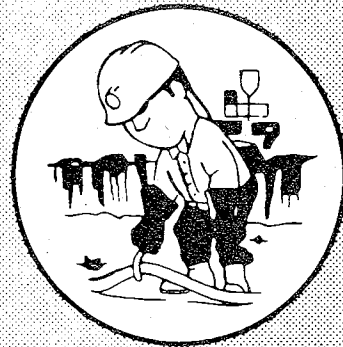


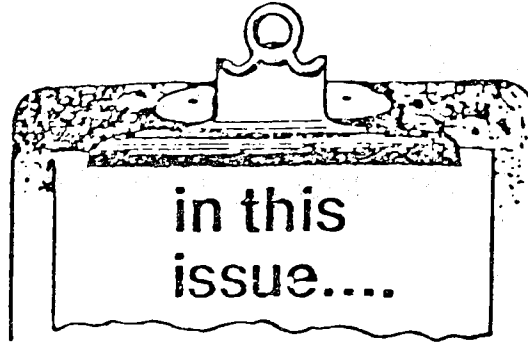
# BULLETIN



**FOLLOW SAFETY  
THRU in  
-82-**



# HOLMES SAFETY ASSOCIATION



NOVEMBER 1982

1. Safety Topic, "Welcome New Members"
2. Safety Topics, "U.S. Department of Labor NEWS--Winners of 1981 Mine Safety Awards"  
"Ideas Start It All"  
"Exercising Failure"
3. Safety Topic, "Adopt a Monthly Safety Slogan"
4. Safety Topic, "Technology News from Bureau of Mines, U.S. Department of the Interior--Better Stopping Construction Techniques Reduce Ventilation Air Leakage."
5. Safety Topics, "Barricading"  
"One for the Road"
6. Safety Topic, "Discipline"
7. Safety Topics, "Are Rings Involved in Accidents?"  
"Cartoon--Accidents are Always Unexpected"
8. Poster, "Rings are a Hazard at Work"
9. Safety Topics, "Winter Driving"  
"Leadership"
10. Safety Topic, "Work and Play"
11. Safety Topic, "Going Hunting?"
12. Poster, "We Need You to Volunteer"
13. Safety Topic, "Establishing Chapters or Councils of the Holmes Safety Association--for Assistance, you may contact these MSHA people."
14. The Last Word
15. Meeting Report Form (chapters only)



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC



Consolidation Coal Company  
Consol Mine No. 20  
Four States, West Virginia

Consolidation Coal Company  
Arkwright No. 1  
Mona, West Virginia

Consolidation Coal Company  
No. 79 Dent's Run  
Mannington, West Virginia

International Safety Division  
District 31-Safety  
Fairmont, West Virginia

Norwood Minerals Inc.  
Norwood Minerals  
Granttown, West Virginia

Westmoreland Coal Company  
Wentz Prep Plant  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Wentz Mine  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Pine Branch Prep Plant  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Derby 5 Mine  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Holton Mine  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Arno Mine  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Prescott Mine  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Derby 4 Mine  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Bullitt Mine  
Big Stone Gap, Virginia

Westmoreland Coal Company  
Bullitt Prep Plant  
Big Stone Gap, Virginia

T.J. and M. Coal Company Inc  
T.J. and M.  
Grundy, Virginia

Sharon Coal Corporation  
Sharon Coal  
Grundy, Virginia

Daugherty Coal Company  
Valley Mine  
Masontown, West Virginia

Marrara Brothers Inc  
Borgman No. 10/Mary Sara  
Kingwood, West Virginia

Mary Ruth Corporation  
Mary Ruth  
Kingwood, West Virginia



L.C. Coal Company Inc  
L.C. Coal  
Kingwood, West Virginia

Magic Sewell Coal Company  
Magic Sewell  
Monterville, West Virginia

Ingram Coal Company  
Ingram Coal  
Beverly, West Virginia

National Construction Company  
National Construction  
Moorefield, West Virginia

Enoxy Coal Company  
Upshur Strip  
Beverly, West Virginia

Enoxy Coal Company  
Upshur Prep Plant  
Beverly, West Virginia

Maya Energies Inc  
Coal Bank No. 9  
Monterville, West Virginia

S.S. "Joe" Burford  
Coal Bank No. 8 Mine  
Monterville, West Virginia

Craft Coal Company  
Craft Coal  
Monterville, West Virginia

S.S. "Joe" Burford  
S.S. "Joe" Burford Strip  
Monterville, West Virginia

Sewell Mining Associates  
Hickory Lick  
Monterville, West Virginia

R and R Coal Contracting  
R and R Coal  
Beverly, West Virginia

Corley Trucking  
Corley-Coal/Stone  
Beverly, West Virginia

Sangamore Company Inc  
Sangamore  
Beverly, West Virginia

Rehoboth Coal Company  
Rehoboth Coal  
Elkins, West Virginia

Frontier Mining Inc  
Frontier Mining  
Grundy, Virginia

S.M.A. Coal Company  
S.M.A. Coal  
Grundy, Virginia

Red Dog Mining Corporation  
Red Dog Mining  
Grundy, Virginia

Industrial Electric Motors Inc  
Industrial Electric-Service  
Omaha, Nebraska

Blackfoot Coal Corporation  
Blackfoot Coal  
Sand Fork, West Virginia

United Coal Company  
Wellmore Mine Maintenance  
Big Rock, Virginia

United Coal Company  
Wellmore Dock No. 1  
Grundy, Virginia

United Coal Company  
Wellmore Dock No. 4  
Leetown, Virginia

United Coal Company  
Wellmore Prep Plant No. 7  
Big Rock, Virginia



United Coal Company  
Wellmore Prep Plant No. 8  
Big Rock, Virginia

United Coal Company  
Wellmore Plant No. 14  
Big Rock, Virginia

United Coal Company  
United No. 2  
Conaway, Virginia

United Coal Company  
National Strip  
Conaway, Virginia

Blue Star Coal Corporation  
Blue Star Coal  
Grundy, Virginia

Coal Valley Mining Inc  
Coal Valley Mining No. 5 Mine  
Cedar Bluff, Virginia

B.P. and K. Mining Inc  
B.P. and K. No. 4 Mine  
Hurley, Virginia

R and E Coal Company Inc  
R and E Coal No. 11  
Hurley, Virginia

R and E Coal Company Inc  
R and E Coal No. 12 Mine  
Hurley, Virginia

Rogers Coal Company Inc  
Rogers Coal No. 6  
Wolford, Virginia

Raleigh Coal Sales Company  
Raleigh Coal Sales  
Naoma, West Virginia

Forman Construction Company Inc  
Forman Construction  
Kingwood, West Virginia

Coal Systems Limited Mine 118-114  
Thin Seam Miner  
Kingwood, West Virginia



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### U.S. Department of Labor NEWS

#### Winners of 1981 Mine Safety Awards

A number of mining operations were awarded Sentinels of Safety trophies and certificates recently for having outstanding safety records last year. The annual competition is sponsored by the Department of Labor's Mine Safety and Health Administration (MSHA) and the American Mining Congress.

Winning mines in each of six categories--underground coal, surface coal, underground metal, underground nonmetal, and open pit mines, and open pit quarries--will receive bronze "Sentinels of Safety" statuettes at formal ceremonies. Assistant Secretary of Labor for Mine Safety and Health Ford B. Ford sent congratulatory letters to the winning mine companies, and safety certificates were awarded to employees of the winning mines.

In a separate category of competition, sponsored by MSHA, two sand and gravel operations received similar awards for their outstanding safety achievements.

"The Sentinels of Safety Award Program demonstrates the continuing cooperation between the Nation's mining community and the government in promoting mine safety and health," Assistant Secretary Ford said. "Each employee who contributed to this exemplary group achievement in the prevention of accidents should be commended."

The competition was open to U.S. mines whose reported employment data for each active operating period during the year showed that the mine had achieved at least 30,000 employee work-hours without an injury resulting in a lost workday. MSHA identifies the eligible mines and requests that each operator verify its employment and injury data recorded in MSHA files. Certificates of achievement in safety are then awarded to mining operations meeting the contest's requirements. The top mines are those with the highest number of safe employee working hours.

The first-place winning mines with injury free status (no lost workdays) in the Sentinels of Safety program are:

Underground Coal Mine--Jericol Mining, Inc., Holmes-Mill, KY.  
(No. 1 Darby Mine)

Surface Coal Mine--Consolidation Coal Co., Stanton, N.D.  
(Glenharold Mine)

Underground Metal Mine--St. Joe Minerals Corp., Viburnum, MO.  
(Brushy Creek Mine)

Underground Nonmetal Mine--Duval Corp., Carlsbad, N.M. (Nash Draw Mine)

Open Pit Mine--Occidental Chemical Co., White Springs, FL.  
(Suwannee River Mine)

Open Pit Quarries--Traprock Ind., Inc., Kingston, N.J. (Kingston Quarry)

Sand and Gravel Dredge--Standard Sand and Silica Co., Davenport, FL.  
(Standard Mine)

Sand and Gravel Open Pit--Glenstar Stone Products Co., Baltimore, MD.  
(White Marsh Plant)



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### IDEAS START IT ALL!!!

Consider how the people of Colonial times would have reacted if they had been told of aircraft flying across the ocean to Europe in just a few hours - a journey they knew took many weeks in a sailing ship.

A generation ago the public gaped in disbelief at science fiction movies with rocket ships in space and trips to the moon.

The people of the 21st century will accept as routine many things which today are considered fantastic.

Your imagination, ideas and suggestions can spark new achievements and perhaps affect not only your own life but future generations as well.

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### Exercising Failure

**Exercising Failure:** The only exercise some people get is jumping to conclusions, copying somebody else's work, pushing their luck, dodging the issues, passing the buck, running down others, and sidestepping their responsibilities. -- How do you exercise?



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

# ADOPT A MONTHLY SAFETY SLOGAN

THIS SPECIAL FORM IS BEING DISTRIBUTED FOR YOUR USE IN AN ATTEMPT TO AID SUPERVISORS IN THEIR EFFORTS TO OBTAIN THE COMPLETE COOPERATION OF THEIR WORKERS AND AS A POSSIBLE AID IN YOUR SUPERVISORY PROGRAM

IT MIGHT BE WELL TO CONSIDER HOLDING, IN ADDITION TO YOUR REGULAR SAFETY MEETING, A 5-MINUTE TALK ON ANY OF THE MONTHLY SAFETY SLOGANS.

MONTH	SLOGAN	5-MINUTE TALK	NO. EMPLOYEES CONTACTED
	SOUND THE ROOF		
	PROTECT YOUR EYES		
	LIFT PROPERLY		
	CHECK MACHINE GUARDS		
	STOP BELTS WHEN CROSSING		
	CHECK FIRE EQUIPMENT		
	CHECK CLEARANCE		
	TAKE DOWN OVERHANGS		
	LISTEN FOR DANGEROUS SOUNDS		
	AVOID TRAPS		
	REPLACE GUARDS		
	DON'T RIDE BETWEEN MOVING TRIPS		
	TEST FACE AND RIBS DON'T FORGET ROOF		
	CLEAN UP		
	NO HORSEPLAY		





November 1982

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

## **Technology News**

*From the Bureau of Mines, United States Department of the Interior*

# **Better Stopping Construction Techniques Reduce Ventilation Air Leakage**

### **Objective**

Provide better ventilation for mines by reducing air leakage around stoppings.

### **Approach**

Most stoppings are constructed of concrete blocks and trowelled-on mortar and are not very airtight. Bureau of Mines research has shown

that brushing on modified mortar containing fiberglass and/or other additives, that enhance strength and adhesion, minimizes air leakage around and through the stoppings. Airtightness is an important factor in building stoppings since an airtight stopping will provide for more efficient ventilation

airflow and more cost-efficient use of the mine's ventilation system.

### **How the New Technique Works**

After broken floor and rib material is removed, the stopping faces are covered with one or two coats of modified



**Mine workers brush-applying modified mortar on a concrete block stopping.**

mortar, depending on the air pressure differential at the location and the airtightness required for the stopping. With the brush-on technique, the concrete blocks that make up the stopping need not be perfectly level. The increased strength of the stopping results not only from the more uniform face coatings, but also from mortar forced into misaligned joints. Brushing also covers holes and cracks in the block more effectively than trowelling. The stopping-to-roof and stopping-to-rib junctions are sealed more thoroughly because it is easier to round or cove the corners. The relatively smooth finish also makes any imperfections more noticeable.

## Test Results

In laboratory tests where modified mortars were brushed on only the block faces, the construction was stronger than dry-stack, trowelled-on block faces. In no case was strength lost by brushing rather than trowelling-on the modified mortars.

Modified mortar also was applied experimentally to

stoppings in an operating coal mine. Since conventional stoppings in this mine had mortar trowelled on only one face, the modified mortar was brushed on only one face of the experimental stoppings. Average construction times for stoppings built for various air pressure differentials ranged from five to twelve man-hours.

Air leakage tests were performed on all the modified mine stoppings within a few weeks of their construction. On the basis of standardized air leakage measurements of conventional stoppings existing in the mine, the brush-on techniques substantially reduced the average volume of air leakage around the new stoppings. Air leakage was reduced by 50% on stoppings built for low-pressure areas (less than two inches water gage), by 65% for medium-pressure areas (two to five inches w.g.), and by 94% for high-pressure area stoppings (over five inches w.g.).

Six months after construction, another air leakage test was conducted on these stoppings. Test results showed that the modified stoppings all exhibited less air

leakage than when new; possibly because any small holes that were in the faces had become plugged with dust. The brushed-on surfaces appeared solid, with little cracking or flaking of the mortar. Air leakage that did occur resulted from the inability to form a perfect seal around the stopping perimeter. Leakage was now reduced by 63% around low-pressure stoppings, by 77% around medium-pressure stoppings, and by 96% for high-pressure stoppings.

## For More Information

These construction techniques were developed and tested under a Bureau of Mines contract. An article in *Coal Age* magazine, April 1982, details the construction techniques and their testing. Copies of the article or further information concerning the stopping construction can be obtained from the technical project officer, Mr. Robert J. Timko, at the U.S. Bureau of Mines, Pittsburgh Research Center, P.O. Box 18070, Pittsburgh, Pennsylvania 15236, or telephone 412/675-6684.



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### Barricading

Today we will be concerned with erecting a barricade as a life-saving measure against deadly gases that follow most mine fires and explosions. A barricade must be gastight, and the barricaded place must not have been contaminated with gases before put into use as a refuge.

When a fire or an explosion occurs in a mine, undoubtedly the first impulse of the survivors is to dash for the nearest exit from the mine. Persons naturally try to get out as quickly as possible, but frequently in making their way to the surface they rush into deadly accumulations of gas. For this reason I would like to discuss a few pointers on constructing barricades.

1. When entrapped by gases from mine fires or explosions, keep uppermost the thought of building a barricade or bulkhead and collect tools, timbers, canvas, water, dinner buckets, and anything that might be useful.

2. As soon as possible, a suitable place should be chosen for erecting a barricade and its construction should be started without delay, since deadly gases often travel quickly. An efficient barricade can be erected in 30 minutes to 2 hours, depending upon conditions.

3. The ventilation should be short circuited as soon as possible by opening doors or destroying stoppings, and temporary barricades should be erected by hanging brattice cloth or moving a door to a new place across an entry. The permanent barricade should be started about 50 feet from the temporary construction.

4. As much territory as possible, such as entries, rooms, or crosscuts should be included in the barricaded area to provide a maximum quantity of air.

5. Before constructing barricades, make sure that there are no other openings or connections with other workings through which deadly gases could enter.

6. The stoppings must be airtight. Board stoppings covered by canvas or damp brattice cloth can be made tight enough to exclude dangerous gases.

7. All holes in the barricade should be stopped with rags, cloth, or other similar material.

8. After a barricade has been built, the persons should keep as quiet as possible since a person uses several times as much oxygen when exerted as when he keeps absolutely quiet. However, one person should walk around occasionally to mix the air. The persons should not congregate in one place.

9. All flame lamps should be extinguished to conserve oxygen.

10. Food and water should be conserved as long as possible.

11. A sign should be placed outside the first stopping, if more than one is built indicating that persons are behind it.

12. If anyone has a chance, the oxygen tank should be picked up from the welding station to replenish the oxygen inside the barricade.

13. All of us should familiarize ourselves with the entries, rooms, and escapeways from the mine. Many miners have lost their lives by not knowing the location of the intake and return entries.

THE ABOVE ARE JUST A FEW OF THE THINGS TO CONSIDER IN SAVING LIVES IN MINING EMERGENCIES.

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#### One for the Road

The easy way out is to blame traffic difficulties on the other driver. "But, to other drivers, YOU are the other driver."

So, always make sure that the safest driver on the road is the one following the car ahead!"



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### Discipline

Discipline is not the dirty word that some people think it to be. It means orderly and intelligent conduct during working hours. It is the product of instruction - training - guidance - understanding and mutual respect between those who work together - you and your coworkers.

It means coordination of people - materials - machines - devices and power; for your purpose - production.

It means systematic - safe planning of the job - the time and equipment usage.

1. The proper use of discipline is:
  - a. Constructive training.
  - b. Teaching.
  - c. Guidance.
2. Its purpose is to:
  - a. Eliminate physical labor and unproductive work.
  - b. Make intelligent use of time.
  - c. Control cost of production.
  - d. Promote safe working practices.
3. Discipline is not something that can be enforced:
  - a. By issuing orders.
  - b. Or established by publishing a set of rules.
4. Discipline is:
  - A. THE SYSTEMATIC TRAINING OF EMPLOYEES TO DO THEIR JOBS SAFELY AND EFFICIENTLY.

# SAFETY BY INTENT - NOT BY ACCIDENT



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### ARE RINGS INVOLVED IN ACCIDENTS?

QUESTION: Do you have any statistics on serious injuries involving finger rings, particularly wedding rings, which are heavier and stronger than most regular rings? We have experienced several minor injuries to some of our people as a result of wearing rings and wondered if you could supply us with statistics on this problem.

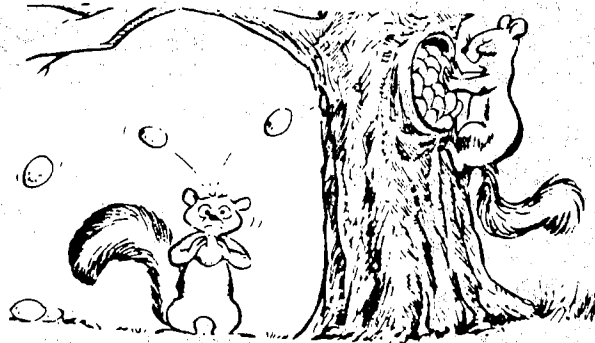
ANSWER: We have no statistics as such on injuries resulting from the wearing of rings, but we do have a number of case histories describing serious injuries resulting from the wearing of rings. Following are descriptions of some of the more serious cases:

1. Man caught ring on bolt as he descended a ladder and amputated his finger.
2. Man was crushed to death when his wedding ring caught on the open grill work on an elevator door while the cage was descending.
3. A tree surgery employee slipped from a truck, his ring finger caught on the sideboard, causing amputation of the finger.
4. Man working on conveyor--ring caught on moving part and pulled his hand into conveyor.
5. Battery man shorted a battery through a ring and a pair of pliers he was holding, resulting in a severe burn.
6. Ring caught on projection when man jumped from truck; injury was serious enough to require amputation.
7. Man fell from step ladder, wedding ring caught on projecting metal strap, bent out of shape, and cut his finger severely. The finger had to be amputated later.

As indicated by these case histories, rings are involved in a number of serious injuries. Thus, many companies have a general rule against wearing of rings and jewelry for production workers. As outlined in the cases mentioned, moving machinery was not the major source, so it is advisable if you are thinking about developing rules, to include people who may not be working around moving machinery.

Where wedding rings are permitted to be worn, some safety professionals recommend slotting the ring in three places. It does not spoil the ring and can be done by any jeweler with a fine saw. Thus, when the ring is caught on a projection, it will spread open and spare the finger.

THE BEST APPROACH TO THIS PROBLEM IS TO BAN THE WEARING OF JEWELRY. ARE RINGS INVOLVED IN ACCIDENTS? YOU BE THE JUDGE.

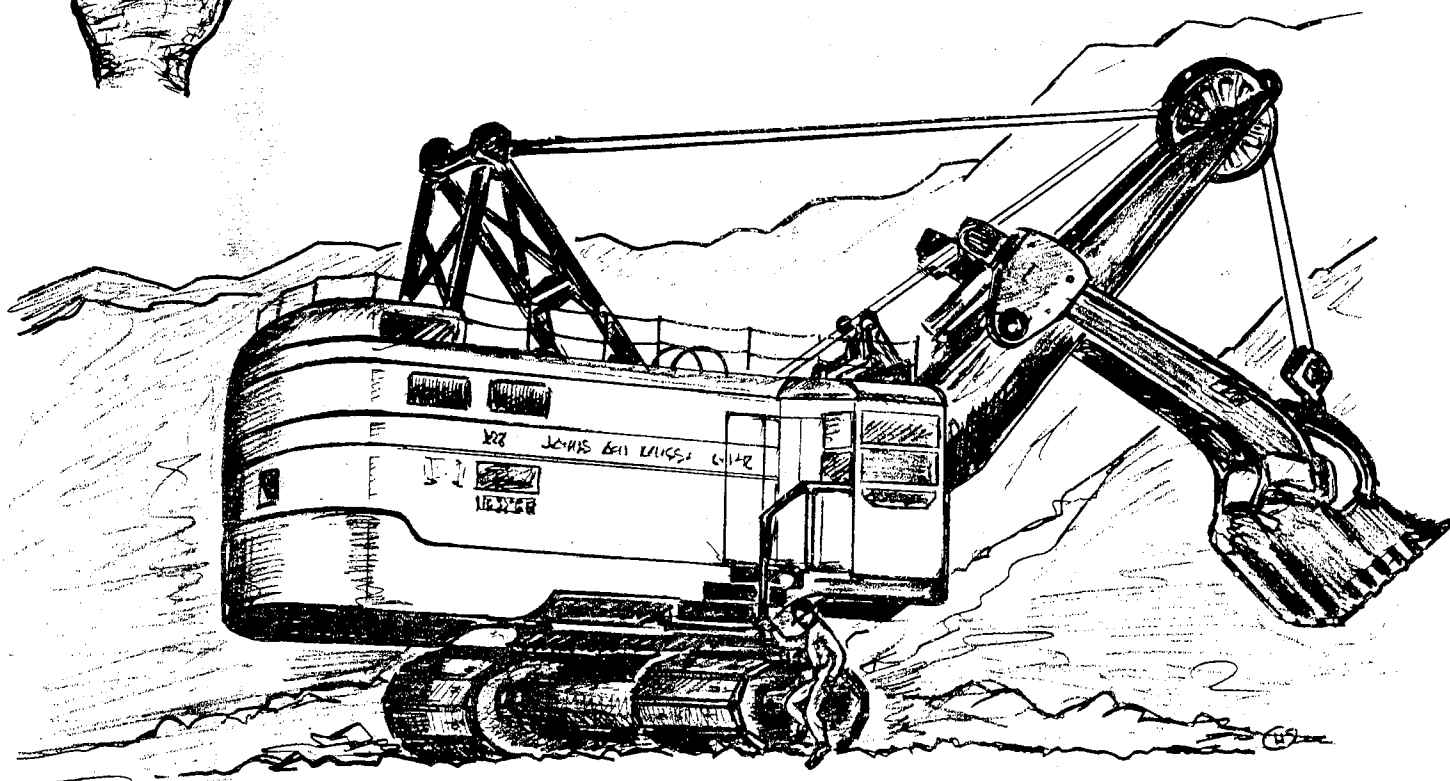


**ACCIDENTS ARE ALWAYS UNEXPECTED**

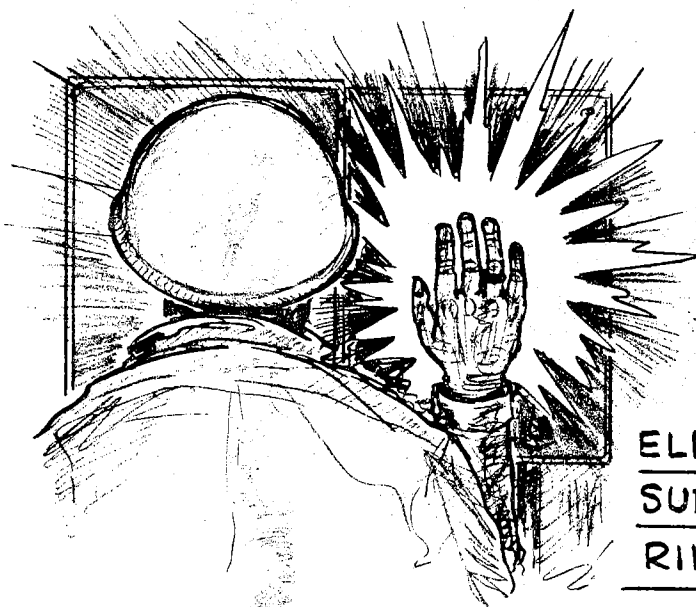
# RINGS ARE A HAZARD AT WORK



MANY MINOR INJURIES TO FINGERS BECOME AN AMPUTATION DUE TO A RING BEING INVOLVED



IN CLIMBING DOWN FROM SHOVEL WORKMAN PLACED HAND ON BOTTOM STEP. RING CAUGHT ON EDGE OF STEP RESULTING IN AMPUTATION



ELECTRICIAN WORKING ON PANEL SUFFERED A SEVERE BURN WHEN HIS RING CAUSED A SHORT AND MELTED





November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### Winter Driving

Winter is upon us. Getting out on the road is dangerous enough under ordinary conditions, but winter driving really complicates matters. Now is the time to get prepared before it is too late. Following are some pointers on winter driving:

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

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

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

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

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

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

Emergencies - Prepare for emergencies--flare kit, chains, flashlights, shovel, etc. If the worst happens, you should be prepared.

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

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

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

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

Take Time - Do not count on getting anywhere in a hurry in the winter. Speed limits are for perfect, dry conditions. On snow, ice or water-covered roads, driving at even half the speed may mean danger.

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

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

Facts About Ice -

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

TAKE IT EASY - SAVE LIVES



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### LEADERSHIP

Leadership is the essence of supervision. One definition of a leader is, "Someone 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 of 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 (such as "will you do this?") in simple, specific terms the worker will understand.



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### Work and Play

For many people there seems to be no distinction between work and play. For some it is work to play and others seem to make play of work.

Take golf, for example. Some golfers leave the course completely unhappy, winded, with tension built up and on the verge of a high blood pressure attack. Here was a day taken out for play that ended up more exasperating than a day at work.

Another example is mowing the lawn. This is a tough subject to put into a category, but usually grass cutting is considered work. Yet many people have a good time cutting grass. For them it is exercise, relaxation and an art.

The nineteenth century writer, John Ruskin, offered as good a definition of play and work as one can find. He called "play" an exertion of the body or mind, made to please ourselves, and with no determined end. Work he described as a thing being done because it ought to be done, and with a determined end.

Play, he maintains, is as hard work as anything else, only play amuses. If play were ordered to be done, as for instance, for health's sake, it would no longer be amusing and would become work. If a doctor told us to walk a mile and a half each day for the exercise, we might object. However, if a stick were put in our hand and a ball placed on the ground and we were told to drive the ball into a hole 400 yards away (golf) we would consider the mile and a half walk as play.

Business, also, is a game or it is work. Many of us have seen the person who makes it seem like an enjoyable pastime to work. We have also seen the person who hates every minute that is put into work. To one, work seems a game; to the other it is sheer drudgery.

The best thing about enjoying your work is that it no longer seems like work. The time goes by quickly and your interest in a job well done increases with your experience. The person who makes work pleasurable is the good business person, the good sales person, the good laborer.

Whether it be work or play, it is a state of mind. Everyone should have some enjoyment from their job or else they are not fitted for that job. How about you? Are you making a game out of your job, or is your work really a drudgery to you?



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### Going Hunting?

#### Take Safety With You and Come Back Alive

The facts show that hunting accidents are caused by lack of knowledge or failure to apply knowledge. For your own enjoyment, peace of mind, and the fact that your life or the life of another hunter may depend on it, follow the safety rules:

1. Wear bright colored clothing when hunting. Blaze orange is recommended.
2. Be certain your gun is unloaded before placing it in your vehicle. Dismantle the gun, if possible.
3. Load your gun only after you have entered the woods.
4. Make sure the bore is clear before loading.
5. Carry and use only ammunition for which the gun is designed.
6. Always make sure of your target before shooting. Never shoot at unidentified noises or what may appear to be game.
7. Check with your companions and be certain of which area each will cover.
8. Always carry your gun on "safe" or with the hammers down until aiming to shoot.
9. Unload or break open your gun before going over, under, or through a fence or other barriers.
10. Never place a gun in a position where it can possibly fall and discharge.
11. Do not rest your gun muzzle on your foot or lean on the muzzle.
12. Last but NOT least, maintain complete control of yourself. NEVER drink alcoholic beverages while hunting. A drunken hunter is as dangerous as a drunken vehicle driver.



# HOLMES SAFETY ASSOCIATION

## WE NEED YOU TO VOLUNTEER

IF YOU ARE RETIRED, OR WORKING, AND HAVE SOME EXTRA TIME TO SPARE, MSHA AND THE HSA NEED YOUR EXPERIENCE. WE HAVE MANY INTERESTING PROGRAMS THAT WOULD APPRECIATE YOUR HELP.

FOR FURTHER INFORMATION, CALL OR WRITE TO:

John English, Director, Educational  
Policy & Development, MSHA  
4015 Wilson Blvd., Arlington, VA  
(703) 235-1515 22203

# LET'S ALL PULL TOGETHER!



November 1982

## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### Establishing Chapters or Councils of the Holmes Safety Association

Please contact any of the following within your District or Subdistrict for help in establishing your chapters or councils of the Holmes Safety Association.

William H. Hoover, Chief  
Office of Holmes Safety  
Association, MSHA  
301 West Congress  
Room 7K Box FB-52  
Tucson, Arizona 85701

Phone: 602/792-6631  
FTS 762-6631

Linda M. Lofstead  
Holmes Safety Association  
MSHA  
4800 Forbes Ave. Room 185  
Pittsburgh, Pennsylvania  
15213

Phone: 412/621-4500 extension  
8649 or 8650  
FTS 721-8649 or 8650

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### Coal Mine Safety and Health District Managers and Subdistrict Managers

J.B. Shutack  
District Manager  
District 1

Penn Place,  
20 N. Pennsylvania Ave.  
Wilkes-Barre, PA 18701

FTS 592-6321,  
or 6201  
(717) 826-6321

D.W. Huntley  
District Manager  
District 2

4800 Forbes Ave.  
Pittsburgh, PA 15213

FTS 721-8363,  
8380, 8369  
(412) 621-4500

J. Garcia (Acting)  
Subdistrict Manager

200 James Place  
Monroeville, PA 15146

FTS 721-8604,  
05, 06  
(412) 373-7600

W.R. Devett  
Subdistrict Manager

Sunray & Goucher  
Johnstown, PA 15905

FTS 723-9463,  
(814) 533-4463

R. Keaton  
District Manager  
District 3

5012 Mountaineer Mall  
Morgantown, WV 26505

FTS 923-4277  
(304) 291-4277

Coal-Continued

J.M. Krese District Manager District 4	P.O. Box 112 Mount Hope, WV 25880	FTS 924-1461, 1466 (304) 877-6405
J. Rutherford Subdistrict Manager	P.O. Box 112 Mount Hope, WV 25880	FTS 924-1461 (304) 877-6405
C.T. Spangler Subdistrict Manager	110 Gott Rd. Princeton, WV 24740	(304) 425-8161
Fred Casteel Subdistrict Manager	P.O. Box 8 Madison, WV 25130	FTS 924-1218 (304) 369-1502, 2547

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R.G. Ross District Manager District 5	P.O. Box 560 Norton, VA 24273	(703) 679-0230
Bill W. Clemons Subdistrict Manager	P.O. Box 560 Norton, VA 24273	(703) 679-0230
J. McManus Subdistrict Manager	Drawer AA, 102 Augusta Ave. Richlands, VA 24641	(703) 963-6085

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L.D. Phillips District Manager District 6	218 High St. Pikeville, KY 41501	(606) 437-9616
Clyde Turner Subdistrict Manager	218 High St. Pikeville, KY 41501	(606) 437-9616
Ronald Wilder Subdistrict Manager	MSHA-Coleman Building 1568 F.M. & Stafford St. Paintsville, KY 41240	(606) 789-6994

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J. Spicer District Manager District 7	Box 572 Barbourville, KY 40906	(606) 546-5123
T.R. Mark Subdistrict Manager	616 Manchester St. Barbourville, KY 40906	(606) 546-5161
J. Weekly Subdistrict Manager	228 W. Valley Ave. Homewood, AL 35209	FTS 229-1501 (205) 254-1501
Dwight W. Greenlee Subdistrict Manager	R.R.3, Box 550-F Hazard, KY 41701	(606) 439-2396

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Coal-Continued

M.S. Childers District Manager District 8	P.O. Box 418 Vincennes, IN 47591	FTS 335-6334 (812)882-7616
C. Adams Subdistrict Manager	P.O. Box 370 Benton, IL 62812	FTS 958-6676 (618)439-4355
W. Holgate(Acting) Subdistrict Manager	50985 National Rd. St. Clairsville, OH 43950	FTS 923-1043, 1044 (614)695-2297

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J.W. Barton District Manager District 9	P.O. Box 25367 Denver, CO 80225	FTS 234-2293 (303)234-2293
William Bazo Subdistrict Manager	P.O. Box 25367 Denver, CO 80225	FTS 234-2460 (303)234-2460
J. Lamar Bishop Subdistrict Manager	575 E. 1st South, Drawer J Price, UT 84501	(801)637-3051, 3086

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J. Breedon(Acting) District Manager District 10	P.O. Box 473 Madisonville, KY 42431	(502)821-4180
Hudson Sorrel Subdistrict Manager	P.O. Box 473 Madisonville, KY 42431	(502)821-4180
Bobby Hill(Acting) Subdistrict Manager	509 S. 3rd. St. McAlester, OK 74501	(918)423-5966

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Metal and Nonmetal Safety and Health  
District Managers and Subdistrict Managers

Northeast

Michael Trainor, District Manager Pittsburgh District Office	4800 Forbes Ave. Pittsburgh, PA 15213	FTS 721-8291 412/621-4500 extension 291
Raymond C. Austin, Subdistrict Manager Pittsburgh Subdistrict Office	4800 Forbes Ave. Pittsburgh, PA 15213	FTS 721-8297 412/621-4500 extension 297



Metal and Nonmetal-Continued

Harold L. Thompson, P.O. Box 1894 FTS 562-3648  
Subdistrict Manager Albany, NY 12201 518/472-3648  
Pittsburgh Subdistrict  
Office

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Southeast

Horst S. Gottschalk, 228 W. Valley Ave. FTS 229-1510  
District Manager Room 102 205/254-1510  
Southeastern District Birmingham, AL 35209  
Office

Claude N. Narramore, 228 W. Valley Ave. FTS 229-1507  
Subdistrict Manager Room 102 205/254-1507  
Birmingham Subdistrict Birmingham, AL 35209  
Office

Fred Juopperi, 301 W. Cumberland Ave. FTS 854-4581  
Subdistrict Manager Room 223 or 4583  
Knoxville Subdistrict Knoxville, TN 37902 615/525-9115  
Office

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North Central

Richard Vik, 228 Federal Bldg. FTS 783-9448  
District Manager Duluth, MN 55802 218/727-6692  
North Central District extension 448  
Office

Robert L. Moore 228 Federal Bldg. FTS 783-9451  
Subdistrict Manager Duluth, MN 55802 218/727-6692  
Duluth Subdistrict extension 451  
Office

Ronald P. Hollenbeck, P.O. Box 927 FTS 335-6337  
Subdistrict Manager Vincennes, IN 47591 812/882-0696  
Vincennes Subdistrict  
Office

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South Central

Wayne Kanack, 1100 Commerce St. FTS 729-8401  
District Manager Room 4C50 214/767-8401  
South Central District Dallas, TX 75242  
Office

Marvin W. Nichols, 1100 Commerce St. FTS 729-8402  
Subdistrict Manager Room 4C50 214/767-8402  
Dallas Subdistrict  
Office Dallas, TX 75242

Terry E. Phillips, P.O. Box 1156 FTS 277-0994  
Subdistrict Manager Rolla, MO 65401 314/364-8282  
Rolla Subdistrict  
Office

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Rocky Mountain

William C. Gardner, P.O. Box 25367 DFC FTS 234-3421  
District Manager Denver, CO 80225 303/234-3421  
Rocky Mountain  
District Office

Jack S. Petty, P.O. Box 25367 DFC FTS 234-2271  
Subdistrict Manager Denver, CO 80225 303/234-2271  
Rocky Mountain  
Subdistrict Office

Gilbert Plimpton, 307 W. 200th South FTS 588-5385  
Subdistrict Manager Suite 3003 801/524-5385  
Rocky Mountain  
Subdistrict Manager Salt Lake City, UT  
84101

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Western

Thomas C. Lukins, 620 Central Ave. FTS 536-7457  
District Manager Bldg. 7 415/273-7457  
Western District  
Office Alameda, CA 94501

Vernon R. Gomez, 2721 N. Central Ave. FTS 261-2030  
Subdistrict Manager Suite 900 602/241-2030  
Phoenix Subdistrict  
Office Phoenix, AZ 85004

Kenneth Russell, 117-107th Ave. NE, FTS 399-5455  
Subdistrict Manager Room 100 or 7037  
Bellevue Subdistrict Bellevue, WA 98004 206/442-5455  
Office or 7037

# THE LAST WORD

NOVEMBER

In the old Roman calendar, November was the ninth month, as its name indicates; but it is now the eleventh, owing to the change of the year's beginning from March to January. At the same time, the number of days was increased from 29 to 30. It is said that the Roman Senate proposed to rename the month in honor of Tiberius, who succeeded Augustus as emperor; but he declined, saying, "What will you do, Conscript Fathers, if you have thirteen Caesars?"

Thanksgiving, our harvest festival, is celebrated during this month on the fourth Thursday. During this celebration, we give thanks to Nature's annual bounty and other marks of God. The prevention of accidents requires considerable know-how, which is attained through education and experience. This know-how is indeed a mark of God's favor.

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## The Good Motorist's Prayer

"Dear Lord, before I take my place  
Today behind the wheel ...  
Please let me come with humble heart  
Before Your throne and kneel...  
And pray that I am fit to drive  
Each busy thoroughfare ...  
And that I keep a watchful eye ...  
Lest some small child be there.

"And keep me thinking constantly...  
About the Golden Rule...  
When driving past the playground  
zones ...  
Or by some busy school...  
Then when I stop to give someone  
The right to cross the street...  
Let me my brother's keeper be...  
And spare a life that's sweet.

"Please let me feel this car I  
drive...You gave me to enjoy...  
And that its purpose is to serve  
Mankind -- but not destroy."

## Train Children to Cross Streets

The danger in a school crossing program is that parents and children may tend to expect too many added services from this protection. The crossing guards and police officers stationed at hazardous school crossings help children cross safely.

They are not there to spend their full time instructing every child in safe living. This is still the parents' job. Schools help. Crossing guards help. Police officers help. But the prime responsibility always has and always will rest with parents.

The school crossing program is one of assistance. It can't possibly do the whole job alone; nor is it intended to do it. Some day many of this year's school children may have to cross one of these intersections when no guard or police officer is on duty. On that day, the child who is well-trained is the child who will cross safely.

Drivers, too, share in the responsibility to protect our school children. Whether or not there is a crossing guard or police officer stationed near the school, drivers must slow down when children are nearby. The technicality of legal liability makes little difference after a child has been injured.

--Milwaukee Safetygram

The Joseph A. Holmes Safety Association was founded in 1916 by 24 leading National organizations of the mining industries.

The Joseph A. Holmes Safety Association is named to commemorate the first director of the Bureau of Mines for his efforts in reducing accidents and illness throughout the mineral industries.

The following is the different award criteria:

Type "A" Awards - For Acts of Heroism

The awards are medals with Medal of Honor Certificate.

Type "A" - For Acts of Heroic Assistance

The awards are Certificates of Honor.

Type B-1 Awards - For Individual Workers

(40 years continuous work experience without injury that resulted in lost workdays)

The awards are Certificate of Honor, Gold Pins and Gold Decal.

Type B-2 Awards - For Individual Officials

(For record of group working under their supervision)

The awards are Certificate of Honor.

Type C Awards - For Safety Records

(For all segments of the mineral extractive industries, meeting adopted criteria)

The awards are Certificate of Honor.

Other Awards - For Individual Workers

(For 10, 20, or 30 years without injury resulting in lost workdays)

The awards are 30 years-Silver Pin and Decal, 20 years-Bronze Pin and Decal, 10 years-Decal bearing insignia.

Special Awards - For Small Operators

(Mine operators with 25 employees or less with outstanding safety records)

The awards are Certificate of Honor!

Contact: HSA Office

Department of Labor  
MSHA, Holmes Safety Association  
4800 Forbes Avenue, Room A268  
Pittsburgh, PA 15213

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