OCTOBER 1983

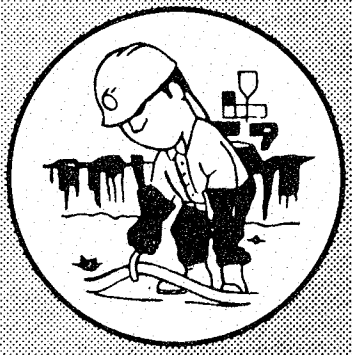
HOLMES SAFETY ASSOCIATION

E PLURIBUS UNUM

SAFETY EFFICIENCY

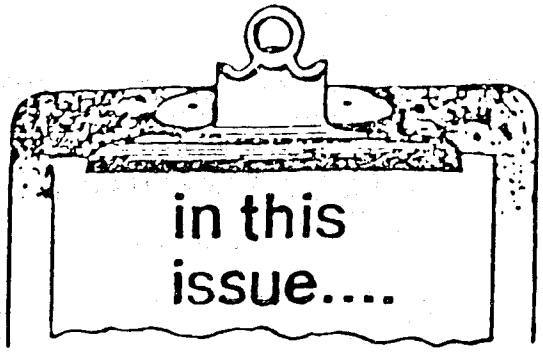
MINERAL INDUSTRIES

BULLETIN



BE ACCIDENT FREE IN "83"

HOLMES SAFETY ASSOCIATION



October 1983

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HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Brandy Mining Inc
Brandy Mining/Coal
Gilbert, W Virginia

Rend Lake College
Education
Ina, Illinois

High Quality Coal Co
High Quality
Chapmanville, W Virginia

Eastern Magnesia Talc Co
Talc
Johnson, Vermont

Boaz Coal Co
Boaz
Fedscreek, Kentucky

Hunt Lumber Co
Grace Mine No. 1
Cottle, W Virginia

Whitesville A & S Co
Capels Surface
Beckley, W Virginia

Superior Company
No. 7 Mine
Beckley, W Virginia

Eller Incorporated
Eller Mine
Beckley, W Virginia

John Rogers Mining Inc
John Rogers Mine
Van, W Virginia

Amber Coal Co Inc
No. 5 Mine
Beauty, Kentucky

Amber Coal Corp
Amber Coal
Beauty, Kentucky

H L Davis Const & Mining
Construction
Wittensville, Kentucky

Carbonex Industries
Carbonex Mine
Paintsville, Kentucky

Webco Mining Corp
Webco No. 1
Neon, Kentucky

Caudill Brothers Coal Co
No. 33
Premium, Kentucky

P C & H Constructing
No. 1 Site
Jenkins, Kentucky

Seals Excavating
Surface No. 1
Neon, Kentucky

Coffee Cup Coal Co Inc
No. 1 Mine
Isom, Kentucky

Ritter-Greene Coal Co
Ritter-Greene Mine
Daniels, W Virginia

Ferguson Coal Corp
No. 2 Mine
Craigsville, W Virginia

Ferguson Coal Corp
No. 1 Mine
Craigsville, W Virginia

Briarfield Coal Corp
No. 1 Mine
Hurley, Virginia

Leckie Smokeless Coal Co
No. 7 Strip
Rupert, W Virginia

Rattle Snake Run Inc
No. 8 Strip
Rupert, W Virginia

Old Hickory Clay Co
Gleason Mill/Ball Clay
Gleason, Tennessee

Cyprus Industrial Minerals
Gleason Plant
Gleason, Tennessee

Chaney Mining Inc
Chaney
Reed, Kentucky

Hesco Inc
Hesco Coal
Plainfield, Indiana

B & D Mining Inc
B & D Coal
Huntingburg, Indiana

BSB Coal Co Inc
KOK No. 3
Pathfork, Kentucky

Mountain Fuels Corp
Mountain Fuels Coal
Morgantown, W Virginia

Crane Coal Co Inc
Crane Coal Mine
Albright, W Virginia

Daisy Coal Corp
Daisy Coal Mine
Conaway, Virginia

North American Mining
North American Mine
Nanticoke, Pennsylvania

Santee Portland Cement Co
Holly Hill Quarry/Mill
Holly Hill, S Carolina

Mac Mining Inc
Mac Coal Mine
Wise, Virginia

Livingood Company
Livingood/Gold
Fairbanks, Alaska

Markgraf Materials
Crushed Stone
Anna, Illinois

Holly Beth Coal Inc
Holly Beth Mine
Vansant, Virginia

D & P Coal Co
No. 1 Mine
Richlands, Virginia

Big Pete Coal Co Inc
No. 1 Mine
Richlands, Virginia

Emergency Medical Services
Tanana
Fairbanks, Alaska

Big "J" Coal Co Inc
No. 24 Mine
Pathfork, Kentucky

Weaver Mining Properties
Weaver Mine/Gold
Wickenburg, Arizona

Contract Mining Inc
Ell Creek
Huntingburg, Indiana

Harman Mining Corp
No. 5-A Mine
Harman, Virginia

Harman Mining Corp
No. 3-A Mine
Harman, Virginia

Harman Mining Corp
No. 3 Mine
Harman, Virginia

Harman Mining Corp
Truck Shop
Harman, Virginia

Harman Mining Corp
Clintwood Loading Dock
Harman, Virginia

October 1983

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

The Safety Huddle

I believe we all agree that the supervisor is a vital part of any safety program. We are no different at our operation. The supervisor is the key to our safety program.

One of the doors open to a supervisor in communicating safety to a crew is the safety huddle (tool-box meeting). Employee participation, communication and safety training is essential in a good safety program. This is achieved by our supervisors through the medium of safety huddles.

The safety huddles are held on company time and are 15 minute sessions. Every supervisor with a crew must hold a weekly safety huddle.

The crews are told that the safety huddles will be dropped if they become a coffee break, gripe session, etc. Safety huddles must not become monotonous; variety should be used.

Here are some suggestions:

1. The five minute talks by the supervisor are prepared in advance on general safety topics, previous accidents, unsafe acts, etc.

2. Show a film once a month.

3. Use display boards (eye protection, lifting demonstration, welding, cable and slings).

4. Provide job safety training on a new tool or equipment.

5. Review changes in job procedures.

6. Rotation of employees in giving talks on hazards of their work area.

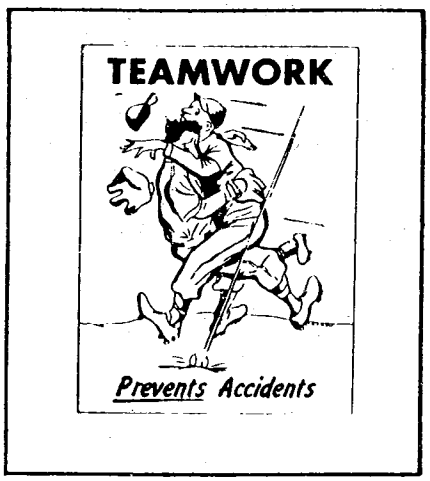
7. Give first aid training.

Safety suggestions by the crews are noted on a form by the supervisor. This is followed through and at the end of the month these safety items are collated as to what has or has not been done. At the monthly supervisory safety meetings these items are followed up for completion and fed back to the crews at their safety huddles.

In this way the employees realize that their safety suggestions are being completed or investigated and that they are playing an important part in the safety program.

-MORE-

The safety huddles are an excellent tool of communication. The supervisor speaks to the whole crew as a unit and does not have to repeat the message to each employee individually.



FOUR OR FIVE?

SLOW is a four letter word

So is SAFE

SPEED is a five letter word

So is DEATH

BE ACCIDENT FREE IN "83"

October 1983

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

CHEMICAL BURNS AT METAL/NONMETAL MINES AND MILLS 1979 - 1981

Chemical burns continue to be a source of injuries in the metal/nonmetal industry. This report identifies the types of chemicals involved, part of body affected and how the number and severity of these injuries might be reduced.

An analysis was made of 915 chemical burn injuries reported from 1979 - 1981 as depicted in Table 1. During this period, 374 injuries were reported in 1979; 282 in 1980; and 259 in 1981. Sixty six percent of all injuries involved burns to the eyes, face and upper respiratory system.

Burns from alkaline compounds accounted for about 50 percent (458) of the incidents, of which 71 percent (325) were attributed to lime and cement. Many of these burns were the result of bags exploding while bagging or loading and others from dust falling from the rafters, raking grates, cleaning bins and wind blowing lime dust in the eyes. Goggles or safety glasses were available and worn in many instances, but provided inadequate protection by allowing dust to enter behind the lens.

Nineteen percent of the injuries were abrasions or burns to the legs, ankles and feet. These injuries could have been caused by a chemical build up on apparel or direct contact with the compounds through cracks or tears in footwear. Other injuries (15 percent) were the result of direct contact with caustic soda, soda ash, resins, etc.

Acid was a reported cause of 16 percent (144) of the eye and face burns. Battery acid accounted for 29 of these injuries and resulted from the accidental splash of acid or spraying of acid from exploding batteries. These injuries indicate that suitable eye or face protection may not have been provided or used. The most common problems appeared to be improper techniques or tools being used while handling or servicing batteries and attaching jumper cables to charge batteries. Twenty sulfuric acid (not battery) burns resulted from ruptured hoses, lines, or the failure to bleed pressurized acid lines prior to maintenance.

Seventy-nine injuries resulted from handling hydrocarbons. Fifty-eight eye and face injuries occurred due to spray or splash-back while refueling equipment, cleaning with solvents, failing to bleed or relieve pressurized systems prior to loosening hoses or hoses bursting under pressure. In general, the availability and use of suitable eye and face protection was not indicated on the accident reports. The remaining twenty-one hydrocarbon burns resulted from miscellaneous tasks involving the handling of gasoline and solvents.

-MORE-

CONCLUSIONS

One of the most common work activities found in this study of chemical burns was bagging lime or cement. The use of respirators and safety glasses or face shield does not appear to provide adequate protection to the operator. Engineering controls such as improved ventilation and machine-mounted shields should be evaluated to improve operator safety. The prevalance of settled lime and cement dust falling from rafters and other structures would seem to indicate that dust collection and plant clean-up are not adequate. In addition to engineering controls, an adequate respirator program and the use of proper goggles, face shields and safety glasses should help reduce these injuries.

Appropriate protective clothing and the use of a barrier cream or lotion would improve protection while working in lime or cement. The wearing of clean clothing daily to control chemical build up on apparel and regular inspection of footwear for cracks and tears would reduce the number of abrasion and burn injuries.

The frequency of eye injuries incurred while working with batteries would seem to indicate that employees are either not being provided proper eye protection, such as face shields or splash proof goggles, or management is not enforcing the use of eye protection.

The importance of personal protection while handling batteries, battery acid, cement and lime should be included in the hazard recognition training required at each mine. This training should emphasize safe work practices, the importance of personal hygiene and the use of proper personal protective equipment when working around corrosive materials.

- MORE -

TABLE 1. Chemical Burns by Type and Location
1979 - 1981

Acid	Underground	Surface	Plant	Total	Percent
Sulfuric (not battery)	-	2	18	20	2
Batteries Exploding	1	12	2	15	2
Sulfuric acid splash	3	10	1	14	2
Other acids	17	10	68	95	10
Subtotal	21	34	89	144	16
Alkali					
Lime	4	14	174	192	20
Cement	70	14	49	133	15
Other alkalis	4	16	113	133	15
Subtotal	78	44	336	458	50
Hydrocarbons					
Hydraulic fluids	6	7	5	18	2
Diesels	5	10	3	18	2
Solvents	3	5	3	11	1
Gasoline	-	4	1	5	1
Other hydrocarbons	2	21	4	27	3
Subtotal	16	47	16	79	9
Hydrogen Sulfide and Gas Fumes	18	-	5	23	3
Blasting Agents	8	-	-	8	1
Other (Fire extinguishers, adhesives, slurry)	9	20	15	44	4
Unknown 1/	8	10	141	159	17
Total	158	155	602	915	100

1/ Insufficient data by operator to identify these types of injuries.

-MORE-

October 1983

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

CYANIDE USE

FOOD, DRINK, TOBACCO. The use, storage and carrying of the following shall be prohibited in cyanide storage and mixing areas where there is a potential for cyanide dust exposure:

1. Cigars, pipes, cigarettes and any variation of the same;
2. Chewing tobacco, gum, snuff or similar chewables;
3. Foodstuffs including candy, nuts and lunches;
4. Beverages such as coffee, soda pop and drinking water.

Warning signs advising employees of these restrictions shall be posted at the mixing and storage areas.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.20-11; .20-14

EXPLANATION: Cyanide dust may contaminate tobacco and food that is carried into the cyanide work area. It should be recommended that employees wash their hands and faces thoroughly before eating, smoking or chewing.

FOOD PREPARATION AREAS. Sodium, calcium and potassium cyanide shall not be stored, mixed or used in any area that is also used for food storage, preparation, or dispensing.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.16-3; .16-4; .20-14

EXPLANATION: Cyanide contamination of food preparation utensils may cause poisoning. Employees should remove contaminated clothing and wash themselves thoroughly before entering lunch rooms. Lunch rooms should be clean and uncontaminated.

MIXING. The following precautions should be taken during the mixing of cyanide in water:

1. The mixing tank shall be constructed so as to direct any dust and gas away from the operator.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.5-1

2. The feed water entry into the tank shall be provided with a positive means of preventing any back flow.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.20-2(e)

3. The resulting mix solution should be maintained at a proper pH.

EXPLANATION: The mixing tank should be constructed in such a manner that any dust or gas generated during mixing can be exhausted into the tank or blown away from the employee so that the employee is protected.

If the water supply pressure should drop, a back flow could easily contaminate the potable water supply and result in cyanide poisoning to persons drinking it. Back flow is best prevented by physically disconnecting hoses and pipes. Workers should be cautioned to avoid splashes and spills during the mixing process.

Maintenance of solution pH can prevent the generation of HCN.

IN SITU LEACHING. All accessible underground workings connected to and used for collection of cyanide solutions shall be provided with positive mechanical ventilation.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.5-1; .5-18; .5-20

EXPLANATION: Employees working in underground in situ leaching operations must be protected by adequate mechanical ventilation.

FIRE EXTINGUISHERS. Carbon dioxide or carbon-dioxide-containing fire extinguishing agents should not be used on, in or near an area where cyanide is stored or used.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.4-23; .4-24; .16-12

EXPLANATION: Carbon dioxide as a gas or in solution is a mild acid. When a high concentration of carbon dioxide is mixed or comes into contact with a solution of cyanide or open containers or piles of solid cyanide, hydrogen cyanide gas could be released.

Cyanide salts will not burn or support combustion. Fires in a cyanide use or storage area should ideally be extinguished with materials other than water or CO_2 due to the potential for HCN generation.

CO_2 generating sources, CO_2 gas cylinders, and CO_2 fire extinguishers should be isolated or at a distance from cyanide areas.

CIRCUIT IDENTIFICATION. All fluid pipe lines and valves in cyanide circuits shall be color-coded or otherwise identified. The key to the color code shall be posted near all entrances to buildings, shops, and in office and control areas.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.20-2(d); .20-12

-MORE-

EXPLANATION: It is possible to misconnect pipes in mills where color coding is not used. Taping or tagging the pipes at intervals not greater than 3 feet, at every coupling "tee" valve and elbow, on each side of the fitting and at every outlet is adequate. However, painting the entire pipe and fitting is a preferable method of identification. Potable-water outlets shall always be posted.

PIPE LINE IDENTIFICATION IN FLOTATION MILLS. The pipe lines in flotation mills carrying water to the cyanide mixing tank and the pipe lines carrying the cyanide solution away from the mixing and storage tanks to the reagent metering area shall be color-coded differently or otherwise identified in order to prevent the possibility of their becoming misconnected.

APPLICABLE STANDARDS: 30 CFR 55, 56, 57.20-2(d); .20-12

EXPLANATION: This guideline permits alternative methods of pipe identification. This is due to the usually limited use of the cyanide mixing, storage and metering area in flotation mills and the nature of the spills in the reagent, ball mill and conditioning tank areas. These spills are usually fine-ground ore and are very abrasive. When they are hosed away during cleanup, the sand-blast effect may make color coding impractical. The use of taping, odd-size pipes, different joints, metal tags at each joint or signs affixed to pipes are acceptable methods of pipe line labeling.

October 1983

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

CHUTE PULLING

A study of many chute accidents shows that the largest single factor governing these accidents is the size of material handled. We can see this is true because few accidents occur at fill chutes where the size of material handled is small and fairly uniform. Thus, the supervision's first step in chute accident prevention is to avoid having large chunks get into the chute. This may be done by insuring that--

1. The breast or bench is properly drilled before blasting.
2. All large chunks are blasted by block holing before they enter a chute.

Where this is not done, a job which should be quite safe becomes hazardous because chute blasting and barring is necessary. Both operations can be dangerous and costly.

The second condition for chute pullers to avoid, if stope chutes are laid out opposite each other on the gangway, is the dry chute. Operating chutes should never be pulled dry. No one should work opposite a chute mouth unless certain there is no danger of being struck by material falling down the chute and bouncing out.

The following items should be remembered by all chute pullers and chute blasters:

FIRST Yourself-Chute pullers should be alert at all times. Quick action is a necessity. Your equipment should include a good pair of spats, a good pair of gloves, and shin guards if needed. Lamp cords should be inside the shirt.

SECOND Your working place-the loading platform or gangway and the ladder to it. Beware of what is above the platform, the flooring of the platform, the platform walls, what is ahead of you (holes to step into or projecting material) and what is behind you (clear way for a quick retreat).

THIRD The chute itself-head block, baffle plate and hook stop log and stop log chain. See that hooks are not made from scrap material, check occasionally with blow to see if sound. Check gate and hinges, chute bottom and ring doors and covering over corners of gangway opening. Any of these items in poor condition may cause an unnecessary accident or spill.

FOURTH Your tools should include a good straight bar of proper length poplar poles and a longer barring pipe for barring how hang-ups and a chute wrench of proper shape and length. See that tools are hung up in a safe place when not in use.

-MORE-

FIFTH When barring, stand clear of the muck with a clear space behind you for retreat. Don't bar so that your body is placed across the chute or so that you may fall into the chute or gangway opening if the bar slips. Keep the baffle plate down except when barring hung-up chute. See that hook is secure. Do not remove more than one side of stop log when chute is hung up. Never work opposite an empty chute unless you are sure that there is no danger from falling material. Never bar OVER the top log.

Avoid barring over other chunks. NEVER ENTER A HUNG-UP CHUTE. Keep barring pipe straight. Don't allow anyone to stand close behind you or pass beside you or below the chute in the drift while you are barring the chute; stop barring if necessary. Hold bar near the end so that there is not too much bar sticking out behind you. Step back as soon as muck starts to slide. Watch out for stop log lifting up. Avoid putting your hand or arm on the stop log, a chunk might strike it.

Never pull chute DRY. Always be ready to drop your bar and step back. WHEN OPENING CHUTE GATE, DO NOT REMOVE RING DOOR UNTIL SWITCH OPERATOR GIVES OK. Lift wrench with your legs, not your back. When chute is being barred, remove your wrench and stand back at least one step from the chute. Let the muck strike the gate and allow the chute mouth to fill up before opening the gate. Remember, flying chunks cause accidents, so jump back when they start to fly. Keep wrench as much as possible on side arm of chute.

Avoid standing near front of chute. When holding your light for miner barring chute, don't rest your hand on the stop log. Be ready to jump back as soon as the muck slides. Leave the gate down on the chute bottom when finished pulling the chute. Warn switch operator to remove overhanging chunks or material from sides of cars. LEAVE THE GANGWAY CLEAN.

ABSTRACT FROM FATAL ACCIDENT

October 1983

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC

ROOF FALL ACCIDENT

General Information: A roof fall occurred resulting in the death of a section foreman. He was supervising the crew, loading a rock fall.

Description of Accident: The unit crew, under the supervision of the victim, started to work on the rock fall.

Timbers had been installed under the brow of the fall in the entry on the inby and 72-inch conventional roof bolts had been installed on the crosscut side of the brow.

The crew had loaded three shuttle cars of rock when it was decided that a brow on the right side of the entry should be taken down and loaded out. The brow was supported by two or more timbers. The victim decided to attach a rope around the timbers and pull them out with the continuous-mining machine to allow the roof to fall. After examining the roof in the cavity by the sound-and-vibration method, the victim and the continuous-miner operator pulled the rope across the entry under the cavity where part of the fall had been loaded. The victim began to attach the rope to one of the timbers and the continuous-miner operator went through the timbers toward the brow. At this time, the brow began to work and both men ran for safety.

Before the victim could get to supported roof, a piece of rock approximately 8 feet long, 6 feet wide and 14 inches thick fell out of the unsupported cavity, striking and apparently killing him instantly.

Conclusion: The cause of the accident was advancing beyond supported roof for purposes other than installing temporary supports.

ABSTRACT FROM FATAL ACCIDENT

October 1983

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC

FATAL ACCIDENT OF A BELLMAN

A 55 year old surface machine repairman, with 38 years experience, all at this operation, was fatally injured when he fell 35 feet to the shaft bottom while doing assigned Saturday overtime work as a bellman.

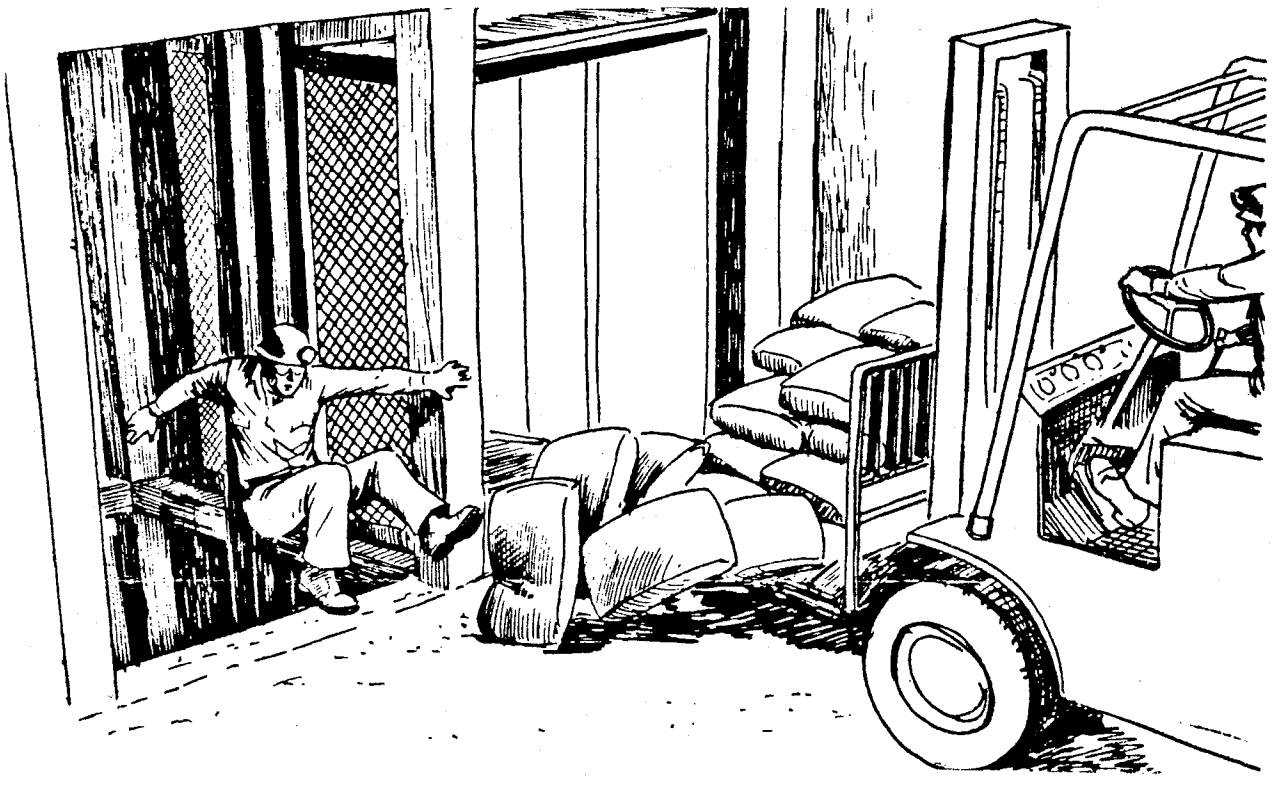
The victim and a forklift truck operator were unloading their third pallet of cement on a shaft station 1132 feet below the collar when the pallet broke and sacks tumbled to the floor. The victim was either hit by the sacks or stepped back to avoid them and fell into the open compartment.

Both shaft gates were secured by the same lock and when the west gate was opened the east gate would swing open. The forks on the forklift truck were too close together and the weight of the cement sacks broke one side of the pallet.

RECOMMENDATIONS

1. The shaft gates shall be provided with separate locks so they can be fastened independently of each other.

2. Employees operating forklift trucks shall be instructed on proper spacing of the forks.



October 1983

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Safe Truck Operations

The safe operation of trucks depend on the skills and knowledges of many people in the mineral industry. The people who design and build the roadways on which the trucks operate and the mechanics that perform the necessary maintenance on the trucks have a large part to play in the total picture of safe truck operations. The primary responsibility, however, for the safe truck operation rests with the driver--the one that moves the truck. The driver should be aware of the responsibility at all times and should be on the alert to recognize the hazards involved.

A really skilled driver is one that can boast of the ability to handle the truck, as well as a safety record of no accidents or injuries. How does a driver become skilled? Safe drivers know how to handle the truck under all conditions and follow a few rules that help reduce hazards involved in driving to a minimum.

What are some of the rules that a skilled driver follows?

1. Inspect the vehicle at the beginning of the shift using a checklist and immediately report any defects to the supervisor or the maintenance department. Emergency brakes as well as regular brakes should be inspected.

2. Before a vehicle is moved, the driver will insure that the pressure for the airbrakes is built up to operating pressure.

3. Before moving the vehicle, the driver will check to make sure that the area is clear and will sound the horn or siren to alert people to the fact that the truck is being moved. The truck should never be moved while there are people in the area directly in front or in back of the vehicle.

4. The driver will maintain a speed on the roadways consistent with the conditions of the roadway and traffic present. Never coast on a downgrade, but engage the proper gear prior to entering the grade.

5. The driver will be aware of all happening in the area and will maintain a distance of two truck lengths for every 10 miles of speed behind another vehicle.

6. The driver maintains full control of the vehicle by having a firm grip on the steering wheel with the thumbs on the outside of the wheel to avoid steering wheel spins.

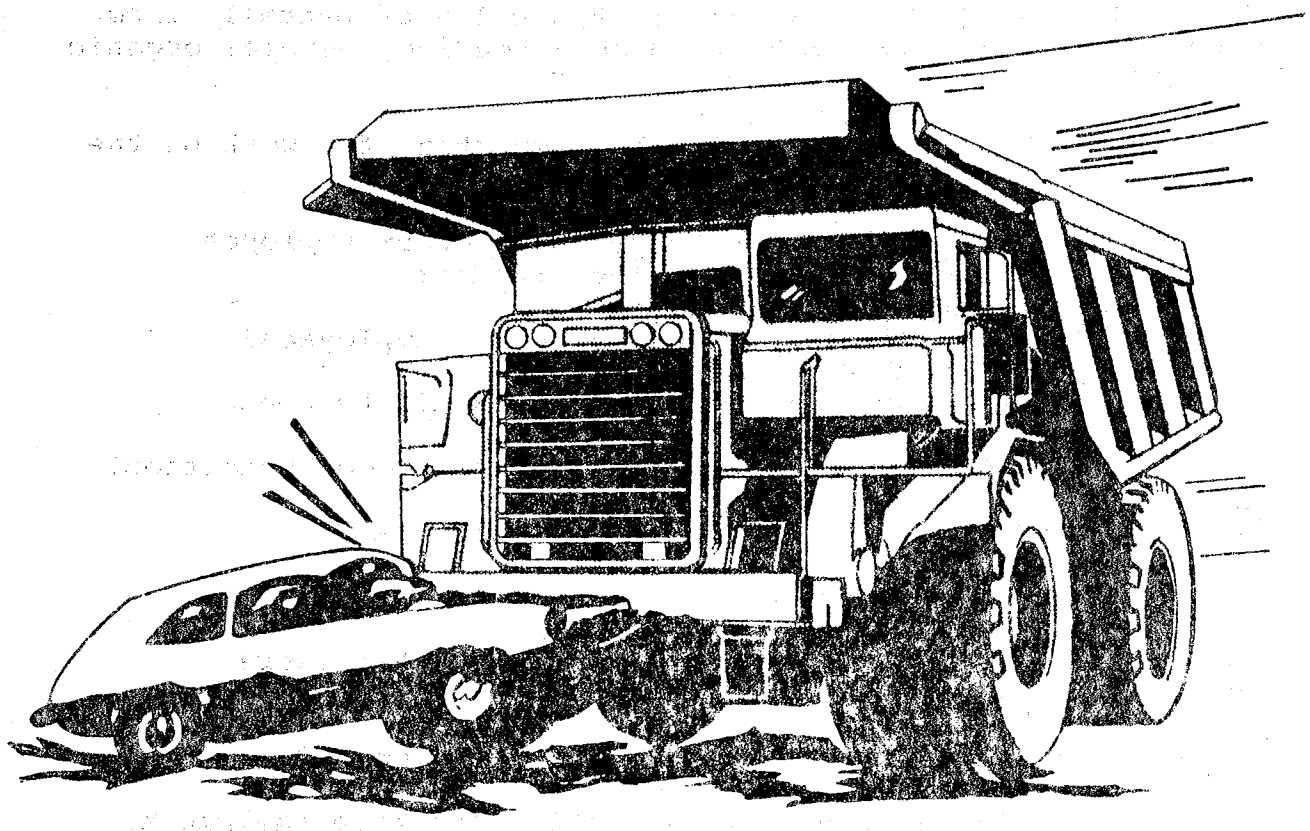
-MORE-

7. If drowsiness occurs, the driver should not operate the vehicle but pull out of line of traffic and stop to avoid an accident.

8. The driver continuously observes the conditions of the roadway ahead to avoid hitting rocks and holes which may cause losing control of the vehicle.

9. While waiting for an area to load, the driver parks in a clear space with the front of the truck toward the shovel or loading pit so that the presence of personnel or equipment can be observed. The driver also follows the traffic patterns established at the loading area and the dump.

IF YOU FOLLOW THESE RULES OF THE ROAD, YOU WILL BECOME A SKILLED DRIVER WITH ZERO-ACCIDENT RECORD.



October 1983

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

INVESTIGATING AN ACCIDENT

Investigating an accident is one of the tasks that face each supervisor whenever an employee is injured. Some of the information that would guide the supervisor's action to prevent any recurrence would include:

1. What was the injured employee doing just prior to and at the time of the accident?
2. Was this in the course of performing routine duties?
3. Was the job being done in accordance with safe operating instructions or existing rules?
4. Does the injured employee differ physically or mentally from others doing the same work; eyesight; hearing; hernia; organic weakness?
5. Was the injured in good health when reporting for work on the day of the accident?
6. Did the action or lack of action of some other employee contribute to the occurrence of the accident?
7. How is the same type of work done by other employees?
8. Is there a safer way in which this work could be done?
9. Was the equipment or machinery being used in good condition?
10. Was it suited for the job for which it was used?
11. Was it effectively guarded?
12. Were the housekeeping conditions at fault? Was there insufficient room?
13. Was there a lack of personal protective equipment?
14. Did the injured fail to wear personal protective equipment?

This is not intended to be a complete check-list for each accident investigation. The answers to these questions will, however, provide each supervisor with some vital information and should help prevent the same accident from happening again.

If you like what the HOLMES SAFETY ASSOCIATION is trying to do for safety - talk about it - if not - do something about it.

Progress
Action
Concern
Enthusiasm

In the 80's
for
SAFETY

HOLMES SAFETY ASSOCIATION

Finger Traps - Old and New

The ancient oriental finger trap involved a small woven tube. After a finger is inserted into each end of the tube, pulling apart firmly traps the fingers and the harder the pull the more firmly the fingers are trapped. Worked right, however, the trap releases fingers unharmed.

Modern "finger traps" are not as generous. They can cut and maim fingers which have been trapped.

A few sensible precautions will protect your fingers from this danger:

*Be alert for pinch points

*Take care with hand tools - replace or repair damaged or worn tools

*Consider all moving machinery dangerous and use all available safety guards

*Wear protective gear when needed

*Get first aid for all injuries

Hazardous Coats

Women: Check the fiber content of your winter coat. If it contains asbestos, bury it.

This injunction comes from Dr. Irving J. Selikoff, Director of the Environmental Science Lab of the Mt. Sinai School of Medicine.

A large quantity of melton-type cloth imported from Italy was made into more than 100,000 women's coats. The cloth is a blend of wool, nylon and asbestos.

Once asbestos particles are inhaled, they aren't expelled and don't dissolve. "The host may suffer no ill effects for years, but danger of lung cancer or other asbestos induced malady remains," Dr. Selikoff said.

October 1983

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

LET'S HAVE A HAPPY AND SAFE HALLOWEEN

Here's a few do's and don'ts to get your youngsters back home free from harm.

DON'T allow your children to enter strangers homes or follow them anywhere.

DO provide hand held flashlights and sew reflective tape on costumes that will make children visible.

DON'T permit masks to restrict breathing.

DO make sure that costumes are fire-resistant.

DON'T allow children to carry candles or open flame.

DO not allow children to eat any of their collected goodies until they have been inspected by an adult at home. (In recent years, razor blades, pins, slivers of glass, drugs and poisons have appeared in some "treats" given to children.)

DO BEWARE OF DOGS.

DO REMIND children to be careful in crossing the street; walk on right side of the road and do not dash between cars.

THE LAST WORD

LET'S STOP THAT NUMBER 1 KILLER

W A T C H T H A T R O O F

DON'T COUNT ON SPARES

I SAW a man with a leg of wood
(He hobbled along as best he could)
I SAW a man with a hand of steel
(It helped on the job but could not feel)
I SAW a woman with an eye of glass
(She can hear you but she can't see you pass)
I SAW two fingers missing from a man's hand
(He had to give up the career he had planned)
These signs are all grim,
But we may as well face it;
The original's better
Than the part to replace it!

- - - - - - - - - - - - -

SMALL VEHICLES WITHOUT TRUNKS
-A SAFETY HAZARD!-

For all the additional safety items added to automobiles in recent years, the auto engineers left their safety hats in the closet the past few years as they let manufacturers do away with the trunks!

Without a trunk, you are forced to place boxes, groceries, etc. in the passenger compartment. Now, just think what will happen to this shopper if they make a sudden stop, or crash, or roll over? You know what will happen. The groceries, including canned goods with sharp edges, glass bottles, your tools and other miscellaneous items suddenly become flying missiles. For "safety's sake," if you can, tie all items down before you head "back to the barn!"

HUMAN RELATIONS

EVERYONE likes to be liked, needs to be needed, wants to be wanted and loves to be loved.

BELIEVERS are achievers. Quitters never win! Winners never quit!

WHEN we look into the long avenue of the future and see the good there is for each one of us to do, we realize, after all, what a beautiful thing it is to work, and to live, and to be happy. -- Stevenson

THOSE who bring sunshine into the lives of others cannot keep it from themselves.

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SUCCESSFUL BUSINESS EXECUTIVE - One who can delegate all the responsibility, shift all the blame and appropriate all the credit.

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FALL, DOWN A RAISE

An underground electrician sustained a compression fracture off the back and general bruising when he fell down a raise in an iron mine. He had completed connecting the power cable to a tugger which had been hoisted up to a new working position. He started down to connect the other end of the power cable to the switch box. As he put his weight on the ladder it pulled away from the sprag pole to which it was spiked and he lost his grip and fell 30 feet. The sprag pole was found to be broken, probably during moving of the tugger.

POSTAGE AND FEES PAID
U.S. Department of Labor

LAB 441

MSHA, Office of Holmes
Safety Association
Educational Policy & Development
P.O. Box 25367
Denver, Colorado 80225

5000-22
(Rev. 12-78)

United States Department of Labor
MSHA
Mine Safety and Health Administration

HOLMES SAFETY ASSOCIATION
MEETING REPORT FORM

For the month of _____

TOTAL meetings held this month _____

TOTAL attendance this month _____

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

_____
(Signature)

_____
(Telephone No.)

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(Title)

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