

MAY 1984



# BULLETIN



**ACCIDENTS:  
A GOOSE EGG**



**SCORE '84**

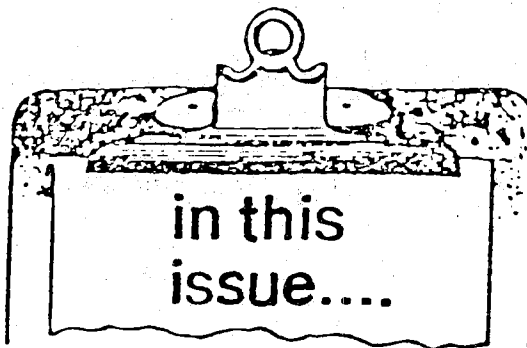
THIS SAFETY BULLETIN CONTAINS SAFETY ARTICLES ON A VARIETY OF SUBJECTS, FATAL ACCIDENT ABSTRACTS, STUDIES, POSTERS AND OTHER SAFETY INFORMATION FOR PRESENTATION TO GROUPS OF MINE AND PLANT WORKERS.

AS GROUP SPOKESPERSON, LEADER OR SUPERVISOR, YOU PLAY AN IMPORTANT ROLE IN THE ACCIDENT PREVENTION PROGRAM FOR YOUR COMPANY. THE WAY YOU TALK, THINK AND ACT ABOUT SAFETY DETERMINES, TO A GREAT EXTENT, THE ATTITUDE YOUR COWORKERS WILL HAVE ABOUT SAFETY.

THIS MATERIAL, FUNDED BY THE MINE SAFETY AND HEALTH ADMINISTRATION, U.S. DEPARTMENT OF LABOR, IS PROVIDED FREE AS A BASIS FOR DISCUSSION AT ON-THE-JOB SAFETY MEETINGS. IT MAY BE USED AS IS OR TAILORED TO FIT LOCAL CONDITIONS IN ANY MANNER THAT IS APPROPRIATE.

PLEASE USE THE ENCLOSED GREEN MEETING REPORT FORM TO RECORD YOUR SAFETY MEETINGS AND RETURN TO THE HOLMES SAFETY ASSOCIATION, POSTAGE-PAID.

# HOLMES SAFETY ASSOCIATION



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1. Safety Topic, "Welcome New Members"
2. Report, "MSHA Starts National Roof Control Campaign"
3. Abstract, "Fatal Roof Fall Accident"
4. Abstract, "Fatal Powered Haulage Accident"
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6. Safety Topics, "Decline In Coal Mine Injury-Fatality Rates For 1983"  
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9. Safety Topics, "Carefully Committing An Unsafe Act"  
"Let Us Remember"
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11. Safety Topic, "Safety Pause"
12. Safety Topic, "Where To, Tomorrow?"
13. Safety Topic, "Procedure Factor"
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16. Announcement, "Third Annual Western Holmes Safety Association Meeting In Jackson Hole, Wyoming"
17. Announcement, "Last Call....Hurry....Hurry....HURRY.... Annual Meeting--Arlington, Virginia"
18. The Last Word
19. Meeting Report Form (Mine Chapters Only)



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## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC



Rogers Group Inc. Spencer Plant Spencer, IN	Scott Bros. Crushed Stone Scott Bros. Crushed Stone Toccoa, GA	Winston Winston Mine #10 Vansant, VA
Rogers Group Inc. Greene Cty. Plt. Bloomfield, IN	Virginia City Coal Co. Virginia City St. Paul, VA	Huss Contracting Co. Huss Contracting Andreas, PA
L.R. Falk Const. Co. L.R. Falk St. Ansgar, IA	Unimin Corp. Prairie State Troy Grove, IL	Eastern Industries Eastern Ind./Whitehall Whitehall, PA
Hitchcock Bros. Hitchcock Cinders Lower Lake, CA	Robinson Sand & Gravel Robinson Sand & Gravel Detroit, AL	P & J Mining Co. P & J Mine Youngstown, OH
Maumee Stone Co. Maumee Stone-Lime Maumee, OH	United Coal Co. United Coal #2 Grundy, VA	Town of Malone Highway Park Street Pit Malone, NY
Avon Building Supply Avon Building Supply Avon, MA	U.S. Gypsum Co. U.S. Gypsum Spruce Pine, NC	United Brick & Tile of Iowa United Brick & Tile Adel, IA
Pierce Cty. Highway Pierce Cty. Highway Ellsworth, WI	C & S Coal Co. C & S Coal #3 Williamsburg, KY	State Dept. of Mines State Dept. of Mines Morgantown, WV
R. E. Cox Const. Russel E. Cox Lena, IL	B & B Coal Co. No. 1 Mine Williamsburg, KY	Harman Bros. Coal Co. Harman Bros. Coal Pounding Mill, VA
Civil Constructors Civil Constructors Freeport, IL	Matthews Mining Co. No. 1 Mine Middlesboro, KY	4-G Materials Inc. 4-G Materials Blanco, TX
R. E. Cox Const. Kent Quarry Lena, IL	Renner's Quarries Russell/Miller Quarry Sterling, IL	Economy Excavating Co. William Oppold Freeport, IL
Molalla Sand & Gravel Molalla Sand & Gravel Oregon City, OR	Renner's Quarries Robbins Plant Sterling, IL	Peabody Coal Co. Graham Hill No. 2 Mine Graham, KY
Canby Sand & Gravel Canby Sand & Gravel Oregon City, OR	Dixon-Marquet Cement Co. Dixon Marquet Cement Dixon, IL	Renwood Coal Co. Inc. #1 Prep Plant Williamsburg, KY
River Island S & G River Island S & G Oregon City, OR	Pounding Mill Quarry Bluefield Bluefield, VA	B.L.T. Enterprises #1 Surface Mine Corbin, KY
Conrad Mining Co. Conrad Windber, PA	Pounding Mill Quarry Rocky Gap Rocky Gap, VA	Dainels Bros. Coal Co. No. 1 Surface Mine Williamsburg, KY
Amerikohl Inc. Amerikohl Butler, PA	Pounding Mill Quarry Pounding Mill Pounding Mill, VA	DLM Coal Corporation DLM Alton, WV
Kentucky Stone Co. Russellville Louisville, KY	Gensis Coal Co. Gensis Pennington Gap, VA	Aytes Coal Co. Aytes Wartburg, TN
L & K Miller Mining L & K Miller Mining Leivasy, WV	Massaponax S & G Massaponax Fredericksburg, VA	Appolo Fuels Inc. Appolo Fuels Middlesboro, KY

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Black Jack Const. Co.  
Black Jack #1 Mine  
Williamsburg, KY

Terror Creek Company  
Terror Creek  
Bowie, CO

Nelson Sand & Gravel  
Dale Bennett  
Prairieville, IL

C & J Coal  
No. 1 Surface  
Williamsburg, KY

Blackface Inc.  
Blackface Mine #1  
Jellico, TN

J. C. Corp.  
J. C. Pee Wee #1  
Jellico, TN

Four Star Enterprises  
Four Star Enterprises  
Middlesboro, KY

Congress Coal Company  
Congress Coal 1-A  
Middlesboro, KY

American Development Co.  
American Development  
Acme, PA

King Quarries, Inc.  
King Quarries  
Cumberland, OH

Turriss Coal Company  
Vanderick Mine  
Daylight, IN

Southwest Materials  
Southwest Materials  
Austin, TX

E. Steward Mitchell Inc.  
Ryden, Meyers, Chaney Pit  
Baltimore, MD

Cantera Caribe  
Cantera Caribe  
Aguadilla, PR

Kaiser Cement Corp.  
Longhorn Cement Plant  
San Antonio, TX

V and V Mining  
V & V Mining No. 1  
Rowe, VA

Tonya Lynn Coal Co.  
Tonya Lynn Coal No. 1  
Honaker, VA

ICI Americas, Inc.  
ICI Americas/Darco Mine  
Marshall, TX

Silver State Mining  
Silver State  
Victor, CO

Itmann Coal Co.  
Itmann Prep. Plant  
Itmann, WV

Itmann Coal Company  
Itmann Mine #1  
Itmann, WV

Itmann Coal Company  
Itmann Mine #2  
Itmann, WV

Itmann Coal Company  
Itmann Mine #3  
Itmann, WV

Dale and Tina Coal Co.  
Dale and Tina Coal  
Odd, WV

Don Obrist Inc.  
Don Obrist  
Sandy, OR

Parker Bros. & Co. Inc.  
Independent Adjustors  
Houston, TX

Jeddo Highland Coal Co.  
Jeddo-7  
Hazleton, PA

Barker Const. Co. Inc.  
Barker  
Ft. Collins, CO

Northwestern Resources Co.  
Grass Creek  
Thermopolis, WY

National Mines Corporation  
Sinson No. 37  
Raven, KY

Richland Coal Company  
Richland Coal  
Barbourville, KY

F. W. Whitcomb Const. Corp.  
Whitcomb Construction  
Walpole, NH

Peabody Coal Company  
Sinclair Slope No. 2  
Drakesboro, KY

Zortman Landusky Mining  
Zortman Landusky Mining  
Zortman, MT

Terra/Tech Associates  
Terra/Tech Associates  
Kingwood, WV

Capitol Cement  
Capitol Cement  
San Antonio, TX

Capitol Aggregates, Inc.  
Capitol Agg. S & G  
Austin, TX

Capitol Sand & Gravel  
Capitol S & G (East)  
San Antonio, TX

Capitol Sand & Gravel  
Capitol S & G (West)  
San Antonio, TX

Del Rio Pits Plant  
Capitol S & G (Del Rio)  
Del Rio, TX

Anthracite Ind. Inc.  
Anthracite Industries  
Sunbury, PA

Maui C & A Inc.  
Maui C & A  
Waikapu, HI

A. P. Green Refractories  
Green  
Mexico, MO

Badger Mining Corp.  
Badger Mining  
Fair Water, WI

Island Creek Coal Co.  
Rebuild Shop  
Craigsville, WV

N & F Mining  
N & F Mining  
Summersville, WV

Gem Mining Company, Inc.  
Surface No. 1  
Jellico, TN

Altus Coal Co.  
Altus  
Nora, VA

First Century Corp.  
First Century  
Mildred, PA

Dixie Lime & Stone Co.  
Dixie Lime & Stone  
Sumterville, FL

Trap Rock Industries Inc.  
Trap Rock Industries  
Kingston, NJ

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Azrock Industries Inc.  
Azrock Industries  
Uvalde, TX

Chantilly Crushed Stone  
Chantilly  
Chantilly, VA

Kelley Sand & Gravel Inc.  
Kelley Pit & Mill  
Roscoe, IL

Rebel Contracting, Inc.  
Rebel  
Madisonville, KY

Tutor Key Dredging Co.  
Tutor Key Dredging  
Tutor Key, KY

Calcar Quarries Inc.  
Calcar  
Paoli, IN

Cave Quarries Inc.  
Cave Quarries  
Paoli, IN

Sugar Ridge Coal Co.  
Sugar Ridge Coal  
Caryville, TN

Lake Wausau Granite Co.  
Lake Wausau Granite  
Wausau, WI

B & R Coal Co., Inc.  
B & R Coal No. 1 Mine  
Swords Creek, VA

Chemstone Corporation  
Chemstone  
Strasburg, VA

Franklin Limestone Co.  
Franklin Limestone  
Nolanville, TX

Lava Products  
Lava Products  
St. George, UT

Jim Smith Contracting Co.  
Edro Mine  
Dawson Spring, KY

Pyramid Mining Inc.  
Pyramid Mining No. 1  
Rowe, VA

Donaldson Creek Mining Co.  
UG No. 1 Mine  
Dawson Springs, KY

Green River Coal Co.  
No. 9 Mine  
Anton, KY

Sand Bar Mining  
Sand Bar Mining  
Sandy Hook, KY

PBC Enterprises Inc.  
PBC Enterprises  
Sandy Hook, KY

Three Sisters Mining Co.  
Three Sisters #1 Mine  
Meta, KY

L. S. Garrow & Sons Inc.  
L. S. Garrow & Sons #1  
Sheridan, IL

L. S. Garrow & Sons Inc.  
L. S. Garrow & Sons #2  
Sheridan, IL

L. S. Garrow & Sons Inc.  
L. S. Garrow & Sons #3  
Sheridan, IL

L. S. Garrow & Sons, Inc.  
L. S. Garrow & Sons #4  
Sheridan, IL

C. A. Powley Company  
C. A. Powley  
Spring Bay, IL

McMullen Pit  
McMullen  
Tremont, IL

Gibson Materials Company  
Gibson Materials  
Gibson City, IL

Rein, Schultz & Dahl of IL.  
George P. Huisenga  
Albany, IL

Unimin Corp.  
Unimin  
Utica, IL

Ivanhoe Lime Quarry  
Ivanhoe  
Ivanhoe, VA

South Dakota Cement  
South Dakota Cement  
Rapid City, SD

New River & Winding Gulf Div.  
New River & Winding Gulf Div.  
Oak Hill, WV

Clinchfield Coal Company  
Clinchfield Coal Open Fork  
Dante, VA

Clinchfield Coal Company  
Clinchfield Coal Maple House  
Dante, VA

Powell Construction  
Powell Construction  
Johnson City, TN

Peabody Coal Company  
Camp No. 11  
Morganfield, KY

Redland Worth Corporation  
Westside & San Pedro  
San Antonio, TX

Redland Worth Corporation  
Electrician's  
San Antonio, TX

Redland Worth Corporation  
Lime Plant  
San Antonio, TX

Redland Worth Corporation  
Mobile Equipment Shops  
San Antonio, TX

Redland Worth Corporation  
Eastside Plant  
San Antonio, TX

Redland Worth Corporation  
Eastside Crushing  
San Antonio, TX

Cherry Valley Sand & Gravel  
Steve Carter  
Cherry Valley, IL

Porter Bros. Inc.  
Porter Bros. Cooling  
Rockford, IL

Porter & Sons  
E. M. Porter & Sons  
Rockton, IL

Walnut Sand & Gravel Co.  
Walnut Sand & Gravel  
Walnut, IL

Colona Sand & Excavating  
Colona Pit  
Colona, IL

Harvard Roady Mixing  
Harvard Roady Mixing  
Harvard, IL

Streator Brick Systems, Inc.  
Shale Pit  
Streator, IL

Porter Brothers Inc.  
Porter Brothers Roscoe  
Roscoe, IL

Kendall Myers  
Kendall Myers  
Oregon, IL

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# MSHA STARTS NATIONAL ROOF CONTROL CAMPAIGN

Everyone in coal mining knows that falls of roof, face and ribs are among the most serious safety problems facing the industry. Since the turn of the century, over 35,000 coal miners have lost their lives in roof fall accidents. Although injury rates in coal mining have greatly improved, falls of roof, face, and ribs continue to be the major cause of death in underground coal mines.

A comprehensive and nationwide program has been developed, aimed at promoting better roof control practices. The program entitled "Roof Evaluation and Accident Prevention" (REAP) is sponsored by coal mine industry and labor organizations and State and Federal government agencies. REAP aims to eliminate roof fall accidents by placing an increased emphasis on the use of safety training, technical information, technology and enforcement.

Participating in the development of the program was the United Mine Workers' of America, the American Mining Congress, the Bituminous Coal Operators' Association, the National Independent Coal Operator's Association, the National Association of State Mine Inspection Agencies, the Bureau of Mines and the Mine Safety and Health Administration.

The office of Educational Policy and Development and the Holmes Safety Association is offering its total support for the REAP program.

## ROOF EVALUATION - ACCIDENT PREVENTION (REAP)

### Training

1. Education and Training personnel will be used to promote applicable new technology and assist in developing new programs for improving roof control techniques. New developments will be publicized by printing articles in publications, journals and newsletters of companies, operators' associations, labor organizations, and State Departments of Mines. Additionally, the publishers of principal trade magazines will be encouraged to actively participate in publicizing new developments.
2. All participating organizations will assist in the development of training aids.
3. The publications of the Mine Safety and Health Administration, Bureau of Mines, United Mine Workers' of America, American Mining Congress, Bituminous Coal Operators' Association, National Independent Coal Operator's Association, State Departments of Mines, and of individual companies will be

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used as vehicles to make the mining community aware of the problems of roof control.

4. Mining associations, labor organizations, Federal and State inspection agencies, Holmes Safety Association, etc., will be used as forums to discuss problems associated with roof control. Participating organizations will support this effort by providing speakers and materials upon request.

5. Individual mine operators, miners representatives, and Federal and State enforcement personnel will be made aware of roof fall accidents through the issuance, distribution, and discussion of the Fatal Alert Bulletins.

6. Persons with health and safety responsibilities, including company and labor organization personnel as well as Federal and State mine inspectors, will be familiar with the roof control plan, any roof control problems, and the history of a particular mining operation. When traveling underground, these persons will observe conditions and practices. They will compliment miners and offer encouragement and instructions when safe procedures are being followed. However, when conditions or practices present hazards, these persons will take appropriate action for which they are authorized.

7. MSHA will continue quarterly roof control training of its personnel.

8. MSHA will continue annual training for roof control specialists. In addition, MSHA will conduct annual training for personnel of the mining industry in roof control when requested.

9. MSHA will host Regional Conferences on Roof Control as needed.

#### Statistics

1. MSHA will distribute information on accidents, injuries and fatalities from falls of roof, face, and ribs to all interested organizations. This information will be furnished primarily through MSHA's Health and Safety Analysis Center "yellow jacket" reports.

2. To the extent that the data is available in the Health and Safety Analysis Center's data base, MSHA will develop additional statistical information and reports relating to roof fall accidents.



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### Technology

1. The use of present technology will be promoted to avoid or minimize working inby permanent roof supports including the use of:
  - (a) Remote installation of temporary roof support;
  - (b) Remote installation of face ventilation devices;
  - (c) Remote tests for methane; and,
  - (d) Installation of appropriate obstructing or warning devices at the entrances to unsupported areas.
2. The use of present technology will be promoted to predict roof stability or probable failure, including the use of:
  - (a) Satellite imagery; and,
  - (b) Roof movement indicators to predict pillar falls, when reliable indicators are developed.
3. The use of systems and methods will be promoted to reduce miners exposure to roof that is less predictable or more difficult to control, including the use of:
  - (a) Remote control equipment for pillar mining, especially when mining push-out stumps; and,
  - (b) Tunnel liners or other innovative technologies for rehabilitation of fall areas.
4. The development of new technology and improvement of present technology will be promoted, such as improved technology to reduce coal and rock outbursts (bumps).
5. Input from participating organizations will be encouraged concerning areas in which Bureau of Mines ground research is needed.
6. Communication of new methods and approaches in roof control to prevent accidents will be promoted. An example is the hydraulic pull to recover machines from under roof falls, resulting in less exposure to hazardous conditions.

### Enforcement

1. MSHA will use information from investigation of unintentional roof falls to encourage mine operators to revise roof control plans where such information indicates revision is needed.
2. MSHA will explore a means to provide flexibility for miners representatives' input into roof control plans.
3. MSHA roof control specialists will offer to meet with mine foremen to discuss roof control plans and to enlist support from foremen to minimize persons working inby permanent roof supports. This meeting would take place following formal review of the roof control plans. Where the mine operator prefers, this meeting would be conducted by representatives of the operator.

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4. MSHA and participating organizations will promote methods and plans that minimize the need for persons traveling inby permanent roof support for any reason.

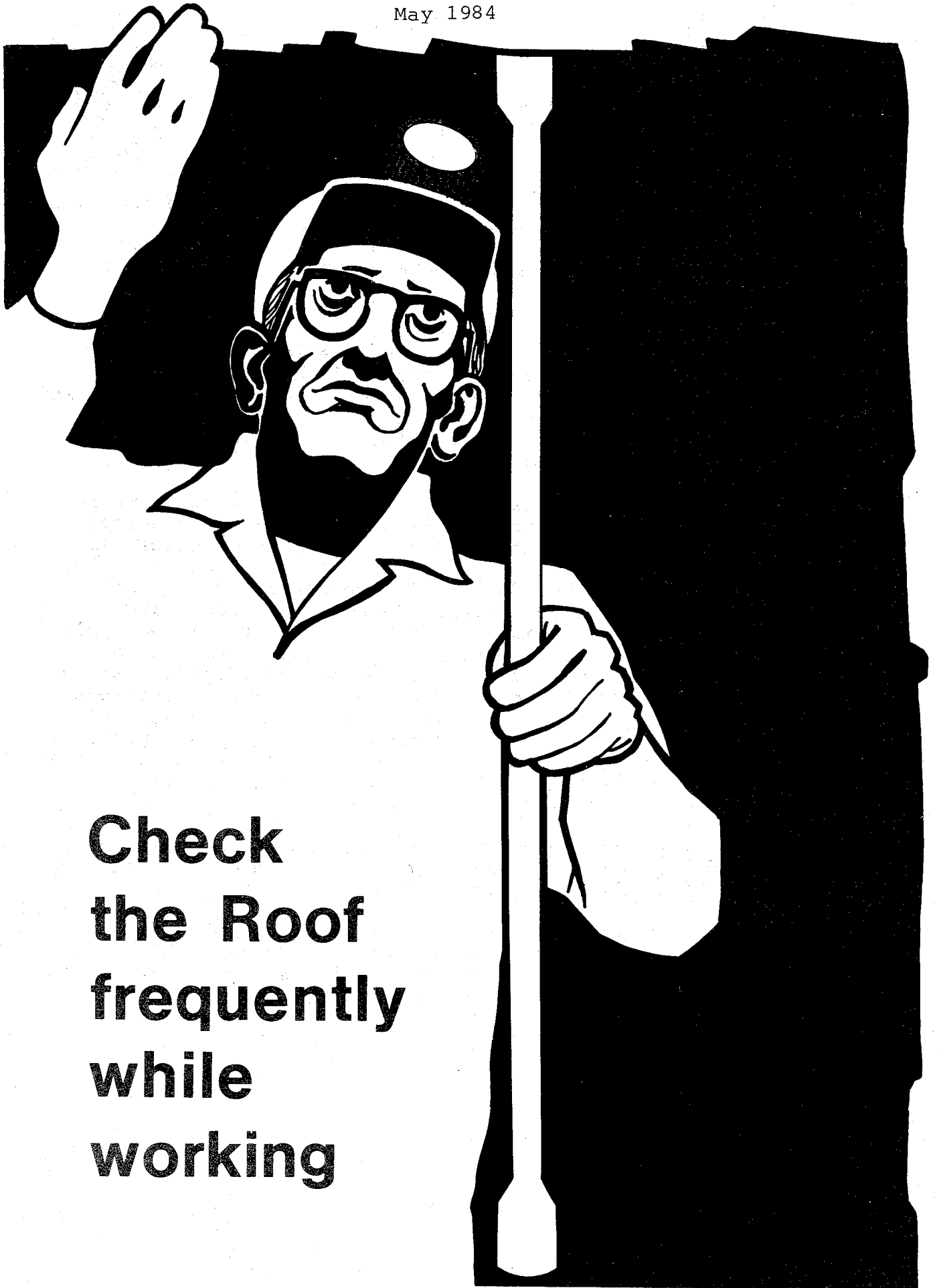
(a) MSHA, in consultation with mine management, will initiate a review of ventilation plans for mines that liberate substantial amounts of methane from the working faces to determine if there is a need for persons to go inby permanent roof supports to make methane tests at the faces or for ventilation devices to be extended inby permanent roof supports. In those instances where there is a need, the procedures for performing this work will be specifically described in the roof control and ventilation plan.

(b) MSHA, in consultation with mine management, will initiate a review of ventilation plans for mines that liberate small amounts of methane from the working faces to determine if there is a need for persons to go inby permanent roof supports to make methane tests at the faces or for ventilation devices to be extended inby permanent roof supports. In those instances where it is determined that there is no need to perform such tasks, the roof control and ventilation plans will specify that going inby permanent roof support to make methane tests or extend ventilation devices is prohibited.

5. MSHA will review petitions for modification of 30 CFR 75.1710. In those instances where petitions have been granted, MSHA will determine if present technology is such that the equipment involved can be provided with cabs or canopies or if roof bolting machines can be equipped with ATRS in lieu of cabs or canopies.

6. Hazards involved in retreat mining will be emphasized. Roof control specialists from the participating organizations will closely monitor approved roof control plans and mining methods for retreat mining.

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**Check  
the Roof  
frequently  
while  
working**

# ABSTRACT FROM FATAL ACCIDENT

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HOLMES SAFETY ASSOCIATION  
MONTHLY SAFETY TOPIC  
FATAL ROOF FALL ACCIDENT



General Information: A roof fall accident occurred in the last open crosscut between the No. 3 and No. 4 entry of an underground coal mine resulting in the death of the section foreman. The victim had approximately 3 years experience as section foreman.

Description of Accident: Under the supervision of the section foreman, the section crew entered the mine and traveled via portal bus to the active working areas of the section. The section foreman proceeded to examine the proposed work areas and returned to the tail piece where the crew waited. Upon completion of his examination, the foreman assigned duties and work locations to the crew members.

Coal production and preparation activities continued normally until the continuous-mining machine cut through the crosscut between No. 3 and No. 4 entry. The roof-bolting machine was immediately trammed into the crosscut. The roof bolting crew, consisted of the roof bolting machine operator and the roof bolter helper. The helper tested the roof, set four safety jacks, then proceeded to mark off the places for the roof bolt hole locations. The roof bolter operator was installing the first row of roof bolts when the helper saw the section foreman walk past the roof bolt machine, proceed through the crosscut to the No. 4 entry, then take down a piece of line curtain in No. 4 entry. Moments later, when the section foreman apparently started back through the crosscut, the roof bolter helper stated he heard a noise of the roof breaking and looked and saw the rock as it fell on the foreman.

Finding of Fact: The section supervisor proceeded under known unsupported roof and was fatally injured when a portion of the roof fell, a violation of Section 75.200.

**The accident occurred because the victim advanced beyond unsupported roof.** The victim failed to follow established company rules and policy concerning persons advancing beyond the last roof support.

# ABSTRACT FROM FATAL ACCIDENT

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HOLMES SAFETY ASSOCIATION  
MONTHLY SAFETY TOPIC



## FATAL POWERED HAULAGE ACCIDENT

GENERAL INFORMATION: The quarry was mined by the open-pit, multi-bench method. The height of each bench was 18-30 feet. The quarry was operated intermittently with a portable crushing plant and associated equipment. Diesel-powered, rubber-tired equipment was used for loading and hauling the limestone to the mill.

DESCRIPTION OF ACCIDENT: The accident occurred when a miner (the victim) entered the area where a front-end loader was being operated. The front-end loader operator was charging the impact crusher hopper with blasted material from the top bench of the quarry. He stated that he knew the victim was in the area but that when he backed the loader down the ramp, he did not spot the victim in his line of travel. The left rear wheel of the loader backed over the victim.

CAUSE OF ACCIDENT: The causes of the accident were failure of the victim to get the attention of the loader operator before he entered the immediate area where the loader was being operated and failure of management to provide a backup alarm system on the loader that could be heard above background noise. The right rear wheel of the loader was equipped with a bell-type backup alarm.

RECOMMENDATIONS: Company work rules should prohibit personnel from entering work areas that have no connection with their work when operations are underway.

56.18-4. Company safety regulations pertinent to various operations should be published and posted for employee information.

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## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### MANDATORY SAFETY STANDARDS, SURFACE COAL MINES AND SURFACE WORK AREAS OF UNDERGROUND COAL MINES

#### SUBPART R - MISCELLANEOUS SECTION 77.1713

Webster defines inspection as "careful investigation; critical examination." One survey indicated that during a 7-year period 140 fatalities involving supervisors occurred, 46 were supervising/observing crews or walking through/standing in a hazardous area. Were their inspections "careful investigations; critical examinations?" You be the judge! Our point is not to criticize supervisors but to point out that safety is everyone's concern. Knowledge of hazards are often known by the workers before the supervisor sees them.

Section 77.1713 Daily inspection of surface coal mine; certified person; reports of inspection.

(a) At least once during each working shift, or more often if necessary for safety, each active working area and each active surface installation shall be examined by a certified person designated by the operator to conduct such examinations for hazardous conditions and any hazardous conditions noted during such examinations shall be reported to the operator and shall be corrected by the operator.

(b) If any hazardous condition noted during an examination conducted in accordance with paragraph (a) of this section creates an imminent danger, the person conducting such examination shall notify the operator and the operator shall withdraw all persons from the area affected, except those persons referred to in Section 104(d) of the Act, until the danger is abated.

(c) After each examination conducted in accordance with the provisions of paragraph (a) of this section, each certified person who conducted all or any part of the examination required shall enter with ink or indelible pencil in a book approved by the Secretary the date and a report of the condition of the miner of any area of the mine which has been inspected together with a report of the nature and location of any hazardous condition found to be present at the mine. The book in which such entries are made shall be kept in an area at the mine designated by the operator to minimize the danger of destruction by fire or other hazard.

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(d) All examination reports recorded in accordance with the provisions of paragraph (c) of this section shall include a report of the action taken to abate hazardous conditions and shall be signed or countersigned each day by at least one of the following persons:

- (1) The surface mine supervisor;
- (2) The assistant superintendent of the mine;
- (3) The superintendent of the mine; or,
- (4) The person designated by the operator as responsible for health and safety at the mine.

**IT IS A MARK OF GOOD  
SENSE AND SKILL  
TO WORK SAFELY**

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## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### MSHA FIGURES SHOW DECLINE IN COAL MINE INJURY-FATALITY RATES FOR 1983

Preliminary Mine Safety and Health Administration data for 1983 show that injury rates in coal mining declined considerably compared to the previous year.

The rate for fatal injuries in coal mining in 1983 was .04 per 200,000 employee hours, dropping from .06 in the previous year. Seventy coal miners were killed in work-related accidents last year, while in 1982 the number of fatalities was 122.

Coal mining's rate for non-fatal injuries (both lost-time and medical treatment cases) in 1983 was 6.83, a decline from 8.00 during the previous year. The rate for all injuries in coal mining in 1983 was 6.87, as compared with the 1982 all-injury rate of 8.06.

Coal miners worked a total of 343.1 million employee-hours in 1983, a decrease from the 410.9 million employee-hours reported in the same period of 1982. Average employment was down also, from 240,155 coal miners in 1982 to 198,039 in 1983.

# COUNCIL NEWS

Thanks to the efforts of MSHA inspectors Bob Nelson and Harry Thompson, the Clymer District Council, Clymer, Pennsylvania, has been reactivated.

On April 12, 1984, a third reorganizational meeting was held to elect officers of that council.



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## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### EXCERPTS FROM CODE OF FEDERAL REGULATIONS

#### SUBPART D VENTILATION

##### PRESHIFT AND ONSHIFT EXAMINATIONS

Sections 75.303, 75.304 deals with preshift and onshift examinations.

The preshift section contains detailed requirements which must be made within 3 hours immediately preceding the beginning of any shift and before any miner in shift enters the active working of a coal mine; certified persons designated by the operator of the mine shall examine such workings and any other underground area of the mine.

This is one of the most important parts of the Law, in that you can be reasonably assured that before you enter your work area, a proper examination has been made. The mine examiner (fire boss, section supervisor, etc.) is required to examine every working section in the workings and shall make tests in each working section for accumulations of methane and also make tests for oxygen deficiency. The examiner shall examine seals and doors, examine and test the roof, face and rib conditions in the working section; examine active roadways, travelways and belt conveyors on which miners are carried, approaches to abandoned areas and accessible falls in such section for hazards; tests by means of an anemometer or other approved device to determine whether the air in each split is traveling in its proper course and in normal volume and velocity; and examine for other hazards and violations of the mandatory health or safety standards.

Belt conveyors on which coal is carried shall be examined after each coal-producing shift has begun. If such examiner finds a condition which constitutes a violation of a mandatory health or safety standard or any condition which is hazardous to persons who may enter or be in such area, it shall be indicated as a hazardous place by posting a "Danger" sign conspicuously at all points which persons entering such hazardous place would be required to pass and shall notify the operator of the mine. Upon completing the examination, the mine examiner shall report the results to a person designated by the operator to receive such reports at a designated station on the surface before other persons enter the underground areas of such mine work in such shift. Each examiner shall also record the results of the examination with ink or indelible pencil in a book approved for such purpose.

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Another equally important section of the Law concerns the onshift examination. The Act requires that at least once during each coal-producing shift, or more often if necessary for safety, each working section must be examined for hazardous conditions by a certified person. All unsafe conditions that are found are to be corrected immediately. If a condition creates an imminent danger, all persons are to be withdrawn from the affected area until the danger is abated (except those persons necessary to correct the condition). The examination shall include tests for methane and oxygen deficiency.

The examinations required by this provision are intended to protect you from hazardous conditions which may develop during any coal-producing shift. The term "coal-producing shift" means any shift during which one or more of the following operations are performed: cutting, blasting, loading, or the hauling of coal from the face areas, regardless of whether the coal is dumped at a tipple.

The following criteria are to be followed when a proper onshift examination is made:

1. The examination as required by this provision should be made by a certified person.
2. Tests for methane should be made with a permissible methane detector, and tests for oxygen deficiency should be made with a permissible flame safety lamp or other approved device.
3. Areas to be examined should include all roadways, travelways, working places, approaches to abandoned areas and pillar lines, machinery and enough of the surrounding areas to assure the safety of the miners.
4. If, during an examination, conditions indicate that hazards exist and are imminent or a violation of the mandatory health and safety standards exists and if the hazard cannot be eliminated immediately, production activities should cease until such hazard is abated.
5. If a condition exists that creates an imminent danger, all persons shall be withdrawn from the area affected, except those necessary to correct the hazard.
6. The results of these examinations shall be recorded in a book on the surface.

This examination is very important in that frequent examinations and tests are necessitated due to rapid changes in your work area. You should inform your supervisor if any hazards or law violations are observed. Hazards and violations of the Law can lead to an accident.

**SAFETY IS THE ETERNAL VIGILANCE FOR THE WELL-BEING OF YOURSELF AND YOUR COWORKER!**

-MORE-

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OUTLINE

- A. Preshift examination (mine examiner)
  - 1. Must be made within 3 hours of working shift
    - a. Examine all working sections
      - (1) For methane and oxygen deficiency
    - b. Examine doors and seals
    - c. Examine and test roof, face and rib conditions
    - d. Examine active roadways, travelways and belt conveyors which carry workers
    - e. Examine approaches to abandoned areas and accessible falls
    - f. Test airflow
  - 2. Hazardous conditions found
    - a. Must be reported
    - b. "Danger" sign posted
- B. Examinations after coal-producing shift has begun
  - 1. Belt conveyors carry coal
- C. Onshift examinations (certified person)
  - 1. At least once during coal-producing shift
  - 2. More often, if necessary for safety
  - 3. Correct immediately all hazardous conditions
  - 4. If imminent danger, withdraw all persons
    - (a) Except those necessary to correct condition
  - 5. If hazard cannot be corrected, all activity should cease
  - 6. Test for methane and oxygen deficiency

-MORE-

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D. Coal-producing shift

1. Any shift in which cutting, blasting, loading, or hauling coal from face area

E. Recording

1. Preshift

- (a) Examiner places initials, date and time at all places examined

2. Onshift

- (a) Examiner record results in book on surface

F. Purpose

1. Find any hazards due to rapid change in work area
2. Prevent accidents
3. Safety

May 1984



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC **PROPER COMMUNICATIONS**

Our subject for today's safety message concerns still another important factor that is required if you are to continue to perform your jobs in a safe and efficient manner. Proper communications are important in all our duties, but are especially important when the assignment concerns equipment and when two or more individuals are involved in its operations or repair.

Let's review two recent fatal machinery accidents that resulted from a lack of proper communications or a misunderstanding between employees.

The first accident concerns a welder in a preparation plant who was to repair a chute at the end of a regular shift after truck-loading operations were completed for the day. (See sketch No. 1). The last truck of the day was being loaded but had to be repositioned to be filled and the chain conveyor was stopped while the truck was being moved. In the meantime, the welder, without advising the loading operator and with the necessary repair material, was at the bin to begin his duties when the chain conveyor was stopped to allow repositioning of the truck. Assuming incorrectly that loading operations were completed, the welder stepped into the conveyor pan, a convenient position to work on the spillboard. When the truck was repositioned, the chain conveyor was started and the welder was pulled under the bottom coal chute by the top flights of the conveyor. The cause of this accident was the lack of proper communications between the welder (victim) and the loading operator.

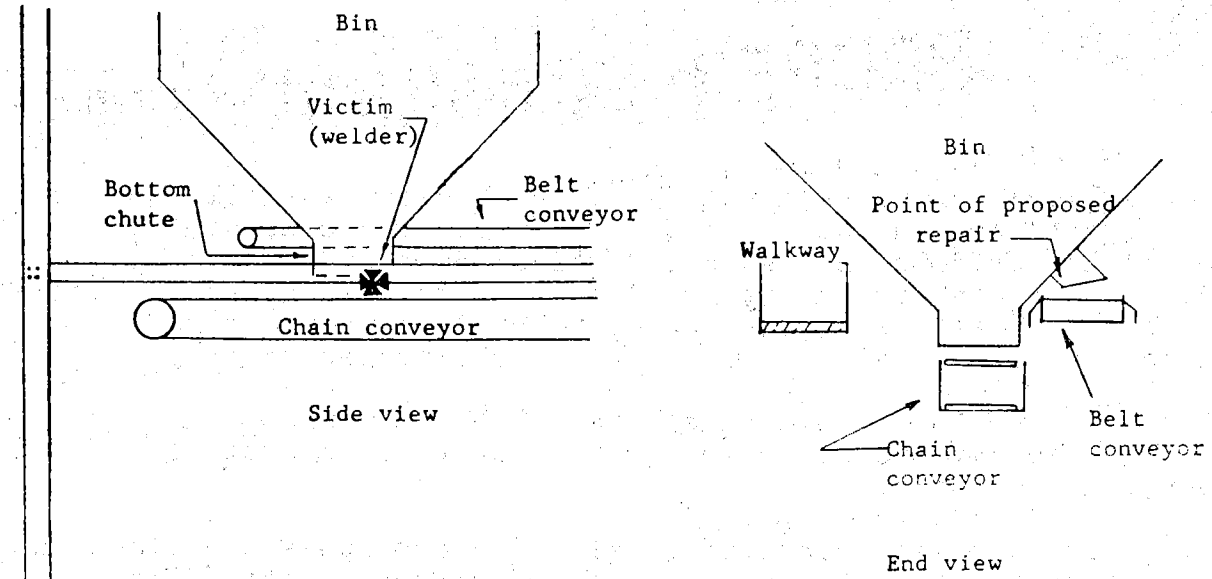
The second example of poor communications concerned a mechanic who was welding conveyor sprockets of a chain conveyor drive shaft in a preparation plant. (See sketch No. 2). After each spotweld, it was necessary to move the flight chain about a foot in order to position the sprocket for the next weld. The movement of the flight chain was controlled by a co-worker stationed at the unit's control panel on a deck above the conveyor. A misunderstanding developed after the second move of the flight chain was accomplished and the employee at the controls moved the flight chain while the mechanic was spotwelding the third sprocket and his left arm was pulled into the conveyor. The welder was released from the conveyor, transported to a nearby hospital but died later as a result of the injuries.

Our reason for discussing these accidents is to attempt to impress upon you the absolute necessity that proper communications are established when working on or near machinery.

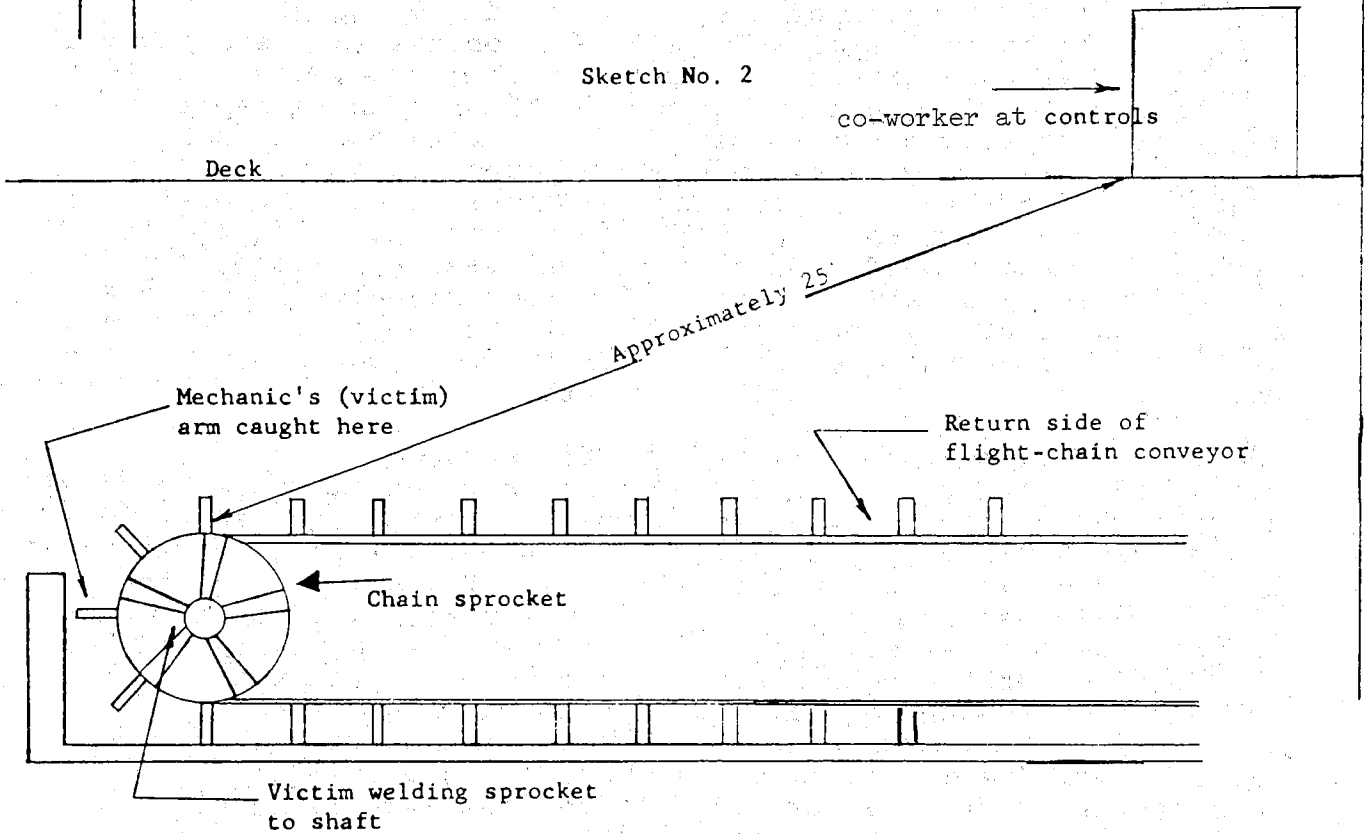
-MORE-

May 1984

Sketch No. 1



Sketch No. 2



May 1984



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### CAREFULLY COMMITTING AN UNSAFE ACT

Did you ever walk on thin ice when you were a kid? When a boy walks on thin ice, he sort of hunches up and slides his feet, trying to make himself lighter. He'll tell you he walked on thin ice, but he did it carefully.

Often grown-ups do unsafe acts carefully.

A man was injured when he stepped through a rotten floor that was almost strong enough to hold him. He stepped very carefully, of course.

An electrician was installing a light in his basement. He said he didn't shut off the current but he was always very careful when he handled wires. This time he got hold of the wrong wire and was standing on a damp floor and got a severe burn.

No doubt you could tell many stories of people who commit unsafe acts but do it carefully. Usually they get away with it for a while, but the law of averages is against them and sooner or later they won't be careful enough.

I think we should all take a close look at ourselves on this subject. We may have some pet unsafe act which we frequently commit. We think we can get by with it because we are smarter than others and we do it carefully. If we have such an ill practice, we should rid ourselves of it. You simply can't do unsafe things carefully.

\* \* \* \* \*

## LET US REMEMBER

AND NOT FORGET

All those members of the superbly trained mine-rescue teams throughout the mineral industry who provide the unique skills flawlessly coordinated and the oneness of purpose that are so vitally important in a dangerous business.

May 1984



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### DON'T LET TEMPORARY BECOME PERMANENT

When production demands soar and process changes must be rushed to completion and when work schedules are being met on a "crash" basis, temporary expedients are often used to fill the gap. Despite the fact they're unsafe, as everyone knows, the attitude most frequently voiced is, "Let's live with it for a little while, until things get squared away."

All too often, the result is that the "temporary" expedient becomes permanent by default either because no one takes the time to properly train employees, or to work out the wrinkles in a new procedure. Gradually, it becomes a dangerous part of an established operation.

As time goes by the hazard is forgotten. Inspection committees either ignore it, accept it, or remain totally unaware of its existence. But the longer the "temporary expedient" is allowed to exist, the more certain is the likelihood that the law of averages will dictate an accident.

The resultant loss in time, money and morale connected with a serious or fatal accident more than offsets the slight cost of an original shutdown to correct a dangerous condition. There's no percentage in expedients!

In our dynamic business world, the slow time to "catch up" never seems to come. It won't, unless you make sure it does. Temporary expedients can cause permanent damage. Put an end to them... NOW!

**TAKE YOUR TIME - - - - - DO THE JOB SAFELY!**

**ACCIDENTS:  
A GOOSE EGG**



**SCORE<sup>IN</sup>'84**



May 1984



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

# SAFETY PAUSE

What is a safety pause? It merely means getting set for the next move.

It may take only a few seconds. You may be taking it mentally without ever stopping what you are doing.

All of us practice this most of the time. But, occasionally we may fail to do so.

Maybe we are in a hurry

--or we have been distracted and our mind momentarily is on something else

--or we're not well enough informed

--or we've overlooked something

--or we're not mentally alert at the moment.

This is probably the principal reason we have an accident and how we get hurt or hurt somebody else.

When a wrench slips, you may not be hurt at all, or you may bark a knuckle, or you may fracture a finger or an elbow or knock out a tooth, or you may fall into something dangerous or against something or drop to a lower level. Almost any degree of injury is possible.

But--if you'll pause, either mentally as you select and apply the wrench, or actually stop a few seconds to back off and take a hard look at what may happen, your wrench most likely will not slip. Or, if it does, you'll be ready for it and not be injured. A wrench is only one example. The principle applies to any job, regardless of its nature.

A safety pause involves a quick check of the particular job and any other factor that may produce an injury. Unless each item seems to be satisfactorily taken care of, do something about it. In many cases, this will simply be giving the item special attention as you work.

We do have time to take these few seconds many times a day. We do not have time to do otherwise.

May 1984



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### WHERE TO, TOMORROW?

Where any of us will be tomorrow often depends on how we live today.

How foolish it is to have high hopes, plans and dreams of tomorrow when our daily behavior may cause an accident to stop us short of our goal. An unsafe act means tomorrow may never come.

Who are those for whom tomorrow does not come? The answer of course is those who died by accident yesterday. For them there was no tomorrow, nor will there be for those who die by accident today.

You, of course, will not be one of them because you have great plans for tomorrow. You know where you are going and what you want to achieve.

But do you really? Can you be certain of tomorrow when you have not taken steps to prevent an accident today?

Tomorrow is just around the corner, but so perhaps is an accident.

The promise of a bright tomorrow is best fulfilled by our safe conduct today. Without it, there may be no tomorrow.

# BECAUSE THE NEED IS

# ALWAYS THERE

May 1984



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

# PROCEDURE FACTOR

The success or failure of a safety process more often than not will depend upon the method used. We must all be taught or given instructions before performing a task. How well we carry out our function is for the greater part directly proportional to how well we are trained or informed. In the evaluation of this important factor consideration should be given to:

1. Other safety factors (human, machine, material, and environmental) must be taken into account in preparing a procedure and instruction.
2. Clarity--those receiving the information or instruction must know what is expected of them.
3. Details--if need be, the individual should be shown exactly what, when, how and where to form a specific task.
4. Provisions--provide all necessary equipment and tools.
5. Extra-precautionary measures--should be spelled out clearly and concisely.
6. Preplanning--unusual or emergency situations should be taken into account.
7. Flexibility--should be provided to permit the use of good judgment.
8. Instruction--sufficient indoctrination and training should be given before an individual begins the job duties.
9. Review--job function and job procedure should be periodically checked and updated if necessary using latest developments.

May 1984



## HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

### BEWARE OF THE TIGER!

The safety rule is a nuisance. It restricts you from doing what you want to do in the way you want to do it.

You would think that the person who wrote safety rules must have been an old fuddy-duddy, who couldn't stand to see people doing things easily.

Such is not the case. Safety rules were written with the splinters of human bones dipped in human blood.

Prehistoric civilization had no safety rules or language. A prehistoric man may have noticed that a furry looking animal with yellow stripes was eating his wife and children. He had a thought (his first one), that beast is no friend; then a second thought, he is an enemy. Then came the first safety rule: "Beware of the tiger."

The first safety rule was perhaps just a screech emitted in the same key every time a tiger was sighted. It was annoying to the people who had to stop doing whatever they were doing and go climb a tree or crawl under a rock. It was annoying, but the tigers began to get skinny and people became more numerous.

Following the same line of thought, he decided that the lion too was an enemy and invented a different screech for it and another safety rule.

The tragic thing about safety rules is that they were slow in being made. Many people had to be eaten by tigers and lions before the rules came into existence.

In the event that an accident should befall you, it is conceivable that the person the company has to train to take your job will be a better worker than you; or that the person your spouse marries will be a better person than you; or your children's stepparent will be better than you.

But--why put it to a test? The person who gains the most by following a safety rule is you!

May 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

# SAFETY IS SAFETY ....

S	-	Sensitiveness	-	Save
A	-	Attitude	-	A
F	-	Frugality	-	Fellow
E	-	Engineering	-	Employee
T	-	Timing	-	This
Y	-	You	-	Year

**"SENSITIVENESS"** is an awareness of what is going on around you at every moment and what will probably be going on in the future. Being able to foresee what might happen plays a very important part in accident prevention.

**"ATTITUDE"** is your frame of mind concerning your work, your family, your friends and people in general. If something happens that is not to your liking and your attitude becomes one of 'don't give a darn,' then you are ripe for an accident.

**"FRUGALITY"** means simplicity in way of life. In a state of confusion no one is capable of clear thinking. A life of simplicity makes for calmness and steadiness.

**"ENGINEERING"** is the planning of our work and living so that things work out and fit perfectly in their rightful place and that we are always in our right relationship with our work and with others.

**"TIMING"** is the regulating of ourselves and our work so that there is never a need to be in a hurry to meet a deadline. Start in plenty of time to get the job done or to get where we are going.

**"YOU"** are the only one who can prevent a so-called accident. So take a good look and see what 'You' can do to prevent accidents on the job, at home and on the highways.

May 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

## NOTICE OF MEETING

### 3rd ANNUAL WESTERN HOLMES SAFETY ASSOCIATION MEETING

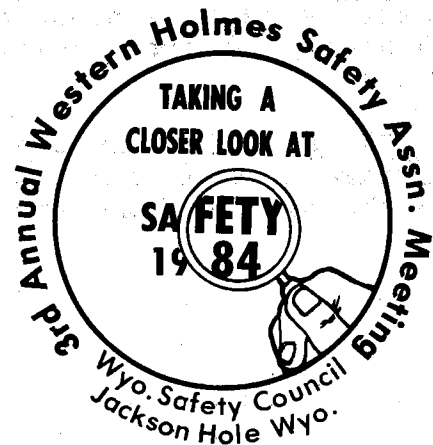
Attention Holmes Safety Association Members:

You are invited to the 3rd annual Western Holmes Safety Association meeting to be held at the Jackson Lake Lodge, Jackson Hole, Wyoming, June 21, 1984, 2:00 p.m. You must make your hotel reservations as soon as possible, as rooms are limited.

If you plan to attend, please contact myself or William Hoover, Holmes Safety Association, 301 West Congress, Room 7K, Box FB53, Tucson, Arizona 85701.

Lets have safety and more in 1984.

Steve K. Lipe  
Director of Safety and Health  
Carbon County Coal Company  
P. O. Box 830  
Hanna, Wyoming 82327  
307-325-9471



May 1984

**HURRY...HURRY.....**



**HURRY!**

**LAST CALL TO THE**



**ANNUAL MEETING OF THE HOLMES  
SAFETY ASSN., WILL BE HELD AT  
QUALITY INN/CENTRAL, 1190 COURT-  
HOUSE ROAD, MAY 22, 1984, 10 a.m.**

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

**THERE WILL BE A  
HOSPITALITY BAR**

**MAY 21, 1984  
7-10 p.m.**

**NATIONAL SECRETARY**

# LAST WORD — DEMOGRAPHICS

## U.S. population: A look ahead

The nation is expected to reach zero-population growth by the year 2050, according to the Census Bureau.

U.S. population is forecast to reach 309 million in 2050 and then will begin to decline, if the bureau's new "middle series" assumptions about trends in births, deaths, and net immigration prove correct.

- Population is expected to rise from 230 million in 1981 to 268 million in 2000, and to 309 million in 2050.

- Annual births should increase from 3.6 million in 1981 to 3.9 million in 1988 and decline thereafter, dropping to 3.5 million by 2050.

- The population's older age structure will result in an increase in the annual number of deaths from 2.0 million in 1981 to 3.6 million in 2035. At that point, deaths would exceed births for the first time in U.S. history. By 2050 the annual number of deaths would be over 3.9 million.

- The median age of the population should increase from 30.3 years in 1981 to 36.3 years in 2000 and to 41.6 years in 2050.

- The percentage of people 65 years old and over will increase from 11.4% in 1981 to 13.1% in 2000 and to 21.7% in 2050.

- The percentage of the population aged 85 and over will rise from 1.0% in 1981 to 1.9% in 2000 and to 5.2% in 2050.

- The number of children aged 5 to 13 will decline from 30.7 million in 1981 to 29.6 million in 1985, increase to 34.4 million by 1995 and fall to 32.6 million in 2050.

## BIRTH RATE STABILIZING

(Source: U.S. Dept. of Health and Human Services)

Year	Number of U.S. births	% change from previous year
1955	4,047,300	—
1960	4,257,900	+ 5.2%
1965	3,760,400	- 11.7
1970	3,731,400	- 0.8
1971	3,556,000	- 4.7
1972	3,256,000	- 8.4
1973	3,141,000	- 3.5
1974	3,166,000	+ 0.8
1975	3,149,000	- 0.5
1976	3,165,000	+ 0.5
1977	3,313,000	+ 4.7
1978	3,329,000	+ 0.5
1979	3,473,000	+ 4.3
1980	3,598,000	+ 3.6
1981	3,646,000	+ 1.3
1982	3,704,000	+ 1.6

## THE FASTEST & SLOWEST GROWING STATES

(Source: 1980 U.S. Census)

Fastest growing states	% change in population 1970-1980
Nevada	+ 63.5%
Arizona	+ 53.1
Florida	+ 43.4
Wyoming	+ 41.6
Utah	+ 37.9
<b>Slowest growing states</b>	
Ohio	+ 1.3
Massachusetts	+ 0.8
Pennsylvania	+ 0.6
Rhode Island	- 0.3
New York	- 3.8

## U.S. MARRIAGES

### PICKED UP IN '82

(Source: U.S. Dept. of Health and Human Services)

Year	Number of marriages	% change from previous year
1950	1,667,000	—
1955	1,531,000	- 8.2%
1960	1,523,000	- 0.5
1965	1,800,000	+ 18.2
1970	2,179,000	+ 21.1
1971	2,196,000	+ 0.8
1972	2,269,000	+ 3.3
1973	2,277,000	+ 0.4
1974	2,223,000	- 2.4
1975	2,126,000	- 4.3
1976	2,133,000	+ 0.3
1977	2,176,000	+ 2.0
1978	2,240,000	+ 2.9
1979	2,317,000	+ 3.4
1980	2,413,000	+ 4.1
1981	2,438,000	+ 1.0
1982	2,495,000	+ 2.3

## THE RICHEST & THE POOREST

(Source: 1980 U.S. Census)

The five richest states	1980 median household income
Alaska	\$25,109
Hawaii	20,721
Connecticut	20,167
Maryland	20,070
Wyoming	19,929
<b>The five poorest states</b>	
Alabama	13,943
Maine	13,825
South Dakota	13,515
Mississippi	12,366
Arkansas	12,156

Region	Total	% of U.S. total	% change 1980-1981	Median age	% of population by age group					
					0-17 years	18-24 years	25-34 years	35-49 years	50+ years	Total
New England	12,448,600	5.4%	+ 0.5%	31.8	25.6	13.0	16.7	16.7	28.0	100%
Middle Atlantic	36,730,000	15.9	- 0.1	32.6	25.6	12.1	16.1	17.2	29.0	100%
East North Central	41,949,800	18.2	+ 0.4	30.3	27.9	13.2	16.7	16.5	25.7	100%
West North Central	17,399,500	7.5	+ 0.7	30.8	27.3	13.3	16.3	15.9	27.2	100%
South Atlantic	38,127,500	16.5	+ 1.7	31.4	26.3	12.9	16.7	17.1	26.9	100%
East South Central	14,987,300	6.5	+ 1.3	30.1	28.7	13.1	16.2	16.5	25.5	100%
West South Central	24,577,400	10.6	+ 2.0	29.3	29.1	13.5	17.1	16.5	23.8	100%
Mountain	11,976,600	5.2	+ 3.0	28.8	29.4	13.7	18.1	16.5	22.3	100%
Pacific	32,812,800	14.2	+ 1.8	30.5	26.2	13.5	18.6	17.3	24.4	100%
U.S. Total	231,009,500	100.0%	+ 1.1	30.8	27.1	13.1	16.9	16.8	26.1	100%
U.S. Total, 1980	228,497,100	—	—	30.4	27.8	13.2	16.6	16.5	25.9	100%
*U.S. Total, 1970 as of April 1	204,401,000	—	—	27.9	37.8a	8.3b	12.3	17.3	24.3	100%

\* 1970 population figures are taken from U.S. Bureau of the Census, Current Population Reports as of April 1, 1970

a-1970 Figures represented age group 0-19 b-1970 Figures represented age group 20-24