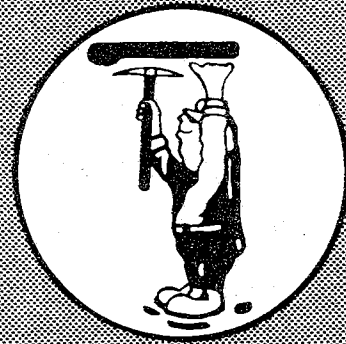
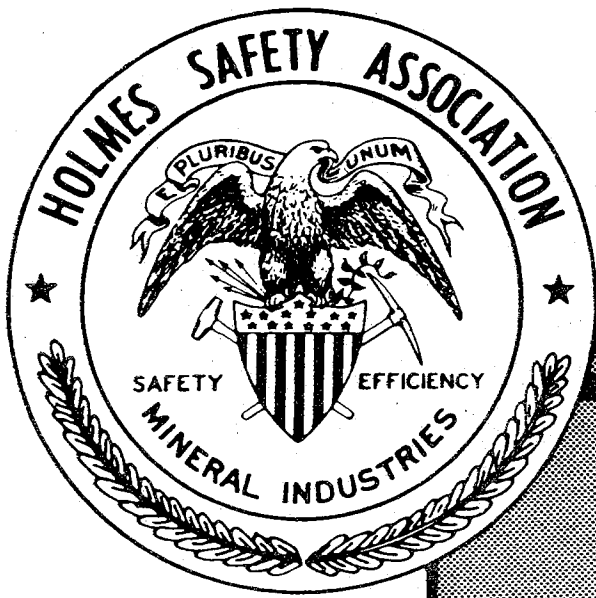


JULY 1984



BULLETIN



**ACCIDENTS:
A GOOSE EGG**



SCORE '84

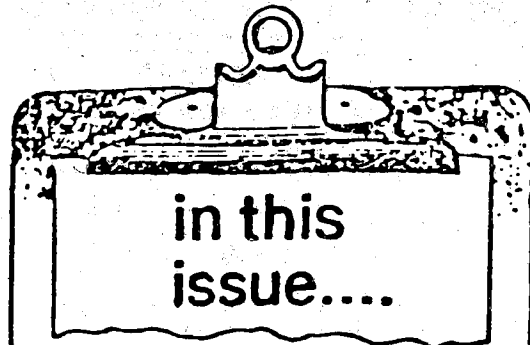
THIS SAFETY BULLETIN CONTAINS SAFETY ARTICLES ON A VARIETY OF SUBJECTS, FATAL ACCIDENT ABSTRACTS, STUDIES, POSTERS AND OTHER SAFETY INFORMATION FOR PRESENTATION TO GROUPS OF MINE AND PLANT WORKERS.

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



JULY 1984

1. Safety Topic, "Welcome New Members"
2. Safety Topic, "Press Highlights--Executive and Regular Meetings
National Council Holmes Safety Association"
3. Safety Topic, "Injuries Associated With Welding And Cutting Operations"
4. Safety Topic, "Noninjury Inundation (Water, Oxygen Deficient Air) Accident"
5. Abstract, "Fatal Machinery Accident"
6. Abstract, "Multiple Fatal Roof Fall Accident"
7. Safety Topic, "Accidents Or Mistakes?"
8. Safety Topics, "Driver Fatigue Can Kill You"
"Council News"
9. Safety Topic, "Pull Trailers The Safe Way"
10. Safety Topic, "A Positive Attitude"
11. Safety Topic, "If Only - - -"
12. For Your Information: Additional Copies Of The Following May Be Obtained--
'The Coal Tree'
'Holmes Safety Association Objective'
'Poster'
13. The Last Word
14. Meeting Report Form (Mine Chapters Only)



July 1984

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC



Burns Stone Co., Inc.
Burns Stone
Dickson, TN

American Minerals
Wilmington Division
New Castle, DE

Teddy Bear Mining Co.
Teddy Bear
El Dorado, CA

Meyer Materials Co.
Big Rock Quarry
DesPlaines, IL

Irene Quarry
Irene Quarry
Belvedere, IL

Ernst Gravel
Ernst Gravel
Piqua, OH

Sapphire Mining Inc.
No. 1 Mine
Rowe, VA

R. B. J. Trucking
No. 1 Mine
Honaker, VA

Pyro Mining Co.
Pyro-Palco Mine
Sturgis, KY

Pryo Mining Co.
Wheatcroft Mine
Sturgis, KY

Pryo Mining Co.
William Station Mine
Sturgis, KY

Pyro Mining Co.
Training Center
Sturgis, KY

Aggrecon
Aggrecon
Maquoketa, IA

Riverside Materials
River Sicle Pit
Chillicothe, IL

Thorstenberg Materials
Skull Creek Plant
Altair, TX

Thorstenberg Materials
Arena Plant
Garwood, TX

Thorstenberg Materials
Baca Plant
Frelsburg, TX

A & M Mining and Trucking
A & M
Pennington Gap, VA

Placerville Industries Inc.
Placerville Plant
Placerville, CA

Brandywine Sand & Gravel
Brandywine Sand
Fairmont Heights, MD

Brandywine Sand & Gravel
Brandywine Concrete
Fairmont Heights, MD

American Minerals Inc.
Rosiclare American
Rosiclare, IL

Mill Branch Coal Co.
Mill Branch Coal
Phelps, KY

Jesse S. Morie & Son, Inc.
Upper Twp. Division
Petersburg, NJ

Calcium Carbonate
Maintenance Service
Quincy, IL

Calcium Carbonate
Calcium Carbonate Mills
Quincy, IL

Calcium Carbonate
Mineral Plant
Quincy, IL

Calcium Carbonate
Quarry #1
Quincy, IL

Elmhurst Chicago Stone
Elmhurst Chicago Stone
Elmhurst, IL

E & E Hauling Inc.
Baldmound Pit
Batavia, IL

J & P Constr. Company
J & P Construction
Nippa, KY

Staunton Lime Co.
Staunton Lime
Staunton, VA

D. M. Conner Sand Co.
D. M. Conner Sand
Stuarts Draft, VA

Clinchfield Coal Co.
Splashdam Deep
Haysi, VA

Liter's Quarry Inc.
Crestwood Mine
Louisville, KY

Warrior Coal Mining Co.
Cardinal Mine
Madisonville, KY

Manley Bros. of Indiana
Troy Grove
Troy Grove, IL

Park Sand & Gravel, Inc.
Park Sand & Gravel
Muncie, IN

Buildex Inc.
Buildex
Marquette, KS

T. K. Jessup, Inc.
T. K. Jessup
Greenville, KY

Peabody Coal Co.
Camp #9 Prep. Plant
Waverly, KY

Franklin Coal Co. Inc.
Franklin Coal
Providence, KY

Kirkwood Excalating
Orbit No. 5 Mine
Hillsby, KY

Pam Car Venture
Pam Car Venture
Princeton, KY

U. S. Gypsum Co.
U. S. Gypsum
Kimballton, VA

U. S. Gypsum Co.
U. S. Gypsum Mill
Kimballton, VA

Plowboy Coal Co. Inc.
No. 2 Mine
Norton, VA

Yogi Mining Co., Inc.
Yogi Mining
Grundy, VA

P.M.C. Coal Co. Inc.
P.M.C. Coal
Grundy, VA

Foggy Mountain Coal Co.
Foggy Mountain
Bandy, VA

Fiddle Coal Co. Inc.
Fiddle Coal
Amonate, VA



July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

PRESS HIGHLIGHTS

Executive and Regular Meetings

National Council

Holmes Safety Association

The meetings were called to order by deputy assistant secretary for MSHA, Thomas J. Shepich, president of the National Council, at 9 a.m., in the Madison Room of the Quality Inn Central, 1190 North Courthouse Road, Arlington, Virginia, May 22, 1984.

All official business was conducted and all committee reports were approved, moved and carried by a quorum of 25 of the 39 executive members present. The meeting closed at 9:40 a.m. Coffee was provided between and during sessions by the Duval Corporation of Tucson, Arizona.

The regular meeting opened at 10 a.m., with the president's annual report and address to the delegation.

There were 71 delegates and 15 guests from 16 states representing management, labor, state, federal, insurance, suppliers, associations and retirees of the mining, metallurgical, mineral extractive and allied industries in attendance. The women were presented carnations, compliments of John English, director of Educational Policy and Development.

After careful study by the awards committee, six proposals were nominated for outstanding and longevity of services in promoting the humanitarian objectives of the Holmes Safety Association; to receive the association's highest honor, the Merit Award.

Following the announcement by Secretary Hoover of the contributions and dedicated services of each awardee to the Association, President Shepich presented the awards and congratulated each recipient for their accomplishments. Those merited were:

Richard Duran, illustrator, Hazard Identification and Analysis Branch, MSHA, Denver, CO;

Ronald Keaton, district manager, Coal Mine Safety & Health, District 3, MSHA, Morgantown, WV;

James M. Krese, district manager, Coal Mine Safety and Health, District 4, MSHA, Mt. Hope, WV;

J. Earl Lamont, state mine inspector, fourteenth bituminous district, Pennsylvania Department of Environmental Resources and president of the Pennsylvania Bituminous Council, Punxsutawney, PA,

Robert L. Vines, director of safety, Bituminous Coal Operators Association, Washington, DC;

Harry Yakimovich, retired supervisor, Rochester and Pittsburgh Coal Company, Indiana, PA.

Outstanding Service Awards

David Zegeer, assistant secretary of Labor for MSHA, presented an outstanding service award to William Fellows, supervisory training specialist, State Department of Mines, Phoenix, AZ, for his dedicated and faithful services in Arizona, New Mexico, California and Nevada.

John English, director, Educational Policy and Development, MSHA, presented an outstanding service award to David Zegeer, for his successful organizational drive that expanded the chapter level by 202 new chapters.

Man of the Year Award

Secretary Hoover presented the man of the year service award to Don Farley, supervisory training specialist, MSHA, Mt. Hope, WV, for his untiring and supportive efforts in the successful consolidation of 19 district councils into the West Virginia State Council.

Woman of the Year Award

Secretary Hoover presented the woman of the year award to Linda Lofstead, administrative assistant and technician, Pittsburgh, PA, who in lieu of her regular administrative duties, maintained and consolidated the tremendous expansion of safety chapters and district councils in 1982, 1983 and 1984.

Harry Thompson, chairman of the nominating committee, presented the suggested slate of officers to the council for 1984-1985. There was one nomination from the floor, James Hackworth, Norton, VA.

Moved, carried and adopted

Elected to 1984-85 Term

President	Walter J. Vicinelly	State
First Vice President	Cecil Roberts	Labor
Second Vice President	David Hazlett	Insurance
Third Vice President	James Clem	Management
Fourth Vice President	Joseph Lamonica	Federal
Secretary-Treasurer	William H. Hoover	Federal

The following three delegates, representing the HSA, were elected to serve with the previous elected on the board of directors of the Joseph A. Holmes Safety Association:

Term Expires 1986

Edward Onuscheck
William H. Hoover
Walter Miller

Seven new members elected to serve on the Executive Committee increased the number to 40 plus 4 members-at-large. Committees appointed by the President were:

Finance-Auditing

Bobby Gibbs (Chair)
Herschel Potter
Robert L. Vines

Merit Award Committee

Robert Barrett (Chair)
William H. Hoover
Donald Conrad

Nominating Committee

Harry Thompson (Chair)
Earle Rudolph
David Hazlett
John Takacs (Alternate)

President Shepich then passed the gavel to incoming president Walter Vicinelly, director of Deep Mine Safety, Department of Environmental Resources of Pennsylvania.

President elect Vicinelly presented the presidential award to outgoing president Thomas J. Shepich. Mr. Shepich closed his term of office expressing his heartfelt thanks to the entire Association for their support.

Secretary Hoover introduced delegates and guests and called for brief remarks.

David Zegeer pledged his full support to the Holmes Safety Association and encouraged the Association not to relax but to continue in an never-ending drive to prevent injuries and fatalities.

Donald Conrad, training specialist and secretary of the Pennsylvania Bituminous Council gave a brief report of the State Council activities for 1983.

Secretary Hoover passed briefly over the National Council activities as a complete progress report is included within the 1983 annual report now in circulation.

President Vicinelly then called upon Ronald Mason, Ph.D., University of Iowa, author of numerous publications who presented an enlightening research focus on the effects of participation upon workplace productivity, job satisfaction and health and safety.

In closing he remarked about the great expansion designs of the association and suggested he would like to conduct a study of the HSA's successful objectives.

The president then called upon James Krese, district manager, District 4, Coal Mine Safety and Health, MSHA, Mt. Hope, WV, who presented an interesting report of the initial groundwork undertaken, arranging and holding numerous organizational meetings with the officials and representatives of the 16 district councils established within districts 3 and 4 to successfully group together and from the largest State Council nationwide.

The president then called upon Don Farley who acknowledged and complimented the labor force, management, state and federal personnel for contributing many hours to complete this most successful project; consolidating the 940 safety chapters, 16 district councils and 45,000 members under the banner of the West Virginia State Council.

It was moved, carried and adopted that the National Council request a donation of \$5,000 from the Joseph A. Holmes Safety Association for the purchase and distribution of safety decals.

The National Council is now proceeding to relocate the 1985 annual meeting, as scheduling conflicts and significant rise in room rates indicated the need for a new location.

A special thank you to the following sponsors of the hospitality room on Monday and Tuesday evenings.

Pennsylvania Bituminous Council	Pennsylvania
Mine Safety Appliance	Pittsburgh, PA
National Mines Service	Indiana, PA
Anonymous donor	Pennsylvania
Dravo Company	Denver, CO

The 6 safety hats donated by Mine Safety Appliance were presented as door prizes and the pens from National Mine Service Company were passed out.

All donations that exceed the 1984 hospitality room expenses will be contributed toward the 1985 National Council meeting.

Progress Report 1983

National Council, Holmes Safety Association

The year 1982 was the best organizational year in the history of the Association when all previous records were surpassed with the establishment of 520 safety chapters and the formation of 16 district councils.

With this report 1982 is history and 1983 broke all records with 865 safety chapters and four district councils established, with a membership increase of 33,664. The flexibility and potential of this great volunteer safety association, in its 62nd year of safety programs, were recognized early in 1982 by the former Assistant Secretary for MSHA, Ford B. Ford. Mr. Ford initiated a sparkplug drive encouraging all MSHA departments to become involved and support and expand the Association's safety criteria and activities in all coal and metal and nonmetal mining districts.

The cooperation and follow-up results of this drive are documented in the 1983 annual report of the National Secretary which will be released after approval by the Officers and Executive Committee at the May 22, 1984, meeting of the National Council.

The final data includes the following state by state breakdown of established chapters, councils and overall membership during 1983: West Virginia had 341 chapters formed; Virginia, 210; eastern Kentucky, 162; Indiana, 46; western Kentucky, 16; 12 in Arizona; Illinois, 11; eight in the Pennsylvania Bituminous Region; six each in Tennessee and Colorado; five each in Ohio and the Pennsylvania anthracite region; four each in Washington, New Mexico, Utah and Alaska; three each in Alabama and Michigan and the Pennsylvania noncoal region; two each in Vermont, Nevada and South Carolina; and, one each in Missouri, Hawaii, Wisconsin, Idaho, Minnesota, Montana and Oregon.

The 1983 chapter figures now brings the overall total to 2,994 safety chapters nationwide with 303,097 members. This membership figure fluctuates with economic conditions.

During 1983, four district councils were formed: two of these were in eastern Kentucky; one at Inez, Martin County and the other at Phelps, Pike County. One district council was formed in Clarion, Clarion County, Pennsylvania and one in Clarksburg, Harrison County, West Virginia. This expanded the nationwide figures to two state and 49 district councils.

West Virginia now holds a definite lead with 16 district councils to assist the 920 safety chapters and more than 45,000 members in their safety activities.

There are 429 chapters and seven district councils west of the Mississippi and 2,565 chapters and 42 district councils east of the Mississippi.

Mining operations in Vermont and Hawaii joined the Association spreading the coverage into 46 states in 1983. The four remaining states, Massachusetts, Connecticut, Rhode Island and Delaware are targeted objectives of the Metal and Nonmetal Mining Northeastern District and Subdistrict offices in Pittsburgh, Pennsylvania and serious effort to establish safety chapters in these four states by the end of 1984 is evident.

With the 46 states and Canada, safety chapters voluntarily reported 113,618 on-the-job safety meetings with 1,256,241 persons attending. State and district councils held 142 safety and/or dinner meetings with 7,280 industry members present, a sizable increase over 1982.

To follow-up and support the extended organization drives with the Mine Safety and Health Administration's coal and metal and nonmetal mining districts and subdistricts, the National Council headquarters distributed more than 1,500 brochures, 200,000 1983 slogan decals, 6,000 8-1/2 x 11" safety posters, 300 3-1/2 x 5' posters and more than 42,000 safety Bulletins during 1983. Within each monthly safety Bulletin, contents average from 10 to 16 safety tips, articles and topics for use at on-the-job safety meetings at the grass roots level at no cost to its members.

With this 1983 report, the Secretary-Treasurer is proud to say it still maintained its operational expenses well below the budget allocated from the office of Educational Policy and Development, Mine Safety and Health Administration, U.S. Department of Labor.

By the time this 1983 annual report is released, 1984 will be well on its way. We can review our progress so far for the year.

As soon as David A. Zegeer was appointed Assistant Secretary for MSHA, he was out "pounding the pavement" for safety at many of the district council meetings. Mr. Zegeer's regard for safety in the industry is also typical of Undersecretary Ford B. Ford. Furthering Mr. Ford's supportive drive, Mr. Zegeer has spirited an organizational chapter drive of enormous extent by sending a letter over his signature requesting every mining company in coal and metal and nonmetal mining districts to consider joining the Association.

The final results of this safety chapter drive should increase the Holmes Safety Association's continuous efforts to reach every mining, mineral extractive and allied industry operation in the nation.

For the first quarter of 1984, 246 chapters were established. Also, the states of Rhode Island, Connecticut and Massachusetts have come under the fold of the National Council leaving only Delaware to join for the Association to be operational within all 50 United States.

With the increasing demand for all types of safety articles, topic material, Bulletins, safety posters, instruction guides, state and district councils reports, etc., the National Council headquarters has established a justifiably needed service department accommodating its members requests.

The Pennsylvania Bituminous Council of the Holmes Safety Association suffered a tremendous loss in 1983 when Secretary John O. Miller passed away on July 6, 1983.

Donald Conrad, training specialist for MSHA, Ebensburg, Pennsylvania, has been appointed Acting Secretary to undertake the responsibility, management and correspondence of this oldest state council originally established in 1923 and reorganized on May 8, 1961.

Hats off to West Virginia. After two years of organizational work, the 920 safety chapters and 16 statewide district councils have moved their combined organizational machinery, including management, labor and state and federal personnel from Coal Mine Safety and Health Districts 3 and 4 to form the West Virginia State Council at the Mine Health and Safety Academy in Beckley, West Virginia, on April 7, 1984.

John D. Rockefeller IV, Governor of West Virginia, initiated the State Council at the opening sessions and David A. Zegeer, Assistant Secretary for MSHA, was the keynote speaker at the safety dinner.

The Governor also issued a proclamation declaring the first Saturday in April as West Virginia Holmes Safety Association Day and the six days preceeding that Saturday set aside to honor and recognize safety accomplishments of West Virginia miners and mining operations.

Appreciation is expressed to the president and officers of the Joseph A. Holmes Safety Association and the National Council of the Holmes Safety Association, the officers and members of the executive committee, various committees representatives of all five segments of the mining and mineral industries who have taken an active part in the Holmes Safety Association's programs, district and subdistrict managers and their staff for their sincere cooperation and appointment of personnel to head the Association's work in their geographical areas for the past year and all delegates and guests attending the 1984 spring meeting. Lastly, thanks to my most sincere and dedicated staff.



July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

INJURIES ASSOCIATED WITH WELDING AND CUTTING OPERATIONS IN SURFACE COAL MINING

According to census figures, there were an estimated 715,000 welders and cutters in 1979 whose job classification involved one or more of the over 80 different types of welding processes identified by the American Welding Society. These processes involve the generation of temperatures up to 3,000 degrees Fahrenheit at which metals melt and vaporize. Radiation from the arc, gases, particulates and heat are prominent by-products of these processes. The health and safety hazard potential of any of these individual agents or combination of agents will be affected by the degree of confinement of the welder in the workplace, by the position while welding, by the duration of the exposure and by control measures such as ventilation and personal protective equipment employed.

This report has been prepared to present the findings of a study into injuries associated with the welding and cutting process in surface coal mining operations.

Information was obtained from injury and accident reports submitted to HSAC for the period of 1978 through 1981. A total of 479 injury accidents were analyzed. No fatal injuries were discovered.

Eye injuries accounted for 45.7 percent (219) of the total injuries reported, 20.2 percent (97) were from radiation burns, and 25.5 percent (122) from flying molten metal particles.

Injuries to the lower extremities (foot/leg) accounted for 18.5 percent with more than three-fourths of these due to falling objects; e.g. molten metal and pieces of metal.

Upper extremity (arm/hand) injuries accounted for 18.1 percent with nearly one-half of these due to falling objects.

Table 1 lists the nature of injury by source.

-MORE-

TABLE 1 - SOURCE OF INJURY

	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>Total</u>	<u>%</u>
Inflamation from foreign body in the eye	41	18	34	29	122	25.5
Burns from arc radiation	42	30	23	13	108	22.5
Cuts, bruises from falling/ flying parts during repairs/ modifications	18	22	19	15	74	15.4
Burns from hot torch or other hot object	13	7	12	4	36	7.5
Burns from hot slag on arm/ leg	12	8	5	5	30	6.3
Burns from hot slag in boot	3	6	9	7	25	5.2
Burns from hot slag in ear	6	7	4	3	20	4.2
Pulled/strained muscle due to awkward position	2	3	12	2	19	4.0
Fire from hose/tank rupture	2	3	1	4	10	2.1
Cuts, bruises, etc., from explosion of pressurized vessel	1	3	3	1	8	1.7
Burns from burning clothing caused by sparks	1	0	4	2	7	1.5
Burns from torch blowing-up while lighting	3	0	0	2	5	1.0
Smoke inhalation in close quarters	1	1	0	0	2	0.4
Misc. - nonspecific	3	7	3	0	13	2.7
TOTAL	<u>148</u>	<u>115</u>	<u>129</u>	<u>87</u>	<u>479</u>	<u>100.0</u>

-MORE-

TABLE 2 - PART OF BODY INJURED

	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>Total</u>	<u>Percent</u>
Eye	75	48	56	40	219	45.7
Hand/finger	17	16	14	13	60	12.5
Foot/ankle	13	9	16	12	50	10.4
Leg	7	8	15	9	39	8.1
Face/head	7	17	7	2	33	7.0
Arm	15	3	5	4	27	5.6
Ear	6	8	4	2	20	4.2
Multiple parts	4	2	3	2	11	2.3
Neck/back	1	2	7	1	11	2.3
Chest/abdomen	2	0	2	2	6	1.3
Systemic	1	1	0	0	2	0.4
Shoulder	0	1	0	0	1	0.2
TOTAL	<u>148</u>	<u>115</u>	<u>129</u>	<u>87</u>	<u>479</u>	<u>100.0</u>

-MORE-

This analysis shows that 59.9 percent of the injuries occurred to welding operators and 40.1 percent to associated personnel. Of the 287 injuries to welding operators, 16 percent were due to radiation burns, 28 percent to foreign bodies in the eye and 40 percent to falling objects.

Employees with one year or less job experience accounted for 15.9 percent of the total injuries and 10.0 percent of the injuries to welding operators.

TABLE 3 - INJURY BY JOB EXPERIENCE

<u>No. Years</u>	<u>1978</u>		<u>1979</u>		<u>1980</u>		<u>1981</u>		<u>Total</u>		<u>Percent</u>	
	<u>W*</u>	<u>O*</u>	<u>W</u>	<u>O</u>	<u>W</u>	<u>O</u>	<u>W</u>	<u>O</u>	<u>W</u>	<u>O</u>	<u>W</u>	<u>O</u>
0<1	15	11	8	6	10	12	15	0	48	28	10.0	5.9
1	11	6	13	6	12	11	5	6	41	30	8.6	6.3
2	8	11	16	7	9	6	4	2	37	26	7.7	5.4
3	7	5	5	7	4	1	5	3	21	16	4.4	3.3
4	6	3	2	4	8	1	1	4	2	20	4.2	2.1
5	8	5	3	1	6	3	2	4	19	13	4.0	2.7
6	5	1	4	0	5	2	1	1	15	4	3.1	0.8
7	6	2	2	2	1	2	5	1	14	7	2.9	1.5
8	1	3	3	1	4	0	2	2	10	6	2.1	1.2
9	1	0	2	1	3	0	1	2	7	3	1.5	0.6
10	7	3	3	0	2	0	3	1	15	4	3.1	0.8
>10	7	4	6	10	11	10	4	8	28	32	5.8	6.7
Not specified	5	7	2	1	2	4	3	1	12	13	2.5	2.8
<u>Subtotal</u>	<u>87</u>	<u>61</u>	<u>69</u>	<u>46</u>	<u>77</u>	<u>52</u>	<u>54</u>	<u>33</u>	<u>287</u>	<u>192</u>	<u>59.9</u>	<u>40.1</u>
<u>Total</u>	<u>148</u>		<u>115</u>		<u>129</u>		<u>87</u>		<u>479</u>		<u>100</u>	

*W = Welders
O = Others

-MORE-

CONCLUSIONS

This study indicates that many of the reported injuries may have been avoided if workers had been adequately trained to recognize the potential hazards associated with welding and cutting processes. However, the health and safety of the welder must be reviewed not only in light of protection provided but also the decision to utilize this protection. Mine management should establish a safety training program and comply with established safety procedures. Since nearly 40 percent of the reported injuries occurred to non-welders--machinist, welder helper, mechanic/repairperson, supervisor, etc.--the training program should be designed to include all personnel exposed to welding operations. Only qualified personnel should perform the actual welding/cutting operations. Safe practices relative to welding and cutting processes are covered in ANSI Z49.1, "Safety in Welding and Cutting," and ANSI Z49.2, "Fire Prevention in the Use of Welding and Cutting Processes." Personnel involved in any aspect of welding and cutting operations should be familiar with the contents of these documents.

Particular attention should be directed to supplying and enforcing the use of protective devices for eyes, face and ears. Proper selection and use of welding helmets, goggles, flame resistant screens and/or shields will protect personnel from radiation burns and flying hot metal particles. Properly fitted ear protectors will prevent sparks from entering the ear.

Welding and cutting equipment, along with associated safety gear, should be thoroughly inspected before use. A minute defect, such as a hairline crack, may lead to injury from rays of the welding arc.

Knocks, falls or rough handling may damage cylinders, valves, or fuse plugs and cause leakage or accidents. All equipment should be handled carefully and be adequately secured when in use: See CGA Pamphlet P-1, "Safe Handling of Compressed Gas Cylinders," Compressed Gas Association, Inc., 500 5th Avenue, New York, NY 10036.

Welding spark injuries accounted for 37.6 percent of the reported injuries. These injuries vary from minor burns to penetrating injuries. Clothing made of flame resistant materials (woolens are preferred - cotton is readily ignited unless chemically treated) and protective aprons and gloves made of flame resistant materials should be worn. Pockets on shirts, cuffs in pants and unbuttoned or short sleeve shirts should be avoided. Protective footwear (such as metatarsal boots) should always be worn while welding or cutting to

protect feet and legs from spark injuries and crushing injuries due to falling objects.

Before welding or cutting operations are started, all movable parts or those subject to falling after being worked on, should be properly secured.

Access to areas where welding and cutting is being performed should be limited. Persons entering the area should be required to wear protective devices prior to admission. When the welding or cutting area is in close proximity to other workers, screens or shields should be employed to reduce the possibility of burns from the electric arc or flying hot slag to those outside the immediate work area.

Flash back fires in the gas supply hoses and tanks can be minimized by the proper maintenance of the torch and the use of flash back preventors. Poorly maintained torches, loose hose fittings and damaged hoses are unsafe conditions which should be detected during the inspection of equipment before work is started.



July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

NONINJURY INUNDATION (WATER, OXYGEN DEFICIENT AIR) ACCIDENT

GENERAL INFORMATION: Two foremen entered the coal mine and assigned the employees their duties. One of the foremen instructed the shot firer to begin work in the No. 8 entry which had been cut on a prior shift. The face of the No. 8 entry was blasted and the shot fireman proceeded to the No. 7 right crosscut and blasted the face.

DESCRIPTION OF ACCIDENT: The scoop operator was hauling scoops of coal from the crosscut when he encountered water rushing out of the No. 8 entry. Everyone withdrew to the surface via the belt entry.

Three men later entered the mine to determine what had happened. They traveled all the way to the face area of the 001 section but were forced to retreat when they were within 50 feet of the face in the No. 8 entry because oxygen deficient air extinguished their flame safety lamps.

Coal mine inspectors were immediately dispatched to the mine along with company personnel and traveled to the 001 section. They found air containing only 14% of oxygen exiting the hole that had been mined into the abandoned mine. The men immediately withdrew and issued a 107(a) Imminent Danger Order.

The next day an examination was made of the return air from the right split off the 001 section, 1,000 feet outby the face. The air contained 19% of oxygen and no methane. The air exiting the hole cut into the abandoned mine had an oxygen content of only 17% and no methane.

The inspectors and company officials decided to erect two permanent stoppings on the right side of the section, isolating the No. 8 entry from the rest of the 001 section. The air exiting the abandoned mine would return down the No. 8 entry to the fan.

Two days later the mine was reentered and the right return and the air exiting the abandoned mine were checked and found to be safe for exploration.

CONCLUSION: An accurate up-to-date map was not provided at the mine site--violation of Section 75.1200, 30 CFR. Boreholes had not been drilled in advance of the working face in the No. 8 entry of the 001 section, which was being mined adjacent to an abandoned mine, shown on the mine map to be approximately 180 feet to the right--violation of Section 75.1701, 30 CFR.



ABSTRACT FROM FATAL ACCIDENT

July 1984

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC



FATAL MACHINERY ACCIDENT

GENERAL INFORMATION: A machinery accident occurred in the vicinity of the roof support jacks resulting in the death of a section foreman with 20-1/2 years mining experience.

DESCRIPTION OF ACCIDENT: The supervisor was traveling toward the head section when he met a jacksetter traveling in the opposite direction. The supervisor positioned himself between the Nos. 32 and 31 roof jacks to let the jacksetter pass. The plow unit, which was traveling from the tail to the head, caught the canopy on No. 32 jack, dislodging and pushing the jack into the adjacent roof jack catching the victim between the two canopies.

CAUSE OF ACCIDENT: The canopy (cantilever beam) of the No. 32 roof jack was not set flush with the roof line in that the roof had fallen during mining and the hinged point of the beam had been set about 6-8 inches in the cavity. This caused the tip of the canopy to project downward about 10 inches; the plow stabilizer struck the canopy, dislodged the roof jack and pushed it into the adjacent roof jack canopy.

The jacksetter stated that it was a practice to crawl between the jacks to pass another person while the plow was in motion. He also stated that "cap coal" sticking to the mine roof had created a vertical clearance problem along the jack line and that the plow had struck the canopies of the roof support jacks several times this shift.

The shear pin in the plow drive assembly was not broken indicating the No. 32 roof support jack was not tight against the roof. The void over the jack was not blocked to keep the canopy level. This prohibited the jack from being set tight against the roof.

CONCLUSION: This accident occurred because:

1. The tip of a chock canopy protruded downward into the path of the longwall plow due to the chock leg nearest the hinge being set in a roof cavity.
2. Due to this cavity and the tip of the chock canopy protruding downward, the chock leg jack was not set firmly against the roof.
3. The victim, apparently aware that the plow had been striking the canopies, was not alert to the hazards related thereto and placed himself in a hazardous location to permit another employee to pass.

ABSTRACT FROM FATAL ACCIDENT

July 1984

HOLMES SAFETY ASSOCIATION
MONTHLY SAFETY TOPIC

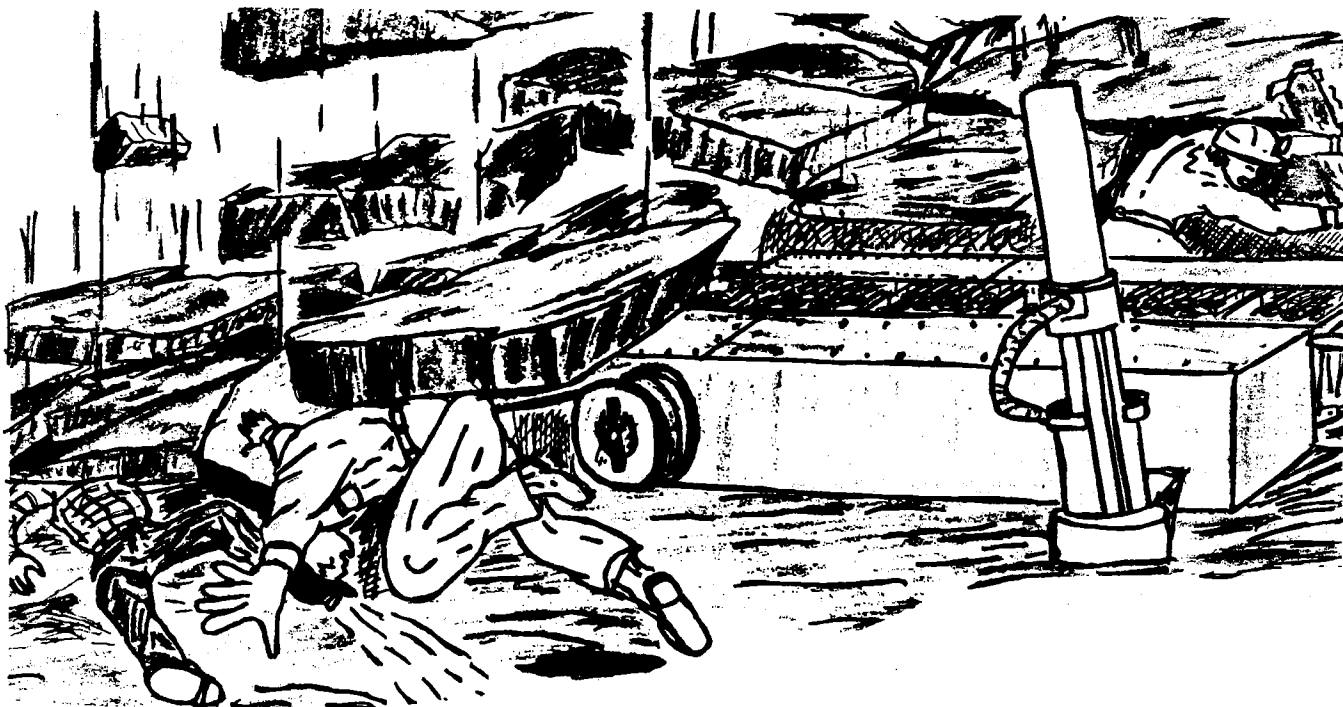


MULTIPLE FATAL ROOF FALL ACCIDENT

GENERAL INFORMATION: A roof fall accident occurred fatally injuring a roof-bolter operator and the roof-bolter-operator helper. The accident occurred when a portion of the mine roof (a vertical wedge-shaped piece) estimated to be 14 feet, 6 inches long by 5 feet, 4 inches wide and 4 feet, 5 inches thick, fell crushing the victims as they were preparing to install roof supports (posts).

DESCRIPTION OF ACCIDENT: Routine work activities of mining the chain pillar were conducted until the second slab cut in the left fender was nearly completed and only one car of coal remained. At that time, the foreman observed the mine roof flaking and he yelled to the continuous-mining-machine operator to withdraw from the continuous-mining machine. The roof-bolter operator and the roof-bolter-operator helper proceeded into the area to install breaker-line-roof supports (posts). At this point, the roof fell on the two miners.

CONCLUSION: The approved roof control plan was not being complied with because full overhead supports were not installed in the pillar split, a violation of 30 CFR 75.200. The approved roof control plan required that full overhead supports be installed as mining progressed in the pillar split when defects were found at any place in the mine roof within the perimeter of the chain pillar.





July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

ACCIDENTS OR MISTAKES?

"Accident" means an occurrence which is sudden, unexpected and unforeseen.

In your early days, when your pants were just a square of white cloth, your mother excused many a mishap by saying "It was just an accident, you couldn't help it, you didn't mean to do it." And she was right--your knowledge and experience did not enable you to foresee the results of your acts. But this idea planted in childhood, that sudden unplanned events are excusable, is hard to erase.

Such thinking has hindered the progress of safety for years. We have learned that practically all of these so-called accidents are preventable. They are not the result of mere chance or bad luck. They are caused by somebody's failure to think or plan or to take known precautions to work the safe way.

We can foresee, for example, that if miners do not wear eye protection, sooner or later, eyes will be lost. When such results are both foreseeable and preventable, how can they be called accidents? When we know that some action, if continued, will surely produce a known effect, the result is not accidental.

Can we throw off the shackles of disproven ideas, wrong words which tie up with the idea of excusability?

Real accidents, events which are unpredictable and unpreventable, are very rare. Mistakes and errors which lead to injuries are common, but they are not accidents.

Instead of misnaming and thus, to some extent, excusing these mistakes, let's use the word "accident" less frequently. Instead of preventing accidents, let's teach everyone how to prevent mistakes--how to work right. Let's achieve safety!

LET'S HELP EACH OTHER!



July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

DRIVER FATIGUE CAN KILL YOU

Driver fatigue is a factor in many accidents, yet it is virtually ignored.

Of course, you are a competent driver. You keep your car in first-class mechanical condition, shun alcohol, observe traffic signals, heed curve and grade signs, practice courtesy on the road and always buckle your seat belts. You can do all these things and still be killed by driver fatigue.

This is the unheralded, insidious slayer lurking behind a lethal mask of pleasant drowsiness, but it is not always the normal fatigue caused by insufficient sleep the night before. A deadly somnolence can be induced by the steady hum of a well-tuned engine, the boring monotony of traveling a modern superhighway with a few traffic signals or rough patches of pavement to jolt you back to alertness. In this lulled state you may allow your car to drift off the road or cut across a lane of traffic into the path of another speeding vehicle.

There is a shocking similarity in the reports of the highway patrol on driver fatigue cases. "Driver apparently fell asleep at the wheel before vehicle hit pole . . . Driver awoke momentarily in ambulance, stated he 'blacked out' at wheel . . . driver DOA at hospital. His wife, slightly injured, stated her husband admitted to being 'very tired' but refused to stop and rest or allow her to drive."

Why had these mature, experienced and presumably intelligent drivers, all with excellent traffic records, simply ignored the fact that they were getting perilously tired or sleepy?

A noted psychologist has some answers. "The problem of driver fatigue is one of the hardest to combat because it is really several problems in one. Many complex factors are involved--age, physical fitness, mental attitude, pride and ego. Driver fatigue is only one facet of this terrible self-delusion of refusing to admit feeling one's age."

The basic solution to driver fatigue is to recognize dangerous weariness and take action to prevent tragedy. It's a good idea to drive with another person, both taking turns at the wheel. If a driver is alone, one of the best things is to occasionally pull off the road, walk around and breathe deeply. This will restore alertness and quicken dulled reflexes.

-MORE-

If the driver is in good health and has taken no tranquilizing medications for 24 hours, he/she should not have to nap along the road. Records are full of instances of cars crashing into dangerously parked vehicles. Diet habits on the road can have an affect on driver fatigue. Experts suggest light eating, with dinner the one big meal on a trip after stopping for the night. Low blood sugar frequently causes sudden drowsiness, so a person in good health should have some carbohydrates. Hard candy in small amounts is a good source. Because of caffeine in coffee and the sugar in ice cream, these two are good for what may be a life-saving lift. None of these emergency measures, however, is in any sense a substitute for the regular one-hour rest period.

* * * * *

Council News

The Kiski Tri-County District Council, which holds its meetings on the third Thursday of the month at the Latin American Club in Ford City, Pennsylvania held five monthly meetings and a ladies' night banquet in 1983.

The Council had a total of 594,025 man hours of exposure with 56 lost-time accidents for a frequency rate of 18.85. There were no fatal accidents.

The Mahoning Creek Chapter was in first place for the year with a frequency rate of 7.64.

**ACCIDENTS:
A GOOSE EGG**



SCORE^{IN}'84



July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

PULL TRAILERS THE SAFE WAY

Pulling a trailer, even a small one, requires experience, knowledge and common sense. The safety of others should be the principal consideration.

Trailers are designed for safe operation up to certain speeds. Usually they will not handle properly at speeds greater than 45 mph. This speed should not be exceeded regardless of the load being transported. Even when pulling an empty trailer, the stopping distance for the towing vehicle is greatly increased. Following distances and speed should compensate for this, especially during bad weather.

The trailer and towing vehicle should be inspected to ensure that they are in good mechanical condition. A good inspection program should include checks for the following:

1. All trailer lights and turn signals should be in operating condition.
2. Tires should have adequate tread and be inflated to recommended pressure; they should be free of cuts and bruises, especially sidewall cuts. All foreign material, such as rocks and chunks of mud, should be removed from between dual tires. All tires on the trailer should be matched in size and rating. Stronger commercial tires should be used—not passenger car tires. Wheel studs and nuts are to be torqued to the manufacturer's recommendation.
3. Brakes must be checked to be sure they are adjusted and operating properly.
4. The trailer hitch should be free of bent, broken and missing bolts, parts and welds.
5. Safety chains that are strong enough to absorb the sudden shock of a fully loaded trailer at highway speeds should be used. After the trailer is hitched up, the chains should be securely attached to the frame of the towing vehicle. There should be enough slack in the chains to prevent binding and cramping on turns but not enough to permit the chains to drag on the ground.



July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

A Positive Attitude

One of the most important steps required to achieve a good safety record is the adoption of A POSITIVE ATTITUDE - that is - to adopt the attitude that accidents CAN be prevented.

In this manner, as soon as we recognize and accept the fact that we do have a SAFETY problem, we can face it squarely and honestly and take positive constructive steps to correct it. Instead of making excuses, which is the NEGATIVE approach, we make plans, which is the POSITIVE approach.

Our program should be based on three simple rules:

1. WE CAN
2. WE MUST
3. WE WILL

1. (a) WE CAN stop accidents by making a study of their causes and by applying corrective measures to prevent further accidents.

(b) WE CAN prevent accidents by establishing safe, standard procedures on all of our jobs and by insisting that those procedures be carried out.

(c) WE CAN prevent accidents by educating our workers in the use of those proper procedures and by helping them to become SAFETY conscious at all times.

2. (a) WE MUST stop accidents in order to alleviate the pain and suffering that accidents bring, not only to the person directly involved but also to all family members.

(b) WE MUST stop accidents because they are costing too much money, not only to the mining companies but also directly and indirectly to everyone on the payroll.

(c) WE MUST stop accidents because they interfere with the efficiency of our operations and in this age of high costs efficiency is of utmost importance.

3. (a) WE WILL stop accidents if we make up our minds to do so.

(b) WE WILL stop accidents when we establish and follow safe procedures on all jobs.

(c) WE WILL stop accidents when we have convinced our supervisors and employees that the SAFE way is the easiest and most efficient way to do a job.

EXCUSES WILL NOT BRING RESULTS - WE MUST THINK CONSTRUCTIVELY.



July 1984



HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

If Only . . .

IF ONLY he had worn goggles and protected his eyes, he would not be blind.

IF ONLY he had obeyed the Safety First rules posted up all over the mine, he would not have lost his hand.

IF ONLY he had not lighted the match in gas, the mine explosion would not have occurred.

IF ONLY he had only left alcohol alone, he would not have disgraced himself and ruined his health.

IF ONLY he had not tried horseplay on the cage, he would not have been hurt.

IF ONLY he had tested his roof, he would not have been killed by the fall of rock.

IF ONLY he had watched his step, he would not have fallen down the ladder.

IF ONLY he had used common sense, he would not have opened a can of powder with a pick.

IF ONLY he had not lost his temper, he would not have lost his job.

IF ONLY he had only been careful, neither he nor his co-workers would have been injured.

IF ONLY he had known first-aid work, he could have saved an injured comrade's life.

IF ONLY he had consulted a doctor in time, his health might have been saved.

**BEGIN EACH DAY WITH A SAFETY - CONSCIOUS ATTITUDE AND YOU'LL
NEVER HAVE TO SAY --IF ONLY --**

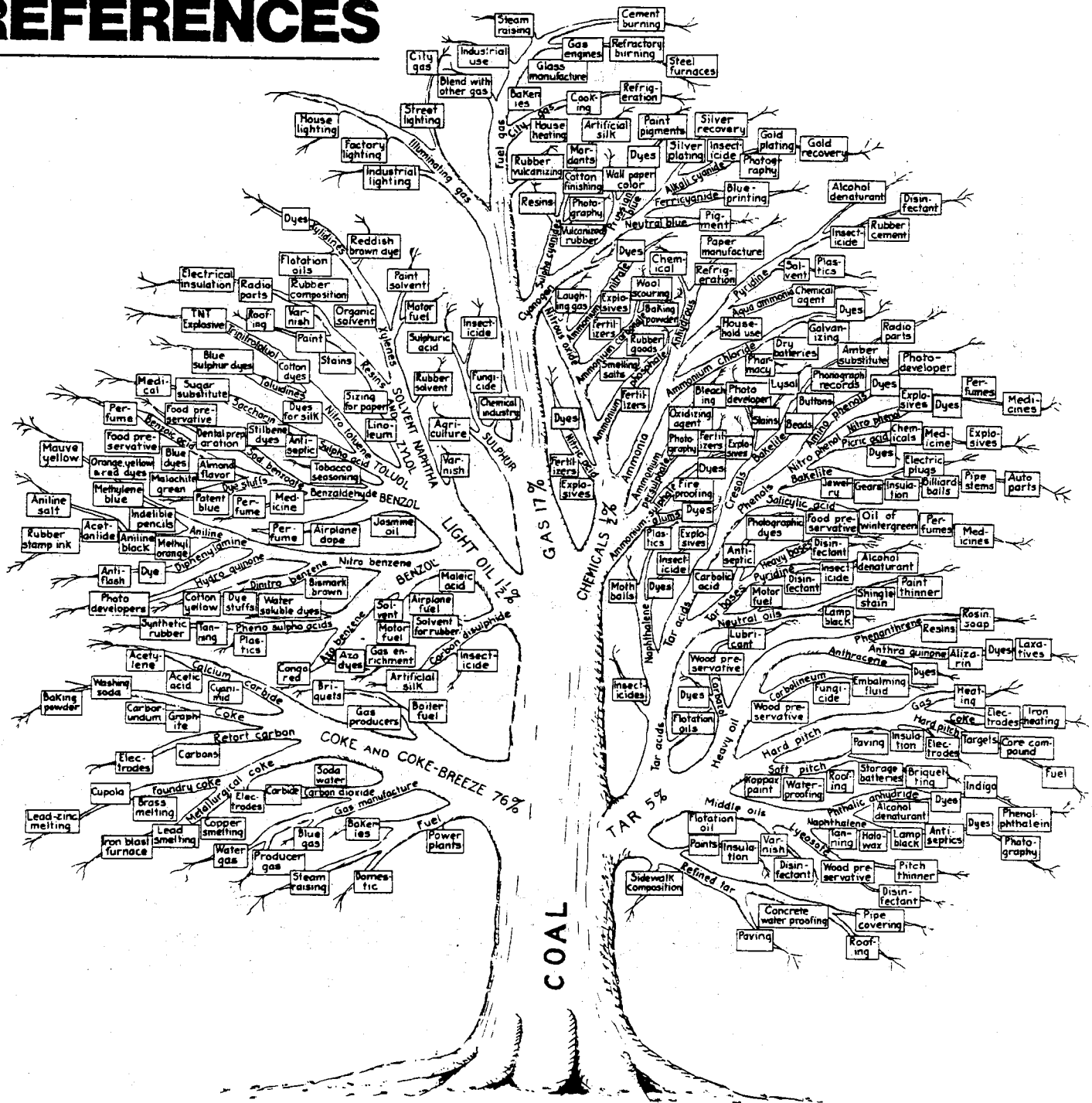
July 1984

For Your Information

Additional copies of the coal tree, Holmes Safety Association objective and the poster can be obtained by contacting:

Donna
MSHA
Holmes Safety Association
4800 Forbes Avenue
Pittsburgh, PA 15213
(412) 621-4500 Ext. 650 or 649
FTS 8-721-8650 or 8649

USEFUL REFERENCES



COAL PRODUCTS TREE
Showing the products obtainable from coal by carbonization in the modern by-product coke oven.

HOLMES SAFETY ASSOCIATION

HOLMES SAFETY ASSOCIATION

CONSTITUTION

HOLMES SAFETY ASSOCIATION

OBJECTIVES

SECTION 1. THE OBJECTIVES OF THE HOLMES SAFETY ASSOCIATION SHALL BE TO ARRANGE AND HOLD SAFETY MEETINGS, CONDUCT SAFETY CAMPAIGNS, AND PROVIDE FOR ORGANIZED COOPERATIVE EFFORT TO ENCOURAGE:

- (A) THE PREVENTION OF FATALITIES AND INJURIES AND THE IMPROVEMENT OF THE HEALTH CONDITIONS OF ALL PERSONS CONNECTED WITH MINING, METALLURGICAL, PETROLEUM, NATURAL GAS, QUARRYING, AND ALLIED INDUSTRIES WHETHER AT WORK, IN AND ABOUT THEIR HOMES, ON PUBLIC HIGHWAYS, OR IN PUBLIC PLACES.
- (B) THE DISSEMINATION OF INFORMATION AND INSTRUCTION ON SUBJECTS RELATED TO THE PROMOTION OF HEALTH AND SAFETY AND THE PREVENTION OF PLANT OR MINE FIRES, EXPLOSIONS, OR DISASTERS FROM OTHER CAUSES.
- (C) THE PROMOTION OF TRAINING IN FIRST AID, SELF-CONTAINED BREATHING APPARATUS, AND OTHER FORMS OF PROTECTION IN RESCUE AND RECOVERY OPERATIONS.
- (D) THE CLOSEST COOPERATIVE RELATIONS WITH EXISTING ORGANIZATIONS, INCLUDING LABOR, MANAGEMENT, AND STATE AND FEDERAL AGENCIES THAT PROMOTE HEALTH AND SAFETY IN THE MINERAL AND ALLIED INDUSTRIES.
- (E) THE PROMOTION OF EDUCATIONAL, SOCIAL AND RECREATIONAL ACTIVITIES IN THE MINERAL AND ALLIED INDUSTRIES, INCLUDING COOPERATION WITH LOCAL AND STATE SCHOOL AUTHORITIES, AND OTHER INSTITUTIONS IN THE ADVANCEMENT OF HEALTH AND SAFETY EDUCATION.

HOLMES SAFETY ASSOCIATION

NEVER TURN YOUR BACK TO DANGER



ACCIDENTS: A Goose Egg
SCORE IN 84



The Last Word

LEAVES OF THREE, LET THEM BE

It's poison ivy time again and to avoid trouble we should learn to recognize it.

The main feature of this plant is its triple leaves. While the shape of the leaves vary, they have jagged edges.

The leaves are reddish at the outset, gradually turn green in summer and often turn a range of colors in the fall.

Sprays of small whitish flowers grow followed by yellowish pods.

The poisoning is caused by a substance released when any part of the plant is crushed. This substance does not evaporate and can remain potent for months on boots, clothes and animals.

When working around poison ivy, wear rubber, plastic or leather gloves. If you come in contact with poison ivy, wash affected parts with soap and hot water. Clothing also should be thoroughly washed or dry cleaned.

The first sign of poisoning is a slight itchy feeling followed by a slight blush of the skin. For treatment see your doctor.



SEVEN DEADLY SINS IN ACCIDENT PREVENTION

Call it fatalism or ignorance or what you will, we do meet people who tacitly subscribe to what might be called... "THE SEVEN DEADLY SINS AGAINST TRAFFIC SAFETY."

1. I'll get it when my number comes up.
2. It can't happen to me.
3. It's all in the law of average.
4. Danger is the price of progress.
5. An accident is an act of God.
6. I'm tough, I don't hurt easily.
7. Safety is sissy stuff.

Root out these fallacies whenever and wherever you find them. An accident most certainly can happen to you and will happen if you are not constantly aware of the hazards of almost every undertaking.

* * * * *

State police erected this sign on a parkway near Greenwich, Connecticut:
"Don't put your elbow out so far - it may go home in another car."

SAFETY SHORT

One looked
One didn't
One is
One isn't

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)



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.)

(Telephone No.)

(Signature)

(Title)

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NOTE: BE SURE OUR ADDRESS SHOWS

For uninterrupted delivery, please include any change of address below: