

MAY 1985



BULLETIN



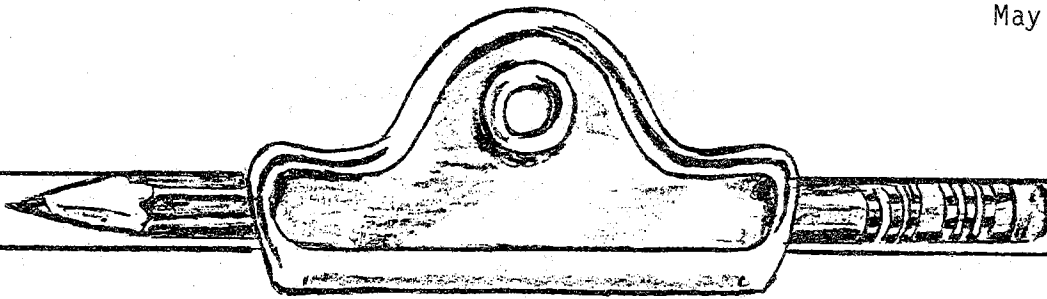
**Make A
Safety Drive
In "85"**

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.



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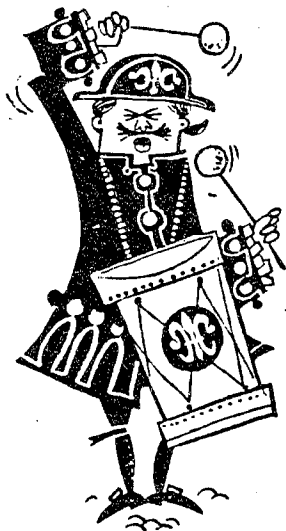


<u>COMPANY</u>	<u>CHAPTER NO.</u>	<u>LOCATION</u>
Georgia-Pacific	5963	Grand Rapids, MI
Weston Coal Prep Plant	5964	Weston, WV
Shell Mining Co., Inc.	5965	Lumberport, WV
Brimball Sand & Rock	5966	Snowflake, AZ
Fullhouse Cinder Co.	5967	Showlow, AZ
K. H. Phillips and Co.	5968	Winslow, AZ
Stauffer Chemical Co.	5969	Mt. Pleasant, TN
K D A Enterprises Corp.	5970	Tunnelton, WV
Grizzly Mining, Inc.	5971	Erbacon, WV
Spicer Gravel Co, Inc.	5972	Seneca, IL
Western Sand & Gravel Co.	5973	Sheridan, IL
Chicago Gravel Co.	5974	Elgin, IL
Marblehead Lime Co.	5975	Gary, IN
Holston River Quarry, Inc.	5976	Dublin, VA
Service Pump & Supply Co.	5977	Huntington, WV
Newport Mining	5978	Vaughan, WV
Tri-County Stone Co.	5979	Canaan, IN
Acme Stone, Inc.	5980	Abingdon, VA
Arizona Granite	5981	Peoria, AZ
Choctaw Materials	5982	Glendale, AZ
Payson Concrete and Materials	5983	Payson, AZ
Rainbow Enterprises	5984	Glendale, AZ
Eller and Olson Stone Co.	5985	Nashville, TN
Menefee Crushed Stone Co.	5986	Nashville, TN
Ohio River Sand & Gravel Co.	5987	Dilles Bottom, OH
Christman Quarry	5988	Lewisville, OH
Zergers Quarry Office	5989	Woodsfield, OH
Keystone Pavement & Construction Co.	5990	Lake Ariel, PA
G and E Coal Corp.	5991	Phelps, KY
G and E Coal Corp.	5992	Phelps, KY
B and D Coal Co.	5993	Woodman, KY
H & W Sand & Gravel	5994	Andrews, IN
Eagle Mining, Inc.	5995	Midlothian, MD
East Pike, Inc.	5996	Matewan, WV



May 1985

<u>COMPANY</u>	<u>CHAPTER NO.</u>	<u>LOCATION</u>
Doverspike Bros. Coal Co.	5929	Hamilton, PA
Markovich Coal Co.	5930	Fairmont, WV
D & K Coal Co.	5931	Summersville, WV
Sil-Flo, Inc.	5932	Superior, AZ
Alamo Mica Co.	5933	Van Horn, TX
Lucky McMine	5934	Gas Hills, WV
Phoenix Redi-Mix Co., Inc.	5935	Phoenix, AZ
Pioneer Sand Co., Inc.	5936	Colorado Springs, CO
Lehigh Portland Cement	5937	Gary, IN
Pyramid Mining, Inc.	5938	Jetson, KY
Pyramid Mining, Inc.	5939	Jetson, KY
Pyramid Mining, Inc.	5940	Jetson, KY
J and J Mining, Inc.	5941	Council, VA
Eagle Branch Coal Co., Inc.	5942	Swords Creek, VA
IV-M Corporation	5943	Clendenin, WV
Darmac Association Corp.	5944	Shelocta, PA
O'Donnell Mine No. 3	5945	Indiana, PA
Thunder Mountain Mining, Inc.	5946	Emmett, WV
C R & W Coal Co.	5947	Chapman Wells, WV
L & L Energy Co.	5948	Hurley, VA
Rush Run #2	5949	Barrett, WV
Inverness Mining Co.	5950	Cave-in-Rock, IL
John Duckworth Coal Co.	5951	Frostburg, MD
Taner Coal Co.	5952	Fenwick, WV
Van Acker Sand & Gravel	5953	South Elgin, IL
Road Materials Corp.	5954	Algonquin, IL
Bass Lake Sand & Gravel	5955	Knox, IN
Westerman Coal Co.	5956	Barbourville, KY
Westerman Coal Co.	5957	Barbourville, KY
H. B. K. Corporation	5958	Meathouse, KY
Bare Coal	5959	Friendsville, MD
West Vaco Resources, Inc.	5960	Western Port, MD
Lone Star Cement, Inc.	5961	Neville Island, PA
West Virginia Energy, Inc.	5962	Follansbee, WV



ANNOUNCING

FINAL NOTICE

THE ANNUAL MEETING OF THE HOLMES SAFETY ASSOCIATION AND THE JOSEPH A. HOLMES SAFETY ASSOCIATION WILL BE HELD ON THE SAME DAY, MAY 22, 1985, AT THE BEST WESTERN FALLS CHURCH INN, 6633 ARLINGTON BOULEVARD, FALLS CHURCH, VIRGINIA.

THE MEETING WILL BEGIN WITH THE EXECUTIVE BOARD MEETING AT 9 A.M. FOLLOWED BY THE REGULAR MEETING AT 10 A.M. THE JOSEPH A. HOLMES MEETING WILL CONVENE AT 2 P.M. THERE WILL BE A HOSPITALITY BAR FROM 4 - 7 P.M.

THE DISTRICT COUNCIL AWARDS BANQUET WILL BE HELD AT 7 P.M. AWARDS WILL BE PRESENTED TO THOSE COUNCILS WITH THE LOWEST INCIDENCE RATES IN THEIR GROUP.

BANQUET ATTENDEES WILL HAVE A CHOICE OF EITHER TOP SIRLOIN OR RED SNAPPER DINNER. TICKETS ARE \$15 INCLUDING TAX AND GRATUITY.

A HOSPITALITY BAR WILL BE HELD FROM 4:30 - 12 P.M., MAY 21.

PLEASE NOTE THE CHANGE IN LOCATION FOR THIS YEAR.

HOLMES SAFETY ASSOCIATION

Holmes Safety Assoc., Joseph A. Holmes Safety Assoc. and Banquet.

All District Councils have been mailed an announcement and registration form for the 1985 National Council Holmes Safety Association and Joseph A. Holmes Safety Association meetings and Awards Banquet.

As we go to press, the word from Pittsburgh is that the reservations are coming in at a good pace. However, there is still time to register and attend. Since time will be short when this reaches many HSA members, it is suggested that those not yet committed, but interested in participating, notify Linda Lofstead or Louise Zawojski at the Pittsburgh office directly by telephone or mail. (FTS 721-8649 or 8650 or Commercial 412-621-4500 ext. 649 or 650.)

Remember, the annual meeting of both associations is not only an opportunity to be updated on issues of importance and interest, it also affords the opportunity to renew the HSA experience and friendship with colleagues and members. Y'all come!



William H. Hoover,
National Secretary-Treasurer

HOLMES SAFETY ASSOCIATION

FALLS OF PERSONS--

(Part 1)



HEY!

EMPLOYEES SHOULD BE CONSTANTLY ON THE ALERT TO THE POTENTIAL OF ACCIDENTS ON THE JOB.

*Topic will continue in June

FALLS OF PERSON

1. GENERAL

Falls of person are a common source of industrial injuries and in mining operations they account for about 15-20 percent of all accidents.

From a safety viewpoint, falls of person may be classified into two principal groups:

- a. Falls from different level
- b. Falls on same level

Falls on same level are more numerous, but those from elevated places usually result in injuries of a more serious nature, and have important influence upon accident rates and costs.

2. FALLS ON SAME LEVEL

The causative agent is the surface which supports the person, and accidents are commonly produced by slipping or stumbling.

Following are unsafe conditions that produce the majority of falls of persons on the same level:

- a. Slippery floors. Oil, lubricants or liquids spilled on the floor; ice or mud; excessively smooth surfaces due to wear or polishing.
- b. Improper maintenance. Floors in bad state of repair, such as holes, twisted or warped boards, cracks, splinters, protruding nails, uneven ground, etc.
- c. Obstacles, such as tools, equipment and materials strewn about in disorderly manner, makeshift installations, etc. In other words, "IMPROPER HOUSEKEEPING".
- d. Poor construction, either because of poor design or inadequate flooring material, rubber floors in a humid environment or where lubricants are employed, etc.
- e. Inadequate illumination, or lack of illumination in work or traffic areas.
- f. Improper planning, as regards failure to provide circulation aisles.
- g. Excessive vibration, caused by improper construction or design etc.

These unsafe conditions can be easily corrected without waiting for an accident or several accidents to occur before suitable corrective action is taken.

-MORE-

Apart from the physical hazards noted, falls are also caused by unsafe acts of person, such as:

- a. Undue haste
- b. Going over obstacles instead of around them
- c. Circulation by restricted areas not designed as passageways
- d. Sloppy piling or stacking, failure to provide circulation aisles or clutter up walkways
- e. Failure to use appropriate footwear
- f. Carelessness, horseplay

PREVENTIVE MEASURES - Falls of person due to unsafe acts or hazardous conditions mentioned can be eliminated by instituting a control program including the following measures:

1. Proper housekeeping of traffic areas should be controlled in a permanent manner. Personnel should be trained in this regard.
2. Provide adequate and well-constructed circulation aisles, walkways, stairways and roads for personnel, these to be properly maintained.
3. Periodic inspections, with prompt correction of unsafe conditions. The physical maintenance of work surfaces should be included in the plant's preventative maintenance program.
4. Demarcation of circulation areas with adequate signalling system (zoning, warning and directional signs).
5. Promote safety consciousness among personnel through posters, courses and talks, pointing out hazards and manner of prevention.

3. FALLS FROM DIFFERENT LEVEL

Accidents of this type are caused generally by the surface supporting the person at a certain elevation from the ground, or at the means of access to working places.

Most common causes are unsafe working surfaces due to poor construction, inadequate maintenance and unsafe practices. In this regard, many accidents occur through failure to use protective equipment (safety belts).

-MORE-

**TO PREVENT FALLS MEANS TO REDUCE ACCIDENTS
BETWEEN 15 AND 20 PERCENT**

AND MOST ACCIDENTS CAN BE ELIMINATED THROUGH:

- a. Proper housekeeping
- b. Adequate maintenance
- c. Appropriate construction



- MORE -

Falls from a different level can be roughly classified as follows:

- a. Improvised working surface, such as, standing or attempting to reach an elevated place by climbing on timber pile, stacked objects, etc. instead of using ladder or scaffold.
- b. Temporary working surface, which has been constructed for the purpose, but lacks proper safeguards or that is not properly installed.
- c. Permanent working surface (ladderways, ramps, platforms, scaffolds, etc).

To go from one plane to a higher one, and depending on the difference of level, connecting means of access may be ramps, stairs and ladders.

4. RAMPS, STAIRS AND LADDERS

Ramps are used when it is possible to connect two working surfaces on a different level by means of an inclined plane not greater than 20° with the horizontal. For proper safety, the maximum recommended angle is 15° , the relation between height and length being 1:4.

If two different planes are to be connected with an inclination of more than 20° but less than 50° , a stairway should be provided. A slope of 20° makes the stairway too low, with an inclination of 50° it is too steep. The best angles for stairs fluctuate between 30° and 35° , the relation being 1:2 as to length and height.

Ladders are used to connect different levels, with inclinations between 50° and 90° . For inclinations from 50° to 75° , portable ladders are utilized, but for angles greater than 75° , fixed ladders with proper supports to structure or walls must be provided.

4.1 RAMPS

A ramp that is nearly horizontal occupies too much space, but it is safer if well constructed. On the other hand, a ramp that is too steep occupies less space but involves greater accident hazards. The person's center of gravity becomes displaced with the angle of inclination, and the person will tend to fall on their face if the slope becomes more pronounced.

The greater hazard exists when ramps are of a temporary nature. These generally consist of "runways" or planks placed across the intervening space. A common mistake is the failure to use suitable material, and old, cracked, knotted or rotten planks are provided for the purpose. Another unsafe practice is the neglect to support these planks properly, and falls of persons often result when these become displaced from traffic or vibration.

When temporary ramps or "runways" are used, the following precautions are necessary:

1. Proper selection of planks as regards condition and dimensions. If provided for traffic of personnel, the number of persons that will be required to pass simultaneously should be taken into account. If used for traffic of personnel with materials and equipment, the maximum weight the planks will be subjected to must be considered.
2. Lumber must be in good condition. Planks having cracks or knots, or signs of rotting should be immediately discarded.
3. Planks likely to become cracked should be secured with wiring or metal bands.
4. Runways provided for traffic of personnel should be equipped with cleats 30 cm. apart to prevent slipping. Cleats should be nailed across two or more planks to avoid their becoming displaced.
5. Runways for traffic of personnel and equipment (wheelbarrows, concrete buggies, fork-lift trucks) should be cleated on both sides, leaving clear spaces for the wheels.
6. Planks should be properly supported at both ends by means of stakes or scabs nailed to the planks, to prevent their longitudinal displacement.
7. To guard against excessive oscillation or sagging under weight, a suitable support or trestle should be provided underneath for each length of plank.

Pine is generally used on light, temporary ramps, while oak should be employed in structures subjected to heavy traffic, or of a permanent nature.

Wooden ramps should comply with the following requirements:

1. The ground should be levelled.
2. Determine the inclination, keeping a 1:4 ratio between height and length.
3. Sills should be level.
4. Posts will be stood straight over sills, with a maximum separation of 10 feet. They will be secured vertically by means of angle and cross-braces to prevent their

-MORE-

displacement. Scabs placed under angle-braces will assure stability of the installation.

5. In addition to nails, the joints should be secured with double wire fastenings. Bolts and clamps can be used in more permanent structures.

Concrete ramps of a permanent nature should have a rough or treaded surface. The type of concrete mixture depends on the purpose for which the ramp is intended, the quality to be improved proportionally with greater traffic or weight to be borne. It is also convenient to provide lateral rims or toeboards to prevent materials or vehicles from sliding over.

4.2 STAIRS

When the inclination between two planes to be connected exceeds 20°, stairs should be used.

Following are the most important requirements for a well-constructed stairway:

1. Recommended inclination is between 30° and 35°.
2. Height of risers varies between 6 and 8 inches, and width of treads between 10 and 12 inches. These values should be combined so that the sum of riser and tread equals 18 inches.
3. Treads and risers should be uniform throughout the stair length. Lack of uniformity constitutes an accident hazard.
4. A flight of stairs having four or more risers should be provided with a handrail. A center handrail is necessary for stairways over 7-1/2 feet wide.
5. Because of space limitations a permanent stairway sometimes has to be installed at an angle above 50°. Such "inclined ladders" should be provided with handrails on both sides and open risers.
6. Design should not include long flights. It is convenient to install landings every 10 or 12 treads.
7. Handrails should be firmly anchored to walls or partitions.
8. Suitable illumination should be provided.
9. Stairways will be designed to sustain a live load of 800 lbs. per sq. yd.

HOLMES SAFETY ASSOCIATION

YOUR RESPONSIBILITY FOR SAFETY--OFF THE JOB

How many times have you heard someone referred to as responsible?

I am sure that we have all heard it many times and would like to have it said of ourselves. To be responsible is to be aware of and fulfill our obligations and responsibilities.

In our modern hectic times we are only too well acquainted with our more pressing responsibilities of providing for our families and doing a good job, but some of our safety responsibilities are too often overlooked or ignored.

We are justly proud of our safety record on the job. We point to the number of days worked without a major injury. This is excellent in anyone's league, but how does it compare to our off job record? We should all concentrate on our safety responsibilities while away from work.

These responsibilities have been defined as:

1. Being safety conscious and actively practicing safety in all that we do.
2. Instilling the safety first doctrine in every member of our family.
3. Using every means available to us in order to provide a safe home, recreation area and automobile.

To determine how well we are fulfilling our off the job safety responsibilities the following questions are submitted:

1. Do I periodically have my car checked to insure good mechanical condition of all parts?
2. Do I drive "defensively" and practice courtesy on the highway?
3. Do I frequently inspect my home and correct hazards such as faulty electrical wiring, unsecured throw rugs, medicines and poisons within reach of children and the accumulation of flammable materials?
4. Do I maintain a well stocked medicine chest and know the rudiments of first aid?
5. Am I creating a safety conscious attitude in all the members of my family by instruction and example?
6. Have I provided myself and family with safety devices such as smoke alarms, fire extinguishers, safety belts, etc?

If you can honestly answer these questions with a "yes" there is no doubt that from the standpoint of off the job safety, you are a "responsible person."

HOLMES SAFETY ASSOCIATION

The Personal Touch

Personal, on-the-job safety contacts provide the best method for assuring top safety performance. Notably improved accident records have resulted from use of the personal touch.

Good, clear instruction in safe work procedures is the best contact material you can use. Instructional contacts that help the workers understand the "why's" of approved practices usually promote greater efficiency. Furthermore, periodic checks to see that instructions are being followed help keep supervisors and their employees alert to proper procedures.

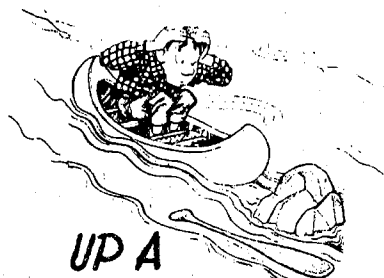
Safety rules are another source of contact material. Some supervisors make it a point to review from time to time their general and local safety rules with everyone under their supervision. Naturally they do not cover an entire booklet in one contact.

Their objective is to cover thoroughly one rule at a time. This takes longer than skipping hastily through the rules, but is more productive.

All too often, safety contacts are made simply because they are required and not because the supervisor wants to make them. Too often contacts are made just to meet an established quota of "contacts per supervisor." That is a poor reason for making a contact. Quality, rather than sheer numbers, should be your goal as you carry out the contact program.

Job safety analyses are still another good source of contact ideas. Using the approved analysis permits the supervisor to follow each job, step by step, and to emphasize the point or points that are of most significance. But the supervisor should not attempt to cover too much at one time. For some key step in the analysis may not be thoroughly understood by the employee who does the job.

Supervisors should teach as they themselves would like to be taught. They should prepare their messages with care and deliver them sincerely. They should be good listeners when questions are raised or suggestions are offered. If they follow these ideas, they will increase the effectiveness of the personal touch in their contact work.



**UP A
CREEK... SO IS
THE GUY WHO REACHES
TOO FAR ON A LADDER**

ABSTRACT FROM FATAL ACCIDENT

*This fatality should be discussed at your regular on-the-job safety meeting.



FATAL POWERED HAULAGE ACCIDENT

GENERAL INFORMATION: A powered haulage accident occurred at the preparation plant of a surface mine. The victim apparently was either greasing or preparing to grease the head roller bearings of the stacker belt, when the belt was started by the mechanic/preparation plant operator, which caused him to be carried off the end of the stacker belt and fall 35 feet 8 inches onto a paved load out area.

FACTORS OF ACCIDENT: The investigation revealed the following factors relevant to the occurrence of the accident:

1. Victim did not follow his usual procedure of informing the preparation plant operator that he intended to grease the belt.
2. The lock out switch near the tail of the stacker belt was not used.
3. The entire belt could not be seen by the preparation plant operator and the alarm was not sounded before starting the belt.

CAUSE OF ACCIDENT:

1. The power was not deenergized from the source before performing maintenance work on the belt--a violation of Section 77.404(c).
2. A safe means of access to the work area was not provided at the conveyor belt--a violation of Section 77.205(a).
3. The audible warning system to warn persons that the stacker belt conveyor will be started was not operated prior to starting the belt--a violation of Section 77.1607-(bb).
4. An employee was permitted to work in an area where there was a danger of falling without wearing a safety belt--a violation of Section 77.1710(g).

CONCLUSION: The cause of the accident was failure to deenergize the power for the radial stacker belt conveyor from the power source.

Contributing factors were: the audible alarm was not sounded before starting the conveyor belt; a safe means of access was not provided to the work area; and work was proceeding in an area where there was danger of falling without wearing a safety belt.

ABSTRACT FROM FATAL ACCIDENT

*This fatality should be discussed at your regular on-the-job safety meeting.



FATAL FALL OF PERSON ACCIDENT

GENERAL INFORMATION: A driller was fatally injured when he apparently lost his footing and fell over a quarry wall landing on a muck pile 52 feet below. The victim was not wearing a safety belt and lanyard although they were provided.

The operation consisted of a multiple bench quarry approximately 2,000 feet in length, 300 feet wide at the top, tapering to 100 feet at the bottom.

The ore body was calcium carbonate (marble).

DESCRIPTION OF ACCIDENT: The victim reported to the quarry bench to resume the drilling of four more holes necessary to complete the designated 12-hole round. The victim normally accomplished the drilling duties alone.

He was observed drilling near the edge of the wall by the shovel operator, who was loading trucks on the bench below. Sometime later the victim's body was observed by the shovel operator lying on the muck pile he was about to load.

CAUSE OF ACCIDENT: The direct cause of the accident was the loss of balance and/or footing of the victim causing him to plunge from the quarry wall. This was the result of (1) the lack of adequate working space at the edge of the quarry wall, and (2) the difficulty the victim was experiencing in removing the drill steel, as evidenced by the bound drill stem and the pipe wrench found nearby.

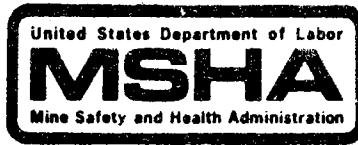
RECOMMENDATIONS: Training in the use of body belts and lanyards, including selection, inspection, and care, should be provided to all employees required to work from heights where there is a danger of falling.

The primary caution regarding the use of safety belts, as with other personal protective equipment, is to see that they are worn and used correctly. A safety belt is worthless unless it is being worn at the time a fall is possible. It should also be securely buckled and worn tight enough to prevent any possibility of the wearer slipping out of it.

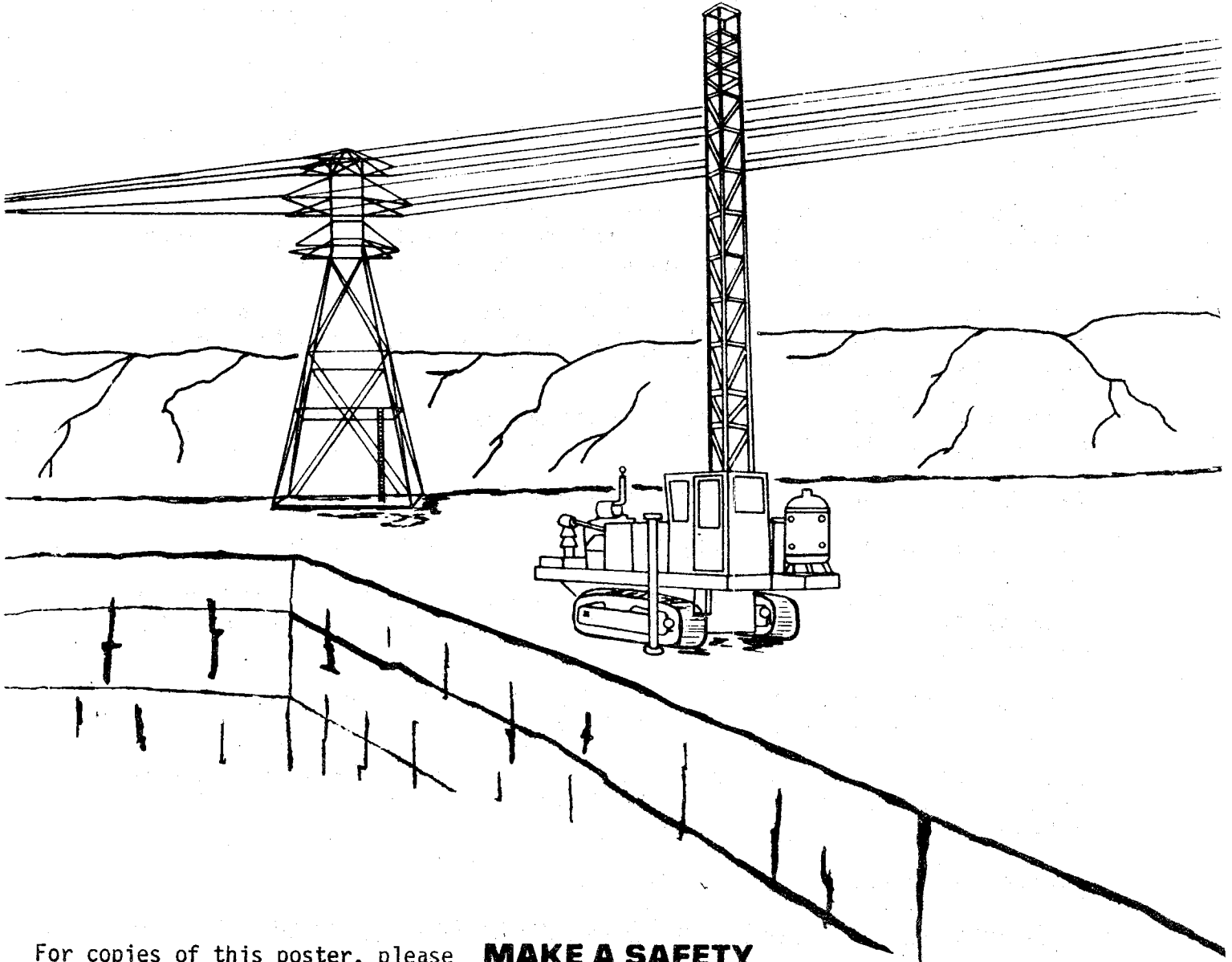
When drilling close to the quarry edge or on uneven terrain, close supervision should be provided to ensure employee safety.

Mine operators should take all necessary action to assure employee compliance with mandatory standards and establish with their safety program a means whereby they become aware of situations where employees are not complying with applicable standards.

May 1985



WHAT YOU DON'T SEE CAN KILL YOU



For copies of this poster, please contact:

Jeanne Ryan
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FTS-8-721-8650

**MAKE A SAFETY
DRIVE IN**



"85"

Holmes Safety Association



H.S.A. SAFETY TOPIC



Shocking Events

In the mood for a shocking experience? Well, you can accomplish this several ways. For example:

Stick your fork inside the toaster the next time that piece of bread doesn't pop up. Don't forget to leave the toaster plugged in. To make the experience more memorable, try resting your free hand against a metal sink or faucet, preferably one that's moist.

Or how about fiddling with a radio while you are taking a bath. This can be pretty shocking, too.

Sometimes even routine activities can have serious consequences. A college boy on vacation was electrocuted while using a vacuum cleaner to remove debris from the family swimming pool.

A Chicago teen-age girl died of shock when she simultaneously grasped a floorlamp and rubbed her toe against the metal cabinet of an operating television set.

A do-it-yourselfer was fatally shocked when the electric drill he was using developed a short circuit.

How can you keep from being accidentally electrocuted?

You can avoid a lot of risk by observing these rules:

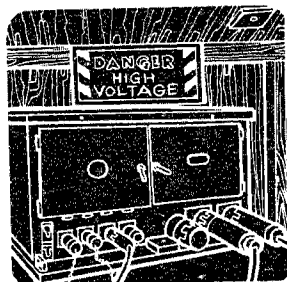
Don't touch appliances or radios while you're in the bathtub or your hands are wet. Always stand on a dry surface when you use appliances.

Unplug appliances, if you must poke into them. Be careful of heavy condensers, such as in a TV set.

Ground appliances in damp locations, such as washers or dryers. Always ground portable electric tools, especially when used outside.

Replace worn appliance cords.

WORK SAFELY--DON'T MAKE THE HEADLINES BY BEING A SHOCKING EVENT



HOLMES SAFETY ASSOCIATION

CAN YOU SPARE A HAND?

The most vital and frequently used tool in all industry is the human hand. The hand contains pulleys, levers, hinges, gears, slings, pipes, tunnels, and valves all controlled by an electrical conduction system. All these are contained within a single structure--the skin--which in itself is thick and thin, relatively insensitive in some areas and highly sensitive in other portions, ridged and fixed in certain parts and smooth and loose in others.

The human hand, therefore, is a complex structure and is frequently exposed to potential injury.

In one recent year, of the nearly 2,000,000 industrial disabling injuries, 750,000 were disabling hand injuries.

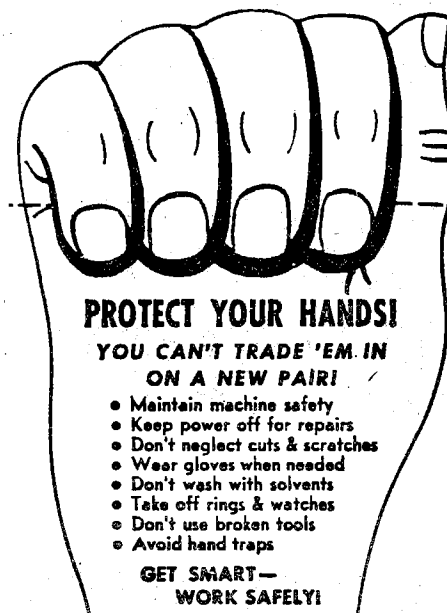
I wonder if we fully appreciate our hands and fingers. Do you fully realize just how many functions your hands and fingers perform for you? Just stop to consider how tough it would be to tie your shoes, drive a car, eat, write, button your shirt, or perform a thousand other simple operations if you were suddenly to lose a finger or two.

Fingers can be scratched, smashed, pinched, twisted, scraped, pulled--there are dozens of ways they can be hurt. So don't let an accident "put the finger" on your finger.

Hold tools the proper way.
Wear gloves when the job requires it.
Keep hands off lifts.
Watch out for "pinch points" when handling material.

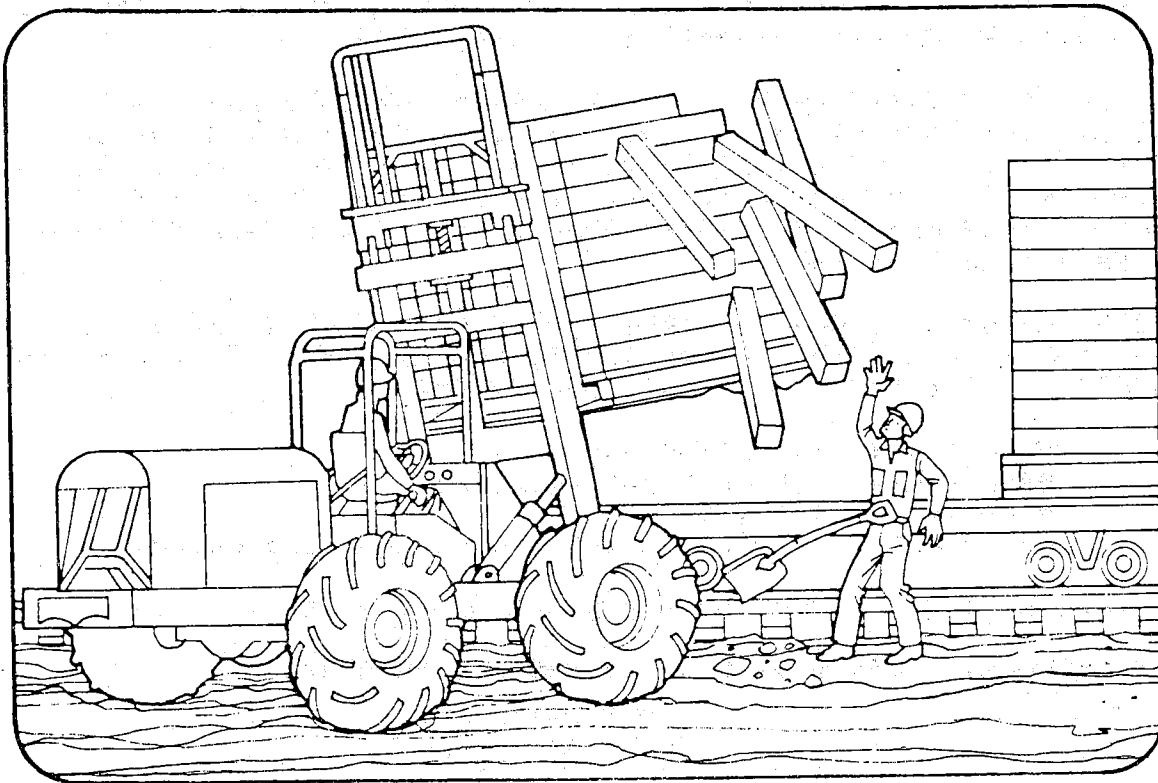
Safe work habits are your best protection--use them.

SAFETY SLOGAN: USE YOUR HEAD TO PROTECT YOUR HANDS!





MAKE SURE THE LOAD IS SECURE



**MAKE A SAFETY
DRIVE IN**



"85"

For copies of this poster, please contact:

Jeanne Ryan
HSA-MSHA
4800 Forbes Ave. Rm.268A
Pgh., PA 15213
412-621-4500 Ext.650/649
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Holmes Safety Association

HOLMES SAFETY ASSOCIATION

A FENCE OR AN AMBULANCE

'Twas a dangerous cliff, as they freely confessed,
 Though to walk near its crest was so pleasant;
 But over its terrible edge there had slipped
 A duke and many a peasant.
 So the people said something would have to be done,
 But their projects did not at all tally;
 Some said, "Put a fence around the edge of the cliff,"
 Some, "An ambulance down in the valley."

But the cry for the ambulance carried the day,
 For it spread through the neighboring city;
 A fence may be useful or not, it is true,
 But each heart became a brimful of pity
 For those who slipped over that dangerous cliff;
 And the dwellers in highway and alley
 Gave pounds or gave pence, not to put a fence,
 But an ambulance down in the valley.

Then an old sage remarked: "Its a marvel to me
 That people give far more attention
 To repairing results than to stopping the cause,
 When they'd much better aim at prevention.
 Let us stop at its source all this mischief," cried he
 "Come neighbors and friends, let us rally;
 If the cliff we will fence we might dispense
 With the ambulance down in the valley."

"Better guide well the young than to reclaim them when old,
 For the voice of true wisdom is calling,
 "To rescue the fallen is good, but 'tis best
 To prevent other people from falling."
 Better close up the source of temptation and crime
 Than to deliver from dungeon or galley;
 Better put a strong fence round the top of the cliff
 Than an ambulance down in the valley."



HOLMES SAFETY ASSOCIATION

SAFETY PHILOSOPHY

Safety is positive. It is doing things the right way. The development of a sense of individual responsibility and an attitude of mind that is conducive to the avoidance of accidents, and the general promotion of education to increase the safety of men, women, and children is a true public service. The strength of safety lies in the voluntary participation and active support of all who are in a position to promote it.

ACCIDENT PREVENTION

THROUGH DEMONSTRATION

We are pleased to announce that Joseph Lamonica, Administrator, MSHA, Coal Mine Safety and Health, has decided that we will once again make the Propagation of Flame, Magic of Fire and Static Electricity demonstrations available to the mines.

We hope these programs can help in our efforts to reduce accidents in the mining industry.

If you are interested in scheduling any or all of these programs, contact your MSHA district office or Mike Evanto, Training Specialist, 304-291-4277 to make the arrangements to have the programs conducted.

In the near future we hope to be able to conduct these programs in all the mining districts.

HOLMES SAFETY ASSOCIATION COUNCIL NEWS

PENNSYLVANIA BITUMINOUS COUNCIL AWARDS BANQUET

On March 22, 1985, the Pennsylvania Bituminous Council Awards Banquet was held at the Omni Civic Center in Indiana, Pennsylvania at 7:00 p.m. There were 270 persons in attendance.

Robert L. Vines, Safety Director, Bituminous Coal Operator's Association, was guest speaker and Joseph Lamonica, Administrator, MSHA, Coal Mine Safety and Health, was special guest. National Secretary William H. Hoover was Master of Ceremonies.

A new president was elected to replace Earl Lamont who retired in October. The new president of the PBC is Richard Murphy, Director of Division of Bituminous Deep Mine Safety, Pennsylvania Department of Environmental Resources. Murphy replaces First Vice President, Edward Onuscheck who had been acting president.

Awards were presented to the following district councils:

- Group I - Scotty Groves -- 8.99 Incidence Rate
- Group II - Scotty Groves -- 6.55 Incidence Rate
- Group III - Grove City-Clarion -- 0.66 Incidence Rate

GAULEY DISTRICT COUNCIL

West Virginia

Hats off to the Gauley District Council officers, executive body and members for taking a significant and commendable step towards recognizing their chapter members of company mine rescue teams. The Certificate of Recognition is nicely designed for presentation and is an excellent expression that is well deserving.

Copies of this type of certificate can be reproduced to fit your council at a very reasonable cost at any local printing company.

**In recognition of your dedication
as a mine rescue team member
whose goal is promotion of health
and safety, and assisting fellow
miners in time of need**



**President
Gauley District Council**

**Safety Director
Gauley District Council**

HOLMES SAFETY ASSOCIATION



Notebook

1. THE THIRD HATCH SYMPOSIUM AND INTERNATIONAL CONFERENCE ON THE HEALTH OF MINERS TO BE HELD AT THE HYATT HOTEL IN PITTSBURGH, PENNSYLVANIA, ON JUNE 2-7, 1985.
2. DID YOU CHECK THE 1984 NATIONAL DISTRICT COUNCIL AWARD WINNERS? RESULTS WERE RELEASED IN THE APRIL ISSUE.
3. LAST CHANCE TO MAKE RESERVATIONS FOR THE HOLMES SAFETY ASSOCIATION ANNUAL MEETING AND THE DISTRICT COUNCIL AWARDS BANQUET TO BE HELD AT THE BEST WESTERN FALLS CHURCH INN, 6633 ARLINGTON BOULEVARD FALLS CHURCH, VIRGINIA. THE JOSEPH A. HOLMES SAFETY ASSOCIATION WILL BE HELD AT THE SAME LOCATION. HURRY! HURRY! TIME IS RUNNING OUT.
4. THE HOLMES SAFETY ASSOCIATION HAS TWO NEW POSTERS AVAILABLE. THE SIZE OF THESE POSTERS IS 2' x 3'. "TEST FOR METHANE FREQUENTLY" AND "MAKE SURE YOU SET YOUR SAFETY JACK". PLEASE CONTACT:

JEANNE RYAN
HOLMES SAFETY ASSOCIATION
MSHA
4800 FORBES AVE. RM. A268
PITTSBURGH, PA 15213
(412)-621-4500 Ext. 649/650
FTS-8-721-8650/8649
5. BEWARE! UNDERGROUND MINE TEMPERATURE CONDITIONS CHANGE WITH THE SEASONS. THE HSA STAFF WISHES EVERYONE A SAFE AND HAPPY SPRING.

*Members: Short news of your Council activities can be included in the Notebook. Information needed two months in advance. Forward to:

Louise
MSHA-Holmes Safety Association
4800 Forbes Avenue, Rm. 268A
Pittsburgh, PA 15213

THE LAST WORD

STAY ALIVE IN 85!

If we get in a hurry
And full speed ahead;
We could get hurt
And all be dead.

If the trucks aren't parked
Parallel on the hill
They could be parked
Down in the lime mill.

The back up alarm
Must always sound;
Or we'll be stretched
Cold on the ground.

All the tail pulleys
Must have a guard
Else the certified foreman
Could be fired.

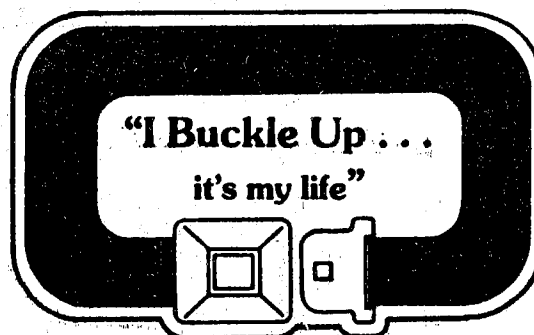
Be sure the current
Is all locked out;
Or "Fry my hide".
Someone will shout.

Our MSHA inspector
Only looks after us.
He doesn't come around
To raise a fuss.

To end this tale
We all only strive
Thru 1985
Just Stay ALIVE!

Submitted by:

Sue Higgins
Acting Safety Director
Ivanhoe Lime



Make sure all parts of the
exhaust system are in nonleak
condition.

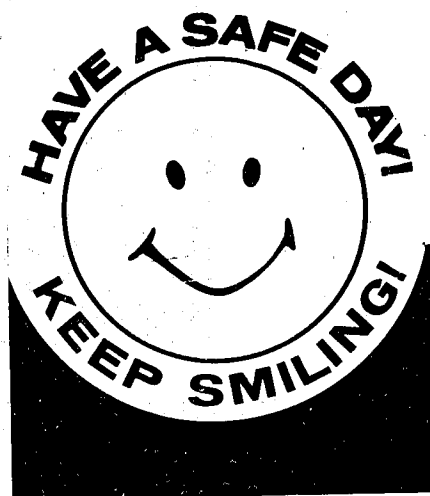
Better have a little ventilation
in the vehicle at all times.

If you do begin to feel drowsy
or dizzy, get a load of fresh
air.

* * * * *

-----QUIPS-----

Why worry about what other
people think of you unless you
have more confidence in their
opinion than your own.



25M 11-83

The Industrial Commission of Ohio
Division of Safety and Hygiene

1618

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



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)

 FILL OUT - FOLD AND STAPLE - FREE MAIL-IN

NOTE: BE SURE OUR ADDRESS SHOWS

If you do not care to receive this Bulletin, please check here and return this form.

Please include any change of address below:

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

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

The following is the different award criteria:

Type "A" Awards - For Acts of Heroism

The awards are medals with Medal of Honor Certificate.

Type "A" - For Acts of Heroic Assistance

The awards are Certificates of Honor.

Type B-1 Awards - For Individual Workers

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

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

Type B-2 Awards - For Individual Officials

(For record of group working under their supervision).

The awards are Certificate of Honor.

Type C Awards - For Safety Records

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

The awards are Certificate of Honor.

Other Awards - For Individual Workers

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

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

Special Awards - For Small Operators

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

The awards are Certificate of Honor!

Contact: HSA Office

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

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