JUNE 1985

HOLMES SAFETY ASSOCIATION

PLURIBUS UNUM

SAFETY EFFICIENCY

MINERAL INDUSTRIES

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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HOLMES SAFETY ASSOCIATION MSHA AND BUSINESS WORKING TOGETHER

ZEGEER'S 3 E's FOR MINE SAFETY:

ENGINEERING- have a well engineered operation, the best of planning, the best of equipment, the best of safeguards.

EDUCATION- workers, everyone, must be trained, must be educated, in how to do the job and how to do it safely.

ENFORCEMENT- it is not only up to the states, the federal government, it's up to everyone - especially the companies that spent the money, hired the people, put in the operation- it's up to them to enforce the rules - their own rules and the rules mandated in the Federal Mine Health and Safety Act.

David A. Zegeer, Assistant Secretary of Labor for Mine Safety and Health, reinforced his reputation for cooperation and communication with the stone industry during his presentation at the NSA Convention's Third General Session.

Zegeer's 14 months as Assistant Secretary, combined with his longtime involvement in the mining industry, gives him special insight into the methods and meaning that achieve safety in mining operations. He commented that "although we're looked upon at times as policemen, I take the position that it isn't only up to us (MSHA), to police the mining operations in the country, but also it is theresponsibility of the companies themselves and also the responsibility, to some degree, of the workers to be a part of the safety movement. You, as management, cannot do the job alone, we cannot do it alone, and labor looks to the two of us for help to see that they have a workplace that is considered safe."

"WE'RE ON OUR WAY!"

-MORE-

Zegeer's goal for MSHA is to achieve zero disabling injuries -- a goal that many have said would be out of reach. But Zegeer remains optimistic, saying that "...some of you who I talked with earlier today have gone for years and years without disabling injuries in your companies. You are proving that it can be done." Although 1984 was discouraging, showing an increase in accidents in all mining, 1983 was the safest year ever, in metal/nonmetal as well as coal. Zegeer wants to return to the success of 1983 and improve on that record. He has taken steps to do just that.

He began his comments by stressing the findings from a committee within the National Academy of Sciences that was charged with developing solutions to the problems of mine safety:

> First, there must be a commitment from management to have the best of all safety, no matter what type of mining;
> Second, there must be complete cooperative spirit between labor and management, and;
> Third, there must be continuous, ongoing training and education for the workforce.

Yet, he recognized that companies cannot be expected to do it alone. "We (MSHA) want to help you and work with you," he commented, pointing to MSHA's Compliance Assistance Visits (CAVs). CAVs are designed for the new operation or an operation that is restarting after a long period of downtime. "Our inspectors come to your site and go through your operation with you to help you locate problems before you go into operations. There are no penalties, no citations, they just point out problems that should be handled..."

"If you have problems, we have a lot of high caliber people, geologists, engineers, electricians, and so forth, that are willing to come in and work with you on your problems. And this is all free of charge. This, hopefully, would put you in a position to start up your operation (with) all your problems taken care of ahead of time. If your people need training, we will help you with that, provide instructors if you need, again, this...is free."

With reference to small operations, Zegeer recognizes that there are special circumstances causing compliance difficulties for them. He pointed to a relatively new program in which MSHA provides $2 million to schools in the mining area to enable them to provide technical assistance for small operations. "If you can't fix the brakes on a grader, if you can't fill out a form, or whatever it is, we're providing money for the schools that have applied to us so that (they) will help you do what you want to do. This is our way of passing the assistance down to the state level so that the state and you can do the things that you know you need to do. This is in addition to the state grant program where we (annually) provide about $5.8 million so that the 42 states and you can do a better job."

-MORE-

Another program Zegeer pointed to for producers' assistance is MSHA's Program in Accident Reduction (PAR). He indicated that many people do not like the PAR, but, "if you show that your program is going from bad to worse, it's a life saving program. Our experts will work with you - check your whole organization out - to help you approach an accident free operation."

Other training programs available to operators include those offered at the MSHA training center in Beckley, WV, and a special slide program developed by MSHA to illustrate how fatal accidents have occurred and how they can be avoided. One accident prevention example that Zegeer referenced a number of times is emphasizing to mobile equipment operators the need to use seatbelts in the case of a runaway truck. Apparently, many drivers, truck drivers in particular, have been killed by jumping from their truck, then being run over by the back wheels. The fatality slides within the MSHA program, according to Zegeer, may not be "as good as we would like, we are continually working on improving the quality." Yet, he sees a lot of value in the program itself and said "I encourage you to take advantage of these slides and utilize them in improving your own safety programs."

A surprising note within Zegeer's comments is the record on accidents in which supervisors are involved. "Your supervisors are the key to your operation...they are the closest to your workers...yet they are in the highest accident category. In metal/non-metal, over 15 percent of the accidents happen to supervisors. In coal, it's about 20 percent. This is alarming, especially when that is a person who should know better, and that is a person who's leading your workforce."

To address the problem of supervisor accidents, MSHA has begun a program in supervisory training for coal mining. The program soon will be available to metal/non-metal mining as well.

According to MSHA's records, "a lot of the supervisors' accidents happened when they were doing non-supervisory work...They filled in when someone was out...But they are not as well trained, or as current, in that position's day-to-day hazards as the workers themselves are. We need to recognize that, if (the supervisors) are doing non-supervisory work, there is the hazard that the rest of the crew is going without supervison, and they too are endangered even further. The course is free of charge, and is an excellent training program. I suggest you take a look at it."

In closing, Zegeer said, "We're dealing in a hazardous industry - a hostile industry - and that is the reason we need training...(the problem of) work habits is what it's all about.

-MORE-

"Safety must start with the owner...it doesn't just come from wishing...we want to help you. We don't want to take the responsibility away from you, we want to continue the favorable trend we've had through the years (except this one past year). We have a good spirit of cooperation and we want to continue it. We get criticized from time to time from those who say we are too cooperative. But, by cooperative, we don't mean capitulation...we mean working with you and your laboring people in a way that we know can help you produce the product with the greatest of safety."

Everyone Wins With Safety

Thanks HSA Members!

...for helping us

help others

ABSTRACT FROM FATAL ACCIDENT

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

FATAL MACHINERY ACCIDENT

GENERAL INFORMATION: A dragline operator was injured when he was struck on the side of his head by a wire rope eye-socket attached to a tow cable. He was attempting to pull a large bulldozer free of the mud in which it was stuck using a smaller tractor. The draw bar pin on the larger machine failed allowing the wire rope to whip forward and strike the victim.

Mining was conducted by the dragline method and stockpiled.

DESCRIPTION OF ACCIDENT: The victim, although a dragline operator, was performing maintenance duties due to the intermittent rains. Work progressed without incident until one of the bulldozers became stuck in the mud. The victim and a coworker were instructed to take a bulldozer to help free the machine. They used an old pendent rope and two track pins to make the connection between the two dozers. The victim used the dozer pulled with short jerking motions and had at least three times unhooked the tow rope and used his blade to dig dirt from behind the stuck dozer to make pulling easier. It was during this process that the track pin used to connect the rope connector to the fixed drawbar on the D-8 dozer was dropped and lost in the mud. The victim reached into a tool box and pulled out an old used crow's foot pin and gave it to one of the employees to reconnect the rope to the draw bar. After pulling and jerking without success, the victim backed the bulldozer 3 or 4 feet for a running start. He drove forward and the crow's foot pin broke at the D-8 hitch when he reached the end of the slack in the tow wire; it in turn backlashed and struck the victim on the left side of the head.

CAUSE OF ACCIDENT: The direct cause of the accident was an unplanned release of energy initiated when the 3-way drag hitch pin that was being used as a draw bar hitch pin broke, allowing the wire rope and connector to backlash and strike the equipment operator in the head. The worn 3-way drag hitch pin was not designed for the purpose for which it was being used.

RECOMMENDATIONS:

1. 30 CFR 56.14-36 - Tools and equipment shall not be used beyond the designed capacity intended by the manufacturer where such use would create a hazard.

2. When pulling heavy equipment with a tow rope or chain, guards or shields should be installed to protect the operators from backlash should the rope or chain break free for any reason.

3. 30 CFR 48.7 - Employee task training should emphasize all hazards to be encountered.

ABSTRACT FROM FATAL ACCIDENT

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

FATAL POWERED HAULAGE ACCIDENT

GENERAL INFORMATION: A fatal powered haulage accident (handling material) occurred while the victim was observing a belt installation crew make a main-line belt extension.

DESCRIPTION OF ACCIDENT: The construction foreman warned all of his miners to stand clear of the wire rope when the shuttle car began to pull it. He told them to stay on the outside of the angle created by the wire rope and he explained the dangers involved if the wire rope should break.

The shuttle car was signaled and the belt was slowly pulled from the spool, threaded over the bottom rollers, around the new tailpiece, and then started over the top rollers of the belt structure. Once during this time, the construction foreman signaled to stop the shuttle car and he again cautioned the miners to stand clear of the rope because a few had positioned themselves on the wrong side of the rope. The shuttle car began pulling the wire rope again and the belt was pulled further along the top rollers. The chain supporting the spool of belt broke and allowed the spool to fall to the ground. This action simultaneously put a severe strain on the wire rope being pulled because the belt would no longer unspool. The next instant the roof bolt holding the chain hanger and snatch block in the center of the intersection broke and allowed the tension on the wire rope to release. The victim, for reasons unknown, had positioned himself on the inside of the angle created by the wire rope, was struck by the snatch block when the roof bolt broke and the rope tension released. The snatch block struck him in the forehead, crushed the front of his hard hat, and knocked him to the mine floor.

It was assumed that the victim positioned himself inside the angle of the wire rope to maintain visual contact with the shuttle car and the foreman.

CAUSE OF ACCIDENT: The accident occurred because the chain, which broke while supporting the belt spool, was not of sufficient strength to support the load and pressure.

Contributing factors were the location the victim had positioned himself and breakage of the roof bolt holding the chain hanger and snatch block.

H.S.A. SAFETY TOPIC

LADDERS--PART II*

LADDERS

Ladders are used to connect two levels having a difference in elevation above 50° from the horizontal. They consist of two elements: siderails and cleats (or rungs). Following are the most important precautions that should be exercised in the construction, use and maintenance of ladders:

1) Common Types

a) Single Ladders - For a live load of 100 kgs., single ladders of safe design should not exceed 30 ft. in length. In regards to length of side-rails in wooden ladders, these should have the following dimensions:

Side-rails up to 16 ft.	1-1/2" x 2-1/2"
" " " 22 ft.	1-1/2" x 2-3/4"
" " " 30 ft.	1-1/4" x 3"

Minimum width between side-rails at the base must not be less than 11-1/2" for ladders up to 10 ft. long. For longer ladders this width should be increased 1/4" for each additional 2 feet.

b) Extension Ladders - Two-section extension ladders should have a maximum length of 60 ft. Following are the minimum widths at the base.

Up to 28 ft.	14-1/2"
" " 40 ft.	16"
" " 60 ft.	18"

Side rails in wooden extension ladders should have the following dimensions:

Side-rails up to 24 ft.	1-5/16" x 2-1/2"
" " " 32 ft.	1-5/16" x 2-3/4"
" " " 36 ft.	1-5/16" x 3"
" " " 40 ft.	1-3/8" x 3"
" " " 44 ft.	1-3/8" x 3-1/4"
" " " 52 ft.	1-1/2" x 3-1/2"
" " " 60 ft.	1-5/8" X 4"

c) Fixed Ladders - These are used for angles above 75°, and they are anchored permanently to the wall at top, bottom and

*Part III will be released in the July Bulletin

intermediate locations. These are commonly made of metal, with the following characteristics:

Side rails.....	1-1/2"
Distance between rungs.	12"
Diameter of rungs.....	metal 3/4" - wood 1-1/8"
Separation between rung and wall.....	7"

Fixed ladders 20 ft. in length or more should be provided with a cage or basket-type guard.

d) Stepladders - This type of folding ladder should have a maximum length of 20 feet. Width at the base should be 5-1/2" for each foot of length, with a minimum of 12" at the top.

Such ladders usually have a working platform at the top.

2) Placement - When placing a ladder against a wall or other vertical structure, it is very important to set it at a safe angle, and to make sure that it will not slip or be knocked down. The following precautions are essential:

a) Angle - The ladder should be placed so that the horizontal distance from its base to the vertical plane of support is approximately 1/4 the length of the ladder between supports. For example, a 12-ft. ladder should be set with its bottom 3 ft. away from the wall or structure against which the top is leaning (See illustration).

b) Never place a ladder in front of door that opens toward the ladder, unless the door is locked, guarded or blocked. Also the ladder should be guarded against being knocked down accidentally by vehicles or personnel.

c) Place ladder feet on firm, level ground, never upon movable objects. Never lean a ladder against unsafe backing.

d) Make sure that the ladder feet will not slip upon a hard surface, either by using special non-slip "ladder-feet," or by lashing or blocking securely.

e) Do not place a ladder close to live electrical wiring, or where it can damage equipment or installations (sprinkler heads, operational piping, etc.)

f) Do not place a ladder resting on one rung or cleat. It should be supported by both side rails at the top.

3) Inspection and Maintenance

a) A program should be instituted for the periodic inspection of all ladders. A check-list is appended for the purpose.

b) Ladders should be discarded immediately if they indicate deterioration such as splintered, cracked and broken side rails or rungs, substandard construction, inadequate grade of wood,

etc. If they cannot be repaired, defective ladders should be destroyed. Rungs that are worn 20% of their original dimensions are unsafe.

c) In accordance with standard codes, ladders should be kept coated with a suitable protective material such as linseed oil varnish. Painting of ladders is not recommended unless they have been subjected to careful inspection for knots, cracks, inadequate grade of wood, etc. Paint is generally regarded unsafe, as it does not permit the ready detection of defects.

d) A sufficient stock of ladders of various types and lengths should be kept available at all times, properly identified as to characteristics, use intended and owner department.

e) Ladders should not be stored outdoors, exposed to the elements, but in orderly manner and in well-ventilated locations. This will prevent cracking, warping and deterioration.

4) Other Safety Precautions

a) Always face the ladder and hold on with both hands when going up or down. If material must be taken to a higher place, it can be hoisted with a rope.

b) Clean your greasy or muddy shoes before you use the ladder, to keep rungs clean at all times.

c) Inspect the ladder for defects before using a ladder.

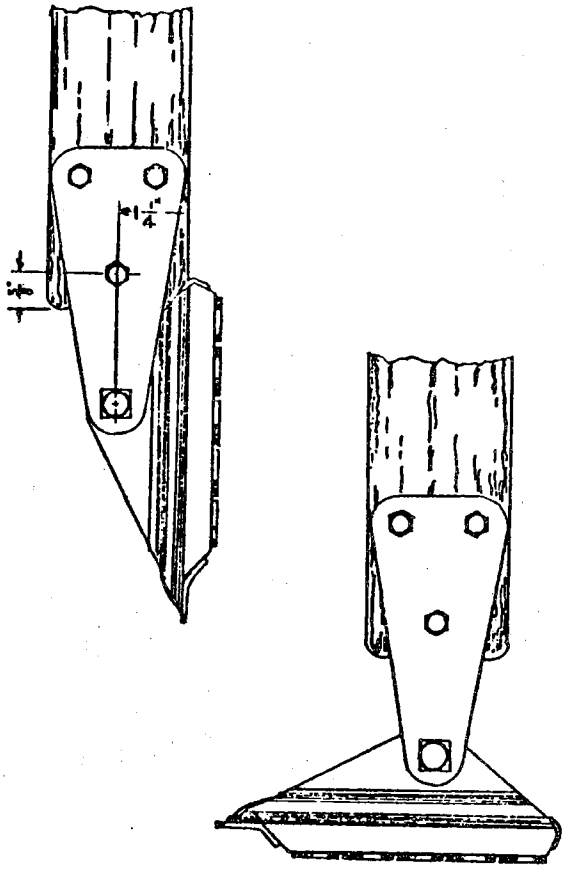
d) When using step-ladders, make sure they are fully open before you climb. Never climb higher than the second step from the top.

e) Never reach out too much when upon the ladder. Get down and move the ladder.

f) Be careful with metal ladders. Never use them around live electrical conductors or equipment.

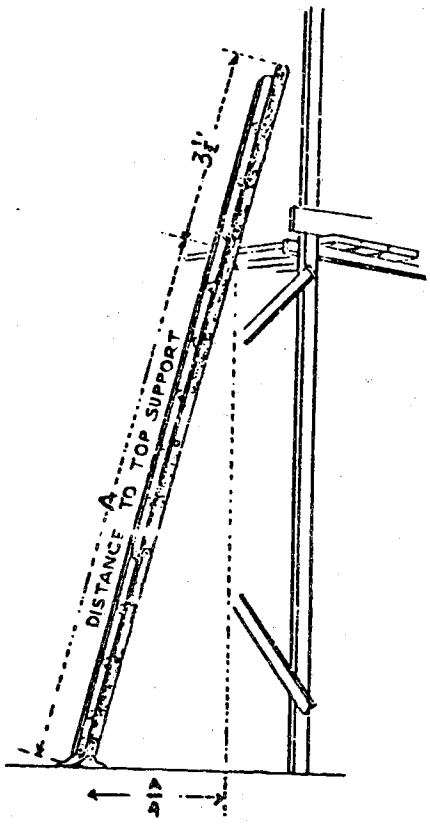
g) Do not splice short ladders together, as such makeshift installations are unsafe. Always get a longer ladder if necessary.

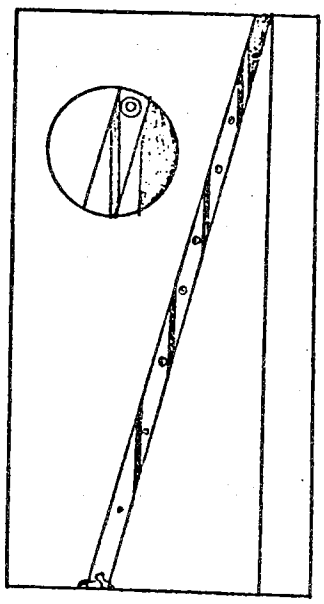
h) Never leave tools or materials on ladders or step-ladders from where they may fall and cause injuries to persons below.



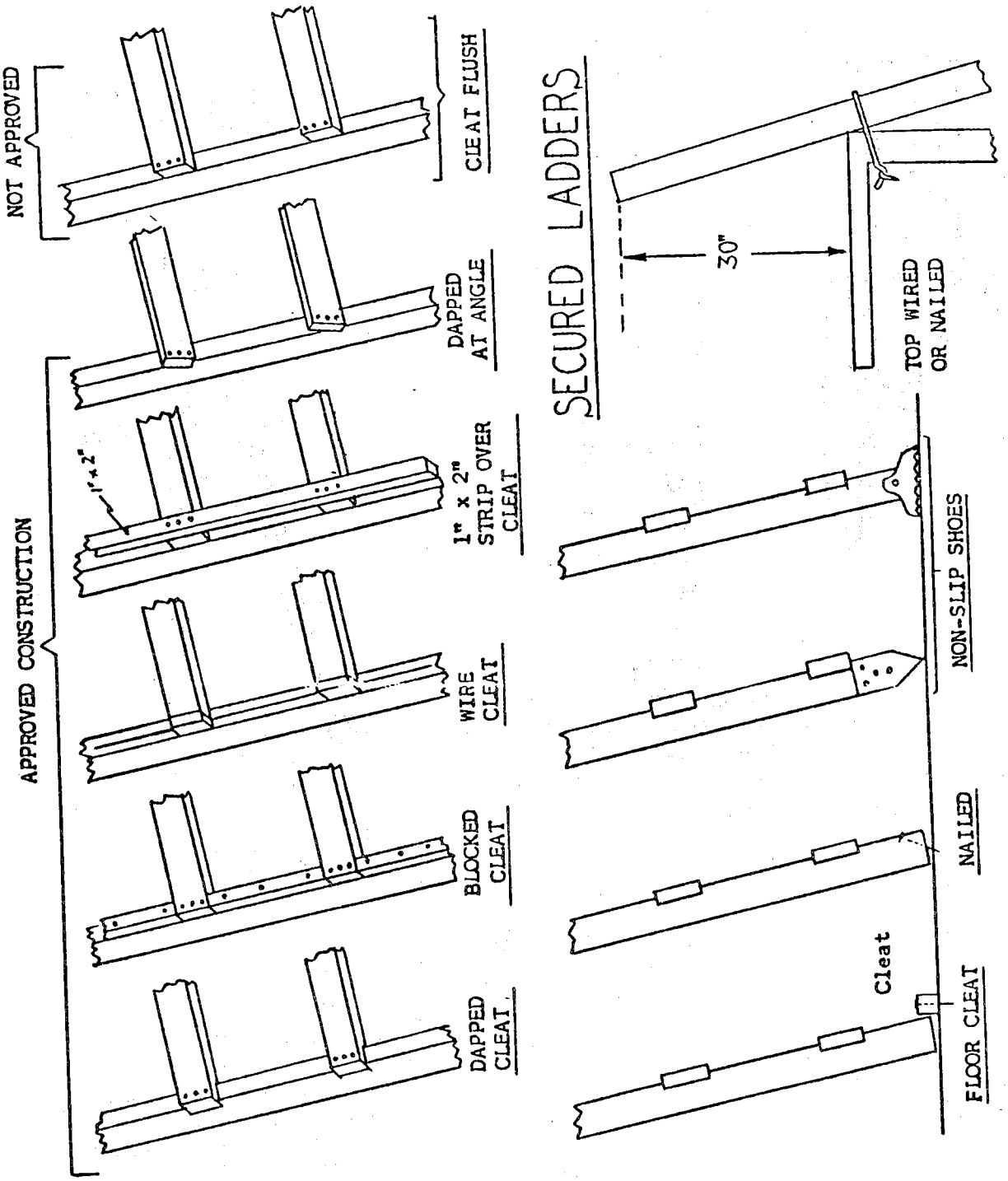
SAFETY LADDER SHOES

RECOMMENDED SAFETY ANGLE FOR LADDERS





An excellent idea to assure that the ladder is placed at a correct angle is to paint a series of 1/2" brightly colored stripes on side rails. (Reflecting paint or gummed stripes of this material is even better.)


NOT APPROVED
CLEAT FLUSH
APPROVED CONSTRUCTION
DAPPED AT ANGLE
1" x 2"
1" x 2" STRIP OVER CLEAT
WIRE CLEAT
BLOCKED CLEAT
DAPPED CLEAT
SECURED LADDERS
30"
TOP WIRED OR NAILED
NON-SLIP SHOES
NAILED
Cleat
FLOOR CLEAT

LADDER INSPECTION CHECK LIST

Item To Be Checked	Condition O.K.	Needs Repair
GENERAL		
Loose steps or rungs (considered loose if they can be moved at all with the hand....	_____	_____
Loose nails, screws, bolts, or other metal parts.....	_____	_____
Cracked, split, or broken uprights, braces, steps, or rungs.....	_____	_____
Slivers on upright, rungs, or steps.....	_____	_____
Damaged or worn nonslip bases.....	_____	_____
STEPLADDERS		
Wobbly (from side strain).....	_____	_____
Loose or bent hinge spreaders.....	_____	_____
Stop on hinge spreaders broken.....	_____	_____
Broken, split, or worn steps.....	_____	_____
Loose hinges.....	_____	_____
EXTENSION LADDERS		
Loose, broken or missing extension locks....	_____	_____
Defective locks that do not seat properly when the ladder is extended.....	_____	_____
Deterioration of rope, from exposure to acid or other destructive agents.....	_____	_____
TROLLEY LADDERS		
Worn or missing tires.....	_____	_____
Wheels that bind.....	_____	_____
Floor wheel brackets broken or loose.....	_____	_____
Floor wheels and brackets missing.....	_____	_____
Ladders binding in guides.....	_____	_____
Ladder and rail stope broken, loose or missing.....	_____	_____
Rail supports broken or section of rail missing.....	_____	_____
Trolley wheels out of adjustment.....	_____	_____
TRESTLE LADDERS		
Loose hinges.....	_____	_____
Wobbly.....	_____	_____
Loose or bent hinge spreaders.....	_____	_____
Stop on hinge spreader broken.....	_____	_____
Center section guide for extension out of alignment.....	_____	_____
Defective locks for extension.....	_____	_____

SECTIONAL LADDERS

Worn or loose metal parts.....	_____	_____
Wobbly.....	_____	_____

FIXED LADDERS

Loose, worn, or damaged rungs or side rails.	_____	_____
Damaged or corroded parts of cage.....	_____	_____
Corroded bolts and rivet heads on inside of metal stacks.....	_____	_____
Damaged or corroded handrails or brackets on platforms.....	_____	_____
Weakened or damaged rungs on brick or concrete slabs.....	_____	_____
Base of ladder obstructed.....	_____	_____

FIRE LADDERS

Markings illegible.....	_____	_____
Improperly stored.....	_____	_____
Storage obstructed.....	_____	_____

* * * * * *

Safety Is Our Business-- We Can't Afford To Lose Our Customers.

H.S.A. SAFETY TOPIC

RECIPE FOR A BROKEN LEG

A recipe for a broken leg is to run after getting out of man trips or across the slippery floor in the bathhouse as fast as you can.

In addition, everyone can help the cause along by throwing tools on the floor or leaving timbering supplies scattered in confusion around the section.

A broken leg is highly recommended to everyone who would like to get out of circulation for the best part of the year.

Yet, it has happened many times and will continue to happen when walking areas are not kept clean and when people insist on running, which is contrary to good work procedures.

The old expression we each have heard numerous times, "Haste makes waste," is still in style. Why risk the possibility of a broken leg and spending months away from work by the childish act of running?

The recipe for AVOIDING sprained ankles and broken legs is:

WALK--DO NOT RUN


Why learn the hard way ?
OBEY
SAFETY
RULES!

HOLMES SAFETY ASSOCIATION COUNCIL NEWS

Richard Trumka Addresses 2nd Annual West Virginia State Council Meeting

Richard Trumka, president, United Mine Workers of America, was the keynote speaker at the second annual meeting of the West Virginia State Council, Holmes Safety Association, at the Lakeview Country Club, Morgantown, West Virginia, April 6, 1985.

The state council represents 16 district councils and over 1,000 safety chapters.

Tom Waddington, vice president of labor relations, Bituminous Coal Operators' of America, was the featured speaker at the evening banquet.

The state council recognized Larry Compton, vice president and general manager of Marrowbone Development Company, Mingo, West Virginia, as West Virginia Coal Safety Leader for 1984.

Bart Lay, director, West Virginia Department of Mines, succeeded Walter Miller, former director, as president of the council.

William H. Hoover, secretary-treasurer of the National Council, gave concluding remarks.

Approximately 230 people attended the meeting.

Richard Trumka addresses 2nd Annual WV State Council Meeting

Don Farley, MSHA, presenting Walter Miller with Presidental plaque

*Pictures courtesy of Mountain State Mining Bulletin.

HOLMES SAFETY ASSOCIATION COUNCIL NEWS

WILLIAM "SCOTTY" GROVES DISTRICT COUNCIL

The William "Scotty" Groves District Council held its Annual Ladies' Night Banquet and Awards Meeting on April 13, 1985, in Carmichaels, Pennsylvania.

Robert Barrett, president, Wilmore Coal Company, was the guest speaker. Steve McCann was Master of Ceremonies. Mrs. William "Scotty" Groves, widow of former state mine inspector and council namesake, was presented with a bouquet by Al Smalara, manager, Shannopin Mining Company.

The Ladies' Night Dinner meeting was a tremendous success with 275 attending.

The council gave safety awards to the following mines:

Bethlehem 51
Bethlehem 58
Vesta Mining

Awards for the most active chapters were given to:

Gateway Mine
Vesta Mining
MSHA, Washington Field Office

* * * * *

ALL-OHIO SAFETY CONGRESS

William H. Hoover, national secretary-treasurer, Holmes Safety Association, MSHA, addressed the All-Ohio Safety Congress in Cincinnati on April 3, 1985. There were over 350 people in attendance.

The theme of the Congress was "New Horizons in Occupational Safety and Health".

HOLMES SAFETY ASSOCIATION COUNCIL NEWS

NORTHERN COLORADO AND SOUTHERN WYOMING PRE-ORGANIZATIONAL MEETING

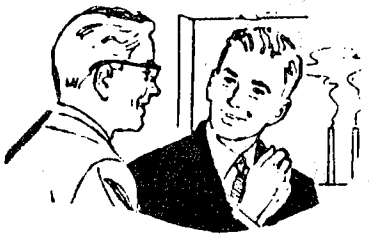
Over 50 people, representing 13 companies, five MSHA offices, three vendors and two state agencies attended the Northern Colorado and Southern Wyoming mineral and allied industries district council pre-organizational meeting in Rawlins, Wyoming, on April 11, 1985.

Following Holmes Safety Association representative Rita Hansen's overview of council activities, the attendees voted unanimously to form a district council.

Joe Vendetti, Carbon County Coal and Doug Malicoat, Texas Gulf, were elected co-chairmen and will organize the next meeting for the election of officers.

* * * * *

ON PARTICIPATION



Are you an active member, the
 kind that would be missed;
Or are you just contented that
 your name is on the list?
Do you attend the meetings and
 mingle with the flock,
Or do you stay at home and
 criticize and knock?
Do you take an active part
 to help the work along?
Or are you satisfied to be
 the kind to just belong?

Do you push the cause along and
 make it sort of click?
Or leave the work to just a few
 and talk about the "clique"?
There's quite a program scheduled
 that I'm sure you've heard about,
And we'll appreciate if you
 will come and help us out!
So come to the meetings often
 and help with hand and heart.
Don't be just a member, but
 take an active part.

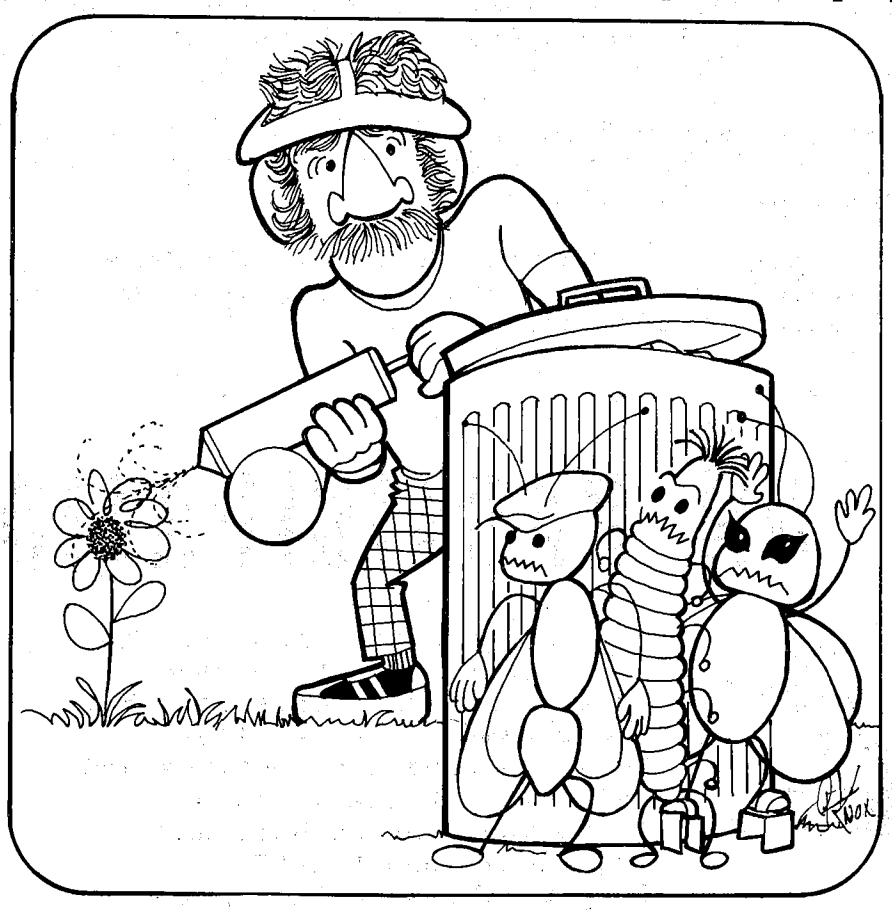
June 1985

H.S.A. SAFETY TOPIC

BE SAFE WITH PESTICIDES

Bugs, pests, weeds, and crabgrass never promise you a rose garden or tomatoes either. What they do promise is to nip your garden plans in the bud.

Most gardeners use pesticides to rid their gardens of these nuisances. Herbicides, insecticides and fungicides can do much for your garden, but using them improperly or carelessly can result in serious illness or even death to pets and people.



Here are a few guide lines to help you use pesticides wisely and insure the safety of plants, pets, and people:

- Get advice from the professionals on the right pesticide for your purpose.

- Choose the proper equipment to apply pesticides and know how to use the equipment safely and properly.

- If mixing, never combine pesticides with any substances other than those suggested on the product label. Mix in a well-ventilated area and use the measuring instrument only for pesticides.

- Wear protective clothing - rubber gloves, long sleeves, eye protection, etc. to shield against skin contact with pesticides. Bathe and launder clothes before wearing again.

- Pick a windless day to apply pesticides. Remove children, pets, toys, etc. from the area.

- Store pesticides as you would any other poison. Learn the antidote prescribed for each kind of pesticide used in your garden.

Remember, pesticides are not to be taken for granted. They can be extremely dangerous if used improperly. When using them, keep health, safety, and the environment in mind.

* * * * * * * *

Heavy Objects

"Give me a lever and a place to stand, and I'll move the world," said a Greek philosopher. You probably won't be called on to move the world, but you can learn to lift and move heavy objects safely and easily.

1. Don't be a hero. Get help with large, especially heavy objects.

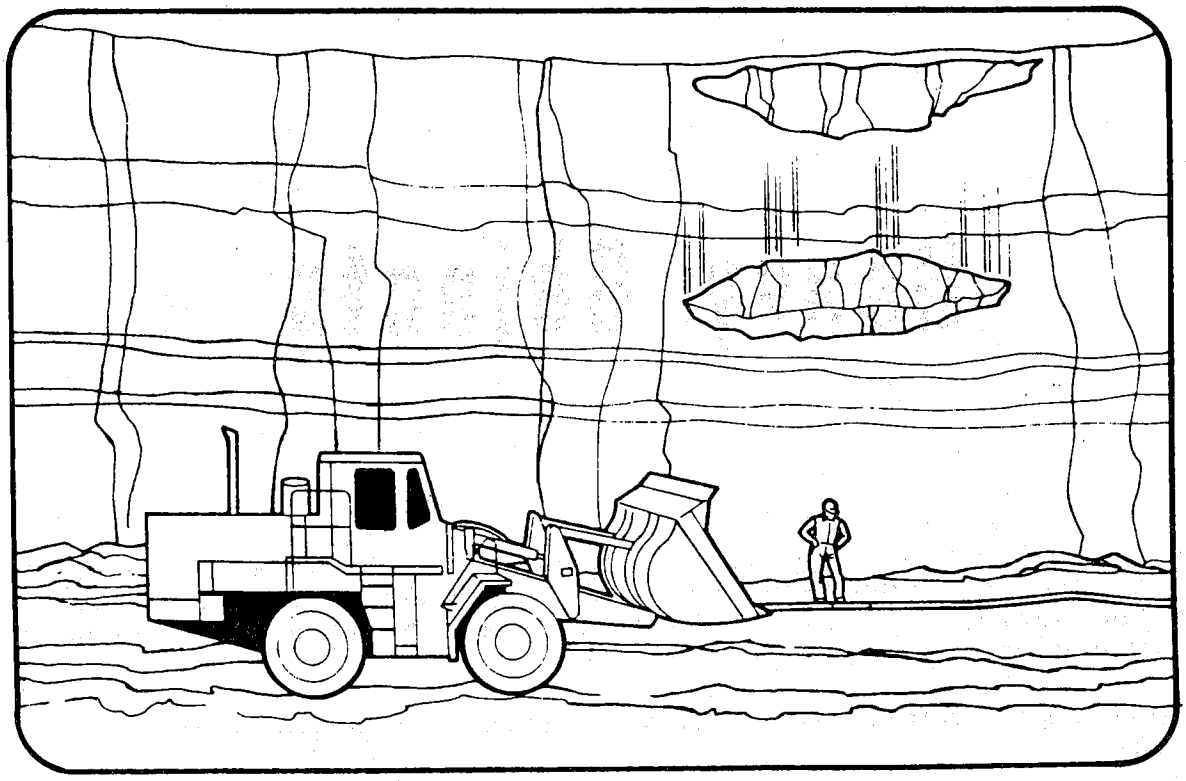
2. Set your feet solidly, slightly apart, and crouch low over the object.

3. Get a firm grip, hands on diagonal corners. Lift one end if necessary to get a hand under the object.

4. Keep your back straight, bend at the hips. Straighten legs slowly, letting the leg muscles, not the back, do the work.

United States Department of Labor
MSHA
Mine Safety and Health Administration

ALWAYS EVALUATE THE CONDITION OF THE HIGHWALL



MAKE A SAFETY DRIVE IN "85"

For copies of this poster, please contact:

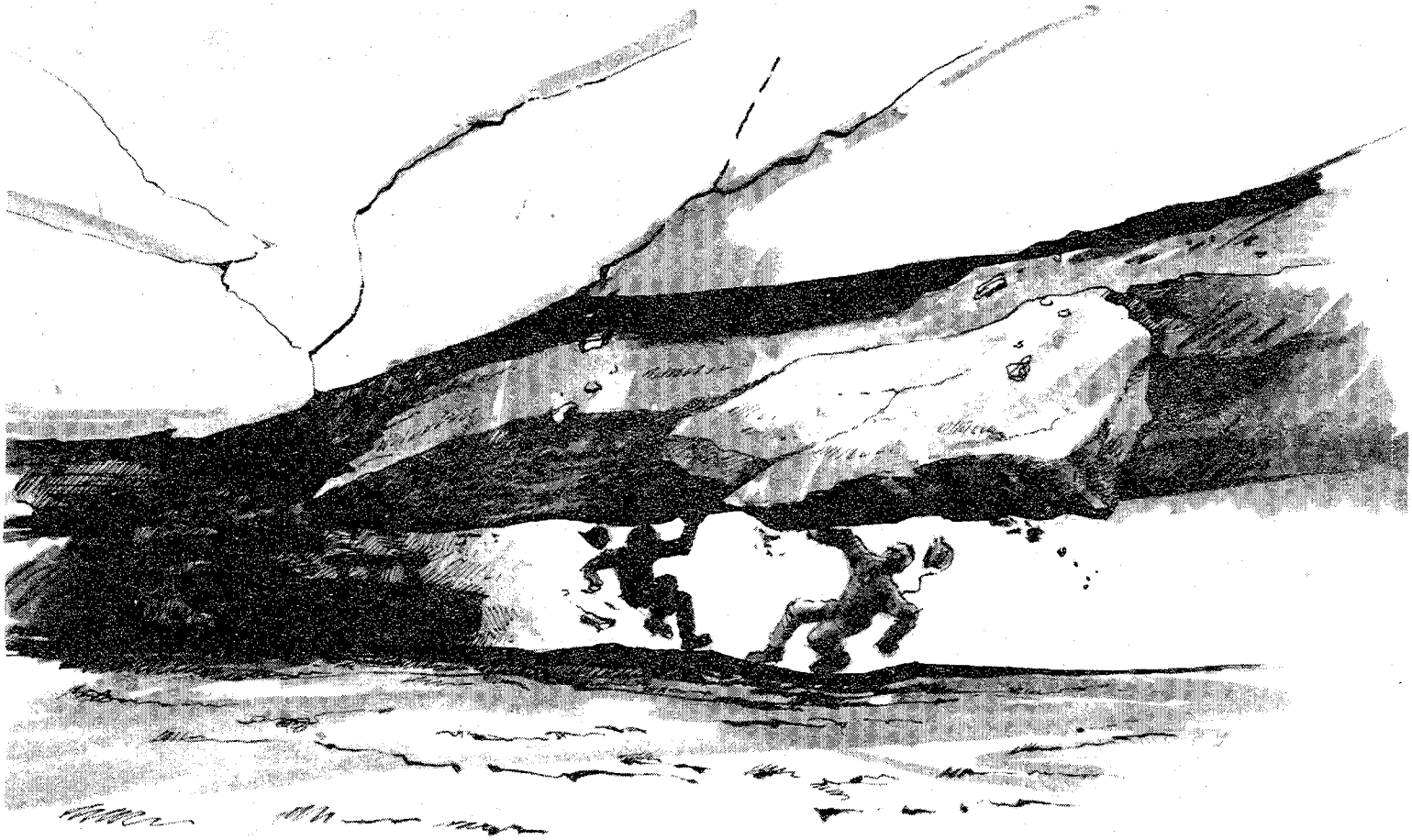
Jeanne Ryan
HSA-MSHA
4800 Forbes Ave. Rm. 268A
Pittsburgh, PA 15213
412-621-4500 Ext. 649/650
FTS-8-721-8650

Holmes Safety Association

United States Department of Labor
MSHA
Mine Safety and Health Administration

June 1985

FOLLOW THE APPROVED ROOF CONTROL PLAN



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Holmes Safety Association

The Last Word

VACATION TIME

We again approach the time of year, "THE MINERS' VACATION PERIOD." Soon our miners, many of our supervisors, and others who give outside service to the industry will put into action well-laid plans, formulated during the past year, for this time of enjoyment and leisure.

Contrary to popular belief, this period presents problems which are recognized as hazardous by people interested in safety. In many instances, these hazards involve not only an individual, but groups, such as families, friends, and in many instances strangers. We earnestly solicit our membership to give serious thought toward including safety and good judgment in carrying out their vacation plans. Failure to recognize the hazards incident to highway travel, boating, fishing, and even household chores cause loss of life and injury of many industrial workers and others each year.

It is the desire of everyone that our workers and their families enjoy their vacations, return to their homes and jobs safely, work and live safely to enjoy another vacation next year.

Recreational Safety

JUNE

Three Roman origins have been suggested for the name of this month--in honor of the goddess, Juno, the queen of heaven; from the Latin word which means "to join;" and from juniors, the young people as opposed to the older ones, to whom some say it was dedicated. Any of the origins seem reasonable enough, for it is the queen of months, since "then if ever come perfect days." It is the month of weddings and the tides of youth beat fullest and strongest when we are "knee-deep in June." The summer solstice occurs in June. Before Julius Caesar reformed the calendar, June had only 29 days; he added the 30th.

The shortest nights of the year occur during June, but that is no reason to shorten your quota of "sack time." The increased amount of daylight will give you more time for off-the-job activities, so you will need plenty of "shuteye" to keep you alert and efficient both at work and play. Let us join during this month of uniting in our dedicated war against accidents both at home and at work.

COMING BACK ALIVE

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U.S. Department of Labor
LAB 441

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

5000-22
(Rev. 12-78)

United States Department of Labor
MSHA
Mine Safety and Health Administration

HOLMES SAFETY ASSOCIATION
MEETING REPORT FORM

For the month of _____

TOTAL meetings held this month _____

TOTAL attendance this month _____

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

_____
(Signature)

_____
(Telephone No.)

_____
(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 continous 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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