FEBRUARY 1986

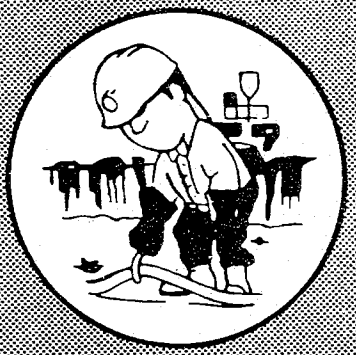
HOLMES SAFETY ASSOCIATION

E PLURIBUS UNUM

SAFETY EFFICIENCY

MINERAL INDUSTRIES

BULLETIN



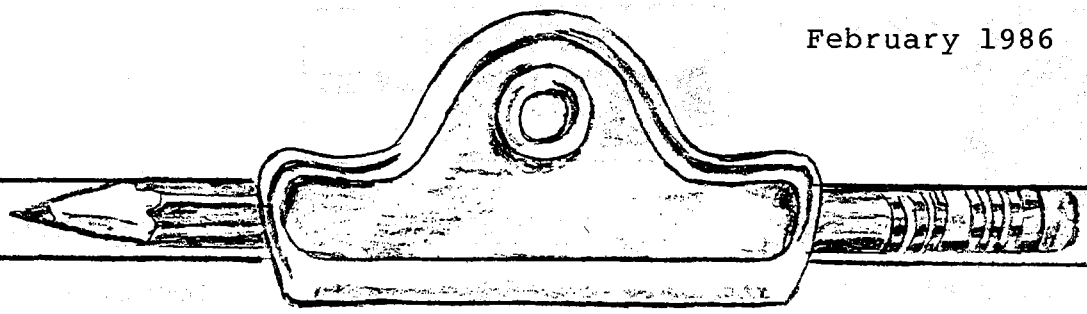
Give Accidents The Kick In "86"

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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Meeting Report Form - (Mine Chapter Only)

COMPANY	CHAPTER NO.	LOCATION
J. B. Coal	6507	Lenox, WV
Race Fork Coal Corp.	6508	Hurley, VA
Rush Creek #1 Strip	6509	Marmet, WV
Alphaine Corp.	6510	Clay, WV
Bryant Mining Co., Inc.	6511	Rainelle, WV
Cole Equipment & Supply Co.	6512	Fairmont, WV
Griffith Brothers Coal Co.	6513	Phyllis, KY
Sextet Mining Corp.	6514	Beulah, KY
Red Bud Coal Corp.	6515	Honaker, VA
Elk Creek Coal Corp.	6516	Hurley, VA
Mack Coal Corp.	6517	Grundy, VA
Haney Brothers Trucking	6518	Summersville, WV
T.X.I. - Ferris	6519	Seagaville, TX
Southwestern Portland Cement	6520	Odessa, TX
Southwestern Portland Cement	6521	Amarillo, TX
Cedar Lake Sand & Gravel	6522	Slinger, WI
Wimmee Sand & Gravel, Inc.	6523	Stockton, WI
National Draeger, Inc.	6524	Pittsburgh, PA
Safety First Mine Services	6525	Dunbar, PA
Safety First - First Aid	6526	Dunbar, PA
Safety First Fire Equip.	6527	Dunbar, PA
U. M. W. A. District #5	6528	Belle Vernon, PA
Grande Mining Corp.	6529	Casa Grande, AZ

H.S.A. SAFETY TOPIC

COUNCIL NEWS

INDIANA DISTRICT COUNCIL

The Pennsylvania Bituminous Council Annual Business and Safety Awards meeting council will be held March 14, 1986, at the Omni Civic and Convention Center, Indiana, Pennsylvania. Dinner at 6:30 p.m. and the business meeting will start at 7:00 p.m.

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NATIONAL COUNCIL MEETINGS COUNTDOWN BEGINS IN FEBRUARY

The countdown begins for the National Councils of the Holmes Safety Association and the Joseph A. Holmes Safety Association meetings to be held at Canaan Valley Resort, Davis, West Virginia, on May 20-21, 1986.

Tentative arrangements are being made for golf matches and ladies' tour on May 20.

The Holmes Safety Association and Joseph A. Holmes Safety Association meetings will be held with a hospitality bar and an award banquet on May 21.

KEEP IN TOUCH WITH YOUR MONTHLY SAFETY BULLETIN FOR FURTHER NEWS

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PROMOTIONAL EFFORTS RESULTS IN OUTSTANDING TURNOUT

Approximately 300 members and guests attended the North and South Indiana Joint Industry Safety Committee and H.S.A. Annual Christmas Spirited Dinner at the Holiday Inn, Vincennes, Indiana, on December 18, 1985.

Following dinner numerous awards were presented to well deserving safety conscious and industrious awardees. Secretary Hoover complimented both councils for their continuous cooperation and contributions in the field of Health and Safety since the council established in 1977.

HOLMES SAFETY ASSOCIATION

SURVIVING WINTER DRIVING EMERGENCIES

STUCK IN THE SNOW

Clear away as much snow as you can by turning your tires from side to side.

Be sure to aim your tires straight ahead when you're finished and be sure nobody is standing in front of the car.

Now you're ready to try one of two techniques.

1. Feed the gas slowly. Apply steady pressure to the accelerator so your tires will have a chance to grip the snow and pull your car out.

A front-wheel-drive car might need only a touch of the accelerator to pull out, especially if it has snow tires on the front.

2. Rocking the car is another technique for getting unstuck. Shift from forward to reverse and back again. Each time you're in gear, apply just a little pressure on the accelerator until the car gets going. Check your owner's manual. This technique is not recommended for all cars.

Danger...A tire hazard known as spin failure can occur when either one or both of the wheels on your car's drive axle are allowed to spin freely. Even the slightest touch of the gas pedal can cause the free spinning wheel to accelerate to an extremely high speed of 150 mph in a matter of seconds. A wheel spinning that fast can cause a tire to explode with damaging force.

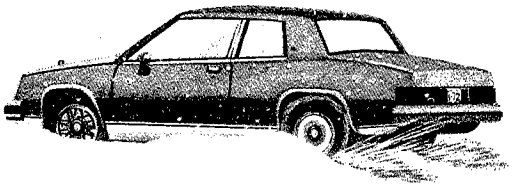
Warn anyone trying to push your car to stay clear of a spinning wheel. No one should be standing near or directly behind. When one wheel is stuck and the other is not, the free wheel turns at twice the speedometer reading.

LOSING CONTROL ON SLIPPERY SURFACES

Losing traction on an icy road gives you a helpless and panicky feeling. But it doesn't have to happen. There are ways to maintain control of your vehicle on a slippery surface.

Reduce your speed to fit conditions.

Avoid abrupt changes in speed and sudden steering movements. Anticipate lane changes, stops and turns and make them gradually.



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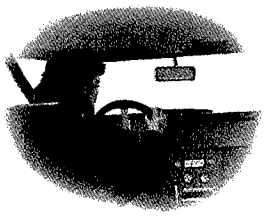


It takes longer to stop on slippery surfaces, so increase your following distance so you can stop or reduce speed safely if the driver ahead slows down or turns without warning. Good rule of thumb: stretch your interval to two or three times what you'd maintain on a dry road.

Braking techniques have changed through the years. Here's the latest and best:

Squeeze your brakes with a slow, steady pressure, then when you feel that they're just about to lock, ease off. Pause briefly, then repeat the process.

Don't slam on your brakes. That will lock them for sure and take away your steering control.

Don't quit now!...It's important to keep on squeezing the brakes even if you've slowed to a crawl. You can still slide a long distance at a very slow speed if your wheels are locked.

Ice danger...Be wary as you near shaded areas, bridges and overpasses. These sections of the road freeze first and stay frozen long after they've first been exposed to the sun.

SKIDDING

Act quickly! That's the key to successfully steering out of a skid. You have to take corrective action as soon as possible after your car starts to skid. And you must take this action before the point of no return is reached -- that's when the back of the car will keep right on coming around no matter what action you take.

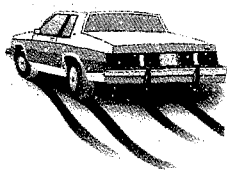
When you start to skid you need as much cornering traction as possible. The way to accomplish this is to keep your foot off both the brake pedal and the accelerator.

To beat the skid, keep the front of your car pointed in the direction you want to go. If you want to go right, steer right. If you want to go left, steer left. Use small turns of the steering wheel to correct the skid. The light touch is the way to go in this tricky situation.

Light touch exception...Be sure to grasp the steering wheel firmly. This will enable you to make the subtle steering changes that are necessary to recover from the skid.

STRANDED

You may feel helpless, stuck in the snow in a lonely place, but it's not hopeless. Here's what you can do to survive until help reaches you.



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Stay with the car. Don't wander and get lost or frostbitten.

Run the engine for heat about once every hour, or every half hour in severe cold. For extra heat, burn a candle inside a coffee can.

Clear outside heater vents. That's the grill under the windshield.

Avoid alcohol. Its lowers body temperature and will cause you to become drowsy.

Leave one window cracked open. Freezing winds and driving, wet snow can quickly seal a car.

Clear an area around the end of the exhaust pipe to prevent carbon monoxide backup.

Signal to other motorists that you're stranded by flares, flashlights or by tying a handkerchief of brightly-colored cloth to the radio antenna.

DEAD BATTERY

When your battery fails you, a jump start is usually your best bet to get your motor going.

Here's how to go about it:

Position another vehicle with a healthy battery and your car so they don't touch each other. Be sure both batteries are of the same voltage.

Turn off the ignitions of both vehicles and set the parking brakes. Place automatic transmissions in "park," and standard transmissions in neutral.

Connect positive (+) booster cable to positive post of dead battery.

Connect the other end of the same cable to the same marked post (positive) of the booster battery.

Connect second booster cable (negative) to other post of booster battery.

Make the final booster cable connection on the engine block of the stalled vehicle (away from the battery).

Start the booster vehicle and let it run for a few minutes.

Start the disabled vehicle, then remove the cables in reverse order of connection.

-MORE-

CAN'T GET STARTED

When your car won't start it's not exactly a life or death emergency. But it's inconvenient and cold and aggravating.

You may be able to avoid getting into this fix with some routine precautions.

Get an engine tuneup in the fall.

Switch to a winter-weight oil if you aren't already using an all-season oil.

Have your battery and voltage regulator checked.

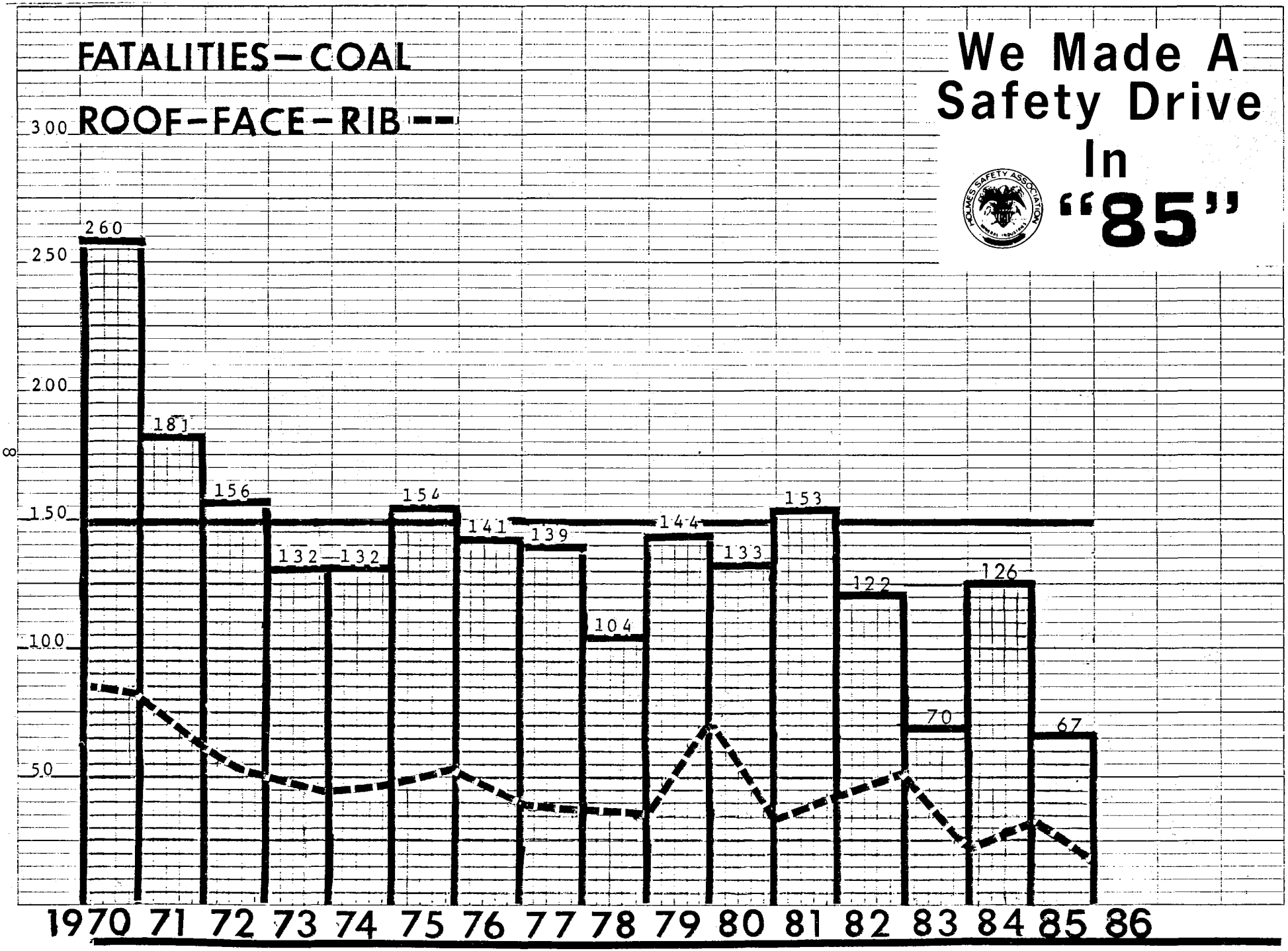
A bird in the hand is worth two in the bush, especially in an emergency.

Here are some good birds to have on hand:

* Snow shovel * Scraper with a brush on one end * Tow chain or strap * Tire chains * Flashlight * Abrasive material (cat litter, sand, salt or traction mats) * Jumper cables * Candles * Warning device (flares or reflective triangles) * Matches (in a glass jar or other watertight container) or a lighter * Empty coffee or similar type can * High-energy food (candy bars, for instance) * Sleeping bags or blankets or a large plastic trash bag. (You can curl up in it and try to stay warm. It holds in the heat and keeps out some of the cold.)

Long shot...Some people report success in getting their cars started on cold mornings by hooking up a hair dryer to an extension cord and blowing hot air directly on the carburetor.

HOLMES SAFETY ASSOCIATION



February 1986

ABSTRACT FROM FATAL ACCIDENT

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

FATAL ELECTRICAL ACCIDENT

GENERAL INFORMATION: The mine and refinery was a room and pillar type underground mine supplying potash ore to a surface plant for refining.

DESCRIPTION OF ACCIDENT: The victim was assigned the task of repairing damage to a trailing cable for a continuous miner. The foreman watched as the victim cut the outer jacket and began spreading the phase wires to uncover the damage. Suddenly he stood up with a "something is wrong" expression on his face. The foreman assisted the victim when he realized he had received an electric shock. Evidently, power to the cable was not disconnected.

CAUSE OF THE ACCIDENT: The cause of the accident was the failure of the company to establish a method which would prevent an interchange of the trailing cables between the distribution center and the mining machines.

CONCLUSION: A contributing cause was the victim's failure to make routine checks to insure that the power was actually off before beginning cable repairs.

* * * * *

FATAL FALL-OF-GROUND ACCIDENT

GENERAL INFORMATION: The victim, who had no mining experience, was employed in cleaning out rock and old timber in front of the portal of the underground silver and gold mine.

DESCRIPTION OF ACCIDENT: The victim started to dig out muck from in front of the old portal to allow the accumulated water to drain from the portal. At no time had anyone been underground. Another worker returned to the work site about 10 minutes later and discovered that a fall of ground had occurred just outside the portal to the mine.

Death was due to multiple severe internal head, chest and abdominal injuries which included a broken neck.

CAUSE OF THE ACCIDENT: The cause of the accident was the victim working directly below a high wall that had loose rock and overburden.

ABSTRACT FROM FATAL ACCIDENT

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

FATAL HANDLING MATERIAL (SUFFOCATION) ACCIDENT

GENERAL INFORMATION: The mine and mill mined limestone by the conventional drilling and blasting method. Finished material of three sizes was stored in a bottom dump railroad hopper car which was converted to a three compartment elevated storage facility. Storage compartments within were divided into one 10-by 20-foot and two 10-by 10-foot bins. A 10-foot-long steel bar was being used in attempting to dislodge the bridged material. The temperature at the time of the accident was below freezing.

DESCRIPTION OF ACCIDENT: The crusher operator and quarry truck driver (victims) were assigned to their normal tasks, however, when necessary, employees assisted each other when more than one person was required to accomplish a task.

Prior to the accident, a stockpile truck driver and a front-end loader operator were attempting to free a hangup in the material bin through a 14-by 14-inch chute opening by beating on the side of the bin and chute with a hammer. At that time, the crusher operator was in the area and the stockpile truck driver warned him not to enter the bin from the top as he had drawn some material and it was undermined and it could collapse.

The superintendent arrived at the storage bin and instructed his employees to draw what material they could from the storage bins and cease operations as the cold and snow conditions were causing too much of a problem.

When the truck driver returned to the bin and was drawing more material, a cold weather hard hat liner appeared in the chute opening. At that time he went to the top of the storage bin and observed that the bridged material had collapsed. He looked up into the chute and saw a person's hand protruding through the materials. He felt for a pulse and detected none.

Due to the fact that there were no eyewitnesses to the event, it was surmised that the victim had decided upon themselves to enter the bin and attempted to free the hangup. The victims would have had to climb down the steel support structure to gain access to the bin and were engulfed within the bin.

CAUSE OF ACCIDENT: The direct cause of the accident was the two employees positioning themselves on bridged material.

A contributing factor was the failure to wear safety belts and life lines.

H.S.A. SAFETY TOPIC

MINE MAP READING

SUBPART M
MAPS

Sections 75.1200 - 75.1204

This session will discuss the sections of the underground safety standards that pertain to mine maps. Long before the first pound of coal is extracted, a mine map is prepared for use by management. Many questions must be answered before a new mine is opened. The most important of these are:

1. How many mineable seams exist on the property?

2. What geological features can be predicted; i.e. roof conditions, faults, bottom conditions?

3. Where should the mining start?

4. What mining system and equipment must be used?

5. How must the mine workings be projected?

Through the methods of prospecting or exploring many of these questions will be answered. Engineering surveys help establish data necessary in making the selection of mining equipment, mining systems and projections. Sound safety engineering principles must be used to make these decisions. In addition, an up to date and accurate mine map is extremely important in the day to day operation of a mine such as: planning escapeway routes, bleeder systems, and future development. In case of an emergency, an accurate map could save lives.

75.1200 Mine Map

The operator of a coal mine shall have in a fireproof repository located in an area on the surface of the mine chosen by the mine operator to minimize the danger of destruction by fire or other hazard, an accurate and up-to-date map of such mine drawn on scale. Such map shall show:

A. The active workings;

B. All pillared, worked out, and abandoned areas, except as provided in this section;

C. Entries and aircourses with the direction of airflow indicated by arrows;

D. Contour lines of all elevations;

-MORE-

E. Elevations of all main and cross or side entries;

F. Dip of the coalbed;

G. Escapeways;

H. Adjacent mine workings within 1,000 feet;

I. Mines above or below;

J. Water pools above; and

K. Either producing or abandoned oil and gas wells located within 500 feet of such mine and any underground area of such mine; and,

L. Such other information as the Secretary may require. Such map shall identify those areas of the mine which have been pillared, worked out, or abandoned, which are inaccessible or cannot be entered safely and on which no information is available.

The original maps and tracings of a mine, those from which true copies are made, shall be kept in a fireproof repository to insure the protection of such maps and tracings from damage or destruction by fire, water, or other such hazards.

75.1200-1 Additional information on mine map

Additional information required to be shown on mine maps under Section 75.1200 shall include the following:

A. Name and address of the mine;

B. The scale and orientation of the map;

C. The property or boundary lines of the mine;

D. All drill holes that penetrate the coalbed being mined;

E. All shaft, slope, drift and tunnel openings and auger and strip mined areas of the coalbed being mined;

F. The location of all surface mine ventilation fans; the location may be designated on the mine map by symbols;

G. The location of railroad tracks and public highways leading to the mine, and mine buildings of a permanent nature with identifying names shown;

H. The location and description of at least two permanent base line points coordinated with the underground and surface mine traverse, and the location and description of at least two permanent elevation bench marks used in connection with establishing or referencing mine elevation surveys;

-MORE-

I. The location of any body of water dammed in the mine or held back in any portion of the mine; provided, however, such bodies of water may be shown on overlays or tracings attached to the mine maps used to show contour lines as provided under paragraph (m) of this section;

J. The elevations of tops and bottoms of shafts and slopes, and the floor at the entrance to drift and tunnel openings;

K. The elevation of the floor at intervals of not more than 200 feet in:

1. At least one entry of each working section, and main and cross entries;

2. The last line of open crosscuts of each working section, and main and cross entries before such sections and main and cross entries are abandoned;

3. Rooms advancing toward or adjacent to property or boundary lines or adjacent mines;

L. The elevation of any body of water dammed in the mine or held back in any portion of the mine; and,

M. Contour lines passing through whole number elevations of the coalbed being mined. The spacing of such lines shall not exceed 10-foot elevation levels, except that a broader spacing of contour lines may be approved by the District Manager for steeply--pitching coalbeds. Contour lines may be placed on overlays or tracings attached to mine maps.

75.1200-2 Accuracy and scale of mine maps

A. The scale of mine maps submitted to the Secretary shall not be less than 100 or more than 500 feet to the inch.

B. Mine traverses shall be advanced by closed loop methods of traversing or other equally accurate methods of traversing.

75.1201 Certification

Such map shall be made or certified by a registered engineer or a registered surveyor of the State in which the mine is located.

75.1202 Temporary notations, revisions and supplements

Such map shall be kept up-to-date by temporary notations and such map shall be revised and supplemented at intervals prescribed by the Secretary on the basis of a survey made or certified by such engineer or surveyor.

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75.1202-1 Temporary notations, revisions, and supplements

A. Mine maps shall be revised and supplemented at intervals of not more than 6 months.

B. Temporary notations shall include:

1. The location of each working face of each working place;

2. Pillars mined or other such second mining;

3. Permanent ventilation controls constructed or removed, such as seals, overcasts, undercasts, regulators, and permanent stoppings and the direction of air currents indicated;

4. Escapeways designated by means of symbols.

75.1203 Availability of mine map

The coal mine map and any revision and supplement thereof shall be available for inspection by the Secretary or his authorized representative, by coal mine inspectors of the State in which the mine is located, by miners in the mine and their representatives and by operators of adjacent coal mines and by persons owning, leasing, or residing on surface areas of such mines or areas adjacent to such mines. The operator shall furnish to the Secretary or his authorized representative and to the Secretary of Housing and Urban Development, upon request, one or more copies of such maps and any revision and supplement thereof. Such map or revision and supplement thereof shall be kept confidential and its content shall not be divulged to any other person except to the extent necessary to carry out the provisions of this act and in connection with the functions and responsibilities of the Secretary of Housing and Urban Development.

75.1204 Mine closure; filing of map with Secretary

Whenever an operator permanently closes or abandons a coal mine, or temporarily closes a coal mine for a period of more than 90 days, he shall promptly notify the Secretary of such closure. Within 60 days of the permanent closure or abandonment of the mine, or, when the mine is temporarily closed, upon the expiration of a period of 90 days from the date of closure, the operator shall file with the Secretary a copy of the mine map revised and supplemented to the date of the closure. Such copy of the mine map shall be certified by a registered surveyor or registered engineer of the State in which the mine is located and shall be available for public inspection.

75.1204-1 Places to give notice and file maps

Operators shall give notice of mine closures and file copies of maps with the Coal Mine Safety District Office for the district in which the mine is located.

The health and safety of mine workers depends on accurate and properly interpreted mine maps. Several accidents have been attributed to mapping or survey errors. For example, five men were suffocated by oxygen deficient air when a room that was being advanced by an auger-type continuous-mining machine unexpectedly cut through into an abandoned section of the same mine and the atmosphere from the abandoned section entered the working place. The abandoned area that was cut into was not shown on the map of the mine.

* * * * * *

AVOID ANGER - AVOID ACCIDENTS

Temper is a funny thing. You can't get rid of it by losing it.

When something goes wrong, are you one of those who takes it out on all? Do you get mad and throw things? Do you shout and get others excited when things don't go right?

If you are hot tempered, you are well on the way to becoming an accident repeater, and to help others do so.

In a pinch, in time of crisis, the person who makes the grade and comes out on the safe side is the one whose cool-headedness and clear thinking have developed habits for decisive action so ingrained that, without hesitation, they know what to do, how to do it, and why.

Safety is won by individual effort and group co-operation. It can be achieved only by informed, alert, skillful people who respect themselves and have regard for the welfare of others.

No one wants to get hurt nor see anybody else get hurt. But, people in our industry are getting hurt. Moreover, their actions frequently cause injury to others.

You can prevent such mishaps if you take safety to heart. That is, you can prevent accidents to yourself and to your coworkers and to the machines and so forth that are your livelihood--if, you think clearly and do what you know is right.

BEWARE OF WINTER HAZARDS!

H.S.A. SAFETY TOPIC

SALAMANDER AND OTHER PORTABLE HEATERS

Salamanders and other portable heaters are widely used in the mining industry. During freezing weather, it is necessary to provide heat to various outside equipment or material and provide warmth to miners exposed to the elements. This report describes some of the hazards associated with the use of these heaters and the injuries which were a result of unsafe practices.

During a 5 year period, there were 71 incidents reported in coal and metal/nonmetal involving the salamander and other portable type heaters as shown in Table 1. Forty (56 percent) of these injuries were attributed to the salamander, 19 (27 percent) injuries involved improvised open-flame heaters such as buckets, cans, or firebarrels and 3 (4 percent) injuries were caused by smudge pots. The remaining 4 (13 percent) injuries were unclassified.

Data for this analysis were obtained from accident/injury reports in the data base at the Health and Safety Analysis Center, Denver, Colorado.

Over 55 percent of the injuries were caused by salamander heaters. Accidental ignitions were the main source of injuries and included initial ignition and attempting to relight a hot unit immediately after refueling. The most common incident was igniting the salamander while it was still hot, causing flames to erupt or the hot fumes to explode, burning the face or hand. While not stated in the accident report, it would appear that many of the salamanders involved in these accidents were not equipped with operable safety fuel shut-off valves.

Refueling the unit while still hot caused injuries when flames erupted from the fill spout and ignited the fuel cans. These accidents probably involved spilling fuel on hot metal during the filling operation.

Temporary or makeshift heaters, e.g., buckets, 5 gallon cans, or firebarrels, are often used for convenience when a portable heater is not available. This increases the possibility of burns due to open flame, or initiating a fire if the unit is accidently tipped over. Standing next to heaters for warmth caused clothing to catch on fire, especially if the clothing had been splashed with fuel oil or solvent, or smeared with grease.

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Salamander and Other Portable Heaters

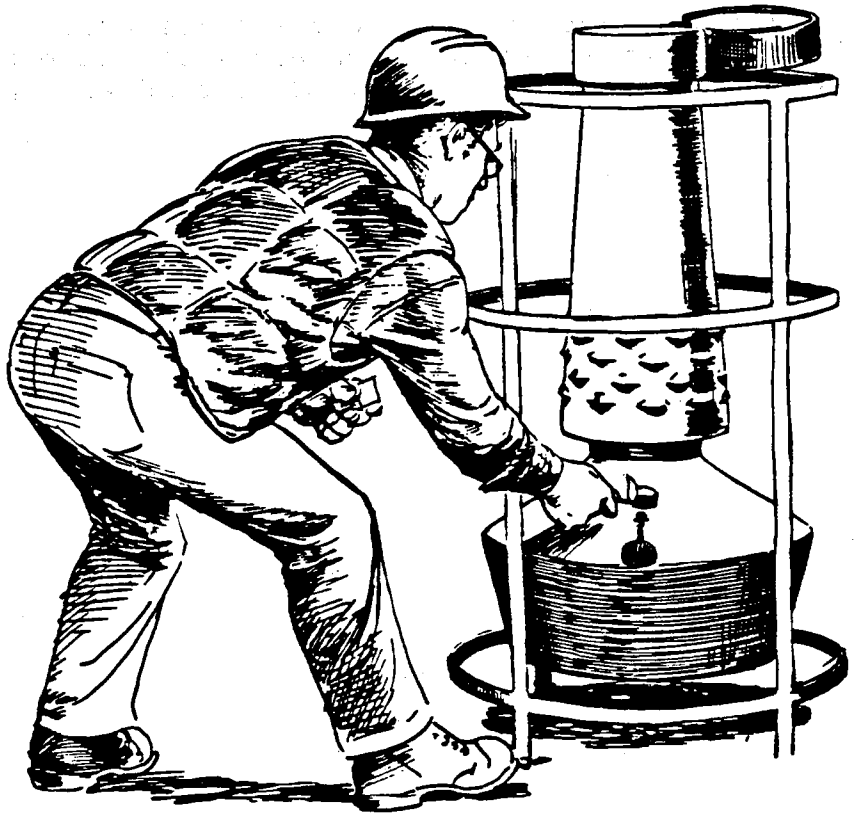
-MORE-

TABLE 1. - Injuries Associated With Salamanders and Other Portable Heaters

(Type and Activity)

	Cold start light-ing	Hot start re-light	Re-fuel-ing	Stand-ing next to	Hit Heater spillage/ splash	Other	Total
Salamander	7	11	11	8	-	3	40
Open flame	-	-	1	7	10	1	19
Smudge pot	-	-	-	2	1	-	3
Unclassified	1	-	2	2	1	3	9
Total	8	11	14	19	12	7	71

[1]Term specified on accident report



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The use of heaters not approved by Underwriters Laboratory, (buckets, 5 gallon cans, etc.) increases the risk of an accident and should not be allowed.

As a minimum, at the beginning of each heating season, all heaters should be checked to insure that an automatic fuel shutoff system is installed and operating on all salamanders and smudge pots. Fuel tanks should be inspected for leaks and rust.

Injuries caused by igniting fuel oil spilled on hot surfaces during refueling could be reduced by insuring that an adequate sized funnel is provided with each unit and that the miners are instructed on proper refueling procedures. Fuel containers should be of the correct construction to minimize flash back and properly marked to prevent the accidental use of gasoline or other unsuitable fuel.

The wearing of clothing free from accumulations of oil and grease and insuring that guards are mounted on heaters to prevent contact with hot surfaces, would reduce the number of burn injuries. Clothing worn by persons in areas where salamanders are used should be laundered frequently to remove grease and oil. Employees should be discouraged from wearing clothing made from synthetic fiber. Some synthetic fibers melt at a low temperature and can burn the wearer.

Suitable guards and stands, such as those illustrated in the OSHA standards, help prevent accidental contact with the heater and minimize possible overturning and should be used with all portable heaters.

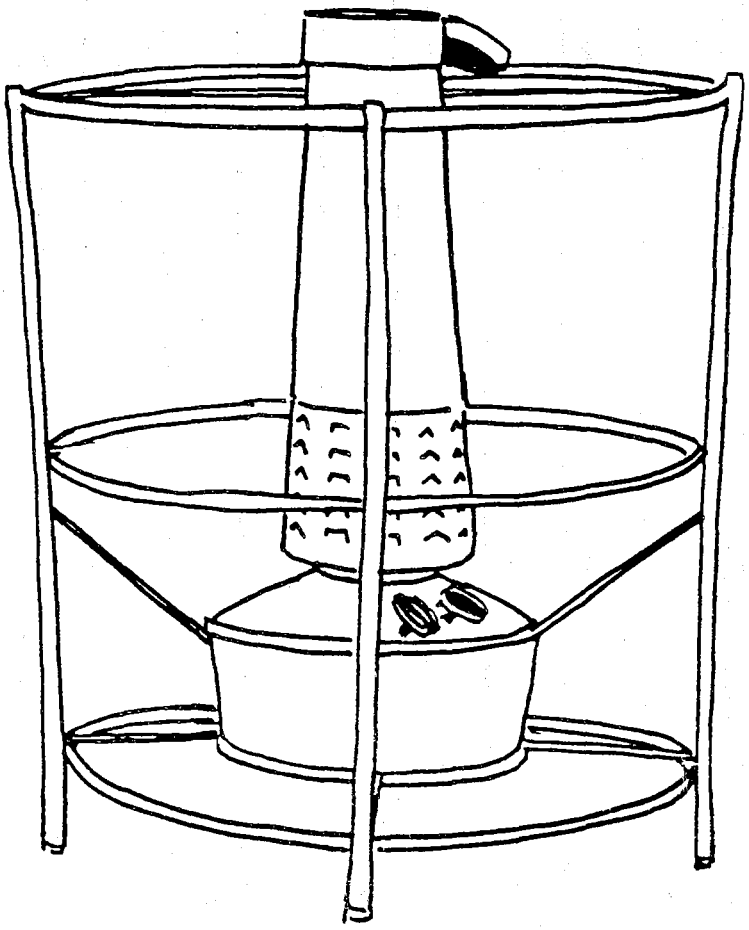
-MORE-

H A Z A R D A L E R T

SEASON

FOR

AUXILIARY HEATERS



1. AUXILIARY HEATER SHOULD BE GUARDED AGAINST CONTACT.

2. PROPERLY VENTED TO PREVENT CO EXPOSURE.

3. PROPER REFUELING PRACTICES.

HOLMES SAFETY ASSOCIATION

CHAPTERS BY STATE

	84	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	1985 Totals	Over All
AL	76													0	76
AK	10													0	10
AZ	57	3	3	9	3	14	11	3	1	1	1	1		50	107
AR	12		1						1					2	14
CA	44		1		2	1	2		1		5	2		14	58
CO	71	2	1	1	1									5	76
CT	2													0	2
DE	2													0	2
FL	47									1				1	48
GA	37													0	37
HI	2										1			1	3
ID	10						1	1						2	12
IL	271	12	9	7	20	4	4	2	4	2	3	1		68	339
IN	208	4	0	4	3	7		3	1			2		24	232
IA	29													0	29
KS	23				2		2	3						7	30
EKY	386	8		7	4	4	2	21	25	23	31	10	1	136	522
WKY	119	6	4	3		1	2	2		1	1		1	21	140
CKY	1													0	1
LA	28						3	1						4	32
ME	4													0	4
MD	37	2	1	4	5	3		1		1				17	54
MA	9						2							2	11
MI	29	3	4	1		1		1	1					11	40
MN	23					9			1					10	33

-MORE-

CHAPTERS BY STATE

	84	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	1985 Totals	Over All
MS	20													0	20
MO	26				1	1			1	2				5	31
MT	22													0	22
NE	12							1						1	13
NV	28	1												1	29
NH	4							1						1	5
NJ	15									1				1	16
NM	40		1					1			2	1		5	45
NY	13							1						1	14
NC	56						1	2	2	15		1		21	77
ND	10													0	10
OH	222	7	1	3	5	1	2	2						21	243
OK	21	2					1	1						4	25
OR	18	1												1	19
EPA	44	6	1	1	1							1		10	54
WPA	253	5	2	4	10					1				22	275
CPA	4	11		1		1		4	2					19	23
RI	2													0	2
SC	9	2				4		1	1					8	17
SD	11													0	11
TN	74			3		2	4	2		2				13	87
TX	127	4		1	1	3		1	2	2	1	2	3	20	147
UT	49	1						1						2	51
VT	3		1				1							2	5
VA	410	13	1	5	5	4	2	5	14	9	10	15	4	87	497

-MORE-

CHAPTERS BY STATE

	84	Jan	Feb	Mar	Apr	May	June	Jul	Aug	Sep	Oct	Nov	Dec	1985 Totals	Over All
WA	16	1	1											2	18
WV	1,020	7	6	19	10	13	5	8	5	10	9	8	5	105	1,125
WI	13	3	3		1	1	2	3	5				2	20	33
WY	51			1				1						2	53
PR	2														2
CN	6														6
TLS.	4,139	104	41	74	74	74	47	73	67	71	64	44	16	749	4,888

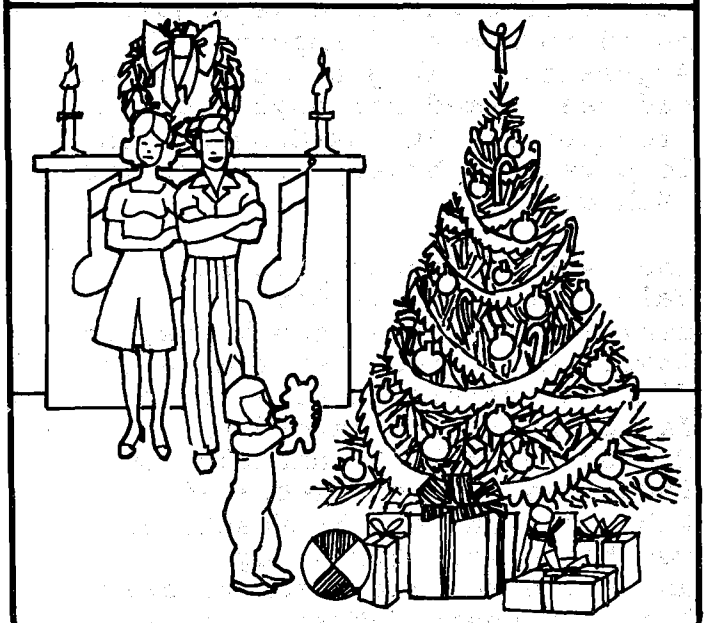
GIVE ACCIDENTS

THE KICK

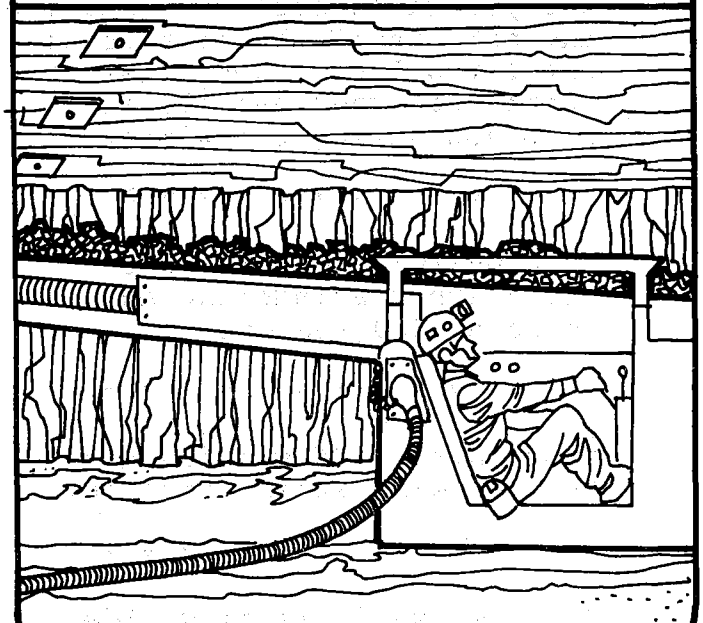
IN "86"

REAP

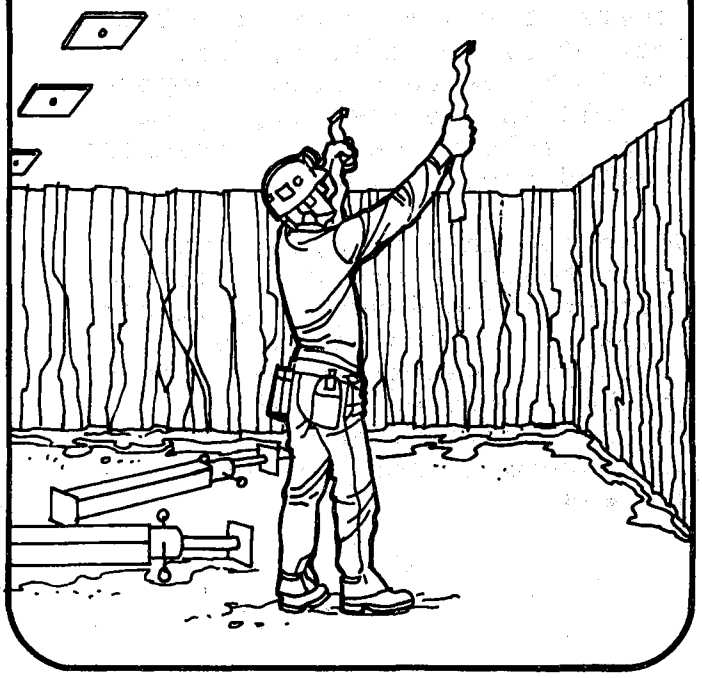
SANTA WILL BE BACK AGAIN NEXT YEAR



BUT YOU MAY NOT BE HERE



IF YOU WORK OR TRAVEL



UNDER UNSUPPORTED ROOF

THE LAST WORD

SNEAKER

Comes the time to be on guard against that tricky, treacherous menace--carbon monoxide gas. You can't see it, you can't smell it, and you may not even feel its effects until too late. Don't let it sneak into your vehicle and trap you during the winter.

* * * * * * * * * * *

Most politicians are kept busy-either straddling an issue or dodging one.

* * * * * * * * * * * *

Your faith: If you don't use it, you will surely lose it.

* * * * * * * * * * * *

It seems as folks grow older they often grow quieter-maybe it's because they know much more to be quiet about.

* * * * * * * * * * * *

A middle-of-the-road policy may succeed in politics, but it will get you in trouble driving on the highway.

* * * * * * * * * * * *

Failures can be divided into two classes: those who thought and never did, and those who did and never thought.

"FEBRUARY"

In the old Roman calendar, February (from februare, meaning "to purify"), the second month of the year had 29 days. It was robbed of a day to make August, named in honor of Emperor Augustus, as long as July, which had been named for Augustus' predecessor, Julius Ceasar. In leap year, February recovers its 29th day.

The 14th of February is St. Valentine's Day; a day dedicated, as everyone knows, to lovers and birds. Once more to find its origin we have to go far back in time before the Christian era. In ancient Rome, love feasts were celebrated in February, and at the feasts it was the custom for young, unmarried men and women to draw lots for their future partners. Later, Christian priests, finding that they could not stamp out the old heathen ways, dedicated the feasts anew to a Christian saint. They chose St. Valentine, not because he had any special connection with lovers, but simply because the date of his martyrdom, during the third century A.D., happened to fall in mid February, just when the love feast celebrations reached their height.

We do not have to draw lots to be partners in the promotion of safety; the preservation of our lives has forced us to be such. Partners, whether in marriage or in the promotion of safety, require patience and understanding for maximum success.

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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