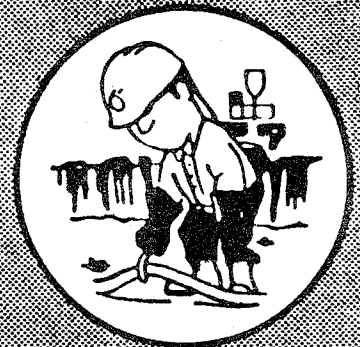


February 1987



BULLETIN



**ACCIDENTS ARE
H—L! SAFETY
IS
HEAVEN 87**

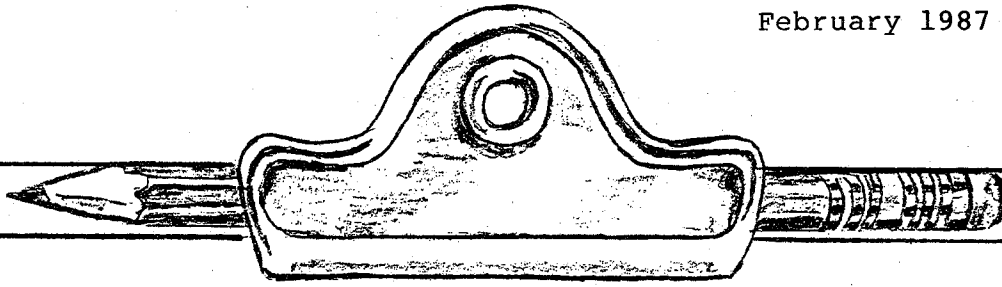


THIS SAFETY BULLETIN CONTAINS SAFETY ARTICLES ON A VARIETY OF SUBJECTS, FATAL ACCIDENT ABSTRACTS, STUDIES, POSTERS AND OTHER SAFETY INFORMATION FOR PRESENTATION TO GROUPS OF MINE AND PLANT WORKERS.

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>
Peabody Coal Co.	7014	Prenter, WV
Edward S. Kelton Contr. Co.	7015	Phoenix, AZ
General Portland	7016	Rhome, TX
General Portland	7017	Newark, TX
Scott Machine & Hydraulics	7018	Oneida, TN
West Coal Rebuild	7019	Oneida, TN
Allied Coal Corp.	7020	Rosedale, TN
Whitecliff Industries	7021	Mammoth, AZ
Lindy Coal Co.	7022	Chapmanville, WV
Southmountain Coal Co. Inc.	7023	Norton, VA
Arizona Tufflite	7024	Flagstaff, AZ
US Bureau of Reclamation	7025	Yuma, AZ
C & C Construction Co.	7026	Hildale, UT
J.R. Simplot Co.	7027	Smoky Mine, ID
Jodaco Inc.	7028	Pound, VA
Liberty Mining Co. Inc.	7029	Harman, VA
Rocklick Prep Plant	7030	Barrett, WV
Don's Dozer Rental	7031	Grafton, WV
Skyline Mining Corp.	7032	Clay, WV
Moffat County Road Dept.	7033	Craig, CO
Prater Creek Processing	7034	Tram, KY
Ida Carbon Corp.	7035	Mouthcard, KY
Jesse Branch Coal Co. Inc.	7036	Kimper, KY
Kinney Branch Coal Co. Inc.	7037	Virgie, KY
Panhandle Gravel West Inc.	7038	Amarillo, TX
Howell Sand Co.	7039	Amarillo, TX

WELCOME TO ALL THE NEW 516 SAFETY CHAPTERS THAT JOINED THE HOLMES SAFETY ASSOCIATION IN 1986.



H.S.A. SAFETY TOPIC



WHAT YOU SHOULD KNOW ABOUT CONVEYOR ACCIDENTS

Ever wonder why safety engineers, supervisors and MSHA inspectors spend so much time looking at conveyor belts? It's because people who work around these sleeping tigers sometimes take them for granted, disregard safety procedures, are not adequately trained or are lulled into a false sense of security. Unless you have actually seen a conveyor accident happen, you can't imagine how easily and quickly disaster can strike. Here are a few examples from past experience:

A tripper operator tried to knock dirt off a wrench by banging it against a moving idler. The wrench got caught and pulled his hand and arm under the belt. The result was a fractured arm, dislocated shoulder and deep lacerations. Lost time: 70 days.

A beltman, checking to see if a guard was secure, caught his right hand between the belt and return idler. The result was three fractures and two dislocated joints with 85 days of lost time.

A foreman, using a shovel to clean ore buildup from a head pulley, caught the shovel under the belt and was knocked unconscious by the shovel's handle as it was wrenched from his grasp. Lost time: 10 days.

While cleaning around a moving conveyor, a worker caught his elbow between the belt and a return idler. He suffered a total abduction of the left shoulder with lost time of 1,350 days.

A plant oiler was examining a bad idler bearing when the belt was accidentally started (The belt had not been locked out). He was thrown 20 feet to the ground, sustaining a compound arm fracture and cracked lumbar vertebrae. Lost time: 138 days.

A crusher foreman, while using a long-handled shovel to clean built-up dirt from a head pulley, was pulled into the pinch point with such force that his spinal cord was severed. Fatal.

These are just a few of a long list of conveyor-related accidents. What can be done to prevent similar accidents? Every safety rule book should suggest:

1. Never ride or walk on moving conveyor belts.
2. Do not clean pullies while the belt is running.

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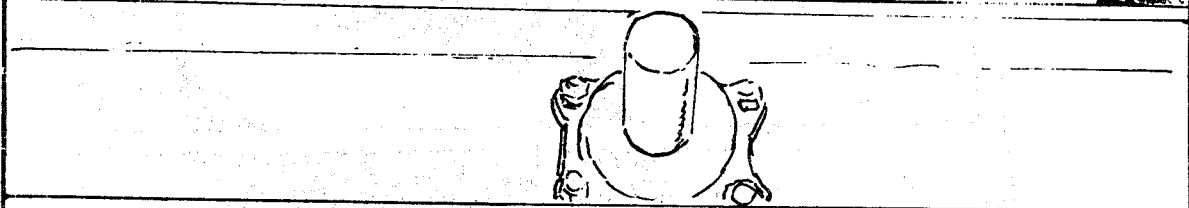
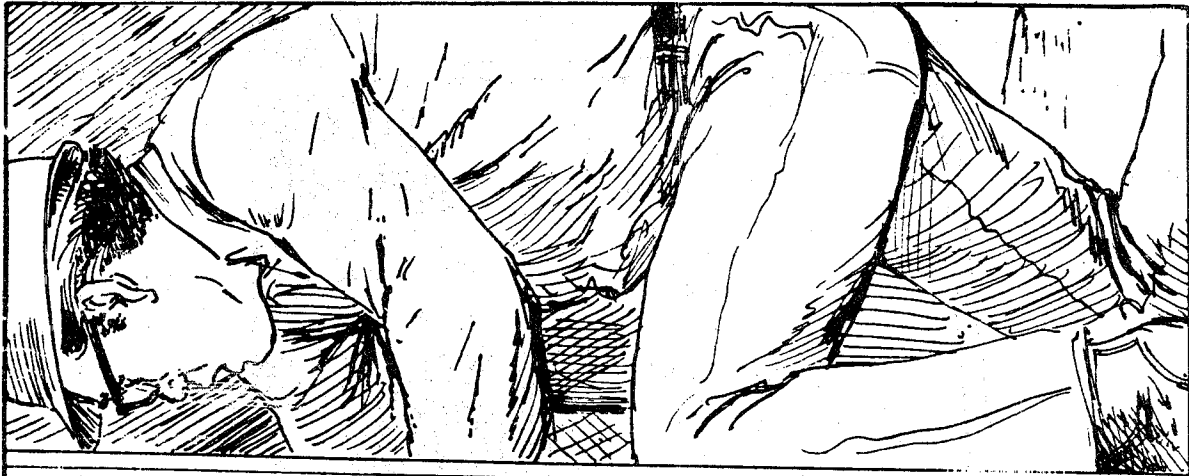
3. Lock the belt out at its power source; not by simply pulling the stop cord.
4. Never wear loose or torn clothing around belts.
5. Use proper tools when cleaning decking. Long-handled tools in tight confines are particularly dangerous.
6. Use extra caution when training a belt (adjusting lateral alignment).
7. Always stop belts to adjust skirts and scrapers.
8. Always cross over belts only at provided facilities; never crawl under.
9. Spilled material must be shoveled onto the belt in the direction of travel.
10. If a tool gets caught, let it go.
11. Always replace all guards before starting up.
12. Make sure emergency stop cords are installed and operating properly.

Conveyors are useful and essential tools for moving bulk materials. Respect them and use them properly. Know the rules and live by them.

*Courtesy of State of Nevada, Division of Mine Inspection,
Department of Industrial Relations

-MORE-

SAY NO DRUGS!



CLOTHING CAUGHT ON SPROCKET



ARM CAUGHT ON CONVEYOR BELT

HOLMES SAFETY ASSOCIATION

DRIVING IN THE FOG: FOGGY THINKING

Few driving experiences are more unnerving than being caught on the open road when a heavy fog settles around you.

You don't dare stop the car on the road and wait for the fog to lift, because you might become crash-bait for another driver.

If you've missed the chance to get off the road before visibility reaches zero, you're between the devil and the deep blue sea. You can't get off and you can't stay on!

Creeping forward into the gray unknown may result in anything from ramming a tree to plunging into a ditch.

If some of you have never encountered this situation, consider some of these tips from expert drivers.

Try to not drive in fog. But if the fog bank comes without warning, switch to your low headlight beams. They will help to illuminate the road immediately ahead. High beams only cause glare from the reflection of the intense light on the wall of fog. High beams are also a menace to oncoming drivers.

Reduce speed to a crawl. Edge along the right shoulder of the road. This presents another problem: What if there's a ditch on the side of the road? At minimal speed, the vehicle would probably stop as soon as one wheel drops off the bank. At least, you wouldn't be in the middle of the road, subject to cars coming in both directions.

If you can't keep the vehicle moving forward, place flares approximately 200 feet in front and behind. Do not leave the running lights on; they might trick another driver into "following" you in the space-illusion of the fog. Instead, turn off all outside lights, and turn on the dome light inside the cab or car.

Experienced drivers know that driving in dense fog can be a nightmare. If you have any choice, don't try it.

SAY NO DRUGS!

February 1987

ABSTRACT FROM FATAL ACCIDENT

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



FATAL MACHINERY ACCIDENT

GENERAL INFORMATION: A machinery accident occurred near the face of the No. 2 entry resulting in the death of a continuous miner helper. The victim had 8 years mining experience.

DESCRIPTION OF ACCIDENT: Mining began in the No. 2 entry shortly after 8 a.m. The first two shuttle cars of coal were mined without incident; however, the third loaded shuttle car became stuck in the hole outby the face of the No. 2 entry. Because of the 8.4 percent downgrade of the place being mined, the frame of the continuous miner could not be used to push the shuttle car out because the frames would not match. To compensate for this, the section foreman placed a crib block between the left side of the continuous-miner tail and the roof. When the continuous miner was trammed outby, the crib block tightened, forcing the tail down until it made contact with the left side of the shuttle car frame and thus freeing the shuttle car from the hole. The continuous miner was then trammed forward and shut off and the section foreman removed the crib block from the coal chain. He then left the face area to order a load of stone to fill the hole in the No. 2 entry. Soon after his departure, the second shuttle car became stuck and the continuous-miner helper performed the functions that the section foreman had previously done to free the first shuttle car. The foreman returned to the face area and the operator told him that he only had high tram. With the foreman at his side, the operator manipulated the control levers until he regained the hydraulic pressure. He then worked the head and then the plow. When the conveyor tail was raised, the foreman looked back and saw someone caught between the continuous-miner tail and the roof. As the tail was lowered, the continuous miner operator helper was grabbed by the foreman and lowered to the floor.

CONCLUSION: The accident occurred because management failed to insure that safe work procedures were in effect and because the victim placed himself between the conveyor tail of the continuous miner and roof. A contributing factor was the failure of the victim to establish communication with the continuous-miner operator.

An imminent danger order 107(a) was issued for the condition and/or practice of exposing persons to unusual dangers while holding a crib block between the continuous-miner tail and roof to stabilize the conveyor tail while the machine was in motion. The investigation did not reveal any violation of Title 30, Code of Federal Regulations, Part 75, which would have contributed to the cause of the accident.

February 1987

ABSTRACT FROM FATAL ACCIDENT

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



FATAL CONVEYOR BELT ACCIDENT

GENERAL INFORMATION: A 58 year old crushing plant foreman was fatally injured when he was caught between an unguarded conveyor belt and the plant structural steel frame work.

DESCRIPTION OF ACCIDENT: The victim had signaled the plant operator to start a screen feed belt conveyor while he observed the screen for a possible source of oversize stone. He became entangled between the conveyor and the plant frame work. The conveyor was not guarded nor equipped with an emergency stop device.

RECOMMENDATIONS: Guards shall be installed where there is a danger of persons coming into contact with pinch points. 56.14-1 (Mandatory).

Unguarded conveyors with walkways shall be equipped with emergency stop devices along their entire length. 56.9-7 (Mandatory).



SAY NO DRUGS!

February 1987

HOLMES SAFETY ASSOCIATION

SPECIAL MEDICAL RESPONSE TEAM *

PREFACE

The Special Medical Response Team was conceived and formed for the Bureau of Deep Mine Safety, and Office of Environmental Energy Management, Commonwealth of Pennsylvania, to fulfill a need for special advanced emergency medical care, both above and below ground, to the bituminous deep mine industry.

Although the services of this medical team are geared toward the mining industry, it is not for the industry's exclusive use. Because of the special training, organizational structure, tight medical control and discipline of the team, it is suitable for other types of high risk or hazardous incidents requiring advanced emergency medical support.

The Special Medical Response Team is available for use by any local, regional, or state agency or governmental body, i.e., state and local police, state and local emergency management agencies, etc.

In addition, the response of S.M.R.T. is not limited to the Commonwealth. Given the nature of the incident, location, availability of transportation, etc., response could reach into other states, upon official request.

PURPOSE:

To provide an immediately available, appropriately trained cadre of physicians and paramedics to administer advanced medical care, both above and below ground, specifically for but not necessarily limited to, mine disasters or injuries, 24 hours a day, three 365 days a year.

OBJECTIVES:

1. To provide medical care to all injured personnel in the event of a mine disaster or accident.
2. To maintain an advanced level of emergency medical training and equipment, emergency mine rescue expertise and familiarity with the appropriate mine.

-MORE-

SAY NO DRUGS!

3. To provide experience where new medical techniques and equipment appropriate to mine rescue situations may be developed.
4. To provide an avenue for research into the medical aspects of mine injury, resuscitation, rescue and reduction of morbidity and mortality secondary to mine related accidents.
5. To provide advanced life support and medical care at or near the site of injury or potential injury, thus facilitating advanced and definitive care of injured personnel.
6. To provide close medical support for underground recovery operations in situations with high potential for injury.
7. To interface and coordinate with local emergency services, fire departments, and ambulance services regarding the medical response to mine disasters.
8. When response would be to other than mine related incidents, the same basic objectives would apply with special emphasis on providing support emergency medical services.

*Part 1 was published in the January 1987 Bulletin.

TO ALL MEMBERS

The 1987 slogan decal is now available in limited supply. Send requests to:

MSHA
Holmes Safety Association
4800 Forbes Avenue, Room A271
Pittsburgh, PA 15213

**ACCIDENTS ARE
H-T-L! SAFETY
IS
HEAVEN 87**





H.S.A. SAFETY TOPIC



HOW LOSS OF HEAT AFFECTS YOUR BODY

An understanding of how loss of heat can affect the human body is important, whether you are enjoying snow sports, or helping an injured person in an accident.

Ice, snow, and wind chill can accelerate loss of body heat. That loss can be dramatic, for example, when the victims of a road accident suddenly find themselves in freezing temperatures after traveling warm and snug in a heated automobile.

Hypothermia results when the body loses heat faster than it can produce it. When this first occurs, blood vessels in the skin constrict in an attempt to conserve vital internal heat.

Hands and feet are affected first. If the body continues to lose heat, involuntary shivers begin. This is the body's way of attempting to produce more heat, and it is usually the first sign of hypothermia. Further heat loss produces speech difficulty, forgetfulness, loss of manual dexterity, collapse, and finally, death.

The temperature of the hands and feet can drop drastically below normal without lasting harm. However, the effects of prolonged, lowered body core temperatures can cause permanent problems.

Even with the most severe symptoms, it is still not too late to help the victim revive. Get the victim to medical help immediately, if possible.

If medical help is not immediately available, first get the victim out of the wind, snow and rain; keep the victim's use of energy down to a minimum but keep him or her awake, if possible. Remove all wet clothing and give warm, sweet, non-alcoholic drinks. Rewarm the victim gradually, but rapidly enough to cause him or her to adjust to the warmer environment. For example, get the person into dry clothes and wrap with a blanket. If possible, increase the room temperature.

In any event, it's very important for all victims of hypothermia to be checked by a physician as soon as possible, because the effects of the cold may have caused other injuries or illnesses such as frostbite or pneumonia.

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To protect yourself against accidental hypothermia, some things you can do are as follows:

Avoid prolonged exposure to the cold without protection. (The elderly and infants should not be exposed to even mild cold.) If you are on medication, check with your physician to make sure that the medication does not change your body's response to cold.

Elderly people who live alone should have someone stop in or call periodically.

Have adequate bed covers. Wool blankets and cotton flannel sheets provide good warmth.

Eat heat-producing foods (fats and carbohydrates). Follow a nutritious diet, including warm, non-alcoholic liquids. Alcoholic beverages tend to lower the body temperature.

Keep a thermometer handy to check on room temperature and confirm that the thermostat is working. It is wise for older persons to maintain a room temperature of 70 degrees.

Wear adequate clothing that protects critical areas such as the head, neck, side of the chest, and groin. Several layers of clothing give an insulating effect. Clothing made of material that breathes is best: wool, sheepskin, or fluffy wool down. Wool is the only natural material that continues to serve as insulation even when wet.

Stay dry. Use body energy wisely. If outdoor temperatures are extremely cold, do only those things that are absolutely necessary for survival.

*Courtesy of Western Pennsylvania Safety Council, Accident Prevention News.

D R E S S W A R M L Y
I N W I N T E R



H.S.A. SAFETY TOPIC



HOW TO CONDUCT A TOOL BOX TALK

PREPARING FOR THE MEETING

1. Study the material before the meeting. You should be able to present this talk in a convincing manner without it being apparently read for the first time. Select a topic that you feel is in line with the work your group carries on and one that is essential at the time of its presentation. Some of these may be current to the weather or may be more pertinent to a change in job assignments or may be a review of existing housekeeping or working procedures.

2. Hold the meeting where your crew normally meets at the start of the day. Because the meeting should be short, seating space is not absolutely necessary, but arrange things so that all persons can see and hear you easily. A good time to hold the meeting is immediately after all have been assembled for work on Monday morning, when the work will not be interrupted and the jobsite is comparatively quiet.

3. Whenever possible, use actual equipment to illustrate your points. For example, when talking about safe tools, bring in mushroomed tool heads or broken hammer handles to show how they can cause accidents, or bring fire extinguishers, or goggles to show the proper use in protecting the eyes.

RUNNING THE MEETING

1. Have one safety meeting each week on Monday morning. This meeting should not exceed ten minutes and, therefore, must be handled quickly and to the point, without allowing other subjects to be brought into this session. It should be held entirely on the subject of accident prevention.

2. A good idea to start the meeting by complimenting the crew they have done good work.

3. Limit your talk to five minutes. If the discussion gets excited, use your discretion about cutting it off quickly. However, allow the individuals to have their chance to sound off.

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4. Give this talk in your own words. Each of these can be taken out of the book so that you have it in front of you for easy reference. But be familiar with it so that the printed talk becomes a reminder of what you should cover in your own talk. Keep it brief.
5. Get the other people to participate with you. The safety talk is to remind our employees to think about safety problems. One of the best ways to do this is to make them a part of the discussion, to talk about what is personal to them in relation to the subject. Have the people point out hazards related to the subject and what ought to be done about them. Encourage them to offer suggestions for improving the safe operation of your work area.

ITEMS TO COVER IN THE MEETINGS

1. Review any accidents or any injuries involving any members of this group during the past week or since the previous safety meeting. Discuss:
 1. What was the injury?
 2. How did it happen?
 3. Could it have been prevented, and how.
 4. Safety bulletins received from the Company.
2. Review violations of safe practices or safety rules that have been noted during the past week or since the last meeting. Discuss:
 1. The nature of the violation.
 2. The danger involved.
 3. Constructive criticism. Note: Do not criticize anyone by name in front of the group, do this at a personal private session with the individual.
3. Review the work planned for the week ahead. This is particularly important if it changes from the work projects in the immediate past. Discuss:
 1. Hazards to watch for.
 2. Safety equipment that should be used.
 3. Correct operating procedures to be followed in order to insure a safe job.

The above outline, we realize, cannot be used at all meetings because conditions and situations will vary, but it should be considered for the basis whenever the supervisor feels there is a

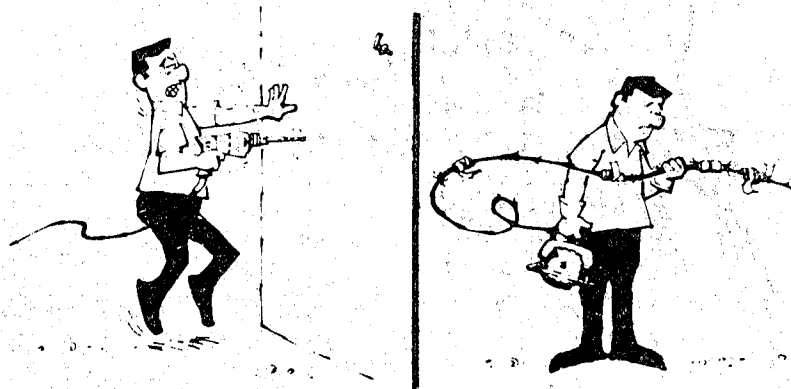
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need for these items to be covered. However, the essential items, such as the discussion of accidents and injuries, should be covered in every meeting, and instruction as to use and operation of equipment to new employees or old employees who will be operating new equipment should be a part of all of these meetings. There will be other points of safety that supervisory personnel should and may wish to discuss at the short safety meeting. This is the responsibility of the person in charge to find related pertinent subjects and to keep these meetings directed to the accident for their employees as brief as possible.

POWER TOOLS

Employees who operate power tools should be instructed to:

1. Know the application, limitation, and potential hazards of the tool used.
2. Select the proper tool for the job.
3. Remove adjusting keys and wrenches before turning on tools.
4. Not use tools with frayed cords or loose or broken switches.
5. Keep guards in place and in working order.
6. Have ground prongs in place or use tools marked "double-insulated."
7. Maintain working areas free of clutter.



8. Keep alert to potential hazards in the working environment such as damp locations or the presence of highly combustible materials.
9. Dress properly to prevent loose clothing from getting caught in moving parts.
10. Use safety glasses, dust or face masks, or other protective clothings and equipment when necessary.
11. Not surprise or distract anyone using a power tool.

VOLUNTEERS!

Many reliable and dedicated long term MSHA employees who carried the criterion banner of the Holmes Safety Association for 20 and 30 years forming safety chapters, councils, attending safety meetings, putting on safety programs and serving on numerous committees at chapter, council, state and National Council levels have already, or will be, retiring. This is certainly leaving a gap at all levels. We are looking for volunteers to become actively involved by serving on committees where needed and keeping the chapters and councils alive and active. Please contact your chapter or council president or secretary or National Council headquarters at:

William Hoover
MSHA-Holmes Safety Association
300 W. Congress Room 7G
Tucson, AZ 85701



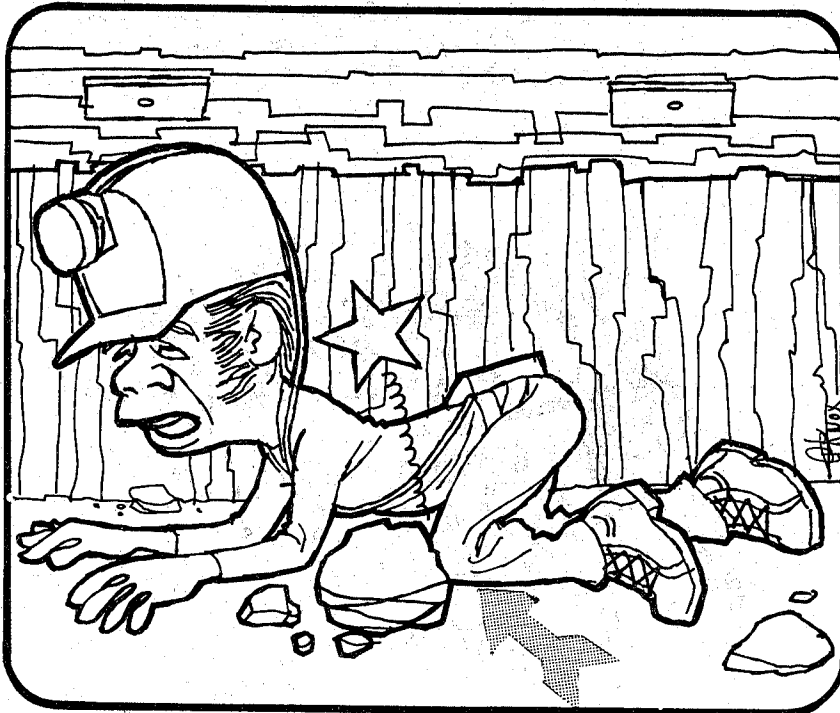
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HOLMES SAFETY ASSOCIATION

SAFETY TIPS

A common injury reported by MSHA inspectors is contusion to the knee, resulting from prolonged crawling in low coal. The initial injury is usually reported as tenderness and swelling. If left unattended, the majority of these cases usually result in extensive damage requiring surgery to correct the physical problem. The seriousness of this problem can be reduced if employees will:

- Plan route in advance, stop and rest when necessary, carry only needed equipment.
- Adjust knee pads for proper fit and clean often.
- Continually check bottom, proceed at moderate rate of speed.
- Notify supervisor when knees are sore or tender so that inspection work can be adjusted to avoid continued aggravation of the sore knees.



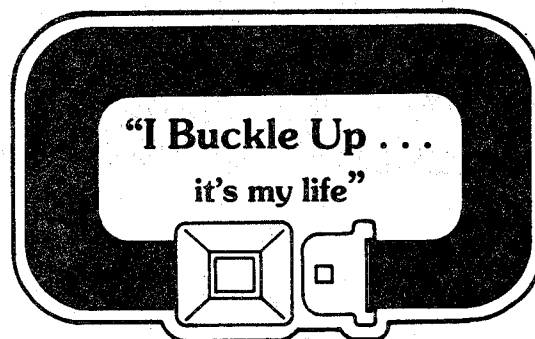


H.S.A. SAFETY TOPIC



RUBBER SAFETY EQUIPMENT

1. Keep oil, grease and solvents from rubber gloves, rubber boots, aprons, acid hoods, and linemen's equipment.
2. Keep rubber equipment away from excessive heat or cold, avoid exposing it unnecessarily to sunlight.
3. Store and use such equipment so it cannot be cut, torn, scratched, or worn by abrasive action; avoid crushing or creasing it.
4. Wash and dry rubber equipment thoroughly before storing it; warm air drying should be used when possible; sprinkle the inside of gloves with talcum powder to prevent sticking to the hands.
5. Avoid unnecessary stretching of rubber gloves or headbands. Peel gloves off the hands, cuff first. Turn back the cuff before pulling rubber gloves on.
6. Be sure rubber equipment used in electrical work is thoroughly inspected and given approved tests before it is used.
7. Where the job permits, for protection of rubber gloves or aprons wear heavy work gloves or aprons over them. Do not wear rubber equipment unless it is needed.
8. Turn in damaged rubber equipment for reclaiming, for application of approved vulcanized patches, or for resoling in the case of footwear.



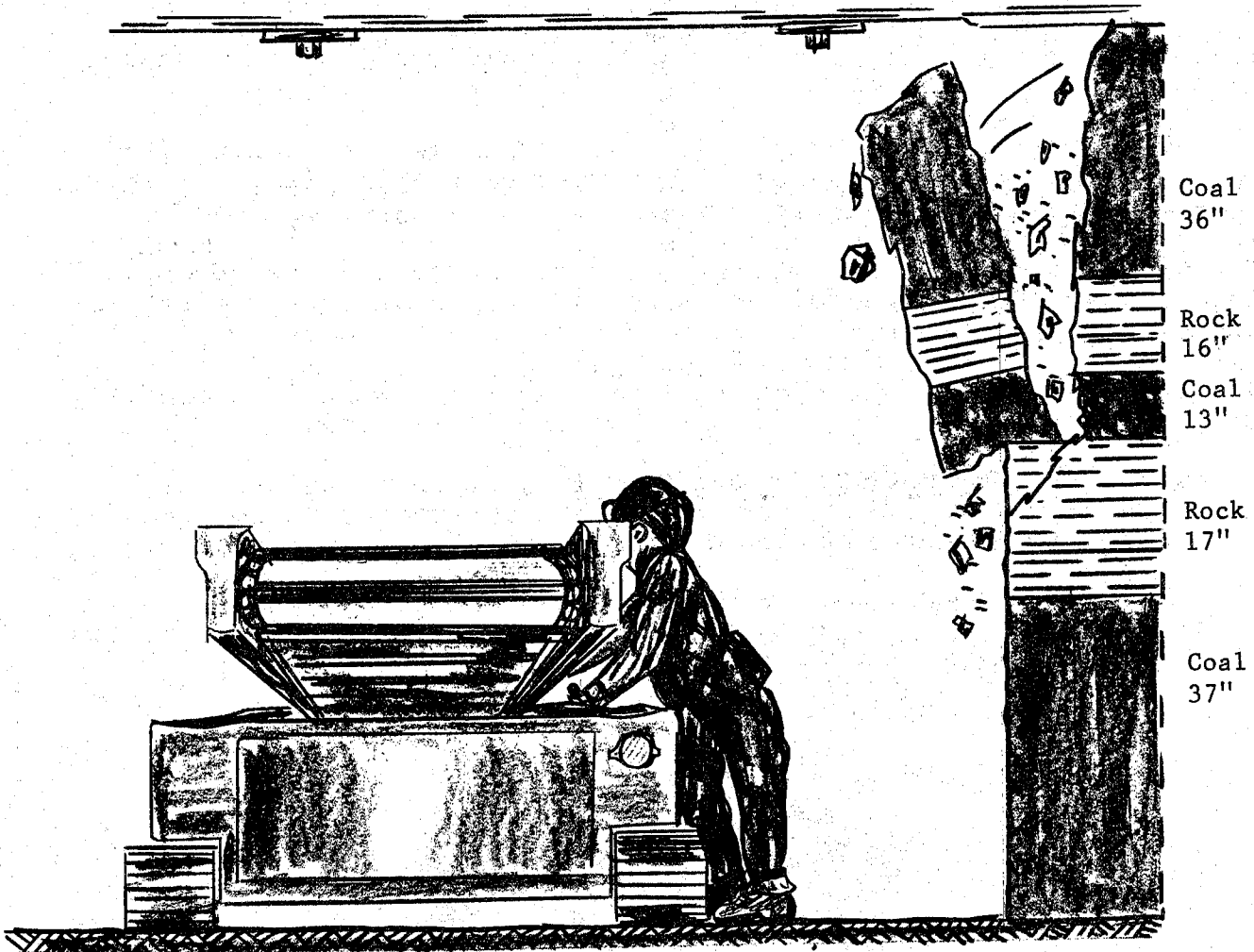
SAY NO DRUGS!

REAP

Roof Evaluation - Accident Prevention



**ITS HAPPENED BEFORE - AND CAN HAPPEN AGAIN,
EXAMINE THE RIBS, AS WELL AS THE ROOF.**



Scale 1" = 2'

**JACK SAFETY SEZ: "NEVER FAIL TO THOROUGHLY
EXAMINE THE ROOF, FACE AND RIBS."**

HOLMES SAFETY ASSOCIATION

SAFETY CONSCIOUS SUPERVISORS

The supervisor is usually responsible for on-the-job training of employees. He/she is also the one who measures the results of the training and makes the decision to continue training or to remove an employee from the job if he/she is not meeting performance standards. The supervisor also measures the effectiveness of the training by periodic performance evaluations, tests, production records, or personal performance reviews.

Because the supervisor is the employee's main contact during their training period, it is extremely important that supervisors have thorough and complete knowledge concerning the safe performance of each particular job. They must continually stress the safe procedures for performing the job.

This area needs improvement and warrants the concentrated attention of both management and safety directors. A strong safety consciousness must first be instilled in the minds of the first-line supervisors if a significant reduction in lost-time injuries is to be achieved. Supervisor incentives, management insistence, and continual training are some of the means that must be used to accomplish this absolute safe job performance objective.

* * * * *

A SHORT COURSE IN HUMAN RELATIONS

The six most "important words" . . .

"I admit I made a mistake."

The five most "important words" . . .

"You did a good job."

The four most "important words" . . .

"What is your opinion?"

The three most "important words" . . .

"If you please"

The two most "important words" . . .

"Thank you."

The one most "important word" . . .

"We"

SAY NO DRUGS!

February 1987



***SNUFF
OUT
HAZARDS***



H.S.A. SAFETY TOPIC

ACCIDENT PREVENTION

We have all heard of accident prevention. Is there such a thing as accident prevention? Technically, no! Not really. Mr. Daniel Webster defines an accident, in his dictionary, as an unexpected happening. How can you prevent an unexpected occurrence? To prevent an accident, one must foresee or expect what could happen and take steps to prevent it. If you are expecting what could happen, you are not preventing an accident, because an accident is unexpected. An accident is not an accident until the occurrence actually takes place; then it's too late to prevent it.

We, in industry, believe there is accident prevention. Really, what we are attempting to do is to either reduce the severity of a "possible" accident or eliminate a "possible" accident.

An example of reducing the severity of a "possible" accident would be, say you are hammering a nail, which you are holding, into a wall. You swing the hammer and miss the nailhead and smash your thumb. An accident occurred. You didn't plan to miss the nailhead, but you did. After jumping around the room and cursing, you decide to try again by holding the nail with a set of pliers. You swing and miss again. The same accident occurred again, but the injury severity is reduced.

Eliminating a "possible" accident is the main goal a company or an individual tries to accomplish. For an example, you see some stacked items that could fall over, and when it does fall, it is even possible that someone could be standing under them. So you take the items down and eliminate a "possible" accident.

Sometimes, trying to eliminate a "possible" accident can cause an accident. For example, as you are attempting to take down the items, they fall on you. You may even pull your back out in the process.

Years of experience, though, has taught us that certain work habits, a "possible" accident likelihood, has a 90% or more chance to happen. An example would be using a grinder without safety glasses. This has a very high probability of something getting in your eyes.

Everyone must pitch in. At one time, the thought was that if everyone watched out for themselves instead of looking out for everyone else, no one should ever get hurt. Recently this has

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been reversed to the saying, "The more eyes, the better." This was brought about by industry realizing that there are individuals who do not possess the gift of being able to visualize a possible accident.

Unfortunately, we are people in which experience is usually our most common teacher. It seems an individual must either get hurt or get killed before the rest of us are willing to accept that a particular accident is possible. This type of reasoning conflicts with our intelligence. We are suppose to be fairly smart animals. Oddly, we have to sacrifice a human being for us to realize this accident can hurt us also. Let's start using foresight instead of hindsight to visualize a "possible" accident in advance of an occurrence without sacrificing our coworkers and live up to the expectations and reputations of our species.

*Courtesy of Southeastern Colorado and Northeastern New Mexico Council.

HSA CHAPTERS ESTABLISHED

ANNUAL

	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>
January	25	8	14	6	135	37	104	34
February	16	10	13	11	83	173	42	17
March	12	9	8	6	94	85	74	45
April	15	2	25	12	97	150	74	70
May	2	41	36	1	81	52	74	48
June	3	24	42	5	60	109	47	32
July	5	2	24	2	46	95	73	56
August	8	2	23	22	62	192	67	39
September	7	4	11	55	50	115	71	54
October	0	16	26	87	62	110	64	51
November	4	11	4	135	41	93	43	32
December	4	16	4	178	55	10	16	37
Totals	101	145	230	520	866	1,221	749	515

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HOLMES SAFETY ASSOCIATION

C O U N C I L N E W S

HOLMES SAFETY ASSOCIATION 1987 ANNUAL MEETING

David Hazlett, President of the National Council, Holmes Safety Association, called a meeting of the Planning and Program Committee at 6 p.m., December 12, 1986, at the Holiday Inn Meadowlands, Washington, Pennsylvania.

Nine of the 17 appointed committee members, representing a quorum, were in attendance plus four proxy agreements to the committee's final decision. The meeting was held in conjunction with the 62nd Annual Meeting of the National Mine Rescue Association (Smoke Eaters) and thereby cost-free. The meeting room was provided by past National Council President Walter Vicinelly.

The decision was made to hold the annual meeting on May 28, 1987, at the Tonidale/Comfort Inn Restaurant and Motel on Routes 22 & 30, Oakdale, Pennsylvania 15071. The motel is located 10 miles from downtown Pittsburgh and five miles from the Greater Pittsburgh Airport.

The meetings will be followed by a safety awards banquet after which there will a live band providing music for your listening and dancing pleasure. A Grey Line sightseeing tour is tentatively scheduled for families and guests during the business meetings.

So that we may plan an agenda that is reponsive to your interests, please take a few moments to give us your ideas about this upcoming meeting. Further information and a final agenda will be forthcoming.

FOURTH ANNUAL MEETING OF THE WEST VIRGINIA STATE COUNCIL

The fourth annual meeting of the West Virginia State Council will be held April 3-4, 1987, in Clarksburg, West Virginia. For more information contact: Irmadell Pugh, MSHA District 3, 5012 Mountaineer Mall, Morgantown, WV 26505, (303)-291-4277.

PENNSYLVANIA BITUMINOUS COUNCIL ANNUAL BUSINESS MEETING

The Pennsylvania Bituminous Council Annual Business Meeting to be held on March 20, 1987, the Omni Civic Center, Indiana, PA.

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THE LAST WORD

Nothing is opened by mistake more than the mouth.

You cannot do a kindness too soon, because you never know how soon it may be too late.

The biggest reward for a thing well done is to have done it.

It is not only what we do, but also what we do not do, for which we are accountable.

We make a living by what we get; we make a life by what we give.

People forget how fast you did a job-but they remember how well you did it.

Evil flourishes in the world because the good people let their differences divide them instead of letting the things on which they agree unite them.

Isn't it strange how close some motorists drive ahead of you?

Some people grow up and still remain juvenile.

It takes a child two years to learn to talk, and a man 50 years to learn to keep his mouth shut.

A man has reached middle age when he is warned to slow down by a doctor instead of the police.

IF YOU FIND MISTAKES
IN THIS PUBLICATION
PLEASE CONSIDER
THAT THEY ARE THERE
FOR A PURPOSE. WE
PUBLISH SOMETHING
FOR EVERYONE, AND
SOME PEOPLE ARE
ALWAYS LOOKING
FOR MISTAKES!!!



ATTENTION!

HAVE YOU REPORTED YOUR LAST MONTHLY SAFETY MEETING? IF NOT, WE WOULD APPRECIATE IT IF YOU WOULD KINDLY COMPLETE THE POSTAGE-PAID GREEN FORM (5000-22) AND MAIL IT BACK TO US.

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

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LAB 441