



BULLETIN



KEEP SAFETY

REVVIN'

IN

"87"

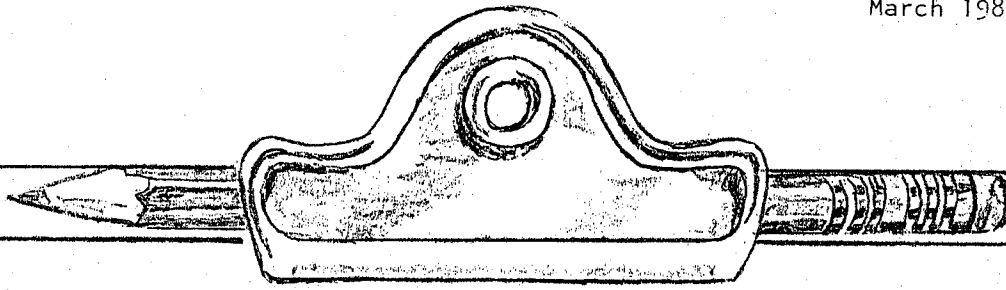


THIS SAFETY BULLETIN CONTAINS SAFETY ARTICLES ON A VARIETY OF SUBJECTS, FATAL ACCIDENT ABSTRACTS, STUDIES, POSTERS AND OTHER SAFETY INFORMATION FOR PRESENTATION TO GROUPS OF MINE AND PLANT WORKERS.

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>
Lykens Coal Co. Inc.	7040	Mount Carmel, PA
Snyder Supply Co.	7041	Cadiz, OH
Jovic Mining Co. Inc.	7042	Bob White, WV
Georgia Pacific Corp.	7043	Quanah, TX
Navasota Mining Co. Inc.	7044	Carlos, TX
Twenty-Twenty Corporation	7045	Pendleton, NC
Willaby Coal Inc.	7046	Dante, VA
Hopkinsville Aggregate Co. Inc.	7047	Hopkinsville, KY
Dixie Pavers Inc.	7048	Hopkinsville, KY
Dixie Pavers Inc.	7049	Henderson, KY
Jean & Mary Coal Co. Inc.	7050	Honaker, KY
Diamond N Mining Co.	7051	Bevinsville, KY
Diamond N Mining Co.	7052	Bevinsville, KY
Thunderbird Mining Co.	7053	McDowell, KY
Spontaneous Coal Co. Inc.	7054	McDowell, KY
Jeffco	7055	Moon, KY
K-J-W Mining & Construction Co.	7056	Pikeville, KY
Tackett Mining Co. Inc.	7057	Pikeville, KY
Sasser Electrical	7058	Mt. Hope, WV
Greene and Flint Contractors	7059	Sutton, WV
Divide Mining Inc.	7060	Ligon, KY
Conesville Coal Preparation Co.	7061	Conesville, OH
Roy Coal Co. Inc.	7062	Olanta, PA
Rogers Group Inc.	7063	Louisville, KY
Peabody Camp	7064	Uniontown, KY
Sheep Fork Energy Inc.	7065	Ransom, KY

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!!!



March 1987



MINE SAFETY AND HEALTH ADMINISTRATION

4800 Forbes Avenue
Pittsburgh, PA 15213
(412) 621-4500 Ext. 650

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MEMO

"ESPECIALLY FOR YOU"

TO: HOLMES SAFETY ASSOCIATION MEMBERS AND FRIENDS

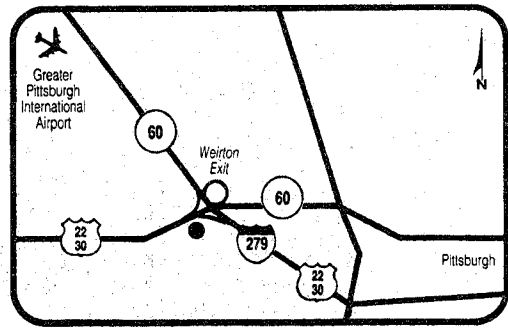
FROM: WILLIAM H. HOOVER, NATIONAL SECRETARY

SUBJECT: Holmes Safety Association and Joseph A. Holmes Safety Association National Council Meetings, May 28, 1987.

Well, another year has gone by and I thought it would be nice to say hello and give you some general information relative to our 1987 annual meetings.

It is always a pleasure to meet each of you at our annual meeting and I hope everyone who attended last year in Canaan Valley Resort, Davis, West Virginia, will agree that we had an excellent meeting. The West Virginia State Council, the district councils, chapter members and the supporting industrial suppliers and distributors did an outstanding job.

The time is rapidly approaching to make plans to attend our 1987 meetings. The meeting will be held at the Comfort Inn-Tonidale, Routes 22 & 30W at the Route 60 interchange, Pittsburgh (Oakdale), Pennsylvania 15071. Telephone 412-787-2600. Check in will be May 27 and the meetings and award banquet will be on May 28. Please see the following pages for more information.



March 1987



EASY TO FIND

THE TONIDALE
RD# 1 OAKDALE, PA. 15071
(412) 787-8160

RECREATIONAL FACILITIES NEAR BY

- * SCALLY'S GOLF CENTER - TWO 9-HOLE COURSES, DRIVING RANGE
- * FALLEN TIMBERS - 18-HOLE, SEMIPRIVATE CLUB
- * YMCA - NAUTILUS, TENNIS, RACQUET BALL HOTEL GUESTS, SPECIAL CONSIDERATION
- * SEVERAL BOWLING LANES
- * MOVIE CINEMAS
- * 2 NEAR BY SHOPPING MALLS
- * SETTLERS CABIN PARK - SEASONAL SWIMMING, PICNICS, HIKING TRAILS

POINTS OF INTEREST

- * THREE RIVERS STADIUM
- * MT. WASHINGTON & MONONGAHELA INCLINES
- * CIVIC ARENA
- * GATEWAY CLIPPER FLEET
- * HEINZ HALL
- * CARNEGIE MUSEUM
- * KENNYWOOD AMUSEMENT PARK
- * UNIVERSITY OF PITTSBURGH
- * PITTSBURGH ZOO
- * AVIARY
- * BUHL PLANETARIUM
- * OLD ECONOMY VILLAGE
- * FRICK ART MUSEUM
- * GRAY LINE OF PITTSBURGH TOURS

THE COMFORT INN - THE TONIDALE IS A SMALLER LESS COMMERCIAL PROPERTY WHICH LENDS ITSELF TO FAR MORE PERSONALIZED SERVICE AND ACCOMODATIONS. LOCATED ON ROUTES 22 & 30 WEST OFF THE PENN-LINCOLN PARKWAY-WEIRTON EXIT. IT IS WITHIN 20 MINUTES OF DOWNTOWN PITTSBURGH AND 10 MINUTES OF THE GREATER PITTSBURGH INTERNATIONAL AIRPORT.

GUEST SERVICES

- *AMPLE FREE PARKING- CARS & MOTOR COACH
- *COMPLIMENTARY COFFEE IN EACH ROOM
- *COLOR TV/AM-FM RADIO/HBO
- *EXERCISE ROOM
- *CLIMATE CONTROLLED HEATING & COOLING
- *FULL VALET SERVICE
- *ON PROPERTY GUEST LAUNDRY
- *24 HOUR ANSWERING SERVICE
- *ROOM SERVICE (7AM TO 10PM)
- *NON-SMOKING SLEEPING ROOMS
- *BARBER & BEAUTY SHOPS ADJACENT TO HOTEL
- *THE TONIDALE RESTAURANT - SEATING 275
HOURS M-TH 7AM TO 10PM
F-SAT 7AM TO 11PM
SUN 7AM TO 9PM
- *THE TONIDALE LOUNGE
HOURS M-TH 11:30AM TO MIDNIGHT
F-SAT 11:30AM TO 1AM
SUN 11:30AM TO 9PM
- *THE TONIDALE BAKE SHOP
HOMEMADE DESSERTS AND PASTRIES
- *THE TONIDALE CATERING SERVICE
CATERING YOUR OUTSIDE NEEDS

AVAILABLE BALLROOMS AND CONFERENCE ROOMS

CONVENTION FACILITIES

ROOM	SIZE	SQ. FT	THEATRE	CLASSROOM	BANQUET
CORINTHIAN ROOM I	38' X 23'	874	100	40	80
CORINTHIAN ROOM II	39' X 33'	1287	150	60	100
CORINTHIAN ROOM "C"	A COMMON ROOM TO I & II GIVING AN EXTRA 775 SQUARE FEET				
CORINTHIAN ROOM III	27' X 43'	1161	150	70	120
THE TONIDALE ROOM	18' X 28'	504	50	25	30
BOARD ROOMS 120 & 122	N/A	N/A	N/A	8/10 CONFERENCE STYLE	

ALL ROADS LEAD TO --- THE COMFORT INN AND THE TONIDALE
COME ON HOME.....
COME TO THE TONIDALE!

March 1987

**HOLMES SAFETY AND JOSEPH A. HOLMES SAFETY ASSOCIATION
ANNUAL MEETINGS
MAY 27-28, 1987
REGISTRATION INFORMATION**

ADVANCE REGISTRATION

A block of 50 rooms has been reserved. Advance registrations will be accepted until May 10 on a first-come, first-serve basis. Advance registrations will be acknowledged upon receipt. Room payments due on departure at hotel desk. Cancellations for dinner will be refunded, if written request for cancellation is received, no later than May 20.

**RESERVATION REQUEST--MAY 27-28, 1987
COMFORT INN-TONIDALE, PITTSBURGH, PA.**

\$34 - Single () No. of Rooms Required ()
\$38 - Double () No. of Rooms Required ()

Arrival Date _____ Departure Date _____

DINNER TICKETS--\$18.50 includes tax and gratuity*

Includes: Canadian Cheese Soup, Tossed Salad, Filet Mignon Bordelaise, Baked Stuffed Potato, Broccoli with Cheese Sauce, Bananas Foster, Coffee/Tea.

No. of Banquet Tickets at \$18.50 _____.

*Payment for dinner tickets must accompany reservation request.
Make checks payable to William H. Hoover, National Treasurer, Holmes Safety Association.

NAME _____ PHONE _____

REPRESENTING _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Please return no later than May 10, 1987 to:

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



H.S.A. SAFETY TOPIC



SOUND SENSE

Sign language is a very important skill for those of us who cannot hear. But life is a lot easier when you can hear...the words of family and friends...music...your favorite TV programs...job assignments. That's why it makes sense to protect your hearing. It is important to understand how you hear and how sound affects you. Then you can understand how to safeguard your hearing.

Sound is produced when a vibration source sets the air nearest to it in wave motion. The waves spread through the air, moving about 1,088 feet per second. The shell of the outer ear funnels the sound waves into the ear canal. As the waves continue through the ear canal, they strike the eardrum. The eardrum vibrates in response to the sound waves. The vibrations go across the middle ear, where they are amplified by tiny bones, to the inner ear.

In the inner ear, the vibrations affect thousands of small hair cells that are connected to sensitive nerve cells. The stimulation of these hair cells creates electrical nerve impulses that are transmitted to the brain by the auditory nerve. Finally, the brain translates these impulses into the sensation we all hearing.

Sound is measured in decibels. Generally, decibel measurements above 85 or 90 need consideration. Following are some typical decibel levels.

- 140--Jet aircraft
- 130--Pneumatic rock drill
- 100--Elevated train overhead
- 95--Noisy factory
- 90--Printing press
- 60--Average restaurant conversation
- 40--Birds singing
- 20--Leaves rustling

Sounds that annoy us are often called noise. But annoyance alone does not mean that the sound could lead to a hearing loss. It is necessary to find out the amount of sound that you are exposed to. There are two measuring devices primarily used to test amounts of sound in any given situation.

A sound-level meter is a hand held instrument that is exposed in the area to be tested. A needle indicates the reading on a scale calibrated for decibels.

A dosimeter is an instrument worn by the individual. As the person goes about the day's work, the dosimeter continuously measures the noise levels encountered.

Other factors to consider along with sound levels are the length of exposure and the amount of time exposed to different sound levels. The average exposure figure can be compared with standards to indicate potential for hearing loss.

There are three main types of hearing impairment.

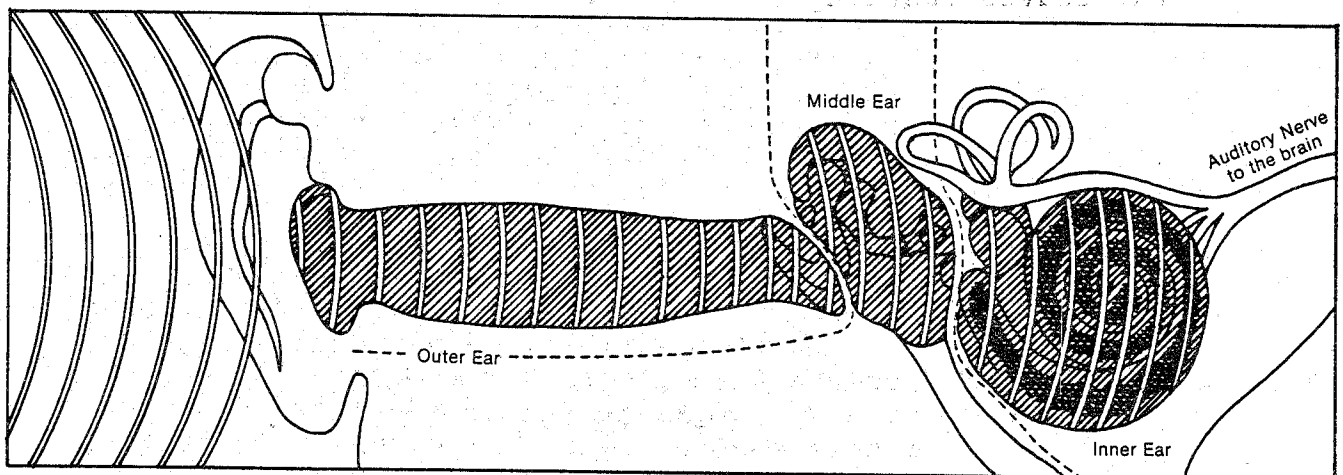
1. **Sensori-neural loss**--this type can be caused by excessive noise but it can also be caused by chronic ear infections or scar tissue from disease. This loss results from damage to the hair cells of the inner ear or damage to the auditory nerve.
2. **Conductive loss**--in this case, there is a blockage of the ear canal and sound cannot get through. Ear wax buildup can produce this type of hearing loss as can chronic infection or scar tissue in the middle ear. Noise is usually not a factor in this type of hearing loss.
3. **Mixed hearing loss**--this is a combination of sensori-neural and conductive loss. Excessive noise, disease, blockage and some medications can cause this loss.

Hearing loss can also be temporary or permanent. A temporary loss can result from exposure to high-level sound for a period of minutes or hours. After an interval of rest, hearing will return. A permanent hearing loss may result from continued, repeated exposure to high levels of sound. Hearing may not return to former levels.

Sharp, sudden sounds such as a gunshot or car screech, although startling, usually do not produce hearing damage. Loud sounds very rarely damage the outer and middle ear. However, very sharp, explosive blasts can puncture the eardrum and possibly damage the rest of the connecting system to the brain.

(SEE APRIL BULLETIN FOR PREVENTIVE ACTION TO SAFEGUARD HEARING)

The Human Sound System



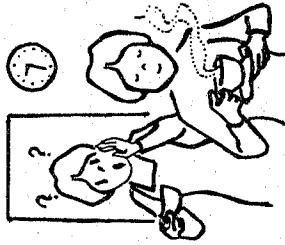
HOW NOISE CAN AFFECT YOUR HEALTH

It can DAMAGE HEARING

Exposure to excessive noise raises your hearing threshold --- the degree of loudness at which you first begin to hear.

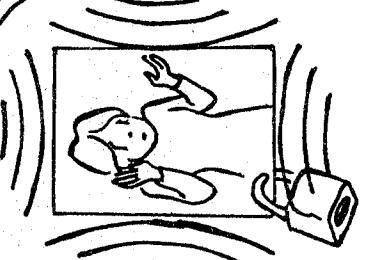
TEMPORARY HEARING LOSS

can be caused by exposure to loud noise for a few hours. Fortunately, hearing is usually restored after a period of time away from noise.



PERMANENT HEARING LOSS

occurs when the ear is continually exposed to excess noise and gradually becomes unable to recover from temporary hearing loss. This usually takes many years.



SIGNS of permanent hearing loss include:

- inability to hear high-pitched or soft sounds
- trouble understanding conversation, or speech heard over the telephone
- ringing or roaring in the ears (tinnitus).



NO CURE exists for hearing loss caused by noise.

Hearing aids do not restore noise-damaged hearing, although they help most people.

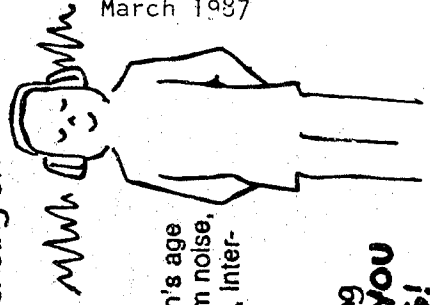
Excessive noise may **HARM OVERALL HEALTH.** Researchers believe that too much noise may contribute to:

- **MENTAL STRESS**
- **PHYSICAL STRESSES**
- **CERTAIN ILLNESSES**
- **ACCIDENTS.**



EVERYONE is affected by excess noise to some degree, depending on:

- loudness of the noise
- frequency of the noise
- length of exposure
- other factors, such as the person's age and general health, distance from noise, and whether noise is continuous, intermittent or sudden.



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Fortunately, personal hearing protection can **PROTECT YOU FROM THESE HAZARDS!**

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ABSTRACT FROM FATAL ACCIDENT

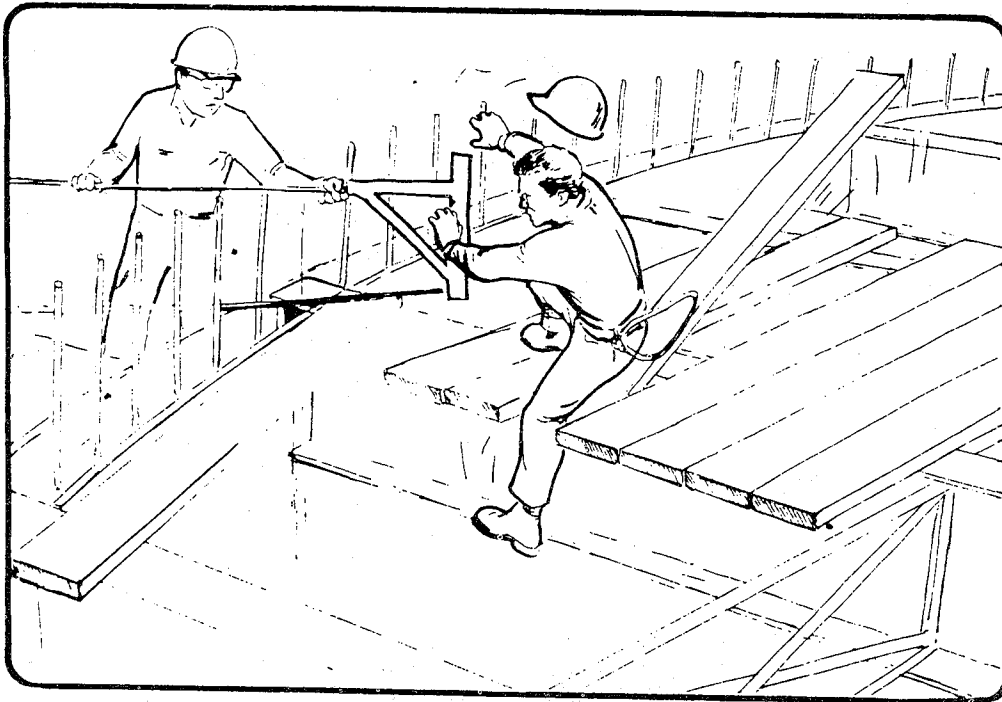
*This fatality could be discussed at your regular on-the-job safety meeting.



A 43 YEAR OLD CARPENTER HELPER WITH 3 MONTHS EXPERIENCE AT THIS MINE WAS FATALLY INJURED WHEN HE FELL ABOUT 185 FEET FROM THE TOP OF A BLENDING SILO. THE VICTIM WAS TRYING TO HANDLE A SCAFFOLD BRACKET WHILE MOVING ACROSS A GROUP OF LAID OUT FLOORBOARDS. AS THE BRACKET BECAME DIFFICULT TO HANDLE HE SHIFTED HIS FEET AND STEPPED ON THE OVERHANGING END OF A FLOORBOARD. THE FLOORBOARD TIPPED UNDER HIS WEIGHT AND HE FELL. THE VICTIM HAD BEEN USING HIS SAFETY BELT JUST BEFORE THE ACCIDENT BUT HAD DISCONNECTED IT WHEN HE REACHED THE END OF THE LANYARD.

RECOMMENDATIONS

1. SCAFFOLDS AND WORKING PLATFORMS SHALL BE OF SUBSTANTIAL CONSTRUCTION AND PROVIDED WITH HANDRAILS AND MAINTAINED IN GOOD CONDITION. FLOORBOARDS SHALL BE LAID PROPERLY AND THE SCAFFOLDS AND WORKING PLATFORMS SHALL NOT BE OVERLOADED. WORKING PLATFORMS SHALL BE PROVIDED WITH TOEBOARDS WHEN NECESSARY.
2. SAFETY BELTS AND LINES SHALL BE WORN WHEN PERSONS WORK WHERE THERE IS DANGER OF FALLING; A SECOND PERSON SHALL TEND THE LIFELINE WHEN BINS, TANKS, OR OTHER DANGEROUS AREAS ARE ENTERED.



March 1987

ABSTRACT FROM FATAL ACCIDENT

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



Fatal Roof-Fall Accident

General Information: A fatal roof-fall accident occurred at the intersection of the crosscut from the No. 3 entry into the No. 4 entry of the 6 right section of a coal mine resulting in the death of the section foreman. The victim had 18 years total mining experience, the last six years as a foreman.

Description of Accident: Upon arrival at the section, the section foreman was warned by the mine examiner that the roof in all of the working sections was bad. Mining was started at the face of the No. 2 entry and then into the crosscut between the Nos. 3 and 4 entries. The crosscut was bolted to the face when mining began and was cut through into the left corner of the face of the No. 4 entry during a previous mining cycle. The No. 4 entry was not driven a distance sufficient for the entire face of the crosscut to be cut through; therefore, it was necessary to swing the continuous miner to the right to mine the wedge of coal between the right rib of the crosscut and the face of the No. 4 entry. The face was unbolted; therefore, this left an area of unsupported roof from the line of permanent supports in the No. 4 entry to the newly created face 31 feet in length and from 14 to 20 feet in width. The roof in this entire area was defective with water coming through at several locations.

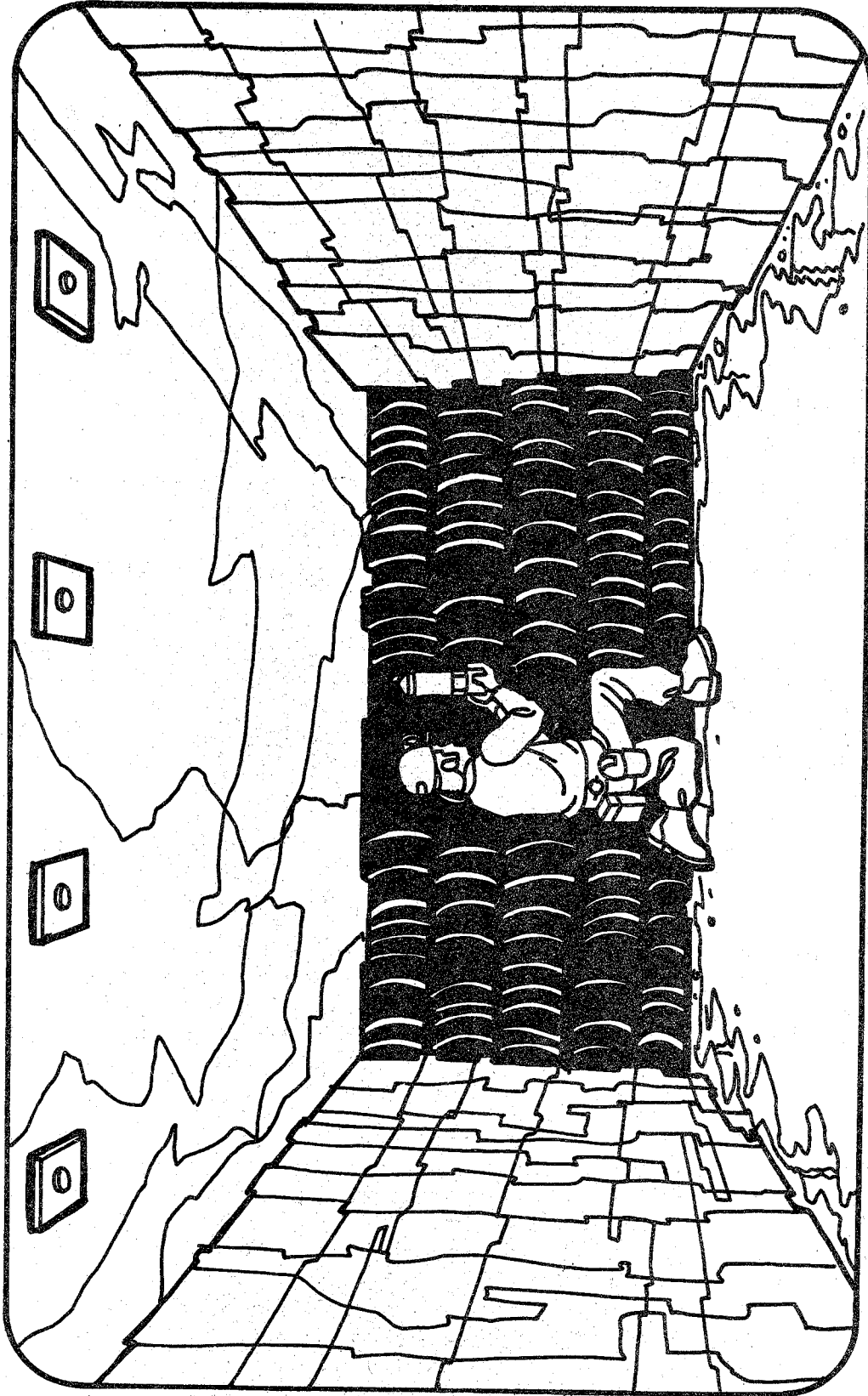
After mining was completed in the crosscut, the foreman trammed the roof bolting machine equipped with ATRS system into the crosscut. He told the roof bolter to begin bolting. The roof bolter drilled the first hole, pressurized the ATRS system against the roof mat and installed the first roof bolt. As he was torque-testing the newly installed bolt, he heard the roof fall to his right. He went to inspect the fall and saw the section foreman pinned under the rock.

Findings: The following violations of the Code of Federal Regulations were found:

1. The roof of the No. 4 entry from the last row of permanent supports was not supported or otherwise controlled adequately before mining into the No. 4 entry, nor before roof bolting operations began in the last open crosscut mined into the No. 4 entry--Section 75.200.
2. Persons were proceeding inby permanent supports to do work other than to install temporary supports and the ATRS system was not kept pressurized against the roof when work was being done inby permanent roof supports--Section 75.200.

Roof Evaluation — Accident Prevention

R.E.A.P. — a program developed by MSHA to promote health and safety awareness in mining



Your "LUCK" Stops Here!



H.S.A. SAFETY TOPIC



SAFETY RESPONSIBILITY

Everyone has responsibility for safety, but the supervisor is the most important individual in any safety program. Unfortunately, safety responsibility is not always fully understood or properly executed.

Responsibility implies a duty or trust to carry out an assignment and to perform to the best of one's ability. For safety responsibility to be effectively carried out, one must have an awareness of hazards and causes of accidents and must make a commitment to take effective action.

Failure to do this is indicated when hazardous conditions exist. A recent example of this failure involved truck drivers who saw a newly hired dozer operator performing at the controls and then made bets with each other that his erratic actions would result in an accident.

Reasons for the failure to take action could be that some people feel safety is not their responsibility and that it is up to individuals to take care of themselves. They may not have seen or been impressed with the consequences of a serious accident and may believe that chance-taking is acceptable behavior. They could fear criticism for being complainers or worriers.

Others may not be sufficiently alert to their surroundings or so intent on other business that they do not see unsafe acts and conditions.

Few people are fully aware of the costs of accidents. They may believe that insurance covers the loss. They may be aware of the direct cost of repairing damaged equipment or of treating an injury, but do not consider indirect costs such as interruption of business, poor public relations, retraining of workers and poor morale.

Most of us have heard the announcer on television say, "It's 11 o'clock, do you know where your children are?" Some supervisors may not always know where their workers are or what they are doing. If a worker is in a part of a plant that has down time, he or she may decide to go to another area to do a welding job where there may be fire or explosion hazards. Or they may decide to do a clean-up job inside an empty tank where dangerous fumes are present. They may even have decided to take a rest beside a piece of equipment that may be started up at any minute. All of these are real examples that have caused real injuries.

March 1987

It is up to the supervisor to give adequate instructions to workers, to see that they are followed, to properly coordinate work efforts and to enforce safety rules. The supervisor should not become so busy that there is no time left for activities that are known to prevent accidents.

As supervisors, it may be helpful to consider whether or not we always provide a good example for safety. For example do we:

- Always wear our seat belts when driving?
- Obey the posted speed limit both on company property and on public roads?
- Know the basics of first aid?
- Drive defensively?
- Always wear personal protective equipment such as hard hat, safety glasses and steel-toed shoes?
- Know appropriate safety rules and pass them on to others?
- Stay on the look out for unsafe acts and conditions?
- Maintain good housekeeping?

Promoting and ensuring safe behavior requires a cooperative spirit and a good attitude. A fault-finding, negative or 'know-it-all' attitude does not get good results. The supervisor must be sincerely committed to worker safety and the employee must be aware of and have a positive attitude toward accident prevention efforts.

POSITIVE PREVENTION

The bottom line of all safety programs is accident prevention, more often called loss control. Some supervisors, unfortunately, do not consider accident prevention as being an important part of their jobs--until an accident causes a serious injury or an illness occurs. They they investigate to see why the accident occurred. This is not accident prevention; it's accident reaction.

Certainly, if an accident occurs, it must be investigated to find the causes and eliminate them so that a recurrence is prevented. However, the job of a supervisor is to prevent accidents and their terrible toll in both human and financial losses by controlling the hazards that produce them.

There are a lot of positive actions that a supervisor can take to prevent accidents. By emphasizing prevention, a supervisor is better prepared to avoid all accidents, not just those that result in serious injuries. By taking this approach a supervisor will perform the safety portion of his or her job in the most efficient way. And by doing this, supervisors will have more time for the other important parts of their jobs.

(Courtesy of State of Nevada, Department of Industrial Relations, Division of Mine Inspection).

HOLMES SAFETY ADDRESS LIST
CHAPTER NAME

	CU	CS	CP	NU	NS	NP	NM	OA	TOTAL OF INDIVIDUAL TYPES	SINGLE CHAPTER TOTAL
ALABAMA	18	30	5	3	21	7	4	14	102	86
ALASKA		1	1		7	1		2	12	12
ARIZONA	1	2	2	14	100	20	18	17	174	140
ARKANSAS		1		1	9	6	2	3	22	15
CALIFORNIA				8	55	17	19	15	114	81
CANADA					4	2		6	12	12
COLORADO	30	15	3	14	12	4	8	49	135	122
CONNECTICUT					2	1	1	2	6	4
DELAWARE					1		1		2	2
DISTRICT OF COLUMBIA					1			19	20	20
FLORIDA					32	19	5	2	58	48
GEORGIA		1	1	1	26	10	5	7	51	43
HAWAII					7	3	3	1	14	8
IDAHO	1			3	7	4	7		29	19
ILLINOIS	45	35	10	9	226	39	53	69	486	394
INDIANA	7	52	13	5	158	35	34	31	335	257
IOWA	2				23	6	5	1	37	28
KANSAS		1		4	19	6	3	6	39	32
KENTUCKY	403	174	77	5	20	12	4	78	773	679
LOUISIANA				3	16	13	4	9	45	36
MAINE					3	2	1	1	7	5
MARYLAND	3	26	4		16	6	2	1	58	52
MASSACHUSETTS				1	11	5	1	1	19	12
MICHIGAN				5	31	12	6	4	58	45
MINNESOTA				1	26	7	5	4	43	39
MISSISSIPPI					20	10	5	1	36	22
MISSOURI		12		3	12	2	2	18	49	47
MONTANA	2	7		2	10		1	6	28	26
NEBRASKA				3	10				13	12
NEVADA				3	31	3	4	7	48	39
NEW HAMPSHIRE				1	5	1			7	5
NEW JERSEY		1	1		13	6	2	1	24	19
NEW MEXICO		5	1	23	16	2	4	16	67	60
NEW YORK				2	11	3	1	6	23	20
NORTH CAROLINA				1	61	25	12	2	101	73
NORTH DAKOTA		10						4	14	14
OHIO	17	76	3	4	106	33	19	38	296	251
OKLAHOMA		11		1	18	2	2	9	43	40
OREGON				1	15	7	1	1	25	18
PENNSYLVANIA				6	37	18	5	235	660	601
PUERTO RICO	129	191	39	1	2	1	1		5	2
RHODE ISLAND					1	1			2	2
SOUTH CAROLINA					18	5	4	1	28	19

HOLMES SAFETY ADDRESS LIST
CHAPTER NAME

	CU	CS	CP	NU	NS	NP	NM	OA	TOTAL OF INDIVIDUAL TYPES	SINGLE CHAPTER TOTAL
SOUTH DAKOTA				1	7	3	1	2	14	12
TENNESSEE	45	23	13	5	40	18	18	15	177	138
TEXAS		5		2	145	51	15	22	240	184
UTAH	26	5	1	8	15	1	6	17	79	68
VERMONT				1	3	1	1		6	4
VIRGINIA	436	44	32	3	77	24	24	77	717	653
WASHINGTON				1	12	5	3	5	26	22
WEST VIRGINIA	522	332	171	4	45	14	11	298	1397	1267
WISCONSIN					29	2	4	4	39	34
WYOMING	2	26	1	4	13	1	2	8	57	52
NATIONAL TOTALS	1689	1086	378	157	1605	476	339	1142	6872	5895

KEY

- CU---Coal Underground
- CS---Coal Surface
- CS---Coal Plant
- NUH--Noncoal Underground
- NS---Noncoal Surface
- NP---Noncoal Plant
- NM---Noncoal Mill
- OA--Other Administrative (various individuals and offices)

ADOPT THIS SAFETY THOUGHT

" I PLEDGE MYSELF TO ACCEPT FULL RESPONSIBILITY TO ALWAYS THINK OF MY OWN SAFETY AS WELL AS THE SAFETY OF MY COWORKERS."

IF THIS THOUGHT IS ACCEPTED IN FULL EARNESTNESS, IT CAN REASONABLY BE EXPECTED THAT YOU WILL BE ABLE TO WORK THIS MONTH AND THE MONTHS THAT FOLLOW WITHOUT A DISABLING INJURY.



March 1987

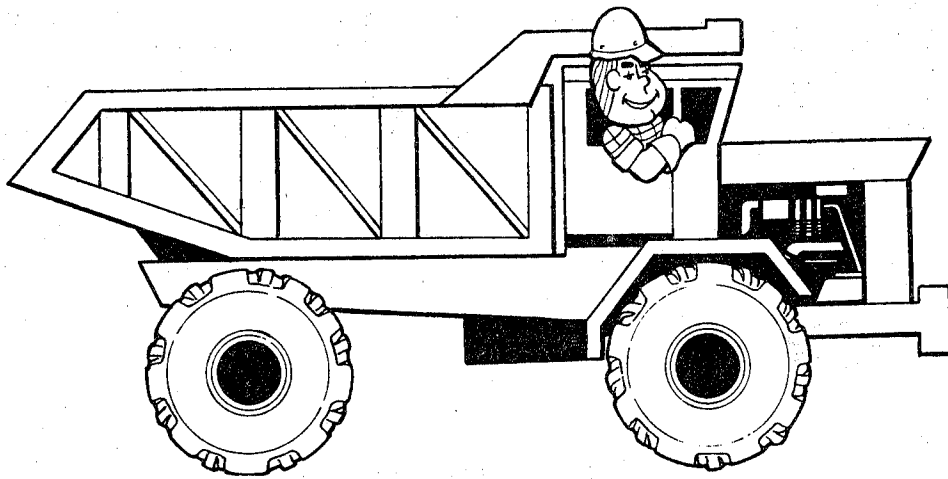
H.S.A. SAFETY TOPIC



OFF-HIGHWAY TRUCK

SAFETY MANUAL

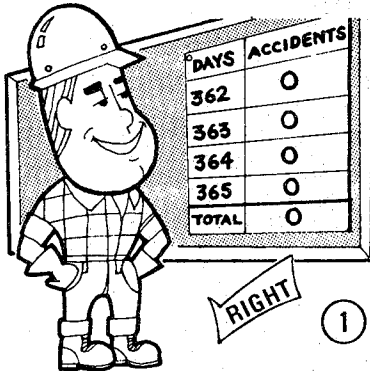
FOR OPERATING AND MAINTENANCE PERSONNEL



OPERATOR'S SAFETY MANUAL

March 1987

SAFETY 1st

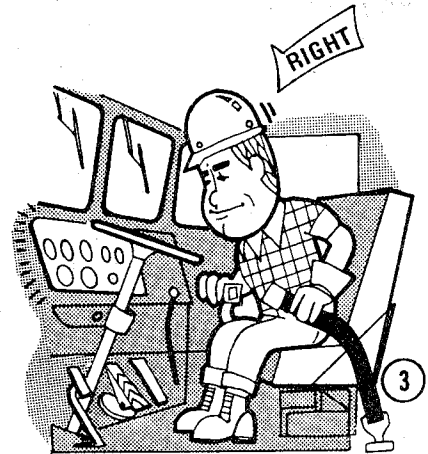


DO YOU KNOW YOUR EMPLOYER'S SAFETY PROGRAM?

Company safety records show that the greatest percentage of accidents are caused by disregard of simple safety rules. Know — observe! — the overall program... and consult your foreman for specific instructions when starting a job (1).

ARE YOU DRESSED PROPERLY FOR THE JOB?

You may need any number of special items — safety hat... safety shoes... goggles... heavy gloves, etc. — for your own protection. Find out what items are required — and wear them! (2)



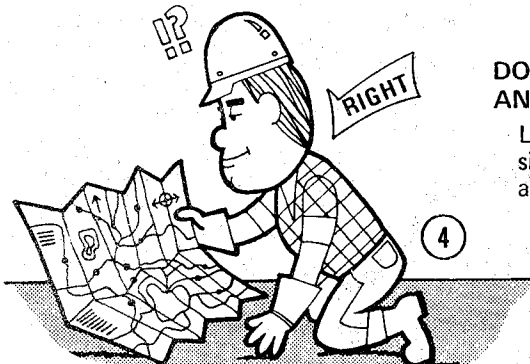
DO YOU UNDERSTAND YOUR TRUCK?

Know the capabilities of your equipment — and its limitations. Become thoroughly familiar with all controls, gauges and instruments.

If your truck is equipped with protective devices such as seat belts — USE THEM (3).

PROMOTE SAFETY

SAFETY 1st



DO YOU HAVE KNOWLEDGE OF WORKING AREAS?

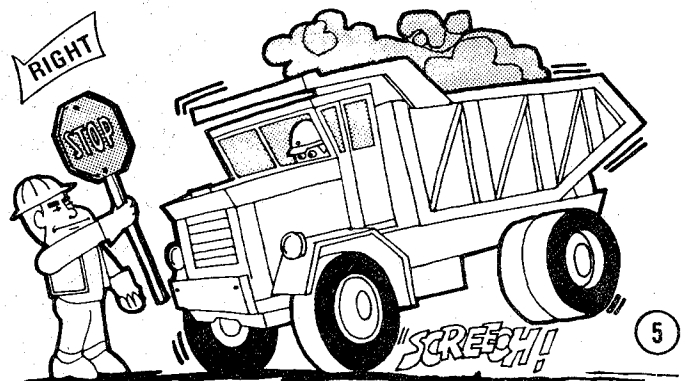
Learn — beforehand! — as much about your working area as possible (4):

- Conditions of haul roads?
- Holes, obstructions, mud or ice?
- Heavy traffic?
- Thick dust, smoke, fog?

Eliminate the element of surprise — and you'll need to deal with fewer emergencies.

DO YOU KNOW ALL SIGNALS AND TRAFFIC RULES?

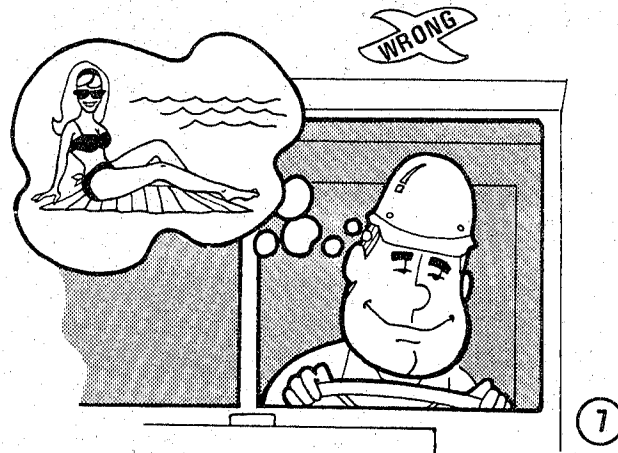
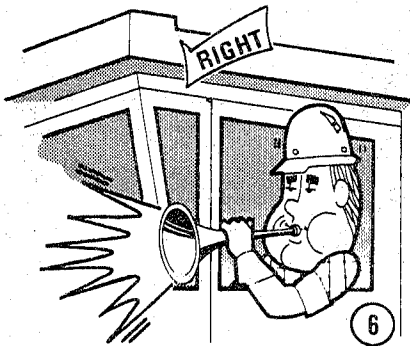
Learn the hand signals that *must be used* — by you as well as the signalman — for moving your vehicle. Know who your signalmen are — and follow their instructions (5). *Obey all signals.*



SAFETY 1st

Be sure you know direction of travel!
Signal your intent to move by sounding the horn.
For example:
Moving forward – 2 blasts
Moving backward – 3 blasts

When a signalman is not present – but other vehicles are – announce your intention to move by the same number of horn blasts (6).



Move in and out of buildings . . . through traffic . . . in and out of loading/dumping areas . . . ONLY UNDER A SIGNALMAN'S DIRECTION.

Learn to tell, at a glance, the meaning of all flags, signs, and markings – wherever encountered.

Observe *all* traffic "rules" and patterns in loading and dumping areas. Poor driving habits – speeding, hogging, tailgating, and inattentiveness – are just as dangerous here as on the highway (7).

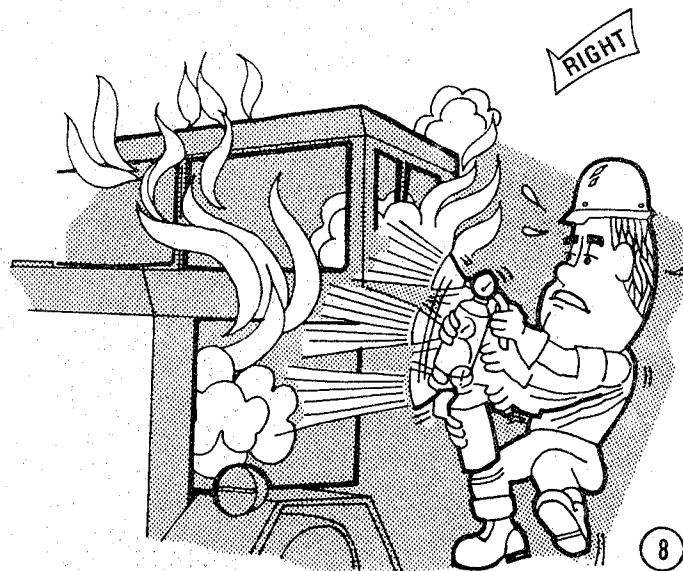
PROMOTE SAFETY

SAFETY 1st

ARE YOU PREPARED FOR EMERGENCIES?

Plan ahead – stay alert – drive sensibly – and you will avoid both *having* and causing accidental equipment damage and personal injury.

If a careless moment *does* cause an emergency – react quickly with the tools and skills at hand. Know how to use a first aid kit and a fire extinguisher (8). Know where to get prompt assistance.



An emergency calls for fast action.

SAFETY 1st

ARE YOU "SAFETY-CONSCIOUS"?

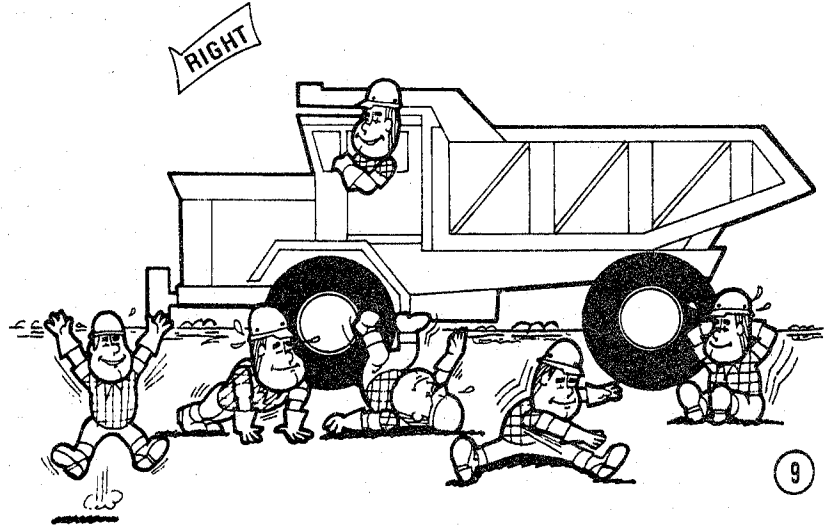
Staying healthy on the job is *your* responsibility. To help yourself — and others — keep in working shape, practice the following DAILY DOZEN (9) (10):

Always

- observe all signals
- blow horn before starting engine or moving vehicle
- mount and dismount properly
- be alert to vehicles when on foot
- heed all tire cautions
- maintain control of truck at all times

Never

- overspeed
- carry unauthorized riders
- allow ANY riders on fenders or steps
- get on or off a moving vehicle
- work on a truck in motion
- drive any vehicle that needs repair



This article is courtesy of:

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Part II will follow in next month's Bulletin.

 FLASH

 The National Council is proud to announce that Jerry Spicer, administrator/coal mine safety and health, MSHA, will address the annual meeting on May 28, 1987, at Pittsburgh, Pennsylvania.


COUNCIL NEWS

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, Coal Mine Safety and Health District 3, 5012 Mountaineer Mall, Morgantown, West Virginia, 26505 (304) 291-4277.

PENNSYLVANIA BITUMINOUS COUNCIL ANNUAL BUSINESS MEETING

The Pennsylvania Bituminous Council Annual Business Meeting will be held on March 20, 1987, at the Omni Civic Center, Indiana, Pennsylvania. For further information contact: Don Conrad, Secretary, Pennsylvania Bituminous Council, Sunray and Goucher, Johnstown, Pennsylvania 15905 (814) 533-4463



STATISTICS MAY VARY BUT IT'S A FACT THAT MILLIONS OF PEOPLE ARE HURT IN **FALLS** EVERY YEAR. WHETHER YOU'RE HURT ON THE JOB OR AT HOME, THE RESULT CAN BE THE SAME - PAIN, EXPENSE AND HARDSHIP FOR YOUR WHOLE FAMILY. SOME FALLS ARE SERIOUS... FROM MOVING OR STANDING EQUIPMENT, ROOFS, LADDERS, CATWALKS OR PLATFORMS. A TUMBLE DOWN A STAIRWAY CAN PUT YOU OUT OF BUSINESS - BUT QUICK!

FACT — MANY FALLS OCCUR WHEN PEOPLE ARE JUST PLAIN WALKING. WEAR PROPER FOOTGEAR, KEEP FLOORS CLEAN, AND **WATCH** WHERE YOU'RE GOING !!



H.S.A. SAFETY TOPIC



NEWS YOU CAN USE

Alan C. McMillan, regional administrator for the Occupational Safety and Health Administration in Atlanta, has been named by Labor Secretary William E. Brock to be acting assistant secretary of labor for mine safety and health effective January 7.

David A. Zegeer, assistant secretary for the past three years, announced his resignation to rejoin his family in Lexington, Kentucky.

A federal employee since 1966, McMillan has been head of OSHA's southeast regional office since 1983 and as such was responsible for all safety and health efforts in the region encompassing Georgia, Florida, Alabama, Mississippi, North Carolina, South Carolina, Tennessee and Kentucky. Prior to that, McMillan served as OSHA regional administrator in Chicago and as assistant regional administrator in Atlanta. He also served as OSHA management officer and as personnel officer for DOL.

McMillan received his undergraduate degree from the University of Florida and his master's degree from West Georgia College. In 1980, he completed an extensive fellowship at Harvard University and was selected for the Senior Executive Service by the Labor Department.

U.S. MINING FATALITIES--1986

There were 87 deaths in US coal mines in 1986--20 more than in 1985 but still the third best year on record for coal mines, according to an MSHA spokesperson. In the metal and nonmetal industry, a record breaking low level of 46 fatalities occurred during 1986, compared to 57 in 1985.

According to the preliminary statistics, of the 87 reported deaths in coal mines, 49 occurred at underground mines while the remainder took place at surface mines or above-ground facilities such as preparation plants.

The leading cause of coal mine deaths in 1986 was roof and rib falls which killed 28 miners. The second largest number of lives were claimed in haulage accidents, with 20 miners killed in accidents with hauling trucks, belt conveyors and other equipment used to carry people and materials.

In metal and nonmetal mining, there were 30 deaths reported at open pits, seven deaths at underground mines and three deaths at surface mines. Haulage accidents claimed the lives of 15 workers, seven fatalities were the result of electrical accidents, seven deaths resulted from machinery accidents and seven occurred as a result of slips and falls.

March 1987

METAL/NONMETAL MINE
FATALS-1-1988

	ELECTRICAL	EXPLODING VESSEL UNDER PRESSURE	EXPLOSIVES & BREAKING AGENTS	FALLING/SLIDING OF ROCK/MATERIAL	FALL OF FACE, SIDE OR HIGHWALL	FALL OF ROOF	POWERED HAULAGE	MACHINERY	SLIP/FALL OF PERSON	
ARIZONA								1	1	
COLORADO							2	1	3	
FLORIDA								1	1	
GEORGIA							1		1	
IDAHO						1			1	
ILLINOIS				2					2	
INDIANA			1						1	
IOWA							1		1	
KANSAS					1				1	
KENTUCKY	1		1			2			4	
MARYLAND								1	1	
MICHIGAN							2		2	
MISSOURI	1						1	1	3	
MONTANA							1		1	
NEVADA	1						1	1	3	
NEW MEXICO	1							1	2	
NEW YORK	1						1	1	3	
NORTH CAROLINA				1					1	
OHIO							1	1	2	
OKLAHOMA								1	1	
SOUTH CAROLINA								1	1	
SOUTH DAKOTA								1	1	
TENNESSEE							1	1	2	
TEXAS	2						1	1	4	
UTAH		1				1			2	
VERMONT				1					1	
	7	1	1	3	2	3	15	7	7	46

THE LAST WORD

Hardening of the heart ages people more quickly than hardening of the arteries.


It isn't necessary to blow out the other person's light in order to let your own shine.

There are two ways of spreading light--to be the candle or the mirror that reflects it.

The best place to find a helping hand is at the end of your arm.

Sympathy, when expressed in words, soothes the troubled heart. Sympathy, when expressed in action, takes the trouble away from the heart.

If you think you're having a heart attack, think out loud.



Chest discomfort that lasts longer than two minutes is nothing to fool around with. Play it safe and ask someone to get you to a hospital emergency room— immediately.

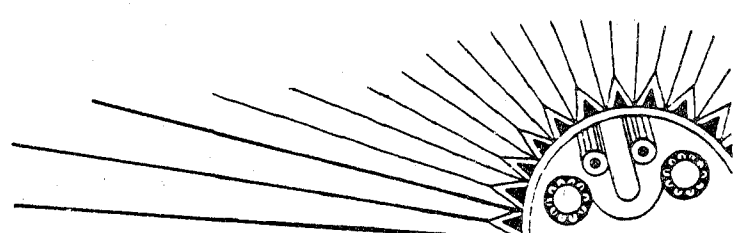
Ulcers are caused not so much by what you eat as by what is eating you.

The difference between failure and success is doing a thing nearly right and doing it exactly right.

May we take this opportunity to express our thanks and appreciation to the many chapters, state and district council officers, industry, labor, state, federal, manufacturers, suppliers and insurance companies who have unselfishly donated their time and support to this great safety Association in the past year.

1986 is now well on its way. Although we're proud of our accomplishments, we must continue to strive to establish a strong and viable safety conscious industry.

William H. Hoover, Editor



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

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

The following is the different award criteria:

Type "A" Awards - For Acts of Heroism

The awards are medals with Medal of Honor Certificate.

Type "A" - For Acts of Heroic Assistance

The awards are Certificates of Honor.

Type B-1 Awards - For Individual Workers

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

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

Type B-2 Awards - For Individual Officials

(For record of group working under their supervision)

The awards are Certificate of Honor.

Type C Awards - For Safety Records

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

The awards are Certificate of Honor.

Other Awards - For Individual Workers

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

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

Special Awards - For Small Operators

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

The awards are Certificate of Honor!

Contact: HSA Office

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

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