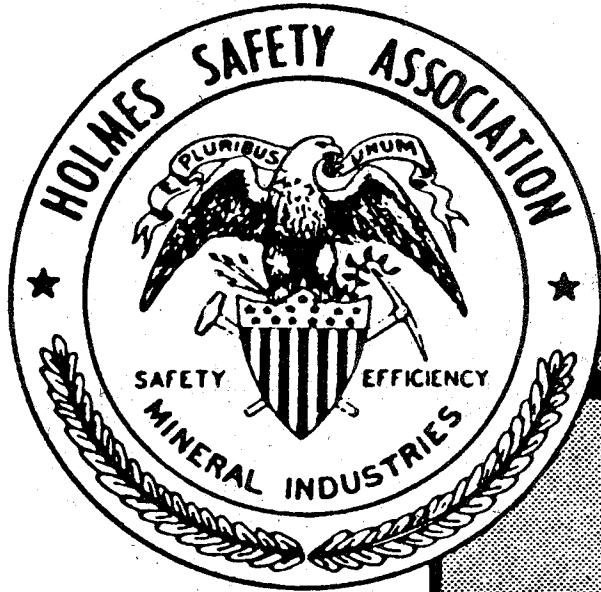


APRIL 1987



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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April 1987

<u>COMPANY</u>	<u>CHAPTER NO.</u>	<u>LOCATION</u>
Shiny Rock Mining Corporation	7066	Lyons, OR
Viking Coal Company	7067	Mouthcard, KY
Wachob Coal Corporation	7068	Mouthcard, KY
C and D Coal Company	7069	Ashcamp, KY
Blue Star Coal Corporation	7070	Regina, KY
Davenport Cement Company	7071	Buffalo, IA
Hahn Ready Mix Company	7072	Muscatine, IA
Chieftain Development Company	7073	Sardis, WV
Beaver Gravel Corporation	7074	Noblesville, IN
Wolf Creek Mining	7075	Sullivan, KY
McMillion Enp. Inc.	7076	Cliff Top, WV
McMillion Enp. Inc.	7077	Cliff Top, WV
Inco Coal Company	7078	Cliff Top, WV
Johnstown Coal Company	7079	Cabin Creek, WV
J.M. Brenner Company	7080	Lancaster, PA
Thistle Coal Company	7081	Glen White, WV
Industrial Energy Inc.	7082	Leivasy, WV
Jerico Machine Company	7083	Hansford, WV
Lucky Lady Coal Company Inc.	7084	Belcher, KY
Topper Coal Company	7085	Greasy Creek, KY
White Pigment Corporation	7086	York, PA
Action Mining Inc.	7087	Meyersdale, PA
Hamrick Run Coal Company	7088	Richwood, WV
Shaker Run Coal Company	7089	Bickmore, WV
Cedar Grove Mining Inc.	7090	Grethel, 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!!!



April 1987



MINE SAFETY AND HEALTH ADMINISTRATION

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

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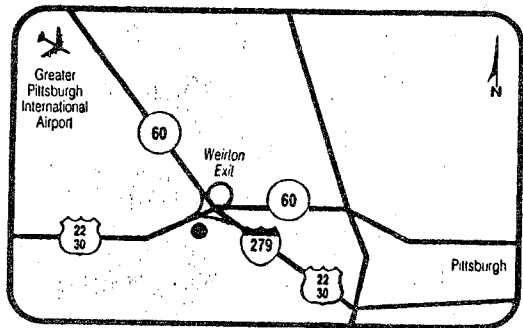
"ESPECIALLY FOR YOU"

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 concerning 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. Following dinner, there will be a band for your listening and dancing pleasure. Please see the following pages for more information.





April 1987

EASY TO FIND

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

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.

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

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!*

April 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, PITTSBURGE, PA.

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

Arrival Date _____ Departure Date _____

DINNER/DANCE 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/dance 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



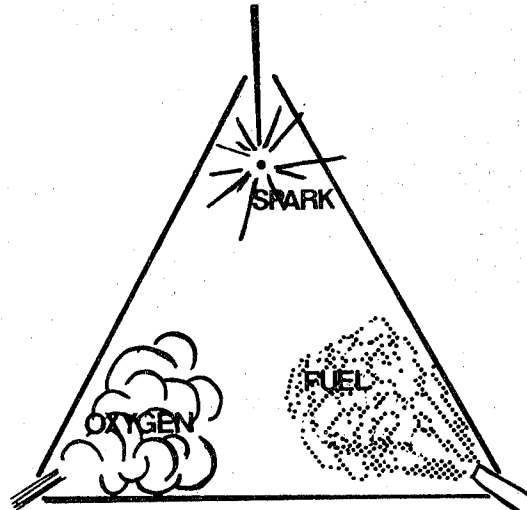
H.S.A. SAFETY TOPIC



Causes of Fire

IGNITION SOURCES

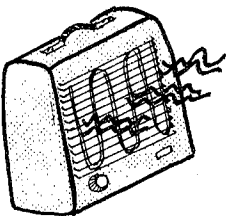
The three ingredients of a fire are illustrated in the Fire Triangle.



A liquid above its flash point releases enough vapor to form a burnable mixture with air. If this mixture of fuel (vapor) in air (oxygen) comes in contact with a spark (or other ignition source), an explosion and fire can result. In an auto engine, a burnable mixture of gasoline vapor and air is ignited by the spark plug. In the workplace, there are many possible ignition sources.

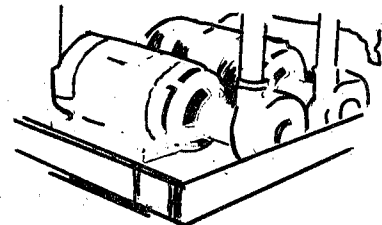
COMMON IGNITION SOURCES INCLUDE:

HOT SURFACES



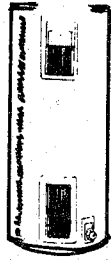
Hot Plates and Electric Coils

Overheated Bearings

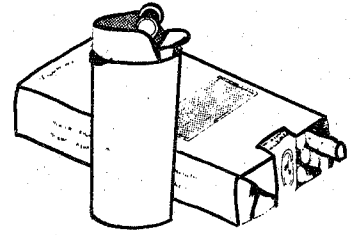


OPEN FLAMES

Pilot Lights

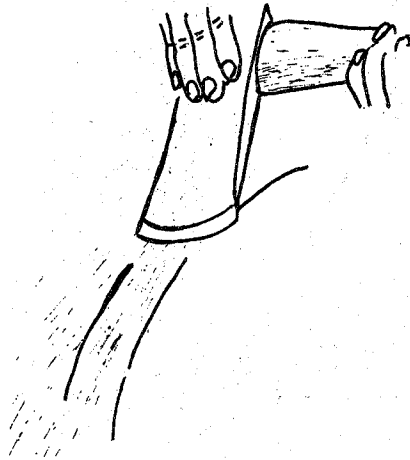


Smoking Materials

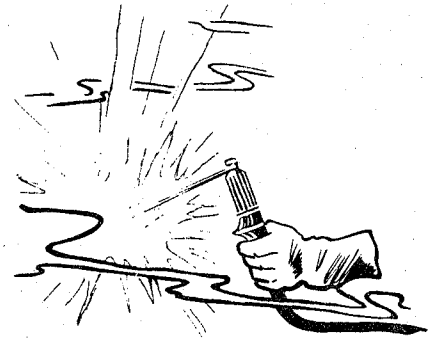


HOT PARTICLES AND EMBERS

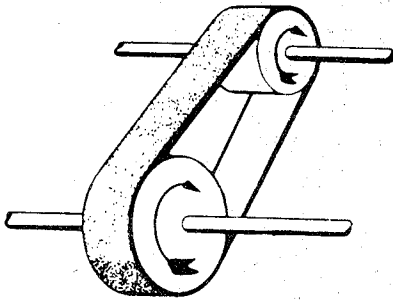
Grinders



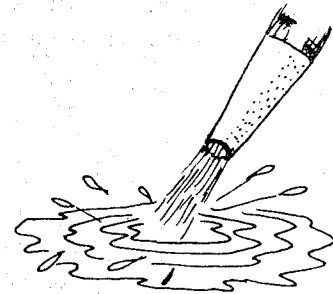
Welding



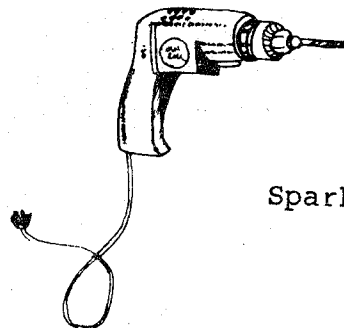
SPARKS



Static Electricity From
Rotating Belts



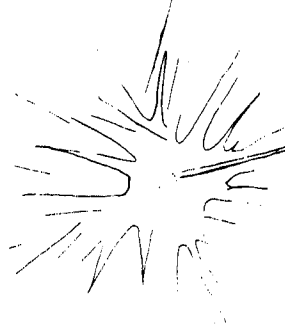
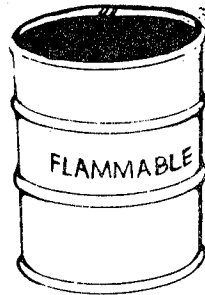
Static Electricity From Transferring Liquids



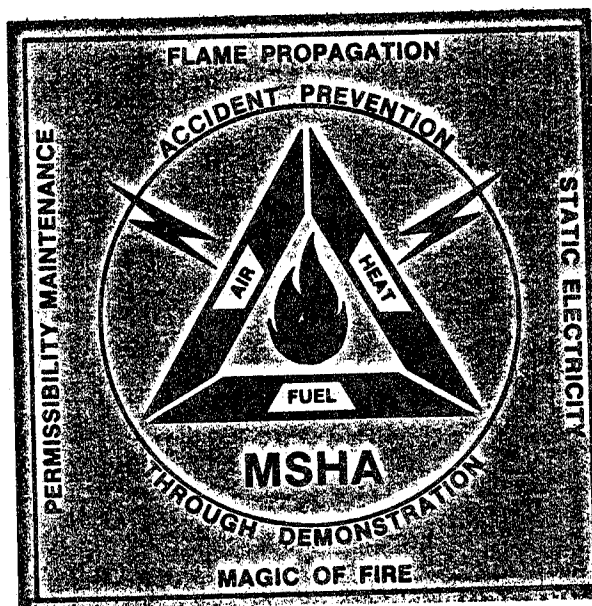
Sparks From Electrical Tools

April 1987

Vapors of flammable and combustible liquids are heavier than air. In still air, they tend to settle and collect in lower areas, and the trail of vapors can spread far from the liquid itself. If this vapor trail contacts a source of ignition, the resulting fire can FLASHBACK to the source of the vapors.



FLASHBACK and FIRE can occur even though the liquid and the ignition source are far apart.



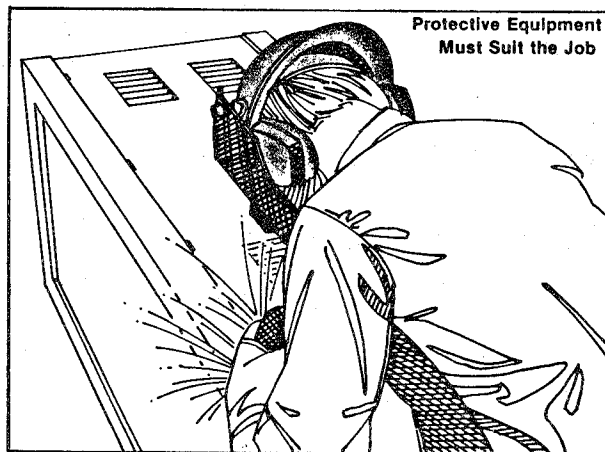


SOUND SENSE

TAKING ACTION FOR HEARING HEALTH

To avoid exposure to excessive noise and minimize the risk of hearing loss, preventive action can be taken on several levels.

1. **Engineering.** Noise may be eliminated or reduced considerably by enclosing equipment, installing acoustical barriers, redesigning machinery, or applying other engineering principles.
2. **Administration.** Administrative actions also can help to reduce noise hazards. For instance, shortening the length of time an employee is exposed to excessive noise is one solution. Job rotation might also accomplish this goal. Signs should be posted in areas where hearing protection is required. Providing information on hearing health is also very important.
3. **Personal Protective Equipment.** The third major preventive action is wearing personal protective equipment (PPE). PPE is surprisingly effective if worn properly. This is where the individual has some real control over the situation--and responsibility.



Wearing protective equipment is essential in work situations where it is impossible or infeasible to reduce noise levels to within safe bounds. Your hearing protector should suit the shape of your ear, provide the degree of protection you need, and be comfortable.

Your protective hearing equipment also must be practical in terms of job requirements such as hard hats, low overheads and face shields.

Each type of hearing protector should have a noise reduction rating (NRR) expressed in dBC's. Subtract 5dB from this rating to approximately convert dBC to DBA's. This tells you the degree to which your exposure is reduced when the protector is fitted properly. For example, one type of protector has a noise reduction rating of 29dB. Here's the effect that would have:

Level of noise in the workplace	92 dBA
29dBC (NRR) - 5dB = 24dBA	-24 dBA
Average level of noise entering ear	<u>68 dBA</u>

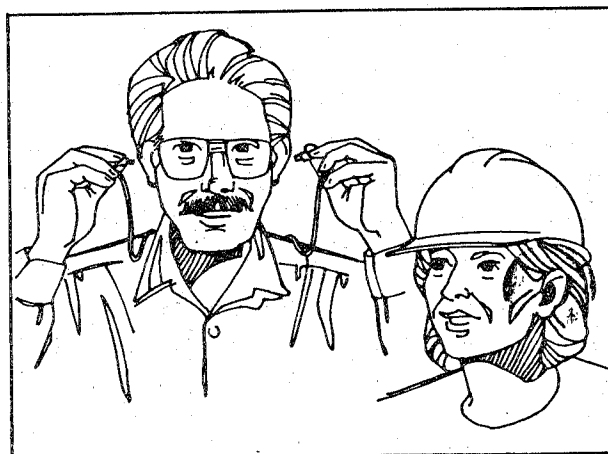
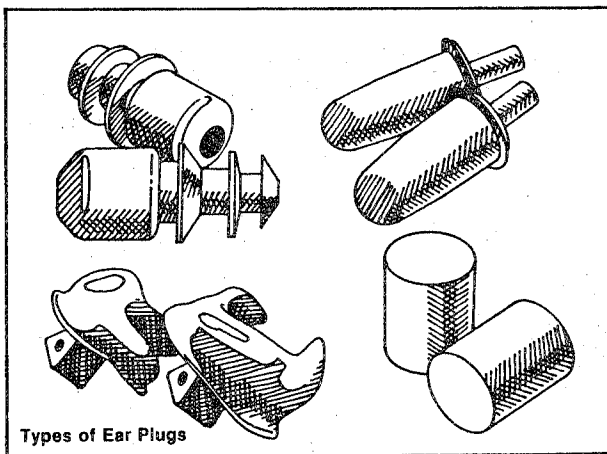
EAR PLUGS

Ear plugs are designed to be inserted into the ear canal. Since not all people have the same size ear canals, technicians may use a measuring device to achieve a good fit. Some individuals may need different size ear plugs for each ear.

Ear plugs come in a one-size-fits all variety or they may be custom-molded. The one-size-fits all type generally are disposable. Some disposable types may be twisted or rubbed into a smaller size; when inserted into the ear canal, they expand to fit.

Ear plugs may be rubber or plastic, and some are even attached to a string for easy insertion and removal in different work areas.

Ear plugs have the advantage of not restricting head clearance in tight spots. They can also be worn without affecting your hair style or glasses or interfering with other personal protective equipment such as respirators or hard hats. Ear plugs are especially effective against high sound frequencies.



There are some minor problems to be aware of when using ear plugs:

- They can work loose as you talk, chew gum, or eat. It is important to re-seat them from time to time during the day.
- Ear plugs have a short service life and must be replaced if they develop leaks or become soiled.
- Because they are small, ear plugs can be lost or forgotten.

The reusable type of ear plugs should be washed daily with soap and water. Reusable ear plugs may become stiff or worn. This will result in reduced effectiveness and possible discomfort. When that happens, replace them.

Ear plugs may cause discomfort for some people. If you experience pain or discomfort, tell your supervisor who will make arrangements to have your ear plugs adjusted properly.

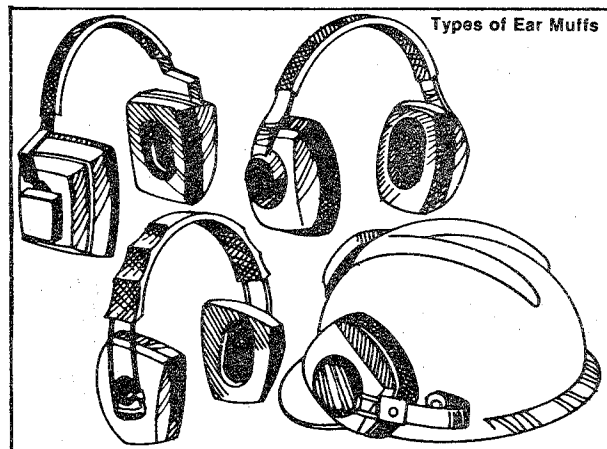
EAR MUFFS

Most ear muffs are of rigid plastic, lined with a cell-type foam or filled with some other acoustical barrier. The cushion cup and soft inner lining make them comfortable and effective to wear.

Ear muffs are fitted by adjusting the headband. The cushion cup should feel snug, with equal pressure on both ears to provide a proper seal. The cup should surround your entire ear and feel comfortable. Besides hearing protection, ear muffs can protect your outer ear from striking against or being struck by objects. However, they might get in the way when working in limited spaces. Ear muffs can also be awkward to wear with hard hats or other protective equipment. If this is the case, it's a good idea to have ear muffs that already are attached to the hard hat or can be adjusted around other equipment.

Be sure to wear your ear muffs according to the manufacturer's directions. Some are adjustable for wear under your chin or around the back of your ear. Other types are not so versatile, and their value can be reduced if they are not worn properly.

If your ear muffs become damaged or cracked, the foam lining torn, or the headband deformed, have them replaced immediately.

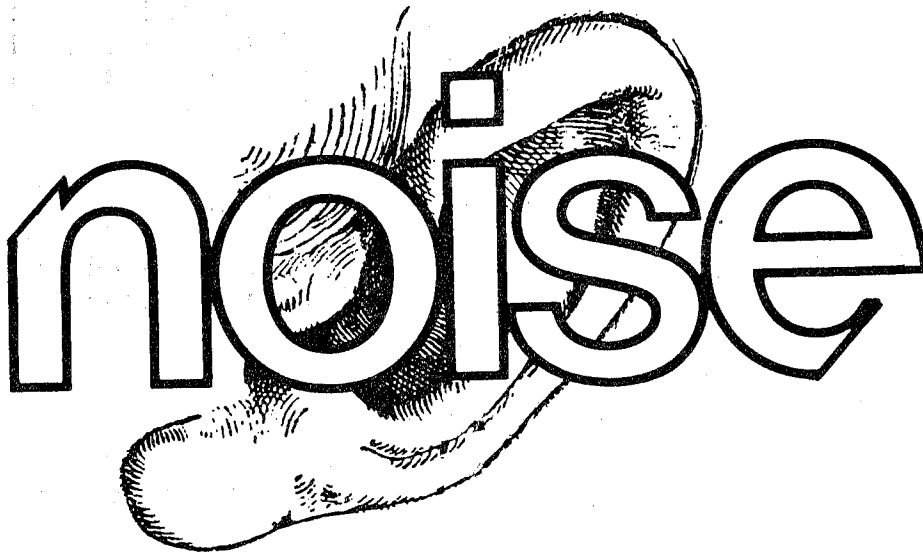


Ear plugs and ear muffs are not meant to shut out all sound. But they do reduce unnecessary noise so that communication may be better understood. By wearing hearing protection regularly, you might notice changes in some sounds and hear new sounds. Most people feel better about their job when they know that their hearing is being protected. Many find the job easier, too, when noisy distractions are reduced.

FOR THE GOOD SOUNDS

Your hearing is one of your most valuable assets. To safeguard it, it is important to have check-ups. An audiometric examination, which is fast and painless, can tell you a lot about your hearing. The test is done in an audiometric booth, where you are fitted with earphones by an audiologist or assisting technician. The record that results from your exam is called an audiogram. The first one is known as a baseline audiogram because it establishes your hearing thresholds in each ear. Future audiograms show changes that occur. The changes are called threshold hearing "shifts."

We can see how noise can affect us, you can see why protecting your hearing is necessary. It only makes SOUND SENSE. After all, we want to keep hearing the good sounds of our lives for a long, long time!



**The Number One Cause
of Hearing Loss**

ABSTRACT FROM FATAL ACCIDENT

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



Fatal Haulage Accident

General Information: A powered haulage accident occurred resulting in a bulldozer operator being fatally injured. The victim had 40 years mining experience, the last seven as a bulldozer operator. The mine was a surface coal operation.

Description of Accident: The victim arrived at the pit, started his bulldozer and proceeded to level the haul road from the pit to the spoil dumping ramp. He parked the bulldozer in front of a rock truck that was dumping a load of overburden, got out of the bulldozer cab, stood on the left crawler track of the bulldozer and motioned for a truckdriver to come over.

The truckdriver climbed out of the truck cab on the passenger side and started down the ladder when he noticed that the truck was moving forward. As he reentered the cab, the truck struck the bulldozer blade and pushed the bulldozer backwards. He applied the foot brake, shifted the transmission lever into reverse and brought the truck to a stop. He then parked the truck sideways on the ramp and went to locate the dozer operator. He found him lying on his right side with his head near the left front edge of the bulldozer blade. The victim was pronounced dead of a crushed skull.

Conclusion: Failure to engage the truck parking brake and turn the wheels into the bank when parking on a grade caused this accident. A contributing factor was the bulldozer operator parking the dozer too close to a truck dumping overburden on a grade.

Fall of Person Accident

General Information: A fall of person accident occurred at a preparation plant inflicting fatal injuries to a repairman. The accident occurred when a ladder being hoisted from the ground floor with an electric hoist became wedged between steel beams on the fourth and fifth floors of the plant. The victim leaned out between the top and middle rails around an opening in the fourth floor and began pushing on the ladder. As the ladder became free, he lost his balance and fell to the concrete ground floor.

Findings of Fact: The victim was not wearing a safety belt and line when he placed his body between the top and middle rails around an opening in the fourth floor of the prep plant. This is a violation of Section 77.1710(g). Work was being performed in a hazardous location and a safety belt and line were not being used where there was a danger of falling.

ABSTRACT FROM FATAL ACCIDENT

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



Fatal Fall of Ground Accident

General Information: A miner's helper was fatally injured when he was struck by falling ground in a pillar extraction stope. He had approximately eight weeks of mining experience.

The mine, an underground uranium mining operation, was opened by a 14-foot diameter, two-compartment, steel and concrete vertical shaft, 1,365 feet long. A 60-inch diameter borehole, 1,248 feet deep equipped with a permanent hoist and headframe served as the second opening. A modified room-and-pillar method was used to extract the ore.

Description of Accident: The victim and another miner discussed their work activity and agreed that after the 4 south drift was slushed out, the victim would rebolt the ribs and the miner would construct a bulkhead in 1 north off 1 west, located approximately 100 feet away.

Several hours later, the shift boss arrived and discussed their work plans. He then left the stope and did not check the work area where the victim was going to work. Work resumed with the miner building the bulkhead and the helper rebolting the ribs. About two hours later, the miner could hear the jackleg machine running. He felt that his helper should have had the ribs rebolted, so he entered 4 south drift to check on his helper. He found the helper under a large ground fall with only his left arm visible. He checked for a pulse and found none.

Cause of Accident: The direct cause of the accident was the failure of the mining crew and management to evaluate ground conditions in the work area.

The following factors contributed to the seriousness of the accident:

1. Twenty-four months had elapsed between first mining and the reopening of the mine.
2. The clean-up and rebolting of the ribs increased the span of the drift.
3. There was an undetected fault above the anchorage zone of the five-foot split set bolts.



Drugs & Driving

Millions of people take drugs every day and most are unaware that many of these substances affect their driving skills. Alcohol, tranquilizers, marijuana and a variety of other drugs can affect the mental and physical skills needed for safe driving--even some over-the-counter medicines can affect driving.

The effects of a drug vary significantly from one individual to the next, and even vary in the same individual at different times. The driver's age, sex, weight, emotional state, the amount of drug and when it was taken, are all factors which influence the ability to drive safely.

Taking more than one drug at a time is especially dangerous because each one can add to the impact of the other. This is particularly true when one of the drugs is alcohol.

ALCOHOL

Alcohol, a mind-altering drug that works as a sedative, changes the way a person thinks and acts. It affects judgment and coordination, and is a factor in 50 percent of America's highway deaths. It is well known that alcohol increases the sedative effects of tranquilizers and barbituates (sleeping pills). Mixing these drugs, on or off the road, is extremely hazardous.

Even caffeine, a stimulant in coffee and tea, which is supposed to help the drowsy driver stay alert, cannot make a drunk driver sober. Studies show that caffeine does not improve an inebriated subject's driving. You simply have a wide-awake drunk on your hands.

MARIJUANA

Marijuana is also a mind-altering drug. Its use affects a wide range of skills needed for safe driving--quick thinking and reflexes are slowed, causing drivers difficulty in responding to sudden unexpected events. Also, a driver's ability to "track" (staying in lane) through curves, to brake quickly, and to maintain speed and the proper distance between cars is affected.

Research clearly indicates that normal levels of driving performance are not regained for at least 4-6 hours after smoking a single marijuana cigarette. Drinking alcohol in combination with smoking marijuana greatly increases the risk of accidents.

TRANQUILIZERS AND OTHER SEDATIVE-HYPNOTICS

Tranquilizers are central nervous system depressants (drugs which slow down the body) and help relieve tension and anxiety. Major and minor tranquilizers, such as chlorpromazine (Thorazine) and diazepam (Valium), can have pronounced effects on driving skills. Studies show that prescribed doses of tranquilizers can affect driving skills by slowing reaction time, interfering with eye-hand coordination and judgment. Warnings that caution against taking these medications while driving are often ignored. Recent research suggests that driving skills are most impaired in the first hour after a tranquilizer is taken.

Flurazepam (Dalmane) is a widely prescribed sleeping pill. Studies show that this drug accumulates in the body, and the build-up can impair driving skills, even the morning after. Elderly people must be especially careful when driving the day after taking this drug, since the drug remains in the body longer than it does for a younger person.

Other sedative-hypnotic drugs, including barbiturates and quaaludes, are powerful sedatives that calm people or help them sleep. Sleepy drivers are a hazard on the road. Mixing these drugs with alcohol can double the effects of both and is extremely dangerous. **If your doctor prescribes a tranquilizer or sedative, make it a point to discuss how the drug will affect your ability to drive safely.**

STIMULANTS

Amphetamines, cocaine, phenylpropanolamine, ephedrine, and caffeine (often found in cold tablets and cough syrups) stimulate the central nervous system. Small amounts of these drugs generally make people who are tired feel more alert. However, repeated use of stimulants to combat fatigue will result in loss of coordination. Heavy amphetamine use may keep an individual awake and active for a long stretches of time, but it will also make the driver edgy, less coordinated, and more likely to be involved in a traffic accident.

OVER-THE-COUNTER DRUGS

Nonprescription drugs, such as cold tablets, cough syrups, allergy remedies, etc., purchased over-the-counter may contain antihistamines, alcohol, codeine, and other compounds that can be especially dangerous for drivers. You should read labels and pay attention to warnings (e.g., "may cause drowsiness," "do not operate machinery," "caution against engaging in operations requiring alertness"). **If you have questions about a particular drug or combination of drugs, check with your doctor or pharmacist. It is important that you understand how**

April 1987

you personally react to the drug you are using. Ask your doctor if the drugs he or she prescribes can affect your ability to drive.

EVERY DRIVER SHOULD KNOW

Driving requires a combination of thought and motor skills, a great deal of common sense, and a concern for the safety of everyone on the road. Safe driving requires an observant eye, a steady hand, and a clear head. By mixing drugs with driving, you are only asking for trouble. Why take the risk?

Workplace Hazards

A safe operation depends on employees being aware of workplace hazards, as well as on approaches being taken by management to reduce employee exposure. Training can play an important part in conveying this information to the employee. While training needs will vary according to the particulars of an operation, some suggestions are:

Impress upon the employee the need to avoid contamination of air, clothing, skin, or eyes with hazardous chemicals. Explaining the hazards may motivate workers to handle such chemicals in a safe manner.

Be sure all employees know when and how to use and how to maintain the proper personal protective equipment.

Develop and maintain a list of work practices to be observed as a part of standard and emergency procedures for each job category and post it in the appropriate work areas.

Post appropriate warning signs and operating procedures wherever hazardous materials are handled or hazardous operations are performed.

Instruct employees in the use of portable fire extinguishers. (See accompanying chart.)

Have at least one employee on each shift trained in first aid, including cardiopulmonary resuscitation (CPR).

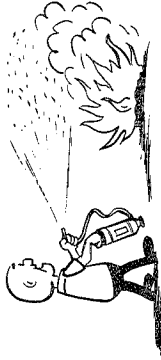
Be sure employees authorized to use either fixed or portable motorized equipment (including lift trucks) are thoroughly instructed in proper operations, inspection, hazards and in purposes served by machine guards.

Encourage good industrial housekeeping to reduce accidents and to develop in employees a sense of pride in their surroundings. Responsibilities should be specifically assigned for clean-up and (if necessary) decontamination.

Instruct employees in safe lifting practices. Such training can prevent many physical injuries.

HOW TO OPERATE

FOAM: Don't Play Stream into the Burning Liquid. Allow Foam to Fall Lightly on Fire.



CARBON DIOXIDE: Direct Discharge as Close to Fire as Possible. First at Edge of Flames and Gradually Forward and Upward



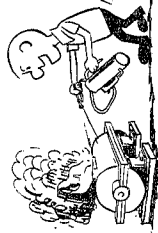
SODA-ACID, GAS CARTRIDGE: Direct Stream at Base of Flame



PUMP TANK: Place Foot on Footrest and Direct Stream at Base of Flames



DRY CHEMICAL: Direct at the Base of the Flames. In the Case of Class A Fires, Follow Up by Directing the Dry Chemicals at Remaining Material That is Burning



APPROVED TYPE OF EXTINGUISHER

MATCH UP PROPER EXTINGUISHER WITH CLASS OF FIRE SHOWN AT LEFT

FOAM Solution of Aluminum Sulphate and Bicarbonate of Soda	CARBON DIOXIDE Carbon Dioxide Gas Under Pressure	SODA ACID Bicarbonate of Soda Solution and Sulphuric Acid	PUMP TANK Plain Water	GAS CARTRIDGE Water Expelled by Carbon Dioxide Gas	MULTI-PURPOSE DRY CHEMICAL	ORDINARY DRY CHEMICAL

KIND OF FIRE

DECIDE THE CLASS OF FIRE YOU ARE FIGHTING...

... THEN CHECK THE COLUMNS TO THE RIGHT OF THAT CLASS

CLASS A FIRES
USE THESE EXTINGUISHERS

ORDINARY COMBUSTIBLES

- WOOD
- PAPER
- CLOTH
- ETC.

CLASS B FIRES
USE THESE EXTINGUISHERS

FLAMMABLE LIQUIDS, GREASE

- GASOLINE
- PAINTS
- OILS, ETC.

CLASS C FIRES
USE THESE EXTINGUISHERS

ELECTRICAL EQUIPMENT

- MOTORS
- SWITCHES
- ETC.



H.S.A. SAFETY TOPIC



OFF-HIGHWAY TRUCK SAFETY MANUAL

FOR OPERATING AND MAINTENANCE PERSONNEL

OPERATOR'S SAFETY MANUAL

2nd THOUGHTS BEFORE OPERATION

IS EQUIPMENT READY?

Equipment not properly prepared for operation is unsafe equipment. Run a careful check at the beginning of your shift. If you find something that needs attention, THINK TWICE before deciding to "let it go this time." Even minor mechanical defects can lead to accidents and personal injury.

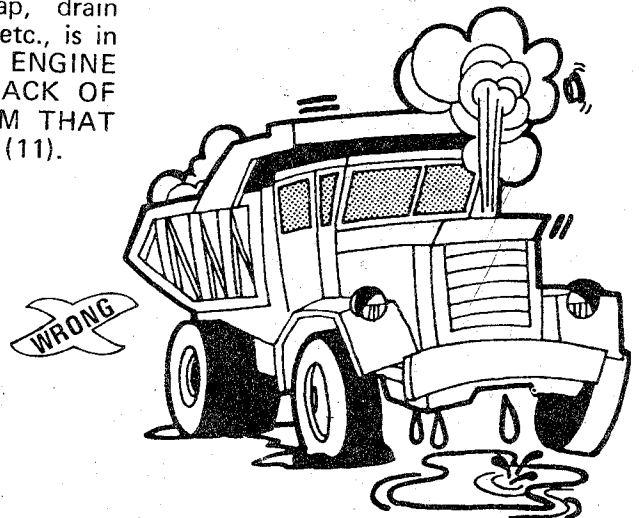
You'll avoid problems by *assuring yourself*

... THAT all fluid systems are properly full and completely leak free. HYDRAULIC STEERING FAILURE FROM LOW OIL LEVEL CAN BE A PROBLEM WHEN TURNING.

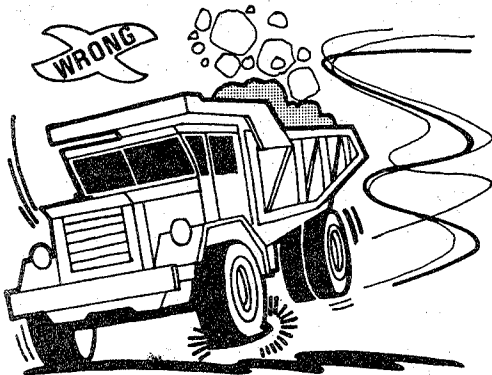
... THAT the air system is not damaged or losing air and tank(s) are free of water. BRAKE FAILURE FROM LOSS OF PRESSURE IS A SERIOUS PROBLEM.

... THAT every cap, drain cock, valve, fitting, etc., is in place and secured. ENGINE SEIZURE FROM LACK OF OIL IS A PROBLEM THAT CAN GROUND YOU (11).

... THAT any broken, defective or missing parts are replaced. INOPERATIVE HEADLIGHTS BECOME A PROBLEM WHEN VISIBILITY IS POOR.



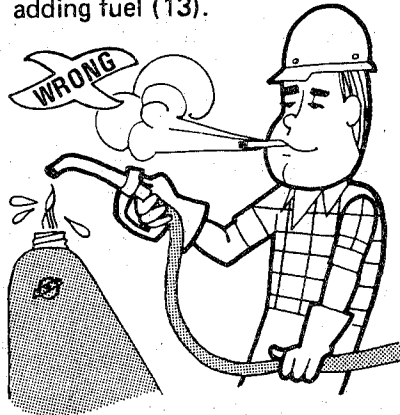
2nd THOUGHTS BEFORE OPERATION



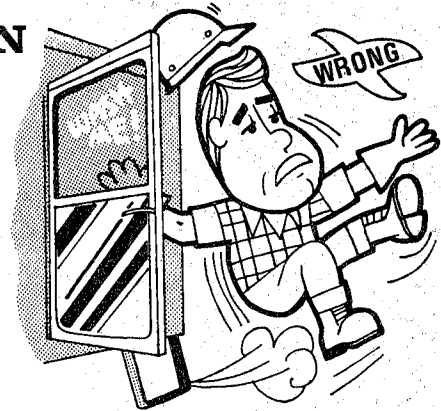
... THAT tires are correctly inflated; show no cuts, bulges, burnt beads, irregularities or abnormal wear; duals are equally matched and equally inflated; and rock ejectors are in place, if truck is so equipped.

A BLOWOUT AT HIGH-SPEED IS A PROBLEM THAT BECOMES AN EMERGENCY (12).

You'll be safer around equipment, if you ... PUT OUT THAT CIGARETTE before checking or adding fuel (13).



... RELIEVE ALL PRESSURE before checking radiator coolant and hydraulic and air pressure systems.



You'll see a lot better, if you

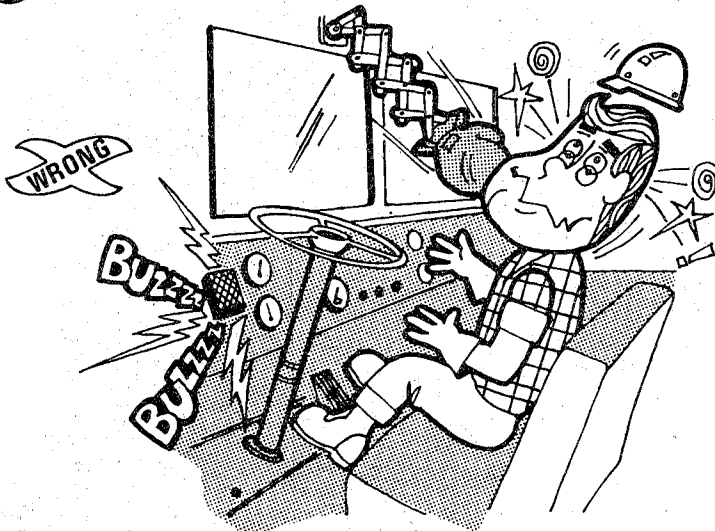
... Clean all windows, inner and outer mirrors, and outside light lenses.

You'll avoid accidents, if you

... Clear the cab steps, grab rails, floor and seat of mud, oil, water — and ice in freezing weather (14).

... Keep floor free of debris and tools.

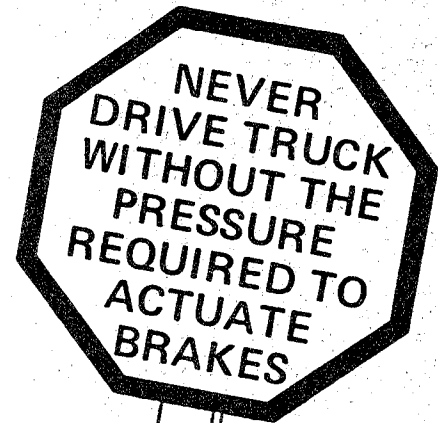
3 RULES FOR SAFE STARTING



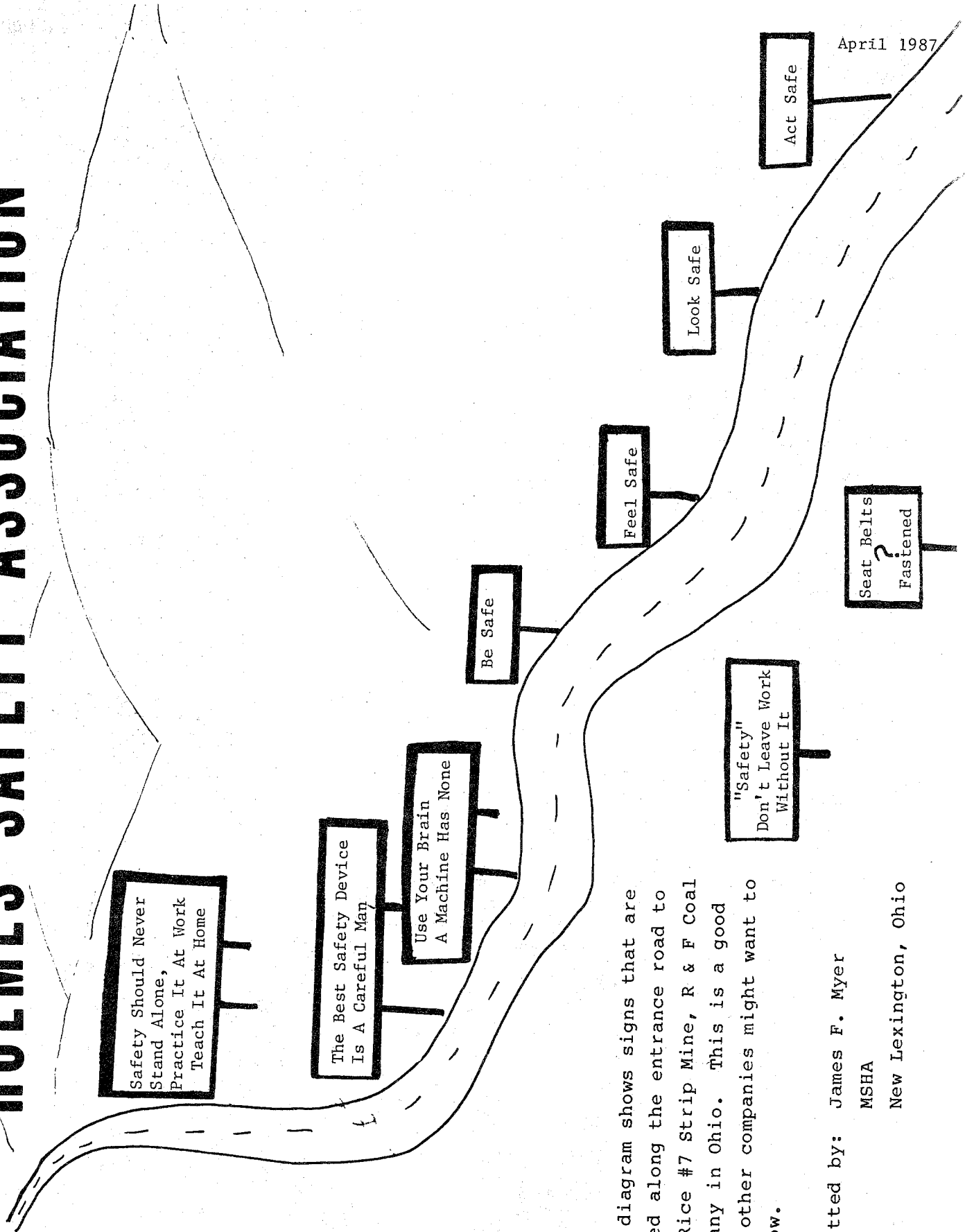
Now test your controls for proper functioning:

- SERVICE BRAKES
- HOIST OR DUMP
- STEERING
- WARNING DEVICES
- EMERGENCY CONTROLS.

AGAIN — check brake pressure (21). If gauge doesn't register correct P.S.I. — or if warning indicator is on — SHUT DOWN AND CALL MECHANIC.



HOLMES SAFETY ASSOCIATION



This diagram shows signs that are posted along the entrance road to the Rice #7 Strip Mine, R & F Coal Company in Ohio. This is a good idea other companies might want to follow.

Submitted by: James F. Myer

MSHA

New Lexington, Ohio



H.S.A. SAFETY TOPIC



CAUTION--WALKWAYS

The following are general requirements for maintenance of walking and working surfaces:

- °All work areas, passageways, storerooms and service rooms must be kept clean, orderly, sanitary and as dry as possible. All spills should be cleaned up promptly. Floors in work areas must be kept free of scrap, chips, oil and coolant spills and other debris.
- °Areas which are constantly wet should have non-slip surfaces or mats where employees must walk or work.
- °Every floor, working place and passageway must be maintained free from protruding nails, splinters, holes and loose boards.
- °Where mechanical handling equipment, such as lift trucks, is used, sufficient safe clearance must be provided for foot and vehicular traffic.
- °No obstructions that could create a hazard are permitted in aisles.
- °All permanent aisles must be marked and easily recognizable.
- °Floorload capacities must be posted in a readily visible location. The floor load capacity is the maximum weight which can be safely supported by a floor, expressed in pounds per square foot.





H.S.A. SAFETY TOPIC



PLEASE GOD...

On August 25, 1986, I was getting ready to go to work the 4:01 shift. I picked up my two buddies and we headed for work. This day was no different than any other day. We went into the mine, went to our section and continued on with our daily routine. We had just finished mining a place, backed the miner up and proceeded to set posts. I took a post and headed toward the face while my buddy was still setting his post. I took three steps in and before I knew it, a huge piece of rock came down on top of me. The next thing I remember was hearing my wife tell the mortician that I was indeed her husband.

The hardest part was the funeral. My buddies from work came in with tears in their eyes, expressing their deepest sympathies to my wife and kids. One by one, the members of my family approached my casket. I heard someone say, "What a shame, he's so young." A man approached my wife and informed her that he would be closing the casket in five minutes. She and the kids were there crying, begging God to bring me back. I started to cry then. Why had I taken such a foolish chance, not following the roof control plan? Why didn't I listen to the people who told me I could become a victim by taking chances? My cries went unheard. A man came and asked my wife and children to step back. He removed the flowers, tucked in the cover and proceeded to close the casket. PLEASE GOD, DON'T LET ME BE DEAD. GIVE ME A SECOND CHANCE PLEASE. I PROMISE I WON'T DO IT AGAIN! Then the lid was closed.

When it comes to human life, there are no second chances. If you work safely and don't waste your first chance, you could be lucky enough not to end up like me.

*Courtesy of Local #1412 News

MAKE SAFETY A DAILY HABIT

SAY NO DRUGS!



H.S.A. SAFETY TOPIC



Don't Learn Accidentally!

Not every dangerous act causes an accident. But few accidents would be caused without dangerous acts of some nature. For instance, an employee in a large industrial plant was injured when she dropped a heavy box on her foot. Another employee at the same plant, but in a different department, caught his hand in a press the same day.

These accidents may appear to be different, but basically they were identical. This is because accidents don't just happen--they're caused and in these cases, the cause for both mishaps was an unsafe act. One person attempted to carry a box that was too heavy. The other person didn't use guards on his machine.

The causes of accidents can almost always be traced to an unsafe act, an unsafe condition or a combination. So if someone trips over a tool box, similar accidents won't be eliminated by just keeping tool boxes off the floor. The cause of the accident must be eliminated by keeping everything off the floor that doesn't belong there.

If we're going to avoid accidents, we should have a pretty good idea of what causes them. Unsafe conditions usually are caused by careless housekeeping, improper loading or piling, defective or broken equipment, and by not having guards on machinery. Some of the more common unsafe acts are reaching into running machinery, unsafe speeds, not using safety guards, not wearing protective equipment, unsafe tools or equipment, unsafe handling of materials and horseplay around the workplace.

There are general steps that can be taken to avoid unsafe conditions. First, stay alert on the job and don't let routine or familiarity lure you into carelessness. In addition, know your job. The more you know about your job, the safer you'll be. Ask questions when you are unsure. Always follow safety rules. Everyone has to make a personal contribution to safety or the best planned safety program will not work. Certain rules have been made for your protection.

It's human nature to form habits. When you break a safety rule, you've taken the first and most important step in forming a bad habit, a habit that can lead to an injury. Good habits, such as noticing unsafe conditions and correcting them immediately are just as easy to form.

When we all realize that accidents don't just happen--they are caused, we will see that something can be done about them. We need to all do our share to eliminate causes.

(Courtesy Michigan Department of Labor).

MEETING ANNOUNCEMENT

WILLIAM "SCOTTY" GROVES DISTRICT COUNCIL

HOLMES SAFETY ASSOCIATION

MEETING PLACE: HUGO'S RESTAURANT, ROUTE 40, CENTERVILLE, PA.

DATE & TIME: MARCH 12, 1987 6:30 PM

PROGRAM: SPONSORED BY MSHA-WAYNESBURG FIELD OFFICE

SPEAKERS: MR. JOSEPH PAVLOVICH AND MR. KENNETH ELY, MSHA - DISTRICT 7
BIRMINGHAM, ALABAMA

TOPIC: RESCUE AND RECOVERY OF JIM WALTERS NO. 3 MINE FIRE

CLASS	FEBRUARY ATTENDANCE AWARDS	FEBRUARY LOW ACCIDENT FREQUENCY
I	SHANNOPIN MINE	BETH ENERGY NO. 60 - SOMERSET
II	B & M CHESS COAL CO.	DUNKARD MINING
III	MSHA - WASHINGTON	

PROGRAM SPONSORS FOR NEXT MONTH: TO BE ANNOUNCED

Dinner reservations can be placed by calling:

Jim Erlinger at (412) 745 - 3420

NO LATER than 3:00 PM on the Wednesday preceeding the meeting.

ALL MEETINGS WILL BE HELD THE SECOND THURSDAY OF THE MONTH,
UNLESS OTHERWISE NOTIFIED.

THANK YOU!

Jim Erlinger, Secretary

Drawer D

Finleyville, PA 15332

(412) 745 - 3420

Ray Kocik, President

423 Glenn Avenue

Carnegie, PA 15106

(412) 276 - 3328

NOTICE TO COUNCIL PRESIDENTS AND SECRETARIES: THIS DISTRICT COUNCIL MEETING ANNOUNCEMENT TELLS THE "WHOLE STORY." YOUR COUNCIL MAY CARE TO USE A FORM SIMILAR TO THIS.

WILLIAM H. HOOVER, NATIONAL SECRETARY

THE LAST WORD

It was a hot day and the schedule called for loading heavy cases into freight cars. So, when Sam asked to be shifted to other work, his boss was a bit suspicious.

"What's wrong, Sam?" he asked.

"It's my bursitis," Sam said. "I can't lift my arm above my waist."

"That's too bad, Sam. How high can you usually lift it?"

"Oh, right straight above my head," responded Sam and promptly did!

Be Generous. Remember that it is the productivity of others that makes possible your position.

If you don't have time to do something right, when will you have time to do it over?

A mechanic for a trucking company asked to be excused from jury duty because he was so busy at work. "Oh," said the judge, "you're one of those people who thinks the business can't operate without you."

"No, your Honor," replied the mechanic. "I know very well they can operate without me, but I don't want them to find out!"

A lot of people love their jobs. It's just the work they hate.

An ounce of constructive criticism is worth a pound of complaints.

DON'T FORGET *MAY 27 & 28, 1987*
 CUT OUT AND MAIL YOUR RESERVATIONS FOR THE H.S.A. NATIONAL COUNCIL & J.A.H.S.A ANNUAL MEETINGS.
 CHECK IN THURSDAY EVE., COCKTAIL PARTY, FRIDAY, GREYLINE TOUR OF PITTSBURGH., BOAT RIDE & SHOPPING STATION SQUARE, AFTER MEETINGS, COCKTAIL PARTY 4:30 TO 6:30 PM, AWARDS BANQUET 7:PM., DOOR PRIZES, GIFTS GALORE AND DANCE TO MUSIC FROM THE 40'S TO THE 80'S WITH OUR GUEST OF HONOR JERRY SPICER.



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

BULK RATE
POSTAGE & FEES PAID
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