JUNE 1987

HOLMES SAFETY ASSOCIATION

E PLURIBUS UNUM

SAFETY EFFICIENCY

MINERAL INDUSTRIES

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.

June 1987

IN THIS ISSUE...

June 1987

COMPANY	CHAPTER NO.	LOCATION
P & C Bituminous Coal Inc.	7152	Catlettsburg, KY
C & H Coal Inc.	7153	Printer, KY
Mullins Trucking Co.	7154	Dixie, WV
Steve & Son Trucking	7155	Belva, WV
Swiss Trucking Inc.	7156	Swiss, WV
Kasson Sand & Gravel Co.	7157	Maple City, MI
King Quarries Inc.	7158	Zanesville, OH
MPW Industrial Services Inc.	7159	Hebron, OH
Elmer's Crane & Dozer	7160	Traverse City, MI
Zeigler Coal Co.	7161	Sparta, IL
Zeigler Coal Co.	7162	Sparta, IL
Spray Aggregate Inc.	7163	Columbus, IN
Tuscola Stone Co.	7164	Tuscola, IN
Minutemen Coal Co.	7165	Castlewood, VA
Echo Valley Fuels Coal Co.	7166	Harold, KY
Coal-Well Energy Inc.	7167	Louisa, KY
Production Coal Co. Inc.	7168	Honaker, KY
Amy Coal Inc.	7169	Allen, KY
Long Fork Development Inc.	7170	Davella, KY
Demotta Peerless Coal Co.	7171	Helvetia, WV
Carter-Roag Coal Co. Inc.	7172	Helvetia, WV
Carter-Roag Coal Co. Inc.	7173	Elkins, WV
Lincoln Contracting	7174	Boswell, PA
Jeffco	7175	Sitka, KY
See Engineers & Associates	7176	Mill Creek, WV
Graybeal's Indian Creek Coal Co.	7177	Braxton, WV
Penn State University	7178	State College, PA
Sutton Hardware Inc.	7179	Sutton, WV
Rhodeway Trucking	7180	Sutton, WV
Becky Mining Inc.	7181	Grundy, VA
Harrison Steel Casting	7182	Attica, IN

June 1987

COMPANY	CHAPTER NO.	LOCATION
Stonehenge Gravel Co. Inc.	7183	Richmond, IN
Emmet County Road Commission	7184	Petoskey, MI
Hall Cole Inc.	7185	Elkhorn, KY
Blair Coal Co. Inc.	7186	Elkhorn, KY
Hall Cole Inc.	7187	Elkhorn, KY
Millard Area Vocational Educ.	7188	Millard, KY
Solar Fuel Company Inc.	7189	Hooversville, PA
Berry Materials	7190	Versailles, IN
Scott County Stone	7191	Scottsburg, IN
Meshberger Stone Inc.	7192	Columbus, IN
Meshberger Stone Inc.	7193	Pennville, IN
Owsley Limestone Co.	7194	Salem, IN
Mt. Carmel Sand & Gravel Co. Inc.	7195	Mt. Carmel, IL
Supreme Energy Inc.	7196	Racine, WV
Gale Coal Co. Inc.	7197	Hurley, VA
Wyoming Sand & Stone Co.	7198	Tunkhannock, PA
Herring Construction Co.	7199	St. Charles, KY
Lynn Woods Contracting	7200	Zanesville, IN
Industrial Welding & Machine Corp.	7201	Atkins, VA
Grace Elkhorn Coal Co. Inc.	7202	Meta, KY
LGR Rock Products	7203	Tucson, AZ
Bridger Coal Co.	7204	Rock Springs, WY
Big Boot Mining Inc.	7205	Grundy, VA
Sweatbee Coal Co. Inc.	7206	Grundy, VA
Capital Coal Corp.	7207	Big Rock, VA
Arroyo Rock & Sand Materials Inc.	7208	Tucson, AZ
M & V Fuel	7209	Pruntytown, WV
Amax Coal Co.	7210	Harrisburg, iL
Tygart Mining Inc.	7211	Philippi, WV
Dunbar Coal Co.	7212	Hartford, KY
Wind Ridge Coal Co. Inc.	7213	Beaver Dam, KY

H.S.A. SAFETY TOPIC

INTRODUCTION

It has been our pleasure having you as a member of the Holmes Safety Association. We hope you have been taking full advantage of the safety topic material your membership provides.

The monthly safety bulletin includes safety topic material for on-the-job safety meetings. Plese note that the Bulletin contains monthly meeting report form, which we hope you will complete and return, postage-paid.

This is a landmark year--the 61st anniversary of the Holmes Safety Association. From its introduction in 1926, the Association has become one of the supreme safety organizations, assuring to the mining, minral extractive and allied industries a high level of safety services.

This concept has not changed in five and one-half decades. The world has changed; more employees are now traveling further and more often. The pace has quickened with less time for the most important phase of our job--safety meetings. As a result, accidents continue to claim life and limb of too many.

To assist you, the safety leader, in these times, the Bulletin should save you and your employees time and effort and provide educational safety material at most levels of your mining operations.

In 1964, there were about 200 coal safety chapters. To date, there are more than 4,950 safety chapters covering coal, metal and nonmetal and other industry related operations.

We appreciate your past and continued membership and support. In the months and years to come, we will continue to search for ways to increase the value of safety material to you.

William H. Hoover
National Secretary
Holmes Safety Association

H.S.A. SAFETY TOPIC

TAILGATE SAFETY MEETINGS

Here are a few points to remember to make "tailgate" safety meetings as effective as they can be--as effective as they actually are at many of the deep and open-pit mines that are making the most of their meetings.

(1) Hold a meeting at least once a week. Regular meetings will provide the feeling that meetings are a regular and important part of the job.

(2) Hold the meeting at the beginning of a shift, right after lunch or after a break. Perhaps the best time is at the beginning of the shift when everyone is alert.

(3) Hold the meeting right on the job.

(4) Limit each meeting to between 10 and 15 minutes. If the discussion gets too involved, make sure to continue the subject at the next meeting.

(5) Spend some time and thought preparing for the meeting.

(6) As the leader, open the meeting by presenting the subject for discussion but try to get the group involved by asking for suggestions on how to solve problems.

(7) Use positive approaches and conclusions whenever possible.

(8) Always review unsafe acts or procedures that you have observed to introduce safe practices but don't mention names or focus blame at the meeting.

(9) Discuss how a piece of new equipment should be operated safely.

(10) Review a good safe job recently completed by your own group or in your organization.

(11) Review an unsafe condition that was not promptly corrected with emphasis on the injury that could have resulted.

(12) Let the miners talk.

Following are two examples of how to get a safety talk started.

A--Safeguarding Machinery.

Guards are placed on machines to prevent a person from contacting moving parts. Scores of workers are injured or killed each year because guards are left off of machines. Why? Let the group give reasons for this. Some reasons often given are:

1. No time to replace it.
2. The boss said, "Let's go."
3. Wanted to be sure the machine was operating properly before installing the guard, but it was left off indefinitely.
4. Guard did not fit a new drive.
5. Had to remove guard to adjust or lubricate.
6. Could not do the work with the guard on or the guard slowed the operator down.
7. Ran these machines without a guard for years and never got hurt.

Each of these reasons have been given thousands of times and sometimes followed by serious injuries. After the accident, positive corrections are taken, attitudes are changed and safety measures are revised. But that should be done beforehand and that is the purpose of the safety meeting.

B--That Fraction of a Minute.

It takes only a few seconds to climb out of the seat of a truck or shovel to the ground. Yet drivers of these vehicles sustain more injuries in that fraction of a minute than in any other single phase of their work.

They slip, fall, step on blocks, rocks, curbs, tools or into holes. Why does this happen?

1. Do they move too fast?
2. Are they thinking of something else to the exclusion of their job?
3. Develop other answers from the group as to why this occurs.

You are holding a meeting of a group of miners who are trained, experienced and safety-conscious. They have discussed the why of these fraction of a minute accidents. Now try to get them to determine how to create a positive desire to break hazardous habits regarding this simple operation. Everyone could climb out of their truck safely if they could be motivated to think of their own safety while doing it.

H.S.A. SAFETY TOPIC

THE COMMON NAIL

The exposed point of a nail can be dangerous because it can easily tear or puncture human flesh.

To meet this hazard, it is necessary to eliminate it by acquiring the habit of removing or hammering down projecting nails. In addition, we should keep our eye open for projecting nails and quickly examine old lumber and similar objects before handling them. Glance around the working place to see if there are any projecting nails. Even the rough heads of nails can cause a severe gash so they should not be overlooked.

In addition, good sturdy footwear will protect our feet against nails projecting from platforms, old lumber and surfaces on which we walk or step.

Similarly, a pair of sturdy work gloves or mitts will provide a certain amount of protection for hands when handling material which may contain projecting nails.

Nail wounds should be avoided but never ignored. There is always the possibility of a nail wound becoming infected.

While nails can get their point across and give us a bad time, we can meet this hazard by the exercise of normal alertness.

HOUSEKEEPING REFLECTS ATTITUDES

Few people believe that we can predict the future with any degree of accuracy. One area in safety may contradict this premise. It is a fair assumption that a department or plant where housekeeping is neglected will have some serious accidents in the not too distant future. Why is this?

Inadequate housekeeping is an outward indication of inadequate supervision. It also indicates poor attitudes, the absence of responsibility and the lack of control over workers and machines. These same inadequacies are invariably carried over into the field of safety and encourage--or at least permit--accidents to happen. It is impossible to be lax in housekeeping and at the same time conscientious in other aspects of safety.

Another reason why housekeeping and safety are related is that poor housekeeping inherently generates accidents. The oil spill on the floor, the grease on the ladder rung, the tool left on the mixer or the dunnage on the loading dock are all ingredients of potential trouble.

It may be repetitious but the old saying that safety and housekeeping go hand in hand is still true. To improve one, you must improve the other.

June 1987

ABSTRACT FROM FATAL ACCIDENT

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

Fatal Fall of Roof (Rock Burst) Accident

General Information: The mine, an underground silver/lead operation, was developed by the use of vertical shafts and horizontal drifts along the ore veins. The mine had a history of rock burst problems.

Description of Accident: The victim and two coworkers were assigned to drill destress holes in the back of the stope. The holes were drilled three inches in diameter and approximately 50 feet in depth. Before starting, the men checked the ground conditions. Shortly before the rock burst occurred, the men discussed the ground movement in the stope. They talked about leaving the area but decided to finish drilling they destress hole they had started before leaving. The rock burst then occurred, knocking down all three workers.

Recommendations: A complete state of the art microseismic station is maintained and monitored at the mine; however stress concentrations have not readily been detectable from the computer data prior to rock burst occurrences. It is recommended that imediate emphasis should be placed on research in the areas of more sensitive and dependable rock stress monitoring techniques, equipment and mining methods to minimize the rock burst problems.

ABSTRACT FROM FATAL ACCIDENT

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

Fatal Nonpowered Haulage Accident

General Information: A fatal accident occurred at the preparation plant resulting in the death of a car dropper with over 10 years experience in this position.

Description of Accident: The victim was assigned his normal duties of railroad car-dropping. Work progressed normally until it was noticed that the victim was positioned between two railroad cars without movement. Upon investigation, it was found that he had been crushed between the two cars.

Discussion and Evaluation: The railroad car couplers bypassed at the time of the accident, allowing the frames of the cars to collide, crushing the victim who was riding the front of the loaded railroad car. By dropping cars from this position, the victim had exposed himself to crushing injuries when car couplers bypass due to misalignment or derailment. In this case, the cars were being coupled in a gradual curve which would contribute to misalignment.

It was also noted that the railroad track involved in the accident was located adjacent to a mountainside. Although there was a drainage ditch between the mountain and the tracks, it was obstructed by a slide and the water drain off had damaged the roadbed of the track. Observations of the railroad tracks serving the preparation plant revealed that the track was not maintained in a safe operating condition, in that the bolts and angle bars on the joints were loose allowing misalignment of the rails at the joints. Also, the rails were not secured to the ties since the track spikes had become loose and had pulled out of the water-soaked ties allowing excessive movement.

It was learned during the investigation that two railroad cars had derailed two weeks prior to the accident in the same area of track.

Findings of Fact: The following violations were found:

Section 77.1605(m)--The railroad tracks were not maintained in a safe condition.
Section 77.1607(v)--The car dropper was riding the front or coupling end of railroad cars.
Section 77.1713--Examinations of the railroad tracks where car droppers were required to work were not being made at least once each shift by a certified person.
Section 77.1605(m)--The railroad tracks were not maintained in a safe condition near the switch.

H.S.A. SAFETY TOPIC

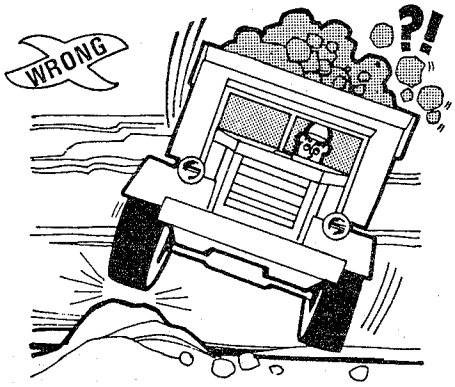
OFF-HIGHWAY TRUCK

SAFETY MANUAL

FOR OPERATING AND MAINTENANCE PERSONNEL

OPERATOR'S SAFETY MANUAL

4 YOUR NEXT MOVE - OPERATE SAFELY

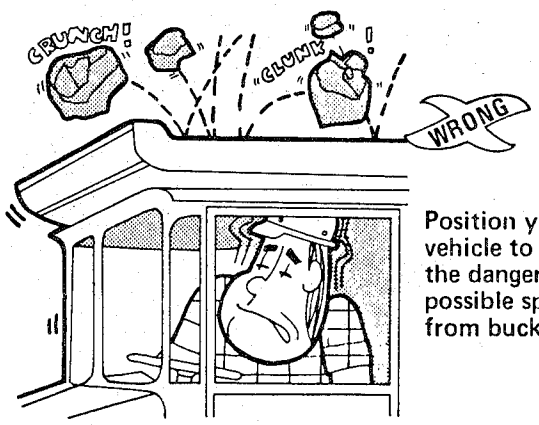


FORESIGHT GUARANTEES ON-SITE SAFETY

When Loading . . .

- Pull into loading area with caution. Be alert for other vehicles — and personnel on foot.
- WATCH OUT FOR THAT CLEAN-UP DOZER.
- Avoid hitting sharp rocks and shovel overflow.
- Don't drive over unprotected power cables — or under low slung power cables.
- Report any unsafe haul road, pit or dump area conditions to supervisor as soon as possible
- While truck ahead is being loaded, wait at a safe distance.
- When safe to drive under bucket — either pulling in or backing in — follow the signals of bucket operator or "spotter."

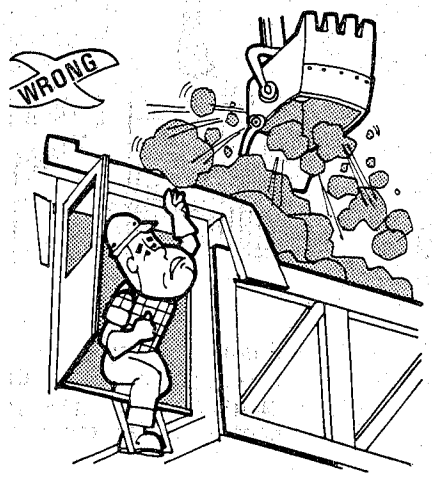
  CAUTION: SPOT VEHICLE AS LEVEL AS PRACTICABLE FOR LOADING.
- When positioned for loading, shift into neutral . . . apply brake to hold truck stationary.



Position your vehicle to avoid the danger of possible spillage from bucket

4 YOUR NEXT MOVE - OPERATE SAFELY

- NEVER LEAVE OR ENTER CAB while truck is being loaded!
- When the bucket operator signals the truck is loaded, leave loading area carefully . . . be alert for ground obstructions . . . other vehicles . . . other workers!



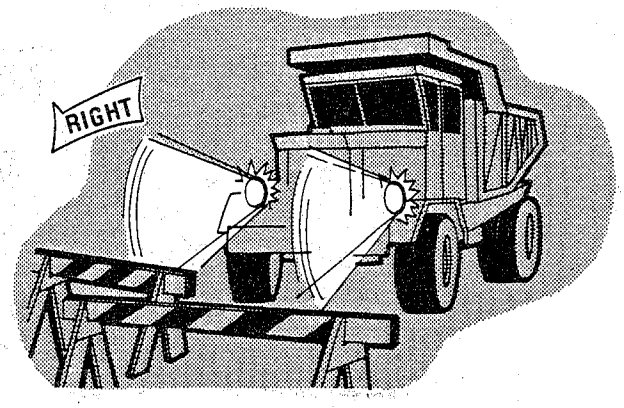
When Hauling . . .

CONSIDER YOUR SAFETY:

- Obey all road signs.
- Before moving truck — make sure body is FULLY DOWN

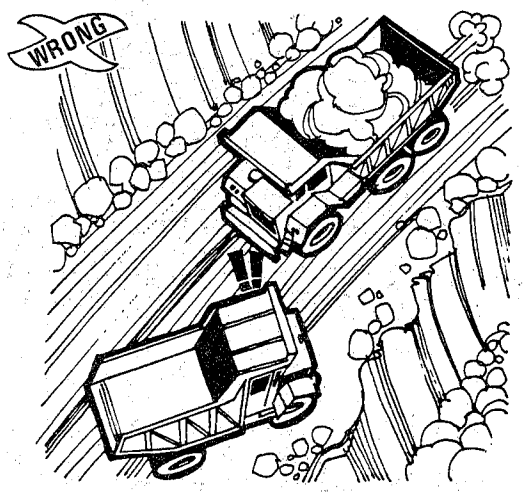
4 YOUR NEXT MOVE - OPERATE SAFELY

- At night or in poor visibility, turn on lights.

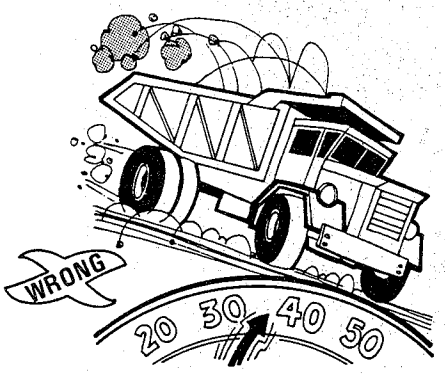


- Keep cab doors closed while driving.

- Don't hog the road!

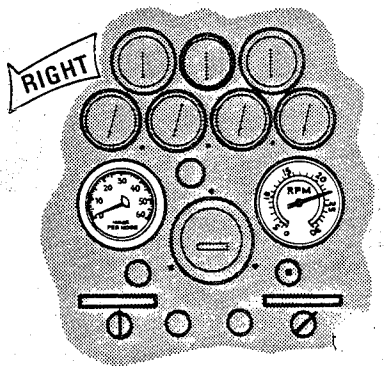


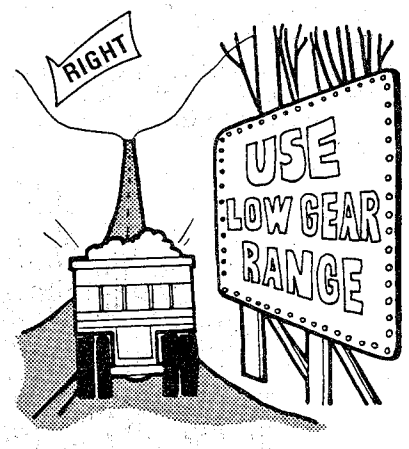
4 YOUR NEXT MOVE - OPERATE SAFELY



- ALWAYS drive at a safe speed – one suited to road and weather conditions, plus size of load

- NEVER overspeed the engine



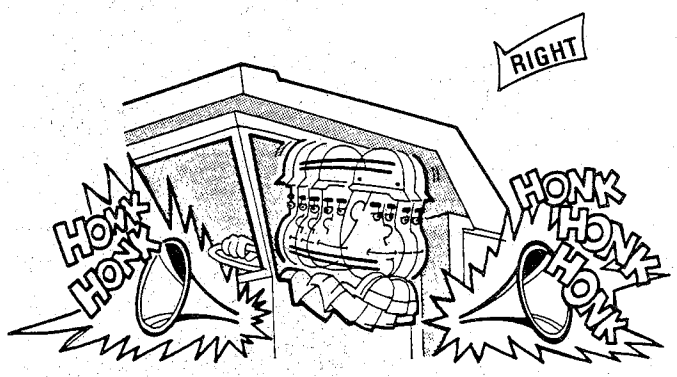


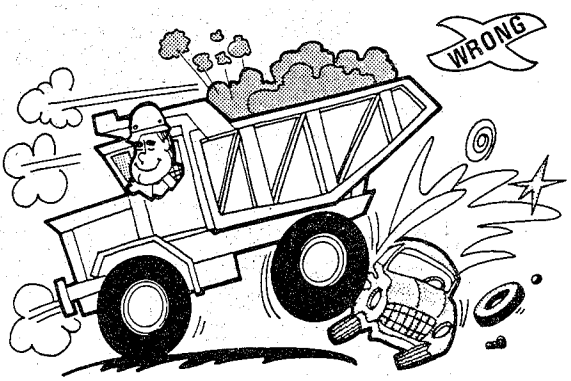
- Before starting either up or down grade, select the gear range that will give you full control under the conditions

PROMOTE SAFETY

4 YOUR NEXT MOVE - OPERATE SAFELY

- It is advisable to have a signalman present when moving in or out of a building



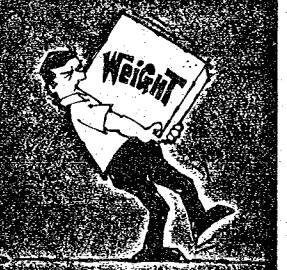


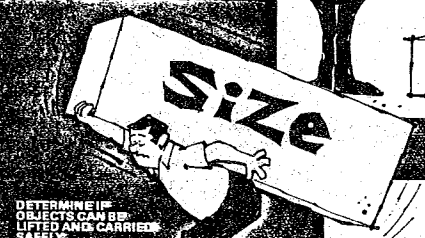
- Give horn warning EACH TIME you're about to move truck . . . for example: 3 blasts for backing up, 2 for driving forward

HOW TO LIFT SAFELY

The following safe practices should be observed in order to avoid injury.

The factors that contribute to safe lifting are....

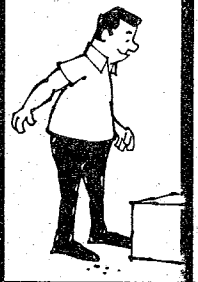




DETERMINE IF OBJECTS CAN BE LIFTED AND CARRIED SAFELY.

1. Approach the load and size it up (weight, size and shape.)
Consider your physcial ability to handle the load.

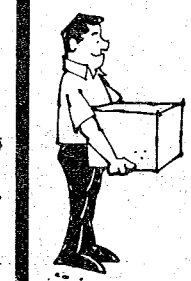
2. Place the feet close to the object to be lifted 8 to 12 inches apart for good balance.



3. Bend the knees to the degree that is comfortable and get a good handhold. Then using both leg and back muscles. . .

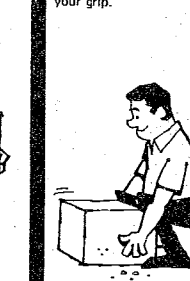
4. Lift the load straight up--smoothly and evenly. Pushing with your legs, keep load close to your body.

5. Lift the object into carrying position, making no turning or twisting movements until the lift is completed.



6. Turn your body with changes of foot position after looking over your path of travel making sure it is clear.

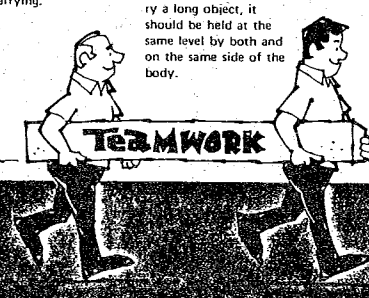
7. Setting the load down, is just as important as picking it up. Using leg and back muscles, comfortably lower load by bending your knees. When load is securely positioned, release your grip.



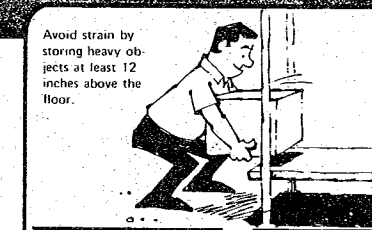
Stack material in such a manner as to permit full view while carrying.

When lifting and carrying with another person--teamwork is important.
The load should be equally distributed. Movements must be coordinated so you both start and finish the lift action at the same time and perform turning movements together.

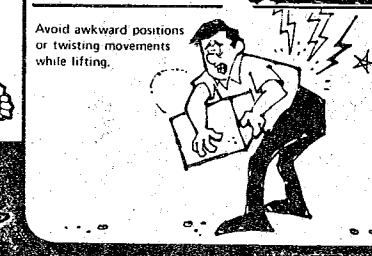
When two persons carry a long object, it should be held at the same level by both and on the same side of the body.



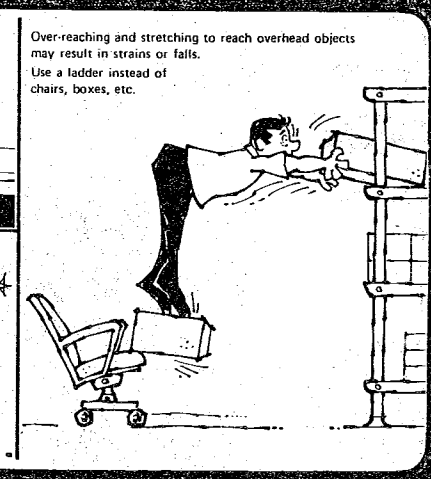
Avoid strain by storing heavy objects at least 12 inches above the floor.



Avoid awkward positions or twisting movements while lifting.



Over-reaching and stretching to reach overhead objects may result in strains or falls.
Use a ladder instead of chairs, boxes, etc.



H.S.A. SAFETY TOPIC

FATAL FALLACIES

Webster defines "fallacy" as "a false idea," or "a mistake in reasoning." Nowhere does "fallacy" play as important or as meaningful a part as in the field of safety.

Some examples of "fallacious" thinking which are manifest every day, and which often result in injury or death are:

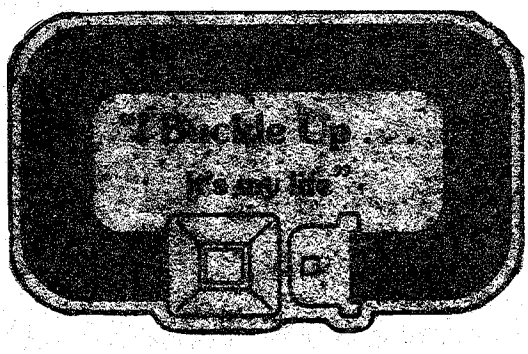
It can't happen to me!
I haven't got time!
I have always gotten by!

But the reality is that accidents can and do happen to each and everyone of us unless we practice safety.

So many of us don't have time to have our brakes checked, don't have time to obey the speed laws, don't have time to repair the back steps, but--after the accident when we are lying in a hospital bed or when we are alone with our regrets for things left undone, then we have time--too much time.

It is truly amusing how much we do get by with as we go through this life. But those who say, "I've never gotten a ticket," the ones who boast, "I've never had an accident," are not really stating how good they are--only how lucky they have been. Safety depends on good attitudes--not on an uncertain law of averages. To believe that avoidance in the past means immunity in the future is perhaps the most "fatal fallacy" of all.

So, don't let yourself be lulled to a complacent belief in the "fallacy" that safety is for the other person. Any of the "fatal fallacies" just reviewed, if adopted as a way of life, must almost inevitably result in injury.



H.S.A. SAFETY TOPIC

ALCOHOL AND DRUG ABUSE SEMINAR

The Mining Industry Committee on Substance Abuse determined that mining, like other industries, has safety and health problems with abuse of alcohol and drugs on the job. The first objective of the Committee--which is composed of representatives of mining management, labor and government--is to build awareness of the substance abuse problem among all segments of the mining industry.

The Committee, in cooperation with MSHA, produced a mining-oriented 33-minute videotape, a resource manual, two posters and a hard hat sticker addresssing alcohol and drug abuse at the mining workplace. There will be a one-day seminar in Pittsburgh, Pennsylvania to learn first hand about the substance abuse problem. Registration for the seminar is $40 which will entitle each participant to a one-half inch size videotape and a resource manual. Registration also includes coffee and danish and a buffet luncheon.

The seminar will be held on Wednesday, June 24, at 8:30 a.m. at the Royce Hotel, 1160 Thorn Run Road Extension (1/4 mile from Pittsburgh airport), Coraopolis, Pennsylvania 15108. Those wishing hotel reservations should call the Royce Hotel direct at 412-262-2400. Room rates are $50 per night.

The $40 registration fee (check or money order only) should accompany the registration form and be made payable to "United Steelworkers of America" and returned to:

Mining Industry Committee on Substance Abuse
c/o Mine Safety and Health Administration
4800 Forbes Avenue
Pittsburgh, PA 15213
ATT: Gus Bell
(412) 621-4500 Ext. 650

REGISTRATION FORM

Alcohol and Drug Abuse Seminar
June 24, 1987

Mail to:
Mining Industry Committee on Substance Abuse
Mine Safety and Health Administration
4800 Forbes Avenue
Pittsburgh, Pennsylvania 15213

Make check payable to:
"United Steelworkers of America"
Registration fee: $40

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Operation Type ☐ Metal/Nonmetal ☐ Coal

June 1987

Safety Tip

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

Charcoal Grills

The scent of charcoal-broiled steaks wafted on the summer breeze has become a popular part of the Great American Outdoors. However, with the increasing popularity of the charcoal grill has come another increase--in fires. Charcoal grill fires have led to more serious fires when lighting fluids have been misused, insulated gloves or other combustibles set too close to the coals, or when hot coals have fallen out of the grill and onto some combustible material.

A few precautions taken by the outdoor "chef" could lessen the chances of a tragic fire:

1. Once a fire has been started, never add any kind of flammable liquid to it;

2. Use lighting fluids sparingly--and only those prepared specifically for that purpose; do not use such liquids as gasoline or paint thinner to start a charcoal grill fire;

3. Keep the containers of flammable liquids and other combustible materials several feet away from the grill;

4. Place the grill on the ground on some other noncombustible surface;

5. Keep children away from the grill;

6. Do not wear loose-fitting clothing that could be swept into the grill by a sudden wind; remember, that most clothing will burn if its wearer gets too close to the ignition source;

7. Use charcoal grills and hibachies outdoors or in well-ventilated areas, thus reducing the chances of accidental carbon monoxide poisoning. Burning charcoal emits this unseen, deadly gas;

8. Store charcoal in a cool, dry, ventilated area. Damp charcoal has occasionally ignited spontaneously.

H.S.A. SAFETY TOPIC

Three Mine Fires

The following three articles on mine fires were taken from federal reports covering investigations. Each one presents a very informative lesson.

Don't Run Over Trailing Cables

Normally, the trailing cable of the loading machine was laid along the rib in the clear of the shuttle-car roadway, but it was not there the day this accident occurred. When the loaded shuttle car ran over it around 9:30 a.m., the loading-machine cable blew up and the arc ignited one of the shuttle-car tires. By the time the operator secured a fire extinguisher at the discharge station and cut off the power, the smoke was so dense that he could not get close enough to use the extinguisher effectively. The fire was finally extinguished but not until 3:30 p.m. Losses included a severely damaged shuttle car and production from that shift. **Never run over trailing cables and keep fire extinguishers handy!**

A Peculiar Mine Fire

The electrician stated that the shuttle-car operator had neglected to remove the trailing cable nips from the power wires at the end of the shift and that the control wires in the shuttle car short-circuited, causing it to start. It traveled until it struck a coal rib in the entry and then the wheels continued to revolve, causing overheating of the tires, which burst into flame. Fortunately, the fire was discovered in time and was extinguished by application of water after failure to control it by use of fire extinguishers.

Training in Fire Control Pays Off

An arc from a short circuit in the trailing cable of a loading machine ignited flammable hydraulic oil and coal dust on the machine. The overload protective devices failed to function, but the mine foreman who was nearby removed the nip from the power source. He then instructed the shuttle-car operator to get the readily available 35-pound carbon dioxide extinguisher, had a line brattice erected to carry away smoke and fumes and promptly extinguished the flames.

The ready availability of the fire-fighting equipment, including brattice cloth to erect the line brattice and the clear thinking of the well-trained mine foreman in organizing his people really paid off.

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

HOW CAN A GOOD SWIMMER DROWN?

About 8,000 drownings occur each year. Some of the victims are young, healthy, able swimmers. Why do such puzzling tragedies happen? The National Safety Council says that voluntary hyperventilation--taking many deep breaths before diving underwater--may frequently be the cause.

The American Red Cross explains, "Hyperventilation, or deep breathing, increases breath-holding time by blowing off carbon monoxide and lowering the amount of carbon dioxide in the blood. If, after hyperventilation, the swimmer attempts to swim underwater for distance, a considerable length of time may elapse before the carbon dioxide level, reduced by overbreathing, will provide a strong stimulus to breathe."

The danger is that the oxygen level may drop to a point where the swimmer blacks out before the carbon dioxide level increases to the point where the swimmer feels the urge to take a breath.

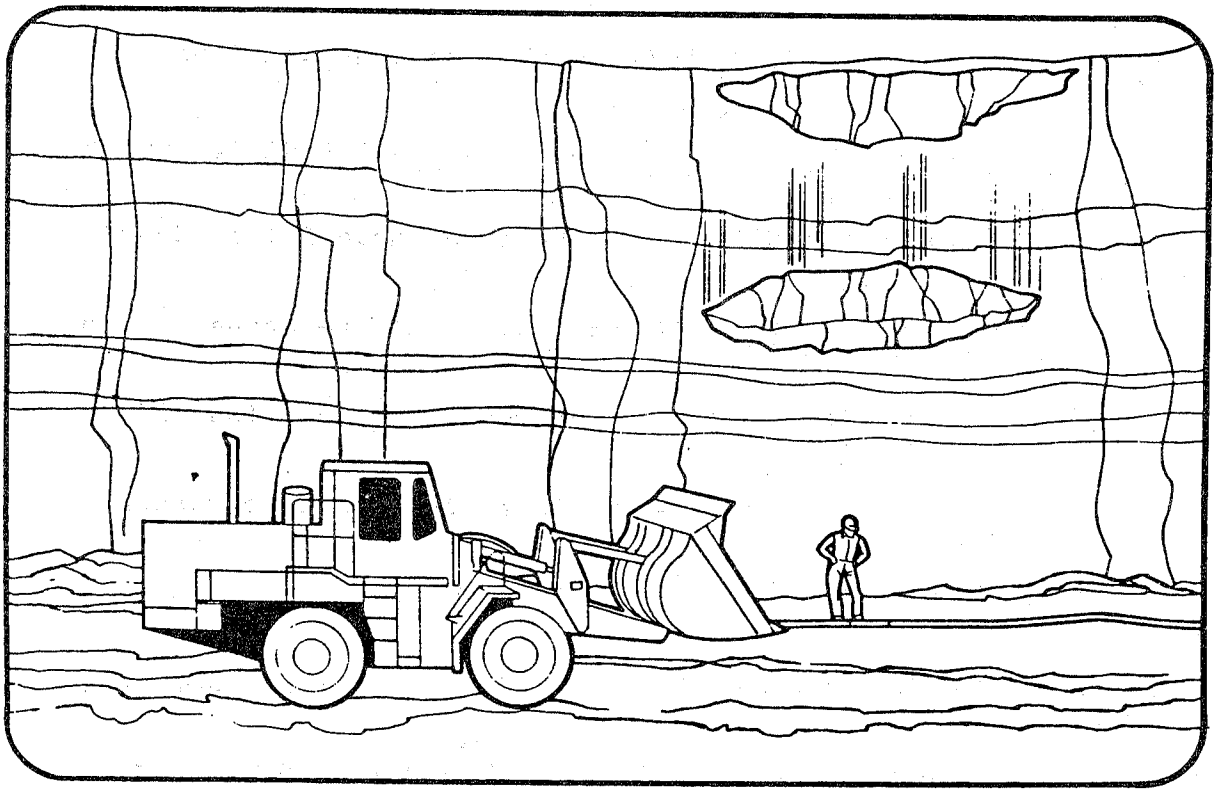
If this happens, drowning will result unless help is at hand to get the swimmer to the surface. When rescued, such a victim should be given artificial respiration immediately.

Distance underwater swimming is discouraged by the Red Cross. Persons trying to increase their underwater swimming distances should be aware of the extreme danger of hyperventilation.

United States Department of Labor
MSHA
Mine Safety and Health Administration

June 1987

ALWAYS EVALUATE THE CONDITION OF THE HIGHWALL



This poster is available upon request from:

MSHA, Holmes Safety Association
4800 Forbes Ave., A271
Pittsburgh, PA 15213

Please specify number of copies required.

Holmes Safety Association

HOLMES SAFETY ASSOCIATION MONTHLY SAFETY TOPIC

If Only - - -

IF ONLY he had worn goggles and protected his eyes, he would not be blind.

IF ONLY he had obeyed the Safety First rules posted up all over the mine, he would not have lost his hand.

IF ONLY he had not lighted the match in gas, the mine explosion would not have occurred.

IF ONLY he had only left alcohol alone, he would not have disgraced himself and ruined his health.

IF ONLY he had not tried horseplay on the cage, he would not have been hurt.

IF ONLY he had tested his roof, he would not have been killed by the fall of rock.

IF ONLY he had watched his step, he would not have fallen down the ladder.

IF ONLY he had used common sense, he would not have opened a can of powder with a pick.

IF ONLY he had not lost his temper, he would not have lost his job.

IF ONLY he had only been careful, neither he nor his co-workers would have been injured.

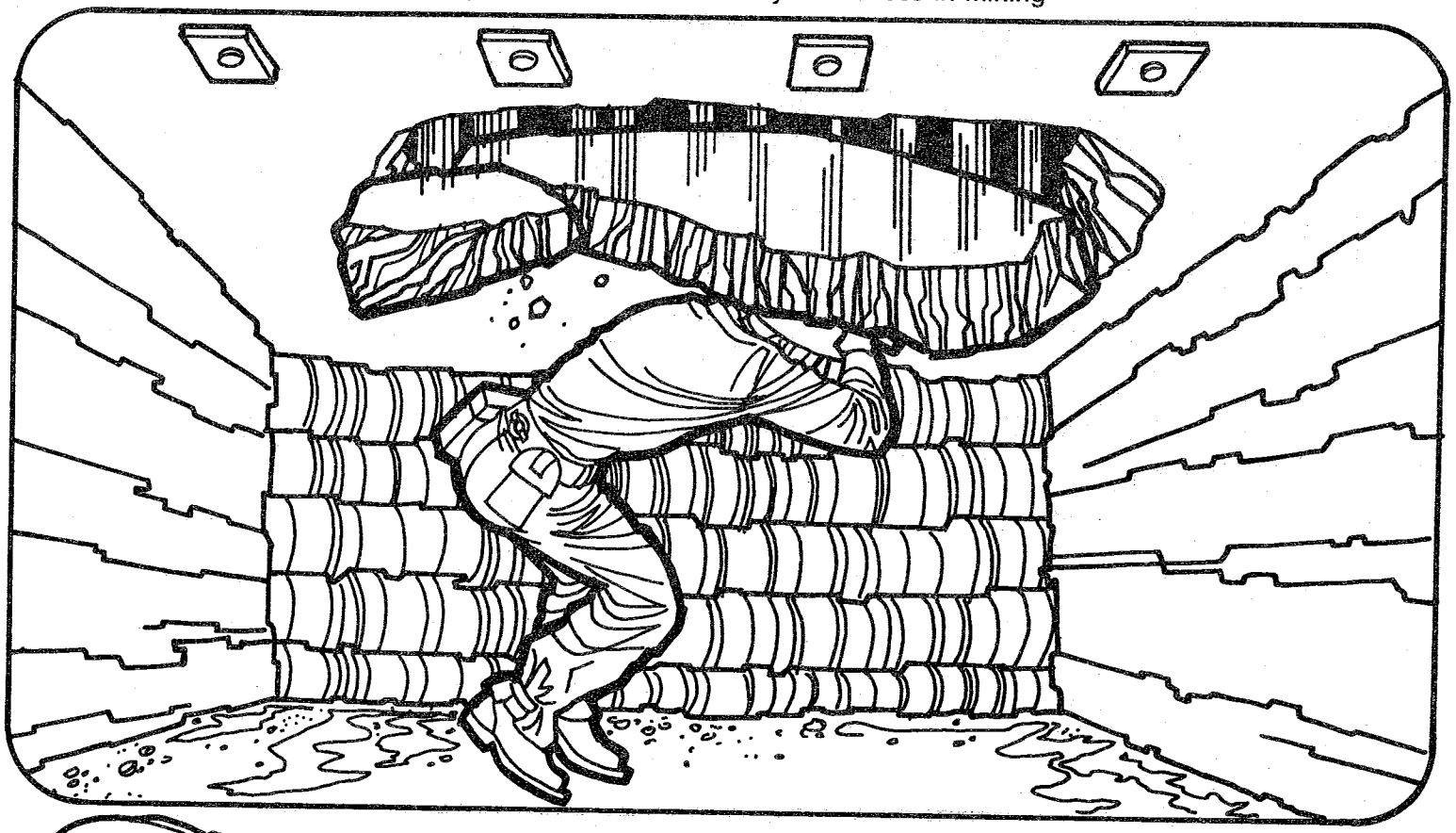
IF ONLY he had known first-aid work, he could have saved an injured comrade's life.

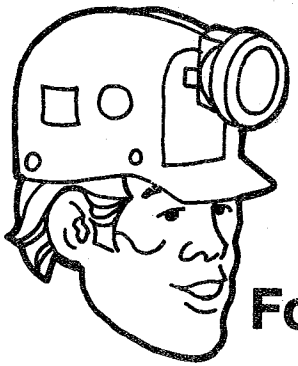
IF ONLY he had consulted a doctor in time, his health might have been saved.

BEGIN EACH DAY WITH A SAFETY - CONSCIOUS ATTITUDE AND YOU'll NEVER HAVE TO SAY --IF ONLY --

Roof Evaluation — Accident Prevention

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





GOING INBY ROOF SUPPORT IS TOO OFTEN A CRUSHING EXPERIENCE.

Follow Your Approved Roof Control Plan.

The Last Word

POISONINGS

Nearly all accidental poisonings could be prevented if the toxic materials were stored and handled properly, according to the National Clearing House for Poison Control Centers. Here are precautions to take:

1. Lock your medicine cabinet. Drugs, including the largest offender, aspirin, account for one-third of all fatal poisonings in children under five. It is not enough to put medicines on high shelves, for children in the climbing stage will go to amazing heights in search of forbidden items.
2. Don't keep household chemicals under the kitchen sink. The one-year-old who crawls under the sink to ingest bleaches and lyes, accounts for 37 per cent of poisoning cases, according to one study. Hazardous household products belong on high shelves, preferably in a locked compartment, inaccessible to the crawler.
3. Never transfer a poisonous substance, such as turpentine, into a common container like a cola or milk bottle, drinking glass, or pitcher. A child could easily mistake the poison for food or drink.
4. Never put poisons in cupboards used for food storage.
5. Make a regular check around the house to be sure poisonous items are not within a child's reach. Danger areas are kitchen, bedroom and bathroom.

THEN THERE WAS ONE

Six little workers, glad to be alive,
One forgot to wear his goggles,
then there were five.
Five little workers,
Standing by the door,
One indulged in horseplay,
Then there were four.
Four little workers,
One scratched his knee,
Didn't go for first aid,
Then there were three.
Three little workers,
Working on a screw,
One forgot to lock the switch,
Then there were two.
Two little workers,
Loading a truck on the run,
One lost his footing,
Then there was one.
Six little workers,
The plant did hire,
One practiced safety,
And will live to retire.

* * * * * * * * *

Remember to think when you use your hands. Keep them out of trouble. They are your wage earners. Take care of them.

* * * * * * * * *

In the safety campaign "either you help with the solution, or you're part of the problem..."

* * * * * * * * *

IT'S CONTAGIOUS

Safety is contagious! Let's make every effort to spread it!

☆ U.S. GOVERNMENT PRINTING OFFICE: 1987--704-077/60008 Region No. 2

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

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

The following is the different award criteria:

Type "A" Awards - For Acts of Heroism

The awards are medals with Medal of Honor Certificate.

Type "A" - For Acts of Heroic Assistance

The awards are Certificates of Honor.

Type B-1 Awards - For Individual Workers

(40 years continous work experience without injury that resulted in lost workdays)
The awards are Certificate of Honor, Gold Pins and Gold Decal.

Type B-2 Awards - For Individual Officials

(For record of group working under their supervision)
The awards are Certificate of Honor.

Type C Awards - For Safety Records

(For all segments of the mineral extractive industries, meeting adopted criteria)
The awards are Certificate of Honor.

Other Awards - For Individual Workers

(For 10, 20, or 30 years without injury resulting in lost workdays)
The awards are 30 years-Silver Pin and Decal, 20 years-Bronze Pin and Decal, 10 years-Decal bearing insignia.

Special Awards - For Small Operators

(Mine operators with 25 employees or less with outstanding safety records)
The awards are Certificate of Honor.

Contact: HSA Office

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

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