

# 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>
Earl Coal Company, Inc.	7278	Hurley, VA
Colosseum Gold Inc.	7279	San Bernardino, CA
Arizona Flux Mines Inc.	7280	Duncan, AZ
3 Power Coal	7281	Lumberport, WV
Div. of Mineral Mining	7282	Lynchburg, VA
Enoree Minerals Corp.	7283	Enoree, SC
Placer Coal Inc.	7284	Catlettsburg, KY
Frazier Construction	7285	Ashland, KY
Addington Inc.	7286	Greenup, KY
Collins & May Mining Co., Inc.	7287	Louisa, KY
Eagle Mining Inc.	7288	Brandonville, WV
Kanawha Transport Inc.	7289	Bluefield, WV
Wahtahski Land & Coal Co., Inc.	7290	Grundy, VA
Falcon Coal Corp.	7291	Shortts, VA
Kanawha Transport Inc.	7292	Cannelton, WV
Dorchester Coal Co.	7293	Wise, VA
Tom Ballard Company, Inc.	7294	Ulysses, KY
Mine Rite Coal Co., Inc.	7295	Flat Gap, KY
B & K Trucking Inc.	7296	Pinch, WV
V & W Dredging	7297	Louisa, KY
ERK Excavating & Trucking Inc.	7298	Booth, WV
Cands Mining Corp.	7299	Rowe, VA
CCC Group Inc.	7300	Cannelton, WV
F & E Erection Company, Inc.	7301	Cannelton, WV
Shelley Coal Co., Inc.	7302	Carbon, WV
Long Branch Energy No. 5	7303	Danville, WV
ET&S	7304	Gallipolis Ferry, WV
Firerock Energy Inc.	7305	Beckley, WV
River Bend Mining Inc.	7306	Shortt Gap, WV
Mt. Fuels Inc.	7307	Clifton Mills, WV
Black Diamond Energy	7308	Philippi, WV
Lite Coal Mining Co.	7309	Copen, WV



H.S.A. SAFETY TOPIC



# NAMES in the NEWS

Hats off to the Kanawha Valley HSA District Council second annual Mine Rescue Contest, Mt. Carbon, WV, July 25, 1987.

The Association recognizes the work and time involved consolidating groups of mine rescue teams to demonstrate a most strenuous test in performance.

Special thanks to the men and companies who participated:

Valley Camp Coal Company, Donaldson mine--Winner  
Cannelton Industries, Inc., Indian Creek Division  
Peabody Coal Company, Walhonde Mine Rescue Team  
Leckie Smokeless Coal Company, A Team

When individual groups can be coordinated into a single working unit, there is no doubt that every team was a winner.

Yours with safety,

W. H. Hoover





H.S.A. SAFETY TOPIC

# Your Child's Safety

## School Days



It's the start of a new school year, and in the flurry of new notebooks, friends and teachers, your children may have forgotten some of the rules of school bus safety. To ensure their safety, parents should strive to have their children observe the following guidelines for getting to and from school.

- .Get to the bus stop on time.** The bus driver must keep on schedule in order to maintain a safe speed and arrive at school on time. Your child should leave in plenty of time to get to the bus stop so his or her trip to the bus stop can be a careful and safe one.
- .Stay on the curb or grass while waiting for the bus.** Children should stay out of the way of traffic and give the bus room to pull in.
- .Take your seat quickly upon entering the bus.** A child who remains standing could be thrown down when the bus begins moving. In an overloaded bus, the child should hold onto a seat handle.
- .Keep the aisles clear.** Books or musical instruments are tripping hazards and will block a quick exit in case of an emergency.
- .Do not yell, talk loudly, throw things, or fool around.** It is particularly important to be quiet at railroad crossings so the driver can hear an approaching train.
- .Obey the bus driver while you are a passenger on his or her vehicle.** A child should ask the driver's permission to open a window (and never stick out an arm, leg, or any packages) and the like.
- .Be careful when you leave the bus.** If you must cross in front of the bus, do it well in front of the vehicle so the driver can see you or, if you wait at the side of the road, give the driver plenty of room to pull away.





## H.S.A. SAFETY TOPIC



**Electrical Accidents Related to  
Power Cables and Conductors  
Metal/Nonmetal**

In a recent 5-year period, there were 133 electrical accidents involving power cables and conductors in the metal/nonmetal mining industry. Of these accidents, 24 were fatalities. Accident information supplied by the metal/nonmetal mining industry to the Health and Safety Analysis Center was reviewed and all accidents relating to the subject were analyzed.

1. Contacted adjacent energized circuits (no protective, temporary insulation, dead front, etc.)	46	34.6
2. Knowingly working on energized circuits (not testing)	35	26.3
3. Knowingly working on energized circuits (testing)	23	17.3
4. Unknowingly working on energized circuits (told de-energized)	5	3.8
5. Defective insulation (bad splice, pin holes, etc.)	5	3.8
6. Re-energized by others (no lockout)	2	1.5
7. Faulty ground	1	0.7
8. Other	16	12.0
	133	100.0

Examples of representative accidents will best describe the types of problems involved in accidents while working with power cables and conductors.

Making contact with energized circuits, adjacent to the one under test or repair, was the leading cause of the injuries analyzed for this study. Working near exposed energized parts, high voltage conductors and troubleshooting, and making repairs in confined areas, are the activities that resulted in most of the accidents of this type.

Contact with high voltage conductors, while performing other work, resulted in two fatalities. In one instance, the victim was repairing a roof when he contacted a power line. In the other, the victim was painting a tower when he contacted a power line. Other accidents of this type did not result in fatalities only because of the degree to which the victim made contact between the power line and ground.

Working in confined areas presents the threat of contacting energized circuits, particularly if tools and test equipment are being used. A trainee was using a wrench on an electrical component when the wrench contacted an energized circuit. The ensuing flash caused radiation burns to the hands. A crusher operator was injured while disconnecting a ground bus in a power cabinet when his hand contacted a 480-volt bus located three inches away.

Making connections or troubleshooting in confined spaces requires care to prevent contact with adjacent, energized circuitry. An electrician was connecting wires in a generator-starter set when he caused an inadvertent short circuit that resulted in burns to the hands and face. Another electrician was connecting wires in a control panel when he contacted an energized circuit in the panel.

Probing around energized conductors with screwdrivers, pliers, wrenches, knives, etc., resulted in numerous shock and flash burn accidents. In three separate accidents, personnel were either shocked or burned when moving wires around with a screwdriver, a wrench, or a knife.

One element common to all of the aforementioned injuries was a general lack of proper safety equipment such as gloves or other protective apparel and properly insulated tools. Knowingly working on energized circuits that should be de-energized before performing the work to be done, particularly when connecting and disconnecting energized conductors or splicing and unsplicing energized cables and wires, exposes the employees to an unnecessary risk. In one accident, a mechanic was splicing an energized wire for a conveyor drive when he accidentally grasped the lead and was unable to release it. A fellow employee knocked him loose. In another accident, a miner was removing energized leads from a motor/pump and received an electrical shock. A miner was fatally injured when he attempted to strip the insulation from an energized trailing cable. In another accident, an electrician was re-wiring a switch when the two energized wires touched, causing flash burns to the eyes.



When connecting leads to motors, switches, bus cars, and other terminals, the conductors should be de-energized. The same rule applies for the stripping of insulation prior to making connections, removing or adding conductors to cable trays, removing of unused conductors not supplying voltage to equipment, and removing or shifting wires in distribution boxes.

Working on energized circuits is sometimes a necessity, particularly if troubleshooting. The use of test equipment is a potential hazard. Proper setting of volt-ohm meter scales is particularly important. Flash burns to the face and hands occurred to a miner when the meter he was using blew up due to a scale setting which was too low. When in doubt about the voltage being measured, the highest meter setting should be used until the voltage level is determined and the scale setting adjusted to obtain a midscale reading.

Checking the integrity of connections and removing fuses for testing while troubleshooting energized circuits should be done with insulated tools. Two electricians were injured when they accidentally touched energized wires while checking connections for looseness; another was injured when he touched the energized lead to a fuse he was removing for testing.

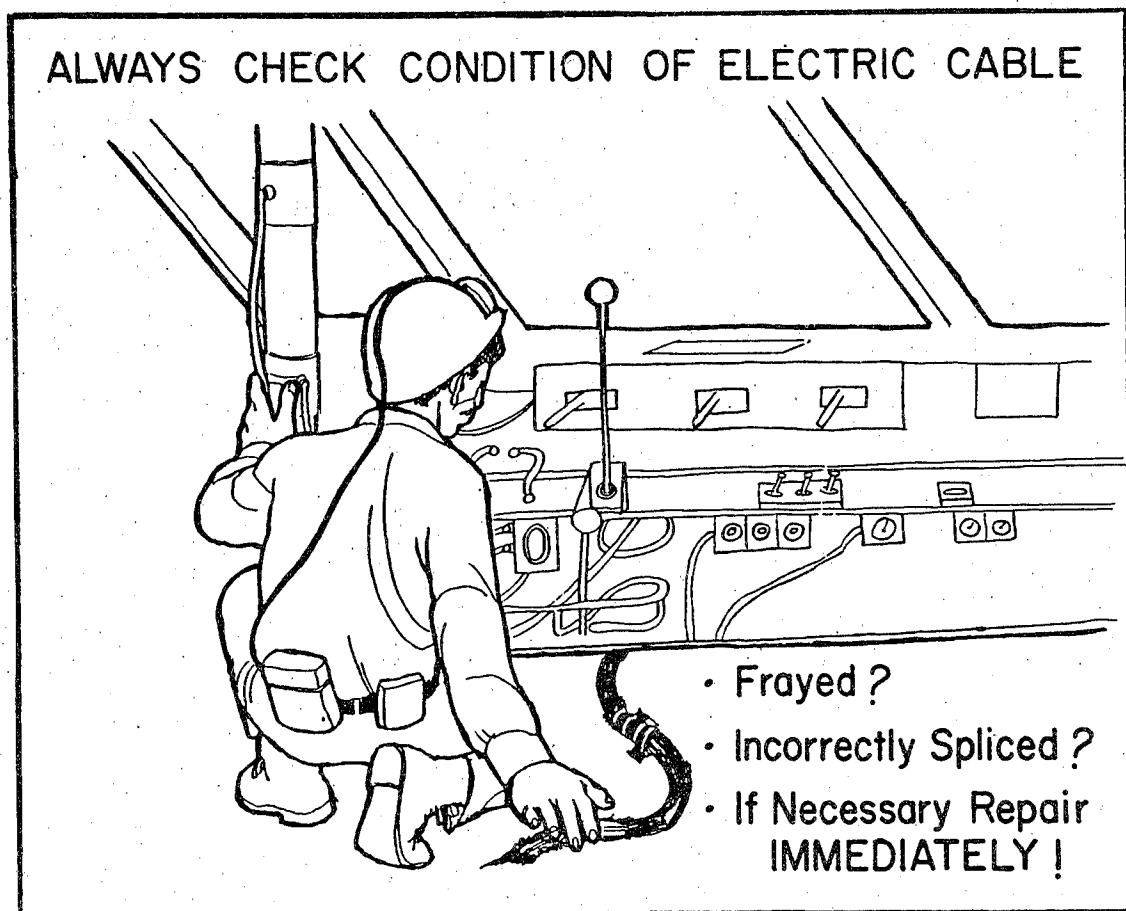
Sometimes the victim of an electrical accident is injured when attempting work on a circuit after being told that it was de-energized. In one accident, a foreman was preparing to splice a shuttle-car cable after being told it was de-energized and locked out. Contact with the energized conductors resulted in severe shock and burns to the hand. Another victim lost eight months of work when she attempted to put a jumper on a 4160-volt cable that had been "de-energized." A superintendent was fatally injured when he attempted to connect a 460-volt line to a pump after sending another employee to turn off the power. An electrician was killed when he attempted to repair a 440-volt cable. The circuit breaker he had locked out was improperly labelled as controlling the circuit he was repairing. Individuals doing repair work on circuits should personally de-energize and tag out the circuit and check it with a voltmeter to be sure it is dead.

Broken, cut, crushed, or otherwise damaged insulation, can contribute to electrical injuries, particularly if cables and conductors are handled without insulating gloves. A foreman attempted to raise an electric line to allow a truck mounted

drill to pass under. A defect in the insulation resulted in a shock to the employee. In another accident, a defective cable splice permitted the entrance of water to the conductors. When the cable was picked up at the splice, the splice blew up. A fatality occurred when a foreman picked up a 480-volt trailing cable with a pinhole defect in the insulation and was electrocuted. It should be noted that pinholes in cable indicate probing with a pick or nail and while not specifically prohibited by regulation, is poor practice.

While not specifically stated in the accident reports, it does not appear that most victims were using insulated gloves, tongs, or eye and face protection while handling energized conductors and cables.

Failure to lock out resulted in two accidents when the circuits were re-energized by others. A trainee, who had failed to lock out a 50,000-volt circuit, was severely injured when another employee energized the circuit while the trainee was working on it. An electrician was injured when the 110-volt signal line he was splicing was accidentally energized. To prevent accidents of this type, lockout and tagging procedures must be enforced by mine management.



# ABSTRACT FROM FATAL ACCIDENT

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



## Fatal Electrical Accident

General Information: An electrician was fatally injured when he attempted to install a jumper wire on a magnetic line starter circuit and came in contact with an energized wire. The victim had 3 weeks mining experience at this sand and gravel operation and 20 years experience as an electrician in other industries. The accident occurred inside a new plant electrical control house that had been recently constructed. The victim, an outside electrician, had been hired to install the wiring and electrical switchgear in the new control house.

Description of Accident: On the day of the accident, the victim arrived at the operation at approximately 7:30 a.m. and continued to install and check electric circuit breakers and magnetic starters inside the new building which controlled the various plant electric motors. He did not deenergize and lock-out the power circuits. A coworker was helping the victim check the stone washer motor circuit which was not working properly. He stated that the victim was attempting to energize the motor circuit by installing a jumper wire from the magnetic starter circuit to two fuse connectors located in the same box. Reportedly, the victim attempted to unscrew the lug bolt on the starter with an allen wrench in order to attach the jumper cable. In doing so, the victim came in contact with the energized wiring. The coworker immediately ran to the breaker and deenergized the circuit. When the power was turned off, the victim fell to the floor.

The coworker administered CPR to the victim and continued treatment while he was transported to a local hospital. The victim was pronounced dead about an hour after arrival at the hospital.

Cause of Accident: The accident was caused by failure of the victim to deenergize and lock-out the electrical circuit where he was working.

September 1987

# ABSTRACT FROM FATAL ACCIDENT

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



## Fall of Material

General Information: A fall of material accident occurred in a preparation plant resulting in the death of a welder with eight years mining experience, the last 2-1/2 years as a first-class welder. He had worked in the chute, feeder and crusher area on numerous occasions.

Description of Accident: Operations proceeded normally until an obstruction in the feeder chute restricted the normal flow of coal to the crusher. The victim was instructed to assist in the removal of the obstruction. The superintendent instructed the loader operator not to put any more coal into the raw coal hopper.

The superintendent instructed the foreman to accompany the victim to the coal feeder to assure that the hopper was empty and free from loose coal. The raw coal hopper was assumed empty, so the superintendent disconnected electrical power for equipment to be repaired.

When the foreman arrived, he went to the top of the raw coal hopper to make a visual inspection for loose coal and to check if the hopper was empty. According to the foreman, the hopper was empty and safe. He then returned to the feeder to assist the victim.

The victim entered the chute for a visual inspection of the area and returned making no comment. He picked up his cutting torch and returned to the chute area which was approximately 36 inches square and 36 inches deep with an adjustable slide door to regulate the flow of coal to the crusher which was adjusted to 24 inches in height. The victim, with his left knee in an upright position, and leaning on the left side of the chute with his right leg extended, asked the foreman to place his left foot against his to act as a brace so that he would not slide on the slick metal of the feeder.

The victim ignited his torch to begin cutting a section of plate or liner which had become detached and curled into the discharge chute obstructing the flow of coal. As he began, coal that had adhered to the side of the hopper fell, covering and wedging him in the chute. While attempting to free the victim, a second slide occurred, covering the victim.

Conclusion: An adequate inspection of the raw coal hopper dumping site was not conducted. The certified foreman examined the hopper to be sure it was empty, but failed to see or recognize the potential hazard of loose coal accumulated around the edges of the hopper and hopper walls, a violation of 30 CFR Section 77.1713(a).

# Hazard Alert

September 1987



U.S. Department of Labor  
Mine Safety and Health Administration  
Safety and Health Technology Center

## COAL ROOF AND RIB FALLS - 10 FATALITIES -



UNDER SUPPORTED ROOF

5

UNDER UNSUPPORTED ROOF

5

JANUARY 1 - JUNE 30, 1987



## Falls From Cabs

**Your chances of falling are lessened if you...**

**.WEAR PROPER FOOTWEAR**

Good, sturdy footwear with slip-resistant soles provides the best traction.

**.KNOW YOUR EQUIPMENT**

This is especially important if you drive a different unit each day. Know where the steps, ladders, grab bars or handles are before you enter or exit. Know which foot to start with.

**.USE THE 3-POINT SYSTEM**

Always have three limbs in contact with the cab at all times--two feet and one hand, or two hands and one foot.

**.LOOK BEFORE EXITING**

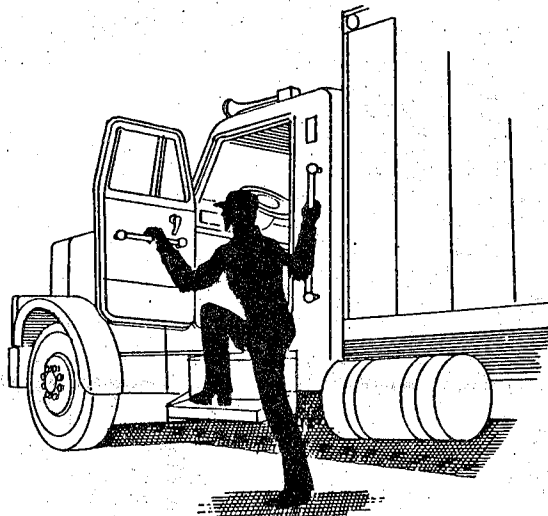
Know where you are going to step before you try to do it. Look for potholes, cracks, ice, snow, foreign objects while you are still in the cab.

**.EXIT IN THE RIGHT DIRECTION**

The safest procedure is to get out in the same direction you got in. In other words, if you face the cab getting in, face it getting out - back out.

**.KEEP YOUR HANDS FREE**

Don't climb in or out while holding anything - papers, clipboard, a bag, or any other personal belongings. Keep your hands free to get the best grip on grab bars, handles, etc. Place objects in the cab before you climb in. Take them out after you get out.



# FALLS FROM CABS DON'T HAVE TO HAPPEN

## Do's

Use the six precautions listed.

Use extra caution in bad weather.

Get a firm grip with your hands, not just fingertips.

Use the ball of your foot on step surfaces, not the tips of your toes.

Look at the ground surface before you exit.

## Don'ts

Don't ever jump out. Always climb down.

Don't use tires or wheel hubs as a step surface.

Don't use the door frame or edge as a handhold.

Don't climb right out after a long run. Make certain your muscles are "awake" and ready for the climb down.

**DON'T BE AN INJURY STATISTIC.**





## Lock It Out

### Why do you need a lockout?

Anyone who operates equipment should be protected by personal protective gear and by the guards on the equipment itself.

But once that equipment is shut down for maintenance or repair, the protection of those guards is usually removed.

There's only one sure way you can protect yourself from unexpected operation of a piece of equipment--and that is to **lock it out**.

### What is a lockout?

A lockout is simply a lock put on a power source to prevent accidents that might be caused by catching someone in the wrong place at the wrong time.

### What kind of preparation do you need for a lockout?

Identify all the energy sources on a piece of equipment to determine where it can be isolated.

Find the energy-isolating devices and be sure they are properly labeled. Don't rely on memory, especially where complex machinery is involved.

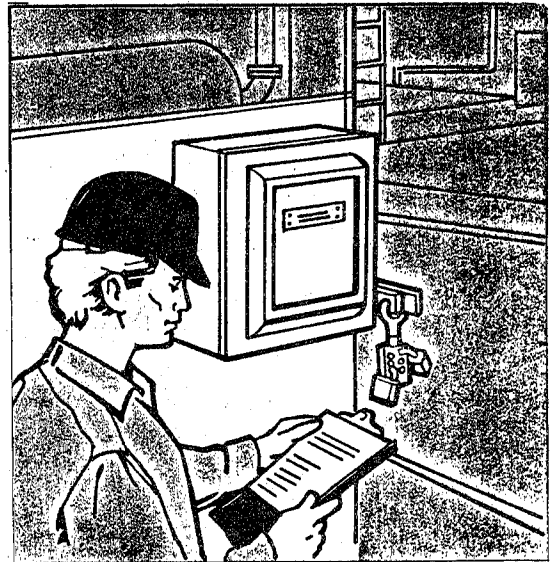
If the system is complex, make a checklist of de-energizing and startup procedures.

If you're about to lock out a piece of equipment, let the operator know what the scope of the lockout will be and how long you expect it to last.

### How is an electrical lockout done?

An electrical lockout is normally done with an ordinary padlock.

When more than one person is going to work on equipment, a multiple lockout device should be used.





Each person should have an individual lock on the device. That way, the disconnect switch can't be closed until everybody is in the clear.

Before you turn off the power, check to be sure nobody is operating the equipment. A sudden loss of power could cause an accident.

Never pull a disconnect switch while it is under load. That could cause arcing and maybe an explosion. Shut down everything possible at the point of operation, then open the main disconnect switch with your left hand, and face away from the front of the switch box. In larger installations with high voltage, this is usually the responsibility of an electrician.

After the switch has been opened, snap your own lock on the lockout device.

Anyone else involved must put a separate lock on at this time.

Then check the lockout device to be sure the switch, breaker or valve can't be operated. Then try the controls on the equipment itself. After you've checked the disconnect, test to be sure the power source is de-energized.

On equipment that can't be seen from the main disconnect switch location, get someone to check the machine area and signal you. Then test your lockout.

After the maintenance or repair work has been done, you are responsible for removing your own lock promptly. If you're the last one to remove a lock, be sure to notify the supervisor that the equipment is ready to go back into service.

It's important to remember that if you are going off shift and your lock is still on, your relief must put a lock on BEFORE you remove yours.

### **One lock, one key**

You should only have one key for your lock. Don't make duplicates and if you lose a key, report it immediately.

NEVER loan or borrow a lock.

A lock should never be removed by anyone but the person who put it on--except in an emergency. If there is an emergency, call your supervisor--so at least two people are responsible for removing the lock.

## **Watch out for shortcuts**

Don't take shortcuts--like pulling a fuse, for example. Pulling a fuse is no guarantee that a circuit is dead. What's to prevent someone from simply replacing it?

Never depend on a switch to lock out equipment. Some equipment can operate even if the switch is in the off position--and a switch can be easily shorted out.

The only positive lockout is made at the disconnect or circuit breaker.

## **Some things to remember**

Here are some other important things to remember about electrical lockouts:

Electricians or maintenance personnel should be sure breakers can be heard or felt as they are tripped out.

Disconnect switches should be checked for possible defects. Internal failure in disconnect switches can leave a circuit energized even when the lever is in the off position. That's why it is so important to test the equipment to be sure it is de-energized.

When reversing starters are used, be sure they are locked out in both directions.

Sometimes you have to jog or inch a machine to move parts for maintenance or adjustment. In that case, you probably can't use a lockout on the disconnect switch. You need special vigilance at the pinch points under close supervision until regular operation can be resumed.

## **Other sources of energy**

Lockouts are also used to control hazards from other sources of energy, such as compressed air, hydraulics, gas or steam.

Steam, air and hydraulic lines should be bled, drained and cleaned out. There should be no pressure in these lines or in reservoir tanks.

Whether you're dealing with valves or electrical equipment, always test to make sure the lockout is secure and the unit can't be operated before work on it begins.

Any mechanism under tension or pressure, such as springs, should be released and blocked.

## **Releasing the equipment**

Once work on the equipment is finished, it's important to follow a regular procedure for releasing the equipment to production operations.

Be sure all equipment components are operationally intact, including guards and safety devices. Repair or replace any defective safeguards or safety devices before you remove the lockouts.

Inspect the equipment for obstructions or incomplete work.

Remove each lockout device, using the correct removal sequence.

Make a visual check before restoring energy to be sure everyone is physically clear of the equipment.

## **LOCKOUT — one of the most important safety procedures you can do**

Always do a lockout, whenever you have to be sure a machine will not operate.

Don't take shortcuts with your lockouts--follow the rules to the letter.

Remember--the lock you put on that power source is there for one reason--to protect you! (See this month's Fatal Electrical Accident)

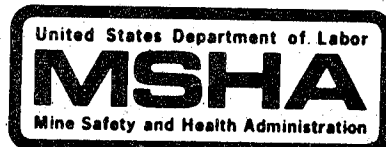
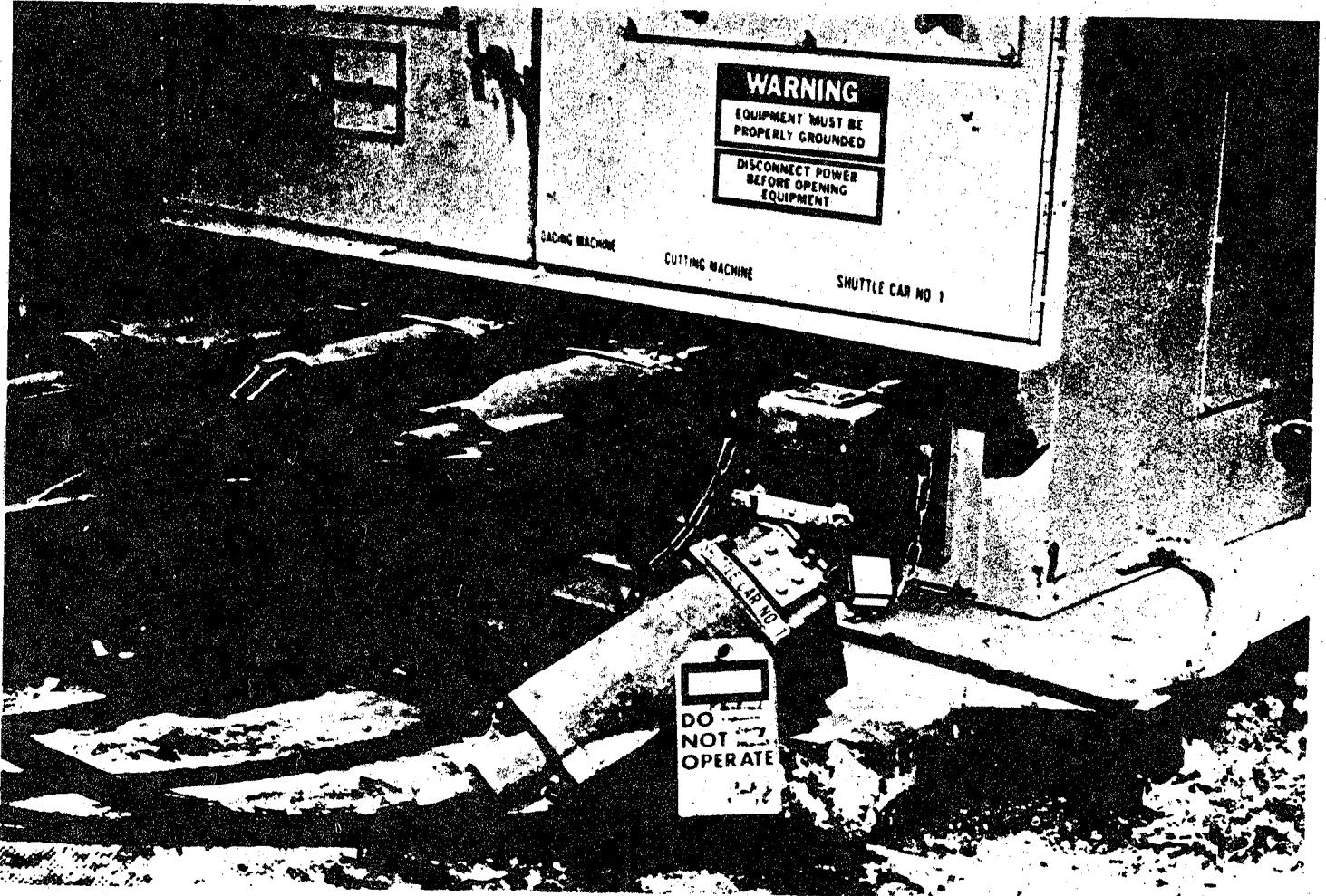
\* \* \* \* \*

## **On the job or off -- Which is safer?**

Most people will agree that mining, along with other industries has its share of occupational injuries. But before you become too alarmed, consider the statistics that show there are at least three times as many accidents off the job as there are on the job.

One reason for fewer industrial accidents is that employees recognize hazards, and follow safe practices. These rules apply on the road and at home, but you must first recognize dangers.

# A TAG AND LOCK MEANS NO SHOCK



This poster is available  
upon request from:  
MSHA, Holmes Safety Assn.  
4800 Forbes Avenue  
Pittsburgh, PA 15213



## H.S.A. SAFETY TOPIC



## How to drive after dark

Most people dislike driving at night, and the reason is simple. You can't see as far or as well at night as you can in the daytime. Darkness makes driving a challenging job.

It's dangerous, too. Fatal accidents increase sharply during the hours of darkness. In fact, statistics show that your chances of being involved in a fatal traffic accident are about three times as great at night than during daylight hours.

But there are things to do, facts to know, and techniques to use that can get and keep you and your vehicle ready for safer night driving.

### Your Vehicle

#### You need its lights to see

- Before you start out at night, check headlights, taillights and directional signals. A wall or show window makes a good place to check headlights and turn signals to see if they're functioning properly.
- The better you can see the better your chances of avoiding an accident. Clean headlights and windshield -- inside as well as outside.
- Have your headlight aim checked if it hasn't been done recently or if you've replaced a headlight.

One study indicated that one-third to one-half of all vehicles on the road have badly aimed headlights, reducing their effectiveness for the driver and often blinding approaching drivers.

### Your Eyes

#### 90 percent of driver reaction is dependent on vision

- When you come out of a lighted building it takes a few minutes for your eyes to adjust to the dark. A two to five minute wait before driving off into the night could pay off in safety.

Waiting a few minutes before driving in the dark will improve your vision 20-to-30,000 times, according to the British Association of Optical Practitioners.

If you spend a day in bright sunshine -- like at the beach or in the snow -- it's wise to wear sunglasses. They'll help your eyes preserve their supply of "visual purple," a retinal chemical that helps them adapt to the dark. A day of exposure to much sun and glare without sunglasses can drastically reduce ability to see at night.

### **Don't drink and drive**

- \*Besides the obvious reason, alcohol can drastically slow the recovery of vision from the effects of glare. It doesn't directly affect the eye's sensitivity, but it takes the eye a second or two longer to hunt around for what it was seeing, and in that time an accident can occur.
- \*Don't wear any kind of sunglasses at night. There are no glasses designed to reduce headlight glare at night. Any lens that reduces the brightness of headlights also reduces the lights reflected from dimly-lit objects at the side of the road, particularly pedestrians.
- \*Don't smoke while you're driving at night. In addition to the obvious distraction, nicotine and carbon monoxide, two of the ingredients in cigarette smoke, can reduce your vision when it's dark.
- \*Reduce speed and drive with extra care if you've just gotten your first glasses (in fact, some experts recommend new glasses wearers not drive at all for a while after receiving their glasses). Newly-corrected nearsighted people tend to brake too quickly, while newly-corrected farsighted drivers tend to brake too slowly. In addition, a change in prescription may take some getting used to, and its' effect on your driving should be taken into consideration.

Problems of adapting to driving at night and recovering from glare usually show up when people are in their early 50's. The average 60-year old needs seven times as much light as the average 20-year old to perform the same tasks.

## TECHNIQUES

that make you a safer driver

\*If you're wondering whether or not it's dark enough to turn on your lights, it is. They may not help you see any better in early twilight, but it will be much easier for other drivers to see you - the better other drivers can see, the less chance of an accident.

The criterion many drivers use in deciding if they should turn on their headlights is: "How well can I see without them?" They should be thinking: "How well can the other driver see me without my lights on?"

\*When you're following another vehicle at night keep your headlights on low beams so you won't blind the other driver.

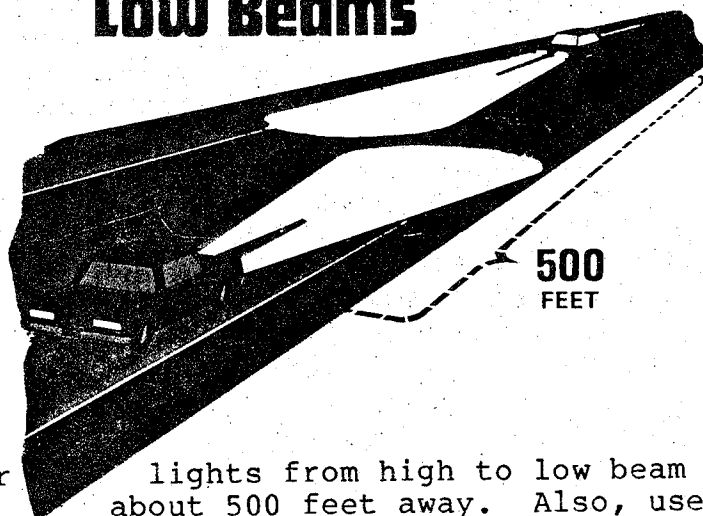
\*Since you can't see as well at night, you won't have as much time to stop when you spot trouble as you would in daylight. Reduce speed accordingly.

\*Try to beat out the oncoming driver in being first to switch from high to low beams.

\*Increase your following distance at night.

\*Never try to give oncoming drivers a taste of their own medicine when they fail to switch to low beams. Switch your own lights from high to low, then avoid the approaching glare by watching the right edge of the road and using it as a steering guide.

### Low Beams



Switch your lights from high to low beam when an oncoming vehicle is about 500 feet away. Also, use the low beam within 300 feet (the length of a football field) of the rear of the vehicle you're following. If you're not so good at estimating distance, you'll just have to play it by eye.

## Look ahead

\*When you look ahead, don't look only as far as your headlights light up the pavement brightly. That limits your visual range -- a seeing trap into which many drivers fall. Peer ahead into the area that's only faintly illuminated. You may pick up the faint glow of a distant headlight or some movement that will alert you to a possible hazard.

\*When you spot a deer or other animal on the road at night, switch headlights to lower beam and sound your horn.

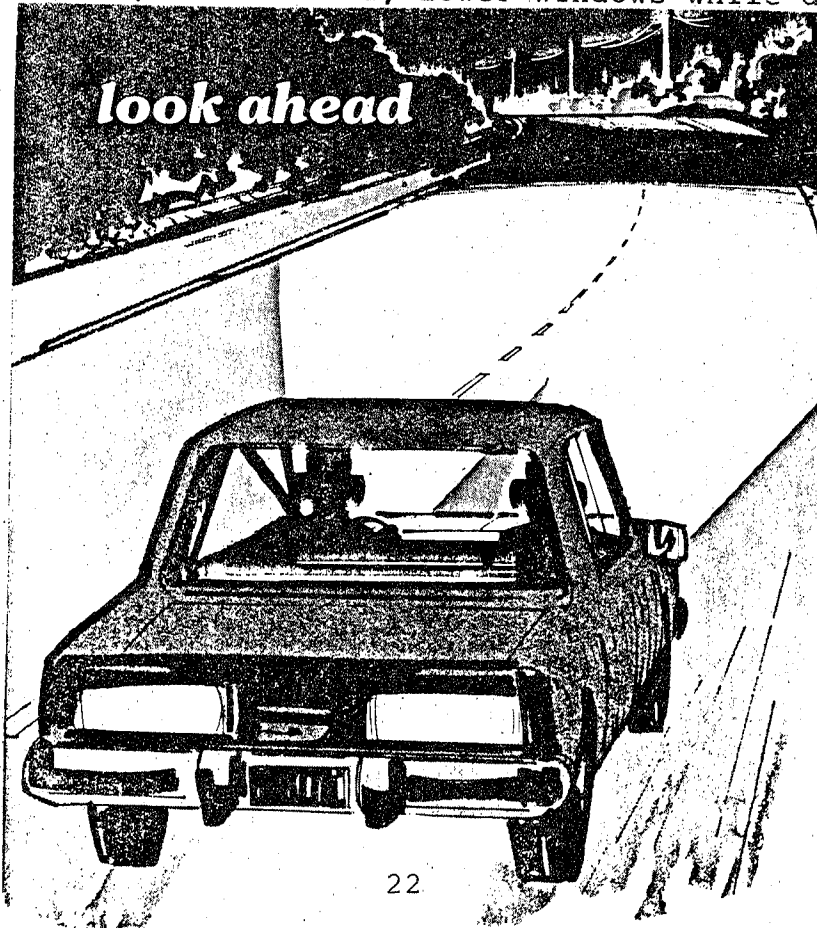
\*Never stop on any roadway at night. It's hard for an approaching driver to tell whether or not your car is moving until it's too late.

\*Take curves slower at night. Headlights pointing straight ahead, shine off the road, reducing your view of the road considerably.

According to studies, overdriving headlights is the most persistent problem of night driving.

\*Switch to low beams in fog or snow. High beams will reflect more off fog and snow, creating increased glare to throw off your vision.

According to a study by the Bureau of Motor Carrier Safety, the lowest level of alertness for most drivers is between 2 a.m. and 7 a.m. To stay alert, BMCS suggests drivers stop frequently, drink some coffee, walk around, lower windows while driving.







## H.S.A. SAFETY TOPIC



## Night Driving

You see less at night and so do other drivers. Vision studies prove that your sight distance shrinks the faster you go. At 20 m.p.h. a driver can see and identify objects 80 feet farther away than he can at 60 m.p.h. This narrowing and shortening of the visual field, plus the efficiency of the headlights, plus your stopping distance all determine your safe speed at night.

Your eyes play tricks at night. For example, you can see an expected or familiar object much farther away than an unexpected one.

Periodic vision checks are essential as you grow older. The average 55-year old driver with 20/20 vision needs twice as much light as the 20-year old with the same visual rating. Visual defects are exaggerated at night. **IN TODAY'S TRAFFIC, SMALL ERRORS CAN MAKE THE DIFFERENCE BETWEEN LIFE AND DEATH.**

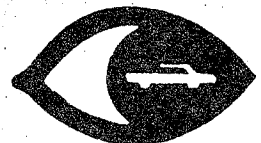
\*\*\*\*\*

### To Make Night Driving Easier

- . Give your eyes a minute to adjust to lower light levels.
- . Keep your headlights clean and adjusted. Dirt can cut their power by 90 percent.
- . In the city, stay on well-lighted streets. Use high beams wisely on highway.
- . Eliminate or reduce cigarette smoking. It lays a dirty film on the windshield.
- . To avoid glare from headlights behind you, use a day/night rearview mirror set on "night." Avoid looking at headlights of others.
- . Remember, high beams are not superbeams. They light only 250 feet ahead. Replacing standard headlights with halogen lamps will improve the lighted distance. Just remember to lower your high beams for oncoming drivers.

\*Courtesy Health & You Magazine.

**WATCH OUT FOR  
THE OTHER GUY**



**Drive Defensively!**

September 1987



H.S.A. SAFETY TOPIC



## News You Can Use

If Rip Van Winkle were to wake up today, he'd probably be no worse off than most mining companies who find that each hour brings a new problem in daily living. As our society becomes more complex, we become increasingly baffled by the maze of laws and regulations that govern what we can and cannot do and what is safe and not safe to work with.

But there is help for many of the busy operators, supervisors, managers, and safety directors who are ready to throw up their hands in despair and go to sleep -- just as Rip did. The Holmes Safety Association monthly safety bulletin is a treasure-trove of practical safety information in a handy package. The Bulletin provides insights on a wide variety of safety-topic materials for use at on-the-job safety meetings.

Lost-time disabling injuries and fatalities are one of the biggest concerns in the mineral industry today. As in most information, there will be articles you find particularly useful and others not as useful to your operation. But we hope you can find something each month to help you prepare for your safety meetings. Unless you chase down the safest way to do a job, you run the risk of being caught in an accident. As we see it, a perfect safety record is worth pursuing. Let us know if there are any subjects you would like to see addressed. Or perhaps, you have some information you would like to share with others in the industry. Feel free to submit it to us and we will feature it in an upcoming Bulletin.

In addition, let others know about the Association and its benefits. Additional applications can be obtained from:

U.S. Department of Labor, MSHA  
Holmes Safety Association  
4800 Forbes Avenue  
Pittsburgh, Pennsylvania 15213

Phone: (412) 621-4500, Ext. 650 Pittsburgh, PA  
(602) 629-6631 Tucson, AZ

# HOLMES SAFETY ASSOCIATION

## YEARLY MEETING/ATTENDANCE

### Calendar Year Report

<u>Jan. - Dec.</u>	<u>Safety Meetings</u>	<u>Attendance</u>	<u>Number Chapters Overall</u>
1977	3,430	46,397	1,046
1978	65,571	735,728	1,344
1979	85,552	1,033,335	1,397
1980	98,991	1,225,596	1,504
1981	98,773	1,305,501	1,690
1982	105,123	1,305,265	2,279
1983	107,128	1,224,243	2,913
1984	120,787	1,445,776	4,021
1985	89,645	1,134,671	4,438
1986	89,146	1,205,330	4,888
1987 Jan. - June	27,440	348,750	5,121

### Fiscal Year Reports

<u>Jan. - Dec.</u>	<u>Safety Meetings</u>	<u>Attendance</u>	<u>Number Chapters Formed</u>
1979/80	100,526	1,260,061	110
1980/81	87,054	1,049,481	239
1981/82	115,415	1,455,531	154
1982/83	100,234	1,006,737	1,107
1983/84	102,562	1,186,350	1,158
1984/85	96,740	1,264,111	835
1985/86	90,172	1,316,059	519
1986/87	101,063	990,465	
1987/88			

## SUBSTANTIAL SAFETY BENEFITS

It has been proven, a network of safety chapters, district and state councils throughout this Nation, holding well conducted safety meetings can provide an excellent opportunity for the interchange of ideas on safety work practices among mine and/or plant officials. For example, one official has attained good results with a new idea or method to reduce accidents; this may be discussed at the meeting, thus giving the other members an opportunity to profit by the experience. Matters concerning safety policy are always appropriate topics for discussion at these meetings--in other words--new methods can generally improve old problems.

# THE LAST WORD

A wound neglected may be  
a wound infected.

\* \* \* \* \*

A combination blackmail,  
collection letter and  
literary gem. "If you  
don't pay me what you  
owe me, Ill tell your  
other creditors that you  
did."

\* \* \* \* \*

The value of defensive  
driving has been  
established. It's here  
to stay - are you?

\* \* \* \* \*

It is much easier to do  
your job safely than to  
explain why you didn't.

\* \* \* \* \*

Those who do their best  
today will be hard to  
beat tomorrow.

\* \* \* \* \*

Confidence is what you  
start off with before  
you completely understand  
the situation.

\* \* \* \* \*

Be sure to use your  
directionals to indicate  
lane changes as well as  
turns.

\* \* \* \* \*

## DO YOU KNOW?

The pressure registered against arterial walls each time the heart beats -- usually between 70 and 90 times a minute is termed pulse. A normal blood pressure reading for adults aged 18 to 45 is considered by most doctors to be between 100/60 and 140/90. The term "systolic" is the higher of the two numbers used to indicate blood pressure. The second (lower) number, the "diastolic pressure, measures the decreased force of blood against vessel walls which occurs when the heart relaxes between beats.

# SAFETY FIRST. FIRST AID SECOND.

Safety and first aid preparedness are important preventative steps in keeping workers on the job. Time spent in these areas will return valuable dividends.

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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