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# BULLETIN

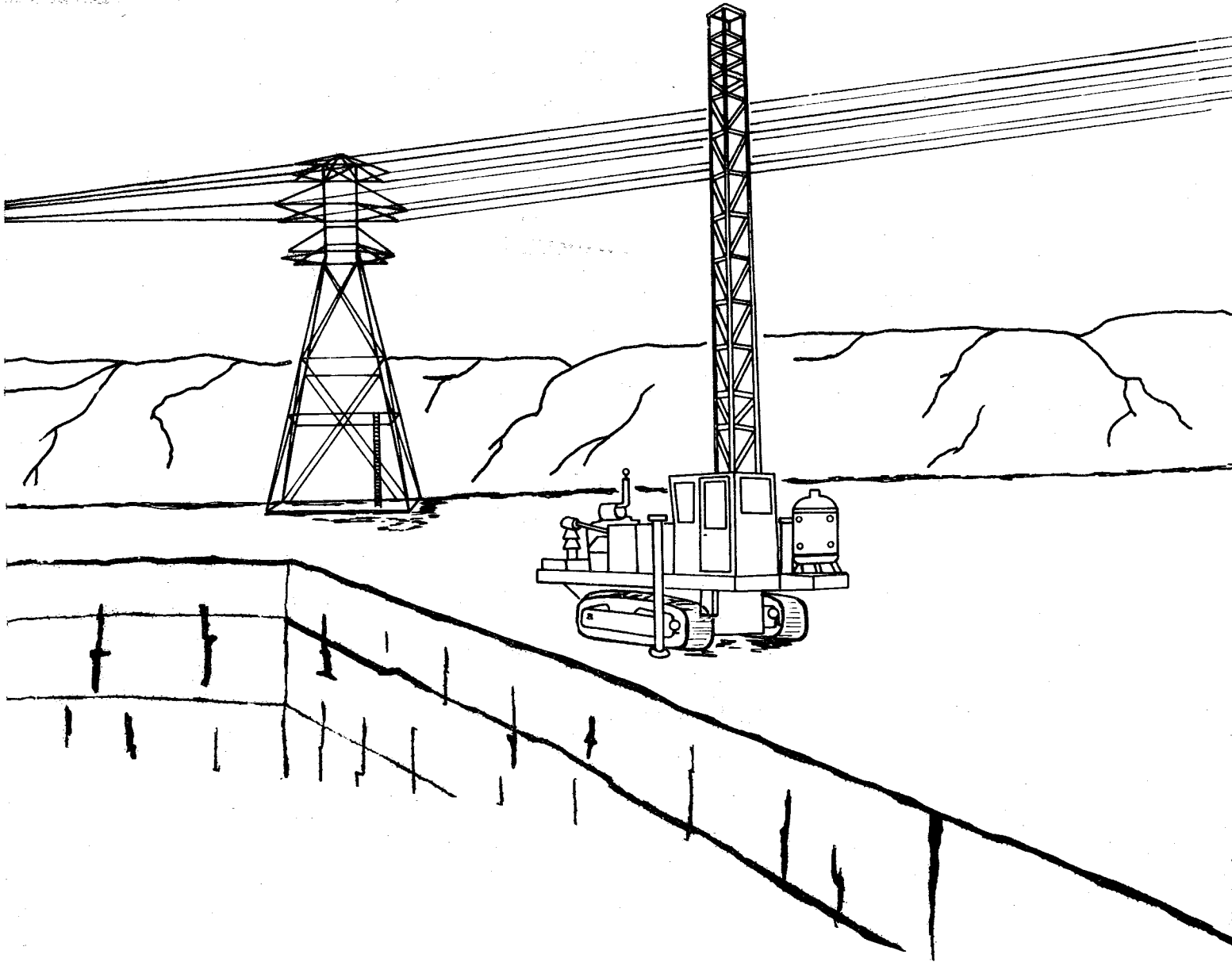
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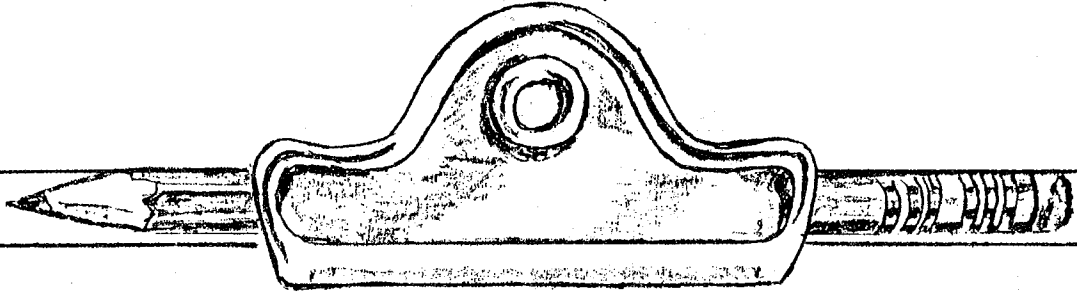




# WHAT YOU DON'T SEE CAN KILL YOU



**Holmes Safety Association**



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**KEEP US IN CIRCULATION.**

**THIS SAFETY BULLETIN CONTAINING 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 IS PROVIDED FREE AS A BASIS FOR DISCUSSION AT ON-THE-JOB SAFETY MEETINGS.**

**PLEASE USE THE POSTAGE-PAID ENCLOSED GREEN MEETING REPORT FORM AND RETURN TO THE HOLMES SAFETY ASSOCIATION.**

**WINTER ALERT**

FEBRUARY, 1989



<u>COMPANY</u>	<u>CHAPTER NO.</u>	<u>LOCATION</u>
Chemstar, Inc.	7963	Douglas, AZ
U.C. Operating Services	7964	Archbald, PA
Addwest Gold, Inc.	7965	Hilger, MT
Pro-Mac Enterprises, Inc.	7966	David, KY
Big South Mining & Const., Inc.	7967	Davella, KY
Joule Coal Corp.	7968	Odds, KY
So. Calif. Rapid Transit Dist.	7969	Los Angeles, CA
Phelps Dodge	7970	Playas, NM
Thor, Inc.	7971	Morgantown, WV
Golden Products Co. No. 1	7972	Morgantown, WV
Henry County	7973	Mt. Pleasant, IA
Sun Glo Coal Co., Inc. #1	7974	Ashcamp, KY
Sun Glo Coal Co., Inc. #2	7975	Sycamore, KY
Sun Glo Coal Co., Inc., S Mine	7976	Ashcamp, KY
Sun Glo Coal Co., Inc., Plant	7977	Ashcamp, KY
Sun Glo Coal Co., Inc., Shop	7978	Ashcamp, KY
Two Rose Coal Co., Inc. #17	7979	Hellier, KY
Ike Coal Co., Inc.	7980	Rockhouse, KY
Inferno Coals, Inc.	7981	Elkhorn City, KY
A & R Coal Corp., #6 Mine	7982	Millard, KY
Vulcan Materials Co.	7983	Crystal Lake, IL
Sidwell Bros., Inc.	7984	Zanesville, OH
Cent. Ready Mixed Concrete Co.	7985	Susset, WI
Eastern Energy Invest., Inc.	7986	Quick, WV
Big Butt Mining, Inc.	7987	Grundy, VA
DCS Color & Supply Co.	7988	Milwaukee, WI
Tanner Coal Co., Inc.	7989	Craigsville, WV

**WINTER ALERT**



## NATIONAL COUNCIL MEETING

**BRECKENRIDGE, COLORADO May 31 & June 1, 1989**

I would like to thank all of the members of the Association for the courtesies extended to the Holmes Safety Association staff throughout 1988. We have been offered every opportunity to prepare for the ensuing year and are truly thankful.

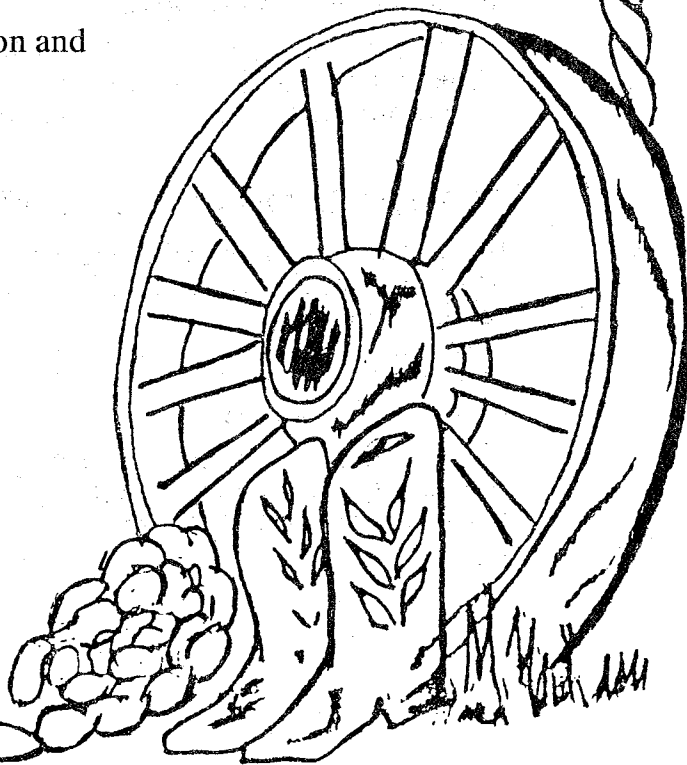
We are very excited about this new year and are looking forward to sharing the excitement of 1989 with our friends. The Northern Colorado/Southern Wyoming District Council program committee has scheduled events that will appeal to everyone. We feel certain that each event will provide excitement and FUN for everyone who attends. These functions and many more that we have scheduled cannot be successful without you and your support.

It's time to make plans to attend the upcoming National Council Holmes Safety Association and Joseph A. Holmes Annual meetings at Breckenridge, Colorado, on May 31-June 1, 1989. Located 90 miles west of Denver off U.S. Route 70, Breckenridge is a scenic ski resort town in the Rocky Mountains.

The Breckenridge Hilton has offered us a group rate of \$50 plus tax per night for rooms which normally cost over \$100.

Rob Stalder, President of the Northern Colorado/Southern Wyoming District Council, Ival Van Horne, MSHA and their committee have arranged some exciting events to date beginning with a Wednesday evening sponsored cook-out at Maggie Pond. This is one affair you won't want to miss. The executive and regular meetings of the H.S.A. and J.A.H.S.A. will be held at the Breckenridge Hilton on June 1.

See next month's Bulletin for further information and a reservation form.



FEBRUARY, 1989



## H.S.A. SAFETY TOPIC

### COMMITTEE ON MINE EMERGENCY AVAILABLE TO PROVIDE HELP FOR IDENTIFYING SHORTCOMINGS IN ALL SEGMENTS OF THE MINERALS INDUSTRY

In September 1988, the Mine Safety and Health Administration (MSHA) Academy in Beckley, West Virginia, formed a Committee on Mine Emergency. Members of the committee represent labor, management, academia and the government agencies affiliated with the mining industry. The committee adopted the following statement of its mission:

"Even though there are laws and regulations, publications, and training courses in regard to mine emergencies, there is substantial evidence that the mining community is not properly prepared to deal with emergency situations. This lack of preparation constitutes one of the greatest potentials for loss of life and property in mining today.

A committee, consisting of representatives from labor, industry, government and universities was formed. The purpose of the committee is to identify shortcomings in the present mine emergency procedures and practices, as well as material and equipment.

The committee will endeavor to influence or cause activities aimed at improving the capability of the mining community to respond to emergency situations--research to be conducted, instructional material to be developed and presented, books or other publications to be written and printed, and equipment to be developed."

For further information call Dr. Misagi at (304) 256-3202, or write to National Mine Health and Safety Academy, Committee on Mine Emergency, Attention: Leo Misagi, P.O. Box 1166, Beckley, West Virginia 25802-1166.

### SEMINARS ON FIRE TRAINING

In 1989, the National Mine Health and Safety Academy of MSHA and the Mining Extension Service of West Virginia University will offer a number of seminars on fire training. The two-day seminars are designed for general audiences or tailored to the needs of individual mining companies; they include classroom sessions and hands-on training on Academy grounds.

Here are the highlights:

Unless the on-site personnel is prepared to prevent or immediately control the losses, mine managers and superintendents face the possibility of mine fires and other emergencies.

**WINTER ALERT**

Mine management must have plans for fire prevention, and be prepared for making hard, sound decisions in times of emergencies, lest its own errors turn a bad situation into a disaster. There must be clear procedures for firefighting. Resources for special needs and applications must also be readily available.

Among other things, the plans must call for the following measures: coordination of on-section miners and the needed resources, alerting the surface reserves, and immediate reaction by persons who are trained to assume and exercise control over the critical activities during the early stage of an emerging fire.

There is a need for staging areas underground, known as "stations," from which firefighters launch their operation. The stations are kept in readiness; they are different and separate from the rescue sites.

A station must be equipped with protective clothing such as gloves, hoods, face shields, and Nomex suits; high-quality nozzles and other supplies, including materials needed for rapid sealing. Stations can be made portable to allow their relocation when mine operations advance or retreat from their current position.

The industry experience shows that each shift needs a fire brigade made up of two firefighting teams to provide immediate backup for on-shift miners engaged in fighting the fire.

The 1989 seminars are the expanded and improved versions of a well-received program cooperatively offered in 1988 by the two institutions. All sessions of last year's classes were filled to capacity.

Interested individuals, organizations and mining companies can call Bill Moser at (304) 293-4211 (WVU Mining Extension Service), and Dennis Hartsog at (304) 256-3340 (MSHA--Academy) for additional information and schedules, or write to the National Mine Health and Safety Academy, P.O. Box 1166, Beckley, West Virginia 25802-1166.

## **TO ALL OF OUR NEW CHAPTERS:**

**WELCOME** to all of the 447 mines that joined the Association in 1988.

**We wish to thank you. Your concern for health and safety in the mines has made them a better place to work.**

**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!!!



**WINTER ALERT**



## H.S.A. SAFETY TOPIC

# LOW VOLTAGE CAN KILL

The only difference between the high and low voltage is that the higher the voltage, the more likely you are to get killed if you come in contact with it. Even a voltage as low as 50 has been known to kill when conditions were just right, so don't be fooled by low voltage.

The important thing is that for all voltages used in homes and to run machinery at plants, it's the current that shocks and kills. All the voltage does is to push the current through you, and the current you get will be in proportion to the voltage.

All this is best explained by Ohm's law. It says that an electrical pressure of one volt will push a current of one ampere through a circuit having a resistance of one ohm. If you raise the voltage without changing the resistance, you'll get more amperage--more current. If you'll lower the resistance without changing the voltage, you'll get more current. Remember that point. It is very important.

You can think of the electricity in any wire as always trying to get to the ground or to the other side of the line--the other wire in a two-wire circuit or either of the other wires in a three-wire circuit. The insulation between the two is all that keeps the electricity where it belongs.

Ordinary water is a good conductor; so, of course, are metals. Except to your skin and bones, your body is mostly water, so its resistance is low. Dry, clean skin has resistance, but moisture and most dirt, especially sweat, lowers resistance very greatly.

The ordinary clean, dry, wooden floor usually has high resistance. Clean, dry concrete may have resistance too, but you can never count on it because it may be wetter or dirtier than it looks. Metal floors, of course, are good conductors.

Let's look at just what happens when a person touches a wire carrying juice at 110 volts--an ordinary lighting circuit. If his hand is dry and clean, if he's standing on a dry wooden floor and not touching any grounded metal, such as a water pipe or steel building column, the resistance to the ground through him will probably be so high that he may not even feel the juice--not even get a little tingle.

But if he's hot and sweaty and standing on a steel floor or leaning against a steel column or across a water pipe, his resistance is apt to be so low that he'll get enough current through him to knock him out and possibly cause death.

Such a shock is likely to stop lung action but the heart usually beats on. Artificial respiration when properly applied will get air into and out of the lungs enough to keep the heart going until the lungs start working again.

**WINTER ALERT**



Sometimes, however, the jolt also throws the heart out of step so that it just quivers instead of beating in rhythm and it pumps no blood. This is called ventricular fibrillation.

Instead of enough current to knock you out, you may get enough to set your muscles so that you can't let go. Unless you're rescued, you will slowly lose consciousness and die.

Another important factor is the path the current takes through a person. If it's from one finger to another on the same hand, the worst you're likely to get is burnt fingers. But if it's from one hand to the other or from one hand to a foot, the current probably shoots through your chest.

It's easy to see that the quicker the current is shut off, the better the victim's chance. If you're near by when someone gets caught, use good judgment in the rescue. Cut off the power if you can, but if it's quicker, break the connection being careful not to get shocked yourself.

If you get much current through you, it will probably knock you out and probably kill you.....a tenth of one ampere or even less is usually enough.

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## **"VOLUNTEERS NEEDED!"**

Many reliable and dedicated federal, state and private industry employees who have been active for 20 or 30 years in the Holmes Safety Association have retired within the past few years.

These people were instrumental in forming chapters and councils, putting on safety programs and serving on numerous committees. We are looking for volunteers to become involved by serving on committees to help keep the chapters and councils alive and active.

If you are interested in volunteering, contact your chapter or council president or secretary or contact the National Council headquarters at:

William H. Hoover  
MSHA, Holmes Safety Assoc.  
300 W. Congress, Room 7K  
Tucson, Arizona 85701  
(602) 629-6631

Linda Lofstead  
MSHA, Holmes Safety Assoc.  
4800 Forbes Ave. Room A271  
Pittsburgh, PA 15213  
(412) 621-4500 Ext. 650

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**MINE SAFETY AND HEALTH ADMINISTRATION**

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

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**IN MEMORIAM**

It is with deep regret that we learned of the untimely death of Leighton C. Farley, December 15, 1988, one of our most faithful members who has served with dedication at all executive levels of the state and district councils and chapter levels of West Virginia. Leighton C. Farley, a lifetime member of the Holmes Safety Association was also a member of the New River Valley District Council.

Mr. Farley worked in the coal mines of West Virginia from 1919 - 1948 when he became employed as a Safety Representative of the United Mine Workers of America, then an Accident Investigator and Auditor in the West Virginia District, retiring in 1973.

His endeavors were exerted to the utmost for the health, safety and welfare of all associated with the mining, mineral extractives, and the allied industries. His unselfish devotion and untiring efforts in promoting the activities and safety education programs of the association will be greatly missed.

**ABSTRACT  
FROM  
FATAL  
ACCIDENT**

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



**FATAL POWERED  
HAULAGE ACCIDENT**

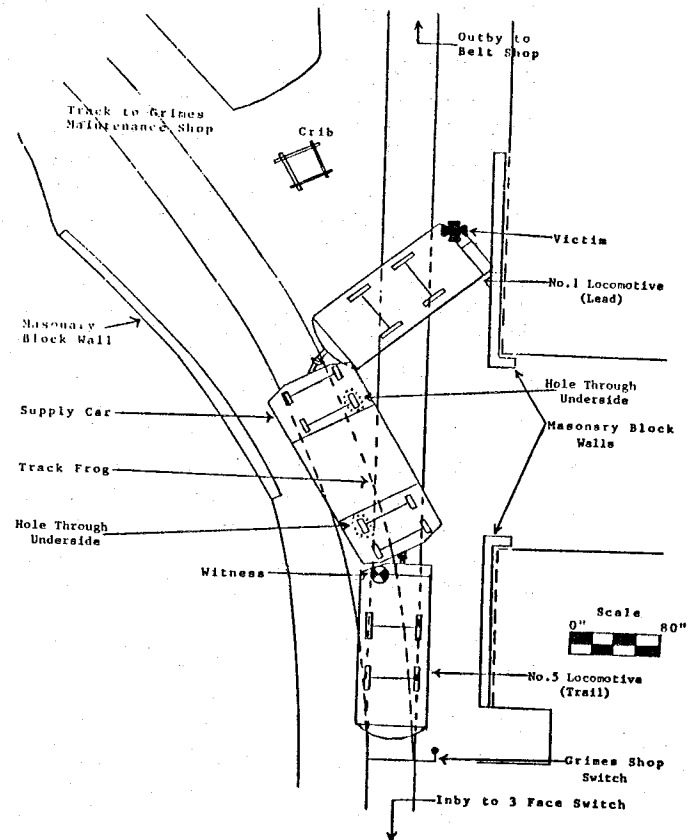
**GENERAL INFORMATION:** A powered haulage accident occurred near the shop track switch of an underground coal mine resulting in a welder-first class being fatally injured. The victim had 16-1/2 years mining experience, the last 18 months as a welder-first class.

**DESCRIPTION OF ACCIDENT:** At the start of the shift, the victim and a belt mechanic entered the mine and began their normal duties. They left the portal bottom and traveled via the belt repairman's personnel carrier to the 3 face track haulage switch. Upon arrival, the victim was notified by the belt foreman to bring the belt repairman's trip (two locomotives with a supply car) to the belt shop. The victim, operating the No. 1 locomotive (lead), and the belt repairman operating the No. 5 locomotive (trailing), proceeded outby, toward the belt shop. As the trip passed over the shop track switch, the supply car derailed to the tight side of the track haulageway. The No. 1 lead locomotive also derailed and struck a masonry block wall on the wide side of the track haulageway.

The belt mechanic shouted to the victim but received no response. He went to the lead locomotive and found the victim in the operator compartment with two large sections of the masonry block wall on him.

**FINDINGS OF FACT:** An examination of the supply car revealed that the center of the car frame was bowed down approximately 5-1/2 inches from the ends. In addition, the rear wheel on the clearance side-front truck and the front wheel on the tight side-rear truck had over a period of time contacted the underside of the car and worn holes 1-1/2 inches by 4 inches and 1-inch by 3 inches through the metal frame--a violation of Section 75.1725(a) 30 CFR Part 75.

**CONCLUSION:** The fatality occurred when a derailed supply car caused the No. 1 locomotive to derail and strike a masonry block wall. Failure to maintain the supply car in a safe operating condition was the cause of this accident.



**WINTER ALERT**

**ABSTRACT  
FROM  
FATAL  
ACCIDENT**

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



## **FATAL ELECTRICAL ACCIDENT**

**GENERAL INFORMATION:** A 23-year old crusher helper was electrocuted when a stacker conveyor came into contact with an energized overhead 12,400-volt power line. The victim had been employed for two months at this company.

Material was mined at this sand and gravel operation and transported by front-end loader to the portable plant where it was crushed, screened and stockpiled.

**DESCRIPTION OF ACCIDENT:** The victim started work at his normal starting time but because production had not started, he was doing cleanup around the area. Approximately 1-1/2 hour later, it was decided to begin processing material. The Nordberg conveyor had to be moved first because the material stockpiled the previous work day was close to the head pulley. The conveyor was to be pulled around to the west to begin a new row of material. The front-end loader operator said that he moved the front-end loader to the conveyor and that the crusher helper hooked up a chain located on the conveyor to a grab hook which had been welded to the back of the bucket. The front-end loader operator then proceeded to pull the conveyor slowly to the west, watching the crusher helper who was walking alongside of the conveyor giving hand signals as they proceeded. As they reached the area where the conveyor was to be spotted, the front-end loader operator said that the victim removed a block of wood that was stored on the conveyor and placed it in front of the tire to stop any further movement of the conveyor, but that the wheel rolled over the block and continued moving west for approximately 5 feet until it came into contact with the energized 12,400-volt power line. He then stated that he saw the victim try and stop the movement of the conveyor by placing his hand on the conveyor's upright braces. He stated that he thought he saw the victim sort of jump and then run approximately 60 feet towards the hopper area before falling to the ground.

An ambulance was summoned and medical treatment administered but the victim was pronounced dead from electrocution.

**CAUSE OF ACCIDENT:** The direct cause of the accident was failure to maintain adequate clearance or take other precautionary measures, such as deenergizing the power lines when the conveyor was in the vicinity of the overhead high voltage lines.

### **RECOMMENDATIONS:**

1. Before operating equipment in areas with overhead high-voltage power lines, the power lines should be deenergized.
2. Due to the low placement of the overhead power lines, the high-voltage power lines should be relocated to a safer location.
3. Employees should check their work areas before start of the job to be performed.

**WINTER ALERT**



## H.S.A. SAFETY TOPIC

# CRANE CONTACT WITH POWER LINES

The lethal incompatibility of cranes (including cables and loads) and high-voltage electric lines is periodically driven home by a newspaper article describing a local electrocution of some unfortunate worker. When considering this awesome hazard most people are inclined to have in their mind's eye a picture of a big rig with a tall boom contacting the high tension line. Consider then the following accidents:

The new employee, a truck boom operator trainee with four month's job experience, was electrocuted when the truck boom he was maneuvering contacted a 13,000-volt overhead power line. After parking his truck load of concrete blocks directly under the power lines, the victim started to unload the pallets of blocks with the boom. As he removed the last pallet load from one side of the truck using a remote boom control, the boom made contact with the power line. Electrocution resulted as the voltage came down the boom and into the control box in the hands of the deceased who was standing on the ground alongside the truck.

Another man, an iron worker with five years' experience, was employed by a firm erecting steel service stations. The employee was holding a load line, preparing to hook it onto a sling attached to the canopy roof that was to be placed over the gas pump island. When the telescoping boom of a truck-mounted crane raised the canopy, it contacted the 7,620-volt overhead power line electrocuting the employee.

In both of the above cases, the cardinal rule of crane operation was violated--that is: never work close to a live electric line with a crane or its cable. The one crane was a mere three feet from the power line when it was parked to begin work.

When work must be performed in the vicinity of power lines, efforts should be made to have the power turned off or the line grounded by the utility company before any work is started. If this is not possible, the crane operator should have another person to observe and advise. Any part of a crane, its lines or load, must be at least 10 feet from any high voltage line up to 50,000 volts--lines of higher voltage require even greater clearance distance.

As is apparent in these two fatalities not only the big rig with the 100 foot boom can be involved in these accidents but the small "cherry picker", the truck boom or the small truck crane are subject to the same exposures with the same deadly results.

**WINTER ALERT**



## H.S.A. SAFETY TOPIC

# YOUR HAND TOOLS

When we think of dangerous equipment, we may not think of including hand tools in that category. But there are many thousands of injuries each year - both on and off the job--involving the use or misuse of hand tools.

Management is responsible for the safety of the job site and the equipment. But as employees, we know that unless you do your work in a safe manner, you may get hurt with even the safest things with which to work. So both workers and management have a joint responsibility for preventing accidents on-the-job. Employees share of the responsibility is particularly great with hand tools because the way in which they are used determines how safely they are used.

There are several important points concerning hand tool safety.

The first thing is to keep tools in good condition. The old saying that you can tell a good mechanic by his tools is true. A good worker takes pride in his tools. He knows that to turn out good work his tools must be in good condition.

Of course, we can get things done with makeshift tools but the job may take longer and there is a greater possibility of an accident.

If a hammer handle shows even a beginning split, it should be replaced. Even the most carefully taped handle is never as strong as a solid handle, and is likely to be out of balance. Some people wrap their hammer handles to give them a better grip. If wrapping really helps, it is probably okay, but the handle should be wrapped evenly and replaced when it becomes worn.

Wrenches with worn or spring jaws are injury producers. Take for example, the pipe-fitter who was trying to break a coupling loose on an overhead line. The teeth of the wrench were worn. It slipped when he bore down on it and threw him off balance so that he fell.

Another important point is to use the right tool for the job. The pioneers had to make a few tools for all kinds of jobs. Now of course, tools are easily available in endless variety. The fact that each of the tools we use is designed for a specific purpose helps safety, helps production, helps quality of workmanship and saves effort because the work goes more smoothly. This specialization of tools makes it particularly important to always use the right tool for the job. Wrenches make poor hammers. Screwdrivers aren't made to be used to chisel or pry objects. A mechanic's hammer can be made to drive nails, but shouldn't be.

All this may sound elementary to you because everyone of you know these points--and a lot more besides--about the misuse of tools. But can we all honestly say that we never misuse a tool? Accident records prove that misuse of hand tools often causes accidents and injuries.

**WINTER ALERT**

Hand tools cause a lot of injuries, but they could be prevented if everyone who uses tools would always:

1. Keep the tools in good condition.
2. Use the correct tool for the job.
3. Use it in a safe manner.

Remember, good workers and good tools go together. Safety rides with good tools properly used.



## PORTABLE LADDER SAFETY

An 18-year old laborer-helper for a concrete products corporation was helping a co-worker drill core holes in a concrete slab located on top of a building 17 feet above ground level. Means of access to the work area was by a 30-foot aluminum extension ladder.

The helper was told to obtain a wrench. He started descending the ladder when the extension suddenly fell two rungs. The jolt knocked him off the ladder, and he struck his head against a 1-inch X 12-inch section of channel iron lying on the ground.

The victim was rushed to the hospital, but died later that day. Investigation showed the ladder's locking devices were inoperative, and pawl springs rusty.

### RECOMMENDATIONS:

Inspect all portable ladders for defects.

In this case it was obvious that the defect was in existence for quite some time, eventually contributing to the death of this youth. It is the supervisor's responsibility to make certain that all equipment on the job-site is safe.

**WINTER ALERT**

THE 24th ANNUAL SOUTHWEST SAFETY CONGRESS AND EXPOSITION

May 9, 10, 11, 1989  
MESA CONVENTION CENTER

FEBRUARY, 1989

MESA, ARIZONA

PRESENTED BY

THE ARIZONA CHAPTER OF THE NATIONAL SAFETY COUNCIL  
SOUTHWEST SAFETY CONGRESS ASSOCIATION, INC.

Continued from January, 1989 Bulletin

WEDNESDAY, MAY 10th

WEDNESDAY, MAY 10th

9:45 a.m. - BARRICADES

11:30 a.m. Dick Cole and Pete Donnley  
Barricade and Light Rental  
This session will give the safety pro,  
superintendent or foreman information about  
the when, where and how to mark streets,  
job site and flow of traffic. Program will  
also include tips on reducing the cost of  
barricade rental.

AIDS IN PERSPECTIVE

Kern Anderson  
Centers for Disease Control  
This program will cover the updated issues  
on AIDS in the country.

INDUSTRIAL SAFETY MANAGEMENT DEGREE  
PROGRAMS, DEPARTMENT OF TECHNOLOGY AND  
CONSTRUCTION, ARIZONA STATE UNIVERSITY  
Department of Technology Advisory  
Council Curriculum Committee  
Special 1 1/2 hour program presented by the  
Department of Technology Advisory Council  
Curriculum Committee.

THE LATEST TECHNOLOGY IN VIDEO AND  
ELECTRONIC SURVEILLANCE SYSTEMS

Donald T. Hansen, President  
Southwest Video Corporation

10:30 a.m. - SAFE HANDLING OF OXYGEN AND ACETYLENE

11:30 a.m. James McCarthy  
Southwest Air Gas Inc.  
This program will cover the safe way to  
handle and use oxygen and acetylene.  
(Class repeated at 1:45 p.m.)

12:45 p.m. - CRANE SAFETY AND RIGGING

1:45 p.m. William D. Powers  
Marco Crane Company  
This program will cover mobile crane  
safety, hoisting load limits, rigging and  
accident prevention.

12:45 p.m. - STARTING A SECURITY PROGRAM FOR THE

2:30 p.m. NEWLY APPOINTED SECURITY MANAGER  
Duaine Claywell, President  
Sentinal Security Inc.

PROTECTIVE CLOTHING FOR FIRE SERVICE

Bruce Varner  
This program will cover the latest  
protective clothing the fire service offers  
today.

1:45 p.m. - SAFE HANDLING OF OXYGEN AND ACETYLENE

2:30 p.m. James McCarthy  
Southwest Air Gas Inc.  
This program will cover the safe way to  
handle and use oxygen and acetylene.

3:15 p.m. - HEALTH FITNESS FOR TODAY'S FIREFIGHTERS

5:00 p.m. Dr. Gerkin  
Phoenix Fire Department  
This program will stress the importance of  
health fitness in the fire service today.

FIRE EXTINGUISHER SAFETY

(See Tuesday, May 9th, 3:15 p.m.)

INTRODUCTION TO OCCUPATIONAL SAFETY & HEALTH

Sunny Barclift, Director  
Business/Industrial Safety & Health  
Arizona Chapter National Safety Council  
An excellent refresher and/or program for  
the new safety person. Program will include  
basic duties of safety people, accident pre-  
vention, inspection and investigation,  
record keeping, relevant laws and how they  
affect the company.

All Day

HELICOPTER SAFETY SEMINAR

Co-sponsored by Helicopter Association  
International, Safety Department and  
Aviation Committee of Arizona Chapter  
National Safety Council Southwest Safety  
Congress:  
Background and statistics (1980-1986)  
Recent Accident Reviews  
Pilot Performance Topics:  
Performance Pyramid  
Judgement Training  
Performance Charts  
Decision Making Process  
Risk Assessment Ailments  
Discipline (performance thought patterns)  
Discussion of Phoenix TCA  
Pilot and Control Operations Forum with  
Phoenix Tracon, ATC and FAA.  
Future Rotorcraft and Aviation Development  
in Arizona Airspace by Arizona DOT.  
Who is Helicopter Association International?  
Where are they located, what do they pro-  
vide, and report systems.

SCHOOL SAFETY AND HEALTH SESSIONS

Time, title and speaker to be announced  
Program for school nurses, teachers and  
others involved in the welfare of children.  
The 3 two hour sessions will include safety  
and health issues and instructions for  
various age groups.



THURSDAY, MAY 11th

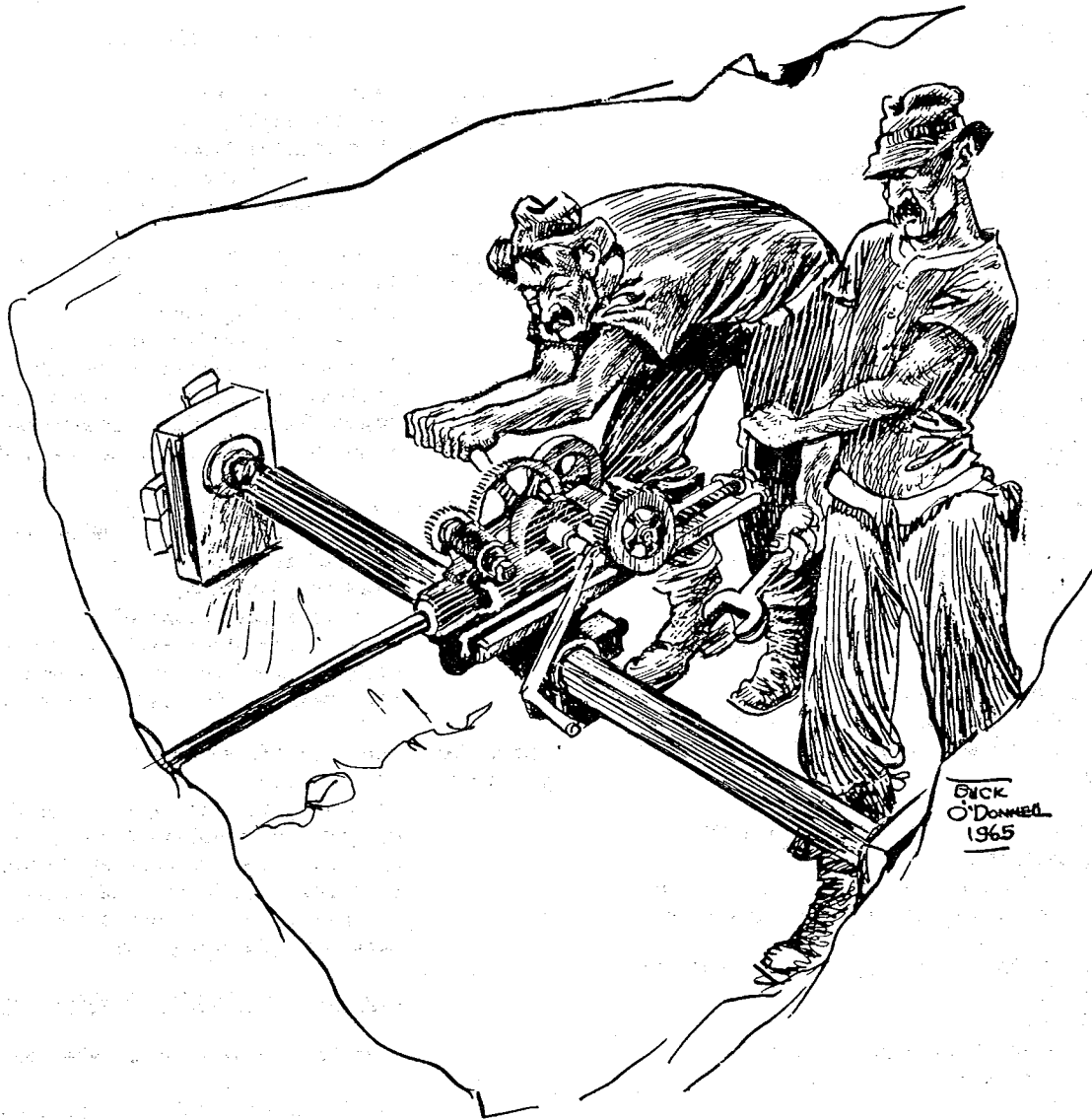
- 8:00 a.m. - GENERAL SESSION  
Speaker to be announced
- 9:00 a.m. - EXHIBITS & EXHIBITOR SHOWCASES  
2:00 p.m. Exhibit Hall
- 9:45 a.m. - HAUL TRUCK SAFETY  
10:30 a.m. Maury E. Wallace  
Manager of Product Marketing  
Komatsu Dresser Co. (haulpaks)  
Mike J. Allen  
Mine Superintendent  
Phelps Dodge Corporation  
Ruben Griffith  
General Mine Foreman  
Phelps Dodge Corporation  
An overview of haul truck safety operation plus haul truck accident prevention.  
(Class repeated at 10:30 a.m.)
- DRUG AND ALCOHOL ABUSE IN CONSTRUCTION  
Dr. Jordan  
St. Lukes Medical Center  
Session will give guidelines for starting a program for substance abuse within a company.
- FIRE PROTECTION DESIGN SPECIFICATIONS  
Edward Kaupinski  
Session will cover the latest regulations on fire protection design specifications.
- 9:45 a.m. - TRAFFIC CONTROL DURING STREET CONSTRUCTION  
11:30 a.m. Marsh Hollen  
City of Phoenix  
Street Transportation Department  
Construction Safety
- Session will cover safe flow of traffic while at the same time protecting construction workers working on and around street construction sites.
- 10:45 a.m. - NEW LAW IN ARIZONA  
11:30 a.m. Lanny Kope/Jill Andrews - AGC  
This program will discuss the Underground Marking Bill. This new law affects every contractor that performs underground work. House Bill #2061 was enacted in 1988 to strengthen the procedures and responsibility for locating underground utility lines. The prime thrust for this legislation was the establishment for a safe job site.

THURSDAY, MAY 11th

- 12:45 p.m. - BACK INJURY THERAPY  
2:30 p.m. Jeffery Schofield  
Chiropractic Physician  
Session will provide information regarding the treatment of back injury.
- 3:15 p.m. - WELDING HAZARDS IN CONSTRUCTION INDUSTRY  
4:00 p.m. Pat Amarin, Supervisor  
Industrial Hygiene  
State Compensation Fund  
This session provides the safety professional with an overview of welding health hazards with emphasis on control methods for the construction industry.
- 3:15 p.m. - ADVANCED TECHNOLOGY  
5:00 p.m. CHEMICAL EXPOSURES IN THE WORKPLACE  
Dr. Michael Vance  
Head of Toxicology  
Good Samaritan Hospital  
This presentation will provide attendees with advanced technical recognition and treatment of chemical exposures.
- Time to be Announced WOMEN IN THE WORKPLACE  
Vickie Allen  
This program will explore the different hazards and problems faced by women such as: Biological Hazards of Chemicals; protective equipment; non-traditional job and positions and recognizing and handling stress in the workplace.
- AIR QUALITY CONTROL TECHNICAL SESSIONS  
To be announced at a later date.
- POSTAL SERVICE TECHNICAL SESSIONS  
To be announced at a later date.
- SPECIAL PROGRAMS FOR SELECTED PROFESSIONS  
May 9th or 10th or 11th  
9:45 a.m. - 11:30 a.m. and  
12:45 p.m. - 3:30 p.m.  
FORKLIFT TRAINING PROGRAM  
Dean Dunlap and Lloyd Hutchison  
Training Supervisors from Empire Southwest Lift truck operator training and OSHA certification. Program will last 4 hours with hands-on experience. Limited to 10 students per class, one per company per day. First come, first serve.

COST: \$35.00 per student. Includes day registration to Congress and class.

# Typical Mining of the Era Gone By



## HAND CRANK ROCK DRILL

*One miner turned the crank which compressed a large spring, the coiled spring released, striking the drill rod to penetrate the rock.*



## H.S.A. SAFETY TOPIC

# SUPERINTENDENT'S SAFETY POLICIES AND PROCEDURES CHECKLIST

All companies have policies under which they operate. Although these policies are not necessarily written, they do exist and affect the activity on all of a company's projects.

Unfortunately, these policies are not always made known to the superintendent on the job. This lack of knowledge is especially critical in the exposures it can create for the company in the areas of safety citations.

It may be helpful to use the following checklist to determine what your company policies and procedures are governing the indicated areas. This checklist is by no means all-inclusive, but should be considered as a starting point in your determination of what items your superintendents should be made aware of.

### *SAFETY*

1. What is the policy regarding the disciplining of employees that violate safety rules?
2. What is the policy as to accident investigation? Who is responsible for preparing the necessary reports?
3. Who conducts safety inspections as required? How are the records of such inspections maintained?
4. How do we achieve safety compliance by subcontractors? (Hazardous operations and employee disregard for safety rules.)
5. How are complaints from the public handled?
6. How do we try to protect the company from third-party liability suits from injured subcontractor employees and others?
7. Who checks to see that company-owned or rental equipment meets all safety standards?
8. How are employees trained in hazard recognition? How often? What records are kept of such training?
9. While all unsafe acts must be corrected as soon as they are observed, how should the superintendent deal with employees that are not a part of the crew?
10. Since safety awareness is an integral part of effective supervision, what does the company expect from its superintendents and how does it help them to improve their supervisory skills?

**WINTER ALERT**



## H.S.A. SAFETY TOPIC

# SUPERVISORS: CHECK YOUR SAFETY ATTITUDES

YES

NO

When an employee has an accident, do you place the blame before getting the facts?

\_\_\_\_\_

Are you all set to fire an employee who has several accidents in a relatively short time?

\_\_\_\_\_

Do you become impatient with employees when they don't perform a job correctly after being shown the correct way once?

\_\_\_\_\_

Do you cut employees short when they ask questions about safe procedures discussed previously?

\_\_\_\_\_

Do you allow employees to be assigned to hazardous jobs when you know they are upset?

\_\_\_\_\_

Are you inclined to talk to employees only when they have committed an unsafe act?

\_\_\_\_\_

When an employee has worked safely for some time, do you take it for granted, rather than praise his/her record?

\_\_\_\_\_

Do you sometimes go into a "goggle" area or other posted areas without wearing proper protective equipment?

\_\_\_\_\_

Do you overlook unsafe acts of workers when there is a rush job?

\_\_\_\_\_

When an employee comes to you with a problem, do you frequently ask him/her to come back another time?

\_\_\_\_\_

Do you sometimes walk around tripping hazards without removing them?

\_\_\_\_\_

Do you discourage employees from making safety suggestions concerning their job?

\_\_\_\_\_

Do you believe new employees should learn their jobs first and not bother with safety until later?

\_\_\_\_\_

Do you introduce safety measures without previous notice and before you explain them to your crew?

\_\_\_\_\_

**WINTER ALERT**



## H.S.A. SAFETY TOPIC

# WE CAN'T BRING THEM BACK

The following are brief descriptions of a few 1988 Coal Surface and Underground fatal accidents. There is a lesson to be learned in each accident. Take time out to review at your safety meetings:

### #29. FALL OF PERSON

The victim was climbing and had reached the top of a 19-foot ladder when the ladder slipped, causing him to fall for a distance of approximately 15 feet, striking his head on a crossbar. He continued to fall another eight feet to the ground. He received massive head injuries and was transported by helicopter to the hospital where he died.

### #30. SURFACE MACHINERY

The victim was changing the right rear outside tire on an Euclid R-50 rock truck. He had removed the flat tire and installed the new tire on the rim. He placed a chain around the tire and using the hydraulic boom raised the tire to an upright position. He began inflating the tire when the tire turned over knocking and pinning the victim against the levers that controlled the boom. The weight of the victim's body depressed the levers causing the boom to retreat and catch the victim in the back, causing crushing fatal injuries.

### #31. MACHINERY

The victim was operating the right side of the Lee-Norse twin boom roof-bolting machine when he placed himself in a hazardous location while trying to dislodge the second steel after completing a 6-foot hole in the roof. While trying to dislodge the drill steel, the drill boom was raised causing the victim to get his head caught between the drill boom and automated temporary roof support (ATRS), causing fatal injuries.

### #32. DROWNING

The victim and two welders were preparing to weld a 50-foot walkway to a pump float being installed in the pond. The victim had walked from the impoundment bank to where the welders were located and a gust of wind caused the pump float to move, tipping the walkway and causing all three men to fall into the water. The two welders swam to safety and were uninjured. A team of divers located the victim's body in about 15 feet of water. None of the men were wearing life preservers.

### #33. HAULAGE

The accident occurred as the victim walked beneath the surface stacker belt conveyor. Coal came off the belt striking the victim, causing fatal injuries.

**WINTER ALERT**

**#34. MACHINERY**

The heavy equipment operator received crushing injuries when he was caught between the dipper of the end loader and the right front wheel. The victim was rowing the front wheel assembly unit from beneath the end loader which had been blocked up with pieces of wood. The machine slipped off the blocks and keeled to the right, crushing the victim.

**#35. SURFACE HAULAGE**

The victim was operating a coal haulage truck owned by a contract coal hauler. The truck was loaded with 40 tons of coal. The truck went off the haulage road and down the embankment causing fatal injuries to the driver.

**#36. ROOF FALL**

The roof-bolting machine operator was in the process of drilling the second hole for roof bolt installation in the face of an entry when a massive roof fall approximately 20 feet wide, 30 feet long and 7 feet high occurred, resulting in fatal injuries to the victim.

**#37. OTHER**

A security guard was in the process of spray-painting a roll bar for his private vehicle, located in the shop area of the prep plant. He apparently knelt down and/or leaned forward. A 9-mm pistol fell from his shoulder holster, struck the floor and discharged a bullet which struck the victim in the face, causing his death.

**#38. COAL HAULAGE**

The victim was operating a Model 21-SCR Joy Shuttle car enroute to the No. 7 entry, right crosscut to load the shuttle car. As he was tramping through the crosscut between the Nos. 5 and 6 entry, he was caught between the right rib of the crosscut and the canopy of the shuttle car causing fatal injuries.

**SLOGAN OF THE MONTH:**

**"DON'T EXPECT TO LUCK OUT...**

**LOCK OUT!!!!"**

**WINTER ALERT**



# FOR YOUR INFORMATION

**THE FOLLOWING INFORMATION MAY BE HELPFUL TO NEWLY ELECTED PRESIDENTS AND SECRETARIES IN CARRYING OUT THE RESPONSIBILITIES OF THEIR OFFICE:**

The following are examples of the typical order of business generally used by district councils and chapters at monthly meetings:

**DISTRICT COUNCIL MEETING**

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1. Meeting called to order by the president
2. Invocation
3. Reading of the minutes of the previous meeting
4. Roll call of chapter representatives
5. Discussion of accidents for the past month
6. Awarding of monthly safety awards
7. Reports of committees
8. Unfinished business
9. New business and correspondence
10. Address of discussion on some safety subject
11. Benediction
12. Adjournment

**CHAPTER MEETING**

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1. Meeting called to order by the president
2. Invocation
3. Reading of minutes of the previous meeting
4. Discussion of accidents for the past month by safety director
5. Safety discussion
6. Report on the district council meeting by the chapter representative on the council
7. Safety address by some member of the chapter or by a guest speaker
8. Report of committees
9. Unfinished business
10. New business
11. Benediction
12. Adjournment

**WINTER ALERT**

The following is a typical monthly report prepared by a district council for mailing to affiliated chapter mines about a week before the scheduled monthly meeting of the council and for distribution at the council meeting. It announces: (a) the time, place, guest speaker, and subject of his address (b) minutes of the previous meeting (c) each chapter's accident data.

**BLANK COUNCIL - HOLMES SAFETY ASSOCIATION**

Meeting - Assembly Room, Blank Coal Company, Office Building, Blank, Pennsylvania

Time - 7:30 p.m. -- Friday, January 00, 19--

Program - Discussion on the fire that occurred at the Blank mine, Blank Coal Company, Newtown, New County, Pennsylvania, on March 8, 19--, by Mr. Blank

**MINUTES**

Blank Council - Holmes Safety Association

December --, 19--

Blank, Pennsylvania

Those Present:

<u>Chapter</u>	<u>December--</u>	<u>To Date</u>	<u>Chapter Meetings</u>
A	14	145	Meeting 12/6, 17 present
B	3	45	Meeting 12/15, 63 present
C	19	105	Meeting 12/8, 67 present
D	3	31	Meeting 12/15, 60 present
E	2	12	Meeting being held week of
F	1	10	12/19
G	3	34	Meeting 12/10, 20 present
H	0	14	Held face mtgs. 35 present
I	0	4	No report
J	1	34	No report
K	4	34	Meeting 12/10, 14 present
L	1	14	
M	4	39	
N	2	11	
O	<u>0</u>	<u>1</u>	
	57	533	

President John Doe called the meeting to order at 7:30 p.m.

The minutes of the November meeting were read by the secretary and approved as read.

**WINTER ALERT**



The number of chapter delegates present was noted and a member of each delegation gave a report on the activities of the chapter for the previous month.

The plaques for the month of November were awarded to A Chapter in Group I, to D Chapter in Group II, and to I Chapter in Group III.

President Doe commented on the good reports from the delegates and congratulated the chapter representatives for being well represented at the council meeting.

Our principal speaker of the evening was John Doe, Federal coal mine inspector. He spoke on control of abnormal roof areas worked by continuous-mining machines. He illustrated his remarks with two fatal accidents which occurred in mines not affiliated with the council while mining with continuous-mining machines. He suggested a nine-point safety program to follow while mining with continuous miners under abnormal roof. Mr. Doe's talk was a very good message to all in attendance.

It was announced that the next regular meeting will be held Friday, January 00, 19--.

The meeting was adjourned at 8:46 p.m.

John Doe  
Secretary

\* \* \* \* \*



## DEADLINE -- APRIL 1 !!!!!

### Attention Safety Directors and other company officials:

Take a few moments to review the inside back cover of this Bulletin and see if any of your employees can qualify for a Joseph A. Holmes Award.

Further information can be obtained from either the HSA offices in Pittsburgh, Pennsylvania, or Tucson, Arizona, or by contacting:

..... Susan Allen, Secretary  
..... Joseph A. Holmes Safety Association  
..... Mine Safety and Health Administration  
..... 4015 Wilson Boulevard  
..... Ballston Tower #3  
..... Arlington, Virginia 22203

**WINTER ALERT**



## H.S.A. SAFETY TOPIC

# HOW WE TEACH SAFETY

The supervisors of a company are held responsible for the safety training of the employees. As supervisors, we often ask ourselves how best to present this subject of safety. We no longer ask whether it is our duty to teach safety; we take it for granted that it is our duty and our privilege. We are not sure just what method is most effective in such presentation, but they all have their place.

Following are some of the methods that we use:

### 1. PERSONAL CONTACT

The oldest method, and no doubt the best, is person-to-person approach; the telling, showing, and illustrating one step at a time, how to do a job the safe way with frequent follow-up checking.

Key points are stressed; so is good housekeeping. This personal contact method is hard to beat and must be done continuously until safety becomes a habit. Then, only occasional checking is necessary.

### 2. PERSONAL EXAMPLE

Everyone of us is seen daily by others and our influence, whether good or bad, is greater than we think. This is true in safety, as the following incident illustrates:

Someone in the office threw a paper clip to attract another clerk's attention. Someone else saw the incident and threw a clip at the secretary just as she looked up. It struck her in the eye and made the eye inflamed for several days. It could have been a serious injury.

Our example, not indulging in any horseplay, and frowning on it when it starts, will always help in teaching safety to others. Our example of good housekeeping around our work place and using goggles and other safety equipment, when needed, and in always doing our own job the approved way will teach safety whether we are trying to teach it or not.

### 3. GROUP MEETING--SAFETY MEETINGS

No doubt one of the most important aids in teaching safety is the safety meeting. Each of us can contribute by:

- a) Our presence at each meeting--on time.
- b) Attention to what is said or shown.
- c) Asking intelligent questions.
- d) Discussion during or after the meeting of points that were presented.

**CAUTION**



wear hard hat

**WINTER ALERT**

#### 4. BULLETIN BOARDS

The use of posters, signs, and slogans today is another valuable aid in teaching safety. Our individual opportunities in connection with them may be listed as follows:

- a) To read them--it takes but a moment to study them and catch the message. That message may later save us a lot of anguish.
- b) To discuss them--carry the thought with you and mention it to others.
- c) To point them out to others--it is a splendid habit never to pass a poster or a good sign, when in the company of others, without calling their attention to its message.

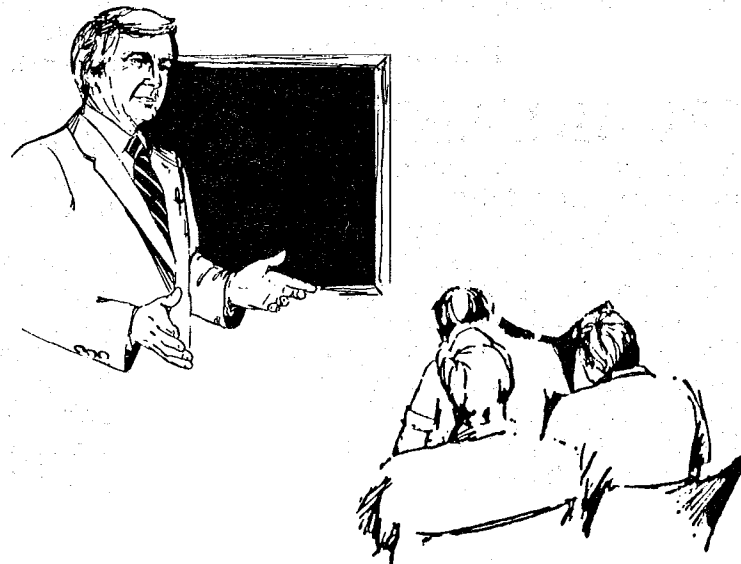
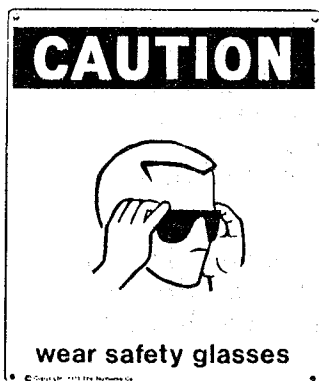
There are other safety bulletin boards where safety notices, accounts of accident or near-accidents, and minutes of safety meetings are posted. We should note these boards daily and discuss their contents freely with others.

#### 5. SECONDARY WAYS

We also teach safety, in a way, in our scheduling work, safety job analysis and first-aid training. We also teach it to the family when we get home, for we are anxious that none of them get hurt.

We can now sum up our discussion of this subject in the terms of a slogan:

**IN TEACHING SAFETY, EVERY PERSON AND EVERY METHOD COUNTS.**



**WINTER ALERT**

## THE LAST WORD

A block of granite which is an obstacle in the pathway of the weak, becomes a stepping-stone in the pathway of the strong.

I wish I could stand on a busy street corner, hat in hand, and beg people to throw me all their wasted hours.

He that is of the opinion money will do everthing, may well be suspected of doing everything for money.

Benjamin Franklin

Money often costs too much.

Ralph Waldo Emerson

Get the facts, or the facts will get you. And when you get them, get them right, or they will get you wrong.

No person needs a vacation as much as the person who has just had one.

Elbert Hubbard

They talk of the dignity of work. Bosh! The dignity is in leisure.

Herman Melville

### "FEBRUARY"

In the old Roman calendar, February (from februare, meaning "to purify"), the second month of the year had 29 days. It was robbed of a day to make August, named in honor of Emperor Augustus, as long as July, which had been named for Augustus' predecessor, Julius Caesar. In leap year, February recovers its 29th day.

The 14th of February is St. Valentine's Day; a day dedicated, as everyone knows, to romance. Once more to find its origin we have to go far back in time before the Christian era. In ancient Rome, love feasts were celebrated in February, and at the feasts it was the custom for young, unmarried men and women to draw lots for their future partners. Later, Christian priests, finding that they could not stamp out the old heathen ways, dedicated the feasts anew to a Christian saint. They chose St. Valentine, not because he had any special connection with lovers, but simply because the date of his martyrdom, during the third century A.D., happened to fall in mid February, just when the love feast celebrations reached their height.

We do not have to draw lots to be partners in the promotion of safety; the preservation of our lives has forced us to be such. Partners, whether in marriage or in the promotion of safety, should be patient and understanding for maximum success.

It seems as folks grow older, they often grow quieter--maybe it's because they know much more to be quiet about.

Comes the time to be on guard against that tricky, treacherous menace--carbon monoxide gas. You can't see it, you can't smell it, and you may not even feel its effects until too late. Don't let it sneak into your vehicle and trap you during the winter.

WINTER ALERT

# Joseph A. Holmes Safety Association

## Awards Criteria--Outline

### 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  
Pittsburgh, PA 15213

BULK RATE  
POSTAGE & FEES PAID  
DOL  
PERMIT NO. G-59

**COMIE**

*grow*

**WITH  
US**