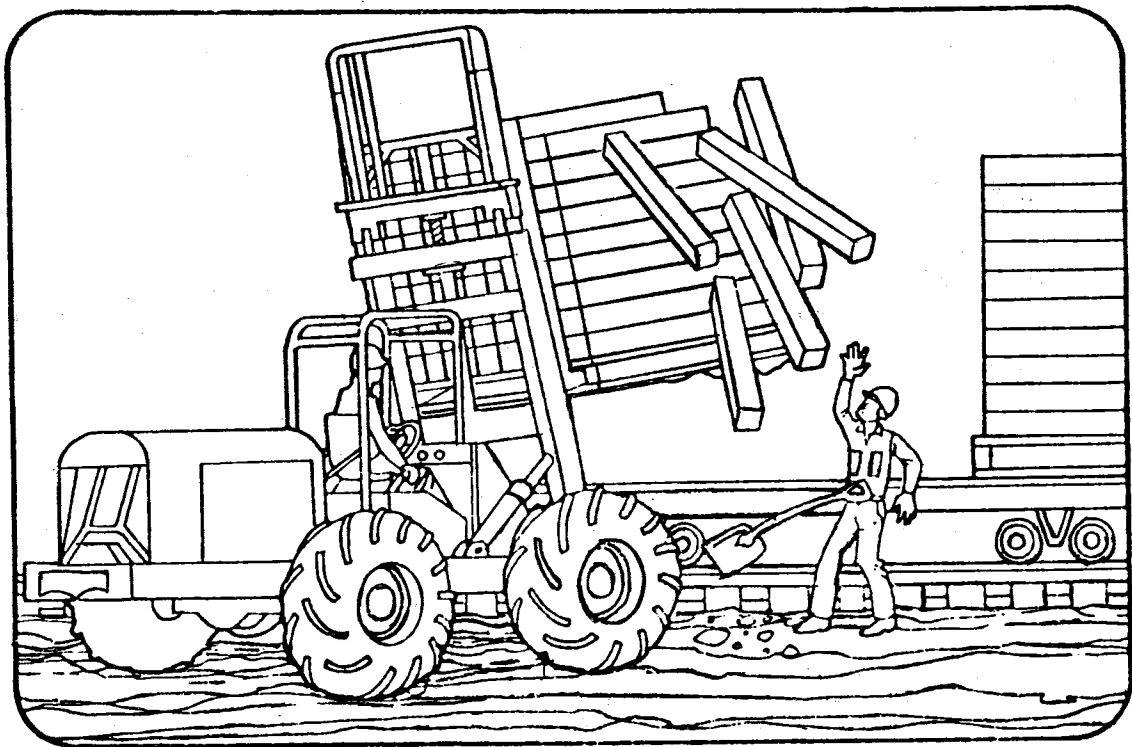

BULLETIN

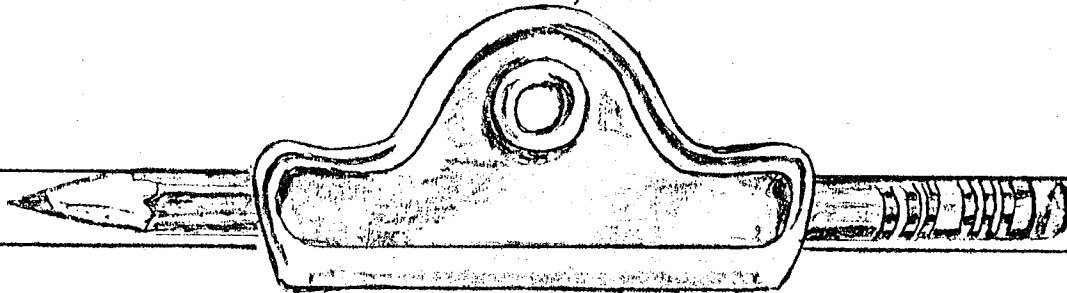




MAKE SURE THE LOAD IS SECURE



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.

MARCH, 1989



<u>COMPANY</u>	<u>CHAPTER NO.</u>	<u>LOCATION</u>
Local Union # 1604 UMWA	7990	Barnesville, OH
Energy Broth. Tech. Inc.	7991	Gillette, WY
Comanche Coal Corp.	7992	Grundy, VA
R. and N. Coal Co., Inc.	7993	Grundy, VA
Old Dominion Energy, Inc.	7994	Grundy, VA
ECC America	7995	Cartersville, GA
Piccirilli Quarries	7996	Marriottsville, MD
Walnut Creek Mining	7997	Calvert, TX
Gen Star Stone Products Co.	7998	Middletown, VA
City of Elkins	7999	Elkins, WV
Phoenix Arizona Superlite	8000	Phoenix, AZ
Black Rock LTD	8001	Zanesville, OH
Amerikohl Mining Inc.	8002	Portersville, PA
WV Dept. of Energy	8003	Philippi, WV
Farmers Home Admin., USDA	8004	Elkins, WV
R. H. Helmich Inc.	8005	Elkins, WV
Lilly Brook Coal Co.	8006	Elkins, WV
Richard Lewis Enterprises	8007	Elkins, WV
Century Limestone	8008	Elkins, WV
Cyprus Tonopah Mining Corp.	8009	Tonopah, NV
Sergent Hauskins and Beckwith	8010	Salt Lake City, UT
Vulcan Materials Co.	8011	Sussex, WI
Elkmar-Mining	8012	Philippi, WV
City of Philippi	8013	Philippi, WV
Mangus Coal Inc.	8014	Newburg, WV
Lucas Jade Enterprises Inc.	8015	Mt. Hope, WV
Calcium Products of Arizona	8016	Sahuarita, AZ
Mayville Limestone Inc.	8017	Mayville, WI
Bager Construction Inc .	8018	Eccles, WV
Electrical Motor Service Co.	8019	Eccles, WV
Spartan Sewelle Inc.	8020	Fayetteville, WV
Simmons Creek Coal Inc.	8021	Belle, WV
Elijah Coal Co.	8022	Barbourville, KY
Triple E. Coal Corp.	8023	Grundy, VA
Wildfire Coal Co., Inc.	8024	Fredville, KY
New Generation Contr. Inc.	8025	Sidney, KY

WINTER ALERT

MARCH, 1989



H.S.A. SAFETY TOPIC

THE HOLMES SAFETY ASSOCIATION---did you know...?

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 do and what we can't do, how to work safely and what is safe and not safe to work with.

But now there's 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, free, safety information in a handy package.

Offered to our safety chapter members, the Bulletin concentrates on what is happening in industry, what is new and why it is important. The Bulletin provides insights on a wide variety of safety topic materials for use at on-the-job safety meetings. When talking about mineral industry products, it does not matter which--for safety performance sake--it all works about the same.

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. Join the Holmes Safety Association by forming a safety chapter and we'll help you to do the rest.

Write or call for an application.

U.S. Department of Labor, MSHA
Holmes Safety Association
4800 Forbes Avenue
Pittsburgh, Pennsylvania 15213
(412) 621-4500 Ext. 650 -- Pittsburgh, PA
(602) 629-6631 -- Tucson, AZ



WINTER ALERT



"COUNCIL NEWS"

The Coal River District Council, Madison, West Virginia, held its annual awards banquet at the Madison Civic Center. L. D. Phillips, District Manager, Coal Mine Safety and Health District 4, was guest speaker.

The Council recognized Hubert Adkins for working more than 40 years without a lost-time accident.

Westmoreland Coal Company's Hampton No. 3 and Hampton No. 4 mines were each presented with Sentinel of Safety Awards.

In addition, the Council presented awards to the following six mines based on their low incidence rates:

Underground	0-49 employees	Westmoreland Coal Co <u>Hampton No. 4 mine</u>
Underground	50-99 employees	Birchfield Mines Inc <u>Number 1 mine</u>
Underground	100-149 employees	Davidson Mining Inc <u>Number 1 mine</u>
Underground	150 + employees	BethEnergy Inc <u>Number 132 mine</u>
Surface Operations		Old Hickory Coal Co <u>Peats Branch No. 3 mine</u>
Surface Facilities (Prep plants, shops)		Rocklick Preparation Plant



WINTER ALERT

MARCH, 1989



"COUNCIL NEWS"

Following are some of the meetings and activities of active Holmes Safety Association councils throughout the Nation. If you would like your council's activities listed, please be sure to send the National Council a meeting and attendance form for all your meetings.

COUNCIL: Great Lakes District **Meeting Location and Date:** Mackinaw City, MI; January 17, 1989 **Subject:** Election of officers and statement of council objectives **Total Attendance:** 8

COUNCIL: Gauley District **Meeting Location and Date:** Summersville, WVA; January 19, 1989 **Subject:** Various programs and regulations were touched upon and safety trophies were distributed **Total Attendance:** 34

COUNCIL: Southeastern Ohio District **Meeting Location and Date:** Athens, OH; December 8, 1988 **Subject:** Guest speaker for the evening was William Simon, representative from National Belting, Pittsburgh, PA **Total Attendance:** 27

COUNCIL: Mid Ohio District **Meeting Location and Date:** New Philadelphia, OH; November 27, 1988 **Subject:** Discussion on bolts, fasteners and cutting tools **Total Attendance:** 25

COUNCIL: Potomac Valley District **Meeting Location and Date:** Bayard, WVA; November 17, 1988 **Subject:** A methane explosion demonstration was given and the point was well received by those in attendance **Total Attendance:** 38

COUNCIL: John O. Miller District **Meeting Location and Date:** Barnesboro, PA; December 15, 1988 **Subject:** Sam States of Harvey Company presented a program on the safe use and proper handling of oxygen and acetylene **Total Attendance:** 42

COUNCIL: Frank Cervo District **Meeting Location and Date:** Summersville, WVA; December 15, 1988 **Subject:** Discussion on different ways to improve attendance at meetings and re-election of officers **Total Attendance:** 7

COUNCIL: Tygart Valley District **Meeting Location and Date:** Buckhannon, WVA; December 6, 1988 **Subject:** Program about halon fire extinguishers, fatalities and injuries **Total Attendance:** 27

COUNCIL: Northern Indiana Joint Safety Committee District **Meeting Location and Date:** Terre Haute, IN; November 15, 1988 **Subject:** Back up alarms and lighting **Total Attendance:** 20

WINTER ALERT

MARCH, 1989



"COUNCIL NEWS"

CONGRATULATIONS....

to the following employees of the Central Ohio Prep Plant who were recently recognized by MSHA, District 3 for working for three years without a lost-time injury:

D. Aber	R. Fouss	R. McKown
R. Adrean	D. Gage	T. Morgan
J. Atkinson	R. Gaydosik	W. Nelson
S. Baker	F. Gerrick	A. North
S. Baker	J. Goins	F. Pennock
P. Barkhurst	W. Hill	R. Porter
D. Basford	N. Huck	D. Quesinberry
J. Bauer	D. Huffman	R. Rauch
R. Bates	R. Hysell	P. Roberts
T. Bragg	R. Kester	E. Rummer
T. Burchett	F. King	R. Sands
R. Burge	G. Kuntz	E. Sims
G. Carroll	P. Lane	R. Townsend
A. Close	R. Lang	A. Tullius
G. Coleman	D. Lawrence	A. Wagoner
M. Coleman	A. Lindimore	J. Welch
D. Crock	R. Loar	F. Woodard
T. Duskey	T. Matis	L. Woodford
D. Fleming	J. Marolt	
L. Flowers	H. Martin	
G. Ford	T. Mayle	

KEEP UP THE GOOD WORK!

WINTER

MARCH, 1989



HOLMES SAFETY ASSOCIATION

MEMBERSHIP

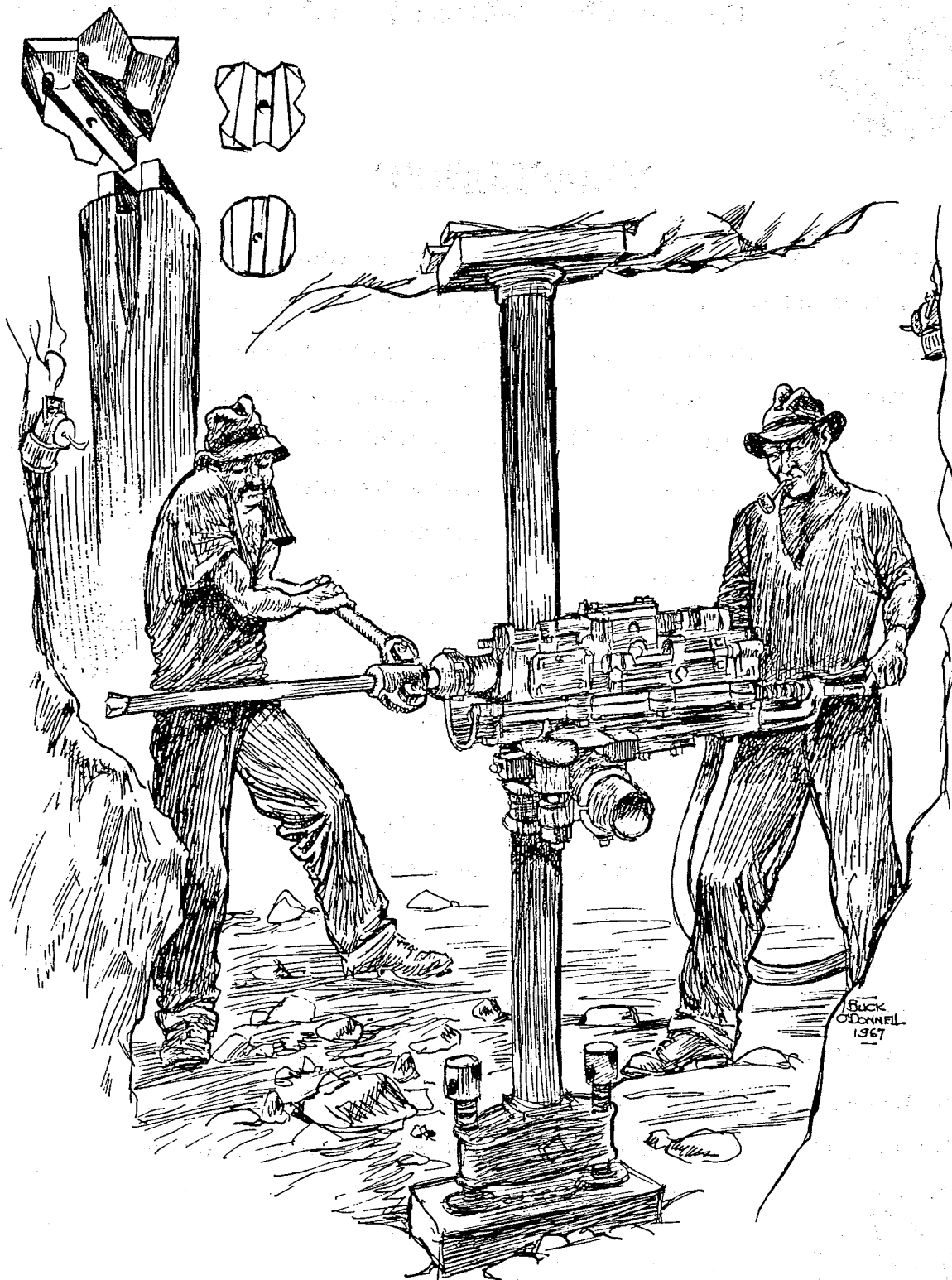
We are certainly aware of the challenges that face this coming year and we plan to meet and conquer each of them. The first and foremost is to slow the ebbing of our membership (chapters). Although there was an increase of 500 new chapter mines last year, we continue to lose many operations each year due, in large part, to economics. The other is providing the necessary leadership that will insure that each chapter, state and district council enjoy the many activities that have been planned throughout the year with the fullest cooperation and direct support from the national council headquarters. One of the simplest means of accomplishing each of these goals is for each member of the association to invite at least one new member of a perspective mining company to participate and possibly join.

Contrary to the popular belief, membership is not a dirty word but is a responsibility of each and every chapter, state and district council. It is not something to be concerned about once a year but daily. We, as industrial workers, underground and/or on the surface, should strive continuously to increase our forces. There are many people in mineral-extractive industries who would like to participate in the Holmes Safety Association but have never been invited. If each one of us took a sincere interest in bringing in just one new member it would double the size of the association. Remember, new chapter members are only going to be as enthused about safety as we are ourselves.

William H. Hoover
National Secretary

WINTER ALERT

Typical Mining of the Era Gone By



THE FIRST DETACHABLE ROCK DRILL BIT

A. L. Hawkesworth, master mechanic at Butte, Montana, patented his drill bit in 1918. It consisted of a double dove tail joint in which the bit was the tenon, and the shank the mortise. This was the era of slugger drifters and wiggle tail stopers.

MARCH, 1989

**ABSTRACT
FROM
FATAL
ACCIDENT**

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



FATAL POWERED HAULAGE ACCIDENT

GENERAL INFORMATION: A front-end loader operator was fatally injured when a front-end loader he was spotting alongside his loader for jumper starting purposes, backed over him. The victim had approximately 10 years of mining experience, including 7 years as a front-end loader operator.

Sand and gravel was mined at this site by open pit methods using front-end loaders and haulage trucks.

DESCRIPTION OF ACCIDENT: At the beginning of the shift, one of the front-end loader operators was directed by the superintendent to back his 988-B to within about 2 feet and alongside of the victim's 988-B in order to jump-start the latter. The 988-B loader was started without incident and both operators proceeded to the pit area where work progressed normally during the balance of the shift.

At the end of the shift, they drove both loaders to the fueling area. The one operator parked his 988-B loader on the west side of the diesel-fuel tank and began lubricating the machine. The victim parked his loader on the east side for refueling purposes. After refueling, he advised the pit foreman that his machine would need another jump to start. The victim advised one of the other front-end loader operators of his need and explained that he had shut-off the loader engine in order to change the fuel filter.

The victim apparently positioned himself at the right rear of his loader and began hand signaling to the other operator. The latter, looking over his shoulder, observed the signals as he backed toward the victim's loader.

The pit foreman stated that he decided to assist the two men and turned around and began walking back to the victim's loader. He saw the victim standing adjacent to the right-rear tire of his loader signaling to the backing operator. The foreman recognized the dangerous situation which had developed and began waving his arms and calling out to the loader operator to stop. At this point, the operator had backed close to the victim and could only see his raised hand signaling to him. He said he stopped the loader but then continued backing "because the victim was signaling him to do so".

The pit foreman shouting, ran to the left side of the moving loader and tried to climb the boarding ladder to get the operator's attention. The operator stated that he could not hear the foreman over the noise of the machine from inside the enclosed cab, but he did see him signal to reverse directions. As the loader moved forward, the foreman saw that the victim had been run-over.

CAUSE OF THE ACCIDENT: The direct cause of the accident was the failure of the 980-C (L-5) front-end loader operator to make sure that persons were in the clear before moving his loader.

Contributing factors to this accident were the victim having placed himself in an unprotected and dangerous location relative to the backing loader and the lack of the new miner and task training for the loader operator who backed over the victim.

WINTER ALERT

MARCH, 1989

**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 in the track entry of an underground coal mine resulting in the death of a mason. The victim had a total of 16 years mining experience.

DESCRIPTION OF ACCIDENT: On the day of the accident, three employees were assigned to repair a broken track rail in South Mains track entry near the No. 3 belt overcast.

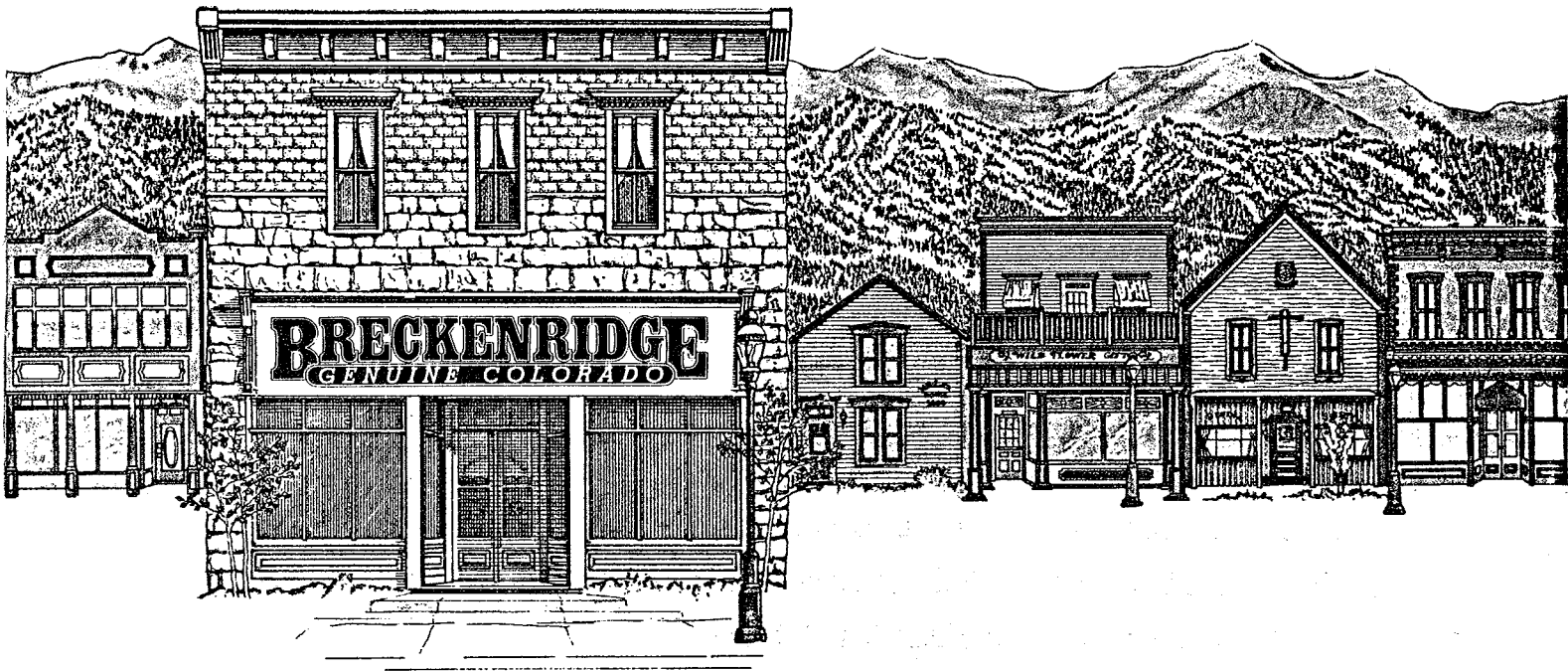
The section foreman was assigned to conduct examinations in all the working sections, but could not go into 2 West track because a parked battery-operated locomotive, with five loaded supply cars attached, was blocking his route. The victim moved the supply trip and parked it between the shaft switch and the Macdonald overcast. The trackman operating the TP7 personnel carrier arrived at the shaft switch on route to examine the broken rail. He found the supply trip blocking his way. He told the mason to pull the trip back into 2 West track so he could pass. After he switched out, the mason again parked the supply trip between the shaft switch and the Macdonald overcast. A short time later, the trackman returned and the mason, with the assistance of the motorman switched the supply trip around to allow the trackman to go into 2 West track to get material and supplies needed to make the repairs to the rail. Again the supply trip was parked between the shaft switch and the Macdonald overcast. The trackman returned from 2 West with the material and the motorman moved the supply trip. After the trackman switched out, the motorman pushed the supply trip where it had been between the shaft switch and the Macdonald overcast. The three men boarded the TP7 personnel carrier and rode to the No. 3 belt overcast to make the rail repairs.

The mason was in a kneeling position, straddling the outside rail, facing towards the No. 2 shaft, installing bolts through the fish plates and rail. Suddenly the trackman saw the TP7 personnel carrier coming down the track with the loaded supply trip directly behind it. He yelled for everyone to get out of the way. The runaway supply trip and personnel carrier struck the parked TP8 personnel carrier causing it to jump the track and strike the mason. He was dragged and pinned against the corner of the No. 3 belt overcast.

CONCLUSION: The accident occurred when a runaway and loaded supply trip crashed into two standing personnel carriers thereby striking the victim. Failure to provide proper blocking for the parked supply trip and personnel carriers and failure to secure the braking wheel on the locomotive with the safety chain provided were the cause of this accident.

WINTER ALERT

MARCH, 1989



1989 Annual Meeting Breckenridge Hilton Hotel Breckenridge, Colorado

All members are cordially invited to attend the Holmes Safety and Joseph A. Holmes Safety Associations Annual Meetings in Breckenridge, Colorado, on May 31-June 1, 1989.

Breckenridge is a scenic ski resort town located in the Rocky Mountains 90 miles west of Denver. (See map for exact location of meeting.)

Established in 1860, Breckenridge began its early days as a gold mining town and eventually developed into a world class resort area. Summer activities include golf, tennis, horseback riding, jeep tours and biking as well as shopping along Breckenridge's Main Street for everything from antiques and art to T-shirts and chocolates. A Historical Tour of Breckenridge is also available, exploring some of the over 200 buildings that are listed in the historical register. (Further information on tours is available through the Hilton's Guest Services Desk.)

WINTER ALERT

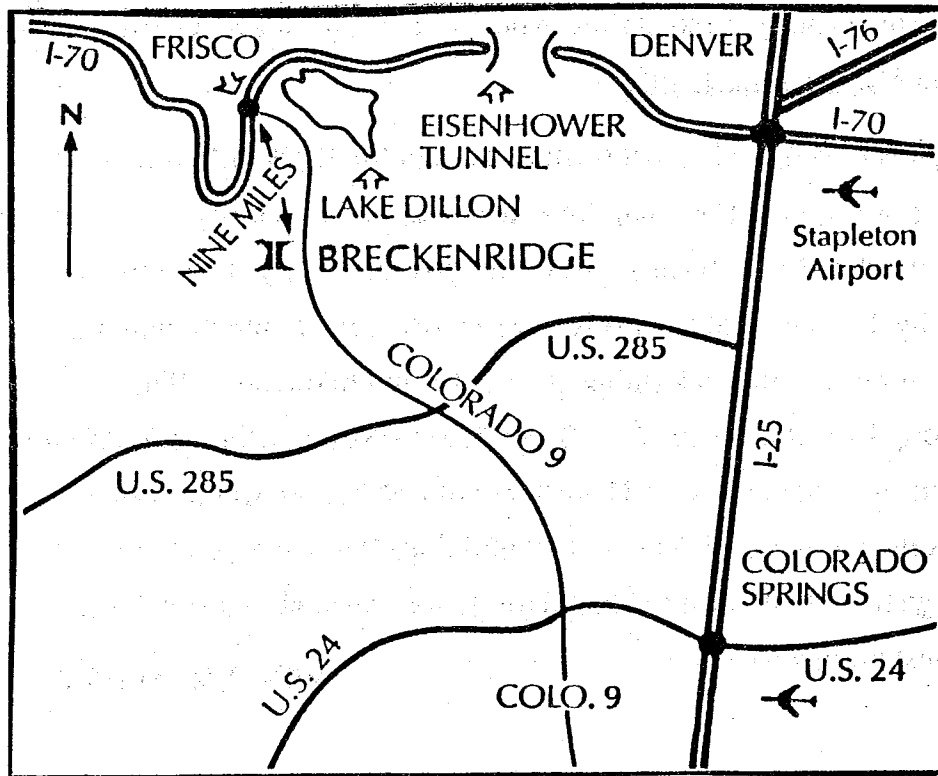
MARCH, 1989

The Breckenridge Hilton is offering a \$50 contract rate--single or double room -- (plus 9.2% room tax) to all Holmes Safety Association Annual Meeting guests. The rooms feature mini-refrigerators, wet bars, coffee machines and beautiful views of the mountains. This year, the Association is asking all attendees to make their room reservations directly with the Hilton as soon as possible. Please mention you will be attending the Holmes Safety Association National meeting to assure contract rate. Reservations received after May 10 will be provided on a space available basis. The toll-free number for Hilton hotel reservations is 1-800-321-8444.

Please plan to arrive early as there will be a western barbecue on Wednesday evening sponsored by the Cyprus Minerals Corporation.

Please see the following page for banquet reservation form. If you need any other information, call the Holmes Safety office in Pittsburgh at:

(412) 621-4500 Ext. 650 or the Tucson office at: (602) 629-6631.



MARCH, 1989

AGENDA FOR HOLMES SAFETY ASSOCIATION AND JOSEPH A. HOLMES ANNUAL MEETINGS

May 31

Wednesday

Registration -- Breckenridge Hilton Hotel

5:00 P.M. - 8:00 P.M.-- Western Barbecue sponsored by Cypress Minerals

June 1

Thursday

9:00 A.M. Holmes Safety Association Executive Meeting

9:45 A.M. Coffee Break

10:00 A.M. Holmes Safety Association Regular Meeting

Opening Remarks -- President Roy Bernard

-- Secretary William Hoover

Committee Reports

Award Presentations

Election of Officers

State and District Council Reports

Old Business

New Business

Committee Appointments

12:15 P.M. Adjournment

12:15 P.M. - 2:00 P.M. -- Lunch

2:00 P.M. Joseph A. Holmes Board of Directors Meeting

2:45 P.M. Break

3:00 P.M. Joseph A. Holmes Regular Meeting

Opening Remarks -- President David O'Neal

-- Secretary Susan Allen

4:00 P.M. Adjournment

4:30 P.M. - 6:30 P.M. -- Cocktail Hour - Host Bar

6:30 P.M. Safety Awards Banquet

Buffet Dinner

District Council Competition Awards

Chapter Formation Awards

Door Prizes

MARCH, 1989

**HOLMES SAFETY ASSOCIATION and
JOSEPH A. HOLMES SAFETY ASSOCIATION
ANNUAL MEETINGS, BRECKENRIDGE HILTON
BRECKENRIDGE, COLORADO
MAY 31 and JUNE 1, 1989**

BANQUET RESERVATION FORM

****WHEN SUBMITTING REQUEST FOR TICKET RESERVATION(S),
YOUR PAYMENT MUST ACCOMPANY THIS FORM. NO TICKET
WILL BE ISSUED WITHOUT PREPAYMENT.****

Make check payable to: William H. Hoover, National Treasurer, Holmes
Safety Association.

No. of Banquet Tickets @ \$18.00 (tax and gratuity included) _____

NAME (please print) _____

TITLE _____ PHONE () _____

COMPANY OR ORGANIZATION _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

Please return reservation form **NO LATER THAN** May 19, 1989:

MSHA, HOLMES SAFETY ASSOCIATION

4800 Forbes Avenue

Pittsburgh, Pennsylvania 15213

REMINDER: The Association will not be handling lodging. All attendees
should contact the Breckenridge Hilton at 1-800-321-8444 to make their
reservations.

WINTER ALERT

MARCH, 1989

Roof Evaluation — Accident Prevention

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

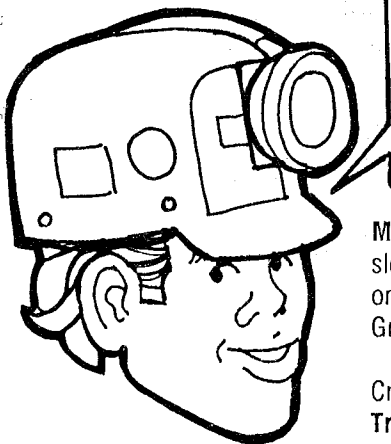
Take a
closer
look
and live



**REMEMBER... INBY
SUPPORTED ROOF IS OUT**

Miners: We'd like your help in creating safety slogans for these posters. If your slogan is used you will be given credit and your name, mine, and state will be printed on the poster. Please send your suggestions to: MSHA, Office of Information, Graphics Office Rm. 609, 4015 Wilson Boulevard, Arlington, VA 22203-1984.

Credit for this month's poster goes to: James T. Veneskey, Director of Safety Training, Pittsburg & Midway Coal Co., 6400 S. Fiddler's Green Circle, Englewood, CO 80111



MARCH, 1989



REAP

Roof Evaluation - Accident Prevention

EQUIPMENT MANUFACTURERS AID IN INCREASING SAFETY AWARENESS AT NATION'S COAL MINES

"Inby is Out!" While that phrase will not mean much to most people, it conveys a lifesaving message to underground coal miners. Simply stated, the message warns miners to avoid going under unsupported mine roof, because the results can be disastrous.

This message is being given to coal miners through a national program coordinated by the Labor Department's Mine Safety and Health Administration (MSHA). The campaign is part of the agency's Roof Evaluation and Accident Prevention (REAP) program, started in 1984, and aimed at reducing roof and rib related injuries in the nation's coal mines. Roof and rib falls have been a leading cause of death in the nation's coal mines, historically accounting for about 50 percent of all underground fatalities.

Most roof and rib related accidents occur because the victim goes beyond (inby) roof bolts, or other support that is installed to secure the mine roof. The new campaign uses a logo designed to remind miners of the dangers involved in going beyond properly supported roof. By using the message that *"Inby is Out"*, program organizers hope to reinforce the classroom and safety training that miners receive, and help them make the lessons learned an active part of their work routine.

The REAP program is designed to have participation from all sectors of the coal mining community, and equipment and supply manufacturers have been particularly supportive of this latest effort. Presently, 12 companies who supply either materials or equipment to mining operations have agreed to include the *"Inby is Out"* logo on their products. Program coordinators hope that other companies will become involved in the near future.



The effort is aimed at increasing the miner's safety awareness level. "Miners go to get supplies frequently during their shifts, and each time they do, the presence of the logo will remind them of this important safety message." Numerous bolt and resin manufacturers are presently participating in this program.

In 1988, the coal industry had recorded eight roof/rib related deaths in the nation's coal mines. This is fewer than half of the total for this same period last year, and is a record low for the industry.

WINTER ALERT



H.S.A. SAFETY TOPIC

BULLDOZERS AND FRONT-END LOADERS -- SAFE OPERATING PROCEDURES

Bulldozers

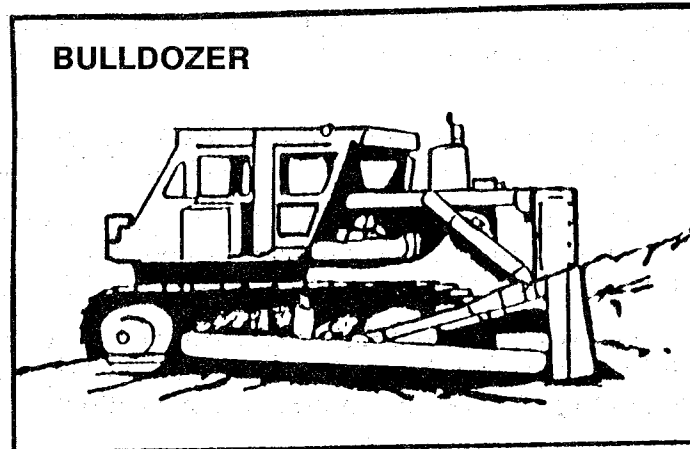
One piece of equipment commonly found in surface mines is the bulldozer. Many of you have probably seen bulldozers used as earthmovers at construction sites.

In surface mines, bulldozers are used first to clear trees and brush, and later to remove overburden. They are often used along with pans, scrapers, or front-end loaders.

Hazards

The major hazards associated with bulldozers include:

1. Equipment going over a hill or embankment and/or rolling over.
2. Slipping or falling when mounting or dismounting.
3. Being hit by rocks falling from highwall.



Safe procedures

Here are some safe procedures to follow if you operate a bulldozer.

Before you operate any machinery, you should always make a preoperational check - and the bulldozer is no exception to the rule.

So check it for mechanical defects before you begin work, and if you do spot a problem, make sure it is logged (noted in the log book), reported and corrected.

Before you begin work, take a good, hard look at the area you will be working in. Be aware of the location of any embankments that could cause problems if the dozer gets too near the edge.

While you're at work, keep on the lookout for other hazards such as loose soil or rocks near these embankments that could give way under pressure and send you and your machine crashing over the hill.

WINTER ALERT

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As you work, keep alert to your surroundings. Keep in mind that as the day wears on, the terrain you work on will be constantly changing, so the landmarks you establish initially may be gone later in the day.

When you mount and dismount from the bulldozer, use grousers and handholds and follow approved procedure.

Here is a mounting and/or dismounting procedure that applies to most larger dozers:

Approach from the rear, grab the handholds, step on the grouser cleats and pull yourself up. Walk up the track by stepping on the grousers and using the handholds. Then walk along the track to the cab.

When dismounting, use the same procedure in reverse.

Remember: No matter what type of machinery you are getting on (or getting off), it's always best to face the machine and climb up or down slowly.

Protective structures

Earlier we mentioned that one of the hazards associated with this type of equipment is that it may roll over.

Since "rollovers" can also occur with many of the other types of equipment; let's discuss this hazard a little further.

In a rollover, what usually happens is that the equipment goes over the edge of an embankment, tips on uneven ground, or otherwise gets off-balance and rolls over.

If you're in the equipment when it rolls over, you stand a chance of being pinned under it and crushed by the weight of the machine.

However, in order to protect you from injuries caused by rollovers, the Federal government has established standards for special protective devices to be used on all mobile equipment built since 1969.

These devices are called ROPS (for rollover protective structures). The ROPS is a frame on the equipment which is designed to keep the machinery from pinning the operator beneath it in a rollover.

Remember: ROPS are of little use if seat belts are not used.

You'll also find another protective device, called FOPS (falling-object protective structure) on many kinds of machinery used at the mine.

The FOPS is a canopy-like structure that shields the operator from harm caused by falling rock and other material.

Although both of these structures are very helpful in reducing injuries that occur during rockslides, rollovers, or other accidents, they're no substitute for common sense.

Even if your equipment has one or both of these protective structures on it, you can still get hurt.

So keep alert, and stay away from embankments and spoil piles that present hazards.

Front-end loaders

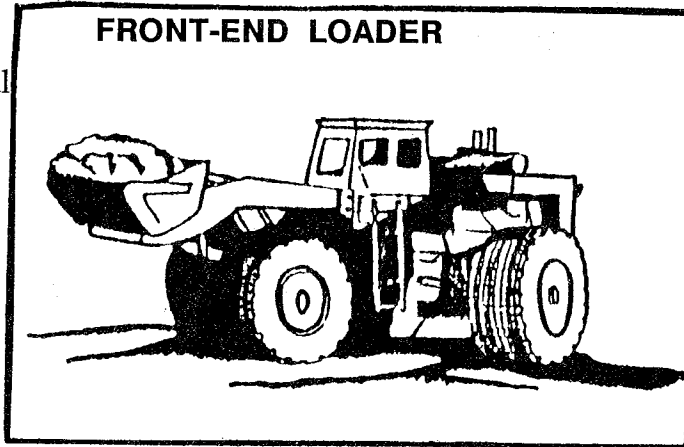
One of the most versatile pieces of equipment found in the strip mine is the front-end loader.

WINTER ALERT

Front-end loaders, which are also often referred to as "high lifts," have hydraulically operated buckets on their front ends hence the name "front-end loader".

Front-end loaders are often used to dig at the over-burden material and then load it into the trucks which haul the material to the spoil pile for dumping.

Front-end loaders can do a wide variety of other jobs, too.



For example, they can also be used to load coal out of the pit, to construct access and haul roads, and to maintain roads and spoil piles at the mine.

They're also often used to build dikes, to

tow disabled vehicles, or even to boost trucks from the pit.

Because the front-end loader can do so many different jobs, it also poses many different hazards to those who are not familiar with it.

Hazards

As with most other equipment, there is always the danger of slips and falls while you're working on and around the front-end loader -- especially when you're getting on and off.

Like the bulldozer and many other types of equipment, the front-end loader may slide over embankments and/or roll over if you aren't careful.

There are also the dangers of sliding and slipping on wet, swampy, or soft terrain, and the possibility of rock falls or a cave-in when you're working near a highwall with a front-end loader.

Those who work near the front-end loader while it's at work are in danger of being hit by coal, rocks, or other material.

Finally, there's always the danger of running into other vehicles when you're operating the loader, or of running into a co-worker.

Safe procedures

As you probably know, knowing and using safe working procedures can help you eliminate or reduce accidents. Let's take a look at some rules that apply to working on and around the front-end loader.

Always begin by making a safety check of your vehicle. If hazards or problems exist, don't operate the loader until they're corrected.

Use available handrails, ladders or safety straps when you mount or dismount.

Before you begin work with the loader, or before you shift from forward to reverse, always make sure that everyone around you is in the clear.

Keep the loader's speed in line with weather and road conditions. Take extra precaution when you have a full load.

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When you're operating the loader, keep it away from the edges of embankments or spoil pits, and never undercut a highwall. That's a sure way to cause a cave-in.

Always wear your hard hat, safety-toed shoes with no-skid soles, and safety glasses or other protection, along with snug-fitting gloves while you work.

As you do when you're working on or around other moving equipment, wear snug-fitting clothing, and if you have long hair, tie it up.



FALLS AREN'T FUNNY

Although we were made to walk on two feet, we sometimes seem to have difficulty staying on them. One out of every six work accidents is due to falls. About 3,000 persons are killed on the job every year because of falls, most of which are preventable. If you'd just watch yourself and look out for others, you might avoid broken bones or becoming a mortality statistic. Rushing up or down stairs can throw you. Go slow and plant your foot firmly on each step. Use the handrail. Objects left on stairs, such as tools, boxes and the like can pitch you into a tailspin. Keep stairs clear. Wipe up wet spots. Report broken or defective steps.

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!!!



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COAL MINING FATALITIES IN 1988

Mine Safety and Health Administration
Office of Information and Public Affairs
Preliminary Data

By accident classification		By state	
Haulage	18	Kentucky	14
Machinery	13	West Virginia	13
Fall of Roof	8	Virginia	5
Electrical	2	Pennsylvania	4
Explosives	2	Ohio	3
Exploding vessel		Utah	3
under pressure	2	Tennessee	2
Fall of highwall	2	Alabama	1
Fall of person	2	Arizona	1
Inundation	1	Colorado	1
Other	<u>2</u>	Illinois	1
Total	52	Indiana	1
		Oklahoma	1
		Texas	1
		Wyoming	<u>1</u>
		Total	52
By location			
Underground	25		
Surface at UG mine	4		
Surface mine	12		
Preparation plant	10		
Other facilities	<u>1</u>		
Total	52		

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Historical comparison

1869 (120 years ago)	179
1888 (100 years ago)	728
1907 (worst in history)	3,242
1938 (50 years ago)	1,105
1968 (20 years ago)	311
1978	106*
1979	144
1980	133
1981	153
1982	122
1983	70*
1984	125
1985	68*
1986	89
1987	63*
1988	52*

*Represented a new history low record since at least 1869.

**When was the last time you
checked the seals and tightness
of your self-rescuer?**

Develop the habit of periodically checking your self-rescuer!

Self-rescuers are specialized, single-use gas mask devices and are commonly used in underground mining. They are designed for use in emergency exit from carbon monoxide atmospheres.

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METAL AND NONMETAL (NON-COAL) MINING FATALITIES IN 1988

Mine Safety and Health Administration
Office of Information and Public Affairs

Preliminary data

By accident classification

Haulage	20
Machinery	8
Electrical	4
Fall of person	4
Fall of roof or face	4
Falling material	3
Fall of highwall	1
Handling material	1
Hoisting	1
Other	<u>2</u>
Total	48

By type of operation

Metal	15
Nonmetallic minerals	7
Stone	18
Sand and gravel	<u>8</u>
Total	48

By location

Underground	7
Surface at UG mine	3
Surface mine	22
Mill or plant	<u>16</u>
Total	48

By state

Arizona	3
California	3
Illinois	3
Nevada	3
South Carolina	3
Texas	3
Alabama	2
Florida	2
Minnesota	2
Montana	2
New York	2
Oklahoma	2
Tennessee	2
Utah	2
Virginia	2
Alaska	1
Colorado	1
Georgia	1
Hawaii	1
Idaho	1
Iowa	1
Massachusetts	1
Mississippi	1
New Mexico	1
Pennsylvania	1
South Dakota	1
Wisconsin	1
Total	48

WINTER ALERT

Historical comparison

1917 (worst on record)	983
1938 (50 years ago)	247
1968 (20 years ago)	182
1978	136
1979	123
1980	103*
1981	84*
1982	68*
1983	62*
1984	80
1985	57
1986	49*
1987	67
1988	49

*Represented a historic low record. Annual records date back to 1911.

The Holmes Safety Association, the FORESIGHT PEOPLE, has been involved for more than 60 years in the exchange of safety ideas in the mining, mineral extractive, and allied industries.

"DROP US A LINE"

WINTER ALERT



H.S.A. SAFETY TOPIC

CHOOSING AND USING EYE PROTECTION

Safety Glasses and Goggles

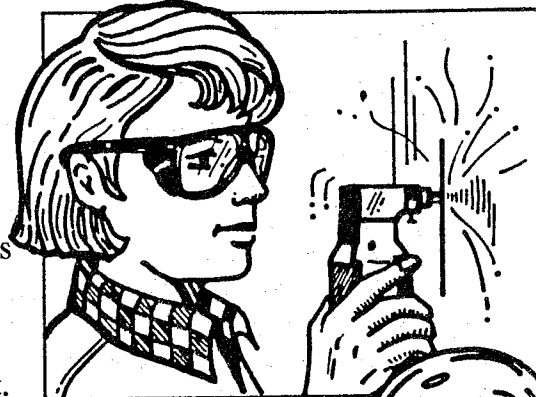
No matter where we work, flying particles, dusts, fumes, vapors or harmful rays are apt to expose us to potential eye injury. Fortunately, we can protect against these hazards by using the appropriate protective eyewear for our jobs and by following our companies established safety guidelines. The following is a guide to the most common types of protective eyewear and the specific hazards they can guard against.

Safety Glasses

Standard safety glasses look very much like normal glasses, but are designed to protect you against flying particles. Safety glasses have lenses that are impact resistant and frames that are far stronger than regular eyeglasses. Safety glasses must meet the standards of the American National Standards Institute (ANSI). (Safety glasses are also available in prescription form for those persons who need corrective lenses.) Standard safety glasses can be equipped with side shields, cups, or tinted lenses to offer additional protection.

Safety Goggles

Like standard safety glasses, goggles are impact resistant and are available in tinted lenses. Goggles provide a secure shield around the entire eye area to protect against hazards coming from many directions. Safety goggles may have regular or indirect ventilation. (Goggles with indirect ventilation may be required if you are exposed to splash hazards.)



Safety glasses have lenses that are impact resistant and frames that are far stronger than regular eyeglasses.



Goggles provide a secure shield around the entire eye area to protect against hazards coming from many directions.



Face shields and helmets are frequently used in conjunction with eye protectors.

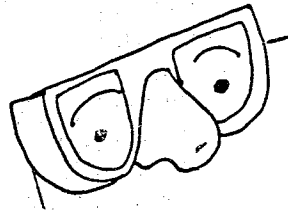
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Shields and Helmets

Face shields and helmets are not in themselves protective eyewear. But, they are frequently used in conjunction with eye protectors. Full-face shields are often used when you are exposed to chemicals or heat or glare hazards. Helmets are used when welding or working with molten materials.

Using Protective Eyewear

You can guard against eye injury by making sure that you are wearing the appropriate protective eyewear for the particular eye hazards you face. It's important to remember that regular glasses alone do not offer protection from eye hazards. Follow your company's established safety procedures, and never hesitate to ask your supervisor if you have any questions about what you can do to protect your sight for life.



**It's very important to keep flying objects and hazardous dusts, vapors, heat, gases, fumes and liquid splashes.....
..... out of your eyes.**

REMEMBER:

Too many eye injuries occur because eye protection was required, issued -- and not used.

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H.S.A. SAFETY TOPIC

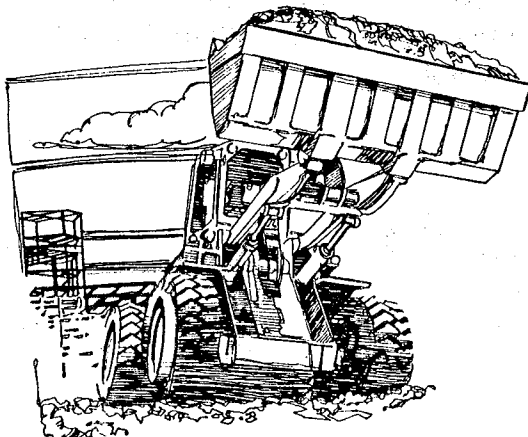
WE'RE ALL HUMAN

Machines, if properly engineered and operated, perform in a predictable manner. People, of course, are more complex and our actions are influenced by many factors beyond the immediate environment so performance is far less predictable. However, there is some knowledge available as to why people act irrationally. Knowing the causes, we can use proven methods to improve performance.

Self preservation, the instinctive drive to protect the self from injury or destruction, can never be relied upon to guide the individual unerringly along a safe course of action:

1. The hazard might not be recognized due to lack of knowledge or experience.
2. There may be misinformation as to what is the safe way to perform a task.
3. The operator may know, but forget or become preoccupied.
4. The operator may act impulsively, without forethought.
5. The operator may feel immune, as if an accident won't happen.
6. The operator may be emotionally distraught or have personal problems.
7. The operator may think chance-taking is "exciting".
8. Repetition may have lulled the person into a false sense of security.
9. The operator may have a physical problem making the task difficult.
10. The operator's senses may be dulled by drugs, alcohol, illness, or lack of proper rest.

We are neither medical doctors nor psychiatrists, and the mining industry is an inherently hazardous occupation. Therefore, obvious accident risks because of serious physical, mental, or emotional problems should be taken care of immediately.



WINTER ALERT

THE LAST WORD

MARCH

Before January and February were introduced into the calendar, the Roman year had only 10 months, and March, named in honor of the God Mars, was the first instead of the third month. In the Middle Ages the year was usually reckoned as beginning March 25, and England did not abandon this practice until 1752. The vernal equinox falls on March 21, so the month is part winter and part spring.

Since life began on this old world, people have been persecuted for their beliefs. Centuries ago men of the cloth, like Saint Patrick, brought the teachings of the Lord to the heathens in all lands. For following such teachings, many people were driven from their homes. While millions believe in the "Supreme Being," there are those among us who are still heathens. Recent episodes throughout the world bring forcibly to our attention what a terrible situation exists.

The heathens are not all confined to religious beliefs but include those among us who ignore the teachings in safety. The type of employment or social position of individuals have little bearing on the acceptance of the need for accident prevention.

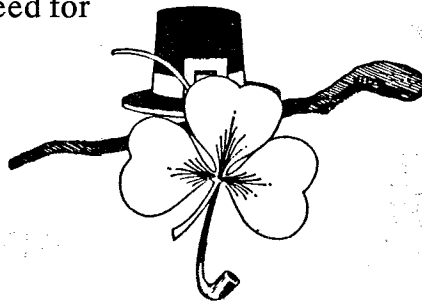
Undoubtedly such people care very little for their coworkers or perhaps believe they are immune to accidents because of their own ability. Not unlike Saint Patrick's shamrocks which are a symbol of faith, so too are the green crosses of universal safety a symbol of the teachings and expression for a cooperative effort necessary to preserve life and limb.



Failures can be divided into two classes: those who thought and never did and those who did and never thought.

* * * * *

If you must criticize, then try criticizing the fault instead of the person.



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

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