
BULLETIN

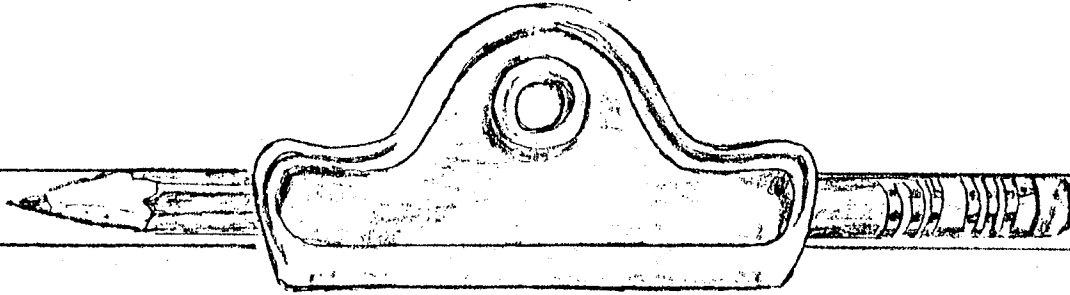


HOLMES SAFETY ASSOCIATION



**STOP.
LOOK.
LISTEN...
AGAIN.**

SCHOOL'S OPEN



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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.

SEPTEMBER, 1989

**WELCOME
NEW MEMBERS**

NAME	CHAPTER NO.	LOCATION
James W. Perry Consultant Inc.	8250	Bridgeport, WV
John Poppo Trucking	8251	Inkerman, PA
A.C. Mining Co. J.V.	8252	Kingwood, WV
Amerikohl Mining Inc.	8253	Hazelton, WV
Northern Lights Coal Corp.	8254	Bolair, WV
Proven Coal Reserves Inc.	8255	Horner, WV
Pickwick Construction Co.	8256	Counce, TN
Crystal Springs Inc.	8257	McCarr, KY
Mineral Hill	8258	Jardine, MT
RFP Inc.	8259	Enterprize, WV
River Cement Co.	8260	Festus, MO
Prosperity Energy No. 7 Mine	8261	Pax, WV
Cammac Mining Inc.	8262	Widen, WV
Superstition Crushing Co.	8263	Mesa, AZ
Blue Circle West	8264	Phoenix, AZ
Waverly Aggregate	8265	Martinsville, IN
Daniel Lee	8266	Eola, KY
Golden Oak Mining Co.	8267	Letcher, KY
Interstate Fabricators & Const.	8268	Fairmont, WV
Superior Mining	8269	Winkelman, AZ
Pinnacle Creek Mining	8270	Crumpler, WV
Tara John Coal	8271	Whitesburg, KY
Billy Coal Co., Inc.	8272	Eolia, KY
Sher-Mel Coal Co., Inc.	8273	Burnwell, KY
Charity Coal Co., Inc.	8274	Hardy, KY
Ron Coleman Mining	8275	Jessieville, AR
Razorrock Materials	8276	Harrisburg, AR
Rock E Coal Co., Inc.	8277	Pineville, WV
Virginia Carbon Inc.	8278	Pineville, WV
Ruby Helen Coal Co., Inc.	8279	Pineville, WV

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**WELCOME
NEW MEMBERS**

NAME	CHAPTER NO.	LOCATION
Sunrise Mining Inc.	8280	Pineville, WV
DD & L Coal Co., Inc.	8281	Pineville, WV
Childers Services Corp.	8282	Pineville, WV
Paybra Mining Co., Inc.	8283	Pineville, WV
Paybra Mining Co., Inc.	8284	Pineville, WV
Superior Mining & Mineral Inc.	8285	Phelps, KY
Lin-Son Coal Co.	8286	New Bethlehem, PA
Timco Energy Inc.	8287	Pineville, WV
Marcus Coal Co., Inc.	8288	Pineville, WV
Kocide Mining Corp.	8289	Miami, AZ
ARB Mining Inc.	8290	Pineville, WV
Gemstone Coal Corp.	8291	Pineville, WV
Dale's Contracting	8292	Wilcoe, WV
Peabody Coal Co.	8293	Graham, KY
Sandberg Redi-Mix Inc.	8294	Lignite, ND
Fools Gold Energy Corp.	8295	Meta, KY
Eagle Rock Mining Inc.	8296	Pineville, WV
San-West Coal Co., Inc.	8297	Pineville, WV
R S & R Mining Inc.	8298	Pineville, WV
Darbet Inc.	8299	Pineville, WV
R & H Mining Co.	8300	Pineville, WV
Lappitt Inc.	8301	Sardis, WV
Kinney Branch Coal Co. #5	8302	Dorton, KY
Charbel Mining Services Inc.	8303	Point, PA
Roddy Resources	8304	Wickenburg, AZ
Superlite Block	8305	Flagstaff, AZ
Tinnelco Inc.	8306	Summersville, WV
Arch of West Virginia	8307	Lundale, WV
Barton Sand & Gravel	8308	Maple Grove, MN
Algen Coal Co.	8309	Granville, OH



H.S.A. SAFETY TOPIC

CARDIOPULMONARY RESUSCITATION

Don't waste time! Cardiac arrest (heart stops beating) means certain death if CPR (cardiopulmonary resuscitation) is not attempted. **Learn these techniques only through training and supervised practice through the American Heart Association, American Red Cross, or local Emergency Medical Service.**

Heart Failure

Causes

- Heart Attack
- Impaired breathing
- Shock
- Electrical shock

Signs/Symptoms

- No breathing
- No pulse

First Aid Treatment - Only if you have been trained in CPR:

- **Check for response** - Gently shake the victim and shout "Are you OK?", while placing the victim on his/her back (*Figure 1*).



Figure 1 - Recognition of the Problem

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- **Check airway** - Open the victim's airway using the head-tilt/chin-lift method.
- **Check for breathing** - For 3-5 seconds listen and feel for air exchange and look for chest movements.
- **If not breathing** - Give two full breaths using the mouth-to-mouth technique (*Figure 2*) and allow for lung deflation between breaths.

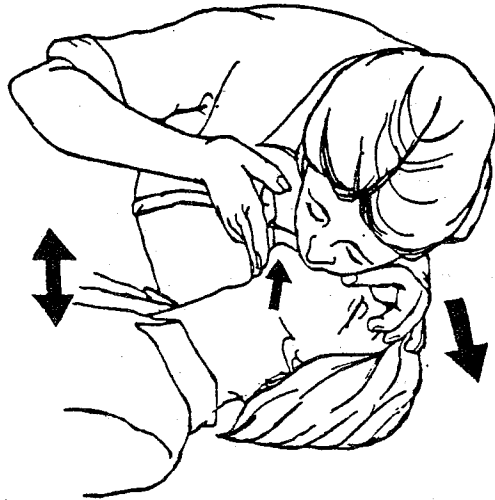


Figure 2 - Give Two Full Breaths

- **Check pulse** - Check the pulse using the carotid artery in the neck. To find the carotid artery, place your fingertips on the victim's windpipe and slide two fingers toward you into the groove between the windpipe and the large neck muscle. Press firmly but gently to feel for the pulse (*Figure 3*). If a pulse is not present, begin cardiac compressions immediately.

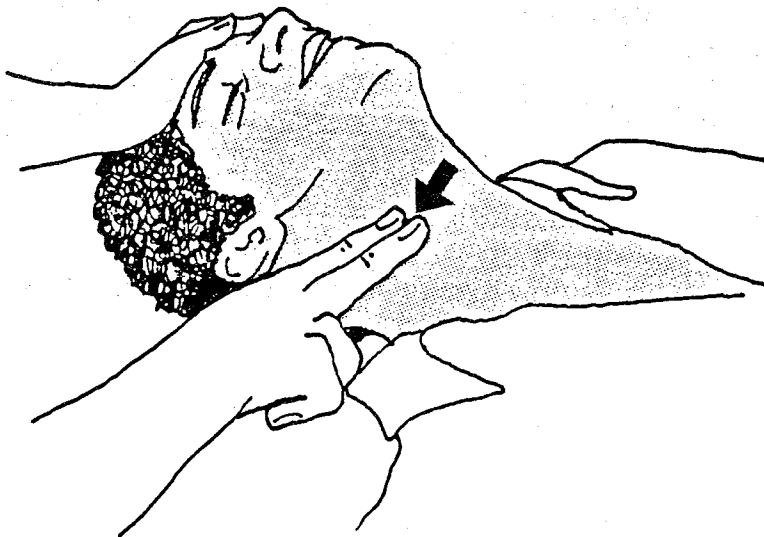


Figure 3 - Check Pulse

- **Cardiac compressions** - Kneel at the victim's side near his/her chest. (Victim should be on a hard, flat surface.) To determine the pressure point for cardiac compressions, locate the bony tip (xiphoid process) of the breastbone (sternum) with your middle finger and place one finger just above that point (*Figure 4*). Place the heel of one hand adjacent to your fingers and the second hand on top of the first (*Figure 5*).

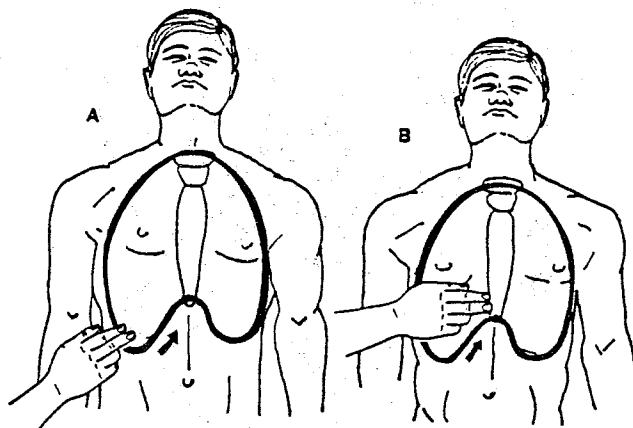


Figure 4 - Locating Xiphoid Tip

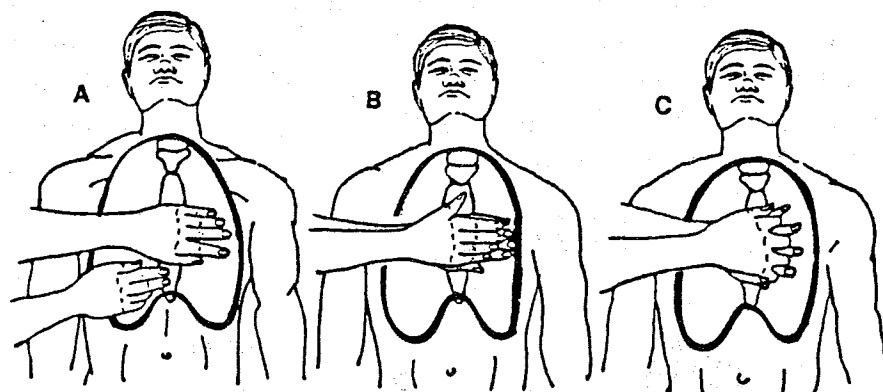


Figure 5 - Correct Hand Position on the Sternum

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- Position your shoulders directly over victim's breastbone and press downward, keeping arms straight (*Figure 6*). Depress the sternum of an adult 1-1/2 to 2 inches.

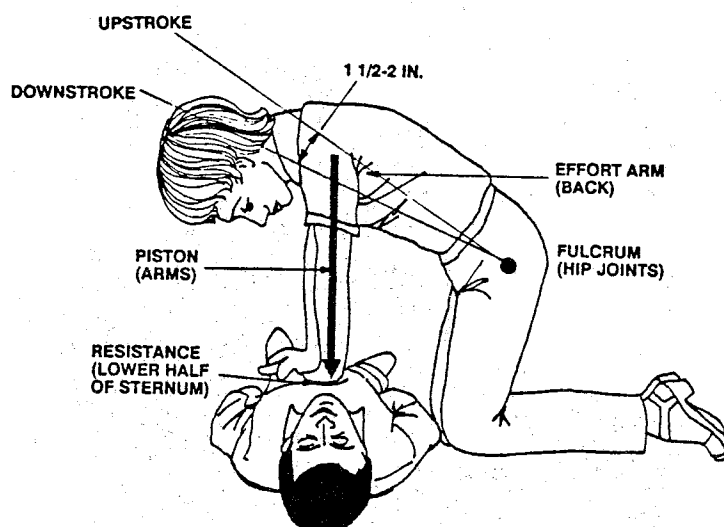


Figure 6 - Exerting Pressure Downward on an Adult

Give compressions at a rate of **80-100** per minute with **2 breaths** (artificial ventilation) after each **15** compressions. After the two breaths, reposition hands on the sternum before resuming compressions.

After four cycles of compressions and ventilations (15:2 ratio), reevaluate the victim.

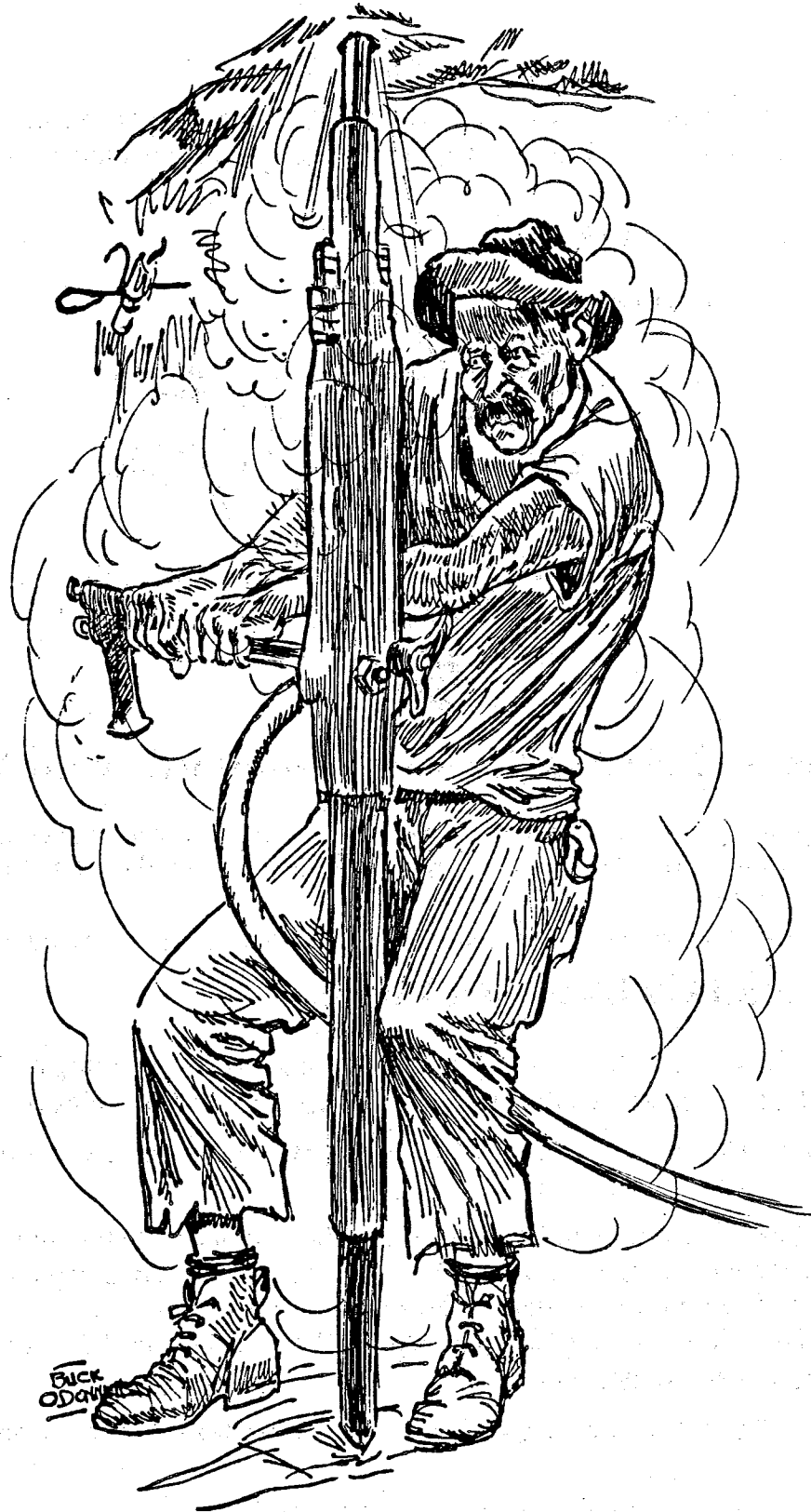
CPR for Small Children and Infants

- **Airway** - Be careful not to overextend the infant's head when tilting it; the neck is so pliable that you may block the breathing passage instead of opening it.
- **Breathing** - Cover both mouth and nose with your mouth and use less volume of air; give a breath every three seconds.
- **Circulation** - For small children only use the heel of one hand for compressions. Depress the chest at mid-sternum from 1 to 1-1/2 inches, depending on the size of the child. The rate is 80 to 100 compressions per minute. For infants, use only the tips of the middle and ring fingers to depress the mid-sternum 1/2 to 1 inch at a rate of 100 compressions per minute.

For both small children and infants, give breaths after every fifth chest compression.

**Reprinted from U.S. Dept. of Labor, MSHA, FIRST AID*

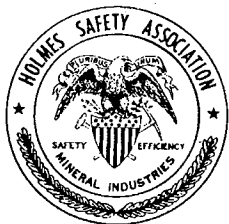
Typical Mining of the Era Gone By



THE WIGGLE TAIL

The Wiggle Tail or "Widow Maker", so named because the machine was self rotating. As the miner turned the handle back and forth to rotate the drill steel, he was covered with dry cuttings that dropped from the hole.

SEPTEMBER, 1989



H.S.A. SAFETY TOPIC

MACHINERY (FRONT-END LOADER) ACCIDENT

GENERAL INFORMATION: An accident occurred at a multiple bench surface, sand and gravel mining and milling operation resulting in the death of a truckdriver with 25 years experience.

The accident occurred on the main haulageway between the stone stockpiles and the scalehouse. The haulage road was flat and appeared to be in good condition.

DESCRIPTION OF ACCIDENT: The victim reported for work and was assigned the task of training a fellow employee in the operation of a 1979 Mack, tandem-axle haulage vehicle. The victim was a passenger in the vehicle as he trained and observed his coworker.

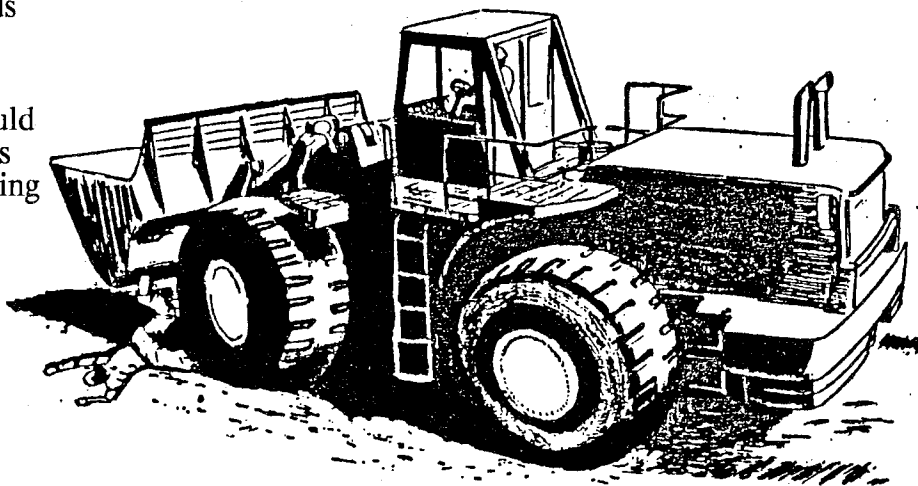
The superintendent and front-end loader operator observed the victim get out of the truck and cross in front of the front-end loader. At this point, the front-end loader operator was instructed to go to another area to load a truck. He started to move the loader when he looked down between the loader bucket and the wheel and observed the victim lying on the ground with the left front loader wheel against his left leg.

CAUSE OF ACCIDENT: The direct cause of the accident was the victim placing himself in a precarious position in front of the front-end loader, out of view of the loader operator. A contributing cause was the loader operator not making certain, by signal or other means, that persons were clear before moving the equipment.

RECOMMENDATIONS: Personnel should make sure equipment operators are aware of their presence before approaching on foot in front or to the rear of mobile equipment.

All personnel should be reinstructed regarding the hazards involved while working around mobile equipment.

Truckdrivers and passengers should remain in the cab of their vehicles both while being loaded and waiting to be loaded.



**ABSTRACT
FROM
FATAL
ACCIDENT**

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



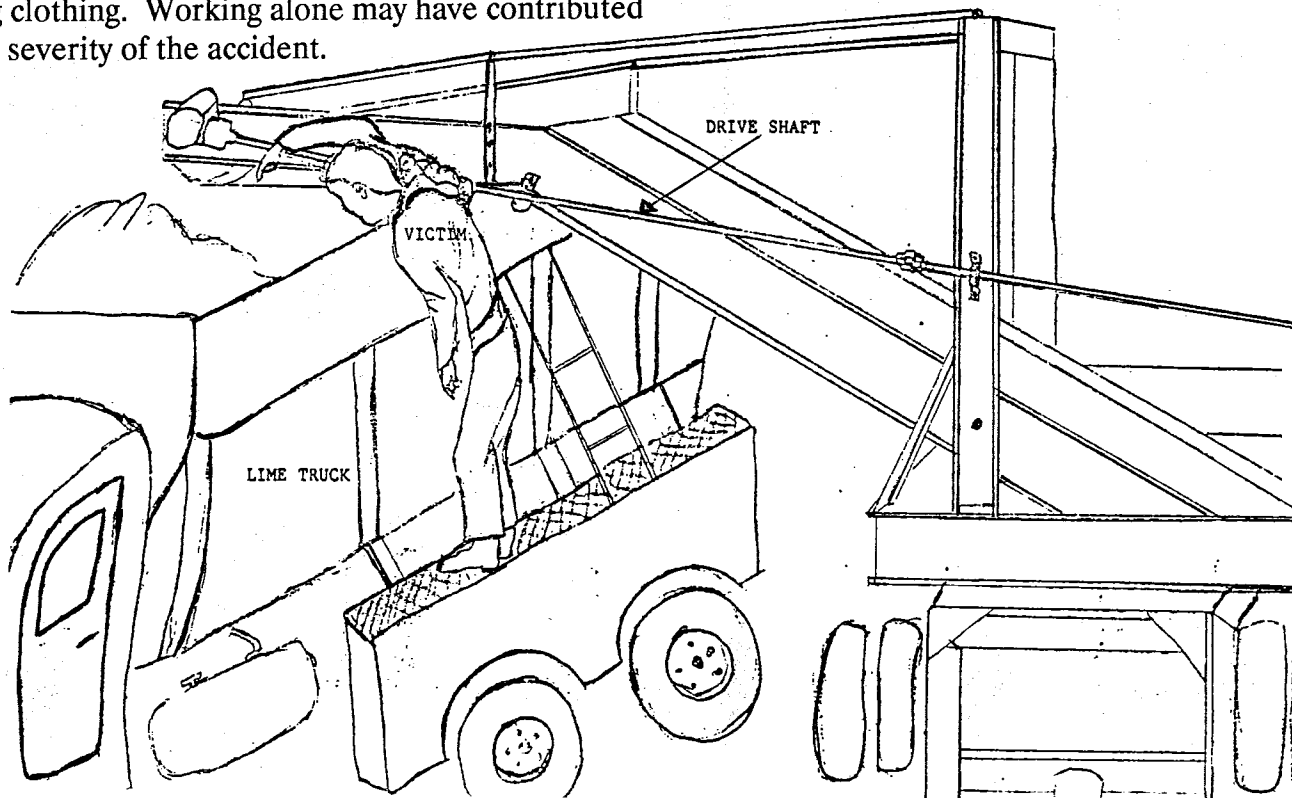
FATAL MACHINERY ACCIDENT

GENERAL INFORMATION: Mining at this quarry and mill, an open pit limestone operation, was done intermittently by a contractor. The overburden was stripped and the exposed limestone was ripped and then stockpiled.

The mill was operated intermittently as needed by the victim. He usually worked alone. The victim had approximately 40 years of mining experience.

DESCRIPTION OF ACCIDENT: On the day of the accident, the victim evidently began work at his quarry. A neighbor who lived near the quarry stated that she had observed the victim hauling limestone from the quarry throughout the day. The last time she saw him enter the quarry was in the late afternoon and she heard the diesel-powered mill equipment being started. It was becoming dark and there were no provisions for lighting at the plant, so the neighbor decided to check on the victim. Upon arriving, she noticed the victim in an upright position on the platform on the left side of the truck. Further observation indicated that the victim's hood on his sweatshirt had become entangled in the conveyor drive shaft, causing the victim to be strangled.

CAUSE OF ACCIDENT: The cause of the accident was the victim positioning himself too near an unguarded moving machine part. A contributing factor was the wearing of loose fitting clothing. Working alone may have contributed to the severity of the accident.



SILVER ANNIVERSARY ANNOUNCEMENT



Arizona Chapter **National Safety Council**

Southwest Safety Congress

<p>25th Annual Safety Congress And Exhibits to be held on May 8, 9 & 10, 1990.</p>	<p>Location: Sheraton San Marcos Resort Phoenix/Chandler, Arizona</p>
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Held in conjunction with:



Holmes Safety Association
Joseph A. Holmes
National Council Annual Meeting

&



Western Regional State Grants Meeting
Hosted by the Arizona State Mine Inspector
Douglas K. Martin

Registration and Exhibit Information



ARIZONA
CHAPTER

Toni Taylor
(602) 264-2394



Bill Hoover
(602) 629-6631
(412) 621-4500



William Vanderwall
(602) 542-5971

SEPTEMBER, 1989



HOLMES SAFETY ASSOCIATION

"MARK YOUR CALENDAR"

Holmes Safety Association
 Joseph A. Holmes Safety Association
 Annual Meetings
 Sheraton San Marcos Resort
 Phoenix/Chandler, Arizona
 May 9-10, 1990

MAY						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Plans have been finalized to hold the Holmes Safety Association National Council Annual Meeting in Phoenix/Chandler, Arizona, on May 9 and 10, 1990.

American Airlines discount is available for attendees from servicing cities and local airports.

Limousine service from airport to hotel -- \$9.00 per person one way

Hotel Rates - \$50.00 single/\$55.00 double plus tax

Following is a **tentative** agenda:

May 8

Tuesday 8:00 AM - 8:00 PM Registration

May 9

Wednesday 8:00 AM - 9:00 AM Registration

 9:00 AM - 11:30 AM National Council Executive Meeting

 11:30 - 1:30 PM Lunch

 1:30 PM Golf tournament - women invited
 (All HSA members-\$28 with cart) (\$50 all others)
 Scores will be by Calloway System
 Loads of Prizes

 6:30 PM Western Cookout (Country Club golf course patio)
 Western band -- dancing

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MAY 10

Thursday

8:00 AM - 9:00 AM

Registration

9:00 AM - 12:00 PM

National Council Regular Meeting

Reports of Executive Meeting

Mine Safety/Merit Awards

Treasurer's and Financial Reports

1990-91 Slate of Officers

New and Old Business

12:00 PM - 2:00 PM

Lunch

2:00 PM - 4:00 PM

Joseph A. Holmes Safety Association

Board of Directors Meeting

Joseph A. Holmes Safety Association

Regular Meeting

Approval of Awards

Nomination of Officers

New and Old Business

May 10

Thursday

5:30 PM - 6:30 PM

Social Hour hosted by National Mine Service
(again taking the front in sponsorship
for the 1990 meeting)

6:30 PM

Banquet on the Veranda under the desert skies

President's Welcoming Address

Organizational Awards

District Council Awards

Door Prize and 50/50 Drawings

Dancing in Lounge

MAY 11

Friday

CHECK-OUT

Limousine service to airport available.

(MORE information to follow -- Read the Bulletin for updates)

SEE YOU IN PHOENIX!

SEPTEMBER, 1989



H.S.A. SAFETY TOPIC

PRE-SHIFT SAFETY INSPECTION

For Scrapers and Trailer-Type Bottom Dump Haulers

For Operators of Mobile Mining and Construction Equipment

CHECKLIST

Pre-Shift Inspection For Scraper and Trailer-Type Bottom Dump Haulers

- WALK AROUND

Clear area, Tires, Wheels, Engine compartments, Hoses, Fluid levels, Fire extinguisher

- OPERATOR'S COMPARTMENT

Clean windows, Loose objects, Seat belt, Parking brake ON, Controls, Back-up alarm, (Fire extinguisher)

- GAUGES AND WARNING LIGHTS

Before starting engine -- zero readings

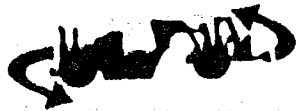
After starting engine -- normal operating range

- EMERGENCY STEERING

Unusual noises, Jerking, Steering response

- ENGINES

Smooth idle, Unusual smoke, Unusual noises, Wipers, Exterior lights



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- **SERVICE BRAKES**

Pedal action

Against engine power

Trailer and auxiliary brakes



- **PARKING BRAKE**

Against engine power

- **STEERING**



Looseness, Jerking

Steering response

Unusual noises



- **RETARDER**

Check operation at 5 miles per hour

ADDITIONAL POINTS TO REMEMBER:

- Good judgment and common sense are essential in increasing safety and reducing the chances of accidents on the job.
- It's best to rely on the checklist, rather than your memory, to perform a complete inspection.
- Familiarize yourself with specific local and company policies pertaining to safety and maintenance.
- Properly-fitted clothing and the seat belt promote safety.
- Use all safety devices available to you -- safety glasses, ear protection, respirator, etc.
- If operating a twin engine scraper, inspect *both* engine compartments.
- Parking brake must be set and the transmission in neutral *before* starting the engine.
- Gauges and warning lights must be checked *twice* -- with the engine off, and then, with the engine running.
- Watch for people, obstructions and other machines and equipment at all times. Sound the horn before starting and before moving the machine.

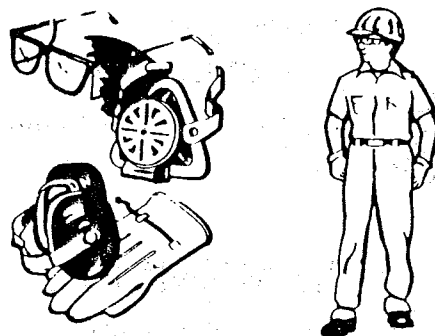
Combine these points and all of the checklist procedures with common sense and you, and everyone around you, will be safer on your shift, every day.

PERSONAL SAFETY ITEMS

Read this material and answer the questions which follow it.

Several personal safety items are available which will help you work more safely. Protective clothing is one such item. You should dress comfortably, but this doesn't mean you should wear clothes with floppy cuffs or pant legs. Wear snug-fitted clothing with cuffs and pant legs which fit close to your body. This will help you avoid getting caught on controls or machine parts.

Don't wear jewelry which could get caught on controls or in moving parts. Always wear your hard hat and safety shoes.



Your personal welfare requires that you wear other protective equipment, including safety glasses or goggles. You may even need a respirator and ear protection, depending upon the dust and noise levels.

Think about good safety habits when it comes to your personal protective clothing and equipment. Use what's available to you--for your own safety.

REVIEW

Answer the following questions:

1. The clothing you wear while operating your machine (**CHECK THE CORRECT ANSWER**):
 - A. should be loose and comfortable.
 - B. must be properly-fitted to prevent being caught on controls or machine parts.
 - C. is unimportant.
2. To prevent eye injuries, wear your _____ or _____.
3. When conditions are especially dusty a _____ may be necessary.
4. The use of _____ may be required when the noise level is extremely high.

Turn to the answer block to confirm your responses.

ANSWER BLOCK

Here are the answers to the previous questions:

1. B is correct.
2. safety glasses (or) goggles
3. respirator
4. ear plugs

Make any necessary corrections, then go on to the next block of information.

WALK-AROUND INSPECTION

You must conduct a thorough pre-shift inspection before you operate your machine. If you find something that needs attention, report it immediately.



Walk-Around Inspection Symbol

The pre-shift inspection checklist for your machine will remind you of the most important items to be checked. The first symbol on the checklist reminds you to perform the walk-around inspection. Walk around your machine, check for general conditions and look for people, tools or any types of obstructions which would be in your way when you put your machine into operation. Any people in the area must be warned that you are about to operate the equipment and obstructions should be moved.

While you're walking around the machine check the condition of the tires and wheels. Check for loose or missing lugs which could cause you to lose a tire or a wheel. Look for serious cuts and bad spots in the tires. Any irregularities could cause a tire to blow out and result in an accident. Check the air pressure, too. Low air pressure could result in overheating, poor handling or even a blow out. Check the rims for cracks or other types of damage. During the walk-around inspection, one operator discovered a "bad spot" in a tire, but he didn't think it was bad enough to deserve immediate attention. While working a haul road, the tire blew. He was injured when his scraper hit another machine. The accident might have been prevented if he had taken proper steps before his shift. So, the pre-shift inspection procedures are important, and if there is something out-of-the-ordinary, it's just as important that the problem be reported immediately.

During the walk-around inspection, look in the engine compartment for anything that should not be there...rags, trash, tools, etc. Remove all such objects to help prevent fire and engine damage. If you are operating a twin-engine scraper, be sure to inspect both engine compartments.

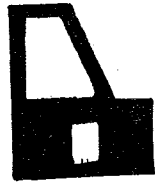
MOUNTING THE MACHINE

Now, you're ready to mount your machine, but before you do, make sure your shoes are free of mud and grease. Make certain that ladders, steps, handholds and handrails are clear and clean. Keep them free from mud and trash, or anything which could cause you to slip and fall.

In certain areas, ice and snow can be a real problem; so keep the step areas clean. Most importantly, use the steps and handholds properly. Face the machine when climbing up or down and don't jump off...the steps and handholds are there for a purpose--use them.

THE CAB INSPECTION

This symbol reminds you to inspect the operator's compartment. Here, you are to look for anything that's loose....tools, chains, lunch pails, thermos bottles and trash. Remove all unnecessary items and secure those which you wish to keep in the cab. Everything must be tied down or stored in the storage box.



Cab Inspection Symbol

Clean windows and mirrors carefully and adjust the mirrors for best vision.

While you're inspecting the cab area, check out the safety devices and equipment, too. Look for damage to the ROPS which could cause the ROPS to be less effective in providing protection in case of an accident.

The seat belt is extremely important to your safety. ROPS used with a seat belt greatly increases your chances of being uninjured in an accident. Make certain that the seat belt isn't frayed, excessively worn or too dirty to allow the moving parts to work easily and fasten securely.

Then, you must fasten the seat belt....use it every time you move your machine. After you've positioned yourself in your seat, use the "doubled-up fist" check to make sure you have enough clearance between your hard hat and the ROPS. With the proper clearance, and the ROPS/seat belt combination, you'll be held securely within the protective zone.

The fire extinguisher should be fastened securely in place. Also make sure it's kept fully charged at all times.

Make sure the parking brake is set and that the controls move freely.

Check for cracks or other damage in the goose-neck or articulation joint. During the walk-around inspection you must also check the lines and hoses which carry fluid to the different systems--oil, coolant, hydraulic fluid, (especially in the articulation area). Check for breaks, leaks, loose fittings and rubbing lines that could result in the loss of power or control. Then, be sure to check the levels of all fluids in your machine. Another important point here: Don't smoke when inspecting the fluid levels.

REVIEW

Answer the following questions:

1. This symbol as shown on the checklist reminds you to.....



....perform the _____ inspection.

2. TRUE OR FALSE (CIRCLE ONE). A thorough check of the engine compartment is a part of the walk-around inspection.
3. An operator in southern Indiana lost control of his scraper and was injured. An investigation revealed that the hydraulic fluid level was very low. Was there a possibility that this accident may have been prevented by a thorough pre-shift inspection? YES or NO? _____

Explain your answer. _____

4. List, in any order, what you are to check for when inspecting the tires and wheels:

ANSWER BLOCK

Here are the answers to the previous questions:

1. walk-around
2. TRUE
3. YES. If the hydraulic fluid level was low, the operator should have discovered this before operating the machine and loss of controls might have been prevented.
4. loose or missing lugs, serious cuts and bad spots, low air pressure, cracked or damaged rims (OR EQUIVALENT WORDS)

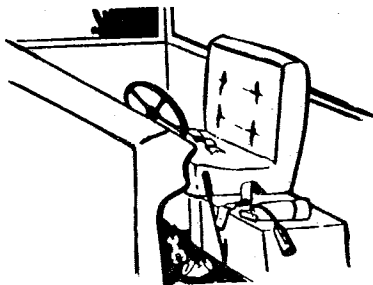
REVIEW

1. This symbol reminds you to....



.... make the pre-shift inspection of the _____.

- 2. You must either remove or secure all _____ in the cab before the machine is put into operation.
- 3. To obtain full protection from the ROPS, the _____ must be used.
- 4. TRUE OR FALSE (CIRCLE ONE). Bends and twists in the ROPS supports will not reduce the degree of protection provided.
- 5. A thorough inspection of the fire extinguisher includes making sure that it is fully _____ and that it is _____.
- 6. Study this illustration and list the corrections which should be made during a thorough pre-shift inspection of the cab area.



- 7. You will complete the cab inspection by making sure that the:
 - A. _____ is set.
 - B. _____ are all moving freely.

ANSWER BLOCK

Here are the answers to the previous questions:

- 1. cab (OR) operator's compartment
- 2. loose objects
- 3. seat belt
- 4. FALSE
- 5. charged, secured
- 6. coke can on floor, fire extinguisher not secured in place, wrench on floor, seat belt not in good condition (OR EQUIVALENT ANSWERS)
- 7. A. parking brake
B. controls

To be continued in next
months Bulletin

SEPTEMBER, 1989



H.S.A. SAFETY TOPIC

Napoleon knew his orders were for all his troops -- and not just the clever few.....

Usually it would be very late at night when most of the troops were asleep. One candle, however, would remain burning. Finally in the early hours of the morning, a call would go out -- "Corporal!"

The corporal would open his eyes, stretch, yawn, swear softly, crawl out of his sleeping bag and finally say, "Coming General."

Still blinking his eyes, the corporal would open the tent flap, walk into the general's tent and salute. Returning the salute, the general would point to a nearby cot and motion for the corporal to have a seat. This had happened many times before; so the corporal took a seat and waited for the question and answer session he knew was to come.

The corporal was quite pleased that the general would take him into his confidence. This had happened every night before a major battle. The general would question the corporal and let the corporal question him.

The corporal was always very impressed by this and felt quite important because he knew that unless he understood the full meaning of every word of the general's battle order, the general would rewrite it.

In fact, the general sometimes rewrote that order a half dozen times until the corporal understood it. The corporal thought he must certainly be quite smart for the general to depend on him so. How wrong he was!

What we have just related is historically true. The general we refer to was *Napoleon Bonaparte*; and the corporal wasn't so smart. To the contrary, the corporal was the least intelligent man in Napoleon's army.

One of the factors contributing to Napoleon's military brilliance and success was his realization that instructions and orders were worthless unless they were understood by all. So Napoleon would issue only orders that could be understood even by the most unintelligent of his men. If his corporal could understand him, then all his men could understand him.

Napoleon knew how easy it was for verbal or written orders to be misunderstood by anyone from his generals down the line. To this day, he is considered by many to have been one of the most successful generals in history. This is based mainly on his ability to give clearly understood instructions.

We can apply this directly to safety. The clarity of our instructions yields success in job performance and safety. Unless orders are understood, they cannot be carried out.

SEPTEMBER, 1989

We all have instincts to be safe. We all want to be safe. But we all also need to be taught how to be safe. We must be instructed in safe practices. But if that instruction is only partially understood, an accident could happen.

Not only are clear orders required, but we should also give clear reasons for those orders when possible.

Sometimes telling why or why not one should do a particular thing will more greatly ensure its understandability and forcefulness. When giving orders, it is most important to make sure that they are crystal clear, and that no safety rules are to be disobeyed in carrying them out.

DECAL SLOGAN CONTEST

The Association is again holding its annual contest for the 1990 slogan decal. A cash prize of \$15 will be awarded to this year's winner.

All slogans must be eight words or less and must be received by October 16. The winner will be announced in the November Bulletin.

Send suggestions to:

Mine Safety and Health Administration

Holmes Safety Association

4800 Forbes Avenue

Pittsburgh, Pennsylvania 15213

SEPTEMBER, 1989



HOLMES SAFETY ASSOCIATION

NOTICE

TO: ALL MINE OPERATORS

The following are some of the directives issued by MSHA this year. If you are missing any, they are available from the National Mine Health and Safety Academy, P.O. Box 1166, Beckley, West Virginia 25802-1166 Phone: (304) 256-3257 -- Business Office

PROGRAM POLICY LETTERS

<u>Number</u>	<u>Effective Date</u>	<u>Subject</u>
Volume I - The 1977 Mine Act:		
P89-I-1	3/31/89	Revisions to Special Investigations Program
Volume II - Testing and Evaluation:		
P89-II-2	4/14/89	Use of Alternate Lights on Statement for Test and Evaluation (STE) Application
Volume III - 30 CFR Parts 40-50 and 100:		
P89-III-4	3/16/89	Assignment of Identification Number to Mine Operators and Independent Contractors (This letter rescinds Section III.41-1 of the Manual.)
P89-III-5	6/16/89	Revisions to Safety and Health Conference Policy and Procedures, 30 CFR Part 100.6, Excepting Section 105(c) and 110(c) Violations
Volume IV - Metal and Nonmetal Mines:		
P89-IV-1	1/06/89	Feasible Engineering Noise Controls (30 CFR 56/57.5050)

<u>Number</u>	<u>Effective Date</u>	<u>Subject</u>
Volume V - Coal Mines:		
P89-V-1	1/31/89	Serv-Is-Lite Lighting Systems Manufactured by the Service Machine Company, Approval No. IA-365
P89-V-2	2/13/89	Serv-Is-Lite Lighting Systems Manufactured by the Service Machine Company, Acceptance No. IA-365
P89-V-7	4/04/89	Applications of ATRS Systems
P89-V-8	4/10/89	Application of National Electrical Code to Surface Coal Mine Excavation Equipment (30 CFR Part 77)
P89-V-9	4/07/89	Safety Practices During Pillar Recovery
P89-V-10	4/13/89	Application of 30 CFR 75.1105
P89-V-11	4/18/89	Fire Suppression Systems on Remotely Controlled Continuous Miners
P89-V-12	5/23/89	Solid-State Controlled Battery Powered Equipment

CONGRATULATIONS.....

The Central-North Central Mine Rescue Association held its Mine Rescue Contest on August 12, 1989, at Mack Park, Indiana, Pennsylvania. Eight mine rescue teams and seven benchmen participated in the contest.

Harry C. Thompson, Chaplain of the National and Pennsylvania State Councils presented the invocation. Ken Barish, Manager of Florence Mine Co., was Master of Ceremonies. Eugene H. Jones, R & P Coal Co. and Joseph Kreutzberger, PA Mines Corp., were honored and presented plaques for many years of support and dedication to the Association.

The winner in the mine rescue contest were Greenwich Collieries No. 1, first place; Rushton Mining Co, second place; Greenwich Collieries No. 2 team, third place and Keystone Mining Corp. No. 1 team, fourth place.

Winners in the Benchman contest were: Filbert Jobe, Helvetia Coal Co., first place; James Hutton, Jr., Rushton Mining Co., second place; Dave Larsen, Keystone No. 2 team, third place and Tom Kronk, Keystone No. 1 team, fourth place.

Timothy J. Thompson, MSHA, Subdistrict Manager, Coal Mine Safety and Health District 2, Johnstown, PA, was the featured speaker. He stressed that cooperation between companies, miners and agencies is necessary to eliminate mining accidents and fatalities.

SEPTEMBER, 1989



HOLMES SAFETY ASSOCIATION

"ATTENTION: CHAPTER MEMBERS"

The Holmes Safety Association 1988 annual report is available to our chapter members upon request.

Volume I contains minutes of the 1988 executive and regular meetings, active slate and district council officers and meeting information as well as other statistical information about the Association.

Volume II is a complete list of all of our chapter members with council affiliation.

If you would like a copy, free of charge, please return this form:

Please send _____ copies of Volume I and
_____ copies of Volume II to:

CHAPTER NUMBER _____

COMPANY NAME _____

ATTENTION: _____

STREET ADDRESS _____

CITY, STATE, ZIP CODE _____

Return form to:

MSHA, Holmes Safety Association
4800 Forbes Avenue
Pittsburgh, Pennsylvania 15213

THE LAST WORD

Following are some of the reasons given by motorists for their automobile "accidents:"

As I approached the intersection, a stop sign suddenly appeared in a place where no stop sign had ever appeared before. I was unable to stop in time to avoid the accident.

Coming home, I drove into the wrong house and collided with a tree I don't have.

The other car collided with mine without giving warning of its intentions.

I thought my window was down, but found out it was up when I put my hand through it.

I collided with a stationary truck coming the other way.

A truck backed through my windshield into my wife's face.

A pedestrian hit me and went under my car.

The guy was all over the road; I had to swerve a number of times before I hit him.

I pulled away from the side of the road, glanced at my mother-in-law and headed over the embankment.

In my attempt to kill a fly, I drove into a telephone pole.

I had been shopping for plants all day and was on my way home. As I reached an intersection, a hedge sprang obscuring my vision. I did not see the other car.

I had been driving my car for forty years when I fell asleep at the wheel and had an accident.

To avoid hitting the bumper of the car in front, I struck the pedestrian.

My car was legally parked as it backed into the other vehicle.

An invisible car came out of nowhere, struck my vehicle and vanished.

I told the police that I was not injured, but on removing my hat, I found that I had a skull fracture.

I was sure the old fellow would never make it to the other side of the roadway when I struck him.

The pedestrian had no idea which direction to go, so I ran over him.

I saw the slow-moving, sad-faced old gentleman as he bounced off the hood of my car.

The indirect cause of this accident was a little guy in a small car with a big mouth.

I was thrown from my car as it left the road. I was later found in a ditch by some stray cows.

The telephone pole was approaching fast. I was attempting to swerve out of its path when it struck my front end.

I was unable to stop in time and my car crashed into the other vehicle. The driver and passengers then left immediately for a vacation with injuries.

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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