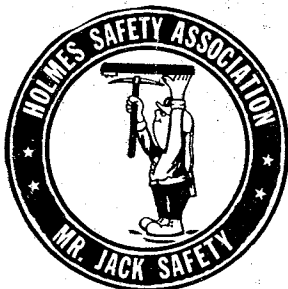
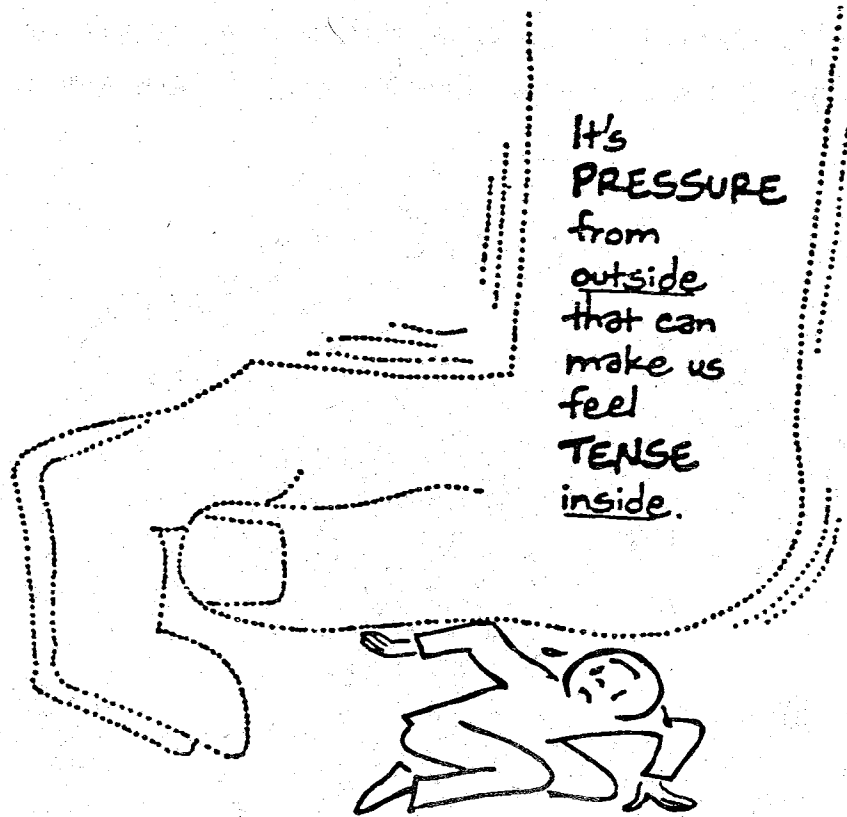
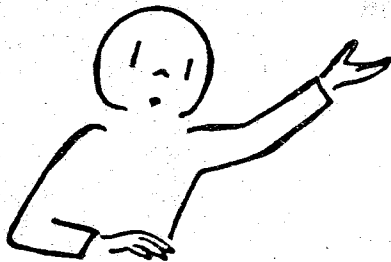

BULLETIN



What is STRESS?

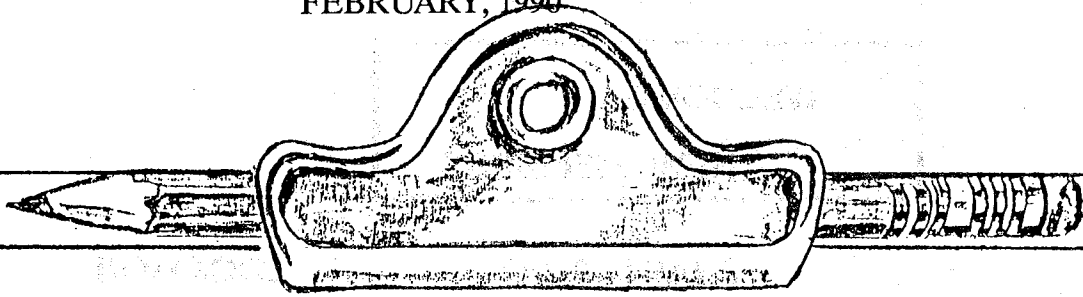


IF stress and its effects do get out of hand, it's time to...



GET HELP!

It's not a sign of weakness or self-indulgence to get professional advice ... IT'S SMART!



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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.

FEBRUARY, 1990

**WELCOME
NEW MEMBERS**

NAME	CHAPTER NO.	LOCATION
Big Elk Creek Coal Co. Inc.	8491	Defeated Creek, KY
C & W Coal Pepper #3 Tipple Oxide Pit	8492	Philippi, WV
	8493	San Manuel, AZ
Meade & Shepherd Coal Co. Inc.	8494	Ashcamp, KY
Indian Creek Mining Co.	8495	Lick Creek, KY
Fools Gold Energy Corp.	8496	Kimper, KY
Black Water Mining Inc.	8497	Thomas, WV
Nuco Mining Co. Inc.	8498	Summersville, WV
Raleigh-Boone Trucking Inc.	8499	Whitesville, WV
Teays Mining Inc. #2	8500	Orgas, WV
Kinloch Mining Co.	8501	Clothier, WV
TDL Coal Co. Inc.	8502	Mayking, KY
Holbrook Mining Inc.	8503	Colson, KY
Tri Star Mining Inc.	8504	Rockhouse, KY
Clearwater Enterprises	8505	Belle, WV
Jeff Mining Co.	8506	Rainelle, WV
Burning Ridge Coal Co. Inc.	8507	Kimper, KY
Jackal Mining Co.	8508	Dorton, KY
M & T Construction Inc.	8509	Pikeville, KY
Darmar Coal Co. No. 2	8510	Pikeville, KY
JRS Training Center	8511	Seco, KY
Kentucky May Coal Co. Inc.	8512	Catlettsburg, KY
Central Contracting Co.	8513	New Rockford, ND
Jeremiah Mining Inc.	8514	Winifrede, WV
Terry Coal Sales Inc.	8515	Distant, PA
Pelesmitco Inc.	8516	Jennerstown, PA

WINTER ALERT

**WELCOME
NEW MEMBERS**

NAME	CHAPTER NO.	LOCATION
Russellville Stone Co.	8517	Russellville, IN
Powell Bend Mining Co.	8518	Bastrop, TX
Bar-B-Trucking Inc.	8519	Madison, WV
Concrete Products Co.	8520	North Salt Lake, UT
Concrete Products Co.	8521	Francis, UT
Concrete Products Co.	8522	Salt Lake City, UT
Concrete Products Co.	8523	Lehi, UT
Concrete Products Co.	8524	Salt Lake City, UT
Concrete Products Co.	8525	Layton, UT
Wheeler Machinery Co.	8526	Salt Lake City, UT
Hall & Gailey Inc.	8527	Layton, UT
Binggeli Rock Products Inc.	8528	Chaplestone, UT
United Park City Co.	8529	Park, UT
B. R. Harris Co.	8530	Salt Lake City, UT
Sorensen Sand & Gravel Co.	8531	Copperton, UT
Geneva Rock Products Inc.	8532	Bluffdale, UT
Savage Rock Products	8533	Ogden, UT
Savage Rock Products	8534	Salt Lake City, UT
EMT Mining	8535	Ashcamp, KY
Broda & Hynoski Continental Mine	8536	Centralia, PA
Five Brothers Const. Co. Inc.	8537	Morgantown, WV
Mary Ruth - Pine View Job	8538	Morgantown, WV
Mary Ruth Corp.	8539	Kingwood, WV
Standard Laboratories Inc.	8540	Charleston, WV
Long Branch Mine #11	8541	Danville, WV
Mountaineer Coal Co. Inc.	8542	St. Paul, VA

WINTER ALERT

FEBRUARY, 1990

**WELCOME
NEW MEMBERS**

NAME	CHAPTER NO.	LOCATION
Red Star Coal Co.	8543	Ary, KY
C & L Coal Co. Inc. No. 2	8544	Hellier, KY
Hawkview Mining Corp.	8545	Berlin, PA
Gemini Mining Corp.	8546	Stoystown, PA
Defiance Quarry Co.	8547	Defiance, MO
St. Charles Quarry Co.	8548	St. Charles, MO
Elrono Mining Inc.	8549	McCombs, KY
Fire Fly Energy Inc.	8550	Meta, KY
Williams Bro. Coal Co. Inc.	8551	Meta, KY
Old South Mining	8552	Meta, KY
Sharon Coal Co.	8553	Masontown, WV
Bull Run Mining	8554	Bruceton Mills, WV
Gold River Mining Co. Inc.	8555	Summersville, WV
Michigan Foundation Quarry Co.	8556	Trenton, MI
Walker Machinery Co.	8557	Belle, WV
Farnham & Pfile Const. Inc.	8558	Confluence, PA
West Virginia Electric Corp.	8559	Montgomery, WV
Crackett Coal Co. Inc.	8560	Robinson Creek, KY
Oakwood Mining Co.	8561	Ashcamp, KY
Action Energies Inc.	8562	Pikeville, KY
Wolf Creek Mining Inc.	8563	Sullivan, KY
Pace Energy Inc.	8564	Virgie, KY
A & M Trucking Inc.	8565	Mt. Carbon, WV
Wolf Branch Collieries Inc. No. 1	8566	Varney, KY
United Fuels Inc.	8567	Meta, KY

WINTER ALERT



H.S.A. SAFETY TOPIC

Supervisors Need to Prepare to Conduct Effective Safety Talks

Do workers dread attending safety meetings at your site? Although safety meetings are an integral part of the system of spreading knowledge about safety and health requirements, the quality of these meetings varies from exciting to dull.

But safety meetings don't have to be boring. By preparing the people who conduct safety meetings--in most cases front-line supervisors--you can help make safety meetings interesting. Most importantly, this preparation will help transmit the intended message of the meeting.

Preparing supervisors to conduct safety meetings should include available resources such as videotapes, films and printed materials, basic training on how to plan and present a topic to a group of people, and attention getters to grab workers' attention and help them remember the presentation long after it's over.

Most front-line supervisors do not have time to gather information, audio-visuals and other equipment needed to run an effective meeting. Someone, either on a corporate or site level, should collect and disseminate training materials and make sure equipment and training facilities are available.

Prepackaged materials that include a meeting outline, general information on the meeting topic and audio-visual support materials should be gathered and made available to supervisors. Instructor's manuals should include a checklist to help plan the meeting, statements supervisors should make and questions they should ask during the meeting.

By doing a lot of this premeeting legwork for supervisors, you are helping solve one of their basic problems--preparation time. This also guarantees continuity and standardization in meeting presentations.

We seem to train line managers on everything except how to conduct effective safety meetings. Not everyone is a natural speaker. Many people get nervous and avoid having to stand and talk before groups. As a result, many supervisors show a film and call it their safety meeting. This type of meeting has no interaction, no discussion, and, worst of all, it is boring. Well-planned supervisor training sessions on how to plan and conduct effective safety meetings can run anywhere from two hours to four days. The objective is to teach supervisors how to plan and present a meeting that involves workers, keeps their attention and conveys knowledge.

WINTER ALERT

This is the heart of making safety meetings interesting. By teaching basic principles of learning and getting employees involved in the meeting, you may find that workers will begin to miss fewer meetings, show up on time and even want to stay late.

The last point concerns the use of attention-getters. Tricks to get attention, keep it and force workers to remember key points of a presentation have been used by safety professionals for years. The use of attention-getters should be a mainstay in training supervisors how to conduct effective safety meetings.

Attention-getters are simple demonstrations that usually get workers to sit up in their chairs, get involved and, in most cases, never forget the topic of discussion. An example was the supervisor who took a lens out of a pair of safety glasses, taped the lens to the head of a hammer, and pounded a spike through a board with the surface of the safety lens. After the demonstration, he passed the slightly scratched lens around the room and instantly provided a topic of discussion for months to come.

If you are noticing negative symptoms in your safety meetings such as absence, tardiness, dozing and general inattentiveness, the problem is probably that your safety meetings are not being planned and conducted as well as they could be. Train your safety meeting leader to capture your worker's attention and keep it. The reward is a more efficient transfer of knowledge in time spent in meetings.

Fire and Burn Prevention CHECKLIST



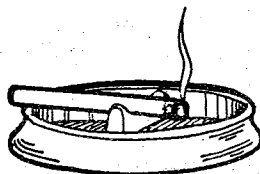
Avoid wearing loose/frilly garments or long sleeves when cooking. Give preference to rear burners. Keep pot handles turned inward. Keep a large lid within reach when frying, to extinguish grease fires. Attend to pots and pans when cooking. Use large oven mitts or pot holders.



Dry your hands before using electrical appliances. Use electrical appliances on dry surfaces away from water. Unplug appliances when not in use.



Check lamp and appliance cords for fraying and/or brittle insulation. If cords are deteriorating, rewire immediately. Avoid overloading outlets.



Use caution with smoking materials. Follow the "no smoking" rule when in bed, fatigued or ill, or when consuming alcohol or medications. Use large, stable ash trays with islands. Have ash trays in all smoking areas. Install extra smoke detectors in rooms frequently used by smokers.



Sore matches and lighters out of reach of children. Remove burnable clutter from basement/storage areas. Store combustible/flammable materials such as paint thinner and solvents in original, tightly-closed containers, away from ignition sources. Unplug all electrical tools when not in use.



Emergency Procedures

- Have emergency numbers close to your telephone.
- Have an emergency exit plan for your home in case of fire and practice it frequently.
- Have more than one exit from bedrooms.
- Have adequate smoke detector coverage.
- Test smoke detectors monthly.

WINTER ALERT

FEBRUARY, 1990



HOLMES SAFETY ASSOCIATION

NATIONWIDE DISTRICT COUNCIL COMPETITION STANDINGS

THIRD QUARTER OF 1989

LEADERS

- **Group I Underground Coal - 3,000,000 or more work hours**

John E. Jones District Council, Marion, Illinois, with 5,345,689 hours of exposure, 272 lost time accidents and fatality free for an incidence rate of 10.18 per 200,000 hours of exposure.

- **Group II Underground Coal - 1,500,000 -- 2,999,999 work hours**

Southeastern Ohio District Council, Wilkesville, Ohio, recorded 2,403,172 work hours fatality free and 77 lost time accidents for an incidence rate of 6.41 per 200,000 hours of exposure.

- **Group III Underground Coal - 1,499,999 or less**

North Central District Council, Fairmont, West Virginia, totaled 923,174 hours of work time, fatality free with 30 occupational injuries for an incidence rate of 6.50 per 200,000 hours of exposure.

- **Group I Surface Coal - 2,000,000 or more**

Powder River Basin, Gillette, Wyoming, had an aggregate work time of 4,141,230 hours, fatality free, with 20 lost work day injuries and an incidence rate of 0.97 per 200,000 hours of exposure.

- **Group II Surface Coal - 1,000,000 -- 1,999,999**

Northern Indiana Joint Committee District Council, Linton, Indiana, reported 1,243,998 hours, one fatality, with 11 lost time accidents for an incidence rate of 1.93.

- **Group III Surface Coal - 999,999 or less**

Grove City/Clarion County District Council, Clarion, Pennsylvania, reported 28,265 hours of work time and injury and fatality free for an incidence rate of 0.00 per 200,000 hours of exposure.

- **Group I Underground Metal/Nonmetal - 3,000,000 or more**

Northern Colorado/Southern Wyoming District Council, Rawlins, Wyoming, recorded 4,473,489 hours, fatality free, with 76 lost time accidents and an incidence rate of 3.40.

WINTER ALERT

FEBRUARY, 1990



HOLMES SAFETY ASSOCIATION

DISTRICT COUNCIL COMPETITION STANDINGS

January through September

Third Quarter 1989

COAL

Congratulations to 16 of 17 underground district councils and 16 of 19 surface district councils for being fatality free through the third quarter of 1989.

From January through September, underground council mines reported one fatal and 2,016 lost-work day injuries resulting in respective incidence rates of 0.01 for fatalities and 13.08 for injuries per 200,000 work hours of exposure. Underground aggregate work time reported 30.84 million hours.

During the same period, surface council mines reported four fatalities and 238 nonfatal injuries for respective incidence rates of 0.03 and 1.86 per 200,000 work hours of exposure. Surface council mines reported 26.04 million work hours.

The combined totals of five fatalities and 2,254 nonfatal injuries at underground and surface council mines resulted in respective incidence rates of 0.017 and 7.94 per 200,000 work hours of exposure. Total aggregate work time reported was 56.89 million hours.

METAL AND NONMETAL

Hats off again to the metal/nonmetal underground and surface council mines for being fatality free January through September, 1989.

During this nine month period, the report of 76 lost time injuries and no fatalities resulted in rates of zero fatal and 3.40 per 200,000 work hours of exposure. Council mines reported 4.48 million work hours.

William H. Hoover, Secretary

WINTER ALERT

FEBRUARY, 1990

**ABSTRACT
FROM
FATAL
ACCIDENT**

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



MACHINERY ACCIDENT

GENERAL INFORMATION: A fatal machinery accident occurred in the left crosscut off No. 3 entry of the 001 working section resulting in the death of a right side roof-bolting machine operator. The victim assumed an unsafe operating position that placed his head between the roof drill head boom arm and the machine canopy.

DESCRIPTION OF ACCIDENT: On the day of the accident, the section foreman examined all the working faces and gave the crew their work assignments.

The roof-bolting crew, consisting of the left side operator and the right side operator (victim), commenced roof bolting in the right crosscut off No. 3 entry. After completion, they then trammed the Fletcher DDO-15-A dual head roof-bolting machine to the left crosscut off No. 3 entry and began installing roof bolts. After installing four rows of bolts, they repositioned the roof-bolting machine. As soon as the machine was repositioned, the victim started drilling the hole for the first roof bolt (right rib side) of the fifth row of bolts.

As the left side operator prepared to drill his first hole, he noticed his coworker had not changed his position for some time. He called to him but received no response. He then went around to the other side of the machine to check on him. He found the victim on his knees with his head leaning against the boom arm of the drill head. His left hand was depressing the drill boom thrust lever which applies upward pressure to the drill head. His right hand was gripping the drill steel in the drill head and was pinned between the drill head and the mine roof. He removed the victim's left hand from the control lever and lowered the drill head to free the victim's right hand. The victim then fell into his arms.

CONCLUSION: The accident occurred because the victim placed himself in an **unsafe operating position**. While it could not be definitely determined, it is the consensus of the investigating team that the victim was in the process of guiding the drill steel back into the previously drilled hole at the time he received crushing injuries to his head.

WINTER ALERT

FEBRUARY, 1990

**ABSTRACT
FROM
FATAL
ACCIDENT**

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



POWERED HAULAGE ACCIDENT

GENERAL INFORMATION: An office clerk was fatally injured when he was run over by the rear dual wheels of a customer's truck. The victim had been employed by the company for approximately 2-1/2 years.

DESCRIPTION OF ACCIDENT: The victim reported for work and after passing through the main gate, encountered a section of the road which was completely covered with water to a depth of about eight inches for a distance of approximately 70 feet. To avoid driving through the water, he parked his automobile along the right side of the access road between the gate and the water on the road. He then proceeded to walk around the water on elevated ground.

A customer's truck was passing by and the victim climbed up on the outside of the cab on the passenger side, stood on the running board and held onto the side of the cab. He fell from the truck and was fatally injured when he was run over by the rear dual wheels. The reason for his fall could not be determined.

CAUSE OF THE ACCIDENT: The cause of the accident was the fact that the employee placed himself in a hazardous position.

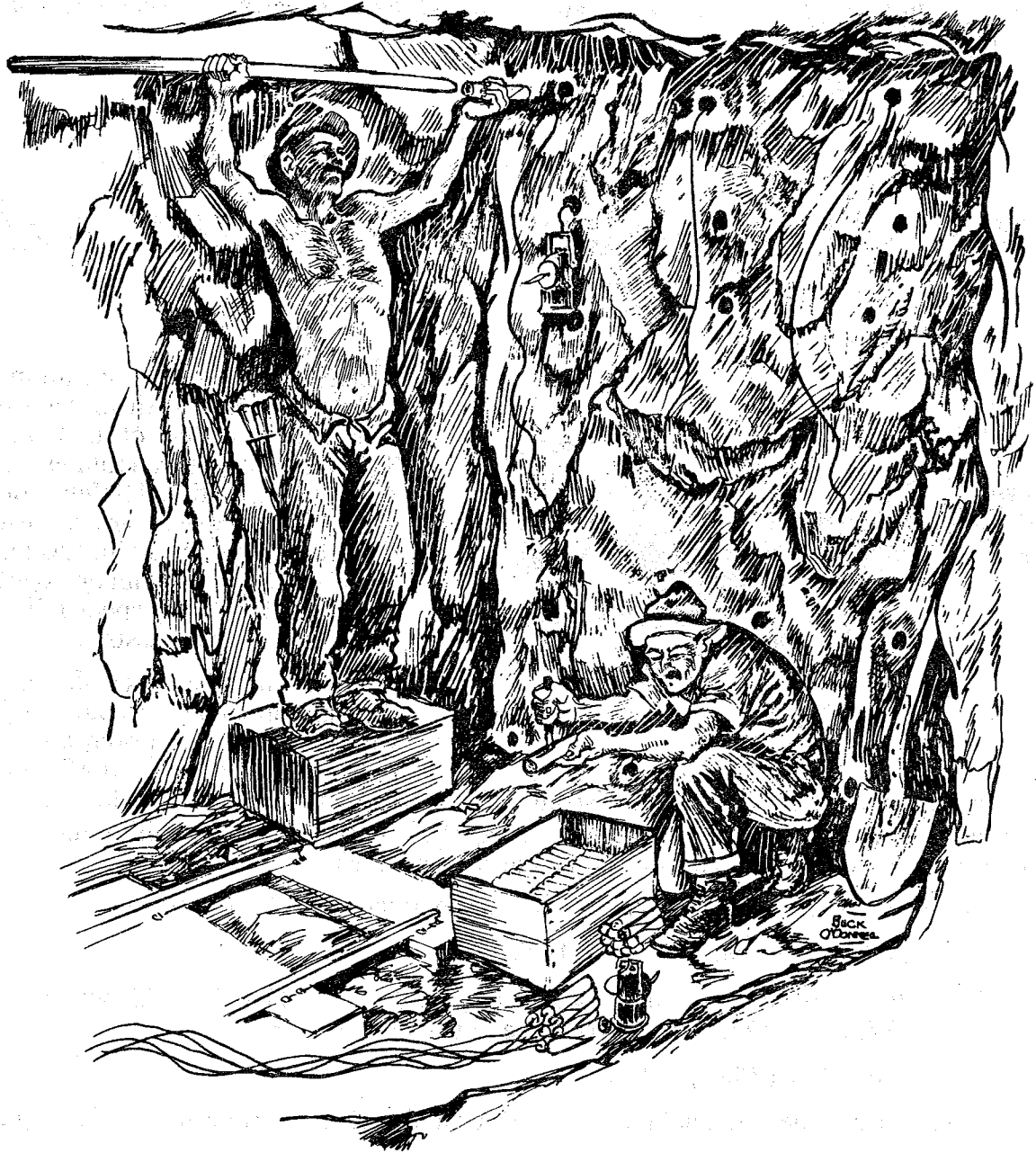
ONLY YOU CAN PREVENT ACCIDENTS AND INJURIES



ELIMINATE UNSAFE CONDITIONS

WINTER ALERT

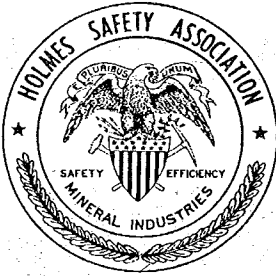
TYPICAL MINING OF THE ERA GONE BY



LOADING THE ROUND

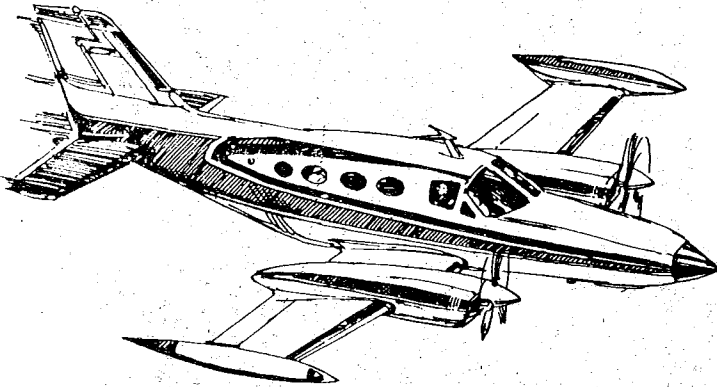
The primer cartridges were first made up with one primer for each drill hole. As one miner started loading and tamping the sticks in to the holes, his partner cut each stick to facilitate easier tamping.

FEBRUARY, 1990



HOLMES SAFETY ASSOCIATION

SPECIAL AIRFARES TO PHOENIX, ARIZONA



The Holmes Safety Association has selected American Airlines as official carrier for attendees of the Holmes Safety and Joseph A. Holmes Safety Association, National Safety Council Southwest Safety Congress, Western Regional State Grants and American Society of Safety Engineers meetings. American is offering special discounts for attendees and guests.

The meeting saver fares offer a 45% discount off round-trip day coach fare with a minimum of 14-day advance ticket purchase; 40% off a 7-day

advance ticket purchase; or a 5% discount off any other round-trip fare including promotional fares; all rules and restrictions apply.* This offer is valid within the continental United States to travel on American Airlines.

Call early to secure lowest fares available on American and follow these steps:

- Travel between May 5 and 18, 1990.
- Call American's Meeting Services desk at toll-free 1-800-433-1790, between 7:00 AM and 12:00 PM central time, seven days a week.
- Ask for STAR File #S-0850Q3

Reservations for these special fares are only available through American's Meeting Services desk.

If you use a travel agent, the fares will also be available, provided the above steps are taken.

*Passengers are subject to a \$30.00 service fee when applying for a full or partial refund once tickets are issued.

WINTER ALERT

MAY 10

Thursday

7:00 AM - 8:00 AM

Registration

8:00 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

9:00 AM - 1:00 PM

Southwestern Heritage Botanical Garden Bus Tour

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 host -- National Mine Service

6:30 PM

Awards banquet on the Veranda

under the desert skies

President's Welcoming Address

Council and Chapter Awards

Door Prizes and 50/50 Drawing

Dancing in Lounge

MAY 11

Friday

CHECK-OUT

(Reservation Forms for Banquet, Hotel, Spouses Tours and Golf Tournament will be forthcoming.)

For further information, please contact H.S.A., 4800 Forbes Ave. Pgh. PA 15213

(412) 621-4500 Ext. 650

OR:

H.S.A., 300 W. Congress, Room 7K, Box FB-52, Tucson, Arizona 85701

(602) 670-6631

FEBRUARY, 1990

HOLMES SAFETY ASSOCIATION LODGING RESERVATION FORM

Please reserve accommodations for:

Name	Arrival Date
Address	Departure Date
City, State, Zip Code	Phone Number

Main hotel rooms are located in close proximity to the hotel lobby, restaurants and gift shops, swimming pool and whirlpool. **Lodge guest rooms** are situated by the golf course near the meeting room. There is also a swimming pool located adjacent to these rooms.

Please indicate type and location of room required/Check One:

- Single Room @ \$50 per night -- Main hotel room
- Single Room @ \$50 per night -- Lodge guest room
- Double Room @ \$55 per night -- Main hotel room (Sharing with _____)
- Double Room @ \$55 per night -- Lodge guest room (Sharing with _____)

Room Tax is 8.9% per night.

Please enclose a check or money order for one night's deposit or guarantee to credit card # _____ /Expiration date of card _____.

Master Card	Diner's Club
Carte Blanche	American Express
VISA	

Return to: Reservation Department
Sheraton San Marcos Golf and Conference Resort
One San Marcos Place
Chandler, Arizona 85224

Reservation cut-off date: April 9, 1990

A written confirmation will be sent to each individual upon receipt of deposit.

FEBRUARY, 1990

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

Enclosed is a check for _____ (number of) banquet tickets at \$24.50 each (includes tax and gratuity). Dinner includes prime rib of beef au jus, soup or salad, fresh vegetables, potatoes or rice, dinner rolls, dessert and beverage.

Name(s) of attendees (Please list first and last names as all attendees will be issued I.D. badges).

Name and Title _____

Name and Title _____

Name and Title _____

Name and Title _____

Company _____

Address _____

Phone Number _____

Please return reservation form with check by April 9, 1990 to:

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

FEBRUARY, 1990

This year the Association has contracted with a local tour company to make available two tours for spouses, children and guests.

For the nongolfers, there will be a Scottsdale shopping tour on **Wednesday** afternoon. Shopping in the Scottsdale area of Phoenix includes Fifth Avenue, an area filled with hundreds of shops, many with native Southwestern crafts; Old Town Scottsdale, offering everything from real western boots to exotic leather items; and, The Borgata, a collection of 50 unusual and hand selected boutiques. Bus departs from hotel at 1:00 p.m. and returns at approximately 5:00 p.m.

Cost: \$14.00 per person

Thursday's tour incorporates native Arizona flavor. The first stop is the Heard Museum. Located in an old Spanish hacienda, this museum features countless American Indian artifacts and treasures. Tourgoers will view the Capitol Building and Heritage Square on the way to the Desert Botanical Gardens featuring over 1,000 different cacti and unusual plants growing in a natural desert setting. Bus departs from hotel at 9:00 a.m. and returns at approximately 1:00 p.m.

Cost including admissions to Museum and Gardens: \$22.00 per person

Tour Reservation Form

Please reserve the following number of seats on the bus tour(s):

_____ seats for Scottsdale Shopping Tour @ \$14.00

_____ seats for Southwestern Heritage Tour @ \$22.00

Enclosed is a check* in the amount of \$ _____

***Make check payable to:** William H. Hoover, Treasurer

Holmes Safety Association

4800 Forbes Avenue

Pittsburgh, Pennsylvania 15213

FEBRUARY, 1990

Golf Reservation Form

"PLAY GOLF"

in the

First Annual Holmes Safety Association

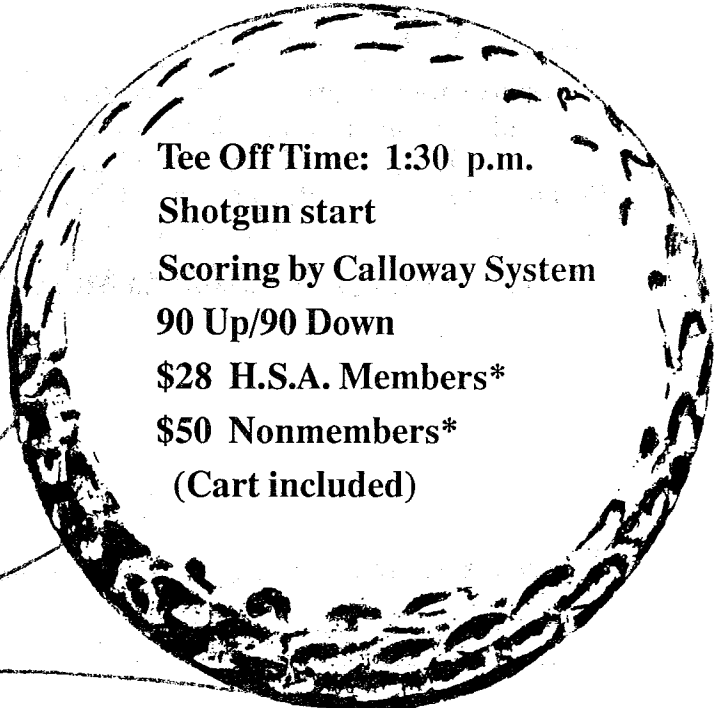
SHERATON SAN MARCOS RESORT

GOLF & COUNTRY CLUB

MAY 9TH, 1990



Mixed League Tournament



Tee Off Time: 1:30 p.m.

Shotgun start

Scoring by Calloway System

90 Up/90 Down

\$28 H.S.A. Members*

\$50 Nonmembers*

(Cart included)

Make checks payable to: John Clark, Pro

Mail to: MSHA, Holmes Safety Association
4800 Forbes Avenue, Room A-271
Pittsburgh, Pennsylvania 15213

Tournament limited to 140 players.

*All remaining proceeds, after tournament expenses are met, will be donated to:

Child Protective Services
4620 N. 16th Street
Phoenix, Arizona
(602) 255-4987

I/We want to play in the tournament:

Address: _____

Telephone _____

All awards will be presented at Barbeque on Wednesday evening.

FEBRUARY, 1990

SILVER ANNIVERSARY ANNOUNCEMENT



**Arizona Chapter
National
Safety
Council**

Southwest Safety Congress

25th Annual Safety Congress

And Exhibits to be held on
May 8, 9 & 10, 1990.

Location:

Sheraton San Marcos Resort
Phoenix/Chandler, Arizona



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

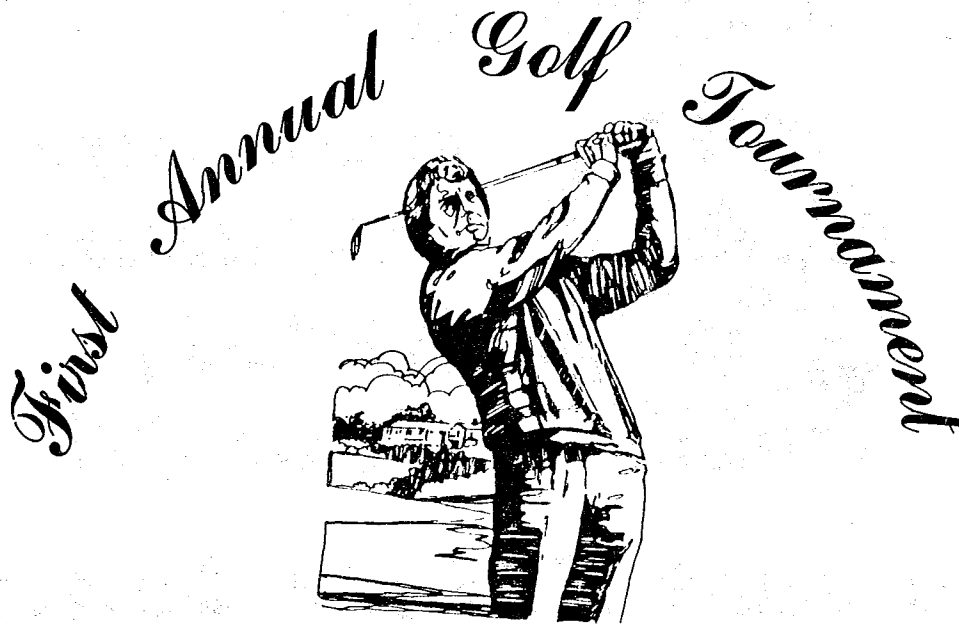


Bill Hoover
(602) 629-6631
(412) 621-4500



William Vanderwall
(602) 542-5971

FEBRUARY, 1990



The Holmes Safety Association invites you to sponsor a tee(s) in the First Annual Holmes Safety Association Golf Tournament at the Sheraton San Marcos Resort on May 9, 1990.

All sponsors will have their names or company logo imprinted on a banner at the tee as well as being listed in the annual meeting program and the Holmes Safety Annual Report.

Sponsorship of tees are \$100 each.

All proceeds, after tournament expenses, will be donated to the CHILD PROTECTIVE SERVICES OF PHOENIX.

I/we would like to sponsor a tee(s) in the golf tournament:

Enclosed please find a check in the amount of \$ _____.

COMPANY _____

Flag will be imprinted exactly as listed .

NAME _____

STREET _____

CITY _____

STATE _____

ZIP CODE _____

TELEPHONE () _____

Please make check payable and return to:

William H. Hoover, National Secretary

MSHA, Holmes Safety Association

4800 Forbes Avenue, Room A-271

Pittsburgh, Pennsylvania 15213

DEADLINE FOR SPONSORSHIP: April 9, 1990

EQUIPMENT GUARDING*

In the January Bulletin, basic principles of guarding equipment was presented. Following are further illustrations of guarding techniques:

FIGURE 11

In this drawing, a railing is installed along the conveyor in lieu of a stop cord. This may be considered as a guarded conveyor. The railing is placed away from and slightly above the belt to prevent contact with the moving belt.

In cases where cables are used for railings, they must be kept tight and free of burrs.

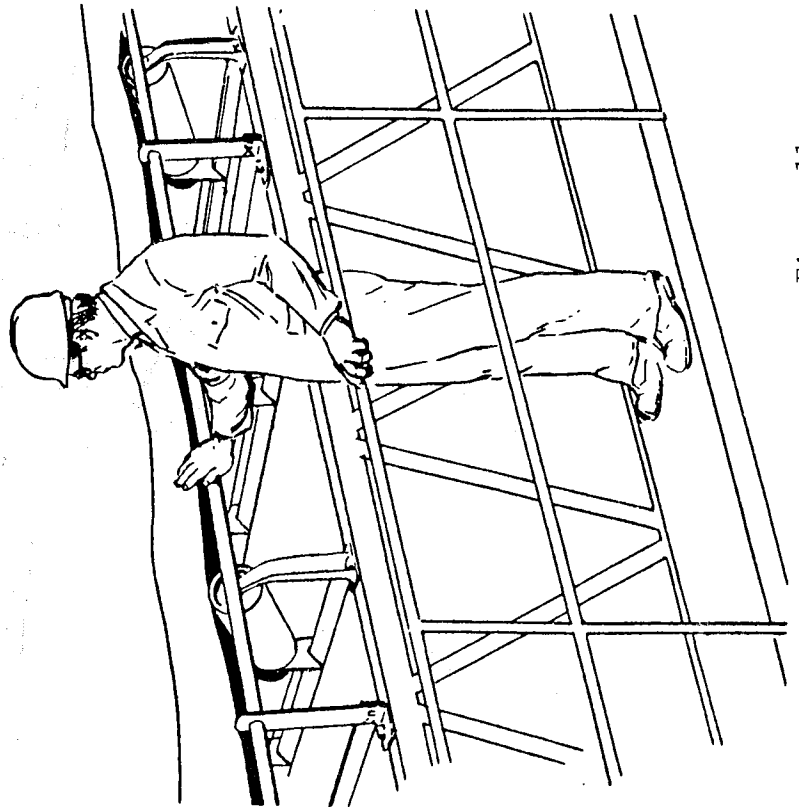


Figure 11

FIGURE 12 and 13

An unguarded take-up pulley is shown in figure 12. The structure of the conveyor should not be considered as a guard.



Figure 12

A simple guard (as shown in figure 13) can be installed to prevent access to the pinch points.

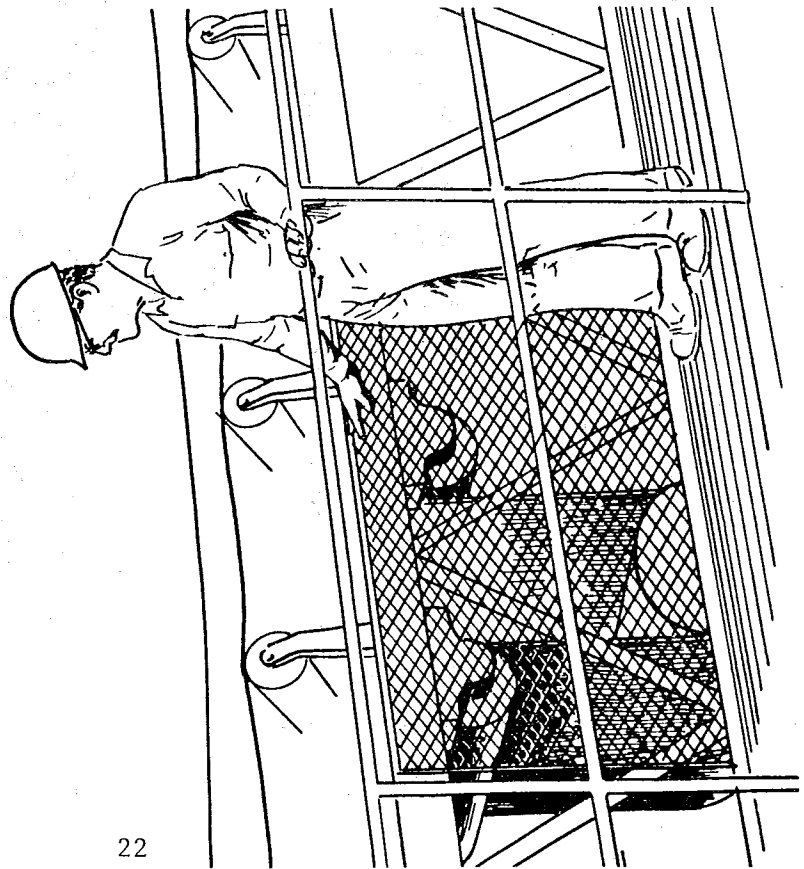


Figure 13

FIGURE 14

When belt dressing is applied as shown in figure 14, the conveyor must be deenergized and locked out as specified in mandatory standard 12-16.

Serious injuries have occurred when belt dressing was being applied to moving belts. Mandatory standard 14-34 specifically states: Belt dressing shall not be applied manually while belts are in motion, unless an aerosol-type dressing is used.

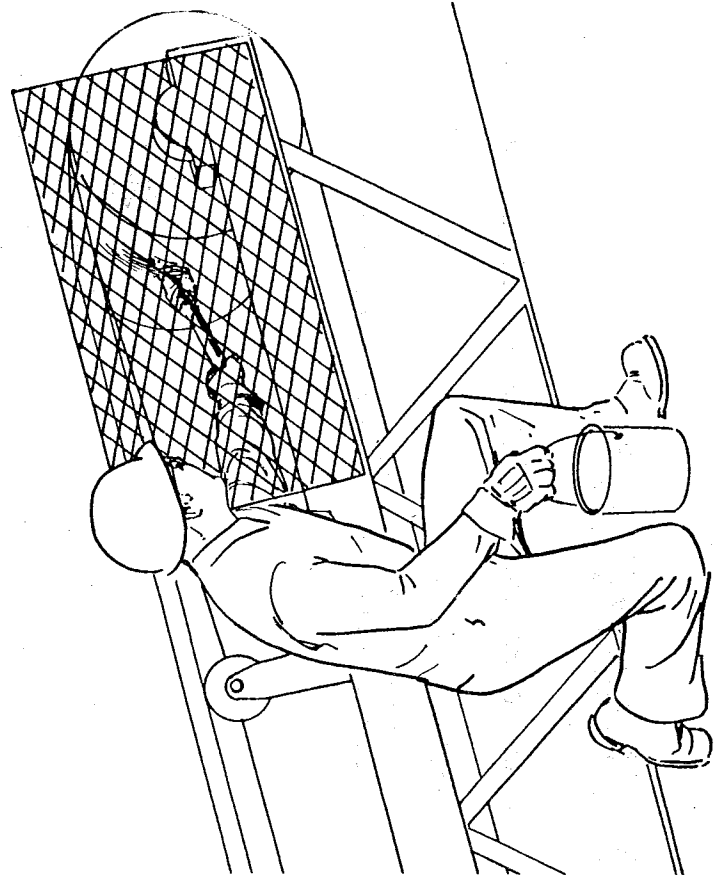


Figure 14

FIGURE 15 and 16

Takeup pulleys with counterweights can be guarded as shown. The guard in figure 15 prevents access to the danger zone where the guides reach ground level. Figure 16 shows a suspended conveyor with the guides blocked by a bar to prevent the counterweight from dropping to ground level in case of belt breakage. Cables, for additional safety, are fastened to the structure.

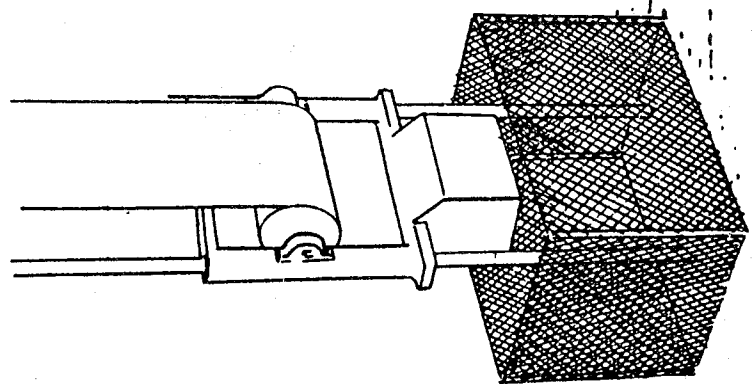


Figure 15

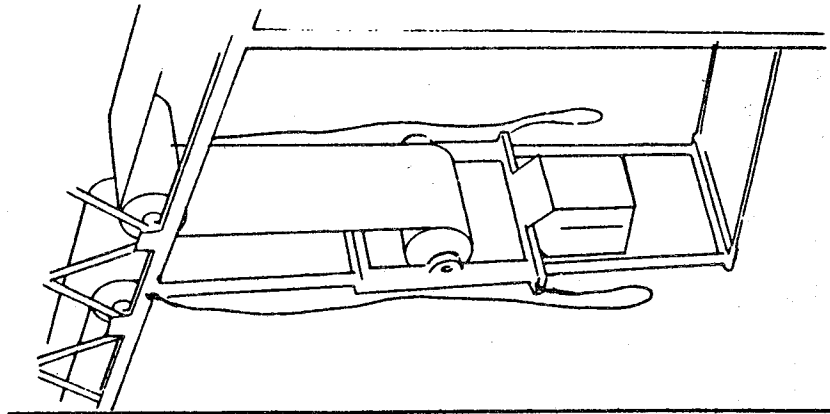


Figure 16

FIGURE 17 and 18

Drive shafts with protruding set screws, keys and key ways (figure 17) shall be guarded, as shown in figure 18.

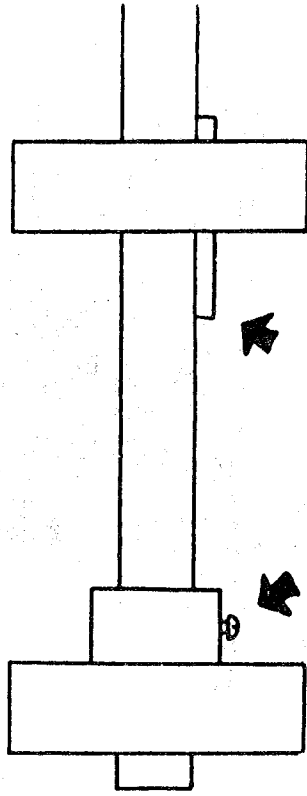


Figure 17

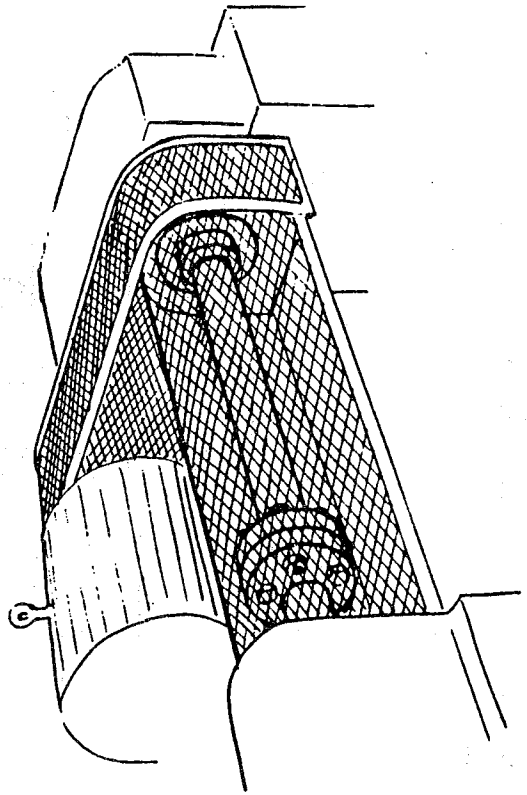


Figure 18

FIGURE 19 and 20

A power take-off shaft with universal joints is shown in figure 19. This type of shaft is primarily used for portable crushing equipment and can best be guarded as shown in figure 20.

The guard is constructed of two halves, totally enclosing the drive shaft.

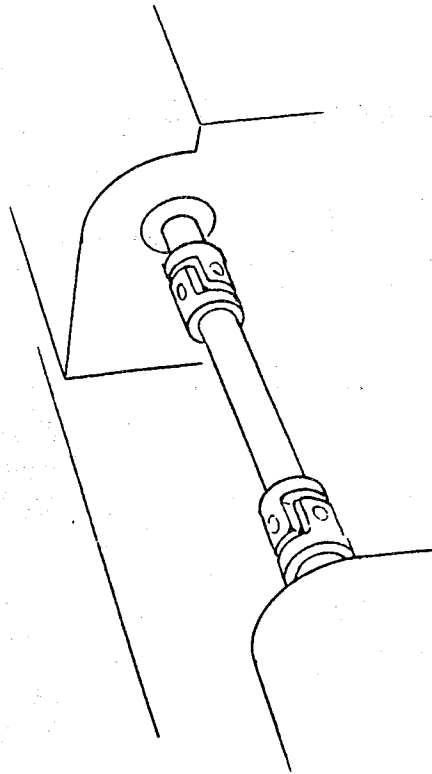


Figure 19

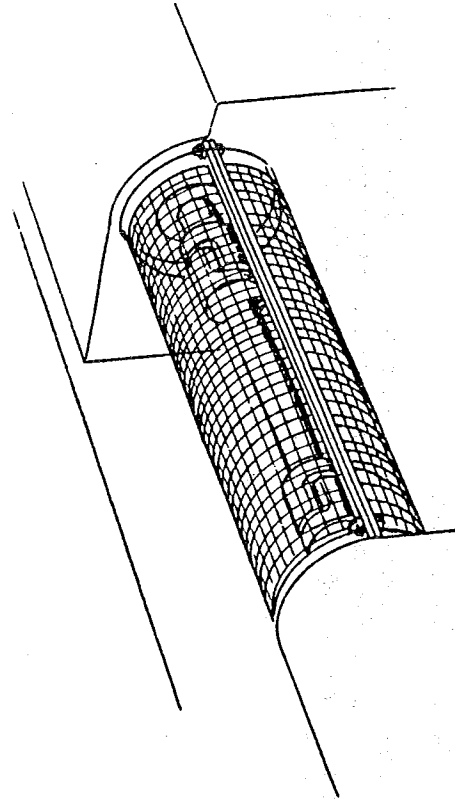


Figure 20

FIGURE 21 and 22

A drive coupling is shown in figure 21.

Couplings of this type should be totally enclosed as shown in figure 22.

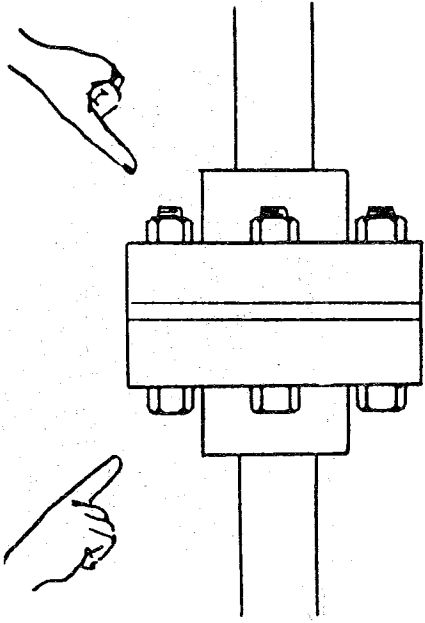


Figure 21

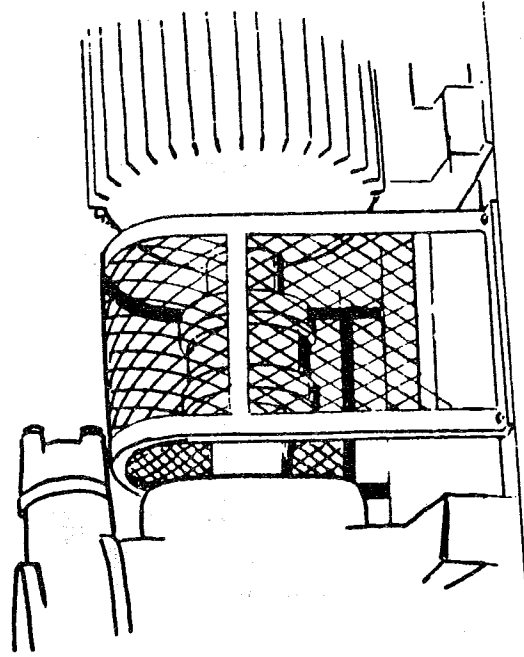


Figure 22



H.S.A. SAFETY TOPIC

ACCIDENT PHILOSOPHY

Accident prevention is quite literally a "way of life," a steady combatting of the inefficiencies which cause accidents. High on the list of safety's benefits, therefore, should be freedom from pain and suffering, increased worker efficiency, increased quality of product, reduction of production costs and waste and the reduction of insurance costs. Simultaneous benefits will be improved morale and reduced absenteeism.

Every safety program and all safety activities and operations should be subjected to continuous analysis to ascertain whether all possible benefits are being realized.

We would all agree that it is unthinkable that a modern supervisor should oppose accident prevention. Yet, indifference or lack of cooperation is tantamount to opposition. Why do some supervisors fail to cooperate? If the problem were one of faulty production or operation, we would soon find the reason. Why do we fail to apply the same amount of effort to find the reason for noncompliance with safety measures? Such indifference is just as much an inefficiency and may be an infinitely more costly one. Why do we so often put accidents into a different category from other inefficiencies? Have we not often used the term "accident" as a convenient way out, an alibi for faulty performance?

Two other factors which might operate against successful safety programs are the supervisor's lack of ability to control performance and failure to keep first things first. Both of these factors merit the attention of management for, to the extent that they are present, the safety program is needlessly weakened.

I have heard it said: "If you do something great once, it may be a fluke. If you do this thing twice, it may be luck. But if you do it three times, it is because you are good."

WINTER ALERT



H.S.A. SAFETY TOPIC

A SLEEPING GIANT

I am a compressed gas cylinder.

I weigh in at 175 pounds when filled.

I am pressurized at 2,200 pounds psi.

I have wall thickness of about one-fourth inch.

I stand 57 inches off the deck.

I am nine inches in diameter.

I wear a cap when not in use.

I wear valves, gages and hoses when at work.

I wear many colors and band to tell what tasks I perform.

I transform miscellaneous stacks of material into glistening ships when properly used.

I am ruthless and deadly in the hand of the careless or uninformed.

I am too frequently left standing alone on my small base, my cap removed and lost by an unthinking worker.

I am ready to be toppled over, where my naked valve can be snapped off and all of my power released through an opening only slightly larger than a lead pencil.

I am proud of my capabilities. Here are a few:

I have been known to jet away faster than any dragster.

I smash my way through brick walls with the greatest of ease.

I fly through the air and reach distances of a half mile or more.

I spin, ricochet, crash and slash through anything in my path.

I scoff at the puny efforts of human flesh, bone and muscle to alter my erratic course.

I can, under certain conditions, rupture or explode. You read of these exploits in the newspaper.

You can be master only under my terms:

Full or empty, see to it that my cap is on straight and snug.

Never -- repeat -- never leave me standing alone.

Keep me in a secure rack or tie me so I cannot fall.

Treat me with respect.

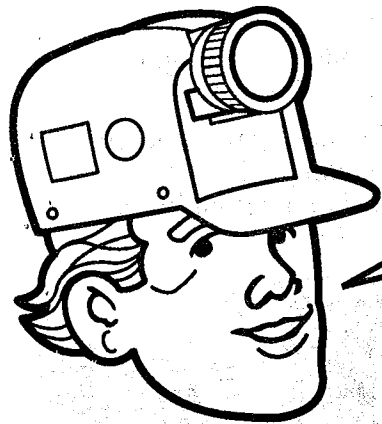
WINTER ALERT

I am a sleeping giant.

FEBRUARY, 1990

Roof Evaluation—Accident Prevention

REAP—a program developed to promote health and safety awareness in mining



**For your heart's sake
and for your heart's desire's sake
stay outby unsupported roof!**

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, 4015 Wilson Boulevard, Graphics Room 609, Arlington, VA 22203-1984. (703) 235-1456



February 1990

THE LAST WORD

YOUR CAR WINDSHIELD -- KEEP IT CLEAN FOR GREATER SAFETY

Winter driving is dirty business. Slush, mud, snow and road salt thrown by other vehicles can splash against your windshield and temporarily block your vision, creating a safety hazard.

During winter thaw, when highways are wet from melted snow, the danger of splashing debris becomes even greater.

To protect yourself on the highway, check your windshield wiper blades and replace them if they streak. Keep your windshield washer tank full and make certain your washers work properly.

When driving in light rain or snow, use your windshield washers when you use your wipers. Otherwise, there might not be enough moisture on your windshield to wipe the grime off, causing your wipers to streak the windshield and reduce your vision.

Also, remember to clean your headlights and taillights periodically. These safety items are often dirtied by splashing debris and, consequently, their lighting power is greatly reduced.

WHEN FOG ROLLS IN...

Driving in fog is never a good idea. But if you find yourself unable to avoid a foggy situation, decrease your chances of an accident by remembering the following:

Shed some light -- Although your headlights won't penetrate a thick fog and won't greatly improve your visibility, they should be on. Your headlights and taillights will help other drivers see you. Turn on the low beam lights; high beams will bounce off the clouds and cause glare. The low beams shine downward and give you better visibility.

Use your ears -- Fog can muffle sounds. The denser the fog is, the more sound it absorbs. Hearing can compensate somewhat for your reduced ability to see. Roll your window halfway down so you can better hear road noises. You can also use your horn frequently to warn drivers of your presence.

Decrease speed -- If you spot fog ahead, reduce your speed gradually. If you hit the brakes too suddenly, a driver behind you might not react fast enough to avoid a rear-end collision. Never try to pass a vehicle in a fog. If another vehicle tries to pass you, reduce your speed so the driver can get around you quickly and safely.

PUBLIC TRANSPORTATION SAFETY

To protect yourself when using public transportation, follow these rules:

Try not to travel into unfamiliar areas alone, especially late at night.

Do not sleep on trains, buses, platforms or in taxis.

Sit as closely as possible to the driver or conductor.

Do not become overly involved in reading materials. Stay alert.

Don't sit by exits. Purse snatchers can get on and off buses and trains in an instant.

While riding on a crowded bus or train, keep purses close to you and wallets in jacket pockets. And remember that a casual bump is a pick-pocket's calling card.



WINTER ALERT

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LAB 441

**MSHA, Office of Holmes
Safety Association
Educational Policy & Development
4800 Forbes Avenue, Room A268
Pittsburgh, PA 15213**

5000-22
(Rev. 12-78)



**HOLMES SAFETY ASSOCIATION
MEETING REPORT FORM**

For the month of _____

TOTAL meetings held this month _____

TOTAL attendance this month _____

Chapter Number _____ (See address label, if incorrect, please indicate change.)

(Telephone No.)

(Signature)

(Title)

FILL OUT - FOLD AND STAPLE - FREE MAIL-IN

NOTE: BE SURE OUR ADDRESS SHOWS

.....
If you do not care to receive this Bulletin, please check here and return this form.

Please include any change of address below:

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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