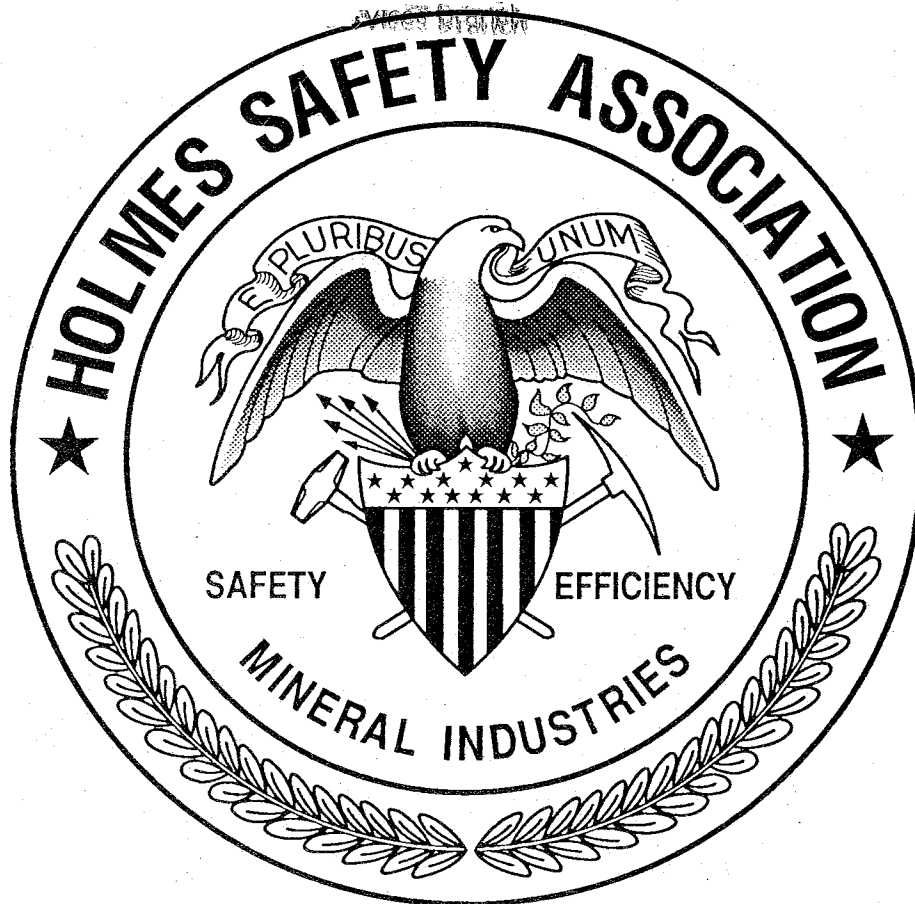
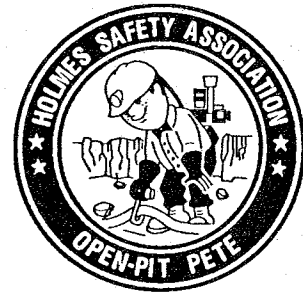

BULLETIN



July 1990





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KEEP US IN CIRCULATION

The Holmes Safety Bulletin contains safety articles on a variety of subjects: fatal accident abstracts, studies, posters and other safety-related topics. This information is provided free of charge and is designed to assist in presentations to groups of mine and plant workers during on-the-job safety meetings.

To report monthly chapter meetings, please use the postage-paid report form located in the back of this Bulletin and return to the Holmes Safety Association.

Welcome New Members

NAME	CHAPTER NO.	LOCATION
H and D Coal Company	8767	Whitesburg, KY
Quality Concrete & Rock Products	8768	Cedar City, UT
Lower Horsepen Coal Co. Inc.	8769	Bishop, VA
Trippele P Enterprises	8770	Elkins, WV
James C. Corley Trucking	8771	Mabie, WV
Jerry L. Corley Trucking	8772	Mabie, WV
Moreland Trucking, Inc.	8773	Mt. Storm, WV
CMC Enterprises, Inc.	8774	Mt. Storm, WV
JRH Trucking LTD	8775	Morgantown, WV
Harrington Trucking	8776	Morgantown, WV
M & S Auger Mining Inc.	8777	Lost Creek, WV
Lowe Mining of SW VA Inc.	8778	Pound, VA
K & N Enterprises	8779	Elkins, WV
Jack B. Parsons Co. Dingle Pit	8780	Montpelier, ID
Jack B. Parsons Co. Parsons Stephens Pit	8781	Morgan, UT
Jack B. Parsons Co. Parsons White's Pit	8782	Willard, UT
Jack B. Parsons Co. Parsons South Weber Pit	8783	Layton, UT
Jack B. Parsons Co. Parsons Smithfield Pit	8784	Smithfield, UT
Jack B. Parsons Co. Parsons Cove Pit	8785	Cove, UT

NAME	CHAPTER NO.	LOCATION
Jack B. Parsons Co. Parsons Brigham Pit	8786	Birgham, UT
J & J Mill & Lumber Company	8787	St. George, UT
T Coal Company Inc.	8788	Mavisdale, VA
ASD Diesel	8789	Clarksburg, WV
C & R Trucking	8790	Morgantown, WV
Calvert Excavating & Paving Inc.	8791	Albright, WV
Anderson Trucking	8792	Morgantown, WV
Kingwood Trucking	8793	Kingwood, WV
S & M Trucking	8794	Kingwood, WV
Movira Trucking Co.	8795	Albright, WV
Robert Jenkins Trucking	8796	Kingwood, WV
Kilowatt Coal Co. Inc.	8797	Shelbrana, KY
South Atlantic Venture LTD.	8798	Vancouver, CN
Blount International Limited	8799	Shenandoah, PA
CSSI St. Nick Co. Gen.	8800	Shenandoah, PA
Devil's Hole Inc.	8801	Trevorton, PA
Ronald Paul Scritchfield Co.	8802	Hyndmen, PA
Jans Truckery	8803	Madison, WV
Justin Truckery Co.	8804	Madison, WV
Vires Coal Sales, Inc.	8805	Chavies, WV
Goodland Trucking	8806	Imlay City, MI
Walsh County Crusher	8807	Lankin, ND
D & J Truckery	8808	Madison, WV

July 1990

NAME	CHAPTER NO.	LOCATION
M & E Truckery Company	8809	Madison, WV
R. F. P. Inc.	8810	Volga, WV
Eagle Carbon Mining Corp.	8811	Carbondale, WV
L. McCoy Truckery	8812	Belington, WV
Roger Wolfe	8813	Masontown, WV
Carter Machinery Co., Inc.	8814	Belle, WV
Lappitt Inc.	8815	Sardis, WV
Randolph Contracting Inc.	8816	Clarksburg, WV
K & K Welding	8817	Weston, WV
Joe's Welding Service	8818	Jane Lew, WV
Petitto Mine Equipment Inc.	8819	Morgantown, WV
Keystone Lime Co., Inc.	8820	Springs, PA
Trent Coal Inc.	8821	Portage, PA
Morea Culm Services Inc.	8822	Morea, PA
Sunny Ridge Mining Co. Inc.	8823	Big Rock, VA
Climbfield Coal Company	8824	Bee, VA
Jamie Marcus Coal Co., Inc.	8825	Middle Creek, VA
Phillips Mining Inc.	8826	Frostburg, MD
Maryland Bureau of Mines	8827	Frostburg, MD
M & S Stone Quarries Inc.	8828	Grantsville, MD
Browning Deep Creek Quarry Inc.	8829	Oakland, MD
Bills Welding	8830	Dixie, WV
Smithers Coal & Dock	8831	Madison, WV

NAME	CHAPTER NO.	LOCATION
Westroc Inc.	8832	Pleasant Grove, UT
Harper Sand & Gravel	8833	Kearns, UT
Harqpro Inc.	8834	Salome, AR
Har-lee Coal Co., Inc.	8835	Keokee, VA
Lonesome Pine Mining Co., Inc.	8836	Cramona, KY
Anderson Sand & Gravel Co.	8837	Mayville, MI
Double J. Minerals Inc.	8838	Bentree, WV
Interstate Rock Products Inc.	8839	Hurricane, UT
Big Cottonwood Sand & Gravel	8840	Salt Lake City, UT
P. A. Coal Co., Inc. No. 1 Mine	8841	Jewell Ridge, VA
P. A. Coal Co., Inc. No. 2 Mine	8842	Jewell Ridge, VA
Channahon Material Co.	8843	Channahon, IL
Sherry W. Lopez	8844	Columbus, OH
Sunnyside KY Inc. No. 1 Plant	8845	Elkhorn City, KY
Meade & Shepard Coal Co., Inc.	8846	Elkhorn City, KY
Sunnyside KY Inc. No. 1 Loadout	8847	Elkhorn City, KY
Pine Branch Coal Sales	8848	Chavies, KY
Birchfield Mining	8849	Danville, WV
WY & WVA Inc.	8850	Hanna, WY
Mistie Energy	8851	Hazy Creek, WV

The message of Holmes Safety's new president – a new era for HSA

The Holmes Safety Association is entering a new era with the retirement of Bill Hoover. HSA is indebted to Bill for his many years of service and his personal dedication to guiding and directing the work of the association. This association must now determine for itself the direction needed to continue the growth begun during Mr. Hoover's tenure as National Secretary/Treasurer.



Joe Main, President, HSA

Joseph A. Main, newly elected President of the Holmes Safety Association and Administrator of the UMWA Department of Occupational Health and Safety, is charged with the responsibility of guiding the Holmes Safety Association during the next year. Following is some background information on our new President.

Joe was born in Waynesburg, Pennsylvania in 1948, and graduated from West Greene High School in 1966. He held various work positions in construction, maintenance, and repair at underground mines from 1967 to 1974. He also served as: local union Recording Secretary, Treasurer, Safety Committeeman, Mine Committeeman, and in other positions during that same period. In 1974, Joe was employed by the United Mine Workers of America International Union as an assistant to the President. In January of 1976, he went to work in the UMWA's International Safety Division. He served as an Inspector, Administrative Assistant, and Assistant Safety Director for the Safety Division. In 1982, Joe Main became the

Administrator of the United Mine Workers' newly formed Department of Occupational Health and Safety. During his tenure with the International UMWA, his duties have involved negotiation of contracts, inspecting mines, preparing input for regulatory and legislative changes to state and federal laws, researching mine health and safety issues, conducting training programs, participating in legal hearings, and performing investigations of mine disasters. His current duties require supervision and direction of a large staff in the United States and Canada which has responsibility for: addressing health and safety matters including inspecting mines; investigating accidents; conducting research; training miners and union officials; and providing advice relative to the collective bargaining agreement and the Federal Mine Safety and Health Act.

What kind of guidance should we expect from our new President? Joe's philosophy is deeply permeated with the belief that adherence to health and safety laws, education, and recognition can do much to reduce accidents and injuries in the mining industry. He believes that the Holmes Safety Monthly Bulletin can be invaluable in providing a source of information to educate our miners. The Bulletin should be designed to attract the front-line person's attention with information which can be used in the work place. Descriptions of fatal accidents and safety topics should present a clear picture of the

condition(s) or practice(s) which cause problems, without need of identifying persons, mines or companies. The purpose of the Holmes Safety Bulletin is to educate the mining community on the causes of accidents, not to identify who caused the failures. Joe believes the Association should function in addition to Health and Safety Enforcement and not as a substitute for it. Joe sees the role of the association as promoting a safer and healthier workplace. The interest groups: federal enforcement, state enforcement, industry, labor, and manufacturers and suppliers can accomplish this by contributing information that serves this purpose without promoting any one group's individual agenda.

On the subject of how the Holmes Safety Association will operate, Joe Main has directed, with the full support of the Executive Committee, that a Constitutional Revision Committee be convened during the coming months to consider what needs to be clarified, deleted or updated. The make-up of the Executive Committee, the election of officers, and the definition of criteria for the various Holmes Safety Awards are some of the issues to be addressed by this committee. Joe fully expects committees and officers to shoulder their responsibilities and to execute their duties as prescribed by the Constitution and By-Laws of the association. Decisions will be made by the Executive Committee with advance information provided prior to the National Meeting. This new procedure will enable the Executive Committee to be more fully in-

formed on all aspects of each issue it considers.

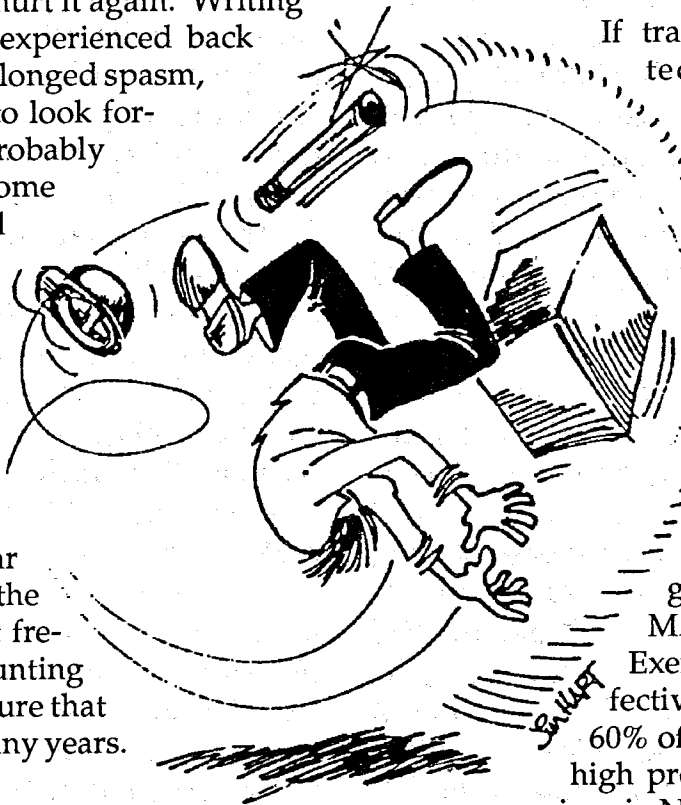
Membership growth will continue with an emphasis being placed on encouraging front-line miners and supervisors to become active in the chapter and district council meetings. If we are to benefit the most from the Holmes Safety effort, it must impact those who are most responsible for controlling the environment, equipment, and work practices. Better and more frequent use of the Bulletin, attending safety talks in the work place, and the special presentations at the District Council and State Council meetings are all areas where the front-line employees can be beneficial. The goal is not only to have every mine in the coal and metal/nonmetal and related industries organized into a chapter, but also to increase the participation of those in the work-place. That is where this association can truly make a difference in safety and health.

Joe Main has accepted the leadership of this association with the attitude that the association serves a most worthwhile purpose. He has committed himself to the task of making the transition from the W. H. (Bill) Hoover era to the next era one of significance. He does not associate himself with failures and expects to see this next year become the pivotal point in the future success of this association. He solicits everyone's support and encourages everyone's input into making our organization serve the mining and related industries' needs to the fullest.

Facts about backs

Eight out of ten persons reading this will experience back pain at some point in their lives. Next to colds, it's the major cause of lost workdays, resulting in millions of dollars in compensation costs.

Once you've hurt your back, you become 3 to 5 times more likely to hurt it again. Writing as someone who has experienced back muscles going into prolonged spasm, this is not a prospect to look forward to: the pain is probably the closest a male can come to the "Joys" of natural childbirth. Given that back injuries are common, expensive and painful, you might think that preventative measures would be well recognized and implemented. Unfortunately not! Last year backs continued to be the part of the body most frequently injured, accounting for 1 in 5 injuries - a figure that has not changed for many years.



Why so little progress? For many years, the method most frequently adopted to prevent back injuries was to train workers in proper lifting techniques - to the point where it might now be difficult to find a worker who could not recite the correct techniques. This has not solved the problem for several reasons.

First, statistics show that nearly 40% of back injuries are caused by falling objects, slips and falls, etc. Good housekeeping would be more appropriate in preventing such accidents.

Secondly, of the remaining 60%, less than half result from lifting. Backs prone to injury are

a product of years of neglect and can be injured by something as simple as sitting or turning the wrong way.

Thirdly, teaching someone the safe way to lift and actually getting them to do it are often two different things.

If training in safe lifting techniques is not enough, what else works? At least three other approaches have shown positive results: 1) applying ergonomic principles to job design can eliminate up to one-third of compensable back injuries; 2) muscle-strengthening programs such as MAPAO's "Back Care Exercise Program" can effectively attack the cause of 60% of back injuries; and 3) high profile awareness campaigns in New Zealand and else-

where have proven to be useful in getting people to apply the knowledge they already have when lifting or bending.

While this Safety Reminder cannot compete with the million dollar media campaign they undertook in New Zealand, its purpose is the same: to make you more aware of your back. Become your own ergonomist - think of ways to do your job that put less strain on your back. Encourage your company to get involved in a fitness program. And finally, apply the knowledge you already have every time you lift or bend!

Courtesy of the Mines Accident Prevention Association Ontario

Seatbelts and powered haulage accidents

A recent study of fatal accidents from 1979 to 1989 in the coal and metal and nonmetal mining industries showed that a significant number of the fatalities involving surface powered haulage equipment either could or might have been prevented if the victims had been wearing seat belts. The following tabulation summarizes this information, including the total fatalities for the two industries, during this period:

	Coal Mines	Metal and Nonmetal Mines
Total fatalities during period	1,086	773
Surface powered haulage fatalities	141	167
Fatalities that could/might have been prevented with use of seat belts	47	68
	Coal Mines	Metal and Nonmetal Mines
Percent of surface powered haulage fatalities of total fatalities	13.0	21.6
Percent of powered haulage fatalities that could/might have been prevented with seat belts	33.3	52.7

MSHA regulations require that seat belts be provided and worn in equipment where there is a danger of overturning and where rollover protection is required. To insure that we are utilizing all our resources to prevent these powered haulage fatal accidents, we are asking you to take a look at your surface operations and alert your supervisors, miners and con-

tractors of these fatalities that could or might have been prevented by the wearing of seat belts.

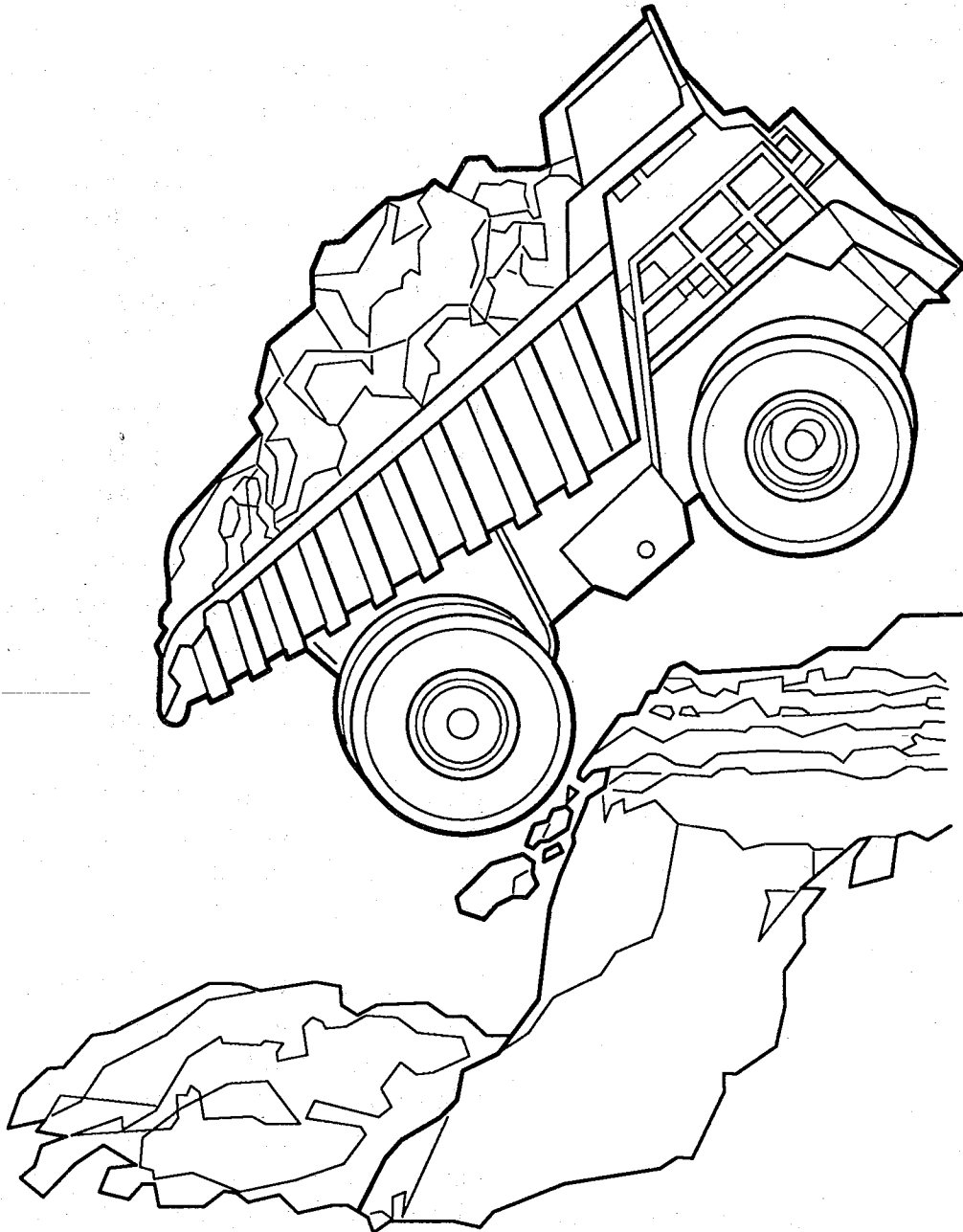
The University of Illinois School of Medicine conducted a study of 1,364 emergency room patients who had been in auto accidents. The study indicated that 42 percent were not wearing seat belts. It also indicated that 80 percent of all auto accidents causing injury or death took place at speeds under 10 mph.

The use of self-propelled mobile equipment in the mining industry has increased greatly in the past 10 years. Low initial cost, maneuverability, mobility and adaptability to a variety of uses have been important factors in the wide acceptance of this equipment. The safest piece of self-propelled mobile equipment must still be operated with care and with a knowledge of its performance capabilities. This objective can be achieved by following a comprehensive safety and inspection program in conjunction with accident prevention.

To assist you in preventing accidents, the National Mine Health and Safety Academy has training materials available. Materials include on-the-job training guides; a slide presentation covering fatal accidents for 1988; a brochure entitled "Powered Haulage Fatalities in Coal and Metal and Nonmetal Mines;" and a comprehensive training program entitled "Haulage Hazard Awareness." Please take advantage of these training materials by writing:

National Mine Health and Safety Academy
Business Office
P.O. Box 1166
Beckley, West Virginia 25802-1166

**Miners need seatbelts too –
buckle-up for safety!!!**



**Many fatal powered haulage
accidents can be prevented—
if you BUCKLE-UP!!!**

Improved haul road berm design

by Bruce E. Dial
Instructor of Mining Technology
National Mine Health and Safety Academy

Parts 56, 57 and 77 of the Code of Federal Regulations, Title 30—Mineral Resources, require that berms or guardrails be provided and maintained on the banks of elevated roadways where a dropoff exists which is of sufficient grade or depth to cause a vehicle to overturn or endanger persons in equipment. This affects both metal and nonmetal open pit mines and surface coal mines.

An edge-of road berm is a mound of earth, usually constructed of mine waste, mid-axle high to the largest vehicle that travels the haulage road. This material is placed along the outer edge of an elevated roadway to prevent a runaway vehicle from leaving the roadway.

To determine the proper design of safe haul road restraint systems, research was conducted by Southwest Research Institute for the Bureau of Mines on design requirements for edge-of-road berms, guardrails, boulders, concrete barriers, median berms, and escape lanes. The findings from this research were published in the Bureau of Mines Information Circular 8947.

Berms are currently constructed of a wide range of overburden material. There are no special soil grading (sizing) procedures used to select berm material.

All earthen berms deform during impact by a vehicle. Analyses show that failure occurs when the berm is too small or too weak. A large runaway haulage vehicle can easily plow through or over such a berm. The berm is said to have failed or the vehicle has vaulted the berm, when a vehicle's leading tire penetrates

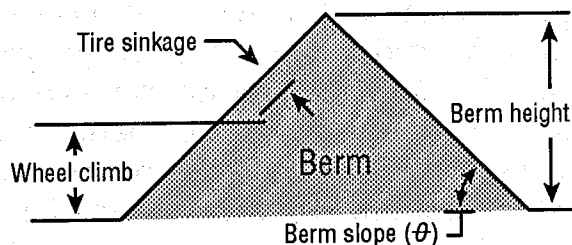
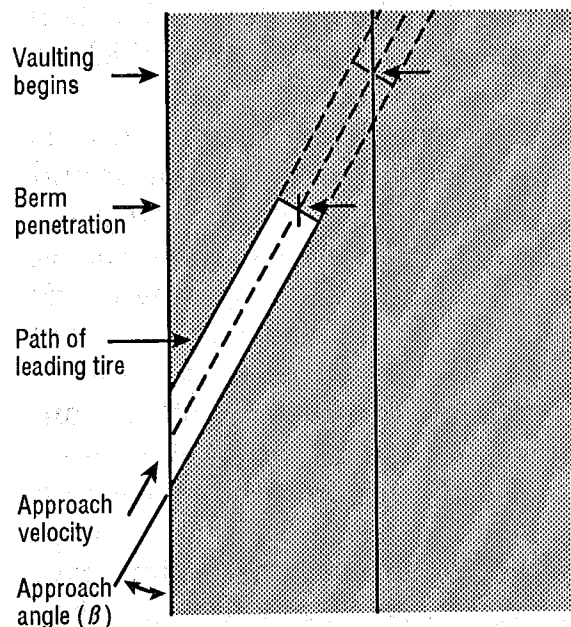


Figure 1.—Configuration of edge-of-road berm.

more than halfway through it (Figure 1). To prevent the vehicle from vaulting the berm, berms must be constructed in a height-versus-strength relationship that will assure vehicle restraint by redirection, penetration, berm climb, or rollover.

Redirection occurs when a vehicle interacts with a berm or barrier, usually at a shallow angle, and climbs it, only to slide down again to the roadway because of insufficient frictional contact.

Penetration occurs when a vehicle contacts a weak berm and is stopped by the

soil resistance forces created by the vehicle tires and body plowing through the berm.

Climb occurs when a berm has sufficient strength to allow a vehicle to ride up the berm. The change in the elevation during climbing will cause the vehicle to stop.

Collision with a deformable berm is usually a combination of penetration and climb; as the leading vehicle tire penetrates the berm, the tire sinks, increasing rolling resistance, while climbing the berm. To prevent a vehicle from leaving an elevated roadway, a properly designed berm must be constructed with its on-board face at an angle that will cause a vehicle to **roll over** onto the roadway if the vehicle exceeds the designed stopping potential of the berm. Rolling over onto the roadway is deemed better than vaulting over an elevated roadway.

The smaller the berm size, the more rigid it must be. When the berm is weak (uncompacted material), a large berm height is required to stop an errant vehicle through the mechanism of berm climb and berm penetration. The smallest berm that can restrain a runaway vehicle has its strength increased by compaction. The smallest berm is the most economical to build because it does not require the excessive road width required by less compacted berms

As stated in the Bureau of Mines circular 8947, tests have demonstrated that the smallest allowable deformable berm for a 35-ton truck is three times the axle height. For a 170-ton truck, a four-times-axle-height deformable berm is required (Figure 2). As a result of these simulations, berm height recommendations for significantly compacted berms can be categorized by the vehicle size. For vehicles whose load-carrying capacity is 85 tons or

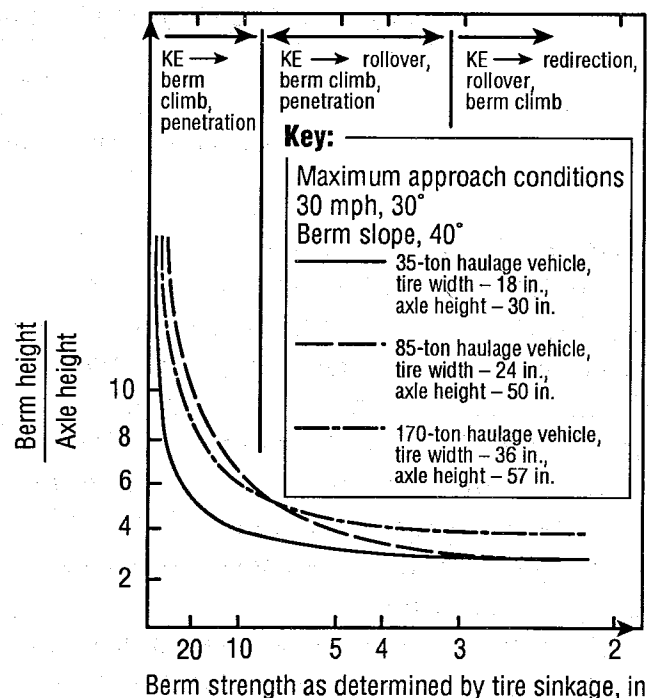


Figure 2.—Berm size requirement as a function of berm strength for 35-, 85-, and 170-ton haulage vehicles. (KE kinetic energy)

less, the compacted berm height recommendation is three times the axle height; for haulage vehicles larger than 85 tons, the compacted berm height recommendation is four times the axle height.

Berms can be constructed and compacted in layers to meet these recommen-

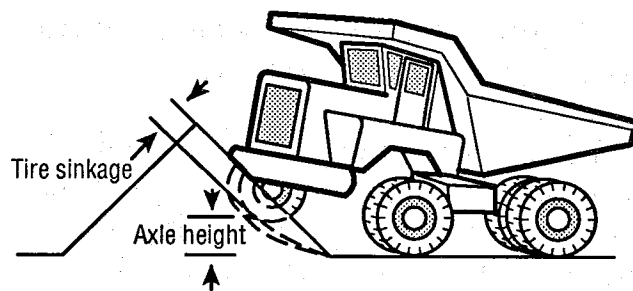


Figure 3.—Berm qualification test at a 45° vehicle approach angle.

dations. To complete the construction, the face of the berm should then be cut at a steep angle (40 degrees) to minimize the ramp effect of the berm.

A field technique which is useful for qualifying a berm's ability to restrain a

haulage vehicle is to drive a fully loaded vehicle forward up a berm at a 45 degree angle to a height equal to the axle height of the vehicle and then record the tire sinkage value (Figure 3). This value may then be checked against the size-strength curves of Figure 2 to see if the berm is acceptable.

It is a common practice for some mining companies to use large rocks (18 to 24 in) and large boulders (3 to 4 ft in diameter) as edge-of-road berms.

The ability of a berm constructed from a continuous line of large boulders to restrain or redirect a runaway vehicle was also evaluated by the Southwest Research Institute for the Bureau of Mines. Typically a vehicle impacting a row of boulders or a berm constructed from several large boulders is not stopped instantaneously. The force created by the moving vehicle is transferred to the boulders which, consequently, slide along the road surface rather than immediately stopping the vehicle. The vehicle is eventually stopped by the friction between the boulder and the road surface. The primary area of concern is the distance associated with stopping various size vehicles by using typical-size boulders. It was assumed that boulders are not capable of developing a force sufficient to redirect a vehicle. Analysis shows that if boulders are sized to stop a vehicle in a short distance, they will probably cause considerable damage. If they are sized to reduce the deceleration forces, the distance that they must be placed from the edge of the road must increase. For example, if an empty 85-ton vehicle impacted a boulder berm at 20 mph and 20 degrees, it would push the impacted boulders 80 ft along the impact angle. This distance would necessitate positioning the boulders about 25 ft from the edge of the elevated roadway (Figure 4), which is far more than the

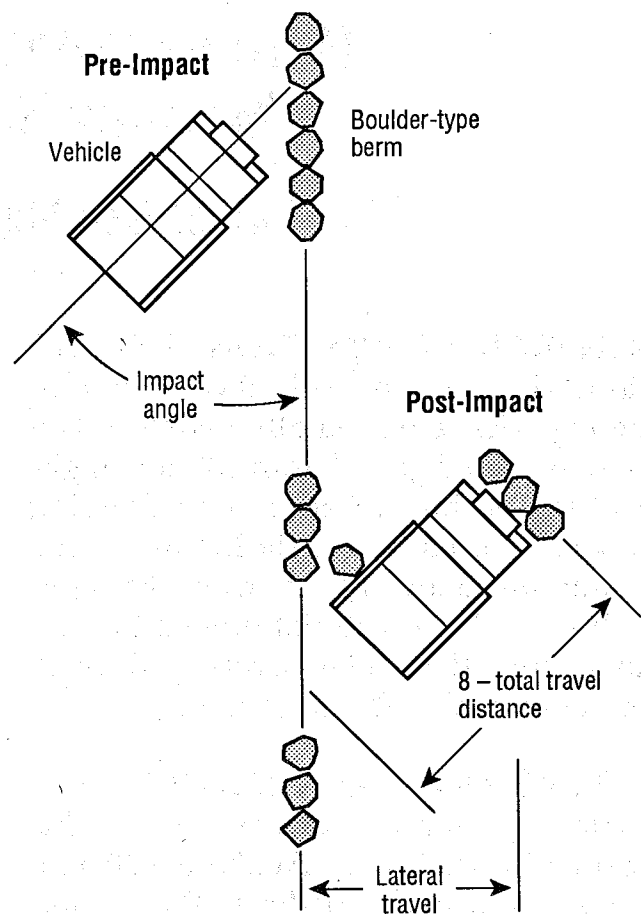


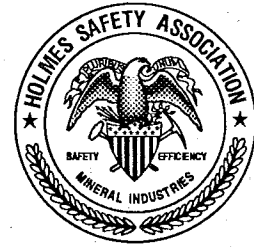
Figure 4.—Vehicle impacting boulder berm

customary 4 to 8 ft from the edge of the elevated roadway found on most mine properties.

Therefore, boulders are not considered to be a very effective means of providing vehicle restraint, the principal reason being the damage that may occur to the vehicle, and the additional need for roadway width so that boulders can be placed a sufficient distance from the edge of the elevated roadway. A viable alternative to the independent use of boulders is the burial of the boulders in an earthen berm. In this way, the boulders act to make the berm more rigid while eliminating the required boulder push distance. The severity of impact is also significantly reduced.

Check your berms to insure that they meet these recommended safe haulage guidelines.

Holmes Safety Association Monthly Safety Topic



Fall of face/highwall accident

GENERAL INFORMATION: A 58-year-old loader operator with 30 years of mining experience was fatally injured when loose sand and gravel from a 35-foot highwall fell on him when he was standing between the loader and the highwall. The loader was about 14 feet from the highwall and falling material pinned the victim against the loader covering his head and body and suffocating him.

DESCRIPTION OF ACCIDENT: The victim reported to work at 7:00 a.m. his normal starting time. At about 9:30 a.m. the victim drove a loader to the pit and began loading haul trucks. Work progressed normally until about 11:00 a.m. when one of the truck drivers left the pit with a load of material. The truck driver arrived at the plant dump about three minutes later, just as another truck driver was completing unloading. The driver with the just emptied truck returned to the pit and parked alongside the standing loader. The driver felt something was strange because he had never seen the victim park close, along-side a highwall. He did not see the victim and decided to look for him. The truck driver dismounted his truck, walked around to the front of the loader and observed material up against the loader. He walked around to the rear of the loader towards the ladder. The truck driver saw the victim's left hand above the material resting against the left rear tire. He immediately climbed into the loader and used the radio to call for help.

The foreman overheard the distress call on the office radio. He could not make out where the call was coming from and immediately drove to the plant area in his pick-up truck. Learning that there was nothing wrong at the plant, he drove to the pit. The foreman used the loader's radio to call for additional help and began uncovering the victim by hand. The victim's head was quickly uncovered and mouth-to-mouth resuscitation was unsuccessfully attempted.

CONCLUSION: A front-end loader was being used to dig sand and gravel and load it into belly-dump trucks. The maximum vertical reach of this loader was about 20 feet. At the time of the accident the loader had been stopped facing east and about 14 feet south of and parallel to the 35 foot highwall. Its engine was running and the loaded bucket was about two feet off the ground.

The material being mined consisted of an unconsolidated bed of sand, gravel, rock and minor clay. There was generally more sand than desired for good plant operation. Areas and materials to be mined were usually selected by the front-end loader operator. Criteria for selection were based on more sand versus more rock and cleaner material. Depth of materials varied from very shallow up to 45 feet.

Normal mining practice was to approach the wall at a right angle, digging at the

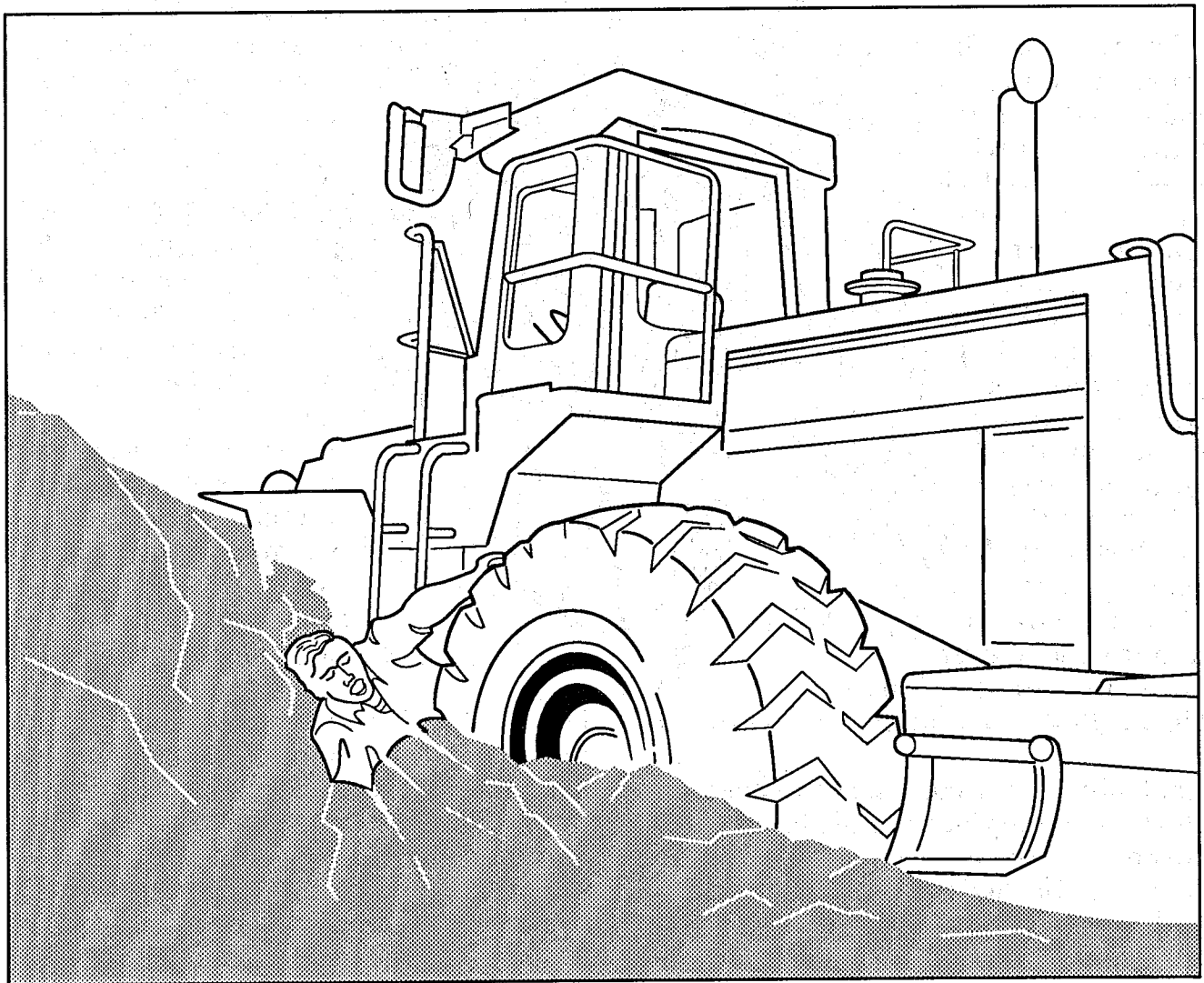
tow with the loader bucket. The unconsolidated material continuously sloughed, maintaining nearly vertical faces. There were no visible signs of any deep undercutting.

The victim had dismounted the loader between the highwall and machine.

A section of the highwall caved off up to about 30 feet high. The fall of materials

piled up about six feet deep at the wall and sloped to about mid-axle on the loader.

The force of the falling material knocked the victim off his feet and wedged him between the left rear tire and fuel tank.



Metal and Nonmetal Safety and Health National Mine Rescue Contest – 1990

Purpose of the Mine Rescue Contest: To promote mine rescue readiness in the event of mine emergencies by keeping miners up to date on advanced rescue procedures concerning ventilation, oxygen breathing apparatus, gas testing, first aid, explosives, and other mining technologies. The contest helps miners to better evaluate life-threatening situations during emergencies.

History and Background: In the early 1900's, when mining industry growth exacted a severe toll in lives, few trained miners were available to act on a serious emergency. In 1910, a cadre of trained mine rescue professionals was established by the Bureau of Mines. The Nation's first coal mine rescue contest, with President William Howard Taft attending, took place in 1907.

Coal mine rescue contests were held until 1930 when tough economic times forced suspension of the event. The tradition was reestablished in 1951. The first metal and nonmetal rescue contest was held in 1973 in conjunction with the coal mine rescue contest.

When and Where are Contests Held? The 1990 contest will be held on July 19, 1990, at the Las Vegas, Nevada Convention Center. National metal and nonmetal

mine rescue contests, held on even numbered years, have been held in Las Vegas since 1982.

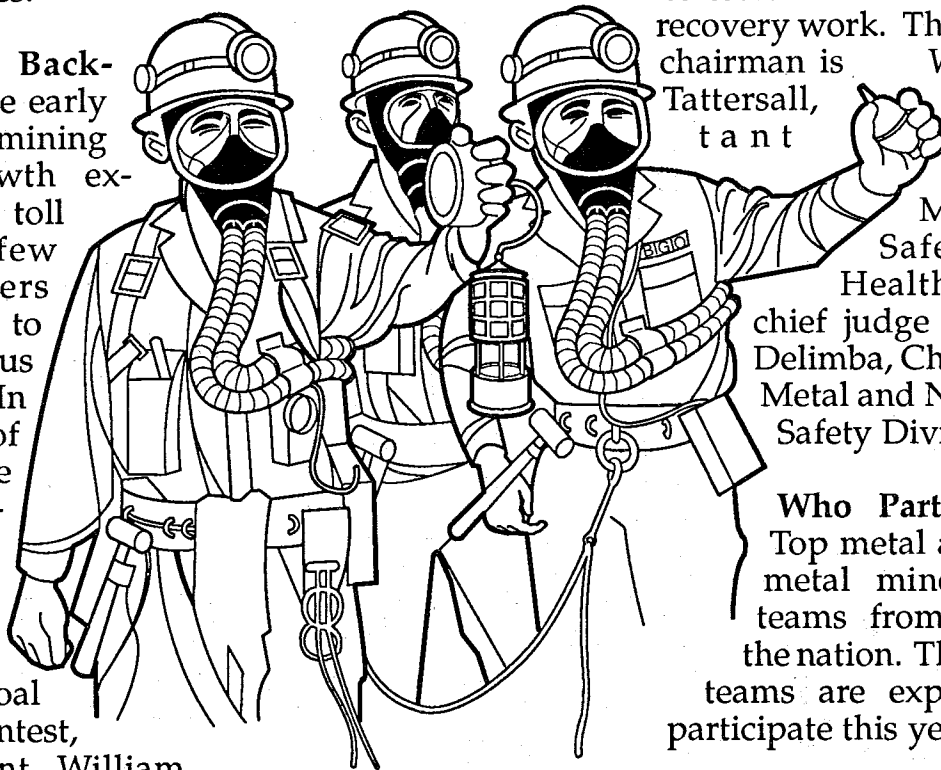
Who Sponsors the Contest? The Department of Labor's Mine Safety and Health Administration in cooperation with mine operators, unions, state inspection agencies, mine rescue associations and others

interested in mine rescue and recovery work. The contest chairman is William J. Tattersall, Assistant Secretary for Mine Safety and Health. The chief judge is Frank Delimba, Chief of the Metal and Nonmetal Safety Division.

Who Participates? Top metal and nonmetal mine rescue teams from around the nation. Thirty-five teams are expected to participate this year.

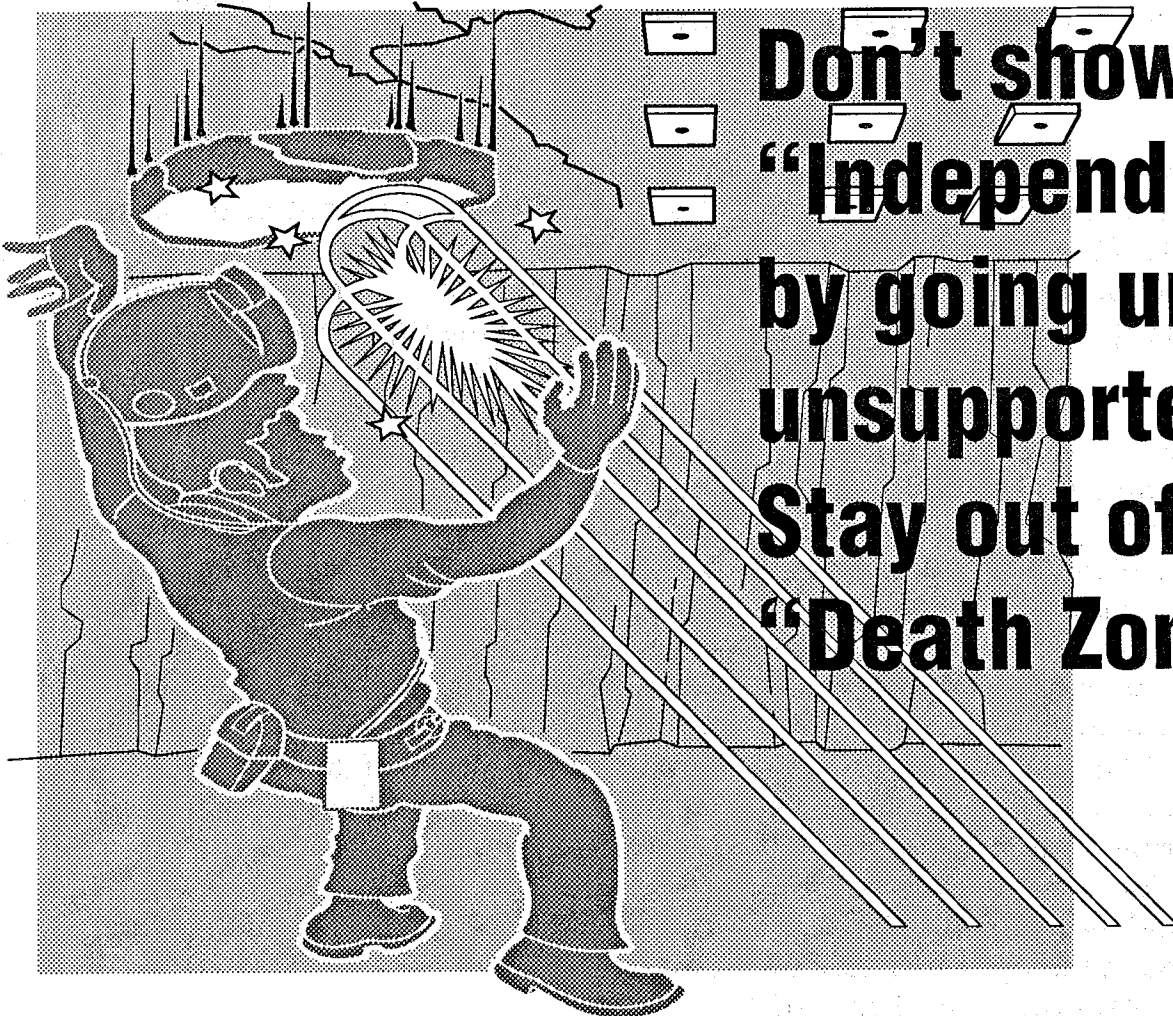
How is the Contest Conducted? Mock mines are set up in the convention center and mine rescue teams are given the same mine emergency problem to solve. They are judged by Mine Safety and Health Administration officials. The contest, which begins at 7:30 am and ends at 5:00 pm, is followed by a banquet and an awards presentation ceremony.

For Further Information: Contact J.D. Pitts at (703) 235-8646 or Frank Schwamberger at (703) 235-1400.



R_{oof} E_{valuation}—A_{ccident} P_{revention}

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



**Don't show YOUR
"Independence"
by going under
unsupported top.
Stay out of the
"Death Zone"**



**Going INBY supported roof is
one sure way of taking a sum-
mer break – a permanent one!**

MINERS: Credit for this month's safety slogan goes to:
Tammy Blackburn, Pra-Mac Enterprises, Inc., HC 68 Box
990, David, Kentucky 41616. Please send your suggestions to:
MSHA, Educational Policy & Development, 4015 Wilson Blvd.,
Graphics Room 533A, Arlington, VA 22203-1984.

Phone: (703) 235-1400



July 1990

July 1990

Holmes Safety Association Monthly Safety Topic



Fatal fall of person accident

GENERAL INFORMATION: A rock truck driver was fatally injured when he slipped and fell off the engine hood of an end loader. The victim had a total of 48 years of mining experience as a rock truck driver.

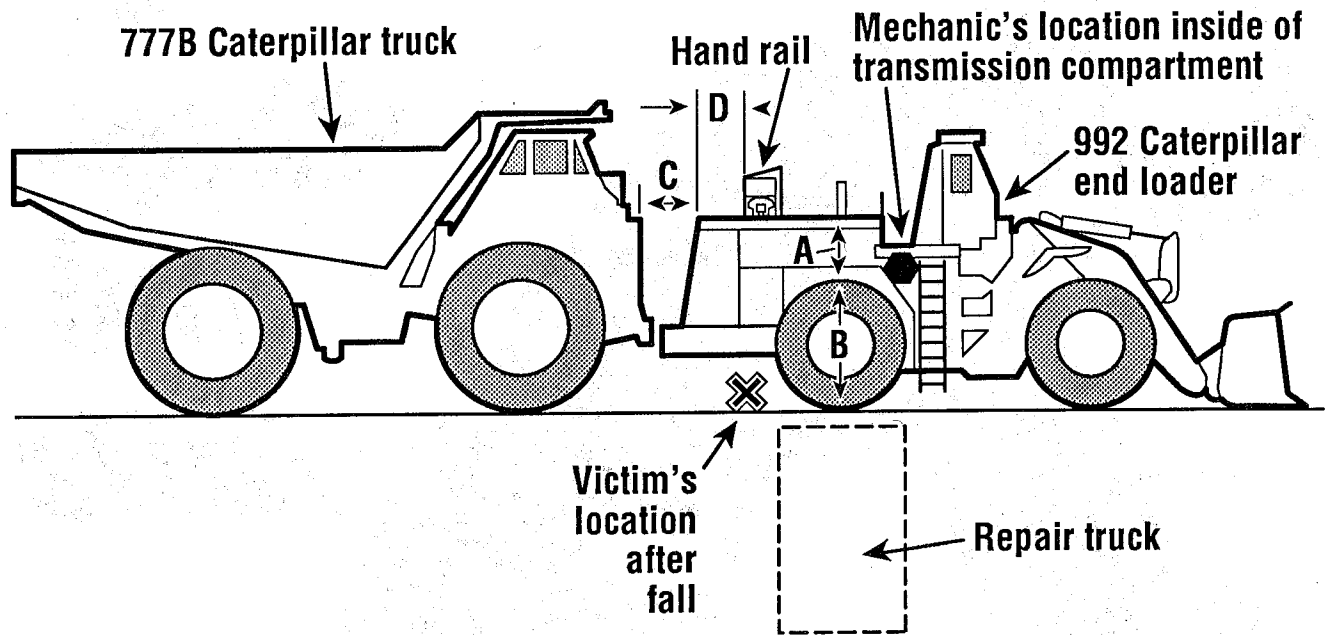
DESCRIPTION OF ACCIDENT: The victim arrived at the work site of the strip mine at approximately 10:00 am and began his assigned task of hauling and dumping spoil from one of the coal seams, continuing to work at this assignment until approximately 12 noon. During this time, an end loader was being repaired at the top of the pit. The mechanic, who was repairing a leak from the end loader's brake and steering pumps, had removed the swing-out doors to the transmission compartment and the hand rail. The hand rail location was at the right rear side of the cab access platform. The l-shaped handrail was placed between the dual air cleaners on the engine hood. At about 12 noon, the mechanic was inside the transmission compartment, below the access platform, when he heard a truck pull up to the end loader. The mechanic continued working until he heard the handrail

hit the ground and felt a slight vibration. The mechanic raised up out of the compartment to see what had occurred and observed the victim kneeling on the ground next to the right rear wheel of the end loader. The victim was trying to stand up because he was having difficulty breathing. The mechanic helped the victim to stand up and lean against the service truck. At this time, the end loader operator arrived at the scene in a pick-up truck. He and the mechanic helped the victim into the pick-up. The end loader operator immediately drove the victim to the scalehouse office, called 911 and informed the president of the accident. The victim was transported to the hospital by MedVac helicopter.

The victim died in the hospital several days later.

CAUSE OF THE ACCIDENT: The accident occurred because the victim either lost his balance or footing when he stepped on to the engine cover of the end loader. This caused him to fall, striking the end loader's rear tire and then the ground.

Sketch of fatal fall of person

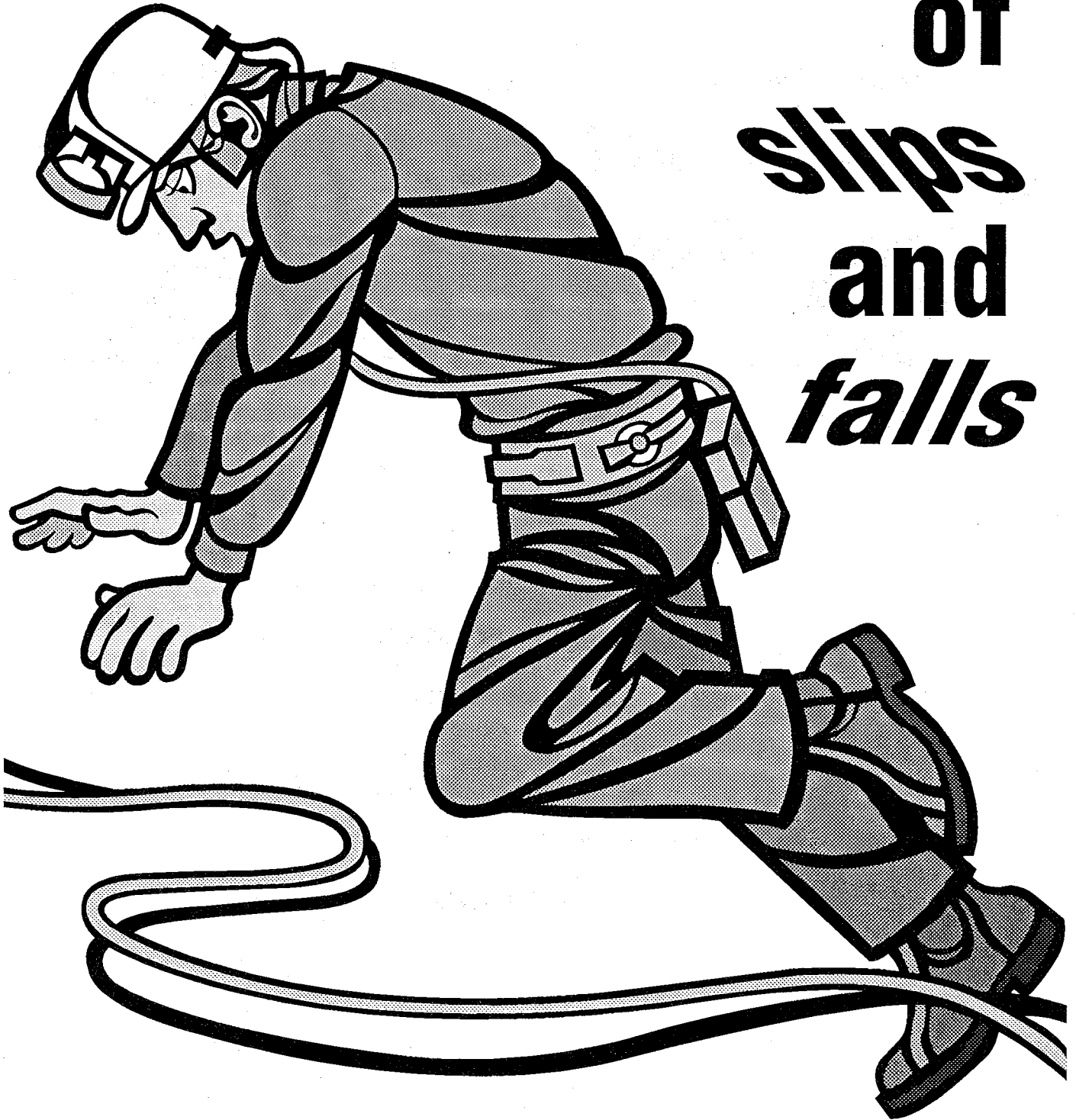


LEGEND

- A - 37 inches, engine hood to top of tire
- B - 8.4 feet, top of tire to ground
- C - Approx. 28 to 36 inches
- D - Approx. 3 feet 3 inches

Not to scale

Beware of *slips* and *falls*



Buckle-up America!!!

Traffic crashes are the number one killer of those between the ages of 1 and 34. In 1988 alone, more than 47,000 people were killed on our nation's highways. More than half of the American people continue to ride in cars without the protection of a safety belt. These statistics are frightening, but there is good news.

Since 1983, it is estimated that safety belts have saved more than 15,500 lives. In September of 1989, car manufacturers were required to equip all new cars with automatic crash protection—air bags or automatic safety belts.

As more and more air bags, and automatic belts go into use, their life-saving benefits will become increasingly evident. Most people are familiar with how safety belts work, even the new ones that move into position automatically. But how an air bag works is still a mystery to some people.

Air bags are a proven safety technology with an impressive reliability and performance record. They are installed in the steering wheel hub on the driver side and in the dashboard on the passenger side. In a frontal crash, a sensor is triggered that deploys and inflates a fabric cushion in the blink of an eye, and then the bag

begins to deflate in less than one second. Air bags are only effective in frontal crashes. They are not designed to provide protection for side and rear impacts or rollovers. So, for maximum protection in all crashes, front seat occupants need the added benefit of a safety belt. Together, air bags and safety belts form the "winning combination" that offers the best available safety protection.

With the availability of air bags and greater awareness of our personal safety, the chances of being hurt in a car accident are decreasing drastically. Thirty-three states and the District of Columbia now have safety belt laws and belt use has increased to 47 percent today from only 11 percent in 1982. Good news, but not good enough.

Each of us should make a commitment to improve those statistics and to make our lives safer! If you already use your safety belt, encourage those who ride with you to do the same. For those who are not yet in the habit of buckling up, try it, and start a habit for life (seat belts also save lives in the mining industry, see Safety Topic: "Seat Belts and Power Haulage Accidents").

BE A SURVIVOR WEAR YOUR SEAT BELT!

Report on the Annual Business and Safety Awards and Dinner Meeting of the Pennsylvania Bituminous Council of the Holmes Safety Association March 1990

The Pennsylvania Bituminous Council of the Holmes Safety Association held their annual awards dinner meeting on March 23, 1990, 7 p.m., at the Omni Civic Center in Indiana, Pennsylvania.

President Thomas J. Ward chaired the meeting. Chaplain Harry Thompson gave the invocation and led the members in the Pledge of Allegiance to the Flag.

Following the dinner, president Ward called the meeting to order. After some opening remarks, he explained that this meeting was being dedicated to William H. Hoover, former Secretary-Treasurer of the National Council of the HSA.

After a brief discussion of previous meetings, Mr. Ward called on William Garay, spokesperson for the Nominating Committee, to present the slate of officers for 1990-1991. Mr Garay presented the following proposed slate of officers and members of the Executive Committee for consideration:

Pennsylvania Bituminous Council Holmes Safety Association

Proposed slate of officers 1990 - 1991

Thomas J. Ward, Jr.President
Director, Bureau of Deep Mine Safety,
Pennsylvania Department of Environ-

mental Resources
Harrisburg, PA

Donald W. Huntley ..First Vice President
Retired District Manager
Coal Mine Safety and Health
District 2
Mine Safety and Health Administration
Clarksville, PA

Nicholas Molnar ..Second Vice President
President, District 2
United Mine Workers of America
Ebensburg, PA

Richard Machesky ..Third Vice President
Senior Engineer
Cyprus Emerald Resources Corporation
Waynesburg, PA

Donald ConradSecretary-Treasurer
Training Specialist
Coal Mine Safety and Health
Mine Safety and Health Administration
Johnstown, PA

Harry Thompson
Retired Supervisory CSMH Inspector
Coal Mine Safety and Health
Mine Safety and Health Administration
New Florence, PA

**Executive Committee
Members-at-Large**

Labor

Jeffrey DuncanIndiana, PA
Thomas RabbittWashington, PA
Thomas SchumakerClarksville, PA

Management

Richard RadakovichIndiana, PA
Richard FlackIndiana, PA
Raymond RoederOsceola Mills, PA
Rick EspositoAvella, PA
Ron BizickEighty-Four, PA
Tip RuffnerClymer, PA
Gene JonesIndiana, PA
Tony BertovichFinleyville, PA
Joseph KubinIndiana, PA
Don LilleyFord City, PA

MSHA

Roger UhazieMonroeville, PA
Robert NewhouseRice Landing, PA
Timothy ThompsonJohnstown, PA
Dan BreedonPittsburgh, PA
Bob NelsonIndiana, PA
Jim LallemandCarrolltown, PA

State

Dan SmicikVandergrift, PA
William GarayElmora, PA
Ellsworth PauleyEbensburg, PA
Joseph ScaffoniUniontown, PA

Supplier

Jim MorrettiIndiana, PA
Gene GadeWashington, PA
Robert VargoIndiana, PA
Donald GariglioKittanning, PA
Scott ShearerMonroeville, PA

Emeritus

Jospeh KreutzbergerIndiana, PA
John TakacsMasontown, PA
Harry YakimovichHomer City, PA
Walter VicinellyMasontown, PA
David HazlettElderton, PA
EJ OnuscheckIndiana, PA

**Presidents of District Councils
Members of Executive Committee
(by virtue of office)**

Robert BlackAllegheny Valley
Dayton LinesClearfield
Lex ProdanWilliam "Scotty" Groves
John Matsko, III Richard Maize/Wind-
ber
Richard FlackIndiana
Vernon Demich, Sr.Kiski-Tri-County
Carl SensabaughJohn O. Miller
Larry SmithClymer

After the Slate of Officers had been presented, Mr. Garay mentioned that presidents of district councils are on the executive committee by virtue of office. President Ward then asked the members if there were any nominations from the floor. There were none, and a delegate called for a close of nominations. President Ward then asked for a motion from the floor that the secretary cast a unanimous ballot to elect the Slate as presented. A motion was made and seconded. The vote was all "Aye's", none opposed.

After a brief acceptance speech, President Ward introduced the guests and officers at the head table. He then called on Don Conrad, Council Secretary, to announce the winners of the State Safety Competition awards. Don Conrad announced the following District Council winners while President Ward, Dan Breedon, and Joe Brennan made the presentations:

**Pennsylvania Bituminous Council
Holmes Safety Association
1989 Safety Award Group I**

Underground mines working more than 25,000 man-hours monthly
Presented March 23, 1990, to the following:
William "Scotty" Groves District Council

Incidence rate 11.03
Accepting the award:
Lex Prodan, Council President

**Pennsylvania Bituminous Council
Holmes Safety Association
1989 Safety Award**

Group II Underground mines working
less than 25,000 man-hours monthly
Presented March 23, 1990, to the follow-
ing:

Kiski District Council
Incidence rate 7.43

Accepting the award:
Vern Demich, Council President
Paul Bizich, Supervisory CSMH inspec-
tor

**Pennsylvania Bituminous Council
Holmes Safety Association
1989 Safety Award**

Group III surface mines
Presented March 23, 1990, to the follow-
ing:

Kiski District Council
Incidence rate 0.76

Accepting the award:
Vern Demich, Council President
Paul Bizich, Supervisory CSMH inspec-
tor

**Pennsylvania Bituminous Council
Holmes Safety Association
1989 Safety Award**

Group IV Preparation plants and shops
Presented March 23, 1990, to the follow-
ing:

Indiana District Council
Incidence rate 4.38

Accepting the award:
Richard Flack, Council President
Richard Radakovich, Council Secretary

Don congratulated the awards recipients
and commented on the downward trend
of incidence rates since he began doing

the calculations for the state awards. Presi-
dent Ward then called on Robert Nelson
for comments, and to present special rec-
ognition awards to Edward Onuscheck
and Harry Thompson for outstanding
service to the State Council over the years.
Harry Thompson accepted his award and
Bill Onuscheck accepted the award for his
father, who was out of the country on
vacation.

President Ward then called Donna Schorr
and William Hoover forward. Donna
was presented a token of remembrance
for the work she has done for State and
District Councils over the years. Donna
also accepted tokens for Audrey Williams
and Linda Lofstead who could not attend.
President Ward then presented Bill Hoover
with a gold watch from the Council as a
retirement gift. He then asked Mr. Hoover
for comments.

Mr. Hoover thanked all of the members of
the Council for the gift and then talked
about the growth of the Association in the
past 25 years. He said that Pennsylvania
was a "keystone" in the strength of the
Association, and he hoped that the State
would continue its strong leadership in
the HSA. He again thanked the group
and said that he hoped to see a good
turnout from Pennsylvania in Phoenix for
the National Meeting. He said that it had
been a pleasure working with the mem-
bers in Pennsylvania. President Ward
wished Bill the best in his upcoming re-
tirement.

President Ward then introduced Joseph
Brennan, the keynote speaker, with a brief
resume. He welcomed Joe to the State,
then called on him for his remarks. Mr.
Brennan gave an excellent speech that
keyed in on safety as we approach the
20th century. His key points were that

cooperation and innovation were the keys to a healthy coal industry in the 1990's and up to the year 2000. He also discussed the progress that the mining industry has made over the past 20 years, and mentioned that Indiana County was part of that innovation with the advent of mine mouth power plants. He said we have come a long way with safety and productivity, but we have a lot further to go. The use of coal as an energy source must grow with the technical progress being made in third world countries and the opening of new markets in Europe. He commended the membership for the cooperation that they showed in participating in Holmes Safety activities. After Mr. Brennan's presentation, President Ward called on Gene Jones to present Brennan with a custom miner's hat made into a clock. Gene presented the clock and Joe Brennan thanked the group.

Under new business, President Ward announced that our State Council will sponsor a hole of golf at the National Council Meeting and will also supply the dinner tickets for the National HSA meeting. He then asked the floor if there was any other new, old, or unfinished business to bring before the council. No further business was brought before the council, so Mr. Ward announced that the Annual Ladies' Night Dinner-Meeting would be held October 20, 1990. A meeting of the committees will be called at a future date to make preparations. He then called on Marvin Chambers to conduct the drawing for the door prizes, the \$50.00 bill, and the 50/50 ticket. Marvin Chambers and Harry Yakomovich conducted tie drawings. Present Ward then called on Harry Thompson to offer the benediction. President Ward adjourned the meeting at 9:45 p.m.

Think safe job procedures



July 1990

HOLMES SAFETY ASSOCIATION



STOP! LOOK! LISTEN!

**School's out
for summer**

The last word...

"If you don't stand for something, you'll fall for anything." (*Unknown*)

Two stonecutters were asked what they were doing. The first said: "I'm cutting this stone into blocks." The second replied: "I'm on a team that's building a cathedral." (*Unknown*)

"It's a funny thing about life; if you refuse to accept anything but the best, you very often get it." (*Somerset Maugham*)

"A diamond is a chunk of coal that made good under pressure." (*Anonymous*)

"The trouble with using experience as a guide is that the final exam often comes first — and then the lesson." (*Unknown*)

"The reason lightning doesn't strike twice in the same place is that the same place isn't there the second time." (*Willie Tyler*)

"Success comes before work only in the dictionary." (*Anonymous*)

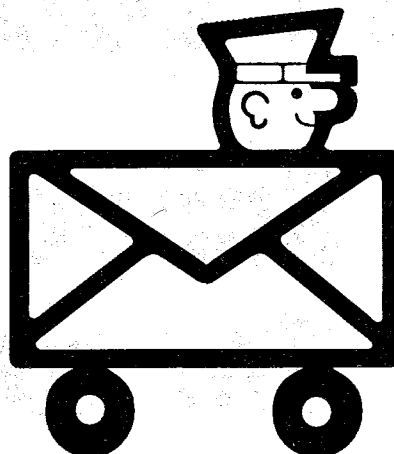
"I don't know the key to success, but the key to failure is trying to please everybody." (*Bill Cosby*)

NOTICE: We will welcome any materials that you submit to the Holmes Safety Bulletin. We cannot guarantee that they will be published, but if they are, we will list the contributor(s). Please let us know what you would like to see more of, or less of in the Bulletin.

REMINDER: The District Council Safety Competition for 1990 is underway – please remember that if you are participating this year, you need to mail your quarterly report to:

Mine Safety & Health Administration
Educational Policy and Development
Holmes Safety Bulletin
4015 Wilson Boulevard., Room 531
Arlington, Virginia 22203-1984

Phone: (703) 235-1400



5000-22
(Rev. 06-90)



Holmes Safety Association Meeting Report Form

For the month of _____

TOTAL meetings this month _____

TOTAL attendance this month _____

NOTE: We must have your correct chapter number to give you credit for your HSA meetings

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

(Telephone No.)

(Signature)

(Title)

1. Fill out

2. Fold and tape

3. 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:

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U.S. Department of Labor
LAB 441

MSHA, Office of Holmes Safety Association
Educational Policy & Development
4015 Wilson Boulevard
Arlington, Virginia 22203-1984

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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