*Department of Labor • Mine Safety and Health Administration • Joseph A. Holmes Safety Association*

# JAHSA Bulletin

JULY/AUGUST 2009

In This Issue!

## Nat'l Conference Photos

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The Department of Labor, Mine Safety and Health Administration and Joseph A. Holmes Safety Association Bulletin contains safety articles on a variety of subjects: fatal accident abstracts, studies, posters, and other health and 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. For more information, visit the MSHA home page at www.msha.gov

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# 2009 National Awards


**Man of the Year:** Larry Harshbarger


**Woman of the Year:** Ruth Messel

**Ivan Van Horne:** Al Simonson


**William Hoover Lifetime Achievement:** D.J. Johnson

# Joseph A. Holmes Safety Association

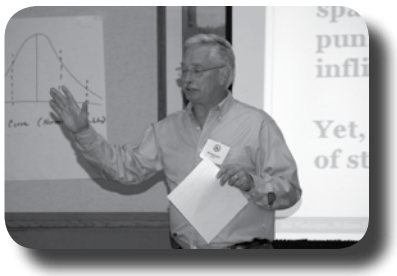
## *National Conference*

Indianapolis, IN June 2 - 4, 2009


GLENN HOOD


Joseph A. Holmes Safety Association
National District Council Safety Competition Award
Larry Harshbarger
Man of the Year Award


JP Resources



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COTTON JARRELL
16th Recipient
of the
Joseph A. Holmes
Safety Association's
Hall Of Fame Award

# Any Award for His Men Is an Award for McKenna

Scott McKenna has more respect for the Professional Miner Program than most folks.

And it's no wonder. As the Corporate Health and Safety Advisor for Champlain Stone Ltd., in Warrensburg, N.Y., McKenna spends his workday dreaming up new ways to ensure that the 240-some miners at Champlain Stone, Ltd. are honored for long-term safety.

Beginning with the goal of getting new miners their Professional Miner Silver Level award, which honors miners for having no "lost time" injuries over a 3-year period, McKenna is in the business of getting his crew noticed.

"A professional miner is a miner who operates safely throughout most of his or her career and goes without injury, which is a great accomplishment in an industry that's extremely hazardous," McKenna said. "The Professional Miner Recognition Award Program recognizes all those folks for that, and it's a heck of an accomplishment."

Through the work of the Joseph A. Holmes Safety Association and the Mine Safety and Health Administration, members of the Professional Miner Program are recognized for workplace safety. To earn the Professional Miner Program's top honor, the Double-Diamond Level Award, a miner must have no lost workday injuries over a 40-year period.

If McKenna had his way, every miner under his watch would retire with all the safety accolades, awards and honors available through the Professional Miner Program. McKenna would like every miner to walk into retirement with Silver, Gold, Platinum, Marble, Granite, Diamond and Double-Diamond awards.

"There isn't any one specific hazardous job. It's just working in an industry with a lot of rolling stock, Caterpillar loaders and haul trucks," McKenna said. "It's just knowing where you can and can't walk, who has the right of way.

"We've taken most of the hazards out of it, but you have to recognize the ones that still exist. You have to be able to work with those hazards. Other than that, it's really no different than any other industry."

## Don't Go It Alone

The miners at Champlain Stone work with many different tools. To get the stone from the mountain and into the marketplace, miners use guillotines, stone splitters, drillers, front loaders, haul trucks and even rock hammers. These are the tools of the Professional Miner, and each help to get the

job done. McKenna's best tools, however, are the miners themselves. More specifically McKenna's best tools are the veteran miners.

Veteran miners are crucial to McKenna's efforts because they help the new, inexperienced miners understand the dangers of the quarry. Often, with decades of experience under their tool belts, the veterans teach the new recruits through consistent attention to detail and safety.

"My advice for a new miner in our industry is to pay attention to the older guys who have been around and grasp as much as they can give you," McKenna said. "Don't try to recreate the wheel. It's already been established."

One of the most efficient ways to carry out this safety method is to make sure no miners are working the stone alone. As very few tasks at the quarry can be completed by one set of hands, it is relatively easy to ensure no one miner is working alone.

"We're always working in a buddy system in our business," McKenna said. "It takes two or three people to do almost everything, so safety is constantly reiterated through Toolbox Talks, safety committee meetings, etc."

Beyond reiteration and constant training, McKenna also works toward safety goals through motivational speeches, composition of various safety articles and even video presentations. While these tools are valuable at reaching miners at down times, the best way to impress safety upon the young miner is to break down the generation gap between young and old.

"The training classes are great for that and whatever previous skills you can bring in will certainly be helpful," McKenna said. "But there is a generation gap between the old-time miners and the new ones coming in. We're seeing quite the difference in education from the younger miners coming up through, and it's definitely a challenge in the training world."

Still a young fellow himself, McKenna has shown to be wise beyond his years on the job site. That is to say, his life's work is safety.

McKenna is a professional member of the International Society of Mine Safety Professionals, a certified instructor with the Mine Safety and Health Administration and the Occupational Safety and Health Administration. He is active in the Joseph A. Holmes Safety Association and is a certified trainer in mine safety, work zone safety, construction, first aid/CPR, forklift operation and defensive driving. Further, McKenna is the director of Catamount Consulting, LLC; a company that provides comprehensive on- and off-site training in all facets of MSHA, OSHA and Workzone Safety.

So, if you need anything from heavy equipment training to a box of Band-Aids, McKenna is your man.

"We spend a lot of time speaking about skills and that leads to safety," he said. "Safety is actually a small piece of what we do."

## References

*Scott McKenna interview*, unpublished interview transcript, conducted by Mine Safety & Health Administration personnel, 2007.

*By RED Inc., Communications*

# Crushed Stone

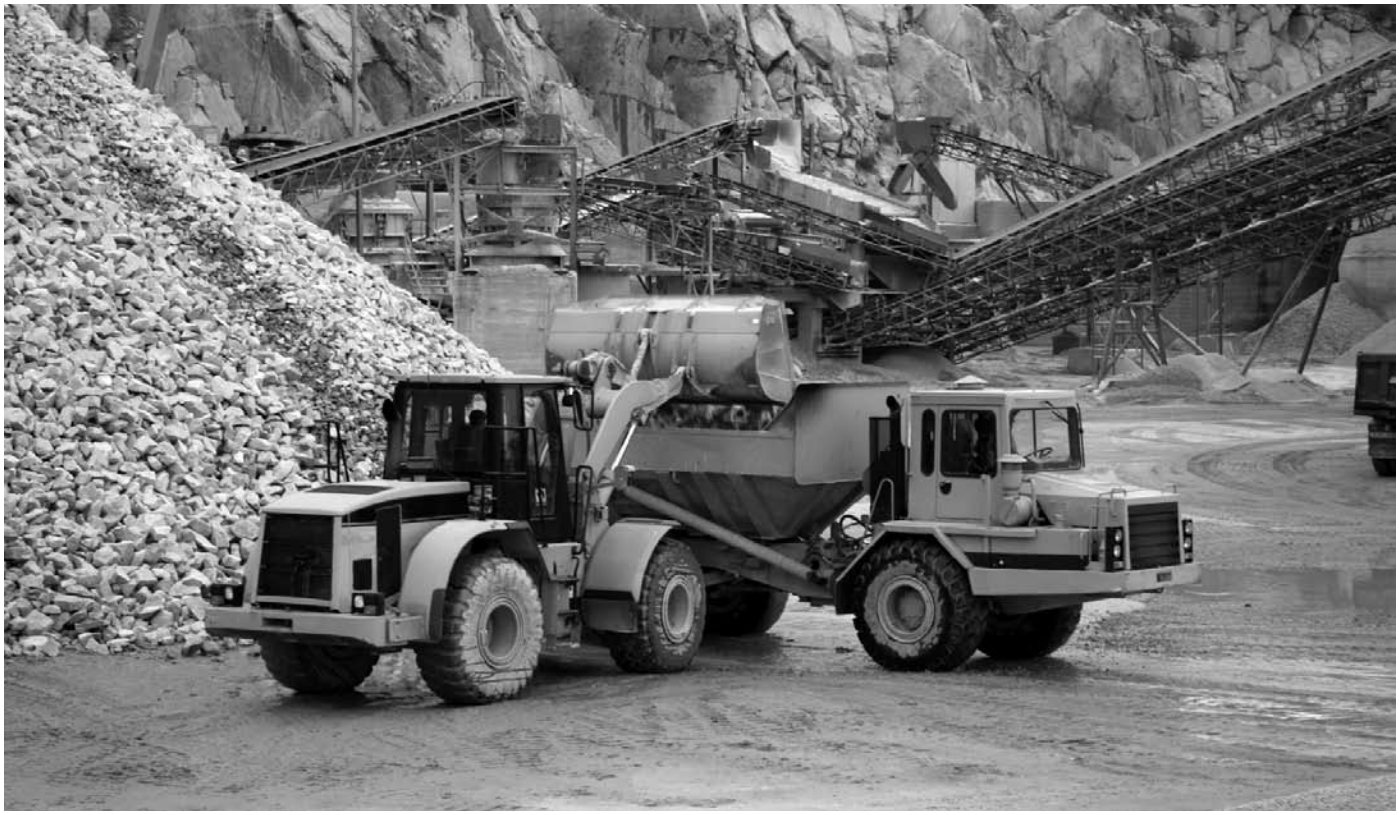
## An Overview

Stone is one of the most accessible natural resources available on the planet. Crushed stone without a binder - smaller particulate material which works to hold the stone together - is used primarily in road base or road surfacing material, macadam, and railroad ballast. Crushed stone is also used with a binder as aggregate for cement and concrete in highway and road construction and repair, and in residential and nonresidential construction. Other uses include cement and lime manufacture, agriculture, metallurgical flux, and fillers and extenders.

Production of crushed stone ranks as the highest of the non-fuel-minerals industry. According to the United States Geological Survey (USGS), production of crushed stone in the United States has risen from about 58 million metric tons in 1900, to about 1.72 billion metric tons in 2006. Since the demand for crushed stone comes primarily from the construction industry, the production of crushed stone is heavily influenced by the economic effects in that industry. According to the U.S. Department of Labor statistics for 2001, the U.S. crushed stone industry employed nearly 200,000 workers in its mining, transportation, and manufacturing areas. Crushed stone valued at $10.2 billion was produced by 1,300 companies operating 3,100 active quarries, 70 underground mines, and 190 sales/distribution yards in 49 states.

Production of crushed stone ranks as the highest of the non-fuel-minerals industry.

Historically, the industry has been relatively stable and during periods of economic expansion and steady construction, such as between the 1950s and early 1970s and the construction of the Interstate Highway System, the growth from year to year in the production of crushed stone paralleled the increased demand for construction aggregates. During the recessionary years in the mid to late 1970s and early 1980s,



production decreased, trending with the overall decrease in construction activity.

Crushed stone is a high-volume, low-value commodity, and the economic feasibility of any production activity is determined by the associated production costs: chiefly labor, capital equipment, energy, and water. Additionally, the costs of environmental and safety compliance have become a significant portion of the overall production costs. Despite having one of the lowest average-per-ton values of all mineral commodities, the constant dollar price of crushed stone has changed relatively little during the past 20 years. For example, between 1970 and 1990 the unit price in constant 1982 dollars for crushed stone fluctuated between $3.48 and $3.91 per metric ton. During the same period, however, rising costs in the form of labor, energy, compliance, and mining and processing equipment have resulted in an increase in the average unit cost of crushed stone production from $1.58 per metric ton to $4.39.

The future of the crushed stone mining and production industry will be heavily dependent on increased productivity through automation and a constant effort to increase efficiencies of manufacturing, as well as finding new and innovative markets for the product. Fortunately, stone remains one of the most abundant materials on earth, and despite environmental zoning and regulatory restrictions, no shortages are expected to occur in the future.

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U.S. Department of Labor; *2001 National Industry-Specific Occupational Employment and Wage Estimates*, http://stats.bls.gov/oes/2001/oessrci.htm.

*Jim Noonan, Staff Writer – OpenSource Connections*

# Thick With Intrigue: The Lost Dutchman Mine

Perhaps the most celebrated "lost mine" in American history, the story of the Lost Dutchman Mine draws thousands of treasure hunters to central Arizona each year. Those hunters seek the golden cave of Jacob Waltz — a mine so rich, some said, fist-sized golden nuggets were just waiting to be plucked from the soft stone walls.

Of course, historians contend the story of the Lost Dutchman Mine is a myth. A fairy tale told around the campfire to frighten little children. Fiction. Pure fiction.

Others disagree. On average, it is estimated as many as 8,000 people disagree enough to search Arizona's Superstition Mountains for the lost treasure.

Located in the Superstition Mountains Wilderness Area 40 miles due east of Phoenix, the supposed location of Jacob Waltz's Lost Dutchman Mine sits in some harsh territory. Covering 250 square miles, daytime summer temperatures in the area regularly reach 110-120 degrees Fahrenheit. In addition, the terrain pitches sharply up and down with elevations ranging from 2,000 to 6,500 feet.

Given the hostility of the surrounding terrain, it is no wonder the Lost Dutchman Mine has remained hidden since the late 1800s. Waltz, however, apparently left a series of clues as to the mine's whereabouts.

After making a 160-acre homestead claim in 1886 in an area near the Superstition Mountains, Waltz apparently discovered the Lost Dutchman Mine on one of many wintertime prospecting adventures. Though he described the location of the mine in great

detail to Julia Thomas on his deathbed in 1891, he also is believed to have left the following five verbal clues as to the location of the mine.

1. "The rays of the setting sun shine into the entrance of my mine."
2. "From my mine you can see the military trail, but from the military trail you cannot see my mine."
3. "There is a trick in the trail to my mine."
4. "My mine is located in a north-trending canyon."
5. "There is a rock face on the trail to my mine."

So the Lost Dutchman Mine is a west-facing mine in a north-trending canyon from where you can see a military trail from a hidden location. We have a trail which has a rock face along its path with some sort of undisclosed "trick". Just how many sites in the Superstition Mountain range can possibly fit that bill?

That is exactly the question posed by 66-year-old amateur explorer Adolph Ruth.

Ruth, a dedicated treasure hunter who set out to find the Lost Dutchman Mine in June 1931, never returned from his exploratory hike into the Superstition Mountains. Ruth's skull was found six months later in the Superstitions with evidence of one bullet entry wound and one exit wound.

As the story goes, Ruth's skull was found some 4,000 feet from his bodily remains. The remains contained several clues, including Ruth's fully loaded, unused pistol. In addition, Ruth's checkbook was found with his body and is alleged to contain a note with detailed directions to the mine. The note concluded with the Latin phrase, "Veni, vidi, vici," or "I came, I saw, I conquered."

The mysterious, sensational story of Adolph Ruth spread across the United States during the early days of the Great Depression. Ruth's tale was one of hope, success and impossible wealth, captivating the imagination of a desperate nation.

It is assumed by believers that the Lost Dutchman Mine remains hidden, although popular culture has popularized the legend through numerous films, songs and even video games.

Regardless of whether it is fact or fable, the legend of the Lost Dutchman Mine refuses to fade from the frontier history of the desert Southwest.

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*By RED Inc., Communications*

# Blasting Rule Disregarded, 263 Miners Dead

Two days before an explosion killed 263 at the No. 2 Stag Canyon Mine in 1913, New Mexico Inspector of Mines Reese Beddow had nothing but praise for the mine.

Located just 23 miles south of the Colorado border in the bustling mining town of Dawson, the New Mexico facility was considered among the safest coal mines in the world. Rather than using flammable fuses, explosive shots were electrically fired to reduce the chance of coal-dust ignition. Electric ignition and several other innovative procedures at Stag Canyon were nearly unheard of in that era.

> Miners were still paid by the ton, however, and one good dynamite blast could make a miner's week.

One of 10 Stag Canyon mines operated by the Phelps-Dodge Corporation near Dawson, industry experts said No. 2 Stag Canyon Mine had "the highest achievement in modern equipment and safety appliances that exists in the world."

On October 20, Beddow reported the No. 2 Stag Canyon to be completely "free from traces of gas, and in splendid general condition."

Two days later at 3 p.m. on October 22, a massive explosion tore through the mine, killing 263 men. A total of 284 men were working in the mine at the time of the blast, and 23 of them survived. Two rescue workers later died in a tunnel collapse, bringing the final death tally to 263.

Cleveland H. Dodge, Vice President of the Phelps-Dodge Corporation, maintained that the death toll must certainly be low in an interview with the New York Times on the day of the accident.

"The mine is one of the model ones in the country," Dodge said. "None of the tunnels is more than fifty feet deep. That was the depth of the one where the explosion occurred, I believe. They are so full of exits and ventilating shafts with electric fans that we have regarded it as practically impossible for the deadly coal gas to accumulate.

"Unless the men were killed in the explosion itself, it is inconceivable that there has been a heavy death toll. It was as safe as the engineering could make it."

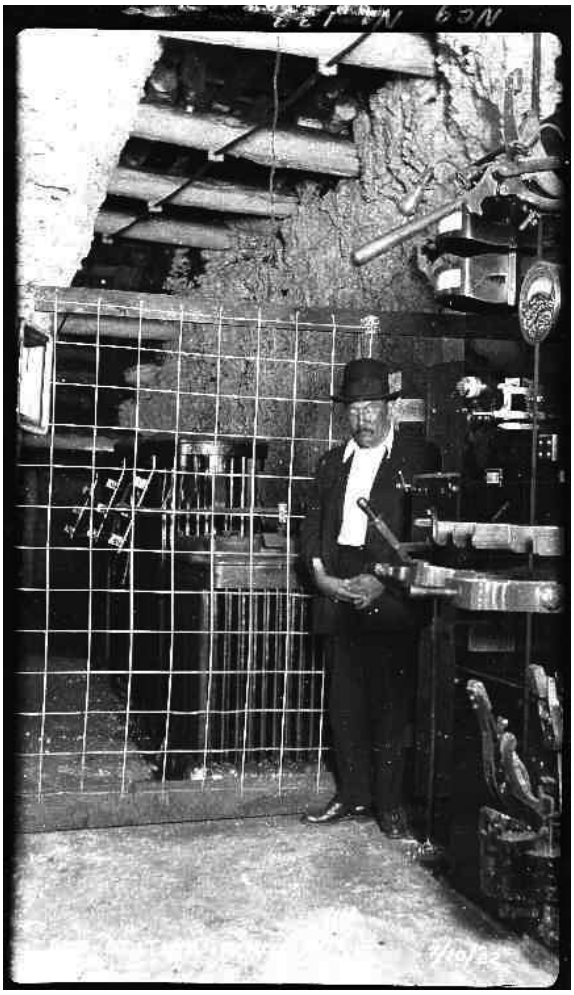
Dodge was correct on one note. The engineering was indeed state-of-the-art and rendered the site much safer than most. When the investigation was complete, however, the Dawson Mine disaster had nothing to do with engineering.

It wasn't poor engineering that killed those 263 men. It was poor judgment.

## Dynamite Rules Ignored

Before Alfred Nobel invented nitroglycerin in 1866, the safest manageable explosive available was black powder. Unlike black powder, which quickly burns to produce its force, nitroglycerin is considered a high explosive, meaning it detonates.

Nitroglycerin is unstable and highly explosive in liquid form. To be of any use, nitroglycerin is first mixed with sawdust or other absorbents to reduce its volatility. The



*A man minds the substation at the No. 6 Stag Canyon Mine. Photo Courtesy of New Mexico State University Archives.*

sawdust and nitroglycerin mixture is then wrapped in a casing and becomes a stick of dynamite. Fit a stick of dynamite with a slow-burning fuse and you have yourself one potent mining tool.

The problem is…dynamite explosions tend to be so powerful and so unpredictable, they often result in subsequent ignition of surrounding material — such as coal dust.

Created in 1910, the United States Bureau of Mines (USBM) was the first regulatory agency to lay down federal standards for mining safety. The Bureau was formed as a response to a series of major coal mining disasters in late 1907.

Dynamite was forbidden for use in underground mining by the USBM unless all miners were evacuated prior to the detonation. Generally, the men in charge of the shots set up charges at the end of their shift, firing the explosives only after the mine was evacuated. After 1910, miners who used dynamite while men were still working in the mine were forced to do so secretly.

Such a secret blast was blamed for the accident at No. 2 Stag Canyon. A series of investigations of the explosion found it was the direct result of a miner using dynamite for blasting in Room 27 just off the Ninth West entry. The subsequent explosion ignited surrounding coal dust, setting off a chain reaction throughout the underground facility.

The dynamite regulations were put in place by the USBM specifically to avoid this type of accident. Miners were still paid by the ton, however, and one good dynamite blast could make a miner's week. Blasting coal was much easier than chipping it off a wall with a pick axe, and the miners who produced the most coal were rewarded with money, prestige and advancement.

It is no wonder, then, that a miner might ignore the USBM blasting regulations and sneak a couple of sticks into the mine. The dynamite explosions that marked each shift change almost never resulted in coal dust explosions, so it made sense to take a chance and disregard the federal rules.

Following the accident, blasting duties were taken away from individual miners in Dawson. In order to end the practice of unsupervised explosions, the job of placing explosives in blast holes and connecting them for firing became a specialized duty separate from mining.

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Despite the best efforts of miners and safety officials in Dawson, tragedy struck again at the No. 2 Stag Canyon Mine 10 years later when a spark from a rail car derailment set off an explosion, killing 120.

Once a bustling town of 9,000 with a baseball team, golf course and swimming pool, the town of Dawson is now a classic Western ghost town. As the coal-burning steam engines of the day were phased out, the bottom fell out of the coal industry and Dawson became a northern New Mexico ghost town by 1950.

The most striking feature of modern-day Dawson is the cemetery where nearly 350 white iron crosses mark the final resting places of the Stag Canyon miners. Following decades of neglect, the Dawson Cemetery was added to the National Register of Historic Places on April 9, 1992, as a tribute to the men and boys who lost their lives in the Dawson coal fields.

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*By RED Inc., Communications*

# Driver Safety, Part 2: Seeing is Believing

It goes almost without saying that you can't be a good and safe driver if you can't see where you're going. None of us would think of driving with our eyes closed, but how many of us think nothing of driving with a dirty windshield or back glass, with a rear deck filled with stuffed toys and knick knacks, or with mirrors that are incorrectly positioned? Seeing is believing and when it comes to driving, seeing is essential. In this part of our series on driver safety, we will focus on the importance of a clear line of sight while driving.

## Windshield and Windows

It's easy to overlook the importance of the windshield and windows to the safe operation of your vehicle. A clear field of vision is critical to driving safely, so we will spend some time discussing proper windshield and window maintenance.

- Keep your windshield clean. Besides using the windshield washer and wipers when appropriate, take the time to clean your windshield inside and out on a regular basis. Fog and film on your windshield can cause distracting glare from oncoming headlights at night or in inclement weather.

- Keep your back glass and deck clean and clear of obstructions. Clean window glass and an empty deck will not only make it easier to see clearly, but keeping items off the deck will protect you in an accident. Storing items on the rear window deck can become airborne in an accident and cause injuries. A simple

rule is never store anything on your rear deck that you wouldn't mind hitting you in the head at 60 mph!

- Keep side windows clean and unobstructed. An unobstructed and clean view through your side windows is very important for traffic awareness.

## Mirrors

There are many different theories on the best way to adjust your rearview mirrors, each with its own merit. Typically, the left and right side-view mirrors are adjusted to provide a view behind each side of your vehicle. Most drivers prefer to see the rear portion of their vehicle in each mirror as a reference. There's nothing wrong with adjusting your mirrors this way as long as you keep in mind the blind spots behind and to each side of your vehicle.

Each vehicle has blind spots that its mirrors cannot show. An easy way to check your vehicle's blind spots is while driving on the highway in the center lane. Pay attention to cars as they pass you on the left and right. Without distracting yourself from driving, notice when a passing car is visible in each of your rearview mirrors. Notice how long the car isn't visible in any mirror before it reappears in the periphery of your vision. When you are safely stopped, adjust your mirrors to minimize the time cars are hidden from your view. Practicing this technique regularly will help you become familiar with your vehicle's blindspots.

The following is one technique you can use before driving to adjust your mirrors and minimize the blind spots on your vehicle:

- In your normal seated position, adjust the center mirror to provide a full view through the back glass.
- Tilt your head to the left, as if you were trying to rest it against the window. Be sure to keep your back and shoulders in their normal driving position. Adjust your left side-view mirror to provide a view directly behind and to the left of your vehicle while providing just a glimpse of the back corner of the car.
- Now tilt your head to the right in the same manner and adjust the right side-view mirror to provide a similar view.

Driving with your mirrors in this position may at first seem awkward, especially because you will no longer see the back of your car in the left and right mirrors. However, repeat the blind spot check discussed earlier while you are driving, and you'll find that your vehicle's blind spots have been greatly reduced, if not eliminated. Vehicles in traffic around you will always be visible to you, either in one of your mirrors or in your peripheral vision.

Seeing the traffic around you as you drive is a vital part of the awareness you need to be a good and safe driver. The tips in this article will help you see while you're driving and help to keep you safe on the roads. The next part of our driver safety series will discuss developing driving and traffic awareness and using all your senses to improve your driving.

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*Jim Noonan, Staff Writer – OpenSource Connections*

# The Pasty: Functional, Tasty Mine Food

The Cornish pasty was never meant to be eaten on a plate. Its very shape begs to be held by human hands, like a banana or a slice of watermelon.

For what some historians claim to be 8,000 years, the Cornish pasty has provided a tasty, convenient, portable lunch option to residents of southern England. Thanks to its versatility and functionality, the Cornish pasty is likely the food most commonly associated with underground mining.

On the outside, a pasty (pronounced PASS-tee) looks somewhat like a homemade Hot Pocket or maybe a turkey pot pie folded in half. At first glance, you might mistake a Cornish pasty for an Italian calzone or a stuffed Greek pita. On the inside, the traditional pasty is filled with diced steak, sliced potato, lard, finely chopped onions, salt and pepper.

Basically, a traditional pasty is beef stew wrapped in a breaded shell. It is not gourmet food, certainly. And don't expect the Cornish pasty to make the top 10 list of many food critics.

What it lacks in glamour, the pasty clearly makes up for in convenience. Some 8,000 years before the hand-held convenience of the hamburger, the world had the pasty.

## Hands Off

Tin mining is dirty work. Unlike other metals, tin ore is often found alongside poisonous arsenic metal, making tin mining both dirty and potentially harmful. Covered head to toe in tin and arsenic dirt, it was common practice among tin miners to avoid touching their eyes, nose or mouth while in the mine.

This was a problem for miners during lunchtime as most workplace food was finger food. It didn't make sense to touch lunch with bare hands because no one wanted a ham sandwich covered in arsenic dust. Furthermore, underground tin miners of yesteryear were paid by the ton and taking an hour off for lunch meant losing money.

A miner needed something quick, easy and filling. Something nutritious, warm and portable he didn't need to touch with his hands. A Cornish pasty was all these things.

Unlike most other foods, pasties are perfectly engineered for situations where hard, dirty work is afoot. The interior is loaded with a big, warm glop of nutritious protein and carbohydrates.

The engineering genius of the Cornish pasty is not in its simple insides. Instead, the true beauty of the pasty is in its simple outsides.

The outside breading keeps the pasty together in a protective, relatively sanitary shell. Where the two ends of the pasty are pressed together is a hard-ish edge of crust

*A freshly cooked pasty.*

perfect for holding. Not wanting to touch anything they were going to eat, tin miners could hold the pasty by the crust, eat the insides and discard the handle.

And just like that, tin miners didn't have to die from arsenic poisoning, thanks to the Cornish Pasty.

## Cornwall's Gift to the World

The English county of Cornwall is known for its rural culture, moorlands and Celtic history. With just 513,000 residents spread over its 1,400-mile span, Cornwall is a rural county on the southwestern most corner of Great Britain.

Fishing, farming and tourism are central to the Cornish economy, though Cornwall is one of the poorest regions of England. Cornwall also has a rich history in tin mining dating back to the age of the Roman Empire.

Yet most people don't remember Cornwall for its Atlantic coastline and rugged fishermen. The Cornish aren't known for their tin mines or moors. No, the Cornish are known for inventing the world's first Hot Pocket.

William Shakespeare's writings thrice feature passages dedicated to pasties and several Harry Potter novels prominently feature pumpkin pasties. Calumet, Michigan annually holds "Pasty Fest" and mining town churches throughout eastern Pennsylvania often hold "pasty suppers" as fundraisers.

Known locally as an "Oggy," the pasty became such a staple of daily mine life that Cornish miners took their pasty recipes with them when they headed overseas. Pennsylvania, Wisconsin, Michigan, Ohio, California, Montana, and basically anywhere miners worked in 19th century America had their own versions of Cornish pasties. So do mining regions of Australia, South Africa and Mexico.

Back home in jolly ol' England, sports fans often chant, "Oggy Oggy Oggy? Oi Oi Oi!" to cheer on their favorite team. Catherine Zeta-Jones, who comes from Great Britain, even used the chant in her acceptance speech at the 2003 Oscars.

Should you ever find yourself deep in the south of England around lunchtime, stop and pick up a Cornish pasty and find out what Hot Pockets are supposed to taste like.

Just to be sure you fit in, however, you had better ask for your pasty like a local. "'Ello, guvnah. Got ye an Oggy on the cart?"

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*By RED Inc., Communications*

# Mining Is Thirsty Work

## Especially in the Old Gold Rush Town of Bodie, California

The old Bodie mine is closed now, and the high-country mining town is long deserted. Back in its heyday, however, there was no better place in the wild, wild West to wet your whistle.

At its height in the mid 1880s, Bodie, California, had 65 saloons along its mile-long Main Street. That's one saloon for every 81 linear feet or one watering hole per 123 residents.

But it wasn't whiskey that drew thousands of miners to the high Sierra town. It was gold. Lots and lots of gold.

Most of the men who called Bodie home were drawn there to chase a Gold Rush dream when a mine called "Bunker Hill" collapsed, revealing a rich gold deposit. A group of investors from San Francisco quickly organized an industrial mining outfit called the Standard Mining Company and treasure hunters throughout the United States flocked to Bodie.

In 1877, the first full year of operation for the Standard Mining Company, miners extracted $784,523 worth of gold from the area around the Bunker Hill deposit. The Fortuna Lode and Main Standard Ledge yielded huge profits for the company, and the rush was officially underway.

Investors from coast to coast poured money into the area, and by 1878, 22 separate mines were in operation. Some investors even managed to transport steam powered extraction equipment to their mine sites.

On the promise of instant wealth, miners from across the United States quickly changed Bodie from a small mining encampment to a raging boomtown, increasing the town's population to approximately 8,000 by 1880.

With the population explosion came wealth, opportunity and thirst -- big time thirst. With a reputation for frontier violence on par with Dodge City, Tombstone, Deadwood and Reno, Bodie became a prototypical outlaw haven.

Three breweries worked around the clock to satisfy the thirst of the miners, and whiskey was delivered to Bodie in 100-gallon barrels.

Bodie was as wild as wild could be. Barroom brawls, stagecoach holdups and mid-day shootouts were the standard, and the town coroner had precious few days without work. Bodie's Red Light District was another fabled feature of the virtually lawless frontier town and the brothels, opium dens, saloons and gambling halls outnumbered churches 50 to 1.

The Reverend F. M. Warrington was particularly critical of the near-complete lack of morality in Bodie, calling the town "a sea of sin, lashed by the tempests of lust and passion."

*An old car and buildings in modern-day Bodie.*

From the inside, some semblance of order was apparent in Bodie. With three newspapers, two banks, hydroelectric power, a brass band, a school and its own Chinatown, civilization was on display now and again.

Bodie's reputation for drunken mayhem was well founded, however, spanning hundreds of miles into the impressionable mind of a 3-year-old girl.

Upon learning she and her family were moving to Bodie to find their fortune, the young lass from San Jose was said to have uttered, "Goodbye, God. We are going to Bodie."

The quote spread rapidly throughout the region and helped reinforce the town's reputation for lawlessness. A Bodie newspaperman, apparently annoyed by the unflattering quote, maintained the girl had actually said, "Good. By God, we are going to Bodie!"

Given its harsh population and harsher weather, however, it is easy to understand why a young girl would be unhappy with a move to Bodie.

Located approximately 75 miles southeast of Lake Tahoe on the eastern slopes of the Sierra Nevada mountain range, that 3-year-old had more to worry about than brigands and drunkards. Sitting nearly 8,400 feet above sea level, hundreds of miles from civilization, Bodie winters were long, cold and often deadly.

From November to March alone, Bodie could expect 85 inches of snow in an average winter and the temperature would regularly dip lower than 20-below-zero. Exposed on the slopes of the Sierra Nevada range, wind speeds often reached into the 70s and 80s, creating 20-foot snow drifts and general havoc.

By the mid 1940s, the rich deposits were all tapped and the Gold Rush was long over. The 8,000-some souls who once called Bodie home had either taken up residence elsewhere or taken up residence in the Bodie Cemetery.

In 1962, the California Department of Parks and Recreation took over the town site to preserve what was left of the old boomtown. While only 10 percent of the structures from old Bodie are standing today, the modern ghost town still boasts more than 200 buildings.

Bodie, now called Bodie State Historical Park, is the largest preserved ghost town from the Gold Rush era and is recognized by the U. S. Department of the Interior as a National Historic Landmark.

Bodie State Historical Park officials have maintained Bodie in what they term a "state of arrested decay," taking care to fix windows, load-bearing walls and boardwalks.

Thirst, however, remains a problem in Bodie. With no services to speak of, park officials suggest visitors pack their own canteens as none of the 65 saloons along the Main Street are currently taking orders.

## References

McGrath, R. D. (1987) *Gunfights, Highwaymen & Vigilantes: Violence on the Frontier.* University of California Press.
Sprague, M. (2003) Bodie's Gold. Las Vegas: University of Nevada Press, 2003.

"The Bodie that was: The odyssey of one of the West's most famous mining camps, now virtually abandoned." Touring Topics Vol. 21 (November 1929): pp. 14-20.

*By RED Inc., Communications*

# High Metal Prices Driving Catalytic Converter Theft

Today's thief doesn't want your whole car. That seems to be too much of a commitment for the contemporary criminal. Instead, today's thief just wants your car's platinum.

Unlike the days of yesteryear when thieves would break your window and steal your tape deck, today's criminals are keeping up with the times and focusing their efforts on a much more valuable vehicle commodity, the catalytic converter.

Somewhere in the middle of your modern vehicle's exhaust system is something called a catalytic converter. The catalytic converter is a simple non-moving chemical reaction chamber that helps clean the exhaust your engine produces. More specifically, a catalytic converter helps convert poisonous carbon monoxide to carbon dioxide and nitrogen oxides to nitrogen and oxygen. In addition, the catalytic converter oxidizes un-burnt hydrocarbons to produce carbon dioxide and water.

In short, the icky stuff your internal combustion engine produces is made less icky by the catalytic converter or "cat." To do this, a three-way catalytic converter uses three precious metals: platinum, palladium, and rhodium.

From 2002 to 2008, palladium arose from $222 per ounce to $582 – an increase of 262 percent. In 1999 platinum sold for $362 per ounce and reached $2,273 by March 2008 for an increase of 628 percent. The most expensive element of the three is rhodium, increasing 5,500 percent from $182 per ounce in 1997 to over $10,010 in 2008.

As the cost of these precious metals rise, so do the incidents of catalytic converter theft or "cat" burglaries. In the California city of Stockton alone, from January to October 2007, citizens reported more than 325 catalytic converter thefts. With a population of 290,000, that means one in every 892 cars was cat-jacked.

Depending on the size of the unit and the rate offered by recycling facilities, a stolen catalytic converter can bring a thief between $50 and $200. A motivated thief with the right kind of tools can reasonably remove a catalytic converter in 90 seconds. In a crowded parking garage, a team of three with two lookouts and one cutter can easily score 30 catalytic converters in two hours, netting between $1,500 and $6,000.

A team of three . . . can easily score 30 catalytic converters in two hours, netting between $1,500 and $6,000.

"These thieves are targeting shopping malls, school parking lots, busy business districts, and they are hitting these places in the daylight," American Automobile Association spokesperson, Jennifer Krings, said. "A lot of the large passenger cars, such as SUVs, trucks, and vans, have two catalytic converters, so those are a target."

Cars and trucks that sit higher off the ground are also easy targets because a thief can easily slide beneath the vehicle without raising it off the ground.


*A new catalytic converter with an identifying stamp designed to prevent theft.*

If your vehicle was originally built with a catalytic converter, it is a violation of United States federal law to operate the vehicle without one. If you don't think the feds are serious, consider the penalty. If caught running cat-less, the fine is $20,000.

When a thief takes your catalytic converter, you are on the hook to replace it. With replacement costs running anywhere from $600 to $2,000, it is no wonder a number of cat theft prevention devices are flooding the automotive market.

One way to protect your catalytic converter is to bolt a steel cage or hardened cables to the frame wrapped around the unit. Several companies make these cages with names such as CatClamp or CatCuff.

Some officials are encouraging vehicle owners to etch their license plate numbers into the shell of the catalytic converter or attach a serial number plate to the unit. When these cats are taken to the recycling yard, the recyclers are required to notify law enforcement.

With platinum demand increasing at an annual rate of 14 percent, the value of catalytic converters is unlikely to fall anytime soon. As the value of platinum, rhodium and palladium rise, so does the value of your cat.

Bottom line: there's money in those cats. If you want to keep your cat safe, you should cage it, etch it, or ID plate it, because if you don't take care of your cat converter, someone else might.

## References

Johnson, A. (2008, February 12). *Stolen in 60 seconds: The treasure in your car.* msnbc.com website. Retrieved October 25, 2008, from http://www.msnbc.msn.com/id/23117250/

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*By RED Inc., Communications*


*New catalytic converters.*

# Council Updates

## Great Lakes District Council

The Annual Meeting of the Great Lakes District Council of the Holmes Safety Association is scheduled as follows:

- Thursday, October 8, 2009
  From 8:00 a.m. to 3:00 p.m.
  Otsego Club in Gaylord

The Otsego club is famous for its beautiful golf courses, ski hills and fall color scenery – a beautiful place to take a walk if you don't golf. Plan to make this informative meeting part of your Northern Michigan fall color tour.

Safety Lawyer Adele Abrams is scheduled to speak. Adele specializes in defending mine operators and other business owners in cases involving MSHA and/or OSHA rules. Adele is a Certified Mine Safety Professional and a Certified MSHA Trainer. We have allotted the bulk of the morning for Adele's presentation, to address major changes in MSHA laws and enforcement as well as other attendee concerns.

Adele has made several well-received presentations at past in-State meetings. Persons responsible for safety and health at mines should take this opportunity to gain more familiarity with MSHA under recent changes in the rules as well as in the current political climate. This is also an excellent opportunity to have your legal questions answered free-of-charge.

Other speakers will include Fred Tisdale, MSHA Supervisor in Lansing, and at least one additional speaker on another topic of interest to be determined. Fred, who is also a Certified Mine Safety Professional, can answer your questions on issues related to enforcement.

Winter 2010 Workshops dates and locations are as follows:

- Tuesday, January 19, 2010
  8:00 a.m. to 3:00 p.m.
  Marquette Holiday Inn,
  Marquette, MI, 1951 US-41
  (906) 225-1351

- Thursday, January 21, 2010
  8:00 a.m. to 3:00 p.m.
  Gaylord Otsego Club,
  Gaylord, MI, 696 M-32,
  (800) 752-5510

- Tuesday, January 26, 2010
  8:00 a.m. to 3:00 p.m.
  Dundee Cabela's Store,
  Dundee, MI - West off US 23 at Exit 17
  (734) 529-4700

- Thursday, January 28, 2010
  8:00 a.m. to 3:00 p.m.
  Radisson Grand Rapids Riverfront,
  270 Ann Street NW
  Grand Rapids, MI
  (616) 363-9001

We are currently seeking speakers for the winter workshops. Our goal is to help ensure that Michigan mine operators, managers, trainers and safety personnel maintain current knowledge on: 1) MSHA compliance and 2) mine hazards and safe operating procedures. If you have topics related to these objectives, which you feel need to be discussed, we would appreciate hearing from you. Please call or email:
Dave Carlson
Telephone: (906) 487-2453
Email: dcarlson@mtu.edu
or
Ken Cunningham
Telephone: (989) 792-8734
Email: ktc2840@aol.com

## Northwest Ohio Council

The Northwest Ohio Council meeting on May 27, 2009, was hosted by Columbus Equipment in Perrysburg, Ohio. Nineteen members were in attendance. Steve Barber of Gates Corporation made a presentation on hydraulic safety. For information about the next meeting, contact John Crawford at (419) 429-3462. Update submitted by Jeff Hoblick.

## Somerset District Council

On Friday, May 8, 2009, the Somerset District Council of the Joseph A. Holmes Safety Association sponsored the Pennsylvania State Council Business and Safety Awards dinner meeting at the Oakhurst Tea Room located on Route 31W of Somerset, PA. The speaker for the meeting was Richard A. Kasunic, Pennsylvania State Senator.

Awards were given out to the following Safety Competition Winners for 2008:

Group 1 – Underground Coal Mines – Consol Energy, Bailey Mine – William "Scotty" Groves District Council

Group 2 – Underground Coal Mines – Amfire Mining, Ondo Extension Mine – Allegheny Valley District Council

Group 3 – Surface Coal Mines – Waroquier Coal Co., Waroquier #1 Strip – Clearfield District Council

Group 4 – Preparation Plants and Shops – Consol Energy, Bailey Prep. Plant – William "Scotty" Groves District Council

Group 5 – Independent Contractors (Coal) – Orica USA, Inc. – Clearfield District Council

Group 6 – Surface Metal/Nonmetal Mines – Allegheny Mineral, Slippery Rock Quarry – Clearfield District Council

*Somerset District Council 2008 Safety Competition Winners, Group 3.*

# Event Schedule

## July

July 21 - 23, 2009
*Colorado State MNM Mine Rescue Contest*
Location: Idaho Springs, CO
Contact: Harry.Lovely@state.co.us

## August

August 12 - 14, 2009
*Northern Mine Rescue Contest*
Location: Rochester, NY
Contact: Barry_Carlson@cargill.com

August 18 - 20, 2009
*Construction, Maintenance and Repair Seminar*
Contact: Tom Bonifacio, 304-256-3357, bonifacio.thomas@dol.gov

August 25 - 29, 2009
*Surface Haulage Safety Workshop*
Location: National Mine Health and Safety Academy, Beckley, WV
Contact: Roger Montali, 304-256-3535, montali.roger@dol.gov
or John Tyler, 304-256-3541, tyler.johnnie@dol.gov

## August/September

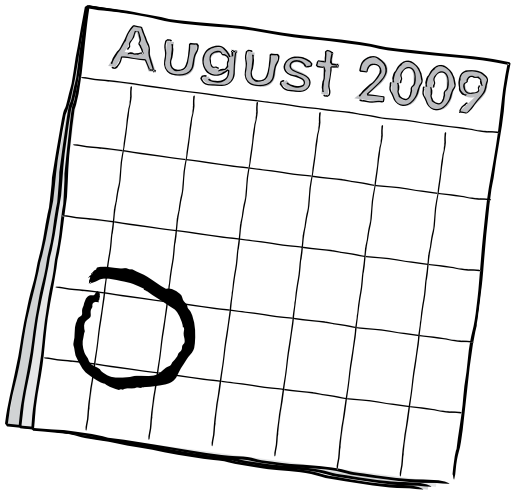
August 31 - September 3, 2009
*2009 Coal National Mine Rescue, First Aid, Bench and Preshift Contest*
Location: Nashville, TN
Contact: Loretta Roark, 606-546-5123
or Carolyn Archer, 276-679-0230

## September

September 16 - 18, 2009
*Bluefield Coal Show*
Location: Brushfork Armory-Civic Center, Bluefield, WV
Contact: Greater Bluefield Chamber of Commerce, 304-327-7184, bluefieldchamber.com

## October

October 13 - 15, 2009
*TRAM & National Instructors Seminar*
Location: National Mine Health and Safety Academy, Beaver, WV
Contact: Bob Glatter, 202-693-9575, glatter.robert@dol.gov
or Belinda Browning, 304-256-3326, browning.belinda@dol.gov



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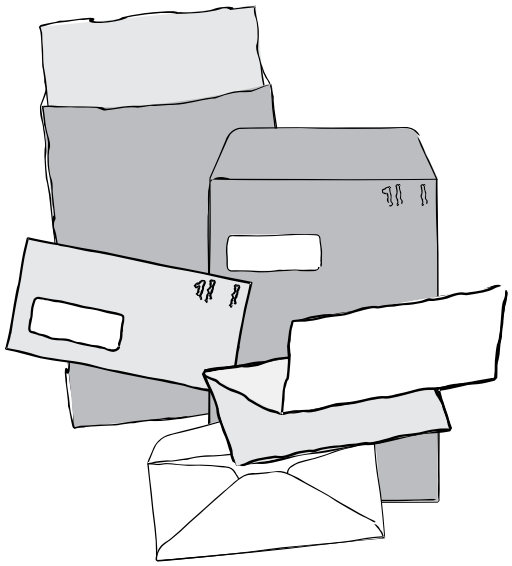

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**Complete list on page 26**