

Jon Montgomery Receives the Bill Hoover Award



See Inside...

Contents

Holmes Conference Award Winners 3
 JAHSA Scholarship Winners 9
 Primero Mine Explosion in 1910 10
 Safety Ideas and Tips for Miners..... 17
 JAHSA Council Updates 21
 2009 District Council Safety Competition Winners 25
 Event Schedule 26
 JAHSA National Executive Officers 27

The 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

Please Note: The views and conclusions expressed in Bulletin articles are those of the authors and should not be interpreted as representing official policy or, in the case of a product, representing endorsement by the Mine Safety and Health Administration or National Institute for Occupational Safety and Health.

Cover page: Cover produced and designed by DOL/MSHA/NMHS/AVMDB/Graphics. If you have a potential cover photo, please send an 8.5”x11” print or digital image on disk at 300 dpi resolution to Donald Starr, Joseph A. Holmes Safety Association Bulletin, National Mine Health and Safety Academy, 1301 Airport Road, Beaver, West Virginia 25813-9426.

MSHA and NIOSH are Federal government agencies, and materials that we publish, both in hard copy and electronically, are in the public domain, except for materials bearing copyright attribution. You are free to use public domain materials without specific permission, so long as these uses are not deceptive, and we do ask that you cite “MSHA Joseph A. Holmes Association Bulletin” as the source. Use of materials identified as copyrighted must be approved in writing, except as otherwise provided under applicable copyright law. Please direct requests for use of copyrighted materials to Belinda Browning, 304-256-3326. You do not need to obtain special permission from MSHA to link to our Web site. The Agency will not provide reciprocal linking or endorsements of external Web sites.



“Man of the Year” Awarded to Mark Zinser



Mark Zinser is from the International Union of Operating Engineers, Howell, MI

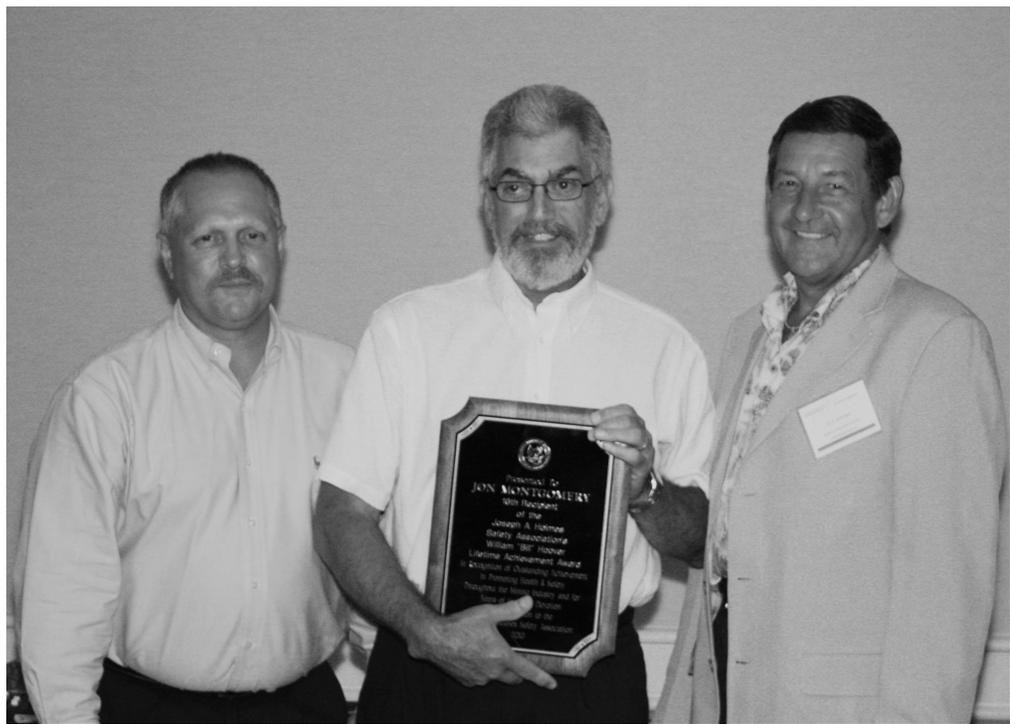
“Woman of the Year” Awarded to Carol Helderman



Carol Helderman is from MSHA's District 8, Vinennes, IN

next page . . .

Jon Montgomery is Given the William "Bill" Hoover Award



Jon Montgomery has retired from MSHA EFS and is from Ballston Spa, NY

Man of the Year



“Ival Vanhorn Award” Presented to Ben Hart



Ben Hart is from the Florida Department of Environmental Protection, Tallahassee, FL

next page . . .

Southeast Missouri Mine Safety District Council



Award was given for completing 2,465,329 work-hours (Group 1) to achieve the lowest injury-incidence rate reported by district councils in underground metal/nonmetal mines for calendar year 2009.

Western Kentucky Mine Safety District Council

Award was given for completing 1,092,472 work-hours (Group 2) to achieve the lowest injury-incidence rate reported by district councils in surface metal/nonmetal mines for calendar year 2009.



Vincennes, Indiana District Council



Award was given for completing 3,502,282 work-hours (Group I) to achieve the lowest injury-incidence rate reported by district councils in surface coal mines for calendar year 2009.



Award was given for completing 2,605,746 work-hours (Group I) to achieve the lowest injury-incidence rate reported by district councils in underground coal mines for calendar year 2009.



Award was given for completing 583,271 work-hours (Group I) to achieve the lowest injury-incidence rate reported by district councils for contractors for calendar year 2009.



Award was given for completing 124,780 work-hours (Group 3) to achieve the lowest injury-incidence rate reported by district councils in underground metal/nonmetal mines for calendar year 2009.

next page . . .

Merit Awards

Carol Richmond

Carol Richmond is a Specialist in the Graphics Department at the National Mine Academy, Beckley, WV



Amy Lindgren

Amy Lindgren is an EFS Training Specialist in the North Central District, Duluth, MN



Joseph A. Holmes Scholarships

Congratulations to the five Joseph A. Holmes Scholarship Recipients selected this year.

Kathryn Gardner - University of Kentucky

Allen Hepworth - University of Utah

Danni Woodward - New Mexico State University

Lindsey Goodman - West Virginia University

**Kendra Valdez - New Mexico Institute of Mining and
Technology**

***Applications for the 2011 Scholarships are due March 31, 2011.**

You can now apply online @ www.HolmesSafety.Org

The Primero Mine Explosion

Primero, Colorado

January 31, 1910



A photo from 1910, of the fan beside opening No. 1, east of Primero, Colorado

Written by: Geo. S. Rice (1910)

Monday, January 31, 1910, the day of the explosion was said to have been a clear warm day. About 110 men were reported to have gone into the mine on the day shift, and about 4:00 p.m. the miners of this shift began to come out of the mine. It is said that the fans were running regularly and the only incident of note reported was that several cars of the empty trip were off the track under the direction of the outside-foreman D.D. Dodge. About this time, pit boss David Williams telephoned to the slope engineer, probably from the station at the mouth of A-12 on the main slope. The last loaded trip had been hoisted from A-12 entry about 3:30 p.m., and Williams noting the delay, inquired of the slope engineer what the trouble was. When informed that the cars were off the track, he ordered the next trip of empties into entry A-8 and the loaded trip pulled out from this point. As there were 26 loaded cars waiting on the A-8 parting, it was arranged to hoist 14 on the first trip and the balance on the second.

The slope engineer, Lopez, was instructed to hoist the second loaded trip slowly as it passed into the main road from A-8 in order that Williams might get aboard. When the cars on the surface were replaced about 4:20 p.m., the branch tail-and-main ropes of A-8 had already been connected to the main slope ropes so that when the empty trip went down, it was all ready to run into A-8 as soon as the signal was received by the slope engineer. In five minutes more the empty trip, as shown by the engine indicator, had reached A-8 and, on receiving the signal to go ahead, the slope engineer ran the empty trip ahead about 300 feet into A-8 when the explosion occurred. On finding the ropes jammed, he shut off the engine.

In the meantime, about 35 miners of the day shift had left the mine. One had gone home, changed his clothes, and come back, and at 4:30 p.m., stood directly in front of the haulage slope, talking with three miners who had just emerged from the slope. Outside-foreman Dodge, having finished directing the gang which placed

the cars on the track, had just stepped 50 yards to the west of the slope, and J.C. Risher, assistant master mechanic, stood at the door of the machine shop 200 feet from the slope when the explosion took place. Therefore, both Dodge and Risher were close eye-witnesses of what happened.

Just at the instant of the explosion, a loaded trip of cars from one of the east mines, drawn by an electric locomotive, passed the mouth of the slope. The locomotive had barely passed when the explosion came out of the slope, striking the cars of the trip and throwing them from the track a short distance. According to Dodge and Risher, a vast volume of black smoke and dust shot out of the slope mouth, and catching the four men in its path, hurled three of them against and under the trip of cars, killing them. The fourth man was thrown entirely over the cars and landed 100 feet south of the slope opening. Although terribly burned, at the time the article was written, it was thought he would recover.

In the midst of the smoke and dust rolling from the slope mouth came a great flame which quickly subsided. The conclusion of the explosion was said to have been quite great, but only a few windows were broken in the town, although in a number of houses plaster was hurled from the walls.



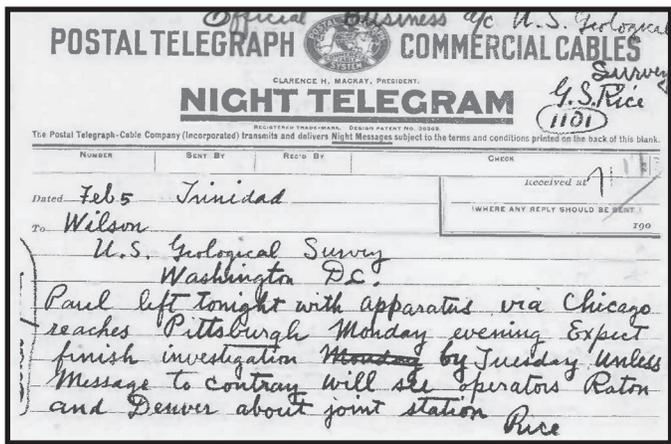
Men cleaning caved slope, Main North Mine



Plan of Primero Mine

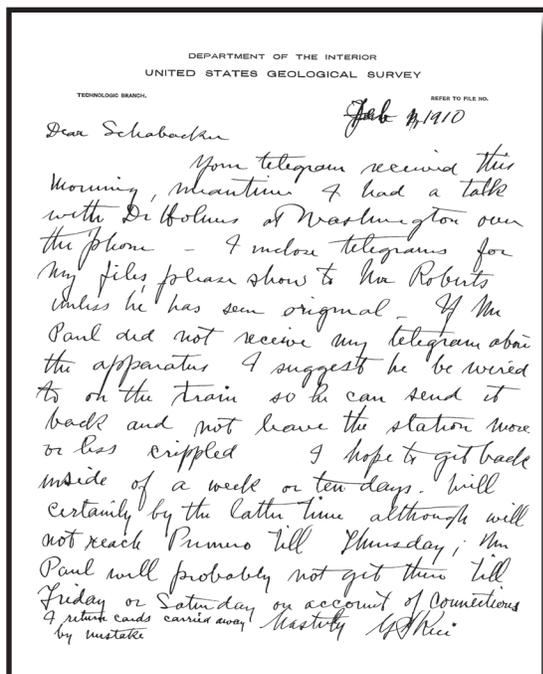
In a few moments, Dodge and Risher recovered from the shock and rushed to the fan, where they were soon joined by Superintendent William Kilpatrick and Dan Sullivan, boss carpenter. An inspection showed that although dirt and timbers had badly damaged the blades and blown out a portion of the casing, it could be repaired in a short time. The mouth of the main slope was blocked by a great fall, thus shutting off the normal intake. The fan at the "B" mine was not affected by the explosion and acting under instructions of Superintendent Kilpatrick, William Easton and Al Thompson ran to No. 1 east in "B" mine, accompanied by helpers and down the haulage road to a masonry air stop. Here Thompson and helpers started to tear down the masonry stopping while Easton and helpers erected a temporary stopping shutting off the "B" mine return a short distance away.

The temporary stopping had just been finished when those engaged at the masonry stopping blasted it down. Instantly the "B" fan began drawing the gases from the wrecked mine through the passage in which Easton and his helpers were traveling. Thompson and his party at once escaped into the neighboring intake while Easton and his helpers coming out the return had a race to keep ahead of the black-damp for



Correspondence telegram about investigations

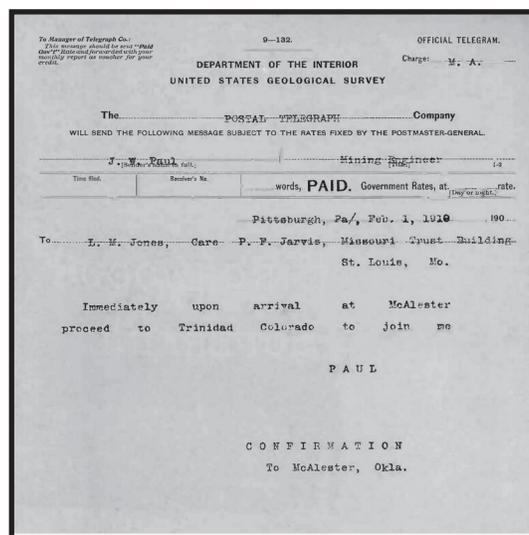
a distance of 1700 feet to the outside. Thus the "B" fan began to draw after-damp from the wrecked mine in about 45 minutes. About three hours later, the main fan, having been hurriedly repaired, was reversed to blow fresh air down the air-course upon which the rescuing party could advance. In other words, the "A" fan was forcing air in and the "B" fan, through the connection between the "A" and "B" mines, was pulling it out.



Correspondence letter

The air-course was free from large falls but the haulage slope was caved tight, for entrance purposes, for a distance of about 100 feet. The full efficiency of the fans was not obtained as the connections between the mines was restricted at a low point by the presence of water within a few feet of the roof.

In the meantime, the call for help had gone out to the neighboring mines, to which a prompt response was made. Division Superintendent James S. Thompson quickly organized a relief party at Trinidad and started for Primero on a special train, which picked up a number of



Instructional telegram of orders after the explosion

expert mining men on the way. By the time the two fans had partly restored ventilation near the entrance to the mine, Superintendent Thompson had organized the first rescue party, consisting of Joseph Ball, Superintendent of the second division, Superintendent Chas. Chambers of Sopris, Superintendent Wm. Morgan of Piedmont, mine inspector for C.F. & I. Co J.B. Manley, Superintendent Thomas Lee of Frederick; Superintendent Jas. Wilson, of Starkville; Bob McAllister, A.C. Larson and others.

Shortly after the arrival of the first party from Trinidad, a party from the neighboring Cokedale

mine of American Smelting and Refining Co., arrived, led by Manager Baylis and Superintendent Burt Lloyd, bringing with them three Draeger helmets. The Trinidad party had brought four helmets with them and the following morning, two more arrived from the Stag Canon Fuel Co. of Dawson, New Mexico, in charge of Jas. B. Morrow, the company expert in rescue work with these helmets.

Shortly after 9:00 p.m., the fans had restored ventilation sufficiently to allow the first rescue party under Superintendent Thompson to start into the mine through the air-course. The party advanced about 2400 feet down the air-course to entry B-3 and B-4 on the right and on the opposite side of the main slope to A-7 and A-8 by 2:00 a.m. About 14 bodies were recovered up to this time, all found on the main slopes and all badly burned, indicating that the men were on their way out when killed by the explosion.

Several of the rescue party were overcome by gas and carried out unconscious, among them being Superintendent Thompson. Division Superintendent Joseph Ball then assumed leadership and continued the work of exploration up entries A-7 and A-6. A-7 was found fairly clear of after-damp, and though there were many falls, it was not blocked as was the case in A-6. Rapid progress was made until near the diagonal haulage road leading from A-7 into A-8 rope road. Before reaching this point, there was a large amount of timber found strewn along the road, and at the haulage road, the standing timbers were found to be on fire. Portable chemical extinguishers were sent for and the fire was soon put out.

The main siding was located on A-8 just outside the haulage crosscut. As it was probable that men would be on this double parting prior to the explosion, the party went through the crosscut and turned back east. Here were found the largest group of bodies recovered. The rescuers passed over the bodies of a number of mules and six men; an electric flashlight was turned on the face of each body as it was passed. As the light was flashed on the face of the seventh



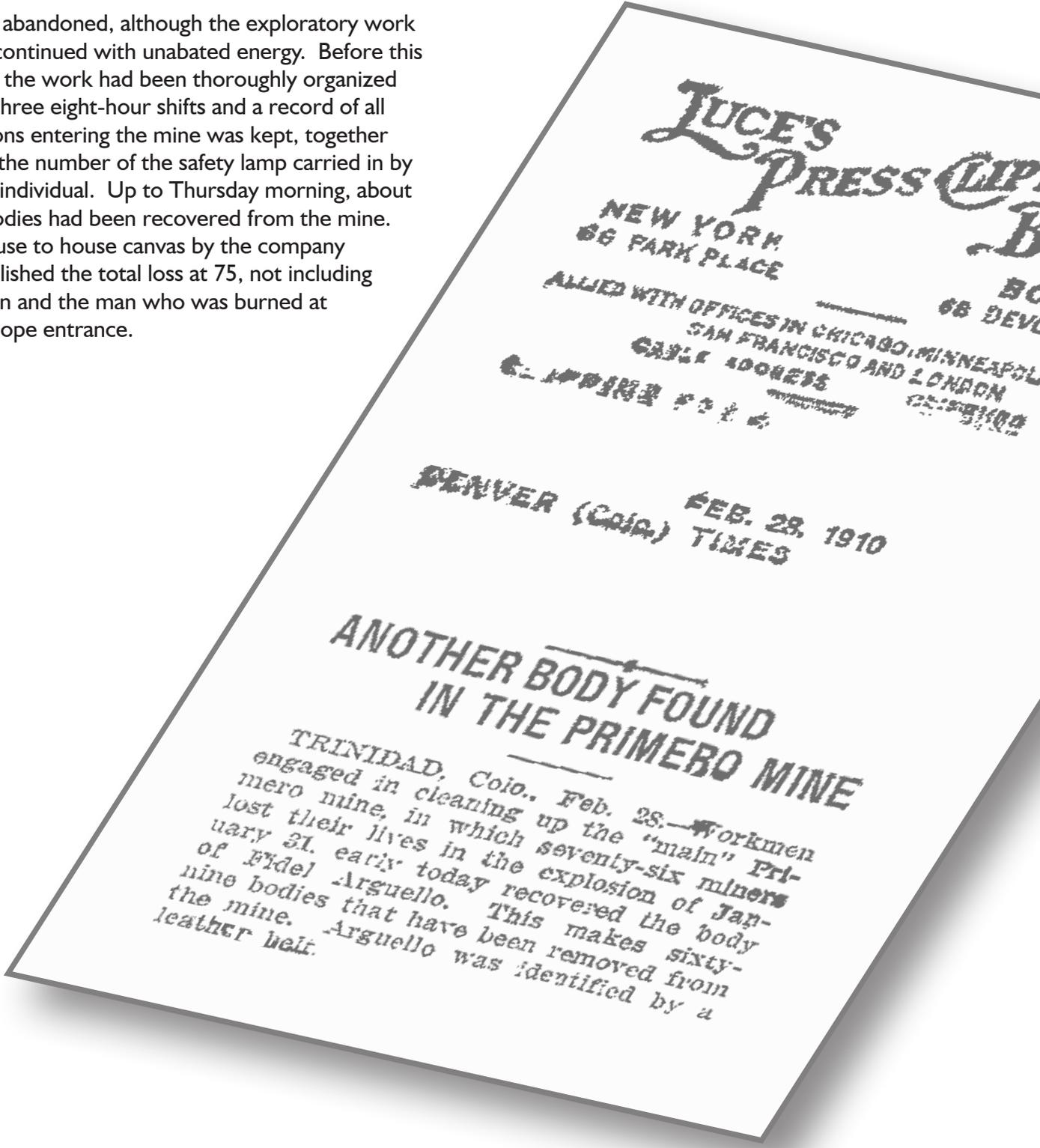
C.F. & I. Officials in conference with government experts

body, the man's eyes opened, and he sat up and spoke. This was Leonardo Virgen, a Mexican, beyond whom lay eight bodies, and beside him his dead Mexican buddy, with whom Virgen said he had conversed but a short time before. The body of this man was still warm at the time. Virgen walked part of the way out, but then was overcome, and was carried out the greater part of the way to the entrance. He was the only man recovered alive.

By Tuesday morning, the workings off A-7 and A-8 had been thoroughly explored and in all, about 28 bodies recovered. That morning, E.H. Weitzel, Manager, Fuel Department, of the C.F. & I. Co. arrived from Pueblo, together with State Mine Inspector John D. Jones and Deputy Inspector Griffiths, also Superintendent David Griffith of the Fremont County Mines, and Thomas Jolley, pit boss of the Victor Fuel Co.'s mine at Delagua.

The drainage of the black-damp from the lower portion of the mine progressed slowly. The ventilation was not on one current of air and the exit was restricted in the passageway between the "B" mine and the "A" mine, which as previously stated, was said to be half full of water. The temporary brattices put up hastily, leaked badly under the heavy pressure put on them by the fans. Not until Wednesday morning, February 2d, had the brattices been erected as far as the mouth of B-4 and B-5 and of the opposite A entries, 9 and 10. At this time, about 40 bodies had been recovered and all hope of rescuing any living had

been abandoned, although the exploratory work was continued with unabated energy. Before this time, the work had been thoroughly organized into three eight-hour shifts and a record of all persons entering the mine was kept, together with the number of the safety lamp carried in by each individual. Up to Thursday morning, about 50 bodies had been recovered from the mine. A house to house canvas by the company established the total loss at 75, not including Virgen and the man who was burned at the slope entrance.



Article from Luce's Press Clipping Bureau

PING
BUREAU,
OSTON
ONSHIRE #
S-D EXCEL

The Survivor's Story

Virgen's story told at the inquest is that he and his partner and nine Koreans had been at work in the rooms off the second south blind entry and possibly a little beyond it, going east toward the haulage crosscut, when the explosion occurred. Picking themselves up in a dazed condition, Virgen said the entire party retreated to some room he could not locate, where the air was good — probably close to his own working place, if the dinner buckets dropped at intervals along the blind No. 3 south are any indication. Virgen said that after waiting a number of hours, the Koreans became impatient to get out and at intervals made several sallies forth but were driven back. Finally, a little after midnight, so he estimated, five of the Koreans made a final sally from which they did not return. After waiting about an hour, the two Mexicans and four Koreans assumed that the five Koreans had succeeded in their effort to escape and decided to follow them. "Taking the same route as before, they probably reached A-8 through one of the crosscuts above the diagonal haulage crosscut,

which must have been impassible, owing to the small fire there." (The foregoing statement is made by Herrick. It is by no means certain that the fire would have prevented their running through quickly, inasmuch as the fire was in the standing timber and arose from the red-hot coke thrown against the timber. If the ventilation was destroyed by the explosion, it is quite possible that this merely smouldered and did not burst into flame until fresh air was forced in when the ventilation was partially restored.) Out by the haulage crosscut in A-8 on the double parting, Virgen and his party came upon the bodies of the Koreans who had preceded them, and becoming suddenly overcome by afterdamp, they fell down. This was close upon 2:00 a.m. Virgen fell upon his back and his buddy upon his face. Virgen was picked up about 2:30 a.m., so he had probably not been in the noxious atmosphere of this place more than 30 minutes, and as before stated, his buddy had probably expired only a few moments before his own rescue.

Fall Protection

Rules to Live By - 56.15005 & 77.1710(g)

Accident #1: A mechanic with 20 years experience was replacing the head drive on a 100-foot-tall bucket elevator. One of his co-workers removed a section of grate to hoist some angle iron to the work area. A few hours later the mechanic stepped through the opening in the grate. The mechanic caught himself before falling to the ground, but not before his hip struck the edge of the opening, fracturing it in two places. He had 80 days of lost/restricted duty due to the accident.

Accident #2: A carpenter was fatally injured when he fell 75 feet from a scaffold platform he was dismantling. The platform he was standing on shifted unexpectedly causing him to lose his balance. The safety lanyard he was wearing then slipped off the suspension pipe where it was attached.

1. HAZARD

- ▶ Not wearing it could contribute to falling from a dangerous height.

2. RESULT

- ▶ Sprains, Fractures, Death

3. INSPECT FOR

- ▶ Missing guards, handrails, and tripping hazards
- ▶ Elevated work platforms
- ▶ Damaged or worn Fall Protection Equipment
- ▶ Anchoring to adequate permanent support structures.

4. BEST PRACTICE

- ▶ Train persons to recognize the hazards associated with the type of scaffold being used and how to control or minimize those hazards.
- ▶ Wear fall protection where there is a danger of falling.
- ▶ Where possible, anchor fall protection to permanent support structure.
- ▶ Follow the manufacturer's procedures for assembly and disassembly of scaffold systems.
- ▶ Ensure that scaffolding is properly connected and braced to prevent side sway.
- ▶ Prior to using scaffolding, inspect the structure to ensure that it has not been altered.
- ▶ Before working, take time to look around to avoid or eliminate potential hazards.
- ▶ Immediately replace guarding, grates, and rails after use.
- ▶ Clean up the work area before and after work.
- ▶ Set up temporary barricades until job is completed.

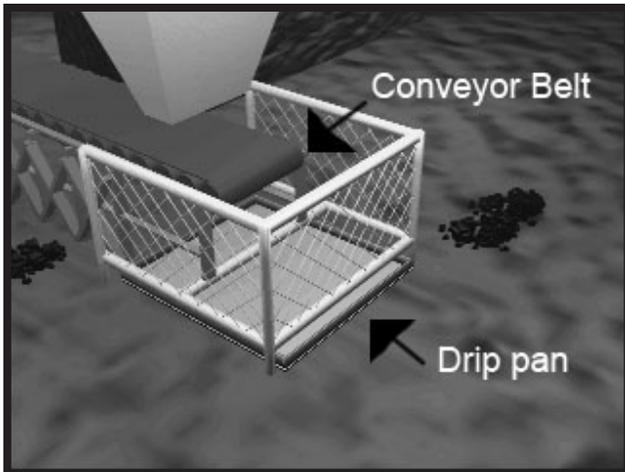
5. WHAT ABOUT OUR SITE?

- ▶ What are some things that could have prevented these two accidents?
- ▶ What jobs do we have that require working higher than 5 feet off the ground?
- ▶ How often do we work on the elevated areas?
- ▶ Where are the lanyards and /or other fall protection stored?
- ▶ How often do you inspect your fall protection equipment?
- ▶ What is the reporting procedure when fall protection equipment is damaged or worn?
- ▶ How do we get equipment and materials up to these areas? Is there a better way?

MSHA's Accident Prevention Program

Safety Ideas and Tips for Miners

Conveyor Cleanup



Conveyor accidents occur all too frequently in the mining industry every year. Clean-up around and under belt drives, take-ups and tail pulleys is inconvenient and hazardous due to the confined space and running belt. This kind of maintenance is generally neglected until the spillage actually interferes with and fouls the operation of the belt. There is a very simple and cost effective solution to this problem which can reduce unnecessary exposure of workers to the inherent hazards of belt maintenance. The solution is very similar to the crumb tray on a toaster or a drip pan under a kitchen range. A pan is fabricated from light-weight stainless steel with rolled edges to prevent injury from sharp edges and corners. The pan can be fitted with handles or ropes and could include wheels or rollers if desired. This pan is strategically placed under the point where spillage occurs (drives, take-ups, tail pulleys and transfer points). A hinged door could be cut out of the guarding or cage which would permit access to slide the drip pan out periodically so that the spillage can be safely removed.

Guardrails, Barriers, and Floor Covers

Recently, a contractor consultant with 46 years of experience was fatally injured when he fell through a 4-foot by 6-foot opening 28 feet to the floor. From 2000 to 2008, 72 Coal and Metal/ Nonmetal miners were fatally injured from falls. In twenty-five of these fatal accidents, hazardous conditions occurred at elevated work surfaces such as at floor access openings or walkways where insufficient guardrails, barriers, floor covers or fall protection was used. Some of these accidents may have been prevented by simply replacing the floor coverings when the opening was not in use, or by providing barriers to eliminate the hazard.

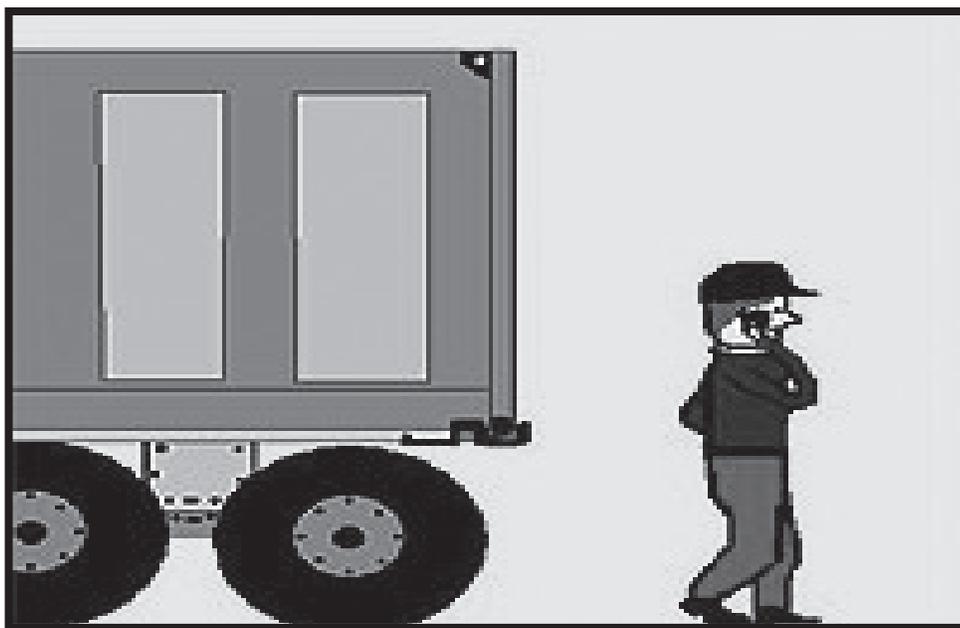
To prevent similar accidents from occurring:

1. Inspect the work areas for all potential hazards including places that persons may fall from or through.
2. Take time to plan the work to safely perform the job.
3. Always wear fall protection when there is a danger or potential of falling.
4. Protect floor openings and leading edges near travelways by installing guardrails or barriers in addition to warning signs.
5. Keep temporary access opening covers or railings secured in place. Immediately reinstall access covers when not bringing items through the opening.

Distraction to Disaster in One Step

At a construction site in New Zealand, while directing a dump truck back to a dumping point, a spotter looked away to make sure no other traffic was approaching. While looking left and right, he motioned the truck back. The truck driver watched the spotter for hand signals while he backed the truck to the dumping area. Unseen by either, an engineer walked toward the dump point when his cell phone rang. The

distracted engineer did not notice the truck as he talked on the cell phone. Even the sound of the back-up alarm didn't register with him as he walked directly into the path of the reversing truck. For some reason, the engineer stopped walking and stood with his back to the truck. He was knocked to the ground and the rear wheels snagged the back of his leg and pulled him under the truck, where he suffered fatal injuries.



BEST PRACTICES:

1. Establish and enforce safe work procedures for working around mobile equipment, including the following:
 - a. Designate areas where use of cell phones and other communication devices are prohibited unless the communication is necessary to perform the work.
 - b. Require high visibility apparel be worn when out of vehicles.
 - c. Train all miners to make eye contact with equipment operators or spotters when entering mobile equipment work zones.
2. Remind spotters or signalers to maintain continuous visual contact with mobile equipment operators.
3. If practicable, ensure that mobile equipment backup alarms are audible above ambient noise levels.
4. If practicable, establish designated pedestrian routes through worksites and use signs to indicate them.

Proper Blocking

From 2001-2005, failing to block against hazardous motion was one of the most frequently cited regulations when investigating serious accidents and fatalities. Proper blocking against motion requires a risk assessment to evaluate the various pivot points and studying the job to ask, "What can happen?" Proper blocking includes using manufacturer provided safety pins, frame locks, and/or wooden blocking to prevent unwanted or sudden movement. For more information please see Blocking Raised Equipment AP tag # 93525.



To prevent blocking of motion accidents:

- Study the manufacturer's maintenance manual for safety precautions and recommended blocking securing procedures BEFORE initiating repairs.
- If provided, always use the manufacturer's safety device or features for securing components against motion.
- Avoid steel on steel blocking if at all possible as these two surfaces together can easily slide, thus reducing the effectiveness of the motion prevention design.
- Avoid using long, slender members as blocking in situations where the blocking will be loaded in compression. These types of members may be prone to buckling failure.
- The ground on which the blocking is to be placed must be capable of supporting the loads transferred from the equipment. To prevent the blocking from punching into the ground, larger plates or blocking may be necessary to spread the load over a wider area.



Accident: The victim was working in the articulation area of the front-end loader when it unexpectedly pivoted, crushing the victim.

Important: Never work or travel in the loader's articulation area without engaging the steering frame lock or without using another means of preventing motion

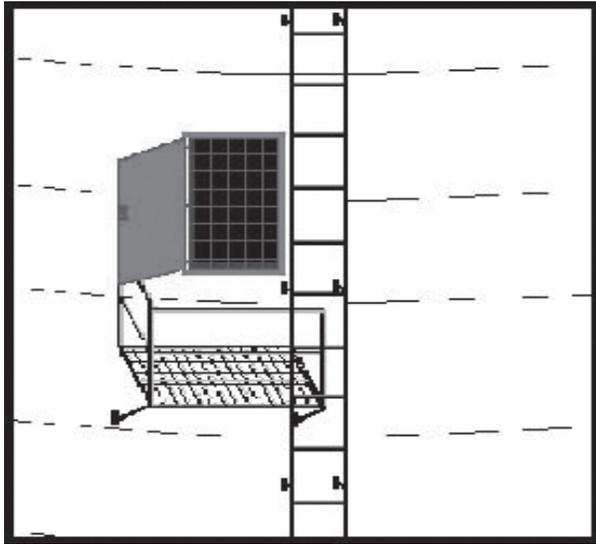
Accident: The victim was removing toggle seat wedge bolts on a jaw crusher so that the broken pitman toggle seat could be replaced. The safety pins, provided by the manufacturer, had not been installed nor had other steps been taken to block/secure this component. The pitman assembly shifted and pinned the victim against the crusher framework.

Important: Before working on equipment, lock out the power and block equipment components from movement.

Accident: The front and rear sections of the front end loader had been separated at the articulation joint and each section was independently supported with jack stands. As the victim began climbing the ladder, he leaned against the separated rear portion. The rear frame of the loader tipped and swiveled to the left on the rear axle oscillation trunnion, pinning the victim between the left rear tire and the frame.

Important: Securely block equipment against all hazardous motion at all times while performing maintenance work. If the equipment being blocked has multiple degrees of movement of freedom, exercise extreme caution because some instability modes may not be obvious.

Chutes and Bins: Access Without Spillage



Recently, a miner was seriously injured when he fell approximately 40 feet down a vertical fixed ladder on the side of a 50-foot rock chute. The accident occurred when the miner opened a 2-foot by 2-foot access door on the side of the chute to check on hung-up material. Rock unexpectedly flowed out the opening, striking the victim and causing him to fall down the ladder. Other factors contributed to this accident, but if rock had not flowed out the door, the accident would not have occurred.



Some simple modifications to these access doors would prevent this type of accident. Installing a piece of metal grating or mesh across the door opening would allow visibility and access into the chute, while preventing any significant flow of material out the access door.

A second remedy would be to place an opening limiter on the door. A chain, for example, could be positioned to prevent the door from completely opening in the event material inside the chute wanted to flow out the door. Once the door is partially opened, then the chain limiter could be removed for complete access through the door into the chute.

Another remedy would be to add viewing ports along the side of the chute. This would eliminate the need to open the access doors to locate the hang-up.

If you have similar conditions at a bin or chute at your mine, these types of remedies can prevent similar accidents.





Council Updates



Clearfield Service Award presented to Kenneth Hewitt



Clearfield Seatbelt Award presented to Mark LaRock

Clearfield District Council

Scott Kassab of the Clearfield District Council presented the JAHSAs Dedicated Service Award to Kenneth Hewitt on May 24, 2010, for dedicating 23 years to Holmes Safety with 16 of those years as the Clearfield Council Treasurer.

The Clearfield District Council presented the JAHSAs Seatbelt Safety Award to Mark LaRock, equipment operator, Bell Resources, Inc., on May 24, 2010.

While Mr. LaRock was operating a Euclid R-100 rock truck, he was attempting to travel up a 24 percent grade haulage ramp. The truck spun out midway up the ramp and skidded backwards 87 feet. Mr. LaRock proceeded to back along the outer edge of the elevated roadway. The truck rode up and over the berm, rolled over, and landed upright 69 feet below on the old haulage road. He was extricated from the truck, transported to a medical center, and later transferred to the hospital. Although the 51-year-old operator was wearing his seat belt, he still received head and internal injuries. However, without the use of the seat belt this, most likely, would have been a fatality.

Story provided by John McMurry, CMI Specialist, Clearfield Field Office.

Council Events

National J. A. Holmes Executive Council

The National J. A. Holmes Executive Council met at the Holiday Inn Sunspree in Virginia Beach, VA, during the National Holmes Conference. There were 160 members in attendance at the conference. There were plenty of workshops to attend including: Miners' Rights; Improving Training Methods; Inspection Preparation; Risk Assessment; Refuge Chambers; Accident Prevention; and Substance Abuse. New National Officers were elected, and D.J. Johnson gave an inspiring and energetic keynote presentation during the awards presentation.

J. A. Holmes Association of Nevada's meeting in March had 8 members attending. The meeting focused on the hosting and planning of the April Spring THAW, which was held on April 14.

Council update provided by Delina Johnson.

Pennsylvania State Council

On Friday, May 14, 2010, the Pennsylvania State Council of the Holmes Safety Association held their Business and Safety Awards dinner at the Top of the 80's Restaurant in Hazelton, PA. Joseph Sbaffoni, President, opened the meeting and Pryce Parker, 3rd Vice President, gave the welcome remarks, followed by entertainment for the evening - Randy Snedden, a magician. New council officers were elected for 2010-2011: President: Joe Sbaffoni; Vice President: Barry Cox; 2nd Vice President: Dave Severeni; 3rd Vice President: Pryce Parker; Secretary: Diane Elias; and Treasurer: Patty Hoffman.



East Texas/Louisiana Holmes Council

The East Texas/Louisiana Holmes Council met in April. Sixteen members were present. J. Jones of Thermadyne made a presentation on welding and cutting safety. He provided a list of safety checks and how to test the system for leaks. Jones also presented information regarding MSHA's Rules to Live By program. The next meeting was held July 15 at the Cotton Patch Cafe in Longview, TX. Dr. Kevin Michaels presented information on communications systems and hearing conservation. The third quarter meeting will be held October 21 and will focus on hydraulic oil injection injuries. For more information, please contact Terry Davis of North American Coal Corporation at (903) 668-5506.

Council update submitted by Terry Davis.

Sunflower Safety Council

The Sunflower Safety Council met on May 18 in Wichita, KS, at Cornejo Materials Offices. It was the third meeting of the group. The council discussed: moving the meeting locations to gain the most attendance; ideas on how to expand membership; The Joseph A. Holmes National Meeting for 2010; and MSHA and OSHA jurisdiction at combined sites. Walter Pitney, MSHA Small Mines Specialist, gave a presentation on contractor safety. The next meeting was held July 19 at APAC-KS office in Hutchinson, KS.

Council update provided by Joe Steichen.



Joseph A. Holmes Safety Association Sunflower Safety Council



Council Events (Continued)

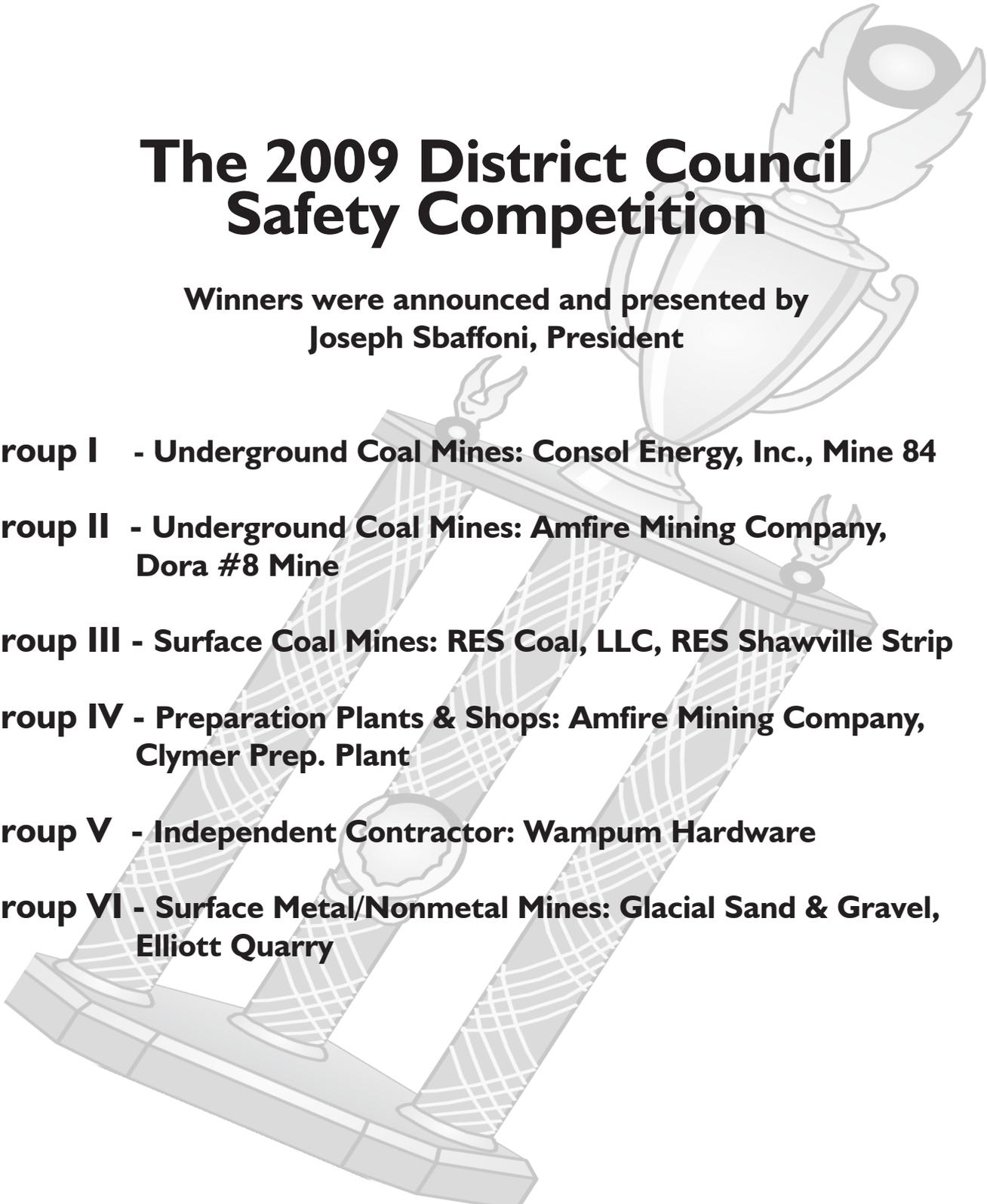


JAHSA's Cajun Council

In New Iberia, Louisiana, the JAHSA's Cajun Council President Bruce Blakemore facilitated the April council meeting hosted by SAS Construction, Inc. There were 15 members in attendance. The two main speakers were both MSHA-EFS Training Specialists. Joe Olivier presented "Rules to Live By," and Mike Pruitt presented an eye opening program on "Arc Flash." All were invited to the next meeting held on July 21. For more information, contact Bruce Blakemore (337) 867-2142 or David Holmes (337) 924-9700 (dholmes@sasconstruction.com).

Council update provided by David Holmes.

The 2009 District Council Safety Competition



Winners were announced and presented by
Joseph Sbaffoni, President

Group I - Underground Coal Mines: Consol Energy, Inc., Mine 84

**Group II - Underground Coal Mines: Amfire Mining Company,
Dora #8 Mine**

Group III - Surface Coal Mines: RES Coal, LLC, RES Shawville Strip

**Group IV - Preparation Plants & Shops: Amfire Mining Company,
Clymer Prep. Plant**

Group V - Independent Contractor: Wampum Hardware

**Group VI - Surface Metal/Nonmetal Mines: Glacial Sand & Gravel,
Elliott Quarry**

Event Schedule

October 12 -14, 2010

TRAM Conference / National Mine Instructors Seminar
Location: National Mine Health and Safety Academy,
Beaver, WV

Contacts: Bob Glatter at 202-693-9575 or
glatter.robert@dol.gov

Belinda Browning at 304-256-3326 or
browning.belinda@dol.gov



JAHSA National Executive Officers

President:

Judy Tate, Oklahoma Miner Training Institute, OK (State)

1st Vice-President:

Thomas Hooker, MSHA, KY (Federal)

2nd Vice-President:

Bruce Krug, Rockwood Casualty Insurance Company, PA (Vendor)

3rd Vice-President:

Mark Zinser, MI (Labor)

4th Vice-President:

William Cotton Jarrell, Lee Ranch, NM (Management)

General Secretary:

Patrick Hurley, MSHA, VA (Federal)

Treasurer:

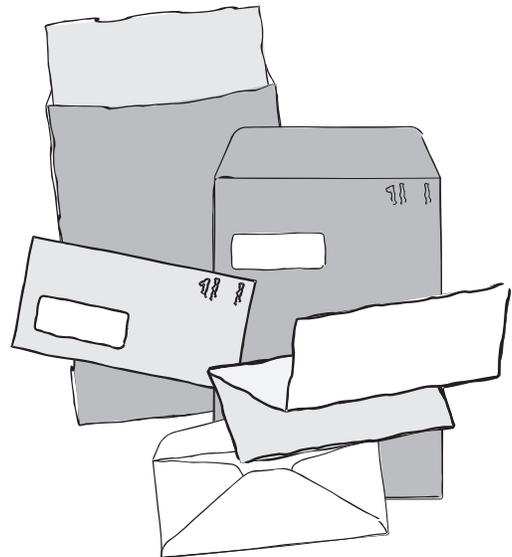
Al Simonson, MN (Emeritus)

For address changes and new subscription requests, contact:

Bob Rhea
Joseph A. Holmes Safety Association Bulletin
Mailing List
MSHA-US DOL
1100 Wilson Blvd. Rm. 2147
Arlington, VA 22209-3939
Tel: 703-235-0249, Fax: 703-235-0011
E-mail: rhea.robert@dol.gov

Please address any comments or suggestions to:

Belinda Browning
Joseph A. Holmes Safety Association Bulletin
DOL-MSHA
National Mine Health and Safety Academy
1301 Airport Road
Beaver, WV 25813-9426
Tel: 304-256-3326, Fax: 304-256-3461
E-mail: browning.belinda@dol.gov



U.S. Department of Labor (MSHA)
Joseph A. Holmes Safety Association
P.O. Box 9375
Arlington, Virginia 22219

First-Class Mail
Postage & Fees Paid
U.S. Department of Labor
Permit No. G-745

LABEL