

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

# JAHSA **Bulletin**

September - October 2008

## FIRST SURFACE MINE RESCUE COMPETITION EAST OF THE MISSISSIPPI





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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](http://www.msha.gov).

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# NSC Honors W. Ben Hart, CMSP, Florida Department of Environmental Protection, for Distinguished Service to Safety

Article from the National Safety Council, Communications  
and Public Affairs News Release

Itasca, IL (September 22, 2008)—The National Safety Council awarded its Distinguished Service to Safety Award to W. Ben Hart, CMSP, Program Manager of Florida Mine Safety & Health Training Program. The award, presented during the National Safety Council's 96th



Annual Congress and Expo, is the highest honor bestowed on an individual professional by the Council in recognition of outstanding service to the field of safety.

“Some of the most innovative advances in safety and health are the result of individual ingenuity and initiative,” said Janet Froetscher, President & CEO of the National Safety Council. “The Distinguished Service to Safety Award recognizes individuals who have based their careers on such quality service. Mr. Hart has keen insight into today's safety and health issues and has made tremendous contributions to the field. The Council is honored to present him with this award.”

A graduate of the University of Florida, Mr. Hart was the first person in the state to earn the Certified Mine Safety Professional designation from the International Society of Mine Safety Professionals and is a nationally recognized authority on Mine Safety & Health Administration training.

During his 20 years as Florida State Grant Program Manager, Mr. Hart has established a reputation for innovative safety training programs and processes. In partnership with the Florida Mine Safety Advisory Committee, he produced more than two dozen mine safety training videos still used to train miners worldwide. One of his productions, “Low Voltage Safety,” was lauded by the film industry with its 1999 Aegis Award of Excellence.

A popular presenter at safety conferences, Mr. Hart has served on the boards of the International Society of Mine Safety Professionals, the Joseph A. Holmes Safety Association, the National Association of State Mine Inspection and Training Agencies and the Mine Safety Institute of America, in a variety of offices.

As a longtime supporter of the National Safety Council, Mr. Hart has served in many capacities for the Cement, Quarry & Mineral Aggregate Section, Mining Section and Mining & Mineral Resources Section, as well as vice chair of the Business & Industry Division. He is currently a member of the NSC Board of Delegates.



The National Safety Council ([www.nsc.org](http://www.nsc.org)) is a nonprofit organization dedicated to keeping people safe by preventing injuries and deaths wherever they may occur -- at work, in homes, communities and on the roads -- through leadership, research, education and advocacy.

# Bushika's Mining Safety Record Is One for the Ages

By RED, Inc. Communications

When a dad gives his son a dump truck, that truck generally has little plastic tires and the word "Tonka" printed on the side.



Frank Bushika Jr. got his first dump truck at the age of 12. Frank's truck was a little bigger than most, and its tires were of the industrial-grade bias-ply variety.

Unlike the other boys, Frank's truck had keys, a set of shifters, and the word MACK printed across the grille in big block letters. Unlike the other boys, Frank's sandpile was a gravel pit in the hill country above Cheshire, Massachusetts.

Like most 12-year-old boys, Frank Jr. wanted to be just like his dad. Frank Bushika Sr. was the owner and proprietor of Bushika Sand & Gravel, and the younger Frank wanted nothing more than to join his father's work crew. For years, Frank Jr. begged his father for a chance to work alongside the big boys, with names like Brownie, Chuck, and Bob.

Shortly after his 12th birthday, Frank Jr. got his wish and joined the work crew as a dump truck driver. The year was 1938, and Frank Bushika Jr. had begun his career as a professional miner.

"My father would tell me to take the loaded truck down to Main Street and meet Bob, Chuck, or Brownie," Bushika said. "But my dad wouldn't let me drive it in town. I would swap trucks and bring the empty truck back up the mountain.

That's where I got a lot of my experience in driving. I was pretty good at that, too."

For nearly 70 years, Frank Jr. was a fixture at Bushika Sand & Gravel, carrying on the family business handed down to him by his father. He operated shovels, loaders, buckets, and every other machine the company owned. When his mining career ended in 2005, Little Frank was right where he started — driving a big truck.

Despite his wide range of responsibilities and experiences in a dangerous industry, Frank Bushika Jr. never lost a day of work due to a workplace injury accident.

"I've stubbed my toe or banged my hand, but I've never missed a day," he said. "There was the time I missed work because I had pneumonia, and the time I was operated on for a hernia, but I didn't get it on the job. I did it cutting a tree in my backyard."

In 2005, at what was intended to be a surprise dinner, the Mine Safety and Health Administration (MSHA) awarded Bushika with recognition as a Professional Miner.

As Bushika had nearly 70 years of injury-free work under his belt, MSHA made a rare exception. Bushika's late father, however, likely would have considered the entire safety award idea as nonsense.







“My dad never said a thing about safety” Bushika said. “Of course, he was from the old school, you understand. He came from Italy and figured if you got hurt, that was part of the job. Of course, in those days, we didn’t have insurance or anything like that. If someone got hurt and had to go to the hospital, he would just pay for it.”

Health insurance isn’t the only thing that has changed over the past 70 years at Bushika Sand & Gravel. When Frank Sr. first started the company, he would hitch his team of horses to a wagon, head to the pit, shovel the product, and head back into town. Today, that old square-faced shovel and wagon have been replaced by a 25-yard bucket and giant dump trucks.

“The changes I’ve seen in my career go back to before World War II,” Bushika said. “Equipment changes, safety changes, the way things are done, everything. It’s been such a big change; I can’t believe it.”

“At 16, my brother, George, had his shovel operator’s license, and the shovel was a 3/8-yard shovel,” Bushika said. “Then we got a Hayes travel loader — a 3-yarder. We thought that was a miracle. As the industry got better, that went up from a 3/8-yard shovel to a 1-yard shovel to a 5-yard shovel to a 25-yard shovel. Every year it seemed there was a bigger machine. It speeded up production, but the problem is, we are working

harder today.”

Attention to safety has also taken giant steps forward. And it’s a good thing too. When an MSHA official explained the hazards of a faulty emergency brake to Bushika several years ago, the words quickly changed from a simple warning into a simple reality.

“One time my emergency brake wasn’t holding too well, and the inspector explained to me what could really happen,” Bushika said. “That was a good thing because a couple times before we had it fixed, it got away from me on a hill. Luckily, I was able to stop it. The MSHA guys do a good job.”

Based on the MSHA Sentinels of Safety Award, the feeling is very, very mutual.

Prior to the publication of this article, Mr. Bushika, 93, passed away on August 28, 2008, after a short illness.

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# First Surface Mine Rescue Competition East of the Mississippi

By Ken Heintz, New Jersey Mine Safety Education and Jon Montgomery, MSHA-EFS



On August 2, 2008, the New Jersey Aggregate Safety Council hosted the “First Surface Mine Rescue Competition East of the Mississippi.” MSHA and NJDOL co-hosted the event at the Trap Rock plant in Kingston, New Jersey. This contest came about through three years of hard work by many people.

August 2nd was a dismal morning with a forecast of possible thunderstorms. People started arriving at 7:30 and expectations were high. The electrical power was out in the area, so it was a slow start for registration.

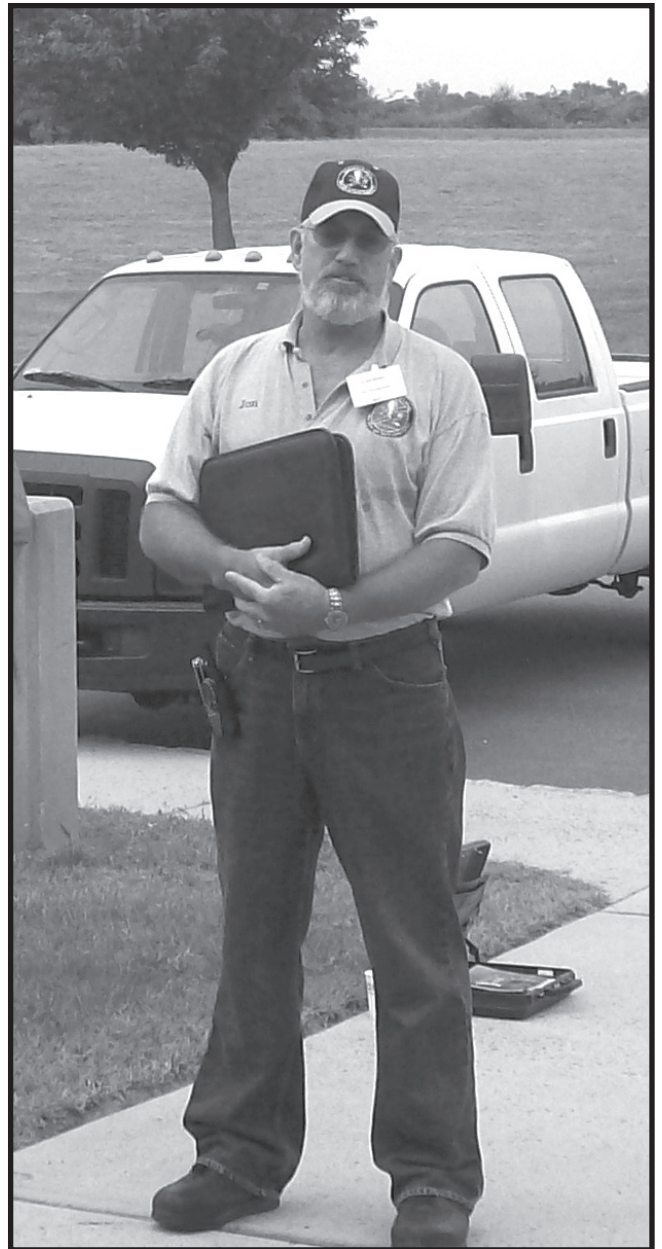
Because of the power outage, Kevin Jones, Contest Director and President of the New Jersey Aggregate Council, made his opening remarks outside the main building. The rules were explained by Jon Montgomery of MSHA-EFS and Bret Park of the Northeast District.

As soon as there was enough light, the contest officials took the three participating teams in for

stage one, a written fifty (50) question First Aid test. After the teams finished the test, they drew lots to determine the order in which they would compete.

The problem:

A mechanic is changing a front tire on a truck and drops a tool, which bounces beneath the truck. The mechanic reaches under the truck with one of his legs to retrieve the tool. The jack then collapses, pinning his leg beneath the suspension of the truck.



*Jon Montgomery gives out instructions*





*The Kingston Fire Dept. Team executes a patient lift*

As each team came out of isolation, Head Judge Mike Pruitt gave them directions and the problem. Each team had 5 minutes to preview and familiarize themselves with all the equipment they would need and be able to use during the competition. When the Team Captain said they were ready, the clock began. The time limit was 30 minutes.

The Kingston Fire Company was the first team to compete. The team consists of volunteer fire fighters from the local fire house; none of them are miners.

The second group to compete was the team from Braen Stone Industries. They are an in-house rescue team which includes volunteer firemen and EMTs. Although this team had little practice or training together, they did an exceptional job.

The third team was TILCON's Mt. Hope Plant. They are another in-house rescue group made up of volunteer firemen and EMT personnel.

As the third team started, there was a bit of rumbling in the sky. Bad weather had been threatening us all day, but it held off until we were waiting for the scores.

Final scores for the teams were based on 75% from the problem-solving portion and 25% from the written test. It was a very close contest, with only one full point between first and third places. The judges had to be very precise in their scoring. There were only winners in this mine rescue competition – the first of many to come.

(See next page)



## The Results

1st Place: Kingston Fire Company

2nd Place: TILCON

3rd Place: Braen Stone Industries



## What a Test...





# Competition



## Team Work



## WINNING

(See next page)





## Solving the problem





*There were only winners in this mine rescue competition – the first of many to come...*



1st Place: Kingston Fire Company



3rd Place: Braen Stone Industries



2nd Place: TILCON

# Bullard Responds to Necessity with Invention – History of the Hardhat

By RED, Inc. Communications

One hundred years ago, there was no such thing as a hardhat. There was no such thing as a U.S. Army helmet, football helmet, baseball helmet, bicycle helmet, or anything of the kind.

At the turn of the 20th century, the human skull was basically on its own when it came to protecting the brain. All that changed when a man named Edward Bullard returned home from World War I.

Back in the early 1900s, underground coal and metal miners wore soft Derbys that vaguely resembled baseball caps. The miners simply attached work lights to the hard, shellacked leather brims of their Derbys and went to work. Problem is, things in a working mine tend to move around without warning. Anyone who has ever been inside a working mine will tell you that things fall from time to time. Hammers, beams, rocks — you name it. And while those shellacked leather brims could support a small lamp, they could not deflect the often fatal blow of a dislodged cross-beam.

With this in mind and his steel WWI “Doughboy” helmet in hand, Bullard set out to design a helmet specifically for the mining industry.

The Bullard family was in the business of selling mining equipment and had done so since 1898. The family built a successful enterprise selling chiefly carbide lamps and extraction tools. During his years of service to the United States in WWI, Edward Bullard reasoned that the same safety measures taken by the military could be

applied to mining. Known as “the war to end all wars,” World War I was like none other before it. The Western world was in the midst of its Industrial Revolution, and with manufacturing innovation came more efficient ways to destroy the enemy.

Industrial Revolution innovations such as the one-man Stokes trench mortar, fragmentation hand grenade, and automatic rifle led to a need for added protection. This wartime need eventually led to the steel “Doughboy” hat, protecting soldiers from falling debris and metal shrapnel fragments.

Rather than using costly, heavy steel of the “Doughboy” hat, Bullard tinkered with a number of different methods until he came up with something called the “Hard-Boiled Hat.”

The “Hard-Boiled Hat” gets its name from the innovative process Bullard invented to construct the durable, light protective helmet. Bullard used steam to infuse several layers of canvas with a bonding resin into a helmet mold. He then coated the molded canvas and resin with varnish, and Voila! — the world’s first industrial hardhat was born.

In 1933, Golden Gate Bridge chief engineer Joseph Strauss made hardhats mandatory, making the Golden Gate the first American construction site termed “hardhat area.” By 1938, the Bullard Company developed and manufactured the first aluminum hardhat. That same year, the U.S. Navy approached Bullard with a contract to purchase hard hats for its dockworkers.







*An original Hard-Boiled Hat manufactured by Bullard*

And with that, the modern hard hat became standard equipment for construction workers in all fields. The aluminum hat had its problems, however. While significantly tougher than the “Hard-Boiled Hat,” the aluminum hardhat was ineffective in many industries as it conducted electricity.

To remedy this conductivity problem, Bullard created its distinctive “three rib” hardhat model using fiberglass. Over the next two decades, different types of thermoplastics took over the industry and gave us the hardhats you see today.



Most modern helmets are made of high-density polyethylene (HDPE) or a polycarbonate resin. Unlike the original hardhats, modern “skull buckets” add to safety using suspension systems of nylon webbing, molded HDPE, or vinyl. In addition, most Type II hardhats are lined with foam called expanded polystyrene.

Hardhats of the

future will likely be stronger and lighter while becoming even more resistant to heat, chemicals, and even ultraviolet light. New materials and manufacturing processes are constantly under examination in the laboratory as companies further push the safety envelope in search of the perfect hardhat.

In the meantime, you’ve got one heck of a lid on your skull, Jack. And next time something whacks you on the noggin and bounces harmlessly away, you can thank the creative mind of Edward Bullard and his “Hard-Boiled Hat.”

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# Scholarship Scholarship

## What is she holding?

# Scholarship Scholarship



Sylvia Ortiz, Joseph A. Holmes Safety Association, Scholarship Committee Chairperson is holding something you might want to know about. Call 512.232.2232 or via email [s.ortiz@mail.utexas.edu](mailto:s.ortiz@mail.utexas.edu).

# Scholarship Scholarship



# **Joseph A. Holmes Scholarship Deadline**

**The 2009 scholarship application is now posted on the Holmes webpage at [www.holmessafety.org](http://www.holmessafety.org). Applicants interested in applying for the J.A. Holmes scholarship should submit an application by January 31, 2009.**

**If you are a mine operation currently using students as interns, please help us distribute this vital information by making your interns aware of the J.A. Holmes scholarship program.**



# National Mine Health and Safety Academy Hosts TRAM CONFERENCE



## Grand Award Winner KY Coal Academy

*Receiving the Award for KY Coal Academy from Assistant Secretary Mine Safety and Health Richard E. Stickler and Bob Glatter (EPD), is Rick Caskey, Madisonville, KY*





# Governor of West Virginia makes a visit to TRAM



*Joe Manchin, Governor of West Virginia, talks with individuals working in the TRAM exhibitors area*







*Grand Prize was awarded to Kentucky Coal Academy; CSR SR100 Training Application*

# TRAM AWARDS

*Morton Salt receives the 1st Place Award for Printed Material Industry; Screen Plant Operator's JTA Training Manual*



*1st Place Award for Printed Material Public was given to Ohio Department of Natural Resources; Mine Safety Booklet*





*Representative from the State of Colorado receives the 1st place award for CDs/DVDs Public; New Miner Training - Part 46 - Third Edition*

Knowledge

*1st place for CDs/DVDs Industry was awarded to Convergence Training; Surface Mining Training*



*1st place, for Videos/DVDs Industry was given to LaFarge North America Cement Region: Conveyor Belt Safety and Risk Assessment*



# Twenty-One Men, One Chance for Life

By RED, Inc. Communications

Photos courtesy of Tracey Ristau-MacLeod

Cherry, Illinois. November 13, 1909. 259 men killed.

At best, the solution sounded illogical. At worst, inhuman. Nonetheless, just six hours after a fire began to consume the interior of the Cherry Coal Mine on November 13, 1909, rescue officials gave the order to seal off the mine entrance — trapping hundreds of miners in the poisonous blackness.

Drippings from a kerosene lamp had ignited several hay bales just after 1:30 p.m. at the mine near Cherry, Illinois, and the ensuing fire had quickly gotten out of hand.

In order to choke out the fire raging deep within the Illinois mine, rescue officials sealed off the entrance at 8:00 p.m. Without oxygen, it was reasoned the fire would soon suffocate and die. Of course, without oxygen, the miners trapped within would do the same.

Still, with the fire at full ferocity, there was absolutely no hope of breaking through the flames and smoke. If any miners were still alive, the underground inferno served as an impenetrable barrier for anyone attempting to get in or out.

If any hope remained for the miners still in the mine, that hope was rooted in the idea that the fire must first be extinguished before rescue attempts could continue. As the blackness of night crept over the tiny mining town, the blackness of the afterdamp cloud crept deeper and deeper into Cherry Mine.

The mine was sealed. The decision made. Some 300 feet below, Mine Manager George Eddy and 21 others made a decision of their own.

*Rescue workers model oxygen tanks used in the rescue operation at Cherry, Illinois.*





## All Hope Is Gone

Headline, Decatur Review, November 15, 1909 —  
“300 in Mine, Not One Living.”

Headline, Daily Tribune, November 15, 1909 —  
“All Hope Is Gone for Cherry Miners.”

Headline, Decatur Review, November 16, 1909 —  
“No Hope, Coal in Mine on Fire ... Only Misery  
at Cherry.”

Luckily, George Eddy and the other 21 men in his group did not get their daily newspapers that week. The paperboy didn't deliver to the bottom of burning mines, and Eddy's crew didn't know they were doomed. Eddy, however, knew better.

Eddy was not scheduled to work on that Saturday afternoon. Upon hearing of the burning mine, Eddy rushed to the scene and began to assist in the rescue operation. Eddy had ridden down into the burning mine to the second vein to warn miners of the danger and help guide them to the surface.

The fire was spreading through the Cherry Coal Mine more quickly than even Eddy expected, and exit through the main shaft soon became impossible. Knowing the safest area was deep within the mine, Eddy helped guide the 20 other men to a chamber off the third vein called the Main West Roadway where the air was still pure.

Sunday morning, after a restless night, Eddy traveled to the main shaft to determine the state of the fire. Soon thereafter, Eddy returned with dire news. The afterdamp was creeping deeper into the mine rather than escaping out of the entrance. That black cloud of poison could mean only one thing.

“Eddy told us that the fact that this gas had formed meant that the surface openings of the shafts had been sealed up so as to put out the fire, which could not burn without air,” miner Thomas

(See next page)





*Firemen transport pipe five days after the Cherry Mine fire began.*

White said. “We had probably been given up for dead by those above.”

With that news, the 21 men were no longer concerned with the fire itself. Now they had two new enemies — a seeping afterdamp and the terror of slow asphyxiation.

Eddy guided the men deeper into the Main West Roadway to escape the advancing smoke. Once there, the mine official stopped, looked each man in the eye and laid out the realities of the situation.

“When our leader finally halted he made a short, cheering speech, stating that although our chances of ever getting out of the mine alive were very small, we would fight to the end,” White said.

The men gathered together, wrote letters to loved ones, and prayed. Time after time, the afterdamp found the 21 men, chasing them deeper and deep-

er into the mine. Upon reaching an area known as the Second North Entry, Eddy told his men it was time to make a stand.

### **The Great Wall**

“Well, boys, we will tell our lives as nearly as possible,” Eddy said. “Fall to here and build a wall to keep out the blackdamp. There will be enough air in this entry to keep us alive for several days.”

Fueled by hope and motivated by the charismatic Eddy, the men began to construct an airtight barrier made of rock, clay, and timbers. Some of the men, overcome by the choking gases, fainted and collapsed. Others were weakened but struggled through the hour-long construction project.

Once complete, the wall at the mouth of the Second North Entry kept out most of the afterdamp.

The chamber was 12 feet wide and 300 feet long and was either a tomb or a life capsule. Eddy ordered that all oil lamps save one be extinguished as to not burn up the limited oxygen.

A small pit was dug in the floor of the mine where one small swallow of water would pool each hour. Once a day, each man would slurp up the gathered moisture, swallowing the foul liquid to chase away the caked mucus in their parched throats.

As Tuesday night approached, the one burning lamp went out, leaving the men in total darkness. The lamp would not burn in the foul air, leading the men to believe their own suffocation was imminent. In total darkness, with no food and only one swallow of filthy water per day, the 21 men passed Wednesday, Thursday, and Friday.

Desperation took hold of the men, though most were too weak to walk or even crawl. Dementia consumed several men and incoherent babbling added to the disorientation and fear. On what they thought was Sunday, it was agreed that a hole be made in the wall and four men would go out in search of water.

The air on the other side of the barrier was now fresh, indicating the fan at the mine entrance was in operation. Eight of the men ventured out into the adjoining passageway to evaluate the dire situation. It was then that the 21 men were discovered and rescued.

“I emerged from a kind of half-stupor, into which I had fallen from exhaustion and suffering to find lights and many people in the place,” White said. “My fellow sufferers, getting to their feet with looks of joy and relief on their faces, was imbued with new strength by the realization that rescue was at last at hand.”

The eldest member of the 21 miners, Daniel Holafczak, died during the rescue attempt before he could be lifted to safety. The other 20 miners lived and were brought to the surface to the wild cheers of a gathered crowd.

Though he knew the truth, Eddy never told the crew of 21 the full magnitude of the disaster. In order to sustain what little morale remained in the men, Eddy kept quiet about the hundreds of dead miners he had seen scattered throughout the workings.

In all, 259 men and boys died in the disaster, accounting for both miners and rescue workers. Were it not for the poise, bravery, and leadership exhibited by one George Eddy, that number would surely have reached 279.

In 1910, Eddy was awarded the Carnegie Medal for heroism.

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# Council Updates

The Northwest Ohio Council met for their first Fall meeting on September 17, 2008, in Maumee, Ohio, with twenty-two members attending.

The Shelly Company Performance Leadership Team made the main presentation on Hoisting and Rigging. All council meetings are open to mine operators, supervisors, employees, and vendors of the mining community.

For more information, contact John Crawford, Stoneco, Inc., at 419-429-3462, or visit [www.homessafetynorthwestohio.org](http://www.homessafetynorthwestohio.org)

The Gaylord District Council Annual Meeting was held October 9, 2008. There were 55 members in attendance.

Fred Tisdale, Supervisor of MSHA's Lansing Office, answered questions about what his inspectors will be looking for in future inspections in light of recent accidents and changes in the law.

Mark Kestner (Dr. Dust), NESCO, discussed various proven ways to control mine dust. Dr. Dust is

recognized throughout the mineral industry as an expert in practical mine dust control. His expertise includes controlling worker exposure to meet MSHA requirements and controlling plant emissions to meet EPA requirements.

Steve Hollon, AIS Equipment Co. discussed mobile equipment maintenance and safety. He reviewed walk-around inspections and other mobile equipment safety topics.

Kevin Laporte and Bill Lytle, Quality Blasting Services, LLC, discussed blasting safety with emphasis on handling misfires – a dangerous undertaking which can occur while blasting in mines.

Stephen Cotie, MSHA, Duluth, discussed welding fumes including health effects, special concerns and how to control them. "You Don't See Many Old Welders" - gallows humor, but a truism of the welding profession. This presentation will address causes and prevention, so that it won't be true for your workers.

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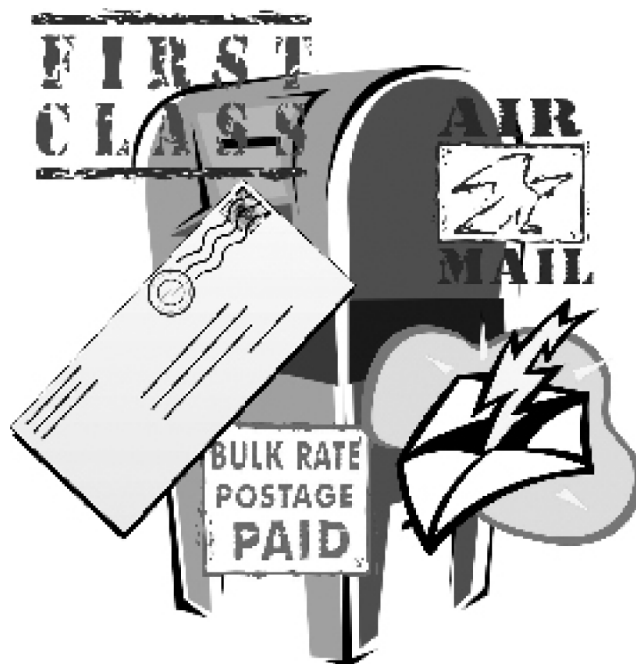
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Reminder: The District Council Safety Competition for 2008 is underway—please remember that if you are participating this year, you need to mail your quarterly report to:

Mine Safety & Health Administration

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