

# HATFIELD HOTLINE

British  
COAL

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## SAFETY – THE KEY TO OUR FUTURE

Over the last few months we have been successful in reducing our accident rate. This has been achieved by our increased awareness of accidents by fully investigating them and treating **all** reported injuries as near misses. The next phase will be the auditing of the way jobs are performed.

Our future viability, and ability to adapt to our next phase, will depend not only on production, quality and costs but also on our accident and claims record. In the near future, the cost of insurance to cover all aspects of our business will be borne by us at the colliery.

Our continued improvement of our safety record could prove to be an influential factor to our survival.

Our new face, F122's, has not yet achieved the strips we require to put the colliery back on course, although the signs are that we have finally got this face into gear. We cannot afford any lapses. This includes every aspect of



a reliable producing face, from ensuring that materials are always available to preparing gate ends to minimising the time lost on the turnround – so crucial to a bi-directional system. Face conditions are now good so let's fully exploit this face. We require 25,000 tonnes to replace last month's shortfall, some of which can be recovered during our holiday week. The majority, though, has to be recovered by exceptionally

good and consistent performances.

This way we can reverse our hitherto negative cashflow and resume customer reliability and confidence. To use the familiar adage, let's get stuck in and make it happen!

F105's face line has now thurled and now requires 120 per cent effort from our contractors, supervisors and engineers to get this face installed quicker than originally planned. We need to get away from the reliance on a single working face.

The speedy introduction of a second face will ensure we can overcome the faulting on F105's by 'teeming and lading' to suit both faces.

We have a difficult quarter in prospect and, not for the first time, our backs are to the wall. Not for the first time we must show our determination to fight our way out of this situation.

Jeff Ainley,  
colliery manager.

# WORKING SAFELY NEVER HURT ANYONE

Two new types of safety glasses will be arriving at Hatfield this month, a mesh type and a grade two with lenses that have an anti-scratch outer and an anti-mist inner.

Both these types of glasses will have interchangeable lenses and will be on test in limited numbers to ascertain their suitability. Your opinion of their performance is vital, so please let us know what you think.

If you have any ideas that would make Hatfield a safer place to work, whether it is an idea to do with personal safety equipment or method of work, please write them down and place them in the suggestion box.

This could prevent a serious accident to you or your colleagues and you could also win yourself a prize for the best idea of the week.

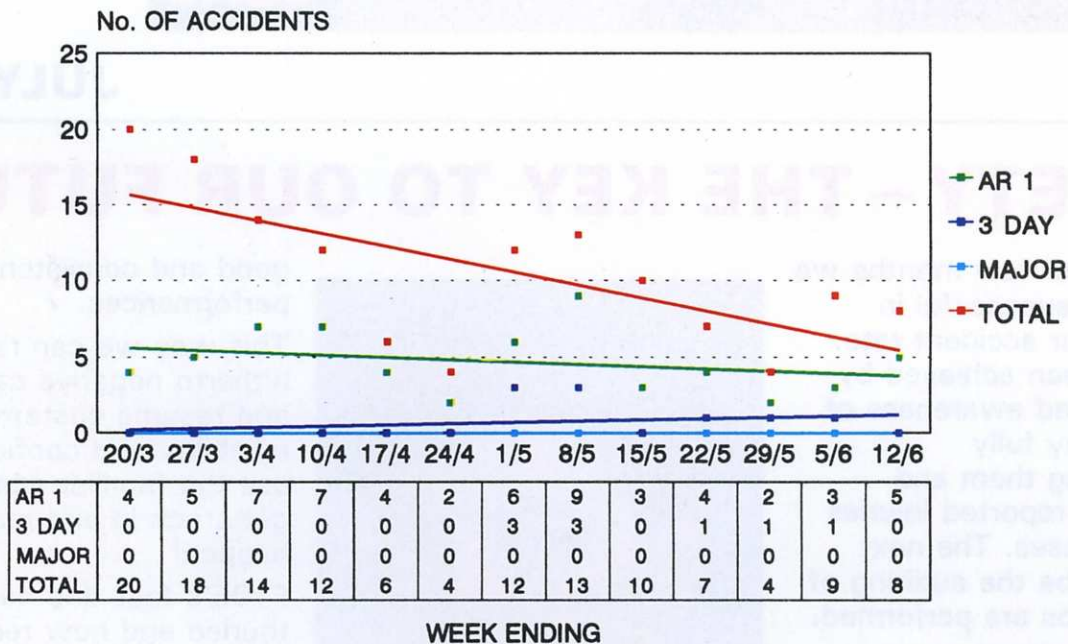
Finally, you should be aware of our intention to reduce and ultimately eliminate all accidents. To help achieve this, all personnel who report an accident to the medical centre are asked to come and see Lol Hilton or myself to make a brief statement.

These statements help us to understand exactly what happened in order to prevent a re-occurrence. It only takes five minutes to make a statement, which I feel is not a lot to ask.

Therefore, would all personnel who have had notes placed on their checks regarding the above please call in as soon as possible.

Dave Blenkinsop,  
safety officer

## ACCIDENT TRENDS



## KEEP DUST DOWN!

With F122's starting to produce at a more satisfactory rate, it is important that we keep dust levels to a minimum.

This can be best achieved by ensuring that a good horizon is cut at all times, machine picks are checked and changed regularly to ensure a full complement of sharp picks, and sprays on the machine are all working.

Operational sprays on belts and at transfer points should always be operational to ensure that mineral is not allowed to dry out on its way out of the pit.

This month we will have three headings working. These are always potentially problem areas unless we ensure that all picks and sprays are in good working order. It is also important to keep dust on the bridge conveyor as well as the other conveyors and transfer points suppressed.

In addition, the fans must be kept up to date and the ventilation plan adhered to religiously. This includes keeping the exhausting fan and ducting as close to the face of the heading as possible and ensuring the filters on the dustomac are changed regularly.

Dave Blenkinsop,  
dust control officer

