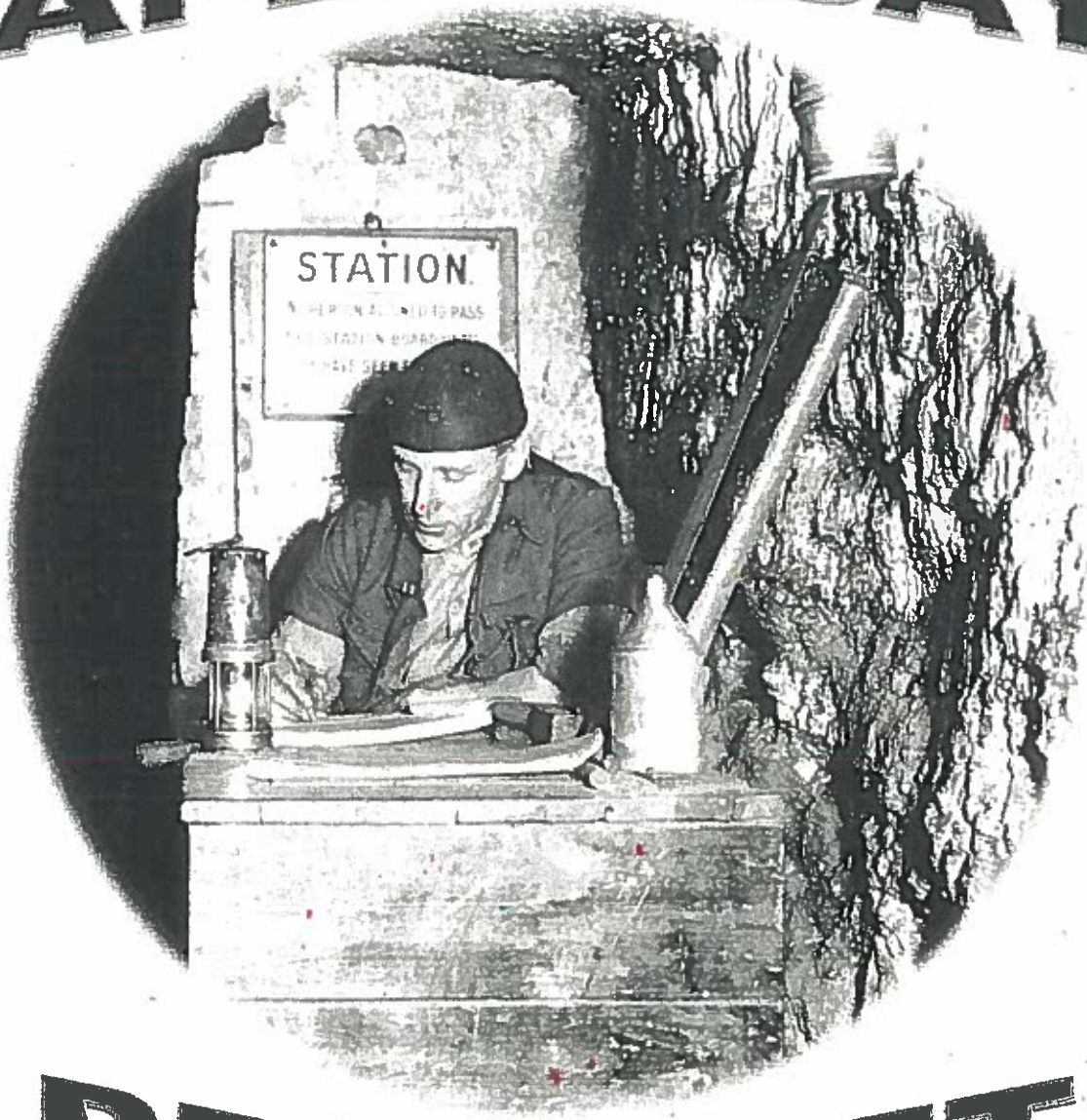


WKMI SAFETY DAYS



**PRESHIFT
CONTEST
MAY 24, 2018**

2018 WKMI PRESHIFT CONTEST

You are the Pre-shift Examiner for the K.C.A. #1 Coal Mine. It is 5:00am Thursday morning. You are to examine the 001 Section starting at X-Cut 64 and all areas inby.

The #1 entry is the return.

The #2 entry is the belt line & secondary escapeway.

The #3 entry is the main intake, supply road and the primary escapeway.

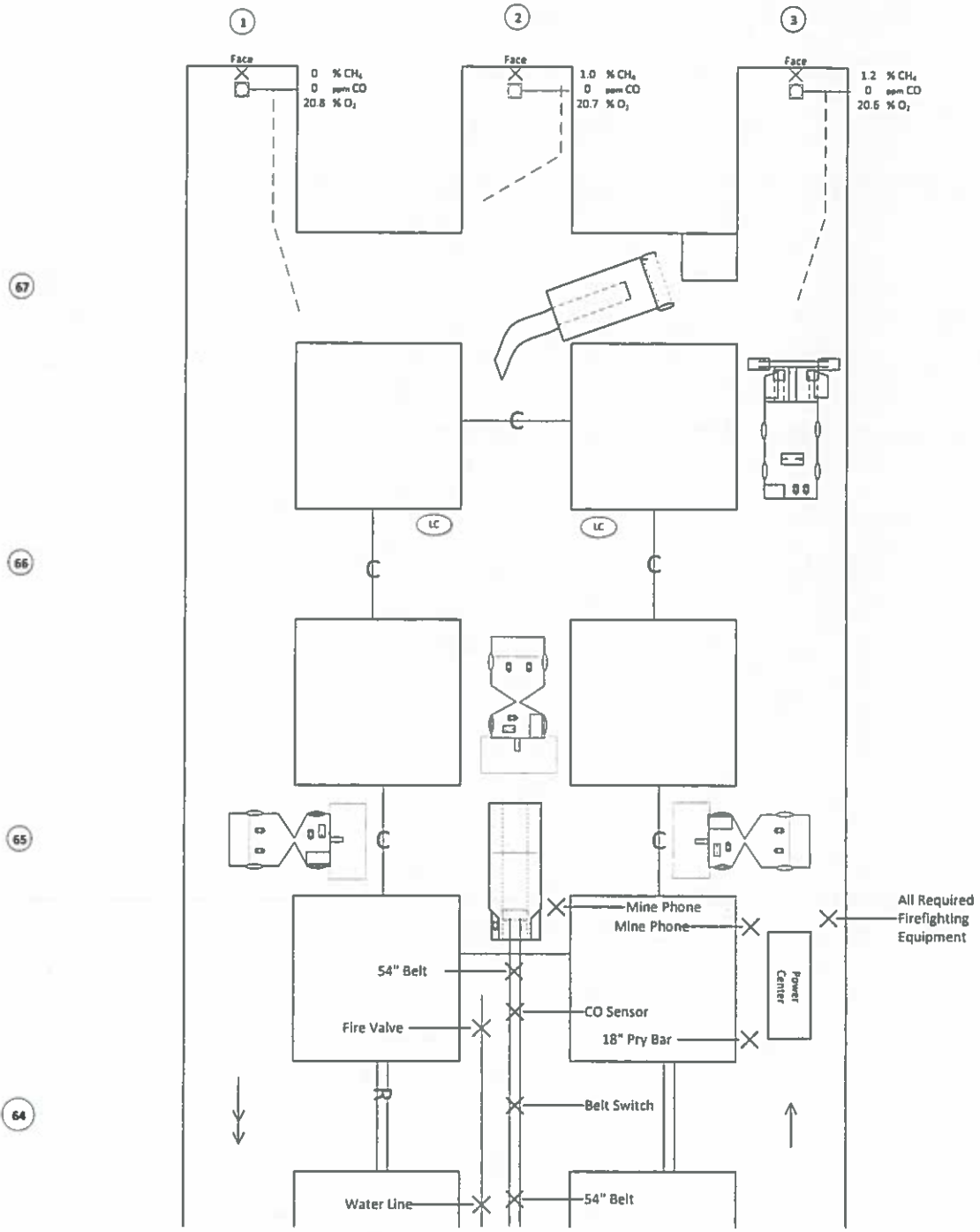
The entries are numbered left to right.

The mine is being ventilated with an exhausting fan. The power is on underground and must remain on (if it is safe to do so) to power a pump in the return, where we have been having some problems with water accumulation. We have had some problems with bad roof conditions and methane. The loading crew will be here shortly to run early coal. There is a crew coming to do some rock dusting in the return and down the belt line.

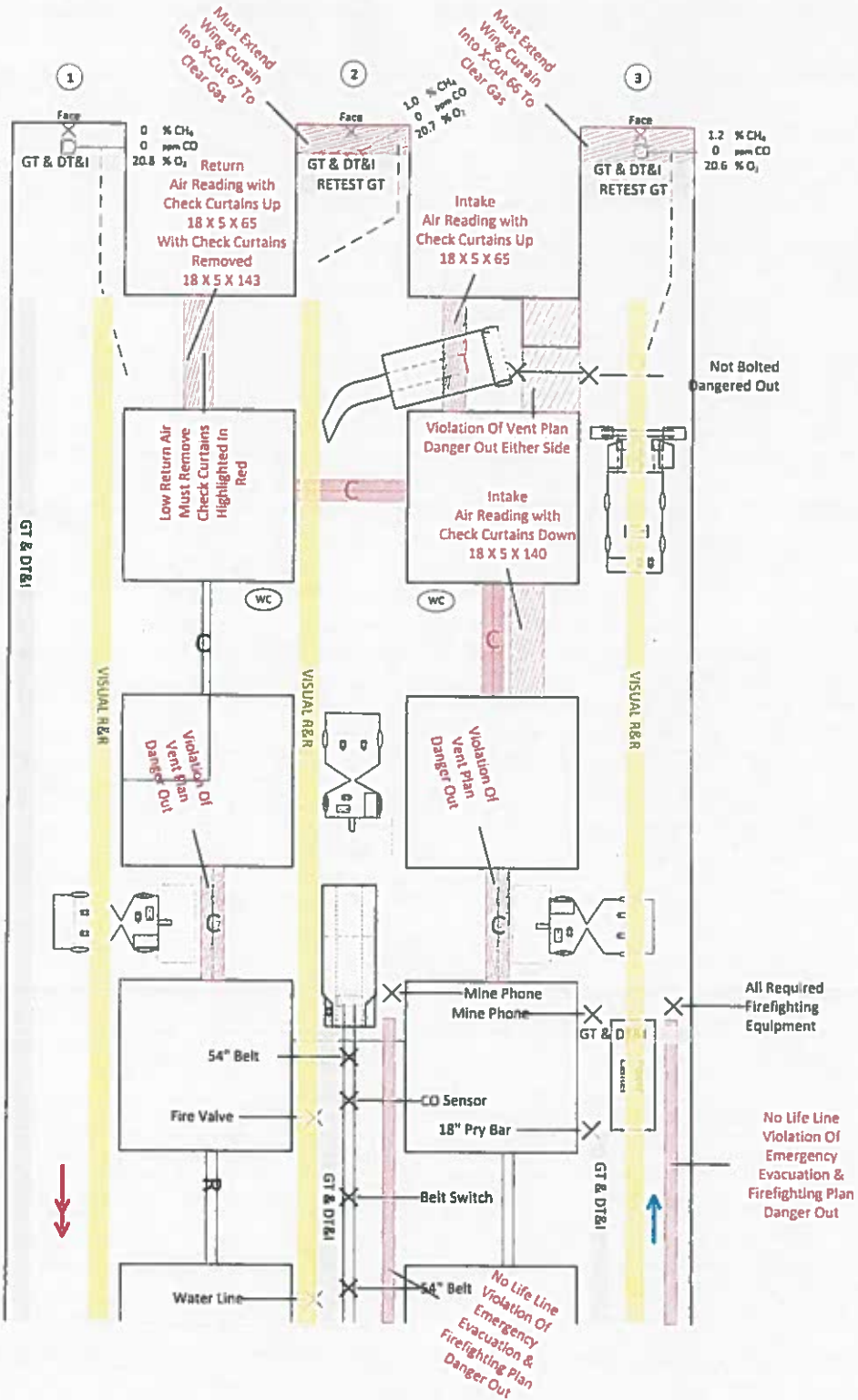
The maintenance foreman will be here in the warehouse ordering parts. He is a certified electrician, an MET, and he will be the acting RP if you should need him.

Any condition found that does not comply with the KY State Law or the 30 CFR shall be considered a violation and any condition found that does not comply with the approved plans will be considered a hazardous condition. All violations & hazards shall be corrected if possible, if you are unable to correct any violations or hazards it shall be indicated by a danger sign shown on index cards & placed on the mine floor.

Once you arrive at the field you will have two minutes to prepare then you must start the clock. Once you start the clock you will have 30 minutes to complete the examination.



CONTESTANT



CONTESTANT

VENTILATION PLAN

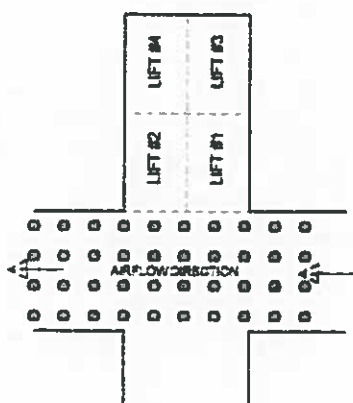
1. Line curtains are required to be installed to within 5' of the face or to the next to the last complete row of permanent roof support.
2. 6,500 CFM of quantity required when coal is being mined cut or loaded.
3. 12,000 CFM is the minimum air quantity that shall be maintained in the last open crosscut on the working sections at all times.
4. The face of entry shall not be driven more than 40' feet inby the proposed crosscut off that entry.
5. 12,500 CFM is the minimum air quantity that shall be maintained in the last open crosscut when there are three (3) open crosscuts to the proposed return stopping line.
6. During bolting cycle the line curtain shall be maintained to within 10' of the bumper of the bolter with a minimum of 3,000 CFM at the inby end of the line brattice.
7. Curtains will not be installed in the adjacent crosscuts to the loading point (coal feeder).

LIFT SEQUENCE

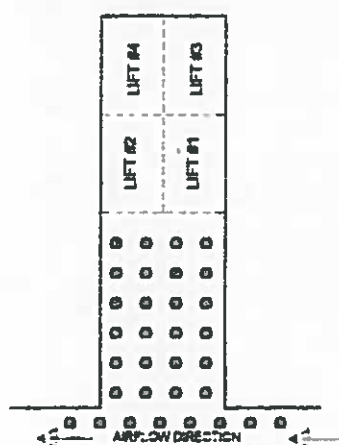
MMU 001-0

FACE VENTILATION WILL BE BY A BLOWING SYSTEM

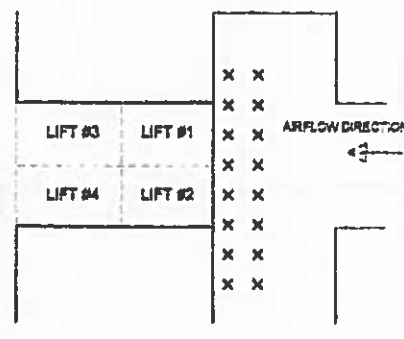
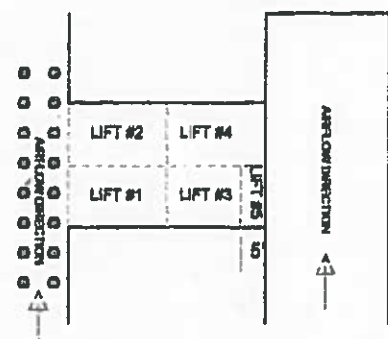
Cuts in Flush Faces



Cuts in Rooms or Entry Faces



Cross Cuts into Intake Entries



LEGEND

- ← CURTAIN
- AIRFLOW
- ROOF BOLT
- △ DEFLECTOR CURTAIN

Lift #1 may vary from 0-12 feet in cut width. The cut width of Lift #2 will vary in order to maintain a 20' total entry width.

Cuts in crosscuts or flush faces (when 4 or 5 lifts are taken): Before a lift is started a measurement of the volume of air passing by the proposed cut shall be taken. The volume of air shall be 7,000 c.f.m. or greater for a Joy continuous miner, and shall be maintained until the lift has reached a depth of 20 feet. When cut depth reaches twenty feet, a line brattice shall be installed and maintained to within 10 feet of the bumper of the continuous mining machine. The volume of air measured at the inby end of the line brattice shall be 7,000 c.f.m. for a Joy continuous miner or greater when the scrubber is not running, and maintained during the cutting process. When the second lift is started and at all times during the second lift, the line brattice shall remain at the most inby location that it was installed during the first lift. Line brattice for lift 3 will be maintained within 10' of the bumper of the continuous mining machine, until it has reached the next to the last row of roof bolts. When the fourth lift is started and at all times during the fourth lift, the line brattice shall remain at the most inby location that it was installed to during the third lift. When the fifth lift is started and at all times during the fifth lift, the line brattice shall remain at the most inby location that it was installed to during the fourth lift.

Cuts in entry or crosscut faces (when 4 lifts are taken): Before a lift is started and at all times during the first lift the line brattice shall be installed and maintained to within 10 feet of the bumper of the continuous mining machine. When the second lift is started and at all times during the second lift, the line brattice shall remain at the most inby location that it was installed to during the first lift. The volume of air measured at the inby end of the line brattice shall be 7,000 c.f.m. for a Joy continuous miner, or greater when the scrubber is not running, and maintained during the cutting process. Line brattice for lift 3 will be maintained within 10' of the bumper of the continuous mining machine, until it has reached the next to the last row of bolts. When the fourth lift is started and at all times during the fourth lift, the line brattice shall remain at the most inby location that it was installed during the third lift. The line brattice shall remain installed to the second to the last row of bolts, until the roof bolting cycle begins.

At no time shall the face be advanced further than 40' from the inby end of the line brattice. At no time shall the face be extended more than 38' from the last row of permanent roof supports. The face may be advanced 40' from the last row of permanent roof supports if at a minimum 8' of clear line curtain is pre-hung, and rolled up out of the way prior to cutting beginning. To mine the last 4' of a 40' cut from the last row of permanent support the curtain will be unrolled. If the rolled up curtain is torn down while cutting, the curtain will be remotely re-hung or the cut depth will be limited to 40' from the 2nd row of permanent roof support.

ROOF CONTROL PLAN

1. A minimum length of 60" resin bolt is being used at this mine.
2. Roof bolts shall be installed on 4 X 4 centers to within 5' of the faces.
3. Within 24 hours after cutting a place it will have permanent roof support installed unless there is a power or equipment failure, the area involved shall be dangered off.
4. Maximum cut depth is 35'.
5. Maximum entry & crosscut widths are 18' wide.

EMERGENCY EVACUATION & FIREFIGHTING PLAN

1. All persons shall be trained in the deployment, use and maintenance of refuge alternatives as described in the approved Emergency Response Plan required by 30 CFR 75.1507 & 75.1508.
2. PRIMARY ESCAPEWAY – The primary escapeway is located in the isolated intake air course, the #3 entry, which will typically be on the right side of the belt entry. Green reflectors and directional lifelines also with green reflectors will identify the primary escapeway. The life line will be hung from the roof.
3. SECONDARY ESCAPEWAY – The secondary escapeway is located in the #2 entry. Yellow reflectors and directional lifeline with yellow reflectors will identify the secondary escapeway. The lifeline will be hung from the roof.
4. At least one mantrip equipped with two one hour SCSR's per miner will be on the section, at all times personnel are on the sections.
5. Each person entering the mine will be provided with an approved one hour SCSR (CSE SR LD, Draeger Oxy K Plus, Ocenco EBA 6.5) or an Ocenco M-20.

**2018 W.K.M.I. PRE-SHIFT
KY STATE Judges Discount Sheet**

CONTESTANT

NO. _____

NAME _____

DISCOUNTS FROM OUTSIDE PAGE	
DISCOUNTS FROM 1 & 1 RIGHT PAGE	
DISCOUNTS FROM 2 & 2 RIGHT PAGE	
DISCOUNTS FROM 3 PAGE	
DISCOUNTS FROM POWER CENTER PAGE	
TOTAL POINTS DISCOUNTED	
CONTESTANTS TOTAL FIELD SCORE	
CONTESTANTS FIELD TIME	: _____

JUDGE: _____

JUDGE: _____

REVIEWED BY

NAME: _____

NAME: _____

OUTSIDE	YES	NO	RULE #
START CLOCK		-5	# 10
CHECK IN		-5	# 10
DANGER BOARD DTI		-5	# 10
ARROW RED BEFORE ENTERING MINE		-5	# 10
SCSR CHECK		-2	# 10
GAS DETECTOR(S) CHECK		-2	# 10
REQUIRED EQUIPMENT		-2 (ea)	# 3
REQUIRED EQUIPMENT MAINTAINED			NATIONAL
ARROW GREEN AFTER EXITING MINE		-5	# 28
CHECK OUT		-5	# 28
STOP THE CLOCK		-5	# 28
TOTAL DISCOUNTS GIVEN			
GENERAL RULES			
DID CONTESTANT RUN	-5		#24
DID CONTESTANT EXAM ALL ACCESSIBLE AREAS		-5 ea	#27
DID CONTESTANT COMPLY WITH GENERAL RULES NOT COVERED IN THE DISCOUNT SHEET			
		-2	#25
ENDANGER SELF BY ENTERING UNBOLTED AREA	-25		#25
TOTAL DISCOUNTS GIVEN			

#1 ENTRY & 1 RIGHT	YES	NO	RULE #
VERBALIZE VISUAL ROOF EXAM IN ENTRY			NATIONAL
MAKE REQUIRED GT IN ENTRY		-10	#15
TAKE PROPER GT IN ENTRY			NATIONAL
DTI IN ENTRY WHERE GT WAS MADE			NATIONAL
DETERMIND CORRECT AIR DIRECTION AT REGULATOR		-10	#21
FIND CHECK CURTIAN HUNG ADJACENT TO FEEDER		-10	#17
DANGER OUT CHECK CURTAIN		-10	#16
MAKE REQUIRED GAS TEST AT FACE AREA		-5	#15
TAKE PROPER GAS TEST AT FACE AREA			NATIONAL
DTI AT FACE AREA		-2	#14
RETURN AIR READING #1 RIGHT		-10	#21
FAILURE TO CORRECT LOW RETURN AIR		-10	#16
IMPROPER PROCEDURE FOR AIR READING		-5	#19
IF ANEMOMETER IS TURNED BACKWARDS		-5	#20
RETURN AIR READING TAKEN IN #1 ENTRY NOT #1 RIGHT		-5	# 9
TOTAL DISCOUNTS GIVEN			

# 2 ENTRY & 2 RIGHT	YES	NO	RULE #
VERBALIZE VISUAL ROOF EXAM IN ENTRY			NATIONAL
MAKE REQUIRED GT ON BELT LINE		-5	#15
TAKE PROPER GT ON BELT LINE			NATIONAL
DTI IN ENTRY WHERE GT WAS MADE			NATIONAL
FIND NO LIFE LINE IN SECONDARY ESCAPEWAY		-10	#17
DANGER OUT NO LIFELINE		-10	#16
FIND CHECK CURTIAN HUNG ADJACENT TO FEEDER		-10	#17
DANGER OUT CHECK CURTAIN		-10	#16
FIND IMPROPER CUT SEQUENCE 2 RIGHT		-10	#17
DANGER OUT CUT SEQUENCE		-10	#16
FIND LINE CURTAIN IMPROPERLY HUNG IN #2 FACE		-10	#17
PROPERLY INSTALL LINE CURTAIN		-10	#16
MAKE REQUIRED GT IN FACE AREA		-5	#15
MAKE PROPER GT IN FACE AREA			NATIONAL
FIND 1.0 CH4 IN FACE AREA		-5	#17
RETEST FACE OF #2 FOR EXCESSIVE METHANE		-5	#15
TAKE PROPER GAS TEST			NATIONAL
DTI FACE AREA		-2	#14
TOTAL DISCOUNTS GIVEN			

#3 ENTRY	YES	NO	RULE #
VERBALIZE VISUAL ROOF EXAM IN ENTRY			NATIONAL
FIND NO LIFELINE IN PRIMARY ESCAPEWAY		-10	#17
DANGER OUT NO LIFELINE IN PRIMARY ESCAPEWAY		-10	#16
GAS TEST IN ENTRY		-5	#15
TAKE PROPER GAS TEST IN ENTRY			NATIONAL
DTI IN ENTRY WHERE GAS TEST WAS MADE			NATIONAL
TAKE REQUIRED GAS TEST AT POWER CENTER			NATIONAL
TAKE PROPER GAS TEST AT POWER CENTER			NATIONAL
DTI AT POWER CENTER			NATIONAL
FIND LINE CURTAIN IMPROPERLY HUNG IN FACE AREA		-10	#17
CORRECT IMPROPERLY HUNG CURTAIN IN FACE AREA		-10	#16
TAKE REQUIRED GAS TEST AT FACE AREA		-5	#15
TAKE PROPER GAS TEST AT FACE AREA			NATIONAL
FIND 1.2% CH4 IN FACE AREA		-10	#17
RETEST FACE OF #2 FOR EXCESSIVE METHANE		-5	#15
TAKE PROPER RETEST AT FACE AREA		-5	#15
DTI AT THE #3 FACE AREA		-2	# 4
INTAKE AIR READING		-5	#19
IF ANEMOMETER IS TURNED BACKWARDS		-5	#20
TOTAL DISCOUNTS GIVEN			

2018 W.K.M.I. EXAMINERS PRE-SHIFT KY STATE REPORT PAGE

DATE OF EXAMINATION

(-2) 5/23/2018

SECTION OR AREA EXAMINED

(-2) # 001 SECTION

TIME OF EXAMINATION

FROM:

(-2) '00:00

A.M.
P.M.

TO:

(-2) '00:00

A.M.
P.M.

TOTAL =

LOCATION	CH4	O2	VIOLATION OR HAZARDOUS CONDITION	ACTION TAKEN
(-2) #1 RIGHT			(-2) CHECK CURTAIN HUNG ADJACENT TO FEEDER	(-2) DANGERED OUT
(-2) #1 ENTRY	(-2) 0.0%	(-2) 20.8%		
(-2) #1 FACE	(-2) 0.0%	(-2) 20.9%		
(-2) #2 ENTRY	(-2) 0.0%	(-2) 20.8%	(-2) NO LIFELINE IN THE SECONDARY ESCAPEWAY	(-2) DANGERED-OUT
(-2) #2 RIGHT			(-2) CHECK CURTAIN HUNG ADJACENT TO FEEDER	(-2) DANGERED-OFF
(-2) #2 FACE			(-2) LINE CURTAIN NOT INSTALLED PROPERLY	(-2) HUNG CURTAIN
(-2) #2 FACE	(-2) 0.0%	(-2) 20.9%	(-2) FOUND 1.0% METHANE	(-2) HUNG CURTAIN
(-2) #2 RIGHT			(-2) CUT SEQUENCE NOT BEING FOLLOWED PROPERLY	(-2) DANGERED OUT
(-2) #3 ENTRY	(-2) 0.0	(-2) 20.9%	(-2) NO LIFELINE IN THE PRIMARY ESCAPEWAY	(-2) DANGERED OUT
(-2) #3 P.C.	(-2) 0.0	(-2) 20.9%		
(-2) #3 FACE			(-2) LINE CURTAIN NOT INSTALLED PROPERLY	(-2) HUNG CURTAIN
(-2) #3 FACE	(-2) 0.0	(-2) 20.9%	(-2) FOUND 1.2% METHANE	(-2) HUNG CURTAIN
TOTAL=	Total=		TOTAL =	TOTAL =

AIR MEASUREMENTS (MUST BE CORRECT)

LOCATION	CFM	LOCATION	CFM
(-2) LOCC INTAKE	(-2) 12,600	(-2) LOCC RETURN	(-2) 12,870
Total=			

REMARKS

(-2) FOUND LOW AIR ON UNIT (-2) REHUNG CURTAINS AND CORRECTED

TOTAL =

(-2) Wanna B Examiner

(-2) 5/23/2018

(-1) A-24-48

SIGNED BY THE CERTIFIED EXAMINER

DATE

CERTIFICATION NUMBER

TOTAL =

CONTESTANT'S TOTAL DISCOUNT =

JUDGE:

JUDGE:

INTAKE

(DO NOT LET THE CONTESTANT SEE THIS)

(READINGS WITH CHECK CURTAINS REMOVED X-CUT 66)

18 X 5 X 140

(AIR READINGS WITHOUT CHECK CURTAINS REMOVED X-CUT 67)

18 X 5 X 65

RETURN

(DO NOT LET THE CONTESTANT SEE THIS)

(READINGS WITH CHECK CURTAINS REMOVED)

18 X 5 X 143

(AIR READINGS WITHOUT CHECK CURTAINS REMOVED)

18 X 5 X 65

2018 W.K.M.I. PRE-SHIFT NATIONAL Judges Discount Sheet

CONTESTANT

NO. _____

NAME _____

DISCOUNTS FROM OUTSIDE PAGE	
DISCOUNTS FROM 1 & 1 RIGHT PAGE	
DISCOUNTS FROM 2 & 2 RIGHT PAGE	
DISCOUNTS FROM 3 PAGE	
DISCOUNTS FROM POWER CENTER PAGE	
TOTAL POINTS DISCOUNTED	
CONTESTANTS TOTAL FIELD SCORE	
CONTESTANTS FIELD TIME	

JUDGE: _____

JUDGE: _____

REVIEWED BY

NAME: _____

NAME: _____

OUTSIDE	YES	NO	RULE #
START CLOCK		-2	# 19
CHECK IN		-2	# 1
DANGER BOARD DTI			STATE
ARROW RED BEFORE ENTERING MINE			STATE
SCSR CHECK		-2	# 3
GAS DETECTOR(S) CHECK		-2	# 19
REQUIRED EQUIPMENT		-2	# 2
REQUIRED EQUIPMENT MAINTAINED		-2	# 14
ARROW GREEN AFTER EXITING MINE			STATE
CHECK OUT		-2	# 1
STOP THE CLOCK		-2	# 1
TOTAL DISCOUNTS GIVEN			
GENERAL RULES			
DID CONTESTANT RUN	-5		# 13
DID CONTESTANT EXAM ALL ACCESSIBLE AREAS		-5 ea	# 18
DID CONTESTANT COMPLY WITH GENERAL RULES NOT COVERED IN THE DISCOUNT SHEET		-2	# 19
ENDANGER SELF BY ENTERING UNBOLTED AREA	-20		#16-C
TOTAL DISCOUNTS GIVEN			

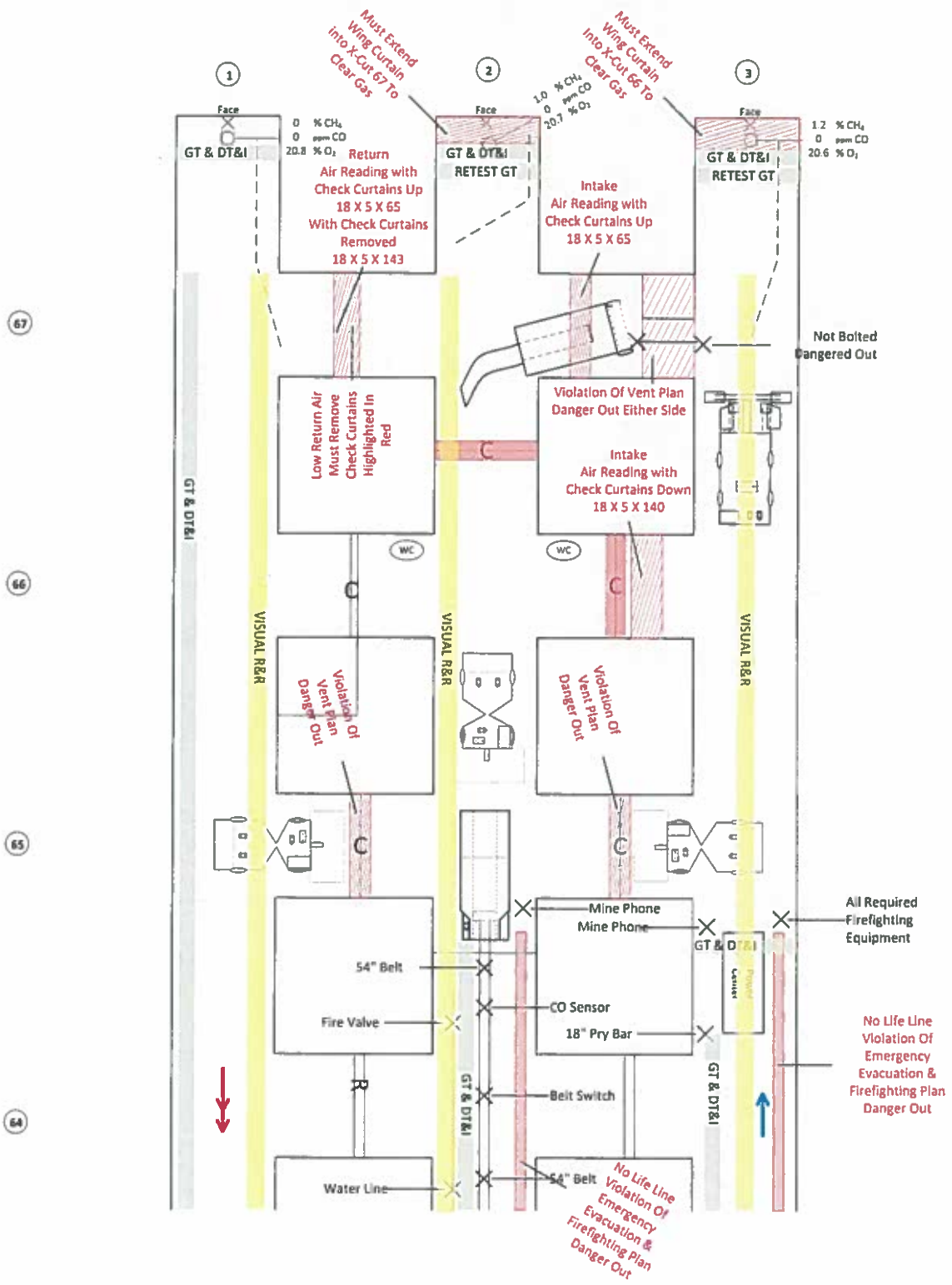
#1 ENTRY & 1 RIGHT	YES	NO	RULE #
VERBALIZE VISUAL ROOF EXAM IN ENTRY		-2	# 10
MAKE REQUIRED GT IN ENTRY		-5	# 5-A
TAKE PROPER GT IN ENTRY		-2 ea	# 6
DTI IN ENTRY WHERE GT WAS MADE		-2	# 4
DETERMIND CORRECT AIR DIRECTION AT REGULATOR		-10	# 7
FIND CHECK CURTIAN HUNG ADJACENT TO FEEDER		-10	# 11
DANGER OUT CHECK CURTAIN		-10	# 12
MAKE REQUIRED GAS TEST AT FACE AREA		-5	# 5-D
TAKE PROPER GAS TEST AT FACE AREA		-2 ea	# 6
DTI AT FACE AREA		-2	# 4
RETURN AIR READING #1 RIGHT		-10	# 7
FAILURE TO CORRECT LOW RETURN AIR		-10	# 7
IMPROPER PROCEDURE FOR AIR READING		-2	# 8
IF ANEMOMETER IS TURNED BACKWARDS			STATE
RETURN AIR READING TAKEN IN #1 ENTRY NOT #1 RIGHT		-5	# 9
TOTAL DISCOUNTS GIVEN			

# 2 ENTRY & 2 RIGHT	YES	NO	RULE #
VERBALIZE VISUAL ROOF EXAM IN ENTRY		-2	#10
MAKE REQUIRED GT ON BELT LINE		-5	# 5-A
TAKE PROPER GT ON BELT LINE		-2 ea	# 6
DTI IN ENTRY WHERE GT WAS MADE		-2	# 4
FIND NO LIFE LINE IN SECONDARY ESCAPEWAY		-10	# 11
DANGER OUT NO LIFELINE		-10	# 12
FIND CHECK CURTIAN HUNG ADJACENT TO FEEDER		-10	# 11
DANGER OUT CHECK CURTAIN		-10	# 12
FIND IMPROPER CUT SEQUENCE 2 RIGHT		-10	# 11
DANGER OUT CUT SEQUENCE		-10	# 12
FIND LINE CURTAIN IMPROPERLY HUNG IN #2 FACE		-10	#11
PROPERLY INSTALL LINE CURTAIN		-10	#12
MAKE REQUIRED GT IN FACE AREA		-5	# 5-D
MAKE PROPER GT IN FACE AREA		2ea	#6
FIND 1.0 CH4 IN FACE AREA		-5	# 5-D
RETEST FACE OF #2 FOR EXCESSIVE METHANE		-5	#5-l
TAKE PROPER GAS TEST		-2 ea	# 6
DTI FACE AREA		-2	# 4
TOTAL DISCOUNTS GIVEN			

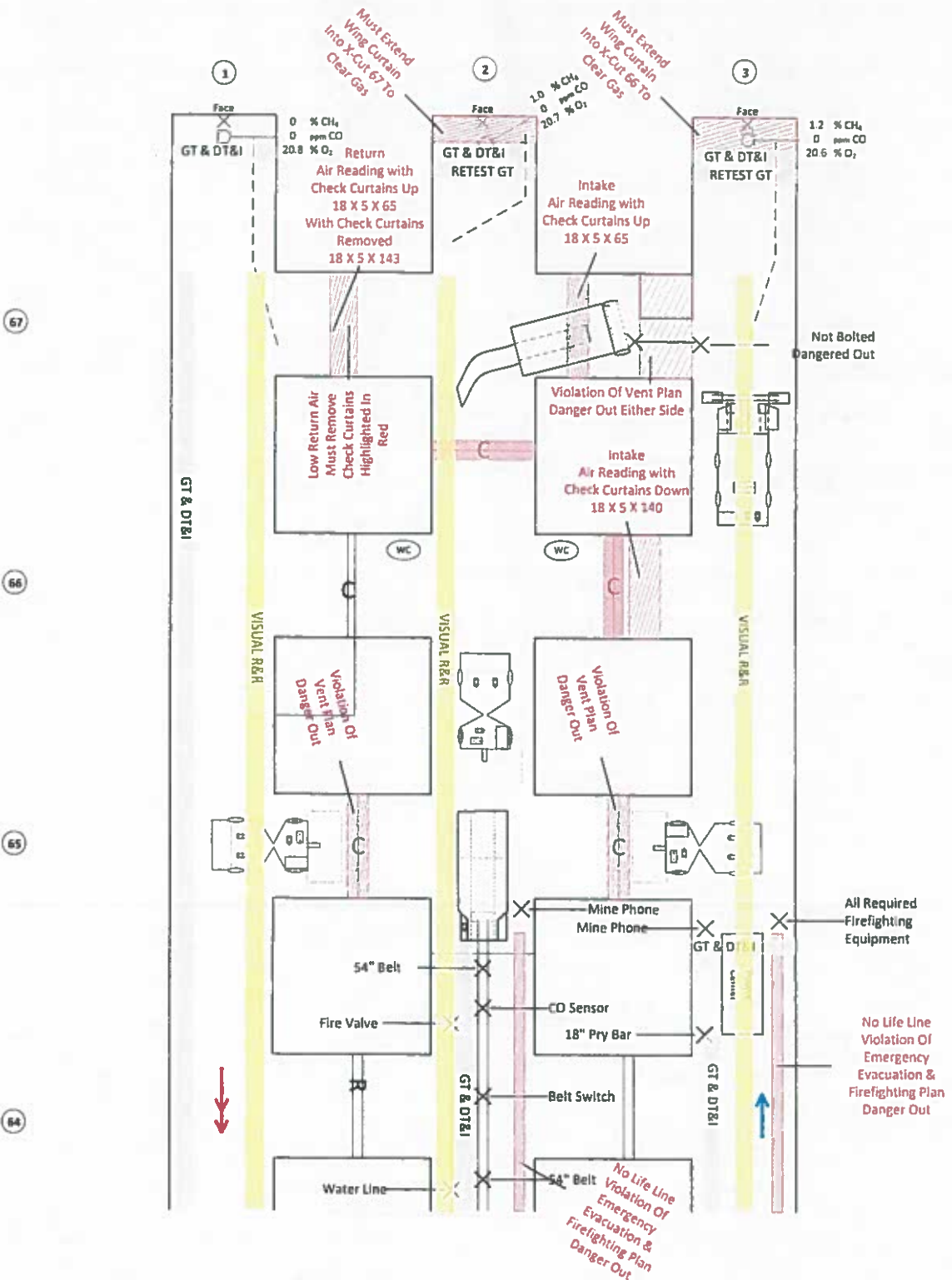
#3 ENTRY	YES	NO	RULE #
VERBALIZE VISUAL ROOF EXAM IN ENTRY		-2	#10
FINE NO LIFELINE IN PRIMARY ESCAPEWAY		-10	#11
DANGER OUT NO LIFELINE IN PRIMARY ESCAPEWAY		-10	#12
GAS TEST IN ENTRY		-5	# 5-A
TAKE PROPER GAS TEST IN ENTRY		-2 ea	# 6
DTI IN ENTRY WHERE GAS TEST WAS MADE		-2	# 4
TAKE REQUIRED GAS TEST AT POWER CENTER		-5	# 5-F
TAKE PROPER GAS TEST AT POWER CENTER		-2 ea	# 6
DTI AT POWER CENTER		-2	# 4
FIND LINE CURTAIN IMPROPERLY HUNG IN FACE AREA		-10	#11
CORRECT IMPROPERLY HUNG CURTAIN IN FACE AREA		-10	#12
TAKE REQUIRED GAS TEST AT FACE AREA		-5	#5-F
TAKE PROPER GAS TEST AT FACE AREA		-2 ea	#6
FIND 1.2% CH4 IN FACE AREA		-5	#5-D
RETEST FACE OF #2 FOR EXCESSIVE METHANE		-5	#5-I
TAKE PROPER RETEST AT FACE AREA		-2ea	#6
DTI AT THE #3 FACE AREA		-2	# 4
INTAKE AIR READING			STATE
IF ANEMOMETER IS TURNED BACKWARDS			STATE
TOTAL DISCOUNTS GIVEN			

2018 W.K.M.I. EXAMINERS PRE-SHIFT NATIONAL REPORT PAGE

DATE OF EXAMINATION		(-2) 5/23/2018		SECTION OR AREA EXAMINED		(-2) # 001 SECTION	
TIME OF EXAMINATION		FROM:	(-2) '00:00	A.M. P.M.	TO:	(-2) '00:00	A.M. P.M.
				TOTAL = _____			
LOCATION	CH4	O2	VIOLATION OR HAZARDOUS CONDITION	ACTION TAKEN			
(-2) #1 RIGHT			(-2) CHECK CURTAIN HUNG ADJACENT TO FEEDER	(-2) DANGERED OUT			
(-2) #1 FACE	(-2) 0.0%	20.9%					
(-2) #2 ENTRY			(-2) NO LIFELINE IN THE SECONDARY ESCAPEWAY	(-2) DANGERED-OUT			
(-2) #2 RIGHT			(-2) CHECK CURTAIN HUNG ADJACENT TO FEEDER	(-2) DANGERED-OFF			
(-2) #2 ENTRY			(-2) LINE CURTAIN NOT INSTALLED PROPERLY	(-2) HUNG CURTAIN			
(-2) #2 FACE	(-2) 0.0%	20.9%	(-2) FOUND 1.0% METHANE	(-2) HUNG CURTAIN			
(-2) #2 RIGHT			(-2) CUT SEQUENCE NOT BEING FOLLOWED PRPOERLY	(-2) DANGERED OUT			
(-2) #3 ENTRY	(-2) '0.0	20.9%	(-2) NO LIFELINE IN THE PRIMARY ESCAPEWAY	(-2) DANGERED OUT			
(-2) #3 P.C.	(-2) '0.0	20.9%					
(-2) #3 FACE			(-2) LINE CURTAIN NOT INSTALLED PROPERLY	(-2) HUNG CURTAIN			
(-2) #3 FACE	(-2) '0.0	20.9%	(-2) FOUND 1.2% METHANE	(-2) HUNG CURTAIN			
TOTAL= _____	Total= _____		TOTAL = _____	TOTAL = _____			
AIR MEASUREMENTS (MUST BE CORRECT)							
LOCATION		CFM		LOCATION		CFM	
(-2) LOCC INTAKE		(-2) 12,600		(-2) LOCC RETURN		(-2) 12,870	
				Total= _____			
REMARKS							
(-2) FOUND LOW AIR ON UNIT (-2) REHUNG CURTAINS AND CORRECTED							
				TOTAL = _____			
(-2) Wanna B Examiner				(-2) 5/23/2018		(-1) A-24-48	
SIGNED BY THE CERTIFIED EXAMINER				DATE		CERTIFICATION NUMBER	
				TOTAL = _____			
CONTESTANT'S TOTAL DISCOUNT = _____							
JUDGE:				JUDGE:			



CONTESTANT



CONTESTANT

NOTES: _____
