

2012 INDIANA PRE-SHIFT CONTEST



INDIANA PRE-SHIFT CONTEST
2012
CONTESTANT STATEMENT

I am Judges Name and this is Judges Name.

You are the Pre-shift Examiner for the Vincennes #2 Mine.

This mine has been developed into the Indiana #5 coal seam, which is known to have high concentrations of methane gas and some poor roof conditions.

You are to conduct a pre-shift examination for the 1 Main East Section, MMU-001. The section's loading crew will be producing coal during the time you will be conducting this examination. The face equipment being used is a Joy Continuous mining machine, Fletcher dual boom roof bolter, Joy shuttle cars and a battery powered scoop. All the equipment operators will be at the location of the equipment. These miners may be available to assist you as certain times, if you request permission from the judges.

The mine roof is typically 7 feet high and is bolted with 8 foot fully grouted roof bolts unless otherwise indicated.

There will be 2 employees setting floor to roof supports during the oncoming shift, starting at the unit tailpiece and working outby. They will also be re-plastering both sides of the return stopping line brattices.

Information for proper ventilation and roof bolting for the 1 Main East Section is in the Roof control and Ventilation plan.

The section map you will be provided was updated prior to the sections loading crew beginning production this morning.

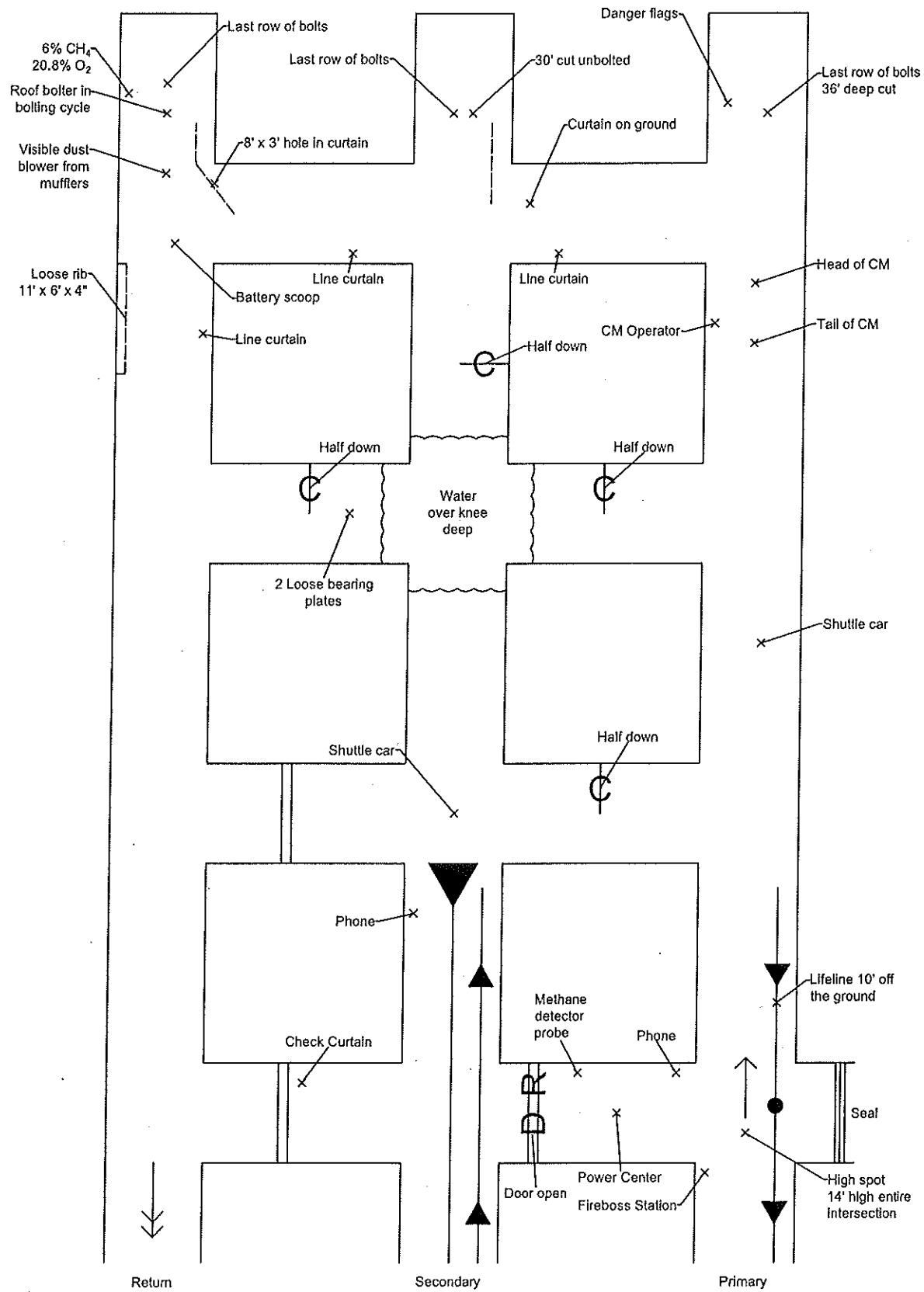
The Main Fan is a blowing fan and it is in operation.

The incoming power to the section and the sections power center must remain on at all times unless conditions warrant power to be de-energized.

The entries on the section are numbered from left to right, and you will begin travels in the No. 3 entry (Intake air course/Primary Escape way/travel way)

You are to report to the Examiners Station when you are finished with your examination and we will escort you to the location to fill out the examiners record book.

Scale: 1" = 15'



INDIANA PRESHIFT 2012 - CONTEST CHECKLIST

CONTESTANT NAME:						
FIREBOSS STATION/OUTSIDE:		YES	NO	RULE #	YES	NO
1 DID CONTESTANT CHECK IN?				1		
2 DID CONTESTANT BRING REQUIRED EQUIPMENT?				2		
3 DID CONTESTANT CHECK SCSR?				3		
4 DID CONTESTANT CHECK DETECTOR(S) AFTER STARTING CLOCK?				19		
5 DID CONTESTANT CHECK OUT?				1		
6 WAS ALL EQUIPMENT MAINTAINED IN OPERABLE CONDITION?				14		
#1 ENTRY RETURN:		YES	NO	RULE #	YES	NO
1 DID CONTESTANT STATE A VISUAL EXAM OF ROOF IN #1 ENTRY AND TAKE GAS READING?				10		
2 DID CONTESTANT IDENTIFY AND DANGER OFF THE LOOSE BEARING PLATES?				11, 12		
3 DID CONTESTANT IDENTIFY AND DANGER OFF THE LOOSE COAL RIB?				11,12		
4 DID CONTESTANT IDENTIFY AND CORRECT 8' BY 3' HOLE IN THE WING CURTAIN FOR THE FACE?				11, 12		
5 DID CONTESTANT TAKE GAS AND DTI TEST IN THE FACE AREA?				5		
6 DID THE CONTESTAN IDENTIFY AND TAKE ACTION FOR THE MUFFLERS OF THE ROOF BOLTER BLOWING DUST?				11,12		
7 DID CONTESTANT IDENTIFY/DTI THE EXCESSIVE METHANE IN THE FACE AND TAKE CORRECTIVE ACTION? DE-ENERGIZE AND WITHDRAW MINERS?				11,12		
8 DID CONTESTANT REPLACE LINE CURTAIN TO CLEAR METHANE IN #1 FACE?				11,12,7		
9 DID CONTEST DTI RETURN SIDE OF STOPPINGS?				4,5		
10 DID CONTESTANT HAVE BATTERY SCOOP MOVED BEFORE VENTING FACE?				15		
11 DID CONTESTANT TAKE GAS TEST AFTER CLEARED GAS IN #1 ENTRY?				5		
#2 ENTRY BELT ENTRY/SECONDARY ESCAPEWAY		YES	NO	RULE #	YES	NO
1 DID CONTESTANT STATE A VISUAL EXAM OF ROOF IN #2 ENTRY?				10		
2 DID CONTESTANT TAKE GAS TEST IN BELT ENTRY NEAR TAILPIECE?				5		
3 DID CONTESTANT IDENTIFY MISSING SPHERE ON LIFELINE FOR MANDOOR?				11,12		
4 DID CONTESTANT IDENTIFY MISSING CHECK CURTAIN OUTBY TAILPIECE AND RE-HANG?				11,12,7		
5 DID CONTESTANT IDENTIFY/DTI WATER OVER KNEE DEEP?				11,12		
6 DID CONTESTANT TAKE GAS TEST AND DTI IN FACE AREA?				5		
7 DID CONTESTANT IDENTIFY AND RE-HANG LINE CURTAIN FOR THE FACE OF No. 2 ENTRY?				7		
8 DID CONTESTANT IDENTIFY MISSING DANGER FLAG FOR FACE?				11,12		
9 DID CONTESTANT DTI INTAKE SIDE OF RETURN STOPPINGS?				4,5		
10 DID CONTESTANT IDENTIFY WIDE ENTRY WHILE TAKING LOC READING?						
11 DID CONTESTANT TAKE AIR READING IN LAST OPEN XC 1 TO 2?				7, 8,9		
#3 ENTRY PRIMARY ESCAPEWAY :		YES	NO	RULE #	YES	NO
1 DID CONTESTANT STATE A VISUAL EXAM OF ROOF MADE IN #3 ENTRY?				10		
2 DID CONTESTANT TAKE GAS AT SECTION POWER CENTER?				5		
3 DID CONTESTANT IDENTIFY AND CLOSE MANDOOR BEHIND POWER CENTER?				7,11,12		
4 DID CONTESTANT IDENTIFY AND PLACE DANGER SIGN THAT DIRECTIONAL CONES ARE BACKWARDS ON LIFELINE AND LIFELINE 10' OFF GROUND				11, 12		
5 DID CONTESTANT TAKE GAS TEST AT SEAL ACROSS FROM POWER CENTER?				5		
6 DID CONTESTANT IDENTIFY AND DANGER OFF WATER OVER KNEE DEEP BETWEEN ENTRY 2 AND 3?				5		
7 DID CONTESTANT IDENTIFY AND CORRECT RED ZONE INFRACTION?				5		
8 DID CONTESTANT IDENTIFY MISSING LINE CURTAIN IN THE FACE AND REHANG?				7		
9 DID CONTESTANT IDENTIFY AND DANGER OFF 36 FOOT DEEP CUT IN FACE AREA OF #3 ENTRY AND THAT 3 PLACES ARE UNBOLTED?				11,12		
10 DID CONTESTANT TAKE GAS TEST AND DTI THE FACE AREA?				5		
GENERAL RULES AND REFERENCE:		YES	NO	RULE #	YES	NO
1 DID CONTESTANT RUN?				13		
2 DID CONTESTANT LEAVE MINE IN COMPLIANCE WITH VENT PLAN IF ABLE TO DO SO?				7		
3 DID CONTESTANT CORRECT ALL CORRECTABLE HAZARDS?				12		
4 DID CONTESTANT EXAMINE ALL ACCESSIBLE AREAS?				18		
5 DID CONTESTANT ENDANGER HIM/HERSELF OR OTHERS?				16		
6 DID CONTESTANT VERBALLY IDENTIFY AT LEAST A VISUAL EXAM OF THE MINE ROOF AT LEAST ONCE IN EACH ENTRY?				10		

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INDIANA PRE-SHIFT CONTEST

2012

AIR READING

LAST OPEN CROSSCUT

(WITH THE MANDOOR OPEN BEHIND THE POWER CENTER AND CHECK CURTAINS DOWN)

INDICATED ANEMOMETER DIAL

READING:

AFTER 1 MINUTE =

100 LINEAR FEET

ENTRY WIDTH =

21 FEET

ENTRY HIEGHT =

7 FEET

NOTE:

Total CFM = 14,700

IF CONTESTANT ASK ABOUT EXCESIVE ENTRY WIDTH, TELL THEM THE WIDTH EXTENDS A DISTANCE OF 6 FEET, THIS SHOULD BE NOTED THE CONTESTANTS PRE-SHIFT RECORD THAT THE WIDTH EXCEEDS THE APPROVED ROOF CONTROL PLAN.

INDIANA PRE-SHIFT CONTEST

2012

AIR READING

LAST OPEN CROSSCUT

(WITH THE MANDOOR CLOSE BEHIND THE POWER CENTER AND CHECK CURTAINS RE-HUNG)

(THIS IS THE CORRECT READING THAT SHOULD BE IN THE CONTESTANTS PRE-SHIFT RECORD BOOK)

INDICATED ANEMOMETER DIAL

READING:

AFTER 1 MINUTE =

200 LINEAR FEET

ENTRY WIDTH =

21 FEET

ENTRY HIEGHT =

7 FEET

NOTE:

Total CFM = 29,400

IF CONTESTANT ASK ABOUT EXCESIVE ENTRY WIDTH, TELL THEM THE WIDTH EXTENDS A DISTANCE OF 6 FEET, THIS SHOULD BE NOTED THE CONTESTANTS PRE-SHIFT RECORD BOOK THAT THE WIDTH EXCEEDS THE APPROVED ROOF CONTROL PLAN.

Key points to observe during the problem.

- The contestant must verbally state all hazard to you.
- The lifeline in the primary cannot be lowered or cones reversed. 2 danger signs must be placed on the ground, one for each hazard.
- The sphere for the lifeline in the secondary cannot be installed, a danger sign must be placed on the ground.
- When the contestant is in sight of the CM, be positioned at the tail of the CM and hand them the note stating the CM operator is in the Red Zone. At this point, the contestant must state to you the hazard and take action to correct. Stating that he/she has informed the

CM operator of their position and telling them to move out of the red zone, de-energize the pump motor or machine, or they may go back to power center and de-energize the CM.

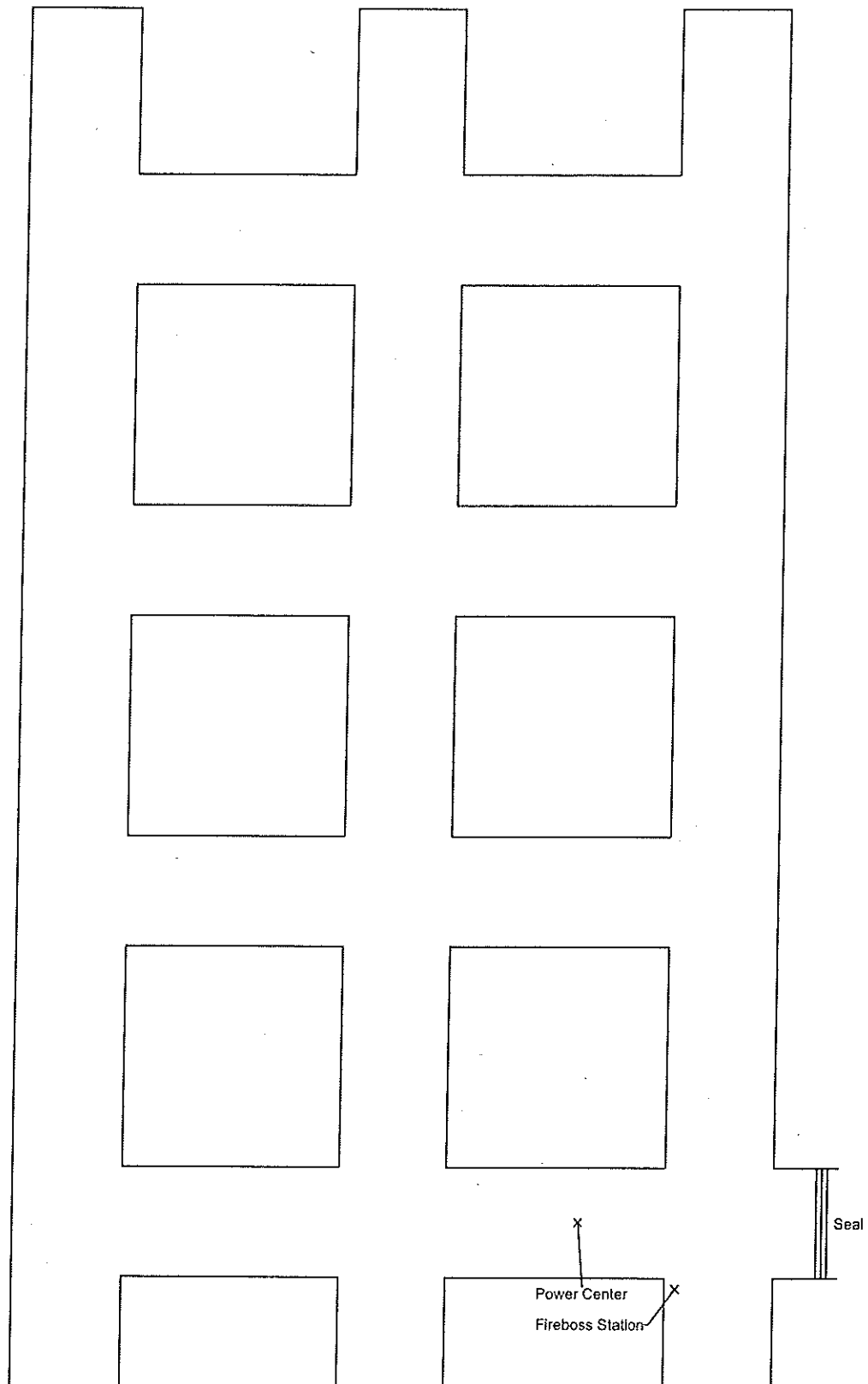
- When the contestant reaches the roof bolter they must state that the visible dust blowing out is a hazard. The condition cannot be corrected, so power must be turned off the bolter, or shut off and danger sign placed on the ground.
- When the contestant reaches the 6% CH₄ in the No. 3 face, a statement must be made that all persons other than those must be withdrawn from the area. The contestant must then go back to power center and de-energize the power center.

- The battery scoop in the intersection can be moved if the contestant asks you. The statement at the beginning says that the miner may be able to assist them if they ask you. If the battery scoop is not moved. Rule 15 will be violated and a 30 point discount.
- Do not clear the methane until all the check curtains have been re-hung and the line curtain has been replaced going into the No. 1 entry. The contestant must state to you that the damaged curtain is hazard.

Note for contestant when he/she reaches the continuous mining machine in the No. 3 entry.

You are witnessing the continuous mining machine operator tramming the miner outby, while being positioned in the red zone, which is a pinch point.

Scale: 1" = 15'



CONTESTANTS PACKET

INDIANA PRE-SHIFT CONTEST
2012
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Written Instructions

PRESHIFT CONTEST PROBLEM

- Rules for the 2012 National Pre-Shift Contest will be followed.
- Curtain strips will be used for curtains.
- All violations of 30CFR, the mines approved roof control plan and ventilation plan will be considered a hazard. All hazardous conditions if possible must be corrected prior to finishing the pre-shift examination.
- All hazards found must be verbally stated to the judges.

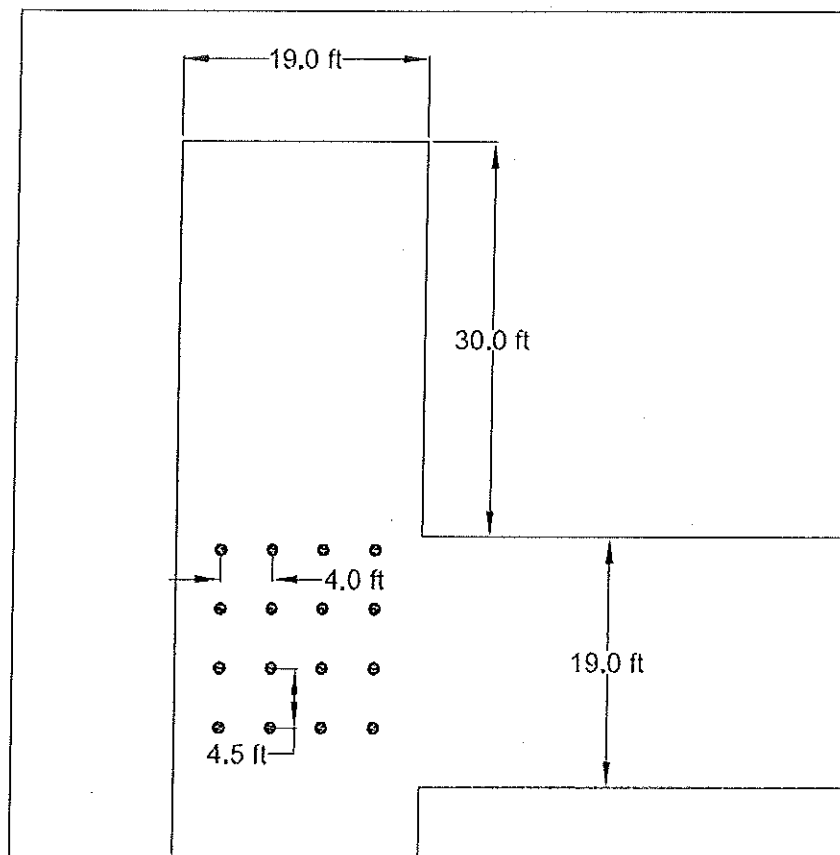
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Plan Information

ROOF CONTROL PLAN

- Development Mining – 30 foot maximum cut depth.
- Entry and cross cut widths – 19 feet maximum width.
- Bolt spacing – 4 feet by 4 feet bolt to bolt and 4.5 feet row to row.
- No more than 1 place is allowed to be un-bolted at a time excluding where the continuous mining machine is extracting coal.
- No persons shall be positioned in Red Zones on moving equipment or other pinch point hazardous areas.



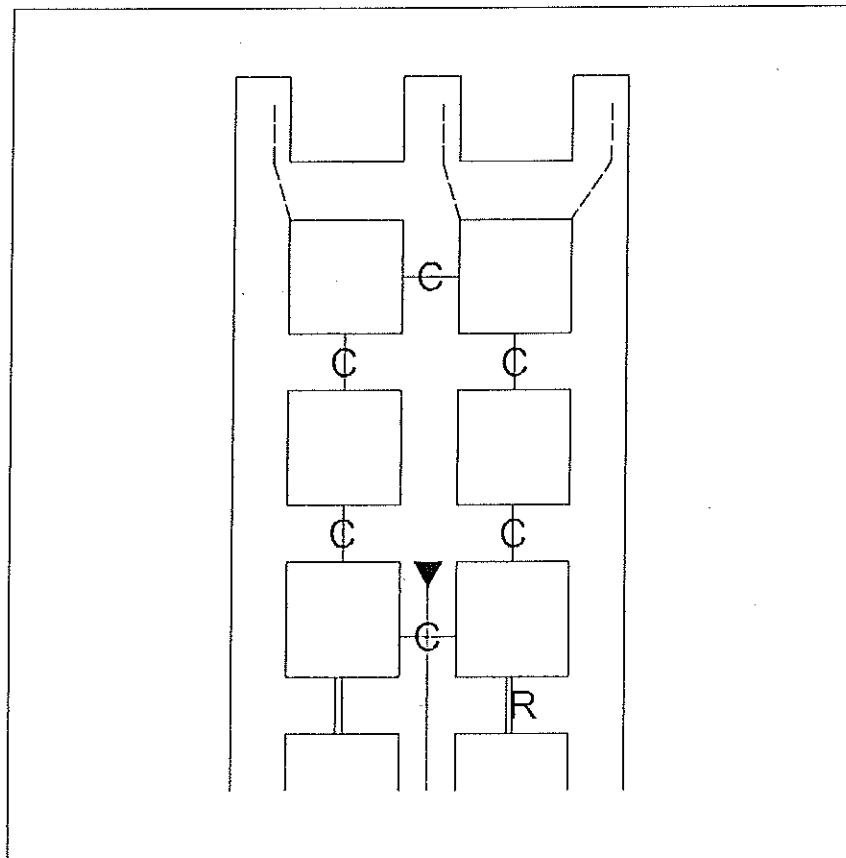
INDIANA PRE-SHIFT CONTEST

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Plan Information

VENTILATION PLAN

- Minimum air quantity in the last open cross cut = 20,000 CFM.
- 40 foot maximum distance the line curtain can be from the face.
- When mining 7,000 CFM shall be maintained at the end of the line curtain for the continuous mining machine with the scrubber off.
- A check curtain shall be installed in the conveyor belt entry, just outby the sections tailpiece.
- All ventilation controls shall be maintained adequate to provide ventilation to the working faces.



Scale: 1" = 15'

