

2014
KENTUCKY RIVER
MINE RESCUE
PRE-SHIFT CONTEST



JUDGES INSTRUCTIONS

1. IF THE CONTESTANT DOES NOT TAKE A GAS TEST OR AIR READING DO NOT DISCOUNT FOR IMPROPER TEST OR AIR READING.
2. IF CONTESTANT DOES NOT PLACE DANGER SIGN DO NOT DISCOUNT FOR DTI ON DANGER SIGN.
3. IF THE CONTESTANT CHECKS ROOF TEST HOLE TELL THEM (HOLE IS OK).
4. IF CONTESTANT CHECKS TELEPHONES TELL THEM (PHONES OK).

STATEMENT

WELCOME, I AM NAME-AGENCY AND THIS IS NAME-AGENCY.

YOU ARE THE PRE-SHIFT EXAMINER FOR THE 001 SECTION AND THE #1 BELT.

MINERS ARE SCHEDULED TO WORK ON THE 001 SECTION AND ON THE #1 BELT.

THE #1 BELT IS NOT RUNNING AT THIS TIME.

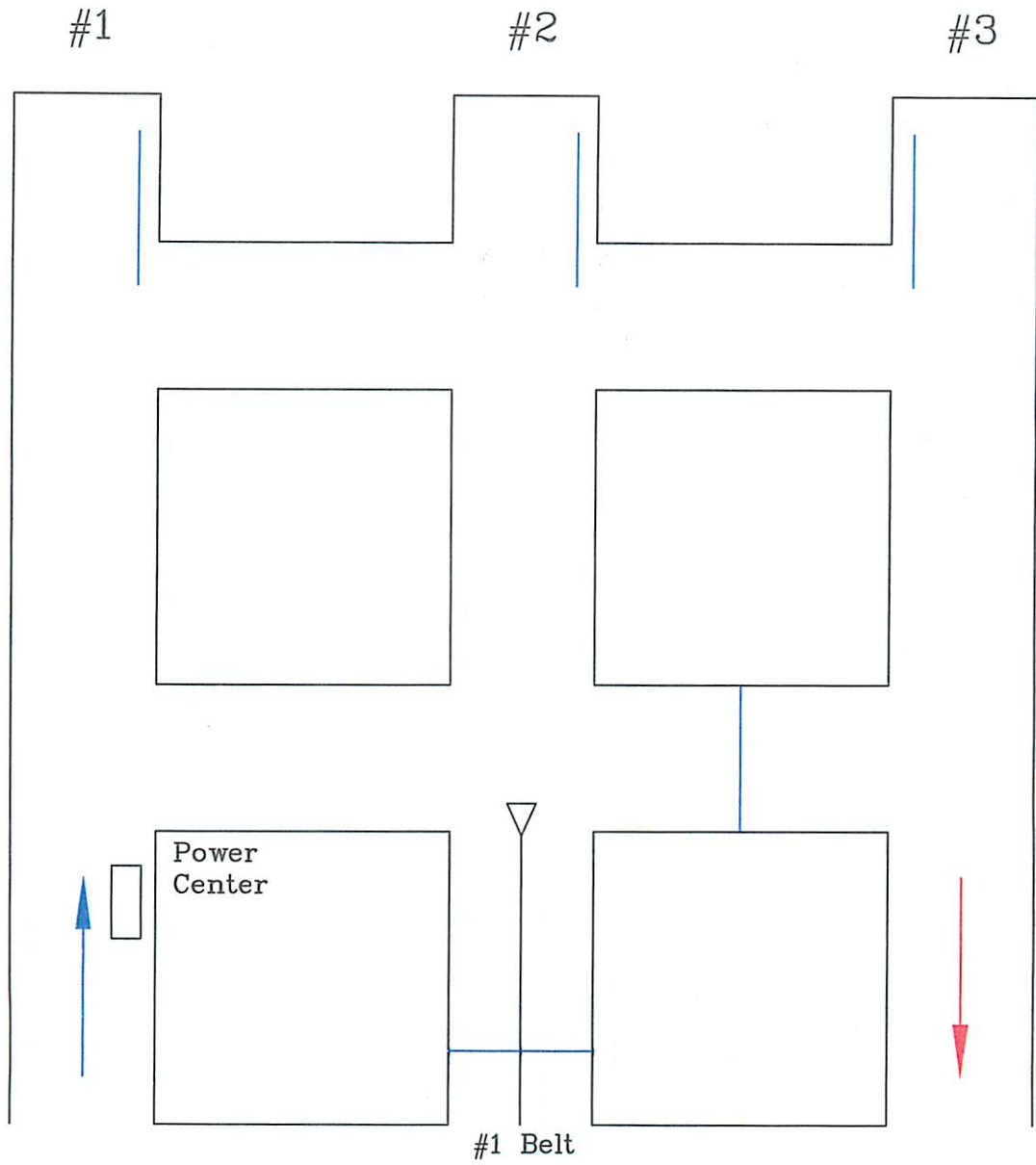
ROOF CONTROL PLAN

- (1) The maximum cut depth for this mine is 20 feet.
- (2) Openings that create an intersection should be permanently supported or at least one row of temporary supports should be installed on not more than 5 foot centers across the opening before any other work or travel in the intersection, except to conduct examinations or make safety corrections.
- (3) The sub-mains and pillar panels are driven on 60-foot X 60-foot centers minimum.
- (4) The roof bolt pattern is 4-foot by 4 foot centers.
- (5) The maximum entry and crosscut width is 20 feet.
- (6) Roof test holes shall be drilled 72 inches deep in all intersections.

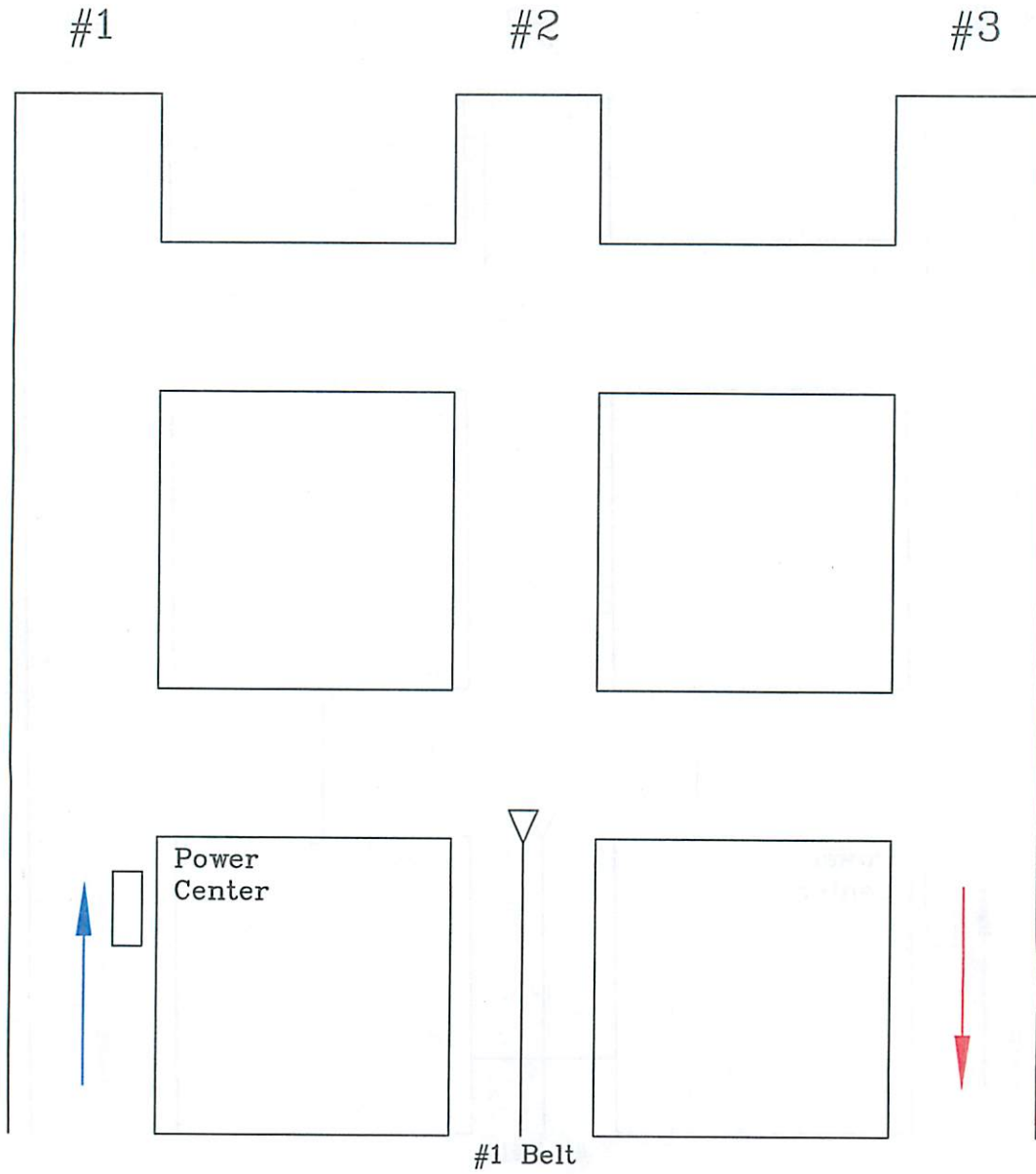
VENTILATION PLAN

- (1) A line curtain shall be maintained to within 5 feet of face in supported places and to the last row of permanent support in unbolted places.
- (2) The line curtain shall extend into the crosscut.
- (3) The minimum volume of air in the last open crosscut shall be 15,000 CFM when three open crosscuts are present.

Ventilation Map



Blank Map



**PRE-SHIFT EXAMINATION CONTEST
JUDGES DISCOUNT SHEET**

CONTESTANT _____ NO. _____ * DENOTES DISCOUNT

WORKING TIME _____

**REQUIRED EQUIPMENT
TWO POINT DISCOUNT FOR EACH OMITTED ITEM RULE 2
MARK AN X IF AVAILABLE**

| | | | |
|-------------------------|-----|-------------------------|-----|
| SAFETY CAP | ___ | SAFETY BOOTS | ___ |
| MINING BELT WITH ID TAG | ___ | CHECK IN TAG | ___ |
| CAP LIGHT | ___ | SCSR | ___ |
| ANEMOMETER | ___ | WATCH (OR EQUIVALENT) | ___ |
| GAS DETECTOR | ___ | DEVICE FOR TESTING ROOF | ___ |
| MEASURING DEVICE | ___ | BLANK INDEX CARDS | ___ |

OUTSIDE

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|---|------------|-----------|-------------|
| (1) DID CONTESTANT CHECK IN | ___ | ___* | 1 |
| (2) DID CONTESTANT CHECK SCSR | ___ | ___* | 3 |
| (3) DID CONTESTANT CHECK METHANE/OXYGEN DETECTOR | ___ | ___* | 19 |
| (4) DID CONTESTANT CHECK OUT | ___ | ___* | 1 |
| (5) DID CONTESTANT HAVE ALL REQUIRED EQUIPMENT | ___ | ___* | 2 |
| (6) WAS CONTESTANT EQUIPMENT MAINTAINED IN OPERABLE CONDITION | ___ | ___* | 14 |
| (7) DID CONTESTANT ENTER MINE UP NUMBER 3 ENTRY | ___ | ___* | 17 |

POWER CENTER

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|---|------------|-----------|-------------|
| (1) DID CONTESTANT DTI AT POWER CENTER | ___ | ___* | 4 |
| (2) DID CONTESTANT TAKE GAS TEST AT POWER CENTER. | ___ | ___* | 5 |
| (3) DID CONTESTANT TAKE A PROPER GAS TEST | ___ | ___* | 6 |

#1 HEADING

| | | | |
|---|------|------|----|
| (1) DID CONTESTANT DTI AT #1 HEADING. | ___ | ___* | 4 |
| (2) DID CONTESTANT TAKE GAS TEST AT #1 HEADING | ___ | ___* | 5 |
| (3) DID CONTESTANT TAKE A PROPER GAS TEST | ___ | ___* | 6 |
| (4) DID CONTESTANT VERBALLY IDENTIFY ROOF & RIB | ___ | ___* | 10 |
| (5) DID CONTESTANT IDENTIFY DRAW ROCK | ___ | ___* | 11 |
| (6) DID CONTESTANT TAKE DOWN DRAW ROCK | ___ | ___* | 12 |
| (7) DID CONTEST ENDANGER SELF IN DRAW ROCK | ___* | ___ | 16 |
| (8) DID CONTESTANT IDENTIFY 5.3% CH4 | ___ | ___* | 11 |
| (9) DID CONTESTANT IDENTIFY CURTAIN MISSING | ___ | ___* | 11 |
| (10) DID CONTESTANT HANG CURTAIN | ___ | ___* | 7 |
| (11) DID CONTESTANT RETAKE GAS TEST AT #1 HEADING | ___ | ___* | 5 |
| (12) DID CONTESTANT TAKE A PROPER GAS TEST | ___ | ___* | 6 |

WATER OVER KNEE DEEP BETWEEN #1 AND #2 ENTRY

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|---|------------|-----------|-------------|
| (1) DID CONTESTANT IDENTIFY WATER OVER KNEE KEEP | ___ | ___* | 11 |
| (2) DID CONTESTANT PLACE DANGER (BOTH SIDES) | ___ | ___* | 12 |
| (3) DID CONTEST ENDANGER SELF IN WATER OVER KNEE DEEP | ___* | ___ | 16 |

#2 HEADING

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|---|------------|-----------|-------------|
| (1) DID CONTESTANT DTI AT #2 HEADING. | ___ | ___* | 4 |
| (2) DID CONTESTANT TAKE GAS TEST AT #2 HEADING. | ___ | ___* | 5 |
| (3) DID CONTESTANT TAKE A PROPER GAS TEST | ___ | ___* | 6 |
| (4) DID CONTESTANT VERBALLY IDENTIFY ROOF & RIB | ___ | ___* | 10 |
| (5) DID CONTESTANT IDENTIFY CURTAIN MISSING (BETWEEN #2 AND #3 ENTRY) | ___ | ___* | 11 |
| (6) DID CONTESTANT HANG CURTAIN | ___ | ___* | 7 |
| (7) DID CONTESTANT IDENTIFY CURTAIN MISSING (AT FACE) | ___ | ___* | 11 |
| (8) DID CONTESTANT HANG CURTAIN | ___ | ___* | 7 |
| (9) DID CONTESTANT IDENTIFY NO DANGER SIGN | ___ | ___* | 11 |
| (10) DID CONTESTANT PLACE DANGER | ___ | ___* | 12 |
| (11) DID CONTESTANT DTI DANGER. | ___ | ___* | 4 |
| (12) DID CONTEST ENDANGER SELF IN NOT BOLTED | ___* | ___ | 16 |

#1 BELT (#2 ENTRY)

| | | | |
|---|------|------|----|
| (1) DID CONTESTANT IDENTIFY LOOSE RIB | ___ | ___* | 11 |
| (2) DID CONTESTANT TAKE DOWN LOOSE RIB | ___ | ___* | 12 |
| (3) DID CONTEST ENDANGER SELF AT LOOSE RIB | ___* | ___ | 16 |
| (4) DID CONTESTANT IDENTIFY CURTAIN MISSING | ___ | ___* | 11 |
| (5) DID CONTESTANT HANG CURTAIN | ___ | ___* | 7 |
| (6) DID CONTESTANT IDENTIFY DAMAGED BOTTOM BELT ROLLER | ___ | ___* | 11 |
| (7) DID CONTESTANT PLACE DANGER OR REMOVE DAMAGED BOTTOM BELT ROLLER) | ___ | ___* | 12 |
| (8) DID CONTESTANT DTI DANGER | ___ | ___* | 4 |

#3 HEADING

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|---|------------|-----------|-------------|
| (1) DID CONTESTANT DTI AT #3 HEADING. | ___ | ___* | 4 |
| (2) DID CONTESTANT TAKE GAS TEST AT #3 HEADING. | ___ | ___* | 5 |
| (3) DID CONTESTANT TAKE A PROPER GAS TEST | ___ | ___* | 6 |
| (4) DID CONTESTANT VERBALLY IDENTIFY ROOF & RIB | ___ | ___* | 10 |
| (5) DID CONTESTANT IDENTIFY CURTAIN MISSING | ___ | ___* | 11 |
| (6) DID CONTESTANT HANG CURTAIN | ___ | ___* | 7 |

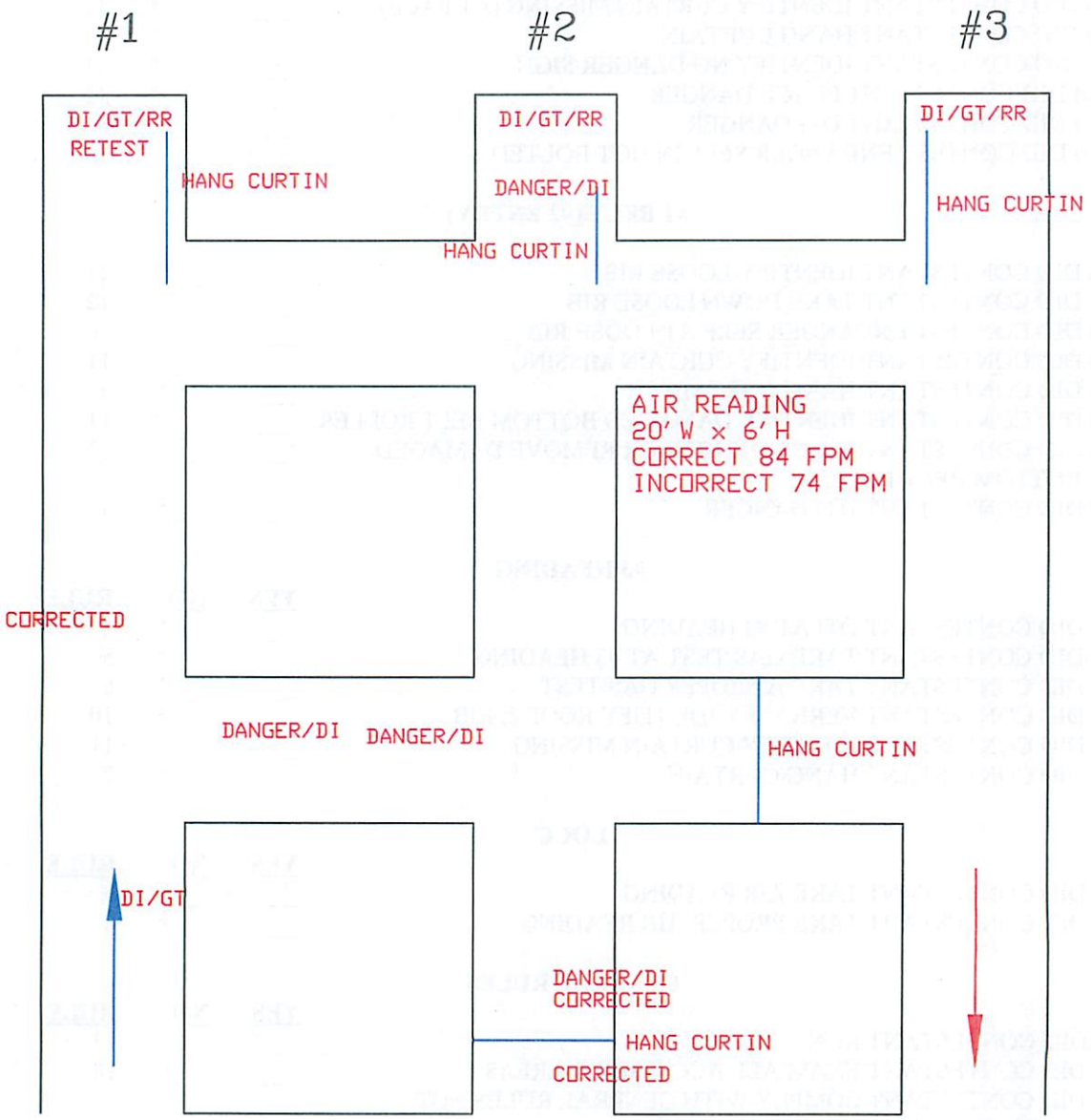
LOCC

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|--|------------|-----------|-------------|
| (1) DID CONTESTANT TAKE AIR READING | ___ | ___* | 9 |
| (2) DID CONTESTANT TAKE PROPER AIR READING | ___ | ___* | 8 |

GENERAL RULES

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|--|------------|-----------|-------------|
| (1) DID CONTESTANT RUN | ___* | ___ | 13 |
| (2) DID CONTESTANT EXAM ALL ACCESSIBLE AREAS | ___ | ___* | 18 |
| (3) DID CONTESTANT COMPLY WITH GENERAL RULES NOT COVERED IN THE DISCOUNT SHEET | ___ | ___* | 19 |

Judges Map



AIR

CORRECT

20 W

6 H

84 LINEAR

CURTAIN

DOWN

20 W

6 H

74 LINEAR

Date of Examination: 06/17/2014 Time From: _____ AM/PM To: _____ AM/PM

Section/Area: 001 Reported Outside? Yes ___ No ___ Time: _____ AM/PM

Reported By: _____ Received By: _____ (INITIAL)
(AUTHORIZED PERSON)

Preshift required within 3 hours prior to any 8 hour interval.

| Location | Hazardous Condition | Action Taken | CH4 |
|---|---|--|------------------|
| #1 ENTRY | DRAW ROCK 5.3% METHANE (CH4) NO LINE CURTAIN | TAKEN DOWN HUNG CURTAIN HUNG CURTAIN | 0.0% (Retest) |
| #2 ENTRY | NOT BOLTED, NO DANGER SIGN NO LINE CURTAIN NO CURTAIN BETWEEN 2 AND 3 | DANGER HUNG CURTAIN HUNG CURTAIN | 0.0% |
| #3 ENTRY | NO LINE CURTAIN | HUNG CURTAIN | 0.0% |
| #1 BELT | DAMAGED BOTTOM ROLLER NO CHECK CURTAIN LOOSE RIB | DANGER / REMOVE ROLLER HUNG CHECK CURTAIN TAKEN DOWN | 0.0% |
| POWER CENTER | | | 0.0% |
| WATER OVER KNEE DEEP BETWEEN 1 AND 2 ENTRY | WATER OVER KNEE DEEP | DANGER | 0.0% |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Air Measurements

| Location | CFM | Location | CFM |
|--------------------|--------|----------|-----|
| LOCC BETWEEN 2 & 3 | 10,080 | | |
| | | | |
| | | | |

*LOCC *Longwall Intake Entry(ies) *Intake End Pillar Line *LOCC Where Equipment Being Installed or Removed

SIGNATURE _____ 06/17/2014 _____

Signed by Preshift Certified Examiner _____ Date _____ Certification Number _____