

## **2015 Indiana Pre-shift Contest**

**This is the Glory Hole Coal Company's Mine No. 1. We are mining in the Indiana #5 seam with a continuous miner, battery ram cars and double boom roof bolting machines. This is a single unit mine that produces coal on the day and evening shifts, with maintenance work conducted on the 3<sup>rd</sup> shift.**

**The mining height averages approximately 72 inches. This mine has a history of accumulations of methane, with isolated areas of adverse roof conditions, and dips in the mine floor where water has been known to accumulate.**

**The no. 1 entry is the return, the no. 2 entry is the belt and secondary escapeway and the no. 3 entry is the intake and primary escapeway.**

**We need you to pre-shift the #1 Unit for dayshift. The unit was pre-shifted last night by the 3<sup>rd</sup> shift examiner, but no coal was produced last night. The 3<sup>rd</sup> shift crew left the unit about 2 hours ago. We just started mining in the 3<sup>rd</sup> South Panel and the last open cross cut is at cross cut 4. We need for you to get the exam done as soon as possible, where going to send an 8 person production crew and 2 outby miners to the unit to produce coal, work on some cleaning and rock dusting and catch up on the roof bolting.**

**Please take a look at the 3<sup>rd</sup> South belt down to cross cut 1. We plan on sending some outby miners to clean in this area of the belt during this shift. All other required areas of the mine are being examined by other examiners.**

**Thanks and hurry every chance you get!!**

**Glory Hole Coal Company  
Mine #1  
Mine Plans**

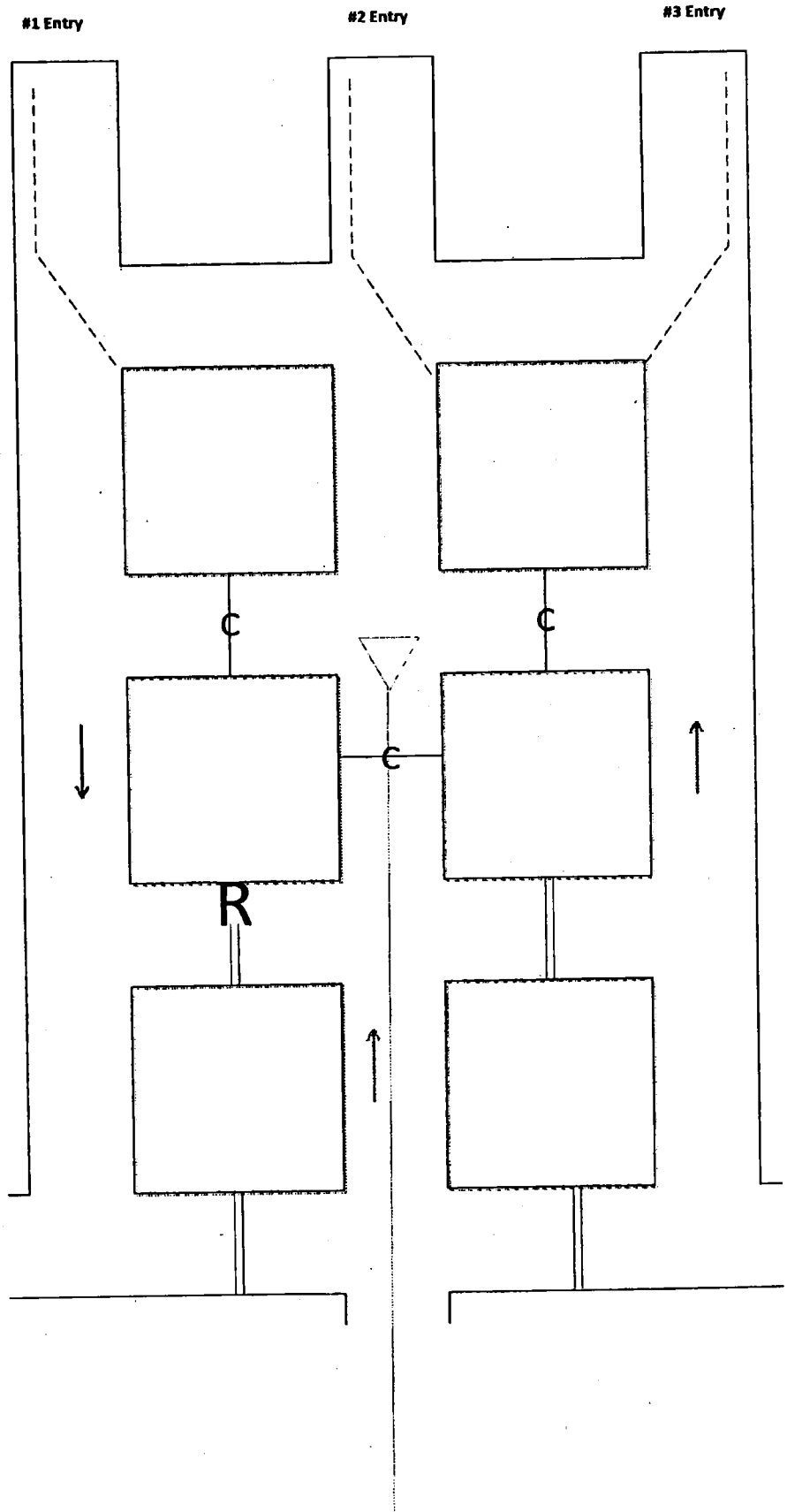
**Roof Control Plan**

1. The maximum cut depth of this mine is 30 feet.
2. Openings that create an intersection should be permanently supported or at least two rows 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. Sub-mains and panels will be driven on 60' x 60' centers minimum.
4. The maximum entry and crosscut width is 18' in sub-mains and 19' in panels.

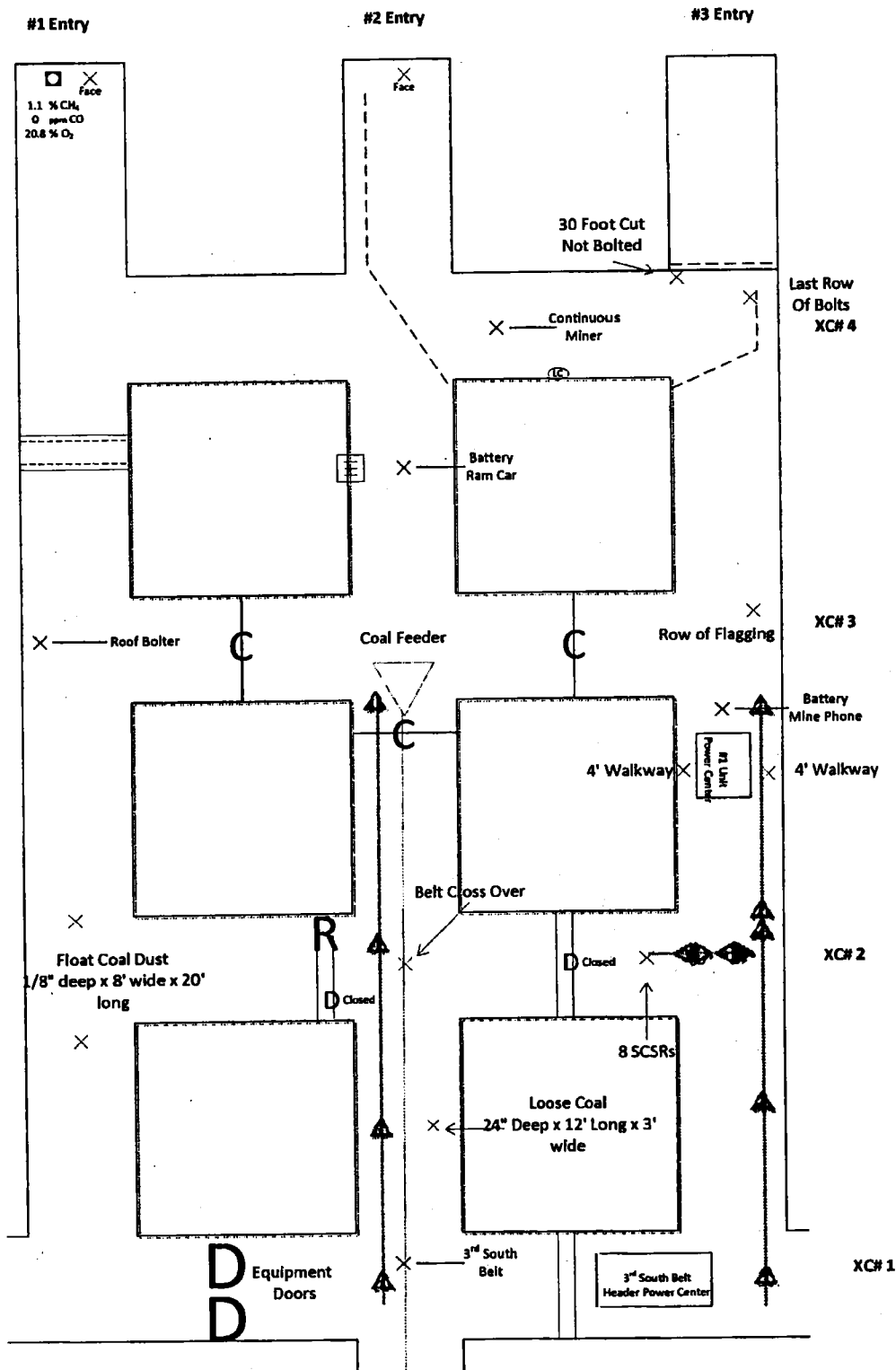
**Ventilation Plan**

1. At least 6,500 cfm will be maintained at the inby end of the line curtain where coal is being cut, mined, drilled for blasting, or loaded.
2. A line curtain shall be maintained to within 10' of the face in idle supported places and to the last row of permanent support in unbolted places.
3. The minimum volume of air in the last open crosscut shall be 15,000 cfm.
4. Ventilation controls will be installed as shown on attached vent map.

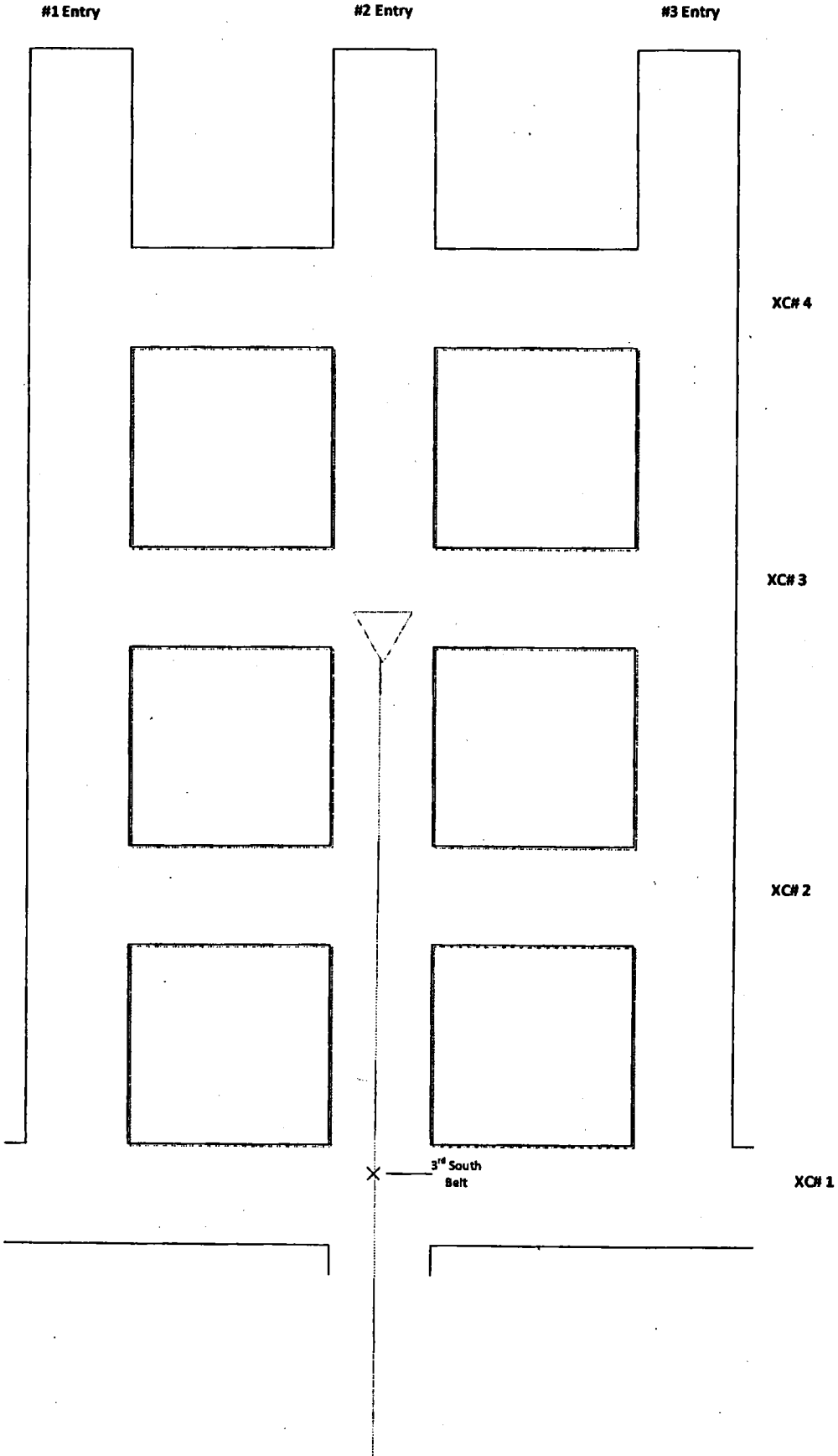
# Glory Hole #1 Unit Vent Map



# 2015 Indiana State Pre-shift Contest Map



# 2015 Indiana State Pre-shift Contest Blank Map



## PRE-SHIFT EXAMINATION CONTEST JUDGES DISCOUNT SHEET

CONTESTANT \_\_\_\_\_ NO. \_\_\_\_\_ \*DENOTES DISCOUNT

WORKING TIME \_\_\_\_\_ Judges Name \_\_\_\_\_

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

SAFETY CAP	_____	SAFETY BOOT	_____
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	_____

### FIREBOSS STATION

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
1. DID CONTESTANT START CLOCK WITHIN 2 MIN.	_____	_____*	7
2. DID CONTESTANT CHECK IN	_____	_____*	1
3. DID CONTESTANT CHECK SCSR	_____	_____*	3
4. DID CONTESTANT CHECK METHANE/OXYGEN DETECTOR	_____	_____*	19
5. DID CONTESTANT CHECK OUT	_____	_____*	1
6. DID CONTESTANT HAVE ALL REQUIRED EQUIPMENT	_____	_____*	2
7. WAS CONTESTANT EQUIPMENT MAINTAINED IN OPERABLE CONDITION	_____	_____*	14

### #2 HEADING

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
1. DID CONTESTANT DTI ALONG 3 <sup>RD</sup> SOUTH BELT	_____	_____*	4
2. DID CONTESTANT TAKE GAS TEST AT 3 <sup>RD</sup> SOUTH BELT	_____	_____*	5
3. DID CONTESTANT TAKE A PROPER GAS TEST	_____	_____*	6
4. DID CONTESTANT VERBALLY IDENTIFY ROOF & RIB	_____	_____*	10
5. DID CONTESTANT DANGER LOOSE COAL AT BELT	_____	_____*	11
6. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4
7. DID CONTESTANT DANGER UNSAFE RIB	_____	_____*	11
8. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4
9. DID CONTESTANT DTI AT #2 FACE	_____	_____*	4
10. DID CONTESTANT TAKE GAS TEST AT #2 FACE	_____	_____*	5
11. DID CONTESTANT TAKE A PROPER GAS TEST	_____	_____*	6

### #1 HEADING

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
1. DID CONTESTANT TAKE GAS TEST IN #1 HEADING	_____	_____*	5
2. DID CONTESTANT TAKE A PROPER GAS TEST	_____	_____*	6
3. DID CONTESTANT VERBALLY IDENTIFY ROOF & RIB	_____	_____*	10
4. DID CONTESTANT DANGER FLOAT COAL DUST	_____	_____*	11
5. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4
6. DID CONTESTANT DANGER UNSAFE ROOF (OUTBY)	_____	_____*	11
7. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4
8. DID CONTESTANT DANGER UNSAFE ROOF (INBY)	_____	_____*	11
9. DID CONTESTANT DANGER UNSAFE ROOF (INBY)	_____	_____*	11
10. DID CONTESTANT CORRECT NO LINE CURTAIN	_____	_____*	12
11. DID CONTESTANT DTI AT #1 FACE	_____	_____*	4
12. DID CONTESTANT TAKE A GAS TEST AT #1 HEADING	_____	_____*	5
13. DID CONTESTANT IDENTIFY/CORRECT 1.1% CH4	_____	_____*	10
14. DID CONTESTANT RE-TEST GAS AFTER VENTING	_____	_____*	5

### #1 UNIT POWER CENTER (#3 HEADING)

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
1. DID CONTESTANT DTI POWER CENTER	_____	_____*	4
2. DID CONTESTANT TAKE GAS TEST AT POWER CENTER	_____	_____*	5
3. DID CONTESTANT TAKE A PROPER GAS TEST	_____	_____*	6
4. DID CONTESTANT DANGER 4' WIDE ESCAPEWAY	_____	_____*	11
5. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4

### #3 HEADING

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
1. DID CONTESTANT DTI IN #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 DANGER #2 RIGHT LOCC	_____	_____*	11
6. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4
7. DID CONTESTANT DANGER #3 OUTBY LOCC	_____	_____*	11
8. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4
9. DID CONTESTANT DANGER SCSRs	_____	_____*	11
10. DID CONTESTANT DTI DANGER SIGN	_____	_____*	4

### 3<sup>RD</sup> SOUTH BELT POWER CENTER (#3 HEADING)

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
11. DID CONTESTANT DTI POWER CENTER	_____	_____*	4
12. DID CONTESTANT TAKE GAS TEST AT POWER CENTER	_____	_____*	5
13. DID CONTESTANT TAKE A PROPER GAS TEST	_____	_____*	6
14. DID CONTESTANT DE-ENERGIZE POWER CENTER	_____	_____*	12

**LOCC**

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
1. DID CONTESTANT TAKE AIR READINGS	_____	_____*	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



Date of Examination 6/3/2015 Time From: \_\_\_\_\_ AM/PM To: \_\_\_\_\_ AM/PM

Section/Area: #1 Unit Reported Outside? Yes \_\_\_ NoX\_\_\_ Time: \_\_\_\_\_ AM/PM

Reported By: \_\_\_\_\_ Received By: \_\_\_\_\_ (Initial)  
(Authorized Person)

**Preshift required within 3 hours prior to any 8 hour period**

Location	Hazardous Condition	Action Taken
No. 1 Entry XC#2	Float Coal Dust 1/8" deep x 8' wide x 20' long	Dangered Off
No. 1 Entry XC#3 to 4	Unsafe Roof	Dangered Off
No. 1 Entry Face	1.1% CH4	Vented out and retested 20.8%
No. 1 Entry Inby XC# 4	Line curtain missing idle no. 1 place	Installed line curtain
XC#1 Entry 1 to 2	Equipment Doors not installed in Pairs	Dangered Off
No. 2 Entry XC# 1 to 2	Loose Coal 24" deep x 12' long x 3' wide	Dangered Off
No. 2 Entry XC#3 to 4	Unsafe Rib on Left side Of Entry	Dangered Off
No. 3 Entry XC# 1	Energized 3 <sup>rd</sup> South Belt Header Power Center in Primary Escapeway	De-energized
No. 3 Entry XC#2	Not Enough SCSRs for Miners Expected to work on the unit	Dangered Off

**Air Measurements**

Location	CFM	Location	CFM
LOCC XC# 4 Entry 1-2	17,290		

**Velocities**

Longwall Headgate: \_\_\_\_\_ Longwall Tailgate: \_\_\_\_\_

Remarks: Air Moving In Proper Direction

\_\_\_\_\_  
Contestants Name  
Signed by Preshift – Certified Examiner

\_\_\_\_\_  
6/3/2015  
Date

\_\_\_\_\_  
Certification Number

\_\_\_\_\_  
Countersigned by Mine Foreman

\_\_\_\_\_  
Date

\_\_\_\_\_  
Certification Number

\_\_\_\_\_  
Countersigned by Operator / Agent

\_\_\_\_\_  
Date

\_\_\_\_\_  
Certification Number

Date of Examination 6/3/2015 Time From: \_\_\_\_\_ AM/PM To: \_\_\_\_\_ AM/PM

Section/Area: #1 Unit and 3<sup>rd</sup> South Belt Reported Outside? Yes \_\_\_ No \_\_\_ Time: \_\_\_\_\_ AM/PM

Reported By: \_\_\_\_\_ Received By: \_\_\_\_\_ (Initial)  
(Authorized Person)

**Preshift required within 3 hours prior to any 8 hour period**

Location	Hazardous Condition	Action Taken
No. 3 Entry XC# 3-4	6' Walkway not provided for Primary Escapeway	Dangered Off
No. 3 Entry XC# 4	LOCC intersection not endangered off With unbolted cut in heading	Dangered Off no. 3 heading & No. 2 right cross cut

**Air Measurements**

Location	CFM	Location	CFM
LOCC XC#4 entry 1-2	17,290		

**Velocities**

Longwall Headgate: \_\_\_\_\_ Longwall Tailgate: \_\_\_\_\_

Remarks: Air Moving in Proper Direction

\_\_\_\_\_  
Contestants Name  
Signed by Preshift – Certified Examiner

\_\_\_\_\_  
6/3/2015  
Date

\_\_\_\_\_  
Certification Number

\_\_\_\_\_  
Countersigned by Mine Foreman

\_\_\_\_\_  
Date

\_\_\_\_\_  
Certification Number

\_\_\_\_\_  
Countersigned by Operator / Agent

\_\_\_\_\_  
Date

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Certification Number