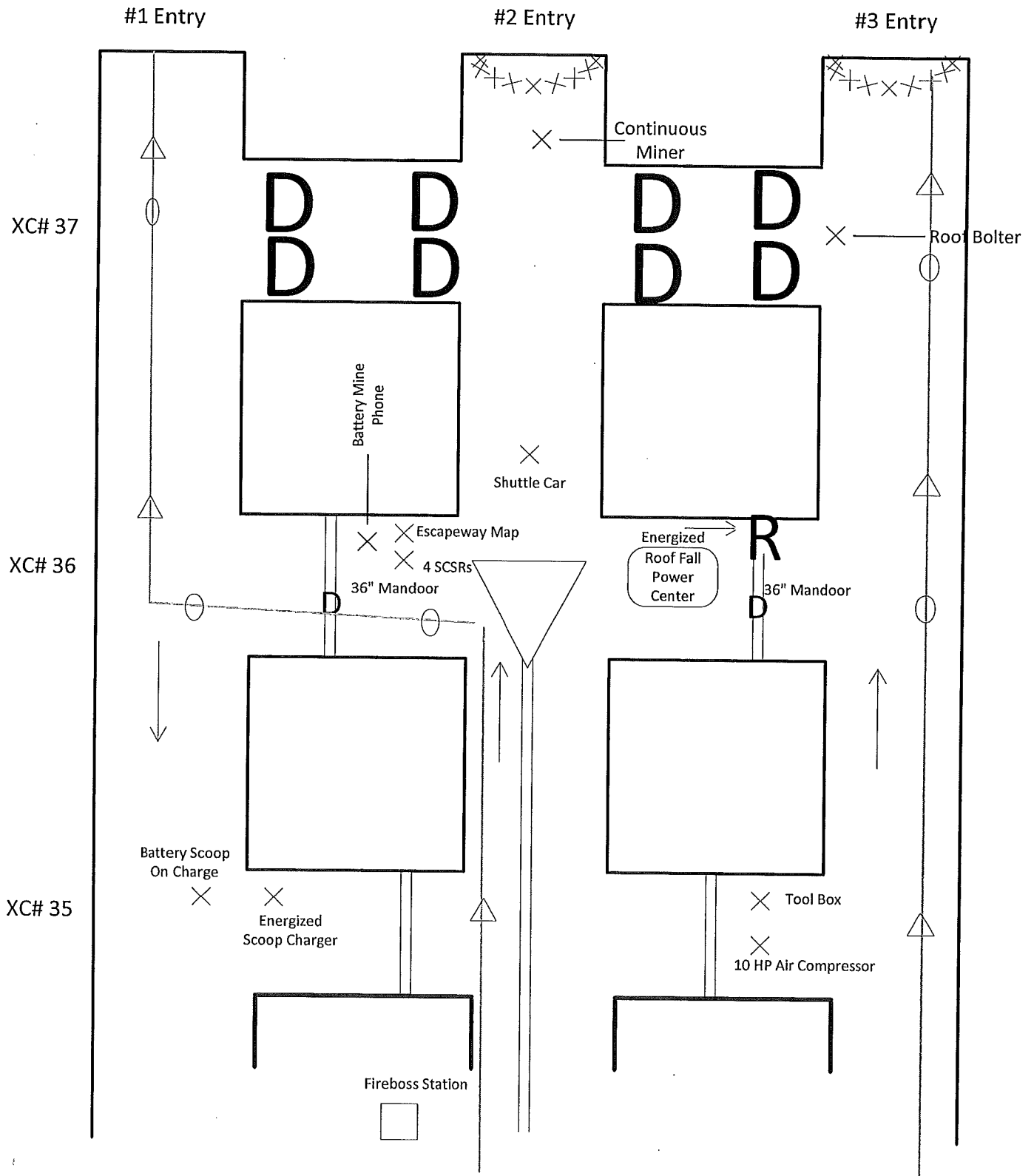


2016 Indiana State Preshift Contest



2016 Indiana State Pre-Shift Contest Written Statement

This is the Ole Indiana Coal Company's Mine No. 7. We are mining in the Knox County #1 coal seam with continuous miners, electric shuttle cars and double boom roof bolting machines. This is a 3 unit mine that produces coal on the day and evening shifts, with maintenance work conducted on the 3rd shift.

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

The normal lay out of our mine is to mine 7 entries wide in mains & sub-mains with entries 1, 2 and 3 being returns, entry 4 being roadway/secondary escapeway, entry 5 being belt entry, and entries 6 & 7 being intake/primary escapeway. In panels we mine 3 entries wide with entry 1 being the return/roadway, entry 2 being belt/secondary escapeway and entry 3 being intake/primary escapeway.

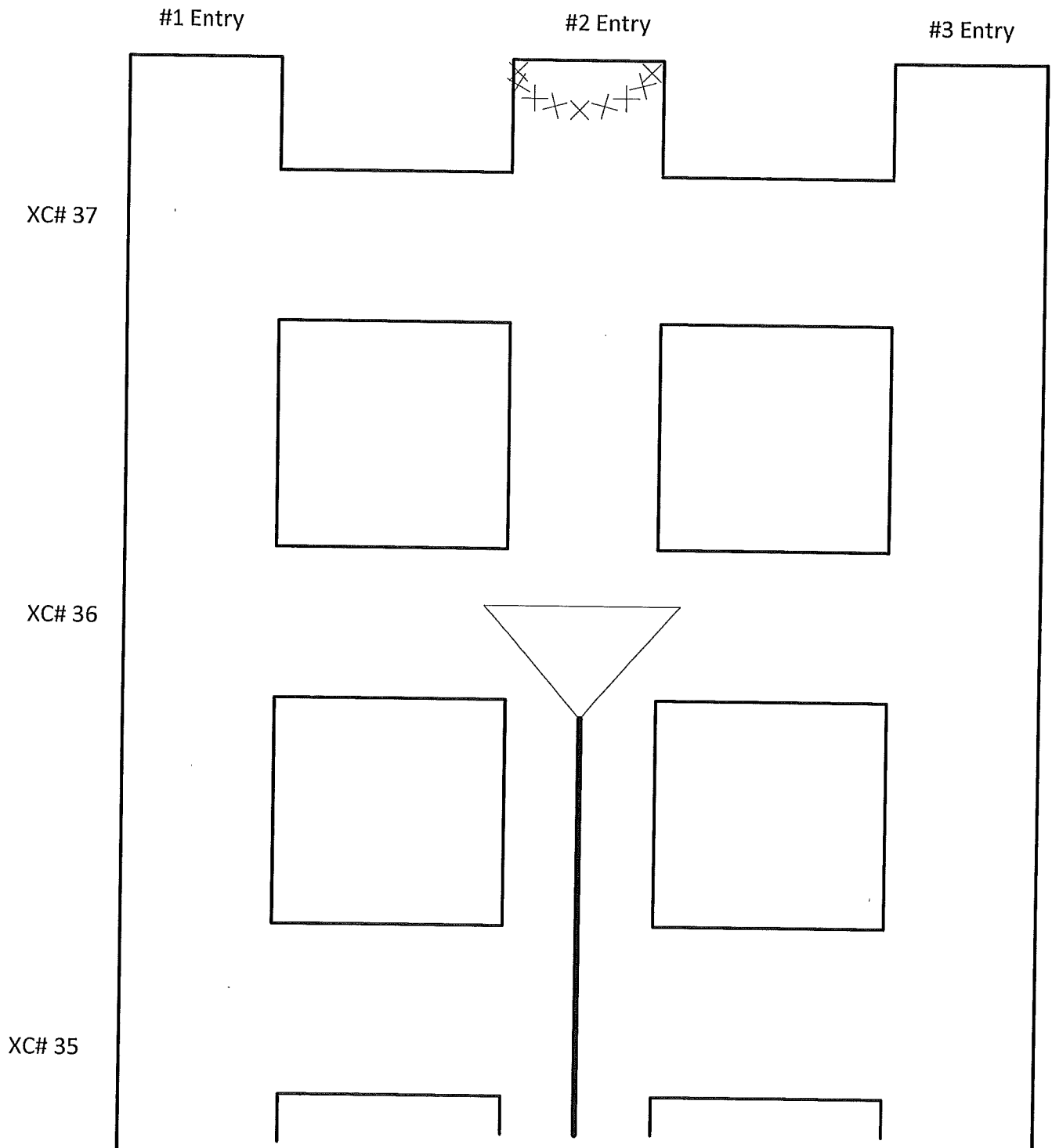
We had a roof fall 3 cross cuts outby #1 unit on the 3rd South Panel 3 days ago in entry 2 just inby cross cut 37. We notified MSHA and after an investigation of the area we submitted and gained approval of a Site Specific Roof Fall Clean-up Plan (a copy is provided with your mine plans).

We need you to pre-shift the outby area of this roof fall from cross cut 35 inby to the fall for a 4 person dayshift crew we plan on sending up there to work on cleaning up the roof fall. The miners will be working to install additional roof support in the intake and return in this same area if they get done with the roof fall, so please take a look at these entries also. The area was pre-shifted last night by the 3rd shift examiner but we were not able to send anyone to work on it, the 3rd shift crew is currently working on #1 unit installing additional roof support in the number 2 and 3 entries due to some adverse roof conditions we found up there.

All other areas of the mine are being examined by other examiners, a competent person is provided on the surface if you should need anything and the responsible person for this shift is on the #1 unit overseeing the roof support work up there.

Thanks and have a great day!!

No. 7 Mine Blank Map



**Ole Rupp Coal Company
Mine No. 7
Mine Plans**

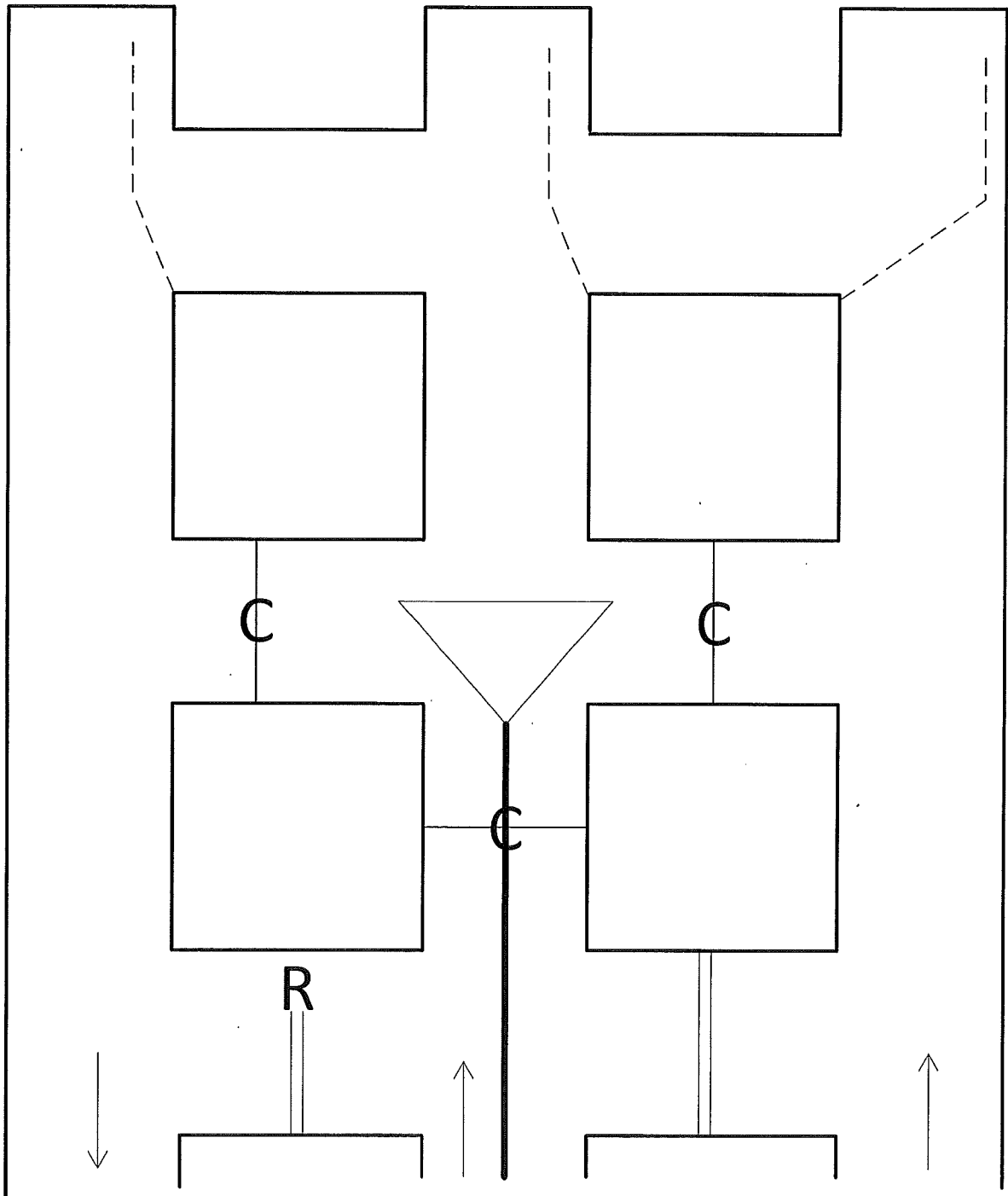
Roof Control Plan

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. Mains will be driven on 70' x 70' centers minimum. Sub-mains and panels will be driven on 60' x 60' centers minimum.
4. The maximum entry and crosscut width is 18' in mains & 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.

No. 7 Mine
Unit Vent Map



Site Specific Roof Fall Clean-Up Plan For 3rd South Panel XC 37-38 Roof Fall

- **General Safety Precautions**
 - As per 75.1714-4 At least one additional SCSR, which provides protection for a period of one hour or longer, will be provided for each person working at this roof fall clean-up project.
 - An operational battery mine phone will be installed in the area to provide persons with two way communications with the surface and other areas of the mine.
 - A supply of first aid supplies with all items listed in 75.1713-7 will be provided at the roof fall clean-up project area.
 - An up-to-date escapeway map will be provided at the roof fall clean-up project area.
 - All approaches to the roof fall shall remain posted off unless clean-up work is actively occurring.
- **Phase 1: Area Prep**
 - The #1 unit secondary escapeway will be re-routed over to the no. 1 entry at cross cut 36 and will be routed up the no. 1 entry to cross cut 40 and then routed back over to the no. 2 entry. The #1 unit primary escapeway will remain in the no. 3 entry.
 - Equipment doors will be installed between the return/road and the belt entry at cross cut 37.
 - Equipment doors will be installed between the belt entry and the intake at cross cut 37.
 - The belt structure will be removed from the fall back to cross cut 36 and a coal feeder will be set to remove the materials from the roof fall.
 - A power center will be installed at cross cut 36 to provide power for equipment needed to clean-up the roof fall.
 - An air compressor will be provided at cross cut 36 to be used in case of equipment break downs during the clean-up.
- **Phase 2: Roof Fall Clean-up**
 - Ventilation will be provided for the clean-up project by the belt air through the area moving in an inby direction.
 - A minimum of 9,000 cfm will be provided over the roof fall area. During a pre-shift exam an air reading will be taken in the no. 2 entry between cross cuts 36 and 37. This air reading will be recorded in the pre-shift exam record.
 - The fall will be clean-up using a continuous miner and shuttle car. The material will be loaded onto a coal feeder installed at cross cut 36.
 - After clean-up the fall area will be re-supported with 6 foot fully grouted bolts installed on 4' x 4' pattern with 2 ten foot cable bolts installed between every row.

- **Phase 3: Intake and Return Additional Support**
 - Two 10 foot cable bolts will be installed between every other row in entry 1 and 3 starting at cross cut 36 and extending to cross cut 38.
- **Phase 4: Re-installing Belt Structure**
 - The coal feeder will be removed and belt structure reinstalled through the roof fall area.
 - The secondary escapeway will be re-routed back over to the no. 2 entry.
 - Normal production will be resumed on the #1 Unit.

Air Reading Width & Height

6 feet High by 18 feet Wide

Air Reading Velocity

100 FPM

**2016 INDIANA STATE
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 rd SOUTH BELT	_____	_____*	4
2. DID CONTESTANT TAKE GAS TEST AT 3 RD SOUTH BELT	_____	_____*	5
3. DID CONTESTANT TAKE A PROPER GAS TEST	_____	_____*	6
4. DID CONTESTANT VERBALLY IDENTIFY ROOF & RIB	_____	_____*	10
5. DID CONTESTANT IDENTIFY/DANGER No First Aid Supplies	_____	_____*	11
6. DID CONTESTANT IDENTIFY/DANGER No First Aid Supplies	_____	_____*	12
7. DID CONTESTANT IDENTIFY/DANGER Mandoor too small	_____	_____*	11
8. DID CONTESTANT IDENTIFY/DANGER Mandoor too small	_____	_____*	12
9. DID CONTESTANT TAKE GAS TEST AT Roof Fall X37 1/2	_____	_____*	5
10. DID CONTESTANT IDENTIFY/DANGER No Post @Roof Fall	_____	_____*	11
11. DID CONTESTANT IDENTIFY/DANGER No Post @Roof Fall	_____	_____*	12

#Roof Fall POWER CENTER (#2 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 IDENTIFY/DANGER Air Wrong @ Reg	_____	_____*	11
4. DID CONTESTANT IDENTIFY/DANGER Air Wrong @ Reg	_____	_____*	12

#1 HEADING

	<u>YES</u>	<u>NO</u>	<u>RULE</u>
1. DID CONTESTANT TAKE GAS TEST IN #1 HEADING	_____	_____*	5
2. DID CONTESTANT VERBALLY IDENTIFY ROOF & RIB	_____	_____*	10
3. DID CONTESTANT IDENTIFY/CORRECT Charger in Return	_____	_____*	11
4. DID CONTESTANT IDENTIFY/CORRECT Charger in Return	_____	_____*	12

#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 VERBALLY IDENTIFY ROOF & RIB	_____	_____*	10
4. DID CONTESTANT IDENTIFY/CORRECT AC in Primary	_____	_____*	11
5. DID CONTESTANT IDENTIFY/CORRECT AC in Primary	_____	_____*	12
6. DID CONTESTANT IDENTIFY/DANGER New Roof Fall	_____	_____*	11
7. DID CONTESTANT IDENTIFY/DANGER New Roof Fall	_____	_____*	12
8. DID CONTESTANT FAIL TO Notify of Primary Blocked	_____	_____*	16

Air Over Roof Fall #2 Entry X36-37

	<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 6/1/2016 Time From: _____ AM/PM To: _____ AM/PM

Section/Area: 3rd South Panel Fall Area 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. 1 Entry XC 35	Energized Scoop Charger in the Return	De-energized
No. 1 Entry XC 36	Secondary Escapeway traveling Through 36" Door	Dangered Off
No 2 Entry XC 36	Belt Air entering Primary Escapeway Through power center regulator	Dangered Off
No. 2 Entry XC 36	First Aid Supplies Missing	Dangered Off
No. 2 Entry XC 37	Roof Fall not Posted off	Dangered Off
No. 3 Entry XC 35	10 HP Air Compressor in Primary Escapeway	De-energized
No. 3 Entry XC 37	Roof Fall blocking Primary Escapeway	Dangered Off & notified Miners working inby

Air Measurements

Location	CFM	Location	CFM
Air Over Fall No. 2 Entry XC 36-37	10,800 cfm		

Velocities

Longwall Headgate: _____ Longwall Tailgate: _____

Remarks: _____

Contestants Name
Signed by Preshift – Certified Examiner Date 6/1/2016 Certification Number _____

Countersigned by Mine Foreman Date _____ Certification Number _____

Countersigned by Operator / Agent Date _____ Certification Number _____