



2017
KENTUCKY RIVER
PRE-SHIFT CONTEST

SA

KENTUCKY RIVER
PRE-SHIFT CONTEST
JUNE 13, 2017

CONTESTANT STATEMENT

Welcome to the Hazard Coal Company Inc. No. 1 Mine

The Hazard Coal Company Inc, No. 1 Mine, mines coal with a continuous miner, shuttle cars, roof bolting machine and battery powered scoops. The mine operates two shifts per day, five days per week on MMU 001-0. This mine has a history of poor roof and rib conditions along with accumulations of methane.

You are to conduct a pre-shift examination of the area where miners are scheduled to work or travel for the upcoming shift. There are miners scheduled to travel to the section up the 001-0 intake roadway to produce coal, to shovel the 001-0 section belt line and rock dust the 001-0 section return. This section was idle the previous shift.

The MMU 001-0 section consists of three entries.

No. 1 entry is the Return (indicate to contestant)

No. 2 entry is the Belt (indicate to contestant)

No. 3 entry is the Intake (indicate to contestant)

The mining height averages 6 feet. The main fan is Exhausting and operational. Underground power is energized.

A copy of the approved roof control plan, the approved ventilation plan and a blank map are all attached to this statement. If means are available the section is to be left in compliance with the approved plans and all hazardous conditions corrected.

Note: No roof support is required to be installed by the examiner.

For the contest purposes all violations of the Title 30 CFR will be considered hazards.

KENTUCKY RIVER MINE SAFETY COMPETITION
PRE-SHIFT EXAMINER'S CONTEST
JULY 13, 2017

Roof Control Plan

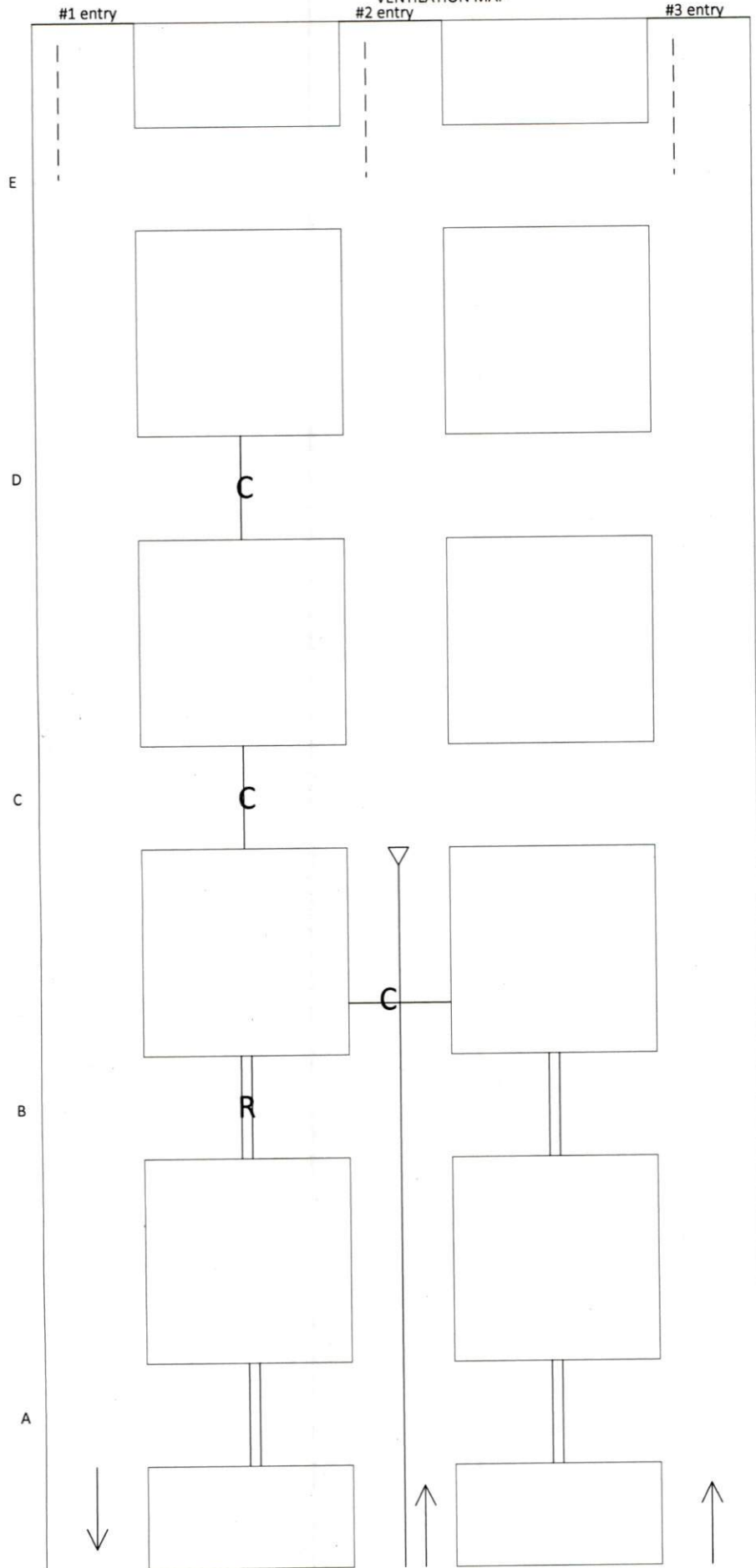
- Minimum bolt length - 48" resin grouted rebar bolt.
- Minimum 8" X 8" bearing plate.
- The roof bolt installation pattern is 4 feet by 4 feet.
- The maximum entry and crosscut widths are 20 feet.
- The maximum cut depth is 20 feet.
- When tramming the continuous mining machine, no one will be located along either side of the continuous mining machine, and they will be in a safe location outby the boom and head.
- Reflectors or danger signs shall be placed on last row of permanent supports at the approaches to all unsupported areas.
- When an unbolted crosscut is present, the preshift examiner may proceed inby the crosscut to examine the working places.

KENTUCKY RIVER MINE SAFETY COMPETITION
PRESHIFT EXAMINER'S CONTEST
JUNE 13, 2017

Ventilation Plan

- Main mine fan is exhausting.
- Exhausting face ventilation only.
- 15,000 CFM will be provided in the last open crosscut.
- 7,500 CFM or 75 FPM mean air velocity (whichever is greater) will be provided in all working faces where coal is cut, mined, loaded or drilled for blasting.
- A perceptible movement of air is required in all idle working places. Line curtain installed within 10 ft. of face for bolted places and the last row of permanent roof support for unbolted places.
- Belt air is not used for face ventilation.
- Belt air is regulated outby the section loading point.

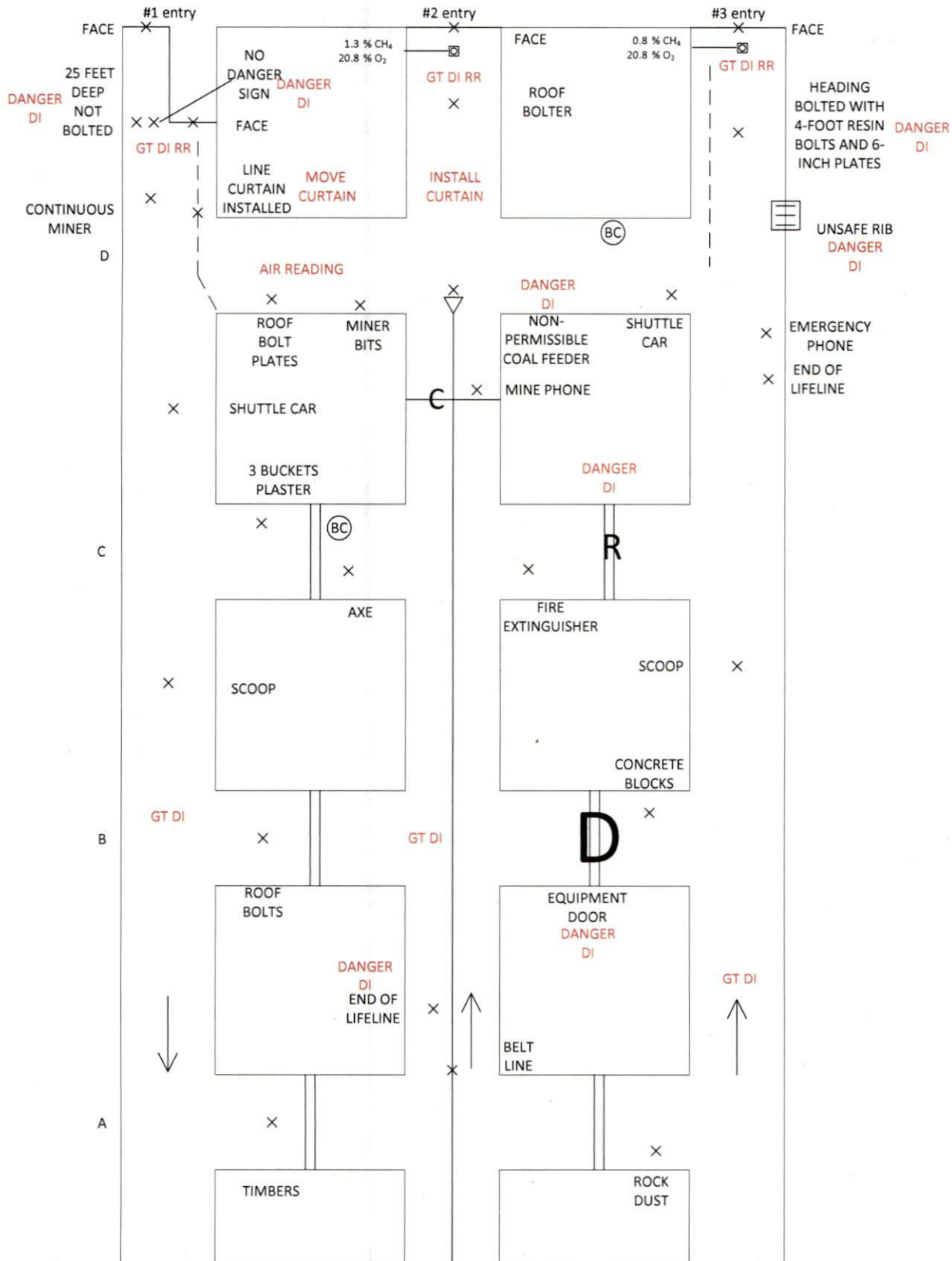
2017 HAZARD PRE-SHIFT
VENTILATION MAP



2017 HAZARD PRE-SHIFT
BLANK MAP

| | #1 entry | #2 entry | #3 entry |
|---|----------|----------|----------|
| D | | | |
| C | | | |
| B | | | |
| A | | | |

2017 HAZARD PRE-SHIFT
JUDGES MAP



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

CONTESTANT _____ NO. _____ * DENOTES DISCOUNT
OUTSIDE

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|---|------------|-----------|-------------|
| (1) CHECK IN | — | —* | 1 |
| (2) CHECK SCSR | — | —* | 3 |
| (3) CHECK METHANE/OXYGEN DETECTOR | — | —* | 19 |
| (4) CHECK OUT | — | —* | 1 |
| (5) HAVE ALL REQUIRED EQUIPMENT | — | —* | 2 |
| (6) EQUIPMENT MAINTAINED IN OPERABLE CONDITION | — | —* | 14 |

NO. 3 ENTRY INTAKE ROADWAY

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|-----------------------------------|------------|-----------|-------------|
| (1) DTI THE #3 ENTRY | — | —* | 4 |
| (2) TAKE GAS TEST IN THE #3 ENTRY | — | —* | 5 |
| (3) TAKE A PROPER GAS TEST | — | —* | 6 |

NO. 3 ENTRY FACE AREA

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|-----------------------------------|------------|-----------|-------------|
| (1) DTI THE #3 ENTRY | — | —* | 4 |
| (2) TAKE GAS TEST IN THE #3 ENTRY | — | —* | 5 |
| (3) TAKE A PROPER GAS TEST | — | —* | 6 |
| (4) VERBALLY STATE ROOF AND RIBS | — | —* | 10 |
| (5) DANGER UNSAFE RIB | — | —* | 11 |
| (6) DTI DANGER UNSAFE RIB | — | —* | 4 |
| (7) DANGER 6 INCH PLATES | — | —* | 11 |
| (8) DTI DANGER 6 INCH PLATES | — | —* | 4 |

NO. 2 ENTRY FACE AREA

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|-----------------------------------|------------|-----------|-------------|
| (1) DTI THE #2 ENTRY | — | —* | 4 |
| (2) TAKE GAS TEST IN THE #2 ENTRY | — | —* | 5 |
| (3) TAKE A PROPER GAS TEST | — | —* | 6 |
| (4) VERBALLY STATE ROOF AND RIBS | — | —* | 10 |
| (5) HANG LINE CURTAIN | — | —* | 7 |

NO. 1 ENTRY FACE AREA

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|-----------------------------------|------------|-----------|-------------|
| (1) DTI THE #1 ENTRY | — | —* | 4 |
| (2) TAKE GAS TEST IN THE #1 ENTRY | — | —* | 5 |
| (3) TAKE A PROPER GAS TEST | — | —* | 6 |
| (4) VERBALLY STATE ROOF AND RIBS | — | —* | 10 |
| (5) DANGER NOT BOLTED | — | —* | 11 |
| (6) DTI DANGER NOT BOLTED | — | —* | 4 |
| (7) DANGER 25 FOOT CUT | — | —* | 11 |
| (8) DTI DANGER 25 FOOT CUT | — | —* | 4 |
| (9) MOVE LINE CURTAIN | — | —* | 7 |

NO. 1 ENTRY RETURN OUTBY

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|---------------------------------------|------------|-----------|-------------|
| (1) DTI THE RETURN | — | —* | 4 |
| (2) TAKE GAS TEST IN THE RETURN ENTRY | — | —* | 5 |
| (3) TAKE A PROPER GAS TEST | — | —* | 6 |

NO. 2 BELT AREA

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|--|------------|-----------|-------------|
| (1) DTI THE #2 BELT | — | —* | 4 |
| (2) TAKE GAS TEST IN THE #2 BELT ENTRY | — | —* | 5 |
| (3) TAKE A PROPER GAS TEST | — | —* | 6 |
| (4) DANGER LIFELINE | — | —* | 11 |
| (5) DTI DANGER LIFELINE | — | —* | 4 |
| (6) DANGER REGULATOR WRONG SIDE | — | —* | 11 |
| (7) DTI DANGER REGULATOR WRONG SIDE | — | —* | 4 |
| (8) DANGER EQUIPMENT DOOR | — | —* | 11 |
| (9) DTI DANGER EQUIPMENT DOOR | — | —* | 4 |

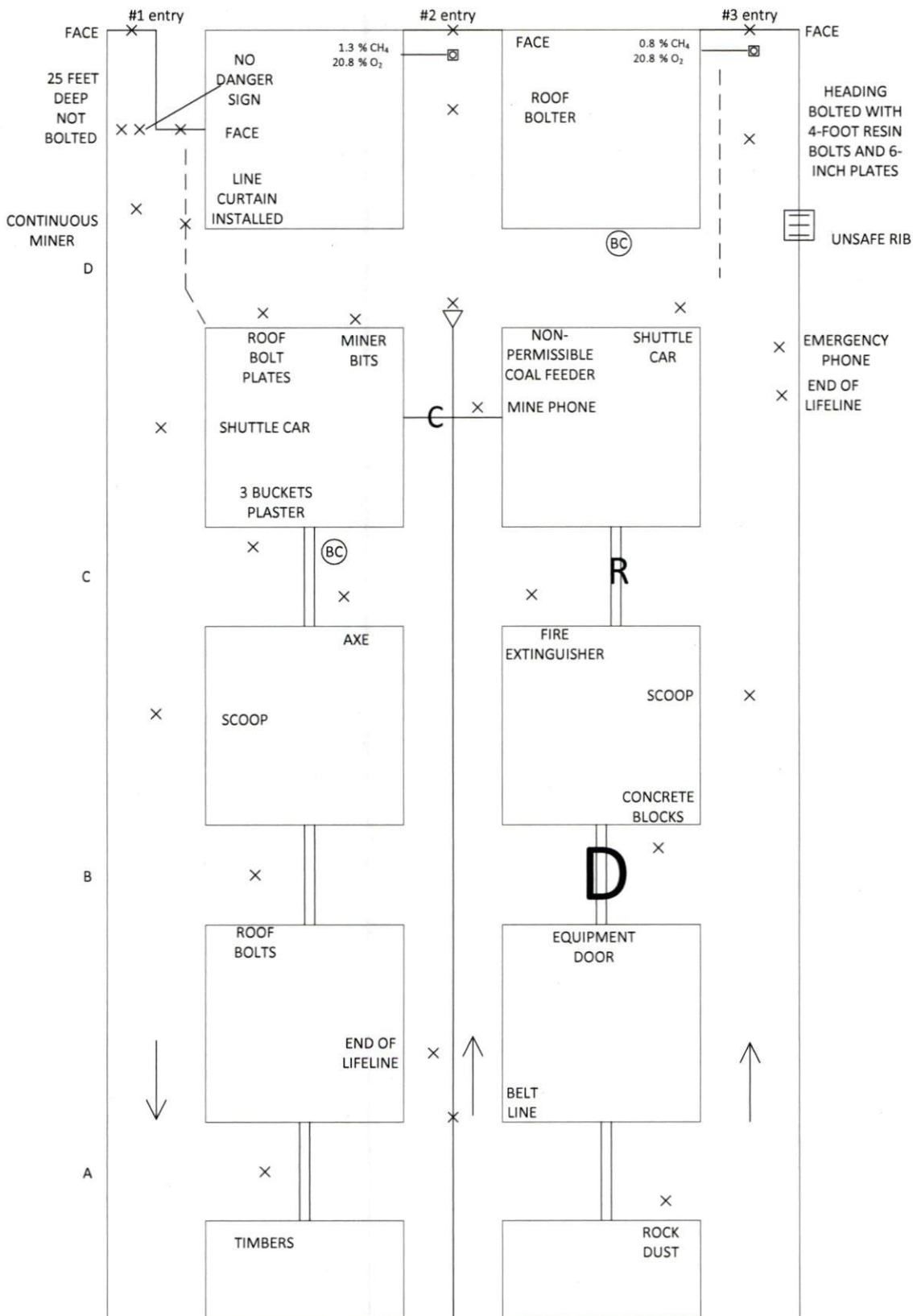
LAST OPEN CROSS CUT BETWEEN 1 & 2 ENTRIES

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|-----------------------------|------------|-----------|-------------|
| (1) TAKE AIR READING | — | —* | 9 |
| (2) TAKE PROPER AIR READING | — | —* | 8 |
| (3) DANGER FEEDER | — | —* | 11 |
| (4) DTI DANGER FEEDER | — | —* | 4 |

GENERAL RULES

| | <u>YES</u> | <u>NO</u> | <u>RULE</u> |
|-------------------------------|------------|-----------|-------------|
| (1) DID CONTESTANT RUN | —* | — | 13 |
| (2) EXAM ALL ACCESSIBLE AREAS | — | —* | 18 |
| (3) COMPLY WITH GENERAL RULES | — | —* | 19 |

2017 HAZARD PRE-SHIFT
PROBLEM MAP



Date of Examination: 6-13-2017 Time From: _____ AM/PM To: _____ AM/PMSection/Area: 001-0 Reported Outside? Yes ☐ No ☐ Time: _____ AM/PM

Reported By: _____ Received By: _____ (INITIAL)

(AUTHORIZED PERSON)

Pre-shift required within 3 hours prior to anyone working in the area.

| Location | Hazardous Condition | Action Taken | CH4 |
|------------------------------------|---|---|------|
| #1 Return Entry | Blowing line curtain 25' Deep Cut No Reflector at last row of bolts | Rehung for Exhausting Dangered Off Hang Reflector or Danger Off | 0.0% |
| #2 Belt Entry | Non-Permissible Feeder in LOCC No Line Curtain | Dangered Off Hang Line Curtain | 1.3% |
| #3 Intake Entry | Heading Bolted with 6" Plates Loose Rib | Dangered Off Dangered Off | 0.8% |
| CROSSCUT B BETWEEN #2 & 3 ENTRY | 1 Equipment Door | Dangered Off | |
| CROSSCUT C BETWEEN #2 & 3 ENTRY | Regulator on wrong side | Dangered Off | |
| Return outby | | | 0.0% |
| Section belt | Life line not up to section | Dangered Off | 0.0% |
| Section Roadway | | | 0.0% |
| | | | |
| | | | |
| | | | |

Air Measurements

| Location | CFM | Location | CFM |
|----------|--------|----------|-----|
| LOCC | 24,000 | | |
| | | | |
| | | | |
| | | | |

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

SIGNATURE _____
Signed by Preshift Certified Examiner6-13-2017
Date

Certification Number

Countersigned by Operator/Agent

Date

Certification Number

THIS RECORD TO BE MAINTAINED FOR ONE (1) YEAR

6 FEET HIGH

20 FEET WIDE

**200 LINEAR
FEET**