2018 Indiana State

Preshift Contest
Hey Buddy, Glad to have you back!! A lot has happened since you been gone. We stopped mining in the 2nd North Panel because of bad roof and high methane. We moved the No. 1 Unit to the 3rd South. We set up the unit with the feeder at cross cut 8 and the last open cross cut is at cross cut 9. We built an overcast over the feeder in cross cut 8 because we’re going to set No. 2 Unit up here driving off to the left in a couple weeks when they get done where they are mining at now. I was here yesterday and we got almost everything set up and the overcast completed. I had to set a pump in the cross cut beside the overcast because of water building up on us, please keep power on this pump if you can because the water builds up fast if it’s off. I sent Bubba and his crew to the No. 1 Unit last night to finish everything up and get it ready to start running coal today. He said he would get it right but you know how he is!!

Our typical mine layout is the same. We run 3 entries. No. 1 entry is our return, No. 2 entry is our belt/secondary escapeway and no. 3 entry is our intake/primary escapeway (numbering from left to right).

I need you to go preshift the No. 1 Unit from cross cut 6 ½ of the 3rd South inby to the faces in all 3 entries. John and Bob will take care of the rest of the mine and Jimmy Joe will be outside if you need anything.

I made you a packet with some information you may need. Enclosed is our plans, a copy of the Overcast Safety Precautions for the overcast and some other stuff.

Good Luck and I’ll see you when you get outside!!!
Hoosier Coal Company
Mine No. 1
Mine Plans

Roof Control Plan
1. The maximum cut depth of this mine is 30 feet.
2. Spacing between rows is typically 5' and 4' between bolts in the row.
3. 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.
4. Entries and cross cuts will be driven on 50' x 50' centers minimum.
5. The maximum entry and crosscut width is 18'.

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 15' 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.
5. If flush cross cut is mined head-on no ventilation curtain is required.

Overcast Safety Precautions
1. Dust produced while cutting roof rock out will be vented to the return and no one will be allowed within 1,000 feet downwind while cutting.
2. The overcast will be constructed using traditional accepted methods.
3. Ventilation controls will be installed as shown on the attached overcast unit vent map until the unit loading point is advanced inby the overcast.
4. A regulator will be installed to provide a minimum of 5,000 cfm of air movement across the overcast until it is put into service. A curtain maybe used as a regulator by leaving the opening half open until the unit loading point is moved inby the overcast and a permanent ventilation control is built. (Note: An air reading must be taken at this regulator as part of the preshift exam until a permanent ventilation control is installed and the results of this reading recorded in the unit preshift record page.)
5. A gas test will be taken as part of the preshift exam using an extendable probe in the cavity on top of the overcast until the loading point is moved inby the overcast. The results of this test will be recorded in the unit exam record book.
Mine No. 1
Overcast Unit Vent Map
<table>
<thead>
<tr>
<th>Section</th>
<th>Number</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>75.1403</td>
<td>001</td>
<td>Notice of safeguard requiring all scoops at this mine to be provided with a remote means to energize and de-energize the main breaker without persons entering the articulation area of the scoop.</td>
</tr>
<tr>
<td>75.1403</td>
<td>002</td>
<td>Notice of safeguard if mobile equipment is parked within 20 feet of a check curtain flagging or other physical barrier must be provided on the backside to warn persons that maybe traveling through the check curtain.</td>
</tr>
<tr>
<td>75.1403</td>
<td>003</td>
<td>Notice of safeguard to maintain all travelways and haulageways free of extraneous materials to facilitate safe travel of men and materials.</td>
</tr>
<tr>
<td>75.1403</td>
<td>004</td>
<td>Notice of safeguard that water shall not be allowed to accumulate in escapeways, travelways and haulageways above 12 inches in depth.</td>
</tr>
<tr>
<td>Location</td>
<td>Hazard</td>
<td>Corrective Action</td>
</tr>
<tr>
<td>-------------------</td>
<td>--------------------------------------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>No. 1 Entry Face</td>
<td>Line Curtain missing 1.1% CH4 in face</td>
<td>Hang line curtain and retest</td>
</tr>
<tr>
<td>No. 1-2 Entries x-cut 7</td>
<td>Check Curtain Between belt and Return</td>
<td>Danger Card</td>
</tr>
<tr>
<td>No. 2-3 Entries x-cut 7</td>
<td>Lifeline through 30&quot; Mandoor</td>
<td>Danger Card</td>
</tr>
<tr>
<td>No. 2 Entry x-cut 7-8</td>
<td>Loose coal along belt</td>
<td>Danger Card</td>
</tr>
<tr>
<td>No. 2 Entry x-cut 8</td>
<td>5.4% CH4 Overcast</td>
<td>De-Energize Power Center</td>
</tr>
<tr>
<td>No. 3 Entry x-cut 7-8</td>
<td>Both escapeways in same entry</td>
<td>Danger Card</td>
</tr>
<tr>
<td>No. 3 Entry x-cut 8</td>
<td>Regulator missing @ overcast</td>
<td>Install Regulator</td>
</tr>
<tr>
<td>No. 3 Entry x-cut 8-9</td>
<td>2 Roof bolts tore out</td>
<td>Danger Card</td>
</tr>
</tbody>
</table>
# 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**

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

## FIREBOSS STATION

<table>
<thead>
<tr>
<th></th>
<th>YES</th>
<th>NO</th>
<th>RULE</th>
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<tr>
<td>1. DIC CONTESTANT START CLOCK WITHIN 2 MIN.</td>
<td></td>
<td></td>
<td>7</td>
</tr>
<tr>
<td>2. DIC CONTESTANT CHECK IN</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>3. DIC CONTESTANT CHECK SCSR</td>
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<td>3</td>
</tr>
<tr>
<td>4. DIC CONTESTANT CHECK METHANE/OXYGEN DETECTOR</td>
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<td>19</td>
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<tr>
<td>5. DIC CONTESTANT CHECK OUT</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>6. DIC CONTESTANT HAVE ALL REQUIRED EQUIPMENT</td>
<td></td>
<td></td>
<td>2</td>
</tr>
<tr>
<td>7. WAS CONTESTANT EQUIPMENT MAINTAINED IN OPERABLE CONDITION</td>
<td></td>
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</table>

## #2 HEADING

<table>
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<tr>
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<tbody>
<tr>
<td>1. DIC CONTESTANT DTI ALONG 3RD SOUTH BELT</td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2. DIC CONTESTANT TAKE GAS TEST AT 3RD SOUTH BELT</td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>3. DIC CONTESTANT TAKE A PROPER GAS TEST</td>
<td></td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>4. DIC CONTESTANT VERBALLY IDENTIFY ROOF &amp; RIB</td>
<td></td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>5. DIC CONTESTANT IDENTIFY LOOSE COAL</td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>6. DIC CONTESTANT DANGER OFF LOOSE COAL</td>
<td></td>
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</tr>
<tr>
<td>7. DIC CONTESTANT DTI DANGER SIGN</td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>8. DIC CONTESTANT IDENTIFY LIFE LINE THROUGH DOOR</td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>9. DIC CONTESTANT DANGER LIFE LINE THROUGH DOOR</td>
<td></td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>10. DIC CONTESTANT DTI AT DANGER SIGN</td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>11. DIC CONTESTANT IDENTIFY RETURN STOPPING MISSING</td>
<td></td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>12. DIC CONTESTANT DANGER RETURN STOPPING MISSING</td>
<td></td>
<td></td>
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<tr>
<td>13. DIC CONTESTANT DTI AT DANGER SIGN</td>
<td></td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>14. DIC CONTESTANT TAKE GAS TEST OVER OVERCAST</td>
<td></td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>15. DIC CONTESTANT USE EXTENDABLE PROBE</td>
<td></td>
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<td>5</td>
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<tr>
<td>16. DIC CONTESTANT IDENTIFY 5.4% CH4 OVERCAST</td>
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#1 HEADING

<table>
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<tbody>
<tr>
<td>1.</td>
<td>DID CONTESTANT TAKE GAS TEST IN #1 HEADING</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>2.</td>
<td>DID CONTESTANT TAKE A PROPER GAS TEST</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>3.</td>
<td>DID CONTESTANT VERBALLY IDENTIFY ROOF &amp; RIB</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>4.</td>
<td>DID CONTESTANT IDENTIFY LINE CURTAIN MISSING</td>
<td></td>
<td>11</td>
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<tr>
<td>5.</td>
<td>DID CONTESTANT INSTALL LINE CURTAIN</td>
<td></td>
<td>12</td>
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<tr>
<td>6.</td>
<td>DID CONTESTANT TAKE A GAS TEST AT #1 FACE</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>7.</td>
<td>DID CONTESTANT TAKE A PROPER GAS TEST</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>8.</td>
<td>DID CONTESTANT RETEST AFTER VENTING 1.1%CH4</td>
<td></td>
<td>5</td>
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#1 UNIT POWER CENTER

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1.</td>
<td>DID CONTESTANT DTI POWER CENTER</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>2.</td>
<td>DID CONTESTANT TAKE GAS TEST AT POWER CENTER</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>3.</td>
<td>DID CONTESTANT TAKE A PROPER GAS TEST</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>4.</td>
<td>DID CONTESTANT DE-ENERGIZE POWER BEFORE FINDING CH4 OVER OVERCAST (EXPLAIN ON CARD)</td>
<td></td>
<td>19</td>
</tr>
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</table>

#3 HEADING

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>1.</td>
<td>DID CONTESTANT DTI IN #3 HEADING</td>
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<td>4</td>
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<tr>
<td>2.</td>
<td>DID CONTESTANT TAKE GAS TEST AT #3 HEADING</td>
<td></td>
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</tr>
<tr>
<td>3.</td>
<td>DID CONTESTANT TAKE A PROPER GAS TEST</td>
<td></td>
<td>6</td>
</tr>
<tr>
<td>4.</td>
<td>DID CONTESTANT VERBALLY IDENTIFY ROOF &amp; RIB</td>
<td></td>
<td>10</td>
</tr>
<tr>
<td>5.</td>
<td>DID CONTESTANT IDENTIFY LIFELINES SAME ENTRY</td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>6.</td>
<td>DID CONTESTANT DANGER LIFELINES SAME ENTRY</td>
<td></td>
<td>12</td>
</tr>
<tr>
<td>7.</td>
<td>DID CONTESTANT DTI DANGER SIGN</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>8.</td>
<td>DID CONTESTANT IDENTIFY REGULATOR MISSING</td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>9.</td>
<td>DID CONTESTANT CORRECT REGULATOR MISSING</td>
<td></td>
<td>12</td>
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<tr>
<td>10.</td>
<td>DID CONTESTANT INSTALL REGULATOR PRIOR TO DE-ENERGIZE POWER (5.4% OVER PUMP)</td>
<td></td>
<td>16</td>
</tr>
<tr>
<td>11.</td>
<td>DID CONTESTANT TAKE AIR READING REGULATOR</td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>12.</td>
<td>DID CONTESTANT TAKE PROPER AIR READING</td>
<td></td>
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<tr>
<td>13.</td>
<td>DID CONTESTANT IDENTIFY BOLTS MISSING</td>
<td></td>
<td>11</td>
</tr>
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<td>14.</td>
<td>DID CONTESTANT DANGER BOLTS MISSING</td>
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</tr>
<tr>
<td>15.</td>
<td>DID CONTESTANT DTI AT DANGER SIGN</td>
<td></td>
<td>4</td>
</tr>
<tr>
<td>16.</td>
<td>DID CONTESTANT TAKE A GAS TEST AT #3 FACE</td>
<td></td>
<td>5</td>
</tr>
<tr>
<td>17.</td>
<td>DID CONTESTANT TAKE A PROPER GAS TEST</td>
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</tr>
<tr>
<td>18.</td>
<td>DID CONTESTANT DTI AT #3 FACE</td>
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</tr>
<tr>
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<td>NO</td>
<td>RULE</td>
</tr>
<tr>
<td>---</td>
<td>-----</td>
<td>----</td>
<td>------</td>
</tr>
<tr>
<td>1. DID CONTESTANT TAKE AIR READINGS</td>
<td></td>
<td></td>
<td>9</td>
</tr>
<tr>
<td>2. DID CONTESTANT TAKE PROPER AIR READING</td>
<td></td>
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<td>8</td>
</tr>
</tbody>
</table>

**GENERAL RULES**

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>1. DID CONTESTANT RUN</td>
<td></td>
<td></td>
<td>13</td>
</tr>
<tr>
<td>2. DID CONTESTANT EXAM ALL ACCESSIBLE AREAS</td>
<td></td>
<td></td>
<td>18</td>
</tr>
<tr>
<td>3. DID CONTESTANT COMPLY WITH GENERAL RULES NOT COVERED IN THE DISCOUNT SHEET</td>
<td></td>
<td></td>
<td>19</td>
</tr>
</tbody>
</table>
LOCC Measurement

18' Wide
X
7.5 High
Regulator Measurement

8' Wide
X
7.5 High
Regulator Velocity

88V
GAS TEST OVER OVERCAST

5.4% CH4
0 PPM CO
20.8% O2
**PRESHIFT – CERTIFIED EXAMINER’S REPORT**

**Date of Examination:** 6/6/2018  
**Time From:** _____ AM/PM  
**To:** _____ AM/PM

**Section/Area:** #1 Unit  
**Reported Outside?** Yes ___ No X  
**Time:** _____ AM/PM

**Reported By:**  
**Received By:**  
(Initial)  
(Authorized Person)

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Hazardous Condition</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 1 Entry Face</td>
<td>Line Curtain Missing</td>
<td>Installed Line Curtain</td>
</tr>
<tr>
<td>No. 1 Entry Face</td>
<td>1.1% CH4</td>
<td>Vented out and retested 20.8%</td>
</tr>
<tr>
<td>No. 2 Entry XC 7 Entry 2-3</td>
<td>Lifeline installed through 30” Mandoor</td>
<td>Dangered Off</td>
</tr>
<tr>
<td>No. 2 Entry XC 7 Entry 2-3</td>
<td>No Stopping to Separate Belt and Return</td>
<td>Dangered Off</td>
</tr>
<tr>
<td>No. 2 Entry XC 7-8</td>
<td>Loose Coal 24” deep x 12’ long x 3’ wide</td>
<td>Dangered Off</td>
</tr>
<tr>
<td>No. 2 Entry XC# 8 Overcast</td>
<td>5.4% CH4</td>
<td>Vented out and retested 20.8%</td>
</tr>
<tr>
<td>No. 3 Entry XC 7-8</td>
<td>Primary &amp; Secondary Escapeway in Same entry</td>
<td>Dangered Off</td>
</tr>
<tr>
<td>No. 3 Entry XC# 8 Entry 2-3</td>
<td>Regulator Not Installed</td>
<td>Installed Regulator</td>
</tr>
<tr>
<td>No. 3 Entry XC 8-9</td>
<td>Two Tore Out Roof Bolt Plates</td>
<td>Dangered Off</td>
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</table>

**Air Measurements**

<table>
<thead>
<tr>
<th>Location</th>
<th>CFM</th>
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<tbody>
<tr>
<td>LOCC XC# 9 Entry 1-2</td>
<td>20,250</td>
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<tr>
<td>Overcast Regulator</td>
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<tr>
<td>XC#8 Entry 2-3</td>
<td>5,280</td>
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</table>

**Velocities**

**Longwall Headgate:**  
**Longwall Tailgate:**

**Remarks:**

______________________________

______________________________

**Contestants Name**  
*Signed by Preshift – Certified Examiner*  
*6/6/2018*  
*Date*  
*Certification Number*

**Countersigned by Mine Foreman**  
*Date*  
*Certification Number*

**THIS RECORD TO BE MAINTAINED FOR ONE (1) YEAR**
**PRESHift - CERTIFIED EXAMINER'S REPORT**

Date of Examination: **6/6/2018**

Time From: ____ AM/PM  
To: ____ AM/PM

Section/Area: **001-0 Unit**

Reported Outside? Yes [ ] No [X] Time: ____ AM/PM

Reported By: ___________________________  
Received By: ___________________________  
(Initial)  
(Authorized Person)

Preshift required within 3 hours prior to any 8 hour period

<table>
<thead>
<tr>
<th>Location</th>
<th>Hazardous Condition</th>
<th>Action Taken</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. 2 entry Face</td>
<td>N/A</td>
<td>0% CH4</td>
</tr>
<tr>
<td>001-0 Unit Power Center</td>
<td>N/A</td>
<td>0% CH4</td>
</tr>
<tr>
<td>No. 3 entry Face</td>
<td>N/A</td>
<td>0% CH4</td>
</tr>
</tbody>
</table>

Air Measurements

<table>
<thead>
<tr>
<th>Location</th>
<th>CFM</th>
<th>Location</th>
<th>CFM</th>
</tr>
</thead>
</table>

Velocities

Longwall Headgate: ___________________________  
Longwall Tailgate: ___________________________

Remarks: ______________________________________

______________________________
Contestants Name
Signed by Preshift – Certified Examiner  
Date: **6/6/2018**  
Certification Number: _________________

______________________________
Countersigned by Mine Foreman  
Date: ________________________  
Certification Number: _________________

______________________________
Countersigned by Operator / Agent  
Date: ________________________  
Certification Number: _________________

THIS RECORD TO BE MAINTAINED FOR ONE (1) YEAR