

2009 Pennsylvania State Mine Rescue Contest

August 26, 2009

Statement

I am _____, Superintendent of the Tamarack Mine. You will begin work at fresh air base in the 1 Right Section off South Mains Section. The 1 Right Section is being driven to connect to the #3 intake airshaft that is being installed at this time for additional intake air to put the second longwall into production status. The shaft was cut into yesterday on dayshift and the cut-thru was bolted. The shaft construction is nearing completion but still needs additional work on the surface. The No. 1 Entry is the intake Entry, the No. 2 Entry is the belt entry, and the No. 3 Entry is the return entry.

South Mains consists of seven entries. The No. 1 and 2 Entries are intake entries, the No. 3 Entry is a common entry with the No. 4 Entry which is the track entry. The No. 5 Entry is the belt entry. The No. 6 and 7 Entries are return entries. Air movement in the Main West belt entry is outby from the faces and is coursed into a return through belt regulators.

A four-man crew entered the mine on the afternoon shift and traveled to the 1 Right off South Mains Section to perform maintenance activities. Close to the end of the afternoon shift something occurred to cause the concrete cap to be blown off the No. 3 airshaft and also a sudden drop in the pressure recording chart for the main mine fan.

At the conclusion of the afternoon shift, the crew failed to return to the surface. Attempts to communicate with the section were unsuccessful. Mine rescue teams traveled into the South Main Section in an attempt to reach the crew in 1 Right section. The mine rescue teams explored all accessible areas of South Mains and the entries driven toward 1 Right, but had to retreat due to low cylinder pressure on their apparatus. They established a fresh air base in the 1 Right section. Ventilation in 1 Right has been provided to the first line of crosscuts. The concrete cap on the No. 3 airshaft has been replaced. A detailed map of the area explored and the conditions encountered was prepared by the teams.

The mine is ventilated by an exhaust fan on the surface. The fan is operating and must remain on to provide ventilation to the mine. The fan cannot be reversed or stalled.

All electrical circuits in the South Mains Section have been repaired to energize pumps to pump water to keep from disrupting ventilation. The 1 Right section power has also been repaired and is de-energized and locked out inby the fresh-air base.

The coal seam being mined is walking height and the roof is supported by roof bolts.

Two mine rescue teams will serve as back up while you are working. One team will be located at the neck of the 1 right section for underground backup and one on the surface. Neither team will be able to assist you when working the problem. There will be a crew of contractor's with a crane available at the #3 airshaft to uncap or cap the shaft if needed. This will have to be required thru the mine superintendent and will not require any additional time. We have a competent lifeline judge to give and receive signals (point out at this time).

The solid line map of the 1 Right section is up-to-date.

Written instructions and the following mine maps will be provided when you are ready to work:

1. Two blank maps
2. Two maps indicating the ventilation prior to the incident
3. Two maps indicating the ventilation after the incident and the areas explored prior to your arrival

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SUPERINTENDENT'S INSTRUCTIONS

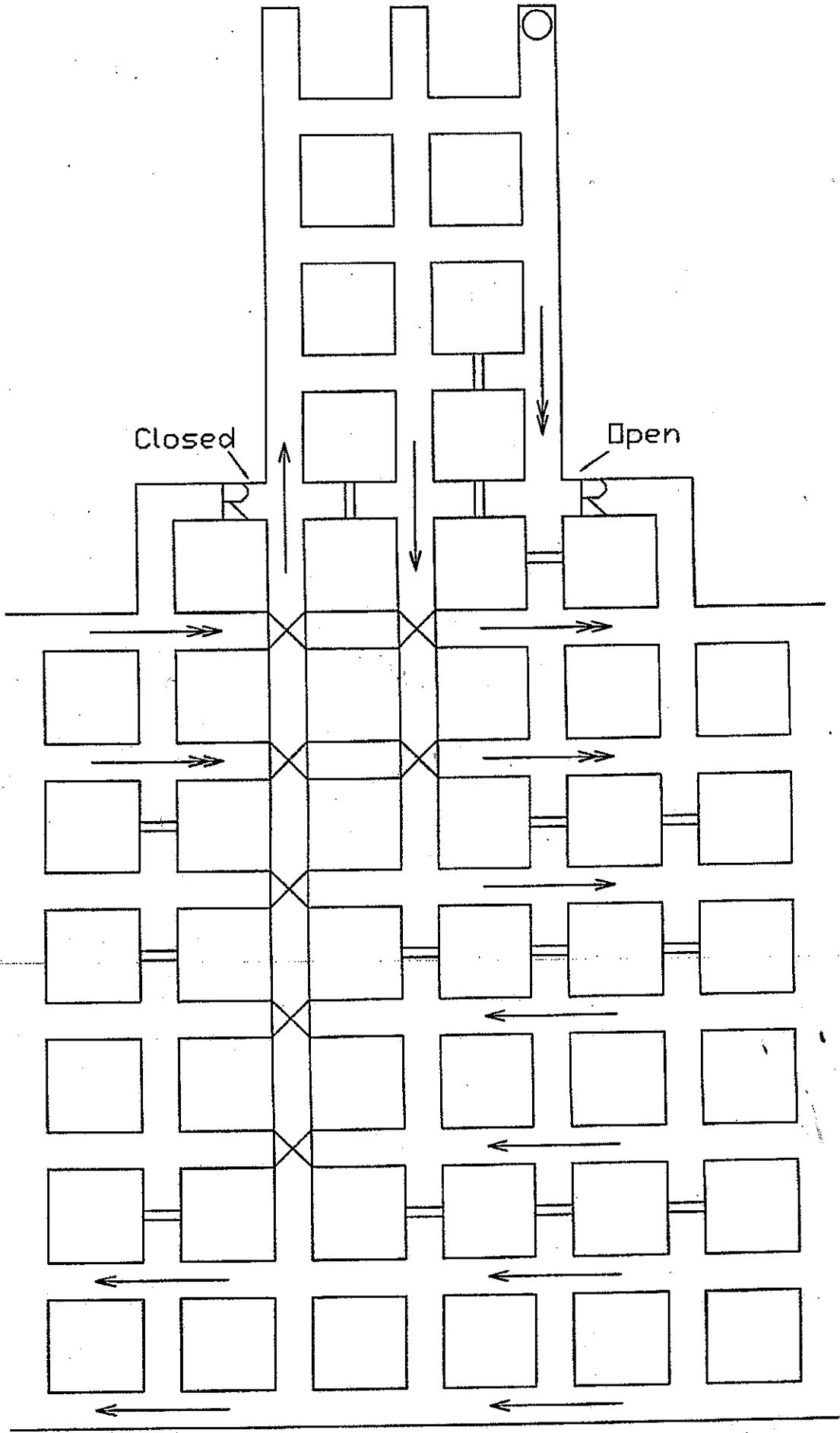
- Assist the field crew in checking the field for mistakes and placard placement prior to the team starting the problem.
- Read the prepared statement when the team is ready but do not answer any questions regarding the problem or conditions in the mine.
- Inform the team that power cannot be removed from the pump switch in the fresh air base.
- The team has a maximum of 5 minutes to review the statement after it is read.
- When the team starts the clock, give them the problem, written instructions, and the maps.
- After the team receives the problem and maps and begins working the problem, report to the briefing officer station and be ready to respond to any requests of the team.
- Help the judges with collection of the maps and determining the final ventilation on the field.
- Assist judges in filling out scorecards upon conclusion of the problem.

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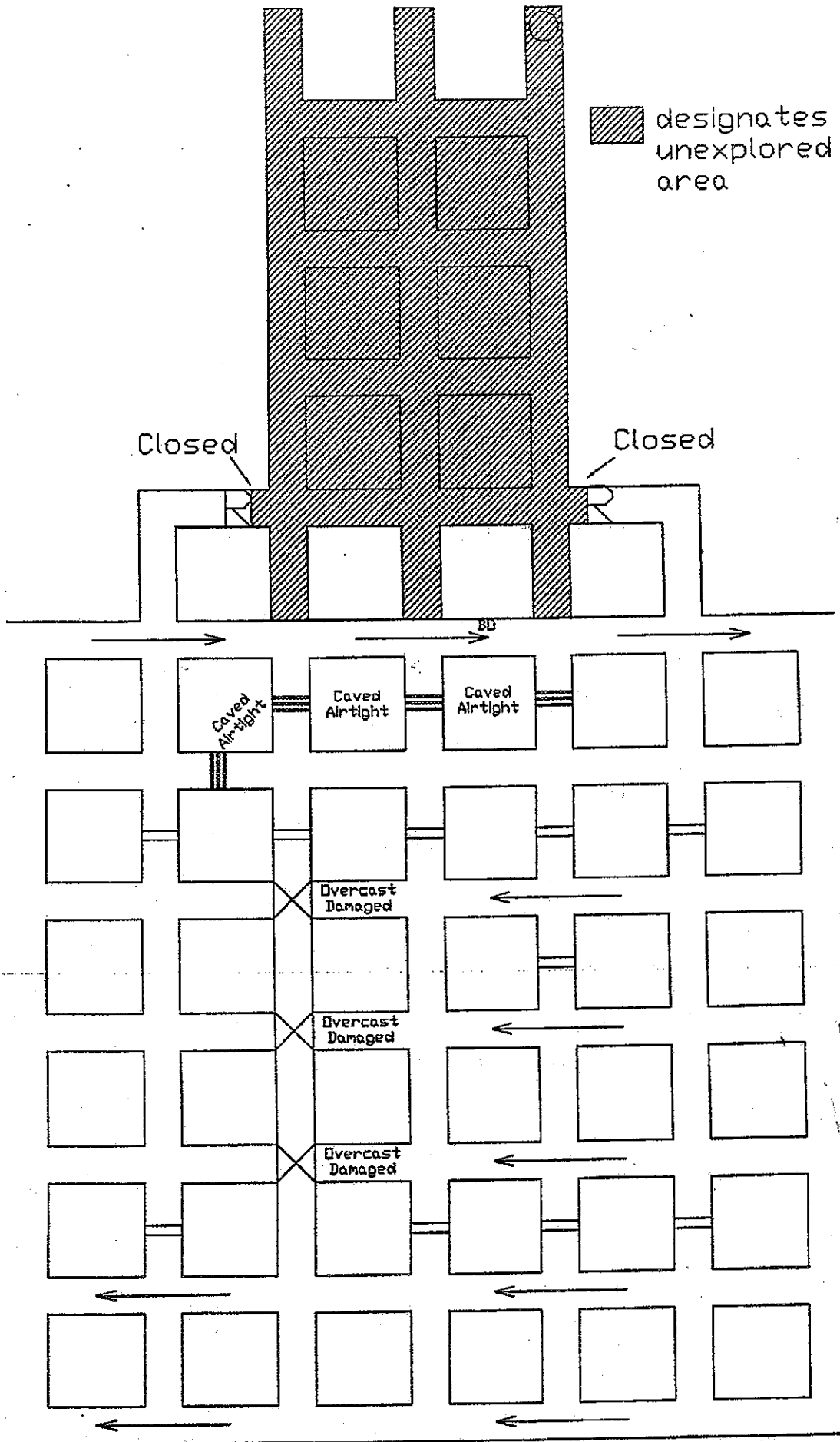
**PROBLEM
(Written Instructions)**

**ACCOUNT FOR ALL MISSING
PERSONS AND BRING THE
SURVIVORS TO THE FRESH
AIR BASE. EXPLORE ALL AREAS
OF THE MINE THAT CAN BE
SAFELY EXAMINED.**

Vent Prior



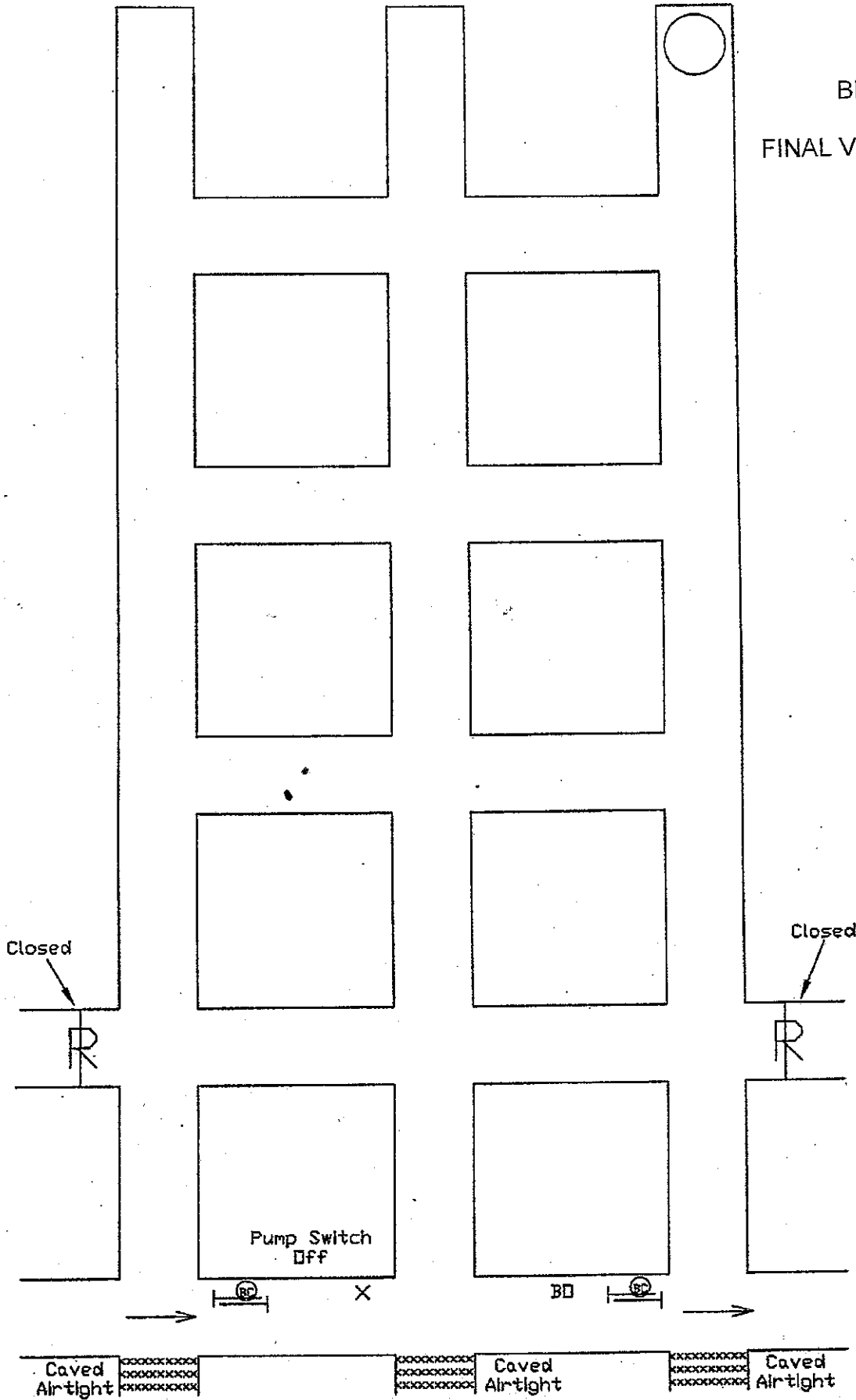
Vent After Explosion



Team Name: _____

BLANK MAP
AND
FINAL VENTILATION MAP

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PATIENT STATEMENT

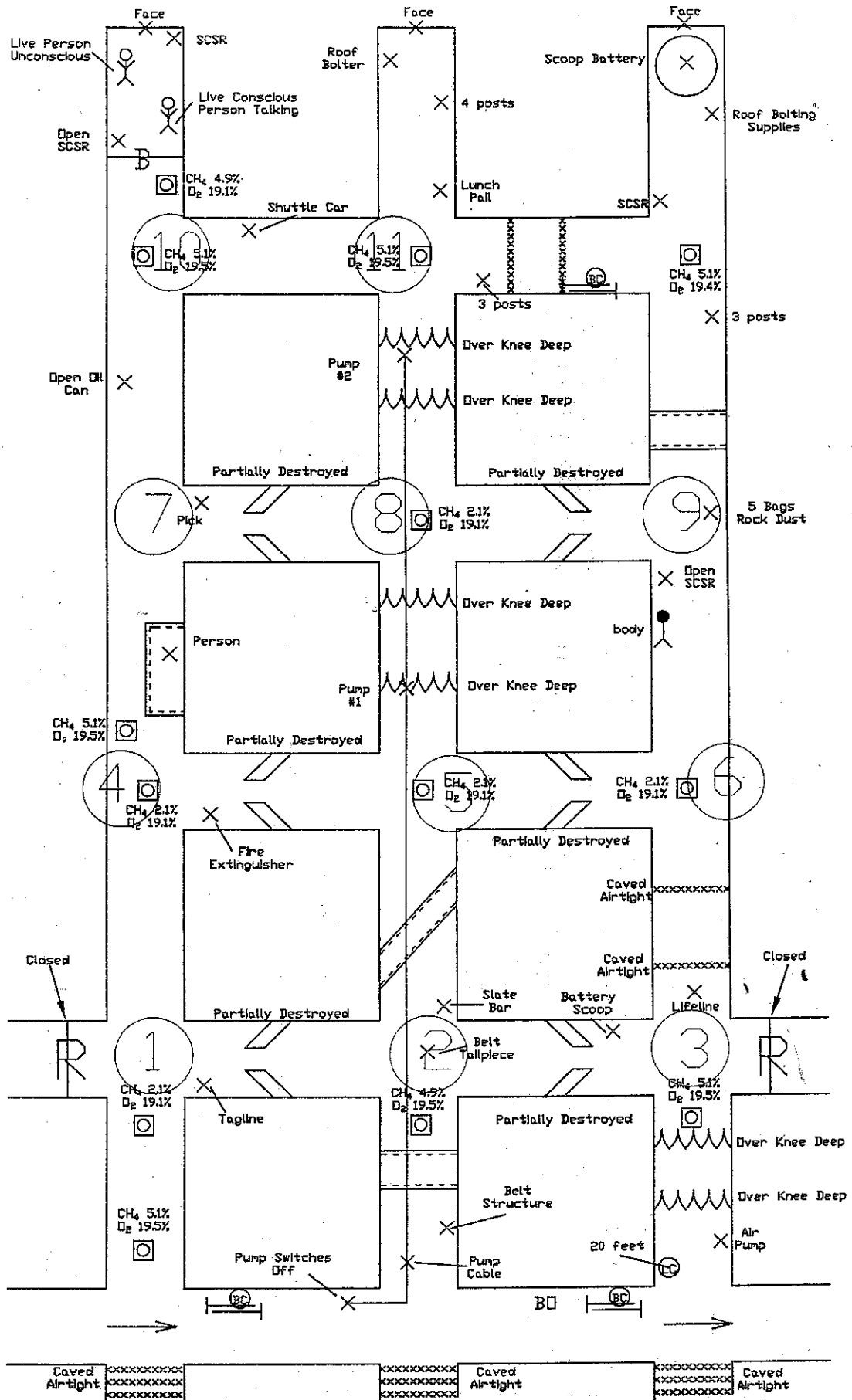
HELP! HELP!

GET US OUT.

THERE ARE TWO OF US IN HERE.

IT IS AIRTIGHT BEHIND US.

Team Stop



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Teams arriving at the fresh air base will examine the three entrances and conduct gas tests prior to the team going in by the fresh air base.

TEAM STOP NO. 1

The team must advance to "A" intersection of the No. 1 Entry

TEAM STOP NO. 2

The team must advance to "A" intersection of the No. 2 Entry

TEAM STOP NO. 3

The team must advance to "A" intersection of the No. 3 Entry

TEAM STOP NO. 4

The team must advance to "B" intersection of the No. 1 Entry

TEAM STOP NO. 5

The team must advance to "B" intersection of the No. 2 Entry

TEAM STOP NO. 6

The team must advance to "B" intersection of the No. 3 Entry

TEAM STOP NO. 7

The team must advance to "C" intersection of the No. 1 Entry

TEAM STOP NO. 8

The team must advance to "C" intersection of the No. 2 Entry

TEAM STOP NO. 9

The team must advance to "C" intersection of the No. 3 Entry

TEAM STOP NO. 10

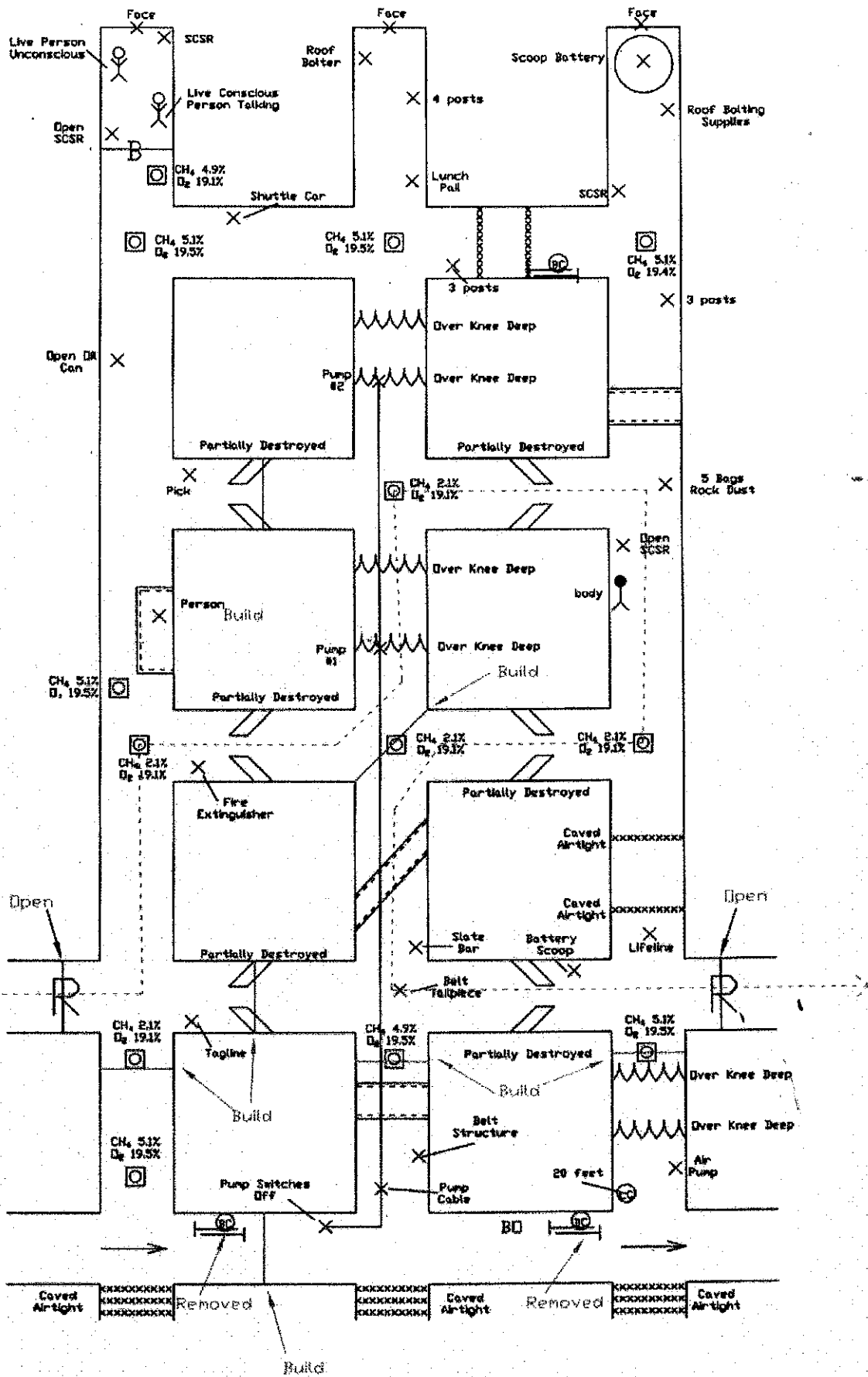
The team must advance to "D" intersection of the No. 1 Entry

TEAM STOP NO. 11

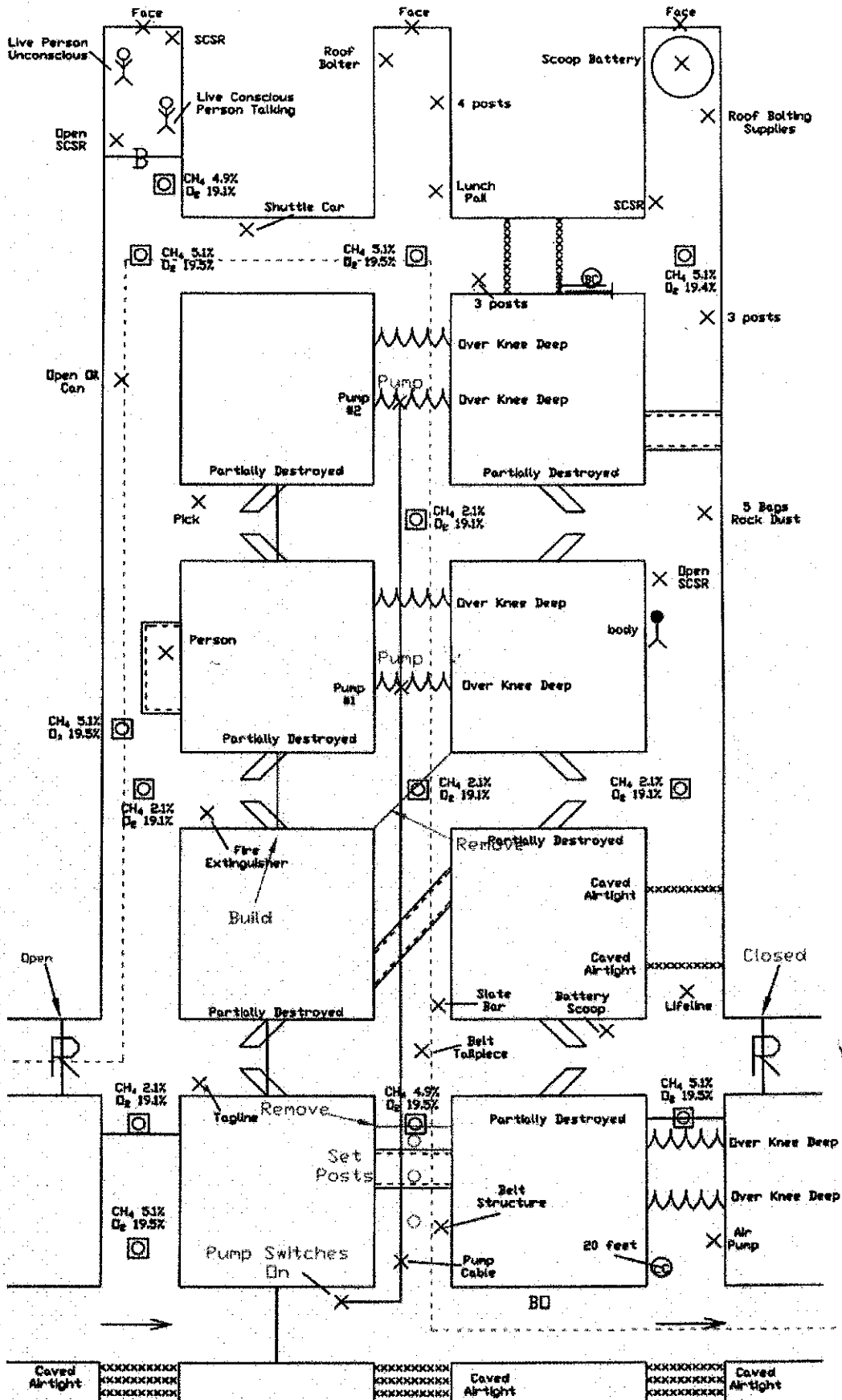
The team must advance to "D" intersection of the No. 2 Entry.

When the team finds the posts in this intersection, they must retreat to the person in the unsafe roof in the No. 1 Entry immediately. After touching the body, the team must begin ventilating to clear the barricade. If the team travels to "D" intersection of the No. 3 Entry, they will be discounted for patient delay.

Vent #1



Vent #2



Vent #3

