

JUDGES BOOK

INDIANA PRE-SHIFT CONTEST 2009



June 3, 2009

INDIANA PRE-SHIFT CONTEST

2009

Statement

You are the Pre-shift Examiner for the VINCENNES UNIVERSITY MINE.

This mine is a deep mine developed into the Indiana #5 coal seam which, in this area, is known to be gassy and have some poor roof conditions.

The mine operates one continuous miner developing section, Unit 1.

The mine is walking height.

A roof fall on Unit 1 was reported to MSHA's hotline number last shift.

Belt air is not approved for ventilating working section.

You are to conduct a pre-shift examination for the Unit 1 Section.

A full production crew is scheduled for the next shift.

Miners are scheduled to perform maintenance on the Belt Drive this shift

The Exhaust Fan is running and power is energized underground.

The section map you will be provided was updated at the end of the last shift.

Section entries are numbered from left to right as follows: Entry #1 is the Return/Alternate Escapeway, Entry #2 is the Belt Entry, and Entry #3 is the Travelway/Intake/Primary Escapeway.

You are to report to the Examiner's Station on the surface when you are finished with your examination and fill out the examiner's record book.

**INDIANA PRE-SHIFT CONTEST
2009
Written Instructions**

PRESHIFT CONTEST PROBLEM

**RULES FOR 2009 PRESHIFT CONTEST
WILL BE FOLLOWED.**

**CURTAIN STRIPS SHALL BE USED
FOR CURTAINS.**

**CARDS WILL BE PROVIDED AND
SHALL BE USED FOR DTI s, POSTING
DANGER SIGNS, AND WARNINGS.**

INDIANA PRE-SHIFT CONTEST 2009

Anemometer Correction Table

Serial No. 48673			
Date: 6/3/2009			
Ind. Vel.	Correc- tion	Ind. Vel.	Correc- tion
50	+64	500	-15
75	+53	550	-19
100	+41	600	-22
125	+33	700	-27
150	+27	800	-33
175	+21	900	-40
200	+17	1000	-45
250	+9	1200	-56
300	+2	1400	-65
350	-3	1600	-84
400	-8	1800	-104
450	-12	2000	-112
When sign is:			
+ Add		-Subtract	

INDIANA PRE-SHIFT CONTEST 2009

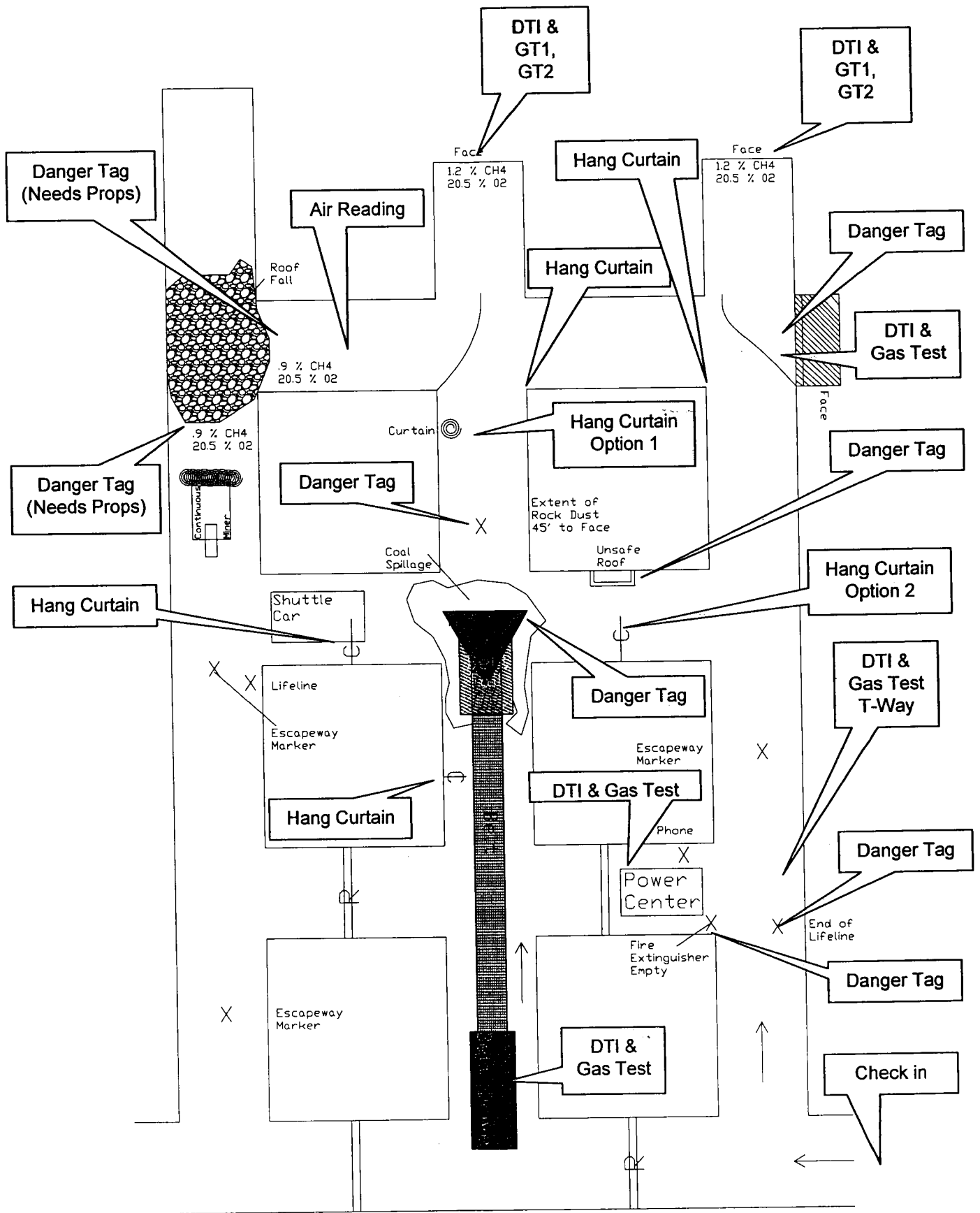
Plan Information

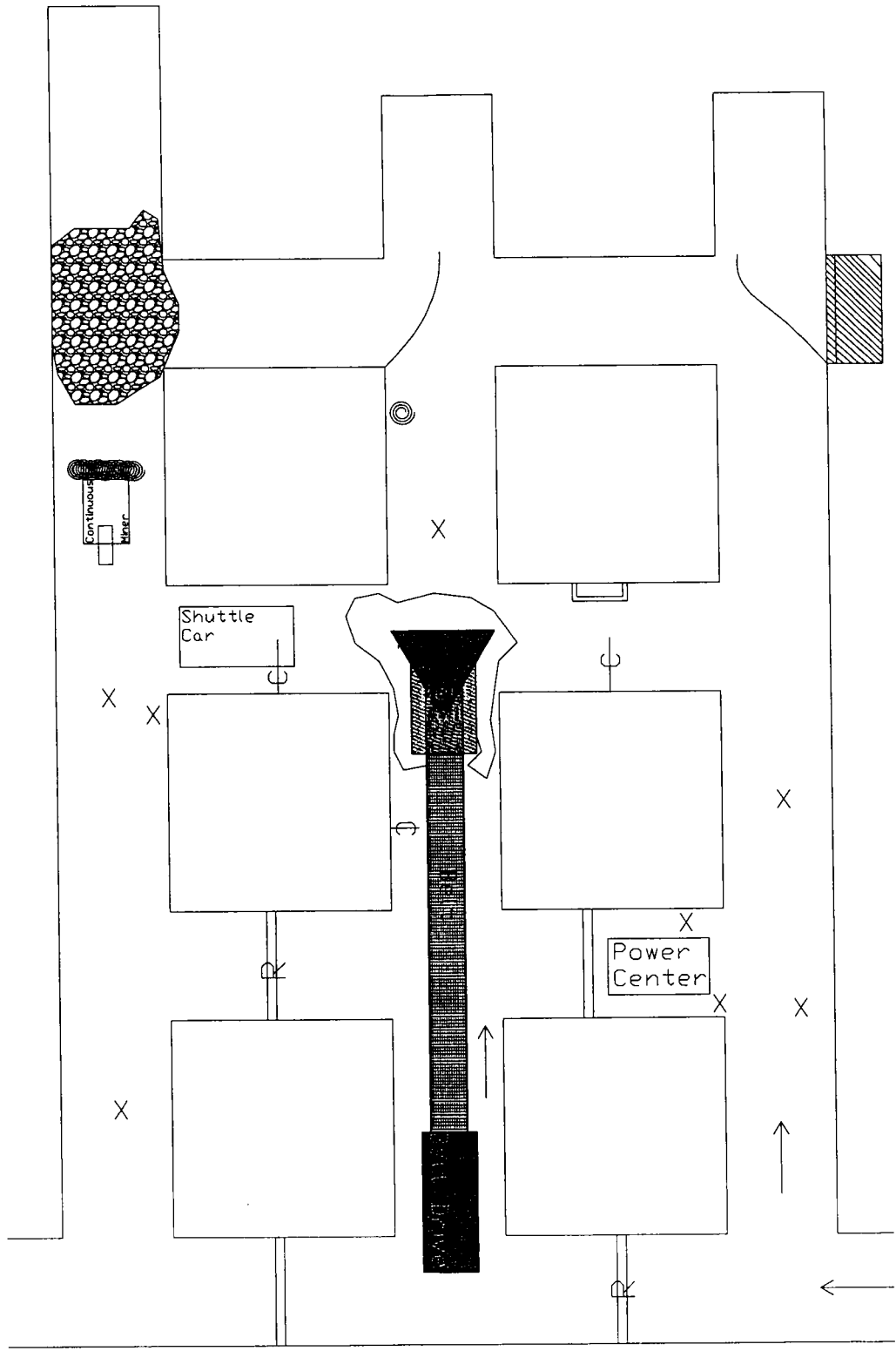
ROOF CONTROL PLAN

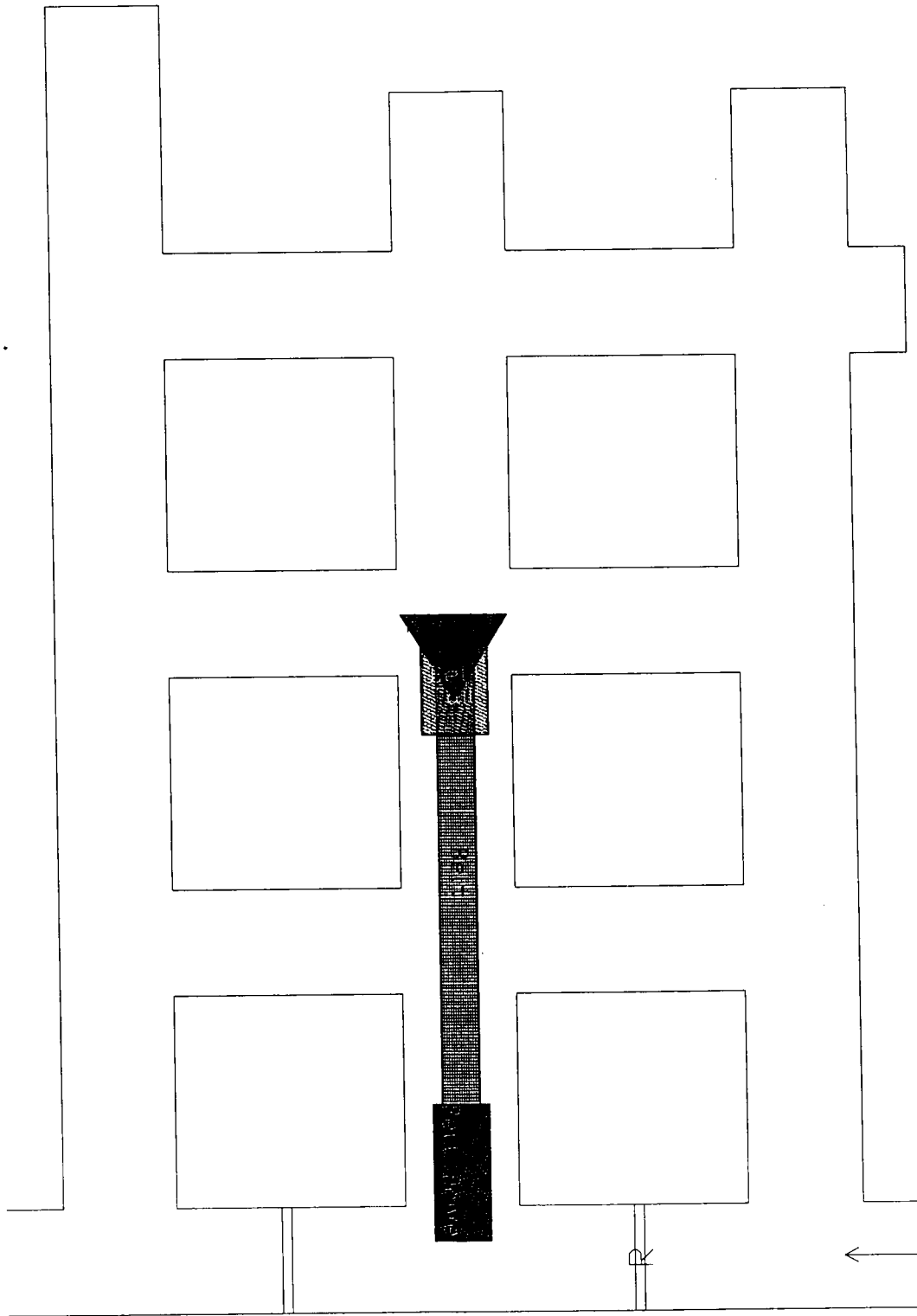
- Development Mining - Cut Depth – 20 feet (maximum)
- Entry and Crosscut widths – 18 feet (maximum)
- Bolt Spacing – 4 feet by 4 feet (maximum)
- All approaches to roof falls shall be supported with two rows of temporary supports installed on 5' centers.

VENTILATION PLAN

- Last Open Crosscut – 20,000 cfm (minimum)
- All working places developed more than 10' from the ribline shall have line curtain installed to a point inby the ribline to keep methane content below 1.0 percent.
- When mining, a minimum of 12,000 cfm of air shall be maintained at the end of the blowing line curtain and the end of the curtain shall be no more than 25 feet from the face.







**INDIANA PRE-SHIFT CONTEST
2009**

(w/o check curtains installed)

**AIR READING
LAST OPEN CROSSCUT**

INDICATED ANEMOMETER DIAL
READING AFTER 1 MINUTE =

56 LINEAR FEET

WIDTH = 18 FEET

HEIGHT = 7 FEET

**INDIANA PRE-SHIFT CONTEST
2009**

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LAST OPEN CROSSCUT**

**INDICATED ANEMOMETER DIAL
READING**

AFTER 1 MINUTE =

200 LINEAR FEET

WIDTH = 18 FEET

HEIGHT = 7 FEET

INDIANA PRE-SHIFT CONTEST 2009

#2 ENTRY FACE

ALARM

CH₄ = 1.2%

O₂ = 20.5%

INDIANA PRE-SHIFT CONTEST 2009

#3 ENTRY FACE

ALARM

CH₄ = 1.2%

O₂ = 20.5%

Use Indelible Pencil or Ink

PRESHIFT - CERTIFIED EXAMINER'S REPORT

Report Shall Be Signed When Finished

Date of Examination: June 3, 2009 Time From: time AM/PM To: AM/PM

Section/Area: Unit 1 Reported Outside? Yes No Time: AM/PM

Reported By: Name Received By: (INITIAL)
(AUTHORIZED PERSON)

Preshift required within 3 hours prior to any 8 hour interval.

Location	Hazardous Condition	Action Taken
No. 1 Entry -	ROOF FALL, NEEDS PROPS	Danger Tags Hung
No. 2 Entry	LOOSE COAL SPILLAGE AT TAIL; ROCK DUST TOO FAR FROM FACE; CH4 - 1.2% AT FACE; CURTAIN DOWN BEHIND TAIL	Danger Tags Hung DANGER TAG HUNG; HUNG CURTAIN PROPERLY, EXTENDED, CLEARED CH4 HUNG CURTAIN
No.3 Entry	FIRE EXT. EMPTY; LIFELINE NEEDS EXTENDED; UNSAFE ROOF IN C X-CUT 2-3; X-CUT RIGHT NOT BOLTED TO FACE; CH4 1.2% IN #3 FACE;	HUNG DANGER TAG; HUNG DANGER TAG (OR MOVED LIFELINE UP) HUNG DANGER TAG; HUNG DANGER TAG; HUNG CURTAIN PROPERLY, EXTENDED, CLEARED CH4

Air Measurements

Location	CFM	Location	CFM
Last Open Crosscut 1 to 2	27,342		

Air Velocities

Longwall Headgate :
Remarks:

Longwall Tailgate:

 signature

June 3, 2009

Signed by Preshift Certified Examiner

Date

Certification Number

Countersigned by Mine Foreman

Date

Certification Number

Countersigned by Operator/Agent

Date

Certification Number

NOTES

INDIANA PRESHIFT 2009 - CONTEST CHECKLIST

CONTESTANT NAME:										
FIREBOSS STATION/OUTSIDE:	YES	NO	RULE #	YES	NO	YES	NO	YES	NO	
1 DID CONTESTANT CHECK IN?			1							
2 DID CONTESTANT BRING REQUIRED EQUIPMENT?			2							
3 DID CONTESTANT CHECK SCSR?			3							
4 DID CONTESTANT CHECK DETECTOR(S) AFTER STARTING CLOCK?			19							
5 DID CONTESTANT CHECK OUT?			1							
6 WAS ALL EQUIPMENT MAINTAINED IN OPERABLE CONDITION?			14							
#1 ENTRY:										
1 DID CONTESTANT STATE A VISUAL EXAM OF ROOF MADE IN #1 ENTRY?	YES	NO	RULE #	YES	NO	YES	NO	YES	NO	
2 DID CONTESTANT IDENTIFY AND DANGER ROOF FALL?			11, 12							
3										
4										
#2 ENTRY:										
1 DID CONTESTANT DTI IN FACE AREA OF #2 ENTRY?	YES	NO	RULE #	YES	NO	YES	NO	YES	NO	
2 DID CONTESTANT TAKE GAS TEST IN FACE AREA OF #2 ENTRY?			5							
3 DID CONTESTANT HANG CURTAIN TO CLEAR METHANE IN #2 FACE?			11,12,7							
4 DID CONTESTANT TAKE GAS TEST AFTER CLEARED GAS IN #2 ENTRY?			5							
5 DID CONTESTANT DANGER EXTENT OF ROCK DUST TOO FAR FROM FACE?			11,12							
6 DID CONTESTANT REHANG CURTAIN?			7							
7 DID CONTESTANT DANGER LOOSE COAL SPILLAGE?			11, 12							
8 DID CONTESTANT TAKE GAS TEST AT BELT DRIVE LOCATION?			5							
9 DID CONTESTANT D,T, I AT BELT DRIVE LOCATION?			4							
10 DID CONTESTANT REHANG CURTAIN JUST OUTBY BELT TAIL?			7							
11 DID CONTESTANT STATE A VISUAL EXAM OF ROOF MADE IN #1 ENTRY?			10							
CROSSCUT C - 2 TO 3:										
1 DID CONTESTANT DANGER UNSAFE ROOF AREA?	YES	NO	RULE #	YES	NO	YES	NO	YES	NO	
2 DID CONTESTANT REHANG CURTAIN?			7							
3										

INDIANA PRESHIFT 2009 - CONTEST CHECKLIST

CONTESTANT NAME:											
#3 ENTRY FACE AND CROSSCUT RIGHT:	YES	NO	RULE #	YES	NO		YES	NO		YES	NO
1 DID CONTESTANT DTI IN FACE AREA OF #3 ENTRY?			4								
2 DID CONTESTANT TAKE GAS TEST IN FACE AREA OF #3 ENTRY?			5								
3 DID CONTESTANT EXTEND CURTAIN TO CLEAR METHANE IN #3 FACE?			11,12,7								
4 DID CONTESTANT TAKE GAS TEST AFTER CLEARED GAS IN #3 FACE?			5								
5 DID CONTESTANT TAKE GAS TEST AT LAST ROW BOLTS FOR #3 RIGHT?			5								
6 DID CONTESTANT DTI FOR #3 RIGHT?			4								
7 DID CONTESTANT DANGER UNSUPPORTED ROOF #3 RIGHT?			11,12								
8											
CROSSCUT 1 TO 2 L.O.C.:											
	YES	NO	RULE #	YES	NO		YES	NO		YES	NO
1 DID CONTESTANT TAKE LAST OPEN CROSSCUT AIR READING?			7								
2 DID CONTESTANT USE PROPER PROCEDURE TAKING AIR READING?			8								
3 DID CONTESTANT TAKE AIR READING IN PROPER LOCATION?			9								
#3 ENTRY:											
	YES	NO	RULE #	YES	NO		YES	NO		YES	NO
1 DID CONTESTANT DANGER EMPTY FIRE EXTINGUISHER?			11,12								
2 DID CONTESTANT DANGER LIFELINE NOT ADVANCED TO BELT TAIL?			11,12								
3 DID CONTESTANT DTI FOR POWER CENTER?			4								
4 DID CONTESTANT TAKE GAS TEST FOR POWER CENTER?			5								
5 DID CONTESTANT D,T,I FOR TRAVELWAY?			4								
6 DID CONTESTANT TAKE GT FOR TRAVELWAY?			5								
7 DID CONTESTANT STATE A VISUAL EXAM OF ROOF MADE IN #1 ENTRY?			10								
GENERAL RULES AND REFERENCE:											
	YES	NO	RULE #	YES	NO		YES	NO		YES	NO
1 DID CONTESTANT RUN?			13								
2 DID CONTESTANT LEAVE MINE IN COMPLIANCE WITH PLANS IF ABLE TO DO SO?			7								
3 DID CONTESTANT CORRECT ALL CORRECTABLE HAZARDS?			12								
4 DID CONTESTANT EXAMINE ALL ACCESSIBLE AREAS?			18								
5 DID CONTESTANT VERBALLY IDENTIFY AT LEAST A VISUAL EXAM OF THE MINE ROOF AT LEAST ONCE IN EACH ENTRY?			10								

