

2014 Post # 6 Pre-shift Contest

Good morning, I am _____ and this is _____, we will be your judges today. It is Monday morning and you are the pre-shift examiner for the Moundsville Mine. Moundsville Mine is a 2 unit mine that utilizes 1 continuous miner, 1 dual boom roof bolter, 1 battery power scoop and 2 shuttle cars on each section. You are to conduct the pre-shift examination on MMU 001 section for the oncoming day shift production crew. The 001 section is developing panels for a new longwall that is expected to be in production this year. The 001 section last produced coal on evening shift Friday, and has had maintenance personal on this section all weekend.

Number 1 entry is the belt line and secondary escapeway.

Number 2 entry is the intake, travelway, and primary escapeway.

Number 3 entry is the return.

Please bring your report to the surface as soon as you have completed your examination. All outby areas are being examined by other certified persons. There is an EMT on the surface if you should need him. The mine is maintained at 66 inches of maximum height in all mined areas. You will have five (5) minutes to study the map, roof control plan and ventilation plan that you are about to receive.

Good Luck

2014 Post # 6 Pre-shift Contest
Roof Control Plan

48" (inches) fully grouted bolts installed in entries and crosscuts
As the primary bolt

Test holes are to be drilled 24" (inches) above the length of the
primary bolt.

All mined places must be bolted within 24 hours

The last row of bolts must be marked with a reflective sign

Bolt spacing is 4 foot advance, 4 foot wide to within 4 feet of the
working face

Cuts must not exceed a depth of 20 feet

Entries and crosscuts must not exceed 20 feet wide

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Ventilation Plan

Air quantity maintained in the last open crosscut shall be at least
18,000 CFM.

Exhaust face ventilation shall be used

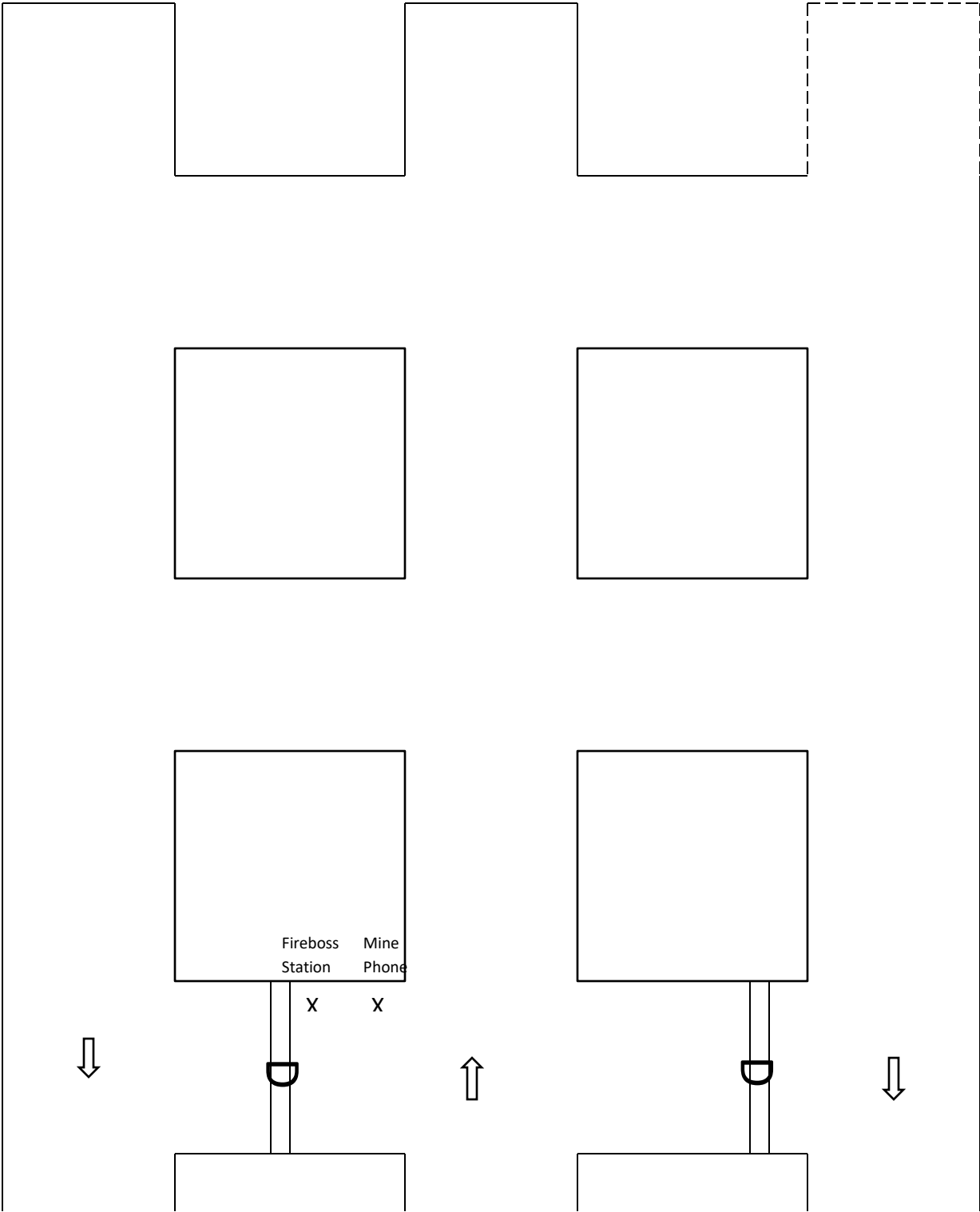
Maintain at least 18,000 CFM Intake Air course to first open cross
cut adjacent to loading point

Air quantity at each AMS station shall be at least 100 feet per
minute

Shall maintain at least 300 CFM through the battery charging
station

Belt air shall travel outby

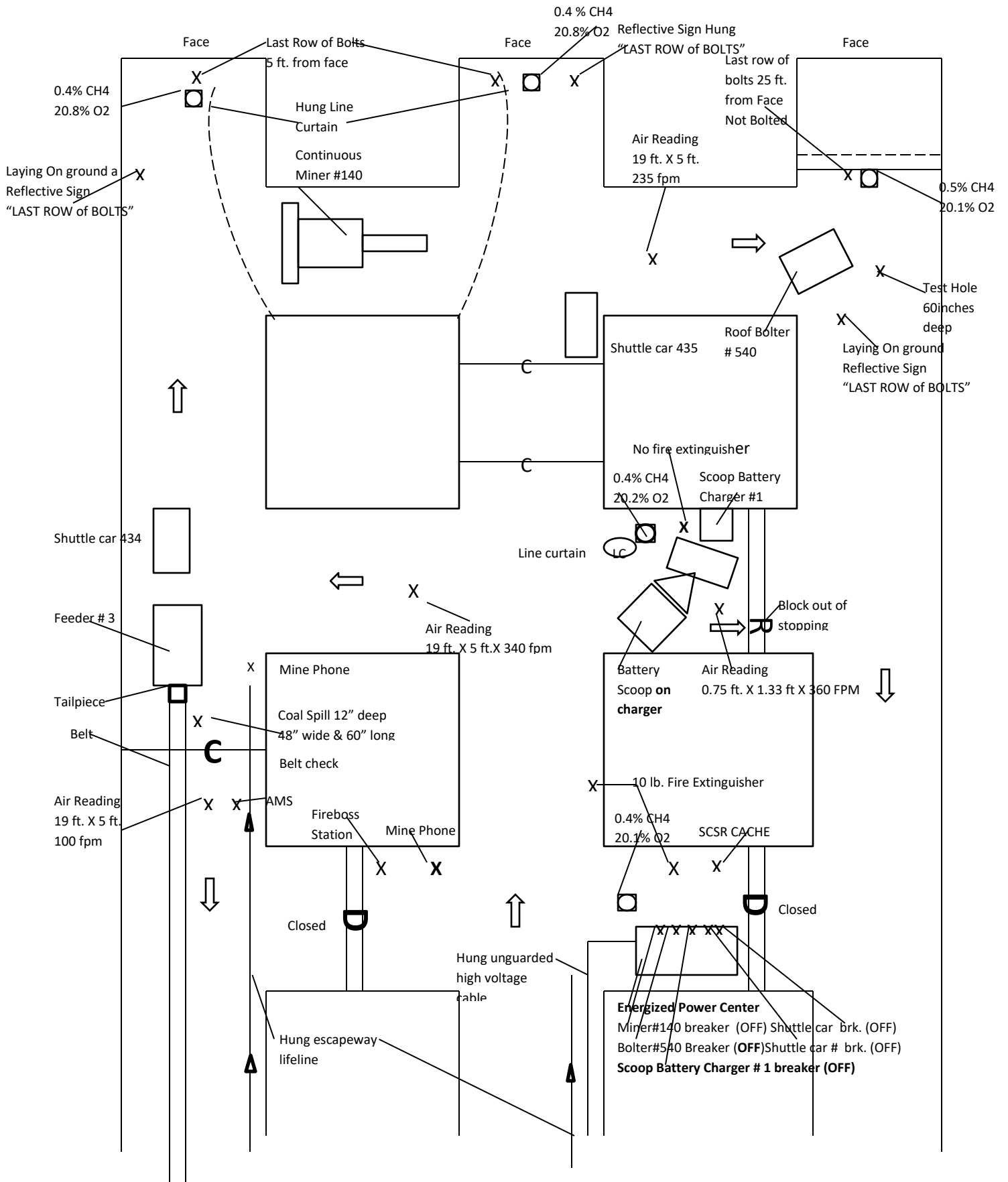
Contestant's Map MMU 001



1 Entry

2 Entry

3 Entry



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Judges Check Off List

Fireboss Station

National Pre-Shift Rule

Start the Clock

Rule # 1

Check in

Rule # 1

Check out

Rule # 1

Stop the Clock

Rule # 1

Check Gas Detectors

Rule # 19

Check SCSR

Rule # 3

All required equipment

Rule # 2

1 Entry

Visual Roof and Rib

Rule # 10

Gas test at beltline

Rule # 5

DTI at beltline (Note this may be done at coal spill)

Rule #4

Air Reading at AMS

Rule # 7

Check Mine Phone

Rule # 19

Coal Spill at tailpiece D/O (gas maybe done here)

Rule #11 & #12

Gas test at last row of bolts

Rule # 5

DTI at last row of bolts

Rule # 4

Danger off last row of bolts

Rule # 11& #12

5 feet from the face

Rule # 11& #12

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Judges Check Off List

# 2 Entry	National Pre-shift Rule
Check the Mine phone	# 19
Visual roof & rib Exam	# 10
Gas test travelway	# 5
DTI travelway	# 4
The Hung High voltage cable (unguarded) Statement says mined height max. of 60" Hung high voltage cable cannot be at 6-1/2 ft. As in 30 CFR 75.807	# 11
Circuit breakers not identified for shuttle Cars at power center(434 & 435)	# 11 # # 12 (dangering off hazardous condition considered corrective action) 30 CFR 75.904
Gas test at power center	# 5
DTI at power center	# 4
Intake air reading X-cut 2 to 1	# 9
Gas test at scoop charger	# 5
DTI at scoop charger	# 4
Check regulator airflow	# 7
No fire extinguisher at Scoop Charger Stat.	# 11
Install fire extinguisher	# 12
Gas test at last row of bolts	# 5
DTI at last row of bolts	# 4
Danger last row 5 feet from face	# 11 & # 12
Air reading LOB X-cut #2 to #3	# 7

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Judges Check Off List

# 3 Entry	National Pre Shift Rule
Gas test in # 3 entry	# 5
DTI in # 3 entry	# 4
Visual Roof and Rib exam in # 3 entry	#10
Danger not bolted	# 11 & # 12 identify& corrective
Danger sign at last row of bolts	# 11 & # 12 identify& corrective
Danger unbolted 24 hours	# 11
Gas test at last row of bolts	# 5
DTI at last row of bolts	# 4
Hang line curtain to last row of bolts	# 11& # 12 identify& corrective
Check test hole in last intersect in # 3	# 11& #12 (violation of roof control plan)

Judge's Copy

PRE-SHIFT-CERTIFIED EXAMINER'S REPORT

Use Indelible Pencil or Ink

Report Shall Be Signed When Finished

Date of Examination: _____

Time From: _____ AM/PM

To: _____ AM/PM

Section/Area _____

Report Outside? Yes ___ No ___

Time: _____ AM/PM

Reported By: _____

Received By: _____ (INITIAL)

(Authorized Person)

Pre-Shift required within 3 hours prior to any 8 hour interval

Location	Hazardous Condition	Action Taken
# 1 entry at Belt Tail	Coal Spill 12" deep 24" wide 60" long (30 CFR 75.400)	Danger Off
# 1 entry at Face in # 1	No Reflective sign hung(30 CFR 75.221)(Roof Con. Plan)	Hang Reflective Sign
# 1 Entry at face	Last Row of bolts 5 ft. from face (Roof Control Plan)	Danger Off
# 1 Entry at face in # 1	Place not bolted to within 4 ft of face within 24 hr.	Danger Off
# 2 Entry at Power Center	Unguarded Highline 30 CFR 75.807 not 6-1/2' high	Danger Off
# 2 entry at Scoop Charger	No 10 lb. fire extinguisher 30 CFR 75.363 a	Put fire extinguisher at scoop chr.
# 2 entry at face	last row of bolts 5 ft. from face 30 CFR 75.360 b/ Roof Con.Pl.	Danger Off
# 2 entry at face	place not bolted within 24 hrs. (Roof Control plan)	Danger Off
#3 entry at pwr. center	circuit breakers for shuttle cars not properly marked 30 CFR 30.904	DANGER OFF
# 3 entry C intersection	no line curtain 30 CFR 75.325 b	Move line curtain and hung
# 3 entry C intersection	Test Hole not drilled 24" above length of Primary Bolt (75.204)	Danger Off
# 3 entry inby C intersection	No reflective Sign Hung (30 CFR 75.208/75.360b)	Danger Off
# 3 entry inby C line	Cut exceed 20 feet (30 CFR 360b/ Roof Control Plan)	Danger Off
# 3 entry inby C line	Not bolted within 24 hrs. (30 CFR 360b/ Roof Control Plan)	Danger Off "Hang Sign"

Air Measurements

Location	CFM	Location	CFM
Intake inby last permanent stopping Can be in # 2 entry or x-cut 2to 1 b line	32,300CFM	LOB in C line (Return)	22,325 CFM
# 1 entry on beltline at AMS	9,500 CFM		
X-cut 2 to 3 in B-line at Regulator at Ch. Sta.	349 CFM		

Remarks:

Signed by Pre- Shift Examiner

Date

Certification Number

