

GENERAL INFORMATION COVER SHEET

Inspection Code E01 Event No. 4054745

Company Name ANKER WEST VIRGINIA MINING CO.

Mine Name SAGO MINE

Mine I.D. Number 46-08791

Date(s) of Mine File Review 4-5-05

D Status YES Citation/Order No. 7097825 Date 5-20-05

Dates of Inspection: began 4-5-05 completed 6-30-05

Pre-Inspection Conference Date 4-6-05

Company Representative(s) \_\_\_\_\_

Bill Currence

Miners Representative(s) \_\_\_\_\_

NONE

Post-Inspection Conference Date 6-14-05

Company Representative(s) \_\_\_\_\_

Johnny Stemple

Miners Representative(s) \_\_\_\_\_

NONE

Comments: \_\_\_\_\_

Inspector's Initials [6] Supervisor's Initials and Date [6] 7-11-05

DAILY COVER SHEET

Date 4-05-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Reviewed mine file for E01 inspection

Inspector's Initials [6]

Supervisor's Initials and Date [6] 7-11-05 Page No. 1

DAILY COVER SHEET

Date 4-6-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pre-shift & ON-shift Mains 001 & 002 mmu

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Pre-Inspection Conference  
Held Safety Talk <sup>with</sup> Miners  
Mine Map  
Traveled in mine with crew  
Imminent Danger Run  
Traveled with mine examiner  
Complied with 103-F  
Equipment  
Issued 3 Cita

Inspector's Initials \_\_\_\_\_

Supervisor's Initials and Date [6] 7-11-05 Page No. 1

Date 4-6-05

Traveled to the  
mine site, accompanied  
by [6]

[6], met with  
Bill Currence and  
told him I starting  
a FOI Quarterly mine  
inspection and hold  
a pre-inspection

conference with the  
company & the miners

Observed the operation  
of the mantrips

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 4-6-05

Pre-Inspection Conference  
with company and miners.  
Informed the miners  
of their right to  
travel with me during  
the inspection of the  
mine.

NO COMMENT

Reviewed mine map  
1" = 200'  
held a safety meeting  
with 43 miners

Traveled underground  
to the mains Super  
section with the crew.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 4-6-05

High wall area is  
safe for Travel

Travel way to the  
pit and the pit  
area

- OK

Inspector's Initials

[6]

Supervisor's Initials and Date

Page No.

3A

Date 4-6-05

Traveled with mine examiner  
IMMEDIATE DANGER RUN  
ROOF CONTROL - OK  
VENTILATION - Blowing - OK  
ROCK DUSTING - OK  
CLEAN-UP - OK

001 & 002 MMU's are WET  
CURTAIN and SCRUBBER'S  
are used for VENTILATION.  
D.T.I.'S are in working places  
VENTILATION CONTROLS ISSUED  
1 CITATION

CH<sub>4</sub> - 0.0% and

O<sub>2</sub> - 20.8% in entries  
#1 thru #9

fish tail VENTILATION

SECTION is ADVANCING by  
DEEP CUT MININGS

Inspector's Initials

[6]

Supervisor's Initials and Date

Page No.

4

Date 4-6-05

IMMEDIATE RETURN #9  
ENTRY AT SS #3760

16.75'-w	110-V
6.25'-h	+30-C
105'-A	140-V

140-V

105-A

Q-14,700 CFM

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.8%

Inspector's Initials

[6]

Supervisor's Initials and Date

Page No.

5

Date 4-6-05

L.O.C.C #8 TO #9 entry  
AT SS #3768

<u>18-W</u>	<u>105-V</u>
<u>6-h</u>	<u>130-C</u>
<u>108-A</u>	<u>135-V</u>

135-V  
108-C  
Q-14,580 cfm

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 6

Date 4-6-05

L.O.C.C #2 to #3  
entry at

19.25-w	156-V
6.75-h	+20-c
130-A	176-V

176-V  
130-A

0-22,880 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 7

Date 4-6-05

Permissibility

Fletcher DDO 15  
Roof Bolter  
Serial # 82105-2004320  
Approval # 2 G-3715A-1  
-OK

Section power center  
Issued 2 Citations

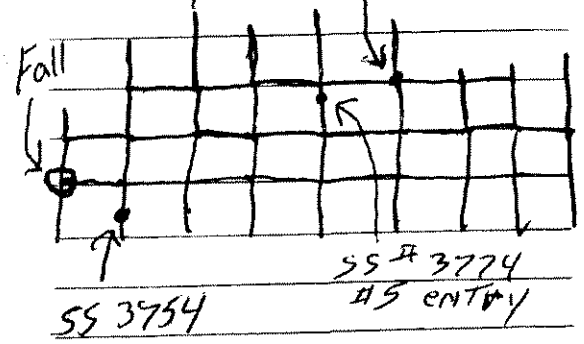
Communications from  
Mains to Surface  
-OK

Ventilation Controls  
Issued 1 Citation

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 8

Date 4-6-05

SS # 3763  
9 entry Super Section



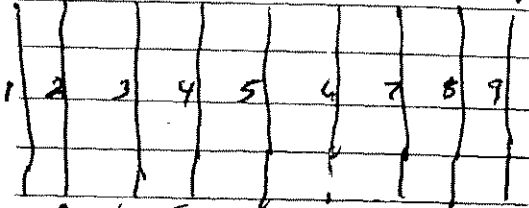
(fall) 21 ft wide  
28 ft long  
6 ft high

5 foot length bolts  
torque tension are  
used on this main

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 9

Date 4-6-05

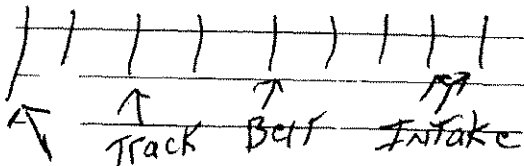
Main super section

9 entry Advancing section  
IntakeReturn  
Belt Track

fish Tail Ventilation

2 Right

9 entry Advancing section



Return Sweep Ventilation

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 10

Date 4-6-05SS #3754 is located  
in #2 entry.

The fall in the #1 entry intersection one block in by SS #3754 which is in the #2 entry. Look at line diagram on page 9 this fall is approximately 21 feet wide by 28 feet long by 6 feet deep at the deepest point of the cavity. 5-foot length bolts are being used on this 001-0 MMU.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 4-6-058:40 75.601-1  
7097718 S+S-NO

The #6 AWG trailing cable for the #1 scoop charger being operated on the Main 002-0 MMU working section has the trailing cable plugged into a circuit breaker that has the instantaneous setting set on 750 amperes. The maximum instantaneous amperes setting for a #6 AWG trailing cable is 300 amperes. The mine operator immediately removed the #1 scoop charger trailing cable from service.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 4-6-05

The electrical examiner should have know of this condition.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he or she works or travels around these trailing cables

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 13

Date 4-6-05

When a accident does occur from this type of condition it will be of a serious nature from electrical shock, circuit breaker failing to function as required.

It is unlikely that this condition will result in a accident

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 14

Date 4-6-05

8:50 75,601-1  
7097719 S+S-NO

The #6 AWG trailing cable for the #4 scoop charger being operated on the mainer 002-0 main working section has the trailing cable plugged into a circuit breaker that has the instantaneous setting set on 500 amperes. The maximum instantaneous setting for a #6 AWG trailing cable is 300 amperes. The mine operator immediately removed the #4 scoop charger trailing cable from service.

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 15

Date 4-6-05

When a accident does occur from this type of condition it will be of a serious nature from electrical shock, circuit breaker failing to function as required.

IT is unlikely that this condition will result in a accident.

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 16

Date 4-6-05

The [6] should have known of this condition.

Based on my mining experience this condition has existed for several shifts.

ONE miner is exposed as he or she works or travels around these trailing cable's.

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 17

Date 4-6-05

6:30 75.370  
7097717 545-NO

The approved ventilation plan is not being complied with on the Main 002-0 MMU working section. The approved ventilation plan states that the line curtain being used for ventilate the #5 Entry face is not maintained to within 10 feet of the face or on the second row of permanent roof support. The line curtain was found approximately 110 feet from the #5 entry face, which was

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 18



Date \_\_\_\_\_

80 feet from the last permanent roof support bolt to the end of the existing line curtain which is hung on the 20th permanent roof support bolt outbid the face.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 19

Date 4-6-05

The [ 6 ] should have known of this condition. This condition would be obvious to any prudent person.

Based on my mining experience this condition has existed for more than one shift.

One miner is exposed as he or she works or travels in this area.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 20

Date 4-6-05

When an accident does occur from this type of condition it will be of a serious nature from inadequate ventilation controls not being provided to dilute respirable dust and methane as it is suspended into the mine air at the face of #5 entry on the 002-0 MMU working section.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 21

Date 4-6-05

IT is unlikely that  
a accident will occur  
from this condition.  
The continuous mining  
machine was not in  
operation and no methane  
was detected in the  
face of the #5 entry  
or any where on this  
section.

Inspector's Initials

[6]

Supervisor's Initials and Date

✓

Page No 22

DAILY COVER SHEET

Date 4-7-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pres: At + ONSHIT  
0000, 002-0 MMU'S

Accompanied By: Company Representative  
[6]

Miners Representative  
NONE

AREAS OF INSPECTION ACTIVITY:

Respirable dust  
IMMINENT DANGER RUN  
Traveled with mine  
examiner 002-0 & 001-0 MMU  
Equipment  
PERMANENT VENTILATION  
CONTROLS  
observed a complete <sup>mining</sup> cycle  
Issued 1 CITATION

Inspector's Initials [6]  
Supervisor's Initials and Date [6] 7-11-05 Page No. 1

Date 4-7-05

Checked respirable  
dust pumps at the  
office  
- OK

Put Respirable dust  
pumps on the mine  
on the surface at  
6:00 AM.

Traveled with onshift  
mine examiner for  
002-0 MMU & 001-0 MMU

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 4-7-05

Traveled to the mine  
site accompanied by  
Rich show CMT Trainee  
and met with [6]  
[6] told him  
that we are going to  
the 002-0 MMU section  
on the main to run  
Respirable dust, and  
EOI inspection.

Traveled in the mine  
with the crew.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 4-7-05

Imminent Danger Run  
Main's 001 & 002 MMU's  
Right To Left

- Ventilation -OK
- Rock Control -OK
- Rock dusting -OK
- Clean-up -OK

D.T.S.'s indicates that  
examinations are being  
conducted

Parameters are in place.  
mine floor is wet  
entries #1 thru #9  
CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 4

Date 4-7-05

Immediate Return #9  
entry, 20 ft in by SS #3760  
002-0 MXMU

<u>19'-W</u>	<u>75-V</u>
<u>6.5'-H</u>	<u>+34-C</u>
<u>124-A</u>	<u>109-V</u>

109-V  
124-A  
Q-13,516 cfm

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.9%

Bottle # H1774

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 5

Date 4-7-05

L.O.C.C #8 To #9 entry  
at SS #3760

<u>18.25'-W</u>	<u>45-V</u>
<u>7.5'-H</u>	<u>+38-C</u>
<u>137-A</u>	<u>83-V</u>

137-V  
83-C  
Q-11,371 cfm

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 6

Date 4-7-05L.O.C.C #2 to #3  
entry

6.75'-H	122-V
16'-W	+22-C
<u>108'-A</u>	<u>144-V</u>

144-V

108-A

Q-15,552 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Inspector's Initials

[6]

Supervisor's Initials and Date

Page No. 2Date 4-7-05Immediate Return #1  
Entry at SS # 3765  
001-0 MMU

18.5-W	155-V
7'-H	+20-C
<u>130</u>	<u>175-V</u>

175-V

130-A

Q-22,750 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Bottle # H-1775

Inspector's Initials

[6]

Supervisor's Initials and Date

Page No. 8Date 4-7-05

Parameters

Scrubber air Reading  
Q-7589 cfmWater pressure  
AT The water sprays  
located ON the ripper  
head

Left side 62 Psi

Right side 90 Psi

Mine floor is wet with  
standing water in some  
areas.Roof better dry type dust  
collector's [6]

Inspector's Initials

Supervisor's Initials and Date

Page No. 9

Date 4-7-05

Scrubber Air Reading

	C	B	A
1	.1 = .31	.1 = .31	.1 = .31
2	1.0 = 1.0	1.0 = 1.0	.5 = .70
3	1.5 = 1.22	1.5 = 1.22	1.5 = 1.22
4	1.5 = 1.22	1.7 = 1.30	1.5 = 1.22
5	.5 = .70		1.5 = 1.22
10	3.14 = 14.17		

$14.17 \div 15 = 0.94$   
 $376.5 \times .9 = 338.8$   
 $7589 \div 10 = 758.9$   
 $4005 \times 0.94 = 3765$   
 $3388 \times 2.24 = 7589$   
 $3765 \times .9 = 3388$   
 $7589 \div 10 = 758.9$

Inspector's Initials \_\_\_\_\_  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 10

Date 4-7-05

Air reading at the end of line curtain for continuous mining machine

7'-h	115-U
7'-w	126-C
49'-A	141-U

$141-U$   
 $49-A$   
 $Q-6909$  cfm  
 $CH_4 - 0.0\%$   
 $O_2 - 20.8\%$

Inspector's Initials [6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 4-7-05

Air reading for the twin head roof bolting machine

7'-h	53-U
14'-w	
98'-A	

$98-U$   
 $53-A$   
 $Q-5194$  cfm  
 $CH_4 - 0.0\%$   
 $O_2 - 20.8\%$

Inspector's Initials [6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 4-7-05

Air reading at the  
end of line curtain  
for continuous mining machine  
#9 face

3-W	440-V
7-H	-2-C
21-A	438-V

438-V

21-C

Q-9198 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓

Page No. 13

Date 4-7-05

Joy CONTINUOUS MINING  
Machine # Joy 14CM15  
Serial # C11430  
-OK

Permanent Ventilation  
controls are in place.

observed a complete  
mining cycle  
miners are working  
safe

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓

Page No. 14

Date 4-7-05

Last 30 production  
shifts average is 540 tons

Production this shift  
is 610 tons

Escapeway map for  
001-0 & 002-0 mains  
on the mains  
-OK

Mack 8  
Emergency Ride  
Serial # 380  
-OK

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓

Page No. 14-A

Date 4-7-05  
9:45 75.517  
7097720 S+S yes  
 The trailing cable for the Joy 10sc shuttle car serial No. 2008, Approval NO. 26-3936-0, being operated on the Mains 002-0 mmv Right side working section is not insulated adequately and fully protected. The outer jacket of the trailing cable has a cut, which exposes the inner insulated energized power leads of 600 VAC. This condition is 1 1/2

Date \_\_\_\_\_  
inches long by 3/8  
of an inch wide. All  
three of the inner  
insulated energized power  
leads also have the  
insulation cut which  
exposes the bare power  
leads. The bare power  
leads can be seen  
through the cut in the  
outer jacket of the  
trailing cable. The inner  
leads of the trailing  
cable ranged from dang  
to wet. The miners  
normally handle the  
trailing cables.

Inspector's Initials [6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 16  
 ☆ U.S. G.P.O. 2005:742-563

Inspector's Initials [6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 17  
 ☆ U.S. G.P.O. 2005:742-563

PUMP	CASSETTE	CODE	OCCUPATION	TIME ON	2nd	4th	TIME OFF	WT
5.18 161579	540114			0600	✓	✓	1412	
5.26 172681	540054			0600	✓	✓	1412	
5.20 161573	540115			0600	✓	✓	1409	
5.14 161553	540119			0600	✓	✓	1410	
5.22 170194	540128			0600	✓	✓	1411	
5.06 171996	540083			0600	✓	✓	1410	
	540076							

Date: 4-7-05  
 Location: Mains 002-0 mmv  
 RESPIRABLE DUST

Inspector's Initials [6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 15



Date 4-7-05

This condition should have been seen during the pre-operational checks.

Based on my mining experience this condition has existed for more than one shift.

One miner is exposed as he handles the trailing cable

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 18

Date 4-7-05

When an accident does occur from this type of condition it will be of a serious nature from electrical shock, burns.

It is reasonably likely that this type of condition will result in an accident. The inner energized power leads of 600VAC are bare, the inside of the trailing cable is wet and the mine floor is wet with standing water in some areas

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 19

Date 4-7-05

On this section the miners normally handle these trailing cables.

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 20

Date 4-7-05

The battery powered mantrip wrecked at #34 block while transporting miners in the mine. The main line haulage track was inadequately blocked up across a dip in the mine floor by using wooden crib blocks. The track ranges from 6 to 24 inches off of the mine floor across this dip, and no ballast was

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 21Date 4-7-05

applied to support the track. Miners were being transported into the mine by battery powered mantrip when the haulage track slid off of the wooden blocking causing the mantrip to wreck.

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 22

## DAILY COVER SHEET

Date 4-8-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

## AREAS OF INSPECTION ACTIVITY:

Report writingInspector's Initials [6]Supervisor's Initials and Date ✓Page No. 1

DAILY COVER SHEET

Date 4-11-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Preshift & Onshift  
001-0 & 002-0 mmu

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative [67]  
NONE

AREAS OF INSPECTION ACTIVITY:

Imminent Danger Run  
Equipment  
mantrip

110 VAC water pump #1 block  
Traveled in mine with crew  
Traveled with mine examiner

Issued 3 Citations

Inspector's Initials [6]

Supervisor's Initials and Date [6] 7-11-05 Page No. 1

Date 4-11-05

110 VAC water pump  
located at #1 block  
from the surface in  
the track entry.  
- OK

Battery powered  
mantrip # CO2  
- OK

Traveled in the mine  
with the crew.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 4-11-05

Imminent Danger Run  
for 001-0 and 002-0

mmu's  
Ventilation -OK  
Rock dusting -OK  
Clean-up -OK  
Roof Control -OK

D.T.I.'s indicates that  
examination are being  
conducted.  
mine floor ranges from  
wet to sloppy wet.

CH4 - 0.0%  
O2 - 20.8% in  
entries #1 thru #9

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3



Date 4-11-05

Immediate Return #1  
entry 25 ft in b ss #3803

18.50                      80-V  
6.25                      +33-C  
116-A                      113-V

113-V  
116-A  
Q-13,108 cfm

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 7

Date 4-11-05

Fletcher Root Bolting  
Machine, Company #1  
Serial # 2003334  
Approval # 2G-3715-A-1  
Issued 2 Citations

Fletcher Root Bolting  
Machine, Company #2  
Serial # 2002328  
Approval # 2G-3715A-1

Joy 14 CM 15  
Continuous Mining Machine  
Serial # C11357  
Company #2 - OK

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8

Date 4-11-05

Joy Shuttle Car  
Model 10 SC 22  
Serial # ET-15220  
Approval # 2G-3191A-0  
Company #2

#1 Scoop Charger  
- OK

#4 Scoop Charger  
- OK

Traveled with the onshift  
mine examiner

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 9

Date 4-11-059:25 75.517  
7097721 S+S-yes

The Trailing cable for the Fletcher roof bolting machine Serial NO. 2003334, Approval NO. 26-3715A-1, being operated on the main 001-0 main working section is not insulated adequately and fully protected. The insulation on two previous permanent splices has worn away, leaving the inner insulated energized power leads of 600 VAC

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 10Date 4-11-05

exposed for a one inch wide area all the way around the # (1) splice and the # (2) splice has the inner insulated, energized power leads exposed for a 3/4 of an inch wide area all the way around the trailing cable. The mine floor is sloppy wet on this section. This condition is located 20 feet and fifty feet out by the roof bolter and the miners handle

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 11Date 4-11-05

This cable several times per shift. This condition is a electrical shock hazard.

This condition should have been seen during the pre-operational checks

Based on my mining experience this condition has existed for several shifts.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 12

Date 4-11-05

When a accident does occur from this type of condition it will be of a serious nature from electrical shock, burns.

It is reasonably likely that a accident will occur from this type of condition. The mine floor is wet and the miners normally handle the trailing cables and it only takes a pin hole in one of the inner

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 13

Date 4-11-05

insulated energized power leads for the 600 VAC to come into contact with any minor handling the trailing cable in these areas.

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 14

Date 4-11-05

9:45 75.503  
2097722 S&S-yes

The Fletcher roof bolting machine serial NO. 2003334, Approval NO. 2G-3715A-1, being operated on the 001-0 mmu working section is NOT maintained in a permissible condition. The 110 VAC power cable for the operator's side area light has been cut. The conduit is, the power cable's outer jacket has been cut and the inner insulated

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 15

Date 4-11-05

power leads have the insulation cut which exposes the inner bare power leads of approximately 1/8 of an inch wide by 1/4 of an inch long.

The [redacted] should have know of this condition

one miner is exposed as he operates the roof bolting machine

Inspector's Initials [6] Supervisor's Initials and Date ✓ Page No. 16

Date 4-11-05

When a accident does occur from this type of condition it will be of a serious nature fire, burns, smoke inhalation, and also exposes miners to electrical shock hazard.

IT is reasonably likely that this type of condition will result in a accident. This condition is in by the last line of open cross cuts. This condition

Inspector's Initials [6] Supervisor's Initials and Date ✓ Page No. 17

Date 4-11-05

is also within inches of the bolter operator as he trans this roof bolting machine.

Inspector's Initials [6] Supervisor's Initials and Date ✓ Page No. 18



Date 4-11-0511:00 75,1725(a)  
7097723 S&S-yes

The #4 bottom conveyor belt is rubbing hard on 8 bottom belt roller hangers in a row at the third block out by the main section tailpiece. The bottom belt roller hangers range from very warm to hot to the touch. The mine floor is from damp to wet. The mine operator immediately removed the #4 conveyor belt from

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 19Date 4-11-05Service.

The section foreman should have known of this condition

This condition has existed for less than one shift.

One miner is exposed as he or she works or travels out by this area. This mine has a blowing ventilation system

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 20Date 4-11-05

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

It is reasonably likely that this type of condition will result in an accident. There is loose coal, coal fine ranging from 1 inch to 4 inches deep by 4 feet wide by

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 21

Date 4-11-05

20 feet long and the loose coal and coal fines range from damp to wet. When splashing water on the bottom belt roller hanger's you could hear a frying sound, you could also see steam come off of the hot belt roller hanger. The bottom conveyor belt was aligned to where it don't rub on the roller hangers, the loose coal and coal fines were shoveled up & dusted.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 22

DAILY COVER SHEET

Date 4-12-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Prescriptions & OSHA's

001-0 & 002-0 MMU's

Accompanied By: Company Representative \_\_\_\_\_

E' ' 6

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Imminent Danger Run  
Equipment

Inspector's Initials [6]

Supervisor's Initials and Date 7-11 05

Page No. 1

Date 4-12-05

L.O.C.C #8 to #7  
at # block

18m'w 66-V  
2-1/4 +15-C  
126-A 81-V

126  
81  
Q-10, 206 CFM

Ch4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]

Supervisor's Initials and Date ✓

Page No. 2

Date 4-12-05

L.O.C.C #2 to #3 entry  
at # block

18.25-1/4 154-V  
6.50-1/4 +15-C  
119-A 169-V

169-V  
119-A  
Q-20, 111 CFM

Ch4 - 0.0%  
O2 - 20.9%

Inspector's Initials [6]

Supervisor's Initials and Date ✓

Page No. 3

Date 4-12-05

Imminent Danger Run  
Mains 001-0 + 002-0 mmu's  
#1 thru #9 entries

Ventilation -OK

Rock dusting -OK

Clear-up -OK

Roof Control -OK

The mine roof has minor  
cutter's on the 001-0 +  
002-0 mmu sections

D.J.I's -OK

Mine floor Ranges  
from damp to wet

CH<sub>4</sub> - 0.0%, O<sub>2</sub> - 20.8%

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 4Date 4-12-05

High pressure water  
pump located at  
#40 block in #6  
entry

20 H.P. motor  
model # A94523621P10434 -  
45099

-OK

Traveled in the mine  
with the crew.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 5Date 4-12-05001-0 mmu

Joy Shuttle Car  
model 10 SC  
Serial # 2009  
Approval # 2G-3936-0  
Company # 7  
Issued 1 citation

Joy Shuttle Car  
model 10 SC  
Serial # 2008  
Approval # 2G-3936-0  
Company # 5  
-OK

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 6

Date 4-12-05

002  
Joy shuttle car  
model 105C32  
Serial # ET-16527  
Approval # 2G-3619A-00  
Company #3  
-OK

Joy shuttle car  
model 105C  
Serial # 2007  
Approval # 2G-3936-0  
Company #6  
Issued 1 citation

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 7

Date 4-12-05

Stamper Coal feeder  
Serial # 13717  
-OK  
Arcon welder  
-OK

fire protection equip-  
ment -OK

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 7A

Date 4-12-05

Air readings for the  
Continuous mining machine  
#4, left 001-0 mm

G-W 145-V  
7-H + 20-C  
42-A 165-V

165-V  
42-A  
Q-6,930 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 8

Date 4-12-059:00 75.5177097724 S+S yes

The trailing cable for  
the #6 Joy 10 sc shuttle  
car serial no. 2007

Approval No. 26-3619A-00  
being operated on the  
Mains 002-0 mmu working  
section is not insulated  
adequately and fully protected.

The trailing cable has three  
separate previous splices with  
the insulation worn away  
which exposes the inner  
insulated energized power  
leads of 600 VAC. (1) Splice  
has the inner energized  
leads exposed for approximately

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 4

U.S. G.P.O. 2005-742-563

Date 4-12-05

$\frac{3}{4}$  of an inch wide  
all the way around the  
trailing cable. (2) Splice  
has the inner energized  
leads exposed for  
approximately  $\frac{1}{2}$  of an inch  
wide all the way around  
the trailing cable at both  
ends of the splice. (3)  
Splice has the inner  
energized leads exposed  
for approximately 1 inch  
wide all of the way  
around the trailing cable.  
(4) Is a cut in the  
outer jacket of the  
trailing cable that measured  
 $\frac{1}{2}$  of an inch wide by.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 10

U.S. G.P.O. 2005-742-563

Date 4-12-05

$\frac{1}{2}$  inches long which  
exposes the inner  
insulated energized power  
leads and the inner  
insulated leads also have  
the insulation cut which  
exposes the bare power leads  
of 600 VAC. The opening  
measured  $\frac{1}{2}$  of an inch  
by 3 inches long. The  
mine floor ranges from  
wet to sloppily wet.  
The miners normally  
handle the trailing cables.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 11

U.S. G.P.O. 2005-742-563

Date 4-12-05

The [ 6 ]  
[ 6 ] should have  
seen this condition  
during the pre-operation  
checks.

Based on my mining  
experience this condition  
has existed for several  
shifts.

one miner is exposed  
as he or she handles  
the trailing cables

Inspector's Initials [ 6 ]

Supervisor's Initials and Date ✓

Page No. 12Date 4-12-05

When a accident does  
occur from this type  
of condition it will  
be of a serious nature  
from electrical shock,  
burns.

It is reasonably likely  
that a accident will  
occur from this type  
of condition. The  
mine floor ranges  
from wet to sloppy  
wet and the miners  
normally handle the  
trailing cables.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date ✓

Page No. 13Date 4-12-05

10:30 75.517  
7097725 S+S yes

The trailing cable for  
the #7 10 SC shuttle car  
serial no. 2009, approved  
no. 2G-3936-0 being operated  
on the Mains 001-0 mine  
working section is not  
insulated adequately and  
fully protected. The trailing  
cable has a cut in the  
outer jacket that measured  
 $\frac{1}{2}$  of an inch wide by  
1 inch long and the  
inner insulated energized  
power leads of 600 VAC  
are exposed and also  
the inner leads have

Inspector's Initials [ 6 ]

Supervisor's Initials and Date ✓

Page No. 14

Date 4-12-05

the insulation cut which exposes the bare energized power leads for 1/8 of an inch wide by 1 inch long. This condition is located at the shuttle car trailing cable reel where the bare energized power leads can become grounded on the frame of the reel. The mine floor is wet and sloppy wet. The mine operator remove the shuttle car from service immediately.

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 15

\*U.S. G.P.O. 2005-742-563

Date 4-12-05

The [ 6 ] should have seen this condition during the electrical, permissibility examinations.

Based on my mining experience this condition has existed for several shifts.

one miner is exposed as he operates this shuttle car.

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 16

\*U.S. G.P.O. 2004 - 642 - 912

Date 4-12-05

When a accident does occur from this type of condition it will be of a serious nature from Electrical Shock

IT is Reasonably likely that a accident will occur from this type of condition. The mine floor ranges from wet to sloppy wet. The cut in the trailing cable is pulled tight against the frame of the cable reel and the bare energized

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 17

\*U.S. G.P.O. 2004 - 642 - 912



Date 4-12-05

power leads of 600 VAC are visible through the cut. The bare leads can come into contact with cable reel frame and also water from the mine floor can cause a electrical shock hazard as the bare energized power leads become wet.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 18Date 4-12-05

10:50 75.370(0)(1)  
7097726 S+S-yes

The approved ventilation plan is NOT being complied with on the main's 001-0 MMU working section where the Joy continuous mining machine is mining coal in the #4 left crosscut at #45 block. The ventilation plan plainly states that the minimum quantity of air with the scrubber on is 6000 CFM at the end of the line curtain. When this inspector

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 19Date 4-12-05

Tried to take a air reading at the end of the line curtain with a approved and calibrated anemometer serial no. 6365 The ventilation was NOT adequate enough to turn the wheel on the anemometer. The mine operator immediately shut down the continuous mining machine until the minimum amount of 6000 CFM could be obtained at the end of the line

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 20

Date 4-12-05

Curtain. The main  
has fish tail blowing  
ventilation with 001-0  
and 002-0 mmu's  
running on this super  
section. The air reading  
at the end of the  
line curtain is now  
Q-6,930 cfm.

The section foreman  
should have known  
of this condition.  
This condition would  
be obvious to any  
prudent person.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 21Date 4-12-05

The section foreman  
should have known of  
this condition.

Based on my mining  
experience this condition  
has existed approximately  
one hour. This is the  
amount of time the  
continuous mining machine  
has been mining in  
the #4 left crosscut  
as the crosscut was  
turned in. The crosscut  
is advanced approximately  
20 feet deep.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 22Date 4-12-05

One miner is exposed  
as he operates the  
continuous mining machine

When an accident does  
occur from this type  
of condition it will  
be of a serious nature  
from breathing  
respirable dust.

It is reasonably likely  
that this type of  
condition will result  
in an accident. The  
ventilation for the  
continuous mining

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 23

Date 4-12-05

machine is not maintained to the minimum of 6000 cfm. Dust is visible in the #4 entry and #4 left crosscut. This inspector tried to take a air reading at the end of the line curtain and the wheel on the calibrated anemometer will not turn due to the ventilation not be maintained. IT TOOK the section foreman and crew 35 minutes to tighten

Inspector's Initials

[ b ]

Supervisor's Initials and Date

Page No. 24Date 4-12-05

curtains, hang run through's to direct the ventilating air to the face areas of the 001-0 mmu.

6,930 cfm is now provided at the end of the line curtain for the continuous mining machine at the #4 left crosscut.

Inspector's Initials

[ b ]

Supervisor's Initials and Date

Page No. 25

## DAILY COVER SHEET

Date 4-13-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pres: PT + ON SHIFTS001-0 + 002-0 MMU'S

Accompanied By: Company Representative \_\_\_\_\_

[6]

Miners Representative \_\_\_\_\_

NAME

## AREAS OF INSPECTION ACTIVITY:

Imminent Danger Run  
Respirable Dust - 001-0  
EquipmentObserved complete mining cycle  
First Aid supplies  
Potable drinking water  
Sanitary toilet facilities  
Supplemental support materials  
escapeway map  
Battery chargers #1 & #4Term. 1 cita.Issued 2 cita.

Inspector's Initials \_\_\_\_\_

Supervisor's Initials and Date \_\_\_\_\_

Page No. 1Date 4-13-05Checked respirable dust  
pumps @ before leaving  
the office  
- OKPut respirable dust  
pumps on the miners  
on the surface before  
traveling undergroundTraveled in the  
mine with the  
crew

Inspector's Initials \_\_\_\_\_

Supervisor's Initials and Date \_\_\_\_\_

Page No. 2Date 4-13-05Imminent Danger Run  
Main's 001-0 + 002-0 MMU'S  
#1 thru #9 entriesVentilation - OKRock dusting - OKClean-up - OKRoof Control - OKThe mine roof has minor  
cutters on the 001-0 + 002-0  
sectionsDTI's indicates that  
examinations are being  
conducted.Mine floor ranges from  
damp to wet.CH<sub>4</sub> - 0.0%, O<sub>2</sub> - 20.8%

Inspector's Initials \_\_\_\_\_

Supervisor's Initials and Date \_\_\_\_\_

Page No. 3

Date 4-13-05

Immediate Return #9  
entry 20 feet in by 55<sup>th</sup> 3796  
in #9 entry

18'-w	80-V
7'-h	+33-C
126'-A	<u>113-V</u>

113-V
126-A
Q-14,238 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 4

Date 4-13-05

L.O.C.C #8 To #9  
entry at #45 block

18'-w	76-V
7.5'-h	34-C
135'-A	<u>110-V</u>

110-V
135-A
Q-14,850 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 5

Date 4-13-05

L.O.C.C #2 To #3  
entry at #45 block

18.5'-w	150-V
6.5'-h	+20-C
120'-A	<u>170-V</u>

170-V
120-A
Q-20,400 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 4



Date 4-13-05

Date 4-13-05

Date 4-13-05

Scrubber Air Reading  
Q- 8,476 cfm

Air reading for the  
Continuous Mining Machine  
#3 face - 001-0 mmu

#1 Scoop battery  
Charging Station.  
- OK

Water pressure on  
the ripper head

Left 65 psi  
Right 72 psi

7.25-'h 300-V  
3.5-'w + 4-C  
25-'A 304-V

#4 Scoop battery  
Charging Station  
Issued 1 citation

Air reading at the  
end of the line  
curtain.

304-V  
25-A  
Q-7,600 cfm

35 sprays out of 35  
sprays are operational.

CH4 - 0.0%  
O2 - 20.8%

haulroads are wet

Inspector's Initials

[ 6 ]

Inspector's Initials

[ 6 ]

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 10

Supervisor's Initials and Date

Page No. 11

Supervisor's Initials and Date

Page No. 12

Date 4-13-05

Air reading for the  
 Continuous Mining Machine  
 #1 face 001-0 mmu

7'-W 215-V

6'-h

42-A

215-V

42-A

Q-9.030 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 13

Date 4-13-05

Air reading at the  
 end of the line  
 curtain for the  
 Twin head roof bolting  
 machine in #3 face

001-0 mmu

7'-h

155-V

4'-W

+20-C

28-A

175-V

175-V

28-A

Q-4900 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 14

Date 4-13-05

#2 Fairchild scoop  
 Model 35C-WH  
 Serial # T339-327  
 Approval # 2G-3599-2  
 - OK

Sanitary Toilet Facilities  
 - OK

Potable Drinking Water  
 - OK

First-Aid supplies  
 - OK

observed a complete mining  
 cycle. [ 6 ]

Inspector's Initials

Supervisor's Initials and Date

Page No. 15





Date 4-13-05

1415 75.208

7097728 st5 NO

The mine operator failed to submit a valid respirable dust sample for the Bi-monthly sampling cycle for February-march on the 001-a mmu Section.

The mine operator should have known of this condition.

This condition has existed since March 31st which was the last day of the

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 22 A

Date 4-13-05

February - march  
Bi-monthly sampling  
cycle.

One miner is exposed as he works in this designated area.

When an accident does occur from this type of condition it will be of a serious nature from miners working in a designated area where unknown hazards of respirable dust and

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 23

Date 4-13-05

Quartz can exist.

IT is unlikely that this condition will result in a accident.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 24

Date 4-13-0511:00 75.1107-16(b)  
7097727 S+S NO

The #4 scoop battery charging station for the Mains 001-0 and 002-0 MMU's sections is not provided with a operational fire suppression system. The chemical canister type fire suppression system is not wired up and ready to provide protection for the scoop battery's while charging. The battery charging station is located at #40 block in the #8 intake entry. The mine operator immediately

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 19

U.S.G.P.O. 2005-742-563

Date 4-13-05

removed the #4 battery charger from service. Parts for the fire suppression system had to be ordered.

The mine examiner should have known of this condition.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in the cited area.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 20

U.S.G.P.O. 2005-742-563

Date 4-13-05

when a accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

IT is unlikely that a accident will occur from this type of condition.

The battery charging station is vented directly to the return air course.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 21

U.S.G.P.O. 2004-642-912

Date 4-13-05

Battery powered  
mantrip derailed  
ON The main line  
Track haulage at  
The Track switch  
located at #2 belt  
head drive.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 22

DAILY COVER SHEET

Date 4-14-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Inspection preparation  
and report writing

Modified 1 citation

Inspector's Initials [6]

Supervisor's Initials and Date [6]

Page No. 1

Date 4-14-05

Modified citation  
No. 7097728-1 due  
To Changing Summit  
To Submit and Adding  
The following to the  
body of the citation.  
The designated area  
sampling point I.D.  
9011 for the Intake-  
Root botter on the  
001-0 mechanized  
mining unit as  
identified in advisory  
No. 0025 dated April  
07, 2005.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 2

Day & APT

MSHA Form 7000-101, June 93 (revised)

DAILY COVER SHEET

Date 4-18-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Prescriptions + Onsite  
001 + 002 MMU's, BELTS

Accompanied By: Company Representative  
Bill Currence

Miners Representative  
NONE

AREAS OF INSPECTION ACTIVITY:

IMMINENT DANGER RUN  
EQUIPMENT

ISSUED 1 104-b ORDER  
ISSUED 2 CITATIONS

Inspector's Initials [6]  
Supervisor's Initials and Date [6] 7-11-05 Page No. 1

MSHA Form 7000-10K, June 93 (revised)

Date 4-18-05

Traveled TO THE  
MINE ACCOMPANIED  
BY [6]

Traveled IN THE  
MINE WITH THE  
CREW.

Inspector's Initials [6]  
Supervisor's Initials and Date [6] 7-11-05 Page No. 2

MSHA Form 7000-10K, June 93 (revised)

Date 4-18-05

IMMINENT DANGER RUN  
#1 THRU #9 ENTRIES

VENTILATION -OK  
ROCK DUSTING -POOR  
CLEAN-UP -POOR  
ROOF CONTROL -OK  
A SANDSTONE ROLL HAS  
CAME DOWN IN THE  
COAL SEAM.  
DTI'S -OK  
CH4 - 0.0%  
O2 - 20.8%  
MINE FLOOR IS FROM  
DAMP TO WET

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 2-A

Date 4-18-05

L.O.C.C #8 TO #9 entry  
at

18'-W	650
6'-h	+ 36-C
<u>108</u>	<u>101-V</u>

101
<u>108</u>
10,908

CH4- 0.0%  
O2- 20.8%

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 3

Date 4-18-05

L.O.C.C #2 TO #3  
entry

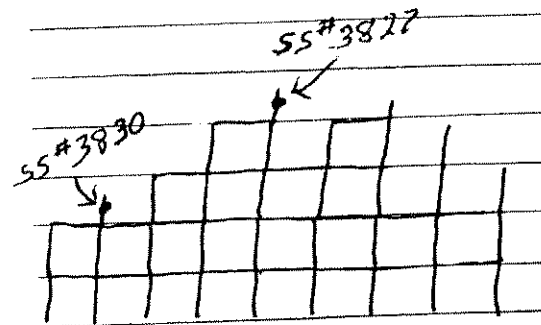
19'-W	70-V
8'-h	+15-C
<u>152-A</u>	<u>85-V</u>

85-V
<u>152-A</u>
Q-12,920 cfm

CH4- 0.0%  
O2- 20.8%

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 3A

Date 4-18-05



9 entry Super Section  
fish Tail Ventilation.

SS#3827 is located  
approximately 20 feet in  
by #47 block in #5  
entry

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 4

Date 4-18-05

Traveled To The  
#4 Scoop Charger  
To Terminate Citation  
NO. 7097227 ON The  
Fire Suppression System.  
This #4 Scoop Charger  
was removed from  
service ON 4-13-05.  
~~On~~ ON 4-18-05  
The #4 Scoop Charger  
was found energized  
and charging a set  
of Scoop Batteries  
and NO apparent effort  
was made To provide  
a operative fire

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓

Page No.

5Date 4-18-05

Suppression System.  
Issued 1 104-b order

Joy Shuttle Car  
10 SC 32 Company #1  
Serial # ET 14258  
Approval # 2 G-3619A-00  
Issued 1 citation

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓

Page No.

6Date 4-18-05

Talked with Bill  
Currence Mine Foreman,  
Chad Currence Section  
Foreman and  
Snyder section foreman  
about the condition  
of the Mains 001-0  
and 002-0 MMU sections.  
Put the mine on  
notice about the  
importance of cleaning  
and rock dusting the  
mine and also on  
making adequate  
examinations of the  
mine to detect

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓

Page No.

7

Date 4-18-05

hazardous conditions  
at the earliest  
possible stages.  
And to take action  
immediately to  
correct any hazardous  
condition.

Inspector's Initials [6]Supervisor's Initials and Date [6]Page No. 8Date 4-18-05

7:10A- 75.400  
7097729 S+S NO  
Combustible materials  
in the form of loose  
coal, coal fines mixed  
with rock is allowed to  
accumulate on the Main  
001-0 and 002-0 mmu  
working sections. The  
accumulations range from  
damp to wet and measured  
from 4 inches to 20 inches  
deep by 12 inches to 8  
feet wide by 15 feet to  
30 feet in length in  
several locations on the  
001-0 and 002-0 mmu  
sections. These accumulations

Inspector's Initials [6]Supervisor's Initials and Date [6]Page No. 9Date 4-18-05

are located in the  
haulroad entries #1  
through #9 and also in  
some of the crosscuts.  
The mine operator  
immediately shut down  
production and started  
cleaning up the  
accumulations.

The mine examiner  
should have known  
of this condition.

Based on my mining  
experience this condition  
has existed for several

Inspector's Initials [6]Supervisor's Initials and Date [6]Page No. 10



Date 4-18-05

SHIFTS.

ONE MINER IS EXPOSED AS HE WORKS OR TRAVELS IN THIS AREA.

WHEN A ACCIDENT DOES OCCUR FROM THIS TYPE OF CONDITION IT WILL BE OF A SERIOUS NATURE FROM FIRE, BURNS, SMOKE INHALATION.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 4-18-05

IT IS UNLIKELY THAT THIS CONDITION WILL RESULT IN A ACCIDENT. THE ACCUMULATIONS RANGE FROM DAMP TO WET AND THE LOOSE COAL, COAL FINES ARE MIXED WITH ROCK. THE ~~SECTION~~ MAINS 001-0 AND 002-0 SECTION FOREMAN'S TOLD ME THAT THEY WERE GOING TO CLEAN UP THE SECTION FROM THE DUMPING POINT TO THE FACES BEFORE THEY WOULD

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 4-18-05

START MINING COAL.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 13

Date 4-18-05

7:40A 75,1107-16 (6)  
 7097730 STS NO  
 No apparent effort  
 was made to replace  
 the wiring for the  
 canister on the chemical  
 type fire suppression system  
 for the #4 scoop charger  
 located on the main

001-0 + 002-0 mmu sections.  
 The #4 scoop charger is  
 ordered withdrawn from  
 service until the canister  
 can be repaired or replaced.  
 This inspector went to the  
 #4 scoop charger to  
 terminate citation no.  
 7097727 when he found

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 14

★ U.S. G.P.O. 2005:742-563

Date \_\_\_\_\_

the scoop charger  
 energized and in operation  
 charging a set of scoop  
 batteries.

The section foreman  
 should have known  
 of this condition.

Based on my mining  
 experience this condition  
 has existed for several  
 shifts.

One miner is exposed  
 as he works or  
 travels in the area  
 of the #4 scoop charger.

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 15

★ U.S. G.P.O. 2005:742-563

Date 4-18-05

When a accident does  
 occur it will be of  
 a serious nature from  
 fire, Burns, Smoke  
 Inhalation.

IT is

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 16

★ U.S. G.P.O. 2004 - 642 - 912

Date 4-18-05

10:15A 75.517

7097731 S+S yes

The trailing cable for the #1 Joy 10 SC 32 shuttle car serial no. ET1425P, Approval No. 2G-3619A-00 on the 001-0 mmu working section is not insulated adequately and fully protected. The insulation on three previous splices has worn away leaving the inner insulated energized power leads exposed for 1 inch area all of the way around the trailing cable on

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 17

☆ U.S. G.P.O. 2005:742-563

Date 4-18-05

each of the three splices. The outer jacket of the trailing cable has 4 cuts which range from 1 inch to 2 inches in length by  $\frac{1}{4}$  of an inch to  $\frac{1}{2}$  of an inch wide and exposes the inner insulated leads. The inner insulated leads also have the insulation cut which exposes the bare power leads for approximately  $\frac{1}{4}$  to  $\frac{3}{8}$  of an inch wide by 1- to 2 inches in length. The mine floor ranges from

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 18

☆ U.S. G.P.O. 2005:742-563

Date 4-18-05

damp to wet on this section. The miners normally handle the trailing cables.

The [ 6 ] [ 6 ] should have seen these bad places during the pre-operational checks. These bad places in the trailing cable would be obvious to any prudent person.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 19

☆ U.S. G.P.O. 2005:742-563

Date 4-18-05

Based on my mining experience the exposed leads of the trailing cable have existed for several shifts.

one miner is exposed as he handles the trailing cable.

When an accident does occur from this type of condition it will be of a serious nature from electrical shock, burns.

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 20

★ U.S. G.P.O. 2005-742-563

Date 4-18-05

It is reasonably likely that this type of condition will result in an accident. The miners normally handle the trailing cables and the mine floor rangers from damp to wet.

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 21

\* U.S. G.P.O. 2004 - 642 - 912

Date 4-18-05

The #1 Joy Shuttle Car is a spare shuttle car and was de-energized at the time these conditions were found. When #5 or #7 shuttle cars break down this #1 shuttle car is put into service. One day last week #7 shuttle car was down and the shuttle car operator went to the #1 shuttle car put it into operation.

Inspector's Initials [ 6 ]Supervisor's Initials and Date ✓Page No. 22

\* U.S. G.P.O. 2004 - 642 - 912

Date 4-18-05

Traveled back to  
the mine to terminate  
order NO. 7097730.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date 23  
Page No. 23

Date 4-18-05

17:40

Terminated order  
NO. 7097730 due to  
the chemical type  
fire suppression system  
canister's over the  
scoop batteries at  
the #4 scoop charger  
being replaced with  
new canister's. The  
canister's are wired  
up and ready for  
service to provide  
fire protection for  
the #4 scoop charger  
batteries.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date 24  
Page No. 24

Date 4-18-05

17:50

Terminated due  
to all 7 ~~bad~~ of  
the bad places in  
the #1 Joy shuttle  
car trailing cable  
that has leads exposed  
being insulated  
adequately and  
fully protected.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date 25  
Page No. 25

AFT

DAILY COVER SHEET

Date 4-19-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Prescript & OSHA:PT  
001-002 mmu", weekly exam.

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative [ 6 ]  
None

AREAS OF INSPECTION ACTIVITY:

Traveled In Take escapeway  
Haulage - Mains  
Imminent Danger Run  
observed miners working  
outby Scoop

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date [ 6 ] 7-11-05 Page No. 1

Date 4-19-05

Traveled To The Mine  
accompanied by [ 6 ]  
[ 6 ]

Observed miners  
working, miners  
are working safe

Traveled in the mine  
accompanied by [ 6 ]  
[ 6 ] and  
Brad Hamrick company Rep.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 4-19-05

Mine Fan at Portal  
- OK

FAN House - OK

FAN Electrical  
Installations - OK

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 2-A

Date 4-19-05

Feed Then Power  
Center located at  
#1 block from portal  
Serial 20060-1500-  
KVA 1500 <sup>304</sup>  
- OK

#1 ManTrip Charger  
Model 2-30-425-08  
Serial # 0402-3741

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 3Date 4-19-05

Traveled Intake escapeway  
from the mine fan to the  
#2-Right 002-0 mmu section  
which is a new section  
starting off of the  
mains at #8 to #4 blocks,  
and traveled the Intake  
escapeway in by to the  
001-0 & 002-0 mmu sections  
which starts at #4 block.  
Ventilation -OK  
Roof Control -OK  
Rock dusting -OK  
Clean-up -OK  
DTI's indicates that  
examinations are being  
conducted.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 4Date 4-19-05

walkway's range from  
dry to wet with  
standing water in some  
area's  
mine roof has minor  
roof sloughing.  
Escapeway is marked  
for identification  
CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 5

Date 4-19-05

Main Intake inby  
the portal # entry

18.5-w	1125-V
7.25-h	-32-C
<u>134-A</u>	<u>1093-V</u>

1093  
134  
Q-146,462 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 6

Date 4-19-05

2 RT 003-0 mmu  
SECTION Intake  
Regulator

36-w	965-V
6.75-h	-32-C
<u>20</u>	<u>933-V</u>

933  
20  
Q-18,660 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 7

Date 4-19-05

Main Intake just  
inby 2 RP section  
Intake Regulator

18.25-w	450-V
7.25-h	-2-C
<u>132-A</u>	<u>448-V</u>

448  
132  
Q-59,136 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8



Date 4-19-05

Traveled The main #9 Return entry from #45 block out by The fall at #32 block Then Traveled Through The man door at #33 block To The #8 intake entry, Traveled This entry out by To #27 block. Traveled Through the man door and Traveled The #9 Return entry in by To the out by side of the fall at #32 block

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓ Page No. 8-A

Date 4-19-05

#9 Return entry Travelway

Ventilation - OK

Rock dusting - OK

Clean-up - OK

Roof control - OK

Mine roof has minor roof sloughing. a

fall has occurred in the 3-way intersection at #32 block

Mine floor - wet DTE's indicates that examinations are being conducted

CH<sub>4</sub>-0.0% O<sub>2</sub>-20.8%

Inspector's Initials

[ 6 ]

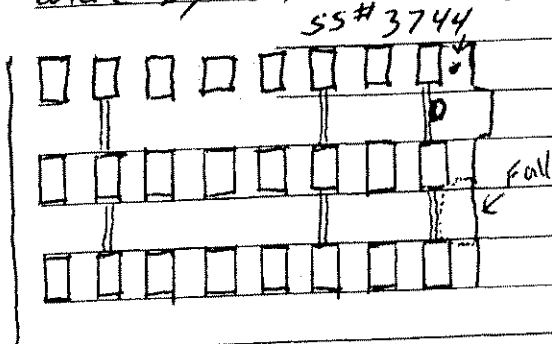
Supervisor's Initials and Date

✓ Page No. 8-B

Date 4-19-05

Fall occurred at 7:15 AM ON 4-19-05 approximately 85 feet out by SS#3744 in #9 entry Three way intersection.

The fall is approximately 25 feet long by 25 feet wide by 5 1/2 feet high.



Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 9

Date 4-19-05

Air readings in #9 Return entry just outby SS 3744

18.25'-w 80-U  
7.50'-h +33-C  
137-A 113-U

113-V  
137-A  
Q=15,481 cfm

CH4 - 0.0%  
O2 - 20.8%

One block inby fall #9 entry, 3 way intersection

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 10

Date 4-19-05

IMMINENT Danger Run Mains 001-0 and 002-0 MMU

Ventilation -OK  
Clean-up -OK  
Roof Control -OK  
Rock dusting -OK  
DTI's -OK

CH4 - 0.0%  
O2 - 20.8%  
mine floor ranges from damp to wet

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 4-19-05

L.O.C.C #8 TO #9 entry

17.5'-w 70-U  
6'-h 36-C  
105'A 96-U

105-A  
96-U  
Q=10,080 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 4-19-05L.O.C.C #2 To #3  
entry

19'-w 102-V

8'-h +30-C

152-'A 132-V

132-V

152-A

Q-20,064 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 13

Date 4-19-05Track haulage (secondary  
escapeway) from the  
main section to the surface

Ventilation -OK

Roof Control -OK

Rock dusting fair

Clean-up -OK

DTJ's -OK

Walkway -OK

Track &amp; Switches -OK

mine roof has minor

sloughing

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Escapeway is identified

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 14

Date 4-19-05

Fairchild Scoop

35C-WH

Serial # T339-346

Approval # 2G-3599-2

Company # 6

located 1 block in by

#2 head drive

-OK

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 15

Date 4-19-05

The main line Track haulage has dipping joints in several locations through out the mine. The Track is suspended in the air across dip" leaving the Track rails from 6 inches to 24 inches off the mine floor for several feet in length. Due To poor or NO blocking and NO ballast in these locations through out the mine. The main line Track needs

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

— Page No. 18

Date 4-19-05

Rock which has deteriorated from the mine roof and rib" is laying in the walk ways in several locations along the main line Track haulage

Also the walk way is obstructed by the following along the main line Track haulage. 20 flyboards, 6 empty oil cans, 10 concrete blocks, a old scoop Tine, Rock, mud and water

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

— Page No. 17

Date 4-19-05

Informed the mine operator that I was taking notes on the condition of the Track haulage of the entire mine To Issue a safe guard.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

— Page No. 16

Date 4-19-05

straightened and leveled by adequately blocking and then applying ballast to support the track in several locations through out the mine

The mine operator shows little or no effort to properly supporting the track by leveling, blocking and ballasting the track haulage rails before putting the

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 19Date 4-19-05

Track haulage into service.

The main line track haulage has several dipping joints and loose joint bolts through out the mine.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 20

AFT

DAILY COVER SHEET

Date 4-20-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pre-shift + On-shift

Accompanied By: Company Representative \_\_\_\_\_

\_\_\_\_\_ [6]

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Noise Survey 001 + 002  
Imminent Danger Run  
Reviewed uniform mine files

Issued 1 Citation

Inspector's Initials [6] 7-11-05

Supervisor's Initials and Date [6] Page No. 1

Date 4-20-05

Calibrated Dosimeters  
before leaving office  
with Calibrator # 171960

Instrument No.'s

<u>8876</u>	<u>114</u>
<u>8855</u>	<u>114</u>
<u>6401</u>	<u>114</u>
<u>8827</u>	<u>114</u>
<u>6403</u>	<u>114</u>

Recalibrated after  
returning to office

<u>8876</u>	<u>114</u>
<u>8855</u>	<u>114</u>
<u>6401</u>	<u>114</u>
<u>8827</u>	<u>114</u>
<u>6403</u>	<u>114</u>

Inspector's Initials [6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 4-20-05

Calibrated Dosimeters  
before leaving office  
with Calibrator # 8847  
Instrument No.'s

<u>171845</u>	<u>113.7</u>
<u>8873</u>	<u>113.8</u>
<u>8874</u>	<u>113.9</u>
<u>6400</u>	<u>114.0</u>
<u>170881</u>	<u>113.9</u>

Recalibrated after  
returning to office

<u>171845</u>	<u>113.7</u>
<u>8873</u>	<u>113.8</u>
<u>8874</u>	<u>113.9</u>
<u>6400</u>	<u>114.0</u>
<u>170881</u>	<u>113.9</u>

Inspector's Initials [6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 4-20-05

Traveled To The mine site put dosimeters on the miners on the surface

Could NOT Travel in the mine with the crew, NO room in mantrip, Traveled in mine on the next available mantrip.

Traveled out of mine on the first mantrip leaving the section. Took dosimeters off

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 4

Date 4-20-05

of miner on the surface, put dosimeter on pause.

Recorded The noise level readings.

Went over the reading with the mine operator, the miners

Reviewed uniform mine files before conducting noise survey

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 5

Date 4-20-05

Informed the miner that I am going to conduct a noise survey by having them wear a dosimeter for the entire shift to determine if they are exposed to high levels of noise, which may effect their hearing if exposed to high noise levels for long periods of time.

This survey does NOT show that you have hearing loss.

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 5-A

Date 4-20-05

This Inspector Traveled over The Surface areas of The mine site where high levels of noise exposure may exist and to see if any high noise levels could be detected. The only area found with a noise level above 80 dBA was detected while the end loader operator is loading coal trucks. The noise level ranges from 79 to 85 dBA while loading coal trucks.

Inspector's Initials [6]  
 Supervisor's Initials and Date ✓ Page No. 6

Date 4-20-05

This mine has no administrative noise controls in place or posted on the bulletin board.

The 002 miner operator is wearing ear muffs. The 002 roof Bolter operator and shuttle car operators are wearing ear plugs. The 001-0 miner operator is NOT wearing hearing protection. The 001-0 roof Bolter operator and shuttle car operators are wearing ear plugs.

Inspector's Initials [6]  
 Supervisor's Initials and Date ✓ Page No. 7

Date 4-20-05

Ear Plugs Provided  
 [ 6 ]  
 MAX-1 / Max 30  
 NRR 33 / SNR 34

This mine is enrolled in a Hearing Conservation program and the program is posted on the bulletin board.

Inspector's Initials [6]  
 Supervisor's Initials and Date ✓ Page No. 8



Date 4-20-05

Imminent Danger Run  
Mains 001-0 & 002-0 MMU's  
Ventilation -OK  
Rock dusting -OK  
Roof control -OK  
Clean-up -OK  
DTI's -OK  
Mine floor is damp  
To wet

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Coal seam is getting  
lower, sand stone mine  
roof & mine floor.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 9Date 4-20-05

L.O.C.C #8 To #9  
entry 2 blocks in by  
SS #13816

<u>18'-W</u>	<u>84-V</u>
<u>6.5'-A</u>	<u>+15-C</u>
<u>117'-A</u>	<u>99-V</u>

99-V  
117-A  
Q-11,583 CFM

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 10Date 4-20-05

L.O.C.C #2 To #3  
entry

<u>17.5'-W</u>	<u>100-V</u>
<u>6.25'-A</u>	<u>+30-C</u>
<u>109'-A</u>	<u>130-V</u>

130-V  
109-A  
Q-14,170 CFM

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 11

Date 4-20-05

002-0 mmu

#2 Joy Shuttle Car  
while dumping in the  
Coal feeder

First check 97 To 99

Second check 96 To 98

#2 Joy Shuttle Car  
while loading behind

The Joy mining machine

First check 97 To 100

Second check 97 To 99

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 12

Date 4-20-05

002-0 mmu

Fletcher Roof bolting  
machine #

2 Feet from operator  
while drilling RETURN side.

First check 94 To 103

Second check 92 To 100

2 Feet from operator while  
drilling INTAKE side

first check 94-103

second check 92-101

5 feet behind roof bolter  
while running And NOT

Drilling First check 87-89

Second check 87-89

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 13

Date 4-20-05

002-0 MMU

5 Feet behind Continuous  
mining machine operator

side while loading coal  
with Scubber running

First check 101-103

Second check 97-101

5 Feet behind continuous  
mining machine RETURN

side while scubber was  
running

First check 98-100

Second check 98-99

Just in by the end of  
the live curtain while

loading coal with Scubber  
running First check 97-100

Second check 97-100

Inspector's Initials

6

Supervisor's Initials and Date

Page No. 14

Date 4-20-05001-0 MMU

5 Feet behind Continuous  
mining machine on  
scrubber side while loading  
coal with scrubber running  
First check 110

Second check 111

5 Feet behind Continuous  
mining machine on operator  
side while loading coal  
with scrubber running

First check 100-104

Second check 101-104

Just in by the end of the  
line curtain

First check 98-101

Second check 99-102

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 15Date 4-20-05002-0 MMU

#6 Joy shuttle car  
while dumping in the  
coal feeder

First check 88 To 96

Second check 90 To 96

#6 Joy Shuttle Car

while loading behind  
The Joy mining machine

First check 96 To 99

Second check 96 To 100

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 16Date 4-20-05001-0 MMU

Fletcher Roof Bolting  
machine # 2

2 feet from operator while  
drilling Return side

first check 92 To 104

second check 90 To 102

2 feet from operator while  
drilling Intake side

first check 92 To 103

second check 92 To 104

5 feet behind roof bolter  
while running NOT

drilling first check 85 To 90  
second check 86 To 89

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 17

Date 4-20-05

001-0 - MMU  
 #7 Joy Shuttle Car  
 while dumping in  
 the coal feeder  
 first check 82 To 86  
 second check 82 To 87

#7 Joy Shuttle Car  
 while loading behind  
 the Joy mining machine  
 first check 97 To 98  
 second check 96 To 98

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 18Date 4-20-05

001-0 MMU  
 #5 Joy Shuttle Car  
 while dumping in  
 the coal feeder  
 first check 90 To 95  
 second check 90 To 96

#5 Joy Shuttle Car  
 while dumping in the  
 coal feeder  
 first check 96 To 98  
 second check 95 To 98

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 19Date 4-20-05

11:30 pm 75.333(C)(1)  
 7097732 S+S No

The personnel doors  
 between the primary  
 escapeway and the  
 secondary escapeway  
 are not maintained to  
 less than 600 feet on  
 the main 001-0 + 002-0  
 MMU sections. The distance  
 from the personnel door  
 at #27 block along #4  
 haulage to the personnel  
 door at #43 block along  
 #4 haulage is approximately  
 1,360 feet. The mining  
 height is approximately  
 7 feet high.

Inspector's Initials [6]Supervisor's Initials and Date ✓Page No. 26

Date 4-20-05

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation and miner not being able to enter escapeway within a 600' distance.

It is unlikely that an accident will occur from this condition.

The mine floor, roof and ribs are damp to wet. There was no methane detected. Area has also been rock dusted.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 21Date 4-20-05

The [6] miners should have known of this condition.

Based on my mining experience this condition has existed for more than one shift.

One miner is exposed as he or she works or travels in this area.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 22Date 4-20-05

Normal mining operations are taking place on the 001 + 002 MMU working Main's sections as the noise survey was conducted.

The miners are exposed to a higher level of noise due to a sandstone coming down in the mine roof and coal seam. This sandstone is very hard and hard to cut to maintain clearance for the mining equipment.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 23

Date 4-20-05

ON the Joy CONTINUOUS  
MINING machines the  
high levels of noise  
is generated from the  
scrubber running, the  
conveyor chain as mining  
takes place and also  
from the ripper head  
cutting the sandstone  
for clearance.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 24

Date 4-20-05

ON the Twin head  
Fletcher roof bolting  
machine the high  
levels of noise is  
generated from the

[ 6 ]  
drilling test holes  
through the large  
pizza pan plates and  
also the drill steel  
is rubbing on the  
pizza pan a the test  
hole is drilled which  
generates a higher level  
of noise. While drilling  
the sandstone roll to  
install roof bolts.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 25

Date 4-20-05

When the operator  
slows down the  
drill rotation while  
drilling the sand-  
stone the noise  
level is lowered.  
When the drill rotation  
is increased while  
drilling the sandstone  
the noise level is  
increased significantly.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 26

Date 4-20-05

No administrative noise controls could be found posted on the bulletin board.

went over the engineering and administrative noise control with the mine operator.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No 27

Inspector's Initials

[6]

Supervisor's Initials and Date

Page No. 28

EMPLOYEE	OCCUPATION	NOISE	ON	OFF	HEARING PROTECTED	MAKE	YRS	POST SURVEY READOUT
8874			012	1530	0142	yes	Howard	33
8855			034	1530	0135	NO	Howard	33
6401		6	050	1530	0146	yes	Leight	33
8827			050	1530	0144	yes	11	33
6403			014	1530	0140	yes	11	33

Date 4-20-05

4-20-05

NOISE

LOCATION Mains 001-0 MMU

Inspector's Initials

[6]

Supervisor's Initials and Date

Page No. 29

EMPLOYEE	OCCUPATION	NOISE	ON	OFF	HEARING PROTECTED	MAKE	YRS	POST SURVEY READOUT
6400			073	1530	0141	yes	Howard	33
171845		6	012	1530	0140	yes	11	33
8874			014	1530	0140	yes	11	33
170881			073	1530	0139	yes	11	33
8873			034	1530	0138	yes	11	33

Date 4-20-05

NOISE

LOCATION Mains 002-0 MMU

DAILY COVER SHEET

Date 4-21-05 Event No. 4054245

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Report writing

Inspector's Initials [6]

Supervisor's Initials and Date [6] 7-11-05 Page No. 1



DAILY COVER SHEET

Date 4-26-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pre-shift & Onshift

003-0MMU 2-Right

Accompanied By: Company Representative \_\_\_\_\_

[6]

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

IMMEDIATE DANGER RUN  
Traveled with the mine  
examiner

Equipment

First-Aid Supplies

Communications

Inspector's Initials [6] 7-11-05

Supervisor's Initials and Date [6] Page No. 1

Date 4-26-05

Traveled to the mine  
accompanied by [6]

[6]

Traveled in the mine  
with the crew.

Traveled with the  
Onshift mine examiner

Inspector's Initials [6]

Supervisor's Initials and Date ✓ Page No. 2

Date 4-26-05

IMMEDIATE DANGER RUN  
#1 thru #9 entry

003-0 MMU SECTION

VENTILATION -OK

ROCK DUSTING -OK

CLEAN-UP -OK

ROOF CONTROL fair

roof fall occurred on 4-23

in #6 entry and #6 to #7

Cross cut.

DTI's -OK

CH4 - 0.0%

O2 - 20.8%

Inspector's Initials [6]

Supervisor's Initials and Date ✓ Page No. 3

Date 4-26-05

L.O.C.C #7 TO #8  
entry at #4 Block

17.5-w	156-V
6.5-h	+15-C
114-A	171-V

171-V  
114-A  
Q-19,494 cfm

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 4

Date 4-26-05

L.O.C.C #1 TO #2  
entry at #3 block

18-w	100-V
7-h	+30-C
126-A	130-V

130-V  
126-A

CH4 - 0.0%  
O2 - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 5

Date 4-26-05

#1 entry Return just  
outby #2 block

18-w	126-V
6.5-h	+15-C
117-A	141-V

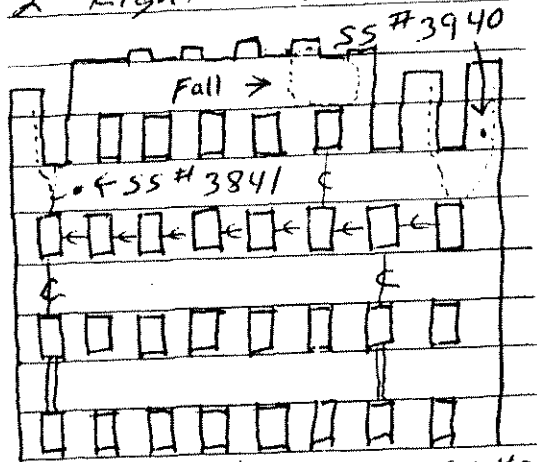
141-V  
117-A  
Q-16,497 cfm

CH4 - 0.0%  
O2 - 20.8%

Bottle # H-1713  
Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 4

Date 4-26-05

2 Right 003-0 mmu



#1	#5	#8 + #9
R	B	INTAKE'S
C	C	
T	I	
W		
R		
A		

Inspector's Initials

[G B]

Supervisor's Initials and Date

Page No. 7

Date 4-26-05

#4 Fletcher Roof

Bolting machine

Model RR II-15

Serial # 2004096

Approval # 2G-3715A-1

Issued 1 Citation

Communications

-OK

First-Aid Supplies

-OK

Inspector's Initials

[G B]

Supervisor's Initials and Date

Page No. 8

Date 4-26-05

#1 Fair Child Scoop

Model 35C

Serial # T339-324-305

Approval # 2G-3599-7

-OK

#8 Joy Shuttle Car

Model 10 SC 32

Serial # 2011

Approval # 2G-3936-C

-OK

Inspector's Initials

[G B]

Supervisor's Initials and Date

Page No. 9

Date 4-26-05

Section power Center  
Serial # 19775-1200-1103  
KVA -1200  
-OK

FIMCO #7  
CONTINUOUS mining machine  
Serial # 70880193R  
Approval # 2B-3759-0  
-OK

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 10  
★U.S. G.P.O. 2005:742-563

Date 4-26-05

#9 Joy Shuttle Car  
Model 10 SC 32  
Serial # ET 16642 A  
Approval # 2G-3619A-00  
-OK

Stamler Coal feeder  
Model BF17-12847  
-OK

#3 Scoop Charging Station  
Issued 1 citation

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 11  
★U.S. G.P.O. 2005:742-563

Date 4-26-05

Lincoln #5 welder  
Idealarc 250  
Serial # C1010600225  
-OK

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12  
★U.S. G.P.O. 2005:742-563

Date 4-26-05

1215pm

7097734-01

Modification Due to needing the following in the body of the citation: The #4 Fletcher roof bolting machine trailing cable is not insulated adequately and fully protated. Did not put this in the body of the citation before issuing.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 12-A

Date 4-26-05

7:50 AM 75,601-1

7097733 S+S NO

The #6 AWG trailing cable for the water pressure pump being operated on the 2 Right, 003-0 mmu working section has the trailing cable plugged into a circuit breaker that has the instantaneous setting set on 700 amperes. The maximum instantaneous amperes setting for a #6 AWG trailing cable is 300 amperes. The mine operator immediately reset the instantaneous setting on the circuit breaker that provides 600 VAC for the water pressure pump down to 300 amperes.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 13

Date 4-26-05

The electrical examiner should have known of this condition.

Based on my mining experience this condition has existed for more than one shift

One miner is exposed as he works or travels in the area where the water pressure pump and trailing cable is located.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 14

Date 4-26-05

When a accident does occur from this type of condition it will be of a serious nature from electrical shock, burns,

IT is unlikely that a accident will occur from this condition.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 15

Date 4-26-05

10:30Am 75.517  
2097734 S+5 yes  
The #2 AWG trailing cable for the #4 Fletcher roof bolting machine Serial no. 2004096, Approval no. 26-3715A-1 being operated on the 2 Right, 0030 mmu working section. The outer jacket is cut for 1 1/2 inches in length by 3/4 of an inch wide and exposes the inner insulated energized power leads and the inner insulated leads also have the insulation cut which measured 1 1/2 inches long by 3/8 of an inch wide which exposes the bare

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 16

Date 4-26-05

energized power leads that provide 600 VAC to the #4 Fletcher roof bolting machine.

The [ 6 ] [ 6 ] should have seen this condition during the pre-operational checks.

Based on my mining experience this condition has existed for more than one shift.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 17

Date 4-26-05

ONE miner is exposed as he handles the roof bolter trailing cable.

When an accident does occur from this type of condition it will be of a serious nature from electrical shock, burns.

IT is reasonably likely that an accident will occur from this type of condition. The mine floor ranges from

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 18

Date 4-26-05

damp to wet and the miners normally handle the trailing cables. The bare energized power leads are exposed through the cut in the trailing cable.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 19

Date 4-26-05

1100A 75.1107-16

7097735 S+S NO

The #3 Scoop charging station for the 2 Right, 003-0 mmw section is located one block into the 2 Right track switch and is energized charging a set of Scoop batteries without having fire suppression provided over the Scoop batteries. This charging station has a chemical canister type fire suppression system and the canister was not located over the charging Scoop batteries when this inspector found this condition.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 20

Date 4-26-05

The mine operator immediately positioned the chemical canister over the charging scoop batteries.

The scoop operator should have known of this condition.

This set of scoop batteries was put on charge this shift.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 21  
U.S. G.P.O. 2005:742-563

Date 4-26-05

The [ 6 ] and any miner working out by the scoop charging station.

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 22

Date 4-26-05

IT IS UNLIKELY THAT an accident will occur from this condition. Fire extinguishers and rock dust is provided.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 23



Date 4-26-05

1110 75.1107-14

7097736 S+S-NO

The #7 mantrip charging station located at the 2 Right Track switch is energized and charging the #6 mantrip batteries without having fire suppression provided over the mantrip batteries. This charging station has a chemical canister type fire suppression system and the canister was located over the charging mantrip batteries and is NOT wired up

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 24

Date 4-26-05

To provide fire protection for the mantrip batteries when this inspector found this condition. The mine operator immediately removed this #7 mantrip charger from service until the fire suppression system can be wired up and fire protection can be provided at the #7 mantrip charging station.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 25

Date 4-26-05

The electrical examiner should have known of this condition

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in the area of the battery charging station.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 26

Date 4-26-05

When a accident does occur it will be of a serious nature from fire, burns, smoke Inhalation.

IT IS UNLIKELY This condition will result in a fire, fire extinguisher's and rock dust is provided in this location.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 27

DAILY COVER SHEET

Date 4-27-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pres: AT + ONSH: AT  
001 + 002 + 003 MMU, BELTS

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

#1, #2, #3 CONVEYOR BELTS

Term 1 CITATION

Issued 7 citations

Inspector's Initials [6] -11-08

Supervisor's Initials and Date [6] Page No. 1

Date 4-27-05

Traveled to The mine accompanied by [6]

[ 6 ]  
[ 6 ]  
[ 6 ]

[6] and I wore Dosimeter's To conduct a noise survey.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 4-27-05

#10 110 VAC water pump at #2 Tail piece - OK

Inspector's Initials [6]

Supervisor's Initials and Date 7-11 Page No. 2A

Date 4-27-05Imminent Danger Run  
#1 thru #9 entriesVentilation -OKRock dusting -OKRoof Control -fairClean-up -OKDTE's -OKCH<sub>4</sub>- 0.0%, O<sub>2</sub>- 20.8%mine floor is wetInspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 3Date 4-27-05Terminated citation  
NO. 7097737 due to  
The chemical canister  
type fire suppression  
system being wired  
up to provide fire  
protection for the  
#7 mantrip charging  
station.Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 4Date 4-27-05Traveled the #1  
conveyor belt from  
the surface to the  
tailpieceVentilation -OKRock dusting -OKRoof Control -OKClean-up -OKDTE's -OKCH<sub>4</sub>- 0.0%O<sub>2</sub>- 20.8%Communications -OKfire Hydrants -OKstarter Box -OKInspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 5

Date 4-27-05

#1 2 H.P. Trickle Duster  
located at #14 block  
on #1 conveyor belt

Date 4-27-05

Traveled the #2  
conveyor belt from  
the #2 head drive  
to the tailpiece.

- VENTILATION -OK
- Rock dusting -OK
- Clean-up -OK
- ROOF CONTROL -OK
- DTI'S -OK
- CH<sub>4</sub> - 0.0%, O<sub>2</sub> - 20.8%
- COMMUNICATIONS -OK
- FIRE HYDRANTS -OK
- STARTER BOX -OK

Issued 1 citation

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 16

Date 4-27-05

Traveled the #3  
conveyor belt from  
the #3 head drive  
to the tailpiece.

- VENTILATION -OK
- Rock dusting -Poor
- Clean-up -Poor
- ROOF CONTROL -OK
- DTI'S -OK
- CH<sub>4</sub> - 0.0%, O<sub>2</sub> - 20.8%
- COMMUNICATIONS -OK
- FIRE HYDRANTS -OK
- STARTER BOX -OK
- Take-up supply -OK

Issued Citations

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 7

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 5A

Date 4-27-05

6:20 Am 75,1107-16 (b)  
7097737 S+S NO

The fire suppression system that provides fire protection for the #2 conveyor belt drive and take-up will not de-energize the 600 VAC when the fire suppression system was tested by this inspector.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 8

Date 4-27-05

The weekly examiner should have known of this condition.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in this area.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 9

Date 4-27-05

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

It is unlikely that an accident will occur from this condition. One branch line of the fire suppression will de-energize the power circuit to the #2 belt head drive.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 10

Date 4-27-056:35A 75.1107-16(b)  
7097738 S+5 NO

The fire suppression system that provides fire protection for the #3 conveyor belt and takeup does not provide fire protection for the top surfaces of the top conveyor belt. A branch line is not provided to supply water to this area of the conveyor belt.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 11

U.S. G.P.O. 2005-742-563

Date 4-27-05

The mine examiner should have known of this condition.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in this area.

Inspector's Initials

6

Supervisor's Initials and Date

Page No. 12

U.S.G.P.O. 2004 - 642 - 912

Date 4-27-05

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

It is unlikely that an accident will occur from this condition.

A branch line is provided to supply water to the bottom surface of the top belt and the top surface of the bottom belt.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 13

U.S.G.P.O. 2004 - 642 - 912

Date 4-27-05

6.40A 75,400

7097739 S+S yes

Combustible materials in the form of loose coal, coal fines and a heavy coating of float coal dust is allowed to accumulate at the #3 conveyor belt head drive rollers and take-up. The float coal dust is powder dry and black in color and has accumulated on previously rock dusted surfaces of the mine floor, ribs, water line and belt structure. The accumulations of loose coal, coal fines mixed with rock range from 6

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 14  
★U.S.G.P.O.2005-742-563

Date 4-27-05

to 12 inches deep by 48 inches wide by 25 feet in length. The bottom conveyor belt is running in the accumulations for approximately 15 feet in length under the takeup.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 15  
★U.S.G.P.O.2005-742-563

Date 4-27-05

The mine examiner should have known of this condition. This condition would be obvious to any prudent person conducting a mine examination.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in or out by the cited area.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 16



Date 4-27-05

When a accident does occur from this type of condition it will of a serious nature from fire, burns, smoke Inhalation.

IT is Reasonably likely that this type of condition will result in a accident. The float coal dust is powder dry and can easily be suspended into the air. The bottom belt is running in the accumulations.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 17

Date 4-27-05

7:40Am 75.400  
7097740 S+S yes  
Combustible materials in the form of loose coal, coal fines mixed with rock is allowed to accumulate along and under the #3 conveyor belt at #29 block. The accumulations of loose coal, coal fines mixed with rock range from 6 to 12 inches deep by 48 inches wide by 25 feet in length and range from damp to dry to the touch. The accumulations range from 6 to 17 inches deep by 24 to 36 inches wide by 70 feet in length.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 18

Date 4-27-05

and the bottom conveyor belt is running in the accumulations for approximately 30 feet in length. See citation No. 7097741 for bad bottom conveyor belt rollers in this area.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 19

Date 4-27-05

The mine examiner should have known of this condition. This condition would be obvious to any prudent person conducting a mine examination.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in or out by the cited area.

Inspector's Initials

[ b ]

Supervisor's Initials and Date

Page No. 20Date 4-27-05

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation,

It is reasonably likely that this type of condition will result in an accident. A excessive amount of combustible materials are allowed to accumulate along & under the #3 conveyor belt at #29 block. See citation

Inspector's Initials

[ b ]

Supervisor's Initials and Date

Page No. 21Date 4-27-05

No. 7097741 that was issued under section 25.1725(a) to remove the #3 conveyor belt from service.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 22

Date 4-27-05

7:45 Am 75.1725(a)

7097741 S+S yes

The #3 conveyor belt is not maintained in a safe operating condition at #29 block. The #3 bottom conveyor belt is rubbing on three stuck bottom belt rollers and four bottom belt rollers have the bearings worn out and the rollers are rubbing metal to metal and are warm to the touch. these bottom belt rollers are gobbled out with loose coal, coal fines mixed with rock. The accumulations

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 23  
☆ U.S. G.P.O. 2005:742-563

Date 4-27-05

around the seven bad bottom belt rollers is powder dry and the rollers are warm to the touch. Four of these rollers are in a row and the other three are in a row.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 24  
☆ U.S. G.P.O. 2005:742-563

Date 4-27-05

The mine examiner should have known of this condition. This condition would be obvious to any prudent person conducting a mine examination.

Based on my mining experience this condition has existed for several shifts.

ONE miner is exposed as he works or travels in or out by the cited area

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 25

Date 4-27-05

When a accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

IT is Reasonably likely that this type of condition will result in a accident. There is 7 bad bottom rollers which are running in the accumulations or have the bearing's worn out. All seven bottom conveyor belt

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 24

Date 4-27-05

rollers are warm to the touch. The combustible materials around these belt rollers are powder dry.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 27

Date 4-27-05

8:10 Am 75.400  
7097742 B+S Yes  
Combustible materials in the form of loose coal and coal fines mixed with rock is allowed to accumulate the #4 conveyor belt drive and take-up. The accumulations are under the head drive and take-up for a distance of 40 feet. The accumulations measured 6 to 12 inches deep by 24 to 34 inches wide. The bottom conveyor belt is also running in the accumulations for a distance of 8 feet in length.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 28



Date 4-27-05

1130 Am 75.360(a)(1)

7097743 S+S yes

It is obvious that the preshift examination of the #2 #3 and #4 conveyor belts are not adequate. The conditions observed and listed on citations # 7097737, # 7097738, # 7097739, # 7097740, # 7097741, and # 7097742 issued this date were observed and should have been identified by a prudent examiner and corrective action taken. The preshift book maintained on the surface has the entry of "clear" listed for each of

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 32

Date 4-27-05

the belts for the past 30 preshift examinations. There could not be any evidence that any examinations have been conducted along the off side of any of the conveyor belt drive insulations found during today's inspection. Termination shall require a review of the preshift inspection requirements being made with all persons involved.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 33

Date 4-27-05

The preshift mine examiner should have known of this condition

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in the cited areas

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 34

Date 4-27-05

miners to unnecessary risks. The walkway along the off side of the #2, #3, #4 Head drive's and conveyor belt lines are obstructed by lack of clearance between the head drive and the coal rib "10 inch" 6 inch and 8 inch water lines mud and water ranging from 8 inches to 24 inches deep, belt rollers & structure, Rock from the mine roof and and loose coal, coal fines mixed with Rock.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 34Date 4-27-05

when a accident does occur from this type of condition it will be of a serious nature - from the miners being exposed to unknown hazards

IT is Reasonably likely that this type condition will result in a accident. The preshift examination is the first line of defense against hazardous conditions. Failing to conduct a proper mine examination exposes the

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 35

DAILY COVER SHEET

Date 4-29-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Presht PT & OSHA:PT

003-0

Accompanied By: Company Representative \_\_\_\_\_

[ 6 ]

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Respirable Dust

Imminent Danger Run

Traveled in with the crew

Potable Drinking Water

Portable Toilet facilities

Escape way map

fire protection equipment

Terminated 2 citations

Modified 2 citations

Inspector's Initials [ 6 ]

Supervisor's Initials and Date [ 6 ] 7-11-05 Page No. 1

Date 4-29-05

Traveled to the

mine accompanied

by [ 6 ]

[ 6 ]

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 4-29-05

Checked Respirable dust

pumps before leaving

the office.

Put Respirable dust

pumps on the miners

on the surface

Traveled in the mine

with the crew.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3



Date 4-29-05

The 003-0 mmu is  
a new section  
and has been mining  
coal for 22 production  
shifts

The average is  
409 TONS for  
22 shifts

production this  
shift 50 TONS

The continuous mining  
machine broke down  
the left pot went  
out.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 4Date 4-29-05

Imminent Danger Run  
#1 thru #9 entries

Ventilation -OK

Rock dusting -OK

Clean-up -OK

Roof Control -poor

DTI' -OK

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%

Mine floor is damp to  
wet

water is dripping from  
the mine roof and ribs.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 5Date 4-29-05

Traveled with the  
on-shift mine examiner  
Day shift weekend  
crew.

The mine roof has  
slips and small mud  
seams formed in  
different locations,  
which is allowing  
the mine roof to  
fall out as mining  
takes place, in  
#4, #5, #6, #7 entries.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 6

Date 4-29-05

20.00 #1 to #2  
entry at # block

18.75	95
6.5	+30
<u>122</u>	<u>125</u>

125  
122  
Q-15,250 cfm

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 7

Date 4-29-05

Scrubber Air Reading  
Q - 6,164 cfm

Water pressure on head  
Left side 95 psi  
Right side 110 psi

Water sprays 49 out  
of 53 operational

Mine floor is damp  
to wet

Permanent Ventilation  
Controls are in place

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8

Date 4-29-05  
Scrubber Air Reading

	A	B	C
1	1.16	1.24	1.14
2	1.16	1.24	1.14
3	1.14	1.24	1.15
4	1.15	1.22	1.14
5	1.14	1.19	1.13
6	1.10	1.04	1.04
TOTAL	6.164	6.164	6.164

$20.62 \div 18 = 1.14$   
 $4.56577 \times 1.9 = 8.675$   
 $4005 \times 1.14 = 4565.7$   
 $4109.13 \times 1.5 \text{ Area} = 6164$

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 9



Date 4-29-05

Main Return #1 entry  
50 feet in by the  
Portal.

16.5-w                      985-V  
6'h                              -31-C  
99-A                              954-V

954-V  
99-A  
Q-94, 44 1/2 cfm

CH4 - 0.0%  
O2 - 20.8%

Bottle - H-1724

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 13

Date 4-29-05

10:20 Am  
Terminated citation no.  
7097732 due to personnel  
doors being installed in  
the permanent ventilation  
controls (stoppings) at #37  
block and at #32 block  
to provide the miners  
access to the primary  
escape way from the  
track entry.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 14

Date 4-29-05

1:30 pm  
Terminated Citation No.  
7097738 due to  
the fire suppression  
system being provided  
with a additional  
branch line to supply  
water to the top surface  
of the top conveyor  
belt at the #3 head  
drive and take-up.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 15

Date 4-29-05

2:20 pm

Modified citation no.  
7097735 due to being  
issued under the wrong  
section of the 30 CFR

Change from 75.1107-16  
to 75.1107-16(b)

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 16

Date 4-29-05

2:28 pm

Modified citation no.  
7097736 due to being  
issued under the wrong  
section of the 30 CFR

Change from 75.1107-16  
to 75.1107-16(b)

Inspector's Initials [ 6 ]

Supervisor's Initials and Date

Page No. 17

PUMP	CASSETTE	CODE	OCCUPATION	TIME ON	2nd	4th	TIME OFF	WT
161583	539906		6	5:30				
161582	540074			5:30				
156927	540039			5:30				
172769	540064			5:30				
172765	540029			5:30				
6354	539811			5:30				
6441	539909			5:30				

Inspector's Initials [ 6 ] Supervisor's Initials and Date

Page No. 18

Date: 4-29-05

RESPIRABLE DUST

Location: 2 Right 003-0 MMU



DAILY COVER SHEET

Date 5-2-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Fresh: AT & ON shift  
001 & 002, haulage, weekly

Accompanied By: Company Representative \_\_\_\_\_  
NONE

Miners Representative \_\_\_\_\_  
NONE

AREAS OF INSPECTION ACTIVITY:  
Rock dust survey mains  
001 & 002 mmu's

Terminated 1 cita.  
modified 1 citation  
Issued 5 citations

Inspector's Initials [ 6 ] 7-11-05  
Supervisor's Initials and Date [ 6 ] Page No. 1

Date 5.2.05

Traveled To the mine  
accompanied by [ 6 ]  
[ 6 ]

Traveled in the mine  
with the crew to  
#14 Block at #4  
mains to conduct  
a rock dust survey  
on the main's 001 &  
002 mmu's

Inspector's Initials [ 6 ] 7-11-05  
Supervisor's Initials and Date [ 6 ] Page No. 2

Date 5-2-05

BATTERY powered  
MAN Trip # C01  
Issued 1 citation

BATTERY powered  
MAN Trip # 3  
Issued 1 citation

BATTERY powered  
MAN Trip # C02  
Issued 1 citation

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 5-2-05

Rock dust Survey  
0+00 at SS #3680  
in the #9 Return entry  
at #21 Block  
2-A-1 = 0+00 #9 Return  
entry - wet

2-A-1X = #9 To #8 Cross  
cut, Intake - wet

2-A-2 = 0+00 #8 Intake  
entry - wet

2-A-2X = #8 To #7 Cross  
cut, Intake - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 4

Date 5-2-05

2-A-3 = 0+00 #7 Intake  
entry - wet

2-A-3X = #7 To #6 Cross  
cut, Intake - wet

2-A-4 = 0+00 #6 Intake  
and Track entry - wet

2-A-4X = #6 To #5 Cross  
cut, Intake - wet

2-A-5 = 0+00 #5 Intake  
and Belt entry - wet

2-A-5X = #5 To #4 Cross  
cut, Intake - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 5

Date 5-2-05

2-A-6 = 0+00 #4 Intake  
entry - wet

2-A-6X = #4 To #3 Cross  
cut, Intake - wet

2-A-7 = 0+00 #3 Intake  
entry - wet

2-A-7X = #3 To #2 Cross  
cut, Return - wet

2-A-8 = 0+00 #2 Return  
entry - wet

2-A-8X = #2 To #1 Cross  
cut, Return - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 6



Date 5-2-05

2-A-9 = 0+00 #1 RETURN  
entry - wet

Date 5-2-05

at #26 Block

2-B-1 = 0+500 #1 RETURN  
entry - wet

2-B-2 = 0+500 #2 RETURN  
entry - wet

2-B-3 = 0+500 #3 RETURN  
entry = wet

2-B-4 = 0+500 #4 RETURN  
entry - wet

2-B-5 = 0+500 #5 INTAKE  
and Belt entry - wet

2-B-6 = 0+500 #6 INTAKE  
and Track entry - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 7

Date 5-2-05

2-B-7 = 0+500 #7 INTAKE  
entry - wet

2-B-8 = 0+500 #8 INTAKE  
entry - wet

2-B-9 = 0+500 #9 RETURN  
entry - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 9

Date 5-2-05  
AT #32 Block

2-C-1 = 0+1010 #9 entry  
Return - wet

2-C-2 = 0+1010 #8 entry  
Intake - wet

2-C-3 = 0+1010 #7 entry  
Intake - wet

2-C-4 = 0+1010 #6 entry  
Intake & Track, wet

2-C-5 = 0+1010 #5 entry  
Intake & Belt, wet

2-C-6 = 0+1010 #4 entry  
Intake, wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 10

Date 5-2-05

2-C-7 = 0+1010 #3 entry  
Intake, wet

2-C-8 = 0+1010 #2 entry  
Return, wet

2-C-9 = 0+1010 #1 entry  
Return, wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 5-2-05  
AT #38 Block

2-D-1 = 0+1520 #1 Return  
entry - wet

2-D-1X = #1 To #2 Cross  
cut, Return - wet

2-D-2 = 0+1520 #2 Return  
entry - wet

2-D-2X = #2 To #3 cross  
cut, Return - wet

2-D-3 = 0+1520 #3 Intake  
entry - wet

2-D-3X = #3 To #4 cross  
cut, Intake - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 5-2-05

2-D-4 = 0+1520 #4 Intake  
entry - wet

2-D-4X = #4 To #5 Cross  
Cut, Intake - wet

2-D-5 = 0+1520 #5 Intake  
entry - wet <sup>Belt</sup>

2-D-5X = #5 To #6 Cross  
Cut, Intake - wet

2-D-6 = 0+1520 #6 Intake  
entry - wet <sup>Track</sup>

2-D-6X = #6 To #7 Cross  
Cut, Intake - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 13

Date 5-2-05

2-D-7 = 0+1520 #7 Intake  
entry - wet

2-D-7X = #7 To #8 Cross  
Cut, Intake - wet

2-D-8 = 0+1520 #8 Intake  
entry - wet

2-D-8X = #8 To #9 Cross  
Cut, Intake - wet

2-D-9 = 0+1520 #9 Return  
entry - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 14

Date 5-2-05

at #42 Block  
2-E-1 = 0+2030 #9 Return  
entry - wet

2-E-2 = 0+2030 #8 Intake  
entry - wet

2-E-3 = 0+2030 #7 Intake  
entry - wet

2-E-4 = 0+2030 #6 Intake  
and Track entry - wet

2-E-5 = 0+2030 #5 Intake  
and Belt entry - wet

2-E-6 = 0+2030 #4 Intake  
entry - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 15

Date 5-2-05

2-E-7 = 0+2030 #3 Intake  
entry - wet

2-E-8 = 0+2030 #2 Return  
entry - wet

2-E-9 = 0+2030 #1 Return  
entry - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 16

Date 5-2-05

at #48 Block  
2-F-1 = 0+2540 #1 Return  
entry - wet

2-F-2 = 0+2540 #2 Return  
entry - wet

2-F-3 = 0+2540 #3 Intake  
entry - wet

2-F-4 = 0+2540 #4 Intake  
entry - wet

2-F-5 = 0+2540 #5 Intake  
and Belt entry - wet

2-F-6 = 0+2540 #6 Intake  
and Track entry - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 17

Date 5-2-05

2-F-7 = 0+2540 #7 Intake  
entry - wet

2-F-8 = 0+2540 #8 Intake  
entry - wet

2-F-9 = 0+2540 #9 Intake  
entry - wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 18

Date 5-02-2005

Inspected

#18 Block #4 Belt  
3658 station #  
High Voltage 7200 volts  
Feed thru Box  
No serial #  
No 26 #  
No Company #

#25 Block  
480 volt power unit  
serial No. 4116-1091  
#9 slurry pump  
#6 stack pump

Date 5-2-2005

Vacuum Breaker switchhouse  
Feed-Thru  
Serial # 28007-19  
Volts 12,470

KVA 600  
Volts - 7200-480  
Serial # 5799-600-294  
No Bolts (4 total) in the  
lid that hold down the lid  
that prevent miners from  
lifting off exposing them to  
7200 volts.

Inspector's Initials [6][6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 20

Date 5-02-2005

Citation No. 7097743-01  
Time - 0600

Terminated due to Bill Currence  
(Mine Foreman) going over the  
requirements of conducting a  
pre-shift examination of the mine,  
with all of the foreman's and  
mine examiners on all shifts

Inspector's Initials [6][6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 21

Date 5-2-05

12:57

Modified citation  
NO. 7096479 due to  
"Changing the mantrip  
#C03 to #C02  
in the body of the  
citation.

wrote #C03 in Error

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 22

Date 5-02-2005

10:00 7096480 75.517

The No. 2/0 power cable that  
provides 480 VAC from the #5 belt  
head power box to the D#1  
box at #25 block of #4 mines  
(which is approximately 750 of power  
cable) is not insulated adequately  
and fully protected. The insulation  
has worn away on four previous  
splices which exposes the inner  
energized power leads: (1) Inner  
insulated leads are exposed through  
a opening of 1/2 of an inches  
wide all of the way around the  
cable. (2) Inner insulated leads  
are exposed through a opening  
of 3/8 of an inches wide all

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 23

Date 5-2-2005 7096480

the way around the cable. (3)  
Inner insulated leads are exposed  
through a opening of 1/2 of an  
inches wide all of the way  
around the cable. (4) Inner  
insulated leads are exposed  
through a opening of 1 inch  
wide all of the way around  
the cable. This power cable is  
slippy wet and is hanging over  
the truck where miner's travel  
under or along side of the  
power cable and miner's can  
easily come into contact with the  
exposed inner insulated energized  
leads

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 24

Date 5-3-05

The electrical examiner should have seen this condition during the examination of this cable before the cable was energized and put into service

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in this area

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓ Page No. 25Date 5-2-05

When an accident does occur from this type of condition it will be of a serious nature from electrical shock, because

It is reasonably likely that this type of condition will result in an accident. This cable is hanging in the track entry and the mantrips & motors travel under and along side of this cable for approximately 750 feet.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓ Page No. 26Date 5-2-05

The miners can easily come in contact with this energized power cable while operating the mantrips or motors. This power cable is sloppy wet and has exposed insulated power leads of 480 VAC in four different locations along the track haulage entry.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

✓ Page No. 27

Date 5-02-2005

0700 7097229 75.1725(g)

The No. 601 mantrip which is used to transport miners in and out of the mines is not maintained in a safe operating condition. The sanding devices on this mantrip will not provide sand to the wheels and track for traction purposes. This mine has several grades and the track ranges from dry to wet. This condition will cause the mantrip to become out of control and also cause derailment which poses a hazard to the miners.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 27A

Date 5-2-05

The [ 6 ] should have seen this condition during the pre-operational checks.

Based on my mining experience this condition has existed for several shifts.

6 or more miners ride in this mantrip in and out of the mine at the same time during each shift.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 28

Date 5-2-05

When a accident does occur from this type of condition it will be of a serious nature from mantrip derailment causing bruising, lacerations, amputation.

IT is Reasonably likely that a accident will occur from this type of condition. This mine has several grades on the track haulage and the track is from dry to wet

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 29



Date 5-2-05

Sand is need  
to provide traction  
from the wheels to  
the tracks as the  
miners are transported  
in and out of the  
mine by these  
mantrips

Date 5-2-05

7:06 25.1725(a)  
7096478  
The #3 mantrip which  
is used to transport miners  
in and out of the mine  
is NOT maintained in a  
safe operating condition. The  
sanding devices on this  
mantrip will NOT provide  
sand to the wheels and  
track for traction purposes.  
This mine has several  
grades and the track  
ranges from dry to wet.  
This condition will cause  
the mantrip to become  
out of control and also  
cause derailment which

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 31

Date 5-2-05

Poses a hazard to  
the miners.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 31-A

Date 5-02-2005

The [ 6 ] should have seen this condition during the pre-operational checks

Based on my mining experience this condition has existed for several shifts

6 of male miners ride in this munitip in and out of the mines at the same times during each shift.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 32

Date 5-02-2005

When a accident does occur from this type of condition it will be of a serious nature from minor derelict causes bruising, laceration and amputation

It is reasonably likely that a accident will occur from this type of condition. This mine has several grades on the track haulage and the track is from dry to wet sand is needed to provide traction from the wheels to track as the miners are transported in and out

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 33

Date 5-2-05

of the mines

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 34

Date 5-02-2005

Time 7:12 7096479 75.1725(S)

The No. 602 muntip which is used to transport miners in and out of the mine is not maintained in a safe operating condition. The sanding devices on this muntip will not provide sand to the wheels and track for traction purposes. This mine has several grades and the track ranges from dry to wet. This condition will cause the muntip to become out of control and also cause derailment which poses a hazard to the miners.

Date 5-02-2005

The [ 6 ] should have seen this condition during the pre-operational checks.

Based on my mining experience this condition has existed for several shifts.

6 of male miners ride in this muntip in and out of the mine at the same time during each shift.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 36

Date 5-02-2005

When a accident does occur from this type of condition it will be of a serious nature from muntip derailment causing bruising, laceration, amputation

It is reasonably likely that a accident will occur from this type of condition. This mine has several grades on the track haulage and the track is from dry to wet.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 37

Date 5-2-05

Sand is needed to provide traction from the wheels to the track as the miners are transported in and out of the mines by these mantryp.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 38

Date 5-02-2005

8:14 AM 75,807

7096481 S&S No

The high voltage power line cable is located at No. 22 block is not guarded and the cable measured from 60" inches to 65 inches from the mine floor. Personnel are located to live of crosscuts. This is a previously unguarded crosscut and the fast pivots indicate that miners regularly travel through this crosscut.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 39

Date 5-2-05

The mine examiner should have seen this condition as they travel through this crosscut to examine the #9 pump in the Return at #24 block.

Based on my mining experience this condition has existed for several shifts,

One miner is exposed as he travels through this area.

Inspector's Initials

[ 6 ]

Supervisor's Initials and Date

Page No. 40

Date 5-2-05

When a accident does occur from this type of condition it will be of a serious nature from Electrical shock, burns

IT IS UNLIKELY THAT THIS CONDITION WILL RESULT IN A ACCIDENT. THE HIGH VOLTAGE POWER LINE CABLE RANGES FROM 60 INCHES TO 65 INCHES OFF OF THE MINE FLOOR.

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 41

DAILY COVER SHEET

Date 5-3-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Permit & on shift

2 Right 003, weekly

Accompanied By: Company Representative \_\_\_\_\_

NONE

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Respirable Dust pumps  
Imminent Danger Run  
Intake-1-Right  
0020 Right Return

Issued 3 citations

Inspector's Initials [6]

Supervisor's Initials and Date [6] 7-11-05 Page No. 1

Date 5-3-05

Checked Respirable  
dust pumps before  
leaving the office

Put Respirable dust  
pumps on the miners  
on the surface

Traveled in the  
mine with the  
crew.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 5-3-05

Traveled to the  
mine site accompanied  
by [ 6 ]  
[ 6 ]

Traveled with the  
mine examiner  
observed a complete  
mining cycle

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 5-3-2005

Imminent Danger Run

Roof Control - OK

Ventilation - OK

Clear up - OK

Rock dusting - OK

Pavement - OK (wet)

O.T.I. - Indicates that  
examinations are being conducted

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

Inspector's Initials [6][6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 4

Date 5-2-05

L.O.C.C #1 TO #2  
entry

18.5-w                      70-V

6.5-h                        +34-C

120-A                        104-V

104-V

120-A

Q-12,480 CFM

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.8%

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 5

Date 5-03-2005

Emico Miner

Water Pressure - Lt. side 100psi

Rt side 100psi

scrubber Reading - 6,272 CFM

End of line curtain - 7392

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

haul roads are wet

Parameters are in  
Place

Inspector's Initials [6][6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 6

Date 5-8-05

	A	B	C
1	1.4	1.4	1.4
2	1.4	1.4	1.4
3	1.8	1.7	1.6
4	1.8	1.4	1.5
5	1.3	1.4	1.3
6	1.8	1.7	1.6

$20.99 \div 18 = 1.16$   
 $4605 \times 1.16 = 4645.8$   
 $4181 \times 1.5 = 6272$

Total CFM 6272  
 Scrubber Air Reading 2.52

Inspector's Initials [6][6]  
 Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 5-03-2005

Date 5-03-2005

#2 Entry Air Reading

264 V  
X 28 AREA

2112  
528  
7392 CFM

O<sub>2</sub> - 20.9%

CH<sub>4</sub> - 0.0%

[6][6]

Inspector's Initials \_\_\_\_\_  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8

#1 Entry Air Reading

3 X 7 = 21 AREA

290 - V

290  
21  
6,090 CFM

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

[6][6]

Inspector's Initials \_\_\_\_\_  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 9



Date 5-3-05

Air Reading for Root  
Boring machine #5  
entry face

3.5" w	98
8.5" h	+30
30" A	128

128 v  
30-A  
Q-3840 CFM

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 1

Date 5-03-2005

#8 Entry Air Reading

4x8 = 32 AREA

224  
32  
448  
672  
7168 CFM

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

Inspector's Initials [6][6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 5-03-2005

#4 Entry Air Reading  
Boiler

4x8 = 32

32 AREA / 100 V

100  
x 32  
3200 CFM

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

Inspector's Initials [6][6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 5-3-05

Date 5-3-05

Traveled the mains  
002-0 mmu Right  
Return from #27 block  
along #4 belt outby  
to #12 block which  
is where the right  
return enters the  
left main return.

Ventilation -OK  
Rock dusting -OK  
Rock Control -OK  
mine floor is wet  
DTI's -OK  
Travel way marked &  
OK to travel  
CH4- 0.0%  
O2- 20.8%

Inspector's Initials [ b ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12-A

Traveled the intake  
from the 2-Right  
003-0 mmu section  
outby to the surface  
including the 1-Right  
Travelway around  
the deepest point  
of penetration.

Inspector's Initials [ b ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 13

Date: 5-02-2005

RESPIRABLE DUST  
Location: Sage Mine 2 Rt. MMU 003-0

Inspector's Initials	PUMP	CASSETTE	CODE	OCCUPATION	TIME ON	2nd	4th	TIME OFF	WT
[ b ]	161553	57	539800	036	550			1350	
	172705		539802	073	550			1350	
	172709		539812	050	550			1350	
	6441		539798	014	550			1350	
	159427		539806		550			1350	
	171985		539892		550			1350	
	171946		539861	012	550				

Inspector's Initials and Date \_\_\_\_\_ Page No. 14



Date 5-3-2005

SCSR'S Contractor

Contractor's GMS

08-04 [ 6 ]  
[ , 6 ]

07-04 [ 6 ]  
[ 6 ]

06-04 [ 6 ]  
[ 6 ]

06-04 [ 6 ]  
[ 6 ]

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 16

Event Number: 4054745  
Inspection Date: 5-3-05  
Contractor ID: MVK  
Total Contractor Employees at  
This Mine: 5

Work Location (circle applicable codes)

- 00 - Whole mine
- 01 - Underground
- 02 - Surface of underground
- 03 - Strip, quarry, open pit
- 04 - Auger
- 05 - Culm bank/refuse pile
- 06 - Dredge operation
- 12 - Other mining
- 17 - Independent shops or yards
- 30 - Mill/preparation plant
- 99 - Office workers at mine site

Work Performed (circle applicable codes)

- 01 - Mine development, including shaft and slope sinking
- 02 - Construct/reconstruction of mine facilities
- 03 - Demolition of mine facilities
- 04 - Construction of dams
- 05 - Excavation or earth moving with mobile equipment
- 06 - Equipment installation; such as crushers and mills
- 07 - Equipment service/repair on mine property > 5 days
- 08 - Handling material within mine property
- 09 - Drilling and blasting
- 10 - Other (describe):

AR Number [ 6 ]

Date 5-03-2005

0830 75.1225 (6)

7096482

The No. 4 Fletcher roof bolting machine serial No. 2004096, Approval No. 25B-1021 being operated on the 2-Right 003-0 MMU working section is not maintained in a safe operating condition. The tram lever for the operator side of the roof bolting machine is sticking in the tram position in both directions which causes the operator side of the roof bolting machine to continue tramming. This tram lever does not self center when the operator releases the tram lever. The operator was tramming the roof bolting machine in the No. 5

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 17

Date 5-03-2005 7096482

face entry when I observed the roof bolting machine suddenly swing to the right side. The mine operator immediately removed the #4 Fletcher roof bolting machine from service.

Date 5-3-05

The 003-0 mmu section foreman knew of this condition and the roof bolting machine should have known of this condition

The section foreman reported this condition on 5-2-05 at 3:00 PM

Two miners are exposed as this roof bolting machine is operating

Inspector's Initials [ b ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 18

Date 5-3-05

roof bolting machine in the face area while permanent roof supports are being installed. The roof bolting machine was observed with the tram lever sticking causing the tram on the operator side to continue tramming when the tram lever was released. Minors normally work along both sides of the roof bolting machine.

Inspector's Initials [ b ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 20

Date 5-3-05

When a accident does occur from this type of condition it will be of a serious nature from bruising, lacerations broken bones or amputations.

IT is Reasonably Likely that this type of condition will result in a accident, The tram lever that is sticking is used to tram or position the

Date 5-3-05

as normal mining procedure's continue. The two [6] [6] work within close quarters of the roof bolting machine and the coal rib.

Inspector's Initials [6] Supervisor's Initials and Date [6] Page No. 22

Date 5-03-2005

1300 75.1403 7096483

This is a notice to provide a safeguarded requiring: (1) A clear unobstructed travelway of at least 24 inches wide be provided along both sides of all conveyor belts including the head, tail, and take-up units. (2) The area around the tail, head, drive and take-up units shall be maintained free of water, slaps, mud or other obstructions that create slip, trip and fall hazards to the miners who routinely travel through the areas for examination and belt maintenance. (3) The water lines along side of the conveyor belt drives, take-ups or head

Inspector's Initials [6] Supervisor's Initials and Date [6] Page No. 23

Date \_\_\_\_\_

units shall not be positioned in such a manner that they will interfere with travel, examination of the required cleaning and other maintenance requirements.

Date 5-3-05

The mine examiner should have known of these conditions. These conditions would be obvious to any prudent person charged with the responsibility of conducting a mine examination.

Based on my mining experience and the evidence this condition has existed for several shifts.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 25

Date 5-3-05

One miner is exposed as he works or travels in these areas.

When an accident does occur from this type of condition it will be of a serious nature from being caught by a moving belt, causing bruising, lacerations, broken bones, amputations.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 26

Date 5-3-05

IT is Reasonably likely that this type of condition will result in a accident. The miners are exposed to slip, Trip and fall hazards, also can be caught by the moving belt. The conveyor belt walkways have several obstructions.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 27

Date 5-03-2005

14:20 50.20

7097805

The mine operator failed to complete the 7000-1 that was sent to MSHA on the accident that occurred on 04/09/05, at 9:00am. The mine name and the company name was not entered on the 7000-1 form. This form was received by MSHA on 04/25/2005.

Inspector's Initials [6] 28  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 29

Date 5-3-05

The mine operator should have KNOWN of this condition.

This is a paper violation and no likely hood of causing a accident.

Inspector's Initials [6] 29  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 30



DAILY COVER SHEET

Date 5-4-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Electrical, pumps  
weekly

Accompanied By: Company Representative  
VERNON Hofer

Miners Representative  
NONE

AREAS OF INSPECTION ACTIVITY:

Record Books  
Electrical Installations  
pumps  
chargers  
Equipment

Modified 1 citation  
Issued 5 citations

Inspector's Initials [6]  
Supervisor's Initials and Date [6] 5-11-05 Page No. 1

Date 5-4-05

Traveled to the  
mine site accompanied  
by [6]

Traveled in the mine  
with [6]  
and

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 5-4-2005

Review Preshift Examiners  
Report 2 Rt.

#1 Thru #9 entry — clear  
NO CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.8%

L.O.B - 14,423 CFM (Left)  
10,269 CFM (Right)

CH<sub>4</sub> - 0.0%  
O<sub>2</sub> - 20.9%

Inspector's Initials [6] [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 5-4-2005

Review Preflight Examiners  
Report (Mains)

#1 thru #9 entry  
None observed

L.O.B - 12,660

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

Inspector's Initials [6] [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 4

Date 5-4-05

Record Books

Water pumps

Traverse miners  
scrubbers

out by track &  
power centers

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 5

Date 5-4-05

FAN - Daily and  
monthly examination  
of ventilation  
equipment

2-Right Section-003  
Equipment

Mains Sections 001-  
002 Equipment

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 6

Date 5-11-05

Out side Equipment  
examination of  
electrical equipment

High voltage and  
substation

Mantrips & motors &  
chargers

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 7

Date 5-4-05

Electrical water pumps

#1, 50 H.P. pump  
-OK

#2, 50 H.P. pump  
-OK

#1, 110 VAC pump  
-OK

#3, 110 VAC pump  
-OK

#5, 110 VAC pump  
-OK

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8

Date 5-4-05

#6, 110 VAC pump  
-OK

#7, 110 VAC pump  
-OK

#8, 110 VAC pump  
-OK

#10, 110 VAC pump  
-OK

#2, STANCO pump  
-OK

#3, STANCO pump

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8-A

Date 5-4-05

#4, STANCO pump  
-OK

#6, STANCO pump  
-OK

#7, STANCO pump  
-OK

#8, STANCO pump  
-OK

#10, STANCO pump  
-OK

#11, STANCO pump

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 9

Date 5-4-05

#15, STANCO pump  
-OK

#4, T&T pump  
-OK

#6, T&T pump  
-OK

#9, Slurry pump  
-OK

#1, Trickle Rock  
cluster - OK

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 9-A

Date 5-4-05

Electrical Installations

#1 Belt Transformer  
-OK

#1 Belt starter box  
-OK

#1A- Transformer  
-OK

#2 Belt Transformer  
-OK

#2 Belt starter box  
-OK

#1 D-B Box  
-OK

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 10

Date 5-4-05

#3A- Transformer  
-OK

#3 Belt Transformer  
-OK

#3 Belt starter box  
-OK

#3 Take-up  
-OK

#1, 575-110 VAC  
Transformer  
-OK

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 10A

Date 5-4-05

#4 Belt Transformer  
-OK

#4 Belt starter box  
-OK

#4 Take-up  
-OK

#4A Belt Transformer  
-OK

#4A Belt starter box  
-OK

#1 Dual splitter box  
-OK

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 5-4-05

2nd Right splitter  
-OK

#1 main splitter  
-OK

Inspector's Initials [ 6 ]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 11A

Date 5-4-05

Traveled the #1  
conveyor belt from  
the portal to the  
head roller, chute  
and stacker belt's  
#1 and #2.

- Walkways - OK
- Lighting - OK
- Steps - OK
- Pull ropes - OK
- Electrical installations - OK
- Guarding - OK

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 5-4-05

Inspected the new  
bath house and  
office building  
which is under  
construction  
- OK

#1 Locomotive  
Serial # 439236R  
Issued 1 citation

#2 Locomotive  
Serial #

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 13

Date 5-4-05

8:30 75:400  
7097810 S&S-NO

Combustible materials  
in the form of a  
coating of float  
coal dust is allowed  
to accumulate on  
previously rock dusted  
surfaces of the mine  
floor and ribs at  
the following locations:  
Starting at the No. 1  
conveyor belt tailpiece  
which is located at  
No. 23 block and  
extends outby for  
approximately 210 feet

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 14

Date 5-4-05

in length in the No. 4 and No. 5 entries including the joining crosscuts. This area of the mine ranges from damp to wet.

Inspector's Initials [ b ]  
Supervisor's Initials and Date ✓ Page No. 15

Date 5-4-05

The mine examiner should have known of this condition.

Based on my mining experience this condition has existed for more than one shift.

One miner is exposed as he works or travels in the cited area.

Inspector's Initials [ b ]  
Supervisor's Initials and Date ✓ Page No. 16

Date 5-4-05

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

It is unlikely that an accident will occur from this condition. The mine floor and ribs range from damp to wet. And the accumulations are on previously rock dusted surfaces.

Inspector's Initials [ b ]  
Supervisor's Initials and Date ✓ Page No. 17

Date 5-4-2005

0800 75.1725(a)

7097807

The No. 1 locomotive which is used to transport supplies in and out of the mines is not maintained w a safe operating condition. The sanding device's on this locomotive will not provide sand to the wheels and truck for traction purposes. Two of the sanding device storage container's are plugged up with wet sand and will not function. This mine has several grades and the truck ranges from dry to wet. When the sanding devices are maintained in a

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 18

Date 5-4-2005

7097807

operational condition the locomotive can become out of control which can cause derailment.

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 19

Date 5-04-2005

The [ 6 ] should have seen this condition during the pre-operational checks

Based on my mining experience this condition has existed for several shifts.

2 or more miners ride in this mantrip in and out of the mine at the same time during each shift.

Inspector's Initials [6]  
Supervisor's Initials and Date ✓ Page No. 20



Date 5-04-2005

When a accident does occur from this type of condition it will be of a serious nature from manrip detailment causing blusing, laceration and amputation.

It is reasonable likely that a accident will occur from this type of condition. This mine has several grades on the track haulage and the track is from clay to wet.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 21

Date 5-4-2005

Sand is needed to provide traction from the wheels to the track as the supplies are transported in and out of the mines by these manrip.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 22

Date 5-4-05

6:15 75.1714-3 (e)  
2097809 585-NO

The operator failed to provide a record to indicate that the required testing, inspecting and maintenance is being conducted on the SR-100 self contained self rescuers which are provided for the miners.

This is a paper violation  
Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 23

Date 5-4-05

1200

Modified citation  
No. 7097809 due to  
Issuing to the wrong  
operator in error.

Change from - ANKER  
WEST Virginia Mining  
Company INC.

Change To - GMS  
Mine Repair and  
Maintenance, INC.

Inspector's Initials [ I b ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 24

Date 5-4-2005

0600 62.130(a)

7097808

Based on the results of  
and a MSHA full shift  
noise sample taken on 4-20-05,  
the continuous mining machine  
operator (036 occupation) working  
on the 001-a MMU received  
a permissible exposure level  
dose of 268%. This exceeds  
the permissible exposure level  
of 100% plus error factor  
(of 132%).

This machine was a Joy  
model 14CM15 serial No.  
C11430.

The machine operator was  
NOT wearing a hearing protector.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 25

Date 5-4-05

7047808

A hearing protector must  
be provided and worn by  
the miner operating the continuous  
mining machine until the exposure  
is reduced to or below  
the permissible exposure level.

The operator should  
have KNOWN of this  
condition.

Based on my mining  
experience this condition  
has existed for several  
shifts.

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 26

Date 5-4-05

When a accident does occur from this type of condition it will be of a serious nature from hearing loss

IT is Reasonably likely that this type of condition will result in a accident. The hearing conservation program requires miners to wear a hearing protector. And the OSHA occupation is

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 26A

Date 5-4-05

Not wearing hearing protector. This mining machine operator is exposed to high levels of noise.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 26-B

Date 5-4-2005

0705 75.1725 (A)

7097806

The #7 munttip which is used to transport miners in and out of the mine is not maintained in a safe operating condition. The sanding devices on this munttip will not provide sand to the wheels and track for traction purposes. The sanding device storage containers are plugged up with wet sand and will not function. This mine has several graders and the track ranges from dry to wet. When the sanding devices are not maintained in a operational condition the

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 27

Date 5-4-2005

Mantrip can become out of control which can cause derailment.

Date 5-4-2005

The [ 6 ] should have seen this condition during the pre-operational checks.

Based on my mining experience this condition has existed for several shifts.

6 of mole miners ride in this mantrip in and out of the mine at the same time during each shift.

When a accident does occur from this type of condition it will be of a serious nature from mantrip derailing causing bruising, laceration, amputation

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 29

Date 5-4-2005

It is reasonably likely that a accident will occur from this type of condition. This mines has several grades on the track haulage and the track is from dry to wet

Sand is needed to provide traction from the wheels to the track as the miners are transported in and out of the mines by these mantrips

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date ✓ Page No. 30

Event Number: 4054745  
Inspection Date: 5-4-05  
Contractor ID: MUK  
Total Contractor Employees at  
This Mine: 5

MSHA Form 7000-10K, June 93 (revised)

Date 5-4-05

**Work Location** (circle applicable codes)

- 00 - Whole mine
- 01 - Underground
- 02 - Surface of underground
- 03 - Strip, quarry, open pit
- 04 - Auger
- 05 - Culm bank/refuse pile
- 06 - Dredge operation
- 12 - Other mining
- 17 - Independent shops or yards
- 30 - Mill/preparation plant
- 99 - Office workers at mine site

A battery powered  
MANTrip derailed  
ON the main line  
Track haulage at  
the Track Switch  
located at #2 belt  
head drive. This  
MANTrip was transporting  
miners in the mine.

**Work Performed** (circle applicable codes)

- 01 - Mine development, including shaft and slope sinking
- 02 - Construct/reconstruction of mine facilities
- 03 - Demolition of mine facilities
- 04 - Construction of dams
- 05 - Excavation or earth moving with mobile equipment
- 06 - Equipment installation; such as crushers and mills
- 07 - Equipment service/repair on mine property > 5 days
- 08 - Handling material within mine property
- 09 - Drilling and blasting
- 10 - Other (describe):

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 31

AR Number: 24033 ✓

U.S.GPO: 2004 - 642 - 912

DAILY COVER SHEET

Date 5-5-05 Event No. 4054845

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Track & Belt  
Preshift & onsk:ATS

Accompanied By: Company Representative \_\_\_\_\_

Brad Hamrick

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Surface - Supply yard  
Equipment  
office Trailors #1 & #2  
Miners Cap lamps  
#4 mantrip  
SCSR"

Terminated 2 citations  
modified 1 citation  
Issued 1 citation

Inspector's Initials [6] 7-11-05

Supervisor's Initials and Date \_\_\_\_\_ Page No. 1

Date 5-5-05

Traveled To The  
mine site accompanied  
by [ 6 ]  
[ 6 ]

Supply yard  
-OK

Office Trailors  
#1 Trailor  
#2 Trailor  
-OK

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 5-5-05

Visually Inspected  
86 CSE-100 SCSR"  
-OK

The last 90 inspection,  
maintenance was conducted  
from 3-12-2005 to  
3-21-2005.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2-A

Date 5-5-05

Ingersoll-Rand  
VR-636B  
Fork Lift  
Serial # 173354  
-OK

KOMATSU WA-450  
FRONT end loader  
Serial # A25365  
-OK

#4 Mantrip  
Issued 1 citation

Inspector's Initials [67]  
Supervisor's Initials and Date ✓ Page No. 3

Date 5-5-2005

Examined cap lights that  
were hanging on light rack  
in dispatcher trailer.  
-OK

Traveled in the  
mine accompanied  
by [67]  
and [67]  
to terminate  
citations.

Inspector's Initials [67]  
Supervisor's Initials and Date ✓ Page No. 4

Date 5-5-2005

Review Preshift Report  
Mains

1 thru #9 - None Observed

Lt. L.O.B. - 14,025  
Rt L.O.B. - 9,472

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

Inspector's Initials [67]  
Supervisor's Initials and Date ✓ Page No. 5

Date 5-5-2005

Review Preshift report

1- #9 Entry - None observed

L.O.B - 12,210 CFM

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.9%

Inspector's Initials [b]

Supervisor's Initials and Date \_\_\_\_\_

Page No. 6

Date 5-5-05

0740

7096481-01

Terminated due to the high voltage power line being guarded at the #22 block on the main.

Inspector's Initials [b]

Supervisor's Initials and Date \_\_\_\_\_

Page No. 7

Date 5-5-05

820

7097810-01

Terminated due to the area being covered with a coating of rock dust, which diluted the combustible matter content.

Inspector's Initials [b]

Supervisor's Initials and Date \_\_\_\_\_

Page No. 8



Date 5-5-05

Modified citation  
NO. 7096483 due to  
Adding the following  
to the body of the  
condition and practice:  
(4) Obstructions including  
but not limited to  
the following items:  
excessive water, mud,  
rock, coal, wood, belting,  
rollers, mine supplies,  
water line and extraneous  
materials that will  
create slip, trip and  
fall hazards,

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 9

Date 5-5-2005

0715 75.1225(a)

7097811

The #4 mantrip which is used  
to transport miners in and out  
of the mines is not maintained  
in a safe operating condition.  
The sanding devices on this  
mantrip will not provide sand  
to the wheels and track for  
traction purposes. One sanding  
device storage container is  
plugged up with wet sand and  
will not function and the ~~two~~  
other three are empty of sand.  
This mines has several grades  
and the tracks range from  
dry to wet. When the sanding  
devices are not maintained in a

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 10

Date 5-5-2005

7097811

operational condition the  
mantrip can become out of  
control which can cause  
deftilment.

The mantrip operator should  
have seen this condition during  
the pre-operational checks.

Based on my mining experience  
this condition has existed for  
several shifts

6 or more miners ride in  
this mantrip in and out of the  
mines at the same time during  
each shift

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 11

Date 5-5-05

When an accident does occur from this type of condition it will be of a serious nature from multiple detailment causing bruising, laceration, amputation.

It is reasonably likely that an accident will occur from this type of condition. This mixer has several grades on the truck hubcap and the truck is from dry to wet.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 12

Date 5-5-05

Sand is needed to provide traction from the wheels to the truck as the mixers are transported in and out of the mines by these mantrips.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 13

DAILY COVER SHEET

Date 5-9-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

INSPECTION PREPERATION  
AND REPORT WRITING,  
SUBMITT THE ROCK.  
DUST SURVEY FOR THE  
MAINS

Inspector's Initials 167

Supervisor's Initials and Date \_\_\_\_\_ Page No. 1

DAILY COVER SHEET

Date 5-10-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Presht + Onshft  
maine, 2-Right - Belts

Accompanied By: Company Representative \_\_\_\_\_

Brad Hamrick

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Traveled #2 & #3 & #4 & #5  
Conveyor belts

Safety Talk with 40 miners

CO MONITORING SYSTEM #1/#2/#3/#4/#5  
Inspected fall on 2-Right  
SECTION.

Terminated 1 cIta,

Extended 1 cIta,

Issued 2 cIta.

Inspector's Initials \_\_\_\_\_

[67]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 1

Date 5-10-05

Observed company  
safety talk with  
40 miners and also  
Talked to the miners  
during the safety  
Talk.

Inspector's Initials \_\_\_\_\_

[6.]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 5-10-05

Traveled in the mine  
with Brad Hamrick

CO. MONITORING SYSTEMS  
ON #1 & #2 & #3 & #4  
AND #5 CONVEYOR BELTS.  
- OK

Inspector's Initials \_\_\_\_\_

[6.]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 5-10-05

Traveled The #1 & #2  
Conveyor belt from  
The head roller To  
The Tailpiece.

Traveled The #3  
Conveyor belt from  
The head roller To  
The Tailpiece.

Traveled The #4  
Conveyor belt from  
The head roller To  
The Tailpiece.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 4

Date 5-10-05

Traveled The #5  
Conveyor belt from  
The head roller To  
The Tailpiece.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 5

Date 5-10-05

Traveled The #4  
Conveyor belt from  
The head roller To  
The Tailpiece.

VENTILATION -OK  
Rock dusting fair  
Clean-up fair  
Roof Control -OK

The mine roof has minor  
sloughing along the ribs  
in some areas.

DTI's -OK  
walkways are being  
worked on.

CH4 - 0.0%, O2 - 20.8%  
water and mud is  
being cleaned up around  
The head drives.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 6

Date 5-10-05

Traveled the #5  
Conveyor belt from  
the head roller to  
the tailpiece.

Ventilation	-OK
Rock dusting	-OK
Clean-up	fair
Roof Control	-OK

the mine roof has minor  
roof sloughing along the ribs

DTI's	-OK
Walkways	-OK
CH <sub>4</sub> -0.0%, O <sub>2</sub> -20.8%	

Inspector's Initials [67]Supervisor's Initials and Date ✓Page No. 2Date 5-10-05

Inspected fall on the  
2-Right section  
just in by SS #3865  
in the #3 to #2  
crosscut. The fall  
is from rib to rib,  
approximately 30 feet  
in length by approximately  
7 feet high. The crosscut  
was bolted with 6 foot  
fully grouted resin bolts  
and the deepest point  
of the cavity fell  
above the anchorage  
of the permanent  
roof supports.

Inspector's Initials [67]Supervisor's Initials and Date ✓Page No. 3Date 5-10-05

The mine operator  
stopped production  
on the 2-Right  
003-0 mmu section  
today and started  
pulling the equipment  
back. This section  
is mining under a  
stream with low  
cover and the  
mine roof has fallen  
in above the permanent  
roof support (6 foot  
fully grouted resin bolts)  
in different locations  
on this section.

Inspector's Initials [67]Supervisor's Initials and Date ✓Page No. 9

Date 5-10-05

6110 75.208  
 7097812 S&S-NO

The mine operator failed to submit a valid respirable dust sample for the Bi-monthly sampling cycle for February - March on the 001-0 MMU section. The designated area sampling point J.P. 9010 for the Return - root boiler on the 001-0 mechanized mining unit as identified in advisory no. 0026 dated April 07, 2005.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 10Date 5-10-05

The operator should have known of this condition.

This condition is a paper violation.

Unlikely a accident will occur from this type of condition.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 11Date 5-10-05

6100 75.403  
 7097804 S&S-NO

Based on the results of a rock dust survey taken on 04-29-2005, on the 2-Right 003-0 MMU section is non-compliant. The lab results indicates that the 1-A-1 sample collected at 20 feet out by spool No. 3663, which is 0+00 located in the No. 9 Intake entry is 49.9% incombustible, 1-A-2 sample located at 0+00 in the No. 8 Intake entry is 50.5%

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 12

Date 5-10-05

incombustible, 1-A-4 sample located 0+00 in the No. 6 Intake entry is 62.5% incombustible and 1-A-5 sample located at 0+00 in the No. 5 Intake entry is 59.4% incombustible. The minimum incombustible content allowed in the Intake entry's is 65%. The mine does not have a means to mechanically apply rock dust to the outby areas of

Inspector's Initials

[b]

Supervisor's Initials and Date

Page No. 13

Date 5-10-05

The mine, also the mine liberates around 100,000 cubic feet of methane in 24 hours. This is a notice that all areas of the mine shall be maintained in compliance with the 30 CFR, part 75.403.

Inspector's Initials

[b]

Supervisor's Initials and Date

Page No. 14

Date 5-10-05

When a accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

IT is unlikely that a accident will occur from this condition. The most of this section is wet and NO Ignition source was found.

Inspector's Initials

[b]

Supervisor's Initials and Date

Page No. 15



Date 5-10-05

The mine examiner should have known of this condition.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in these areas.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 16

Date 5-10-05

11:00

Terminated due to the operator sending a completed 7000-1 form for the accident that occurred on 04-09-2005 at 9:00 am. The completed form was received at the MSHA office on 05-04-2005.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 17

Date 5-10-05

10:10

Extended citation  
The mine operator has made a diligent effort to correct these conditions. Approximately 60% of the work has been finished. The mine operator has miners working on these conditions on every shift during each day.

Inspector's Initials [6]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 18

Date 5-10-05

Track haulage equipment is rubbing on the coal rib on the tight side of the track (minimum 12 inches clearance) located at the #2 Right Track Switch as this #2 Right Track Switch is being used.

Inspector's Initials [b]Supervisor's Initials and Date [b]Page No. 19Date 5-10-05

Rack in the 12 inch clearance space at #37 block on the main line track haulage along #4 conveyor belt.

This inspector observed a locomotive located 2 blocks outby 2-Right Track Switch along #4 conveyor belt, the flat car that is attached to the locomotive has derailed and the miners are in the process of

Inspector's Initials [b]Supervisor's Initials and Date [b]Page No. 20Date 5-10-05

putting the flat car back on the track.

The 12 inch clearance space along the main line track haulage is obstructed by 6 cross ties that measured 6 inches by 8 inches by 16 feet in length, they are stacked along the off side of the track at #24 block. The mantrips and track equipment

Inspector's Initials [b]Supervisor's Initials and Date [b]Page No. 21

Date 5-10-05

is rubbing on these  
Cross Ties as they  
Travel in and out  
of the mine.

Inspector's Initials

167

Supervisor's Initials and Date

Page No. 27

midnight  
shift

DAILY COVER SHEET

Date 5-19-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Preshift + Onshift

Accompanied By: Company Representative \_\_\_\_\_

John Travis

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Track Haulage

#4 Motor Charging Station

Issued 2 Citations

Inspector's Initials [6]

Supervisor's Initials and Date [6] Page No. 1

Date 5-19-2005

Preshift Report

- 1 Entry Need cleaned & Dusted Reported
- 2 Mining u
- 3 Not Bolted Reported
- 4 Bolting Reported
- 5 Clear
- 6 clear
- 7 clear
- 8 Mining
- 9 Clear

Left L.O.B - 13,040

CH<sub>4</sub> - 0.0%

O<sub>2</sub> - 20.7%

Right L.O.B - 9128

CH<sub>4</sub> - 0.0%, O<sub>2</sub> - 20.9%

Inspector's Initials [6]

Supervisor's Initials and Date [6] Page No. 2

Date 5-19-05

Traveled To The  
mine site accompanied  
by [6]

Traveled in the  
mine with [6]  
and John  
Travis

#4 Motor Charging Station  
Issued 1 Citation

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 5-19-05

Steel Track rail is laying in the walk way at #2 belt head Track switch.

Also bolts are loose and some are missing from the Track switch and 1 Track rail is broken at the #2 Track switch.

Inspector's Initials [67]  
Supervisor's Initials and Date ✓ Page No. 4

Date 5-19-2005

11:10 70.207(a)  
7097823

The mine operator failed to submit five valid respirable dust samples from the (036) designated occupation for the Bi-monthly sampling cycle March-April on the 003-0 mechanized mining unit section.

The designated occupation sampling point I.D. 003-0 Designated occupation 036, continuous mining machine as identified in advisory No. 0027 dated May 09, 2005. Samples that were submitted are the following No. 50773198, No. 50773203, No. 50773152

Inspector's Initials [67]  
Supervisor's Initials and Date ✓ Page No. 4-A

Date 5-19-2005

7097823  
Contaminated and No.  
50752709.

Unlikely a accident will occur from this condition.

This is a paper violation.

Inspector's Initials [67]  
Supervisor's Initials and Date ✓ Page No. 5

Date 5-19-2005

Time 11:45 75.1725(a)

7097824

The #4 motor charging station located at the #2 conveyor belt head drive is not provided with a fire suppression system. The #4 motor #4 motor charger is energized at the time this condition was found. The mine operator immediately removed the #4 motor charger from service until a operational fire suppression system is provided.

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 6

Date 5-19-05

The electrical examiner should have known of this condition

Based on my mining experience this condition has existed for more than one shift.

One miner is exposed as he works or travels in this area.

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 7

Date 5-19-05

When a accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

IT is unlikely that a accident will occur from this condition.

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8

mid night  
shift

DAILY COVER SHEET

Date 5-20-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Preshift & on shift

Accompanied By: Company Representative \_\_\_\_\_

John Travise

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Track Haulage  
observed miners working

Extended 1 CITA.  
Issued 1, 104-d-7 orders  
Issued 2 CITA

Inspector's Initials \_\_\_\_\_

[67]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 1

Date 5-20-05

Traveled to the  
mine site accompanied  
by [67]

Traveled in the  
mine with  
and John  
Travise

Miners are working  
safe.

Inspector's Initials \_\_\_\_\_

[67]  
[67]

Supervisor's Initials and Date \_\_\_\_\_

Page No. 2

Date 5-20-05

Water is over the  
ball of the track  
at #38 block along  
#4 conveyor belt  
and water is splashed  
in the man trip  
as it travels in  
the mine.

Inspector's Initials \_\_\_\_\_

[67]

Supervisor's Initials and Date \_\_\_\_\_

Page No. 3

Date 5-20-05

water is over the ball of the Track at #38 block and water is splashed in the mantrip as it travels in the mine.

Date 5-20-05

Sloppy mud and water approximately 30 feet in length by 3 to 8 inches deep and is over the ball of the track rails. The mantrips wheels and frame+bodys of the mantrips are running in the materials at #42 block along #4 conveyor belt. Also 15 fly boards, 6 concrete blocks, 2 hydraulic oil cans

Inspector's Initials \_\_\_\_\_  
Supervisor's Initials and Date \_\_\_\_\_

(b)

Page No. 3A

Date 5-20-05

are lay along the opp side of the track rail at #42 block. The mantrips are rubbing on these supply as the travel in and out of the mine.

Inspector's Initials \_\_\_\_\_  
Supervisor's Initials and Date \_\_\_\_\_

(b)

Page No. 5



Date 5-20-05

9 Steel Track rails which are approximately 33 feet in length are laying in the walkway at #44 block along #4 conveyor belt. The mantrips are rubbing on the Track rails as they travel in and out of the mine.

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 1  
★ U.S. G.P.O. 2005:742-563

Date 5-20-05

Rock is obstructing the walkway along the Track haulage at #45 block along #4 conveyor belt. The accumulations of rock are 24 inches wide by 30 feet in length.

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 2  
★ U.S. G.P.O. 2005:742-563

Date 5-20-2005

0315 75.400  
7097825

A excessive amount of Combustible materials in the form of loose coal, coal fines and float coal dust is allowed to accumulate at the #3 conveyor belt drive and take-up. The accumulations under the bottom conveyor belt measured 9 1/2 feet in length by 24 inches wide by 7 to 11 inches deep, these accumulations range from power clay to clump. The bottom conveyor belt is running in the accumulations for a distance of 7 feet in length and one bottom

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8

Date 5-20-20057097825

belt roller is also gubbed out by the accumulations. The float dust has accumulated on previously rock dusted surfaces of the mine float, ribs, 6' wches water line, conveyor belt structure, take-up frame and take-up roller bearings. The float coal dust measured from 1/16 of an inch to 2 inches deep by 70 feet in length. Ranging from powder dry to damp to the touch and is black to reddish brown in color. Accumulations around the take-up roller bearings on the walkway side of the

Inspector's Initials [67]

Supervisor's Initials and Date

Page No. 9Date 5-20-20057097825

take-up is where the float coal dust is the deepest ranging from 1/4 of an inch to 2 inches deep and is powder dry. Also the two 575 VAC 200 H.P. motors and speed reducers are warm to the touch are all covered with a light coating of float coal dust. The #3 conveyor belt was energized and running when this condition was found. This conveyor belt was pre-shift examined at 9:44 pm by Sam Saul. This condition would be obvious to any prudent person conducting

Inspector's Initials [67]

Supervisor's Initials and Date

Page No. 10Date 5-20-20057097825

a examination of the mine.

The mine examiner should have known of this condition. This condition would be obvious to any prudent mine examiner.

Based on my mining experience it would take several shifts for combustible materials to accumulate to this extent.

Inspector's Initials [67]

Supervisor's Initials and Date

Page No. 11

Date 5-20-05

ONE MINER IS EXPOSED AS HE WORKS OR TRAVELS IN THE CITED AREA.

WHEN A ACCIDENT DOES OCCUR FROM THIS TYPE OF CONDITION IT WILL BE OF A SERIOUS NATURE FROM FIRE, BURNS, SMOKE INHALATION.

IT IS REASONABLY LIKELY THAT A ACCIDENT WILL OCCUR FROM THIS CONDITION. THE CONDITION OF THE #3 CONVEYOR BELT HEAD

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 5-20-05

DRIVE AND TAKE-UP WAS NOT RECOGNIZED BY THE MINE EXAMINER AS A HAZARD NOR WAS THIS CONDITION RECORDED IN THE PRE-SHIFT & ONSHIFT EXAMINATION RECORD BOOK.

NO ATTEMPT WAS MADE BY THE MINE OPERATOR TO SHUT OFF THE #3 CONVEYOR BELT NOR TAKE ACTION TO CORRECT THIS CONDITION. THE #3 CONVEYOR BELT WAS RUNNING WHEN THIS

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 13

Date 5-20-05

INSPECTOR FOUND THIS CONDITION.

SAM SAUL HAS ENGAGED IN AGGRAVATED CONDUCT BY HIS FAILURE TO RECORD AND TAKE ACTION TO CORRECT A KNOWN HAZARD. THIS HAZARDOUS CONDITION WOULD BE OBVIOUS TO ANY PRUDENT PERSON.

NOTE, ORDER NUMBER 2097827 IS BEING ISSUED IN CONJUNCTION WITH THIS CITATION.

Inspector's Initials [b]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 14

Date 5-20-05

This #3 conveyor belt head drive and take-up was pre-shift examined by [6] at 9:44 PM on 05-19-05 and this condition was found at 3:15 AM on 05-20-05 by this inspector.

Date 5-20-2005

0105 75.202(a)

7097826

The rib is not adequately supported or otherwise controlled to protect a person from the hazards related to the fall of ribs on the main line haulage. Located one block in by station 3763 at block 42, The rib was loose, gapping and separated from the solid rib. The rock had broken away from the right rib in the truck heading, this rock measured 10 feet long, 3 1/2 feet high and is gapping open from 1/2 of an inch to 2 1/2 inches. In the cross-cut of the same block there

Inspector's Initials [67]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 10

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 15

Date 5-20-2005

7097826

is a second rock separated from the rib 1 to 2 inches, measuring 8 feet long and 6 feet wide. This main line haulage is the primary walkway for all the miners to travel to the main section MMU 001-0 and 002-0. Both of these rocks appear as if it will fall with out warning. Management dangered this area off so miners will not be exposed.

Inspector's Initial [67]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 12

Date 5-20-05

The mine examiner should have known of this condition.

Based on my mining experience this condition has existed for several shifts.

One miner is exposed as he works or travels in this area.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 18Date 5-20-05

When a accident does occur from this type of condition it will be of a serious nature from bruising, lacerations, broken bones, amputations.

It is reasonably likely that a accident will occur from this type of condition. The right rib has loose gapping rock hanging which can fall with out warning. The

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 19Date 5-20-05

Travel along this area while traveling to and from the main 001-0 & 002-0 MMU's Super section. The hanging rock ranges from 4 feet to 12 feet off of the mine floor and when it does fall it will land on the mine floor 10 feet to 12 feet from the #52 block rib.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 20

Date 5-20-053:20 25.360(a)(1)7097827 S&S-yes

The pre-shift examination for the #3 Coal Conveyor belt is inadequate in that the following conditions were observed by this inspector and should have been recognized by any prudent mine examiner given the responsibility of conducting an mine examination to detect hazards at their earliest possible stages. A

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 21Date 5-20-05

excessive amount of combustible materials in the form of loose coal, coal fines and float coal dust is allowed to accumulate at the #3 conveyor belt drive and take-up. The accumulations under the bottom conveyor belt measured 9 1/2 feet in length by 24 inches wide by 7 to 11 inches deep and range from powder dry to damp to the touch. The bottom

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 22Date 5-20-05

conveyor belt is running in the accumulations for a distance of 7 feet in length and one bottom roller is gobbled out by the accumulations. The float coal dust has accumulated on previously rock dusted surfaces of the mine floor, ribs, 6 inch water line, conveyor belt structure, take-up frame and take-up roller bearings. The

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 23

Date 5-20-05

float coal dust measured from  $\frac{1}{16}$  of an inch to 2 inches deep by 70 feet in length. Ranging from powder dry to damp to the touch and is black to reddish brown in color. The accumulations around the take-up roller bearings on the walkway side of the take-up is where the float coal dust is the deepest ranging from  $\frac{1}{4}$  of an inch to 2

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 24

☆ U.S. G.P.O. 2005:742-563

Date 5-20-05

inches deep and is powder dry. Also the two 575 VAC 200 H.P. conveyor belt motors and speed reducers are warm to the touch and are covered with a light coating of float coal dust. The #3 conveyor belt was energized and running when this condition was found. This conveyor belt was pre-shift examined at 9:44 pm by [b] on the off side.

Inspector's Initials [k]

Supervisor's Initials and Date

Page No. 25

☆ U.S. G.P.O. 2005:742-563

Date 5-20-05

of the #3 conveyor belt head drive and take-up has close clearance and is fenced off to where it can not be traveled to examine or do cleaning and dusting without removing the guarding. An inadequate mine examination was conducted due to the previous conditions was not detected and recorded in the pre-shift and on-shift examination record book.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 26

☆ U.S. G.P.O. 2005:742-563

Date 5-20-05

as a hazardous condition. This condition is an unwarrantable failure to comply with a mandatory standard.

The pre-shift mine examiner should have known of this condition. This type of condition would be obvious to any prudent mine examiner.

Inspector's Initials [b7]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 27  
★ U.S. G.P.O. 2005:742-563

Date 5-20-05

Based on my mining experience it would take several shifts for combustible materials in the form of loose coal, coal fines and float coal dust to accumulate.

One miner is exposed as he works or travels in this area.

Inspector's Initials [b7]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 28  
★ U.S. G.P.O. 2005:742-563

Date 5-20-05

When an accident does occur from this type of condition it will be of a serious nature from fire, burns, smoke inhalation.

It is reasonably likely that an accident will occur from this type of condition. The float coal dust is so light and powdery dry that it can be suspended into the air blowing on the float coal dust.

Inspector's Initials [b7]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 29  
★ U.S. G.P.O. 2005:742-563



Date 5-20-05

that has accumulated on the take-up frame and take-up rollers. The condition of the #3 conveyor belt head drive and take-up was not recognized by the mine examiner as a hazard nor was this condition recorded in the pre-shift & onshift examination record book. NO attempt was made by the mine operator to shut

Inspector's Initials [b7]  
Supervisor's Initials and Date [b7] Page No. 30

Date 5-20-05

off the #3 conveyor belt nor take action to correct this condition. The #3 conveyor belt was running when this inspector found this condition. [b7] has engaged in aggravated conduct by his failure to record and take action to correct a known hazard. This hazardous condition would be obvious to any prudent person.

Inspector's Initials [b7]  
Supervisor's Initials and Date [b7] Page No. 31

Date 5-20-05

NOTE. CITATION NUMBER 7097027 is being issued in conjunction with this order. This #3 conveyor belt head drive and take-up was pre-shift examined by Sam Saul at 9:44 PM ON 05-19-05 and this condition was found at 3:15 AM ON 05-20-05 by this inspector.

Inspector's Initials [b7]  
Supervisor's Initials and Date [b7] Page No. 32

Date 5-20-2005

3330

7096483-03

Extended due to the operator making a diligent effort to correct these conditions. It is taking longer to correct these conditions due to the conditions being worse and taking longer to correct than what was initially expected. These conditions are approximately 90% finished. More time is granted for the operator to correct these conditions.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 33

Date 5-20-05

The pre-shift examination record book shows clear for the #3 Conveyor belt head drive for several days

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 33A

Date 5-20-05

Joy Continuous Mining Machine JM 14-10 CM Serial # C11580 out of service located at #1-Right Switch

New miner has not made it to the section yet. This continuous mining machine in the 1-Right Track Switch.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 34

Date 5-20-05

#3 Man Trip Charger  
located at #1-Right  
switch  
-OK

Inspector's Initials [67]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 35

DAILY COVER SHEET

Date 5-23-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pres. & ONSI-TR  
belt's & Track

Accompanied By: Company Representative  
Bill Currence

Miners Representative  
NONE

AREAS OF INSPECTION ACTIVITY:

Traveled in the mine  
to terminate citations.

Modified 2 cita,  
Terminated 2 cita,  
Extended 1 cita.

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 1

Date 5-23-05

Traveled to the  
mine site accompanied  
by [6] and [6]

Traveled in the  
mine with [6]  
[6],

Bill Currence and  
Al Schoonover to  
terminate citations

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 2

Date 5-23-05

11:00

Extended due to  
the affected area being  
cribbed off by five  
cribs being built and  
the #52 block crosscut  
being danged off,  
the mine operator has  
ordered seven arches  
to install at the #52  
block. Additional time  
is granted for the  
mine operator to receive  
the materials, arches  
and to install the  
seven arches.

Inspector's Initials [6]  
Supervisor's Initials and Date [6] Page No. 3

Date 5-23-05

1110

Modified the body of the condition and practice.

Changed the location of the citation from one block in by Spad station no. 3723 at block 42 to just out by Spad station no. 3882 at no. 52 block.

Inspector's Initials

[b7]

Supervisor's Initials and Date

Page No. 4

Date 5-23-05

9:40

Terminated citation no. 7097824 due to the #4 motor charger being removed from service by removing the trailing cable plug from the trailing cable and recording in the weekly electrical record book as the #4 motor charger out of service.

Inspector's Initials

[b7]

Supervisor's Initials and Date

Page No. 5

Date 5-23-05

9:55

Terminated citation no. 7097825 due to the accumulations of combustible materials being cleaned up and the area rock dusted at the #3 conveyor belt head drive and take-up.

Inspector's Initials

[b7]

Supervisor's Initials and Date

Page No. 6

Date 5-23-05

13:15

modified citation  
no. due to  
changing the date  
issued from 5-20-2005  
to 5-19-2005.

Issued citation dated  
as 5-20-2005 in  
error.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 7  
★ U.S. G.P.O. 2005:742-563

Date 5-23-05

Held meeting with  
[6] Bill  
Currence, Al Schaanover,  
[6]

Put the mine operator  
on notice on the  
condition of the  
Track Haulage, de-water,  
leveling track, ballast,  
walk ways, Rock dusting

Put the mine operator  
on notice on de-watering  
the, Rock dusting,  
walk ways.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 7A  
★ U.S. G.P.O. 2005:742-563

Date 5-23-05

Put the mine operator  
on notice on the  
requirements of  
the safeguard that  
was issued on the  
conveyor belts in  
this mine.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 8  
★ U.S. G.P.O. 2005:742-563

Date 5-23-05

This Inspector accompanied by [redacted]

[redacted] and [redacted]

discussed the condition of the track haulage in this mine with Johnny Barrett,

(Superintendent), Bill Currence, (Mine Foreman)

and Al Schoonover (Safety Director)

The mine operator was put on notice on the condition of the track haulage,

Inspector's Initials [redacted]

Supervisor's Initials and Date Page No. 9

Date 5-23-05

and also mine operator was informed on what condition the track haulage is to be maintained.

The mine operator was informed that a safeguard is in the process of being issued on the track haulage in this mine.

Inspector's Initials [redacted]

Supervisor's Initials and Date Page No. 10

DAILY COVER SHEET

Date 5-31-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Preshift + ONSHIFT belts & Track, weekly exam.

Accompanied By: Company Representative \_\_\_\_\_

Brad Hamrick

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Traveled #1, 2, 42 & #3 and #4 conveyor belts Track entry at #52 block  
1-Right Return entry

Term 2 cita.

Issued 2 cita.

Inspector's Initials [67]

Supervisor's Initials and Date [67] Page No. 1

Date 5-31-05

Traveled To the mine site talked with Bill Currence and Al Schoonover

observed Al Schoonover holding a safety talk with 38 miners This Inspector also talked to the miners about the fatality involving scoops.

Inspector's Initials [67]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 5-31-05

Traveled the coal conveyor belts in the mine to terminate citation's

Traveled in the mine with Brad Hamrick.

Inspector's Initials [67]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3



Date

5-31-05

Date

5-31-05

Date

5-31-05

The 24 inch walk ways are being maintained along both sides of the conveyor belt, rock dusting -OK  
 Clean-up -OK  
 D.T.I's -OK  
 Roof Control -OK  
 Board walks have been built along the conveyor belts in some areas to provide a 24 inch safe access walkway  
 CH<sub>4</sub> - 0.0%, O<sub>2</sub> - 20.8%  
 #1, #2, #3, #4 conveyor belts

Inspector's Initials

[67]

Supervisor's Initials and Date

Page No. 4

★ U.S. G.P.O. 2005:742-563

Started at #32 on the Track haulage just outby the roof supporting arches, went into the I-Right return and traveled the I-Right return outby to the main main return at #19 block.  
 rock dusting -OK  
 Ventilation -OK  
 Roof Control -OK  
 D.T.I's -OK  
 air moving in the proper direction  
 CH<sub>4</sub> - 0.0%, O<sub>2</sub> - 20.8%

Inspector's Initials

[67]

Supervisor's Initials and Date

Page No. 5

★ U.S. G.P.O. 2005:742-563

Air flow going over the return over cast at #19 block

Inspector's Initials

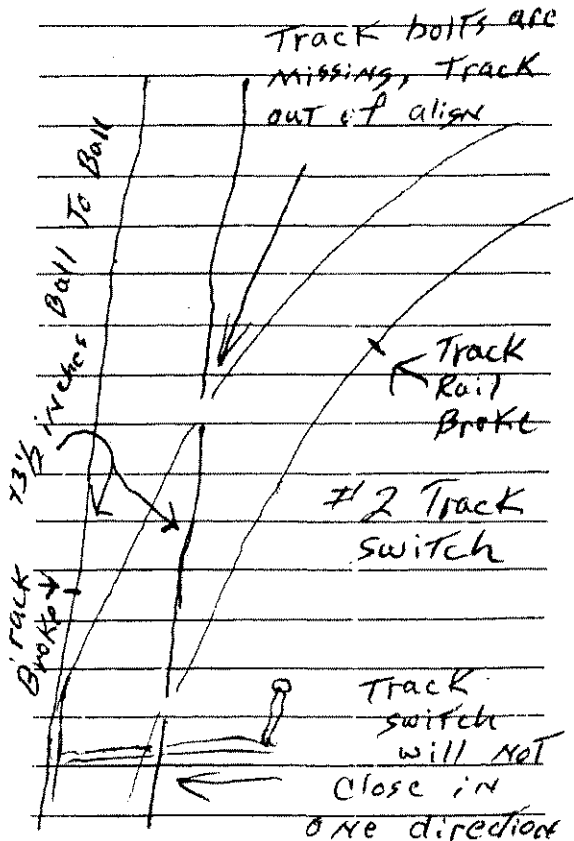
[67]

Supervisor's Initials and Date

Page No. 6

★ U.S. G.P.O. 2005:742-563

Date 5-31-05



Inspector's Initials \_\_\_\_\_

Supervisor's Initials and Date \_\_\_\_\_

Page No. 7

Date 5-31-05

Water ranging from 6 inches to 12 inches deep for approximately 150 feet in length is allowed to accumulate in the #6 Track haulage entry starting just out by #48 block and extends in by to just in by #49 block.

The water is over the ball of the track rails, and the body of the mantrips are running in the water.

Inspector's Initials [6]

Supervisor's Initials and Date \_\_\_\_\_

Page No. 8

Date 5-31-05

Rock that has deteriorated from the mine roof is obstructing the 24 inch walkway along the track haulage at #27 block.

Inspector's Initials [k]

Supervisor's Initials and Date \_\_\_\_\_

Page No. 9

Date 5-31-05

#37 block water  
over the ball of  
the track haulage  
rails.

#31 block 10 old  
concrete blocks and  
7 crib block are  
in the 24 inch walk  
way along the track  
haulage.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 10

☆ U.S. G.P.O. 2005-742-563

Date 5-31-05

7:00 75.400  
7097833 5+S-NO

A light coating of  
float coal dust is  
allowed to accumulate  
on previously rock dusted  
surfaces of the mine  
floor and ribs in the  
no. 3 entry and  
crosscut. This no. 3  
entry runs parallel with  
the no. 3 conveyor  
belt which is located  
in the no. 4 entry.  
The float coal dust  
starts at the no. 3  
conveyor belt head

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 11

☆ U.S. G.P.O. 2005-742-563

Date 5-31-05

drive and extends  
inby for approximately  
1500 feet. The float  
coal dust ranges from  
dry to damp to wet  
and ranges from light  
gray to dark gray in  
color

The mine examiner  
should have known of  
this condition.

Based on my mining  
experience this condition  
has existed for more  
than one shift

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 12

☆ U.S. G.P.O. 2005-742-563

Date 5-31-05

ONE miner is exposed  
as he works or travels  
in this area.

When a accident does  
occur from this type  
of condition it will  
be of a serious nature  
from fire, burns, smoke  
inhalation.

IT is unlikely that  
a accident will occur  
from this condition.  
NO ignition source was  
found.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 13

★ U.S. G.P.O. 2005-742-563

Date 5-31-05

8:00

Terminated citation  
NO. 7096483-4 due to  
all of the requirements  
of the safeguard being  
complied with on the  
coal conveyor belt's of  
this mine at the time  
of this inspection. The  
mine operator is required  
to maintain the conveyor  
belt's of this mine in  
the conditions required  
by this safeguard.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 14

★ U.S. G.P.O. 2005-742-563

Date 5-31-05

8:25

25.333(d)(3)2097834S&S-XO

The air lock doors  
located at #49 block  
is NOT maintained in  
a useable condition.  
The structure of the  
air lock doors on  
the track side at  
#49 block is damaged  
and these doors are  
open and can NOT be  
closed due to the  
damage. The mine  
operator is going to  
build a stopping in  
place of this set

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 15

★ U.S. G.P.O. 2005-742-563

Date 5-31-05

of doors and move the air lock doors closer to the section.

The mine examiner should have known of this condition.

Based on my mining experience this condition has existed for more than one shift.

One mine is exposed as he works or travels in this area.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 16  
★ U.S. G.P.O. 2005-742-563

Date 5-31-05

When a accident does occur from this type of condition it will be of a serious nature from the mine.

ventilating air being short circuited from the mains 001-002

sections. This condition will create a hazard due to respirable dust and methane NOT being diluted from the working faces.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 17  
★ U.S. G.P.O. 2005-742-563

Date 5-31-05

IT is unlikely that this condition cause a accident due to the intake side air doors at #49 block are closed.

Inspector's Initials [67]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 18  
★ U.S. G.P.O. 2005-742-563

Date 5-31-058:30

Terminated citation  
NO. 7097826-03 due to  
5 arches being installed  
in the #4 Tract entry  
on the outby side of  
#52 block and 2 arches  
being installed on the  
inby side of the #52  
block. The miners are  
protected from the  
rock deteriorating from  
the mine roof and ribs  
as they travel in and  
out of the mine at  
this location by these  
arches.

Inspector's Initials LB

Supervisor's Initials and Date

Page No. 19

DAILY COVER SHEET

Date 6-2-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Preshift & Onshift  
Weekly exam.

Accompanied By: Company Representative  
[b]

Miners Representative  
NONE

AREAS OF INSPECTION ACTIVITY:

Traveled the left side  
return Air Course  
Seal's #1 thru #10

Term. 2 cita.

Issued 2 104-d-1 orders

Inspector's Initials [b]

Supervisor's Initials and Date [b] Page No. 1

Date 6-2-05

Traveled to the  
mine site Talked  
with Bill Currence  
and [b]

Traveled in the  
mine with the  
crew accompanied  
by [b] the  
weekly mine examiner.  
To terminate citations  
and travel the  
return air course.

Inspector's Initials [b]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

Date 6-2-05

Traveled the left  
Return from the  
Main 001-0 & 002-0  
MMU Super Section.  
Started at #62 block  
in the #1 Return entry  
and traveled outby  
to the Portal.

Ventilation -OK

Rock dust -OK

Roof Control fair

The mine roof has minor  
deterioration along some  
areas of the Return  
Travelway.

Several inches of mud  
& water is in the

Inspector's Initials [b]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 3

Date 6-2-05

Return Travelway  
in several locations,  
95% of the Return  
areas range from  
damp to wet to  
sloppy wet.

Date 6-2-05

Return Air Reading  
at #61 block in #1  
entry

19.25 -w	120 -v
7.75 -h	+22 -c
149 -A	142 V

142 -V

149 -A

Q-21, 158 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 4

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

Main Return in #1  
entry 60 feet in by  
portal

17.5 -w	775 -v
6.25 -h	-20 -c
109 -A	755 -U

775 -U

108 -A

Q-82, 295 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 6

★ U.S. G.P.O. 2005:742-563



Date 6-2-05

Seal<sup>s</sup> #1 thru #10  
 #1 seal is located at  
 #1 block in the return.  
 #2 thru #10 seal<sup>s</sup> are  
 located

Ventilation -OK  
 Rock dust -OK  
 Roof Control -OK

Several Gallons of water  
 is flowing out of all  
 three water traps  
 in the seals.

Travelway -OK  
 water is running down  
 the travelway

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 7

★ U.S. G.P.O. 2005:742-583

Date 6-2-05

Air Reading in #1  
 entry just out by  
 #1 seal

19-w	280-V
5.5-h	+4-C
104-A	286-V

286-V

104-A

Q-29,744 cfm

CH<sub>4</sub> - 0.0%O<sub>2</sub> - 20.8%Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 8

★ U.S. G.P.O. 2005:742-583

Date 6-2-0511:45

Terminated citation  
 NO. 7097833-01 due  
 to the cited area  
 of the mine floor  
 and ribs in the  
 #3 entry being  
 covered with a  
 heavy coating of  
 rock dust.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 9

★ U.S. G.P.O. 2005:742-583

Date 6-2-05

6135

Terminated citation  
 No. 7097834-01 due  
 to the air lock  
 door at #49 block  
 being moved in by  
 to #59 block and  
 a permanent ventilation  
 control (stopping) being  
 built in the crosscut  
 between #6 and #7  
 entry's at #49  
 block.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 10

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

7115 75,340 (a)(1)(i)

7097835 SDS - yes

104-d-2 order

The #3 scoop battery  
 charging station located  
 in the #7 main intake  
 entry at #58 block  
 crosscut between #6  
 entry (secondary escape  
 way) and #7 intake  
 entry when the  
 following conditions  
 were found by this  
 inspector. (1) The #3  
 scoop charger is  
 energized and charging  
 a set of scoop batteries  
 which is not ventilated.

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 11

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

directly to a return  
 air course. (2) This #3  
 scoop charging station  
 is ventilated with  
 intake air that travels  
 directly to the 001-0  
 + 002-0 MMU working  
 super section and is  
 used for face ventilation  
 purposes. (3) The #3  
 scoop battery charging  
 station is not provided  
 with a operational fire  
 suppression system. (4)  
 No evidence could  
 be found to indicate  
 that a pre-shift

Inspector's Initials [6]

Supervisor's Initials and Date

Page No. 12

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

observed at 6:00 A.M.  
 ON 06-02-2005. [ b ]  
 [ b ] has engaged  
 in aggravated conduct  
 by his failure to  
 record and take  
 action on a known  
 hazard. This violation  
 is an unwarrantable  
 failure to comply  
 with a mandatory  
 standard. The mine  
 operator immediately  
 deenergized and  
 removed the #3 scoop  
 charger from service.

Inspector's Initials [ b ]

Supervisor's Initials and Date

Page No. 14

☆ U.S. G.P.O. 2005:742-563

Date \_\_\_\_\_

examination was  
 conducted for the  
 #3 scoop charging  
 station. (5) This  
 charging station is  
 located along the  
 #7 intake entry which  
 is also the scoop  
 supply haulroad and  
 this haulroad is  
 regularly traveled  
 by the miners. A  
 pre-shift examination  
 report was called out  
 by [ b ]  
 received by [ b ]  
 as no hazards

Inspector's Initials [ b ]

Supervisor's Initials and Date

Page No. 13

☆ U.S. G.P.O. 2005:742-563

Date 6-2-05

Terminated order  
 NO. 7097835 due to  
 the #3 scoop charging  
 station being moved  
 to the #60 block  
 crosscut located between  
 #8 intake entry and  
 #9 return entry.  
 This #3 scoop charging  
 station is now set  
 up ready for service.  
 The #3 scoop charger  
 was deenergized and  
 removed from service  
 by [ b ]

Inspector's Initials [ b ]

Supervisor's Initials and Date

Page No. 15

☆ U.S. G.P.O. 2005:742-563



Date 6-2-05

Protection provided.  
 The smoke will be carried directly to the 001-0 & 002-0 MMU Main's Super Sections. This main's super section starts at #1 block and is ventilated with fish-tail ventilation that travels across the #3 scoop charging station. A set of scoop batteries were charging when this condition was found by this inspector.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 19

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

16 miners work on this 001-0 & 002-0 MMU Main's Super Section. and when an accident does occur from this condition the smoke will be carried directly to the sections affecting all 16 miners.

NOTE: order number 2097836 is being issued in conjunction with this order.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 20

★ U.S. G.P.O. 2005:742-563

Date 6-2-05Time 7:25209783675,360(9)(1)S+S-yes104-d-2 order

The pre-shift examination for the #3 scoop charging station and scoop supply haulroad is inadequate in that the following conditions were observed by this inspector and should have been recognized by any prudent mine examiner given the responsibility of conducting a mine examination to detect hazards at.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 21

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

Their earliest possible stages. (1) The #3 Scoop battery charging station was found by this inspector in the #7 Intake entry at #58 block crosscut between the #6 entry (secondary escape way) and #7 Intake entry. (2) The #3 Scoop charger is energized and charging a set of scoop batteries which is not ventilated directly to a return air course. (3) This

Inspector's Initials [b7]

Supervisor's Initials and Date

Page No. 22

★ U.S. G.P.O. 2005:742-583

Date 6-2-05

#3 Scoop charging station is ventilated with the main intake air that travels directly to the circ + occ + MMU working Super section and this intake air is used for face ventilation purposes. (4) The #3 Scoop battery charging station is not provided with a operational fire suppression system. (5) No evidence could be found by this inspector to

Inspector's Initials [b7]

Supervisor's Initials and Date

Page No. 23

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

indicate that a pre-shift examination was conducted for the #3 Scoop charging station. (6) This #3 Scoop charging station is located along the #7 intake entry which is also the Scoop supply haulroad and this haulroad is regularly traveled by the miners. A pre-shift examination report was called out by [b6] received by [b7]

Inspector's Initials [b6]

Supervisor's Initials and Date

Page No. 24

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

at 6:00 A.M. on  
06-02-2005 as no  
hazards observed.

[ 6 ] has  
engaged in aggravated  
conduct by his failure  
to record and take  
action on a known  
hazard. This violation  
is an unwarrantable  
failure to comply  
with a mandatory  
standard.

Note: Order No. 7097835 has  
been issued in conjunction  
with this order.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 25

☆ U.S. G.P.O. 2005:742-563

Date 6-2-05

The pre-shift mine  
examiner should have  
known of this condition.

Based on my mining  
experience this condition  
has existed for several  
shifts.

One miner is exposed  
as he works or travels  
in this area.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 26

☆ U.S. G.P.O. 2005:742-563

Date 6-2-05

When an accident does  
occur from this type  
of condition it will  
be of a serious nature  
from fire, burns,  
smoke inhalation.

It is reasonably likely  
that an accident will  
occur from this type  
of condition. The  
gasses that generate  
from charging scoop  
batteries will be carried  
by the mine ventilation  
directly to the main's  
001-0 + 002-0 man sections.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 27

☆ U.S. G.P.O. 2005:742-563

Date 6-2-05

where miners are extracting coal from its natural bed.

Also when a fire occurs from these charging scoop batteries which has no fire protection provided, the smoke will be carried directly to the 001-0 & 002-0 mmu main's super section. This main's super section starts at #61 block and is ventilated with fish-tail ventilation that travels across

Inspector's Initials (b)Supervisor's Initials and Date ✓Page No. 28

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

The #3 scoop charging station.

16 miners work on this 001-0 & 002-0 mmu main's super section and when an accident does occur from this condition the smoke will be carried directly to this section affecting all 16 miners.

NOTE: order number 7097835 is being issued in conjunction with this order.

Inspector's Initials (b)Supervisor's Initials and Date ✓Page No. 29

★ U.S. G.P.O. 2005:742-563

Date 6-2-05

When a thorough mine examination is NOT conducted the miner's will be exposed to unknown hazards.

Inspector's Initials (b)Supervisor's Initials and Date ✓Page No. 30

★ U.S. G.P.O. 2005:742-563



Date 6-2-05

Terminated citation  
NO. 7097834 due to  
the 002-0 main main  
section foreman Rick  
Bragg calling out  
the condition that  
he observed at the  
#3 scoop battery charging  
station to Bill Currence  
mine foreman and  
the condition were  
recorded in the  
pre-shift & on-shift  
recorder book.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 31

☆ U.S. G.P.O. 2005:742-563

Date 6-2-05

The scoop charging  
station's electrical  
installations demand  
that a pre-shift  
examination be conducted.  
Miners normally travel  
to the scoop charging  
station to change  
batteries during their  
regularly scheduled  
shift.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 32

☆ U.S. G.P.O. 2005:742-563

Date 6-2-05

The scoop supply  
haulroad's in the  
intake entry's demands  
that a pre-shift  
examination be  
conducted to just  
outby the outby  
set of air lock  
doors.  
Miners normally travel  
the scoop haulroad  
to the outby set  
of air lock doors  
to get mine supplies.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 33

☆ U.S. G.P.O. 2005:742-563

Date 6-2-05

Water is allowed to accumulate in the 24 inch walkway along the track haulage at #53 block along #4 conveyor belt. The water ranges from 8 inches to 18 inches deep for approximately 95 feet in length.

2 New scoop tires are laying in the walkway at #54 block along #4 conveyor belt.

Inspector's Initials [b7]

Supervisor's Initials and Date [b7]

Page No. 34

DAILY COVER SHEET

Date 6-6-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Inspection preparation & Report writing

Inspector's Initials [b7]

Supervisor's Initials and Date [b7]

Page No. 1

DAILY COVER SHEET

Date 6-9-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Modified 2 orders

Inspector's Initials [b7]

Supervisor's Initials and Date [b7]

Page No. 1

DAILY COVER SHEET

Date 6-14-05 Event No. 9054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Preshift + Onshift

Accompanied By: Company Representative \_\_\_\_\_

Al Schoonover

Miners Representative \_\_\_\_\_

NONE

AREAS OF INSPECTION ACTIVITY:

Equipment  
Records  
Accident  
Training  
Contractor's

Post-Inspection Conference

Issued 6 Citations

Inspector's Initials [b]

Supervisor's Initials and Date [b] Page No. 1

Date 6-14-05

Traveled to the mine site, talked with

[ 6 ] # [ 6, ]  
[ 6. ]

Traveled to the portal to check  
ManTrips & Locomotives

Inspector's Initials [b]

Supervisor's Initials and Date [b] Page No. 2

Date 6-14-05

# CO1 ManTrip  
Issued 1 Citation

# CO2 ManTrip  
Issued 1 Citation

#2 Locomotive  
Issued 1 Citation

Inspector's Initials [b]

Supervisor's Initials and Date [b] Page No. 3

Date 6-14-05  
Inspected CONTRACTOR

[ 6 ]

[ 6 ]

Truck # 114  
1994 Mack DS  
serial # 1M2AA14Y3RW03  
0848  
[ 6 ]

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date [ ] Page No. 4  
★ U.S. G.P.O. 2005:742-563

Date 6-14-05

1998 MACK  
Serial # 1M1AA18Y1RW094  
509  
Company # 120  
[ 6 ]

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date [ ] Page No. 5  
★ U.S. G.P.O. 2005:742-563

Date 6-14-05

980 F Caterpillar  
FRONT END loader  
Serial # ~~H407707~~  
8C500955  
[ 6 ]

Inspector's Initials [ 6 ]  
Supervisor's Initials and Date [ ] Page No. 6  
★ U.S. G.P.O. 2005:742-563

[ 6 ]  
[ 6 ]

Event Number: 4054745  
Inspection Date: 6-14-05  
Contractor ID:                       
Total Contractor Employees at  
This Mine: 3

MSHA Form 7000-10K, June 93 (revised)  
Date 6-14-05

MSHA Form 7000-10K, June 93 (revised)  
Date 6-14-05

- Work Location** (circle applicable codes)
- 00 - Whole mine
  - 01 - Underground
  - ② 02 - Surface of underground
  - 03 - Strip, quarry, open pit
  - 04 - Auger
  - 05 - Culm bank/refuse pile
  - 06 - Dredge operation
  - 12 - Other mining
  - 17 - Independent shops or yards
  - 30 - Mill/preparation plant
  - 99 - Office workers at mine site

- Work Performed** (circle applicable codes)
- 01 - Mine development, including shaft and slope sinking
  - 02 - Construct/reconstruction of mine facilities
  - 03 - Demolition of mine facilities
  - 04 - Construction of dams
  - 05 - Excavation or earth moving with mobile equipment
  - 06 - Equipment installation; such as crushers and mills
  - 07 - Equipment service/repair on mine property > 5 days
  - 08 - Handling material within mine property
  - 09 - Drilling and blasting
  - ⑩ 10 - Other (describe): Trucking Coal

AR Number: [ 6 ]

Training Records  
- OK

7000-1 Accidents

Post-Inspection  
Conference with  
Johnny Stemple (superintendent,  
and Al Schoonover (safety  
director) went over  
Citations, condition  
of this mine.

Inspector's Initials [6]  
Supervisor's Initials and Date                      Page No. 2  
★ U.S.G.P.O. 2005-742-563

6:45 75,1725 (a)  
7097842 S&S-yes

The #2 locomotive  
which is used to  
transport supplies in  
and out of the mine  
is not maintained in  
a safe operating condition.  
The sanding devices on  
this locomotive will  
not provide sand to  
the wheels and track  
for traction purposes.  
One of the sanding  
devices storage container  
is plugged up with wet  
sand and will not

Inspector's Initials [6]  
Supervisor's Initials and Date                      Page No. 8  
★ U.S.G.P.O. 2005-742-563

Date 6-14-05

function and one sanding device is NOT provided with a sand supply hose to direct the sand to the wheel and track. Both of these non-functional sanding devices are located on the off side of this #2 locomotive. This mine has several grades and the track ranges from dry to wet. When the sanding devices are NOT maintained in a operational condition

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 9

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

The locomotive can become out of control which can cause a accident

The [ b ] should have seen this condition during the pre-operational checks

Based on my mining experience this condition has existed for several shifts.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 10

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

2 motor men ride in this locomotive as it travels in and out of the mine.

When a accident does occur from this type of condition it will be of a serious nature from the locomotive becoming out of control or derailling. Causing injuries by bruising, lacerations, amputations, broken bones.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 11

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

IT is reasonably likely that an accident will occur from this type of condition.

This mine has several grades and dips on the track haulage. The track rails range from dry to wet in this mine. Sand is needed to provide adequate traction for tramping and braking purposes.

On 5-7-05, a miner was injured in a collision when a

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 12

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

personnel carrier slid on the supply track haulage rails and struck a separate personnel carrier which was stopped on haulage track.

The injured miner was sitting in the parked personnel carrier and struck his head against the canopy at the time of impact. The track mounted personnel carrier which slid was being

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 13

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

operated without the sanding devices being operational.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 14

☆ U.S. G.P.O. 2005:742-563

Date 6-14-056:00 75.1725 (a)7097843 SOS-yes

The # CO1 mantrip which is used to transport miners in and out of the mine is NOT maintained in a safe operating condition. The sanding device's on this mantrip will NOT provide sand to the wheel's and track for traction purposes. The sanding device storage containers are plugged up with wet sand and will

Inspector's Initials [b]Supervisor's Initials and Date [b] Page No. 15Date 6-14-05

NOT function. This mine has several grade's and the track ranges from dry to wet. When the sanding device's are NOT maintained in a operational condition the mantrip can become out of control which can cause a accident and derailment.

The [ - 6 ] should have seen this condition during the pre-operational checks.

Inspector's Initials [b]Supervisor's Initials and Date [b] Page No. 16Date 6-14-05

Based on my mining experience this condition has existed for several shifts.

6 or more miners are transported in and out of this mine at one time during each shift.

when a accident does occur from this type of condition it will be of a serious nature from the mantrip running

Inspector's Initials [b]Supervisor's Initials and Date [b] Page No. 17



Date 6-14-05

away or derailling  
causing serious injuries  
by bruising, lacerations,  
broken bones, amputation.

IT is Reasonably likely  
that a accident will  
occur from this type  
of condition. This  
mine has several grades  
and dips on the  
Track haulage. The  
Track rails range  
from dry to wet.  
Sand is needed to  
provide traction for  
Tramming & braking purposes.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 18

★ U.S. G.P.O. 2005-742-563

Date 6-14-05

ON 5-7-05, a miner  
was injured in a  
collision when a  
personnel carrier slid  
on the supply track  
haulage rails and  
struck a separate  
personnel carrier which  
was stopped on the  
haulage track. The  
injured miner was  
sitting in the parked  
personnel carrier  
(MANTRIP) and struck  
his head against the  
canopy at the time  
of impact.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 19

★ U.S. G.P.O. 2005-742-563

Date 6-14-05

The Track mounted  
personnel carrier  
(MANTRIP) which  
slid was being  
operated without  
the sanding devices  
being operational.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 20

★ U.S. G.P.O. 2005-742-563

Date 6-14-056:05 75.1725(4)7097924 S+S-yes

The # CO2 mantrip which is used to transport miners in and out of the mine is not maintained in a safe operating condition. The sanding devices on this mantrip will not provide sand to the wheels and track for traction purposes. One sanding device storage container is plugged up with wet sand and will not function and

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 21Date 6-14-05

Three of the sand storage containers are empty of sand. This mine has several grades and the track ranges from dry to wet. When the sanding devices are not maintained in a operational condition the mantrip can become out of control which can cause a accident and derailment.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 22Date 6-14-05

The [ 6 ] should have seen this condition during the pre-operational checks.

Based on my mining experience this condition has existed for several shifts.

6 or more miners are transported in and out of this mine at one time during each shift.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 23

Date 6-14-05

When a accident does occur it will be of a serious nature from the mantrip running away or derailling causing serious injuries by bruising, lacerations, broken bones, amputations.

It is reasonably likely that a accident will occur from this type of condition. This mine has several grades and dip' on the track haulage.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 24

Date 6-14-05

The track rails range from dry to wet. Sand is needed to provide traction for Traming & braking purposes.

On 5-7-05, a miner was injured in a collision when a personnel carrier (mantrip) slid on the supply track haulage rails and struck a seperate personnel carrier (mantrip) which was stopped on the haulage track.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 25

Date 6-14-05

The injured miner was sitting in the stopped personnel carrier (mantrip) and struck his head against the canopy at the time of impact. The track mounted personnel carrier (mantrip) which slid was being operated without the sanding devices being operational.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 26

Date 6-14-05

11:30 75.1403  
7097925 Safeguard

IT would be good  
 To have the equipment  
 number's in enhance  
 readability (The no.  
 1 personnel carrier  
 struck the #3 personnel  
 carrier...) otherwise,  
 here is suggested  
 wording.

"ON 05/07/2005, a  
 miner was injured  
 in a collision when  
 a personnel carrier  
 slid on the supply  
 track haulage rails

Inspector's Initials [64]

Supervisor's Initials and Date

Page No. 15Date 6-14-05

and struck a separate  
 personnel carrier which  
 was stopped. The injured  
 miner was sitting in  
 the parked personnel  
 carrier and struck  
 his head against the  
 canopy at the time  
 of impact. The track  
 mounted personnel  
 carrier which slid was  
 being operated without  
 sanding devices being  
 operational. This is a  
 large, complex coal  
 mine with numerous  
 pieces of haulage

Inspector's Initials [67]

Supervisor's Initials and Date

Page No. 16Date 6-14-05

equipment traveling on  
 track haulage that has  
 numerous switches,  
 derail", and turns.  
 The track is subject  
 to frequent changes in  
 elevation. The track  
 rails are subject to  
 moisture due to water  
 and condensation from  
 temperature changes.  
 Failure to provide  
 and maintain properly  
 operational sanding  
 devices could easily  
 contribute to run away  
 haulage equipment, a

Inspector's Initials [67]

Supervisor's Initials and Date

Page No. 17

Date 6-14-05

Collision between two pieces of track mounted equipment resulting in a serious accident, or a miner traveling on foot being struck by the vehicle. This is a notice to provide safeguard requiring personnel carriers that are designed to transport in excess of five miners and locomotives be provided with properly installed and well maintained sanding devices at

Inspector's Initials [Signature]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 18  
☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

each wheel that will deposit sand on the track rails in both directions of travel. When sanding devices are required, sand reservoirs shall be checked and filled with sand as necessary before a vehicle is used to transport persons, and sand shall be maintained in the sand reservoir of each track-mounted vehicle while persons are being transported.

Inspector's Initials [Signature]  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 19  
☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

in the mine."

The [6] [6] should have known of these conditions

Based on my mining experience this condition has existed for several shifts

6 or more miners ride in the mantrips, and 2 miners ride in the locomotives [Signature]

Inspector's Initials \_\_\_\_\_  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 20  
☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

When an accident does occur from this type of condition it will be of a serious nature from track mounted equipment runaway, derailment, or collision.

It is reasonably likely that an accident will occur at this mine from this type of condition. A miner was injured when a mantrip slid into

Inspector's Initials [Signature]

Supervisor's Initials and Date

Page No. 21

★ U.S. G.P.O. 2005:742-563

Date 6-16-05

a stopped mantrip. The injured miner was sitting in the stopped mantrip and struck his head on the canopy at the time of impact. The track mounted mantrip which slid was being operated without the sanding devices being operational.

Inspector's Initials [Signature]

Supervisor's Initials and Date

Page No. 22

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

11:45 75.1403  
7097926 Safeguard

"The inspection of track haulage conducted between 5-10-05 and 6-2-05 revealed that the track haulage system is not being provided with clearance space along both sides to insure the safe passage of the haulage equipment being operated at normal speeds. The following hazardous conditions were observed:  
5-10-05 -- The Track

Inspector's Initials [Signature]

Supervisor's Initials and Date

Page No. 23

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

haulage equipment was rubbing the coal rib along the tight side of the 2 right track switch. The tight side track clearance space was obstructed with rock and other loose extraneous materials at NO. 4 & NO. 37 blocks along NO. 4 conveyor belt to the point the haulage equipment was dragging as it passed. The wide side clearance space at NO. 24 block along

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 24

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

NO. 4 conveyor belt was obstructed with 6 cross bars (6" by 8" by 16'). The haulage equipment was dragging on the bars as they passed. 5-19-05 -- Steel track rails were lying in the wide side clearance space at the NO. 2 belt head switch. The haulage equipment was barely clearing the ends of the rails as they passed.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 25

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

5-20-05 -- The clearance spaces along both sides of the track at NO. 42 block along NO. 4 conveyor belt were obstructed with mud and water to the point the frames of the haulage equipment were dragging as they traveled through the area. The area also has 15 fly boards, 6 concrete blocks, 2 hydraulic oil cans, rock and other extraneous materials present that

Inspector's Initials 167

Supervisor's Initials and Date

Page No. 26

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

The haulage equipment were dragging on. There were 9 steel track rails laying in the wide side clearance space at NO. 44 block along the NO. 4 conveyor belt and the haulage equipment were rubbing them as they passed. There was rock present for 30' distance in the wide side clearance space at NO. 45 block along NO. 4 conveyor belt and the haulage equipment was

Inspector's Initials [b]Supervisor's Initials and Date ✓Page No. 27

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

dragging on it as they passed. 6-02-05 There were 2 steel tires present in the wide side clearance space at NO. 54 block along the NO. 4 conveyor belt and the haulage equipment barely cleared them. The miners had to climb over the tires to use the travel way to the working section located in by. The listed obstructions create derailment hazards.

Inspector's Initials [b]Supervisor's Initials and Date ✓Page No. 28

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

as well as the hazard of the obstructions being caught between the mine floor, rib or track and the frame of track mounted equipment which could cause the material to enter track equipment and strike the operator, passengers or pedestrians, which could easily result in serious injury. The track haulage system is used each shift to transport men

Inspector's Initials [b]Supervisor's Initials and Date ✓Page No. 29

★ U.S. G.P.O. 2005:742-563



Date 6-14-05

and materials into and out of the mine. This is a notice to provide safeguard requiring the mine operator to maintain a continuous clearance of at least 24 inches on the wide side and a continuous clearance of at least 12 inches on the tight side from the furthest projection of normal traffic on all track haulage roads. The clearance space along

Inspector's Initials (b)  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 30  
★ U.S. G.P.O. 2005:742-563

Date 6-14-05

all Track haulage shall be maintained free of loose rock, supplies, rail components, conveyor belting, belt components, roof bolts, fly boards, and other extraneous materials which would contribute to a derailment or be struck by rail mounted equipment and injure passengers or pedestrians."

Inspector's Initials (b)  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 31  
★ U.S. G.P.O. 2005:742-563

Date 6-14-05

The mine examiner should have known of these conditions.

Based on my mining experience these conditions have existed for several shifts.

One miner is exposed

when an accident does occur from this type of condition it will be of a serious nature

Inspector's Initials (b)  
Supervisor's Initials and Date \_\_\_\_\_ Page No. 32  
★ U.S. G.P.O. 2005:742-563

Date 6-14-05

from bruising, broken bones, lacerations, amputations.

IT is Reasonably Likely that these type of conditions will result in an accident. The listed obstructions create derailment hazards as well as the hazard of the obstructions being caught between the mine floor, rib or track and the frame of track mounted equipment and strike

Inspector's Initials [Signature]

Supervisor's Initials and Date [Signature]

Page No. 33

Date 6-14-05

The operator, passengers or pedestrians, which could easily result in serious injuries.

Inspector's Initials [Signature]

Supervisor's Initials and Date [Signature]

Page No. 34

Date 6-14-05

12:10 75.1403  
2097927 Safeguard

"An inspection of track haulage between 4-7-05 and 6-2-05 revealed that the track haulage system was not being properly maintained in good condition to insure the safe passage of the haulage equipment being operated at normal speeds. The following hazardous conditions were observed:

Inspector's Initials [Signature]

Supervisor's Initials and Date [Signature]

Page No. 35

Date 6-14-05

ON 4-7-05, a mantrip transporting miners into the mine derailed at block NO. 34, along NO. 4 conveyor belt, because of a severe dip in the rails. The rails were installed 24" above the mine floor and loosely blocked with wood. No additional ballast had been added to secure the blocking. The wood blocking had fallen out from under the rails and ties.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 34

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

ON 4-13-05, a mantrip derailed in the switch at NO. 2 belt head because the switch was NOT properly maintained. The wheels of the mantrip picked the switch points; ON 4-19-05, the main line track was NOT properly supported at several locations allowing the rails to slide sideways. Severe kinks created that caused the haulage equipment

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 37

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

To change directions abruptly. Numerous loose or missing rail joint bolts increased the severity of the kinks; ON 4-29-05, a flat car transporting mine supplies into the mine derailed in the left track switch because the switch was NOT properly installed and adjusted; ON 5-4-05, a mantrip transporting miners into the mine derailed at the NO. 2 belt head

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 38

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

switch. The switch had loose bolts, was misaligned; ON 5-10-05, a flat car derailed 2 blocks outby the NO. 2 right track switch because of loose rail joints and a severe dip in the rails; ON 5-19-05, the NO. 2 track switch had loose bolts, missing bolts, a broken rail and the switch would not tighten when thrown for the turn. Tracks on the mine floor indicated recent

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 39

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

derailments at the switch; ON 5-20-05, water had been allowed to accumulate in the road bed at NO. 38 block along NO. 4 conveyor belt, in a depth that covered the rails. The rail joints of the area were loose and pumped up and down as the haulage equipment passed. The wheels of the haulage equipment were tracking the water down the rails for several feet.

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 40

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

in both directions leaving them slick. ON 5-20-05, a similar water accumulation was present at NO. 42 block, however, the mine floor was soft and the ties and rails were being pushed into the bottom. The frame of the haulage equipment was dragging in the slip and mud as it passed. Water was 3" to 8" over the rails; ON 6-2-05, the road bed at NO. 53 block was not

Inspector's Initials (b)

Supervisor's Initials and Date

Page No. 41

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

being properly maintained. Water had been allowed to accumulate and the wood blocking had floated out from under the rails. The rail joints were pumping under the weight of the haulage equipment and water was being tracked for several feet in both directions, leaving the rails slick. The above specified conditions present a derailment hazard of track mounted equipment.

Inspector's Initials LB

Supervisor's Initials and Date

Page No. 42

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

which can result in serious injury to miners. The track haulage system is used each shift to transport men and materials into and out of the mine. This is a notice to provide safeguard requiring that the mine operator maintain the rails of the track haulage system free of defects, such as, but not limited to, loose or displaced rail ends at joints,

Inspector's Initials LB

Supervisor's Initials and Date

Page No. 43

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

missing bolts or joints, damaged, distorted, or missing components of directional track switches, damaged, distorted, or missing components of track frogs or details, broken or distorted track rails, rails with broken or missing flanges, loose track ties, or any other defects in the components of the track haulage system that may cause derailment of track-mounted vehicles or

Inspector's Initials LB

Supervisor's Initials and Date

Page No. 44

★ U.S. G.P.O. 2005:742-563

Date 6-14-05

rolling stock. Additionally, water shall NOT be allowed to accumulate over the ball of the rail along the track haulage and the roadbed shall be maintained reasonably free of water. All components of the track shall be properly aligned, leveled, blocked and ballasted to prevent pumping, kinking, dips, slewing of the track, and damage to the rails."

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 45

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

The mine examiner should have known of these conditions.

Based on my mining these conditions have existed for several shifts.

One miner is exposed.

When an accident does occur from these type of conditions it will

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 46

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

be of a serious nature from bruising, broken bones, lacerations, amputations.

It is reasonably likely that these type of conditions will result in an accident. These conditions present a derailment hazard of track mounted equipment, which can result in serious injuries to miners. The track haulage system is used each shift.

Inspector's Initials [b]

Supervisor's Initials and Date

Page No. 47

☆ U.S. G.P.O. 2005:742-563

Date 6-14-05

To Transport men  
and materials into  
and out of the mine.

Inspector's Initials

[67]

Supervisor's Initials and Date

Page No. 48

DAILY COVER SHEET

Date 6-15-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Inspection preparation  
& Report writing

Inspector's Initials \_\_\_\_\_

[67]  
[16]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 1



DAILY COVER SHEET

Date 6-27-05 Event No. 4094745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Pres. H & Onsite  
weekly exam. Belts &  
Track

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

observed company  
safety meeting  
Held safety meetings  
on Red Zone's

extended 1 cita.  
Terminated 2 cita.

Inspector's Initials (b)

Supervisor's Initials and Date (b) Page No. 1

Date 6-27-05

Traveled to the mine  
site, talked with  
Johnny Stemple

Traveled in the  
mine to terminate  
citation accompanied  
by Lonnie Short  
mine foreman.

Inspector's Initials (b)

Supervisor's Initials and Date (b) Page No. 2

Date 6-27-05

Held a safety talk  
with 34 miners on  
Red Zone', staying  
under supported mine  
roof, clean-up & rock  
dusting, methane  
checks and examinations.

Inspector's Initials (b)

Supervisor's Initials and Date (b) Page No. 3

Date 6-27-05

16:00

Terminated citation  
NO. 7097925 due to  
The safety director  
Training the miners  
on what is required  
during the pre-operational  
check's on the following  
dates: 06-21-2005,  
06-22-2005 and  
06-23-2005.

Inspector's Initials LT

Supervisor's Initials and Date ✓

Page No. 4

Date 6-27-05

16:30

Terminated citation  
NO. 7097926 due to  
all of the material  
in the clearance  
space's being removed.  
The required clearance  
space is now provided  
along all of the  
Track haulage in  
this mine.

Inspector's Initials LT

Supervisor's Initials and Date ✓

Page No. 5

Date 6-27-05

17:30

Extended citation  
NO. 7097927 due to  
The mine operator has  
made a diligent  
effort to correct  
these conditions. These  
conditions are approximately  
80% finished at  
this time.

Inspector's Initials LT

Supervisor's Initials and Date ✓

Page No. 6

DAILY COVER SHEET

Date 6-29-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Modified Citations

Inspector's Initials [Signature]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 2

DAILY COVER SHEET

Date 6-30-05 Event No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked \_\_\_\_\_

Accompanied By: Company Representative \_\_\_\_\_

Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Report Writing

Inspector's Initials [Signature]

Supervisor's Initials and Date \_\_\_\_\_ Page No. 1

2000

DAILY COVER SHEET

201

Date 6/28/05 Eve 11 No. 4054745

Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_

List Records Books Checked Main & 1 Left

Accompanied By: Company Representative Johnny Stengel Supt  
Miners Representative \_\_\_\_\_

AREAS OF INSPECTION ACTIVITY:

Records Books: Main  
Preshift 6/28/05  
4:27 to 4:55

[ 200 14,690 CFM  
0.8% CH<sub>4</sub> 20.9% O<sub>2</sub> ]

Inspector's Initials 167  
Supervisor's Initials and Date TGJ Page No. 1  
\*U.S. Government Printing Office: 1997-508-470

Date 6/28/05

Records Books: 1 Left  
6/28/05 Preshift  
4:00 to 4:30 AM

[ 200 16,740 CFM  
0.8% CH<sub>4</sub> 20.9% O<sub>2</sub> ]

Inspector's Initials 167  
Supervisor's Initials and Date 167 Page No. 2  
\*U.S. G.P.O. 2005-742-563

Date 6/29/05 at 7148569  
Page 3

Time: 0835 4+5  
G: 0840  
A: 0840

Two compressed gas cylinders (acetylene and oxygen) were secured with bump rope, to the energized No. 2 battery charger located in the surface supply yard.

Observations: 0840  
The gas cylinders were removed from the area and secured in a safe manner.

Inspector's Initials 167  
Supervisor's Initials and Date 167 Page No. 3  
\*U.S. G.P.O. 2005-742-563

Date 6/28/05

Injury or illness:  
Reasonably likely  
These tanks were resting  
against & secured to  
the energized battery  
charger. This adds  
the potential for cross  
explorion to the element  
of a fire or an electric  
stray current.

Last work rest date:  
Injured from the explosion.

545 - for reasons  
previously stated.

Inspector's Initials [6]  
Supervisor's Initials and Date [6] June - 4  
U.S. G.P.O. 2005-742-563

Date 6/28/05

One person affected -  
Anyone in the area.  
Moderate negligence -  
These were in plain  
view however it is  
not known when these  
were tied there or who  
tied them there.

Inspector's Initials [6]  
Supervisor's Initials and Date [6] June Page No. 5  
U.S. G.P.O. 2005-742-563

Date 6/28/05

Travelled truck entry  
covered trip from postal  
to 1 Dept. - Rondon  
check O. D. P. by 20,830.2

No. 7 entry Hatches  
Dad Room Hatches  
operating. O. D. P. by  
170,870.07 Carrow

256 avom	3,70	260 <sup>fine</sup>
+ 4 crew	3,14	26 <sup>crew</sup>
260 <sup>fine</sup>	37	156.0
259		520
2627 <sup>crew</sup>		6760 <sup>crew</sup>

Inspector's Initials [6]  
Supervisor's Initials and Date [6] 6/29/05 Page No. 6  
U.S. G.P.O. 2005-742-563

Date 6/28/05

No. 2 7' letby dual  
 seam bolted.  
 Concessions OK  
 F Bar ATR5  
 P to on scene 6/6/06  
 Installing 6' fully  
 grouted bolts  
 roof drilling solid.  
 7 byne tests more  
 than 150 ft. H.  
 No. 2 entry roof appears  
 19.6 w 7' H  
 adequately supported day cut  
 bolts installed.  
 Chalk with sole 8.0 Deck  
 Drilling approx 16" shale  
 The remainder is sandstone

Inspector's Initials [Signature]  
 Supervisor's Initials and Date [Signature] Page No. 7  
 U.S. G.P.O. 2005-742-563

Date 6/28/05

No. 8 entry face  
 bolted clonal & drilled  
 O.D. 20.8800,  
 Roof appears adequately  
 supported. 20" wide  
 8' high. 48" coal

No. 9 entry face bolted  
 clonal & drilled O. Deck  
 20.8 to O<sub>2</sub> Roof appears  
 adequately supported.  
 19.2 w 7' high.

Sign on convey OK

Inspector's Initials [Signature]  
 Supervisor's Initials and Date [Signature] Page No. 8  
 U.S. G.P.O. 2005-742-563

Date 6/28/05

No. 5 entry O. O Deck  
 20.8 to O<sub>2</sub> roof appears  
 adequately supported.  
 O. O 20.8 to O<sub>2</sub>  
 18.8 wide 7' high.

Left X-cut mining cut  
 through No. 5 to No. 4.

No. 6 entry not bolted  
 O. O Deck 20.8 to O<sub>2</sub>  
 cut near. Roof appears  
 adequately supported.  
 19.8 w 6.9 H.

Inspector's Initials [Signature]  
 Supervisor's Initials and Date [Signature] Page No. 9  
 U.S. G.P.O. 2005-742-563

Date 6/28/05

No. 3 entry face O<sub>2</sub> & CO<sub>2</sub>  
after setting up.

4 entry.  
Crops OK

Set on near 6/6/05  
4 crop marks

7-Bar ATAS

No. 4 entry face up  
with 4 to 5 X-cut  
O<sub>2</sub> & CO<sub>2</sub>

19.8% CO<sub>2</sub> 6.5 H high  
Roof appears adequately  
supported.

Inspector's Initials [67]  
Supervisor's Initials and Date [67] 6/29/05 Page No. 10

Date 6/28/05

No. 3 entry face O<sub>2</sub> & CO<sub>2</sub>  
20.8% O<sub>2</sub> coltad chand  
& control.

18.9% CO<sub>2</sub> 6.8 H high  
Roof appears adequately  
supported. 7' hole 7'!

No. 2 entry face coltad  
chand & control O<sub>2</sub> & CO<sub>2</sub>

20.8% O<sub>2</sub> Roof appears  
adequately supported.  
17.3% CO<sub>2</sub> 7' high

Inspector's Initials [67]  
Supervisor's Initials and Date [67] 6/29/05 Page No. 11

Date 6/28/05

No. 1 face up O<sub>2</sub> & CO<sub>2</sub>  
20.8% O<sub>2</sub> Roof appears  
adequately supported.

LOB O<sub>2</sub> & CO<sub>2</sub> 20.8% O<sub>2</sub>  
61 Area 8.55 H

+ 88 cm 18.8 W  
105 ppm 6840

6840  
855

160.7 x 40  
105

160  
6300

105  
16800 CFM

Inspector's Initials [67]  
Supervisor's Initials and Date [67] 6/29/05 Page No. 12

Date 6/28/05

No. 7 & 8 shuttle  
car complete OK  
No. 8 shuttle car complete  
OK

Safety Meeting  
Danger Zone with  
1 Left crew. 10 persons

Car. Bolt crew No. 4  
Left 7 fully grouted bolts  
OK.

Emergency supplemental supports  
22 cable bolts 72' - 12 posts 6  
2 posts of posts wedged  
truck driver 3x caught by dumping  
point.

Inspector's Initials 167  
Supervisor's Initials and Date 167/28/05 Page No. 13  
U.S. G.P.O. 2005-742-563

Date 6/28/05

Roof close out  
Co. Johnny Stamps

Discussed  
Cut Issues  
Roof Walk  
2 requests  
1-6 fully grouted bolts  
1- cable bolts 160' of cover

Has request in to cut  
corner of block postwork

violation and accident  
charts.

Inspector's Initials 167  
Supervisor's Initials and Date 167/28/05 Page No. 14  
U.S. G.P.O. 2005-742-563

Date 6/28/05 Event No. 4059745  
Arrived at the Mine \_\_\_\_\_ Departed from the Mine \_\_\_\_\_  
List Records Books Checked \_\_\_\_\_  
Accompanied By: Company Representative N/A  
Miners Representative \_\_\_\_\_

Boys EOI  
DAILY COVER SHEET

AREAS OF INSPECTION ACTIVITY:  
Completed paperwork  
in office.

Request cutting corner off  
block truck entry, recommend  
approval.

Inspector's Initials 167  
Supervisor's Initials and Date 167/28/05 Page No. 1  
U.S. Government Printing Office: 1997 - 508-470



1. Review of Uniform Mine File

Date: 6/23/05  
Company: Golden West Virginia Mines  
Mine: Seago Mine I.D. No. 46-08781  
Field Office: Bridget  
Person Contact: TL  
Telephone: \_\_\_\_\_ Visited: W

Items Reviewed or Discussed:  
Roof Control Plan: ✓  
Outstanding Violations: \_\_\_\_\_  
ATRS In-Lieu of Canopies: N/A  
Unintentional Roof Falls: ✓  
Outdated Roof Control Material: None  
Sign Certification Sheet: ✓

2. Pre-Inspection Conference

Date: \_\_\_\_\_  
Arrival Time: \_\_\_\_\_

Attendees: Johnny Stempel  
Company: Seago  
6/29/05  
Page 7  
167

RI Area: \_\_\_\_\_  
Of \_\_\_\_\_: \_\_\_\_\_

MSHA: 167

Items Discussed:  
1. Roof Falls  
2. Approved Requests  
3. Another permit discrepancy  
4. violations + incident charts

Underground With: Johnny Stempel

3. Review of Records, Maps, Plans, Books, and Bulletin Board

Pre-shift and Onshift Records  
6/29/05 Sections: 1 Left  
6/28/05 Date: 6/28/05  
167 Shift: Pre-shift 4:00 to 4:30 AM  
167

Uncorrected Roof Control Hazards

1. None listed  
2. \_\_\_\_\_

Mine Map

Active Sections: 1 Left NIMU: 004-D  
Mines 003-D

Roof Falls Plotted: YES

Bulletin Board

Outstanding Citations & Orders: NONE  
List of Emergency Phone Nos.: \_\_\_\_\_  
Roof Control Plan (if Posted): \_\_\_\_\_  
Plan Up-To-Date and Complete: \_\_\_\_\_  
Other Items: Escapement Map

ATRS In-Lieu of Canopy Approvals: N/A

Petitions for Modification (Canopies): N/A

6/29/05  
167  
167

4. Underground Inspection

Top Conditions Track or Supply Road: supported

Section: 1744 MRFU: 004-0

Section Foreman: O. Jones

Mining Cycle: R/L Mining Sequence: 4/1/16

Temporary Supports: None Type ATRS: T-BAR

Canopies: OK Coal Height: 48"

Mining Width: 20'

Type Roof Bolts: Allygator Length: 6'

Unintentional Roof Falls Investigated: -

Variances, Permits, Waivers, Petitions of Modification Specific to Roof Control, Line Curtain, Deep Cuts: 40'

line curtain

Adverse Roof Conditions: -

Location: -

Emergency Supplies Location & Quantity: Noted

in glotes

Status of Training Required by 75.220(d): -

6/29/05  
adibj  
Page 5

Brief Description of Each Entry:

Activity: -

Plan Compliance: listed

Top Conditions: glotes

Supplemental Support: no

Safety Talk: -

5. Plan Review and Evaluation

Plan Adequate: YES

Is Plan Mine Specific: YES

Sections Inspected 1 Of 2

Is Face Ventilation Compatible with Roof-Control Plan: YES

6. Mine Conditions and Work Practices

Note Should Document:

1. Top Conditions: listed in

2. Work Practices: listed in

3. Hazards: glotes

4. Violations: -

5. Exposure: -

6. Reason for Evaluations of Gravity and Negligence: -

6/29/05  
(6)  
Page 6

7. Samples and Tests

1. Torque Checks on Tension Roof Bolts

Torque	Location
<u>9/10.7 entry</u>	<u>Right</u>
<u>Fully grouted</u>	<u>Left</u>
<u>Rein</u>	<u>Right</u>
<u>Right</u>	<u>750 + FT. LBS.</u>
<u>Left</u>	<u>150 + FT. LBS.</u>

6/29/05  
adibj  
Page 7