AIR READINGS

Date: 4-30-07
Location: 41 Portal South Side

Width: 16 Feet Sample No. 86757
Height: 15 Feet
Area: 62
Velocity: 110

Read on 07-12-97

Inspector's Initial: DR
Supervisor's Initials and Date: AJL 6-4-03 Page No. 3
& U.S. GOVERNMENT PRINTING OFFICE: 2002-050-168

AIR READINGS

Date: 4-30-07
Location: 43 Portal South Side

Width: 16 Feet Sample No. 86757
Height: 15 Feet
Area: 62

Velocity: 110

Read on 07-12-97

Inspector's Initial: DR
Supervisor's Initials and Date: AJL 6-4-03 Page No. 3
& U.S. GOVERNMENT PRINTING OFFICE: 2002-050-168

AIR READINGS

Date: 4-30-07
Location: 45 Portal South Side

Width: 16 Feet Sample No. 86757
Height: 15 Feet
Area: 62

Velocity: 110

Read on 07-12-97

Inspector's Initial: DR
Supervisor's Initials and Date: AJL 6-4-03 Page No. 3
& U.S. GOVERNMENT PRINTING OFFICE: 2002-050-168

The building on the left is not adequately supported. The floor is not level and the building is not adequately supported. The building is not adequately supported and the roof is not level. The roof is not level and the building is not adequately supported.

The building on the left is not adequately supported. The floor is not level and the building is not adequately supported. The building is not adequately supported and the roof is not level. The roof is not level and the building is not adequately supported.
DAILY COVER SHEET

Date: 5-1-07

Arrived at the Mine Discharged from the Mine

List Records Books Checked #2 Daily

Accompanied By: Company Representative

Miner(s) Representative

AREAS OF INSPECTION ACTIVITY:

To finish the inspection of the equipment.

AIR READINGS

Date: 5-1-07

Location: 42 Entry East Main

Wash: Bottle Sample No. 16738
Height: CH4 Detected: 68
Area: 315
Velocity: 114

Time: 24.8

Quantity: 3590

Locations: 42 Entry East Main

Wash: Bottle Sample No. 16758
Height: CH4 Detected: 68
Area: 188
Velocity: 51

Time: 25T

Quantity: 3590

Inspector's Initials

Supervisor's Initials and Date

U.S. GOVERNMENT PRINTING OFFICE: 1997-200-155
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Width</th>
<th>Height</th>
<th>Area</th>
<th>Velocity</th>
<th>Dewpoint</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-1-07</td>
<td>#4 Poured East trenv 3</td>
<td>8510</td>
<td>85</td>
<td>5730</td>
<td>47.3</td>
<td>40.203</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspector's Initials</td>
<td>Supervisor's Initials and Date</td>
<td>5/7/07</td>
<td>Page No 2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Width</th>
<th>Height</th>
<th>Area</th>
<th>Velocity</th>
<th>Dewpoint</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-1-07</td>
<td>#4 Poured East trenv 3</td>
<td>8510</td>
<td>85</td>
<td>5730</td>
<td>47.3</td>
<td>40.203</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspector's Initials</td>
<td>Supervisor's Initials and Date</td>
<td>5/7/07</td>
<td>Page No 2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Width</th>
<th>Height</th>
<th>Area</th>
<th>Velocity</th>
<th>Dewpoint</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-1-07</td>
<td>#4 Poured East trenv 3</td>
<td>8510</td>
<td>85</td>
<td>5730</td>
<td>47.3</td>
<td>40.203</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspector's Initials</td>
<td>Supervisor's Initials and Date</td>
<td>5/7/07</td>
<td>Page No 2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Width</th>
<th>Height</th>
<th>Area</th>
<th>Velocity</th>
<th>Dewpoint</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-1-07</td>
<td>#4 Poured East trenv 3</td>
<td>8510</td>
<td>85</td>
<td>5730</td>
<td>47.3</td>
<td>40.203</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspector's Initials</td>
<td>Supervisor's Initials and Date</td>
<td>5/7/07</td>
<td>Page No 2</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Width</th>
<th>Height</th>
<th>Area</th>
<th>Velocity</th>
<th>Dewpoint</th>
</tr>
</thead>
<tbody>
<tr>
<td>5-1-07</td>
<td>#4 Poured East trenv 3</td>
<td>8510</td>
<td>85</td>
<td>5730</td>
<td>47.3</td>
<td>40.203</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inspector's Initials</td>
<td>Supervisor's Initials and Date</td>
<td>5/7/07</td>
<td>Page No 2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>5-1-07</td>
<td>5-1-07</td>
<td>5-8-07</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td>-----------------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>8:00 AM</td>
<td>8:00 AM</td>
<td>8:00 AM</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Temperature</td>
<td>72°F</td>
<td>72°F</td>
<td>72°F</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RH</td>
<td>60%</td>
<td>60%</td>
<td>60%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Respirable Dust Analysis**

- **Batt:** 2
- **Cassette:** 1
- **Coculation:** 2
- **Time On:** 51 minutes
- **Reins:** 2,500
- **Teardrop:** 2,500

**Observations**

- **Smoke:** No

**Nuisance Dust**

- **Streak:** 4
- **Total:** 30

**Daily Cover Sheet**

- **Date:** 5-8-07
- **Entry No.:** 4117121
- **Arrived at the Mine:** 11:00 AM
- **Departed from the Mine:** 11:00 AM
- **List Records Book Checked:** Prentice

**Areas of Inspection Activity**

- **Dust Control:**
  - **Dust Control:**
  - **Dust Control:**
- **Waste:**
  - **Waste:**
  - **Waste:**

**Supervisor's Initials:**

- **Date:** 5-8-07
- **Entry No.:** 4117121
- **Departed from the Mine:** 11:00 AM
- **List Records Book Checked:** Prentice
Date 5-8-07

24 stowed open
3W Left
6B7 H
2001 A 12:03
80V 3480

Travelled N sect
for 1274 ft

107 2 1 12:115
19.75 W
6.5 H
9.785
1850
28375 128.
56
768
768

No entries on
section, additional

Inspector's Initials
Supervisor's Initials and Date

130 V Min R 2 R
19 W
12:24 6.67 H
6603 6.67
1673 130
378
126 0
16380

DAILY COVER SHEET
Date 5-9-07
Event No. 4117121

Arrived at the Mine: Declined
Departed from the Mine: Declined

List Records Books checked: Declined

Areas of Inspection Activity:

Inspector's Initials
Supervisor's Initials and Date

Date: 5-9-07

Traveled tracks to LBB No. 1 belt head

Traveled thru belt from tail to head 7.5

Traveled thru tracks from LBB No. 2 to No. 1

Traveled to 80 NM

[Signature]

Inspector's Initials

Supervisor's Initials and Date

Page No. 3


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

Date: 5-9-07

V71 CO sensor No. 2 section 65 head

V70 CO sensor No. 2 section 65 tail

[Signature]

Inspector's Initials

Supervisor's Initials and Date

Page No. 4


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

Date: 5-9-07

V53 CO sensor No. 2 section 65 tail

V50 PPM

[Signature]

Inspector's Initials

Supervisor's Initials and Date

Page No. 5


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

Date: 5-9-07

V76 L/H/B Break

65 NM

2136 PM. 20.8'

AE 8798-1000-296

377 TV. 77 NM -

[Signature]

Inspector's Initials

Supervisor's Initials and Date

Page No. 6


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

Date: 5-14-07

Event No. 4117121

Arrived at the Mine

Departed from the Mine

List Records Books Checked

Aided By:

Meant Representative

[Signature]

Aided By:

Company Representative

[Signature]

Aided By:

[Signature]

AIDED OF INSPECTION ACTIVITY:

You showed fuel storage

Discussed deltap in correlation with Rich

[Signature]

Checked substations from outside

[Signature]
MSHA Form 7000-10K, June 03 (Revised)

Date 5-22-2007

Arrived at the Mine: 7:27 A.M.  Departed from the Mine: 7:44 A.M.

List Records Books Checked: #2 Section Weekly Weekly Weekly

Accompanied By: Company's Resident Inspector

Miners Representative: N/A

Areas of Inspection Activity:

#1-B TRAVEL IN TAKING AIRWAY TO N/A: N/A-1 NO-3

Incidental to Travel

Inspector's Initials: DGB

Supervisor's Initials and Date

PageNo. 3

PageNo. 2

PageNo. 1

PageNo. 2

PageNo. 1

PageNo. 2

PageNo. 3

PageNo. 1

PageNo. 2

PageNo. 3

PageNo. 1
Date 5-22-07
TO ARRIVE SO IT WILL
BE ATTAINED WALKED BACK
OUT BY TO OVERCAST AT 68
BREAK TO GET BACK INTO
INTAKE SPLIT FOR #1 SECTION.
WENT BACK TO 66 BREAK
TO OTHER SIDE OF WATER OR
15" DEEP AND THEN CONTINUED
TO SECTION.

I WAITED FOR PERSON FOR
25 MIN.

#7 3 BREAK NOT
RUNNING 110V AC PUMP #3600/461 CK.
WENT TO IMMEDIATE
RETURN OF 001-0 ON
LEFT SIDE OF SECTION 14 TO
THE BATTLE CANDE #6716

#7 3 BREAK NOT
RUNNING 110V AC PUMP #3600/461 CK.
WENT TO IMMEDIATE
RETURN OF 001-0 ON
LEFT SIDE OF SECTION 14 TO
THE BATTLE CANDE #6716

Date 5-22-07
SALTED SOME TO (FIRE)
TO 3 BREAK - GOOD.
WALKWAY GOOD CAN'T HIDE
20% 80% 100%.

NEXT TO 3 BREAK.
RUNNING
2125 051 061 8073
FLIGHT BAD FIRE
EXT AREA. WELL RAC
1958

OBSERVED OXYGEN
DEACCELERATE PUMP AT
3 BREAK. OK.
END OF DAY FOR
AIRWAYS.

WENT BACK TO
PowerTest #4 BELT

Date 5-22-07
RIGHT TURN
5-22-07
WALKED BACK TO #3
BET TAIL TO LOVE AT
SWIB ROLLER BEARING, ACCUM
WITH #9 REMOVED FROM
BEARING #968. SEEN\nTRANSFORMER FOR #4
BET AET SW=
8255-500-795.
Found Door That When
Opened Exposed High
VOLTAGE ENGINEER.

COMPARES THROUGH HOLE #9X5" HOLE AND
3"X3" HOLE. FROM THERE, WE WALKED #1
SECTION BEET (#1/4"

Date 5-22-07
AND TERMINATED #1
NOTHING FOR BEING WASTE
TO ORBITAL POWER CENTER
1958.

#3 BET TAIL
SWIB ROLLER CLEANED OF
CONTAMINANTS AND COLD
TO TOUCH 1958

FROM THERE TRAVEL
1/4" MASTID TO OUTSIDE
AIR READINGS

Date: 5-22-07
Location: INTAKE SPLIT TO
SECTION AT Bl4E

<table>
<thead>
<tr>
<th>Width</th>
<th>Bottle Sample No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Height</th>
<th>CH4 Detected</th>
</tr>
</thead>
<tbody>
<tr>
<td>9.5</td>
<td>0.2%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Area</th>
<th>Main Entry</th>
</tr>
</thead>
<tbody>
<tr>
<td>190</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Velocity</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>900</td>
<td>10:40</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Quantity</th>
<th>171,000cfm</th>
</tr>
</thead>
</table>

Location: INTAKE SPLIT TO
UNIT #2 AT 20:58AK

<table>
<thead>
<tr>
<th>Width</th>
<th>7</th>
<th>Bottle Sample No.</th>
<th>20:58AK</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height</td>
<td>19</td>
<td>CH4 Detected</td>
<td>0.52%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Area</th>
<th>133</th>
<th>Main Entry</th>
<th>10:40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Velocity</td>
<td>83,126cfm</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Quantity</th>
<th>416-08436</th>
</tr>
</thead>
</table>

Inspector's Initials: [REDACTED]

ARMS OF INSPECTION ACTIVITY:

Travelled with [REDACTED] to No. 1

Travelled back to break
12H N MAIN

Travelled MM #7, #8 belt to 4 locations and

Inspector's Initials: [REDACTED]
Date: 6/5/07

Seal #24
Outty 20.8°2 CH4 0.7% NVO
In casing 11:25 AM

Seal #30
Outty 20.8°2 CH4 0.1%
NVO

Seal #31
Outty 20.8°2 CH4 0.1%
In casing
NVO 12:14 PM

Seal #32
Outty 20.8°2 CH4 1.0%

Told Bill Hardless that water samples needs

**Note:**
- **Seal #24:** Outty 20.8°2 CH4 0.7% NVO
- **Seal #30:** Outty 20.8°2 CH4 0.1%
- **Seal #31:** Outty 20.8°2 CH4 0.1%
- **Seal #32:** Outty 20.8°2 CH4 1.0%

**Additional Observations:**
- Mention of old work mains where return pump to pump NVO return on 20.8°2 CH4 0.2
- Walked away to return lift pump.
- Visual problems - Rock異afok.
- **Seal #24** raised at old location - NVO

**Inspector's Initials:**
**Supervisor's Initials and Date:**

---

Date: 6/5/07

Door Box Electrical Break #6

Bread #8

57 B2k

Hydro Pump

NVO

55 B4k

Hydro Pump

14,9100-005 - 737 NW

AEET Spill #002

17014 - 462

Bread #5

NVO

AEET Spill #002

9011-296

Bread #1

**Note:**
- **Door Box Electrical Break #6:**
- **Bread #8:**
- **57 B2k:**
- **Hydro Pump:** NVO
- **55 B4k:**
- **Hydro Pump:**
- **14,9100-005 - 737 NW:**
- **AEET Spill #002:**
- **17014 - 462:**
- **Bread #5:**
- **NVO:**
- **AEET Spill #002:**
- **9011-296:**
- **Bread #1:**
<table>
<thead>
<tr>
<th>Date</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>6-7-07</td>
<td>MSHA Form 7000-10C, June 03 (revd)</td>
</tr>
<tr>
<td>6-7-07</td>
<td>MSHA Form 7000-10C, June 03 (revd)</td>
</tr>
<tr>
<td>6-7-07</td>
<td>MSHA Form 7000-10C, June 03 (revd)</td>
</tr>
<tr>
<td>6-7-07</td>
<td>MSHA Form 7000-10C, June 03 (revd)</td>
</tr>
<tr>
<td>6-7-07</td>
<td>MSHA Form 7000-10C, June 03 (revd)</td>
</tr>
<tr>
<td>6-7-07</td>
<td>MSHA Form 7000-10C, June 03 (revd)</td>
</tr>
</tbody>
</table>

Areas of Inspection Activity:

- No. 3 belt velocity 158 at break 133
  - 20.8 0.0
- Flying from #9 conveyor at 120 break No. 3 belt - NVD
- Traveled No. 3 belt from No. 3 timer C135 south to load (89 meter)
- #3 Entry Block #1
  - 1/2 197.00 120 20.8 0.0
  - Bottle #6786
- Belt Entry #2 12.85
  - 130 x 135 (Rev)
  - 17500 CBD
  - Bottle #50581
  - 07 08 12 20.8
- #3 Entry Block #1
  - 120 Breaks
  - Blocks knocked out:
  - Bottle #50546
  - 5640 CBD

Instructor's Initials
Supervisor's Initials and Date 2007 709-133
21709 - 500-105	transformer 32 break
17-09-09 (7)(C)

V-Crown change No. 1 at brake No. 5 South

VT6

Traveled back from 5th floor.

VT4

JMT #1 - N0

JMT #2 - martip - N0
Date: 6-26-07

CHECKED GUNS
SERVICE TRUCK - NVO

CHECKED EXPLOSIVES
MAGAZINES @ 3:00 PM
- NVO -

FIRE VALUES CHECKING
REPORTED

 Held client with Rich Hodges - B fired
No comments tonight
Discussed Daily

Issued

Inspector's Initials
Supervisor's Initials and Date
Page No. 6

GPO U.S. GPO: 2009-002-217
(b) (7)(C)

Date: 4-10-07

1. 10 people - CM 9500
   Time: 02:30
   Work area exposed
   Mod should have been
   detected

2. 10 Cond. were
   sealed

Unlikely - No CH4
LWD - Ignition

Inspector's Initials: [Redacted]

Supervisor's Initials and Date: 75-503

Page No.: 1

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

Page 4
Citation #7263950

Date: 4-11-07

The crane was being moved with a forklift crane on the #2 lift. A line was placed around crane at 15:05.

Inspector's Initials: [Redacted]

Citation #7263959

Date: 4-11-07

The forklift crane was being moved with a crane on the #2 lift. A line was placed around crane at 15:05.

Inspector's Initials: [Redacted]
111 Three parallel cables with obvious derogation in No. 5 entry shaft of SS 21182
in No. 4 entry. 67 stoppers had been installed but additional stoppers are needed in the
intersections. In No. 4 entry 2 roof bolts on each side of feeder had been damaged and for retention of
roof.

R1 - 3 parallel cables with stoppers

Inspector's Initials
Supervisor's Initials and Date

GEO U.S. GPO: 2000-640-217

GEO U.S. GPO: 2000-640-217

GEO U.S. GPO: 2006-640-217

GEO U.S. GPO: 2000-640-217

7268762 3436

GEO U.S. GPO: 2006-640-217

GEO U.S. GPO: 2000-640-217

GEO U.S. GPO: 2000-640-217

7268762 3436

4108436

The Sprinkle system for #4 may be
for the well and win
next level and only
partly energize the
drive motor. Retest
circuit has developed
the system can be
start again. System should
be re-starts on 4-14-18.

File note wet

Inspector's Initials
Supervisor's Initials and Date

GEO U.S. GPO: 2000-640-217

GEO U.S. GPO: 2000-640-217

GEO U.S. GPO: 2000-640-217

GEO U.S. GPO: 2000-640-217
4/17/07

Date: 4-17-07 11:30

Weekly exam 2:15 The weekly exam has not been performed every 7 days as required by the No. 2 section 040/041 MMV. It was observed on 3/20/07 that the airflow was examined again on 3/28/07 and on 4/9/07. The examiner was on the way to make the airflow on 4/17/07. This was observed on the date board in the left return door of the weekly door.


7268769 8436

Date: 4-18-07

2:45 The detectors have not been calibrated every 31 days as required. 021 caliber by 2407 again on 4/12/07.

Only 021 was calibrated in Feb. and March per records.

No 565 Min on 15 by spot.

LWD methane normal.

Detecto check.

10 people over 545.

Note should have been.

1
This page is not legible.
The #3 shielded cable is not being maintained in a safe operating condition. See 3 & 4. The cable is not equipped with an automatic cable puller. A recent survey has shown that the cable is not being maintained in a safe operating condition. The inspector shall note the condition immediately and take appropriate action to prevent the condition from recurring.

Tournement at 12:46 PM

Inspector's Initials: [Redacted]
Supervisor's Initials and Date: 5/1/07
Page No: 1/7

11/5/07 12:00 PM

MSHA Form 7000-10K, June 93 (Evolved)
Date: 5/1/07

11:25 Work is being performed but additional time is needed.

Inspector's Initials: [Redacted]
Supervisor's Initials and Date: 5/1/07
Page No: 4/7
7268774

Date: 5-9-07

11:35 The bolts have fallen out from the tenon 6. The timber have been set up to support the roof, but the air is very dry, therefore the citation is to terminate.

Inspector's Initials
Supervisor's Initials and Date

7268772

Date: 5-9-07

12:47 The brakes 76-80 in the strike have had the rock fall from around the belt area. No new brakes have been installed. The roof of the tractor is not installed.

The citation is to terminate.

Inspector's Initials
Supervisor's Initials and Date

7268780

Date: 5-9-07

12:47 The accumulators have been removed from the carrying area on belt 7268770.

The citation is to terminate.

Inspector's Initials
Supervisor's Initials and Date

7268770

Date: 5-9-07

2:45 The rock has been pulled from the cut area.

Inspector's Initials
Supervisor's Initials and Date

7268775

Date: 5-14-07

4:00 Work is being performed to get sufficient air as required, but additional time is needed on No. 7 beltline.

7268776

Date: 5-14-07

4:05 Work is being performed to get sufficient air as required, but additional time is needed on No. 7 beltline.

7268771

Date: 5-14-07

4:10 Work is being performed to get sufficient air as required, but additional time is needed on No. 5 belt.

Inspector's Initials
Supervisor's Initials and Date
Date 5-16-07
9:30 There was
@15 belts over-
head broke 1/5 which
subsequently
fell out from
above them
ndy up to @15
of belt not being
planted in the end
of the belt @
check #8 had
had rock fall
plugging the end
of belt on
offsite and
on North
Break #5 belt on
truck

Inspector's Initials

Supervisor's Initials and Date

Page No. 1
@ U.S.O.P.O.2001 703-135

Date 5-16-07
11:45

Inspector's Initials

Supervisor's Initials and Date

Page No. 2
@ U.S.O.P.O.2001 703-135

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

5-16-07

Unlikely - offsite
of belt where non-
one checks 1/5 broke
#5 is not in weaving
area - against

Inspector's Initials

Supervisor's Initials and Date

Page No. 3
@ U.S.O.P.O.2001 703-135

Date 5-16-07
9:15 The #9 belt was
stopped at #47 woss
stalled off. The
belt was
actuated by

Inspector's Initials

Supervisor's Initials and Date

Page No. 4
@ U.S.O.P.O.2001 703-135

Date 5-16-07
7:30 Repairs are being
made to the actuating
system to correct the
problem. Therefore, the
additional time is
granted. 735 Repairs are
being
made to the actuating
system to correct the
problem. Therefore, the
additional time is
granted.

Inspector's Initials

Supervisor's Initials and Date

Page No. 5
@ U.S.O.P.O.2001 703-135

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

Date 5-16-07
11:30 The accumu-
lation have been
removed from
the No. 2 BBB
belt.
11/30 The October progress report has been discussed with all foremen.

3:10 The area has been taped and the tracks have been charged off to prevent travel.

2:13 Firefighting duct was opened in the LBB No. 1 heliport on energized conductor.

10 people were on truck:

- 5 people - above
- 5 people - below

10 people - crew

3:10 The area was cleared.

1:01 The person was calibrated.
5-22-07
11:46
75,400
Accumulation of coal
and coal fines was
allowed to accumulate
along the side roller of #3 Belt
750 ft. The offside bearing
is not to the touch. The
combustible material seemed
like the bearing was 14"
deep and 9' long in
front of the tail piece.

2P0CH (208.7) detailed.

This intake area has been
likely to cause injury. (W)H
should have been detected.

Moderate, 10 man
terminate due 1600
Terminated 15123

Inspector's Initials
Supervisor's Initials and Date 05-22-07
Page No. 9

5-22-07 1600
1107 The No. 3 SC
was set on 1500m
with No. 2 cable.
Max allowed is 800
No. 1 section 030M7U
ET 17505

Saw cut approximately
W 8' x 22' x 22'
Can be easily opened
and exposed 480 vac
lower through holes
in the stags, unlikely
some are would but EMAS
if they did no evidence to
pierce until 16:20 | Asss
fireboss how should have been
terminated due 11:40
Terminated 1520

Inspector's Initials
Supervisor's Initials and Date 05-22-07
Page No. 11

5-22-07 3/16
11:30 75,400
The intake air
split for the #1 section
cannot be traveled in
its entirety due to
under 28' deep at
750 ft. (For approx 100')
A water line had been required
in the intake track
every 6' and allowed
The accumulation of-water
in the intake area
may cause the air to
be trapped. Approx
Max depth 24', will affect
10 people, unlikely
to cause injury no lost
due to water pressure
(fire boss rarely)

Inspector's Initials
Supervisor's Initials and Date 05-22-07
Page No. 5

5-22-07 11:40
1107 The No. 3 SC
was set on 1500m
with No. 2 cable.
Max allowed is 800
No. 1 section 030M7U
ET 17505

Saw cut approximately
W 8' x 22' x 22'
Can be easily opened
and exposed 480 vac
lower through holes
in the stags, unlikely
some are would but EMAS
if they did no evidence to
pierce until 16:20 | Asss
fireboss how should have been
terminated due 11:40
Terminated 1520

Inspector's Initials
Supervisor's Initials and Date 05-22-07
Page No. 11

5-22-07 3/16
11:30 75,400
The intake air
split for the #1 section
cannot be traveled in
its entirety due to
under 28' deep at
750 ft. (For approx 100')
A water line had been required
in the intake track
every 6' and allowed
The accumulation of-water
in the intake area
may cause the air to
be trapped. Approx
Max depth 24', will affect
10 people, unlikely
to cause injury no lost
due to water pressure
(fire boss rarely)

Inspector's Initials
Supervisor's Initials and Date 05-22-07
Page No. 5
The citation at SS1307 is located in the left pit loading area. The mining projection was not being followed. There is located in the left return on No. 1 section.

Now 545

10 power was
Unlikely to still required yet

MOD should have been

843

24-07 7268797
NMains No. 5 belt
No. 72 bank -324V
19 -78
55 111

12:53 The velocity of was measured as required.

11:31 The water has been one 51' deep, 300 ft. distance in the area as now possible in the intake.

12:45 The velocity of was measured as required.

7263906
NMains No. 6 belt
100 break - 83V
94 -153V
88 - 112V
82 141

12:29 The velocity of was measured as required.

7268797
12:55 The mining projection will be discussed with the operators and the centerline is now completed. Therefore, the citation is terminated.

Inspector's Initiais
Supervisor's Initials and Date 05-24-07 Page No. 1

GEO U.S. GOV.: 2006-040-217
**UNLIKELY - had to use second tool to replace handle assembly 2WD smoke inhibitor New 5-15 - won’t come loose - only 1 ply 9 people - section 3340 9am - 1st line W/ 1 New smoke operators - 1st line

11:35 The lock was replaced

Theilo - 1st line

Unlikely - No CH 4 on section 2WD smoke inhibitor New 5-9 5 - won't change
4.5C not dirty 2 people - sc 5c 4mo Med - have been partially removed 11:30 The opening was closed

Inspector’s Initials ____________________________ Supervisor’s Initials and Date 12-20-07 8-36

Inspector’s Initials ____________________________ Supervisor’s Initials and Date 5-30-07 11:30

Inspector’s Initials ____________________________ Supervisor’s Initials and Date 6-4-07 5-30-07

Inspector’s Initials ____________________________ Supervisor’s Initials and Date 6-4-07 5-30-07

Inspector’s Initials ____________________________ Supervisor’s Initials and Date 6-4-07 5-30-07

Inspector’s Initials ____________________________ Supervisor’s Initials and Date 6-4-07 5-30-07
Modular has passed electric inspection in 9 months. Crew and drill, load, and run smoke inhalation.

Time in excess of 6 months. Who knew 2 electricians?

Inspector's Initials

Supervisor's Initials and Date

6/2/07

Page No. 1

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

6-5-07

11:55 The fire break

102 feet @ 2011

where the new

was rolled

leaving a 12" of

unsupport.

RH firebox

than entering

door and

front.

A person

firebox

and fell out.

but entire entry made

additional effort.

Mod firebox

_start

entry.

LWD stuck hole.

Inspector's Initials

Supervisor's Initials and Date

6/5/07

Page No. 2

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

6-9-07

11:42 The M T 7

lost inspective

stand at extent

of 4 400'-4"

and got stuck.

This vehicle

was taken 3 1/2 hrs.

RH steep hill

LWD

5 people worked on

#2 rig.

#2 rig should have been

debaled.

54.5 past history

while operating

line.

Fire destroyed line.

Inspector's Initials

Supervisor's Initials and Date

6-9-07

Page No. 1

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

6-5-07

11:52 The shield

header (Chung and Goo)

SN 636-1032 or

Cheek belt 55

not permissible

in that opening

in excess of 0.5

and supports

in mast motor.

Uh oh CH4 detector

LWD

and inhalator

New 5/25

Motor should have been

debaled.

Time 3' apart

who failed electricians

line.

Inspector's Initials

Supervisor's Initials and Date

6-9-07

Page No. 2

MSHA Form 7000-10K, June 93 (revised)
Date: 6/5/07

1. Know - Electrical

Stand1 have known:


Inspector's Initials
Supervisor's Initials and Date
GEO U.S. O.P.O. 2000-709-130

12:00 - 22910.00

#33 Break

The bushing on
the feed through
has no restraint on
it. It has a multi-
tap terminating include
is loose and can
be removed easily.

Any

2:15 pm

Unlikely you would
have to purposely get
into the app.

Fatlas - Shell Hazard
Moderate - had to look at

Inspector's Initials
Supervisor's Initials and Date
GEO U.S. O.P.O. 2000-709-130

6-7-07

12:00 - 22910.00

2000-10K, June 93 (rev)


Inspector's Initials
Supervisor's Initials and Date
GEO U.S. O.P.O. 2000-709-130

6-7-07

12:00 - 22910.00

2:15 pm


Inspector's Initials
Supervisor's Initials and Date
GEO U.S. O.P.O. 2000-709-130

6-7-07

12:00 - 22910.00

2:15 pm


Inspector's Initials
Supervisor's Initials and Date
GEO U.S. O.P.O. 2000-709-130

6-7-07

1:50 - 22910.00


Inspector's Initials
Supervisor's Initials and Date
GEO U.S. O.P.O. 2000-709-130

6-7-07

1:50 - 22910.00


Inspector's Initials
Supervisor's Initials and Date
GEO U.S. O.P.O. 2000-709-130
Unlikely - slow-moving machine backed away from lighted area with lights unlighted.
LWD - striking injury.

Non - 595

Med - should have been detected.

Who knew operator should have been.

Time over 24 hour

Unlikely - slow-moving machine backed away from lighted area with lights unlighted.
LWD - striking injury.

Non - 595

Med - should have been detected.

Who knew operator should have been.

Time over 24 hour

Unlikely - slow-moving machine backed away from lighted area with lights unlighted.
LWD - striking injury.

Non - 595

Med - should have been detected.

Who knew operator should have been.

Time over 24 hour

Unlikely - slow-moving machine backed away from lighted area with lights unlighted.
LWD - striking injury.

Non - 595

Med - should have been detected.

Who knew operator should have been.

Time over 24 hour
726888

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

Date: 6/25/07

The area was
The opening was
the panel on the
shield header was
closed.

The  #2 belt line
was rock dusted
from the head to
tail.

1:38 pm

2:50 pm

Inspector's Initials
Supervisor's Initials and Date
Page No.

G20 U.S. GPO: 2006-540-217

7268775

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

Date: 6/25/07

4.50 ventilation
is still allowing
the mud, therefore
additional time is
needed.

Inspector's Initials
Supervisor's Initials and Date
Page No.

G20 U.S. GPO: 2006-540-217

7268880

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

Date: 6/25/07

The opening in
the panel on the
shield header was
closed.

2:15 pm

Inspector's Initials
Supervisor's Initials and Date
Page No.

G20 U.S. GPO: 2006-540-217

7268808

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

Date: 6/25/07

The area was
timbered and mud
was safe to travel.

Between 81 & 82 broke
#2 belt walking.