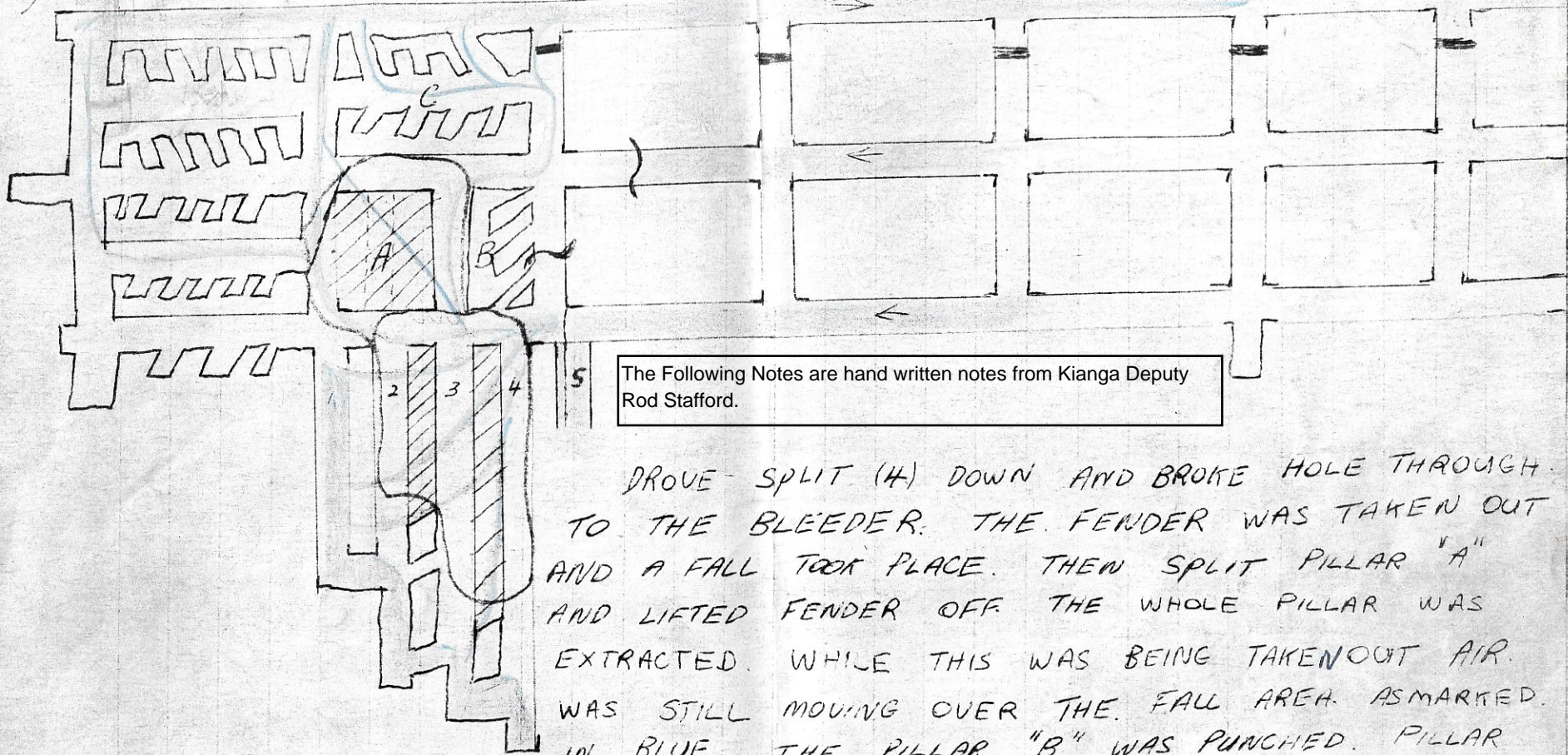




KIANGA COAL COMPANY PTY. LTD.	
PROPOSED WORKINGS	
N° 1 UNDERGROUND	
SCALE - 1 : 2500	DATE - 0/0/75.
DRAWN - G. D. Jaques	Ref. N° 245 A

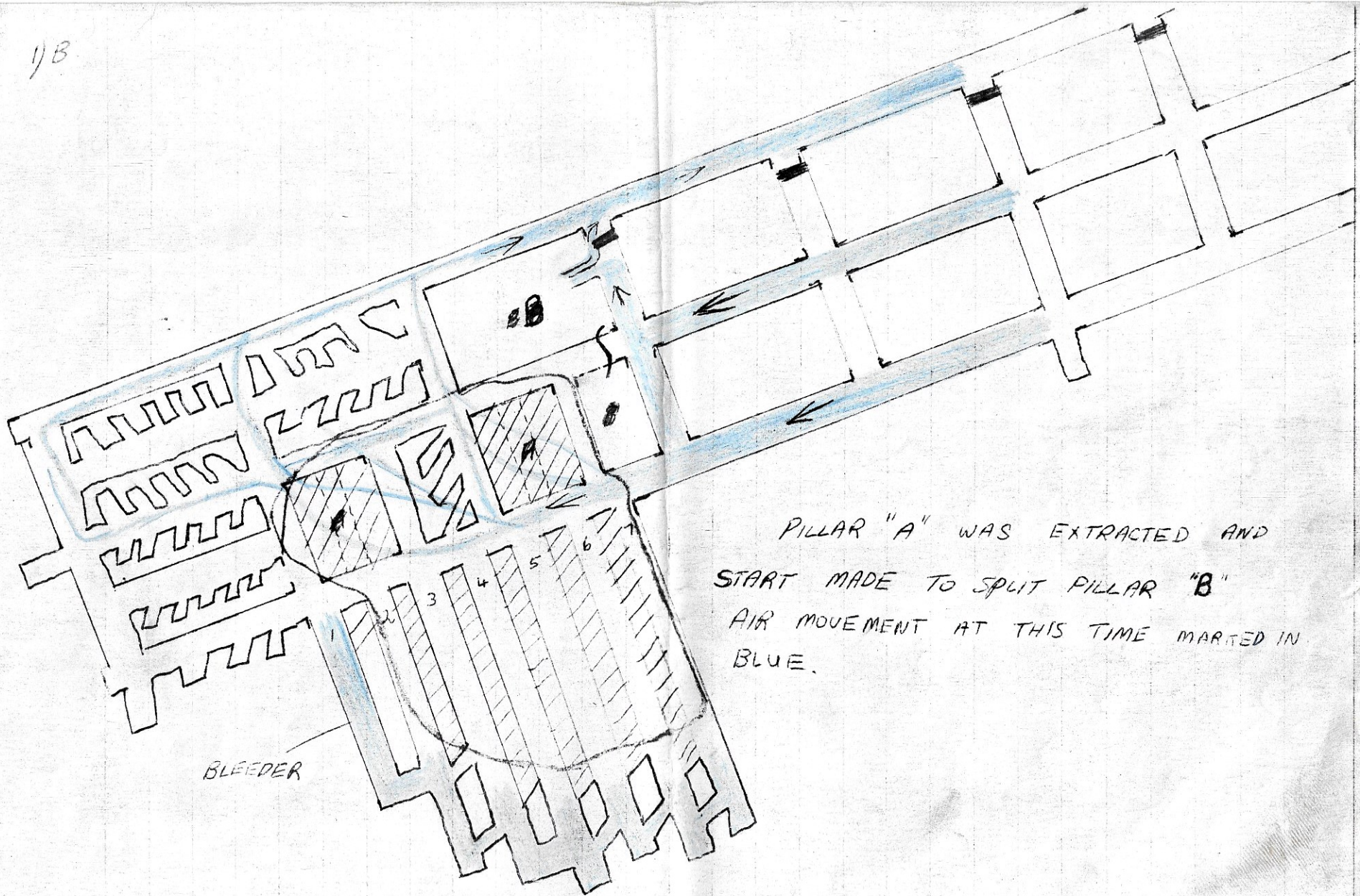
1/A



The Following Notes are hand written notes from Kianga Deputy Rod Stafford.

DROVE SPLIT (4) DOWN AND BROKE HOLE THROUGH TO THE BLEEDER. THE FENDER WAS TAKEN OUT AND A FALL TOOK PLACE. THEN SPLIT PILLAR "A" AND LIFTED FENDER OFF THE WHOLE PILLAR WAS EXTRACTED. WHILE THIS WAS BEING TAKEN OUT AIR WAS STILL MOVING OVER THE FALL AREA AS MARKED IN BLUE. THE PILLAR "B" WAS PUNCHED. PILLAR "C" WAS SPLIT AND PUNCHED AND HOLES PUNCHED THROUGH TO THE RETURN AIRWAY. THE MINER WAS THEN MOVED DOWN TO THE M/S ROADWAY AND SPLIT NO 5 WAS DRIVEN DOWN AND A HOLE PUNCHED THROUGH TO THE BLEEDER. THE FENDER WAS EXTRACTED AND A FALL TOOK PLACE. SPLITS NO 6 & 7 WERE DRIVEN DOWN IN THE SAME MANNER. AND FALLS TAKEN PLACE AS MARKED ON NEXT SHEET.

1/B

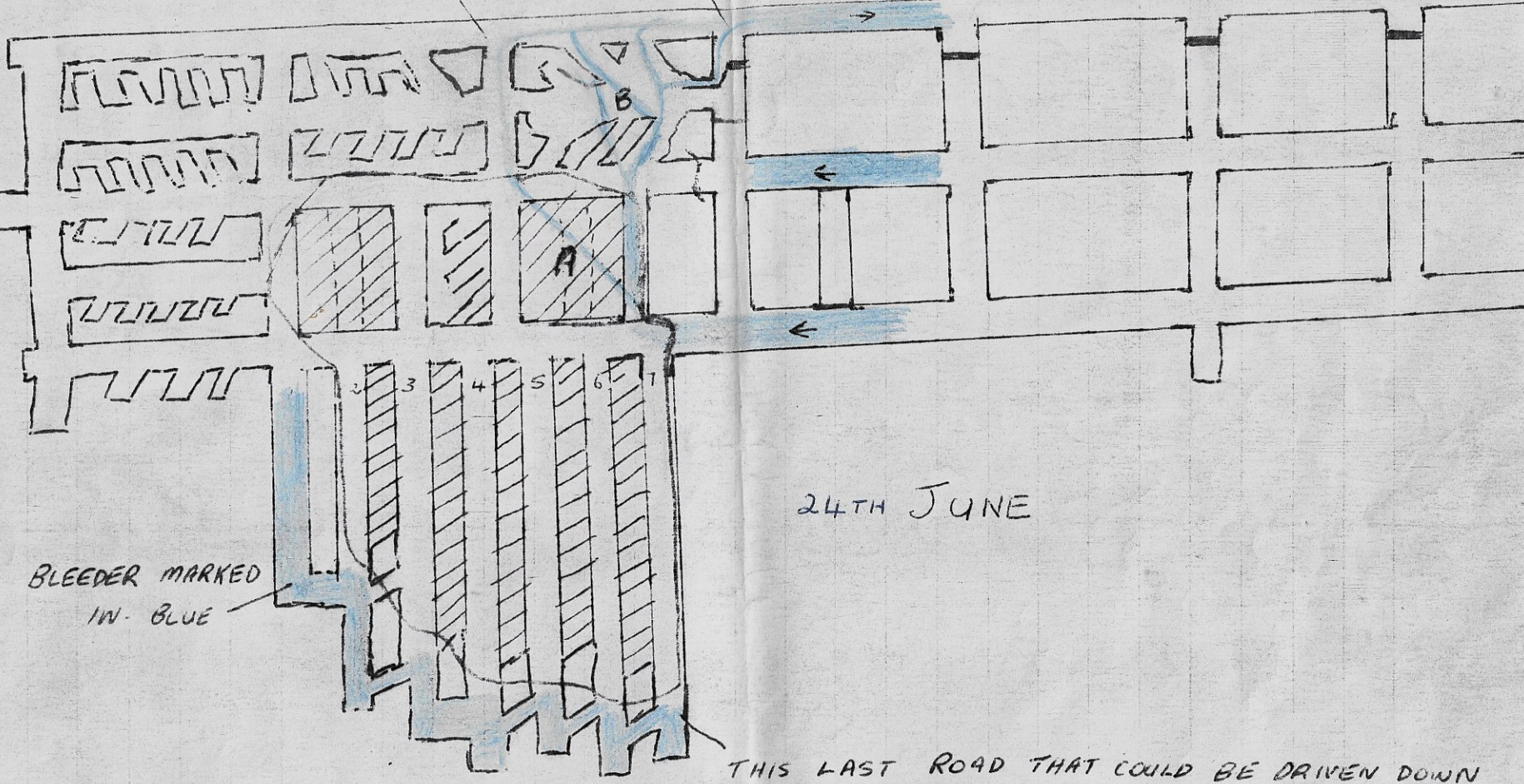


PILLAR "A" WAS EXTRACTED AND
START MADE TO SPLIT PILLAR "B"
AIR MOVEMENT AT THIS TIME MARKED IN
BLUE.

BLEEDER

1) C

58 CH₄ 19 14 6 CH₄



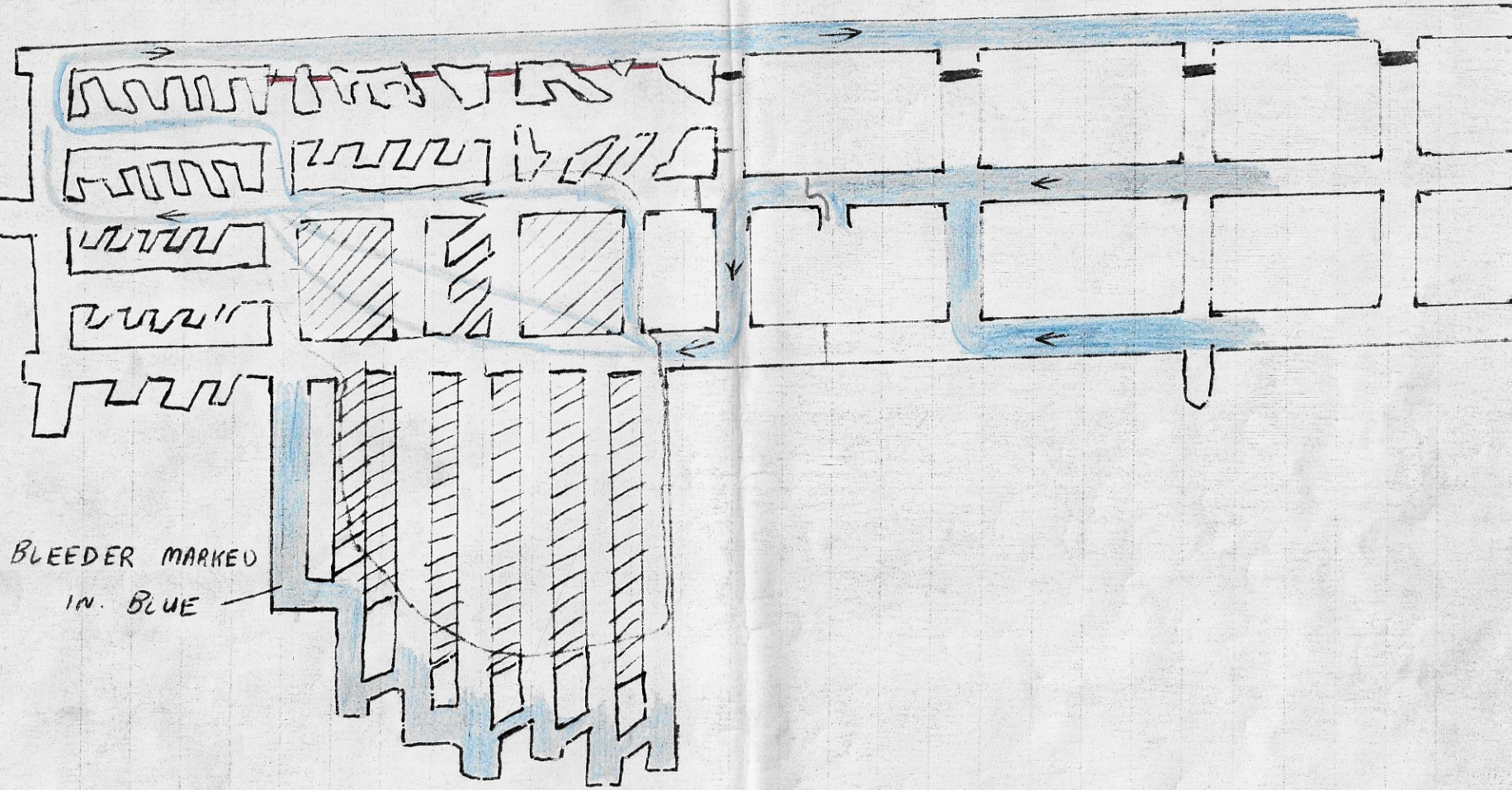
24TH JUNE

BLEEDER MARKED IN BLUE

THIS LAST ROAD THAT COULD BE DRIVEN DOWN

INTO THE SOLID WAS BROKE THROUGH TO THE BLEEDER. THE FENDER WAS EXTRACTED AND A FALL TOOK PLACE. PILLAR MARKED "A" WAS THEN TAKEN OUT IN LIFTS. THE PILLAR BETWEEN THE BELT ROAD AND RETURN AIRWAY WAS SPLIT, MARKED "B". THIS WAS PUNCHED AND HOLES PUNCHED THROUGH TO THE RETURN. THIS ALLOWED THE VENTILATION TO SHORT CIRCUIT THE GOAF AREA. (AIR MOVEMENT MARKED IN BLUE) THEREFORE THE CH₄ BUILT UP IN THE GOAF AREA. THIS WAS BECAUSE THE FALL BETWEEN THE M/S ROADWAY AND THE BLEEDER HAD CHOKED ITS SELF OFF AND THE VENTILATION WAS TAKING A SHORTER CIRCUIT TO THE RETURN AIRWAY. CH₄ READINGS MARKED

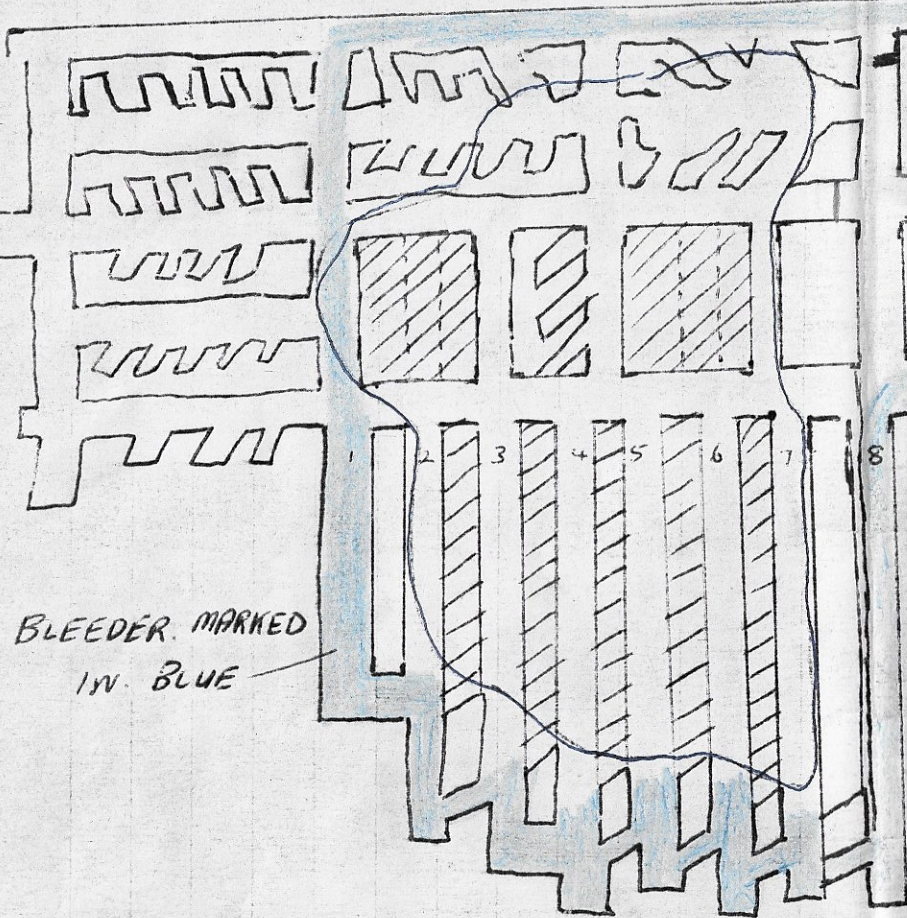
2)



BLEEDER MARKED
IN. BLUE

ON THE AFTERNOON OF JUNE 24TH MYSELF AND TWO MINERS ERRECTED
 BRATTICE (MARKED IN RED) ACCROSS THE HOLES WHICH HAD BEEN PUNCHED ^{THROUGH} PILLAR.
 TO RETURN. THIS CLEARED THE CH₄ FROM THIS AREA. THE DIRECTION OF THE
 AIR FLOW. MARKED IN BLUE, NO VENTILATION FLOWED THROUGH THE BLEEDER
 SYSTEM DOWN THE BOTTOM. A ROAD WAS REQUIRED TO BE DRIVEN DOWN AND
 A HOLE PUNCHED THROUGH TO THE BLEEDER TO LET IT SERVE ITS PURPOSE.
 IN THE MEANTIME A FALL TOOK PLACE BETWEEN THE BELT ROAD AND

3)

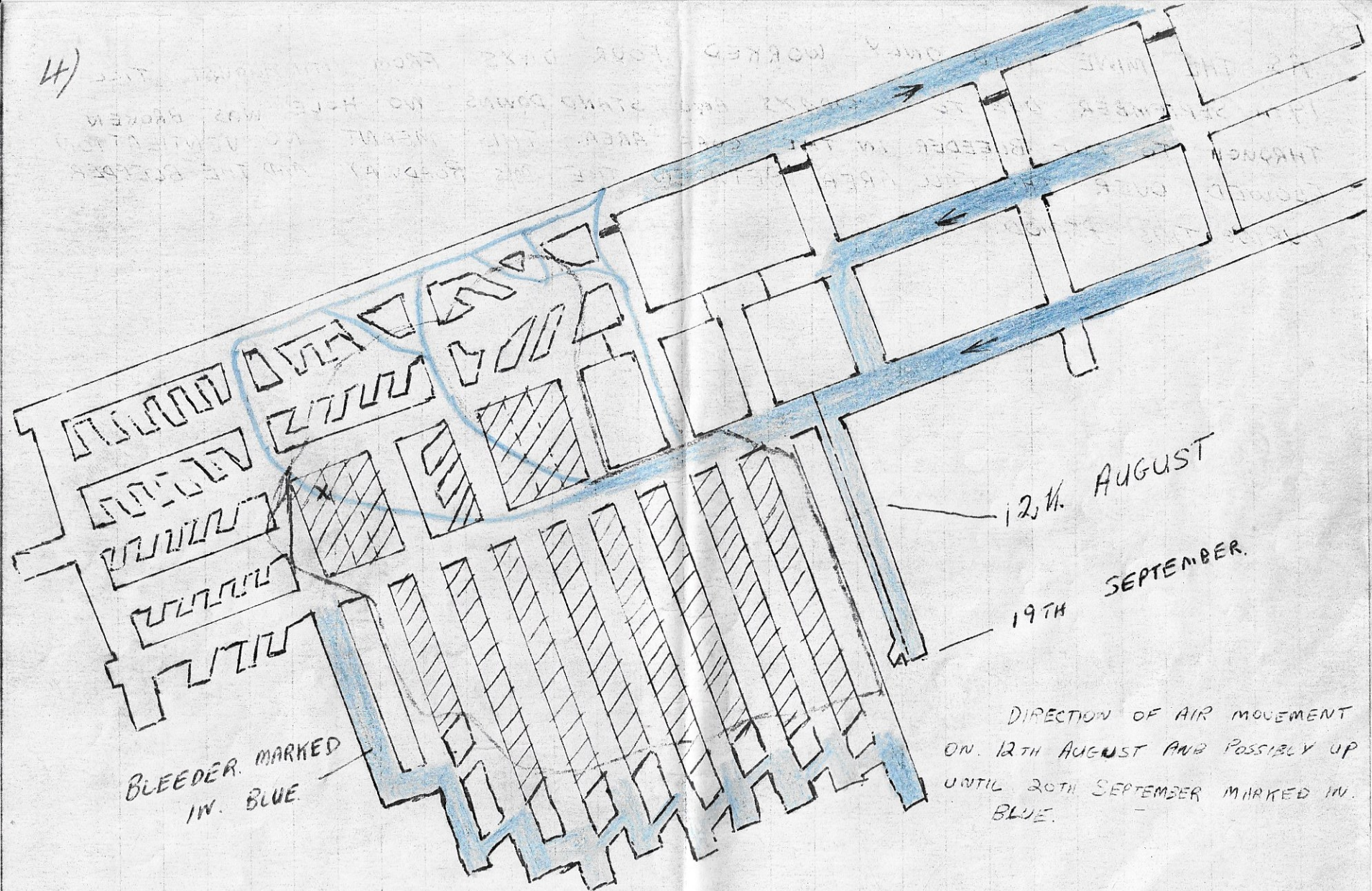


BLEEDER MARKED
IN BLUE

I THINK THIS HOLE WAS BROKEN THROUGH
TO THE BLEEDER ON 2ND OR 3RD JULY AND
~~LAST~~ ~~AUGUST~~.
THE LAST OF THE FENDER TAKEN OUT BY 4TH JULY
BEFORE WE WENT ON STRIKE ON THE 7TH 8TH 9TH
JULY

THE RETURN AIRWAY (WHERE BRATTICE WAS ERRECTED) THIS CLOSED OFF THE OPENINGS
AND STOPPED THE AIR FROM SHORT CIRCUITING.
AFTER JUNE 24TH SPLIT PILLAR A BETWEEN BELT ROAD AND M/S ROAD AND THEN
^{SPLIT "B"}
DROVE DOWN HILL AND BROKE A HOLE THROUGH TO THE BLEEDER. THIS MADE THE
AIR CIRCUIT MARKED IN BLUE. THE FOLLOWING COUPLE OF SHIFTS THE FENDER
WAS TAKEN OUT AND THE ROOF FELL UP TO M/S ROADWAY. THE AIR WOULD NOT PASS
OVER THIS FALL AND THEREFORE SHORT CIRCUITED TO THE RETURN. UNTIL THE NEXT ROAD
WAS DRIVEN DOWN AND BROKEN THROUGH TO THE BLEEDER. TWO MORE ROADS WERE

4)



BLEEDER MARKED IN BLUE

12th AUGUST

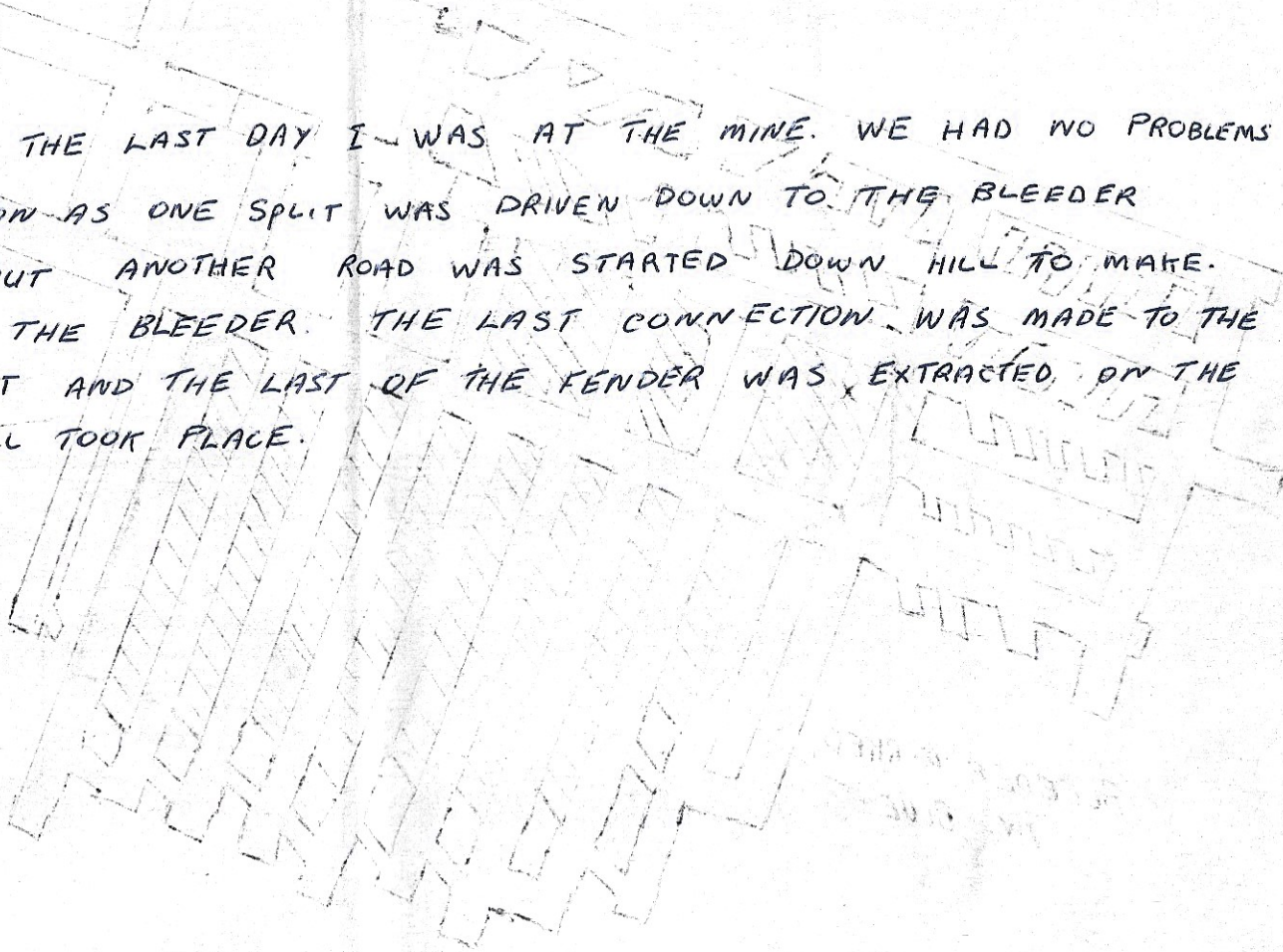
19th SEPTEMBER

DIRECTION OF AIR MOVEMENT ON 12th AUGUST AND POSSIBLY UP UNTIL 20th SEPTEMBER MARKED IN BLUE.

DRIVEN DOWN TO THE BLEEDER, THE LAST ONE BROKE A HOLE THROUGH TO THE BLEEDER. ON 6th AUGUST. AIR PASSED THROUGH THE BLEEDER IN THE GOAF AREA UNTIL 8th AUGUST WHEN THE LAST OF THE FENDER WAS TAKEN OUT AND THE ROOF FELL. THIS BLOCKED THE FLOW OF AIR THROUGH THE BLEEDER. AN OTHER ROAD WAS STARTED DOWN HILL ON 11th AUGUST (OVER)

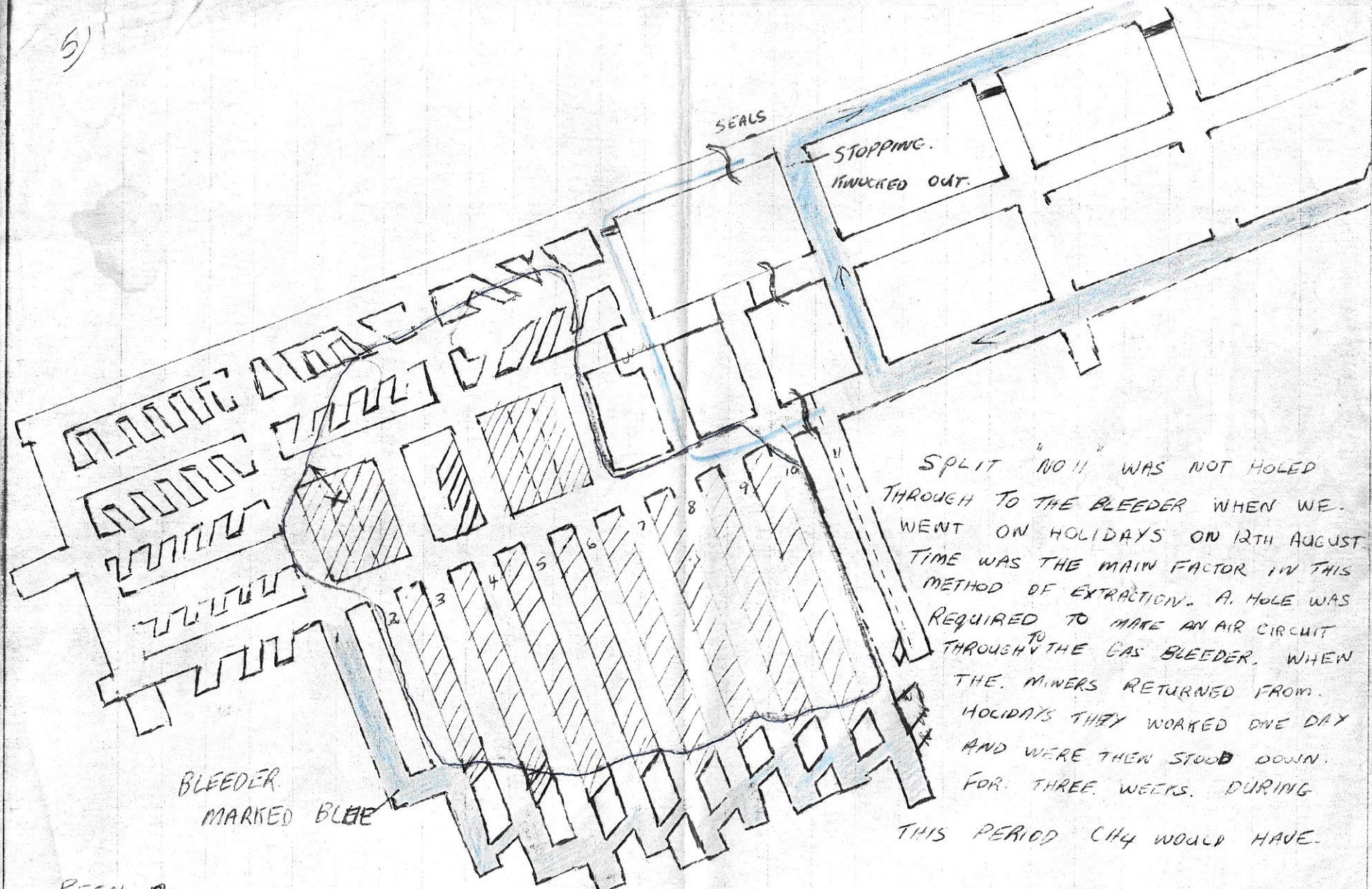
AS THE MINE HAD ONLY WORKED FOUR DAYS FROM 11TH AUGUST TILL 19TH SEPTEMBER DUE TO HOLIDAYS AND STAND DOWNS. NO HOLE WAS BROKEN THROUGH TO THE BLEEDER IN THE COAF AREA. THIS MEANT NO VENTILATION FLOWED OVER THE FALL AREA BETWEEN THE M/S ROADWAY AND THE BLEEDER. DURING THIS PERIOD.

FROM 24TH JUNE TILL THE LAST DAY I WAS AT THE MINE. WE HAD NO PROBLEMS WITH CH₄ BECAUSE AS SOON AS ONE SPLIT WAS DRIVEN DOWN TO THE BLEEDER AND THE FENDER TAKEN OUT ANOTHER ROAD WAS STARTED DOWN HILL TO MAKE AN AIR CONNECTION TO THE BLEEDER. THE LAST CONNECTION WAS MADE TO THE BLEEDER ON 6TH AUGUST AND THE LAST OF THE FENDER WAS EXTRACTED ON THE 8TH AUGUST. AND A FALL TOOK PLACE.



DRIVEN DOWN TO THE BLEEDER. THE LAST OF THE FENDER WAS EXTRACTED ON THE 8TH AUGUST. AND A FALL TOOK PLACE. ON 6TH AUGUST THE LAST CONNECTION WAS MADE TO THE BLEEDER. THE LAST CONNECTION WAS MADE TO THE BLEEDER ON 6TH AUGUST AND THE LAST OF THE FENDER WAS EXTRACTED ON THE 8TH AUGUST. AND A FALL TOOK PLACE.

5)



SPLIT "NO 11" WAS NOT HOLED THROUGH TO THE BLEEDER WHEN WE WENT ON HOLIDAYS ON 12TH AUGUST TIME WAS THE MAIN FACTOR IN THIS METHOD OF EXTRACTION. A HOLE WAS REQUIRED TO MAKE AN AIR CIRCUIT THROUGH TO THE GAS BLEEDER. WHEN THE MINERS RETURNED FROM HOLIDAYS THEY WORKED ONE DAY AND WERE THEN STOOD DOWN FOR THREE WEEKS. DURING THIS PERIOD CH4 WOULD HAVE

BEEN ACCUMULATING IN THIS GOAF AREA WHERE THERE WAS NO AIR MOVEMENT. THIS ACCUMULATION WOULD BE BLEEDING OUT INTO THE AIR CURRENT MARKED ON SHEET (14)