

	REFER	ENC
Surveyed line—fenced		Unsurv
County boundary	+	Teleph
Parish boundary		Power
Limits of workings-open cuts		Surfac
Portion number	POR 18	Railwa
Reserves R14	Town Res	Subdiv
Limits of Roads—to scale, with description	Gravel	Buildi
Pipelines—type and size—surface plan only		Track
Underground	Air 100 mm	Sp.1 F
Surface	Water 50mm	Conto
Trignometrical station	A	Grave
Permanent mark	()	Quarry
Survey station—in brown	(12	Tank-
Bench Mark	• B.M.	Wind
Rivers and creeks		W.ell
Dam	-1	Gully
	· -1	Weir
Swamp Waterhole	ریو ۳۰۰) ۱۹۹۰ - ۲۰	Lake o
	W.H	
Normal fault.		Overti
Full dip	· * ·	Appar
Syncline Igneous intrusion	· * ·	Antici
—in brown or light brown was		Drift
Intake air—blue arrows or blue wash		Retur
Conveyor drivehead	1	Dust
Stopping		Stopp
Sile for emergency slopping		Bratti
Prepared Site	P.S.	Waler
Selected Site	S.S.	Door
Pressure chamber	P.C.	Regui
Air crossing—Normal		A11 CI
Solid working		Extra
Borehole—No 18, 3m coal at reduced level 2	2030m, 1+5m cc	oal at 190
Underground ambulance station—Red +	*	Depu
Switchboards		Trans
General	• • •	Fan
High voltage S/B—3 panels	5.3	Com
Medium voltage S/B—Isolator—I panel		Winc
Cable routessymbols used between broker		Telep
lines signifies lype and number of cables Cable symbols	t v q 2 medun 1 high voltage	
Telephone	•	Valve
Low vollage	*	Pum
Medium voltage		Fire e
High voltage		Hose
Pipeline type and size		Tee a
Spoiled area		Open
	۰ ۱	

ENCE	
Unsurveyed line—fenced	"
Telephone line	• • • •
Power line	
Surface areas	
Railway	
Subdivision and resubdivision number	Sub1 Resub2
Building—shape approximate, with descrip	otion Office
Track	
Sp.1 Height	·120
Contour-with height in metres	40
Gravel pil	. 1
Quarry	
Tank-earth	11
Wind pump	
W.ell	•
Gully	
Weir	l Weir
Lake or layoon	,
Overthrust or reverse fault	./-20
Apparent dip	2
Anticline	Ĵ
Drift	1 10 5 .+
Adit	:
Return an—red arrows or red wash	 +1 ⁽¹⁾
Dust Zone	
Stopping-explosion proof	Į ļui
Brattice	.\`
Waler dams	C C
Doors	DD
Regulators	R·
An crossing- Explosion proof	ANT N ANT N
Extracted pillars or Goaf	
al at 1960m surface reduced level 2100m	5 01.33 3m 18.2030 1.5m0 1.960
Deputies station	-' <i>100m</i> D
Transformer/Substation	▲.
Fan	F
Compressor	, C)
Winch	(W)
Telephone	(T)
Hydrant	(H)
Valve	(V -
Pump	(P
Fire extinguisher	E
Hose	· 30)
Tee and lap—lype and size	6.1 1
Open cut coal mined	1
	• •

LEGEND

GENERAL AIR FLOW -----

KIANGA UNDERGROUND MINE

PLAN SHOWING WORKINGS IN 4 NORTH SECTION AS AT TIME OF MINE EXPLOSION - APPROX. 5.00 pm SATURDAY SEPT.20, 1975

KEY TO AD	JOINING SHI	EETS		
	-			
			SURVEYOR	DATE
			REVISIO	IN
				SEAM
MINE-KIANGA Nº1 U.G.				
LESSEE			· · · · · · · · · · · · · · · · · · ·	
LEASE		MINING DISTRICT		
COUNTY		<u> </u>	PARISH	
CERTIFIED		DATE	UNIVERSAL GRID REFERENCE SOUTH WEST CORNER OF SHEL	
(SURVEYOR) DRAWN G. D.	JAQUES		100 000 MAP (NAME AND NUMBER)	
HORIZONTAL	•			
	Australian Geodetic Datum (AGD)		EASTING	NORTHING
VERTICAL D			· · · · · · · · · · · · · · · · · · ·	
	Australian Height Datum (AHD) +2000 m		-	PLAN
SCALE 1:600		REF. No 600/1A		
			KEF. NO 60	

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

4

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 TAKENOUT AIR. WAS STILL MOUNIG OVER THE FALL AREA. ASMARKED. 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 TOOR PLACE. SPLITS NO 6 * MOT WERE DRIVEN DOWN IN THE SAME. MANNER AND FAUS TAKEN PLACE AS MARKED ON NEXT SHEET.

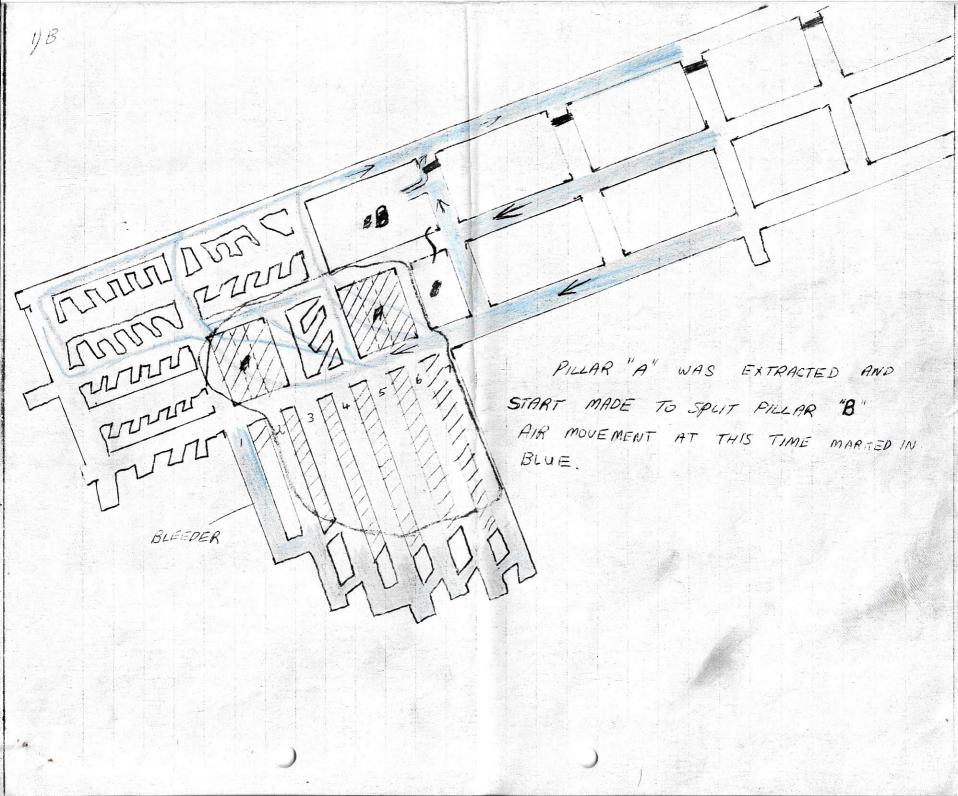
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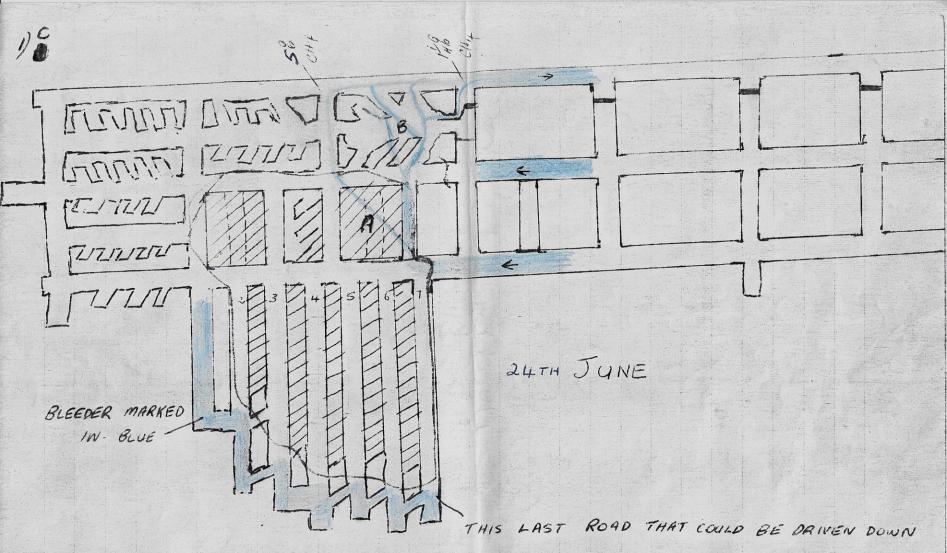
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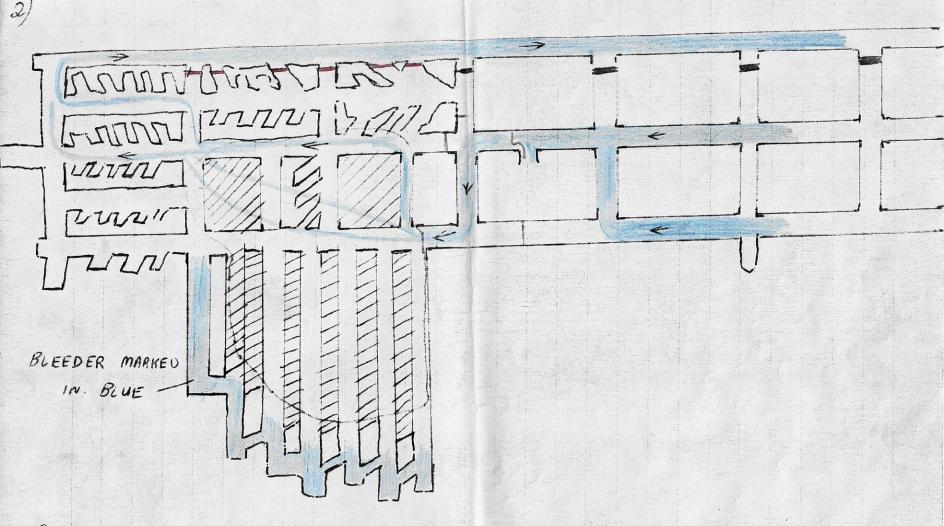
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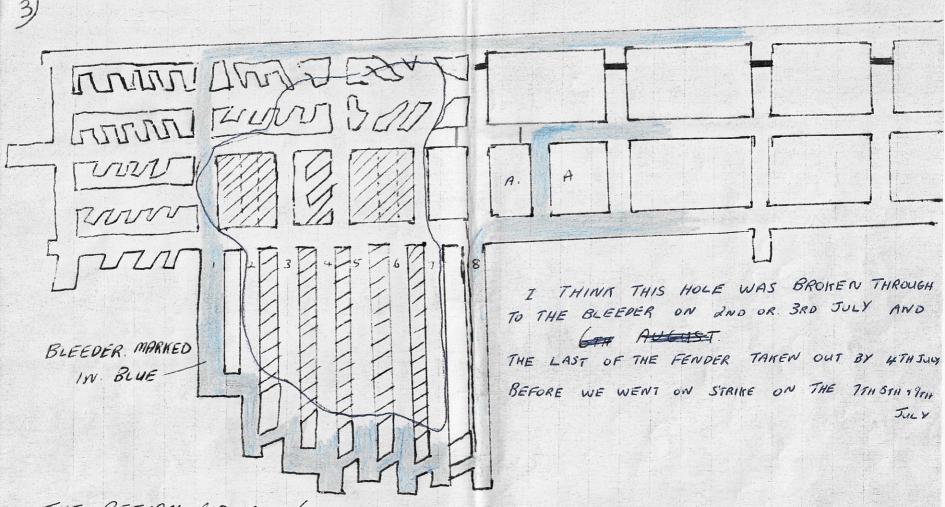




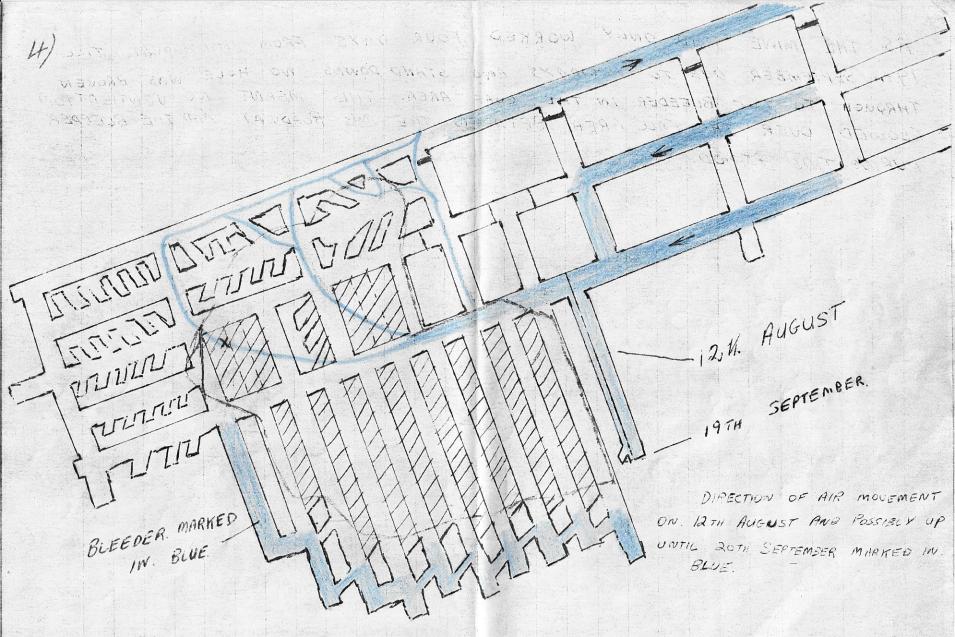
INTO THE SOLID WAS BROKE. THROUGH TO THE BLEEDER. THE FENDER WAS EXTRACTED AND A FALL TOOK PLACE. PLULAR MARKED'A" WAS THEN TAKEN OUT. IN LIFTS. THE PILLAR BETWEEN THE BELT ROAD AND RETURN AIRWAY WAS SPLIT. MARKED "B". THIS WAS PUNCHED AND HOLES PUNCHED THROUGH TO THE RETURN. THIS ALLOWED THE VENTILATION TO SHORT BIRCUIT THE GOAF AREA. (AIR MOVEMENT MARKED IN BLUE) THEREFORE THE CH. BUILT UP IN THE GOAF AREA. THIS WAS BECAUSE THE FALL BETWEEN THE MIS ROADWAY AND THE BLEEDER. MAD CHOKED ITS SELF OFF AND THE VENTILATION WAS TARING A. SHORTER. CIRCUIT TO THE RETURN AIRW Y. CH4 READINGS MARKED



ON THE AFTER MOON OF JUNE 24TH MYSELF AND TWO MINERS ERRECTED BRATTICE (MARRED IN RED) ACCROSS THE HOLES WHICH HAD BEEN PUNCHED FILLAR. TO RETURN. THIS CLEARED THE CH4 FROM THIS AREA. THE DIRECTION OF THE. AIR. FLOW. MARKED IN BLUE, NO WENTLATION FLOWED THROUGH THE BLEEDER SYSTEM POWN THE BOTTOM. A ROAD WAS REGULAED 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 BETWEED THE BELT ROAD AND



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 BETWEN BELT ROAD AND M/S ROAD AND THEN Split'S" DROVE V 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 DRINEN DOWN AND BROKEN THROUGH TO THE BLEEDE) TWO MORE ROADS WERE



DRIVEN DOWN TO THE BLEEDER. THE LAST ONE BROKE A HOLE THROUGH TO THE BLEEDER. ON 6th AUGUST. THE BLEEDER IN THE GORF 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. I. DTHER ROAD WAS STARTED WHEN 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 GOAF AREA. THIS MEANT NO VENTILATION THROUGH TO THE BLEEDER IN THE GOAF AREA. THE MIS MEANT NO VENTILATION FLOWED OVER THE FALL AREA BETWEEN THE MIS BOADWAY 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 COMMECTION WAS MADE TO THE BLEEDER ON 6TH AUGUST AND THE LAST OF THE FENDER WAS EXTRACTED ON THE 8 TH AUGUST. AND A FALL TOOK PLACE.

ATT -

ATTA A.

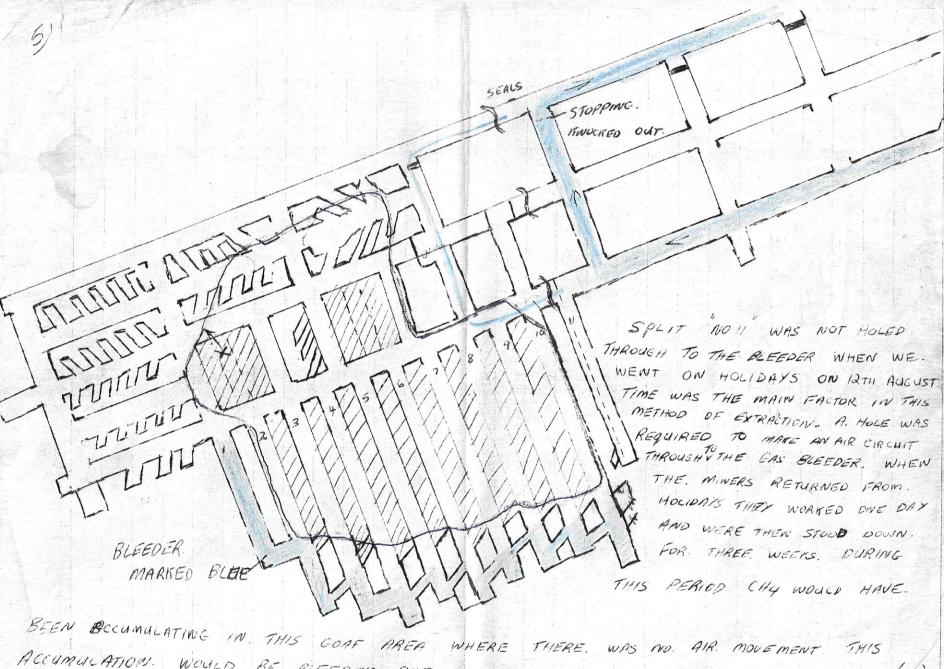
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Seturity of Mary Mussian T

1. C. B. C. M. C. M.

Presenter Managers

DROBEN DOWN TO THE REPERSENT THE LAST CHE CAR GROKE MHOLE THROUGH TO THE REFERRENCE ON C.X. PROMANT, PROVIDENT THE PROPERT WHEN THE CHERGER HANTH. ST. MADE THE REPORT WHEN THE LAST OF THE FERHER WE THE OUT THIS CHERGER THE ST. MALEN THE THROUGH THE REPORT WHEN THE AND THE REPORT OF THE ST. THIS OF ALL AND THE REPORT OF THE ST. THE REPORT OF THE REPOR



ACCUMULATION. WOULD BE BIEEDING OUT INTO THE AIR CURRENT MARKED ON SHEET (4)