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3480
SL-029093
(U-066)

Moab District
Price River Resource Area
500 North 700 East
Price, Utah 84501

RECEIVED
MAR 25 1988

Mr. Dave Miller
Chief Engineer
Castle Gate Coal Company
P. O. Box 445
Helper, Utah 84526

MAR 23 1988

DIVISION OF
OIL, GAS & MINING

Dear Mr. Miller:

Your proposal for minor modification of the No. 3 Mine approved mine plan, received by this office March 11, 1988, has been reviewed.

The abandonment of approximately 1,150 feet of the 8th East panel has been deemed necessary because of a survey error by the previous operator which occurred when the 8th East two-entry section was driven, as shown on your enclosed map. Various methods of mining through this area have been explored and several are technically possible, however, none of them are feasible from either an economic or safety point of view. This office calculates that 62,500 tons of raw coal, or 49,600 tons of clean Federal coal will be abandoned because of this action.

Through discussions with your office, we have learned that a third set-up entry will probably be driven at crosscut 31 for ventilation purposes. We encourage you to drive this entry and to recover as much of this abandoned coal as possible.

As undesirable as this situation is, we realize that it was created through no fault of Castle Gate Coal Company, and therefore this minor modification is approved as proposed.

If you have questions regarding this matter, please contact Jeff Clawson at 637-4584.

Sincerely yours,

MARR E BAILEY

Area Manager

Enclosure:
Castle Gate Proposal w/asp

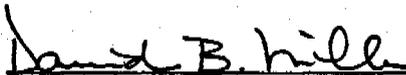
cc:
SD, Utah (U-921)
DM, Moab (U-065)
DOB:

Mr. Jeff Clawson
March 10, 1988
Page - 2

tailgate of the 9th East longwall, the length of the face goes from 605 feet in the area on either side of the error to 620 feet in the area of the mining error. The irregularity is 900 feet long and would require abnormal mining practices to occur in that area. Some of these practices include adding and removing shields from an operating face. This practice is both a safety hazard and an uneconomic mining practice. The safety issue of this practice has made this alternative unpractical. The other is the blasting of this excess coal from the face as the longwall mines by this area. Our concern is again a safety issue due to the thickness of the area. There would be excess coal in the tailgate that would have to be shoveled to maintain the entry travelable and also this area would need to be supported in order to have men in the area setting timber or shoveling. A four or five foot irregularity can almost close off the tailgate as a travelway, so this amount will cause both severe safety problems along with potential citations on the condition of the tailgate as a travelway. With the two-entry regulation, the wall would have to be shut down until the area is cleaned up. That situation then develops into an economic one.

Presently we are scheduled to start a continuous miner unit in the 9th East on March 25th to allow enough time to develop the set-up rooms for the longwall. We feel this decision has been made using sound mining practices and principles. If you have any questions or wish to view this area please feel free to contact me.

Sincerely yours,


David B. Miller
Engineering Manager

DBM:jcr

cc: Richard Clark
Art Bruno
Tom Doane
Larry Lynch

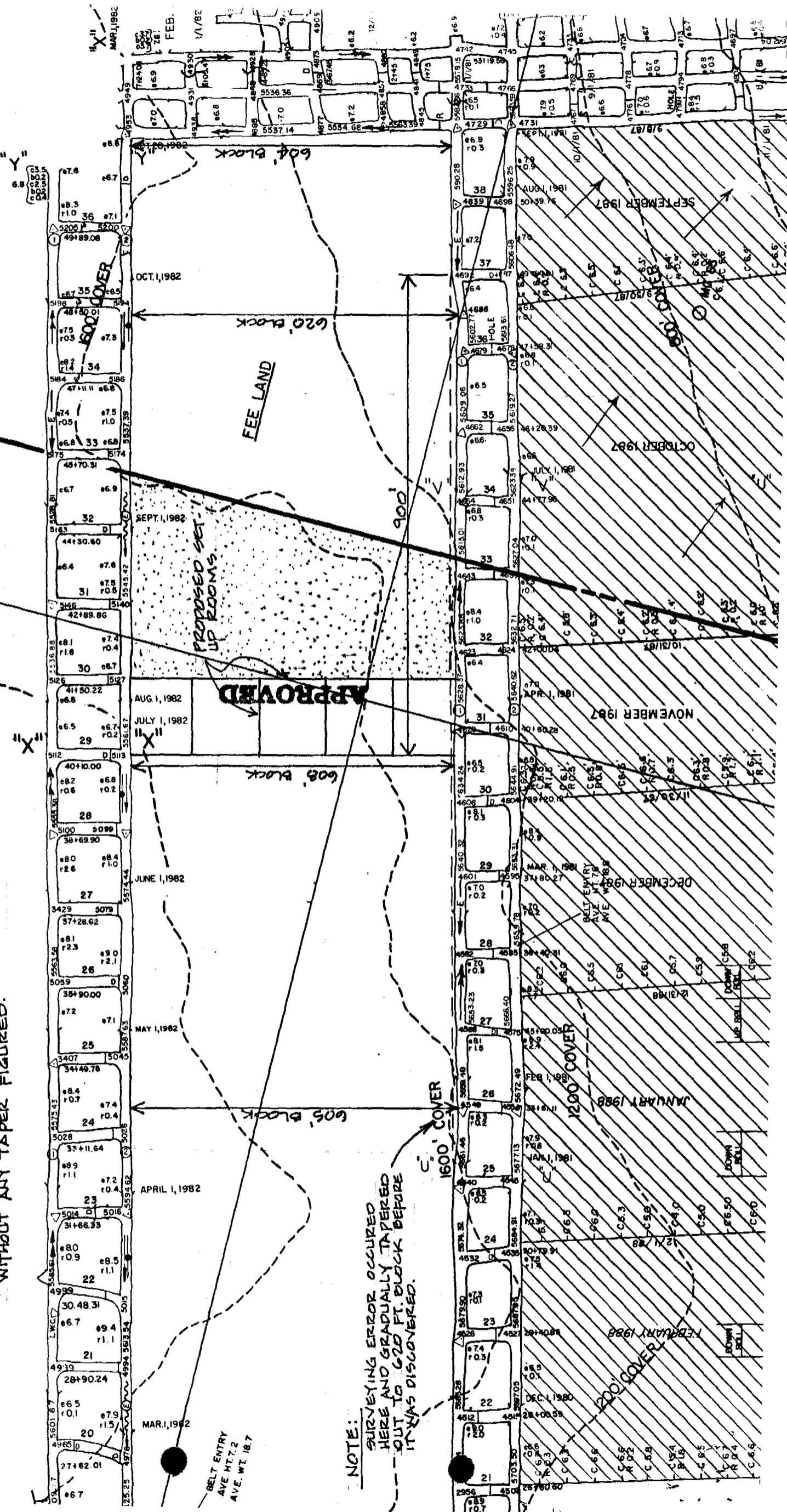
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NOTE:

AVERAGE WIDTH OF COAL BLOCK IS 600' (SLOPE DISTANCE) EXCLUDING AREA WHERE ERROR OCCURRED.

* ALL WIDTHS SHOWN ARE SLOPE DISTANCES WITHOUT ANY TAPER FIGURED.

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NOTE:

SURVEYING ERROR OCCURRED HERE AND GRADUALLY TAPERED OUT TO 620 FT. BLOCK BEFORE IT WAS DISCOVERED.