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File

June 14, 1985

TO: Coal File, Inspection and Enforcement Folder

FROM: Sandy Pruitt, Mining Field Specialist SP

RE: Skyline Mine, Utah Fuel Company, ACT/007/005, Folder #7, Carbon County, Utah

A complete inspection of the Skyline Mine was attempted by Sandy Pruitt on June 6, 1985. But neither Keith Zobell, or Keith Welch were available to accompany this inspector on a thorough tour of the mine site.

Since the last inspection, May 24, 1985, Utah Fuel had improved the drainage control ditches around the open coal storage area on the #1 Mine Pad in accordance with the approved designs. A 24 inch culvert, which had not been installed yet, was placed in the required location near portal #1. Water ponding at the base of the Mine #1 Electrical Building was still being pumped into the 24 inch culvert under the coal stockpile. The undisturbed drainage along the RDA road downslope past the mine #1 supply portal was well segregated from the disturbed area drainage. A siltfence and strawbale barrier provided sediment control for drainage released into Eccles Creek at that point. A marginal drainage ditch was also established between the RDA road and the entire length of the Area 2 temporary coal stockpile. More coal had been stockpiled in Area 2 since the last inspection. The height of the Area 2 stockpile was more than 15 feet above the road. There was evidence of more coal on the RDA road, probably as a result of hauling traffic. Signs were posted around the coal stockpile that read "Flamable No Smoking", as committed to in the approved plans.

The entire length of the conveyor corridor was walked as a portion of the required complete inspection. Revegetation success was generally good on the topsoil redistributed within the conveyor corridor and seeded in 1982. Topsoil protection measures, strawbales placed at low spots along the corridor, appeared functionally adequate. Minor repairs were made, where possible during this inspection, to maintain shallow diversions or repair gaps between the strawbales or where sediment had backed up against the bales to impede their effectiveness. Repairs were not possible for the strawbale barrier located at the diversion in the mudflow near Station 48.00 or at the next strawbale barrier to the east located near the conveyor access road or at approximately Station 57. Additional strawbales are necessary here to contain sediment on the conveyor corridor and to control erosion on the downslope. A gully is forming on the downslope immediately west of the straw barrier near Station 57.

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cc: Donna Griffin, OSM
Keith Zobell, Utah Fuel Company
Joe Helfrich, DOGM

Statistics: See Deer Creek Mine memo dated June 14, 1985