

*File*

June 4, 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 partial inspection of the Skyline Mine was conducted by Sandy Pruitt, accompanied by Keith Zobell and Keith Welch on May 16, 1985.

The open coal stockpile area was thoroughly inspected. All drainage control measures appeared inadequate, but no off-site drainage was apparent. Since the stockpile was created during the winter, drainage control measures could not be improved to the extent necessary to function adequately or were improperly installed, for example; the 24 inch culvert placed under the temporary coal stockpile area was placed at a highpoint, runoff ponded around the Mine #1 Electrical building and was being pumped into the 24 inch culvert inlet. Snow disposal to the perimeter of the stockpile area has impeded access to the drainage ditches in order to make the necessary improvements. Utah Fuel needs to retrieve the snow stored along the perimeter of the stockpile and intends to spread the snow out so that it will melt faster. Utah Fuel committed to adequately establish all drainage control measures for the open coal stockpile area, in accordance with the approved designs, by the end of the month.

There was no drainage ditch in place along the temporary coal storage area #2, none was required in the approved plans, but it was apparent that drainage control was necessary between the coal stockpile and the RDA road due to the minor coal deposition evident, off the permit area, on the RDA road. This inspector found it necessary to return to the Division of Oil, Gas and Mining (DOG M) office to thoroughly research the approved plans to determine a solution to this problem. For the interim period Utah Fuel was instructed to establish and maintain a ditch along the RDA road as necessary to contain disturbed area drainage inside the permit area. This ditch was established along the length of the stockpile area before the end of this inspection. The access ramp onto the stockpile remained open and was a potential conveyance of runoff outside the permit area.

Samples of discharges from the mine and mine sediment pond were obtained during this inspection. There was a heavy concentration of oil in the sediment pond. In order to retrieve the oil Keith Zobell employed a method to skim the surface of the pond with straw spread over a grade that could be hoisted into the pond and effectively absorb the oil. Runoff inflows were occurring at the time the samples were obtained. Water quality appeared very good. An oil and grease sample of the sediment pond discharge was destroyed in transport to the State Laboratory.

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Drainage control measures were marginal at the railcar loadout area. Due to excavation down to the grade of the railroad spur it appeared that water would pond within the spur foundation, or in the lay down area, and would not reach the catch basin and siltfence installed for abatement of NOV N85-2-5-1. Mr. Zobell was told by the contractor on site that the drainage path to the basin and siltfence would be reestablished promptly. The material excavated in grading the spur foundation was stockpiled near the truck loadout grizzly for use in grading the pad area and crowning the haul road for drainage control.

A mine identification sign has not been posted at the railcar loadout or replaced at the loadout access from the highway to Clear Creek. Utah Fuel submitted a request for DOGM approval to modify the specifications in the MRP for letter size on the mine identification signs. Smaller signs will be ordered as soon as DOGM approval is obtained.

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

Statistics:

Vehicle: EX 49611, 415 miles  
Per Diem: 1 person X 1 day 2 hours = \$53.95  
Grant: A&E  
0242Q-18-19