

May 3, 1985

TO: Coal File, Inspection and Enforcement
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 on April 25, 1985. Keith Zobel and Keith Welch accompanied the inspector on a thorough tour of the mining and loadout operation and the waste rock disposal site. Runoff and intermittently heavy snow showers were occurring during this inspection.

All runoff control measures inspected were functional. The cement swales across the access road to the #1 Mine pad and collecting drainage off the bypass road above the #3 mine were replaced by a series of three 4 inch pipes placed inside the swales so that haul trucks can drive over the swales without damage to the suspension. The pipes appeared to handle the runoff flows, observed at that time. There was no backup or short circuiting at the inlets. Utah Fuel must ensure compliance with the 10-year, 24 hour sizing requirements of the Division of Oil, Gas and Mining in accordance with UMC 817.43 (a) for this modification.

The small catch basins at the loadout entrance were maintained since the last inspection. Maintenance of the surface grade is necessary behind the inlet to the sediment pond culvert inlet to prevent the release of disturbed area drainage into the adjacent undisturbed drainage ditch. There was a slight potential for heavy runoff to bypass the sediment pond inlet.

In abatement of NOV #N85-2-5-1, a small catch basin was established with a combination silt fence and strawbale filter to treat runoff from the railcar loadout area. Utah Fuel had also placed a line of strawbales across the railcar loadout yard, just past the loadout building and had laid new gravel to improve the surface grade. The drainage culverts along the county road had been reinstalled to function properly. Water still ponded in the yards on either side of the loadout facility. Drainage off the railroad spur, which is being constructed on either side of the loadout facility, and the associated laydown area also drains into this catch basin. Spillage at the diesel tank at the laydown area has been kept to a minimum. Keith Zobel was advised to monitor this area for spillage and construct a berm around the diesel tank usage area to retain the spillage at the diesel tank and minimize water pollution.

A sample of the mine sediment pond discharge through the principal spillway was obtained by Keith Welch during this inspection. Runoff inflow was occurring, there was no mine discharge into the sediment pond. The sample obtained was very clear. The mine discharge meter reading was recorded during this inspection at 37,928,500 gallons.

Page 2
ACT/007/005
Memorandum
May 3, 1985

The North Fork topsoil stockpile was inspected. Keith Zobel, Keith Welch and Doug Johnson were maintaining the bypass culvert inlets cleaning debris accumulated over winter immediately prior to this inspection. Keith Zobel described the piezometric readings on the topsoil stockpile. It appears that most of the water in the stockpile is draining along the outside of the fill and there is an iron seep on the west side of the stockpile. Some of the mud flow residue stockpiled at the toe of the topsoil stockpile will be used to dress up the diversion berm constructed of refuse material behind the substation. Utah Fuel is not sure what to do with the remaining residual material, it is good soil material.

The Scofield waste rock disposal site was inspected. Utah Fuel had hauled approximately two truckloads of waste rock to the disposal site this year. The bypass diversion along the access road needs to be maintained to clear sloughage off the cut slope. Utah Fuel must also post perimeter markers and a mine identification sign at the disposal site. Keith Zobel mentioned that the private land owner would not allow Utah Fuel to post a mine identification sign at the gate, which is the point of public access to the waste rock disposal access road. A mine identification sign must be posted in accordance with UMC 817.11(c) at the mine permit area boundary. Therefore, the alternative location is at the disposal pit.

Keith Zobel, indicated that Utah Fuel will submit a request for a modification to the Skyline Mine plan to change the letter size requirements of the mine identification sign so that smaller signs can be posted and maintained at the railcar loadout and at both entrances to both the main loadout and mine yards. The fence around the railcar loadout was removed upon request by UDOT. The blue fence posts used to delineate the permit area should be retained or properly replaced.

cc: Donna Griffin, OSM
Keith Zobel, Utah Fuel Co.
Joe Helfrich, DOGM

Statistics: See Deer Creek Mine memo dated May 2, 1985

0242Q-5-6