

April 15, 1985

TO: Coal File, Inspection and Enforcement File
 FROM: Sandy Pruitt, Mining Field Specialist
 RE: Skyline Mine, Utah Fuel Company, ACT/007/005, Folder #7,
Carbon County, Utah

DATE: March 26, 1985
TIME: 1:00 - 5:00 pm
WEATHER: Fair, Warm
COMPANY OFFICIALS: Keith Zobell, Keith Welch
STATE OFFICIAL: Sandy Pruitt *SP*
ENFORCEMENT ACTION: N85-2-5-1

Compliance With Permanent Performance Standards

UMC 711 et al Permits

A permanent open coal storage site within the upper mine yard was approved by the Division of Oil, Gas and Mining (DOGM) on February 15, 1985. An extension of this storage area within the #1 mine yard was approved on February 19, 1985 as a temporary storage yard to be used until sometime in 1986.

Conditional approval of a temporary waste rock pile on the #3 mine pad was granted by DOGM on March 28, 1985.

Utah Power & Light required that Utah Fuel construct a temporary wooden barrier around the loadout substation until the grounding grid can be extended six more feet. DOGM granted approval to erect a temporary fence around the loadout substation on February 15, 1985.

⁴ In response to Notice of Violation (NOV) #2 of 2, #N85-2-24-3, Utah Fuel submitted a modification to the approved Mining and Reclamation Plan (MRP) on January 10, 1985. DOGM's review of the submittal resulted in a deficiency letter, dated February 26, 1985 which was revised, following a meeting with the operator, to the letter dated April 9, 1985. Utah Fuel was given until April 15, 1985 to respond to these deficiencies to reinstate the DOGM review. The NOV was extended under administrative delay to obtain a permit modification for compliance.

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UMC 817.11 Signs and Markers

The perimeter of the railcar loadout permit area is indicated by blue fence posts along the chain link fence. A mine identification sign should be posted.

UMC 817.21-.23 Topsoil Protection

The topsoil protection measures at the base of the north fork stockpile should be checked and maintained as necessary if impacted by the late fall slide stabilization activities or by snow movement over the winter.

UMC 817.41-57 Hydrologic Balance

The cement swales on the office pad were completely functional to design. The swale across the refuse ramp road to the coal storage area was filled in with gravel and ice. Runoff flowed over the road and into a manhole draining toward the mine sediment pond but runoff control was very marginal. Keith Zobell arranged for a front end loader operator to clear as much ice and gravel out of the swale as possible before the end of the inspection.

The catch basin and straw bales treating runoff from the loadout egress area were seriously impacted during the winter by snow removal practices and need to be maintained for Spring runoff. At the time of this inspection, Utah Fuel had recently placed coarse gravel over the egress to dissipate the runoff and maintain the road surface, and had placed a few straw bales in likely drainage pathways to supplement the sediment control measures that were in bad condition. Maintenance of the permanent sediment control measures is scheduled as soon as possible.

Utah Fuel Company's efforts to provide temporary sediment control in the form of straw bales, were not effective at the low end of the railcar loadout. Runoff past the loadout was not slowed by the bales and short circuited between them. The disturbed area runoff, approximately 2 gpm and muddy, flowed into Eccles Creek past the bales. The runoff water created a muddy plume in the Eccles Creek stream flow. NOV #N85-2-5-1 was issued from the office on April 5, 1985 for a failure to prevent additional contributions of sediment to streamflow, UMC 817.45, 817.181(a)(2) and UCA (Utah Code Annotated) 40-10-18(2)(i)(ii).

The violation cites disturbed area runoff from the rail car loadout which is not adequately treated by the line of straw bales

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placed before Eccles Creek. The remedial action requires that Utah Fuel provide and maintain adequate interim sediment control measures by April 19, 1985, until the permanent sediment control measures are established in accordance with the approved plans.

In accordance with UMC 817.180, additional contributions of suspended solids to streamflow needs to be prevented from runoff leaving railroad spurs also. Therefore, Utah Fuel Co. must provide adequate sediment control for the railroad spur and associated laydown area on either side of the railcar loadout. An excavated catch basin, collecting runoff from both the railcar loadout and railroad spur before it drains into Eccles Creek, is an acceptable sediment control measure. A silt fence supported by straw bales or by a rock gabion dike, or a straw/rock gabion filter should also be installed along the overflow discharge point of the basin to provide adequate sediment control. This was discussed in a certified letter, accompanying NOV #N85-2-5-1, sent to Keith Zobell on April 5, 1985.

Water monitoring data available at the mine office was current up to December, 1984. Most of the spring sites and remote stream sites were inaccessible.

Utah Fuel Co. intends to conduct sediment pond inspections, at both the upper and lower ponds, on a quarterly basis. I requested that Utah Fuel Co. submit a request for the quarterly inspection frequency, as allowed by UMC 817.46(t), to DOGM for approval as required.

UMC 817.71-.74 Disposal of Underground Waste and Excess Spoil

The Scofield Waste Rock Disposal site is still closed due to snow. The temporary waste rock pile on the #3 mine pad, approved by DOGM on March 28, 1985, is necessary during the winter and for stockpiling for haulage to the disposal site.

Keith Zobell mentioned plans to drive a rock tunnel around the coal along the West mains. There is room in the mine to store waste rock in three entries off the West mains.

eh

cc: Keith Zobell
Donna Griffin
Joe Helfrich

Statistics:

See Belina Mine memo dated April 12, 1985.

0171Q-36-38