

January 23, 1985

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

Sandy Pruitt inspected the Skyline Mine site on January 17, 1985. Keith Welch accompanied the inspector on a tour of the mine site. Glen Zumwalt and Bob Dice were contacted at the mine office.

Poor quality coal, which can be used as loadout base material, was being stockpiled in lifts on the mine #1 pad. There is a buffer area between the stockpile and the berm above the bypass drainage culvert inlet. Snow from the yard is being stored near the pad entrance.

Snow removed from the bypass road above the #3 mine portals, was disposed onto the downslope of the road near the entrance to the #3 mine pad. Due to snow cover, it could not be determined if the straw bales initially placed along the toe of the downslope were still intact for adequate sediment control. Regardless, the snow should be stored within the drainage area to the sediment pond to reduce runoff from the small area, which is treated only by straw bales, to insure effective sediment control.

Keith Welch reported that the mine sediment pond has not been decanted since NOV #3 of 3 in 84-2-24-3 was issued December 13, 1984 because Utah Fuel is concerned that the decant discharges may not meet the TSS effluent limitations. The pond was discharging through the principal spillway at the time of this inspection. There was no runoff into the pond. No sample was obtained, but water quality appeared good. As a result of this report, NOV #3 was terminated effective the abatement date. Utah Fuel must continue to monitor discharges through the decant structure in accordance with Part A1 of the NPDES permit or additional enforcement action will be warranted.

The water tanks were inspected. Due to snow, sediment control and topsoil protection measures could not be discerned. Keith Welch was uncertain whether topsoil had been removed from the water tank pad area. He was aware that some topsoil from the Northfork Drainage Stockpile had been redistributed onto the pad in October, 1984. The pad has not been seeded yet. Bob Dice recalled that straw bales were placed before the drainage to the south of the pad, and at a low spot in the diversion along the north side of the pad. In a phone conversation with Keith Zobell, January 22, 1985,

Keith maintained that topsoil was, in fact, removed from the pad area before placement of the fill for the water tank. Mine water is currently stored in the larger tank to be used for fire control if necessary.

The railcar loadout area was inspected. Perimeter markers, which at this stage would be in the form of construction stakes, were not visible due to snow. Due to activity in this area, the perimeter markers should be visible even with snow cover although there is a problem that the Railroad would restrict the height of perimeter markers inside the right-of-way. It was requested that this matter be addressed before the next inspection. The extent of the disturbance is readily confined within the right-of-way by the rail line along Pleasant Valley Creek, which is about 4 feet above the loadout pad and by the road to Clear Creek, which is raised about 3 feet above the pad. The entire disturbance is confined within the rail line foundation previously established. There was no topsoil to be removed. Runoff ponds around the loadout or would drain toward the road. Straw bales are placed to the north of the railcar loadout area just before Pleasant Valley Creek. The approved drainage control plans specify only that disturbed area runoff from the loadout area will be routed to the loadout sediment pond. There are no detailed plans.

At the mine office, Bob Dice presented construction drawings for a sump which is installed at the base of the railcar loadout housing. Slurry draining off the loading area will be collected in the sump and pumped to the loadout sediment pond. The discharge point into the sediment pond will be located in the southwest corner of the pond. A primary pipe has been placed along the line under the road to facilitate installation of the pipeline later. There is no pipe into the sediment pond. The most up-to-date plans in DOGM files are preliminary drawings of the loadout area and sediment pond (TKI 01-C-002 and 01-C-004 dated August 19, 1981). These drawings do not specify a sump discharge point into the sediment pond.

On January 17, 1984, Keith Zobell provided a revised copy of TKI 01-C-002 and railcar loadout drainage plan drawings (TKI 07-C-001) to assist DOGM on a 10-day notice response. These drawings, an up-date of TKI 01-C-004, and the waste water sump designs specified on TKI drawing 07-C-002 (according to drawing 07-C-001) could be submitted with a narrative that meets permit application requirements and specifies additional design specifications necessary for DOGM review. The proposed drainage control plans must be approved by DOGM prior to implementation and prior to any modification to the sediment pond.

In reviewing plans in 1979, OSM did not grant a variance to the buffer zone requirements of UMC817.57 or designate a buffer zone in the railcar loadout area. Utah Fuel is now concerned with the

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designation of a buffer zone within an active railroad zone, since they have no control over the area. At the railcar loadout, the height of the foundation of the rail line to Clear Creek, which is along the stream bank, restricts loading activities before Pleasant Valley Creek. The DOGM Permit Review staff needs to address this issue in approving the railcar loadout drainage control plans.

wj

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

Statistics:

See Co-op Mine memo dated January 16, 1985  
0071Q-18-20