

**PLATEAU
MINING
CORPORATION**

Willow Creek Mine
847 NW Hwy 191
Helper, Utah 84526
(435) 472-0475
Fax: (435) 472-4780

An affiliate of **RAG**

August 14, 2000

Mr. Daron R. Haddock
Utah Division of Oil, Gas and Mining
1594 West North Temple, STE. 1210
P.O. Box 145801
Salt Lake City, Utah 84114-5801

**RE: Abandonment of Shuttle Cars, Plateau Mining Corporation, Star Point Mine,
ACT/007/006, Outgoing File, Carbon County, Utah**

Dear Mr. Haddock:

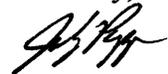
Plateau Mining Corporation (PMC) is giving the Division the information submitted to the BLM regarding the abandonment of two electric shuttle cars. PMC would like also to clarify that the shuttle cars do not contain lead-acid batteries, but are powered via a cable connected to a transformer. The mention of lead-acid batteries by the USFS is incorrect.

PMC intended on submitting this information in its 2000 Annual Report. However, it will submit it now and show the location of the shuttle cars along with the location of other items that may be abandoned underground in the 2000 Annual Report.

PMC is also attaching a copy of the BLM's sealing authorization, which also states PMC's liability for any potential adverse hydrological conditions that could result due to the two abandoned shuttle cars.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely,



Johnny Pappas
Sr. Environmental Engineer

Enclosures

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May 17, 2000

Mr. Richard L. Manus
Price Field Office Manager
Bureau of Land Management
125 South 600 West
Price, Utah 84501

RE: Sealing 2nd North Mains of the Middle Seam, Star Point Mine

Dear Mr. Manus:

Plateau Mining Corporation (PMC) is with this letter notifying the Bureau that it intends to seal the 2nd North Mains in the Middle Seam. All economic coal has been recovered from the area. The area needs to be sealed as quickly as possible because the wrap around bleeder system cannot be adequately examined due to deteriorating roof conditions.

Two National Mine Service shuttle cars will be abandoned in the sealed area because of hazardous roof conditions. These two shuttle cars are in areas too hazardous to gain access. The location is shown on the attached map. Also attached, is the equipment remaining underground report form.

A timely inspection of the area to be sealed would be most appreciated. If you have any questions or need additional information, please do not hesitate to contact me at 472-4744 or Jerry Price at 636-2264.

Gratefully,



John Borla
Manager Technical Services

Attachments

Equipment Remaining Underground Report

Submittal Date May 19, 2000
 Lease SL-031286
 Mine Starpoint #2
 MSHA Id 42-00171
 Middle Seam

Equipment Name and Number	Date inspected	Fluid types batteries and amount	Final location
National Mine Service #4919	5/18/00	20 gallons Hydraulic oil, 3 gallons 90 weight gear oil	# 26 crosscut Middle Seam
National Mine Service #4920	5/18/00	20 gallons Hydraulic oil, 3 gallons 90 weight gear oil	# 4 crosscut UNIT 1 Middle Seam



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

Price Field Office
125 South 600 West
Price, Utah 84501

3482
SL-031286
(UT-070)

CERTIFIED MAIL--Return Receipt Requested
Certification No. Z 182 430 783

MAY 24 2000

Mr. John Borla
Manager Technical Services
Plateau Mining Corporation
Willow Creek Mine
847 NW Hwy 191
Helper, Utah 84526

Re: Sealing 2nd North Mains of the Middle Seam, Star Point Mine

Dear Mr. Borla:

On May 17, 2000, the Bureau of Land Management (BLM) received a written notification from Plateau Mining Corporation of their intent to seal the 2nd North Mains in the middle seam located in Federal coal lease SL-031286. The notification indicated that two National Mine Service shuttle cars would be abandoned in the sealed area due to too hazardous conditions. The letter states that the 2nd North Mains needed to be sealed as quickly as possible because wrap-around bleeder systems cannot be adequately examined due to deteriorating roof conditions.

On May 18, 2000, Jay Marshall and Jerry Price inspected the area to be sealed. The only access into the area was from the upper seam down a slope into the middle seam. The entire middle seam area inspected showed signs of weight. The heavy roof was caused from coal having been removed from both sides of the 2nd North Mains. Roof bolt heads were being pulled through the plates, cap pieces were being crushed, roof mats were being stretched, and roof cutters were running up the sides of some entries, all of which are sure signs of deteriorating conditions and eventual collapse. The oxygen content in one area was low enough to set off a hand-held spotter alarm. The low oxygen alarm demonstrates the difficulty in maintaining adequate ventilation.

Shuttle car #4920 is located in crosscut #4 of Unit 1 which is inaccessible due to roof falls. During the inspection, the shuttle car could not be observed due to approximately 300 feet of caved top between the car and the closest access point. Access to the car at this time is impossible. The shuttle car likely still contains all operational fluids. The total of all fluids remaining in shuttle car #4920 would not exceed 25 gallons.

Shuttle car #4919 is located in crosscut #4 of the mains. This shuttle car was observed to be located within a dangered off area. The area was dangered off and marked per MSHA requirements.

Access to this car is possible, but not logical, due to the significant safety concerns. The shuttle car likely still contains all operational fluids. The total of all fluids remaining in shuttle car #4919 would not exceed 25 gallons.

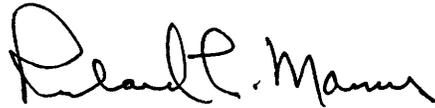
The BLM has analyzed the situation, reviewed all supporting documentation and determined that removal of fluids from the two shuttle cars is not logical and does not warrant exposure to the safety hazards associated with the removal.

Since lease SL-031286 has been determined to be mined out, it will have no effect on maximum economic recovery (MER) of the Federal coal.

The BLM concurs with the sealing of 2nd North of the middle seam. However, Plateau Mining Corporation will, due to the two shuttle cars that will remain in the working due to safety concerns, remain liable for any potential adverse hydrological conditions that could result.

For further information, contact Mr. Jay Marshall at (435) 636-3614.

Sincerely,

A handwritten signature in black ink that reads "Richard L. Manus". The signature is written in a cursive style with a large initial "R" and "M".

Richard L. Manus
Field Manager