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File A01007/011

# UNITED STATES FUEL COMPANY

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801-637-2252  
TELEX 453-123

May 24, 1988

Ms. Susan Linner, Permit Supervisor  
Division of Oil, Gas and Mining  
3 Triad Center, Suite 350  
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**DIVISION OF  
OIL, GAS & MINING**

RE: Mohrland Pipeline - Proposed Upgrade

Dear Sue;

United States Fuel Company would like to present a plan for a minor amendment in order to upgrade a portion of the Mohrland pipeline, i.e., a segment between the loadout and first curve. Refer to the enclosed topographic map. The pipeline is located in T. 16S., R. 8E., Sec. 9, S 1/2 SE 1/4.

Presently, a fixed sum has been allocated toward capital improvement of the pipeline. If the entire sum is used to buy new pipe, it is anticipated that the lower 660 feet of pipe from the first curve down toward the Mohrland rail yard can be replaced. The company would like to begin work on this project as soon as possible.

The new pipeline would be laid along the old tram line. The old tram line once conveyed railcars from the mine mouth at the Mohrland portal to the loadout. The only thing which remains of the tram line is the original grade. The tram line is flat in cross-section with a berm on the downstream edge. It runs approximately parallel to the road along the lower stretch. Because of the present configuration of the tram line, very minimal disturbance would occur if the pipeline is installed along it. This location would be very desirable as it removes the pipeline from its present ditchline location. With the pipeline out of the road, the road can be maintained more effectively and the damage due to water leaks greatly reduced.

A length of steel pipe would be used to slope up from the old pipeline to the tram grade. The sloping pipe would connect to a 10" steel pipeline laid along the tram line grade. Twenty foot lengths of 10" pipe will be placed upon the tram grade with a cherry picker. The lengths of pipe will then be welded together. The pipeline will not be buried.



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Minimal earth work and site preparation will occur as the present configuration of the tram line is suitable for installation of the pipeline. Currently growing on the tram line there exists predominately rabbitbrush, sagebrush and weeds. Some vegetation may need to be cleared if it falls in the path of the pipeline. Any surface disturbance created by the pipeline installation will be seeded in the fall with Seed Mix #1 from our reclamation plan.

Reclamation should not be a problem due to the narrowness of the zone of disturbance. Surface disturbance will be very limited and temporary in nature. No changes will be made to the natural drainage of the area. No access to the tram line will be left after the pipe has been installed in order to eliminate unauthorized vehicular travel.

At the end of the 660 foot stretch of new pipeline, a pipe would slope down off the tram and reconnect with the present steel pipe. U.S.. Fuel would like to continue to replace segments of the old pipeline along this road as money becomes available in the future. At present, installation of this 660 feet of pipe should be a substantial improvement by reducing maintenance problems and allowing a critical portion of the road to be maintained more effectively.

Your cooperation in reviewing this request as expeditiously as possible is greatly appreciated. Please call if you have any questions.

Sincerely,



Jean Semborski  
Environmental Coordinator

pc: E. Gardiner  
M. Watson  
B. Gunderson

JS:lj