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DIVISION OF
OIL, GAS AND MINING

March 26, 2001

Utah Coal Regulatory Program
Division of Oil, Gas and Mining
1594 North Temple, Suite 1210
Box 145801
Salt Lake City, Utah 84114-5801

Copy Daron, Perm, May 2001

Permitting

Attention: Daron Haddock, Permit Supervisor

Re: Travel Variance for Rilda Canyon, PacifiCorp, Deer Creek Mine, **C/015/018, Emery**
County, Utah

PacifiCorp, by and through its wholly-owned subsidiary, Energy West Mining Company ("Energy West") as mine operator, hereby requests a special variance to the daily load restriction for material haulage utilizing the Rilda Canyon road as cited in the Deer Creek Mine MRP Volume 11: 526. MINE FACILITIES (R645-301-526).

With the recent completion of production at the Trail Mountain Mine, the subsequent recovery of materials and equipment is ongoing in preparation for future sealing of the portals. The longwall mining system for this mine is relatively new being purchased in 1998 and has much of its productive life remaining. The longwall system in the Deer Creek Mine, however, is at the end of its economic life. With this in mind, the plan is to transfer the Trail Mountain system for use in the Deer Creek Mine starting with the 8th East longwall panel projected to start production in early September of 2001.

The longwall system to be transferred includes the following main components: 131 roof supports weighing ~27 tons each, a 750' face conveyor separated in 17' sections and an 85' stageloader in sections. Altogether there are close to 200 loads that need to be taken underground to complete this system. Transport of this heavy equipment is slow and very intense on the underground haulage equipment and any distance saved is of great value both in time and money. The distance from the Deer Creek portals to the longwall face is 7.66 miles one way and the distance from the Rilda portals to the longwall face is 3.25 miles one way. Calculating the savings of underground miles by using the Rilda portals on these 200 loads amounts to 1,364 total miles, which is very significant. Assuming an average speed of 3 mph that this equipment may travel loaded and unloaded yields timesaving of 4,092 man-hours in labor not to mention the equipment savings.

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Trail Mountain Mine:

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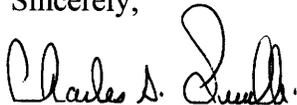
With this information in mind, the following variance is requested by Energy West:

- ✦ Permission be granted to transport the longwall system from Trail Mountain to the Rilda portals via the Rilda Canyon road. Transferring of the longwall system is scheduled to start on June 15, 2001 and be completed by September 15, 2001.
- ✦ Allowance to transport up to 10 loads per day of any combination of loads – longwall system or other bulk materials
- ✦ Haulage available Monday through Sunday
- All other provisions stated in Volume 11: 526. MINE FACILITIES (R645-301-526) would still apply

All unloading of equipment and materials will be conducted inside the disturbed area of the permit. A portable unloading station will be erected near the portal to handle all equipment. One small front-end loader will still be stationed on the pad as in the past to care for unloading of other materials. The signing with flashing lights on the Huntington Canyon road will be implemented as last year.

The need for this variance is very evident and your prompt consideration will be appreciated. If there are questions or a need for further information, please inform Carl Pollastro at 435-687-4701 or myself at 687-4720.

Sincerely,



Charles A. Semborski
Geology and Environmental Supervisor

cc: Carter Reed, U.S.F.S. Price Office
Dale Stapley, U.D.O.T., Price Office
Rex Funk, Emery County Road Department
Scott Child, Interwest Mining
Carl Pollastro
File