




**COLORADO DIVISION OF RECLAMATION, MINING AND SAFETY
COAL PROGRAM INSPECTION REPORT**



PERMIT INFORMATION

Permit Number: C-1981-010 Mine Name: Trapper Mine Operator: Trapper Mining, Inc. Operator Address: Mr Forrest V Luke P.O. Box 187 Craig, CO 81626	County: Moffat Operation Type: Surface Permit Status: Active Ownership: Federal
	Operator Representative Present: Graham Roberts
Operator Representative Signature: (Field Issuance Only)	

INSPECTION INFORMATION

Inspection Start Date: April 18, 2013 Inspection Start Time: 07:40 Inspection End Date: April 18, 2013 Inspection End Time: 12:00	Inspection Type: Coal Partial Inspection Inspection Reason: Normal I&E Program Weather: Cloudy
Joint Inspection Agency: None	Joint Inspection Contacts:
Post Inspection Agency: None	Post Inspection Contacts:
Inspector(s): Jared L. Ebert	Inspector's Signature:  Signature Date: April 23, 2013

Inspection Topic Summary

NOTE: Y=Inspected N=Not Inspected R=Comments Noted V=Violation Issued NA=Not Applicable

Y - Air Resource Protection

N - Availability of Records

R - Backfill & Grading

NA - Excess Spoil and Dev. Waste

N - Explosives

Y - Fish & Wildlife

R - Hydrologic Balance

R - Gen. Compliance With Mine Plan

NA - Other

R - Processing Waste

R - Roads

N - Reclamation Success

N - Revegetation

NA - Subsidence

Y - Slides and Other Damage

R - Support Facilities On-site

Y - Signs and Markers

NA - Support Facilities Not On-site

NA - Special Categories Of Mining

N - Topsoil

COMMENTS

This was a partial inspection of the Trapper Mine; DRMS Permit No. C-1981-010 operated by Trapper Mining, Inc (TMI). I, Jared Ebert of the Colorado Division of Reclamation, Mining and Safety (Division) conducted the inspection. Mr. Graham Roberts with TMI accompanied me on the inspection. A significant snow storm moved through the area prior to the inspection, a large portions of the site was inaccessible, many of the access roads were very moist and muddy with a foot or more of snow on top of them. The weather during the inspection was partially cloudy, cold and windy.

BACKFILL and GRADING – Rule 4.14; Contemporaneous Reclamation 4.14.1; Approximate Original Contour 4.14.2; Highwall Elimination 4.14.1(2)(f); Steep Slopes 4.14.2, 4.27; Handling of Acid and Toxic Materials 4.14.3; Stabilization of Rills and Gullies 4.14.6:

TMI is actively backfilling behind the mining operations.

The F-Pit backfilled area was viewed from the north end of the pit area. This area was snow covered but appeared stable.

HYDROLOGIC BALANCE - Rule 4.05; Drainage Control 4.05.1, 4.05.2, 4.05.3; Siltation Structures 4.05.5, 4.05.6; Discharge Structures 4.05.7, 4.05.10; Diversions 4.05.4; Effluent Limits 4.05.2; Ground Water Monitoring 4.05.13; Surface Water Monitoring 4.05.13; Drainage – Acid and Toxic Materials 4.05.8; Impoundments 4.05.6, 4.05.9; Stream Buffer Zones 4.05.18:

Impoundment H was holding water and was ice covered. The spillway was clear of debris and functional and the pond was discharging from a culvert that runs under the haul road.

Johnson #10 pond was holding water and was discharging. This pond was viewed from the haul road. The access road to the pond was inaccessible due to the snow conditions.

The East Pyeatt ponds were observed from the access road. The ponds were holding water and discharging. The

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drainages and embankments were snow covered but overall the pond system appeared functional.

The Middle Pyeatt Ponds were observed from the access road. Pond No. 1 was holding water; the lower ponds were dry and not discharging. The drainages and embankments were snow covered but overall the pond system appeared functional.

The Middle Flume ponds were inaccessible but were visible from the haul road. The ponds were holding water and discharging.

The East Flume Ponds were inaccessible but were visible from the haul road. The ponds were snow covered but did not appear to be discharging.

Johnson #6 pond was inspected, this pond was holding water and the embankments appeared stable. The primary spillway was clear and functional. The emergency spillway was snow covered. The A-1 culvert under the west ash pit road was observed and appeared to be clear and functional. The remainder of the Johnson Ponds were inaccessible but visible from the haul road. These ponds appeared to be holding water and discharging and the pond system appeared functional.

The No Name ponds, we inaccessible but were visible from the haul roads. These ponds appeared to be holding water and discharging and the pond system appeared functional.

The industrial waste pond was holding water; the surface boom was in place and was functional.

GENERAL MINE PLAN COMPLANCE:

East A pit was observed, the pit was holding water and appeared stable.

The Baby Doe dragline was actively mining a new bench. The Queen Anne dragline was inactive at the time of the inspection. The Molly Brown dragline was starting the first L Pit dip cuts. The truck/loader operation was running.

A drilling operation for a new blast pattern was occurring in the K-Strike Pit.

PROCESSING WASTE/COAL MINE WASTE PILES – Rule 4.10 and 4.11; Drainage Control; Surface Stabilization; Placement:

The Ash Pit was observed; fly ash from the power plant was actively being backfilled into the ash disposal area. A large bench of fly as is in place.

ROADS – Rule 4.03; Construction 4.03.1(3)/4.03.2(3), Drainage 4.03.1(4)/4.03.2(4), Surfacing and Maintenance 4.03.1(5) and (6)/4.03.2(5) and (6) Reclamation 4.03.1(7)/4.03.2(7):

The Life-Of-Mine haul road and the ash pit road were observed. These roads had been plowed and maintained.

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The access roads to the Pyeatt, Sage, Grouse and Oak ponds were snow covered. We were able to drive to where the East Pyeatt drainage intersects the road. Culvert A-5 was clear and functional.

SUPPORT FACILITIES - Rule 4.04:

The office and shop complex was inspected. Culvert MC-1 under the access road to the water tanks and pump house was covered with snow and ice on the inlet side of the culvert, the outlet was clear and draining.

The Explosive Storage Area was observed, overall the area was snow covered and no problems were noted.

The dragline tub storage area was observed, TMI is in the process of cutting up the old tub for disposal. The area was snow covered and appeared stable.

The East Panel Ready Line was observed; the secondary containment berm around the fuels tank was in place. Several vehicles were staged in this area. The area was snow covered but appeared stable.

There are three culverts along the drainage ditch on the east side the office and shop complex. The current approved Map M51 depicts only two culverts in this area MC-3 and MC-4. These two culverts run under the entrance roads into the shop area from the D Haul Road. According to Mr. Roberts, the culvert located in-between these two culverts provided drainage from the former shop entrance road that is now closed and bermed off. This center culvert is partially full of sediment and needs to be cleaned out, or this culvert could be removed as it no longer serves a purpose for an entrance road. If this culvert is to remain in place it will need to added to Map M51 and the permit text will need to be updated to account for this culvert.

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PHOTOGRAPHS



D pit, view from the office parking area.



Drill pattern in K-Strike area.



Impoundment H, primary spillway culvert.



Actively backfilling behind current pit area.



Active mining area.



Industrial waste pond.

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