

Mine No. 10, Christopher.—One new hoisting engine; a 20-foot by 20-foot addition to the boiler room; one 150 horsepower return tubular boiler. The machine shop and wash house have been doubled in size.

Mine No. 11, Christopher.—A 30-foot by 30-foot extension to the wash house; a 30-foot by 75-foot extension to the machine shop and a brick warehouse 45 feet by 90 feet have been built; a 2,500 kilowatt generator set has been added to the power plant.

Mine No. 12, Christopher.—Two 6-ton gathering locomotives; two chain breast machines; 32 3-ton mine cars; three 150 horsepower return tubular boilers.

Mine No. 14, Buckner.—One 6-ton gathering locomotive; four chain breast machines; one 200 kilowatt d. c. generator ventilating fan; one 550 horsepower boiler; three loading booms and picking tables; 25-foot by 35-foot addition to machine shop.

The Taylor Collieries Company's mine, No. 6, formerly operated by the Hart-Williams Coal Company, was reopened during August, 1916, after being closed down for 18 months. The entire equipment on top and in the interior of the mine has been overhauled. A new galvanized iron boiler house has been built and the office building enlarged. The tippie is now being recovered. In the mine all air courses have been reopened, tracks relaid and partings extended. Main air courses and haulage roads have been retimbered. Twelve mining machines have been rebuilt and two mining machines added.

The Franklin Coal & Coke Company, mine No. 1, has replaced its tippie, which was partially consumed by fire in September, 1916, and equipped it with new shaker screens and scales. Other new installments are a fan engine, 25 houses, two 5-ton gathering locomotives, two 6-ton storage battery gathering locomotives, one short-wall mining machine, 50 3-ton roller bearing mine cars. The shaft bottom at mine No. 2 has been retimbered and motor haulage is being installed.

At the Bell & Zoller Mining Company's mine No. 1, Zeigler, the coal is hoisted in skips which have a capacity of 8 tons each. The skips are loaded from a hopper which has a capacity of 60 tons, and the hopper is built below the level of the coal adjacent to the hoisting shaft. Originally the car bottoms were hinged and held by dogs; these were loosened by hand as the loaded cars passed over the hopper, the coal falling through the bottom of the car into the hopper. Much trouble was experienced because frequently the coal would arch in the cars. The doors often would drop while enroute to the bottom keeping the haulage roads covered with coal and coal dust. To overcome this trouble a rotary dump has been installed and all of the mine cars equipped with solid bottoms. The dump dumps two cars at a time and has a capacity of 16,000 tons per day of 8 hours. The dump is operated by compressed air. The cars enter one end, stop automatically, then depart out of the other end. Additional installations are 200 4½-ton mine cars, two breast mining machines, one 100 kilowatt generator, one storage bin, 900 tons capacity.

The By-Products Coke Corporation, at mine No. 18, has laid out a town site and 60 miners' houses and five officials' houses are being built. These are all to be equipped with running water, sewerage and electric lights. The name of the new town is Caldwell and is 2½ miles northeast of West Frankfort. A new air course is being driven around the old air course, which was partly destroyed at the time of the fire and explosion eight years ago. At mine No. 19 the steel tippie has been completed. All of the mechanism in the tippie is operated by individual motors. A water heating system has been installed and 50 2½-ton mine cars added.

The Taylor Mining Company, mine No. 5, (Possum Ridge), has recently installed two new self-dump cages and a new hopper. Forty 3-ton mine cars have been added. The bottom run-a-round has been completed through a fault of 200 feet of rock. The 3 and 4 southwest entries have been driven through a fault 258 feet long. The main entry is timbered with "I" beams and steel legs set on low concrete walls throughout the length of the fault.