

ABANDONED MINES

The following mines have been abandoned or not in operation this year: Calhoun Clay Products Co., Golden Eagle, Calhoun County; Illinois Fuel Co., Nilwood, and William Neill, Bunker Hill, Macoupin County.

CHANGE OF NAME

The Korthkamp Coal Co., Hillsboro; the Burnwell Coal Co., No. 1, Witt, and Montgomery County Coal Co., Hillsboro, are now known as Peabody Coal Company, Nos. 11, 12 and 15, respectively.

MINE FIRES

On May 21, 1913, fire destroyed the mine tibble and the washer at the Royal Colliery Company's mine, Virden, Macoupin County, entailing a loss of over \$100,000.00, and throwing 600 men out of employment. The company is now busy in re-erecting with steel, and expect to be able to resume work some time in September.

IMPROVEMENTS

A new air and escape shaft has been completed at Mine No. 2 of Clover Leaf Coal and Mining Co., at Coffeen, Montgomery County.

The Madison Coal Corporation has made the following improvements at No. 5 mine, Mt. Olive:

A rescue station has been built on the surface to take care of the injured and to keep rescue apparatus in; also installed, on the surface, one endless tail rope electric car-puller with 4,000 feet of rope connected and can now move the railroad cars, either empty or loaded, in winter as easily as in summer; a Nicholson automatic stop, with steam reverse, on hoisting engine, to prevent over-winding should anything happen to the engineer while hoisting men, has been installed; rebuilt track scales and used large "I" beams instead of timber for the main bearings; also installed twelve automatic mine doors, made by the American Mine Door Co., of Canton, Ohio; these doors open by the motor or mule trips and are a good door for ventilation and safety. They are so arranged that men in traveling along the entries do not go through these doors but, instead, go through door erected on the side for that purpose. Above this traveling door is a white light on each side, which signifies safety, and above the haulage door is a red light on each side, which signifies danger.

Considerable concreting around the bottom of the shaft for fire protection has been done.

The Peabody Coal Company has made extensive improvements at the mines in Montgomery County.

At the No. 10 mine the entire equipment is being removed and machinery of the most modern type installed. This includes a steel tibble covering four tracks, in which is a Shaker screen built to load all sizes of coal. The screen is driven by a hundred H.P., 250 V. D. C. motor of two speeds. The sheave wheels are 10 feet in diameter with a 9-inch shaft. The cages are the latest improved Olson and will carry two 4-ton cars side by side. The cable used for hoisting will be $1\frac{3}{4}$ inches. The building containing the hoist, generator etc., is 87 feet by 57 feet divided into three rooms, and is built entirely of concrete, brick and steel. The front room facing the shaft contains the hoist and twin conical drums running from 9 to 11 feet. These drums are keyed to a shaft 15 inches in diameter. On one end of the shaft is connected a 550 V. D. C. motor, 1,350 H.P. On the other end of the shaft is connected by gears an auxiliary motor which is 150 H.P., 440 V. induction. The drums are connected with over-wind drive. In the center room there are installed a 1,000 K.W. fly-wheel motor generator set of 550 V., which will furnish power for hoist motor, and two 400 K.W., 275 V. D. C. generators to furnish power for the mining machines and locomotives. The rear room will be a sub-station equipped with two banks transformers and other apparatus necessary for reducing the current from 33,000 to 2,300 volts. One

bank transformer contains three 600 K.W.A. transformers and the other bank contains three 100 K.V.A. transformers. Under this building is a basement where the cables will be carried from the different machinery. The fan is 5x16 feet, Jeffrey, driven by 3-speed 440 V. induction motor. The machine shop is 30x90 feet, and will carry all necessary machinery for making the supplies that will be used around the mine. Steel guides have been placed in the shaft instead of the ordinary wooden ones. The shaft bottom on one side has been concreted and a steel "I" beam placed every 3 feet. On the other side this has been done for a distance of 100 feet. The track has been relaid with heavier steel from the shaft bottom to the working face. Thirty mine machines and ten 5-ton and two 15-ton locomotives for haulage will be installed. Mine cars of 4-ton capacity will be used and two cars hoisted on each cage.

At No. 11 mine a 4x10 Jeffrey fan, driven by 16"x18" Chuse engine, and two 12-ton locomotives for haulage purposes, have been installed.

At No. 12 mine two 12-ton electric locomotives and a 125 K.W. motor generator set have been installed.

At No. 14 mine all of the mules have been taken out of the mine and eight 5-ton gathering locomotives installed. Three sets picking tables have been placed for better cleaning and preparing of the coal.

At No. 15 mine two 5-ton locomotives have been installed. This mine is closed down at present on account of making some necessary repairs on the shaft bottom in the way of concreting sides and placing steel "I" beams on same.

The Superior Coal Company, Gillespie, Macoupin County, has made many important changes and additions to its equipment. On the surface, each plant has been repaired extensively, including a complete overhauling of boiler plants, compressors, repairing of the chutes and tipples, and weighing apparatus. A new grade has been established in the railroad yards at each mine and the company has installed a Fairmont car retarder to handle the railroad cars over the scales while loading. This machine has proven to be very valuable, both for its efficiency and its complete control of a railroad car while loading.

At Mine No. 1 a conveyor has been erected to deliver coal into the boiler-room direct from the screen. This conveyor is driven by a steam engine at the rear end of the boiler-house, and there is under construction another conveyor to be operated by the same engine, which takes the cinders out of the boiler-room and loads them automatically into railroad cars.

At No. 1 and No. 2 mines two large steel smoke stacks have been erected to take the place of two which had entirely given away.

In connection with the machine shop equipment at Mine No. 3, there has been installed a complete Ox-Acetylene welding outfit, a combination shears and punch with 24-inch throat, and a new turning lathe.

At No. 3 mine a plant for making concrete blocks out of cinders and cement has been installed. These blocks are made in large quantities and taken into the mine for use in building mine stoppings, etc.

A new 200 K.W. Westinghouse generator directly connected to an Ideal engine 20"x20" with complete switchboard equipment for connections in parallel with the old generator of the same type, has been installed at Mine No. 3.

In the mines the parting extension necessary to keep the motors going close to the face has been made during the year, and many valuable changes in the haulage system and bottom arrangements made which have placed these mines far ahead of their previous records for tonnage.

At No. 2 the rock was taken down from the roof and the bottom grade extended back about 50 feet, making a larger holding capacity for the bottom.

At No. 3, on the east side of the bottom, the rock roof was taken down about 3 feet and the main overcast raised in proportion, and the tracks on that side of the mine elevated several feet, grading out to a plane upon which the motor will successfully throw its cars into the bottom without having to stop and push, which will mean quite a saving of time and permit this motor to go further in after its trips.