

COLLIERY IMPROVEMENTS FOR YEAR 1888.

Delaware, Lackawanna and Western Railroad Company.

Bellevue Shaft.—A new fan was erected close to the old one, size 16 feet diameter by 4½ feet width of face. A pair of new hoisting engines were put in place at head of inside slope 12"x30" to replace old ones removed.

Bellevue Slope.—A new tunnel was driven from Rock to Diamond vein, 150 feet long.

Cayuga Shaft.—A new shaft was sunk for second opening about one mile north from main shaft, size 10'x37½'; area of opening 375 square feet, and sunk to G or Big vein, a distance of 436 feet.

Central Shaft.—A new slope driven in G or Big Vein 500 feet long on a dip of 1' in 6'. Also a new pair of first motion hoisting engines 24"x60".

Hyde Park Shaft.—A new tunnel was driven from New County to Clark Vein.

Pyne Shaft.—A new fan 14 feet diameter by 4 feet face was put in to replace old fan which was not sufficient to ventilate the mine.

Tripp Shaft.—A new slope was driven in Clark vein about 500 feet in length. Dip is 1' in 6'. A new pair of engines, second motion, dimensions 10"x30", was placed outside at Diamond for hoisting culm.

Delaware and Hudson Canal Company.

Dickson Shaft.—Built new fan 20 feet diameter by 5 feet face, closed periphery, run by direct motion engines, one on each end of shaft to replace a fan of 12 feet diameter and 3 feet face, which was not of sufficient capacity to ventilate the mines. They sunk a slope in Clark vein 600 feet in length and placed in position a pair of hoisting engines 12"x16" at head of slope.

Leggetts' Creek Shaft.—Sunk main shaft 10x26 feet, 177 feet from 14 feet or G to Clark vein and made connection with Von Storch mine workings for second opening.

White Oak Mines.—Reopened old No. 5 drift near head of No. 27 plane on the Gravity railroad with a tunnel through hard pan 365 feet in length to coal. Sunk an air-shaft in rock 11 feet in diameter and 36 feet deep to coal. Built a furnace with a fire surface of 64 square feet. Built 3,900 feet of railroad track to head of plane which plane is 1,328 feet long, having a gauge of 2½ feet, to take coal to the breaker, for which a small locomotive is used.

Pennsylvania Coal Company.

Shaft No. 1.—A second opening has been made in "Top Vein" by making a connection with Shaft No. 3 or Gypsy Grove. An air-shaft was sunk from top to "Second Vein," giving a second opening to this

each, rated horse power of which is 120 each. Two heading roads have already been wired for a distance of 7,700 feet with contemplated extensions of about 1,600 feet more in the near future. A plane is also being driven from the Big vein to the Diamond vein on a grade of thirteen degrees, the length of which will be 475 feet. There is also in process of construction a boiler plant, consisting of four 250 horse power Sterling boilers to take the place of a number of old cylinder boilers.

Brisbin.—A second opening tunnel has been driven from the Big vein to the Rock vein on a pitch of 40 degrees, length 70 inches, size 7x10 inches.

Diamond.—There is in course of erection a washery, capacity 1,000 tons per day to wash coal from the Diamond dump, the culm to be deposited in the mine by means of a 6-inch bore hole. It will be completed for operation by March 1, 1900.

The Delaware and Hudson Company.

Dickson Mine.—The Delaware and Hudson Company has sunk a shaft at the **Dickson** to a depth of 305 feet, and 50 feet more will reach their Clark vein workings. On this shaft a ventilating fan 20 feet diameter by 5 feet face, will be erected to ventilate the Clark vein workings. The two fans now in use will ventilate the Dunmore veins. Two thousand feet of road has been graded for an engine plane. The bore hole for the rope is down, and the engine to be used is already in position. The South East plane in the No. 4 Dunmore vein has been extended 700 feet during the year.

Von Storch Mine.—At the Von Storch mine a plane has been driven from the four "foot" vein to the five "foot" vein; its dimensions are as follows: 14 feet by 7 by 445 feet on a grade of 1 in 5, for the purpose of developing the latter named vein.

In the Fourteen "Foot," or Big vein, preparations are being made to install a rope haulage. The Clark and Big veins are connected by a rock tunnel. The new haulage system will take all the coal from the Clark vein pitch workings to the "foot" of the main slope. This system will be about 7,500 feet long. The engines are now in position.

Green Ridge Coal Company.

Green Ridge Slope.—A rock plane 10 feet by 6 feet, on a grade of 12 degrees, has been driven, connecting Nos. 1 and 2 Dunmore veins. An air shaft, 9 feet diameter, has been sunk from Middle Dunmore to the Bottom vein. The shaft will be used for ventilation and as an additional escape way for the men.

An electric hoist has been installed on the dip workings of the

DELAWARE AND HUDSON COMPANY

The workings of the Marvine have been connected with Marvine No. 2 shaft by driving 1,300 feet of narrow work. No. 2 shaft has been concreted to a depth of 70 feet from the surface, and concrete buntons put in place.

Leggitts Creek.—A rock plane was driven from the Rock vein to the Fourteen Foot vein, a distance of 350 feet.

A Jeffries pulverizer has been installed to crush refuse from breaker and flush into the mine workings.

A new engine 14x16 and scraper line has been installed to feed culm from the dump into washery.

Dickson.—A rock plane 450 feet long has been driven from Dunmore No. 4 to Dunmore No. 3 vein.

During the year an addition measuring 24x50 feet was made to the breaker. New towers were erected over the main hoisting and man shafts.

Von Storch.—A 6-inch bore hole 260 feet in depth was drilled into the workings of the Clark vein. This will be used for flushing purposes.

Von Storch Washery.—Two 78-inch locomotive type boilers, and a 14 inch x 16 inch engine and conveyor line were installed during the year.

The ventilation and drainage of the mines are good.

SCRANTON COAL COMPANY

Mines are well ventilated, roads are good and properly drained.

PRICE-PANCOAST COAL COMPANY

A new air shaft, 10x14 and 300 feet deep, is being sunk. On this shaft a 20 foot diameter Guibal fan will be erected. This arrangement will not only provide and increase quantity of air all around, but it will also allow the ventilation of the Dunmore veins being duplicated.

A tail rope system of haulage has been installed in the Diamond vein workings. A similar system of haulage is being installed in the Dunmore vein workings.

A new gravity plane 600 feet long has been made in No. 3 vein, and another 350 feet in the Clark vein.

In the Diamond vein a slope has been sunk 800 feet, and a 40 horse-power engine installed to hoist the coal.

The condition of the workings as to ventilation and drainage is good.

PENNSYLVANIA COAL COMPANY

No. 5 Shaft.—Ventilation and drainage good.

GREEN RIDGE COAL COMPANY

Ventilation and drainage good.

The remaining mines in the district are ventilated by natural means. The employes work for the most part in scattered groups. Good ventilation is provided under the circumstances.

A. D. AND F. M. SPENCER

No. 1 Shaft.—Abandoned April 1.

A. D. AND F. M. SPENCER

Spencer.—Ventilation, roads and drainage good. Condition as to safety good.

CARNEY AND BROWN

Carney and Brown.—Ventilation, roads and drainage good. Condition as to safety good.

J. J. GIBBONS

Gibbons.—Ventilation, roads and drainage good. Condition as to safety good.

BULL'S HEAD COAL COMPANY

Bull's Head.—Ventilation, roads and drainage good. Condition as to safety good.

NAY AUG COAL COMPANY

Nay Aug.—Ventilation, roads and drainage good. Condition as to safety good.

MOUNTAIN LAKE COAL COMPANY

Mountain Lake.—Ventilation, roads and drainage good. Condition as to safety good.

 IMPROVEMENTS

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

New breaker at the Diamond was built and was in operation for a few days the latter part of year. Abandoned Tripp Slope and concentrated all of the work at Tripp Shaft. Built an addition to the boiler plant at the Manville mine.

DELAWARE AND HUDSON COMPANY

Legitts Creek.—Rock Plane driven from 5 foot vein to surface for second opening. Installation of 16 inch x 48 inch compound Duplex Jeansville pump in Clark vein. Lining of 20 inch water hole necessitated by settling of the strata through which hole was bored. Securing the roadways and sump in Clark vein, by substituting I beams in place of timber which had broken down.

Dickson.—Engine plane in Clark vein extended.

Von Storch.—6 inch hole driven from 14 foot vein to Clark vein for drainage.

PRICE-PANCOAST COAL COMPANY

Pancoast.—The tail rope system has been extended 1,000 feet into the workings of the Dunmore vein.

A new slope 400 feet long has been driven in the Dunmore vein, and at the present time a tunnel is in course of construction.

Another slope has been driven over the anticlinal in the Diamond vein and a pair of 12 inch x 12 inch hoisting engines installed.

HUDSON COAL COMPANY

Dickson Colliery.—Tore down old breaker, the coal being conveyed over the surface to the Von Storch breaker.

CLEARVIEW COAL COMPANY

Clearview Colliery.—Sunk a shaft 12 by 18 by 160 feet deep, from surface to thirty-inch vein. Erected new engine house and installed new electric hoist; also installed electric generator to operate mine electric motors. Installed two electric pumps to deliver water to the surface.

CONDITION OF COLLIERIES

DELAWARE AND HUDSON COMPANY

Eddy Creek and Marvine Collieries.—Ventilation, roads, drainage and condition as to safety, good.

Dickson, Von Storch and Legitts Creek Collieries.—Ventilation, roads and drainage, fair. Condition as to safety, good.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Diamond and Cayuga Collieries.—Ventilation, roads, drainage and condition as to safety, good.

BULLS HEAD COAL COMPANY

Bulls Head Colliery.—Ventilation, roads and drainage, fair. Condition as to safety, good.

CLEARVIEW COAL COMPANY

Clearview Colliery.—Ventilation, roads and drainage, fair. Condition as to safety, good.

SCRANTON COAL COMPANY

West Ridge Colliery.—Ventilation, roads and drainage, fair. Condition as to safety, good.

IMPROVEMENTS

DELAWARE AND HUDSON COMPANY

Eddy Creek Colliery.—Completed tunnel, 300 feet long, through fault in Diamond bed; tunnel, 285 feet long, from Clark to New County vein; tunnel, 110 feet long, from Fourteen Foot bed to Rider; tunnel, 230 feet long, from Four Foot to Twenty Inch bed; and rock plane, 185 feet long, through fault in Fourteen Foot bed, Birdseye, and rock plane, 65 feet from Four Foot to Twenty Inch bed.

Legitts Creek Colliery.—The New County vein was opened in No. 3 shaft. Completed a tunnel, 450 feet long, driven through the fault in the Rock bed, and a rock plane, 160 feet long, from Rock to Diamond vein.

Dickson and Von Storch Collieries.—At **Dickson** mine a rock plane was driven 150 feet, from No. 2 Dunmore to connect with the Clark vein.

In the Von Storch section, a rock plane, 140 feet long, was driven from Top Rock to Diamond vein, and an air shaft 40 feet deep was sunk from Top Rock to Rock vein.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Diamond Colliery.—Installed a new ventilating fan.

Cayuga Colliery.—Installed a new simplex jig; one new Hazleton jig; one new conveyor line and one 50 HP motor.

CONDITION OF COLLIERIES

DELAWARE AND HUDSON COMPANY

Eddy Creek, **Dickson**, Von Storch, Legitts Creek and Marvine Collieries.—Ventilation, drainage and condition as to safety, good.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Diamond and Cayuga Collieries.—Ventilation, drainage and condition as to safety, good.

MID CITY COAL COMPANY

Bulls Head Colliery.—Ventilation, drainage and condition as to safety good.

SCRANTON COAL COMPANY

West Ridge Colliery.—Ventilation, drainage and condition as to safety good.

IMPROVEMENTS

DELAWARE AND HUDSON COMPANY

Eddy Creek Colliery.—Completed a rock tunnel 96 feet long, from Rock to Rock vein, as a second opening. Renewed timber in Olyphant shaft between hoisting and air shaft, also placed new timber at foot of branch at Rock landing.

Dickson Colliery.—Completed rock plane 410 feet long, from Dunmore No. 2 to Clark vein; also Rock plane 175 feet long, from Dunmore No. 2 to Clark bed, to be used as an air return. Installed rope haulage in Dunmore No. 3 bed for a distance of 5000 feet.

Von Storch Colliery.—Completed rock plane 90 feet long, Top Rock to Diamond vein, also a plane 50 feet long, to be used as an air return. A rock tunnel was driven from Rock top split to bottom split bed, a distance of 120 feet. A plane 60 feet long to be used as an air return was driven from the Rock bottom split to the top split of the Rock bed.

Legitts Creek Colliery.—Completed a shaft, 2nd opening, 30 feet deep, from the surface to the eight foot bed; rock plane 575 feet long, from Dunmore No. 3 bed to Dunmore No. 2 bed. Installed a rope haulage in Rock bed for a distance of 4600 feet; electric haulage in Rock bed to Von Storch, a distance of 4200 feet.

Marvine Colliery.—Completed a rock plane from Diamond to Rock bed, a distance of 80 feet; another plane from the 14 Foot Top split to Diamond bed, a distance of 98 feet; also one from Dunmore No. 3 bed to Dunmore No. 2 vein.

DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

Diamond Colliery.—In No. 2 Shaft a haulage road has been constructed in the New County vein, together with a new arrangement at the bottom of the shaft to save hauling the New County vein coal to the Clark vein. Completed an emergency hospital in the New County vein. Installed one 7-ton electric locomotive.

In drift No. 1 a 7-ton electric locomotive was installed.