

Scale: IN = FT.

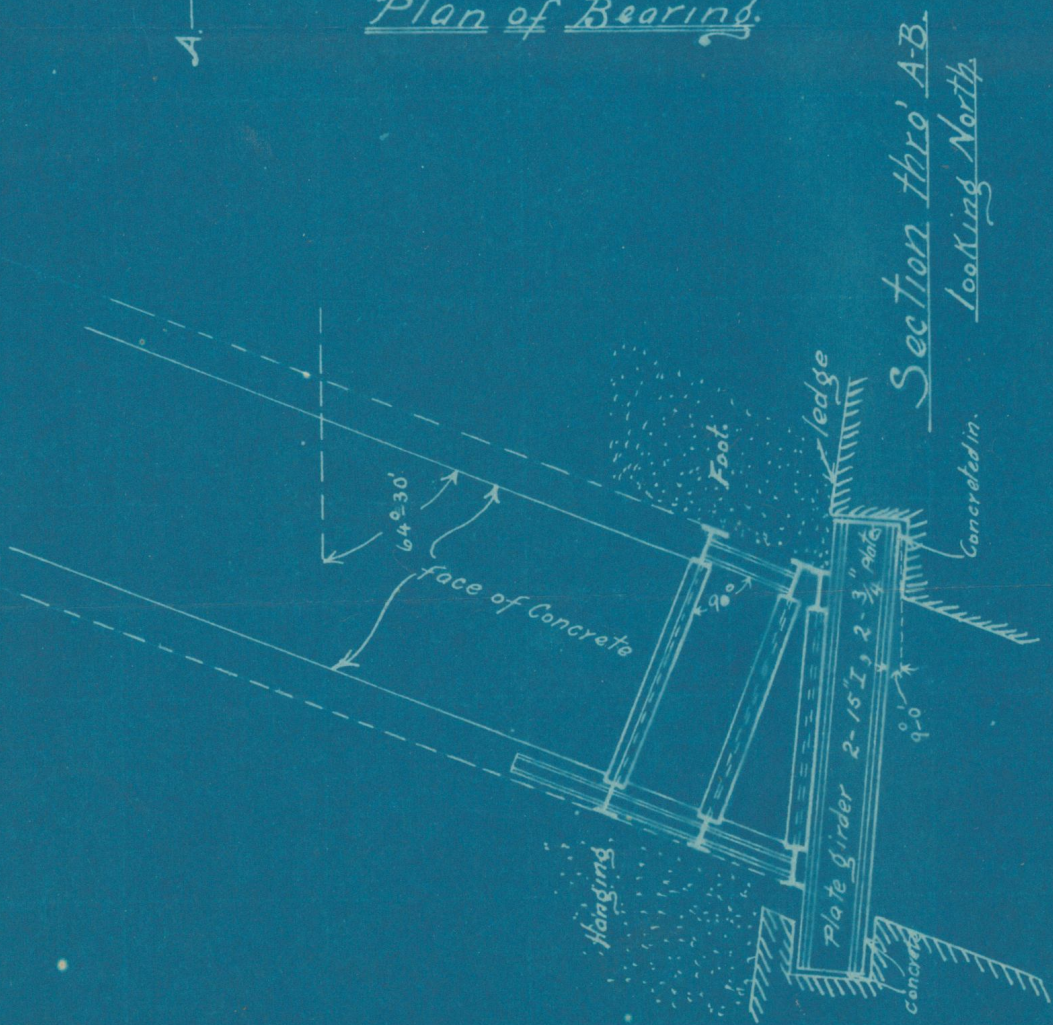
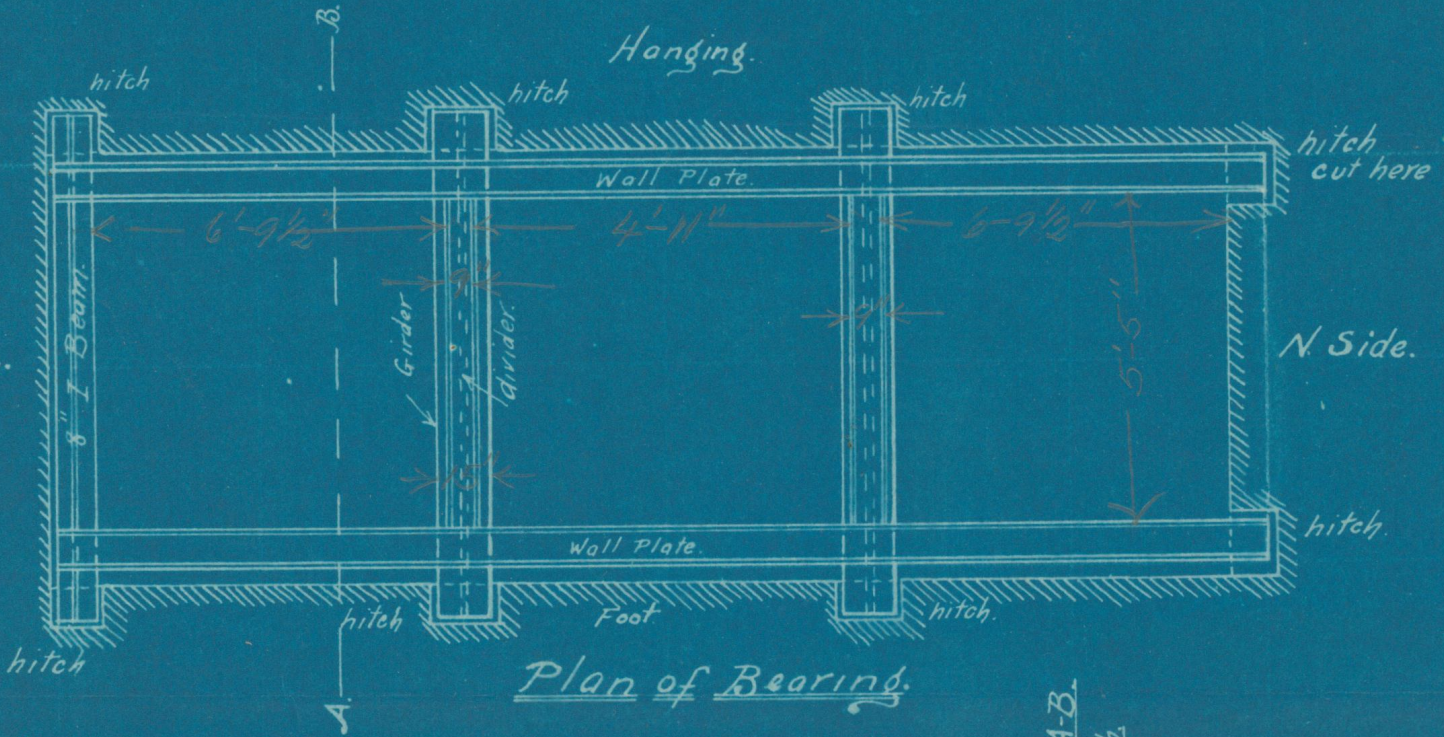
Adams Township, MI

Sketch No. 222

Drawn by O.D.F.

Trimountain, Mich., Aug. 19, 1908.

Sketch of Bearing for Steel-Concrete Collar. #2 Shaft.



~~Trimountain Mining Company~~

Comparative Statement of Cost of Concrete Shaft Collars

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	<i>Length, to Foundation</i> →	<u>No. 2 Shaft</u>	<u>No. 3 Shaft</u>	<u>No. 4 Shaft</u>
<u>Labor</u>		<i>80 ft</i>	<i>93 ft.</i>	<i>158 ft.</i>
Shaftmen		\$2,019.10	\$1,028.85	\$1,994.70
Masons		528.51		
Surface Labor		301.80	295.50	192.45
Blacksmith "		360.41	67.55	40.50
Machinist "		311.76	41.82	27.85
Carpenter "		144.97	42.73	54.69
Electrician		10.84	8.82	8.96
Teaming		<u>120.56</u>	<u>74.46</u>	<u>56.64</u>
Total Labor		<u>\$3,797.95</u>	<u>\$1,559.73</u>	<u>\$2,375.79</u>
<u>Supplies</u>				
Structural Steel		\$2,180.56		\$ 136.00
Cement	1252 sacks No.2	588.83		
	1238 " " 3		\$ 470.80	
	2169 " " 4			810.09
Stamp Sand	11 cars " 2	159.50		
	3 1/2 " " 3		45.70	
	8 1/2 " " 4			123.25
Fine Rock	6 cars	90.00		
Sundry Supplies		261.75	102.55	75.91
Freight		<u>215.33</u>		
Total Supplies		<u>\$3,495.97</u>	<u>\$ 619.05</u>	<u>\$1,145.25</u>
Total Cost of Shaft Collars		<u><u>\$7,293.92</u></u>	<u><u>\$2,178.78</u></u>	<u><u>\$3,521.04</u></u>

No. 2 Shaft Collar commenced February 1907, completed August 1907

No. 3 Shaft Collar commenced June 1910, completed August 1910

No. 4 Shaft Collar commenced March 1911, completed August 1911

	<i>Cost per foot</i>		
	<i>Labor</i>	<i>Supplies</i>	<i>Total</i>
<i>No 2</i>	<i>47.47</i>	<i>43.70</i>	<i>91.17</i>
<i>No 3</i>	<i>16.77</i>	<i>16.66</i>	<i>23.43</i>
<i>No 4</i>	<i>15.04</i>	<i>7.25</i>	<i>22.29</i>

Trimountain Mining Company

Comparative Statement of Cost of Concrete Shaft Collars

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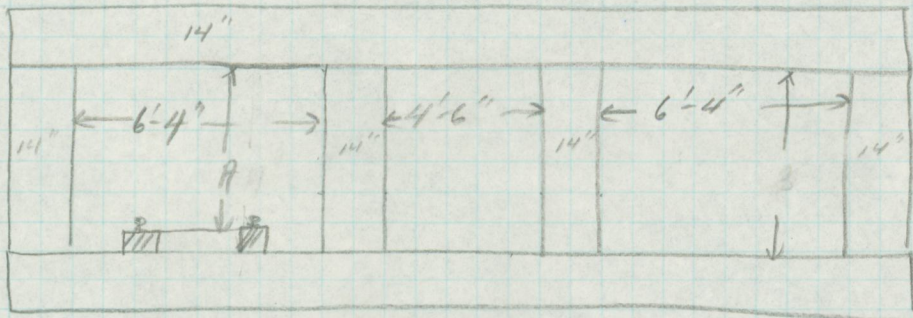
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<u>Labor</u>			
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Data for #2 Shaft Collar Trimountain.



Dimensions of old collar.

A = Base of Rail to Hanging Wall Plate = 5.40 in narrowest place
and 5.80 in widest. see Field book #124, page 45
average = 5.61 = $5'-7\frac{5}{16}"$

Say we assume $5'-7"$ as our base to work to,

∴ Width inside of new steel sets = $5'-5"$

Gauge of Track = $4'-1"$

∅ to ∅ stringers = $4'-3\frac{1}{8}"$ if use a 48# carnegie rail.

Dist between stringers in clear = $3'-5\frac{1}{8}"$

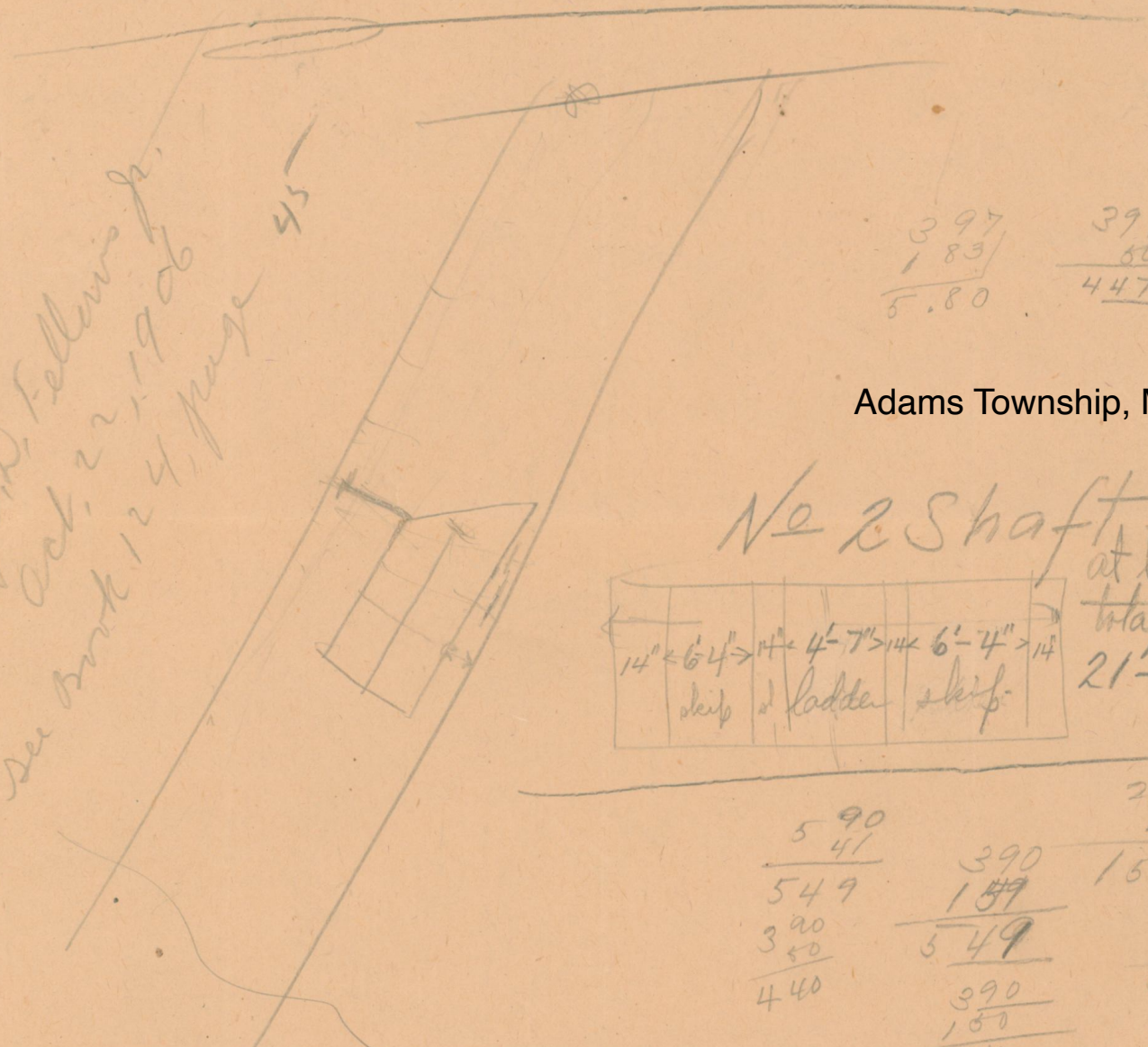
Height of skip, Top of Rail to back overall = $3'-9"$

South Comp.

#2 Shaft - Trimmontain

39.8 ft down	5 80	ft hang to base of rail	} tightest places.
37.6 " "	5 72	" " " " " "	
48 6 " "	5 72	" " " " " "	
at brace	4 47	" " " " " "	

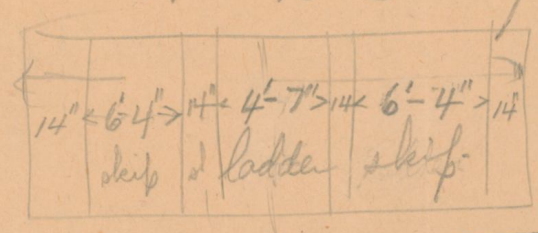
Note by O.P. Fellows Jr.
 Oct. 22, 1906
 see book 124 page 45



397	397
183	50
<u>580</u>	<u>447</u>

Adams Township, MI

No 2 Shaft
 at brace -
 total length
 21'-11"



5 90	390	2.00
41	159	41
<u>549</u>	<u>159</u>	<u>167</u>
3 90	5 49	3 90
50	390	5-57
<u>440</u>	<u>150</u>	
	<u>540</u>	

Nor. Comp.

27 2 ft down	5 49	ft hang to base of rail	} tightest places.
41 3 " "	5 57	" " " " " "	
45 6 " "	5 40	" " " " " "	
at brace	4 40	" " " " " "	