To Sh 5-1

⑥ ⑩

ELLEN POWELL
A. D. POWELL
13TH RIGHT
2ND MAIN
SLANT MAIN
N84°W
1943
1944
TO HILLSDALE & INDIANA
C.B.C.CORP.
VICTOR No.14
VICTOR No.11 FROM HERE
1st LEFT
2nd LEFT
1ST RIGHT
2ND RIGHT
3RD RIGHT
4TH RIGHT
5TH RIGHT
6TH RIGHT
CROP
CROP
S-5000
S-4000
S-3000
S-2000
S-1000
WATER DRIFT
B.M. BRIDGE 1440.88
1453.71 Rt. Rail

To Sh 2-1

NOTE
ON P.C.&C.CORP MAP
"LEVELS IN VICTOR Nos 11 & 14 MINES CORRECTED TO P.C.&C.CORP. DATUM
P.C.&C. 3.22' HIGHER"

Notes 9-9-42 - P.G.
The 3.22' Diff. is based on the Mud sill of 1st Set in Vic. No14 N.B. 382 P. 80 which also shows the Rail El. of 1462.65 at No11 Portal - R.C.M.Co=1463.05 NB 432 P.5 Diff 0.40 P.C.&C is lower. Evidently the 3.22' was not used as indicated by Levels in Vic. No14 MAIN "D" Entry — P.C.C. Datum is 1.1' higher than R.C.M.Co. However, in our work the following is to be used at Arcadia.

N.Y.C.RR. COAL MINING DEP'T.
Levels of 1942 show the following for B.M. 10 in Arcadia
1442.50 Pa. Dept. of Highways
-0.24 1442.26 C.B.C.Corp. (N.Y.C.RR.-C.M.D.)
-0.94 1441.32 R.C.M.Co. (Victor Nos. 11 & 14 Mines)
-0.44 1440.88 P.C.&C.Corp. (No42 Territory)

Azimuth
0°00' = Due North N.Y.C.RR.-C.M.D.
4°04' = N 4°04' E R.C.M.Co.
4°25' = N. 4°25' E P.C.&C.Corp.

P.C.C. Sheet