

JOHN A. FULTON, DIRECTOR

Bureau of Mines

MACKAY SCHOOL OF MINES
RENO, NEVADA

August 15, 1935

MINING LOG OF NORTHERN NEVADA TRIP,

OF

Jay A. Carpenter, Mining Engineer, and Wm. I. Smyth, Metallurgist,

Aug. 2-12 Incl., 1935

By

Jay A. Carpenter, E.M.

August 3. Seven Troughs.

Earl Laughton is superintendent and also leases the mill, dumps, and Tyler shaft. W. B. Parsons (Ex-U. of N.), is mill supt. and Joe Lyon (Ex-U. of N.), is dump screening and trucking contractor. The last lease in the mine at the Tyler shaft is about to discontinue. This is the second and last season of running dumps through the mill. A $1\frac{1}{4}$ yd. gas shovel puts 5 ton loads on the two Ford trucks that haul about 250 yds. to a gasoline engine driven screening plant and stacker. The minus $5/8$ " ring product, about $\frac{1}{2}$ to $1/3$ of the dump product, is hauled 3 miles down to the mill in 9 ton loads on a 4 ton truck at 45 min. per a round trip. The over-all contract price is \$1.10 per ton at the mill, and over 100 tons are delivered per day.

Also Mr. Lyon is hauling ore for Mr. Dawes from Scossa, 32 miles away, for a milling at the Seven Troughs mill.

Power for milling. Generated by a 360 HP 6 cylinder Fairbanks-Morse deisel carrying now a 120 KW a load. It requires ^{daily} 320 gal. of 27 plus fuel oil and 5 to 6 gal. of lubricating oil. Direct cost, including labor of 4 men, ^{1.5¢} 15¢ to ^{2.0¢} 20¢ per KW hour. This unit furnishes steady power except for nozzle cleaning once a week of one hour and part cleaning once in two weeks of two hours. The distressing

feature is using mine water for cooling with soluble salts and clay troubles. In the two to four years life, the third and fifth cylinders have been scored, and ground out and one new piston put in.

The mill - A modern all slime 100 ton cyanide plant in fine condition due to lack of ore tonnage milled. (See Smyth's report.)

Future. An attempt is now being made to raise finances for a new development campaign.

August 4. Buckskin National.

This mine is at 8000 ft. elevation, 3 miles south of National, and was formerly reached from Winnemucca via Paradise Valley, but connected last year to the graveled Winnemucca-McDermitt road by an 8-mile scenic road up Canyon Creek of a 10 percent grade with many swithbacks. Yet the contracted summer trucking rate for the 90 miles haul is but \$10.00 a ton! Any forced winter haulage includes wagons, sleighs, and even pack horses. Before the days of auto trucks and good roads, it was a 3-day round trip to Paradise Valley, 30 miles away, with wagons at a cost of \$27.00 a ton. In '23, auto trucking from Winnemucca over desert roads cost \$27.50 a ton.

Supt. in Charge, E. J. Stanley; Daniel E. Huffman, Mill supt; and Philip McGuire(U. of N.), assayer. The Lucky Tiger Co. is now operating the property on the basis of a division of profits with the owner, Mr. Bell. Milling and mining began last fall.

The gold quartz vein has a N-S strike, 70° dip to the west. It has a ribbon or platy structure and is from 2 ft. to 4 ft. wide, including much gouge waste. It is highly oxidized to the tunnel level with the gold occurring in a very fine free state. The walls of andesite and rhyolite are well defined. Mining is by cut and fill, using the gouge for fill and slabbing from the walls also for filling. All sorting is done in the stopes. Drilling is done with jackhammers in horizontal holes. Hand tramming in 16 cu. ft. cars