



The Mount Lyell Mining & Railway Co., Ltd.

SHEET N° 1

Mine Department.

Field Notes of Underground Workings up to Dec 31st 1907
Instrument used 5" Theodolite.

Genl Manager. *Robt. Hill*
Engineer-in-charge. *Alb. Murray*

Continued next column.

2 1/2	Face	2 1/2
2	34'-0"	3'
10	00	
146°45'		
35'-10"		
27		
16		
157°47'		
29'-9 1/2"		
11'		
00		
134°47'		
23'-4 1/2"		
00		
94°23'		
18'-9"		
00		
126°13'		
20'-3 1/4"		
00		
96°27'		

Start at ③ see Notes 1905

N° 2 South East Drive

29'	3'
27'	5'
21'	1'
19'	00
17'	1 1/2'
13'	5'
8'	
00	
113°00'	
2 1/2	2 1/2'
39'-0"	
00	
131°46'	Drive opp. N° 3 M.P.
59'-2"	
00	
130°32'	Start at ④ in M.S. X-Cut

South East Drive

7'	Face	00'
12'	81'	7'
11'	79'	8'
9'	72'	7'
4'	60'	4'
2 1/2	53'	2 1/2'
2 1/2	37'	2 1/2'
2 1/2	31'	3 1/2'
2 1/2	13'	4 1/2'
2 1/2	4 1/2'	
00		

Start at ④ 327°50' X-Cut opp. S.E. Dr. in Main Shaft

North West Drive & N° 21 Stope

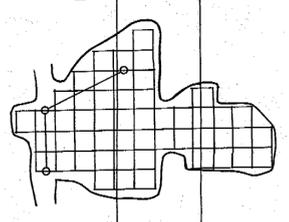
400' Level

2 1/2	Face	2 1/2
12		3'
5 1/2		
2 1/2		
00		
101°45'		
15'-5 3/4"		
00		
152°43'		
29'-9 1/2"		
00		
134°47'		

Start at ⑥ in N° 2 S.E. Dr.

N° 2 X-Cut

Continued from last column.



Plan of N° 13 Stope

300' Level

Workings North Lyell Mine Underground
Field Notes of Survey of

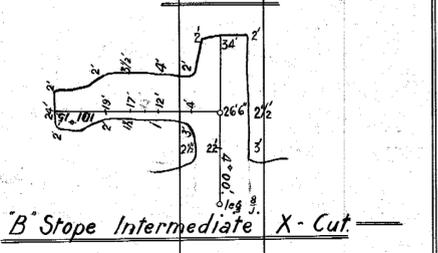
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2 1/2	25'-10 1/2"	3'
2 1/2	5'	2 1/2'
3	00	3 1/2'
323°45'		
15'-7"		
8'		
00		
355°32'		
30'-8 1/4"		
16		
5		
00		
311°52'		
28'-3 1/2"		
25'		
22'		
15'		
00		

Start at ④ see Notes 1906 in N.C.Dr.

North Contact Drive

500' Level



B Stope Intermediate X-Cut

Face	17	2 1/2
4 1/2	15	
2 1/2	13	
00		
206°00'		
2 1/2	22'	2 1/2
4 1/2	18'	2'
1'	10'	4'
00		
181°03'		
4	48'-9 1/4"	2
5	46'	00
5	40'	1'
2	32'	3'
00	18'	5'
3	00'	2'
123°35'30"		
4	32'-6"	1'
3	27'	2'
00	9'	3'
3 1/2	3 1/2'	
00		
142°23'		
3	77'-6 1/2"	
00		
182°26'		

Start at ② see Gov's Notes 1906

N° 2 South Contact Drive

2 1/2	Face	2 1/2
12		3'
5 1/2		
2 1/2		
00		
101°45'		
15'-5 3/4"		
00		
152°43'		
29'-9 1/2"		
00		
134°47'		

Start at ⑥ in N° 2 S.E. Dr.

N° 2 X-Cut

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35'-3 1/4"		
00		
315°25'		
28'-3 1/2"		
00		
257°03'		

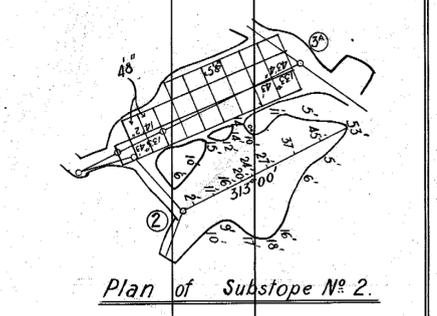
Start at ④ in N.C.Dr.

N° 2 X-Cut (off North Contact Drive)

Face	23'	3'
20'		
16'		
12'		
3'		
00		
308°10'		
52'-6"		
00		
217°07'		

Start at ① at Entrance S.C.D.

North West Drive (off Main X-Cut)



Plan of Substope N° 2

2'	57'-6"	2'
15'	43'-4"	15'
00		
133°43'		

Start at ③ Passes S.C.D. at bend to Mullock

Substopes N° 2

Face	40'-6"	3 1/2
30'		5'
16'		1'
11'		1 1/2'
00		
35°30'		
20'-9 3/4"		
9'		
00		
119°04'		
27'-10 3/4"		
00		
96°00'30"		
24'-9"		
19'		
00		
54°09'		
24'6 1/2"		
00		
357°20'30"		
22'-11"		
17'		
11'		
00		
309°17'30"		
39'-6 3/4"		
27		
14		
00		
324°34'		
22'-1 1/2"		
18'		
6'		
4'		
00		
268°17'30"		

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2 1/2	26'-6"	1 1/2
12		
00		
130°44'30"		
24'-5 1/4"		
7'		
00		
79°30'		
22'-9 1/2"		
15'		
7'		
00		
322°06'		
19'-10 1/4"		
18'		
15'		
12'		
00		
357°02'30"		
38'-2"		
31'		
19'		
00		
358°26'30"		
27'-10"		
23'		
15'		
8'		
00		
8°24'30"		
76'-7 3/4"		
68'		
45'		
34		
26		
00		

Start at ⑤ Notes for 1906 in N.C. Dr see

N° 1 North Contact Drive

Face	80'	2'
52'		4'
36'		2 1/2'
15'		3'
00		
292°03'		
196'		
120'		
80'		
50'		
36'		
27'		
11'		
00		
301°13'		
19'-7 1/2"		
18'		
00		
240°47'		
29'-9 1/2"		
00		
177°32'		

Start at ⑤ see Notes for 1905

South Contact Drive

600' Level

Face	22'	2'
8'		4 1/2'
3'		3 1/2'
00		
258°00'		

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