

The Mount Lyell Mining & Railway Co., Ltd.

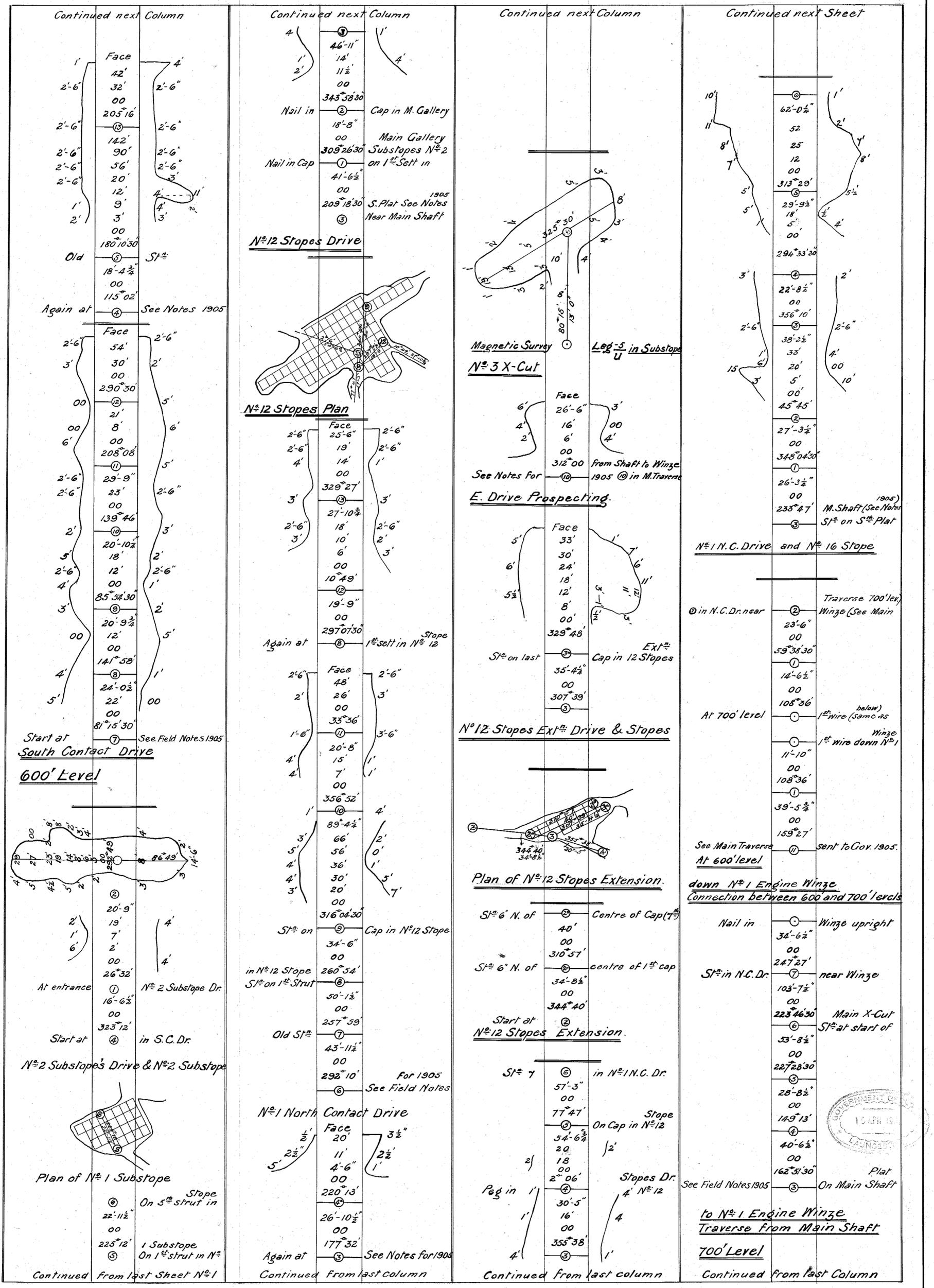
SHEET N°2

Mine Department.

Field Notes of Underground Workings up to Dec. 31st 1906.

Instrument used - 5" Theodolite.

Genl. Manager: *R. J. Dick*
Engineer-in-Charge: *W. H. Murray* (Leaving)



Continued next Column

1'	Face	4'
2'-6"	42'	2'-6"
	32'	
	00	
	205°16'	
2'-6"	142'	2'-6"
	90'	2'-6"
2'-6"	56'	2'-6"
2'-6"	20'	3'
	12'	4'-11"
1'	9'	4'-3"
2'	3'	
	00	
	180°10'30"	
Old	18'-4 3/4"	St ^o
	00	
	115°02'	

Again at

2'-6"	Face	2'-6"
3'	54'	2'
	30'	
	00	
	290°30'	
00	21'	5'
00	8'	6'
6'	00	
	208°08'	
	00	5'
2'-6"	29'-9"	2'-6"
2'-6"	33'	
	00	
	139°46'	
2'	20'-10 1/2"	3'
5'	18'	2'
2'-6"	12'	2'-6"
4'	00	1'
	85°54'30"	
3'	20'-9 1/2"	2'
	00	5'
	12'	
	00	
	141°58'	
4'	24'-0 3/4"	1'
	00	
5'	81°15'30"	00

Start at South Contact Drive
600' Level

2'	20'-9"	4'
1'	19'	
6'	7'	4'
	00	
	26°32'	
At entrance	16'-6 1/2"	N°2 Substope Dr.
	00	
	323°12'	
Start at	4'	in S.C. Dr.

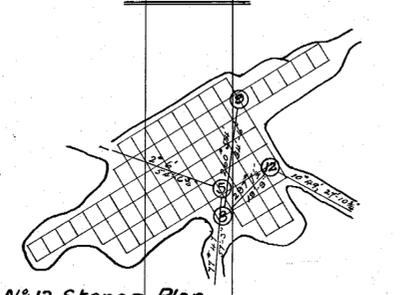
Plan of N°1 Substope

22'-11 1/2"	On 5 th strut in
00	
225°12'	1 Substope
00	On 1 st strut in N°2

Continued From last Sheet N°1

Continued next Column

4'	46'-11"	1'
1'	14'	4'
2'	11 1/2"	
	00	
	343°58'30"	
Nail in	18'-8"	Cap in M. Gallery
	00	
	309°26'30"	Main Gallery
Nail in Cap	41'-6 1/2"	Substopes N°2
	00	on 1 st Sett in
	209°18'30"	S. Plat See Notes
	00	1905
	00	Near Main Shaft



N°12 Stopes Plan

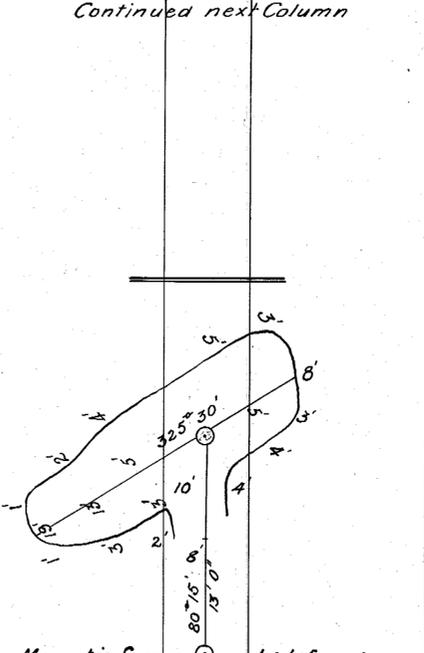
2'-6"	Face	2'-6"
2'-6"	25'-6"	
	19'	2'-6"
4'	14'	1'
	00	
	329°27'	
3'	27'-10 3/4"	3'
2'-6"	18'	2'-6"
3'	10'	2'
	6'	3'
	00	
	10°49'	
	00	
	19'-9"	
	00	
Again at	297°07'30"	1 st sett in N°12

2'-6"	Face	2'-6"
2'	48'	
	26'	3'
	00	
	33°36'	
1'-6"	20'-8"	3'-6"
4'	15'	1'
4'	7'	1'
	00	
	356°52'	
	00	
	89°-4 1/4"	4'
5'	66'	2'
4'	56'	1'
4'	36'	0'
3'	30'	5'
	20'	7'
	00	
	316°04'30"	
St ^o on	34'-6"	Cap in N°12 Stope
	00	
in N°12 Stope	260°54'	
St ^o on 1 st Strut	50'-1 1/2"	
	00	
	257°59'	
Old St ^o	43'-11 1/2"	
	00	
	292°10'	For 1905
	00	See Field Notes

N°1 North Contact Drive

1/2'	Face	3 1/2"
5'-2 1/2"	20'	2 1/2"
	11'	
	4'-6"	1'
	00	
	220°13'	
	00	
	26'-10 1/2"	
	00	
	177°32'	
Again at	00	See Notes for 1905

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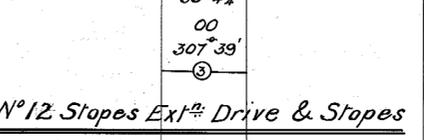
Magnetic Survey
N°3 X-Cut

6'	Face	3'
4'	26'-6"	00
2'	16'	4'
	6'	
	00	
	312°00'	From Shaft to Winze

See Notes for 1905 @ in M. Traverse

E. Drive Prospecting

5'	Face	1'
6'	33'	7'
	30'	6'
	24'	11'
	18'	
5 1/2'	12'	1'
	8'	1'
	00'	1'
	329°48'	Cap in 12 Stopes
St ^o on last	35'-4 1/4"	Ext ^o
	00	
	307°39'	



Plan of N°12 Stopes Extension

St ^o 6' N. of	Centre of Cap (7 th)
	40'
	00
	310°57'
St ^o 6' N. of	centre of 1 st cap
	34'-8 1/2"
	00
	344°40'
Start at	2'
N°12 Stopes Extension	

St ^o 7	6'	in N°1 N.C. Dr.
	57'-3"	
	00	
	77°47'	Stope
	54'-6 1/4"	On Cap in N°12
	20	
2)	18	2'
	00	
	2°06'	Stopes Dr.
Peg in	2'	4' N°12
	30'-5"	
1'	16'	4'
	00	
	353°38'	
4'	00	1'

Continued From last column

Continued next Sheet

10'	62'-0 1/2"	1'
11'	52	2'
	25	4'
	12	8'
	00	
	313°29'	5 1/2"
	29°-9 1/2"	4'
	18'	
	5'	
	00'	
	294°33'30"	
	00	
	22'-8 1/2"	2'
	00	
	356°10'	2'-6"
2'-6"	38'-2 1/2"	
	33'	4'
	20'	00
	5'	10'
	00'	
	45°45'	
	00	
	27'-3 1/4"	
	00	
	348°04'30"	
	00	
	26'-3 1/4"	
	00	
	235°47'	M. Shaft (See Notes
	00	1905)
	00	St ^o on S th Plat

N°1 N.C. Drive and N°16 Stope

0	Traverse 700' level
2	Winze (See Main
	23'-6"
	00
	59°36'30"
	00
	14'-6 1/2"
	00
	108°36'
At 700' level	1 st wire (same as
	below)
	1 st wire down N°1
	11'-10"
	00
	108°36'
	00
	39'-5 1/2"
	00
	159°27'

See Main Traverse
At 600' level

0	sent to Gov. 1905.
11	down N°1 Engine Winze
	Connection between 600 and 700' levels
	00
Nail in	Winze upright
	34'-6 1/2"
	00
	247°27'
St ^o in N.C. Dr.	near Winze
	103°-7 1/2"
	00
	223°46'30"
	00
	53'-8 1/2"
	00
	227°28'30"
	00
	28'-8 1/2"
	00
	149°13'
	40'-6 1/2"
	00
	162°31'30"
	00
	Plat
	On Main Shaft

See Field Notes 1905

to N°1 Engine Winze
Traverse from Main Shaft
700' Level

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