

The Mount Lyell Mining & Railway Co., Ltd.

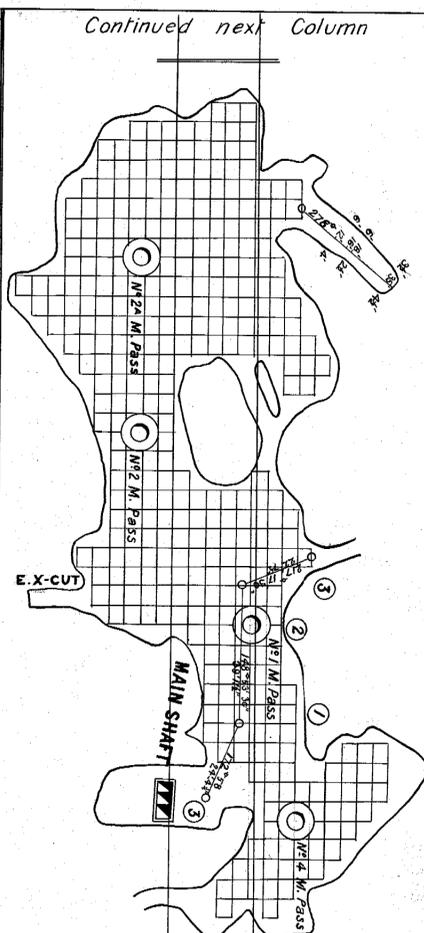
SHEET No 3

Mine Department.

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

Instrument used - 5" Theodolite

Genl. Manager *Robert Smith*
Engineer-in-Charge *W. H. Murray (Colon)*



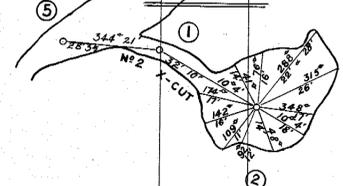
Plan of Stope

Centre of cap (both ways) 22'-7 1/2" 00 217°17'30"

Centre of Strut 2 39'-11 1/2" 00 148°35'30" direct° at rt. angles 2" past centre in

Centre of Strut 1 both ways 24'-4 1/2" 00 172°38' on Sth Plat M. Shaft (see notes 1905)

Substopes N^{os} 1 and 2

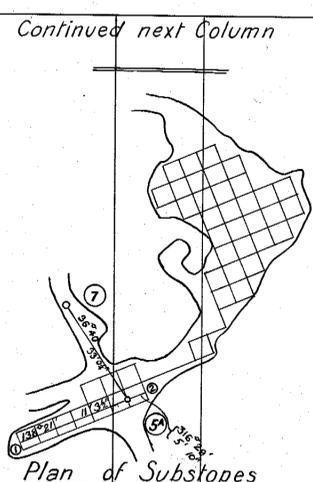


Plan of N°17 Stope

In N°1 N.C. Drive See below

N°2 Cross Cut & N°17 Stope.

2'6"	Face	2'6"
4'	37'	1'
	27'	
	00	
	278°00'	
2'	55' 2 1/2"	3'
2'	48	3'
8'	40	3'
7'	13	1'
2'	7	3'
	00	
	286°48'	



Plan of Substopes

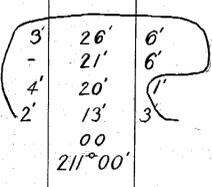
Slope Cap in centre of 1 138°21' 11'32"

in S.C.D. 2nd Cap Centre of 2 316°29' 5'-10"

33'-0 1/4" 00 36°40'

Sth in Main Traverse 7 from Shaft to Winze

Substopes (M.X-Cut and S.C. Drive portions)



Against South Contact Drive

Face 26' 20'-6" 2'6"

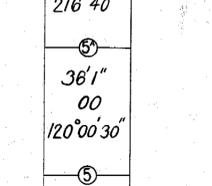
3' 17'-6" 00'

9' 12' 170°26'

Against 2 turn to Winze

Back to 7 Starting point

33'-0 1/4" 00 216°40'



36'1" 00 120°00'30"

27'-1 1/2" 00 71°01'

37'-4 1/2" 00 48°01'

3' 24'8 3/4" 1'2"

3' 3' 1'2"

3' 00 350°25'30"

32'-3 1/4" 20 1'2"

17 16 2'3"

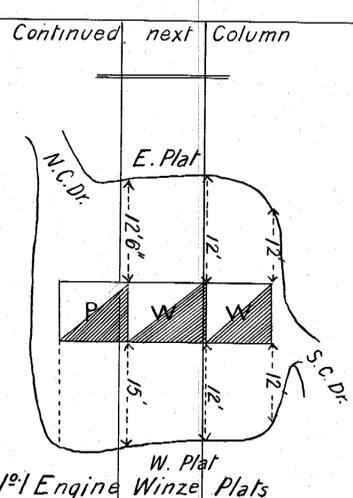
11 00 27'37'30"

At entrance S.C.Dr.

32'-2 3/4" 00 3'2"

00 242°38'30"

Starting from Sth in trav. from shaft to winze South Contact Drive



N°1 Engine Winze Plats

Face 6' 60' 00' 4'

5' 56' 43' 2 1/2'

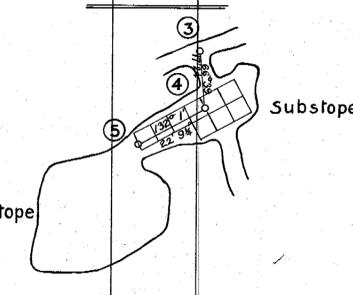
1 1/2' 36' 25' 24' 00' 52°30'

N°3 X-Cut In N.C. Drive

Face 2' 28' 2'-6" 00 54°38'

2' 43' 00 144°38'

N°1 X-Cut In N.C. Drive



Plan of Substope and N°15 Stope

Substope Sth on Strut in leg

22'-9 1/2" 00 132°01'

in Substope Sth in strut leg 2'-0" 4'-8" leg

17'-2 1/4" 5 00 66°39'

Against at 3

Face 2'-6" 68' 2'-6" 4'

1' 50' 44' 4'

3' 38'-8 1/4" 36' 3' 0'

5' 23' 00 135°05'

2'-6" 2' 50'-3 1/4" 33' 15' 00 144°38'

1 Nail in Cap

23'-10 1/4" 51°27'

Sth in Main Traverse 7 from Shaft to Winze North Contact Drive

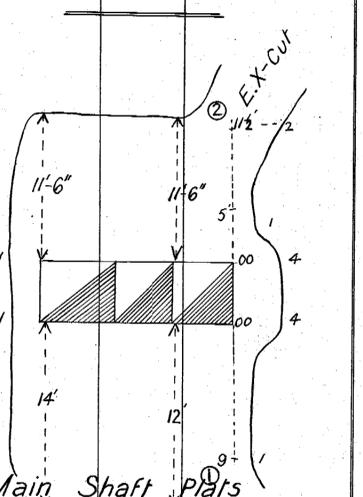
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78'-9 1/4" 00 110°39'

28'-9 1/2" 00 157°55'

S.C. Drive see Govt. Notes 1905

Mount Lyell Mine N°8 level.



Main Shaft Plats

Face 23' 19' 00 66°06'

4 16'-11" 10 4 3 1/2

1 10' 00 102°17'

Start at 2 in M.S. Plat

East X-Cut

Face 3' 38'-6" 3 3 00 215°57'

Against at 1 on M.S. Plat

Main X-Cut

27'-8" 00 70°06'

23'-10 1/4" 00 236°48'30"

10'-9 3/8" 00 62°23'30"

At 850' Level 2nd Wire

Drop 554' to 850' Level

2nd wire 13'-4 1/2" down M. Shaft

1st Wire down shaft 10'-1 3/8" 00 62°23'30"

at 300' Level 1 on M. Shaft Plat

down Main Shaft Connection between 300 and 850 levels

850' level



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