



The Mount Lyell Mining & Railway Co., Ltd.

SHEET N^o 4

Mine Department.

Field Notes of Underground Workings up to Dec 31st 1906

Instrument used - 5" Theodolite

Genl. Manager *Robt. Smith*
Engineer-in-Charge *Wm. Murray (London)*

<p>Continued next column</p> <p>to N^o 4^A Bench Centre of Rise N^o 1 N^o Di.</p> <p>49'-10" 44' 41' 32' 20' 9' 2' 00 257°31'</p> <p>1 140'-6 1/2" 00 21°05'</p> <p>opp Sth Drive In Main Tunnel</p> <p>116'-2" 00 21°43'</p> <p>M.P. Rise Drive N^o 5 Tunnel</p> <p>2 1/2' 51' 2 1/2' Rise 4' 16' 3' 7' 2' 2' 00 2'-6" 209°37'</p> <p>38'-6 1/2" 00 185°20'30"</p> <p>see Govt notes for 1905</p> <p>Sth Lyell X-Cut</p> <p>117°35' 297°35' 16'-11" 13' 8' 00 208°09'</p> <p>Again at</p> <p>Face 10' 34' 5' 30' 3' 26' 1' 23' 1' 20' 1' 16' 1' 5' 00 262°22'</p> <p>50'-11 1/2" 44' 35' 21' 14' 00 142°39'30"</p> <p>2'-6" 2'-6"</p> <p>28'-5 1/2" 00 170°46'30"</p> <p>17'-2 1/2" 00 132°06'30"</p> <p>22'-5 1/2" 14' 00 163°00'</p> <p>0'-6" 4'-6"</p> <p>Continued from last Sheet N^o 3</p>	<p>Continued next Column</p> <p>2' Face 2' 9'-6" 1' 2' 00 260°00'</p> <p>N^o 6 X-Cut</p> <p>2' Face 2' 23'-6" 4' 2' 00 313°00'</p> <p>18'-9" 00 233°43'</p> <p>See notes for 1905</p> <p>N^o 5 X-Cut</p> <p>2' Face 2' 22'-6" 2' 2' 00 322°30'</p> <p>37'-6" 00 224°31'</p> <p>See notes for 1905</p> <p>N^o 4 X-Cut</p> <p>2' Face 2' 22' 3' 3' 00 293°30'</p> <p>75'-9" 00 218°16'</p> <p>Sent to Govt. 1905</p> <p>N^o 3 X-Cut</p> <p>00' Face 4' 62' 48' 1' 41' 00' 00 194°30'</p> <p>67'-3 1/2" 44' 28' 4' 00 168°20'30"</p> <p>34'-2 1/4" 25' 4' 00 206°30'</p> <p>23'-2 1/2" 00 233°43'</p> <p>Sent to Govt. 1905</p> <p>South West Drive North Crown Lyell Mine</p>	<p>N.W. Peg of 1805 91M</p> <p>335°8" 00 255°26'30"</p> <p>Centre of Collar Footwall at</p> <p>72'-7" 00 28°25'</p> <p>Centre of Collar sett of Shaft at Footwall at N^o 3 Tunnel Level</p> <p>25'-7" 00 101°22'</p> <p>See below</p> <p>Inclined Shaft</p> <p>5' Face 5' 33' 5' 3' 3' 5' 5' 5'</p> <p>18' 6' 00 118°00'</p> <p>21'-1 1/8" 00 79°59'</p> <p>S.E. H.W. Drive</p> <p>See notes for 1902</p> <p>Inclined Shaft Drive Royal Tharsis Mine</p> <p>4' Face 00' 31'-0" 4' 5' 00 328°00'</p> <p>32'-9 1/2" 00 34°27'</p> <p>See below</p> <p>N^o 1 X-Cut</p> <p>4' Face 0'6" 37' 25' 4' 00 28°00'</p> <p>32'-9 1/2" 28' 23' 13' 6' 00' 68°16'30"</p> <p>32'-9 1/2" 00 34°27'</p> <p>28'-1 1/2" 00 53°56'</p> <p>Continued from last column</p>
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