

# Mount Lyell Mining & Railway Co Ltd.

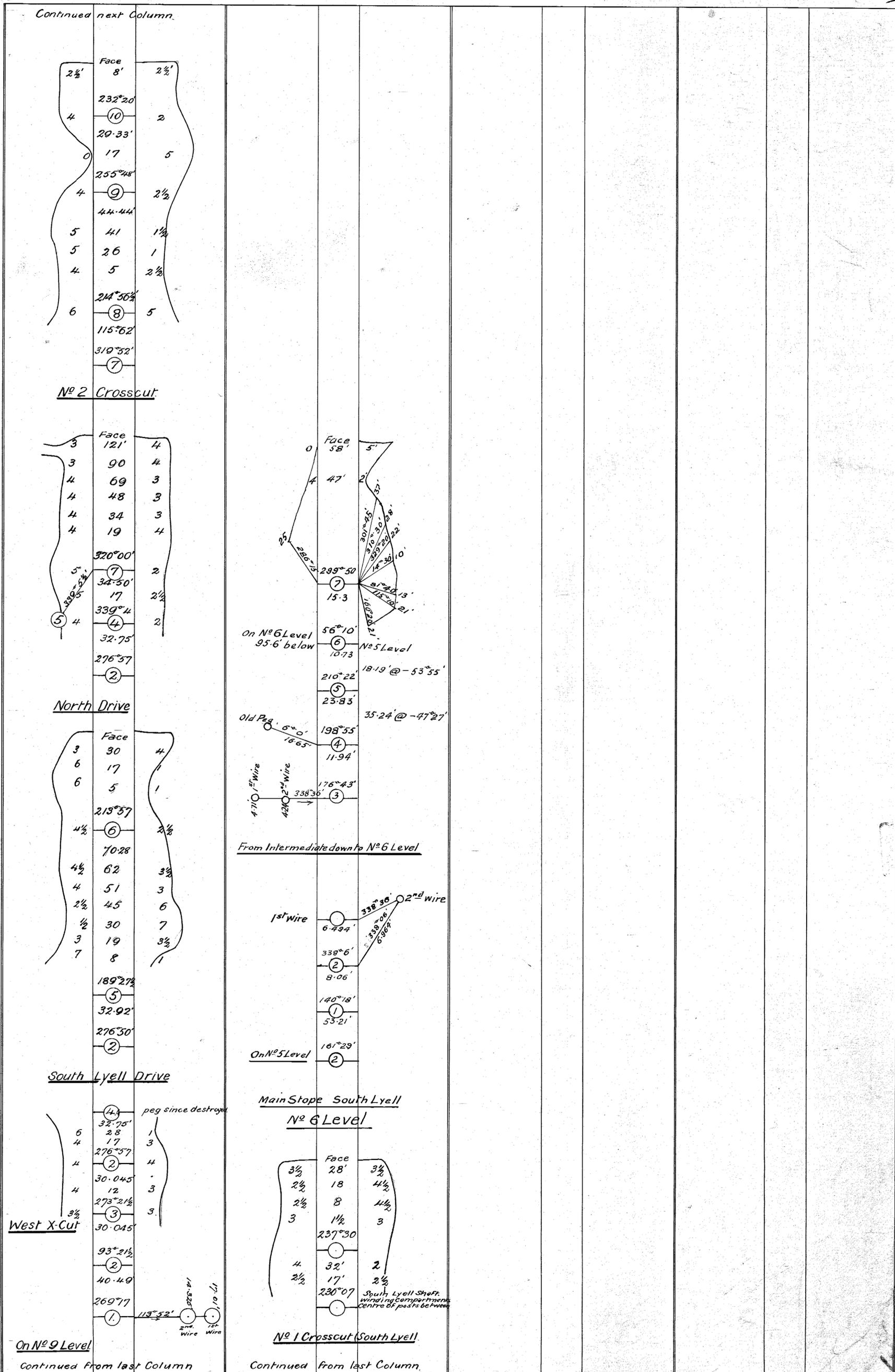
Mine Department.

SHEET No 3

Field Notes of Underground Workings up to Dec 31<sup>st</sup> 1915.

Instrument used 5" Theodolite.

General Manager *Cottrell*  
Engineer-in-Charge *R. J. Murray*



Continued next Column.

2 1/2'	Face 8'	2 1/2'
	232°20'	
4	(10)	2
	20-33'	
0	17	5
	255°48'	
4	(9)	2 1/2
	44-44'	
5	41	1 1/2
5	26	1
4	5	2 1/2
	24°56 1/2'	
6	(8)	5
	115°62'	
	319°32'	
	(7)	

No 2 Crosscut

3	Face 121'	4
3	90	4
4	69	3
4	48	3
4	34	3
4	19	4
	320°00'	
	(7)	2
	34°50'	
	17	2 1/2
5	(4)	2
	339°44'	
	32-75'	
	276°57'	
	(2)	

North Drive

3	Face 30	4
6	17	1
6	5	1
	215°57'	
4 1/2	(6)	2 1/2
	70-28'	
4 1/2	62	3 1/2
4	51	3
2 1/2	45	6
1/2	30	7
3	19	3 1/2
7	8	1
	189°27 1/2'	
	(5)	
	32-92'	
	276°30'	
	(2)	

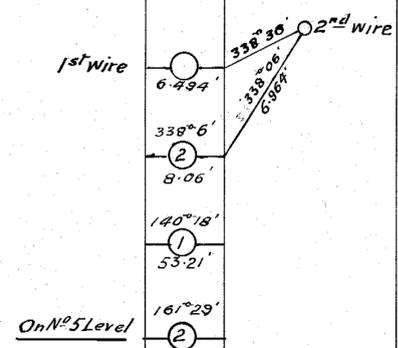
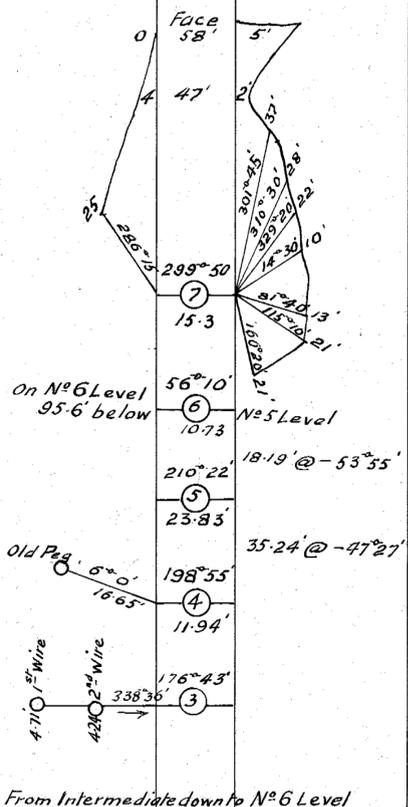
South Lyell Drive

(4)	peg since destroyed	
6	32-75'	1
4	28	3
4	17	3
	276°57'	
4	(2)	4
	30-045'	
4	12	3
	273°21 1/2'	
3 1/2	(3)	3
	30-045'	
	93°21 1/2'	
	(2)	
	40-49'	
	269°77'	
	(1)	
	113°52'	

West X-Cut

On No 9 Level

Continued from last Column



Main Stope South Lyell No 6 Level

3 1/2	Face 28'	3 1/2
2 1/2	18	4 1/2
2 1/2	8	4 1/2
3	1 1/2	3
	237°30'	
	( )	
4	32'	2
2 1/2	17'	2 1/2
	230°07'	

No 1 Crosscut (South Lyell)

Continued from last Column.