



The Mount Lyell Mining & Railway Co., Ltd.

SHEET N° 1

Mine Department.

Field Notes: Underground Workings up to Dec 31st 1908.
Instrument used 5" Theodolite.

Genl Manager *Robt. G. H. ...*
Engineer-in-Charge *F. H. ...*

| Continued | next | column |
|--|-------------------------------|--------|
| 2 1/2 | 29 1/2 | 2 1/2 |
| 3 | 17 1/2 | 1 1/2 |
| 2 | 12 | 2 |
| 00 | 00 | 00 |
| 128° 15' | 128° 15' | 00 |
| 2 | 37° 2' | 3 |
| 1/2 | 34' | 4 1/2 |
| 2 1/2 | 26' | 2 1/2 |
| 5 | 20 | 1 |
| 1 1/2 | 10 | 3 1/2 |
| 00 | 00 | 00 |
| 184° 20' | 184° 20' | 00 |
| 6 | 48° 3 1/4' | 00 |
| 00 | 00 | 00 |
| 123° 35' 30" | 123° 35' 30" | 00 |
| Start at 5 | See Notes 1907 in N° 2 S.C.D. | |
| N° 2 South Contact Drive | | |
| <p>Plan of N° 21 Stope</p> | | |
| Centre of 1 st leg in same | 45° 9' | 00 |
| 00 | 321° 30' | 00 |
| Centre of 2 nd leg | 48° 4' | 42' |
| 00 | 35' | 20' |
| 00 | 10' | 00 |
| 328° 35' | 328° 35' | 00 |
| Start at 4 | opp S.E. Drive | |
| N° 21 Stope | | |
| 2 1/2 | 16' | 2 1/2 |
| 00 | 00 | 00 |
| 2 | 62° 25' | 3 |
| 00 | 21° 10 1/4' | 5 |
| 00 | 16' | 00 |
| 89° 55' | 89° 55' | 00 |
| 1 | 15° 5 1/4' | 00 |
| 00 | 00 | 00 |
| 152° 43' | 152° 43' | 00 |
| Start at 7 | in N° 2 S.E. Drive | |
| N° 2 Crosscut | | |
| <p>Plan of N° 2 Stope</p> | | |
| Start at 3 | Extension leg in B Stope | |
| and B Stope Intermediate X Cut | | |
| 400 Level | | |
| Underground Workings, North Mount Lyell Mine, Field Notes of Survey of | | |

| Continued | next | column |
|---|--------------------|---------------|
| Centre of 62 | 62 | Centre of leg |
| 56° 10' | 56° 10' | 00 |
| 50' | 50' | 2 1/2 |
| 30' | 30' | 3 |
| 18' | 18' | 00 |
| 00 | 00 | 00 |
| 258° 00' | 258° 00' | 00 |
| 5 | See Notes for 1907 | |
| N° 12 Stope Extension & N° 2 X-Cut | | |
| <p>Plan of Stope</p> | | |
| Centre of 4 th Cap in X Cut | 17° 3' | 00 |
| 00 | 218° 41' | 00 |
| Centre of 1 st Cap in X-Cut | 43° 1 1/2' | 00 |
| 00 | 219° 01' | 00 |
| 219° 01' | 219° 01' | 00 |
| N° 2 Substopes (North End) Timber | | |
| 500' Level. | | |
| 2 1/2 | 34' | 2 1/2 |
| 5 | 23' | 00 |
| 5 | 14' | 00 |
| 00 | 00 | 00 |
| 128° 30' | 128° 30' | 00 |
| 14 | 41° 1' | 2 1/2 |
| 00 | 30' | 00 |
| 123° 25' | 123° 25' | 00 |
| 13 | 47° 7 1/2' | 1 1/2 |
| 00 | 38' | 4 1/2 |
| 4 1/2 | 20' | 3 |
| 2 1/2 | 1' | 00 |
| 00 | 00 | 00 |
| 129° 42' | 129° 42' | 00 |
| 12 | 73° 9' | 3 |
| 00 | 2' | 4 |
| 00 | 00 | 3 |
| 219° 14' | 219° 14' | 00 |
| 11 | 69° 6 1/2' | 3 |
| 00 | 54' | 1 1/2 |
| 4 1/2 | 28' | 3 |
| 2 1/2 | 00 | 5 |
| 00 | 34° 6" | 00 |
| 26' | 26' | 00 |
| 170° 56' | 170° 56' | 00 |
| 9 | 40° 9 1/2' | 2 1/2 |
| 00 | 00 | 00 |
| 189° 38' 30" | 189° 38' 30" | 00 |
| 8 | 16° 7 1/2' | 2 1/2 |
| 00 | 00 | 00 |
| 140° 33' 30" | 140° 33' 30" | 00 |
| 7 | Again at 7 | |
| Continued from last column | | |

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|----------------------------|-------------|--------|
| 2' | 65° 6 3/4' | 3' |
| 2 1/2 | 40' | 2 1/2 |
| 3 1/2 | 10' | 1 1/2 |
| 3 | 4' | 2' |
| 00 | 00 | 00 |
| 42° 49' 30" | 42° 49' 30" | 00 |
| 2 1/2 | 22° 2 1/4' | 2 1/2 |
| 3 1/2 | 14' | 1 1/2 |
| 00 | 00 | 00 |
| 345° 12' | 345° 12' | 00 |
| 18° 5' | 18° 5' | 4' |
| 00 | 00 | 00 |
| 306° 25' | 306° 25' | 00 |
| 17° 7 1/4' | 17° 7 1/4' | 00 |
| 00 | 00 | 00 |
| 53° 56' | 53° 56' | 00 |
| 19 | 23° 2' | 00 |
| 00 | 00 | 00 |
| 72° 40' | 72° 40' | 00 |
| 19 | 20° 7 1/2' | 00 |
| 00 | 00 | 00 |
| 28° 47' | 28° 47' | 00 |
| 18 | Face | 21' |
| 00 | 12' | 8' |
| 00 | 00 | 00 |
| 92° 10' | 92° 10' | 00 |
| 21 | Face | 33' |
| 00 | 14' | 10' |
| 00 | 00 | 00 |
| 123° 38' | 123° 38' | 00 |
| 20 | 30° 6 3/4' | 3' |
| 00 | 20' | 1' |
| 87° 18' | 87° 18' | 00 |
| 20 | 48° 11 1/4' | 2 1/2 |
| 00 | 40' | 2' |
| 34' | 34' | 00 |
| 25' | 25' | 3 1/2 |
| 14' | 14' | 4' |
| 6' | 6' | 1 1/2 |
| 00 | 00 | 00 |
| 68° 47' | 68° 47' | 00 |
| 13 | 20° 7 1/2' | 1 1/2 |
| 00 | 15' | 00 |
| 28° 47' | 28° 47' | 00 |
| 18 | 21° 0 3/4' | 00 |
| 00 | 00 | 00 |
| 50° 25' | 50° 25' | 00 |
| 17 | Face | 32' |
| 00 | 27' | 27' |
| 24' | 24' | 00 |
| 19' | 19' | 00 |
| 55° 40' | 55° 40' | 00 |
| 17 | 36° 8 1/4' | 1' |
| 00 | 22' | 00 |
| 89° 40' | 89° 40' | 00 |
| 16 | 35° 11 1/4' | 2 1/2 |
| 00 | 29' | 00 |
| 97° 14' | 97° 14' | 00 |
| 15 | 20° 9 3/4' | 00 |
| 00 | 00 | 00 |
| 119° 04' | 119° 04' | 00 |
| 14 | Again at 14 | |
| Continued from last column | | |

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|--|--------------------|--------|
| 2 | 28' 11 1/2" | 3 |
| 4 1/2 | 22' | 1 1/2 |
| 5 | 15' | 00 |
| 00 | 7' | 5 |
| 00 | 00 | 00 |
| 293° 36' | 293° 36' | 00 |
| 3 1/2 | 60° 10 1/2' | 1 1/2 |
| 00 | 45' | 3 |
| 2 | 38' | 1 |
| 4 | 30' | 00 |
| 5 | 21' | 5 |
| 00 | 00 | 00 |
| 335° 51' | 335° 51' | 00 |
| 4 | 35° 11" | 00 |
| 00 | 00 | 00 |
| 293° 09' | 293° 09' | 00 |
| 3 | 44' | 4 |
| 00 | 41' | 4 |
| 00 | 40' | 00 |
| 00 | 35' | 00 |
| 00 | 25' | 1 1/2 |
| 00 | 15' | 3 |
| 335° 10' | 335° 10' | 00 |
| 21 | 34° 4 1/4' | 2 |
| 00 | 32' | 5 |
| 00 | 21' | 00 |
| 00 | 12' | 3 1/2 |
| 00 | 4' | 00 |
| 38° 02' | 38° 02' | 00 |
| 18 | See notes for 1907 | |
| N° 1 North Contact Drive | | |
| 600' Level | | |
| <p>Stope in North Contact Drive</p> | | |
| 2 1/2 | 28' | 2 1/2 |
| 6 | 16' | 1 1/2 |
| 6 1/2 | 12' | 3 |
| 2 | 6' | 00 |
| 1 1/2 | 4' | 5 |
| 00 | 00 | 00 |
| 324° 30' | 324° 30' | 00 |
| 23 | 23° 8 1/4' | 5 |
| 00 | 22' | 00 |
| 00 | 13' | 00 |
| 00 | 6' | 5 |
| 00 | 3' | 00 |
| 262° 26' | 262° 26' | 00 |
| 2 | 30° 7 1/2' | 2 |
| 00 | 20' | 4 |
| 1 | 14' | 6 |
| 1 1/2 | 10' | 4 |
| 00 | 00 | 00 |
| 318° 48' | 318° 48' | 00 |
| 24 | 29° 9 1/4' | 4 1/2 |
| 00 | 26' | 00 |
| 00 | 22' | 00 |
| 00 | 16' | 1 1/2 |
| 00 | 12' | 3 1/2 |
| 00 | 8' | 6 1/2 |
| 00 | 2' | 00 |
| 348° 56' | 348° 56' | 00 |
| 23 | 2 | 3 |
| Continued from last column | | |