

The Mount Lyell Mining & Railway Co., Ltd.

Mine Department.

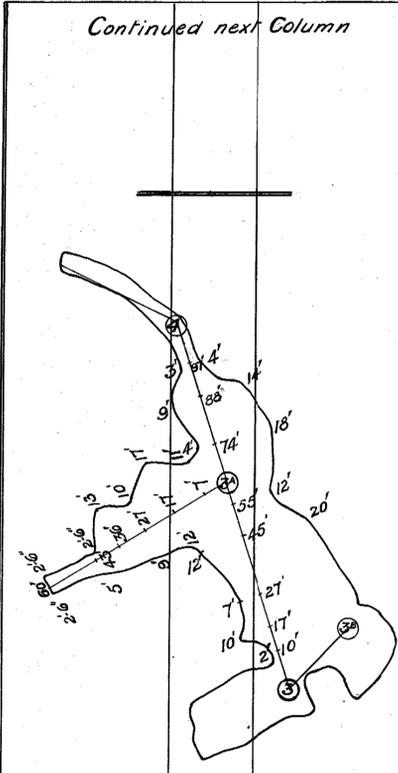
Field Notes of Underground Workings up to Dec 31st 1905.

Instrument used - 5" Theodolite



SHEET No 3

Genl. Manager *Robt. Smith*
Engineer-in-Charge *W. J. Hatchler*



Details of Substopes N^o 2.

Continued next Column	
	N ^o 2 Substopes Str. in W end of
	23°-7'
	00
	220° 09'
	Again at
	Face of South Drive
	38'
	00
	24'
	5'
	00
	117° 00'
	3'
	109°-8 1/2'
	74'
	E. X-Cut
	55°-45'
	60'
	62°-1 1/2'
	00
	158° 33' 30"
	Start at
	on S. Plat
	Traverse of Substopes N ^o 2
	on S. Plat
	26°-5 1/2'
	00
	239° 27' 30"
	on N. Plat
	26°-5 1/2'
	00
	62° 01' 30"
	13°-8 2/3'
	00
	242° 23' 30"
	N ^o 2 Wire in M. Shaft
	At 700' Level.
	Drop 405°-13 1/2° to 700' Level.
	N ^o 2 Wire in M. Shaft
	13°-4 1/2'
	N ^o 1 Wire in M. Shaft
	10°-1'
	00
	62° 23' 30"
	Start at
	on M. S. Plat.
	At 300' Level
	Connection between 300' & 700' level
	700' Level
	Continued from Sheet N ^o 2.

Continued next Column	
	21-11 1/2"
	5' 00
	18'
	9'
	00
	213° 48'
	3'
	29°-3 1/2'
	24'
	4'
	16°-5"
	6'
	2'
	00
	287° 58'
	77°-0 1/2'
	3'
	00
	55'
	34'
	4'
	00
	224° 31'
	3'
	46°-5 1/2"
	42'
	1'
	00
	169° 04'
	8'
	75°-00'
	00
	226° 08'
	7'
	See Field Notes for 1903
	Start at
	S.W. Drive
	N ^o 3 Tunnel
	North Crown Lyell Mine.

Continued next Column	
	Face
	20°-6'
	2'-6"
	16°-7 1/2"
	00
	151° 15'
	At entrance of
	00
	54°-3"
	00
	31° 34'
	See Field Notes 1902
	opp. S. Drive
	Start at
	Inclined Haulage Rise Chamber
	N ^o 5 Level

Continued next Column	
	Face
	78'
	2'
	45'
	0'
	27'
	3'-6"
	00
	110° 48'
	2'-6"
	28°-9 1/2"
	4'
	24'
	2'-6"
	20'
	3'
	12'
	3'
	00
	157° 55'
	2'-6"
	23°-9 1/2"
	2'
	18°-0'
	00
	117° 41'
	2'-6"
	44°-8 1/2"
	40'
	5'
	36'
	4'
	34'
	3'
	26'
	1'
	00
	162° 51' 30"
	1'
	47°-4 1/2"
	4'
	36'
	4'
	26'
	2'
	00
	156° 46'
	Start at
	South Contact Drive
	N ^o 8 Level
	Mount Lyell Mine
	Continued from last Column.

Continued next Column.	
	Face
	65'
	2'-6"
	3'
	3'
	00
	234° 40'
	Magnetic Bearing
	5'-9"
	00
	153° 10'
	Magnetic Bearing
	Wire in Ladder-way
	Start at
	Rise 30' to level N ^o 2 W. Cross Cut.
	Wire in Ladderway
	3'-5"
	00
	76° 40'
	21°-3"
	00
	325° 20'
	17°-6 1/2"
	00
	301° 03'
	94°-2"
	00
	317° 11'
	See Notes for 1904
	50' Level
	Start at
	in Main Slope Dr.
	Traverse for N ^o 2 West Cross Cut.
	Lyell Tharsis Mine.

Continued next Column.	
	Face
	25'
	11'
	00
	35° 24'
	28°-1 1/2"
	23'
	15'
	00
	53° 56'
	27°-8"
	15'
	00
	114° 38' 30"
	16°-7 1/2"
	14'
	3'
	00
	72° 49' 30"
	35°-0 1/2"
	00
	142° 47'
	27°-7 1/2"
	00
	110° 50' 30"
	93°-11"
	00
	228° 52' 30"
	See Field Notes 1903
	Start at
	N.E. Drive
	in S.W. Drive.
	Face
	26'
	2'
	00
	210° 53'
	23°-2 1/2"
	18'
	00
	233° 43'
	43° 2 1/2"
	30'
	00
	8'
	4'
	00
	228° 42' 30"
	11'
	Continued from last Column.

Continued next Column.	
	Remainder fallen in and inaccessible
	64'
	5'
	47°-4"
	3'
	23°-6"
	2'-6"
	6'
	3'
	00
	155° 42'
	Start at
	Again
	2'-6" End Slope
	Wing to 120 FT
	Continuation of Main Level towards Shaft

Continued next Column.	
	120° 24'
	300° 24'
	49'
	42'
	2'
	17'
	4'
	15'
	11'
	9'
	4'
	00
	235° 40'
	Start at
	N ^o 1 X-Cut
	5'
	End of Slope
	3'-6"
	32'
	30°-5 1/2"
	12'
	00
	340° 06' 30"
	At 100' Level
	Lyell Tharsis
	(Up Rise 24° 35' L 60° 30' E 4°)
	11° 11 1/2'
	00
	21° 28'
	145°-2 1/2"
	00
	162° 44'
	level N.M.L.
	Start at
	Old Workings
	Survey of Lyell Tharsis
	100' level
	Continued from last Column.