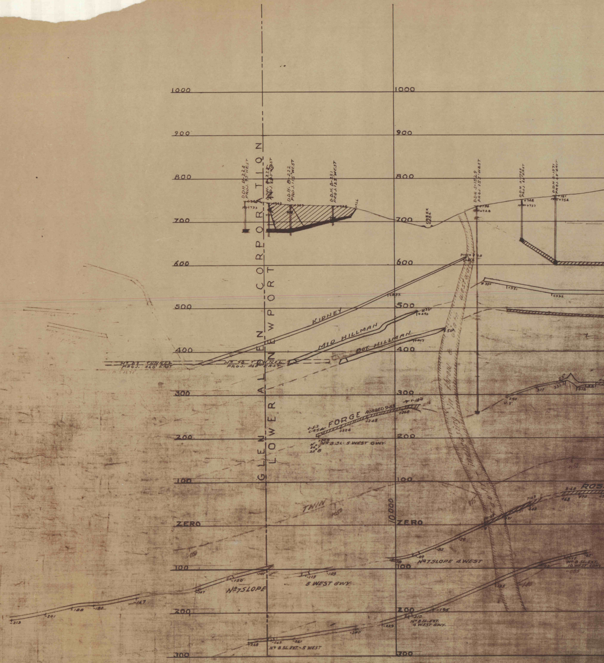
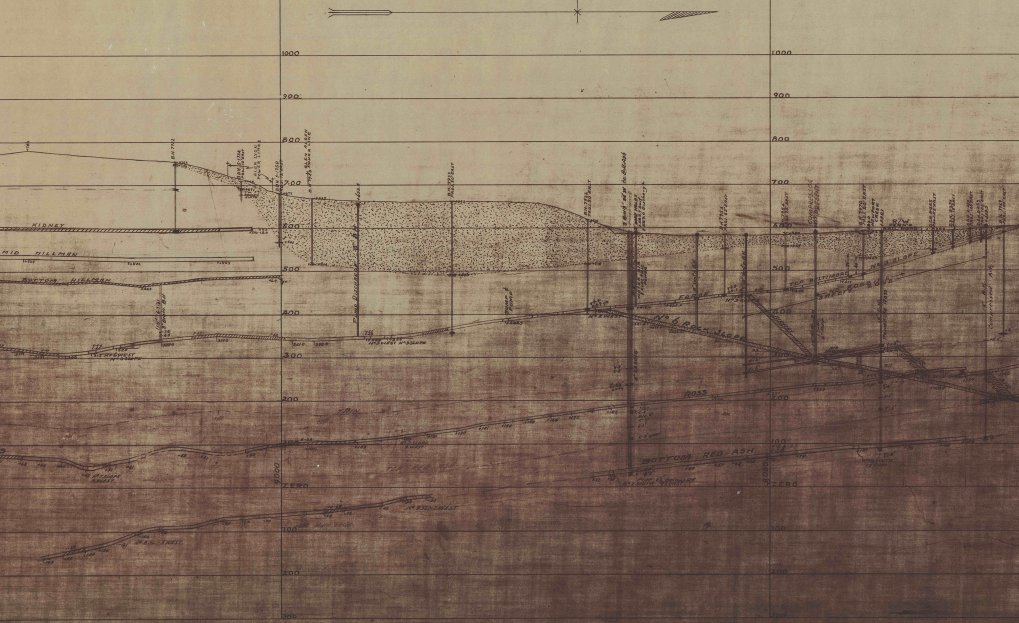
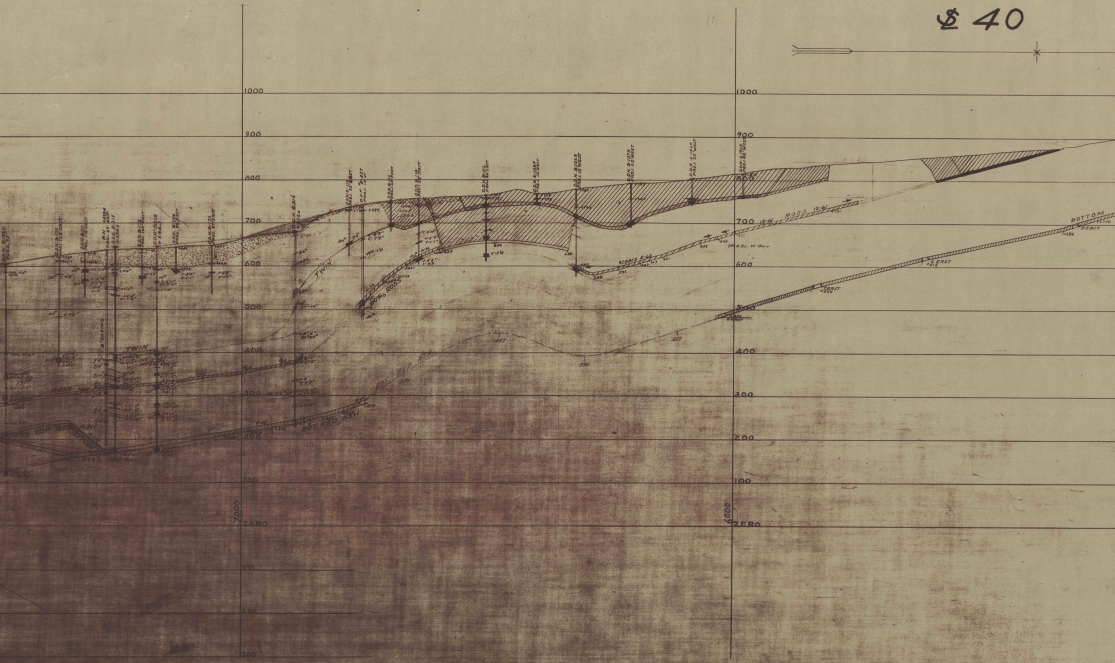
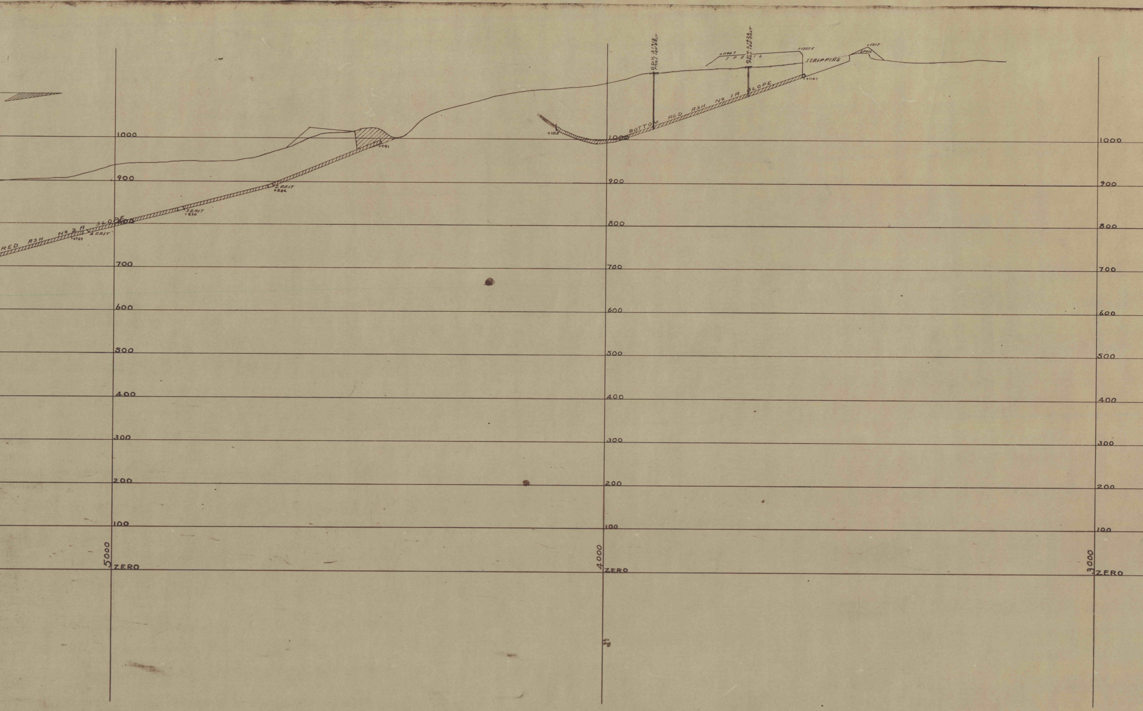

GLEN ALLEN CORPORATION
LOWER NEWPORT
1000
900
800
700
600
500
400
300
200
100
ZERO
100
200
300
D.D.H. B-224 PROJ. 95' WEST
D.D.H. B-223 PROJ. 123' WEST
D.D.H. B-222 PROJ. 115' WEST
D.D.H. B-221 PROJ. 125' WEST
D.D.H. S-1529 PROJ. 155' WEST
D.D.H. S-1565 PROJ. 12' EAST
D.D.H. S-1571 PROJ. 45' EAST
CREEK +684
PINCH
KIDNEY
MID HILLMAN
BOT. HILLMAN
No 83 TUNNEL PROJ. 460' EAST
No 90 TUNNEL PROJ. 460' EAST
FORGE
ROBBED 9-63
No 8 3L. 5 WEST GWY.
TWIN
10,000
No 7 SLOPE
5 WEST GWY.
No 7 SLOPE 4 WEST
No 8 SL. EXT. 4 WEST GWY.
No 8 SL. EXT. 10 WEST CONV.
No 8 SL. EXT. - 5 WEST
ROS

℄ 40


1000
900
800
700
600
500
400
300
200
100
ZERO
100
200
300
9000
8000
+780
B.H. 7922
+754
D.D.H. S-1734 PROJ. 10' EAST
GLEN LYON POWER LINES
BROKEN SLATE
D.D.H. S-1750 PROJ. 12' EAST
+677
GLEN ALDEN POWER LINE
B.H. 7923
+652.5
B.H. 7933 PROJ. 30' EAST
KIDNEY
+592
+566
MID HILLMAN
+529
+522
+523
BOTTOM HILLMAN
+463
11.5" 6-7-61
3" Drain B.H.
Pump Discharge 8" B.H.
SUMP & PUMP
338.0
351.2
341.0
338.0
313 No. 4 WEST
No. 8 SLOPE
No. 3 WEST No. 3 SLOPE
B.H. 7932 PROJ. 50' EAST
3 B.H.'s 84' W to B.R. Ash
BORE HOLES
WATER AIR ELECTRIC POWER
B.H. 7953 PROJ. 65' EAST
10" Vent'n B.H.
B.H. 7984 PROJ. 75' EAST
COMPRESSOR PRESENT
B.H. 7970 PROJ. 80' EAST
NEWPORT CREEK
R/W PENN'A RAIL ROAD
D.D.H. B-285 PROJ. 55' EAST
D.D.H. B-254 PROJ. 15' EAST
D.D.H. B-252 PROJ. 105' EAST
D.D.H. B-253 PROJ. 105' EAST
B.H. 7969 PROJ. 100' EAST
FORGE
TOP BALTIMORE
No. 3 SLOPE
No. 3 SLOPE
No. 2 WEST
No. 6 ROCK SLOPE
SAFETY COBB ZONE
AIRWAY
Air Line 6" Pipe
10" E.H. Power to Ross
12" B.H. Compressed Air
AIR RETURN
Bit
No. 6 SL. 5 GW.
8" CASING
dirty
C-5' poor
ROSS
TRIN
+182
+172
+166
+101
+103
No. 7 SLOPE 2 WEST
No. 7 SLOPE 3 WEST
TOP RED ASH
BOTTOM RED ASH
Pipe 2½' below RR
No. 2 SOUTH 12 EAST
No. 8 SL. 2 WEST
No. 8 SL. 3 WEST


$ 40
1000
900
800
700
600
500
400
300
200
100
ZERO
100
200
300
7000
6000
D.D.H. B-320 +602.93
D.D.H. B-170 PROJ. 12.8' EAST
D.D.H. B-171 PROJ. 110' EAST
D.H. +639.4 PROJ. 67' EAST
D.D.H. B-317 +644.6
D.D.H. B-172 PROJ. 105' EAST
D.D.H. B318 +646.3
D.D.H. B-174 PROJ. 95' EAST
D.D.H. B-173 PROJ. 87' EAST
D.D.H. B316 +678.0
D.D.H. B-115 PROJ. 50' EAST
D.D.H. B-327 PROJ. 10' W.
D.D.H. B-116 PROJ. 25' EAST
D.D.H. B-114 PROJ. 30' EAST
D.D.H. B-112 PROJ. 30' EAST
D.D.H. B-108A PROJ. 15' EAST
D.D.H. B-104A PROJ. 15' WEST
D.D.H. B-107A PROJ. 20' WEST
D.D.H. S-1969 PROJ. 35' WEST
D.D.H. S-1968 PROJ. 30' WEST
JUNE 1963
TWIN
BOT. OF ROSS
5° SLOPE
ROBBED B-62
Nº 4 SL. W. GWY.
ROSS 12-61
12-61
BOTTOM
5 EAST
6 EAST
7 EAST
8 EAST
+710
+686
+616
+550
+731
+477
665
653
621
613
607
592
580
652
635
638
+729
+601
445
450
390
8" CASING
TWIN
Nº 5 SL. WEST GWY.
ROSS
TOP RED ASH
AIR RETURN
Nº 6 SL. EAST GWY.
BOT. RED ASH
9-65
+228
C 2'-6" 80°-90°
COAL 4'-0"
30°
35°
45°
65°
70°
10°
15°
20°
25°
45°


D.D.H. S1918 PROJ 180' EAST
D.D.H. S1934 PROJ 180' EAST
+1194.7
S P O I L
+1207.5
STRIPPING
+1217
SPOIL
+1147
BOTTOM RED ASH No 1A SLOPE
+1018
+991
2 EAST +884
3 EAST +830
RED ASH No 2A SLOPE
4 EAST
+769
1000
900
800
700
600
500
400
300
200
100
ZERO
5000
4000
3000