0061-034

Again from ⑦ in North Drive
from ① in Crosscut - No 4 Level
Going North on Branch Lode

12° 20'
① Nail in lagging

29° 20'
② Nail in cap
35' 4"

7° 28'
③ Nail in cap
42'

50°
④ Nail in cap
36' - 3"

Face
27' - 0"

Again from ⑦ in North Drive
from ① in Crosscut - No 4 Level
Going South on Branch Lode

199° 51'
⑦ in Cap
33 ft.

205° 38'
⑥ in Cap
47' 11"

195° 29'
⑤ in Cap
22' - 1"

215° 19'
④ in Cap
19' - 8"

204° 36'
③ in Cap
34' - 5"
34' - 6"
191° 20'
34' - 4"
33' - 10"
169° 18'
170° 14'
② Nail in cap.
34' 4"
33' - 10"
169° 18'
170° 14'
① Nail in lagging

Face
21'

78° 20'
① Nail in lagging
37' - 7"

78° 20'
(2A) Nail in lagging opposite East Crosscut.
59' - 2"

180° - 35'
Again from ⑦
Station ⑦ in North Drive
No 4 Level - Branch Lode from

Face
64' - 3"

24°
① Staple in cap of Crosscut.
10' - 4"

90° 29'
(5A) Staple opposite East Crosscut.
39' - 8"

5° 42'
⑤ in North Rise

Again from

⑨ Nail in cap
43' - 10"

6° 03'
⑦ Nail in cap
66' - 92"

0° - 5' 8"
⑥ Nail in cap
61'

9° 16'
⑤ Nail in cap
66' - 10"

13° - 17'
④ Nail in cap
98' - 3"

3° - 57'
③ Staple in lagging.
38' - 4"

19° 27'
② Plug in roof
35' 4"

9° 16'
① Plug in roof of Crosscut.
36' - 2"

230° 12'
(A)

FROM (A) ON PLAT.
No 4 LEVEL - GOING NORTH

East + cut + Lodes

Plug in roof
77'

191° - 10'
⑪ Staple in cap
17'

207° - 17
(10) Staple in cap
33' - 2"

189° 58'
⑨ Staple in cap
32' - 5"

Rise from intermediate level.
194° - 42'
⑧ Staple in cap
22' 4"

208° - 41'
⑦ Staple in cap
44' - 6"

Rise from No 4 Level

195° 37'
⑥ Staple in cap
38' - 6"

200° 21'
⑤ Staple in cap
54' - 8"

186° - 27'
④ Staple in cap
39' 6"

185°
③ Staple in cap
69' - 3"

Rise to No 2 Level
189° 38'
② Staple in cap
36' - 4

175° 27'
① Staple in cap
22' - 4"

172° 58'
(A) ON PLAT.

FROM (A) ON PLAT:
No 3 LEVEL - GOING SOUTH

East + cut off 7A
Going East from ⑦ in

Plug.
② 80' - 10"
77° - 05'
①

East + cut - Rise
97'
23 ft.
⑬
277'
9 ft.
71° - 7'
Rise from No 4 South Stope
187° - 54
(12A) Plug in back.
77'
191° - 38'
⑪
17'
207 - 17

Stn 12 with 12A & continuing
No 3 Level - Replacing

Face
33' - 4"
Face - West Cistern drive.
261°
Again from (A) on Plat No 3 Level.

East + cut East
117° 20'
22' - 5"
(4)
51'

194° 10'
③ Staple in cap
37' 6"
154° 20'
② Staple in cap
46'
163° 06'
① Staple in cap
26' 5"
140° 56'
Again from ⑦ in North Drive.

FROM STATION ⑦ IN NORTH DRIVE.
No 3 LEVEL - BRANCH LODE

⑨ staple in cap
107' - 6"
7°
⑧ Staple in cap
50' 6"
7A
9° 40'
⑦ Staple in cap
37' 9"
9° - 50'
⑥ Staple in cap
31' - 3"
16° 25'
⑤ Staple in cap
61'
3° 55'
④ Plug in roof
110' 8"
3° 37'
③ Staple in cap
35' - 3"
19° 20'
② Staple in cap
24' 1"
13° - 28'
① Staple in cap
22' - 2"
16° - 29'
(A)

FROM (A) ON PLAT:
No 3 LEVEL - GOING NORTH

Plug
② 80' - 10"
77° - 05'
①

⑪
100' - 3"
19° - 30'
(10) Staple in cap
26' - 2"
15° - 55'
⑨ Staple in cap
95' - 4"
(8A)
93' - 3"
117 - 16
14° - 06'
⑧ Staple in cap
5° - 10'
Rise from No 4 Stope
15° - 57'
(7A)
32' - 7"
Rise from No 3 Stope
7° - 25'
⑥ Staple in cap
52' - 10'
14° - 1'
⑤ Staple in cap
105' - 5"
Rise from No 3 Level Stope
2° - 36'
(4) Staple in cap
73' - 6
Rise from South Stope
17° - 48'
Again from ③
(3A) Plug in roof
69' 7"
2° - 57'
③ Plug in roof
51' - 8"
11° - 20'
② Plug in roof
31' - 1"
0° - 54'
from station ① in Crosscut
No 2 Level - North Drive

East + cut
11° - 25'
20'
21° 15'
⑪ Nail in cap
22' - 3"
197° 03'
(10) Nail in cap
36' - 4"
180°
⑨ Nail in cap
50' 10"
198° 48'
⑧ Nail in cap
23' - 1"
195° 50'
⑦ Nail in cap
26' - 2"
201° 23'
⑥ Nail in cap
51'
180° 40'
⑤ Nail in cap
19' 5"
180°
④ Nail in cap
47' - 9"
182° 43'
③
Face
48'
Face of drive going back North from ③
Rise from No 3 Level
352° - 39'
③ Nail in cap
16' - 3"
2 Compart. Shaft
3 ft.
207° 46'
② Nail in cap
29' - 2"
197° - 53'
① Nail in cap
28' - 6"
169° 52'
FROM STATION ② in CROSSCUT
No 2 LEVEL - GOING SOUTH

Face
85'
Face of West Crosscut.
285° 50'
⑫ Nail in roof
18' - 9"

Again from

Face
Face of Drive
57'
1° - 20'
①
STATION (1) in CROSSCUT.
GOING NORTH ON No I LODE FROM
② Nail in lagging in back of Branch Lode
17' 7"
80° - 54'
① Plug in roof of No I Lode
27' - 1"
80° - 54
(A)
PLAT.
WITH CROSSCUT FROM "A" ON
No 2 LEVEL - GOING EAST

7
Plug in No 1 Level drive.
44' - 3"
97° 15'
(A) on Plat No 1 Level.
Workings.
Main Shaft with 100 ft Level
No 1 (100 ft) Level - Connecting

wires X + Y hung in 6' East Compartment.
Station A on Surface & on Plats at No's 1, 2, 3 & 4 Levels.
13' - 5"
279° 46'
②
of Datum Line on Surface.
from Station ② at South End
MAIN SHAFT CONNECTION
- No's 1, 2, 3, & 4 LEVELS -

WINZE
Collar roof South winze
15' - 2"
197° 18'
② Peg in ground
344' - 5"
179° 53'
② Peg in ground (Datum line for Main Shaft connection)
6' 6"
176° 46'
① Peg in ground
336' 3"
166 53"
⊙ S.W. Cr. Peg of Section 11257 M
144' - 8"
Back Sight
269° 56'
⊙ N.W. Peg 11257 M
of Section 11257 to South WINZE
Survey from S.W. Corner Peg

East + cut
89°
23 ft.
Face
15 ft.
West + cut
271°
35 ft.
(B)
95' - 9"
185° - 51'
(3) Plug in back of Lode
23' - 2"
165° - 46'
② Plug in back of cut opposite Lode.
52' - 7"
122° - 57'
① Plug in back of cut
92' - 10"
129° - 05'
(B)
Quartz Lode from (B) ×

Face
10'
Face of S.W. Crosscut
227° 36'
Again from
⑦
Face
71'
Face of West Crosscut.
273° 10'
Again from ⑥
Face
135'
Face of East Crosscut.
126° 30'
③ Staple in cap
41' 11"
169° 41'
① Staple in cap
49' 6"
191° 06
⑥ Plug in roof
62'
197° 15'
⑤ Plug in roof
26' - 7"
192° 45'
④ Plug in roof
59' - 11"
183° 25'
③ Plug in roof
38'
167° 20'
② Staple in cap
30'
174° 33'
① Staple in cap
16' 9"
161°
(A)
No 1 Lode. 100 ft Level.
Going South from A' on Plat.

Face
31' 8"
Face of drive
350° 05'
② Staple in cap
41' 4"
25° 34'
① Staple in cap
27' 9"
32° 03'
(A)
from station A' on Plat - 100 ft Level.
Going North on Branch Lode.

Face
100 ft.
Face of East Crosscut
96° 50'
(1A)
22' 6"
95° 33'
①
Face
56'
Face of drive.
9° 20'
② Staple in cap
48' 10"
355° 54'
① Staple in cap
17' 9"
355° 15'
(A)
from A' on Plat - 100 ft Level.
Going North on No 1 Lode

ON Plat at 100 ft Level

ON Surface
wires X + Y hung in East Compartment.
A'

Station 'A' on Surface.
No 1 Shaft Connection from.

Instrument used - Theodolite.

(A') A' on Surface
74' 6"
63° - 30'
② on Surface
WINZE on Level at Surface
81'
100° 48'
Again from 1" on Surface
Face
35'
Face of North Drive at 100 ft Level.
359° 20'
Again from ⑨
WINZE
30 · 0
WINZE (No 1 Shaft)
270°
③ Plug in roof under rise.
32' 8"
359° 20'
② Plug in roof of crosscut.
36.5
58° 07'
O (1) Nail in cap of approach.
21' 8"
56° 26'
O (2) Iron Peg in front of Adit Tunnel
57' 6"
189° 36'
O (2) Iron Peg in ground.
60 · 1
203° - 12'
O (1) × Peg in ground
431' - 6"
170° 12'
⊙ S.W. Cr. Peg of Section 11257 M
144' 8"
Back Sight
269° 50'
⊙ N.W. Cr. Peg of Section 11257 M

Section 11257 M.
Survey from S.W. Corner Peg of
Northern Sections.

0061 - 034