

Mount Lyell Mining & Railway Co., Ltd.

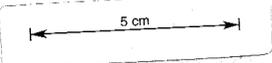
Mine Department.

SHEET N° 1

Field Notes of Underground Workings up to Dec 31st 1916.

Local Superintendent B. Sawyer
Engineer-in-Charge

Instrument used 5" Theodolite



<p>Continued next column</p> <p>④ Crown Dr. 200' Front Line Peg 16.59 235.75 start of Crown Dr.</p> <p>③ Old Peg near 178.73 30.07 Main Tunnel Peg at side of 110.05</p> <p>② Temp^l Station 356.50</p> <p>① Wire in Main Shaft 18.09 245.44</p> <p>On 200' Level as 160°02 level with those on 200', taking E. Bdy Survey Checking bearings on 300'</p>	<p>Continued next column</p> <p>3 109 2 3 104 2 Crown Pass 2 75 2 2 26.14 2</p> <p>③ 25.96 36.72</p> <p>Again from ①</p> <p>② near Crown Shaft 28.47 142.21</p> <p>① at start of Crown Dr 37.69 320.76</p> <p>Temporary Station 9.77 329.34</p>	<p>Continued next column</p> <p>④ 71.80 56.32</p> <p>③ 47.96 36.76</p> <p>Again From ②</p> <p>Crown Drive & N° 12 X-Cut</p> <p>Closing Line 214°13' 227.04</p> <p>Winze Wire in N° 1 Engine 14.97 145.23</p> <p>②A See notes 1914 & 1908 147.37 216.31</p> <p>② See notes 1914 & 1907 75.31 220.29</p> <p>Wire in Main Shaft</p>	<p>Continued next column</p> <p>④ 71.80 56.32</p> <p>③ 47.96 36.76</p> <p>Again From ②</p> <p>Crown Drive & N° 12 X-Cut</p> <p>Closing Line 214°13' 227.04</p> <p>Winze Wire in N° 1 Engine 14.97 145.23</p> <p>②A See notes 1914 & 1908 147.37 216.31</p> <p>② See notes 1914 & 1907 75.31 220.29</p> <p>Wire in Main Shaft</p>																																	
<p>Shaft at Surface Wire in Crown 14.87 139.22</p> <p>③ Crown Sh. & Hoist Pipe between New Peg in Iron 115.54 185.35 work N.W. Bdy Peg Iron Pipe in brick.</p> <p>② 659.50 250.23</p> <p>①</p> <p>Peg & to Wire in Crown Shaft Traverse from N.E. Cr. Peg to N.W. Cr.</p>	<p>On 500 ft Level</p> <p>① 1st Wire 13.15</p> <p>② 2nd Wire 10.77</p> <p>③ 1st Wire 149.73</p> <p>④ 19.49 216.15</p> <p>⑤ 77.29 322.26</p> <p>Crown Shaft below Main Shaft to See traverse from</p>	<p>Again From N° 2 South Drive</p> <p>④ 71.80 56.32</p> <p>③ 47.96 36.76</p> <p>Again From ②</p> <p>Crown Drive & N° 12 X-Cut</p> <p>Closing Line 214°13' 227.04</p> <p>Winze Wire in N° 1 Engine 14.97 145.23</p> <p>②A See notes 1914 & 1908 147.37 216.31</p> <p>② See notes 1914 & 1907 75.31 220.29</p> <p>Wire in Main Shaft</p>	<p>On 1000 ft Level</p> <p>Closing Line 214°13' 227.04</p> <p>⑩ Wire in N° 1 Engine Winze 10.65 129.55</p> <p>⑪ Slope. See notes 1914 Nail under cap in N° 18 173.78 216.19</p> <p>⑫ X-Cut. See notes 1908 Old peg in Main 52.49 218.32</p> <p>Wire in Main Shaft</p>																																	
<p>at 200' Level Wire in Crown Shaft 11.05 332.38</p> <p>③ on Plat Temp^l Station 27.49 252.02</p> <p>④ Drive near Plat New Peg in Crown 365.95 277.53</p> <p>Crown Drive Old Front Line Peg 205.41</p>	<p>On 300 ft Level</p> <p>Crown Pass Drive</p> <p>500 ft Level</p> <p>Face</p> <table border="1"> <tr><td>2 1/2</td><td>109</td><td>2 1/2</td></tr> <tr><td>2 1/2</td><td>108</td><td>2 1/2</td></tr> <tr><td>101</td><td></td><td></td></tr> <tr><td>2 1/2</td><td>83</td><td>2 1/2</td></tr> <tr><td>2 1/2</td><td>66</td><td>2 1/2</td></tr> <tr><td>3</td><td>49</td><td>2 1/2</td></tr> <tr><td>2 1/2</td><td>28</td><td>2 1/2</td></tr> <tr><td>1</td><td>9</td><td>4</td></tr> <tr><td>357.00</td><td></td><td></td></tr> <tr><td>108.31</td><td></td><td></td></tr> <tr><td>98.06</td><td></td><td></td></tr> </table> <p>Backline Peg</p> <p>⑤ Shaft Plat Peg near Crown</p> <p>Crown Pass Drive 200' level</p>	2 1/2	109	2 1/2	2 1/2	108	2 1/2	101			2 1/2	83	2 1/2	2 1/2	66	2 1/2	3	49	2 1/2	2 1/2	28	2 1/2	1	9	4	357.00			108.31			98.06			<p>Again from Line of sets in N° 45 Slope</p> <p>④ 71.80 56.32</p> <p>③ 47.96 36.76</p> <p>Again From ②</p> <p>Crown Drive & N° 12 X-Cut</p> <p>Closing Line 214°13' 227.04</p> <p>Winze Wire in N° 1 Engine 14.97 145.23</p> <p>②A See notes 1914 & 1908 147.37 216.31</p> <p>② See notes 1914 & 1907 75.31 220.29</p> <p>Wire in Main Shaft</p>	<p>On 850 ft Level</p> <p>850 ft. to 1000 ft Level. Transferring bearings from</p> <p>1000 ft Level</p> <p>⑩ Nail under centre of cap 40.00 102.07</p> <p>⑪ Nail under centre of cap 64.28 147.08</p> <p>⑫ 2.7" Centre of leg 137.28 105.71</p> <p>⑬ cap on side Nail at centre of 55.97 53.88</p> <p>⑭ Nail in lagging 46.28 141.17</p>
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<p>In 200' Tunnel</p> <p>③ 239.53 542.34</p> <p>④ Repair Shop Fitting shop & Truck New Iron Pin between 327.07 789.66</p> <p>Change House Concrete Tank & crate Boulder near Iron Pin on Congl. S. Wilson's mark</p> <p>162°05'</p> <p>①</p> <p>To Wire in Crown Shaft thro' 200 ft Tunnel & Crown Dr. 413 G (N. Lyell Consolidated Lease) Traverse From N.E. Corner of</p>	<p>Closing line on 300 131°19' 452.97</p> <p>① Wire in Crown Shaft 13.66 160.33</p> <p>② 12.87 210.21</p> <p>③ Nail in Drive Set 77.24 322.26</p> <p>④ Peg 48.87 315.35</p> <p>⑤ Peg 295.91 325.34</p> <p>⑥ Nail in timber 80.05 261.26</p> <p>⑦ datum. See Notes Shaft used as datum. 261.26</p> <p>⑧ Old Peg near Main 11.93 245.31</p> <p>⑨ Wire in Main Shaft</p>	<p>Again from East X-Cut & N° 45 Slope</p> <p>④ 71.80 56.32</p> <p>③ 47.96 36.76</p> <p>Again From ②</p> <p>Crown Drive & N° 12 X-Cut</p> <p>Closing Line 214°13' 227.04</p> <p>Winze Wire in N° 1 Engine 14.97 145.23</p> <p>②A See notes 1914 & 1908 147.37 216.31</p> <p>② See notes 1914 & 1907 75.31 220.29</p> <p>Wire in Main Shaft</p>	<p>Again From N° 44 Slope</p> <p>④ 71.80 56.32</p> <p>③ 47.96 36.76</p> <p>Again From ②</p> <p>Crown Drive & N° 12 X-Cut</p> <p>Closing Line 214°13' 227.04</p> <p>Winze Wire in N° 1 Engine 14.97 145.23</p> <p>②A See notes 1914 & 1908 147.37 216.31</p> <p>② See notes 1914 & 1907 75.31 220.29</p> <p>Wire in Main Shaft</p>																																	
<p>Drop 48.5' from Collar Set of Shaft</p> <p>Collar Set of Prospecting Shaft RL 1851.80 Depth 53'</p> <p>Peg on N. Bdy 413 G 450.09 250.23</p> <p>N.E. Cr. Peg of 413 G Iron Pin in concrete 340°02 East Boundary</p>	<p>On 300 ft Level</p> <p>Closing line on 200 131°19' 452.93</p> <p>① Wire in Crown Shaft 11.05 332.38</p> <p>② 27.49 252.02</p> <p>③ 365.95 277.53</p> <p>④</p>	<p>⑦ 17.88 275.17</p> <p>⑧ Nail in cap in N° 42 St 68.29 255.33</p> <p>⑨ Nail in 1st cap, N° 42 St 97.66 228.38</p> <p>⑩ Nail in lagging 127.23 141.32</p> <p>⑪ at start of East X-Cut New nail in old peg 29.39 112.58</p> <p>⑫ See notes 1914 42.84 S 316.12 W</p> <p>N° 1 Engine Winze Traverse from Main Shaft to</p> <p>925 ft Level</p>	<p>East Plat, Main Shaft</p> <table border="1"> <tr><td>Face</td><td></td><td></td></tr> <tr><td>3</td><td>8 1/2</td><td>2</td></tr> <tr><td>2</td><td>330.30</td><td>3 1/2</td></tr> <tr><td></td><td>9.32</td><td></td></tr> <tr><td>2</td><td>5</td><td>4</td></tr> <tr><td></td><td>316.25</td><td></td></tr> <tr><td>⑬</td><td></td><td></td></tr> <tr><td></td><td>59.27</td><td></td></tr> <tr><td></td><td>357.22</td><td></td></tr> </table> <p>Again From ⑨</p> <p>N° 2 North Drive</p>	Face			3	8 1/2	2	2	330.30	3 1/2		9.32		2	5	4		316.25		⑬				59.27			357.22							
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<p>Workings near Crown Shaft Old Prospecting Shaft & Underground Workings North Mount Lyell Field Notes of Survey</p>	<p>Continued from last column</p> <p>① Wire in Crown Shaft 11.05 332.38</p> <p>② 27.49 252.02</p> <p>③ 365.95 277.53</p> <p>④</p>	<p>⑬ 4 25 2 2 7 3 3 3.77 3</p> <p>190.00</p> <p>② 39.83 179.04</p> <p>③ N° 2 North Cont. Dr see notes 1914 362.50 N 778.51 W</p> <p>N° 10 X-Cut</p> <p>700 ft Level</p> <p>Continued from last column</p>	<p>Again From North Drive</p> <table border="1"> <tr><td>Face</td><td></td><td></td></tr> <tr><td>2 1/2</td><td>56</td><td>2 1/2</td></tr> <tr><td>4</td><td>46</td><td>1 1/2</td></tr> <tr><td>2 1/2</td><td>37</td><td>2 1/2</td></tr> <tr><td>2 1/2</td><td>28</td><td>2 1/2</td></tr> <tr><td>2</td><td>21</td><td>3</td></tr> <tr><td>2 1/2</td><td>9</td><td>2 1/2</td></tr> <tr><td>2 1/2</td><td>23.30</td><td>2 1/2</td></tr> </table> <p>⑬</p> <p>62.99 358.39</p> <p>⑭</p> <p>Again From ⑨</p> <p>Continued from last column</p>	Face			2 1/2	56	2 1/2	4	46	1 1/2	2 1/2	37	2 1/2	2 1/2	28	2 1/2	2	21	3	2 1/2	9	2 1/2	2 1/2	23.30	2 1/2									
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