Mount Lyell Mining & Railway Co Ltd.

Mine Department.

SHEET Nº 2

Field Notes of Underground Workings up to Dec 31st 1915

Instrument used 5" Theodolite

General Manager Robt. Tucker

Engineer-in-Charge: R. H. Murray

Continued next Column

3 — 32°03'
214°56'
2 — 40·44
37°34'
1. — 147°26½' — 6 (10·01) — 7 (13·20)

Drop 100·58' to 1200' Level

7 — 2nd Wire — 12·745'
In Nº 2 Engine Winze
6 — 1st Wire — 9·555'
147°26½'
5 — 16·08'
254°32
4 — In Nº 7 X-Cut — 26·00'
239°13
3 — 36·29
261°44'
2 — 28·30
306°0½'
1. — 48·44'
260°12 — Nº 1 North Drive See Notes 1910 in
On 1100' Level — 41

Levels through Nº 2 Engine Winze

Connection between 1100' & 1200'

1200' Level

centre of leg ⊙ 2'8½" — 3'0½" ⊙ centre of leg — 57·23'
305°41
centre of leg ⊙ 3'0½" — 4 — 2'8½" ⊙ centre of leg — 36·03'
centre of cap — 189·0½ / 102·09½
287°43 — 3 — under centre of cap — 77·23'
307°32'
2 — centre of set. — 77·39'
37°56' — 1 — cap. centre (near side) of — 26·29
316°5' / 31·69'
90°17' — Nº 1 North Drive See Notes 1914 in

Line of Sets in Nº 41 Stope Nth End

Face 13·5'
2½ — 2½
348°40' — 3½
1½ — 6 — 17·5'
4½ — 7 — 1
5 — 2½
307°42
5 — 12·48
243°36½
4 — 38·96'
174°5'
3

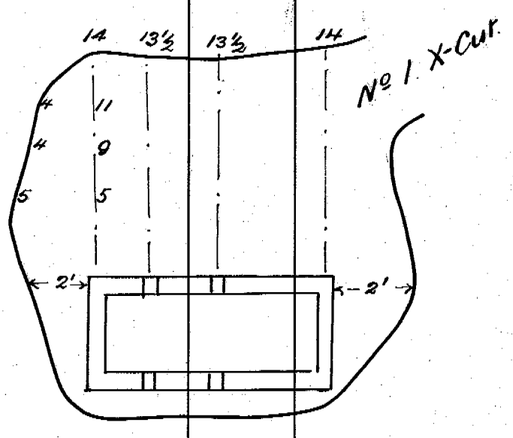
Continued from last Column

Face 34'
3 — 2
1 — 17' — 5½
13' — 7
284°55 — 3½
4 — 102·33'
33°10'
2 — In Connection Survey

North Drive

3' — 138'
Nth Drive — 135'
20 — 127 — 9
11 — 118 — 11
12 — 96 — 16½
13 — 84 — 15
13 — 77 — 3
2½ — 74 — 2½
1½ — 64 — 3½
2 — 57 — 4
3 — 44 — 3
2 — See before
3 — 32·03 — 3
3 — 14 — 3
4 — 8 — 1
3½ — 34°56 — 2½
Starting from — 3 — Connection Survey See before in

Nº 1 Crosscut



Nº 2 Engine Winze Plat

Continued from last Column

Continued next Column.

1½ — 21 — 4½
3 — 6 — 2
180°00
5 — 9 — 1½
32·71'
2 — 24 — 4
4 — 16 — 2
180°00
8
57·76'
180°33'
7
52·50'
267°40½'
6
106·86'
220°15'
5
14·23'
116°04'
4
16·09'
146°37'
3
45·21'
143°22
2
87·00'
54°17½
1
69·06
1°17' — Nº 1 X-Cut See Notes 1909 of
60

South Lyell Drive

See Plan of Nº 6 Level.

Nº 12 Crosscut

Nº 1A Stope

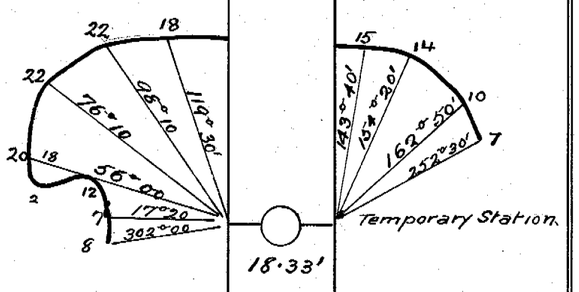
3 — 59' — 3
4 — 48 — 2
4 — 35 — 1
2 — 27 — 3
7 — 18½
219°30 — Stope Main Gallery in Nº 4 Centre of 7th cap from
Old Surround Drive

Nº 11 Crosscut

3½ — 26' — 4
4 — 21 — 3
3 — 13 — 3
3 — 7 — 3
5 — 227°15' — left side Nº 5 Stope. 1st cross gallery on centre of end cap in

Nº 10 Crosscut

Nº 6 Level



18·33'
98°49'
Temporary Station
38·96'
159°27 — Nº 5 Tunnel. Prospecting Drive From see Notes 1914 of
B — 159°18' → 110·69' — C

Main Stope. South Lyell.

Nº 5 Level

Underground Workings Mount Lyell Mine

Continued from last Column

Continued next Column

3 — 2nd Wire
17·175'
2 — 1st Wire
14·485'
293°52
1
36·13'
287°35 — Incline Shaft Survey See Notes 1909
· — ← 201°48' 190·33' ⊙

On Nº 5 Level

Connection between Nº 5 & Nº 9

Nº 9 Level

centre of leg ⊙ 3'11" — · — 3'1" ⊙ centre of leg
104·78'
329°26'
centre of leg ⊙ 2'7½" — · — 4'7½ ⊙ centre of leg
49·71'
327°23½'
centre of leg ⊙ 3'4" — 2 — 3'8" ⊙ centre of leg
33·10
18 — 0
12 — 8 — 1
304°00
2½ — 1 — 4
36·65'
2 — 26½' — 7
281°50'
7 — See notes 1909.

& Line of Gallery in North Stope

Drive connecting Main & North Stopes

Nº 8 Level

Face
3 — 43' — 3
3 — 33°20' — 3
Rise South Lyell East Corner of Nº 2

South Lyell Drive (South End)

Face
4 — 118' — 2
4 — 105' — 2½
3 — 89' — 4
3½ — 75' — 3½
3½ — 60' — 3½
3½ — 44' — 3½
3½ — 22' — 3½
213°20
3
69·81'
2½' — 59 — 3
11 — 56
16 — 51
20 — 49 — 17
20 — 43½ — 17
8 — 39 — Nº 1A Stope
4½ — 37
34 — 12
29 — 3
3½ — 213°20' — 3½
2
127°58'
233°55
1
120·33'
234°17½
4. — of Nº 6 Stope. See Notes 1914

South Lyell Drive (North End)

Nº 7 Level

Sheet Nº 3
See notes on Column 2
See Plan of Nº 6 Level.

Main Stope South Lyell

Face
3 — 72 — 3
2½ — 48 — 4
4 — 33 — 3
1½ — 21 — 4½

Continued from last Column.

W.H. 31.3.16.