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-190

# The Mount Lyell Mining & Railway Co., Ltd.

**Mine Department.**

**SHEET Nº 1**

Field Notes of Underground Workings up to Dec 31st 1910.

Instrument used 5" theodolite.

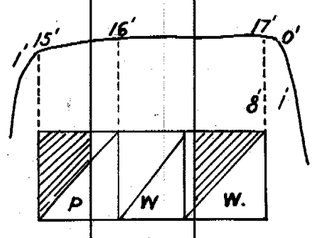
General Manager .....

Engineer-in-Charge .....

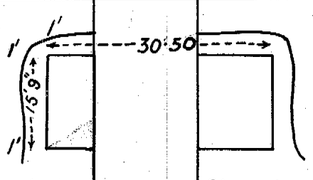
Continued next column

11th Leg 3·25 65·75
1st Leg 3·25 9·0
218° 11'
Substopes Nos 1 & 2 — 30
36·46
259° 37' 30"
3c
42·50
186° 09' — See Notes 1907
3B — O.P Nº 17 Stope

Substopes Nos 1 & 2 (700')
Position of Timbers Main Gallery



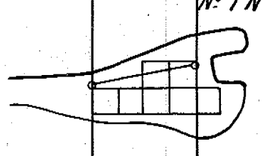

Enlargement to Main Shaft Plat




Addition to Pump Chamber

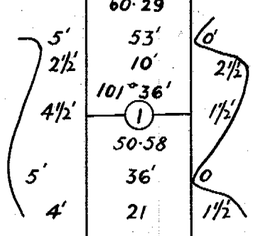
## 700' Level

5th Leg ○ 0·75 50'·40
27·20 0·92 ○ 1st Leg
316° 20'
32 — See Notes 1909
Nº 1 Nth Contact Dr



Line of Sets in Nº 39 Stope.

See Notes 1904.
1 — in Main X Cut
60·29

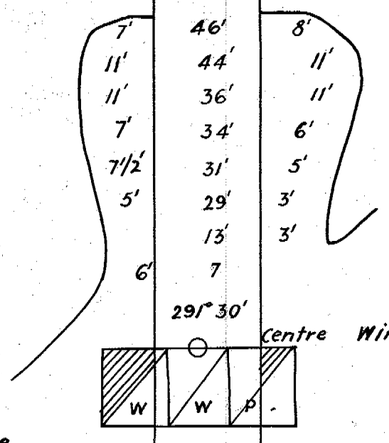



153° 41'
5c
53·96

259° 40' — See Notes 1907.
5A — In Nº 2 X Cut

Nº 3 Crosscut

## 500' Level.




Winze
New Engine Chamber Nº 1 Engine.

## 300' Level

Underground Workings
North Mount Lyell Mine
Field Notes of Survey of.

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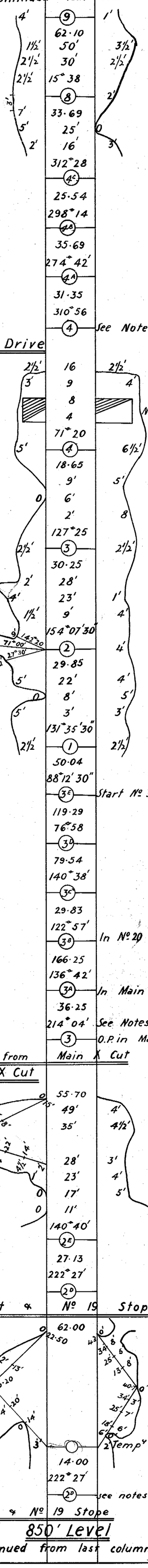


## 850' Level

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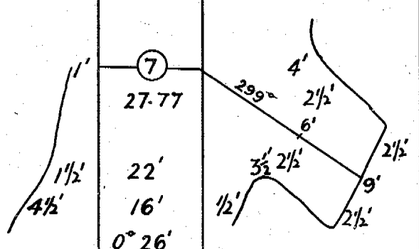
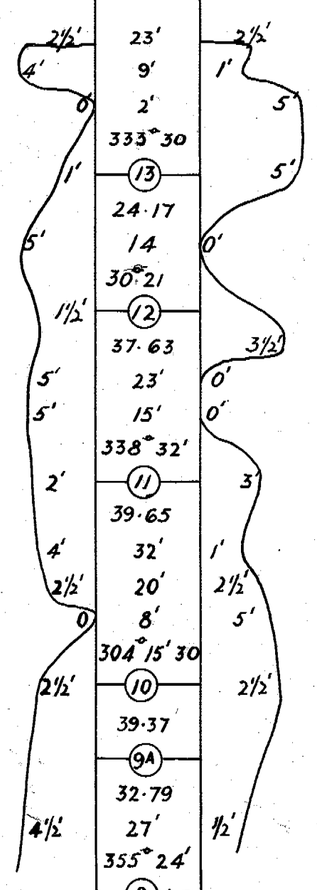



Nº 2 North Drive

## 1000' Level

148·87
103·50
302° 40'
9c
Picking up timbers — Nº 22 Stope
small.
00½'
Error
249° 59' 30" — Main Shaft Plat
1 — Old peg East Side
41·48
262° 47'
9K
34·75
225° 42'
9J
23·15
154° 55'
9I
23·83
177° 29' 30"
9H
62·67
133° 09' 30"
9G
20·96
167° 37' 30"
9F
22·73
129° 30' 30"
9E
72·60
161° 19'
9D
31·44
178° 34'
9C
148·88
to O.P. 1 near Main Shaft 122° 40'
Connection from 9B — 9B — In No 22 Stope
36·58
5'
4'
4'
30
20'
7'
0'
1'
1'
48° 24'
9A — 4' in North Drive

Nº 6 X-Cut

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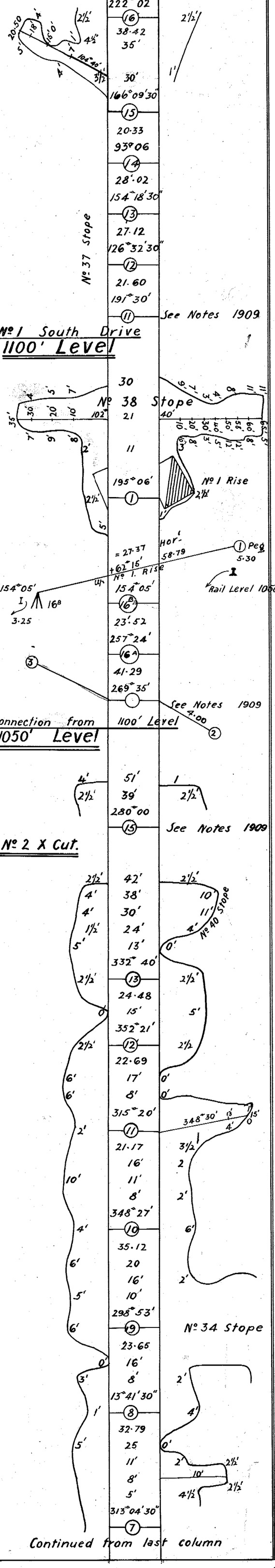
Continued next sheet Peg in Nº 2 C. Drive

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