218
-194

5 cm

The Mount Lyell Mining & Railway Co., Ltd.

Mine Department.

SHEET No. 2

MT. LYELL M. & RY. CO. LTD. ENGINEER'S OFFICE 16/III/03 MINING DEPT.

Field Notes of Underground Workings up to Dec 31st 1902.

Instrument used.- 5" Theodolite.

Gen.l Manager. Robt Sticht

Engineer-in-Charge. W. J. Batchelor

Starting at (5) In South Drive — 50 Ft. Level Main Cross-Cut

55'0" / 00 / 226°22
(3a) 53'5" / 00 / 213°22'
(2a) 32'0" / 00 / 318°27'
(1a) 37'6" / 00 / 2°32'

End of S. Drive & Stope

0'	27'	9'
2'	19'	12'
14'	00	12'
	118°47'	

(14) 78'9½" / 00 / 152°51' — 1st Sta. in No. 3 Stopes
(13) 19'6" / 19' / 13' / 00 / 188°40' — Rise to No. 4.
(12) 49'6" / 00 / 159°33'
(11) 10'4" / 00 / 121°58'30"
(10) 9'11" / 00 / 143°21'30"
(9) 17'9" / 00 / 189°36'30"
(8) 17'9" / 00 / 244°46'30"
(7) 12'11½" / 00 / 205°48'30"
(6) 22'0" / 00 / 162°06'30" — 111'3" / 28'3" — Winze to 100 Ft.
(5) 37'7½" / 00 / 182°17'30"
(4) 24'9" / 00 / 142°14'30" — 1st Sta. in S. Drive.
(3) 52'2" / 00 / 126°55'30" — Sta. in Stopes.
(2) 26'9¾" / 00 / 304°31'
(1) 13'8½" / 00 / 294°23'
Start at Sta. (7) = No. 1 Wire down Shaft

South Drive
Shaft 50 Ft. Level.
Field Notes of No. 4 Tunnel No. 1 Engine

Continued — Start of Stope

To Face No Mark

(3) 35'3½" / 00 / 68°53' — Hory.l dist = 28·70'
(2) 39'8½" / 13'9" / 00 / 220°00 — Start of Stope
(1a) 28'2½" / 00 / 264°40' — New ⊙ in Prospect D.
Start at (7) In 100 Ft. Level N.D.

No. 5 Level North Drive Stopes Rise to Surface

Holed Through to 18'0" / 00 / 273°30' — No. 5 N.D. Stopes. Pros. D
(8) 6'0½" / 00 / 256°35' — Last ⊙ 1901
Start at (7) In 100 Ft. Level N.D.

100 Ft. Level Prospecting Drive to N.D. Stopes

31'6" / 26'6" / 20' / 00 / 1°35' — To face. No Mark.
Rise to 75' Level — 14'0" Stopes at 100 Ft.
(1) 8'7" / 00 / 343°08' — Last ⊙ 1901.
Start at (5) In N. Drive

100 Ft. Level Prospecting Cross-Cut.

No. 2 Engine Shaft
52'1" / 00 / 32°52'
(8) 36'6" / 00 / 332°59'
Pros. Drive (7) 17'10" / 00 / 285°14'
(6) 16'4" / 00 / 248°09'
(5) 14'0" / 00 / 285°13' — Pros. X-Cut
(4) 11'2" / 00 / 314°46'
(3) 10'0" / 00 / 273°49
(2) 30'9" / 00 / 239°36'
(1) 30'0" / 00 / 273°00
Start at (2) In Main X-Cut.

100 Ft. Level North Drive

49'0" / 00 / 213°42' — To face. No Mark
S. Drive — N. Drive — Opp N. & S Drives.
(2) 19'2" / 00 / 219°42
(1) 6'9⅛" / 00 / 131°23' — 42°30" / 215°48'26" / 56⅞" / 215°48'26" / 56⅞"
Start in No. 4 Tunnel at (7) No. 2 Wire

100 F Level Main Cross-Cut
Field Notes of No. 4 Tunnel No. 1 Engine Shaft.

Continued — Next Column.

In Stopes, 11th Floor.
In Elevation 35°34'
6th Floor No. 5 N.D. Stopes.
New ⊙ in Prospect D.
In 100 Ft. Level N.D.
No. 5 N.D. Stopes. Pros. D
Last ⊙ 1901
In 100 Ft. Level N.D.
To face. No Mark.
Last ⊙ 1901.
In N. Drive
In Main X-Cut.
Pros. X-Cut
To face. No Mark
Opp N. & S Drives.
No. 2 Wire

Continued — Next Column.

(4) 277'7¼" / 00 / 156°26'30" — Calc. Dist.
(3) 703'11¼" / 00 / 356°40'25" — Calc Dist
(2) 126'4¾" / 00 / 80°05'45" — Sta. (B) on Base Line
(1) 196'8" / 00 / 340°02'15"
Start at (0) S.E. Cor of 13/86.
S.E. Cor of Sec. 13/86 to end of Main Tunnel,
Field Notes of No. 5 Tunnel

31'6" / 00 / 104°22' — To Face. No Mark.
(10) 16'6" / 00 / 81°37'
(9) 41'11" / 00 / 115°38'
(8) 32'4" / 00 / 128°59'
(7) 14'8½" / 00 / 192°51'
(6) 19'6" / 00 / 162°14'
(5) 21'1" / 00 / 174°57
(4) 13'4" / 00 / 227°21'
(3) 17'11" / 00 / 173°40'
(2) 21°10" / 00 / 92°47'
(1) 15'3" / 00 / 127°12'
Start in S. Drive at (25) No. 4 Winze

No. 4 Level. South Contact Drive

27'6" / 00 / 152°00 — To Face. No Mark
Rise to 50 Ft. (2) 39'11½" / 00 / 160°45'
(1) 11'7½" / 00 / 204°38' — 1st Sta. in S. Drive
Start at (2) In Main X-Cut.

100 Ft. Level. South Drive

Holed through to No. 4 Bench of Open Cut.
Angle of 71'0" / 00 / 58°00 — Elevation 55°23'
(4) 19'5¾" / 00 / 353°14'00" — On 11th Floor R.L. 1187·50
(3)

Continued from last Column

Continued

(14) 16'10½" / 00 / 354°31'
(13) 54'3½" / 2'6" 16'0" / 00 / 322°59' — 2'6"
(12) 22'0" / 00 / 231°26' — 15'0" 6' 16' 14'0" 3'
(11) 18'4" / 00 / 153°58' — 3'0" 3'0"
(10) 21'3" / 00 / 234°00'
(9) 49'2" / 00 / 295°01'
(8) 10'6½" / 00 / 211°25'
(7) 12'9" / 00 / 273°52
(6) 22'10" / 00 / 306°27' — No. 1 X-Cut 18°20' 73'0" 30'10" 306°27' 22'10"
(5) 24'7" / 00 / 266°33'
(4) 37'8" / 00 / 316°00'
(3) 65'1" / 00 / 31°55'00'
(2) 30'11" / 00 / 348°10'
(1) 29'7" / 00 / 300°05'
Start at (8) In Main Tunnel.

No. 5 Level No. 1 North Drive

328'00" / 00 / 159°40' — To Face. No Mark.
(11) 363'7" / 30' / 00 / 201°14' — Smoke Drive
(10) 116'2" / 00 / 201°43 — No. 2 N Drive
(9) 583'9" — These originally sent in differ by −0°20'00 from from (9) onwards the notes
(8) 558'8½" — North Drive
Short Drive 54°5' 14'9"
529'6" — Short Drive 285°44' 10'6"
(7) 390'0" / 201°34'00
(6) 571'9" / 528'9" — No. 1 W. Drive (All Filled in)
Subsidiary Shaft. (To Surface) 111°0' 9'8"
355'0" / 00 / 201°0'30"
(5) 49'5" / 00 / 234°16'30"
(4)

Continued from last Column.

CHIEF INSPECTOR OF MINES -1 APR 1903 LAUNCESTON