The Mount Lyell Mining & Railway Co., Ltd.

Mine Department.

Field Notes of Underground Workings up to Dec 31st 1902

Instrument used.– 5" Theodolite.

SHEET No. 5.

MT. LYELL M. & RY. CO. LTD. ENGINEERS 16/VIII/03 OFFICE MINING DEPT.

Genl Manager Robert Sticht

Engineer-in-Charge W. J. Hatchett

Continued Next Column.

(11)
27' 7½"
1'6" 25' 3'6"
0'6" 20' 4'6"
00
5° 42'

(10)
3'0" 36' 7½" 2'6"
1'6" 32' 2'6"
2'6" 28' 2'6"
1'0" 14' 4'0"
3'6" 6' 1'6"
00
27° 30'

3'6" (9) 2'0"
28' 7"
2'6" 24' 2'6"
00
66° 26'

(8)
17' 4½"
4'0" 13' 1'0"
1'0" 4' 4'0"
00
39° 16'

3'
Test Hole. 4' (7)
5'0" 17' 1¼"
4'0" 12'
00
58° 47' 0"

(6)
3'0" 26' 8¾" 2'0"
1'0" 20' 3'6"
00
74° 59'

N.W. Drive (5) 3'0"
25' 10¾"
4'0" 12' 0'6"
00
72° 35'

(4)
33' 2¾"
No 1 X-Cut 29' 10¾"
00
330° 10'

(3)
23' 6½"
00
340° 37' (originally Main X-Cut).

Station in West Plat (2) = 1st ⊙ in N Contact Drive
20' 4¾"
No 2 Wire 13' 5½"
No 1 Wire 10' 9⅙"
00
287° 49'

Wire No 4 @ 14' 0¾"
Wire No 3 @ 11' 0"
306' 12'

(1)

at No 5 Level!. (See Sheet No 3).
below Station No in Main Shaft Connection
Field Notes No 8 Level Starting from a point Vertically

From ④ Winze is Vertical to No 8 Level Main Cross-Cut.

48' 10" {36·24 Vert / 32·69 Hor}

(4)

Depression = 47° 57'

		48' 10"	Pegs in Roof	
2' 6"	3' 0"	44'	3'0"	5'0"
0' 6"	4' 0"	27'	3'0"	2'0"
5' 0"	5' 0"	24'	2'0"	1'0"
3' 0"	10' 0"	17'	2'0"	1'6"
3' 0"	4' 0"	10	2'0"	2'0"
Sp Above	Left	8'0"	Sp Below	Right

00
188° 02'

Col. Line 4'7" above Floor of Winze

(3)

36' 9" {Hor = 25·54' / Vert = 26·43'}
36' 9" Depression 45° 59'
00
283° 03'

Floor Level of Stopes. No 1 Wire
Starting from a point on No 1 Wire 12' 4" below
17' 9½" No 2 Wire
15' 4½" No 1 Wire
00
283° 03'

(2)
18' 2½"
00
216° 45'

(1)
34' 2½"
00
242° 48'

(3)

Cross-Cut.
No 2 Winze Starting from Station No 3 in Main
Continuation of Field Notes of No 7 Level.

Face of X-Cut
41' 0"
34' 0" No 2 Winze from No 7 Level.
00
82° 15'

(2)
27' 10"
00
79° 15'

(1)
From Station No 1 in Plat Chamber.
Field Notes of No 8 Level Main Cross-Cut Starting

2' 0" 27' 6" 2'0"
2' 0" 13' 4" 2'0"
3' 0" 4' 0" 1' 6"
00 2'0"
201° 20'

(2)
19' 8"
00
129° 51'

(1)
20' 9¼"
00
121° 22'

(2)
No 2 in North Contact Drive
No 8 Level South Contact Drive Starting from Station

Face of S.H.W. Drive.

4'0"	65' 0"	1'0"
1'0"	50'	4'6"
2'6"	40'	2'6"
1'6"	26'	3'6"
2'6"	11'	2'6"

00
337° 40'

(5)

2'9"	43' 2"	2'9"
4'6"	39'	0'6"
4'0"	31'	0'6"
1'0"	23'	4'0"

13'
00
304° 40'

2' 6" (4) 2'0"
26' 8½"
00
322° 52'

Commencement of (3) South Hanging Wall Drive.
63' 0"
00
278° 39'

(2)
23' 2½"
00
293° 05'

(1)
28' 10¾"
00
330° 10'

From ③ in N.C Drive (3)
& South Hanging Wall Drive into Central Lyell Starting
No 8 Level North Contact Drive No 1 Cross-Cut

Face of N.W Drive.

2'0"	15' 0"	2'0"
4'0"	4'	1'0"

00
No 1 Cross-Cut 79° 07'
338° 10'
46' 0"

(1)

4'0"	17' 11"	
4'0"	15'	3'0"
2'0"	8'	3'0"

00
348° 10'

Starting from (5) in N.C Drive
No 8 Level North Contact Drive North West Drive

4'6"	26'	1'0"
2'0"	18'	3'0"
3'0"	00	

351° 21'

(12) 2'0"

3'3"	16' 2½"	
	00	2'6"

292° 16'

(11)
Last Column. Continued From
No 8 Level North Contact Drive

Face of Main Tunnel.
37' 0"
00
305° 15'

(4)
75' 8½"
00
280° 02'

(3) North Drive
7' 1½"
00
280° 02'

S. Drive (2)
266' 0"
19' Mouth of Tunnel.
00
280° 02' Tunnel Line

(1)
118' 1"
00
171° 18' 30"

(0)
Main Tunnel.
Starting from N.E Corner of Section 13/86.
Field Notes of Prospecting Tunnel Section 13/86

Face. 32' 6"
00
181° 08'

(3)
35' 10"
00
194° 53'

(2)
26' 8"
00
236° 53'

(1)
38' 4"
00
194° 22'

(2)
Main Prospecting Tunnel
South Drive Starting from Station No 2 in

Face of S Contact Drive
38' 0"
00
192° 29'

(1)
47' 10½"
00
114° 05'

(3)
No 3 in North Drive
South Contact Drive Starting from Station

Face. 72' 0"
00
45° 59'

(6)
15' 4"
00
12° 36'

(5)
94' 0"
00
294° 26'

(4)
69' 9"
00
317° 49'

(3) 44° 30' / 8' 9" X-Cut. S. Contact Drive
14' 11"
00
64° 28'

(2)
50' 1½"
00
356° 11'

(1) 1st ⊙ in N Drive
256' 11"
00
353° 44'

Prospecting Tunnel. (3)
North Drive Starting from Station No 3 in

Face of Main Tunnel.
37' 0"
00
305° 15'

(4)
75' 8½"
00
280° 02'

(3) North Drive
7' 1½"
00
280° 02'

S. Drive (2)
266' 0"
19' Mouth of Tunnel.
00
280° 02' Tunnel Line

(1)
118' 1"
00
171° 18' 30"

(0)
Main Tunnel.
Starting from N.E Corner of Section 13/86.
Field Notes of Prospecting Tunnel Section 13/86

Face of No 1 X-Cut
55' 5"
00
225° 28'

(7)
in North Drive
South Drive No 1 Cross-Cut Starting from ⑦

Face of South Drive
72' 6"
62' 7" Rise to Surface
00
133° 34'

(7)
29' 10"
00
154° 55'

(6)
32' 0½"
00
140° 08'

(3)
Tunnel.
South Drive Starting from ③ in Main

Face of X-Cut
33' 0"
00
237° 05'

(5)
No 1 X-Cut Starting from Station ⑤ in N Drive

Face of North Drive
44' 5
00
342° 43'

No 1 X Cut. 237° 05' / 33' 0"

(5)
45' 4½"
00
302° 02'

(4)
18' 9½"
00
330° 00

(3)
Main Tunnel.
No 2 Level North Drive Starting from ③ in

Face of Main Tunnel.
70' 6"
30' 0" 26' Rise to Surface.
00
48° 00'

N. Drive (3) S. Drive.
256' 3"
00
48° 20'

(2)
94' 0"
Mouth of No 2 41' Tunnel.
00
36° 47' 30"

(1)
408' 3"
00
278° 14' 30"

(0) N.E Cor 170/91

CHIEF INSPECTOR OF MINES 1 APR 1903 LAUNCESTON

170/91.
Starting from N.E Cor Peg of Section
Field Notes of South Tharsis No 2 Level