218
202

5 cm

The Mount Lyell Mining & Railway Co., Ltd

SHEET No. 1

Mine Department

Field Notes of Underground Workings up to Dec 31st 1903

Instrument used = 5" Theodolite

20-II-04

Genl. Manager Robt Kirkpatrick

Engineer in Charge W. J. Hatchelor

End of South Tharsis
Face of N. Contact Drive

3'0" 29'6" 2'0"
00
114°09'
2'6" (7) 2'6"
18'0½"
00
91°30'30"
1'6" (6) 3'6"
38'3"
00
108°28'30"
2'0" (5) 3'0"
31'1¼"
00
118°34'30"
(4)
Face 5'0" 45°35' 11'6"
2'0" 28'9" 3'0"
00
88°07'
(3)
3'0" 25'9" 2'0"
00
26°05'
2'6" (2) 2'6"
45'10"
00
350°02'
(1) in N. Contact Drive
3'0" 58'3½" 2'0"
00
353°00'
Starting at (8) in Main Tunnel
North Contact Drive

Face of S. Contact Drive
2'6" 15'0" 2'6"
00
162°30'
(4)
46'7½"
2'6" 26'0" 5'6" (offsets shown to Floor)
18'0" 1'6" 6'6" inclined here Wall of drive
8'0" 5'0"
2'6" 00
131°35'30"
2'6" (3) 2'6"
30'1¼"
00
154°43'
(2)
3'0" 30'0¾" 2'0"
3'0" 5'6"
8'6" 3'0"
5 00 3'0"
185°02'
(1)
33'5"
00
174°58' begins South Contact Drive
(1) N. Contact Drive 353° 58'3½"
(8)
2'6" 114'3¼" 2'6"
00
49°12'
Starting from (3) Field Notes for 1902
No. 2 Level Main Tunnel
Field Notes of Survey of South Tharsis

End of 30/86
Face of Tunnel

5'0" 27'0" 0'
0' 19'0" 5'0"
0' 11'0" 5'0"
00
191°44'
(14)
2'0" 19'11" 3'0"
4'0" 10'0" 1'0"
2'0" 00 3'0"
134°24'
(13)
22'6½"
00
104°05'
(12)
2'0" 23'1¾" 3'0"
3'6" 00 1'6"
118°17'
(11)
23'9"
00
148°31'
(10)
4'0" 27'2" 3'0"
0' 23'0" 5'0"
00
266°17'
(9)
2'6" 87'2½" 2'6"
1'0" 80'0" 4'0"
00
292°28'
(8)
24'11½"
20'0" 6"
2'0" 10'0" 4'0"
2'0" 6'0"
2'0" 1'6"
00
235°03'
(7)
3'6" 28'3¾"
2'6" 25'0" 2'0"
1'0" 15'0" 3'0"
2'6" 6'0" 2'0"
00
149°15'
(6)
2'0" 42'8" 2'6"
4'6" 20'0" 0'0"
1'0" 7'0" 4'0"
2'0" 00
133°58'
(5)
17'10" 2'0"
6'0" 16'0" 1'0"
2'6" 8'0" 2'6"
00
100°22'
(4)
2'6" 18'0½" 2'6"
1'0" 6'0" 3'6"
2'6" 00 2'0"
128°40'
(3)
2'6" 112'5½" 2'6"
2'6" 31'0" 2'6" Mouth of Tunnel
00
186°41'
(2)
128'7"
00
273°54'
(1)
113'2"
00
325°58'
(0) on Boundary
174'9"
00
250°00'
(·) N.E. Cor 30/86
Starting from Section 30/86.
Consolidated Lease 1834/93M Tunnels on
Field Notes of Survey of

continued next column
(10A) 200°35' S.W. Drive 17'10"
133'2"
00
136°05'
(9A) in No. 1 Tunnel
99'0" Mouth at 42'6"
00
131°50'
(8A) Main Traverse
Starting from No. 1 Tunnel

Face of Tunnel
66'0" Mouth at 37'0"
00
50°10'
(22A) opp mouth
182'5"
00
334°34'
(21A)
123'1"
00 S.W. Cor. 602/93M
269°28' Bearing on
Starting from (20A) (below)
Old Tunnel

Face of Tunnel
141'6" Mouth at 29'0"
00 Approach from 10'0"
88°20'
(20A) opp. Mouth.
108'5½"
00
271°20'
(19A) Main Traverse
Starting from No. 6 Tunnel

Face of Tunnel
72'6" Mouth at 13'6"
00
93°40'
(18A) opp. mouth.
136'2½"
00
189°16'
(15A) Main Traverse
Starting from No. 5 Tunnel

Face of Tunnel
111'0" Mouth at 21'0"
00
94°04'
(16A) opp. mouth
166'5"
00
209°03'
(14A) Main Traverse
Starting from No. 7 Tunnel

End of Main Traverse
S.W. Cor. of 602/93M.
578'0½"
00
269°49'
No. 4 Tunnel 84°20' 78'0" 43'0"
(19A)
327'0"
00
189°55'
(17A)
175'6"
00
184°26' 189°16' 136'2½" (18)
(15A)
226'8"
00
186°13' 209°03' 166'5" (16A)
(14A)
282'10"
00
187°27'
(13A)
292'9"
00
(9A) in No. 1 Tunnel. 131°50' 99'0"
203°16'
(8A)
128'3"
00
300°56'
(7)
243'10¾"
00
124°36'
Starting at (4) Field notes for 1902
Tunnels Main Traverse
Field Notes of Survey of North Crown Lyell

End of North Crown Lyell.
Face
77'6"
00
225°40'
(7)
85'2½"
00
218°16'
(6)
49'6¾"
00
223°01'
(5)
34'8"
00
240°16' 273°10' No. 2 X-Cut Face 25'00"
(4)
38'8½"
00
223°32'
(3)
45'11"
00
209°15' Face No. 1 X-Cut 135°05' 24'0"
(2)
49'11¾"
00
213°24'
(1)
48'0"
00
231°49'
Starting from (4A) again
No. 3 Tunnel South West Drive

Face
71'0"
00
132°40'
Starting from (4A) Field Notes 1902
No. 3 Tunnel

End of No. 1 Tunnel
Face of S.W. Drive
15'0"
00
112°25'
(12A)
11'8"
00
155°12'
(11A) in S.W. Drive
17'10"
00
200°35'
Starting at (10A) No. 1 Tunnel
No. 1 Tunnel South West Drive

Face of No. 1 Tunnel
121'8"
00
136°05'
(10A)
continued from last column

CHIEF INSPECTOR OF MINES LAUNCESTON 5/3/04