



The Mount Lyell Mining & Railway Co., Ltd.

SHEET No. 4

Mine Department.

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

Instrument used. - 5 Theodolite.



Genl. Manager. *Robt. Licht*
Engineer-in-Charge. *W. J. Hatch*

Continued		Next Column	Continued	Next Column	Continued	Next Column	Continued	Next Column
	239°19'		46°2'	131°18'			② North Drive	
	22°10"		③	22°11"			24°9°	
3'0"	20'	2' 3/4"	00	00			295°40'	Depression 26°45'
3'6"	15'		87°59'				17°5 1/4"	10'9" Bottom of Winze.
0'	8'0"	5'0"	25°7 1/2"				00	183°33'30"
	00	3'0"	00				348°38'	④
	122°01'15"		133°32'30"				10°11 1/2"	7'10"
	18°11 3/4"	2'6"	57°9 1/2"				00	00
	42°6"	3'6"	54'				279°59'	143°03'30"
	37'	4'6"	41'	4'3"			00	⑤
	35'	4'6"	37'	4'6"			00	20'9"
	26'	2'6"	23'	2'6"			00	228°47'30"
	2'0"	3'0"	17'	0'6"			00	Start at N°1 Wire
	264°27'15"		10'	2'6"			00	25°2 1/2"
	26°3 1/4"	0'	0'6"	4'6"			00	221°7'
4'6"	18°6"	0'	68°24'00"	2'0"			00	228°47'30"
1'6"	11°0"	7'0"					10°21'30"	① Nail in Strut
9'0"	8°6"	5'6"					20°1/4"	00
	00	1'6"					37°27'30"	4°49'
	231°15'30"						33°9 1/2"	00
3'0"	42°11"	1'6"					98°11'30"	30°9"
2'9"	34'	2'3"					00	00
2'6"	23'	2'0"					47°1 1/2"	241°58'
5'0"	20'	2'6"					00	Start at N°3 ③ In Main X-Cut
1'6"	16'	3'6"					138°56'30"	00
1'0"	5'	4'0"					24°11"	274°38'
	00'						00	44°5 1/2"
	277°37'30"						83°58'30"	00
2'6"	21°4"	2'6"					43°11 1/2"	327°52'30"
2'0"	00	2'9"					120°19'30"	00
	265°08'45"	2'9"					21°11 1/2"	327°52'30"
	22°2 1/2"	2'6"					00	33°4 1/4"
2'6"	17°9"	2'6"					73°14'15"	00
	00	2'6"					23°11 1/2"	20°57'
	279°53'15"	2'6"					102°18'	33°3 1/4"
2'6"	34°2 1/4"	1'0"					14°9 1/4"	00
3'9"	20'	0'6"					49°30'	76°72"
4'0"	11'	0'6"					14°4 1/4"	19°11 1/2"
1'6"	4'	3'6"					110°22'	00
	324°33'						18°3 1/4"	319°30'30"
	12°6 1/2"						00	Start at N°7 Level North Drive
	00						72°46'30"	Testhole goes 20'0" in 15' further. To Face. No Mark.
	339°14'						21°8 1/2"	00
	18°0 3/4"						00	327°30'
	1°21'30"						95°30'30"	14°9 1/2"
	12°11 3/4"						15°8 1/2"	00
	00						00	246°02'
	353°29'						137°36'30"	Start at N°1 Prospecting Drive.
	32°10 1/2"						22°6 1/2"	47°3" Main Shaft
	00						00	00
	350°01'						168°04'	246°52'
	39°11 1/4"						27°7"	47°4"
	00						00	5'11"
	297°10'						249°54'30"	00
	28°0 1/2"						56°4 3/4"	245°41'
	00						00	15°10 1/2"
	318°24'						150°40'	00
	23°2 1/2"						27°2"	281°25'30"
	00						00	37°6 1/4"
	7°20'						193°31'30"	00
	27°0 3/4"						27°7 1/2"	256°35'
	00						00	22°4"
	311°05'						254°38'30"	00
	25°0 1/2"						22°7 3/4"	239°30"
	00						00	23°7"
	346°35'						142°50'	00
	24°7 3/4"						00	201°00"
	00							②
	314°35'							
	19°5 1/4"							
	00							
	282°49'							

