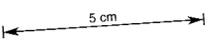


218
- 205



The Mount Lyell Mining & Railway Co., Ltd.

SHEET No 2

Mine Department.

Field Notes of Underground Workings up to Dec 31st 1903

Instrument used = 5" Theodolite

20-II-C4

Genl. Manager *Robert J. ...*
Engineer in Charge *W. J. ...*

<p>End of Prince Lyell</p> <p>Centre of Top of Rise 104' 1 1/2" 00 180' 02"</p> <p>Starting from sth 1 opp. Mth of Top Tunnel Rise - from Lower Tunnel to Surface</p> <p>Face of Lower Tunnel 518' 6" 510' 0" 11' 0" cuddy</p> <p>436' 0" 6' 0" cuddy</p> <p>420' 8" 124' 35" 25' 0"</p> <p>375' 3" 50' Rise</p> <p>00 46' 18" opp. Mth of Tunnel</p> <p>165' 6" 00 340' 18" on bay.</p> <p>506' 5" 00 250' 00" Cor. peg</p> <p>Starting from N.E. cor of Lower Tunnel</p>	<p>continued next column</p> <p>19 in N^o 3 S.E. Drive 31' 11" 00 168' 22"</p> <p>Starting from 17 in N^o 3 X Cut N^o 3 X Cut - N^o 3 S.E. Drive</p> <p>Face of N^o 2 X Cut 90' 00" 00 244' 46"</p> <p>86' 11 1/2" 61' 3" 46' 0 1/2" 307' 10" N.W. Drive 38' 0"</p> <p>229' 51" 00 14</p> <p>Starting from 14 in Main Tun' S.E. Drive S.E. Drive N^o 2 X-Cut</p> <p>Face of S.E. Drive N^o 3 X-Cut. 370' 9" 157' 9" 18 148' 5 3/4" 17 111' 10 3/4" 16 00 196' 57" 15 65' 4" 14 11' 8" 229' 51" N^o 2 X Cut 86' 11 1/2"</p> <p>141' 09" 13 in S.E. Drive 123' 8 1/2" 2' 7" Cuddy 114' 6" 2' 7" Cuddy 00 128' 40" 8</p> <p>Starting from 8 in Main Tunnel (below) S.E. Drive</p> <p>Face N.W. Drive 13' 0" 00 336' 37" 67' 30" EX-Cut 22' 4"</p> <p>50' 7 1/2" 00 336' 37" 8</p> <p>Starting from 8 in Main Tunnel (below) N.W. Drive</p> <p>Face of N^o 2 S.E. Drive 14' 0" 00 213' 40" 11 53' 8 1/2" 00 151' 56" 10 84' 7 1/2" 60 76' 9" Winze 60'</p> <p>72' 3 1/2" 9 00 58' 29" 128' 40" S.E. Drive 123' 8 1/2"</p> <p>161' 8" 00 59' 03" 7 91' 7 3/4" 00 45' 03" 128' 40" Magazine 8' 6"</p> <p>70' 3 1/2" 00 100' 59" 5 53' 10" 00 114' 29" 4 444' 11" 00 250' 75" 2 297' 7 3/4" 00 160' 00" 1</p> <p>Cor. peg</p>	<p>59' 10" N^o 1 Shaft</p> <p>00 235' 20" 23 23' 2 1/2" 00 258' 05" 29</p> <p>Starting from 29 opp. Mouth of N^o 0 Level N^o 1 Shaft</p> <p>End of N^o 2 Level Face N^o 2 Level 55' 0" 00 324' 28" 2 39' 4" 00 35' 4" 15' 1 19' 4 3/4" in N^o 2 Level, 176' below 25' 1/2" Dep. angle 40' 05" 00 315' 26" 4</p> <p>Starting from 4 in N^o 1 Level N^o 2 Level</p> <p>End of N^o 1 Level Face of S.E. Drive 13' 9" 00 155' 00" 5 36' 8 3/4" 4 8' 8 1/2" 00 172' 37" 3 18' 0 1/2" 00 50' 35" 2 22' 2 1/2" towards West 11' 0" on 1 to 1 underlay 6' 0" Winze 24' 0" deep 00 34' 39" 1 (below)</p> <p>Starting at S.E. Drive</p> <p>Face 48' 6" 00 250' 55" 1 15' 10 3/4" 35' 30" 8' 0" 3' 0" N^o 2 Wire 1' 7" 3' 0" 00 3' 6" 224' 51" 1</p> <p>Starting from 1 N^o 1 Wire N^o 1 Level - N^o 1 X-Cut</p> <p>End of N^o 0 Level 9' 9" 8' 10 3/4" N^o 2 Wire 73 1/2" 20' Winze 4' 6" N^o 1 Wire 00 224' 51" 24 44' 11 1/2" Mouth at 24' 0" 00 55' 00" on dump top Tunnel 142' 9" 2 188' 14" 160' 00" Cor. peg 00</p> <p>N^o 0 Level starting from 2 on E. Bay.</p> <p>End of Main Tunnel Level Face of N^o 3 S.E. Drive. 13' 0" 00 60' 00" 20 34' 5 1/2" 1 00 150' 11" 20</p> <p>continued from last column</p>	<p>End of West Lyell Extended Face of N.W. Drive 21' 0" 00 229' 25" 2 26' 11" 00 317' 41" 1 36' 7" in N.W. Drive 00 336' 58" 1 39' 0" in N^o 2 Tunnel Mouth at 18' 0" 00 284' 28" 5</p> <p>Starting from 5 in Main Traverse N^o 2 Tunnel & N.W. Drive.</p> <p>End of Main Traverse S.W. Cor of 1805 91 M 142' 2 1/2" 00 130' 06" 6 153' 1" 00 133' 29" 5 375' 2" 00 151' 6" 135' 00" 193' 0" Face 385' 2" 00 354' 25" N^o 1 Tunnel 70' 11" 226' 8" Mouth at 35' 0" 108' 11 1/2" 00 82' 8" 2 80' 9" 00 335' 20" 1 213' 6" 00 70' 00" S.W. Cor of 96 G.L.</p> <p>Starting from 1 Main Traverse Extended Tunnels Field Notes of Survey of West Lyell</p>
<p>Mines of M^o Lyell West Ltd. Continued in Section 166 91 G.L. Copper in N.W. Drive</p> <p>62' 10 3/4" 00 325' 53' 30" 2</p> <p>Starting from 2 in Main Tunnel North West Drive</p> <p>Face EX-cut 26' 00" 16' 0" 4 57' 3 1/2" 208' 10" WX-cut 18' 0" 00 137' 00" 3 26' 10" 00 119' 59' 2 38' 5 3/4" 00 155' 23" 1 24' 6 1/2" 00 141' 14" 2</p> <p>Starting from 2 in Main Tunnel. South East Drive</p> <p>Face of Main Tunnel 159' 9" 3 00 46' 39" 2 527' 1" 141' 14" S.E. Drive 24' 6 1/2" Mouth at 45' 0"</p> <p>249' 10" 63' cuddy 145' 0" 30' cuddy 00 46' 39" 1 398' 5" 00 323' 20" 0 00 Cor. peg</p> <p>Top Tunnel, starting from N.E. corner of 20/93 Tunnels Field Notes of Survey of Prince Lyell.</p>	<p>19 in N^o 3 S.E. Drive 31' 11" 00 168' 22"</p> <p>Starting from 17 in N^o 3 X Cut N^o 3 X Cut - N^o 3 S.E. Drive</p> <p>Face of N^o 2 X Cut 90' 00" 00 244' 46"</p> <p>86' 11 1/2" 61' 3" 46' 0 1/2" 307' 10" N.W. Drive 38' 0"</p> <p>229' 51" 00 14</p> <p>Starting from 14 in Main Tun' S.E. Drive S.E. Drive N^o 2 X-Cut</p> <p>Face of S.E. Drive N^o 3 X-Cut. 370' 9" 157' 9" 18 148' 5 3/4" 17 111' 10 3/4" 16 00 196' 57" 15 65' 4" 14 11' 8" 229' 51" N^o 2 X Cut 86' 11 1/2"</p> <p>141' 09" 13 in S.E. Drive 123' 8 1/2" 2' 7" Cuddy 114' 6" 2' 7" Cuddy 00 128' 40" 8</p> <p>Starting from 8 in Main Tunnel (below) S.E. Drive</p> <p>Face N.W. Drive 13' 0" 00 336' 37" 67' 30" EX-Cut 22' 4"</p> <p>50' 7 1/2" 00 336' 37" 8</p> <p>Starting from 8 in Main Tunnel (below) N.W. Drive</p> <p>Face of N^o 2 S.E. Drive 14' 0" 00 213' 40" 11 53' 8 1/2" 00 151' 56" 10 84' 7 1/2" 60 76' 9" Winze 60'</p> <p>72' 3 1/2" 9 00 58' 29" 128' 40" S.E. Drive 123' 8 1/2"</p> <p>161' 8" 00 59' 03" 7 91' 7 3/4" 00 45' 03" 128' 40" Magazine 8' 6"</p> <p>70' 3 1/2" 00 100' 59" 5 53' 10" 00 114' 29" 4 444' 11" 00 250' 75" 2 297' 7 3/4" 00 160' 00" 1</p> <p>Cor. peg</p>	<p>59' 10" N^o 1 Shaft</p> <p>00 235' 20" 23 23' 2 1/2" 00 258' 05" 29</p> <p>Starting from 29 opp. Mouth of N^o 0 Level N^o 1 Shaft</p> <p>End of N^o 2 Level Face N^o 2 Level 55' 0" 00 324' 28" 2 39' 4" 00 35' 4" 15' 1 19' 4 3/4" in N^o 2 Level, 176' below 25' 1/2" Dep. angle 40' 05" 00 315' 26" 4</p> <p>Starting from 4 in N^o 1 Level N^o 2 Level</p> <p>End of N^o 1 Level Face of S.E. Drive 13' 9" 00 155' 00" 5 36' 8 3/4" 4 8' 8 1/2" 00 172' 37" 3 18' 0 1/2" 00 50' 35" 2 22' 2 1/2" towards West 11' 0" on 1 to 1 underlay 6' 0" Winze 24' 0" deep 00 34' 39" 1 (below)</p> <p>Starting at S.E. Drive</p> <p>Face 48' 6" 00 250' 55" 1 15' 10 3/4" 35' 30" 8' 0" 3' 0" N^o 2 Wire 1' 7" 3' 0" 00 3' 6" 224' 51" 1</p> <p>Starting from 1 N^o 1 Wire N^o 1 Level - N^o 1 X-Cut</p> <p>End of N^o 0 Level 9' 9" 8' 10 3/4" N^o 2 Wire 73 1/2" 20' Winze 4' 6" N^o 1 Wire 00 224' 51" 24 44' 11 1/2" Mouth at 24' 0" 00 55' 00" on dump top Tunnel 142' 9" 2 188' 14" 160' 00" Cor. peg 00</p> <p>N^o 0 Level starting from 2 on E. Bay.</p> <p>End of Main Tunnel Level Face of N^o 3 S.E. Drive. 13' 0" 00 60' 00" 20 34' 5 1/2" 1 00 150' 11" 20</p> <p>continued from last column</p>	<p>End of West Lyell Extended Face of N.W. Drive 21' 0" 00 229' 25" 2 26' 11" 00 317' 41" 1 36' 7" in N.W. Drive 00 336' 58" 1 39' 0" in N^o 2 Tunnel Mouth at 18' 0" 00 284' 28" 5</p> <p>Starting from 5 in Main Traverse N^o 2 Tunnel & N.W. Drive.</p> <p>End of Main Traverse S.W. Cor of 1805 91 M 142' 2 1/2" 00 130' 06" 6 153' 1" 00 133' 29" 5 375' 2" 00 151' 6" 135' 00" 193' 0" Face 385' 2" 00 354' 25" N^o 1 Tunnel 70' 11" 226' 8" Mouth at 35' 0" 108' 11 1/2" 00 82' 8" 2 80' 9" 00 335' 20" 1 213' 6" 00 70' 00" S.W. Cor of 96 G.L.</p> <p>Starting from 1 Main Traverse Extended Tunnels Field Notes of Survey of West Lyell</p>
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