



# The Mount Lyell Mining & Railway Co., Ltd.

## Mine Department.

### Field Notes of Underground Workings for the Year 1901

Instrument Used - 5" Theodolite.

Sheet No. 1.

General Manager *Robt. Light*  
Engineer-in-Charge *W. J. Hatchell*



Continued	next	Column	Continued	next	Column	Continued	next	Column	Continued	next	Column
4' 6"	20' 7"					3' 6"	14' 9 1/2"				
18' 6"	2' 6"					1' 3"	6'	2' 0"			
3' 6"	16'	2' 0"					0 0	2' 0"			
5' 6"	11' 0"	4' 6"				3' 9"	229' 34'				
1' 3"	6'	6' 0"					23' 11 1/4"	2' 0"			
0 0	3' 0"					2' 6"	19'	2' 3"			
230' 22' 30"						2'	0 0	2'			
							282' 02'				
3' 9"	66' 8 1/4"	1' 6"				1' 9"	16' 10"	2' 0"			
2' 0"	35'	4'				3' 6"	13'	7"			
3' 8"	27'	6"				3' 6"	9'	0' 7"			
5' 0"	19'	3' 8"				2'	4'	3' 6"			
1' 6"	15'	4' 3"					0 0	4' 6"			
1' 9"	0 0	3' 0"					250' 00				
309' 48'											
This Line altered											
2' 6"	16' 10 1/4"	3' 3"				2' 0"	25' 0"	8' 4"			
4' 0"	13'	1' 6"				2' 9"	21'	5' 6"			
2' 0"	3'	2' 9"				2' 0"	14'	8' 0"			
0 0						2' 3"	0 0	2' 0"			
258' 20'							292' 59"				
3' 6"	16' 11"	3' 6"				Last old Station		See Notes for 1900			
2' 0"	7'	3' 6"					23' 4"				
3' 4"	0 0	2' 6"					0 0				
290' 28'							209' 40'				
Notes for 1900.											
Commencing from											
N <sup>o</sup> 5. Level.											
Face of	2' 0"	47' 8"	2' 6"	Drive. No pegs.		Face of	2' 6"	28' 8"	2' 6"	No Perm mark.	
4' 0"	40'	0' 6"				3' 9"	20'	20'	1' 0"		
3' 6"	37'	1' 0"				4' 0"	11'	6' 0"	6'	16'	4' 6"
Nail.	30' 7 1/2"	in Cap.				1' 6"	4' 0"	3' 6"	4' 6"	7'	0 0
nail in strut.	4' 9"						0 0			0 0	
	42' 4' 6"						326' 00			13' 15'	
	12' 0"										
N <sup>o</sup> 1 Wire.	3' 1 1/4"										
	0 0										
N <sup>o</sup> 2 Wire.	258' 41'										
At 6 <sup>th</sup> Floor											
Rise of 37'											
N <sup>o</sup> 2 Wire	4' 8 1/4"										
N <sup>o</sup> 1 Wire	1' 7"										
	0 0										
	78' 41'										
	2' 6' 5"										
	0 0										
	162' 22'										
Old Station in N <sup>o</sup> 5. Level											
	21' 3"										
	0 0										
	234' 00'										
N <sup>o</sup> 6 Level.											
Commencing from											
Prospecting											
N <sup>o</sup> 5 Level. North											
No perm Mark.	5' 0"	Face of Drive				Face of Drive	When Work Ceased.				
0 0	0 0					0 0	328'				
	273' 30'					0 0	0 0				
	6' 0 1/2"					0 0	160' 00				
	0 0					0 0	363' 7'				
	256' 35'					0 0	201' 34'				
Old Station						0 0	201' 48'				
	17' 10"					0 0	116' 2"				
	0 0					0 0	202' 03'				
	285' 14'					0 0	202' 03'				
Old Station 100'						0 0	190' 4"				
						0 0	291' 18' 30"				
100 <sup>th</sup> Level						0 0	190' 4"				
Prospecting Drive.						0 0	201' 48'				
						0 0	116' 2"				
						0 0	202' 03'				
						0 0	190' 4"				
						0 0	291' 18' 30"				
						0 0	190' 4"				
						0 0	201' 48'				
						0 0	116' 2"				
						0 0	202' 03'				
						0 0	190' 4"				
						0 0	291' 18' 30"				
						0 0	190' 4"				
						0 0	201' 48'				
						0 0	116' 2"				
						0 0	202' 03'				
						0 0	190' 4"				
						0 0	291' 18' 30"				
						0 0	190' 4"				
						0 0	201' 48'				
						0 0	116' 2"				
						0 0	202' 03'				
						0 0	190' 4"				
						0 0	291' 18' 30"				
						0 0	190' 4"				
						0 0	201' 48'				
						0 0	116' 2"				
						0 0	202' 03'				
						0 0	190' 4"				
						0 0	291' 18' 30"				
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						0 0	201' 48'				
						0 0	116' 2"				
						0 0	202' 03'				
						0 0	190' 4"				
						0 0	291' 18' 30"				
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						0 0	201' 48'				
						0 0	116' 2"				
						0 0	202' 03'				
						0 0	190' 4"				
						0 0	291' 18' 30"				
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						0 0	116' 2"				
						0 0	202' 03'				
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						0 0	291' 18' 30"				
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						0 0	202' 03'				
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						0 0	201' 48'				
						0 0	116' 2"				