



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

Mine Department.



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Field Notes of Underground Workings for the Year 1901

Sheet No. 2

Instrument used - 5" Theodolite.

<p>Face No peg 2' 0" 13' 4" 2' 0" 3' 0" 4' 0" 1' 6" 0 0 2' 0" 197° 26'</p> <p>(4)</p> <p>2' 6" 18' 8" 2' 0" 3' 6" 17' 0" 1' 0" 1' 0" 11' 0" 2' 6" 6" 6" 3' 6" 5' 0" 0 0</p> <p>130° 56'</p> <p>(3)</p> <p>6' 0" 20' 9 1/4" 1' 9" 17" 1' 0" 11' 8" 4 1/2" to Wall 5' 11" 5'</p> <p>Main Shaft 4 1/2" 4 1/2" 4 1/2" 4 1/2"</p> <p>122° 27'</p> <p>Starting again at (2) for Contact Drive.</p> <p>Face 2' 6" 34' 4" 2' 6" no peg. Ref Peg 2' 3" 23' 6 1/2" 2' 3" 2' 6" 17' 1' 6" 2' 6" 11' 0" 2' 0" 2' 0" 4' 6' 0" 2' 0" 0 0</p> <p>341° 42'</p> <p>(2)</p> <p>Main Cross Starting from Station (2)</p> <p>Ref Peg 22' 37 1/2" Wire No 2 20' 4 1/4" Wire No 1 13' 5 1/2" 10' 9 9/16" 0 0 288° 09'</p> <p>(1) 5' 0" To Wall.</p> <p>N° 5 Level and called N° 1. N° 8 Level below Station N° 2 in Main Shaft Drive. Starting at N° 8 Level at a Point vertically</p> <p>Drop to N° 8 Level 254' Wire No 2 13' 5 1/2" Wire No 1 10' 9 9/16" 0 0 288° 09'</p> <p>(2) 39' 16 1/4" 0 0 288° 54'</p> <p>(1) 190' 4" Drive. 0 0 201° 48'</p> <p>(0) N° 2 North Drive.</p> <p>and going down Main Shaft Starting from Station opposite N° 2 North Drive. Connection between N° 5 &amp; N° 8 Levels</p>	<p>Face No peg in 2' 6" 24' 6" 2' 6" 5' 3" 7' 0' 0" 0 0</p> <p>347° 39'</p> <p>(5)</p> <p>2' 0" 18' 11" 2' 3" 1' 6" 9' 3' 3" 0 0 2' 6" 274° 38'</p> <p>(4)</p> <p>2' 6" 44' 5 1/2" 2' 0" 3' 0" 38' 2' 9" 1' 6" 34' 3' 0" 3' 6" 22' 1' 6" 3' 6" 12' 3" 3' 0" 3' 6" 0 0 2' 3"</p> <p>327° 52' 30"</p> <p>(3)</p> <p>2' 6" 26' 3' 0" Test Hole 2' 0" 23' 0' 6" 18' 5' 0" 3' 0" 0 0 1' 6" 3' 0" 20' 51" 2' 0" 33° 37 1/4"</p> <p>(2)</p> <p>3' 0" 12' 2' 0" 5' 3' 6" 3' 0" 0 0</p> <p>76° 12'</p> <p>1st Station in (1) North Drive. 3' 0" 19 1/2" 3' 8" 0 0 3' 8" 319° 30' 30"</p> <p>(2) Main X-Cut</p> <p>Station N° 2 in Main Cross-cut North Drive starting from</p> <p>Field Notes of N° 7 Level</p>	<p>Face No Peg 2' 9" 23' 6" 2' 9" Test Hole 2' 22' Test Hole 2' 14' Test Hole 2' 2' 2' 0" 0 0 2' 6" 141° 49'</p> <p>(6)</p> <p>14' 3" 16' 6" 7' 9' 4' 90° 32' 30"</p> <p>N° 4 X Cut (5) Opposite N° 4 X Cut. 27 1/2" 2' 6" 1' 0" 23' 5' 6" 118° 10'</p> <p>(4)</p> <p>2' 0" 23' 4" 4' 6" 4' 6" 15' 1' 6" 7' 6" 13' 1' 6" 3' 3" 5' 2' 6"</p> <p>99° 50' 30"</p> <p>(3)</p> <p>4' 0" 42' 10 1/2" 1' 6" 0' 0" 22' 5" 149° 28'</p> <p>(2)</p> <p>3' 3" 23' 7 1/4" 5' 1' 0" 18' 5' 8" 207° 12'</p> <p>(1)</p> <p>3' 6" 32' 11 1/4" 2' 3" 1' 6" 39' 3' 6" x 8' 6" 1' 6" 35' 10' 1' 6" 31' 5' 6" 3' 3" 18' 2' 3" 4' 0" 11' 2' 0" 6' 4" 2' 6" 4' 0" 184° 21' 30"</p> <p>Station N° 5 of South Drive. Station N° 5 in South Drive. South East Hanging Wall Drive Starting at 2' 6" 27' 0" 2' 6" To Face, No mark 3' 6" 18' 2' 3" 3' 6" 12' 2' 0" 47° 53'</p> <p>(8)</p> <p>2' 10" 25' 0 1/4" 2' 6" 26° 00' 30"</p> <p>(2)</p> <p>3' 0" 22' 0 1/2" 3' 6" 2' 6" 16' 3' 0" 344° 00'</p> <p>(1)</p> <p>3' 0" 20' 7" 2' 0" 1' 0" 15' 4' 6" 9' 4' 2' 0" 11° 45'</p> <p>(4)</p> <p>N° 4 in South Drive. North West Hanging Wall Drive Starting at Station N° 3 Cross Cut End of South Drive. N° 4 X Cut 68° 97 1/2" 203° 54' N° 4 X Cut 54' 4" 18 1/2" x 15 1/2" 119° 49' S.E. NW Drive. 18 1/2" x 15 1/2" 25' 1" 52' 11 1/2"</p> <p>(5)</p> <p>119° 49'</p> <p>(4)</p> <p>N.W. H.W. Drive 79° 97 1/2" 119° 49'</p> <p>Main Tunnel 47' 12" 63' 7 1/2"</p> <p>Starting again at Station N° 3. South Drive 140' To Face. No Mark. 61' 14" 63' 2" South Drive. 79° 97 1/2" 23' 0" Mouth of Tunnel. 61' 14"</p> <p>(2)</p> <p>90° 3'</p> <p>(1)</p> <p>358° 43'</p> <p>5' 14' 10" 250° 00'</p> <p>(0) Cor. Peg. Commencing at N.W. cor. peg of Section 1805 97M Field Notes of Royal Tharsis N° 3 Tunnel</p>	<p>340' To End of Tunnel. Centre of 111' 10" Winze Present Mouth of 72' Tunnel. 0 0 42° 13' 30"</p> <p>Station on (1) Boundary Line. 132° 0 1/2" 70° 00'</p> <p>N.W. Corner (0) Section 1805 93M. Survey of N° 2 Tunnel at Royal Tharsis</p> <p>3' 0" 118' 2' 3" To Face No peg. 3' 6" 22' 1' 6" 1' 0" 7' 5' 0" 0 0 70° 00'</p> <p>(2) 3' 6" 2' 3" 55' 11 1/2" 158° 54'</p> <p>(1) 3' 3" 31' 0 1/2" 4' 9" 1' 3" 20' 5' 0" 0 0 108° 55'</p> <p>(0)</p> <p>Starting from Station N° 1 in N° 3 X-Cut. South East Hanging Wall Drive N° 2 Body. 3' 3" 69' 7" 2' 6" To Face. S.E. Hanging Wall Drive. 31' 0 1/2" N° 2 Body. 2' 0" 43' 2' 10" 0 0 40° 09'</p> <p>South Drive (6)</p> <p>N° 3 Cross Cut Starting at Station N° 6 in South Drive.</p> <p>2' 6" 46' 6" 2' 3" Face No Peg. 35' 5' 0" 2' 0" 30' 4' 0" 4' 6" 12' 1' 0" 0 0 184° 40'</p> <p>(6) South Drive.</p> <p>in South Drive. N° 2 Cross-Cut Starting at Station N° 6 2' 6" 68' 2' 6" To Face. no peg. 4' 47' 2' 0" 4' 35' 1' 6" 3' 32' 2' 0" 0 0 47° 51'</p> <p>(5)</p> <p>in South East Hanging Wall Drive. N° 4 Cross-Cut Starting at Station N° 5</p>
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