



The Mount Lyell Mining & Railway Co., Ltd.

Mine Department.

SHEET N°1

Field Notes of Underground Workings up to Dec 31st 1921.

R. H. Murray General Manager
G. Red-Jakus Mine Superintendent

Instrument used 5" Theodolite

<p>continued next column</p> <p>(75) 41.21 338° 21'</p> <p>(75) 37.0 68° 58'</p> <p>(63) see Notes 1920</p> <p>N° 40 Slope Sec 3</p> <p>(75) 40.5'</p> <p>216° 07'</p> <p>(63) see Notes 1920</p> <p>N° 51 Slope</p> <p>(75) 24.0'</p> <p>315° 45'</p> <p>(63) see Notes 1920</p> <p>N° 51 Slope</p> <p>(75) 31.440'</p> <p>154° 14'</p> <p>(514) Peg in N° 2 Nth Dr see Notes 1920</p> <p>N° 2 North Drive</p> <p>925' Level</p> <p>(75) N° 23 Rise</p> <p>43.0</p> <p>106° 7'</p> <p>(75) 13.46</p> <p>137° 51'</p> <p>(32) Peg in North Drive see Notes 1920</p> <p>N° 23 Rise</p> <p>(75) 50.58</p> <p>17° 15'</p> <p>(53) 22.18</p> <p>308° 50'</p> <p>(42) see Notes 1920</p> <p>N° 50 Slope</p> <p>850' Level</p> <p>(75) 17.77</p> <p>13</p> <p>32° 04'</p> <p>(27) Peg in North Drive</p> <p>N° 11 Wing</p> <p>700' Level</p> <p>Underground Workings North Mount Lyell Mine Field Notes of Survey of</p>	<p>continued next column</p> <p>(67) old peg near Main Shaft 33.22' 187° 39'</p> <p>(8) A.P. Near Main Shaft see Notes 1920</p> <p>N° 4 X-Cut</p> <p>see plan</p> <p>N° 44 Slope S. End.</p> <p>(75) 22.50</p> <p>135° 29'</p> <p>(75) 31.95</p> <p>135° 36'</p> <p>(59) see Notes 1920</p> <p>N° 45 Slope S. End.</p> <p>(75) 51.58</p> <p>324° 28'</p> <p>(56) N in lagging see Notes 1920</p> <p>N° 45 Slope</p> <p>(75) 37° 50'</p> <p>37° 00'</p> <p>(56) N in lagging see Notes 1920</p> <p>N° 45 Slope</p> <p>(33) see Notes 1920</p> <p>N° 24 Slope Sec 2</p> <p>(75) 44.2'</p> <p>315° 45'</p> <p>(75) 48.0</p> <p>301° 17'</p> <p>(34)</p> <p>N° 34 Slope Sec 2</p> <p>(75) 44.2'</p> <p>315° 45'</p> <p>(75) 48.0</p> <p>301° 17'</p> <p>(34)</p> <p>N° 40 Slope Sec 3</p> <p>(63) see before</p> <p>continued from last column</p>	<p>continued next column</p> <p>(75) 78.41</p> <p>338° 00' cap N in centre of see Notes 1920</p> <p>(62)</p> <p>N° 40 Slope 1000' Level</p> <p>22 (75) in centre cap 21.90</p> <p>22 15</p> <p>23 154° 00'</p> <p>(75) in centre cap 34.50</p> <p>20 19</p> <p>170° 05'</p> <p>(75) in lagging 23.12</p> <p>84° 2'</p> <p>(83) 52.75</p> <p>346° 27'</p> <p>(82) N in lagging 42.03</p> <p>276° 55'</p> <p>(5) see Notes 1916</p> <p>& Offsets</p> <p>N° 42 Slope Line of Gallery</p> <p>(79) 63.05</p> <p>103° 51'</p> <p>(78) 15.01</p> <p>184° 25' 30"</p> <p>(77) 18.10</p> <p>121° 33'</p> <p>(76) 33.84</p> <p>194° 20'</p> <p>(75) 12.34</p> <p>151° 00'</p> <p>(74) 66.42</p> <p>102° 10' 30"</p> <p>(73) 39.91</p> <p>192° 46' 30"</p> <p>(72) 48.44</p> <p>102° 46' 30"</p> <p>(71) 56.30'</p> <p>147° 14'</p> <p>(70) 137.08</p> <p>103° 29' 30"</p> <p>(69) see before</p> <p>of Galleries</p> <p>N° 44 Slope Traverse</p> <table border="1"> <tr> <td>Face</td> <td>2 1/2</td> <td>2 1/2</td> <td>2 1/2</td> <td>2 1/2</td> <td>4</td> </tr> <tr> <td></td> <td>46</td> <td>36</td> <td>16</td> <td>10</td> <td>5</td> </tr> <tr> <td></td> <td>227° 22'</td> <td>81°</td> <td>26° 37'</td> <td>186° 22'</td> <td>63° 12'</td> </tr> <tr> <td></td> <td>103° 76'</td> <td>69°</td> <td>55° 81'</td> <td>54° 59 1/2'</td> <td>172° 61'</td> </tr> <tr> <td></td> <td>141° 30'</td> <td>67</td> <td>again</td> <td></td> <td></td> </tr> </table> <p>continued from last column.</p>	Face	2 1/2	2 1/2	2 1/2	2 1/2	4		46	36	16	10	5		227° 22'	81°	26° 37'	186° 22'	63° 12'		103° 76'	69°	55° 81'	54° 59 1/2'	172° 61'		141° 30'	67	again			<p>cap. N in centre of 18.41</p> <p>(72) 42° 03'</p> <p>(71) cap. N in centre of 52.00</p> <p>339° 49'</p> <p>(33) see Notes 1917</p> <p>48 Slope</p> <p>N° 40 Slope Gallery to N°</p> <p>continued from last column</p>
Face	2 1/2	2 1/2	2 1/2	2 1/2	4																												
	46	36	16	10	5																												
	227° 22'	81°	26° 37'	186° 22'	63° 12'																												
	103° 76'	69°	55° 81'	54° 59 1/2'	172° 61'																												
	141° 30'	67	again																														