Mount Lyell Mining & Railway Co. Ltd.

Mine Department.

SHEET No 1

Field Notes of Underground Workings up to Dec. 31st 1918

Cobb Vicht. General Manager

R.H. Murray Engineer-in-Charge

Instrument used 5" Theodolite

continued next column

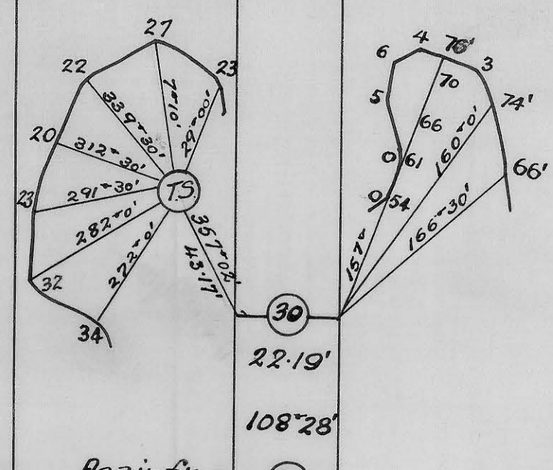
32 — Nail in centre of cap
18·53'
84°17'
30 — see Notes 1917

Line of Sets in No 24 Stope

Face
23 — 1½'
15 — 1½'
31 — Peg in roof
11·86'
9' — 4
4
334°20'
TS — Down 16' below level
9·70'
120°00'
TS
13·62'
177°53'
TS
12·60
210°29'
In No 45 St. 30 — see Notes 1917

Prospecting Drive below No 45 Stope

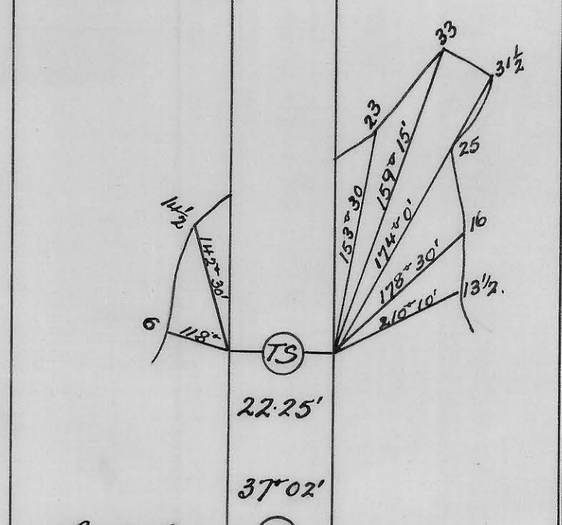
925' Level



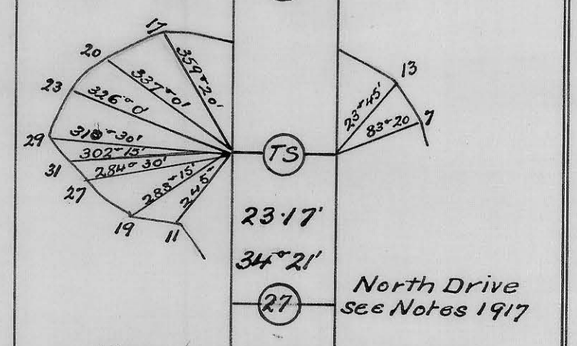
30
22·19'
108°28'
Again from 28
29 — Nail in centre of cap
34·17'
43°13'
28 — Nail in centre of cap
78·67'
47°11'
In North Dr 27 — see Notes 1917

No 50 Stope

850' Level



TS
22·25'
37°02'
Again from 27



TS
23·17'
34°21'
27 — North Drive see Notes 1917

North Drive Stoping

700' Level

Underground Workings
North Mount Lyell Mine
Field Notes of Survey of.

continued next column

TS
70·77
63
30
25
9
7
10°07'
45
38·42
36
26
13
331°24
44
30·47'
19
323°39'
43
26·90'
320°54'
40
67·08'
323°47'
42
34·88'
331°48'
23A — see before

No 2 North Drive

see plan for offsets from □ sets

41 — centre of cap.
56·33'
40 — centre of cap.
72°01'
In Crown Dr 26 — see Notes 1917

No 40 Stope Sec 3

see plan for offsets from □ sets.
39 — nail in centre of cap.
22·92'
36°19'
38 — nail in centre of cap.
11·92'
56°07'
23A — new nail in old peg
50·03'
325°51½'
22 — see before

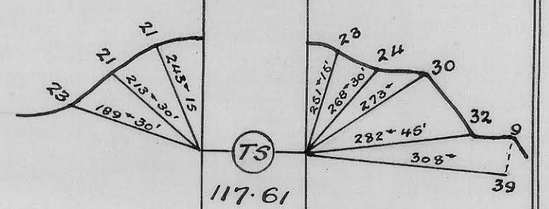
No 34 Stope Sec 2

see plan for offsets from □ sets.
35 — Nail in centre of cap.
25·85'
Nail on side of cap at centre
37 300°39' 36 — 30°34' 34 — 3·14'
42·37'
Nail 1" to left of centre
75·73'
25°20'
TS
117·22'
147°11'
In No 2 North Dr 22 — see Notes 1917

Line of Sets.

No 34 Stope Sec 1

see plan for offsets from □ sets.



TS
117·61
147°12'
22 — see Notes 1917.

No 45 Stope N. End.

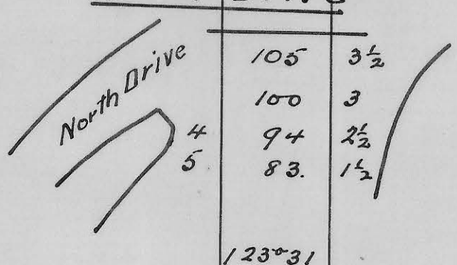
see plan for offsets from □ sets.
33 — Nail in centre of cap.
28·52'
50°56'
32

continued from last column.

continued next column.

Face
36
28 — 4½
20 — 4
14 — 4
279°45' — 2
51
26·20' — 4½
12 — 4½
4
2 — 0
320°43'
50 — nail inside of drive cap.
33·65' — 1
16 — 1
7 — 3½
280°31'
49 — nail under drive cap
27·60' — 4
22 — 4½
17 — 10
cuddy 5' wide
11 — 2½
336°25'
48 — Peg in roof.
23·50 — 4
16 — 4½
348°27'
47 — Peg in roof.
142·19' — 3
129 — 1½
110 — 0
91 — 2
81 — ½
70 — 2
63 — 5
55 — 4½
43 — 2½
312°31
38 — No 48 Stope see Notes 1917

North Drive



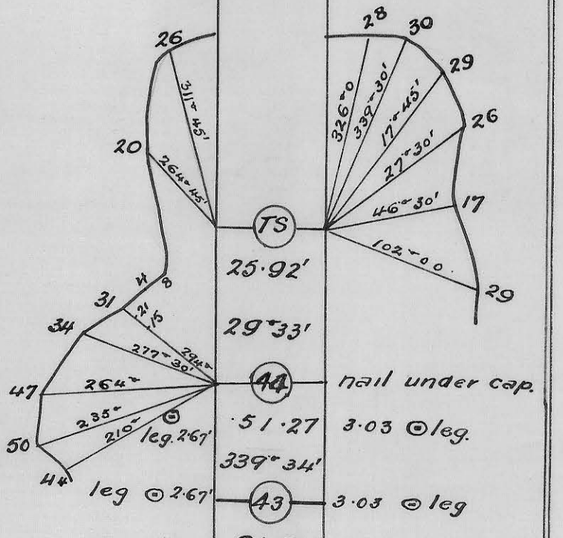
105 — 3½
100 — 3
94 — 2½
83. — 1½
123°31

No 48 Stope.

Drive between N + S Ends of.

see plan for offsets from □ sets.
45 — nail in centre of 7th cap.
62·12'
46 — nail in centre of 1st cap.
249°13'
27·92'
251°00.
23 — see Notes 1916

No 34 Stope. Sec 3.



TS
25·92'
29°33'
44 — nail under cap.
51·27 — 3·03 ⊙ leg.
339°34'
leg ⊙ 2·67'
43 — 3·03 ⊙ leg
81·84'
339°34'
42 — No 40 Stope Nail under cap in
22·06'
53°38'
In Crown Dr. 16 — see Notes 1916

No 40 Stope Sec 2.

1000' Level.

Face
44 — 2
19 — 4
11 — 5
14°15' — 2½
TS

continued from last column

Face
47 — 1
39 — 2½
26 — 3
14 — 5
8 — 4½
291°10'
TS
34·0 — 3
19 — 5
10 — 2
301°35'
75
33·02 — 2
29 — 2
16 — 4
5 — 1½
314°49
74
25·90 — 3
15 — 0
2 — 1
292°28
73
57·38' — 5'
51 — 4
46 — 3
41 — 5
36 — 1
23 — 2½
10 — 1
323°15'
68A — peg 68 new nail in old
25·53
284°30'
67 — see Notes 1917.

North Drive

1100' Level.

continued from last column.