

The Mount Lyell Mining & Railway Co., Ltd.

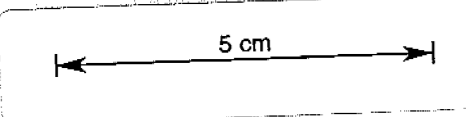
Mine Department.

Field Notes of Underground Workings up to Dec 31st 1902

Instrument used - 5" Theodolite.



Genl. Manager *Robt. Licht*
Engineer-in-Charge *W. J. Waterhouse*



<p>Continued next Column.</p> <p>(14) 18'.9" 00 129'.03'</p> <p>(13) 20'.1 1/2" 00 77'.19'</p> <p>(12) 36'.4" 00 31'.13'</p> <p>(11) 20'.7 1/2" 00 354'.45'</p> <p>(7) continuation of Starting again at near Sta No 6 Holed through</p> <p>19'.3" 00 295'.44'</p> <p>(10) 8'.8" 00 335'.24'</p> <p>(9) 11'.4" 00 19'.44'</p> <p>(8) 16'.9 1/2" 00 116'.40'</p> <p>(7) 13'.9" 00 177'.35'</p> <p>(6) 13'.5" 00 156'.35'</p> <p>(5) 16'.8" 00 123'.38'</p> <p>(4) 31'.9" 00 144'.36'</p> <p>(3) 17'.0 1/2" 00 163'.38'</p> <p>(2) 32'.10" 00 132'.57'</p> <p>(1) 27'.11" 00 175'.52'</p> <p>(9) Starting From Sta No 5 in No 5 Main Tunnel Tunnel South Drive</p> <p>Pyrites 40'.6" 00 166'.47'</p> <p>(19) 43'.2" 00 119'.39'</p> <p>(18) 30'.1" 00 123'.56'</p> <p>(17) 23'.3" 00 211'.38'</p> <p>(16) 31'.1 1/2" 00 248'.00'</p> <p>(15) 33'.5 1/2" 00 297'.25'</p> <p>(14)</p> <p>column Sheet No 2 and continuing from Station No 14. Continuation of No 5 Level - No 1 North Drive from last</p>	<p>Continuation No 5 Level - South Drive from Station 22.</p> <p>Face of Drive 32'.9" 00 276'.09'</p> <p>(30) 20'.0" 00 303'.49'</p> <p>(29) 18'.2 1/2" 00 350'.27'</p> <p>(24) again at Station Number 24. Continuation of No 5 Level South Drive starting</p> <p>Face of Drive 29'.6" 00 36'.20'</p> <p>(28) 25'.4 1/2" 00 315'.45'</p> <p>(27) 35'.11 1/2" 00 290'.55'</p> <p>(26) 19'.1" 00 227'.18'</p> <p>(25) 23'.3" 00 260'.36'</p> <p>(24) 22'.8" 00 238'.05'</p> <p>(23) 23'.5 1/2" 00 255'.12'</p> <p>(22) 36'.2" 00 168'.26'</p> <p>(21) 24'.4" 00 344'.36'</p> <p>(20) 11'.6 1/2" 00 277'.56'</p> <p>(19) 18'.1 1/2" 00 236'.45'</p> <p>(18) 21'.9" 00 169'.55'</p> <p>(17) 17'.3" 00 179'.13'</p> <p>(16) 13'.5 1/2" 00 160'.15'</p> <p>(15) 19'.1 1/2" 00 217'.05'</p> <p>(14)</p> <p>End of Slope 9'.0" Edge of Slope 5'.0"</p> <p>Station No 7</p> <p>No 3 Peg (Original Survey)</p> <p>Slightly moved</p> <p>No 5 South Drive Continued from last Column (14)</p>	<p>Continued next Column.</p> <p>(6) 16'.10 1/2" 00 258'.20'</p> <p>(5) 16'.11" 00 296'.08'</p> <p>(4) 37'.2 1/2" 00 11'.0" 3'.0" 323'.26'</p> <p>(3) 74'.11" 00 312'.34'</p> <p>(2) 51'.5 1/2" 00 318'.59'</p> <p>(1) 31'.1 1/2" 00 298'.35'</p> <p>(10) Main Tunnel.</p> <p>Station No 10. No 5 Main Tunnel. Field Notes No 2 North Drive No 5 Level starting from</p> <p>Face of Drive 22'.6" 00 332'.42'</p> <p>(4) 46'.7 1/2" 00 359'.50'</p> <p>(3) 19'.0" 00 344'.38'</p> <p>(2) 15'.9" 00 28'.01'</p> <p>(1) 63'.0" 00 54'.9"</p> <p>(1) No 1 Shaft</p> <p>Sta. in No 5 Main Tunnel 307'.51'</p> <p>already sent in for the Year 1900. NOTE: A correction of -0'.20" has been made in notes</p> <p>Starting From (9) in No 5 Main Tunnel opposite S.D. Field Notes No 5 Level No 2 Western Drive</p> <p>No 1 Shaft 100' to No 6 Level 160' to No 7 Level.</p> <p>(18) 18'.2 1/2" No 2 Wire (b)</p> <p>(17) 15'.3" No 1 Wire (a)</p> <p>(16) 279'.59' Line of Wires</p> <p>(14) 14'.3" 00 238'.31'</p> <p>(13) 29'.7" 00 218'.41'</p> <p>(12) 24'.4" 00 164'.36'</p> <p>(11) 16'.9 1/2" 00 116'.35'</p> <p>(7) See South Drive</p> <p>Station No 7 in No 5 Tunnel. South Drive. Connection between No 5, 6, 7 Levels starting from</p>	<p>Continuation next page - Sheet No 4.</p> <p>(5) 41'.3" 00 345'.37'</p> <p>(4) 25'.10 1/2" 00 57'.38'</p> <p>(3) 21'.4" 00 163'.45'</p> <p>(2) 31'.8 1/2" 00 345'.27'</p> <p>(1) 15'.0" 00 56'.15'</p> <p>(0) Commencement of New Survey.</p> <p>25'.6 1/2" 00 12'.02'</p> <p>(2) 23'.3 1/2" 00 30'.09'</p> <p>(15) 6'.5 1/2" 00 99'.59'</p> <p>(0) No 1 Wire No 1 Shaft.</p> <p>from No 1 Wire in No 1 Shaft Field Notes of No 6 Level North Drive Starting</p> <p>Drop to No 3 Level 259'</p> <p>Wire No 2. 13'.5 1/2" 10'.9 1/2" 00 287'.49'</p> <p>Wire No 1. 39'.10 1/2" 00 288'.34'</p> <p>(19) in Main Tunnel - as below - starting from Station No 1 Connection between Nos 5 and 8 Levels</p> <p>End of Chamber 84'.0"</p> <p>4.0' 5.0' 7.10' 7.10'</p> <p>8.5' 7.2' 5.5' 4.3' 4.3' 4.3'</p> <p>2.6' 39' 2.6' 2.6' 2.6'</p> <p>290'.58'.30'</p> <p>(19) 190'.4" 00 207'.28'</p> <p>(10) No 2 North Drive opposite No 2 North Drive Starting from (10) in Main Tunnel Field Notes No 5 Level Main Shaft Drive</p> <p>Face No 2 North Drive 12'.6" 00 86'.40'</p> <p>(9) 19'.11" 00 308'.44'</p> <p>(8) 20'.7" 00 230'.02'</p> <p>(7) 66'.8 1/2" 00 309'.28'</p> <p>(6) last Column. No 5 Level No 2 North Drive Continued from (6)</p>
---	---	---	--

