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QUEENSBERRY SILVER - LEAD - ZINC MINE

SITE INVESTIGATION, 6 - 7 FEBRUARY 1995

A party of four which included Robin Halfacre, Dennis Burgess, Greg Dickens and Ross Whitehouse visited the mine site to establish access tracks through areas infested with gorse. The tracks were required to conduct eradication spraying. The trip also provided the opportunity for an inspection of the mine site for heritage purposes.

The Queensberry Mine is located on Lode Creek, a tributary of the Henty River at the approximate grid reference 665 450 (Professor, 1:25 000). Access to the area is provided by a 10 kilometre vehicular track from Henty Road which was formerly the Zeehan to Strahan railway. Originally a horse-drawn wooden rail tramway, the Queensberry Track leaves the main road at a gravel pit which is about 15 kilometres from Zeehan. The location used to be known as Grieve's Siding.

Research by Managing Geologist, Geoff Green, indicates that the silver-lead-zinc orebody was discovered in 1891 (996/91M). By 1902, various parties had excavated the lodes by adits without any production figures being recorded.

William Grieve of Queenstown, took over the lease (1050/M) from 1904 to 1911 and during that period, sank the main shaft to a depth of 14 metres and constructed an 11 kilometre long wooden tramway. He repegged the area as lease 6140/M in 1912, eventually transferring it to Christina Grieve in 1913.

James Harrison, a former Inspector of Mines at Queenstown, held the lease (7845/M) between 1918 and 1924, the period when the main shaft was extended to its present depth of 30 metres. He also explored the No.1 Lode for a short distance in both a northerly and southerly direction. Production appears to have reached a peak during this period which resulted in the construction of a small concentrating mill, along with the continued use of the two foot gauge horse tramway.

Between Grieve (350 tons) and Harrison (430 tons), some 780 tons of ore were produced from the mine over an intermittent period of 20 years. Harrison had sold 250 tons of his ore to the Tasmanian Smelting Company near Zeehan. No other production figures after this period have been recorded.

Lease holders that followed include A Pearson during 1927-28; G W S Clarke from 1937 to 1939; A R and G G Smith between 1966 and 1981; M Bendall from 1981 to 1983 and Oceania Tasmania Pty Ltd during 1983.

In 1969, a vehicular track was constructed mainly following the old tramway formation, to allow a drilling programme to be carried out by Minops Pty Ltd.

An inspection of the mine site during February 1995 had revealed substantial changes to that described in McIntosh Reid's report of 1927.

Recent mining activity had needlessly destroyed priceless artefacts.

The mill and waterwheel which once straddled Lode Creek had been destroyed. Much of its machinery had been left to rust in the creek or had been bulldozed into two heaps along both banks.

With the use of a vehicle winch, the creek was systematically cleaned out while the salvaged equipment was laid out in a cleared area on high ground which is now the site of a tailings dump.

Significant items recovered included the waterwheel hub, dead shaft for the waterwheel, main gear wheel, jaw crusher, rolls crusher, trommel screens, mine skips, single cylinder steam engine, main drive shaft, feed bins, tramway wheels and axles, bearings and assorted timber framework.

After the salvage operation was finally completed, an investigation of the surrounding area was carried out.

Upon inspection, only the water-filled main shaft, the north adit on No.1 Lode and a shaft situated 15 metres from the south bank of Lode Creek appear to have survived from the early years of mining.

A substantial galvanised iron hut was located due south of the mill site at a distance of about 80 metres. Also found south and parallel to the creek was a 5 metre wide open cut which extended for an estimated distance of 100 metres. The lack of disturbance in the area would suggest that excavation was probably carried out during the 1970's. However, the decrepit condition of the hut would indicate its construction date much earlier.

The most recent activity appears to be an extensive open cut along the No.4 Lode. The orebody, which is situated at the end of the access track, runs in a north-south direction cutting across Lode Creek.

Malcolm Bendall, during the 1980's, had substantially enlarged an old open cut which was first worked during the early years. The operation had kept to the western side of the creek while removing one of the two original shafts in the process. A new adit is located on the western side of the open cut.

During the same period, a small area immediately downstream from the mill site and along the south bank had been worked which also included a costean through the former No.2 Lode adit. At this point, Lode Creek contains fine mine tailings which extend downstream to Bendall's open cut workings.

Finally, another adit is located above the creek and alongside the main track. Situated on the northern side and following the No.2 Lode, access had been significantly reduced by a build-up of silt. There were two shafts in close proximity, but they appear to have been destroyed by roadworks.

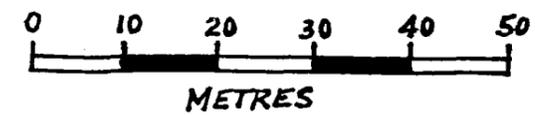
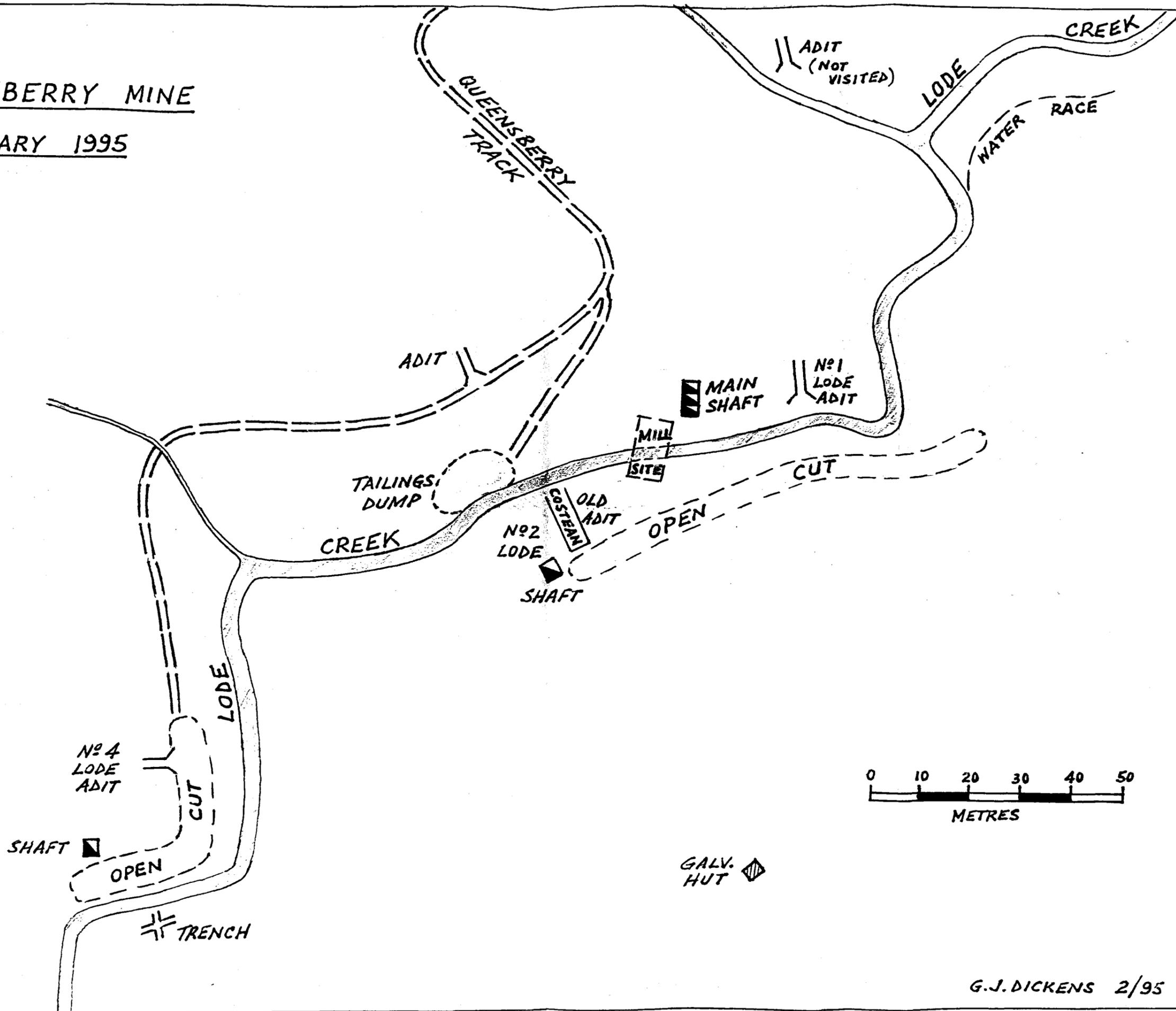
In conclusion, the area which is located in rain forest, has aesthetic value as well as significant heritage value. It is hoped that any future activity will be made accountable for these issues.

A handwritten signature in black ink, appearing to read 'Greg Dickens', with a long horizontal flourish extending to the right.

Greg Dickens
TENEMENT MANAGEMENT OFFICER

QUEENSBERRY MINE

FEBRUARY 1995



G.J. DICKENS 2/95