

## THE EAST COAST DEVELOPMENT COMPANY

REPORT ON TRANSPORT ARRANGEMENTS IN RELATION TO THE SITES OF THE  
PROPOSED MINE OPENINGS AT THE DALMAYNE MINE

## INTRODUCTORY STATEMENT

In August 1923 the writer visited the Dalmayne, Seymour and St Albans Coalfields to investigate in detail the geologic structure of the country and thereby ascertain whether operations could be conducted to greater advantage from the eastern fall of the hill. A full report of this work was prepared and sections to illustrate it, but by some mishap the whole record has been lost. Without notes and field map to refer to the writer is constrained to present a generalised statement only. It is recognised that, lacking the precise information desired, the report fails in its object, but the information that is available may prove of some value and therefore is given.

## GEOLOGICAL STRUCTURE - OF THE DALMAYNE MINE

The several major faults represented on the map prepared by H G W Reid are outside the mining area and do not affect operations. No other fault of any considerable magnitude was observed on the eastern fall of the range, but a number of minor displacements were detected south of the main workings on Delta seam. None of these, however, is of serious importance. Outside the southernmost boundary of the leases a major fault of undetermined displacement occurs, and limits continuous operation in that direction. A very large undisturbed coal area, however, is available for operation from each of the proposed mine openings.

## MINING OPERATIONS

Main tunnel on Delta seam has been driven in a south-westerly direction a distance of 800 feet. In these workings the seam is thick and regular, and, from them, all the coal on the Company's properties lying to the north and west can be mined. The initial operations of mining should be conducted at these works while developmental work is performed farther south-east. The most favourable sites for the main openings on the several seams may be found towards Picanini Creek and beyond where the range rises from the plain. From these points "strike" suits or level headings may be driven on each seam to the western boundaries of the leases, providing the means to attack the coal from the lowest position and at the same time obviating the necessity for haulage and drainage.

## TRANSPORT ARRANGEMENTS

The country to be traversed by the proposed railway from Coles Bay to Dalmayne is very easy both as regards grades and construction. Moreover, if it is desired to connect by branch lines the St Albans, Steep (Lynes) Creek and other areas passed en route no engineering difficulties need be apprehended. It will not be possible to connect with the several proposed mine openings direct because the hill is too steep and broken to permit of shunting stations, and, again, any advantage would not warrant the extra cost of these extensions. The natural route is that following the plain near the base of the range. Transport of coal from the several openings to the railway storage bins can be performed efficiently and cheaply by means of short aerial ropeways, or in one or two cases by self-acting ground tramways.

It is, therefore, recommended that the proposed scheme in regard to transport as outlined by Mr Richmond, be adhered to.

Accredited Author  
H G W Reid

12/6/1924