

4m along the north drive on No. 1 lode a rise was made to the adit level. From this rise an intermediate level was driven 9m northwards. A 35cm vein comprising chalcopyrite and lesser fahlore was intersected in the last 1.5m. Further up the rise, just below the adit level, rich ore and pyrite was exposed in the north end of an underhand stope. These various exposures suggest, according to Waller (1902b) that the ore in No. 2 lode pitches north. Above the adit level ore has been mined over a strike of 30m.

No. 3 lode was intersected by the west cross-cut from the main shaft. The vein is up to 7.5m wide and contains siderite, pyrite and fahlore.

South of the main shaft, when the leases were previously held by the Rich Prospecting Association, a cut was made in the lode close to the river. On the other side of the river, just below the NE Dundas Tramway, a tunnel was driven on the lode.

Fahlore Mine - Sections 3212-87M, 3692-93M

The "main" Ring Valley lode runs north through the southern section of the Fahlore Mine; most of the workings are on this lode. The lode, which outcrops the Ring River, strikes at 350° and dips steeply west according to Montgomery (1893b) and Blissett (1962) although Waller (1902b) claims a steep easterly dip. The old mine workings lie near the SE corner of Section 3212.

A 30m shaft was sunk 15m south of the Ring River and westerly cross-cuts at 15m and 30m intersected the lode at distances of 13m and 21m respectively. At No. 1 level the lode was followed for 30m northwards and 15m southwards, and at No. 2 level for 12m northwards and 29m southwards; the lode strikes at 345° and dips west. The ore shoot pitches to the north and the fahlore mined was rich but patchy. In a river bend north of this shaft is a lode containing small veins of fahlore; it appears to pass east of the shaft.

The main tunnel (total length 189m), 107m north of this shaft, was driven northwards along a 30-60cm lode of mostly pyrite for 37m before meeting a small ore shoot containing fahlore and chalcopyrite which was stoped out. This "rise" was underneath a reserve for the proposed extension (in 1898) of the NE Dundas Tramway to Rosebery. At 81m a cross-cut 9m to the east intersected only barren slate and coarse-grained sandstone. At 82m the tunnel veers slightly eastwards for another 24m. At 88m a shoot rich in pyrite with minor chalcopyrite was intersected. 3m west of the end of the tunnel a cross-cut intersected an ore shoot which was driven onto the north and south for a total of 18m. It was stoped out to its full height of 7.6m. A winze was sunk 6.4m through the ore. In the bottom of the winze the lode comprises a 45cm width of pyrite and fahlore and 75cm of "slaty lode-matter" and pyrite. One sample from the winze taken before it was halted by water inflow bulked 5.5% Cu and 214oz/ton Ag. The drive was extended another 82m (direction not stated) without finding significant mineralisation.

An intermediate tunnel 150m north of the entrance to the main tunnel followed the lode for 165m. Only pyrite was found in the first 82m. Patchy ore occurs in the floor from 82m to 100m where the lode "improved considerably" and rose above the tunnel. Stoping commenced at 94m; the leading stope extends for 38m, No. 2 stope for 34m, No. 3 for 21m, and No. 4 for 7.5m. The lode is "often very wide" in these stopes and consists mainly of pyrite with bunches and veins of fahlore up to 30cm wide. Pyrite near the fahlore contains considerable chalcopyrite. Fahlore was still present in the stopes in 1902. The lode is poor in the drive beyond the stopes.

In the north of Section 3212-93M about 150m above the river a 38m tunnel was driven westerly and intersected a pyrite-siderite lode 50-120cm wide but very poor in grade. This lode crosses the river about 120m north of the shaft.