Hi guys an gall’s here is a rundown of a recent visit to Cononish gold mine just outside tyndrum in the north west of Scotland.

The whole purpose of this visit is in two parts, the first being the mine has remained on public domain sites, a bit of a mystery, and secondly I am a Scot and I have a life born affinity with the area.

I will point out at this time that access to the site is a definite no-no without invitation.

The site located four kilometres from the nearest main road and at best is a challenge to get to even with a four by four.

We visited the site on the 15th of march by invitation from Chris Sangster who is a Non Executive Director of Scotgold UK and I have to say that the welcome we were given was faultless and very informative as to the mines structure and future progress plans.

The only pictures that I am aware of that appear on this site and others like it, are of historic origins and are no longer relative to the site as it is today.

Those picture’s show track’s and trams left behind when Ennex abandoned the site some years ago and this is no longer the case, the main working adit has been stripped of all it’s tramway and carts due to the fact the mine will be accessed by modern diesel powered vehicles and therefore the lead up to the workings is now somewhat modern and boring from a mine explorers point of view, this is typical of current methods and practices within this type of industry.

The mine site and entry lies on an north/east facing mountain called Beinn Chuirn flanked on the left by Meall Odhar and on the right by Beinn Dubhcriag at co-ordinates 229107/728597, immediately to the left of the main portal lies a large fault in the mountain side that houses the old access portals for Eas Anie lead mine along with various trail drives to numerous to mention.

The main south/westerly drive of Cononish which drives directly into Beinn Chuirn mountain intersects with Eas Anie workings approx half to three quarters of a kilometre underground and before anyone asks there is no access internally to today’s workings from any of the two main adits of eas anie as these have been gated and require considerable climbing equipment to get to.

As described previously the first sector of the drive from a mine explorers point of view is relatively plain and holds very little geology of any interest, this however changes more than dramatically into the quartz seam that will be worked, which is some two to three meters wide over a constant area and is described as being 500meters deep and to date more than a kilometre long.

Extensive diamond drilling has taken place throughout the drive and is heavily marked and mapped through areas of pyrite that is very difficult to describe (Photos included).

I have worked in the mining industry in most parts of the world and I have to say I have never seen anything like it, the density of pyrite is breath taking.

The future of Cononish will be very different in as much as plans are in place to drive sideways from the main adit with a spiral access to the seam both up and down for the total area of the workable seam in its depth and its length.

Scotgold are currently planning to process materiel from within the drive in an effort to determine the true yield from this area.

I can however, make it plain that despite the fact that this has been a long time coming, the dedication of the team at Cononish will now be rewarded for there efforts and diligence.

This will be a project that will go down in history and both myself and wyn have portrayed to Chris that we wish him all the best with the future of Cononish and we have offered support in any way within our humble means.

We intend to revisit the area in or around September and look forward to the invitation that has been extended so that we may personally witness the success of this dramatic period for all of the team and Scotgold as a whole.