

30 SEP 82 1540 U.C.P. 1500 LEV.

SCALED AND BOLTED. 20 BOLTS.
LARGE PIECES HANGING BETWEEN
CRACKS, WHAT IS HOLDING THEM
UP IS NOT APPARENT.

21 SEP 82 1540 U.C.P.

SCALED AND BOLTED. 15 BOLTS. GOT
MOST OF THE BAD GROUND BOLTED. SAW
SOME MICROS ON A SLIP BUT THEY WERE
RUINED BY MUD AND WATER WHICH HAD
BEEN SEEPING THRU THE CRACKS.

22 SEP 82 1540 U.C.P.

SCALED AND BOLTED. 15 BOLTS. SLOW
GOING IN BAD GROUND.

23 SEP 82

SCALED AND BOLTED. 17 BOLTS. GOT
THE BROW DONE AND STARTED ON THE RIBS.
A LOT OF BIG STUFF CAME DOWN IN
THE PROCESS.

24 SEP 82 1540 U.C.P. 1500 LEVEL.
SCALED AND BOLTED. 31 BOLTS. DRILLED
AND FIRED A STRIP ON THE NORTH RIB.

27 SEP 82 MINE RESCUE TRAINING.

28 SEP 82 1540 U.C.P.
SCALED AND BOLTED. 15 BOLTS. DRILLED
AND FIRED A STRIP ON THE SOUTH RIB.
35' AND 15 POUNDS ATLAS POWDER.

29 SEP 82 1540 U.C.P.
HELPED PUT AWAY POWDER SHIPMENT IN
A.M. ~~*~~ SCALED AND BOLTED. 14 BOLTS.
DRILLED AND FIRED A STRIP ON THE SOUTH
RIB. 30' AND 15 POUNDS ATLAS POWDER.
SAW SOME QUARTZ XLS IN A FRIEDELITE
VEIN. NO KEEPERS.

30 SEP 82 DAY OFF FOR BIRTHDAY

1 OCT 82 1540 U.C.P. 1500 LEV.

SCALED AND BOLTED. 29 BOLTS. GOT A BASEBALL CAP WITH THE NJZ LOGO AS A SAFETY AWARD.

4 OCT 82 1540 U.C.P.

SCALED AND BOLTED. 16 BOLTS. DRILLED AND FIRED A STRIP ON THE SOUTH RIB. 25' AND 23 STICKS OF ATLAS POWERMAX.

5 OCT 82 1540 U.C.P.

SCALED AND BOLTED. 22 BOLTS. SET UP SLUSHER.

6 OCT 82 1540 U.C.P.

FINISHED SETTING UP SLUSHER. BEDNAR BOLTED (15 BOLTS) WHILE I SLUSHED. THE LAW AGAINST WORKING ALONE IS BEING ENFORCED AGAIN SO WE WILL BOTH GO TO 1600 LEVEL TO TRAM EVERY TIME I FILL THE CRIB.

7 OCT 82 1540 U.C.P. 1500 LEV.

REPLACED BROKEN HOSE ON CHUTE.
PULLED 50 CARS. HAD TO FIRE TWICE.
JIM SCALED AND BOLTED (4 BOLTS)
AFTER LUNCH WHILE I SLUSHED.

8 OCT 82 1300 X-CUT 1300 LEV.

DRILLED A RAISE ROUND. 125'

11 OCT 82 1540 U.C.P. 1500 LEV.

RESTREPO BOLTED (20 BOLTS) WHILE
I SLUSHED UNTIL THE CRIB WAS FULL.
WENT TO 1600 LEV. AT 2 PM AND TRAMMED
14 CARS. 64

12 OCT 82 1540 U.C.P.

TRAMMED 68 CARS. THE CRIB HOLDS
ABOUT 82 CARS. HAD TO WALK DOWN TO
1750 LEVEL TO RUN THE ORE PASS.
PUT IN ONE BOLT AND DRILLED AND
FIRED A STRIP ON THE SOUTH RIB.
15' AND 14 STICKS OF ATLAS POWERMAX.

13 OCT 82 1540 U.C.P. 1500 LEV.

SCALED AND BOLTED. 6 BOLTS.
DRILLED A STRIP ON THE SOUTH RIB.
SLUSHED SOME MUCK OFF THE TOP
OF THE PILE TO FACILITATE BOLTING.
RESTREPO PUT IN 12 MORE BOLTS
WHILE I SLUSHED. FIRED THE
STRIP. 14 STICKS ATLAS POWERMAX.
BROUGHT HOME A MICRO SPECIMEN.

14 OCT 82 1540 U.C.P.

SCALED AND BOLTED. 8 BOLTS.
DRILLED A STRIP ON THE SOUTH RIB. 27'
D. LORENZO CONTINUED BOLTING WHILE
I SLUSHED. 12 BOLTS. FIRED THE
STRIP. 27 STICKS ATLAS POWERMAX.
FOUND A QUARTZ XTAL SPECIMEN IN THE
MUCKPILE.

15 OCT 82 1540 U.C.P.

FILLED THE CRIB. WENT TO 1600 LEVEL
AFTER LUNCH AND TRAMMED 28 CARS. HAD
TO FIRE THE CHUTE TWICE. CHANGED OVER
(SKIP TO CAGE) AT 2:30. GOT SOME FRIEDELITE.

160

18 OCT 82 1540 U.C.P. 1500 LEV.
TRAMMED ON 1600 LEVEL. 56 CARS.
SCALED AND BOLTED. 15 BOLTS. TOOK
HOME SOME FRIEDELITE.

216

19 OCT 82 1540 U.C.P.
SCALED AND BOLTED. 25 BOLTS.
BROKE UP A PIECE OF 1020 STOPE ORE
FROM THE ORE PASS AND GOT SOME
MICROS. BARITE, CHLOROPHOENICITE AND
MAYBE A **KOLICITE**.

20 OCT 82 1540 U.C.P.
SCALED AND BOLTED. 27 BOLTS.
FOUND SOME BRANDTITE ON THE SOUTH RIB.

21 OCT 82 1540 U.C.P.
SCALED AND BOLTED. 10 BOLTS. I
RAN THE SLUSHER WHILE TOM NEVILLE
CONTINUED BOLTING. 13 BOLTS. THE
SLUSHER MOTOR BURNED OUT. GOT 2
NICE BRANDTITES.

23 OCT 82 1540 U.C.P. 1500 LEV.
SCALED AND BOLTED. 34 BOLTS.
GOT 2 BRANDTITES & A FRIEDELITE.
CARL COY CHECKED OUT THE SLUSHER.

25 OCT 82 1540 U.C.P.
HELPED THE SHOP CREW LOWER A
NEW STATOR INTO THE PILLAR. PUT IN
2 BOLTS IN THE NORTH RIB WHILE
THEY REPAIRED THE SLUSHER. SLUSHED
MUCK INTO THE CRIB. BEDNAR CAME
BACK TODAY AFTER BEING OFF FOR
2 WEEKS. BY 9 AM HE HAD HURT HIS
FOOT AND IS NOW ON LIGHT DUTY. GOT
A BRANDTITE AND 2 FRIEDELITES.

26 OCT 82 1540 U.C.P.
FILLED THE CRIB WHILE T. NEVILLE
BOLTED. 23 BOLTS. DRILLED AND FIRED
3 BLOCK HOLES. GOT A BLACK WILLEMITE
XTAL AND A FRIEDELITE.

27 OCT 82 1540 U.C.P.
TRAMMED ON 1600 LEVEL. 82 CARS. SLUSHED
OFF THE TOP OF THE MUCK PILE TO FACIL-
ITATE FURTHER BOLTING. 298

28 OCT 82 1540 U.C.P. 1500 LEVEL
SLUSHED OFF THE TOP OF THE MUCK
PILE. SCALED AND BOLTED. 17 BOLTS.

29 OCT 82 1540 U.C.P.
I PUT 5 BOLTS IN THE NORTH RIB
AND INSTALLED A HANGER FOR THE
SLUSHER. NEVILLE CONTINUED BOLTING
(17 BOLTS) WHILE I SLUSHED. GOT A
BLACK WILLEMITE XTAL AND A PIECE OF
FLUORITE. GOT A HORSEHEAD PIN FOR TEN
YEARS SERVICE WITH THE COMPANY.

1 NOV 82 1540 U.C.P.
NEVILLE BOLTED WHILE I SLUSHED.
FIRED SOME LOOSE OFF THE NORTH RIB.

2 NOV 82 1540 U.C.P.
RAN INTO BAD GROUND ON THE NORTH RIB
NEAR THE HANGING WALL. TOOK ALL DAY
TO GET 13 BOLTS.

3 NOV 82 1540 U.C.P. 1500 LEV.
 ED STOLL BOLTED (7 BOLTS) WHILE
 I SLUSHED TO FILL THE CRIB. WE
 WENT TO 1600 LEV. AND TRIMMED 80 CARS.

378

4 NOV 82 1540 U.C.P.
 USED SPLIT-SET BOLTS TO ATTACH
 A PIECE OF SCREEN TO A THIN AREA
 ON THE NORTH RIB. FILL IS SHOWING.
 BOLTED UP A HANGER FOR A CAVO.
 DRILLED HOLES FOR A STEEL RACK ON
 THE SOUTH RIB. PUT ALL THE TOOLS
 ON THE RACK AND STARTED SLUSHING
 FROM THE HANGING WALL. GOT A
 FRANKLINITE XTAL.

5 NOV 82 40 FRIEDENSVILLE, PA.

GOT A TOUR OF THE FRIEDENSVILLE
 MINE TO BECOME A LITTLE FAMILIAR
 WITH THEIR OPERATION IN CASE OUR
 MINE RESCUE TEAM HAS TO GO THERE.
 THE ORE IS A BRECCIA FILLING IN A
 BLACK DOLOMITE. IT IS COMPOSED OF
 SPHALERITE AND PYRITE. THE SPHALERITE

IS MOSTLY FINE-GRAINED AND GREY.
THERE ARE MANY GASH VEINS FILLED
WITH WHITE CALCITE AND QUARTZ WITH
SOME RECRYSTALIZED, YELLOW SPHALERITE.
OPEN POCKETS APPEAR TO BE RARE.
SAW SOME QUARTZ AND CALCITE XLS. SAW
SOME ALTERATION ZONES WITH LIMONITE
AND MUD. ALSO SAW INCREDIBLE AMOUNTS
OF WATER.

8 NOV 82 1540 U.C.P. 1500 LEV.

SLUSHED ALL DAY.

9 NOV 82 1540 U.C.P.

SLUSHED UNTIL NOON. TRAMMED ON
1600 LEVEL. 32 CARS. HAD TO FIRE
THE CHUTE TWICE.

10 NOV 82 1540 U.C.P.

TRAMMED ON 1600 LEVEL. 46 CARS.
SLUSHED SOME MUCK OFF THE TOP OF
THE MUCKPILE. SCALED AND BOLTED.

11 BOLTS.

456

11 NOV 82 1540 U.C.P. 1500 LEVEL
SCALED AND BOLTED AT THE HANGING
WALL. 20 BOLTS. SLUSHED.

12 NOV 82 1540 U.C.P.
SLUSHED ALL DAY. I AM PULLING THE
MUCK ABOUT 200' TO GET IT INTO THE
CRIB. THIS MAKES FOR SLOW GOING.

15 NOV 82 1540 U.C.P.
SLUSHED ALL DAY. CRIB WAS FULL AT
QUITTING TIME. BROUGHT OUT SOME
WOLLASTONITE FROM THE 1500 LEVEL STASH.

16 NOV 82 1540 U.C.P.
TRAMMED ON 1600 LEV. 40 CARS.
SLUSHED TO REFILL THE CRIB. IT HAS
TO BE FULL WHEN WE FIRE THE FOOTWALL
SIDE. 496

17 NOV 82 1540 U.C.P.
FILLED CRIB. DRILLED AND FIRED A STRIP
ON THE SOUTH RIB AND 3 BLOCK HOLES.

496

18 NOV 82 1540 U.C.P. 1500 LEV.

BEDNAR TRAMMED 22 CARS. I FILLED THE CRIB AGAIN. BROUGHT HOME SOME 1500 LEVEL WOLLASTONITE.

19 NOV 82 1540 U.C.P.

SLUSHED AND HANDMUCKED.

22 NOV 82 1540 U.C.P.

SLUSHED AND HANDMUCKED.

29 NOV 82 1540 U.C.P.

SLUSHED AND HANDMUCKED. TRAMMED 22 CARS. GOT SOME BRANDTITE.

30 NOV 82 1540 U.C.P.

FINISHED MUCKING. BUILT UP A LARGE PILE OF MUCK IN FRONT OF THE CRIB. WE ARE READY TO FIRE WEST OF THE CRIB. IF THE BAD GROUND EAST OF THE CRIB LOOSENS WE WILL HAVE A PILE TO WORK OFF OF. MOVED THE SLUSHER AND JUMBO TO THE HANGING WALL SIDE. GOT SOME BRANDTITE.#482

1 DEC 82 1110 STOPE 800 LEVEL

TOOK 40 BAGS OF ANFO INTO THE STOPE. LOADED 21 BAGS. GOT A PIECE WITH MICROS. CHECKED OUT 1250 STOPE. THE NORTH END HAS HIGH GRADE ORE WITH PATCHES OF CALCITE CONTAINING LARGE GRAINS OF ZINCITE AND FRANKLINITE XTALS. 2 VEINLETS SHOW POTENTIAL FOR SPECIMENS.

2 DEC 82 1540 U.C.P. 1500 LEV.

MOVED ALL TOOLS AND SUPPLIES TO THE HANGING WALL. PROPPED THE MANWAY TUNNEL WITH 4 BY 6 TIMBER. LOADED AND FIRED A SLOT AROUND THE F/W RAISE. BROUGHT OUT SOME WOLLASTONITE FROM 1500 LEVEL STASH.

3 DEC 82 1540 U.C.P.

LOADED AND FIRED A ROUND ON THE FOOTWALL SIDE. 450 POUNDS ANFO.

6 DEC 82 1540 U.C.P. 1500 Lev.

FOOTWALL ROUND BROKE GOOD WITH
SOME OVERBREAK. SCALED AND BOLTED.
14 BOLTS.

7 DEC 82 1540 U.C.P.

SCALED AND BOLTED. 12 BOLTS. THE
OVERBREAK RESULTED IN MANY BLOCK
HOLES ON TOP OF THE MUCK PILE. DRILLED
AND FIRED 11 OF THEM AND TWO HANGERS.

8 DEC 82 1540 U.C.P.

SCALED AND BOLTED. 24 BOLTS. DRILLED
AND FIRED 4 BLOCK HOLES. GOT SOME
CEMENT COATED MICROS.

9 DEC 82 1540 U.C.P.

SCALED AND BOLTED. 23 BOLTS. GOT
THRU THE WORST PART OF THE BAD
GROUND. MY LIGHT WENT DEAD AT 2:30.

12 DEC 82 1020 STOPE 1200 LEV.

WORKED WITH DOUG FRANCISCO TODAY.

BOLTED, DRILLED A STRIP, AND SET UP THE JUMBO AND DRILLED A FEW HOLES IN THE EAST BRANCH.

13 DEC 82 1540 U.C.P. 1500 LEV.

SCALED AND BOLTED. 18 BOLTS. SET UP THE SLUSHER.

540

14 DEC 82 1540 U.C.P.

TRAMMED ON 1600 LEV. 68 CARS. THE CRIB IS HUNG UP SOMEWHERE ABOVE 1500 LEVEL. TRIED TO GET IT DOWN BY DETONATING BOMBS IN THE ROCK RAISE. ONLY SUCCEEDED IN DESTROYING THE FENCE ON 1500 LEVEL THAT SEPARATES THE LADDERWAY FROM THE ORE PASS.

608

15 DEC 82 1540 U.C.P. 1500 LEVEL

PULLED CHUTE ON 1600 LEV. 16 CARS. GOT 2 PLANKS THAT FELL INTO THE RAISE YESTERDAY. TOOK THEM UP TO 1500 LEV. AND REPAIRED THE FENCE THAT BROKE YESTERDAY. THE MUCK PILE WAS ARCHED OVER THE CRIB. HAD TO SCRAPE ORE OFF THE PILE UNTIL THE ARCH BROKE DOWN. STARTED BACK-SLUSHING INTO THE CRIB. GOT SOME WOLLASTONITE FROM 1400 LEVEL.

624

16 DEC 82 1540 U.C.P.

BACK SLUSHED UNTIL THE CRIB WAS FULL. SCALED SOME BIG CHUNKS OFF THE NORTH RIB NEAR THE CRIB. GOT SOME MORE WOLLASTONITE FROM 1400 LEV.

17 DEC 82 1540 U.C.P.

REINFORCED THE ORE PASS FENCE ON 1500 LEVEL. TRAMMED ON 1600 LEV. 70 CARS. HAD TO FIRE THE CHUTE 4 TIMES. HAD TROUBLE WITH LARGE CHUNKS THAT FELL ON TOP OF THE CRIB WHEN WE FIRED UP-HOLES.

694

20 DEC 82 1020 STOPE 1200 LEVEL
DRILLED PART OF A FLAT BENCH IN THE
SOUTHEAST CORNER. TRIMMED ON 1300 LEV.
45 CARS. SCALED LOOSE IN 900 PILLAR ON
1300 LEVEL.

21 DEC 82 1540 U.C.P. 1500 LEVEL.
SLUSHED AND HAND MUCKED BETWEEN
THE SLUSHER AND THE CRIB. UNCOVERED
THE NEW MANWAY TO 1500 LEVEL.

22 DEC 82 1540 U.C.P.
SLUSHED OFF THE TOP OF THE MUCK
PILE TO MAKE ROOM TO FINISH THE
ROOF BOLTING. THE CRIB IS FULL AGAIN.
SCALED AND BOLTED. 14 BOLTS.

23 DEC 82 1540 U.C.P.
SCALED AND BOLTED. 25 BOLTS.

27 DEC 82 1540 U.C.P. 1500 LEVEL
SCALED AND BOLTED. 15 BOLTS. BOLTING
SHOULD BE FINISHED NOW. TRAMMED ON
1600 LEV. 24 CARS. HAD TO FIRE THE
CHUTE ONCE.

28 DEC 82 1540 U.C.P.

I TRAMMED ON 1600 UNTIL THE MOTOR
QUIT WORKING. SLUSHED WHILE AN
ELECTRICIAN FIXED IT. ROY RUSSMAN
TRAMMED AFTER THAT. 68 CARS TOTAL.

786

29 DEC 82 1540 U.C.P.

SLUSHED AND HANDMUCKED. BEDNAR
TRAMMED ON 1600 LEV. 78 CARS.

864

30 DEC 82 1540 U.C.P.

FINISHED THE SLUSHING AND HAND
MUCKING. STARTED FILL PREP.

31 DEC 82 1540 U.C.P.

HUNG SLUSHER BUCKET ON F/W. PUT UP
SIX RINGS OF CRIBBING. HUNG UP HOSES
AND STEELS. EMPTIED THE CRIB. 8 CARS.

3 JAN 83 1540 U.C.P. 1500 LEV.

CLEANED UP SPILLAGE UNDER THE CHUTE AND ALONG THE DRIFT TO THE ORE PASS. HUNG THE JUMBO AND THE SLUSHER.

4 JAN 83 ~~1540 U.C.P.~~ 1020 STOPE 1200 LEV.

DRILLED UP-HOLES WITH JUMBO AND JACKLEG, 300'. GOT A PIECE WITH WEST VEIN MICROS. SVECZ SHOWED ME THE LOCATION OF THE NEXT DIAMOND DRILL HOLE.

5 JAN 83 MINE OFFICE

A ROCK FELL ON MY FOOT YESTERDAY AND IT HURT SO MUCH TODAY THAT I HAD TO GO SEE THE COMPANY DOCTOR. X-RAYS SHOWED NO FRACTURES. I WILL BE ON LIGHT DUTY TIL MONDAY. RECONDITIONED TORQUE WRENCHES TODAY.

6 JAN 83 MINE OFFICE

WORKED ON A VISUAL AID FOR AN EXPLOSIVES TRAINING COURSE. ADJUSTED A REGULATOR VALVE FOR A MCCAAS.

7 JAN 83 MINE OFFICE

FINISHED VISUAL AID. INSPECTED MCCAAS BREATHING MACHINES. DROPPED A STINK BOMB IN THE OLD SHAFT FOR A TEST OF THE STENCH WARNING SYSTEM.

10 JAN 83 MINE OFFICE

WORKED MCCAAS AND CHEMOX'S. SALTED SIDEWALKS TO REMOVE ICE. WENT TO THE COMPANY DOCTOR AT 2:PM. BACK ON REGULAR DUTY TOMORROW.

11 JAN 83 1540 U.C.P. 1500 LEV.

FINISHED FILL PREP. STARTED DAM UNDER THE CHUTE ON 1600 LEVEL.

12 JAN 83

MISCELLANEOUS

FINISHED DAM UNDER 1540 CHUTE ON 1600 LEVEL. REPLACED LEAKING FILL WATER DISCHARGE HOSE FOR 1380 CHUTE ON 1400 LEVEL. ALSO CLEARED MUD BLOCKAGE IN DISCHARGE LINE.

HELPED DOUG WIRE UP A LARGE PRIMADET ROUND IN THE EAST BRANCH OF 1020 STOPE, 1200 LEVEL. LOADED THE DIAMOND DRILL AND TOOLS ON A FLATCAR FOR A MOVE TO THE NEXT HOLE ON 1200 LEVEL FOR 1570 E. STOPE.

13 JAN 83

DDH 461

1570 E. ST. 1200 LEV

MOVED GEAR TO NEW HOLE AND SET UP DRILL. DRILLED 5' - ALL WHITE ROCK. DISCOVERED THAT THE NEW 10' STEEL IS THE SMALL SIZE. IT WONT WORK WITH THE NEW WATER SWIVEL. SENT THE WATER SWIVEL ADAPTER TO THE SHOP TO GET THE TREADS TURNED DOWN.