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  0901Z 0911  88 890 PG  
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 NJ2 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 train every time I fill the orib.
7 OCT 82  1540 U.C.P.  1500 Lev.
REPLACED BROKEN HOSE ON CHUTE.
PULLED 50 CARS, HAD TO FIRE TWICE.
JIM SCALLED 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.
15' FIRE THE 132
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.
18 OCT 82  1540 U.C.P.  1500 LEV.  
TRAMMED ON 1600 LEVEL.  56 CARS.  
SCALED AND BOLTED.  15 BOLTS.  TOOK  
HOME SOME FRIEDELITE.  

21 OCT 82  1540 U.C.P.  
SCALED AND BOLTED.  25 BOLTS.  
BROKE UP A PIECE OF 1030 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. SLUSHD
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. SLUSHD
OFF THE TOP OF THE MUCK PILE TO FACIL-
ITATE FURTHER BOLTING.
28 Oct 82 1540 U.C.P. 1500 Level
Slushed off the top of the muck
Ale,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. Nevelle 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.
Nevelle 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 trammed 80 cars.

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 caavo. Drilled holes for a steel rack on the south rib. Put all the tools on the rack and started sluishing from the hanging wall. Got a Franklinite xtal.

5 Nov 82 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 RECRYSTALLIZED, 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.
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.

17 Nov 82 1540 U.C.P.
Filled crib. Drilled and fired a strip on the south rib and 3 block holes.
18 Nov 82 1540 U.C.P. 1500 Lev.
Aednar 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 muckling. 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 Stop  800 Level

T ook 40 Bags of ANFO INTO THE STOP. LOADED 21 BAGS. Got a piece
WITH MIRROES. CHECKED OUT 1250 STOP. THE NORTH END HAS HIGH GRADE ORE
WITH PATCHES OF CALCITE CONTAINING LARGE GRAINS OF ZINCITE AND FRANK-
LINITE 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.

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.
10 DEC 82  1020 STOPE 1200 LEV.

WORKED WITH DOUG FRANISICO 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.

14 DEC 82  1540 U.C.P.

TRAMMED ON 1600 LEV. 68 CARS. THE CARB 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.
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.

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.
30 Dec 82  1020 Stope  1200 Level
Drilled part of a flat bench in the southeast corner. Trammed 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.

29 Dec 82  1540 U.C.P.
Slushed and handmucked. Bednar trammed on 1600 Lev. 78 cars.

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  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 MCCAA.

7 JAN 83  MINE OFFICE
FINISHED VISUAL AID. INSPECTED
MCCAA BREATHING MACHINES. DROPPED
A STINK BOMB IN THE OLD SHAFT
FOR A TEST OF THE STENCH WARNING
SYSTEM.

10 JAN 83  MINE OFFICE
WORKED MCCAA'S 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 primdahl round in the east branch of 1020 stoper, 1200 level. Loaded the diamond drill and tools on a flatcar for a move to the next hole on 1200 level for 1570E stoper.

13 JAN 83  DDH 461  1570E 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 threads turned down.