

Logistics Report

for a

**DETAILED AIRBORNE
MAGNETIC, RADIOMETRIC AND
DIGITAL TERRAIN SURVEY**

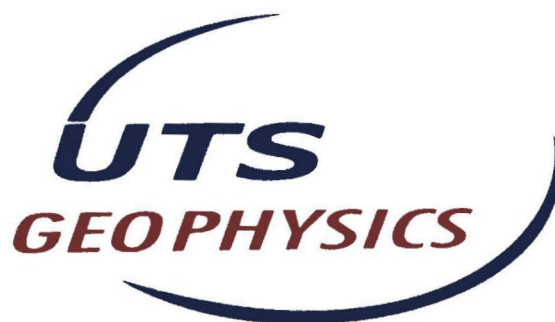
for the

LEFROY PROJECT

carried out on behalf of

LEFROY RESOURCES LIMITED

by



(UTS Job #A649)

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TABLE OF CONTENTS

1	GENERAL SURVEY INFORMATION.....	3
2	SURVEY LOCATION	3
3	AIRCRAFT AND SURVEY EQUIPMENT	4
3.1	SURVEY AIRCRAFT.....	5
3.2	DATA POSITIONING AND FLIGHT NAVIGATION.....	5
3.3	UTS DATA ACQUISITION SYSTEM AND DIGITAL RECORDING	6
3.4	ALTITUDE READINGS	6
3.5	UTS STINGER MOUNTED MAGNETOMETER SYSTEM.....	7
3.6	TOTAL FIELD MAGNETOMETER	7
3.7	THREE COMPONENT VECTOR MAGNETOMETER.....	7
3.8	AIRCRAFT MAGNETIC COMPENSATION	8
3.9	DIURNAL MONITORING MAGNETOMETER.....	9
3.10	BAROMETRIC ALTITUDE.....	9
3.11	TEMPERATURE AND HUMIDITY	10
3.12	RADIOMETRIC DATA ACQUISITION.....	10
4	PERSONNEL	11
4.1	FIELD OPERATIONS	11
4.2	PROJECT MANAGEMENT	11
5	SURVEY PARAMETERS	12
6	SURVEY LOGISTICS	13
6.1	DIURNAL MAGNETOMETER LOCATIONS	13
7	DATA PROCESSING PROCEDURES	14
7.1	DATA PRE-PROCESSING	14
7.2	MAGNETIC DATA PROCESSING	15
7.3	RADIOMETRIC DATA PROCESSING.....	16
7.4	DIGITAL TERRAIN MODEL DATA PROCESSING	17
	APPENDIX A - LOCATED DATA FORMATS	18
	APPENDIX B - COORDINATE SYSTEM DETAILS	20
	APPENDIX C - SURVEY BOUNDARY DETAILS	21
	APPENDIX D - PROJECT DATA OVERVIEW.....	22
	APPENDIX E – RADIOMETRIC CALIBRATION RESULTS	23
	APPENDIX F – ACQUISITION AND PROCESSING PARAMETERS	24
	APPENDIX G – SURVEY FLIGHT LOGS.....	25

1 GENERAL SURVEY INFORMATION

In September 2004, UTS Geophysics conducted a low level airborne geophysical survey for the following company:

Lefroy Resources Limited
Suite 5
Cottesloe Corporate Centre
589 Stirling Highway
COTTESLOE WA 6011

Acquisition for this survey commenced on the 18th September 2004 and was completed on the 21st September 2004.

2 SURVEY LOCATION

The area surveyed was approximately 50km east of Devonport in Tasmania. Survey boundary coordinates are provided in Appendix C of this report.

The survey was flown using the AMG84 coordinate system (a Universal Transverse Mercator projection) derived from the Australian Geodetic Datum and was contained within zone 55 with a central meridian of 147 degrees. Details of the datum and projection system are provided in Appendix B of this report.

3 AIRCRAFT AND SURVEY EQUIPMENT

The UTS navigation flight control computer, data acquisition system and geophysical sensors were installed into a specialised geophysical survey aircraft.

The list of geophysical and navigation equipment used for the survey is as follows:

General Survey Equipment

- FU24 – 954 fixed wing survey aircraft.
- UTS proprietary flight planning and survey navigation system.
- UTS proprietary high speed digital data acquisition system.
- Novatel 3951R, 12 channel precision navigation GPS.
- RACAL MK IV real time differential GPS system.
- UTS LCD pilot navigation display and external track guidance display.
- UTS post mission data verification and processing system.
- Bendix King KRA-405 radar altimeter.

Magnetic Data Acquisition Equipment

- UTS tail stinger magnetometer installation.
- Scintrex Cesium Vapour CS-2 total field magnetometer.
- Fluxgate three component vector magnetometer.
- RMS Aeromagnetic Automatic Digital Compensator (AADC II).
- Diurnal monitoring magnetometer (Scintrex Envimag).

Radiometric Data Acquisition Equipment

- Exploranium GR-820 gamma ray spectrometer.
- Exploranium gamma ray detectors.
- Barometric altimeter (height and pressure measurements).
- Temperature and humidity sensor.

3.1 *Survey Aircraft*

The aircraft used for this survey was a FU24 – 950 series fixed wing survey aircraft, owned and operated by UTS Geophysics, registration VH-UTR. The specifications are as follows:

Power Plant

- Engine Type Single engine, Lycoming, IO-720
- Brake Horse Power 400 bhp
- Fuel Type AV-GAS

Performance

- Cruise speed 105 Kn
- Survey speed 100 Kn
- Stall speed 45 Kn
- Range 970 Km
- Endurance (no reserves) 5.6 hours
- Fuel tank capacity 490 litres



3.2 *Data Positioning and Flight Navigation*

Survey data positioning and flight line navigation was derived using real-time differential GPS (Global Positioning System).

Navigation was provided through a UTS designed and built electronic pilot navigation system providing computer controlled digital navigation instrumentation mounted in the cockpit as well as an externally mounted track guidance system.

GPS derived positions were used to provide both aircraft navigation and survey data location information.

The GPS systems used for the survey were:

- Aircraft GPS Model Novatel 3951R
- Sample rate 0.5 Seconds (2 Hz)
- GPS satellite tracking channels 12 parallel
- Typical differentially corrected accuracy 1-2 metres (horizontal)
3-5 metres (vertical)

3.3 UTS Data Acquisition System and Digital Recording

All geophysical sensor data and positional information measured during the survey was recorded using a UTS developed, high speed, precision data acquisition system. Survey data was downloaded onto magnetic tape on completion of each survey flight.

Instrument synchronisation times were measured and removed in real-time by the UTS data acquisition system.

3.4 Altitude Readings

Accurate survey heights above the terrain were measured using a King radar altimeter installed in the aircraft. The height of each survey data point was measured by the radar altimeter and stored by the UTS data acquisition system.

- | | |
|--------------------------|--------------------------------------|
| ● Radar altimeter models | King KRA- 405 twin antenna altimeter |
| ● Accuracy | 0.3 metres |
| ● Resolution | 0.1 metres |
| ● Range | 0 - 500 metres |
| ● Sample rate | 0.1 Seconds (10Hz) |

The digital terrain model is calculated by subtracting the terrain clearance (radar altimeter) from the GPS height (interpolated to 0.1 Hz), and as such the accuracy is constrained by the differentially corrected GPS position.

3.5 *UTS Stinger Mounted Magnetometer System*

The installation platform used for the acquisition of magnetic data was a tail mounted stinger. This proprietary stinger system was constructed of carbon fibre and designed for maximum rigidity and stability.

Both the total field magnetometer and three component vector magnetometer were located within the tail stinger.



3.6 *Total Field Magnetometer*

Total field magnetic data readings for the survey were made using a Scintrex Cesium Vapour CS-2 Magnetometer. This precision sensor has the following specifications:



- Model Scintrex Cesium Vapour CS-2 Magnetometer
- Sample Rate 0.1 seconds (10Hz)
- Resolution 0.001nT
- Operating Range 15,000nT to 100,000nT
- Temperature Range -20°C to +50°C

3.7 *Three Component Vector Magnetometer*

Three component vector magnetic data readings for the survey were made using a Develco Fluxgate Magnetometer. This precision sensor has the following specifications:

- Model Develco Fluxgate Magnetometer
- Sample Rate 0.1 seconds (10Hz)
- Resolution 0.1nT
- Operating Range -100,000nT to 100,000nT
- Temperature Range -20°C to +50°C

3.8 *Aircraft Magnetic Compensation*

At the start of the survey, the system was calibrated for reduction of magnetic heading error. The heading and manoeuvre effects of the aircraft on the magnetic data was removed using an RMS Automatic Airborne Digital Compensator (AADC II).

Calibration of the aircraft heading effects were measured by flying a series of pitch, roll and yaw manoeuvres at high altitude while monitoring changes in the three axis magnetometer and the effect on total field readings. A 26 term model of the aircraft magnetic noise covering permanent, induced and eddy current fields was determined. These coefficients were then applied to the data collected during the survey in real-time. The coefficients are listed in Appendix F

UTS static compensation techniques were also employed to reduce the initial magnetic effects of the aircraft upon the survey data.

3.9 *Diurnal Monitoring Magnetometer*

The base station magnetometer was located in a low gradient area beyond the region of influence of any man made interference to monitor diurnal variations during the survey.

The specifications for the magnetometers used are as follows:

- Model Scintrex Envimag
- Resolution 0.1 nT
- Sample interval 5 seconds (0.2 Hz)
- Operating range 20,000nT to 90,000nT
- Temperature -20°C to +50°C



3.10 *Barometric Altitude*

An Air DB barometric altimeter was installed in the aircraft so as to record and monitor barometric height and pressure. The data was recorded at 0.10 second intervals and is used for the reduction of the radiometric data.

- Model Air DB barometric altimeter
- Accuracy 2 metres
- Height resolution 0.1 metres
- Height range 0 - 3500 metres
- Maximum operating pressure: 1,300 mb
- Pressure resolution: 0.01 mb
- Sample rate 10 Hz

3.11 *Temperature and Humidity*

Temperature and humidity measurements were made during the survey at a sample rate of 10Hz. Ambient temperature was measured with a resolution of 0.1 degree Celsius and ambient humidity to a resolution of 0.1 percent.

3.12 *Radiometric Data Acquisition*

The gamma ray spectrometer used for the survey was capable of recording 256 channels and was self stabilising in order to minimise spectral drift. The detectors used contain thallium activated sodium iodide crystals.

Thorium source measurements were made each survey day to monitor system resolution and sensitivity. A calibration line was also flown at the start and end of each survey day to monitor ground moisture levels and system performance. The background and height corrected thorium channel from the test lines, along with the source measurement results are presented in Appendix E along with a location map for the test lines.

- Spectrometer model Exploranium GR820
- Detector volume 32 litres
- Sample rate 1 Hz



4 PERSONNEL

4.1 *Field Operations*

UTS Geophysics operators and data processors Sean Plunkett

UTS Geophysics Survey Pilots Peter Blewett
Dan Silva

4.2 *Project Management*

Lefroy Resources Limited John Canaris

UTS Geophysics Perth Office Russell McChesney
Barrett Cameron

5 SURVEY PARAMETERS

The survey data acquisition specifications for each area flown are specified in the following table:

PROJECT NAME	LINE SPACING	LINE DIRECTION	TIE LINE SPACING	TIE LINE DIRECTION	SENSOR HEIGHT	TOTAL LINE KM
Lefroy	50m	045-225	200m	135-315	65m	1,748
Bangor (not completed)	100m	000-180	1000m	090-270	80m	108
TOTAL						1,856

The total number of line kilometres of survey data collected over the survey areas specified in the above table was 1,856.

The specified sensor height for the magnetic samples is as stated in the above table. This sensor height may be varied where topographic relief or laws pertaining to built up areas do not allow this altitude to be maintained, or where the safety of the aircraft and equipment is endangered.

The coordinate boundaries for the survey areas flown are detailed in Appendix C.

6 SURVEY LOGISTICS

The base location used for operating the aircraft and performing in-field quality control and data processing of the survey data was the Argosy Motel in Devonport, Tasmania. The aircraft was operated from the Devonport airstrip. The flight logs are summarised in Appendix G.

6.1 *Diurnal Magnetometer Locations*

The following table contains the approximate locations where the diurnal base station magnetometers were located for the survey duration.

Area Name	Period	Base Station ID	Location
Lefroy and Bangor	18/09/04 - 21/09/04	31	400m North of Devonport Aero Club

7 DATA PROCESSING PROCEDURES

7.1 *Data Pre-processing*

The raw survey data was loaded from the field tapes and the recorded data trimmed to the correct survey boundary extents. Any survey lines subsequently re flown were removed from the dataset.

At the commencement of each acquisition flight, all the instrumentation clocks were synchronized to local time, and the error and latency of each instrument in providing its data measurement calculated. The results of these latency measurements were recorded into a synchronisation file, and the results used to assign GPS positions to the magnetic, radiometric and elevation data. As a result of the physical separation of the sensors, a small residual offset still exists between instrument timings.

To compensate for this residual parallax error, an adjustment was made to the instrument clocks. The magnetic and radar altimeter data was adjusted by 0.600 seconds, and the radiometric data was adjusted by 1.375 seconds for each flight.

The synchronized, parallax corrected data was then exported as located ASCII data.

7.2 Magnetic Data Processing

The diurnal base station data was checked for spikes and steps, and suitably filtered prior to the removal of diurnal variations from the aircraft magnetic data.

The filtered diurnal measurements were subtracted from the diurnal base field and the residual corrections applied to the survey data by synchronising the diurnal data time and the aircraft survey time. The average diurnal base station value was added to the survey data.

An eighth difference filter was run on the raw magnetic survey data in order to identify any remaining spikes in the data, which were manually edited from the data.

The X and Y positioning of the data was then checked for spikes before applying the IGRF correction. Any spikes in the positions were manually edited. The updated IGRF 2000 correction was calculated at each data point (taking into account the height above sea level).

This regional magnetic gradient was subtracted from the survey data points.

Tie line levelling was applied to the data by least squares minimisation, using a polynomial fit of order 0, of the differences in magnetic values at the crossover points of the survey traverse and tie line data.

In order to remove any residual long wavelength variations in the tie line levelled data along the traverse lines, polynomial levelling was then applied.

Final micro-levelling techniques were then selectively applied to the tie line levelled data to remove minor residual variations in profile intensity

Located and gridded data were generated from the final processed magnetic data.

7.3 Radiometric Data Processing

Statistical noise reduction of the 256 channel data was performed using the Noise Adjusted Singular Variable Decomposition (NASVD) method described by Hovgaard and Grasty (1997).

A noise-adjusted singular value decomposition is performed, and the number of components to be used is determined by inspection of plots of the spectral components and by a statistical analysis of the contributions of the components.

If the spectral shapes show any unusual characteristics, further analysis of the concentrations of the spectral components in the line data is performed in order to identify and eliminate any corrupt spectra. If such spectra were eliminated, the NASVD process is re-performed, in order to obtain spectral components free of any bias from corrupt spectra.

Only the dominant spectral shapes (identified as described above) were used in the spectral reconstruction process. The first 5 NASVD components were used for this process. Plots of the first 10 components are included in Appendix I.

Channels 15-250 only are spectrally smoothed, as these contain the regions of interest and are not dominated by the lower end of the Compton continuum. The energy spectrum between the potassium and thorium peaks was recalibrated from the spectrally smoothed 256 channel measurements.

The aircraft background spectrum and the scaled unit cosmic spectrum were then subtracted from the 256 channel data. This 256 channel data was then windowed to the 5 primary channels of total count, potassium, uranium, thorium and low-energy uranium. Dead time corrections were then applied to the data. Radon background removal was performed using the Minty Spectral Ratio method (1992).

The radar altimeter data was corrected to standard temperature and pressure, and height corrected spectral stripping was then applied to the windowed data. Height attenuation corrections based on the STP radar altimeter were then performed to remove any altitude variation effects from the data.

The corrected count rate data was then converted to ground concentrations for potassium, uranium and thorium (sensitivity coefficients are supplied in Appendix F).

Final micro-levelling techniques were then selectively applied to the tie line levelled data to remove minor residual variations in profile intensities. Located and gridded data were generated from the final processed radiometric data.

7.4 Digital Terrain Model Data Processing

The raw radar altimeter data was checked for spikes, and any found were manually edited. The GPS altimeter data was checked for spikes and steps, and any found were manually edited.

The radar altimeter data was then subtracted from the GPS altimeter data. The separation distance between the GPS antenna and the radar altimeter of 1.4 metres was subtracted from the digital terrain data.

The digital terrain data thus derived was tie line levelled and gridded. Tie line levelled data was then examined and selectively microlevelled to produce a grid without line dependent artifacts.

For further information concerning the survey flown, please contact the following office:

Head Office Address:

UTS Geophysics
Fauntleroy Avenue, Perth Airport
REDCLIFFE WA 6104

Tel: +61 8 9479 4232
Fax: +61 8 9479 7361

Postal Address:

UTS Geophysics
P.O. Box 126
BELMONT WA 6984

Quoting reference number: A649

APPENDIX A - LOCATED DATA FORMATS

MAGNETIC LOCATED DATA

FIELD	FORMAT	DESCRIPTION	UNITS
1	I8	LINE NUMBER	
2	I8	FLIGHT/AREA NUMBER	AAFF (Area/Flight)
3	I8	DATE	YYMMDD
4	F8.1	LOCAL TIME	sec
5	F10.0	FIDUCIAL NUMBER	
6	F4.0	UTM/AMG ZONE	
7	F11.2	EASTING (AMG84)	metres
8	F11.2	NORTHING (AMG84)	metres
9	F11.6	LATITUDE (WGS84)	degrees
10	F11.6	LONGITUDE (WGS84)	degrees
11	F11.2	EASTING (MGA94)	metres
12	F11.2	NORTHING (MGA94)	metres
13	F6.1	RADAR ALTIMETER HEIGHT	metres
14	F6.1	GPS HEIGHT (WGS84)	metres
15	F6.1	TERRAIN HEIGHT (CORRECTED)	metres
16	F10.3	RAW MAGNETIC INTENSITY	nT
17	F10.3	DIURNAL CORRECTION	nT
18	F10.3	IGRF CORRECTION	nT
19	F10.3	TIE LEVELLED TMI	nT
20	F10.3	FINAL MAGNETICS	nT

RADIOMETRIC LOCATED DATA

FIELD	FORMAT	DESCRIPTION	UNITS
1	I8	LINE NUMBER	
2	I8	FLIGHT/AREA NUMBER	AAFF (Area/Flight)
3	I8	DATE	YYMMDD
4	F7.0	LOCAL TIME	sec
5	F10.0	FIDUCIAL NUMBER	
6	F4.0	UTM/AMG ZONE	
7	F11.2	EASTING (AMG84)	metres
8	F11.2	NORTHING (AMG84)	metres
9	F11.6	LATITUDE (WGS84)	degrees
10	F11.6	LONGITUDE (WGS84)	degrees
11	F11.2	EASTING (MGA94)	metres
12	F11.2	NORTHING (MGA94)	metres
13	F6.0	TOTAL COUNT (RAW)	Counts/sec
14	F5.0	POTASSIUM (RAW)	Counts/sec
15	F5.0	URANIUM (RAW)	Counts/sec
16	F5.0	THORIUM (RAW)	Counts/sec
17	F5.0	COSMIC (RAW)	Counts/sec
18	F5.0	BISMUTH 609 (RAW)	Counts/sec
19	F5.0	LIVE TIME	milli sec
20	F8.2	TOTAL COUNT (CORRECTED)	Counts/sec
21	F7.2	POTASSIUM (CORRECTED)	Counts/sec
22	F7.2	URANIUM (CORRECTED)	Counts/sec
23	F7.2	THORIUM (CORRECTED)	Counts/sec
24	F6.1	RADAR ALTIMETER HEIGHT	metres
25	F6.1	GPS HEIGHT (WGS84)	metres
26	F6.1	PRESSURE	hPa
27	F5.1	TEMPERATURE	Degrees Celcius
28	F8.2	TOTAL COUNT DOSE RATE	nGy
29	F8.2	POTASSIUM GRND CONCENTRATION	%
30	F8.2	URANIUM GRND CONCENTRATION	ppm
31	F8.2	THORIUM GRND CONCENTRATION	ppm

GRIDDED DATASET FORMATS

Gridding was performed using a bicubic spline algorithm.

The following grid formats have been provided:

- ER-Mapper format

LINE NUMBER FORMATS

Line numbers are identified with a six digit composite line number and have the following format - ALLLLB, where:

A	Survey area number
LLLL	Survey line number 0001-8999 reserved for traverse lines 9001-9999 reserved for tie lines
B	Line attempt number, 0 is attempt 1, 1 is attempt 2 etc..

UTS FILE NAMING FORMATS

Located and gridded data provided by UTS Geophysics uses the following 8 character file naming convention to be compatible with PC DOS based systems.

File names have the following general format - JJJJAABB.EEE, where:

JJJJ	UTS Job number
AA	Area number if the survey is broken into blocks
BB	M Magnetic data R Radiometric data TC Total count data K Potassium counts U Uranium counts Th Thorium counts DT Digital terrain data
EEE	File name extension LDT Located digital data file FMT Located data format definition file ERS Ermapper gridded data header file Ermapper data portion has no extension GRD Geosoft gridded data file

APPENDIX B - COORDINATE SYSTEM DETAILS

Locations for the survey data are provided in both geographical latitude and longitude and Universal Transverse Mercator metric projection coordinate systems.

WGS84

Coordinate Type
Semi Major Axis
Flattening

World Geodetic System 1984
Geographical
6378137m
1/298.257223563

AMG84

Coordinate Type
Geodetic datum
Semi Major Axis
Flattening

Australian Map Grid 1984
Universal Transverse Mercator Projection Grid
Australian Geodetic Datum
6378160m
1/298.25

MGA94

Coordinate type
Geodetic datum
Semi major axis
Flattening

Map Grid of Australia 1994
Universal Transverse Mercator Projection Grid
Geocentric Datum of Australia
6378137m
1/298.257222101

APPENDIX C - SURVEY BOUNDARY DETAILS

Job ID code: A6490101
Client: Lefroy Resources Limited
Job: Lefroy
AMG84 Zone 55Grid Zone: 55
Include Point: 0.0 0.00

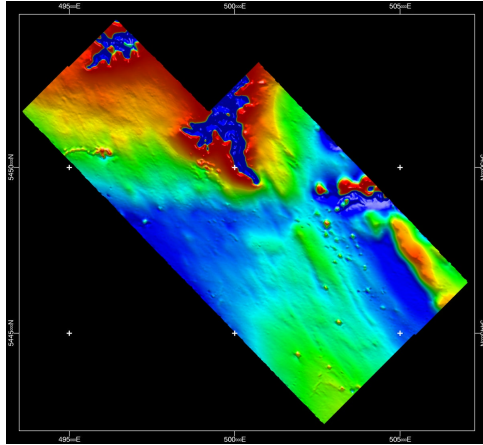
Surround
502586.000 5442216.000
506886.000 5446316.000
500500.000 5453000.000
499000.000 5451500.000
496250.000 5454250.000
493486.000 5451616.000

Job ID code: A6490201
Client: Lefroy Resources Limited
Job: Bangor
AMG84 Zone 55Grid Zone: 55
Include Point: 50.0 0.00

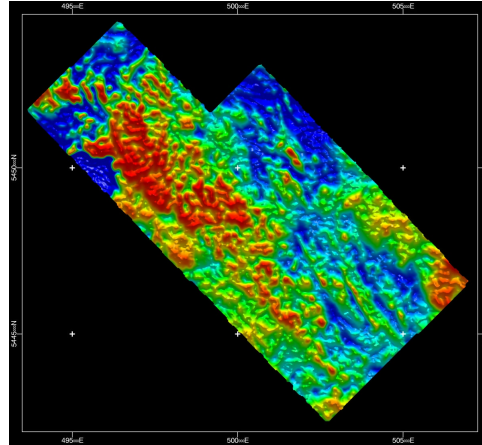
Surround
513000.000 5439500.000
515400.000 5439500.000
515400.000 5435500.000
513000.000 5435500.000

APPENDIX D - PROJECT DATA OVERVIEW

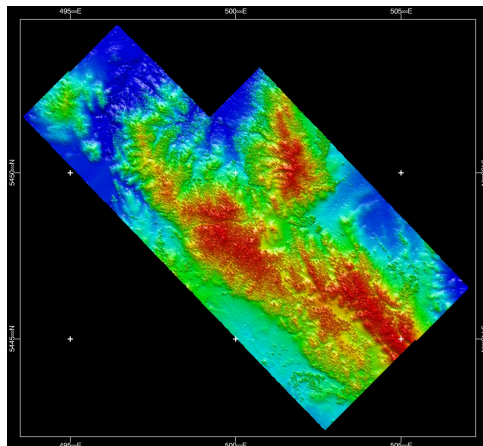
Lefroy Project



Total Magnetic Intensity



Radiometric Total Count



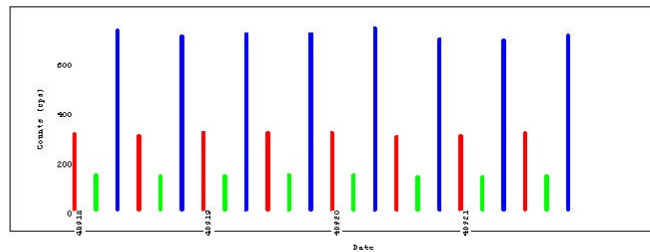
Digital Terrain Model

APPENDIX E – RADIOMETRIC CALIBRATION RESULTS

These charts show the results of the daily thorium source tests for each aircraft at all locations occupied during the course of the survey.

Date	K	U	Th	% Error
40918	298.8	132.3	718.5	1.8
40918	292.6	130.3	694.6	-1.0
40919	305.4	128.0	703.5	0.7
40919	302.4	131.3	705.7	0.9
40920	303.2	131.6	725.3	2.8
40920	289.3	125.5	684.9	-2.6
40921	293.9	126.1	678.3	-2.7
40921	302.0	127.5	699.1	-0.0
Avg	298.4	129.1	701.2	0.0

Thorium Source Test (Ground)



APPENDIX F – ACQUISITION AND PROCESSING PARAMETERS

Magnetic Data

RMS AADC Coefficients

Solution Date: 12/09/2004

Solution Altitude: 5000 ft AGL

Standard Deviation Total Field Uncompensated	1.530×10^{-1}
Standard Deviation Total Field Compensated	4.719×10^{-2}
Improvement Ratio	3.2

Magnetic Processing Parameters

Model	:	IGRF 2000
Average Declination	:	13.78 degrees
Average Inclination	:	-71.29 degrees
Average Field strength:		61462.41 nT
Average diurnal	:	60790.08 nT

Radiometric Data

Lefroy Sensitivity Coefficients at 65m

Total Count:	34.918 cps/dose rate
Potassium:	124.205 cps/%k
Uranium:	13.249 cps/ppm
Thorium:	7.181 cps/ppm

Bangor Sensitivity Coefficients at 80m

Total Count:	31.475 cps/dose rate
Potassium:	111.13 cps/%k
Uranium:	12.004 cps/ppm
Thorium:	6.532 cps/ppm

Final Reduction – Area 01 data reduced to STP height datum 65m and 80m for Area 02

APPENDIX G – SURVEY FLIGHT LOGS

Flight Date	Area No	Flight No	Area Name / Survey Details	Lines Flown	Line Km Flown
18/09/04	01	01	Lefroy Traverse Lines: 101170-101890	73	427
19/09/04	01	02	Lefroy Traverse Lines: 101160-101020, 101900-102020	28	140
19/09/04	01	03	Lefroy Traverse Lines: 102030-102640, 101010-100620	102	474
19/09/04	01	04	Lefroy Traverse Line: 100600	1	6
19/09/04	01	T1	Lefroy Tie Lines: 190010-190100	10	130
20/09/04	01	05	Lefroy Traverse Lines: 100610, 100590-100010	60	351
20/09/04	01	T2	Lefroy Tie Lines: 190110-190230	13	158
20/09/04	01	T3	Lefroy Tie Lines: 190240-190300	7	62
21/09/04	02	01	Bangor Traverse Lines: 200010-200040	4	16