

DATE 3/12/92 TAPE # 039201
 REC LGTH 1000 MS SAMPLE RT 1.0 MS
 FILES: FROM 001 TO 291
 ENERGY Wacker STACK 2000
 LINE DIRECTION S → N

POSITIONS
 FROM SP# 98 TO SP# 380
 1ST SP FLG# 98 1ST PH FLG# 101
 LST SP FLG# 380 LST PH FLG# 388
 TO DIST 50' SP DIST 50' GAP 0
 DIST PH#1 150 #12 700 #13 750 #24 1300

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

START SETUP
 #1CH=FLAG# 101 #12CH=FLAG# 112
 #13CH=FLAG# 113 #24CH=FLAG# 124
 ROLL SWITCH ST# 1 =LINE# 101

PH ARRAY LENGTH 0 #PHS 12
 SKETCH & REMARKS 9

SP ARRAY LENGTH 30' SPACE 15'
 SKETCH & REMARKS 9

HP FRQ 40 LP FRQ 180 NOTCH 60
 PHONES FRQ 28 HZ MAKE Lifton LRS-1000

WIND calm MOISTURE dew
 TEMP _____ °F TRAFFIC moderate

REMARKS STA 117 - power pole across road
has 3 xfmrs.
STA 123 - dead take out

SP#	FILE#	RSW#	REMARKS
97	001	1	50' LC=40, HC=180, Notch In-
98	002	1	
99	003	1	
98	004	1	1200 pops
98	005	1	2K pops, HC=120
97	006	1	30' LC=40, HC=180, 2K, Notch in.
98	007	1	
96	008	1	
			START LINE
98	009	1	12:14 PM
99	010	2	
100	011	3	
101	012	4	
102	013	5	
103	014	6	
104	015	7	
105	016	8	
106	017	9	
107	018	10	
108	019	11	
109	020	12	
110	021	13	
111	022	14	
112	023	15	
113	024	16	
114	025	17	B/P errors
115	026	18	
116	027	19	
117	028	20	
118	029	21	
119	030	22	
120	031	23	
121	032	24	
122	033	1	move truck 2:43 PM
123	034	2	
124	035	3	
125	036	4	
126	037	5	
127	038	6	
128	039	7	
129	040	8	
130	041	9	
131	042	10	
132	043	11	
133	044	12	
134	045	13	
135	046	14	
136	047	15	
137	048	16	
138	049	17	
139	050	18	
140	051	19	

OBSERVER WORLEY

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
98/98/96/86/86/90/98/98/98/98/98/98/98/98/98/98/102/102/102/102/102/102/102

DATE 3-12-92 TAPE # 039201+02

REC LGTH _____ MS SAMPLE RT _____ MS
 FILES: FROM _____ TO _____
 ENERGY _____ STACK _____
 LINE DIRECTION _____

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

START SETUP
 #1CH=FLAG# _____ #12CH=FLAG# _____
 #13CH=FLAG# _____ #24CH=FLAG# _____
 ROLL SWITCH ST# _____ =LINE# _____

PH ARRAY LENGTH _____ #PHS _____
 SKETCH & REMARKS _____

SP ARRAY LENGTH _____ SPACE _____
 SKETCH & REMARKS _____

HP FRQ _____ LP FRQ _____ NOTCH _____
 PHONES FRQ _____ HZ MAKE _____

WIND _____ MOISTURE _____
 TEMP _____ °F TRAFFIC _____

REMARKS *204 - dead take out

SP#	FILE#	RSW#	REMARKS
141	052	20	
142	053	21	
143	054	22	
144	055	23	
145	056	24	
			<i>end of day</i>
			<i>end tape 039201</i>
			<i>start 3-13-92</i>
			<i>start tape 039202</i>
146	057	1	<i>8:25 - extremely foggy</i>
147	058	2	
148	059	3	
149	060	4	
150	061	5	
151	062	6	
152	063	7	
153	064	8	
154	065	9	
155	066	10	
156	067	11	
157	068	12	
158	069	13	
159	070	14	
160	071	15	
161	072	16	
162	073	17	
163	074	18	
164	075	19	
165	076	20	<i>2 Washers</i>
166	077	21	
167	078	22	
168	079	23	
169	080	24	
			<i>move truck</i>
170	081	1	<i>10:26 AM - 3 Washers</i>
171	082	2	
172	083	3	
173	084	4	
174	085	5	
175	086	6	
176	087	7	
177	088	8	
178	089	9	
179	090	10	
180	091	11	
181	092	12	
182	093	13	
183	094	14	
184	095	15	
185	096	16	
186	097	17	
187	098	18	
188	099	19	
189	100	20	<i>cross river bottom</i>
190	101	21	
191	102	22	

DATE 3-13-92 TAPE # 039202

REC LGTH _____ MS SAMPLE RT _____ MS
 FILES: FROM _____ TO _____
 ENERGY _____ STACK _____
 LINE DIRECTION _____

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

START SETUP
 #1CH=FLAG# _____ #12CH=FLAG# _____
 #13CH=FLAG# _____ #24CH=FLAG# _____
 ROLL SWITCH ST# _____ =LINE# _____

PH ARRAY LENGTH _____ #PHS _____
 SKETCH & REMARKS _____

SP ARRAY LENGTH _____ SPACE _____
 SKETCH & REMARKS _____

HP FRQ _____ LP FRQ _____ NOTCH _____
 PHONES FRQ _____ HZ MAKE _____

WIND _____ MOISTURE _____
 TEMP _____ °F TRAFFIC _____

REMARKS #244-245, power lines cross road.
#245-dand tak-out
#385 is 8 ft farther than normal because of highway.

SP#	FILE#	RSW#	REMARKS
192	103	23	
193	104	24	
194	105	1	move truck
195	106	2	B/P errors
196	107	3	
197	108	4	
198	109	5	
199	110	6	
200	111	7	12:25 PM
201	112	8	
202	113	9	
203	114	10	
204	115	11	
205	116	12	
206	117	13	cleaned Roll Switch
207	118	14	B/P errors
208	119	15	1:10 PM
209	120	16	cleaned input panel conn.
210	121	17	
211	122	18	cleaned adaptor conn.
212	123	19	
213	124	20	
214	125	21	
215	126	22	
216	127	23	
217	128	24	
218	129	1	move trucks
219	130	2	2:06 PM - B/P errors
220	131	3	
221	132	4	
222	133	5	
223	134	6	
224	135	7	
225	136	8	
226	137	9	
227	138	10	
228	139	11	
229	140	12	
230	141	13	
231	142	14	
232	143	15	
233	144	16	
234	145	17	
235	146	18	
236	147	19	
237	148	20	
238	149	21	
239	150	22	
240	151	23	
241	152	24	

end tape 039202
 move trucks
 start tape 039203

OBSERVER _____
 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

DATE 3-13-92 TAPE # 039203

REC LGTH _____ MS SAMPLE RT _____ MS
 FILES: FROM _____ TO _____
 ENERGY _____ STACK _____
 LINE DIRECTION _____

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

START SETUP
 #1CH=FLAG# _____ #12CH=FLAG# _____
 #13CH=FLAG# _____ #24CH=FLAG# _____
 ROLL SWITCH ST# _____ =LINE# _____

PH ARRAY LENGTH _____ #PHS _____
 SKETCH & REMARKS _____

SP ARRAY LENGTH _____ SPACE _____
 SKETCH & REMARKS _____

HP FRQ _____ LP FRQ _____ NOTCH _____
 PHONES FRQ _____ HZ MAKE _____

WIND _____ MOISTURE _____
 TEMP _____ °F TRAFFIC _____

REMARKS *300 - dead take out
*316 - dead from SP 290 up.

SP#	FILE#	RSW#	REMARKS
242	153	1	
243	154	2	
244	155	3	
245	156	4	
246	157	5	
247	158	6	
248	159	7	
249	160	8	
250	161	9	
251	162	10	
252	163	11	
253	164	12	
254	165	13	
255	166	14	
256	167	15	
257	168	16	
258	169	17	
259	170	18	
260	171	19	
261	172	20	
262	173	21	
263	174	22	
264	175	23	B/P errors
265	176	24	
			end of day - 5:00 PM
			start 3-14-92 - fog!!!
			8:24 AM - 11.6 volts B/P errors
266	177	1	
267	178	2	
268	179	3	
269	180	4	B/P errors
270	181	5	
271	182	6	
272	183	7	
273	184	8	
274	185	9	
275	186	10	
276	187	11	
277	188	12	
278	189	13	
279	190	14	
280	191	15	
281	192	16	
282	193	17	
283	194	18	
284	195	19	
285	196	20	
286	197	21	
287	198	22	
288	199	23	
289	200	24	
			mov - truck
290	201	1	
291	202	2	
292	203	3	
293	204	4	
294	205	5	
295	206	6	

OBSERVER _____

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

DATE 3-14-92 TAPE # 039203+04

REC LGTH _____ MS SAMPLE RT _____ MS
 FILES: FROM _____ TO _____
 ENERGY _____ STACK _____
 LINE DIRECTION _____

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

START SETUP
 #1CH=FLAG# _____ #12CH=FLAG# _____
 #13CH=FLAG# _____ #24CH=FLAG# _____
 ROLL SWITCH ST# _____ =LINE# _____

PH ARRAY LENGTH _____ #PHS _____
 SKETCH & REMARKS _____

SP ARRAY LENGTH _____ SPACE _____
 SKETCH & REMARKS _____

HP FRQ _____ LP FRQ _____ NOTCH _____
 PHONES FRQ _____ HZ MAKE _____

WIND _____ MOISTURE _____
 TEMP _____ °F TRAFFIC _____

REMARKS _____

OBSERVER _____

SP#	FILE#	RSW#	REMARKS
296	207	7	
297	208	8	
298	209	9	
299	210	10	
300	211	11	
301	212	12	
302	213	13	
303	214	14	
304	215	15	
305	216	16	
306	217	17	
307	218	18	
308	219	19	
309	220	20	
310	221	21	
311	222	22	
312	223	23	
313	224	24	
314	225	1	more trucks 11:43 AM
315	226	2	
316	227	3	
317	228	4	
318	229	5	
319	230	6	
320	231	7	
321	232	8	
322	233	9	
323	234	10	
324	235	11	
325	236	12	
326	237	13	
327	238	14	
328	239	15	
329	240	16	
330	241	17	
331	242	18	
332	243	19	
333	244	20	
334	245	21	
335	246	22	
336	247	23	
337	248	24	
338	249	1	more trucks end tape 039203 start tape 039204 B/c errors
339	250	2	
340	251	3	
341	252	4	
342	253	5	
343	254	6	
344	255	7	
345	256	8	
346	257	9	
347	258	10	
348	259	11	

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24

DATE 3-14-92 TAPE # 039204

REC LGTH _____ MS SAMPLE RT _____ MS
 FILES: FROM _____ TO _____
 ENERGY _____ STACK _____
 LINE DIRECTION _____

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 LST SP FLG# _____ LST PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

START SETUP
 #1CH=FLAG# _____ #12CH=FLAG# _____
 #13CH=FLAG# _____ #24CH=FLAG# _____
 ROLL SWITCH ST# _____ =LINE# _____

PH ARRAY LENGTH _____ #PHS _____
 SKETCH & REMARKS _____

SP ARRAY LENGTH _____ SPACE _____
 SKETCH & REMARKS _____

HP FRQ _____ LP FRQ _____ NOTCH _____
 PHONES FRQ _____ HZ MAKE _____

WIND _____ MOISTURE _____
 TEMP _____ °F TRAFFIC _____

REMARKS #377-378-379+380
Wackers were
approx 15 feet south of the line.

OBSERVER _____

SP#	FILE#	RSW#	REMARKS
349	260	12	
350	261	13	
351	262	14	
352	263	15	
353	264	16	
354	265	17	
355	266	18	
356	267	19	
357	268	20	
358	269	21	
359	270	22	
360	271	23	
361	272	24	
362	273	25	
363	274	26	
364	275	27	
365	276	28	
366	277	29	
367	278	30	
368	279	31	
369	280	32	
370	281	33	
371	282	34	
372	283	35	
373	284	36	
374	285	37	
375	286	38	
376	287	39	
377	288	40	
378	289	41	
379	290	42	
380	291	43	
			<i>end of line 3:35 PM</i>

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24