

DATE 3-15-92 TAPE # 039205

REC LGTH 1000 MS SAMPLE RT 1.0 MS  
 FILES: FROM 001 TO \_\_\_\_\_  
 ENERGY Wacker STACK 2000  
 LINE DIRECTION E-W

POSITIONS  
 FROM SP# 98 TO SP# 376392  
 1ST SP FLG# 98 1ST PH FLG# 101  
 LST SP FLG# 3762 LST PH FLG# 284380  
 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# 401 #12CH=FLAG# 112  
 #13CH=FLAG# 113 #24CH=FLAG# 124  
 ROLL SWITCH ST# 1 =LINE# 101

PH ARRAY LENGTH 0 #PHS 12  
 SKETCH & REMARKS 4

SP ARRAY LENGTH 15' SPACE 5'  
 SKETCH & REMARKS \_\_\_\_\_

HP FRQ 40 LP FRQ 180 NOTCH 60  
 PHONES FRQ 28 HZ MAKE L.Hen LR51000

WIND calm MOISTURE \_\_\_\_\_  
 TEMP \_\_\_\_\_ °F TRAFFIC moderate

REMARKS morning fog + dew, dries out mid-morning. Temp 43°F early, warms to mid 70's.

QUAD SHEETS GL COSCO + SONNY MGRDG.  
From SP 146 on both 160 + 165 are dead takeouts.

OBSERVER WORLEY

SP#	FILE#	RSW#	REMARKS
98	001	1	7:25A
99	002	2	
100	003	3	
101	004	4	
102	005	5	
103	006	6	
104	007	7	crossed road
105	008	8	
106	009	9	
107	010	10	
108	011	11	
109	012	12	
110	013	13	
111	014	14	
112	015	15	
113	016	16	
114	017	17	
115	018	18	
116	019	19	
117	020	20	
118	021	21	
119	022	22	
120	023	23	
121	024	24	
122	025	1	more truck
123	026	2	R/Errors
124	027	3	
125	028	4	
126	029	5	
127	030	6	
128	031	7	R/Errors
129	032	8	
130	033	9	
131	034	10	crossing 36" culvert
132	035	11	
133	036	12	
134	037	13	
135	038	14	
136	039	15	
137	040	16	
138	041	17	
139	042	18	
140	043	19	
141	044	20	
142	045	21	
143	046	22	
144	047	23	
145	048	24	
146	049	1	more truck
147	050	2	
148	051	3	
149	052	4	
150	053	5	
151	054	6	
152	055	7	

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 3-15-92 TAPE # 039205+06

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 Breccae kicking up before noon.

SP#	FILE#	RSW#	REMARKS
153	056	8	
154	057	9	
155	058	10	
156	059	11	
157	060	12	
158	061	13	
159	062	14	
160	063	15	
161	064	16	
162	065	17	
163	066	18	
164	067	19	
165	068	20	
166	069	21	
167	070	22	
168	071	23	
169	072	24	
170	073	1	more trucks 12:31 PM
171	074	2	
172	075	3	
173	076	4	
174	077	5	
175	078	6	
176	079	7	
177	080	8	
178	081	9	
179	082	10	
180	083	11	
181	084	12	
182	085	13	
183	086	14	
184	087	15	
185	088	16	
186	089	17	
187	090	18	
188	091	19	
189	092	20	
190	093	21	
191	094	22	
192	095	23	
193	096	24	end tape - 039205 more trucks start tape 039206
194	097	1	
195	098	2	
196	099	3	
197	100	4	
198	101	5	2:30 P
199	102	6	
200	103	7	
201	104	8	
202	105	9	
203	106	10	
204	107	11	Wackers of 203?
205	108	12	
206	109	13	

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 3-15-92 TAPE # 039206

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 #215 is 15' West of flag.  
#252 - dead take out  
#221 - 18' West of flag.

SP#	FILE#	RSW#	REMARKS
207	110	14	
208	111	15	
209	112	16	
210	113	17	
211	114	18	
212	115	19	
213	116	20	
214	117	21	
215	118	22	
216	119	23	
217	120	24	end day 3:45 PM
218	121	1	start 3-16-92 7:35 AM
219	122	2	
220	123	3	
221	124	4	
222	125	5	
223	126	6	
224	127	7	
225	128	8	
226	129	9	
227	130	10	
228	131	11	
229	132	12	
230	133	13	
231	134	14	
232	135	15	
233	136	16	
234	137	17	
235	138	18	
236	139	19	
237	140	20	
238	141	21	
239	142	22	
240	143	23	
241	144	24	more truck
242	145	1	
243	146	2	
244	147	3	
245	148	4	
246	149	5	
247	150	6	
248	151	7	
249	152	8	
250	153	9	
251	154	10	
252	155	11	
253	156	12	
254	157	13	
255	158	14	
256	159	15	
257	160	16	
258	161	17	
259	162	18	

OBSERVER Worley/Stephenson

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 3-16-92 TAPE # 039206 + 07

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 Well located at 291

SP#	FILE#	RSW#	REMARKS
260	163	19	
261	164	20	
262	165	21	
263	166	22	
264	167	23	
265	168	24	
266	169	1	Truck move Parity errors
267	170	2	
268	171	3	
269	172	4	
270	173	5	
271	174	6	
272	175	7	
273	176	8	
274	177	9	
275	178	10	
276	179	11	
277	180	12	
278	181	13	
279	182	14	
280	183	15	
281	184	16	
282	185	17	
283	186	18	
284	187	19	
285	188	20	
286	188/189	21	
287	189/190	22	
288	190/191	23	
289	191/192	24	end tape 039206 move truck
290	193	1	start tape 039207
291	194	2	2:50pm - 2 WIND INCREASING
292	195	3	chop 2L very noisy
293	196	4	
294	197	5	
295	198	6	
296	199	7	B/P errors
297	200	8	
298	201	9	
299	202	10	
300	203	11	CHOPPER PRESSED OVER 1/2 way
301	204	12	shut
302	205	13	
303	206	14	
304	207	15	
305	208	16	
306	209	17	
307	210	18	
308	211	19	
309	212	20	
310	213	21	
311	214	22	
312	215	23	
313	216	24	move truck

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 3-16-92 TAPE # 039207

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 317 is at East edge of Theodora  
Bldg and 318 on West edge.

SP#	FILE#	RSW#	REMARKS
314	217	1	
315	218	2	
316	219	3	
317	220	4	
318	221	5	
319	222	6	
320	223	7	
321	224	8	
322	225	9	
323	226	10	
324	227	11	
325	228	12	
326	229	13	
327	230	14	
328	231	15	
329	232	16	
330	233	17	
331	234	18	
332	235	19	
333	236	20	
334	237	21	
335	238	22	
336	239	23	
337	240	24	
			<i>end day 3:30P</i>
			<i>start 3-17-92</i>
338	241	1	
339	242	2	
340	243	3	
341	244	4	
342	245	5	
343	246	6	
344	247	7	
345	248	8	
346	249	9	
347	250	10	
348	251	11	
349	252	12	
350	253	13	
351	254	14	
352	255	15	
353	256	16	
354	257	17	
355	258	18	
356	259	19	
357	260	20	
358	261	21	
359	262	22	
360	263	23	
361	264	24	
362	265	25	
363	266	26	
364	267	27	
365	268	28	
366	269	29	

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 3-17-92 TAPE # 089207

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 \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

SP#	FILE#	RSW#	REMARKS
367	270	30	
368	271	31	
369	272	32	
370	273	33	
371	274	34	
372	275	35	end of line - 2:30 AM.

OBSERVER \_\_\_\_\_