CONTACT INFORMATION
Mining Records Curator
Arizona Geological Survey
3550 N. Central Ave, 2nd floor
Phoenix, AZ, 85012
602-771-1601
http://www.azgs.az.gov
inquiries@azgs.az.gov

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8/14/59

WALT:

Phone call from Al Clark:

On stations 26E to 39 E on Line 26S, no significant crossover.

13 E on line 22S, no azmith. Went back to base--no reading worth recording.

All work pretty well covered below 24S as well as 24 and 32.

Line 26S and a few stations on 28 and 30 S and they will have it all cleaned up.

Will work in area of 24S if signal is good tomorrow.

Al and Chuck will do S. P. work on 32S. tomorrow.

Al says he has some real suggestions for the improvement of S. P. work and hopes to put them in practice as soon as possible.

Will discuss details with you when he gets in to Tucson.

Can get early breakfast most of the time so will not "keep house" next week.

Jean

P. S. They will make reservations for 4 men for Monday nite. can change if necessary.

Al Clark. 8/11/59

28 S on to West
15° anomaly. Center of forsation West.

24S-13E-0 S.P.. | went E 1 mile

160 MV

N of Line 70 S ± on the road.
700' East.

20 Minutes ±

Al Clark. 8/12/59

+26 M.V. -10 M.V.

7.50/foot Frank Metter re: all. 8/13/59

13

2000

21,00

7/30/59 Zones of Erratic or Questionable Data

I. Line 12 S Stations 2E → 14E

8+00 E → 56+00 E

No Fences ?

Oscillating high and low readings —

Local storm activity P. M.

Repeated 7/31/59.

II. Line 4 S Stations 7E → 13E A.M. O.K. (power off or low?)

13E → 19E N.G. ? P.M. (Power on)

III. Line 24 S Stations 19E ¼ corner 17/20

maximum tilt

along fence Seems to be real

probably not fence. 7/30/59

IV. Line 16 S Stations 6E → 10E

high and low frequency diverges

checked 7/31/59

V. Line 20 S Stations 11 E

Not checked ok? 7/31/59

maximum tilt

S M T W T F S

23 24 25

S M T W T F S

26 27 28 29 30

Cris & Doug.

7/22/59

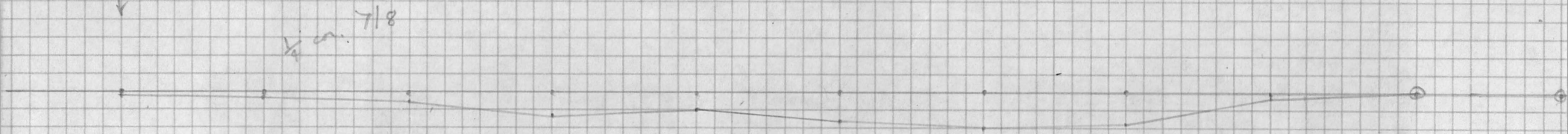
Done Today { 16S - 0W - 19W (Hanson Fence)
4S - 6E - 13E

Azimuth about Noon.

Tomorrow. 4S on to E then tag ends, then to west

LINE 12 S

STA 15 E



END 12 S

Line 8 S. 100+00 W. X repeated?

" 12 S. @ 70+00 W?

" 12 S. 10 E & 14 E + 22 E. + 34 E. + 38 E + 46 E.

minor.

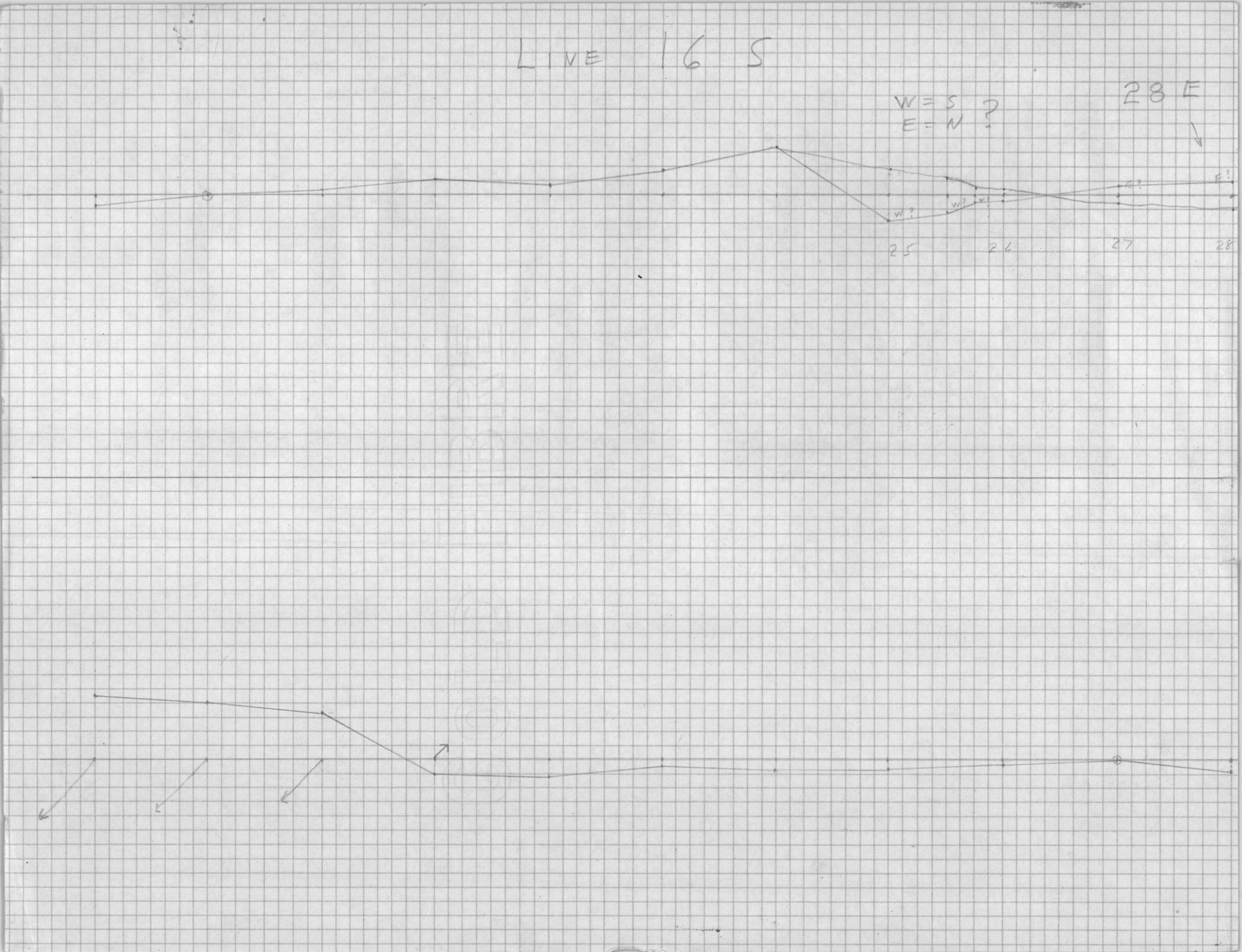
Interest

E. 6-4019

LINE 165

W = S
E = N ?

28 E



LINE 205

7/20/59

Low ——

High - - -

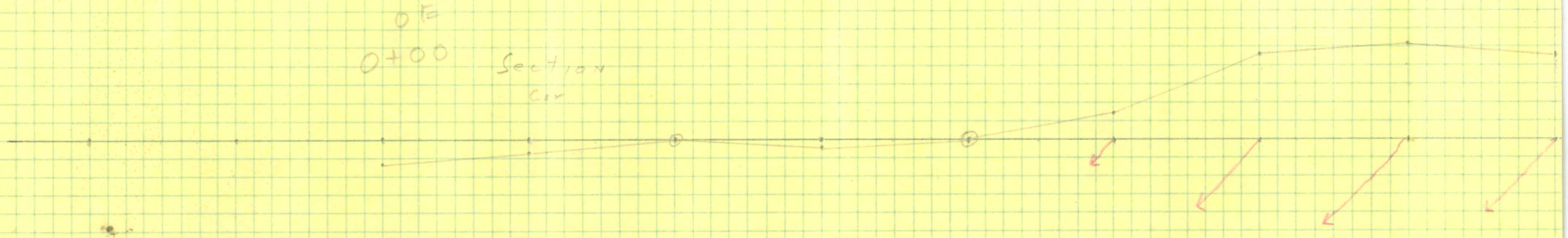
7E

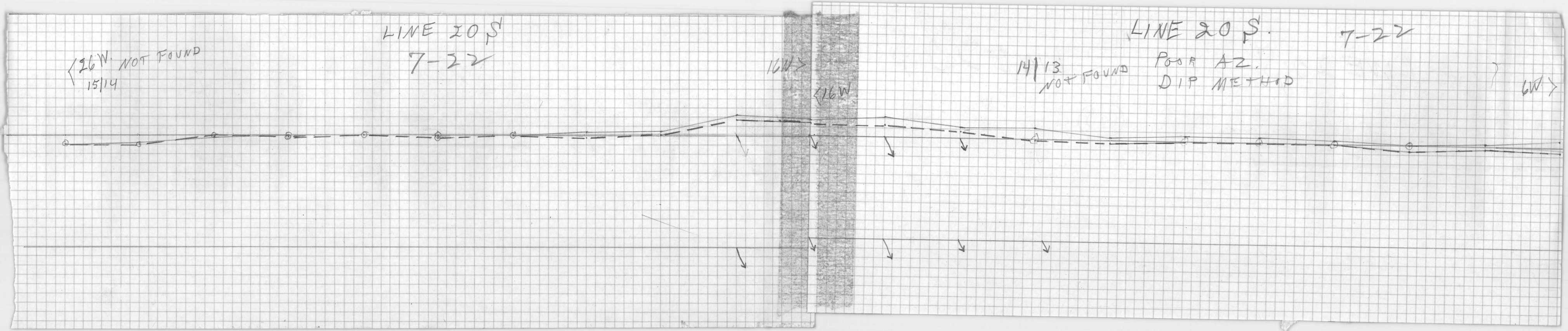
3E

13E

52+80E

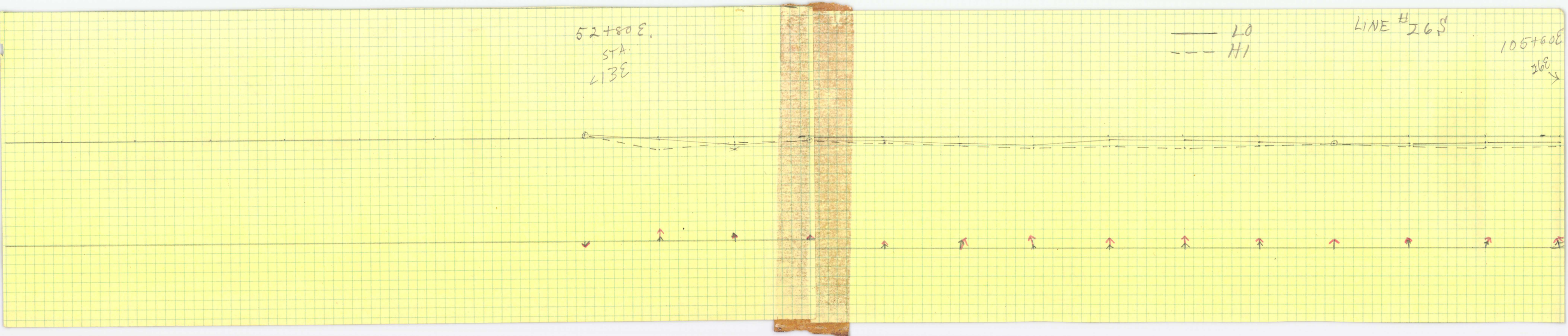
Line 165




LINE 20S
7-22
<26W NOT FOUND
15|14
16W>
<16W
LINE 20S.
7-22
14|13
NOT FOUND
POOR AZ.
DIP METHOD
6W>

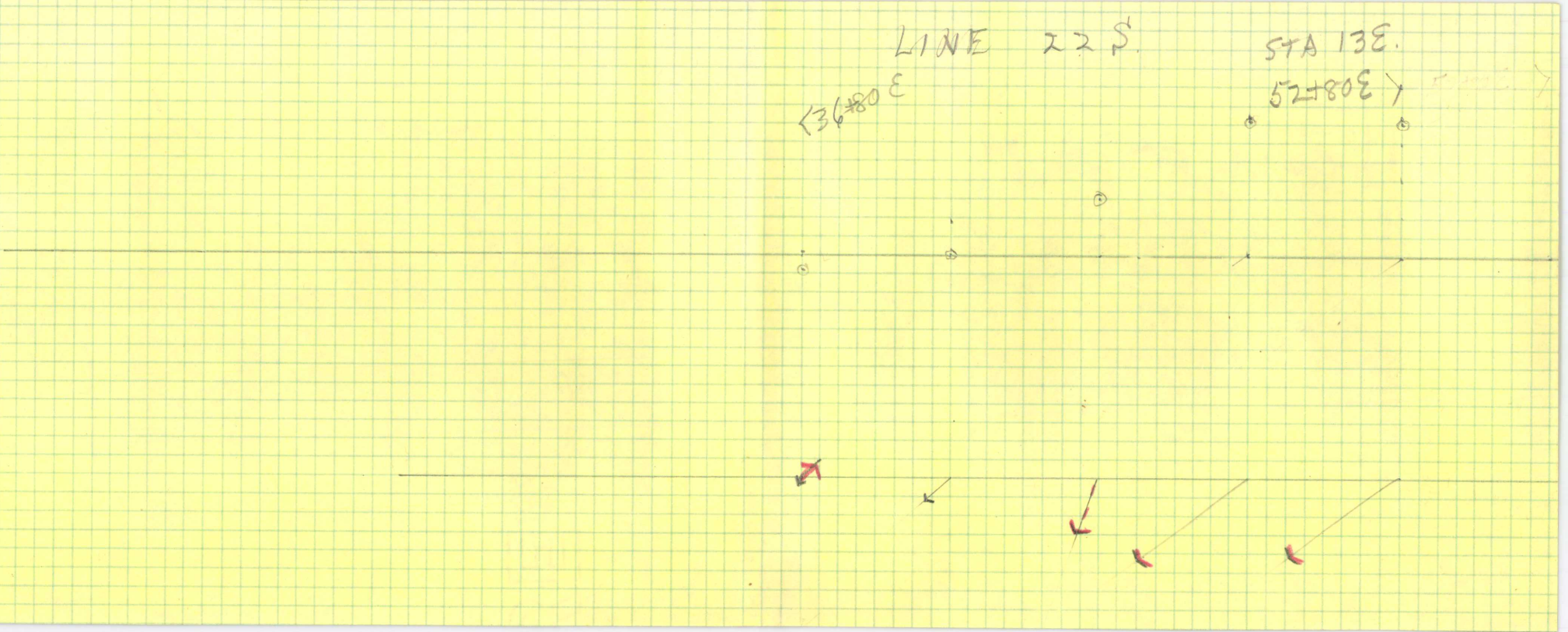
LINE 20 ,S'

LINE 20 ,S'


52+80 E.
STA.
<13 E
LO
HI
LINE #26S
105+60 E
26 E

26 S^1

26 S^1


LINE 22 S.
STA 13E.
52+80E
36+80E

Fein 22 St

Fein 22 St

LINE 28S
LO
HI
28+80E
17E
52+80E
13E
1/4 19/20
105+60E
26E
1/4 20/21

Line 285

STA 16

<400E>

13|18
24|19

7-22 LINE 24S

—— LO

- - - HI

GOOD AZ

1/4 COR 13/24

LINE 24S

13W

14|13
23|24

19W> 1/4 W 14/23 1/4 COR

7-22

15|14
22|23
STA 2 GW.

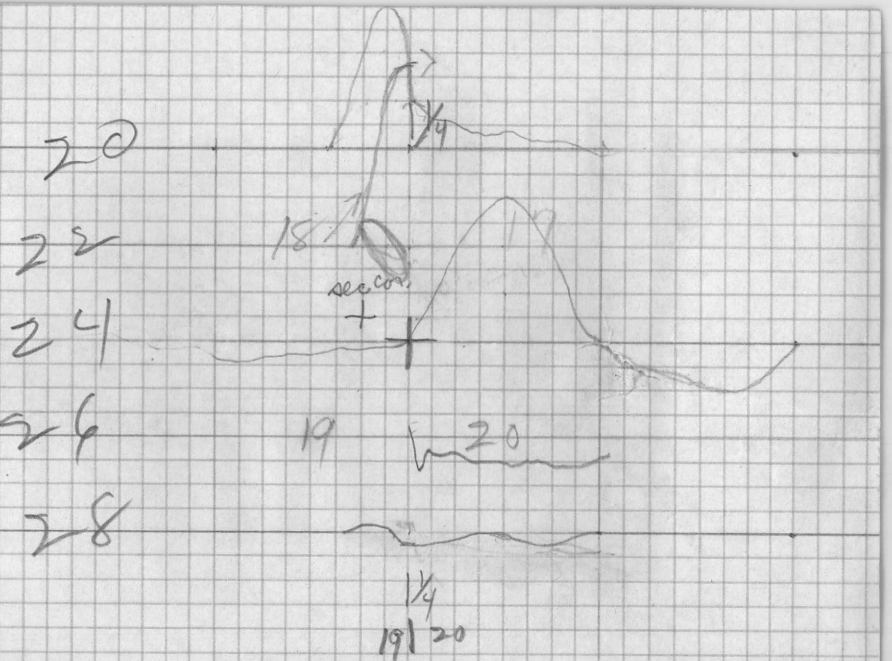
LINE 24 S

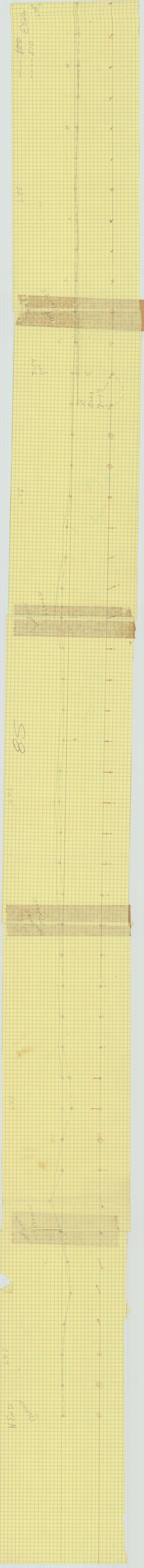
LINE 24 S

PLOT

20
22
24
26
28

PLOT





LINE 24 S
Low
High
17 E
52+80
92+00
23 E
23 E
92+00
10' E of 19E
1/4 corner
17/20
18/19 17/20
Line 24 S
Section cor
17/16
21/22
32 E
33 E
33 E
120' E of 32E
1/4 corner
Line 24 S
35 E

[redacted]

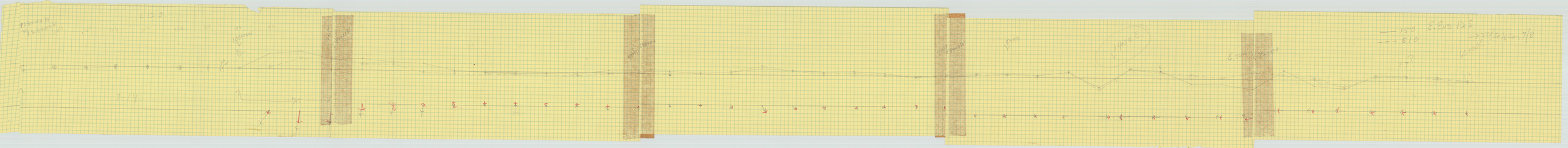
[redacted]

[redacted]

[redacted]

[redacted]

$\frac{1}{2}$



[redacted]

[redacted]

[redacted]

[redacted]

12 900 4800

Always No. pages in book

Line 16 South

Sta (5) 20 +00 to Sta. (2) 48+00 ?

Line 20 South

~~Sta. 1/4 is 500 E of~~

6W is what ? dist. where (what is 100' E of what last Sta)

(Always Keep the relative position of coils & Instrument the same in the whole area on each successive line, regardless of direction the line is being run.?)

at the begining of the day

When tieing to previous work, always repeat at least one station of the previous work. If the repeat is the same, Approx. relative Azimuth & dip continue the traverse. If the repeat is in error or indicates a radical change repeat a second station of the old work.

Keep a occasional notation of time in the note - start, stop, lunch etc and start & stop of lines and points & ties etc, & malfunctions & weather, especially thunder clouds build up & thunder, lightening and rain hail etc.

Always indicate fences in the note.

55 50

55 50

55 50

Oriental Saloon.

7/29/59

Diff on fences. wet ground in metal stakes.

N - N dip on - 20' - 50' }
S - S " " }

$ 3:40 + 11%

17

24 S. on fence.

8 S " "

28 N — crossed fence.

1 1/2 mile from power on Middle

Hi Lo

28th E-W 0° Tilt — 29 N-S - 0° 8:30: N15W - N1° S5E - S1°

N-S 0° 3:30 N75°W - S6° N60W - S9°

29th AM N15W - N1° } Hi S5E S1° } Low
" PM N75W - S6° } N60°W S9° }

1/4 E of 18 — 9 AM S35E S3 Hi } 9 40 180° Hi N10°W N1°
N5E 0° Low } Low N-S - S1°

2:45 PM No Reading Possible.

		Hi	Lo
10:30		S30E S5°	S5E - S1°
	180°	N10W N2°	N10W - 0°
		N20W S4	S25E - S2°
11:30			
1:50 PM		N45°W - S5°	N40W - S5°

Al Clark called: 7/22/59

Big Highs to N.

Small Lows to S.

Line 22 N 37°-36° - 15-9-4

5th sta crossover.

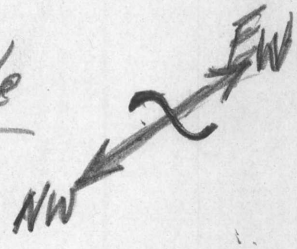
Ridge of igneous material

NW-SE

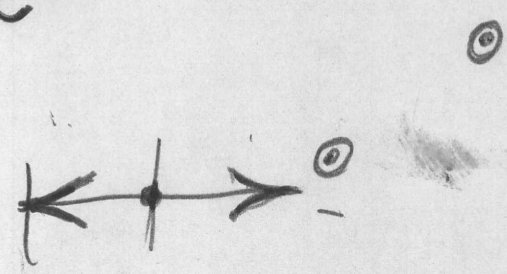
24 S 1 Mi E 1/4 Mi N.

19/20
18/17 25°-30° high

26 S - 6°-7° S 1 Mile

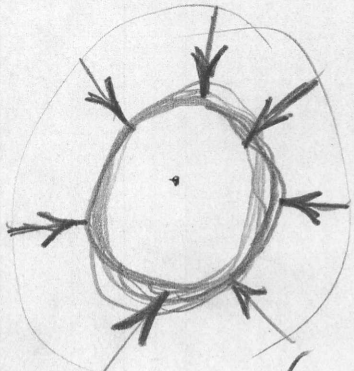


20°



W of 24 S 0.

20 S.



Al sick yesterday morning (7/21/59). Urine hemorrage today 7/22/59 but felt better this afternoon.

W.

7/17/59

395
395
4345

Larian Motel - 2641
51 Tuc

15¢ Report charge

outline Wtn.

3.95 + tax 19 mi. 77%
$4.38 total.

24S east end at S200 E last line south.

17/18
19/20

highs Low N

1/4 N 30° Low east end & kept going
N 25 Hi

S4Sta N dips
E4 " 0 "
N4 " N again.

hi - 9
Low 7 1-3/4

S4SW - NS - S4SE

Line 22S not done.

Lines 0
4
8
12
16 E of Hi Lonesine
20
24 — | 40 sta |
28 3 Repeat
12 Loop.

Loop alv.

16S - S anomaly.

good fields Fri.

One sheet / profile.

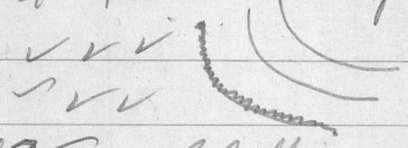
90% Autumn

Mon Nite - Fri Noon.
Vendome Hotel.

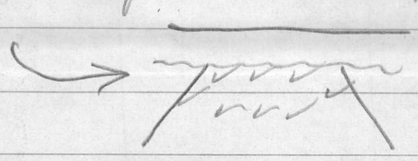
Large Potential 16-17 - (2)

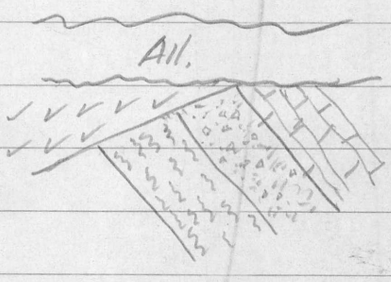
P-1-A 7/30/59

So Gleeson AFMAG. RESULTS

1. Dragoon fault thrust from west? dip west?
but imbrication of sediments to east dips east
thus:  so does the contact dip west
with sediments underneath or
not? See Gilbully sections.

2. S.E. coverage of mag crossovers // Dragoon fault extension
but profile suggest east dip.

3. Crossovers farther west suggest west dip thus:

does this mean more thrusting
to west or are Gilbully's
relative displacements wrong,
and Qtz monzonite normal
intrusive or basement?

4. On east John Wood wonders if like this:


with one of E dip
contacts associated
with good conductor.

5. Crossovers are deemed more significant than vector arrows
however there is a question if the latter should not be flatted
in the reverse direction - in some cases might make more
sense.

6. In any event, present anomalies needs to be checked
by one or more other methods; ie: Monmag, Sp, E.M. & I or P.P.

7. How about the geochem indications & correlation if any.

Date	Line	Stations AM.	Stations PM?
6/25/59	8S	[illegible]	0-15W (6000'W)
6/26/59	"	15W(60+00) - 34W(136+00)	35W(140+00) - 41W(164+00)
"	12S		14E(56+00) - 23E(90+00)
OLD inst ↑ / New " ↓			
7/13/59	8S		13E(52+00) - 0 EW
7/14/59	"	0+00 E - 20 W(80+00)±	21W(84+00)± 34W(136+00)
"	12S		32W(128+00) - 25W(100+00)
7/15/59	12S	25W(100+00) - 7W(28+00)	6W(24+00) - 15E(60+00)
7/16/59	"	15E(60+00) - 29E(116+00)	
"	16S	26E(104+00) - 25E+300'(103+00)	24E(96+00) - 0E(0+00)
7/17/59	~~24S~~	13E(52+00) - 31E(124+00)	32E(128+00) - 35E(140+00)
			(13E(52+00) {- 1600' 4sta S / - " " E / - " " N})
7/18/59	20S ~~13~~E(52+00) - 26E(104+00)		
	(26E(104+00) - 2000'S(55) N-S Line between 20S & 24S (to 24S Sta 26E ±))		
7/18/59	24S		13E(52+00) - 0E(0+00)
7/20/59	20S	[illegible]	13E - 6W

relatively
~~accurately~~ in plan form on a map by plotting the true direction or azimuth and degree of dip, or tilt as an arrow ~~printing~~ in said direction with a length proportional to the degree of tilt. This information is important for ~~accurately~~ interpreting the data in plan form and getting the most from the results.

3. As to the profile plotting of degrees of tilt, the present V-S designation is purely arbitrary and refers to ~~the~~ an electrical field convention and has no relation to geographic direction. For this reason it could be plotted plus & minus or right and left just as well.

The important things in the profile plot of tilt angles are the gradient of (change in degrees of) tilts, their absolute magnitude, and the point of true "crossover" – (b) 180° switch in true azimuth or orientation direction – (c) true switch from V to S, right or left, plus or minus or vice versa for all three. Thus ~~it~~ it would seem the profile curves can be plotted right side up or upside down with no difference in interpretation as long as the mutual relationship of the values remained constant. One slight advantage in our current procedure, where the curves plot opposite the vectors, might be in presenting stacked profile plans and vectors all on one map if such were desired, and a compatible scale were used, or vice versa to roughly eliminate the absolute profile plot of degrees tilt or dip and only show a relative plot by connecting the ends of the electric arrows.

following 3 things which are all one and the same (a)

4. The question then is how best to observe and record these data in the field, so there is no confusion or question in the notes and the

John Clocter just came in & is staying at our motel.

Tuesday 7-28-59

RECEIVED JUL 30 1959

Dear Walt—

As you can see from the skimpy notes we goofed to-day in not recording everything we did, but will know to do so to-morrow & in the future.

Station 30+00E was occupied for nearly two hours during which we tried readings at 180°, changed batteries, read on yesterdays orientations etc. Never came close to a repeat & there were some variations between readings at start & end of this period.

Then went up to the end of previous days work & read 3 stations there. Then back to start again. Decided to try the end of Saturday's work so went there & took 2 readings. No repeats.

After I called you we went up Middlemarch Pass Rd & found a place between power lines about 1½ miles from either of them. Readings: fairly sure E-W azimuth & 0° dip. Set up on N-S azimuth & again 0° dip. Dips very sharp in both cases. Then set on N45E & N45W & again got 0° dip, in every case within ± 1°. Questions: normal because of deep alluvium & ideal setup? Perfect balance from power lines? Malfunction? There was a thunderstorm to the south not more than 10 miles away & it gave apparently no interference.

I have looked over the daily check sheets & note some variations there that Chris either hadn't mentioned or else I didn't hear him, & I think they may be indicative of something so will send a composite copy of them. Maybe they show a magnetic Storm or trouble or something.

(over).

One thing I am convinced of, & that is at the start of each project a base station must be established & read each morning & evening, at least until we understand the instrument better. This may cut off an hour or more of each working day as it may be at some distance from some of the lines of the project, but at least it will eliminate the uncertainty of days like to-day as to whether or not the instrument is functioning properly, and thus may save some otherwise useless days. To-morrow before proceeding back to section 18 we propose to establish a base on High Lonesome Rd. far enough south to be away from power lines.

Regrets now about not having recorded more of to-days activities won't help — to-morrow we will record every move in minute detail.

Regards,

Bill

Composite Copy of Daily Logs

	7/27/59		7/28/59	
	28N, 30+00 E		old batteries — 28N, 30+00 E — New batteries	
1. Battery	A1-91		91	96
	A2-42		91	96
	A3-45		99	50
	B1-44		99	96
	B2-41		90	45
2. Deviation	0		1/2	0
	Lev. 1	Lev. 2	Lev. 1	Lev. 2
3. H.F.M.	40	40	40	40
H.F.IN.	1/2	1/2	8	5
L.F.M.	40	40	40	40
L.F.IN.	1/2	1/2	6	0
	Low	High	Low	High
4. a.	5	35+	4	35
b.	60	60+	40	60+
Ratio	1:12	1:2	1:10	1:2

See a copy to determine code

On Middlemarch Rd.

1. Batt. 44
44
46
45
43
2. 0
3.

Lev. 1	Lev. 2
40	40
0	0
40	40
0	0

4.

Low	High
2	34
60+	60+

Ratio 1:30 1:2

7-27-59

Monday Nite

Note that first two readings are only 200 feet apart. We expect to extend this line east two or three more stations at first convenient opportunity to check/confirm the apparent crossover. Could not find the 1/4 corner marker here.

Readings all afternoon were hard to get & will re-read both ends & one in middle to-morrow as a check.

Stations 8+00W & 20+40W, were double checked to verify the results.

Brass top for 13/18 is in.

Have seen no ranchers or in fact anyone.

Note that section is small (not likely) or pacing off by 240 feet (likely).

Will be all on foot to-morrow – too rough for jeep.

Regards, Bill

RECEIVED JUL 29 1959

To goto

Gleeson

P-1-A

#112

Field Notes

Transit Survey

Aug. 1959

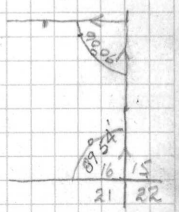
P-1-A Project

BS	Sta	FS	HI	Tape Dist.	F.S. Dist. Only H. Dist.
	Occupied Section Cor 16|15 / 21 | 22 ; Traverse Northerly 8/22/59				
1/4 Cor. 16/21	16|15 / 21|22	1/4 Cor 16/15	4'11"	600	600
16|15 / 21|22	TP A 600 N	TP B 1320N	4'10"	720	720
16|15 / 21|22	TP B 1320N	TP C 660W	4'10"	660	660
TP B 1320N	TP C 660W	TP D 1260W	4'9"	600	600
"	TP D 1260W	TP E 1980W	4'10"	720	720
"	TP E 1980W	TP F 2580W	5'00"	600	600
"	TP F 2580W	TP G 3300W	4'11"	720	720
"	TP G 3300W	TP H 3900W	4'10"	600	600
"	TP I 3900W	TP J 4620W	5'00"	720	720
	Traverse Northerly thence 8/22/59				
1/4 Cor 16/15	3960N	660W	4'10"	660	660
3960N	660W	1320W	4'11"	660	660
660W	1860W	1980W	5'1"	120	120
660W	1860W	3180W	"	1200	1200
1860W	3180W	3300W	5"2"	120	120
1860W	3180W	4020W	"	840	840
3180W	4020	4620W	5"0'	600	600

EGH T, AOC, CSF.

Hor. ∠	Vert. ∠ Foresight only	Remarks
		All Traverse points marked TP A, TP B etc.
89°54'	+0° 35'—	
180°06'	+0° 35'—	
90°06'	+0° 40'—	Trav. Westerly
180°00'	+0° 36'—	
180°00'	+0°58'—	
180°00'	+0°56'—	
180°00'	+1° 19'30"	
180°00'	+0°51'30"	
180°00	+0°36'	

180 °0
89 54
90 06



Westerly from 3960N

	Backsight	
90°06'	+0° 50'	Note 3960N est. by locating line of sight first. Then chaining, Then occupy sta.
	+0° 49	
180°00'	-1° 00'	
180°00'	+1° 37'30"	
180°00'	—	Line 3960N Sta 1980W Claim Cor 15 in East edge of wash
180°00'	+1° 14'30"	
	-0° 30	

24 22
23 21

BS	Sta.	FS	H.I.	Tape Dist.	H. Dist
		Traverse Westerly			
orient on Sec. Cor 20|21 29|28	1/4 Cor 21/28	300 W	5'0"	300	—
		600 "			
		660 "			
		960 "			
		1260 "			
		1560 "			
		1860 "			
		1980 "		1980	1980
		Northerly			
Sec. Cor.	1/4 Cor 21/28	320 N	5'0"		
		600 "			
		900 "			
		1200 "			
		320 N		1320	1320
		TP A NE-33 SE-34	5'0"		
1/4 Cor 21/28	TP A	1620 N	5'1"		
		1920			
		2220			
		2520			
		2640 N SE-35 NE-34 TP-B		1320	1320
TP-A	TP-B	300 W	4'1"		
		600 W			
		660 W 33, 34, 37 38 Stone Cor		660 W	660

-∡ 1∡

E.G.H. π
J.W.
N.N.
8/24/59

bearing on Sec. Cor +0° 46'

Orient on Sec. Cor

89°46'30"

0000

180°00' 0°39'

90°13'30" 1°13'

BS	Sta	FS	H.I.	Tape Dist	H.Dist
TP-B	32 34 37 38 (660W)	960 W 1260 1560 1860 2160 40 43 41 44 claims	+1'10"	300 600 900 1200 1320	
40 43 41 44 TP-B	1/4 Cor 20/21 1/4 Cor 20/21	1320W 2940W 2700W Claim Cor 36, 47 49 50	5'1"	BS 660 F/S 300 600 60	300 600 60
1/4 Cor 20/21	1320W	1980 1320W 52, 53, 55, 56 1320W 1980W	5'1"	300 600 900 1200 1320	
1/4 Cor 20/21	1980W	3300 W	+1'10"	300 600 900 1200 1320	
1320W	3300 W	3300W 4620 4620	4'10"	300 600 900 1200 1320	

-x 1x

180°00'

180°00'

180°00' 1°35'

180°00' 1°20'

180°00' 0°58'

5280
660
4620

7040
660
3300

3700W
1320
2380
1320
5940

2640
1320
3960

4620
1320
3300

3300
1320
1980

BS	Sta	FS	HI	Fore Tape Dist	Sight H. Dist
		Traverse	West		
1/4 Cor 31/36	25/31 29/28	660W 48.45 Claim Cor	5' 1"	300 330 660	
25/31 29/28	48.45 660W	330W Storm Cor [illegible]	4' 0"	300 600 [illegible] 1700 [illegible]	
20/31 29/28	1/4 Cor 20/29	3300W Claim Cor	5' 1"	[illegible] 600 650	
25/31 29/28	[illegible] 25/29	462 [illegible]		960 [illegible] [illegible] [illegible]	

∡	1∡
181° 00'	0° 30'
180° 00'	—
180° 00	—

660
1320
1980

1980
1320
3300
1320
4620

BS	Sta	FS	H.I.	Tape Dist.	H. Di
		Northerly			
OK Bearing	1/ Cor				
[illegible] Cor.	14	1140N	4' 10"	300	
18/17				600	
19/20				900	
				1140	
		Westerly			
	1140N				
18 17	Claim Cor	Claim Cor. 53/54			
19 20	NE53, SE54	300W		300	300
				600	
		900W		900	
		CL. Cor 57/58			
NE53 SE54	57/58				
1140N	900W			300	
		CL. Cor			
		1500W		600	
		CL Cor		900	
		2100W		1200	
		CL Cor 69/70		1500	
		2700W		1800	
NE53 SE54	CL. 69/70				
1140N	2700W			300	
		CL Cor 73/74			
		3300W		600	
		TP			
		3510W		810	
		8/26/59			
	TP				
1140N	3510W	3600W	5'00"	90	
		CL Cor.			
		~~3900~~W		390	
		4600		690	
		CL Cor		929	←
		4300W		990	
		4600W		1290	299.
1140N	4600W	4740W	4'10"	240	239.
	[illegible]	CL Cor			
	[illegible]			480	239.
		89/90			
				780	298.

E.G.H.T., A.O.C.
C.L.F. 8/25 & 26/59

-X 1X

ON Bearing
Sec. 18 | 17
19 | 20

270° 12'

180° 00' 0°40'

180° 00'

180° 00'

Top of Creek Bank

180° 00' 1°40'
4°00'
4°00'
4°00'

adj. hor. dist. to fence line along sec. Section Line? Fence Line

300
239
61

929
61
990

360 00 00
89 48
270 12

BS	Sta	FS	H.I.	Tape Dist.	H. Dis
1140N	4600W		4'10"	300	298·
1140N	600W Sec of Line	93194 CL. Cor.	4'11"	300	296·6
				600	294·3
				900	291·7
				1156	289·4

$-\measuredangle$	$1\measuredangle$	
	$+5^\circ 00'$	600W of Sec. Line
$180^\circ 00'$	$+8^\circ 40'$	
	$+11^\circ 14'$	
	$+13^\circ 30'$	
	$+14^\circ 20$	

Field Notes

Transit Survey

Aug., 1959

P-1-A Project

BS	Sta	FS	HI	Tape Dist	Foresight H. Dist
1/4 Cor. 17/20	SC 17/16 20/21	Tp A	4.69'	1500'	—
SC 17/20 16/21	Tp A	1/2	4.63'	300'	—
		3/4		900'	—
Tp A.	3/4	5/6	4.74'	600'	—
		7/8		1200'	—
3/4	7/8	9/10	4.53	600'	—
		11/12		1200	
7/8	11/12	13/14	4.59	600'	—
11/12	13/14	15/16	4.62	600'	—
		16/Tp B		900'	—
13/14	Tp B	17/18		248'	—
13 - 14	Tp B	Tp C	4.42	503.5'	—
Tp B	Tp C	37-38	4.63	300'	—
		Tp D		600'	—
Tp C	Tp D	39-40	4.54	302.8	300'
Tp D	39-40	Tp E	4.37	300	—
39-40	Tp E	41-42	4.02	154 150.5	149.5 + 150.5 = 300
		43-44		900	
		45-46		1500	
		Tp F		1800	
Tp E	Tp F	47	4.78	300	
		48		900	

22 august 1959 | π W. McLain
φ {B. Marlatt
C. Ludwig

−∡	1∡	Remarks
90-20	—	All Traverse points named TpA, TpB ect.
89-40	—	All ∡'s are ∡ Rt.
89-40	—	TpA SE Cor. Chaco #2 NE Cor. Chaco #1
180-00	—	
180-00	—	
180-00	—	
180-00	—	
180-00	—	Cross fence between 13/14 and 14/15
180-00	—	
180-00	—	

23 Aug. 1959 π W. McLain
φ {B. Marlatt
C. Ludwig

180-00		TpC Located at NW Cor. Chaco #17
180-00		7.5' Error added to line between TpB + TpC
180-00		
180-00	+ 7-08	Tp "D" at bottom of Slope.
180-00	− 13-54	TpE at top of Slope
180-00	—	
180-00	—	
180-00	—	TpF is NE Cor. Chaco # 47
180-00		
180-00		

BS	Sta.	FS	HI	Tape Dist	Horiz Dist
Tp E	48	49	4.50	300	–
Tp E	49	50	4.67	540.5	–
Tp E	50	Tp G			
S.C. 18/17 19/20	Sc 7/8 18/17	1/4 coc. 7/18	3.0	780	780
18/17 19/20	TP "H"	270° 15'	4.4	177	177
TP "H"	TP 177'	180°	4.8	98	98
				275	275
				300	300
				300	300
				300	300
				300	300
				300	300
				154.3	154.3
TP 177'	TP 154.3	180°	4.73	145.7	145.7
				300	300
				300	300
				300	300
				300	300
				300	300

23 August. ⊼ McLain
⌀ Marlatt
Ludwig

− ∡	1 ∡	Remarks
180-00	−	
180-00	−	Tp "G" is NW cor. Chaco #50 on Range line 24-25 E
90°-15'		24 Aug. 1959 T.P. "H" ⊼ Marlatt ⌀ Clark Fair
		36/35 hub
		34/33 hub
		32/31 hub
		30/29 hub
		28/27 hub
		26/25 hub
		24/23 hub

BS	Sta	FS	HI	Tape Dist	Horiz Dist
19/20 30/29	Tp J	51-52	4.97	300	-
		55-56		900	-
Tp J	55-56	59-60	5.79	600	-
Tp J	59-60	63-64	5.56	600	-
		Tp K		900	-
Tp J	Tp K	67-68	5.59	300	-
		71-72		900	-
Tp K	71-72	75-76	5.42	600	-
		79-80		1200	-
		83-84		1800	-
		87-88		2400	-
		Tp L		2500	-
Tp K	Tp L	91-92	5.67	500	-
		95-96		1100	-
		99-100		1700	-
Tp E	50	103	5.40	600	-
		104		1200	-

Brunton & Chain 105 and 106 on EW bearing due to extremly heavy brush.