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3550 N. Central Ave, 2nd floor
Phoenix, AZ, 85012
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http://www.azgs.az.gov
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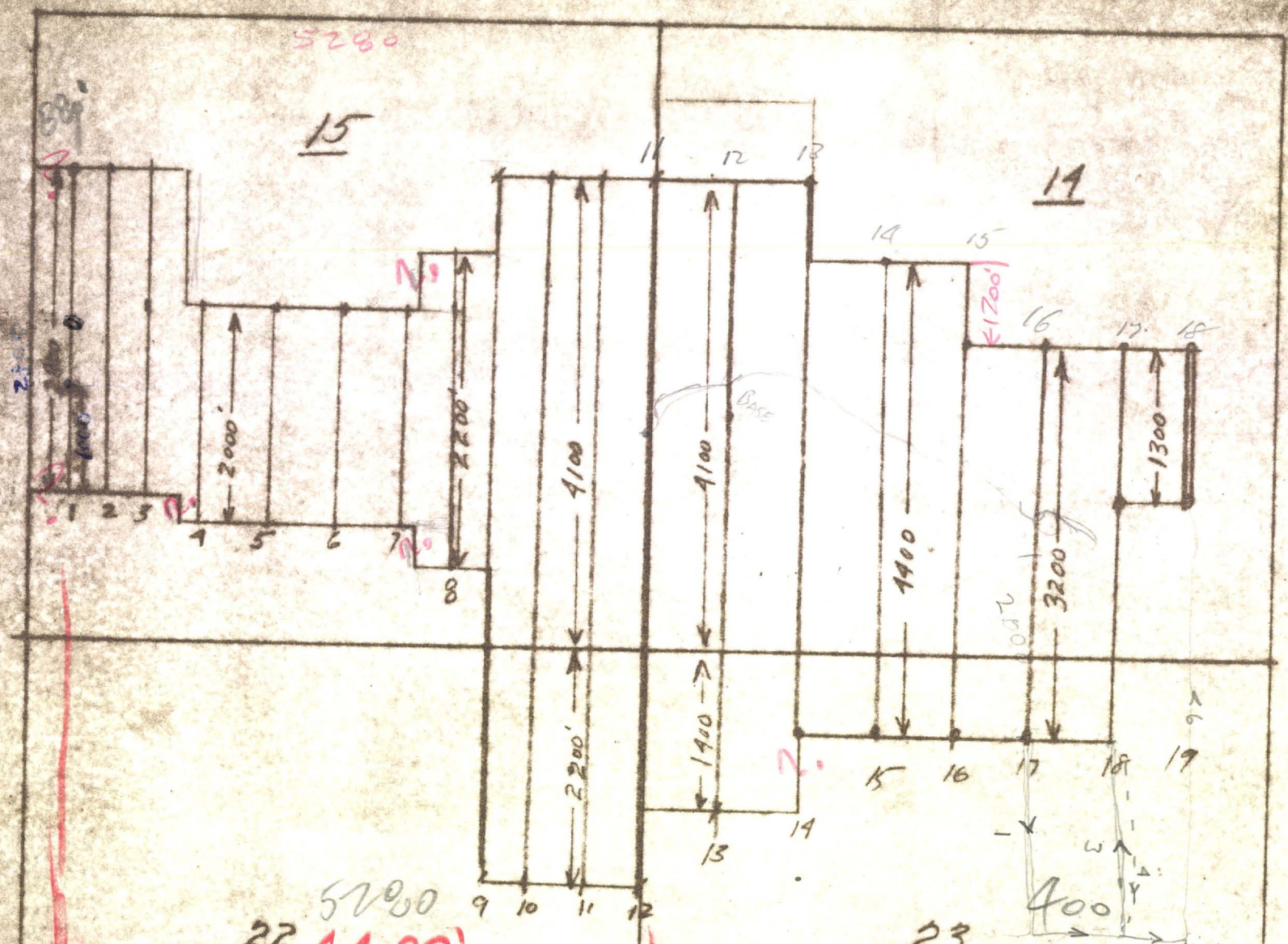


Lines @ 400' spacing, N-S
Readings @ 200' Intervals

Note claim post
4" = 1 mile

FREEPORT EXPLORATION Co.
~~SULFUR~~
1" = 400'

TO Freeport Exploration
161 E. 42nd Street
New York, N. Y. 10017

Attn: Mr. John Bowenkamp

HEINRICHS GEOEX
GEOPHYSICAL ENGINEERS TUCSON, ARIZONA

HEINRICHS GEOEXPLORATION COMPANY
808 W. GRANT ROAD - P. O. BOX 5671
TUCSON, ARIZONA 85703
Area Code 602 Phone 623-0578
Geophysical Exploration Research Engineering

SUBJECT: Pinal County Copper Prospect DATE: Aug. 22, 1966

2ND FOLD

Gentlemen:

As requested, we are sending you two copies each of plan maps "Vertical Intensity Magnetic Survey Location Plan" and Vertical Intensity Magnetic Survey Contour Plan".

Should you have further questions or if we can assist in any other way, please let us know.

Sincerely yours,

P. A. Head

Paul A. Head, Geophysicist.

1ST FOLD

PLEASE REPLY TO ⟶ SIGNED

DATE SIGNED

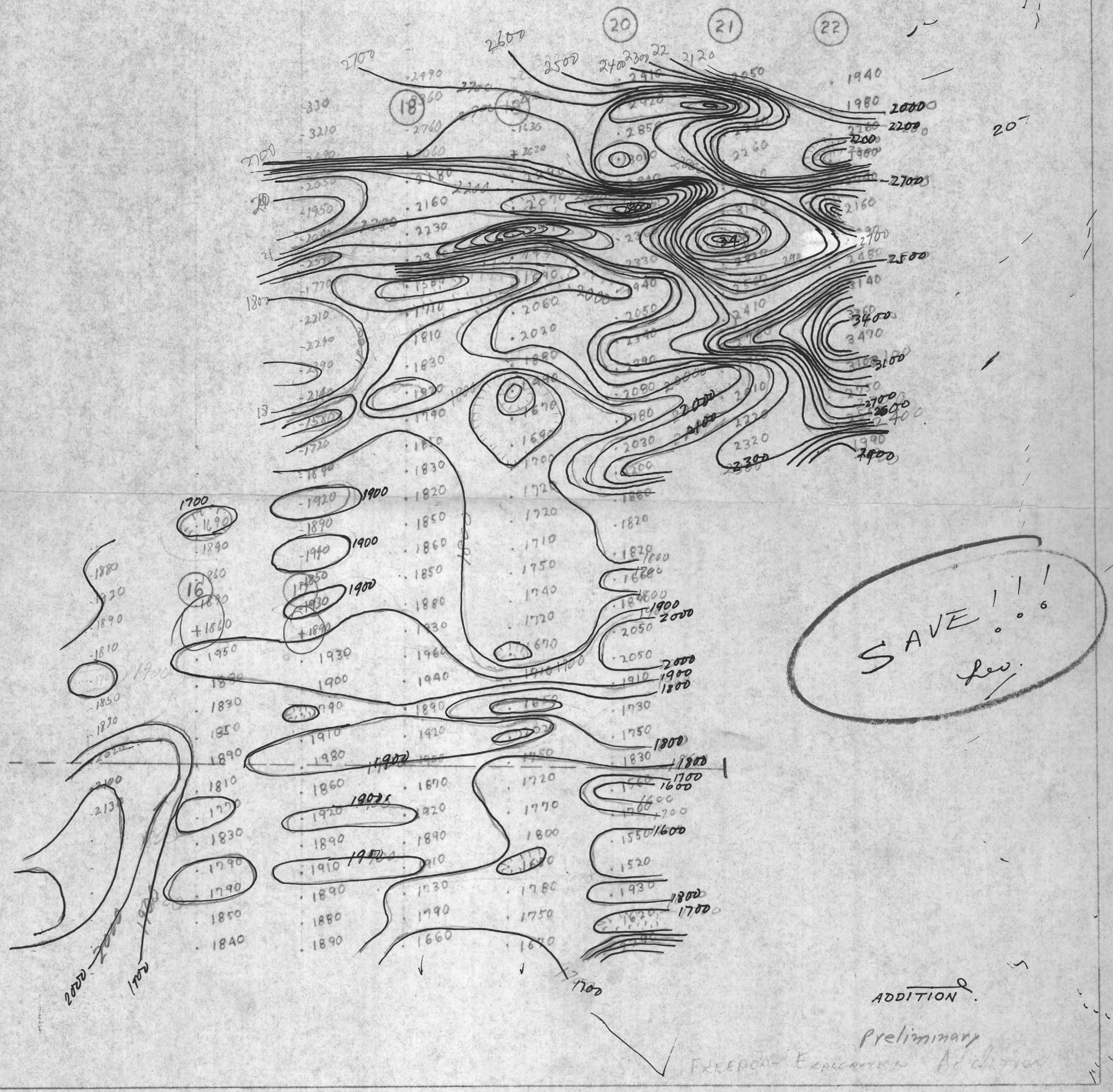
SEND WHITE AND PINK COPIES WITH CARBON INTACT. PINK COPY IS RETURNED WITH REPLY.

DETACH THIS COPY–RETAIN FOR ANSWER

16	17	18	19	20	21	22
+	+	+	+			
.1950	.1930	.2180	.2290	.2410	.2050	.1940
.1880	.1900	.2160	.2070	.2920	.3170	.1980
.1830	.1790	.2230	.2970	.2850	.2260	.2260
.1850	.1910	.2380	.1930	.3010	.2260	.1900
.1890	.1980	.1530	.1690	.2840	.2810	.2740
.1810	.1860	.1710	.2060	.1220	.3180	.2160
.1770	.1920	.1810	.2020	.2360	.3470	.2890
.1830	.1890	.1830	.1880	.2330	.2920	.2480
.1790	.1910	.1920	.1490	.1940	.2560	.3140
.1790	.1890	.1790	.1670	.2050	.2410	.3360
.1850	.1880	.1850	.1690	.2340	.2760	.3470
.1840	.1890	.1830	.1700	.2290	.1950	.3100
		.1820	.1720	.2080	.2010	.2750
		.1850	.1720	.1780	.2220	.2550
		.1860	.1710	.2030	.2320	.1990
		.1850	.1750	.2200		
		.1880	.1740	.1880		
		.1930	.1720	.1820		
		.1960	.1670	.1820		
		.1940	.1910	.1660		
		.1890	.1650	.1890		
		.1920	.2020	.2050		
		.1900	.1750	.2050		
		.1870	.1720	.1910		
		.1920	.1770	.1730		
		.1890	.1800	.1750		
		.1910	.1650	.1830		
		.1730	.1780	.1560		
		.1790	.1750	.1700		
		.1660	.1670	.1550		
				.1520		
				.1930		
				.1620		
				.2290		

FREEPORT EXPLORATION Addition

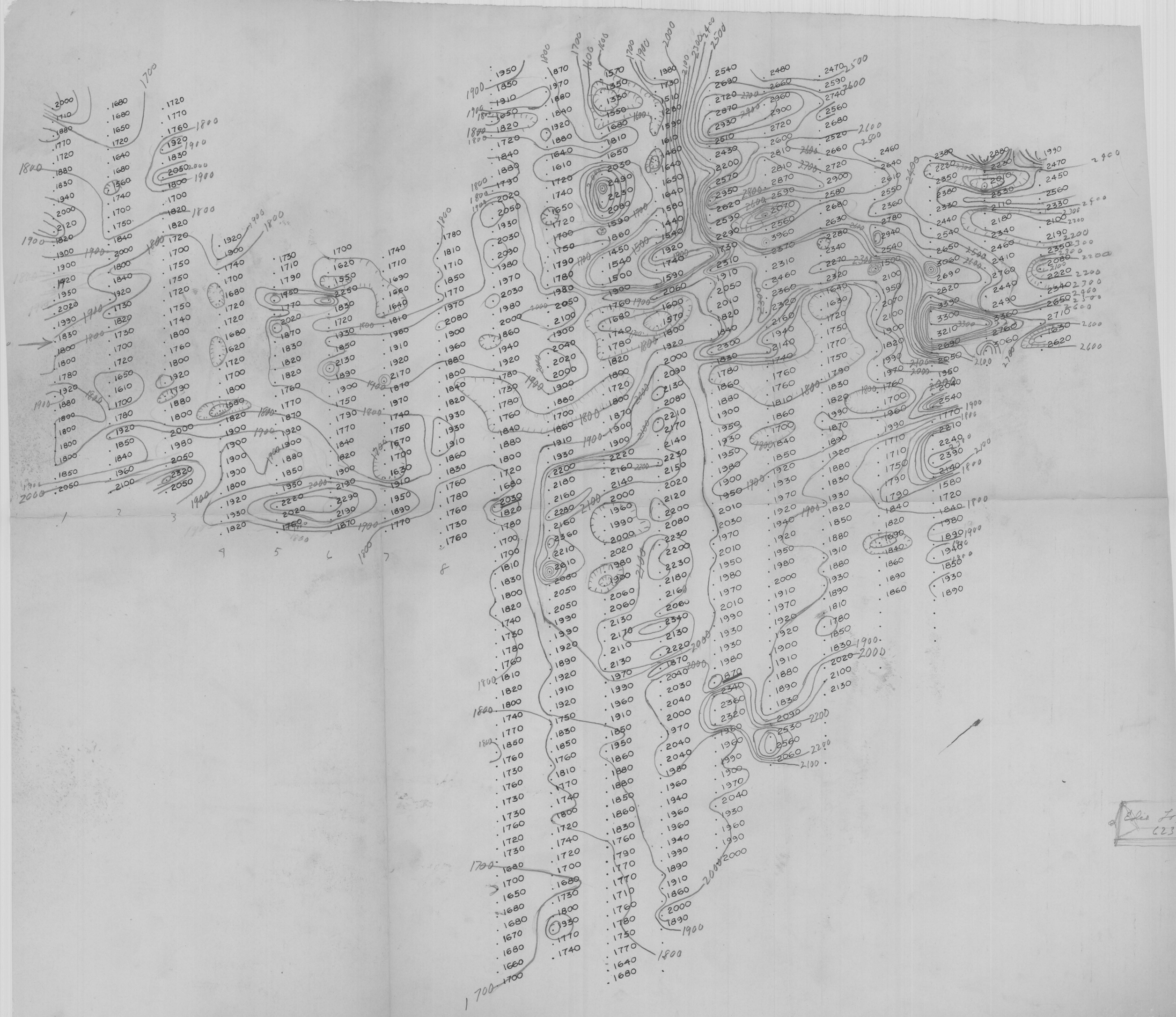
8/11/66


SAVE!!!
ADDITION.
Preliminary
FREEPORT Exploration Addition

16	17	18	19	20	21	22
+	+	+	+	.2410	.2050	.1940
.1950	.1930	.2180	.2290	.2920	.3170	.1980
.1880	.1900	.2160	.2070	.2850	.2260	.2260
.1830	.1790	.2230	.2970	.3010	.2260	.1900
.1850	.1910	.2380	.1930	.2840	.2810	.2740
.1890	.1980	.1530	.1690	.1220	.3180	.2160
.1810	.1860	.1710	.2060	.2360	.3470	.2890
.1770	.1920	.1810	.2020	.2330	.2920	.2480
.1830	.1890	.1830	.1880	.1940	.2560	.3140
.1790	.1910	.1920	.1490	.2050	.2410	.3360
.1790	.1890	.1790	.1670	.2340	.2760	.3470
.1850	.1880	.1850	.1690	.2290	.1950	.3100
.1840	.1890	.1830	.1700	.2080	.2010	.2750
		.1820	.1720	.1780	.2220	.2550
		.1850	.1720	.2030	.2320	.1990
		.1860	.1710	.2200		
		.1850	.1750	.1880		
		.1880	.1740	.1820		
		.1930	.1720	.1820		
		.1960	.1670	.1660		
		.1940	.1910	.1890		
		.1890	.1650	.2050		
		.1920	.2020	.2050		
		.1900	.1750	.1910		
		.1870	.1720	.1730		
		.1920	.1770	.1750		
		.1890	.1800	.1830		
		.1910	.1650	.1560		
		.1730	.1780	.1700		
		.1790	.1750	.1550		
		.1660	.1670	.1520		
				.1930		
				.1620		
				.2290		

FREEPORT Expansion Addition

8/11/86



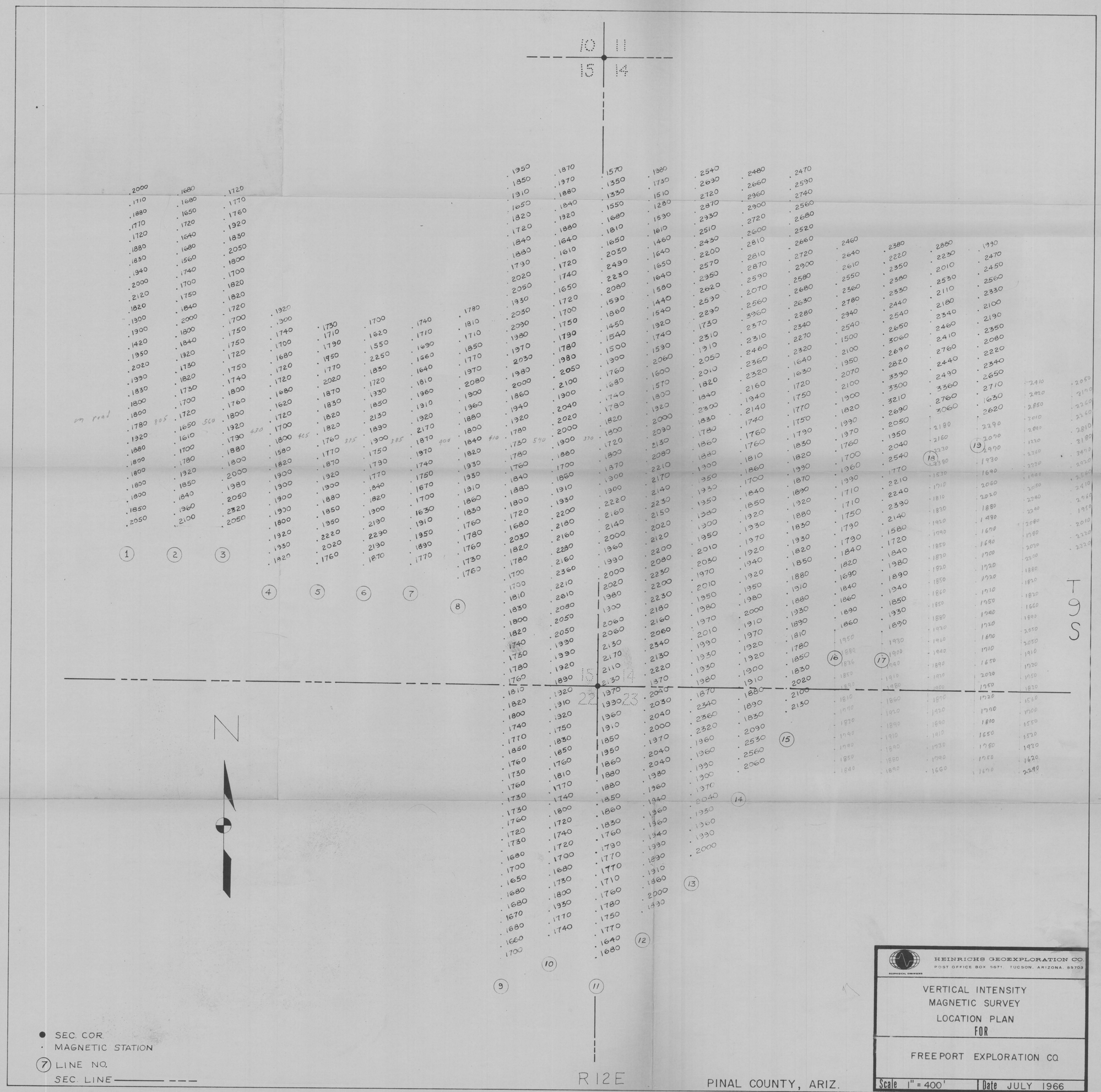
CONTOUR INTERVAL = 100 GAMMAS

HEINRICHS GEOEXPLORATION CO.
GEOPHYSICAL ENGINEERS
POST OFFICE BOX 5671, TUCSON, ARIZONA, 85703

VERTICAL INTENSITY
MAGNETIC SURVEY
CONTOUR PLAN
FOR

FREEPORT EXPLORATION CO.

Scale 1" = 400' | Date JULY 1966



PINAL COUNTY, ARIZ.

HEINRICHS GEOEXPLORATION CO.
POST OFFICE BOX 5671, TUCSON, ARIZONA, 85703

GEOPHYSICAL ENGINEERS

VERTICAL INTENSITY
MAGNETIC SURVEY
LOCATION PLAN
FOR

FREEPORT EXPLORATION CO.

Scale 1" = 400' | Date JULY 1966

HEINRICHS GEOEXPLORATION COMPANY

PROPERTY OF

[illegible]

for

Freeport Exp

Pinal County Area

LEFAX

LEAF + FACTS

A pocket-size system of loose-leaf data sheets and blank forms for keeping facts at your finger tips

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X-1751

(1) Pinal County
Copper Prop
7/25/66
TRMK. REG. U.S. PAT. OFF.

12

Sta	Pol Pass	Read		
Base #1 (000)	+1	182	1820	10:25
Line #1 Traverse Nor				
			X10	
100	+1	183	1830	
200	+1	199	1990	
300	+1	202	2020	
400	+1	195	1950	
500	+1	192	1920	
600	+1	190	1900	
700	+1	190	1900	
800	+1	182	1820	
900	+1	212	2120	
1000	+1	200	2000	
1100	+1	194	1940	
1200	+1	183	1830	
1300	+1	188	1880	
1400	+1	172	1720	[illegible]
1500	+1	177	1770	
1600	+1	188	1880	11:00
1700	+1	171	1710	
1800	+1	200	2000	

(2) PINAL COUNTY

7/25/66

TR.MK. REG. U.S. PAT. OFF.

LINE #2 TRAV SOUTH

STA	POL RANGE	REDD	X10		
000	+1	168	1680		
100	+1	168	1680		
200	+1	165	1650		
300	+1	172	1720		
400	+1	164	1640		
500	+1	168	1680		
600	+1	156	1560		
700	+1	174	1740		
800	+1	170	1700		
900	+1	175	1750		
1000	+1	184	1840		
1100	+1	200	2000		
1200	+1	180	1800		
1300	+1	184	1840		
1400	+1	192	1920		
1500	+1	173	1730		
1600	+1	182	1820	Pros pect	P.E
1700	+1	173	1730		
1800	+1	170	1700	Road	
1900	+1	172	1720		
2000	+1	165	1650		
2100	+1	161	1610		
2200	+1	170	1700		
2300	+1	178	1780		
2400	+1	192	1920		
2500	+1	185	1850		

ORIGINAL COPR. 1946 BY J. C. PARKER

(3) Pinal

7/25/66

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LINE #2 CONT

STA	POL RANGE	READ	*10	
2600	+1	184	1840	
2700	+1	196	1960	
2800	+1	210	2100	
BASE #1	+1	182	1820	12:00

NE CORNER CLAIM RBB #6
SE CORNER CLAIM RBB #7
150 ft EAST LINE #2

ORIGINAL COPY 1910 BY J.C. PARKER

(A)

Pina

7/25/66

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Line #1 South Half

			x10
Bucket #1		182	1820
Tow	Source		
100	+1	180	1800
200	+1	180	1800
300	+1	178	1780
400	+1	192	1920
500	+1	188	1880
600	+1	180	1800
700	+1	180	1800
800	+1	180	1800
900	+1	185	1850
1000	+1	205	2050

(5)

WINAG

7/25/66

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LINE # 3 TRAVERSE NORTH

STA	POLRAD	READ	X10	
000	+1	210	2100	
100	+1	232	2320	
200	+1	205	2050	
300	+1	198	1980	
400	+1	200	2000	
500	+1	180	1800	WACK
600	+1	188	1880	
700	+1	179	1790	
800	+1	192	1920	
900	+1	180	1800	
1000	+1	176	1760	ROAD
1100	+1	180	1800	
1200	+1	174	1740	
1300	+1	175	1750	
1400	+1	172	1720	
1500	+1	175	1750	
1600	+1	175	1750	
1700	+1	170	1700	
1800	+1	172	1720	
1900	+1	182	1820	
2000	+1	182	1820	
2100	+1	170	1700	
2200	+1	180	1800	
2300	+1	205	2050	
2400	+1	183	1830	
2500	+1	192	1920	
2600	+1	176	1760	
2700	+1	177	1770	
2800	+1	172	1720	

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6

7/25/66

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LINE 4 TRAV SOUTH

STA	PULRAVER	READ	X10	
000	+1	192	1920	
100	+1	190	1900	
200	+1	174	1740	2:35
300	+1	170	1700	
400	+1	168	1680	
500	+1	172	1720	
600	+1	172	1720	
700	+1	168	1680	
800	+1	162	1620	
900	+1	172	1720	
1000	+1	170	1700	
1100	+1	180	1800	WASH
1200	+1	158	1580	1 pos [illegible]
1300	+1	182	1820	2 [illegible] Read 1.45
1400	+1	190	1900	
1500	+1	190	1900	
1600	+1	190	1900	
1700	+1	190	1900	
1800	+1	180	1800	
1900	+1	192	1920	
2000	+1	193	1930	
2100	+1	182	1820	

ORIGINAL COPR. 1966 BY C. PARKER

A. MADE IN U.S.A.

(7)

PINAL

7/23/66

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LINE 3 TO NORTH

STA	POC RANGE	READ	X10
000	+1	188	1880
100	+1	202	2020
200	+1	222	2220
300	+1	195	1950
400	+1	185	1850
500	+1	188	1880
600	+1	190	1900
700	+1	192	1920
800	+1	187	1870
900	+1	177	1770
1000	+1	176	1760
BASE #1	+1	182	1820

112 STATIONS

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8

Final

7/26/66

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Line #5 Cont' Tran South

Sta	Pol Rane	Read	drift	R.C.	40
			0	-3	
Base #1	+1	185			1820
1100	+1	185			1820
1200	+1	185			1820
1300	+1	186			1830
1400	+1	190			1870
1500	+1	205			2020
1600	+1	180			1770
1700	+1	198			1950
1800	+1	182			1790
1900	+1	174			1710
2000	+1	176			1730

(2)

PINAL

7/26/66

TRADE MARK REG. U.S. PAT. OFF.

LINE #6

TRAVERSE SOUTH

Sta	Pa Range	Read	drift	B.C.	
000	+1	173	0	-3	x10
100	+1	165			1700
200	+1	158			1620
300	+1	228			1550
400	+1	186			2250
500	+1	175			1830
600	+1	196			1720
700	+1	188			1930
800	+1	216			1850
900	+1	192			2130
1000	+1	193			1890
1100	+1	178			1900
1200	+1	182			1750
1300	+1	180			1790
1400	+1	187			1770
1500	+1	185			1840
1600	+1	193			1820
1700	+1	222			1900
1800	+1	232			2190
1900	+1	214			2290
2000	+1	190			2110
					1870

ORIGINAL DOPS 1910 BY E. C. PARKER

ORIGINAL DOPS 1910 BY E. C. PARKER

LEFAX, PHILADELPHIA 3, PA., MADE IN U.S.A.

Line #7 Transverse Vert.

(10)

Pinac

7/26/66

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STA	Pol Rang	Plan	drift 0	BC -3	
000	+1	180			1770
100	+1	192			1890
200	+1	198			1950
300	+1	194			1910
400	+1	166			1630
500	+1	173			1700
600	+	170			1670
700	+1	178			1750
800	+	177			1740
900	+	[illegible]			1970
[illegible]		[illegible]			1870
1100	+1	220			2170
1200	+1	195			1920
13[illegible]	+1	194			1910
[illegible]		199			1960
1500	+1	184			1810
[illegible]	+1	167			1640
1700	+1	169			1660
18[illegible]	+1	172			1690
1900	+1	174			1710
2000	+	[illegible]			1740

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

Line 8
Traverse South

(H)

Final
7/26/66

TR.MK. REG. U.S. PAT. OFF.

STA	P.C.P.	P.RAD	drift +1	B.C. -3	x10
000	+1	180			1780
100	+1	183			1810
200	+1	173			1710
300	+1	187			1850
400	+1	177			1770
500	+1	199			1970
600	+1	210			2080
700	+1	192			1900
800	+1	198			1960
900	+1	190			1880
1000	+1	182			1800
1100	+1	186			1840
1200	+1	184			1820
1300	+1	195			1930
1400	+1	195			1930
1500	+1	193			1910
1600	+1	188			1860
1700	+1	185			1830
1800	+1	178			1760
1900	+1	180			1780
2000	+1	178			1760
2100	+1	175			1730
2200	+1	178			1760

ORIGINAL DOPP. 1000 BY U.S. PARKER
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(12) Final

7/26/66

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LINE 9 STARTING
AT 400 ft East of 2200 on Line 8
TRAVERSE SOUTH

STA	PI RD	READ	drift	B.C.	
			+1	-3	X10
000	+1	172			1700
100	+1	172			1700
200	+1	183			1810
300	+1	185			1830
400	+1	182			1800
500	+1	184			1820
600	+1	176			1740
700	+1	175			1730
800	+1	180			1780
900	+1	178			1760
1000	+1	183			1810
1100	+1	184			1820
1200	+1	182			1800
1300	+1	176			1740
1400	+1	179			1770
1500	+1	187			1850
1600	+1	178			1760
1700	+1	175			1730
1800	+1	175			1730
1900	+1	178			1760
2000	+1	174			1720
2100	+1	175			1730
2200	+1	170			1680
2300	+1	172			1700
2400	+1	167			1650
2500	+1	170			1680
2600	+1	170			1680

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

LINE 9 Cont

(B)

PNAL

7/26/66

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Sta	Pol Rd	Read	drift	B.C.	
			+1	-3	
2700	+1	169			1670
2800	+1	170			1680
2900	+1	168			1660
3000	+1	168			1660
3100	+1	172			1700
3200	+1	174			1720

LINE 9 TRAV N FROM [illegible] 2200 [illegible]

100	+1	180			1780
200	+1	184			1820
300	+1	205			2030
400	+1	170			1680
500	+1	174			1720
600	+1	182			1800
700	+1	190			1880
800	+1	186			1840
900	+1	178			1760
1000	+1	180			1780
1100	+1	175			1730
1200	+1	180			1780
Back	+1	184			1820

#

122 stations

7/27/66

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LINE 9 CONT NORTH

Gr	Pl. Ch.	Rt	DRIFT	B.C	
					x10
Base #1	+1	190		-8	190
Base #2	+1	198			190/200N Line
					9
1300	+1	200	+0		1920
1400	+1	202			1940
1500	+1	194			1860
1600	+1	208			2000
1700	+1	206			1980
1800	+1	210			2030
1900	+1	204	+1		1970
2000	+1	206			1980
2100	+1	216			2090
2200	+1	210			2030
2300	+1	200			1930
2400	+1	212			2050
2500	+1	208	+2		2020
2600	+1	185			1790
2700	+1	194			1880
2800	+1	190			1840
2900	+1	198			1720
3000	+1	188			1820
[illegible]	+	[illegible]	+3		1650
[illegible]		[illegible]			1910
[illegible]	+1	[illegible]			1850
3400	+	[illegible]			1950

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(15)

Pinkl

7/27/66

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Line 10 Trav South

Sta	Pr Pan	Pread	Drift	B.C.	X10	
				-8		
000	+1	192			1870	
100	+1	202			1970	
200	+1	192	+4		1880	
300	+1	188			1840	
400	+1	196			Wash	1920
500	+1	192			1880	
600	+1	168			1640	
700	+1	165			1610	
800	+1	175	+5		1720 Prospect Pt	
900	+1	177			1740	
1000	+1	168			1650	
1100	+1	175			1720	
1200	+1	173			1700	
1300	+1	[illegible]			1750	
1400	+1	182			1790	
1500	+1	180	+6		1780	
1600	+1	200			1980	
1700	+1	207			2050	
1800	+1	212			2100	
1900	+1	192			1900	
2000	[illegible]	206			2040	
2100	[illegible]	204			2020 Pead	
Base #2	+1	192	+6 0	-2	1900	
2200	[illegible]	[illegible]			2000	
2300	+1	192			1900	
2400	+1	190 50			1880	

LEPAGE, PHILADELPHIA 2, PA. MADE IN U.S.A.

LINE 10 CONT SOUTH

(6)

7/27/66

TRMK. REG. U.S. PAT. OFF.

STA	PER	PT.	DRIFT	B.C. -2	X10
2500	+1	72	0		1700
2600	+1	189			1860
2700	+1	193			1910
2800	+1	195			1930
2900	[illegible]	22[illegible]			2200
[illegible]	[illegible]	220			2180
[illegible]	[illegible]	[illegible]			2160
3100	[illegible]	[illegible]			2280
3200	+1	[illegible]			2160
3300	+1	218			2360
3400	[illegible]	[illegible]			2210
3500	+1	223			2610
3600	[illegible]	263			2080
3700	[illegible]	[illegible]			2050
3800	[illegible]	206	+1		2050
3900	+1	206			1990
4000	+1	200			1990
4100	+1	200			1920
4200	[illegible]	[illegible]			1890
4300		[illegible]			1920
4400	+1	193			1910
4500	+1	192			1920
4600	[illegible]	[illegible]			1750
4700	+1	[illegible]			1830
4800	[illegible]	184			1850
4900	[illegible]	186			1760
5000	+1	17[illegible]			1810
[illegible]	[illegible]	182			1770
[illegible]	[illegible]	[illegible]8			
[illegible]		7[illegible]			

ORIGINAL COPR. 1916 BY C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(17)

Line 13 Cont South

Final

7/27/66

TRIMK. REG. U.S. PAT. OFF.

STA	Pol Rev	READ	DRIFT	B.C.	X10
5300	+1	174	+2	-2	Was # 1740
5400	+1	180			1800
5500	+1	172			1720
5600	+1	174			1740
5700	+1	172			1720
5800	+1	170			1700
5900	+1	168			1680
6000	+1	173			1730
6100	+1	180			1800
6200	+1	193			1930
6300	+1	177			1770
6400	+1	174			1740

ORIGINAL COPR. 1966 BY W. C. FOSTER

LINE 11 TRAV NORTH (18)

Final

7/27/66

TRADE REG. U.S. PAT. OFF.

STA	Pol Range	Read	Drift +2	B.C. -2	X10
000	+1	170			1700
100	+1	168			1680
200	+1	164			1640
300	+1	177			1770
400	-	175			1750
500	+1	178			1780
600	-	175	+3		1760
700	+1	170.			1710
800	+1	176			1770
900	+1	176			1770
1000	+1	178			1790
1100	+1	[illegible]			1760
1200	+1	182			1830
1300	+	185			1860
1400	[illegible]	184			1850
1500	-1	187			1880
[illegible]	+	187			1880
1700	+1	185			1860
1800	+1	194			1950
1900	+1	184			1850
2000	+1	190			1910
2100	+1	195			1960
2200	+1	198			1990
2300	+1	196			1970
2400	+	212			2130
2500	+1	210			2110
2600	+	216			2170
2700	-	212			2130
		198			

ORIGINAL COPY, 1966 BY A. C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(19)

Line 11 Con't North

11/27/66

TRADE MARK REG. U.S. PAT. OFF.

Sta	Pal Range	Read	Drift	B.C.	
					X10
2800	+1	204	+4	-2	2060
2900	+1	204			2060
3000	+1	188			1900
3100	+1	196			1980 Iron Post
3200	+1	200			2020 With Cap 30
3300	+1	198			2000 ft North
3400	+1	197			1990
3500	+1	194			1960
3600	+1	198			2000
3700	+1	212			2140
3800	+1	214			2160
3900	+1	220			2220
4000	+1	188			1900
4100	+1	188			1900
4200	+1	185			1870
Base #2	+1	188	+4	+2	1900
			0	+2	
4300	+1	178		+2	1800 Road
4400	+1	170			1720 Road
4500	+1	178			1800 Near Road
4600	+1	180			1820
4700	+1	176			1780
4800	+1	173			1740 1/4" Cond 80
4900	+1	166			1680 ft North 14
5000	+1	174			1760 Near Road
5100	+1	188			1900
5200	+1	148			1500 Prospect
		139			

Line 11 Cons North (20)

Pinal

7/27/66

TRMK. REG. U.S. PAT. OFF.

STA	P.R.	READ	DRIFT	B.C. +2	
5300	+1	152			1540
5400	+1	143			1450
5500	+1	183	+1		1860
5600	+1	156			1590
5700	+1	205			2080
5800	+1	220			2230
5900	+2	82			2490
6000	+1	200			2030
6100	+1	162			1650
6200	+1	178			1810
630	+1	165			1680
6350	+1	152	—		1550
6400	+1	[illegible]			1330
6450	+	[illegible]			1350
6500	+1	154			1570
48					
7					
42		147			

2

LINE 12 TRAV SOUTH (21)

FINAL

7/27/66

TRMK. REG. U.S. PAT. OFF.

STA	PR	READ		BC.	
			+1	+2	x10
000	+1	195			1980
100	+1	170			1730
200	+1	148			1510
300	+1	125			1280
400	+1	155			1590
500	+1	158			1610
600	+1	142	+2		1460
700	+1	160			1640
800	+1	161			1650
900	+1	160			1640
1000	+1	154			1580
1100	+1	140			1440
1200	+1	150			1540
1300	+1	188			1920
1400	+1	170			1740
1500	+1	155			1590
1600	+1	202			2060
1700	+1	156			1600
1800	+1	153			BASE #3 1570 READ
BASE2	+1	186	+2	+2	1900
BASE3	+1	183			1870

168 STATIONS

ORIGINAL COPY, 1966 BY L. C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

42

(22) Line 12 continued South

Pinal 7
7/28/66

TR.MK. REG. U.S. PAT. OFF.

Station	Pol R	Read	drift	B.C.		
Base #1	+1	~~196~~	~~193~~			
Base #2	+1	~~197~~	~~195~~			
Base #3	+1	164		+23	1870	12.30 P.M.
1900	+1	158			1810	
2000	+1	169			1920	
2100	+1	177			2000	
2200	+1	186			2090	
2300	+1	190			2130	
2400	+1	185			2080	
2500	+1	198			2210	
2600	+1	194			2170 Wash	
2700	+1	191			2140	
2800	+1	200			2230	
2900	+1	192			2150	
3000	+1	179			2020	
3100	+1	189			2120	
3200	+1	197			2200	
3300	+1	185			2080	
3400	+1	200			2230	
3500	+1	197			2200	
3600	+1	200			2230	
3700	+1	195			2180	
3800	+1	193		2160	Claim Post to R.A. Sth	
3900	+1	183			2060	
4000	+1	211			2340	
41	+1	190			2130	
42	+1	197			220	
43	+1	164			Wash Bottom 1870	

OPTIONAL DOPR. 1916 BY J.C. PARKER
LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(23) Line 12 continued South

(27)

Final

7/28/66

TRIMM REG. U.S. PAT. OFF.

Station	Pol R	Road				
			+1	+23	x10	
4400	+1	180			2040	
4500	+1	179			2030	
4600	+1	180			2040	
4700	+1	176			2000	
4800	+1	173			1970	
4900	+1	180			2040	
5000	+1	174			1980	
5100	+1	180			2040	
5200	+1	180			Side of wash 2040	
5300	+1	174		1980	Bottom of The wash	
5400	+1	172			1960	
5500	+1	170			1940	1.15 Rm
5600	+1	172			1960	
5700	+1	172			1960	
5800	+1	170			1940	
5900	+1	175			1990	
6000	+1	165			1890	
6100	+1	167			1910	
6200	+1	162			1860	
6300	+1	176		2000	Top of Low Ridge	
6400	+1	165			1890	1.28 Rm

ORIGINAL DOPR. 1918 BY J. C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(24) Line 13 Traverse North Pinal

(24) 7/25/66

TRANS. REG. U.S. PAT. OFF.

Stat.	Pol R.	Read	+1	+23	x10	
5600	+1	176			2000	
5500	+1	175			edge of	
5400	+1	172		1960	1990 Bottom of wash	wash
5300	+1	169			1930	
5200	+1	180			2040	
5100	+1	173			1970	
5000	+1	166			1900	
4900	+1	175			1990	
4800	+1	172			1960	2.00 P.M.
4700	+1	172			1960	
4600	+1	208			2320	
4500	+1	212		2360	Little gully	
4400	+1	210		2340	Between	
4300	+1	163			1870	
4200	+1	174			1980	
4100	+1	169			1930	
4000	+1	169		1930	Bogging to left	
3900	+1	175			1990	
3800	+1	177			2010	
3700	+1	173			1970	
3600	+1	174			1980	
3500	+1	170	+2		1950	
3400	+1	176			2010	
3300	+1	172		1970	Clouds 2.23 A.M.	
3200	+1	178		2030		
3100	+1	176		2010	edge of Prospect Pit.	
3000	+1	170			1950	
2900	+1	165			1900	
2800	+1	173			1980	

28

(28) Line 13 Continue
Traverse North 25 7/26/66

Stat.	Pol. R.	Read			
			+2	+23	x10
2700	+1	170			1950
2600	+1	168			1930
2500	+1	170			1950
2400	+1	165			1900 Wash
2300	+1	163		1880	Wash Bottom
2200	+1	161		1860	hill side
2100	+1	153			1780
2000	+1	158			1830
1900	+1	205		2300	Road
1800	+1	159		1840	
Base #3	+1	162		1870	

89 Stations

ORIGINAL COPR. 1916 BY L.C. PARKER
LEFAX PHILADELPHIA 7, PA., MADE IN U.S.A.

(25) Line 13 continued
Traverse North

Pinn
7/29/66

TRMK. REG. U.S. PAT. OFF.

Stat	Pol. R.	Read	diff 0	1870		
Base #3	+1	168	168	1870		8:10
1800	+1	163	1630	1820	Base #4	8:10
1700	+1	182	1820	2010	claims Post in wash to Rt	
1600	+1	186	1860	2050		
1500	+1	172	1720	1910		
1400	+1	212	2120	2310	Another wash Bottom	
1300	+1	154	1590	1730		
1200	+1	210	2100	2290		
1100	+2	80	2400	2590		
1000	+2	81	2430	2620	claim Post	
900	+2	92	2760	2950	To Rt	8:23
800	+1	237	2380	2570		
700	+1	200	2010	2200		
600	+1	223	2240	2430		
500	+2	77	2320	2510		8:30
400	+2	91	2740	2930		
300	+2	89	2680	2870		
200	+2	84	2530	2720		
100	+2	83	2500	2690		8:36
0	+2	78	2350	2540		

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

25 Line 14 Traverse South

PINAC
7/29/68
TRADE MARK REG. U.S. PAT. OFF.

Stat.	Pol	Read				
0	+1	228	2290	2480		8:48
100	+2	82	2470	2660		
200	+2	92	2770	2960		
300	+2	90	2710	2900		
400	+2	84	2530	2720		8:55
500	+2	80	2410	2600		
600	+2	87	2620	2810		
700	+2	87	2620	2810		9:00
800	+2	89	2680	2870		
900	+1	239	2400	2690	Bottom of small gully	
1000	+1	186	1880	2070		
1100	+1	235	2370	2560		
1200	+2	125	3770	3960		
1300	+1	216	2180	2370	In R. Work 9:08	
1400	+1	210	2120	2310		
1500	+1	225	2270	2460		
1600	+1	215	2170	2360		
1700	+1	211	2130	2320		
1800	+1	195	1970	2160	9:15	
1900	+1	173	1750	1940		
2000	+1	191	1930	2120	Road	
2100	+1	153	1550	1740		
2200	+1	155	1570	1760		
2300	+1	155	1570	1760	9:22	
2400	+1	160	1620	1810		
2500	+1	165	1670	1860		
2600	+1	149	1570	1700		
2700	+1	163	1650	1840	9:27	
2800	+1	164	1660	1850		

ORIGINAL DOPP. 1910 SYMBOL PATENT
LEFAX, PHILA., PHILA. 7, PA., MADE IN U.S.A.

28 Line 14 Traverse South

Station	Pol. R.	Read			
2900	+1	170	1730	1920	
3000	+1	171	1740	1930	
3100	+1	175	1780	1970	9:33
3200	+1	170	1730	1920	Bulldozer
3300	+1	172	1750	1940	Road
3400	+1	170	1730	1920	
3500	+1	173	1760	1958	Prospect hole 9:40
3600	+1	176	1790	1980	
3700	+1	178	1810	2000	
3800	+1	169	1720	1910	
3900	+1	175	1780	1970	9:45
4000	+1	170	1730	1920	
4100	+1	170	1730	1920	
4200	+1	168	1710	1900	9:50
4300	+1	169	1720	1910	
4400	+1	166	1690	1880	9:55
4500	+1	167	1700	1890	
4600	+1	161	1640	1830	
4700	+1	187	1900	2090	
4800	+1	231	2340	2530	
4900	+1	234	2370	2560	
5000	+1	184	1870	2060	10:03 End

TRADE MARK REG. U.S. PAT. OFF.
ORIGINAL COPR. 1910 BY C. PARKER
LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

Line 15 Traverse North

Pinal

7/29/66

TRMK. REG. U.S. PAT. OFF.

Stat.	Pol. R.	Read			
5000	+1	190	1940	2130	10:15
4900	+1	187	1910	2100	
4800	+1	179	1830	2020	
4700	+1	160	1640	1830	
4600	+1	162	1660	1850	10:25
4500	+1	155	1590	1780	
4400	+1	158	1620	1810	
4300	+1	166	1700	1890	
4200	+1	170	1740	1930	
4100	+1	165	1690	1880	10:35
4000	+1	168	1720	1910	
3900	+1	165	1690	1880	160 [illegible]
3800	+1	162	1660	1850	
3700	+1	159	1630	1820	Read
3600	+1	170	1740	1930	
3500	+1	160	1640	1830	10:40
3400	+1	165	1690	1880	
3300	+1	168	1730	1920	
3200	+1	165	1700	1890	
3100	+1	163	1680	1870	
3000	+1	175	1800	1990	10:[illegible]
2900	+1	158	1630	1820	
2800	+1	159	1640	1830	Wash
2700	+1	155	1600	1790	
2600	+1	151	1560	1750	
2500	+1	153	1580	1770	
2400	+1	151	1560	1750	
2300		148	1530	1720	10:[illegible]
2200	+1	139	1440	1630	

ORIGINAL COPY. 1966 BY L. O. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

30 LINE 15 CONT NORTH

TINOC

7/29/66

TRINK. REG. U/S. PAT. OFF.

STA	P&R	READ			
			15		
Base #A	+1	153	1580		
Base #B	+1	163	1680	1870	
		163			
2200	+1	140	1400	1640	12:10
2100	+1	208	2080	2320	ROAD
2000	+1	203	2030	2270	
1900	+1	210	2100	2340	
1800	+1	205	+1 2040	2280	
1700	+2	80	2390	2630	12:20
1600	+2	85	2440	2680	
1500	+1	235	2340	2580	WASH
1400	+2	89	2660	2900	WASH
1300	+2	82	2480	2720	WASH
1200	+1	243	2420	2660	WASH
1100	+1	230	-2 2280	2520	12:30
1000	+2	83	2440	2680	
900	+2	78	2320	2560	
800	+2	84	2500	2740	
700	+2	79	2350	2590	
600	+2	75	2230	2470	12:45
		END			

187
163
24

ORIGINAL DOPE 1910 BY C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

42

(30)

Line 16 Trav South

Final

7/29/66

TRMK. REG. U.S. PAT. OFF.

STA	B.C.	Road		(60)	
1200	+1	225	2220	2460	
1300	+1	243	2400	2640	
1400	+2	81	2400	2610	
1500	+2	78	2310	2550	1:05
1600	+1	215	2120	2360	
[illegible]	+2	86	2540	2780	Wash
[illegible]	+2	90	2700	2940	
1900	+2	76	2300	2540	
[illegible]	+1	130	1260	1500	
[illegible]	+1	190	1860	2100	1:15
[illegible]	+1	175	1710	1950	
2300	+1	188	1830	2070	
Base #4	+1	163	1580	1820	1:35
Base #3	+1	168	1630	1870	1:40

114

ORIGINAL COPY, 1966 BY W.C. PARKER

MADE IN U.S.A.

32	Line	16 Continued		Pine South 8/1/66	
				FRED + LEO	
Sta	Pod Ran	Read	Bolt	BC +24	
Base #3	+1	163	1	1870	10:21
2400	+1	1[illegible]		2100	10:30
2500	+1	166		1900	10:33
2600	+1	158		1820	10:34
2700	+1	175		1990	10:35
2800	+1	173		1970	10:36
2900	+1	152		1760	10:39
3000	+1	146	1700	wash	10:40
3100	+1	172		1960	10:42
3200	+1	175		1990	10:43
3300	+1	147		1710	10:45
3400	+1	147		1710	10:46
3500	+1	151		1750	10:47
3600	+1	155		1790	10:48
3700	+1	155		1790	10:49
3800	+1	160		1840	10:49
3900	+1	158	1820	Road	10:51
4000	+1	145		1690	10:51
4100	+1	160		1840	10:53
4200	+1	162		1860	10:54
4300	+1	165		1890	10:56
[illegible]	+1	162	32	1860	[illegible]7

J. L. Darling Corp. Mexico 314

(33) LINE 17 — TRAV. NORTH 8-1-66

PINAL

			Leo + Fred		
4400	+1	165	no drift	1890	11:05
4300	+1	169		1930	11:07
4200	+1	161		1850	11:08
4100	+1	170		1940	11:10
4000	+1	165		1890	11:11
39	+1	174		1980	11:12
38	+1	160		1840	11:13
37	+1	148		1720	11:14
36	+1	134		1580	11:15
35	+1	190		2140	11:16
34	+1	215		2390	11:17
33	+1	200		2240	11:21
32	+1	197	2210	outcrop	11:22
31	+1	153	1770	big wash	11:24
30	+1	230	2540		11:25
29	+1	180	2040	outcrop	11:27
28	+1	171		1950	11:28
27	+1	181		2050	11:30
26	+1	245	2690	outcrop	11:31
25	+2	99	3210	~~[illegible]~~	11:34
24	+2	102	3300	~~[illegible]~~	11:36
(BASE)	+1	163		1870	11:46

187
790 44 2730
2970
2994

J. L. DARLING CO. TACOMA, WASH USA No. 314 WATERPROOF

2300	+2	105	3390	+24	12:40
2200	+2	86		2829	12:42
2100	+1	245		2690	12:44
2000	+2	94		3060	12:46
1900	+1	241		2650	12:47
1800	+1	230		2540	12.48
1700	+1	220	2440	wash	12.50
1600	+1	209	2330		12.51
1500	+1	214	2.380		12:52
1400	+1	211	2350		12.53
1300	+1	198	2220		12:55
1200	+1	214	2380		12:56

J. L. DARLING CORP. TACOMA, WASH. U.S.A. No. 314

WATERPROOF

LINE 18.		TRAV. SOUTH			8-1-66
55					
1200	+2	87	+1	2880	1:01
1300	+1	198		2230	1:05
14	+1	176		2010	1:07
15	+1	228	2530	wash	1:08
16	+1	186	2110		1:10
17	+1	193	2180		1:12
18	+1	209	2340		1:14
19	+1	221	2460		1:16
20	+1	216	2410		1:17
21	+2	83	2760		1:19
22	+1	219	2440		1:20
23	+1	224	2490		1:22
24	+2	103	3360		1:23
25	+2	84	2790		1:25
26	+2	93	3060	Small wash	1:26

J. L. DARLING CORP. TACOMA, WASH. U.S.A. No. 314

WATERPROOF

36	LINE	19	T. NORTH		8-1-66
2600	+1	237		2620	1:30
2500	+1	138		1630	1:32
2400	+1	246		2110	1:33
2300	+1	240		2650	1:35
2200	+1	209		2340	1:36
21 00	+1	197		2220	1:37
20	+1	183		2080	1:39
19	+1	210		2350	1:41
18	+1	194		2190	1:45
17	+1	185	2100	wash ~~2090~~	146
16	+1	208		2330	1:48
15	+1	231		2560	1:51
14	+1	220		2450	1:52
13	+1	222		2470	1:56
12	+1	184		1990	1:58
BASE	+1	161		1870	
3					

87 STATIONS

J. L. DARLING CORP. TACOMA, WASH USA No. 314 WATERPROOF

AUGUST 1966

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FRED HEINRICHS

DODGE STEWART

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TIME 16
TRANSPOSE [illegible]

①

[illegible]	TIME	P.R.	[illegible]	γ	B.C + Drift
[illegible]	0738	+1	74	740	1870
[illegible]	0744	+1	96	960	2090
[illegible]	0748	+1	202	2020	3150
[illegible]	0753		96	960	2090
[illegible]	0757		74	740	1870
4400	0830	+1	74	740	1870
4500			82	820	1950
4600			75	750	1880
4700			73	730	1836
4800	0840.5		72	720	1850
4900			76	760	1890
5000			68	680	1810
5100			64	640	1770
5200			70	700	1830
5300	0847		66	660	1790
5400			66	660	1790
5500			72	720	1850
5600	0852.5		71	710	1840

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(2)

REMARKS

WASH <80°

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LINE 7
TRAVERSE N

(3)

STA.	TIME	D.R.	[illegible]		BC + DRIFT		
5600	[illegible]		76	760	1890		
5500			75	750	1880		
5400			76	760	1890		
5300			78	780	1910		
5200			76	760	1890		
5100	0904		79	790	1920		
5000			73	730	1860		
4900			85	850	1980		
4800			78	780	1910		
4700			66	660	1790		
4600	0910.5		77	770	1900		
4500			80	800	1930		
4400	0912.5		76	760	1890		

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4

REMARKS

400' E. & N. TO LOUP 18

WASH < 80'

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LINE 18
TRAVERSE N.

STA.	TIME	P.R.	READ		BC + DRIFT
5600	0927		53	530	1660
5500			66	660	1790
5400			60	600	1730
5300			78	780	1910
5200			76	760	1890
5100	0935		79	790	1920
5000			74	740	1870
4900			77	770	1900
4800			79	790	1920
4700			76	760	1890
4600	0940		81	810	1940
4500			83	830	1960
4400			80	800	1930
4300			75	750	1880
4200			72	720	1850
4100	0946.5		73	730	1860
4000			72	720	1850
3900			69	690	1820
3800			70	700	1830
3700			72	720	1850
3600	0951		66	660	1790
3500			79	790	1920
3400			70	700	1830
3300			68	680	1810
3200			58	580	1710
3100	0955		40	400	1530
3000			125	1250	2380
2900			110	1100	2230
2800			103	1030	2160
2700			106	1060	2190
2600	1001		110	[illegible]	[illegible]

6

TR.MK. REG. U.S. PAT. OFF.

REMARKS

400'E. & // TO LINE M

WASH <80'

↓

CLOUDS FORMING TO E.

OUTCROP OF BROWN/BLACK ROCK

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LINE 19
TRAVERSE 9.

STA.	TIME	P.R.	READ		BC
			①		
B-3	1010		74	740	1670
B-5	1115	+1	196	1960	3090
2600	1124		132	1320	2450
2600	1130		176	1760	2890
2700			116	1160	2290
2800			94	940	2070
2900			184	1840	2970
3000			80	800	1930
3100	1135.5		56	560	1690
3200			93	930	2060
3300			89	890	2020
3400			76	760	1890
3500			37	370	1500
3600	1140.5		55	550	1680
3700			57	570	1700
3800			58	580	1710
3900			60	600	1730
4000			60	600	1730
4100	1145		59	590	1720
4200			63	630	1760
4300			62	620	1750
4400			61	610	1740
4500			56	560	1690
4600	1151.5		60	600	1730
4700			54	540	1670
4800			81	810	2040
4900			64	640	1770
5000			61	610	1740
5100	1156		66	660	1790
5200			68	680	1810

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Depth	REMARKS
1870	
2050	
2450	LINE 18
2890	400' E. & ∥ TO LINE 18
2290	WASH <40
2070	
2490	
1920	
1690	
2060	
2020	
1850	
1990	
1670	
1690	
1700	
1720	
1720	
1710	
1750	
1740	
1720	
1670	
1710	
1650	
2020	
1750	
1720	
1770	
1800	WASH <20'

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LINE 17 CONT.

9

STA	TIME	P.R.	LOAD		BC
5300			54	540	1670
5400			68	680	1810
5500			65	650	1780
5600	1208		57	570	1700

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DRIFT	REMARKS
1650	& WASH <70'
1780	
1750	
1670	

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LINE 20
TRAVERSE N.

STD	TIME	P.O.	READ		BC
5600	1215.5		62	620	2320
5500			52	520	1650
5400			83	830	1960
5300			72	720	1850
5200			45	450	1580
5100	1221		60	600	1730
5000			46	460	1590
4900			74	740	1870
4800			66	660	1790
4700			64	640	1770
4600	1227.5		82	820	1950
4500			96	960	2090
4400			96	960	2090
4300			80	800	1930
4200			57	570	1700
4100	1235		73	730	1860
4000			73	730	1860
3900			80	800	1930
3800			112	1120	2250
3700			95	950	2080
3600	1239.5		80	800	1930
3500			100	1000	2130
3400			121	1210	2340
3300			126	1260	2390
3200			97	970	2100
3100	1244		86	860	1990
3000			126	1260	2390
2900			129	1290	2420
2800			150	150	1280
			177	1770	2900

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DRIFT	REMARKS
2290	400' E. & K TO LINE 19
1670	
1970	
1520	WASH ≤ 70'
1550	↓
1700	
1560	
1830	
1950	
1930	
1910	
2050	
2050	
1890	
1660	
1820	
1820	
1880	WASH
2200	
2030	
1780	
2080	
2290	
2340	
2050	
1940	
2330	WASH ≤ 65'
2360	ON OUTCROP
1220	
2540	
3010	

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LINE 20 CONT. (15)

STA.	TIME	P.R.	READ		BC
2600			178	1780	2910
2400			185	1850	2980
2300	1257		134	1340	2470

(4)

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Drift		Remarks
[illegible]		
2920		
3410		OUTCROP ≥100,000 Sq. FT. EXPOSED AREA

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LINE 21
TRAVERSE [illegible]

(15)

[illegible]	TIME	[illegible]	READ				
2300	1302		90	960	2110		
2400			210	2100	3230		
[illegible]			120	1200	2330		
2600			120	1200	2330		
2700			175	1750	2880		
2800	1317		212	2120	3250		
2900			241	2410	3540		
3000			186	1860	2990		
3100			150	1500	2630		
3200			135	1350	2480		
3300	1323		170	1700	2830		
3400			90	900	2030		
3500			96	960	2090		
3600			120	1200	2300		
3700	1328		127	1270	2400		

2700
2600
1258.5
1940
3070

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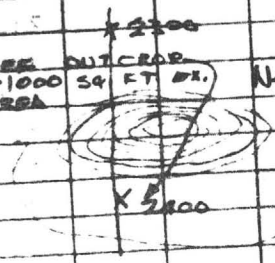
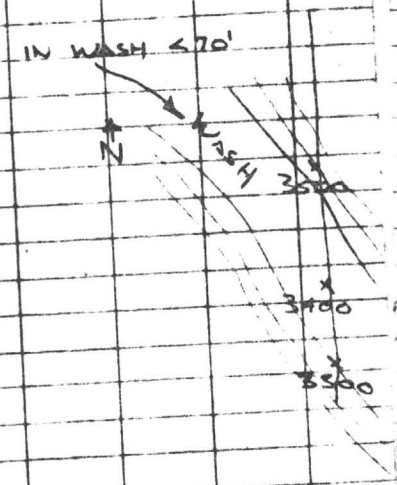
DRIFT	REMARKS
2050	400' E. ¢ TO LINE 20
3170	E.A. GRAMES
2260 70	GRAMES A. NO. 1
2260	NE. COR.
2810	THE ABOVE FOUND 60'
3180	E. OF STA. 2300
3470	
2920	OFF OUTCROP
2560	>1000 SQ FT EX. AREA
2410	
2760	
1950 80	
2010	
2220	
2320	





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LINE 22
TRAVERSE D, (17)

STA	TIME	P.R	READ		RC
3700	1334		99	990	2070
3600			150	1500	2670
3500			170	1700	2830
3400			205	2050	3180
3300			237	2370	3500
3200	1340		232	2320	3450
3100			210	2100	3230
3000			144	1440	2570
2900			185	1850	2960
2800			112	1120	2250
2700	1349		170	1700	2830
2600			96	960	2090
2500			122	1220	2350
2400			94	940	2070
2300	1352		90	900	2030
B-5	1401		206	2060	3190

(18)

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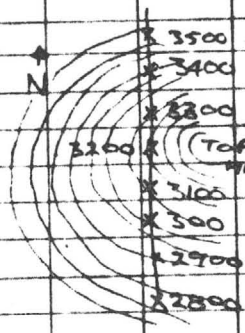
DRIFT	REMARKS
1990	
2550	
2750	
3100	
3470	
3360	
3190	
2480	
2690	
2160	
2540	
2400	
2260	
1980	
1790	
3080	



FREEPORT
EXPLORATION

PINAL COUNTY
COPPER PROSP.

8/1/66

PROPERTY OF

HEINRICHS GEOEX

FOR

FREEPORT EXP

PINAL COUNTY AREA

LEFAX

LEAF + FACTS

A pocket-size system of loose-leaf data sheets and blank forms for keeping facts at your finger tips

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X-1751

8/1/66

(1) PINAL COUNTY
COPPER PROP
7/25/66

12 1 0
12 1 00

STA	POLRANG	READ			
BASE #1 (000)	+1	182	1820		10:25
LINE #1 TRAVERSE NORTH					
			X10		
100	+1	183	1830		
200	+1	199	1990		
300	+1	202	2020		
400	+1	195	1950		
500	+1	192	1920		
600	+1	190	1900		
700	+1	190	1900		
800	+1	182	1820		
900	+1	212	2120		
1000	+1	200	2000		
1100	+1	194	1940		
1200	+1	183	1830		
1300	+1	188	1880		
1400	+1	172	1720		SMALL GULLY
1500	+1	177	1770		
1600	+1	188	1880		11:00
1700	+1	171	1710		
1800	+1	200	2000		

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(2) PINAL COUNTY

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LINE #2 TRAV SOUTH

STA	POLRANGE	READ	×10
000	+1	168	1680
100	+1	168	1680
200	+1	165	1650
300	+1	172	1720
400	+1	164	1640
500	+1	168	1680
600	+1	156	1560
700	+1	174	1740
800	+1	170	1700
900	+1	175	1750
1000	+1	184	1840
1100	+1	200	2000
1200	+1	180	1800
1300	+1	184	1840
1400	+1	192	1920
1500	+1	173	1730
1600	+1	182	1820
1700	+1	173	1730
1800	+1	170	1700
1900	+1	172	1720
2000	+1	165	1650
2100	+1	161	1610
2200	+1	170	1700
2300	+1	178	1780
2400	+1	192	1920
2500	+1	185	1850

PROSPECT P.S ROAD

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(3) PINAL

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LINE #2 CONT

STA	POL RANGE	READ	x10	
2600	+1	184	1840	
2700	+1	196	1960	
2800	+1	210	2100	
BASE #1	+1	182	1820	12:00

N.E CORNER CLAIM BBB #6
S.E CORNER CLAIM BBB #7
150 ft EAST LINE #2

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(4) Pinal

7/25/66

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LINE #1 SOUTH HALF

			x10
BASE #1	+1	182	1820

TRAV SOUTH

100	+1	180	1800
200	+1	180	1800
300	+1	178	1780
400	+1	192	1920
500	+1	188	1880
600	+1	180	1800
700	+1	180	1800
800	+1	180	1800
900	+1	185	1850
1000	+1	205	2050

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LINE # 3 TRAVERSE NORTH

STA	POL RANGE	READ	X10	
000	+1	210	2100	
100	+1	232	2320	
200	+1	205	2050	
300	+1	198	1980	
400	+1	200	2000	
500	+1	180	1800	WASH
600	+1	188	1880	
700	+1	179	1790	
800	+1	192	1920	
900	+1	180	1800	
1000	+1	176	1760	ROAD
1100	+1	180	1800	
1200	+1	174	1740	
1300	+1	175	1750	
1400	+1	172	1720	
1500	+1	175	1750	
1600	+1	175	1750	
1700	+1	170	1700	
1800	+1	172	1720	
1900	+1	182	1820	
2000	+1	182	1820	
2100	+1	170	1700	
2200	+1	180	1800	
2300	+1	205	2050	
2400	+1	183	1830	
2500	+1	192	1920	
2600	+1	176	1760	
2700	+1	177	1770	
2800	+1	172	1720	

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(6) PINAL

7/25/66

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LINE 4 TRAV SOUTH

STA	POL RANGE	READ	X10	
000	+1	192	1920	
100	+1	190	1900	
200	+1	174	1740	2:35
300	+1	170	1700	
400	+1	168	1680	
500	+1	172	1720	
600	+1	172	1720	
700	+1	168	1680	
800	+1	162	1620	
900	+1	172	1720	
1000	+1	170	1700	
1100	+1	180	1800	
1200	+1	158	1580	WASH PROSPECT PT due East
1300	+1	182	1820	25 ft READ 1.45
1400	+1	190	1900	
1500	+1	190	1900	
1600	+1	190	1900	
1700	+1	190	1900	
1800	+1	180	1800	
1900	+1	192	1920	
2000	+1	193	1930	
2100	+1	182	1820	

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(7)

PINAC

7/25/66

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LINE 5 TRAV NORTH

STA	POL RANGE	READ	X10
000	+1	188	1880
100	+1	202	2020
200	+1	222	2220
300	+1	195	1950
400	+1	185	1850
500	+1	188	1880
600	+1	190	1900
700	+1	192	1920
800	+1	187	1870
900	+1	177	1770
1000	+1	176	1760
BASE #1	+1	182	1820

#

112 STATIONS

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8

PINAL

7/26/66

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LINE #5 CONT' TRAV SOUTH

STA	POL RANG	READ	drift 0	B.C. -3	X10
BASE #1	+1	185			1820
1100	+1	185			1820
1200	+1	185			1820
1300	+1	186			1830
1400	+1	190			1870
1500	+1	205			2020
1600	+1	180			1770
1700	+1	198			1950
1800	+1	182			1790
1900	+1	174			1710
2000	+1	176			1730

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PINAL

7/26/66

LINE #6

TRAVERSE SOUTH

Sta	Pa Range	Read	Lift	B.C.	×10
000	+1	173	0	-3	1700
100	+1	165			1620
200	+1	158			1550
300	+1	228			2250
400	+1	186			1830
500	+1	175			1720
600	+1	196			1930
700	+1	188			1850
800	+1	216			2130
900	+1	192			1890
1000	+1	193			1900 1940
1100	+1	178			1750
1200	+1	182			1790
1300	+1	180			1770
1400	+1	187			1840
1500	+1	185			1820
1600	+1	193			1900
1700	+1	222			2190
1800	+1	232			2290
1900	+1	214			2110
2000	+1	190			1870

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10

PINAL

7/26/66

Line #7 TRAVERSE NORTH

STA	POL READ	READ	drift 0	B.C. -3	
000	+1	180			1770
100	+1	192			1890
200	+1	198			1950
300	+1	194			1910
400	+1	166			1630
500	+1	173			1700
600	+1	170			1670
700	+1	178			1750
800	+1	177			1740
900	+1	200			1970
1000	+1	190			1870
1100	+1	220			2170
1200	+1	195			1920
1300	+1	194			1910
1400	+1	199			1960
1500	+1	184			1810
1600	+1	167			1640
1700	+1	169			1660
1800	+1	172			1690
1900	+1	174			1710
2000	+1	177			1740

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11

PINAL

7/26/66

LINE 8

TRAVERSE SOUTH

STA	Pr. Rem	Read	drift +1	B.C. -3	x10
000	+1	180			1780
100	+1	183			1810
200	+1	173			1710
300	+1	187			1850
400	+1	179			1770
500	+1	199			1970
600	+1	210			2080
700	+1	192			1900
800	+1	198			1960
900	+1	190			1880
1000	+1	182			1800
1100	+1	186			1840
1200	+1	184			1820
1300	+1	195			1930
1400	+1	195			1930
1500	+1	193			1910
1600	+1	188			1860
1700	+1	185			1830
1800	+1	178			1760
1900	+1	180			1780
2000	+1	178			1760
2100	+1	175			1730
2200	+1	178			1760

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(12) PINAL

7/26/66

LINE 9 STARTING AT 400 for Each of 2200 on Line 8
TRAVERSE SOUTH

STA	Pol Ro	READ	drift +1	B.C. -3	X10
000	+1	172			1700
100	+1	172			1700
200	+1	183			1810
300	+1	185			1830
400	+1	182			1800
500	+1	184			1820
600	+1	176			1740
700	+1	175			1730
800	+1	180			1780
900	+1	178			1760
1000	+1	183			1810
1100	+1	184			1820
1200	+1	182			1800
1300	+1	176			1740
1400	+1	179			1770
1500	+1	187			1850
1600	+1	178			1760
1700	+1	175			1730
1800	+1	175			1730
1900	+1	178			1760
2000	+1	174			1720
2100	+1	175			1730
2200	+1	170			1680
2300	+1	172			1700
2400	+1	167			1650
2500	+1	170			1680
2600	+1	170			1680

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LINE 9 Cont

13

PINAL

7/26/66

TR.MK. REG. U.S. PAT. OFF.

5YR	Pol Rd	READ	drift	B.C.	
			+1	-3	
2700	+1	169			1670
2800	+1	170			1680
2900	+1	168			1660
3000	+1	168			1660
3100	+1	172			1700
3200	+1	174			1720

LINE 9 TRAV N FROM 400 E to 2200 LINE 8

100	+1	180			1780
200	+1	184			1820
300	+1	205			2030
400	+1	170			1680
500	+1	174			1720
600	+1	182			1800
700	+1	190			1880
800	+1	186			1840
900	+1	178			1760
1000	+1	180			1780
1100	+1	175			1730
1200	+1	180			1780
BASE 1	+1	184	#		1820

122 stations

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14

P. NAC

7/27/66

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LINE 9 CONT NORTH

Sta	Pos Rm	Rec	DRIFT	B.C	
					x10
Base #1	+1	190		-8	19/4000
Base #2	+1	198			190/200N Line 9
1300	+1	200	+0		1920
1400	+1	202			1940
1500	+1	194			1860
1600	+1	208			2000
1700	+1	206			1980
1800	+1	210			2030
1900	+1	204	+1		1970
2000	+1	205			1980
2100	+1	216			2090
2200	+1	210			2030
2300	+1	200			1930
2400	+1	212			2050
2500	+1	208	+2		2020
2600	+1	185			1790
2700	+1	194			1880
2800	+1	190			1840
2900	+1	178			1720
3000	+1	188			1820
3100	+1	170	+3		1650
3200	+1	196			1910
3300	+1	190			1850
3400	+1	200			1950

13
21

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(15) PINGL

7/27/61

LINE 10 TRAV SOUTH

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STA	POS RAN	PHEAD	DRIFT	B.C.		
					X10	
000	+1	192		-8	1870	
100	+1	202			1970	
200	+1	192	+4		1880	
300	+1	188			1840	
400	+1	196			WASH	1920
500	+1	192			1880	
600	+1	168			1640	
700	+1	165			1610	
800	+1	175	+5		1720 PROSPECT PIT	
900	+1	177			1740	
1000	+1	168			1650	
1100	+1	175			1720	
1200	+1	173			1700	
1300	+1	178			1750	
1400	+1	182			1790	
1500	+1	180	+6		1780	
1600	+1	200			1980	
1700	+1	207			2050	
1800	+1	212			2100	
1900	+1	192			1900	
2000	+1	206			2040	
2100	+1	204			2020 ROAD	
BASE #2	+1	192	+6 0	-2	1900	
2200	+	202			2000	
2300	+1	192			1900	
2400	+1	190			1880	

50

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LINE 10 CONT SOUTH

(16) PINAL

7/27/66

TRMK. REG. U.S. PAT. OFF.

STA	POL RANGE	READ	DRIFT	B.C. -2	X10
2500	+1	172	0		1700
2600	+1	188			1860
2700	+1	193			1910
2800	+1	195			1930
2900	+1	222			2200
3000	+1	220			2180 PIT & MONUMENT
3100	+1	218			2160
3200	+1	230			2280
3300	+1	218			2160
3400	+1	238			2360
3500	+1	223			2210
3600	+1	263			2610 QUARTZ
3700	+1	210			2080 SURFACE
3800	+1	206	+1		2050
3900	+1	206			2050
4000	+1	200			1990
4100	+1	200			1990
4200	+1	193			1920
4300	+1	190			1890
4400	+1	193			1920
4500	+1	192			1910
4600	+1	193			1920
4700	+1	176			1750
4800	+1	184			1830
4900	+1	186			1850
5000	+1	177			1760
5100	+1	182			1810
5200	+1	178			1770
		78			

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(17)

PINAL

7/27/66

LINE 10 CONT SOUTH

STA	Pocket	READ	DRIFT	B.C.	X10
5300	+1	174	+2	-2	WASH 1740
5400	+1	180			1800
5500	+1	172			1720
5600	+1	174			1740
5700	+1	172			1720
5800	+1	170			1700
5900	+1	168			1680
6000	+1	173			1730
6100	+1	180			1800
6200	+1	193			1930
6300	+1	177			1770
6400	+1	174			1740

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LINE 11 TRAV NORTH (18)

PINAL

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STA	POL RANGE	READ	DRIFT +2	B.C. -2	X10
000	+1	170			1700
100	+1	168			1680
200	+1	164			1640
300	+1	177			1770
400	+1	175			1750
500	+1	178			1780
600	+1	175	+3		1760
700	+1	170			1710
800	+1	176			1770
900	+1	176			1770
1000	+1	178			1790
1100	+1	175			1760 WASH
1200	+1	182			1830 WASH
1300	+1	185			1860
1400	+1	184			1850
1500	+1	187			1880
1600	+1	187			1880
1700	+1	185			1860
1800	+1	194			1950
1900	+1	184			1850
2000	+1	190			1910
2100	+1	195			1960
2200	+1	198			1990
2300	+1	196			1970
2400	+1	212			2130
2500	+1	210			2110
2600	+1	216			2170
2700	+1	212			2130
		108			

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(19) PINAL

7/27/66

LINE 11 CON'T NORTH

STA	PULLBACK	READ	DRIFT	B.C.	X10
2800	+1	204	+4	-2	2060
2900	+1	204			2060
3000	+1	188			1900
3100	+1	196			1980
3200	+1	200			2020
3300	+1	198			2000
3400	+1	197			1990
3500	+1	194			1960
3600	+1	198			2000
3700	+1	212			2140
3800	+1	214			2160
3900	+1	220			2220
4000	+1	188			1900
4100	+1	188			1900
4200	+1	185			SHAFT 1870
BASE #2	+1	188	+4	-2	1900
			0	+2	
4300	+1	178		+2	1800 ROAD
4400	+1	170			1720 ROAD
4500	+1	178			1800 NEAR ROAD
4600	+1	180			1820
4700	+1	176			1780
4800	+1	172			1740 1/4 Corner 50
4900	+1	166			1680 1/4 NORTH 14 15
5000	+1	174			1760 NEAR ROAD
5100	+1	188			1900
5200	+1	148			1500 PROSPECT P 17
		139			

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Line 11 Cont North (20)

Pinal

7/27/66

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STA	P.R.	READ	DRIFT	B.C. +2	
5300	+1	152			1540
5400	+1	143			1450
5500	+1	183	+1		1860
5600	+1	156			1590 W 4.5H
5700	+1	205			2080 W 4.5H
5800	+1	220			2230 W 4.5H
5900	+2	82			2490
6000	+1	200			2030
6100	+1	162			1650
6200	+1	178			1810
6300	+1	165			1680
6350	+1	152	—		1550
6400	+1	130			1330
6450	+1	132	—		1350
6500	+1	154			1570
48					
17					

48
26
22

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

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(21)

FINAL

7/27/61

LINE 12 TRAV SOUTH

STA	PR	READ		BC. +2	X10	
			+1			
000	+1	195			1980	
100	+1	170			1730	
200	+1	148			1510	
300	+1	125			1280	
400	+1	156			1590	
500	+1	158			1610	
600	+1	142	+2		1460	
700	+1	160			1640	
800	+1	161			1650	
900	+1	160			1640	
1000	+1	154			1580 WASH	
1100	+1	140			1440 WASH	
1200	+1	150			1540 WASH	
1300	+1	188			1920	
1400	+1	170			1740	
1500	+1	155			1590	
1600	+1	202			2060	
1700	+1	156			1600	
1800	+1	153			BASE #3 ROAD	1570
BASE2	+1	186	+2	+2		1900
BASE3	+1	183				1870

168 STATIONS

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LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(22) Line 12 continued South

Pinal 7
7/28/66

TR.MK. REG. U.S. PAT. OFF.

Station	Pol R	Read	drift	B.C.		
Base #1	+1	~~196~~	~~193~~			
Base #2	+1	~~197~~	~~195~~			
Base #3	+1	164		+23	1870	12.30 P.M.
1900	+1	158			1810	
2000	+1	169			1920	
2100	+1	177			2000	
2200	+1	186			2090	
2300	+1	190			2130	
2400	+1	185			2080	
2500	+1	198			2210	
2600	+1	194			2170 Wash	
2700	+1	191			2140	
2800	+1	200			2230	
2900	+1	192			2150	
3000	+1	179			2020	
3100	+1	189			2120	
3200	+1	197			2200	
3300	+1	185			2080	
3400	+1	200			2230	
3500	+1	197			2200	
3600	+1	200			2230	
3700	+1	195			2180	
3800	+1	193		2160	claim Post To Rt. 5 Ft.	
3900	+1	183			2060	
4000	+1	211			2340	
41	+1	190			2130	
42	+1	197			220	
43	+1	164			Wash Bottom 1870	

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LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(23) Line 12 continued South

(23)

PINAL

7/28/66

TR.MK. REG. U.S. PAT. OFF.

Station	Pol R,	Read	+1	+23	x10	
4400	+1	180			2040	
4500	+1	179			2030	
4600	+1	180			2040	
4700	+1	176			2000	
4800	+1	173			1970	
4900	+1	180			2040	
5000	+1	174			1980	
5100	+1	180			2040	
5200	+1	180			Side of wash 2040	
5300	+1	174		1980	Bottom of The wash	
5400	+1	172			1960	
5500	+1	170			1940	1:15 Pm
5600	+1	172			1960	
5700	+1	172			1960	
5800	+1	170			1940	
5900	+1	175			1990	
6000	+1	165			1890	
6100	+1	167			1910	
6200	+1	162			1860	
6300	+1	176		2000	Top of Low Ridge	
6400	+1	165			1890	1:28 Pm

ORIGINAL COPR. 1910 BY J. C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(24) Line 13 Traverse North

Pinol

(24)

7/28/66

TR.MK. REG. U.S. PAT. OFF.

Stat.	Pol R.	Read	+1	+23	x10	
5600	+1	176			2000	
5500	+1	175			edge of 1990	Wash
5400	+1	172		1960	Bottom of Wash	
5300	+1	169			1930	
5200	+1	180			2040	
5100	+1	173			1970	
5000	+1	166			1900	
4900	+1	175			1990	
4800	+1	172			1960	2.00 P.M.
4700	+1	172			1960	
4600	+1	208			2320	
4500	+1	212		2360	Little gully	
4400	+1	210		2340	Between	
4300	+1	163			1870	
4200	+1	174			1980	
4100	+1	169			1930	
4000	+1	169		1930	Digging to Left	
3900	+1	175			1990	
3800	+1	177			2010	
3700	+1	173			1970	
3600	+1	174	+2		1980	
3500	+1	170			1950	
3400	+1	176			2010	
3300	+1	172		1970	Clouds	2.23 P.M.
3200	+1	178		2030		
3100	+1	176		2010	edge of Prospect	Pit.
3000	+1	170			1950	
2900	+1	165			1900	
2800	+1	173			1980	

ORIGINAL COPR. 1910 BY A.C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

28

(25) Line 13 Continue
Traverse North 25

PINAL
7/28/66

TRMK. REG. U.S. PAT. OFF.

Stat.	Pol. R.	Read			x10	
2700	+1	170	+2	+23	1950	
2600	+1	168			1930	
2500	+1	170			1950	
2400	+1	165			1900	Wash
2300	+1	163		1880	Wash Bottom	
2200	+1	161		1860	hill side	
2100	+1	153			1780	
2000	+1	158			1830	
1900	+1	205		2300	> Road	
1800	+1	159		1840		
Base #3	+1	162		1870		

89 STATIONS

ORIGINAL COPR. 1910 BY J. C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

89

(26) Line 13 continued
Traverse North

PINAC
7/29/66
TRADE MK. REG. U.S. PAT. OFF.

Stat	Pol. R.	Read	diff-0			
Base #3	+1	168	168	1870		AM 8:00
					Base #4	
1800	+1	163	1630	1820		8:10
1700	+1	182	1820	2010	claims post in wash to Rt	
1600	+1	186	1860	2050		
1500	+1	172	1720	1910		
1400	+1	212	2120	2310	Another wash Bottom	
1300	+1	154	1540	1730		
1200	+1	210	2100	2290		
1100	+2	80	2400	2590		
1000	+2	81	2430	2620	claim post to Rt	8:23
900	+2	92	2760	2950		
800	+1	237	2380	2570		
700	+1	200	2010	2200		
600	+1	223	2240	2430		
500	+2	77	2320	2510		8:30
400	+2	91	2740	2930		
300	+2	89	2680	2870		
200	+2	84	2530	2720		
100	+2	83	2500	2690		8:36
0	+2	78	2350	2540		

ORIGINAL DOPR. 1910 BY G. PARKER
LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

257 Line 14 Traverse South

PINOC

7/29/66

Stat.	Pol	Read				
0	+1	228	2290	2480		8:48
100	+2	82	2470	2660		
200	+2	92	2770	2960		
300	+2	90	2710	2900		
400	+2	84	2530	2720		8:55
500	+2	80	2410	2600		
600	+2	87	2620	2810		
700	+2	87	2620	2810		9:00
800	+2	89	2680	2870		
900	+1	239	2400	2590	Bottom of small gully	
1000	+1	186 (+2)	1880	2070		
1100	+1	235	2370	2560		
1200	+2	125	3770	3960		
1300	+1	216	2180	2370	In Big Wash	
1400	+1	210	2120	2310	9:08 " "	
1500	+1	225	2270	2460		
1600	+1	215	2170	2360		
1700	+1	211	2130	2320		
1800	+1	195	1970	2160	9:15	
1900	+1	173	1750	1940		
2000	+1	191	1930	2120	Road	
2100	+1	153	1550	1740		
2200	+1	155	1570	1760		
2300	+1	155	1570	1760	9:22	
2400	+1	160	1620	1810		
2500	+1	165	1670	1860		
2600	+1	149	1510	1700		
2700	+1	163	1650	1840	9:27	
2800	+1	164	1660	1850		

TRADE MARK REG. U.S. PAT. OFF.
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LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

28 Line 14 Traverse
South

PINAL
7/29/66

Station	Pol. R.	Read (3)			
2900	+1	170	1730	1920	
3000	+1	171	1740	1930	
3100	+1	175	1780	1970	9:33
3200	+1	170	1730	1920	Bulldozer
3300	+1	172	1750	1940	Road
3400	+1	170	1730	1920	
3500	+1	173	1760	1950	Prospect hole 9:40
3600	+1	176	1790	1980	
3700	+1	178	1810	2000	
3800	+1	169	1720	1910	
3900	+1	175	1780	1970	9:45
4000	+1	170	1730	1920	
4100	+1	170	1730	1920	
4200	+1	168	1710	1900	9:50
4300	+1	169	1720	1910	
4400	+1	166	1690	1880	9:55
4500	+1	167	1700	1890	
4600	+1	161	1640	1830	
4700	+1	187	1900	2090	
4800	+1	231	2340	2530	
4900	+1	234	2370	2560	
5000	+1	184	1870	2060	10:03 End.

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LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.
TRMK. REG. U.S. PAT. OFF.

(29) Line 15 Traverse North

Pinal

7/29/66

TRMK. REG. U.S. PAT. OFF.

Stat.	Pol. R.	Read			
			(4)		
5000	+1	190	1940	2130	10:15
4900	+1	187	1910	2100	
4800	+1	179	1830	2020	
4700	+1	160	1640	1830	
4600	+1	162	1660	1850	10:25
4500	+1	155	1590	1780	
4400	+1	158	1620	1810	
4300	+1	166	1700	1890	
4200	+1	170	1740	1930	
4100	+1	165	1690	1880	10:35
4000	+1	168	1720	1910	
3900	+1	165	1690	1880	PLO Chain Pos
3800	+1	162	1660	1850	
3700	+1	159	1630	1820	Road
3600	+1	170	1740	1930	
3500	+1	160	1640	1830	10:40
3400	+1	165	1690	1880	
3300	+1	168	(5) 1730	1920	
3200	+1	165	1700	1890	
3100	+1	163	1680	1870	
3000	+1	175	1800	1990	10:45
2900	+1	158	1630	1820	
2800	+1	159	1640	1830	Wash
2700	+1	155	1600	1790	
2600	+1	151	1560	1750	
2500	+1	153	1580	1770	
2400	+1	151	1560	1750	
2300	+1	148	1530	1720	10:55
2200	+1	139	1440	1630	

ORIGINAL COPR. 1910 BY C. PARKER

LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

30 LINE 15 CONT NORTH

PINAC

7/29/66

TR.MK. REG. U.S. PAT. OFF.

STA	POCR	READ	+5		
BASE #4	+1	153	1580		
BASE #3	+1	163	1680	1870	
		163			
2200	+1	140	1400	1640	12:10
2100	+1	208	2080	2320	ROAD
2000	+1	203	2030	2270	
1900	+1	210	2100	2340	
1800	+1	205	+1 2040	2280	
1700	+2	80 30	2390	2630	12:20
1600	+2	85	2440	2680	
1500	+1	235	2340	2580	WASH
1400	+2	89 30	2660	2900	WASH
1300	+2	83 30	2480	2720	WASH
1200	+1	243	2420	2660	WASH
1100	+1	230	-2 2280	2520	12:30
1000	+2	82 30	2440	2680	
900	+2	78	2320	2560	
800	+2	84 30	2500	2740	
700	+2	79 30	2350	2590	
600	+2	75 30	2230	2470	12:45

END

2270

2460

187
163
24

2320

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LEFAX, PHILADELPHIA 7, PA., MADE IN U.S.A.

(30)

LINE 16 TRAV
SOUTH

PINAL
7/29/66

TR.MK. REG. U.S. PAT. OFF.

(60)

STA	POL R.	READ			
1200	+1	225	+3 2220	2460	
1300	+1	243	2400	2640	
1400	+2	81 30	2400	2610	
1500	+2	78 30	2310	2550	1:05
1600	+1	215	2120	2360	
1700	+2	86 30	+4 2540	2780	{WASH
1800	+2	90 30	2700	2940	
1900	+2	78 30	2300	2540	
2000	+1	130	1260	1500	
2100	+1	190	1860	2100	1:15
2200	+1	175	+5 1710	1950	
2300	+1	188	1830	2070	
BASE #4	+1	163	1580	1820	1:35
BASE #3	+1	168	1630	1870	1:40

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(32) LINE 16 CONTINUED PINGL SOUTH 8/1/66

FRED + LEO

STA	PO RANGE	READ	odift	BC +24	
BASE #3	+1	163		1870	10:21
2400	+1	186		2100	10:30
2500	+1	166		1900	10:33
2600	+1	158		1820	10:34
2700	+1	175		1990	10:35
2800	+1	173		1970	10:36
2900	+1	152		1760	10:39
3000	+1	146	1700	wash	10:40
3100	+1	172		1960	10:42
3200	+1	175		1990	10:43
3300	+1	147		1710	10:45
3400	+1	147		1710	10:46
3500	+1	151		1750	10:47
3600	+1	155		1790	10:48
3700	+1	155		1790	10:49
3800	+1	160		1840	10:49
3900	+1	158	1820	Road	10:51
4000	+1	145		1690	10:51
4100	+1	160		1840	10:53
4200	+1	162		1860	10:54
4300	+1	165		1890	10:56
4400	+1	162		1860	10:57

J. L. DARLING CORP. TACOMA, WASH. USA No. 314

22

WATERPROOF

(33) LINE 17 — TRAV. NORTH 8-1-66

FINAL

Leo + Fred

4400	+1	165	no drift	1890	11:05
4300	+1	169		1930	11:07
4200	+1	161		1850	11:08
4100	+1	170		1940	11:10
4000	+1	165		1890	11:11
39	+1	174		1980	11:12
38	+1	160		1840	11:13
37	+1	148		1720	11:14
36	+1	134		1580	11:15
35	+1	190		2140	11:16
34	+1	215		2390	11:17
33	+1	200		2240	11:21
32	+1	197	2210	outcrop	11:22
31	+1	153	1770	big wash	11:24
30	+1	230	2540		11:25
29	+1	180	2040	outcrop	11:27
28	+1	171		1950	11:28
27	+1	181		2050	11:30
26	+1	245	2690	outcrop	11:31
25	+2	99	3210	~~2974~~	11:34
24	+2	102	3300	~~3084~~	11:36
(BASE)	+1	163		1870	11:46

J. L. DARLING CORP. TACOMA, WASH. USA No. 314 WATERPROOF

(34) . LINE 17 — CONT NORTH

				B.C	
2300	+2	105	3390	+24	12:40
2200	+2	86		2820	12:42
2100	+1	245		2690	12:44
2000	+2	94		3060	12:46
1900	+1	241		2650	12:47
1800	+1	230		2540	12.48
1700	+1	220	2440	wash	12:50
1600	+1	209	2330		12:51
1500	+1	214	2380		12:52
1400	+1	211	2350		12:53
1300	+1	198	2220		12:55
1200	+1	214	2380		12:56

LINE 18. TRAV. SOUTH 8-1-66

(35)

1200	+2	87	+1	2880	1:01
1300	+1	198		2230	1:05
14	+1	176		2010	1:07
15	+1	228	2530	wash	1:08
16	+1	186	2110		1:10
17	+1	193	2180		1:12
18	+1	209	2340		1:14
19	+1	221	2460		1:16
20	+1	216	2410		1:17
21	+2	83	2760		1:19
22	+1	219	2440		1:20
23	+1	224	2490		1:22
24	+2	103	3360		1:23
25	+2	84	2790		1:25
26	+2	93	3060	Small wash	1:26

J. L. DARLING CORP. TACOMA, WASH. USA No. 314

Rite in the Rain WATERPROOF

(36)	LINE	19	T. NORTH		8-1-66
			#1		
2600	+1	237		2620	1:30
2500	+1	138		1630	1:32
2400	+1	246		2710	1:33
2300	+1	240		2650	1.35
2200	+1	209		2340	1:36
2100	+1	197		2220	1:37
20	+1	183		2080	1:39
19	+1	210		2350	1:41
18	+1	194		2190	1:45
17	+1	185	2100	wash ~~2090~~	146
16	+1	208		2330	1:48
15	+1	231		2560	1:51
14	+1	220		2450	1:52
13	+1	222		2470	1:56
12	+1	174		1990	1:58
BASE	+1	161		1870	
3					

87 STATIONS

J. L. DARLING CORP. TACOMA, WASH USA No. 314

Rain de Rain WATERPROOF

9 AUGUST 1966

TR.MK. REG. U.S. PAT. OFF.

FRED HEINRICHS

DODG. STEWART

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LINE 16
TRAVERSE S.

①

STA	TIME	P.R.	READ	γ	B.C. + DRIFT
B-3	0738	+1	74	740	1870
B-4	0744	+1	96	960	2090
B-5	0748	+1	202	2020	3150
B-4	0753		96	960	2090
B-3	0757		74	740	1870
4400	0830	+1	74	740	1870
4500			82	820	1950
4600			75	750	1880
4700			73	730	1836
4800	0840.5		72	720	1850
4900			76	760	1890
5000			68	680	1810
5100			64	640	1770
5200			70	700	1830
5300	0847		66	660	1790
5400			66	660	1790
5500			72	720	1850
5600	0852.5		71	710	1840

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(2)

REMARKS

WASH <80'

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LINE 17
TRAVERSE N.

(3)

STA.	TIME	P.R.	READ		BC + DRIFT
5600	0858		76	760	1890
5500			75	750	1880
5400			76	760	1890
5200			78	780	1910
5260			76	760	1890
5100	0904		79	790	1920
5000			73	730	1860
4900			85	850	1980
4800			78	780	1910
4700			66	660	1790
4600	0910.5		77	770	1900
4500			80	800	1930
4400	0912.5		76	760	1890

(4)

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REMARKS

400' E. & // TO LINE 16

WASH <80'

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LINE 18
TRAVERSE N,

STA.	TIME	P.R.	READ (5)		BC + DRIFT
5600	0927		53	530	1660
5500			66	660	1790
5400			60	600	1730
5300			78	780	1910
5200			76	760	1890
5100	0935		79	790	1920
5000			74	740	1870
4900			77	770	1900
4800			79	790	1920
4700			76	760	1890
4600	0940		81	810	1940
4500			83	830	1960
4400			80	800	1930
4300			75	750	1880
4200			72	720	1850
4100	0946.5		73	730	1860
4000			72	720	1850
3900			69	690	1820
3800			70	700	1830
3700			72	720	1850
3600	0951		66	660	1790
3500			79	790	1920
3400			70	700	1830
3300			68	680	1810
3200			58	580	1710
3100	0955		40	400	1530
3000			125	1250	2380
2900			110	1100	2230
2800			103	1030	2160
2700			105	1050	2180
2600	1001		110	1100	2230

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6

REMARKS

400'E. & // TO LINE 17

WASH <80'

↓

CLOUDS FORMING TO E.

OUTCROP OF BROWN/BLACK ROCK

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LINE 19
TRAVERSE S.

(7)

STA.	TIME	P.R.	READ		BC	
B-3	1010		74	740	1670	
B-5	1115	+1	196	1960	3090	
2600A	1124		132	1320	2450	
2600	1130		176	1760	2890	
2700			116	1160	2290	
2800			94	940	2070	
2900			184	1840	2970	
3000			80	800	1930	
3100	1135.5		56	560	1690	
3200			93	930	2060	
3300			89	890	2020	
3400			76	760	1890	
3500			37	370	1500	
3600	1140.5		55	550	1680	
3700			57	570	1700	
3800			58	580	1710	
3900			60	600	1730	
4000			60	600	1730	
4100	1145		59	590	1720	
4200			63	630	1760	
4300			62	620	1750	
4400			61	610	1740	
4500			56	560	1690	
4600	1151.5		60	600	1730	
4700			54	540	1670	
4800			81	810	2040	
4900			64	640	1770	
5000			61	610	1740	
5100	1156		66	660	1790	
5200			68	680	1810	

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8

DRIFT	REMARKS
1870	
2090 -0	
2450	LINE 18
2890	400' E. & // TO LINE 18
2290	WASH <40
2070	
2970	
1930	
1690	
2060	
2020	
1880 -1°	
1990	
1670	
1690	
1700	
1720	
1720	
1710	
1750	
1740	
1750	
1670	
1710	
1650	
2020	
1750	
1720	
1770	
1800	WASH <70'

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LINE 19 CONT.

9

STA	TIME	P.R.	READ		BC
5300			54	540	1670
5400			68	680	1810
5500			65	650	1780
5600	1208		57	570	1700

(10)

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DRIFT	REMARKS
1650	↓ WASH <70'
1780°	
1750	
1670	

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LINE 20
TRAVERSE N.

(15)

STA	TIME	P.R.	READ		BC
5600	1215.5		62	620	2320
5500			52	520	1650
5400			83	830	1960
5300			72	720	1850
5200			45	450	1580
5100	1221		60	600	1730
5000			46	460	1590
4900			74	740	1870
4800			66	660	1790
4700			64	640	1770
4600	1227.5		82	820	1950
4500			96	960	2090
4400			96	960	2090
4300			80	800	1930
4200			57	570	1700
4100	1235		73	730	1860
4000			73	730	1860
3900			80	800	1930
3800			112	1120	2250
3700			95	950	2080
3600	1239.5		80	800	1930
3500			100	1000	2130
3400			121	1210	2340
3300			126	1260	2390
3200			97	970	2100
3100	1244		86	860	1990
3000			126	1260	2390
2900			129	1290	2420
2800			150	150	1280
2700			177	1770	2900
2600	1252.5		194	1940	3070

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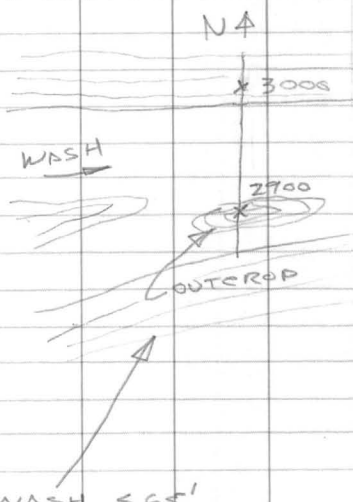
(12)

DRIFT	REMARKS
2290	400' E. & // TO LINE 19
1620	
1930	
1520	WASH < 70'
1550	↓
1700	
1560	
1830 -40	
1750	
1730	
1910	
2050	
2050	
1890	
1660	
1820	
1820	
1850 -50	
2200	
2030	
1780	
2080	
2290	
2340	
2050	
1940	
2330 -60	
2360	
1220	
2840	
3010	



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LINE 20 CONT. (13)

STA.	TIME	P.R.	READ		BC	
2500			178	1760	2910	
2400			185	1650	2980	
2300	1257		134	1340	2490	

(14)

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DRIFT	REMARKS
2850	
2920	
2410	OUTCROP >100,000 Sq. Ft. EXPOSED AREA

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LINE 21
TRAVERSE S.

(15)

STA	TIME	F.R.	READ			
2300	1307		98	980	2110	
2400			210	2100	3230	
2500			120	1200	2330	
2600			120	1200	2330	
2700			175	1750	2880	
2800	1317		212	2120	3250	
2900			241	2410	3540	
3000			186	1860	2990	
3100			150	1500	2630	
3200			135	1350	2480	
3300	1323		170	1700	2830	
3400			90	900	2030	
3500			96	960	2090	
3600			120	1200	2300	
3700	1328		127	1270	2400	

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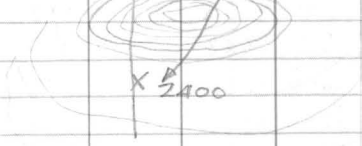
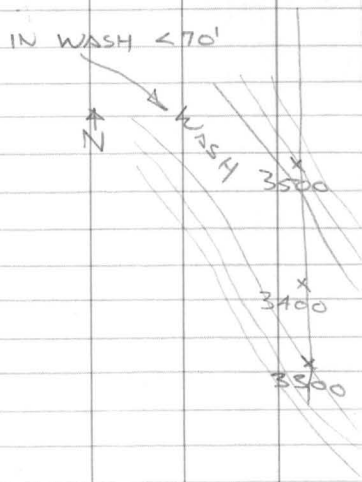
DRIFT	REMARKS
2050	400' E. & // TO LINE 20
3170	F.H. GRAMES
2260 70	GRAMES A. NO. 1
2260	NE. COR.
2810	THE ABOVE FOUND 50'
3180	E. OF STA. 2300
3470	
2920	
2560	
2410	
2760	
1950 50	
2010	
2220	
2320	





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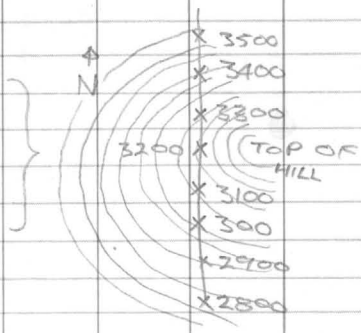
LINE 22
TRAVERSE N, (17)

STA.	TIME	P.R.	READ		BC	
3700	1334		99	990	2070	
3600			150	1500	2630	
3500			170	1700	2830	
3400			205	2050	3180	
3300			237	2370	3500	
3200	1340		232	2320	3450	
3100			210	2100	3230	
3000			144	1440	2570	
2900			185	1850	2980	
2800			112	1120	2250	
2700	1349		170	1700	2830	
2600			96	960	2090	
2500			122	1220	2350	
2400			94	940	2070	
2300	1352		90	900	2030	
B-5	1401		206	2060	3190	

TR.MK. REG. U.S. PAT. OFF.

DRIFT	REMARKS
1990	
2550	
2750	
3100	
3470	
3368°	
3140	
2480	
2890	
2160	
2740	
1900	
2260	
1950	
1740	
3090	



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