

DATE 3-17-92 TAPE # 039208

C LGTH _____ MS SAMPLE RT _____ MS
 LES: FROM _____ TO _____
 ERGY _____ STACK _____
 NE DIRECTION _____

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ LST PH FLG# _____
 DIST _____ SP DIST _____ GAP _____
 1ST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ LST PH FLG# _____
 DIST _____ SP DIST _____ GAP _____
 1ST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ LST PH FLG# _____
 DIST _____ SP DIST _____ GAP _____
 1ST PH#1 _____ #12 _____ #13 _____ #24 _____

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

PH ARRAY LENGTH _____ #PHS _____
 SKETCH & REMARKS _____

PH ARRAY LENGTH _____ SPACE _____
 SKETCH & REMARKS _____

PH FRQ _____ LP FRQ _____ NOTCH _____
 PHONES FRQ _____ HZ MAKE _____

IND _____ MOISTURE _____
 EMP _____ °F TRAFFIC _____

REMARKS *197 - N-S line will intersect.
*204 - lead take-out

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	end of day
			start 3-19-92
170	073	1	B/P errors
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	windy!!!
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 tap = 039208
			man truck
			start tap = 039209
			9:30AM B/P errors
194	097	1	
195	098	2	
196	099	3	
197	100	4	
198	101	5	
199	102	6	
200	103	7	
201	104	8	
202	105	9	
203	106	10	

DATE 3-19-92 TAPE # 039209

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

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ 2ND PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ 2ND PH FLG# _____
 TO DIST _____ SP DIST _____ GAP _____
 DIST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ 2ND 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 #272 - dead takeout
#281 - dead take-out

At truck move found cables connected
at 268-269. Don't think it affected
more than one or two shots.

OBSERVER _____

SP#	FILE#	RSW#	REMARKS
204	107	11	
205	108	12	B/P errors
206	109	13	
207	110	14	
208	111	15	
209	112	16	
210	113	17	
211	114	18	
212	115	19	B/P errors
213	116	20	
214	117	21	B/P errors
215	118	22	
216	119	23	
217	120	24	B/P errors move truck
218	121	1	B/P errors
219	122	2	11:00am B/P errors
220	123	3	B/P
221	124	4	
222	125	5	shut down for wind
218	126	1	B/P errors
219	127	2	
220	128	3	B/P errors
221	129	4	
222	130	5	
223	131	6	
224	132	7	
225	133	8	heavy air traffic
226	134	9	
227	135	10	
228	136	11	
229	137	12	
230	138	13	
231	139	14	
232	140	15	
233	141	16	
234	142	17	
235	143	18	
236	144	19	
237	145	20	
238	146	21	
239	147	22	
240	148	23	
241	149	24	
242	150	1	move truck 11:40am
243	151	2	
244	152	3	
245	153	4	
246	154	5	
247	155	6	
248	156	7	
249	157	8	
250	158	9	B/P errors

DATE 3.20.92 TAPE # 039209+10

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

POSITIONS
FROM SP# _____ TO SP# _____
1ST SP FLG# _____ 1ST PH FLG# _____
2ND SP FLG# _____ 2ND PH FLG# _____
3RD SP FLG# _____ 3RD PH FLG# _____
GAP DIST _____ SP DIST _____ GAP _____
1ST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
1ST SP FLG# _____ 1ST PH FLG# _____
2ND SP FLG# _____ 2ND PH FLG# _____
3RD SP FLG# _____ 3RD PH FLG# _____
GAP DIST _____ SP DIST _____ GAP _____
1ST PH#1 _____ #12 _____ #13 _____ #24 _____

FROM SP# _____ TO SP# _____
1ST SP FLG# _____ 1ST PH FLG# _____
2ND SP FLG# _____ 2ND PH FLG# _____
3RD SP FLG# _____ 3RD PH FLG# _____
GAP DIST _____ SP DIST _____ GAP _____
1ST PH#1 _____ #12 _____ #13 _____ #24 _____

START SETUP
1CH=FLAG# _____ #12CH=FLAG# _____
2CH=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 Found cables connected at
292-293. Had rest of line checked
and it's okay. Think problem now solved.

SP#	FILE#	RSW#	REMARKS
251	159	10	
252	160	11	
253	161	12	
254	162	13	
255	163	14	
256	164	15	
257	165	16	
258	166	17	
259	167	18	
260	168	19	
261	169	20	
262	170	21	
263	171	22	<i>b/p errors</i>
264	172	23	
265	173	24	<i>end tape 039209 move truck start tape 039210</i>
266	174	1	<i>b/p errors</i>
267	175	2	
268	176	3	
269	177	4	
270	178	5	
271	179	6	
272	180	7	
273	181	8	
274	182	9	
275	183	10	
276	184	11	
277	185	12	
278	186	13	
279	187	14	
280	188	15	
281	189	16	
282	190	17	
283	191	18	
284	192	19	
285	193	20	
286	194	21	
287	195	22	
288	196	23	
289	197	24	<i>more truck</i>
290	198	1	
291	199	2	
292	200	3	
293	201	4	
294	202	5	
295	203	6	
296	204	7	
297	205	8	
298	206	9	
299	207	10	
300	208	11	
301	209	12	
302	210	13	
303	211	14	
304	212	15	

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 3.20.92 TAPE # 039210

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

POSITIONS
 FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ 2ND PH FLG# _____
 3RD SP FLG# _____ 3RD PH FLG# _____
 4TH SP FLG# _____ 4TH PH FLG# _____
 5TH SP FLG# _____ 5TH PH FLG# _____
 6TH SP FLG# _____ 6TH PH FLG# _____
 7TH SP FLG# _____ 7TH PH FLG# _____
 8TH SP FLG# _____ 8TH PH FLG# _____
 9TH SP FLG# _____ 9TH PH FLG# _____
 10TH SP FLG# _____ 10TH PH FLG# _____
 11TH SP FLG# _____ 11TH PH FLG# _____
 12TH SP FLG# _____ 12TH PH FLG# _____
 13TH SP FLG# _____ 13TH PH FLG# _____
 14TH SP FLG# _____ 14TH PH FLG# _____
 15TH SP FLG# _____ 15TH PH FLG# _____
 16TH SP FLG# _____ 16TH PH FLG# _____
 17TH SP FLG# _____ 17TH PH FLG# _____
 18TH SP FLG# _____ 18TH PH FLG# _____
 19TH SP FLG# _____ 19TH PH FLG# _____
 20TH SP FLG# _____ 20TH PH FLG# _____
 21TH SP FLG# _____ 21TH PH FLG# _____
 22TH SP FLG# _____ 22TH PH FLG# _____
 23TH SP FLG# _____ 23TH PH FLG# _____
 24TH SP FLG# _____ 24TH PH FLG# _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ 2ND PH FLG# _____
 3RD SP FLG# _____ 3RD PH FLG# _____
 4TH SP FLG# _____ 4TH PH FLG# _____
 5TH SP FLG# _____ 5TH PH FLG# _____
 6TH SP FLG# _____ 6TH PH FLG# _____
 7TH SP FLG# _____ 7TH PH FLG# _____
 8TH SP FLG# _____ 8TH PH FLG# _____
 9TH SP FLG# _____ 9TH PH FLG# _____
 10TH SP FLG# _____ 10TH PH FLG# _____
 11TH SP FLG# _____ 11TH PH FLG# _____
 12TH SP FLG# _____ 12TH PH FLG# _____
 13TH SP FLG# _____ 13TH PH FLG# _____
 14TH SP FLG# _____ 14TH PH FLG# _____
 15TH SP FLG# _____ 15TH PH FLG# _____
 16TH SP FLG# _____ 16TH PH FLG# _____
 17TH SP FLG# _____ 17TH PH FLG# _____
 18TH SP FLG# _____ 18TH PH FLG# _____
 19TH SP FLG# _____ 19TH PH FLG# _____
 20TH SP FLG# _____ 20TH PH FLG# _____
 21TH SP FLG# _____ 21TH PH FLG# _____
 22TH SP FLG# _____ 22TH PH FLG# _____
 23TH SP FLG# _____ 23TH PH FLG# _____
 24TH SP FLG# _____ 24TH PH FLG# _____

FROM SP# _____ TO SP# _____
 1ST SP FLG# _____ 1ST PH FLG# _____
 2ND SP FLG# _____ 2ND PH FLG# _____
 3RD SP FLG# _____ 3RD PH FLG# _____
 4TH SP FLG# _____ 4TH PH FLG# _____
 5TH SP FLG# _____ 5TH PH FLG# _____
 6TH SP FLG# _____ 6TH PH FLG# _____
 7TH SP FLG# _____ 7TH PH FLG# _____
 8TH SP FLG# _____ 8TH PH FLG# _____
 9TH SP FLG# _____ 9TH PH FLG# _____
 10TH SP FLG# _____ 10TH PH FLG# _____
 11TH SP FLG# _____ 11TH PH FLG# _____
 12TH SP FLG# _____ 12TH PH FLG# _____
 13TH SP FLG# _____ 13TH PH FLG# _____
 14TH SP FLG# _____ 14TH PH FLG# _____
 15TH SP FLG# _____ 15TH PH FLG# _____
 16TH SP FLG# _____ 16TH PH FLG# _____
 17TH SP FLG# _____ 17TH PH FLG# _____
 18TH SP FLG# _____ 18TH PH FLG# _____
 19TH SP FLG# _____ 19TH PH FLG# _____
 20TH SP FLG# _____ 20TH PH FLG# _____
 21TH SP FLG# _____ 21TH PH FLG# _____
 22TH SP FLG# _____ 22TH PH FLG# _____
 23TH SP FLG# _____ 23TH PH FLG# _____
 24TH SP FLG# _____ 24TH PH FLG# _____

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 3/21/92 - after math of storm.
Ground saturated, surface muddy.

OBSERVER _____

SP#	FILE#	RSW#	REMARKS
305	213	16	
306	214	17	
307	215	18	
308	216	19	
309	217	20	
310	218	21	
311	219	22	
312	220	1	end of day - rainout start 3-21 7:50 AM
313	221	2	
314	222	3	
315	223	4	
316	224	5	
317	225	6	
318	226	7	
319	227	8	
320	228	9	Hi-Cut to 12012
321	229	10	
322	230	11	
323	231	12	
324	232	13	
325	233	14	
326	234	15	
327	235	16	
328	236	17	
329	237	18	
330	238	19	
331	239	20	
332	240	21	
333	241	22	air traffic
334	242	23	
335	243	24	
336	244	25	
337	245	26	
338	246	27	
339	247	28	
340	248	29	
341	249	30	
342	250	31	
343	251	32	
344	252	33	
345	253	34	
346	254	35	
347	255	36	
348	256	37	end of line

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