

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO. / STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	VP NO. 1	AMPL. NO. 1	VIBS. MOVING
12	11	57	3212	ILL. G. CO.	ILL 2	5020D	6	2	-	V2400	100 Ft.	16	12-50 Hz	50	20	
LEAVE TOWN	TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTR.	DIST. ACROSS SUMMED SWPS.	ARRANGEMENT	LENGTH	TOTAL STATIONS COVERED			
6:00		UH	John W. ...	4250	8 Hz	13.75 Ft.	End to End <input checked="" type="checkbox"/> Parallel	3 1/6 Ft.	Palm J	710 Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	28 Sec.	VIBRATED	SKIPPED	DISTANCE	
ARRIVE TOWN	PARTY LOCATION	TYPE BASE	CONNECTION	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS	STATION INTERVAL 330						
		SPK	<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5		<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch							

INSTRUMENTS										SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST.	NO. TRACES	SAMPLE RATE	HIGH-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM	POST NORM. IZ	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT					
OBSJF	120	1 ms	64 Hz	7 Hz	1600	48 db	4SP	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	37	Windy	-	Trace	at	71	Trace	at	
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN		<input type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP		VP		VP	
9	SEAB	43	72 db	18 db	60	60		<input type="checkbox"/> Yes <input type="checkbox"/> No	4/11/24 db		30 mph							

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		VP NO.	AMP. NO.		TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
		AT VP NO.	AT VP NO.		REEL NO.	FILE NUMBER/S	71	71							
1	11:15	4	63	1	64	123	537	3	33	2 1/2' 50' spacing	142	6/16	File 142 NR	V. OS @ 50' Drive	
2	11:30	5	64	2	65	124		4	34	1 1/2' 50'		6/16	Final Pick-up Line No. 1 to house	to the line	
	11:45	5	64	3	65	124		5	34	NOISE		16	NOISE		
3	12:29	7	66	4	67	126		6	36			6/16	Vibs driving around 10 ton bridge, 9 ft		
4	12:41	8	67	5	68	127		7	37			6/16	V.P. 2		
5	12:53	9	68	6	69	128		8	38				Sta 3 skip for a bridge		
6	1:06	10	69	7	70	129		9	39						
7	1:18	11	70	8	71	130		10	40						
8	1:30	12	71	9	72	131		11	41						
9	1:50	13	72	10	73	132		12	42					Sta 11 thru 15 skip houses	
11	2:04	19	78	16	79	138	538	13	47	Changed Tapes					
12	2:16	20	79	17	80	139		14	49						
13	2:29	22	81	19	82	141		15	51	2 1/2'				Sta 18 skip house	
14	2:42	23	82	20	83	142		16	52						
15	2:55	24	83	21	84	143		17	53						
16	3:07	25	84	22	85	144		18	54						
17	3:19	26	85	23	86	145		19	55						
18	3:32	27	86	24	87	146		20	56						
19	3:46	28	87	25	88	147		21	57						
20	3:58	29	88	26	89	148		22	58						
21	4:11	30	89	27	90	149		23	59						
22	4:23	31	90	28	91	150		24	60						

Seismograph Service Corporation
 A SUBSIDIARY OF HAYES & COMPANY
 P.O. BOX 1590
 WASHINGTON, D.C. 20004

IDENTIFICATION

CONTRACT NO. 3212 PARTY UH PROSPECT ILL AREA LINE ILL-2 TRUCK 4050 OBSERVER Hig-Vuethan et
 MONTH 12 DAY 11 YEAR 87 CREW LOCATION Chester ILL

SET-UP NO.:

RECORDING TRUCK AT _____ Trace _____ at _____ VP _____
 SET-UP NO. 71 RECORDING TRUCK AT _____ Trace _____ at _____ VP _____

PAGE _____ OF _____

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.								
		<u>1</u>	<u>60</u>		<u>61</u>	<u>120</u>								
<u>23</u>	<u>4:35</u>	<u>32</u>	<u>91</u>	<u>29</u>	<u>92</u>	<u>151</u>	<u>538</u>	<u>25</u>		<u>61</u>			<u>5/16</u>	
<u>24</u>	<u>4:49</u>	<u>33</u>	<u>92</u>	<u>30</u>	<u>93</u>	<u>152</u>	<u>539</u>	<u>26</u>		<u>62</u>	<u>changed types</u>			<u>Last station for the day</u>

(NOTE: First copy with tapes; Second copy remains in truck)

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TULSA, OKLAHOMA 74102

1590

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP	LINE DIRECTION		
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	VP NO. 1	AMPL. NO. 1	
12	12	87	3212	ILL-AREA	IL-2	BSC-200	6	4		72400	100 Ft.	16	12-50s Hz	5	1	
LEAVE TOWN			TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTR.	DIST. ACROSS SWEEP	ARRANGEMENT	LENGTH	TOTAL STATIONS COVERED	
6:00				VH	Van Hand-Hey	4050	8 Hz	13.75 Ft.	End to End <input type="checkbox"/> Parallel	316 Ft.	Pelton II	710 Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> A-B-C	28 Sec.	VIBRATED SKIPPED DISTANCE	
ARRIVE TOWN			PARTY LOCATION			TYPE BASE	CONNECTION	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS	STATION INTERVAL		
			Chester Ill.			5PK	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	205 Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch	330'		
INSTRUMENTS										SUMMING		ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HI-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM. D.	POST NORM. IZ E	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT			
DFSD	120	4	64	8	1600	48 db	MSP	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	40	Windy		VP 120			
NO. TRACES	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN		NOISE REJECT	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	Trace at			
9	Seq B	43	72 db OCT.	18 db OCT.	60			<input type="checkbox"/> Yes <input type="checkbox"/> No		Hamm hill	Black Top	Grass +	VP			
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS			
	6:15 AF	1	60	30	61	120							901-907 Daily Test			
	6:42	35	94	32	95	154	539	27	15	Noise sweeps	1	16 sweeps	Sims 3911-4204-4219-4227-4202			
1	7:05	35	94	32	95	154		28	15	2nd half, 50' spacing		5/16	50% DRIVE - Black Top			
2	7:18	36	95	33	96	155		29	16				31 skip for house			
3	7:32	40	99	37	100	159		30	20	2 1/2			24-36 skip for houses			
4	7:46	41	100	38	101	160		31	21	1st half						
5	8:01	44	103	41	104	163		32	24	2 1/2 50' apart			STA 39+43 skip house			
6	8:15	45	104	42	105	164		33	25							
7	8:30	46	105	43	106	165		34	26							
8	8:45	50	109	47	110	169		35	30	2 1/2 vib 30' apart			STA 44 thru 47 skip Houses			
9	8:57	51	110	48	111	170		36	31				Station 49 starts GRAVEL ROAD			
10	9:12	53	112	50	113	172		37	33	2nd full DRIVE			STA 49 skip Intersection			
11	9:43	54	113	51	114	173	540	38	34				TRACES 19-24, 37-42 Exp changed F. 908 S.M.S. Rec 1-540			
12	9:56	55	114	52	115	174		39	35							
13	10:08	56	115	53	116	175		40	36							
14	10:20	57	116	54	117	176		41	37							
15	10:32	58	117	55	118	177		42	38							
16	10:46	59	118	56	119	178		43	39	1st half			57-65 skip numerous houses			
17	11:01	69	128	66	129	188		44	49	2nd half			changed Exp 91-96			
18	11:12	70	129	67	130	189		45	50							
19	11:25	71	130	68	131	190		46	51							
20	11:37	72	131	69	132	191		47	52							
21	11:49	73	132	70	133	192		48	53	1st half						

IDENTIFICATION						SET-UP NO.: 1			SET-UP NO.: 2		
CONTRACT NO.	PARTY	PROSPECT	LINE	TRUCK	OBSERVER	RECORDING TRUCK AT			RECORDING TRUCK AT		
1312	VH	ILL Area	ILL-2	4050	Whittonet-Hoy	Trace	at	Trace	at	Trace	at
MONTH	DAY	YEAR	CREW LOCATION				VP	120	VP	143	VP
12	12	87	Chester ILL				VP		VP		VP

PAGE	DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.	AMP. NO.		TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS (NOTE: First copy with tapes; Second copy remains in truck)
			AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S						
	22	12:03	73	133	71	134	193	540	49	54	2 nd half 20' apart			5/16	
	23	12:21	74	134	72	135	194	541	50	55	Changed Tapes				73-78 skip for houses
	24	12:37	82	141	79	142	201		51	62	2 nd half.				
	25	12:49	83	142	80	143	202		52	63					82-89 skip for houses
	26	1:02	84	143	81	144	203		53	64	1 st half				Recorder Moved up. to 143
	27	1:31	91	150	88	151	210		54	48	2 nd half	2			49-54 Exp Changed
	28	1:44	93	152	90	153	212		55	50	2 nd half 50' apart				STA 89 skip Buildings
	29	1:56	94	153	91	154	213		56	51					
	30	2:09	95	154	92	155	214		57	52					
	31	2:22	96	155	93	156	215		58	53					
	32	2:34	97	156	94	157	216		59	54					
	33	2:46	98	157	95	158	217		60	55	1 st half.				
	34	3:01	104	163	101	164	223		62	61					STA 98 thru 100 skip for houses End of the Day

Seismograph Service Corporation
 A SUBSIDIARY OF RAYTHEON COMPANY
 P.O. BOX 1590
 TULSA, OKLAHOMA 74102

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION <i>S TO N</i>	
MONTH <i>12</i>	DAY <i>14</i>	YEAR <i>87</i>	CONTRACT NO. <i>3212</i>	PROSPECT <i>ILL-AREA</i>	LINE <i>ILL-2</i>	TYPE <i>68x200</i>	NO. STRING <i>6</i>	NO. OF STRINGS <i>4</i>	PATTERN WIDTH	TYPE VIBS. <i>Y2100</i>	SEPARATION <i>100</i> Ft.	SWEEPS/VP <i>16</i>	FREQUENCY <i>12-50.5</i> Hz	VP NO.1 AMPL NO.1 VIBS. MOVING		
LEAVE TOWN <i>6:00</i>	TOTAL TRAVEL TIME	PARTY <i>U4</i>	OBSERVER <i>Wittman</i>	TRUCK <i>4050</i>	FREQUENCY <i>8</i> Hz	SEPARATION <i>13.75</i> Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. <i>316</i> Ft.	TYPE INSTR. <i>Robert</i>	DIST. ACROSS SUMMED SWPS. <i>710</i> Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH <i>28</i> Sec.	TOTAL STATIONS COVERED			
ARRIVE TOWN	PARTY LOCATION <i>Chester ILL</i>	TYPE BASE		CONNECTION <input type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS.	MOVE BETWEEN INDIV. SWPS. Ft.	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch		VIBRATED		SKIPPED	DISTANCE	

INSTRUMENTS						SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1	
TYPE INST. <i>DFSV</i>	NO. TRACES <i>120</i>	SAMPLE RATE <i>4</i>	HFCUT FILTER <i>67</i> Hz	LO-CUT FILTER <i>9</i> Hz	BPI <i>1600</i>	PRE-AMP GAIN <i>48</i> db	TYPE SUMMER <i>MSP</i>	REF. SWP. SUM D	POST NORM IZE	TEMP. <i>36</i>	WIND <i>-</i>	PRECIP. <i>Snowing</i>	RECORDING TRUCK AT		
NO. TRACKS <i>9</i>	FORMAT <i>Seq B</i>	REC. LENGTH <i>43</i>	SLOPE <i>72</i> db OCT.	SLOPE <i>18</i> db OCT.	NOTCH <i>60</i> Hz	GAIN <input type="checkbox"/> VFP <input type="checkbox"/> Fixed	NOISE REJECT N <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	GAIN MARGIN <i>Manual</i> db	TERRAIN <i>Hilly</i>	TYPE SURFACE <i>Wood top</i>	VEGETATION <i>Grass</i>	Trace _____ at			
												VP <i>193</i>	Trace _____ at		

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
		AT VP NO.	AT VP NO.	(10)	AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S					
	<i>6:32 AF</i>	<i>1</i>	<i>60</i>	<i>61</i>	<i>120</i>								<i>3911-4204-4219 4227-4202</i>
	<i>6:53</i>	<i>105</i>	<i>164</i>	<i>102</i>	<i>165</i>	<i>224</i>	<i>542</i>	<i>62</i>	<i>Noise</i>			<i>16 swaps</i>	<i>Reel 541 the 909-907 Daily Test</i>
<i>1</i>	<i>7:09</i>	<i>105</i>	<i>164</i>	<i>102</i>	<i>165</i>	<i>224</i>		<i>63</i>				<i>5/16</i>	
<i>2</i>	<i>7:21</i>	<i>106</i>	<i>165</i>	<i>103</i>	<i>166</i>	<i>225</i>		<i>64</i>					
<i>3</i>	<i>7:34</i>	<i>107</i>	<i>166</i>	<i>104</i>	<i>167</i>	<i>226</i>		<i>65</i>					
<i>4</i>	<i>7:48</i>	<i>108</i>	<i>168</i>	<i>106</i>	<i>169</i>	<i>228</i>		<i>66</i>	<i>2nd held 50' apart</i>				
<i>5</i>	<i>8:02</i>	<i>110</i>	<i>169</i>	<i>107</i>	<i>170</i>	<i>229</i>		<i>67</i>					
<i>6</i>	<i>8:15</i>	<i>111</i>	<i>170</i>	<i>108</i>	<i>171</i>	<i>230</i>		<i>68</i>					
<i>7</i>	<i>8:27</i>	<i>112</i>	<i>171</i>	<i>109</i>	<i>172</i>	<i>231</i>		<i>69</i>					
<i>8</i>	<i>8:40</i>	<i>113</i>	<i>172</i>	<i>110</i>	<i>173</i>	<i>232</i>		<i>70</i>					
<i>9</i>	<i>8:52</i>	<i>114</i>	<i>173</i>	<i>111</i>	<i>174</i>	<i>233</i>		<i>71</i>					
<i>10</i>	<i>9:04</i>	<i>115</i>	<i>174</i>	<i>112</i>	<i>175</i>	<i>234</i>		<i>72</i>					
<i>11</i>	<i>9:16</i>	<i>116</i>	<i>175</i>	<i>113</i>	<i>176</i>	<i>235</i>		<i>73</i>					
<i>12</i>	<i>9:33</i>	<i>117</i>	<i>176</i>	<i>114</i>	<i>177</i>	<i>236</i>		<i>74</i>					
<i>13</i>	<i>9:49</i>	<i>118</i>	<i>177</i>	<i>115</i>	<i>178</i>	<i>237</i>	<i>543</i>	<i>75</i>	<i>Changed tapes</i>				
<i>14</i>	<i>10:11</i>	<i>119</i>	<i>178</i>	<i>116</i>	<i>179</i>	<i>238</i>		<i>76</i>					
<i>15</i>													<i>3/7 End of Day because of Vib Testing of Rocks</i>

OBSERVERS RETURN SHEET

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DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO. / STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	5 TO 11		
12	15	07	3012	IL-ALCOA	IL-2	EX 207	6	4		42400	100 Ft.	16	12-50.5 Hz	VP NO. 1 AMPL. NO. 1 VIBS. MOVING		
LEAVE TOWN		TOTAL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTR.	DIST. ACROSS SWEEPS	ARRANGEMENT	TOTAL STATIONS COVERED			
6:00 AM			VH	Vigilant-Hoy	4050	8 Hz	137.5 Ft.	<input type="checkbox"/> End to End <input type="checkbox"/> Parallel	316 Ft.	P2M-1	710 Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	28			
ARRIVE TOWN			PARTY LOCATION			TYPE BASE	CONNECTION	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS		STATION INTERVAL	
			Blueston IL			SRK	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	20.6 Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch		330	

INSTRUMENTS										SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	H-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP.	SUM DJ	POST NORM 'IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT				
DFS II	120	4	64 Hz	8 Hz	1600	HSP	<input checked="" type="checkbox"/> Y85 <input type="checkbox"/> N0	<input checked="" type="checkbox"/> Y85 <input type="checkbox"/> N0		29	VERY WINDY	SMOKE	266-2				
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN	NOISE REJECT	N GAIN MARGIN	TERRAIN		TYPE SURFACE	VEGETATION	VP 207-1				
9	Seq B	43	12 db	60 db	60		<input checked="" type="checkbox"/> Y85 <input type="checkbox"/> N0	Manual db	Hilly		Hard top	Grass					

DAILY PROFILE NO.	TIME RECORDED	AMP. NO. 1	AMP. NO. 60	AMP. NO. 61	AMP. NO. 121	TAPE	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS
	6:45 AM			VP NO. 110								File 901 thru 907 Daily Test
	8:25	122	181	119	152	241	543	77	15		8 SWEEPS	LATE START: trouble shooting 1. N.E.
1	8:38	122	181	119	182	241		78	15		5/6	117, 118 skip for houses - Full Drive
2	8:54	123	182	120	183	242		79	16		*5/4	Standby: vibs cleaning pads - picking up P
3	9:10	124	183	121	184	243		80	17		*5/2	Road-marking holes on Road
	SKIP			122								VP 21 - 2 SWEEPS - vibs still tearing up Road
	SKIP			Thru								12:17 - GRAVEL ROAD - vibs picking up Road
	SKIP			176								Rec. TRK moved to 266
4	12:15	180	239	177	240	299		81	14		50% Drive Black Top - 2	CANNOT continue vibrating that way - slipping to
5	12:27	181	240	178	241	300		82	15		9/16	Black Top Road - Standby swinging geophones
6	12:42	189	248	186	249	308		83	23			50% DRIVE
7	12:56	190	249	187	250	309		84	24			STA 199 thru 185 skip houses.
8	1:08	191	250	188	251	310		85	25			2nd half 50' apart
9	1:26	200	259	197	360	319	544	86	34			Changed Tapes. first half skip
10	2:02	212	271	209	272	331		87	46			STA 189 thru 196 skip houses.
11	2:14	213	272	210	273	332		88	47			STA 198 thru 208 skip houses & town
12	2:27	214	273	211	274	333		89	48			
13	2:39	215	274	212	275	334		90	49			
14	2:52	216	275	213	276	335		91	50			
15	3:05	217	276	214	277	336		92	51			Possible Mine Blueston UP 214
16	3:17	218	277	215	278	337		93	52			
17	3:29	219	278	216	279	338		94	53			
18	3:42	220	279	217	280	339		95	54			1st half

Sedigraph Service Corporation
A SUBSIDIARY OF
TULSA, OKLAHOMA 74102
P.O. BOX 1980

IDENTIFICATION										SET-UP NO.:			SET-UP NO.:		
CONTRACT NO.	PARTY	PROSPECT	LINE	TRUCK	OBSERVER	RECORDING TRUCK AT			RECORDING TRUCK AT						
3212	VH	IL-Area	IL-2	4050	Vuttonet-Hoy	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at	Trace _____ at			
MONTH	DAY	YEAR	CREW LOCATION		VP			VP			VP				
12	15	87	Chester IL		VP	VP	266	VP	VP	VP	VP	VP			
DAILY PROFILE NO.	TIME RECORDED	AMP. NO. 1	AMP. NO. 60	V.P. NO.	AMP. NO. 61	AMP. NO. 120	REEL NO.	TAPE FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
		AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.								(NOTE: First copy with tapes; Second copy remains in truck)	
19	3:56	223	282	220	283	342	544	96	57	50' apart				STA 218-219 skip house	
20	4:08	224	283	221	284	343		97	58					VP 220 Possible Blasting from Mine	
21	4:20	225	284	222	285	344		98	59						
22	4:34	226	285	223	286	345	545	99	60						
23	4:46	227	286	224	287	346		100	61					End of Day	

PAGE 2 OF 2

DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS				SWEEP		LINE DIRECTION	
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	VP NO. 1	AMPL. NO. 1	VIBS. MOVING		
12	16	87	3212	JLLIND: Arca IL-2	IL-2	SFC-200	6	4		Y-2400	100 Ft.	16	12-505 Hz	S		TO N		
LEAVE TOWN			TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTR.	DIST. ACROSS SUMMED SWPS.	ARRANGEMENT	LENGTH	TOTAL STATIONS COVERED			
6:00			6:00	VH	Vaittione	4050	8 Hz	13.75 Ft.	<input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	316 Ft.	FELTON	710 Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	28	VIBRATED			
ARRIVE TOWN			PARTY LOCATION	TYPE BASE		CONNECTION	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS	STATION INTERVAL					
			Chester, IL	SPike		<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input checked="" type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	206 Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch	330					
INSTRUMENTS										SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1		
TYPE INST.	NO. TRACES	SAMPLE RATE	HIGH-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM D.	POST NORM IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT					
DFSI	120	4ms	64 Hz	8 Hz	1600	48 db	MSP	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	22	Calm	SNOW WET	Trace _____ at					
NO. TRACES	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN	NOISE REJECT	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP _____ at						
9	SEG-B	43	72	18	60	48	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	MANUAL db	HILLS	Black TOP Gravel	GRASS	VP 316						
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS					
6	7:25	228	287	224	288	347	102	12	Noise	101	1	16	F.901-907 Daily Test					
1	7:41	228	287	225	289	347	103	12	1st half			5/16	delete F101					
2	7:56	231	290	228	291	350	104	15	1st half				VP. 225 = Black TOP - 50% DRIVE					
3	8:10	232	291	229	292	351	105	16	2nd half				START with STATION 226 Gravel Road - full DRIVE					
4	8:23	233	292	230	293	352	106	17	2nd half				226, 227, 231, 232 Skip for houses					
5	8:37	236	295	233	296	355	107	20	2nd half 50% apart									
6	8:49	237	296	234	297	356	108	21										
7	9:01	238	297	235	298	357	109	22										
8	9:15	239	298	236	299	358	110	23										
9	9:29	240	299	237	300	359	111	24										
10	9:43	241	300	238	301	360	546	112										
11	9:57	242	301	239	302	361	113	26										
12	10:11	243	302	240	303	362	114	27					STATION 363 open due to R.R. Tracks					
13	10:25	244	303	241	304	363	115	28	363-120									
14	10:40	245	304	242	305	364	116	29	119				V.P. 242 - MINE Blasting					
15	10:55	246	305	243	306	365	117	30	118				F.908 SIMS after F.117					
16	11:23	247	306	244	307	366	118	31										
17	11:36	248	307	245	308	367	119	32										
18	11:52	249	308	246	309	368	120	33										
19	12:09	252	311	249	312	371	121	36					Sta 247 + 248 Skip Bridge					
20	12:23	255	314	252	315	374	122	39					Sta 250 + 251 Skip Barn					
21	12:35	256	315	253	316	375	123	40										

IDENTIFICATION										SET-UP NO.:			SET-UP NO.:		
CONTRACT NO. 3212		PARTY VH		PROSPECT IL-AREA		LINE IL-2		TRUCK 4050		OBSERVER Hoy-Vu-Hoat		RECORDING TRUCK AT		RECORDING TRUCK AT	
MONTH 12	DAY 16	YEAR 87		CREW LOCATION Chester IL						Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____	Trace _____ at VP _____
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS (NOTE: First copy with tapes; Second copy remains in truck)	
		AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S								
22	12:49	257	316	254	317	376	547	124	41			1	5/16		
23	1:01	258	317	255	318	377		125	42						STA 363 OPEN FOR RAILROAD TRACKS
2-1	1:16	259	318	256	319	378		126	43						
25	1:32	264	323	261	324	383		127	48						STA 257 THRU 260 SKIP HOUSE, BARN
26	1:44	265	324	262	325	384		128	49						
27	2:00	265	325	263	326	385		129	50	2 nd half 30' apart					50% Drive Black Top.
28	2:12	267	326	264	327	386		130	51						MINE BLASTS ON UP 266
29	2:26	268	328	266	329	388		131	53	2 nd half 50' apart					Sta 265 skip water along road
30	2:38	270	329	267	330	389		132	54						
31	2:53	272	331	269	332	391		133	56	2 nd half Full Drive					SA 268 skip Rd Intersection
32	3:06	273	332	270	333	392		134	57	1 st half					
33	3:23	279	338	276	339	398		135	63						STA 271 THRU 275 skip house & BARN
34	3:39	280	339	277	340	400		136	64						
35	3:55	281	340	278	341	401	548	137	65						End of Day

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS			SWEEP		LINE DIRECTION	
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	LINE DIRECTION	TO	FROM
12	17	87	3012	IL Area	IL-2	GSC-200	6	4		V-2400	100 Ft.	16	12-50	S	N	
LEAVE TOWN	ARRIVE TOWN	TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTRU.	DIST. ACROSS BUMPS	ARRANGEMENT	LENGTH	TOTAL STATIONS COVERED		
6:00			VH	Wright-Hog	4050	8 Hz	13.75 Ft.	<input type="checkbox"/> End to End <input checked="" type="checkbox"/> Parallel	316 Ft.	PHOIT	710 Ft.	<input checked="" type="checkbox"/> Tandem <input type="checkbox"/> Abreast	23 Sec.	VIBRATED	SKIPPED	DISTANCE
			PARTY LOCATION			TYPE BASE	CONNECTION	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWEEP LOCATION	PARAMETER SETTINGS	STATION INTERVAL		
			Chastar IL.			SPK	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	206 Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch	330		

INSTRUMENTS										SUMMING		ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HIGH-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM'D	POST NORM'IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT		Trace at	
DFSD	120	4	64 Hz	8 Hz	1600	48 db	MSP	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	23°	Calan	Snow-Clear	VP 382		Trace at	
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN		NOISE REJECT'N	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION				
9	54B	43	72 db	18 db	60	60		<input type="checkbox"/> Yes <input type="checkbox"/> No	Man	Hilly	Blacktop	grass				

DAILY PROFILE NO.	TIME RECORDED	AMP. NO.		V.P. NO.		TAPE		CDR SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS	
		AT VP NO.	AT VP NO.	AT VP NO.	AT VP NO.	REEL NO.	FILE NUMBER/S						REMARKS	REMARKS
	6:55 AF	1	60	278	61	120							F 901-907 Daily TEST	
	7:15	294	353	291	354	413	548	138	12	Noise	1		Vibs: 391, 424, 4219, 4227, 4202	
1	7:29	294	353	291	354	413		139	12	Full DRIVE			(NOTE: First copy with tapes; Second copy remains in truck)	
2	7:42	295	354	292	355	414		140	13				279-290 skip - Numerous houses	
3	7:54	296	355	293	356	415		141	14				#10 STA 363 open Railroad Tracks	
4	8:06	297	356	294	357	416		142	15				VP 293 Mine Blasting	
5	8:18	298	357	295	358	417		143	16					
6	8:32	299	358	296	359	418		144	17				TRACES ON V.P. 297 - Exponent's changed - 43-48, 55-60	
7	8:46	300	359	297	360	419		145	18				#4202 missed 3 sweeps	
8	9:00	301	360	298	361	420		146	19	1 st half			299, 300 skip for trailer house	
9	9:14	304	363	301	364	423		147	22	2 nd half				
10	9:27	305	364	302	365	424		148	23					
11	9:40	306	365	303	366	425	549	149	24					
12	9:53	307	366	304	367	426		150	25					
13	10:06	308	367	305	368	427		151	26					
14	10:19	309	368	306	369	428		152	27					
15	10:32	310	369	307	370	429		153	28					
16	10:45	311	370	308	371	430		154	29					
17	10:58	312	371	309	372	431		155	30				F. 908 Sims after F. 155	
18	11:17	316	375	313	376	435		156	34	Bumper/Bumper, 2 nd half			309-312 skip for houses, also 314-316	
19	11:32	320	379	317	380	439		157	38				TRACES 299-54 Exponent changed	
20	11:46	321	380	318	381	440		158	39				END OF Day - SHUT DOWN	
													Rec. TRK down - bad power supply on DFS	

DATE & TRAVEL			IDENTIFICATION				GEOPHONES				VIBRATORS			SWEEP	LINE DIRECTION		
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO. STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	VP NO. 1	AMPL. NO. 1	VIBS. MOVING	
12	18	87	3212	TL Area	IL-2	6SC-200	6	4		42400	100 Ft.	16	12-50.5 Hz	5	TO 11		
LEAVE TOWN		TOTAL TRAVEL TIME	PARTY	OBSERVER	TRUCK	FREQUENCY	SEPARATION	STRING LAYOUT	PATTERN LGTH.	TYPE INSTR.	DIST. ACROSS SUMMED SWPS.	ARRANGEMENT	LENGTH	TOTAL STATIONS COVERED			
6:00			VH	Wetters of Hwy	4070	8 Hz	13.75 Ft.	<input checked="" type="checkbox"/> End to End <input type="checkbox"/> Parallel	316 Ft.	Potan II	710 Ft.	<input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	28 Sec.	VIBRATED	SKIPPED	DISTANCE	
ARRIVE TOWN		PARTY LOCATION		TYPE BASE	CONNECTION	CONNECTION	LOCATION	NO. VIBS.	MOVE BETWEEN INDIV. SWPS.	SWP. LOCATION	PARAMETER SETTINGS	STATION INTERVAL					
		Cheston TL		SPK	<input checked="" type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Series <input type="checkbox"/> Parallel	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	5	206 Ft.	<input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	<input type="checkbox"/> Bus <input type="checkbox"/> Switch	330					
INSTRUMENTS										SUMMING			ENVIRONMENT			DAILY SET-UP NO. 1	
TYPE INST.	NO. TRACES	SAMPLE RATE	HIGH-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REF. SWP. SUM D.	POST NORM IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT				
DFSI	120	4	64 Hz	8 Hz	1000	48 db	MSP	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	23°	Calan	Shower Wet	VP 410				
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN		NOISE REJECT	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP	VP			
9	5093	43	72 db OCT.	18 db OCT.	60	Hz		<input checked="" type="checkbox"/> TFP <input type="checkbox"/> Fixed		Hilly	Blacktop Gravel						
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	TAPE		CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS			
	6:55 AM	1	60		61	120	REEL NO.	FILE NUMBER/S									
		AT VP NO.	AT VP NO.		AT VP NO.	AT VP NO.											
	7:55	322	381	319	382	441	550	159	12	Noise	178	1	16 Sweeps	File 901-907 Daily Test			
1	8:10	322	381	319	382	441		160	12	1 st half			5/16	Full DRIVE			
2	8:29	323	382	320	383	442		161	13	2 nd half 20' apart				Sta 363 open for Railroad Tracks			
3	8:43	328	387	325	389	447		162	18					Sta 321 thru 324 skip Bridge houses			
4	8:55	329	388	326	389	448		163	19								
5	9:07	330	389	327	390	449		164	20								
6	9:19	331	390	328	391	450		165	21								
7	9:31	332	391	329	392	451		166	22								
8	9:44	333	392	330	393	452		167	23	1 st half							
9	9:57	337	396	334	397	456		168	27					Sta 331 thru 333 skip houses + trailer			
10	10:09	338	397	335	398	457		169	28								
11	10:20	339	398	336	399	458		170	29								
12	10:36	340	399	337	400	459		171	30								
13	10:51	341	400	338	401	460	551	172	31								
14	11:05	348	407	345	408	467		173	38	2 nd half 50' apart				Sta 339 thru 344 skip for houses			
15	11:17	349	408	346	409	468		174	39								
16	11:30	350	409	347	410	469		175	40								
17	11:43	351	410	348	411	470		176	41					Bad spot on tape # 551			
18	11:55	352	411	349	412	471		177	42					No take 178 No end of file on tape			
19	12:47	354	412	351	413	472	552	179	44					skip Sta 350 # 551			
20	1:06	355	414	352	415	474		180	45								
21	1:18	356	415	353	416	475		181	46								

IDENTIFICATION										SET-UP NO.: 1			SET-UP NO.:						
CONTRACT NO.		PARTY		PROSPECT		LINE		TRUCK		OBSERVER			RECORDING TRUCK AT		RECORDING TRUCK AT				
3212		VH		ILL-AREA		IL-2		4050		Whittonet-Hoy			Trace ___ at		Trace ___ at				
MONTH	DAY	YEAR		CREW LOCATION		TRACE		CDP SWITCH NO. 1 AT		BAD TRACES		DELETE RECORD		SET-UP NO.		NUMBER VIBS/SWPS		REMARKS	
12	18	87		Chester IL															
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	REEL NO.	FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	(NOTE: First copy with tapes; Second copy remains in truck)					
		1	60		61	120													
22	1:32	357	416	354	417	476	552	182	47			1	5/16	STA 363 open for Railroad Tracks					
23	1:47	358	417	355	418	477		183	48										
24	2:02	359	418	356	419	478		184	49										
25	2:14	360	419	357	420	479		185	50										
26	2:26	361	420	358	421	480		186	51										
27	2:38	362	421	359	422	481		187	52										
28	2:50	363	422	360	423	482		188	53					V.P. 366 STARTING TO RAIN					
29	3:02	364	423	361	424	483		189	54	1 st half				UP 366 Mine Blastings					
30	3:18	369	428	366	429	488		190	59	1 st half				STA 360 thru 365 skip on 3 sets of tracks					
31	3:31	371	430	368	431	490		191	61	2 nd half				STA 367 skip Building					
32	3:45	371	431	369	432	491	553	192	62					STA 370 skip End of Day RAINING					

DATE & TRAVEL			IDENTIFICATION			GEOPHONES				VIBRATORS				SWEEP		LINE DIRECTION <u>S</u> TO <u>N</u>		
MONTH	DAY	YEAR	CONTRACT NO.	PROSPECT	LINE	TYPE	NO./STRING	NO. OF STRINGS	PATTERN WIDTH	TYPE VIBS.	SEPARATION	SWEEPS/VP	FREQUENCY	VP NO. 1	AMPL. NO. 1	VIBS. MOVING		
12	19	87	3012	IL Area	IL-2	650-200	6	4		2/400	100 Ft.	16	12-50 Hz	8	8			
LEAVE TOWN 6:00			TOTAL TRAVEL TIME	PARTY UH	OBSERVER Wittmer-Hoy	TRUCK 4050	FREQUENCY 8 Hz	SEPARATION 13.75 Ft.	STRING LAYOUT <input type="checkbox"/> End to End <input type="checkbox"/> Parallel	PATTERN LGTH. 316 Ft.	TYPE INSTR. 2/400	DIST. ACROSS SUMMED SWPS. Ft.	ARRANGEMENT <input type="checkbox"/> Tandem <input type="checkbox"/> Abreast	LENGTH 28	Sec.	TOTAL STATIONS COVERED		
ARRIVE TOWN				PARTY LOCATION Cherokee IL	TYPE BASE SPK	CONNECTION <input type="checkbox"/> Series <input type="checkbox"/> Parallel	CONNECTION <input type="checkbox"/> Series <input type="checkbox"/> Parallel	LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	NO. VIBS. 5	MOVE BETWEEN INDIV. SWPS. Ft.	SWP. LOCATION <input type="checkbox"/> Across VP <input type="checkbox"/> Between VP	PARAMETER SETTINGS <input type="checkbox"/> Bus <input type="checkbox"/> Switch	STATION INTERVAL 330		VIBRATED		SKIPPED	DISTANCE
INSTRUMENTS						SUMMING				ENVIRONMENT				DAILY SET-UP NO. 1				
TYPE INST.	NO. TRACES	SAMPLE RATE	HIGH-CUT FILTER	LO-CUT FILTER	BPI	PRE-AMP GAIN	TYPE SUMMER	REP. SWP. SUM D	POST NORM IZE	TEMP.	WIND	PRECIP.	RECORDING TRUCK AT					
DSF	120	4	64 Hz	8 Hz	600	45 db	MSP	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	39°	30 km	0.1	Trace _____ at _____					
NO. TRACKS	FORMAT	REC. LENGTH	SLOPE	SLOPE	NOTCH	GAIN	NOISE REJECT	GAIN MARGIN	TERRAIN	TYPE SURFACE	VEGETATION	VP _____ at _____						
9	Seg B	43	72 db OCT.	18 db OCT.	60	60 Hz	<input type="checkbox"/> IFF <input type="checkbox"/> Fixed	40 db	Hilly	Grass	2.255	VP _____ at _____						
DAILY PROFILE NO.	TIME RECORDED	AMP. NO.	AMP. NO.	V.P. NO.	AMP. NO.	AMP. NO.	REEL NO.	FILE NUMBER/S	CDP SWITCH NO. 1 AT	BAD TRACES	DELETE RECORD	SET-UP NO.	NUMBER VIBS/SWPS	REMARKS				
	6:59 AM	1	60	101	120									901 thru 907 daily test				
1	7:47	373	432	370	433	492	552	23	28		908	1	5/16	909 thru 911-42 04-4219-4227-4232 (NOTE: First copy with tapes; Second copy remains in truck)				
2	8:01	375	434	372	435	494		194	30	20' apart	910							
3	8:17	376	435	373	436	495		195	31		911							
4	8:33	378	438	376	439	498		196	34	2nd half 50' apart				STA 374-375 skip Mud hole				
5	8:45	380	439	377	440	499		197	35				4/16					
6	8:58	381	440	378	441	500		198	36									
7	9:10	382	441	379	442	501		199	37									
8	9:22	383	442	380	443	502		200	38				5/16					
9	9:35	384	443	381	444	503		201	39									
10	9:49	385	444	382	445	504	554	203	40		202			File 202 NR				
11	10:03	386	445	383	446	505		204	41									
12	10:14	387	446	384	447	506		205	42									
13	10:27	388	447	385	448	507		206	43									
14	10:39	389	448	386	449	508		207	44									
15	10:57	393	452	393	453	512		208	48					STA -387 thru 392 skip Road cut hole				
16		393	452	393	453	513		209	48	Noise			1/6 Sweeps	512 last station on line E.O.L STA 393 last VP POINT				

Seismograph Service Corporation
 A SUBSIDIARY OF RAYTHEON COMPANY
 TULSA, OKLAHOMA 74102
 P.O. BOX 1950

OBSERV. PAGE 1 OF 1