

F.C. + J.H.
Sept 14/84

LINE 109M Layout - Picket line

Line 109 ^M	Δ 137.5 E	El. 00.00	
	Δ 139.0	(-1) 4ft	
	Δ 142.0	- 11	
	Δ 145.0	- 11	
	Δ 148.0	- 15	d.c. 5" N
	148.45		
	148.8		west edge main road
	151.0		east " " "
	153.3		
	153.0		cow trail NN/SE

road N + fork 30° N
S curve then SW

- 100' (+40%)
 - 109' (-44%)
 - 120' (-58%)
 - bottom of drainage
 - 1' (+42%)
 - (+3/15%)
 - +51%
 - 2.5
- Or log 160', 129pm.

Rainbow Property

83 E/W

Dentonia/Kettle R.

F. CHOW / S. DAVIES

- ① GRID LAYOUT & NOTES
- ② CLOSED TRAVERSE - PICTURE
ROCK QUARRY -
- ③ M.M.G. SURVEY - not successful.

d.c. dyke? SW/NE

825569

LOCATION MAP

DATE: 11/00/000 approx Date: Sept - Oct, 1984

Drawn by: F. CHOW, S.W.

LINE 109M Layout - Picket Line

F.C. + J.H.
Sept 14/84

LINE 109M	Value	Notes	Time
Δ	137.5 E	66.00.00	9:35 AM
Δ	139.0	(-) 4.4	
Δ	142.0	- 11	
Δ	145.0	- 11	O.C. 5"
Δ	148.0	- 15	
Δ	148.45	road N + fork 30" N	wedge main road
Δ	148.8	- S curve then SW	east " " "
Δ	151.0	- 25.5	
Δ	153.3		cow trail NW/SE
Δ	154.0	108' (-40%)	
Δ	157.0	109' (-44%)	
Δ	160.0	120' (-68%)	
Δ	159.8	bottom of drainage	Or log 160, 129pm.
Δ	163.	107' (+42%)	
Δ	166.	104' (+31.5%)	
Δ	169	111.5 + 51%	
Δ	172	169.5 break slopes + 4.5	
Δ	175	+ 2.5	
Δ	178	+ 6	O.C. dyke? SW/NE
Δ	181	(3.5 + 3.5 + 6.5 + 7.0) + 20.5	
Δ	182.5 - 184.2	Rock cliff - N/S.	
Δ	184	110.5 (+53%)	
Δ	184.5	+ 8	184.4 is top of cliff
Δ	187	+ 6	
Δ	188.5	9, 8, 16 - 23	
Δ	190	+ 0.5	
Δ	193	+ 0.0	
Δ	196	- 6.0	
Δ	199	+ 2	
Δ	202	- 4	

202.6
 from $\Delta 202$ due S to L106^m = 17^m, interval L106^m @ 199.25E
 shallow drainage 10°/190°

201.7E shallow drainage N → S → SE

→ Δ 202 E

Rainbow Group, Midway, B.C.
 LAYOUT OF PICKET LINE 94^N, from Bl. → EAST

F.C. & J.H.
 Sept. 17/89

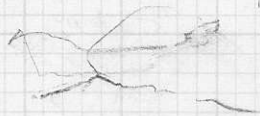
Picket	Elevation	Desc.	Notes
L 94 ^N Δ	100 E		
	101.5	+1	
Δ	103 E	-2	
Δ	106 E	-10'	
Δ	107.5	-6	
Δ	109	-86.5	
Δ	112		110-115 damp, bottom 3' of bowl.
	113.0	+0.6	
Δ	115	-2	
	114.3-114.7		road 130°/310°
Δ	118	+5	
Δ	121	+7	SW/S face of hill
	122.6	+5	
Δ	124	+1	
	125.5	+2	
Δ	127	-6-8	
Δ	128.5	-9	
Δ	130	-12	
Δ	131.2	-9	
Δ	133	-9	
Δ	134.5	-9.5	
Δ	136	-5	
	136.6-137		Road sideroad, 239 for 40 ^m
Δ	139	-6	59 for 20 ^m then turn E.
Δ	140.2	-7	
	141.45 - 142.0		of Y of road (sideroad/main) east edge road
	142.1		
Δ	143.5	-7	
Δ	145	-5	
Δ	148	-9	
Δ	149.5	-6.5	
Δ	151	-9.0	
Δ	152.5	-8	
Δ	154	-9	

END WORK LINE
 LAYOUT NOT COMPLETED.

$$\frac{B}{A} \frac{A}{H} \frac{O}{A} \quad \frac{H}{A} \frac{O}{A}$$

$$TMSA=0$$

5



(?)

Rainbow Group - Pt. Ke Oy Area F. Choy + J. Hobart
Sept. 13/84

LAYOUT OF LINE 103' from Δ 137.5' $\xrightarrow{\text{due EAST}}$ W. Metcals

L 103' / 137.5'	EL. = 0.00		
Δ 139 E	15	2 = + 5.0'	from last point.
139.5	5	+ 8.0	" " " 381 (1250')
140.0	15	- 11.5	" " "
Δ 142.0	10	- 7.0	372"
Δ 145.0	30	- 16.0	363"
142.7 - 145		Road 30° - 210°	main road
Δ 148.0	30	- 18.0	356
Δ 151.0	30	- 9.0	354
151.5		Re O.C 20" N \rightarrow E to	
153.0	20	- 3.0	
Δ 154.0	10	- 6.5	348
154.6	6	- 6.0	344
155.1	5	- 6.0	
155.9	8	- 13.0	344
156.4	5	- 7.0	333
Δ 157.0	6	- 15.0	329
Δ 160.0		(120' or 36" slope distance) - 66%	310
161.5		Drainage Bottom	302
Δ 163.		- 3.0 fr Δ 160	306
Δ 166.0		115' S.D. + 64%	325
Δ 167.5		Pt of slope change (+) \rightarrow 7%	332
Δ 169		+ 3'	
Δ 172	49.3	Barbed wire fence N-S. pug.	339
Δ 175 E		+ 4'	339
Δ 176.5		O.C's 1m ϕ + 11'	348
Δ 178 E			
Δ 179.7		+ 6.5	349
Δ 181		+ 0.5	349
Δ 184		+ 6.5	353
Δ 187		+ 1.5	348
Δ 190		+ 14.0'	357
Δ 191.5		+ 4.5'	365
Δ 193 - 194.5 Δ		+ 0.0	363
Δ 196		+ 7.5	362
Δ 199		(-) 9.0'	360

Sept. 13/84 - Rainbow Project

- extend line 100N to 200E

	Degree		Slc.
139E	-15°	103.5m	1/2 m
142E	-10°	101.5	1/2 m.
145E	-8°	100	1/3 m ^{road} @ 25m.
148E	-14°	103	1.1 m
151E	-10°	101.5	1/2 m
154E	-8°	101	1/3 m
155E	-14°	101	.1 m.
157E	-32°	118	3 1/5 m.
160E	-35°	119	5.7 m
163E	-8°	261.5 = 460 m from valley	
164E	+9°	140	2.1
166E	+19°	106	
169E	+16°	103.5	1/2 m ↗
		correction of	
		line - move line 7m S.	
		10 @ 30° slope.	1/2 m
172E	0°		
175E	+2°	100.25	
178E	+12°	101	1/3 m
181E	+3°	100.25	
184E	+2°	100.2	
187E	+5°	100.5	1/6

NE of pits $\approx 200'$ in claim post (F.P.)

Tag #967204 & 05. Stake ~~marked~~

Location #1 #2

Stake H.J. Sanders

to I.P. due East!

#1 Post is 1500' W of #2

125m below add
50m W of 100N 100E

March 20, 1969

Signal Post

Nancy 102

Locator D. Moore

for H. Fritz

74194506

167.2^E FENCE

<u>STN</u>	<u>S/C</u>	<u>DEG</u>	<u>S.D.</u>
169 ^E	+ .15	+ 6	100.5
172	+ .3	+ 8	101
175	+ .3	+ 8	101
178	+ .3	+ 8	101
181	+ 1.5	+ 18	105
184	+ 3.6	+ 27	112
187	- .6	- 11	102
190	- 2.5	- 22	108
193	+ .15	+ 6	100.5
196	+ .3	+ 8	101
199	- .15	- 6	100.5
202	- .15	- 6	100.5

L 115^N EXTENSION FR: 130^E → 202^E @ 90°

<u>STN</u>	<u>S/C</u>	<u>DEG</u>	<u>S.D.</u>
130 ^E	0	0	0
133	- .6	- 10	102
136	- .3	- 8	101
139	- .6	- 16	102
142	- .9	- 14	103
145	- .9	- 14	103
146.5	- .45	- 14	103
148	- .15	- 8	101

RAINBOW PROJECT

SEPT 15/84

L 112^N EXTENSION FR 130^E → 202^E JH & SD

ST ^N	S/C	DEG	SL DIST
130 ^E	0	0	0
133	.6m	-11°	102
136	.3	-8	101
139	.3	-8	101
140.5	.2	-10	101.
142	.3	-11	102

5m N of 142 LIGHTNING CLAIMPOST (SAUNDERS)

145	.9	-14	103
148	.9	-14	103
149.5	.3	-11	102 ROAD @ 160° or 340°
150.5	.5	-18	105
151.5	8.5	-58	190
152.5	2.5	-38	125
154	3.7	-38	125
155.5	1.2	-22	108
157	.6	-16	104
158.5	.2	-8	101

CREEK

160.0	1.2	+22	108
161.5	1.8	+27	112
163.0	.8	+18	105
164.5	.45	+14	103
166.0	0	+2	100.1

L115^N

ST ^N	S/C	DEG	S.D.
189 ^E	.08	- 4	100.25
190	1.4	- 21	
193	0	0	0
196	.6	+ 11	102
199	.1	+ 6	100.5
202	.2	- 8	100.8

SEPT 16/84

J.H.F.S.D.

TIE-LINE ST^N 199^E L115^N → 100^N

	BRG	S.D.	∠
115 ^N	0	0	0
112 ^N	168	50	-14°
		7.5	-16
109	198	31	-13
NOTE: 106 (MISTAKE)	159	19	-9.5
103	194	44.5	-17
100	164	49.5	-16
100	274 (ALONG LINE)		
97	204	34	-12

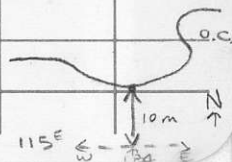
CAS. J.D.
 43 83.21

L115^N CONTD

ST ^N	S/C	DEG	S.D.
149.5 ^E	-.3	- 11	102
ROAD @ 150.4 ^E → 150.7 ^E @ 160° OR 340°			
151	-.6	- 16	104
152.5	-.8	- 18	105
154	- 1.2	- 22	108
155.5	- 3.8	- 36	125
157	- 3	- 34	120
CREEK @ 157.3 ^E @ 350° OR 170°			
158.5	+.1	+ 6	100.5
160	+.8	+ 18	105
163	+ 1.5	+ 18	105
164.5	+.6	+ 16	104
166	+.3	+ 8	101
FENCE @ 166.2 ^E			
169	+.3	+ 8	101
172	+.3	+ 8	101
OVERGROWN ROAD @ 300° OR 120°			
175	+.3	+ 8	101
178	+.1	+ 6	100.5
181	+ 1.2	+ 16	104
182.5	+.6	+ 16	104
184	+.3	+ 8	101
ROAD 10m N of 184 ^E @ 240° OR 60°			
187	0	0	0

NEVILLE CROSSBY INC.

→ MID. OF OVERGROWN ROAD ∴ MOVED STAK 2m E OF ACTUAL ST^N



L 106 ^N 128.5 ^E		TO L 103 ^N 128.5 ^E			
	<u>BRG</u>	<u>S.D.</u>	<u>L</u>	<u>COS</u>	<u>CALC.</u> <u>H.D.</u>
0	181°	48.75	-20	0.9397	45.81

TIE-LINE		L 103 ^N			
<u>ST^N</u>	<u>BRG</u>	<u>S.D.</u>	<u>L</u>		
128.5	0	0	0		
130 ^E	270	21.5	+20	.9397	20.2
131.5	270	15.75	-12	.9782	15.41
133	270	15.75	-10	.9848	15.51
134.5	270	15.25	-11	.9816	14.97
136	270	15.5	-13	.9744	15.10

NEVILLE CROSSBY INC.

L 103 ^N 136 ^E		TO L 106 ^N 136 ^E			
	<u>BRG</u>	<u>S.D.</u>	<u>L</u>		
	180	47.5	+15	.9659	45.88

RAINBOW PROJECT

SEPT 16/84

L97^N EXT^N FR. 151^E → 202^E J.H. & S.D.

ST ^N	S/C	DEG.	S.D.
151 ^E	0	0	0
154	.9	-14	103
157	.3	-8	101
158.5	.45	-14	103
160	.29	-33	119
163	4.8	-31	116.5
166	+.2	+3	100.8

CREEK @ 167.6^E @ 340° OR 150°

169 + 1.5 +18 105

FENCE @ 169.05^E @ 210° OR 30°

172 +4.8 +31 116.5 173.2 → 173.6
SERPITE O.C.

175 +.1 +6 100.5

178 0 0 0

181 +.1 +6 100.5 (12 → 16 O.C.)

184 +.08 +3 100.25

OVERGROWN ROAD @ 186.25 @ 110° OR 270°

187 .08 -3 100.25

190 0 0 0

193 .1 -6 100.5

196 0 0 0

199 .08 +3 100.25

202 .1 +5 100.4

REVILLE CROSSY INC.

L97^N

O.C.

O.C.

SERPITE



TIE-LINE	L109 ^N			cos. of Angle	calc. H.D.
ST ^N	BRG	S.D.	L		
136 ^E	0	0	0		
133	272°	32 ^m	+5	0.99619	31.88 ^m
131.5	273	13.25	+7	.99255	13.16
130	272	19	+14	.9703	18.44

131.5 BACK TO 136 ⇒ 174

128.5	272°	15	+12	.97815	14.67
-------	------	----	-----	--------	-------

L109^N 128.5^E TO L106^N 128.5^E

BRG	S.D.	L	cos. of Angle	calc. H.D.
180°	27	-13	0.97437	26.31

TIE-LINE L106^N

ST ^N	BRG	S.D.	L	cos. of Angle	calc. H.D.
128.5 ^E	0	0	0		
130	272°	15.75	+3	0.9986	15.23
130.9	272	9	+9	.9877	8.29
131.5	270	7	-18	.9511	6.66
132.3	270	8	+2	.9994	8
133.2	270	9	-28	.882	7.9

↳ OLD STAKE SAYS 133^E

L106^N 33^E TO L109^N 33^E

BRG	S.D.	L	cos. of Angle	calc. H.D.
183°	25.75	+4	0.9976	25.69

@ 132.7 (FRED'S)

SEPT 15/84

JH & SD.

TIE-IN LINE 112^N W 109^N

STATION 112^N 128.5

109^N 128.5

DIST APART: 36 m $\frac{28.8}{9^\circ}$ @ 359° OR 179°

$$L_{\text{arc}} = 0.98769 \times 36'' = 35.56'' \text{ H. DIST.}$$

Extended Line 91 N

100	0		
103	0	0°	100
106	-1	-3°	100.25
109	-5	-8°	101
112	-4	+2	100.0
115	-4	0	100
118	-5	-6	100.5
120.05	edge of	52	
121	-6	-3°	100.25
124	-6	+0.5	100
127	-9	-3°	100.25
130	-14	-4°	100.3
132	-15	-11	102

Extend base line to S

	elev	deg	
100N	0		
097N	+2	+4°	100.4
094N	+2	0°	100
091N	-1	-12°	101
088N	-8	-12	101
085N	-8	-6	100.9
082N	-9	-4	100.4
079N	-9	-7	100.6
076N	-9	-6	100.5

Extend line 97 N

100E	0		
103E	0	0°	100
106E	-2	-12°	102.5
109E	-5	-6°	100.5
110.7E	+1 crossing		
112	-2	+1°	100
115	+2	+2°	100
118	+9	+10°	101.5
119.5	+11	+21°	107
121	+12	+11°	102
124	+10	-5°	100.5

168.5	-32	+9°	101.15
170	-32	0°	100
173	-37	-6°	100.5
176	-30	+10°	101.5
179	-29	+8°	101
182	-20	+21°	107
186.5	-13	+4°	100.5
188	-13	-3°	100.25
191	-17	-5°	100.5
194	-17	0°	100
197	-20	-3°	100.2
200	-21	-6	100.5

NEVILLE CROSSBY INC.

* Note - numbering is off on line. *bb*

Sept. 14 - Rainbow Project

extend line 106N

	elev.	deg.	slope	dist.
137.5 E	0			
139 E	0	-5°		100.5
141 E	-1	-8°		101
142.5	-3	-11°		102.5
144	-5	-20°		107
145.5	-8	-11.5°		102
147.0	-14	-14°		103
147.9			edge of road	
148.5	-16	-15°		103.5
150.0	-18	-11°		102.5
151.5	-20	-19.5°		106
153.0	-24	-21°		107
154.5	-30	-28°		113
156.0	-55	-37		120
159.0	-69	-36		124
			- bottom of gully	
160.5	-69	+2°		100.1
162.0	-67	+14°		103
163.5	-65	+21°		107
165.0	-49	+31°		117
166.5	-41	+30°		116.5
168.0	-38	+21		107
167.0			Fence	

191.5 E - 2°

193 E + 0.5°

196 E + 6° 100.5 1/6 m

199 E - 12 102 2/3 m

202 + 10 101.5 1/2 m

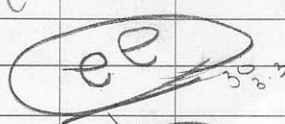
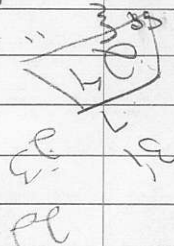
5m N of 196 E - gtz flooded
serpentine

103N 130E } 46m 178°

106N " } 26.5m 155°

109N " } 35 @ 150

112N "



110

1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4

1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4

START	41211.2	←	
TREE	11.2+ ~:03		
ROAD	11.6+ "		- 1.0 km
CROSSING	12.2	←	} - 0.5 km
CROSSING	12.7+ ~:05	←	
ROAD	↓		
TREE	13.15		- 0.5 km
FINISH	13.2	←	
DRY LARK	14.25	↘	

RAINBOW GROUP - PICTURE ROCK QUARRY

F.C.
Sept. 15/84 Δ L106^N 136E to Δ L108^N 136E by g. due North, dist 25.5 m.L106^N 134.5E = E. edge of Pit in O.B.

132.65E = W. " " " " Quarried Rock face.

L106^N Picket 133E meas. 33 m due west of Δ 136E

PROSPECTING SAMPLES

SAMPLE #1: TAKEN FROM OUTCROP IN RAVINE
~1.3 KM SW OF MIDWAY MINE

SAMPLE #2^{A-E}: TAKEN FROM DUMPS OF OLD WORKINGS
~1.5 KM SW OF MINE (CHECK CU?)

A#3: LOWER ADIT DUMP

C#D: SHAFT DUMP

E: UPPER CAVED ADIT DUMP

SAMPLE #3: FROM OUTCROP SOUTH OF BUILDINGS
~1.0 KM SW OF MINE

SAMPLE #4: ALTERED SERP FROM OUTCROP ABOVE
ROAD BEARING N 360°

Soil Sampling - Sept. 23, 84

Rainbow Crp.

Line 118N Frm 121E → 142E

Station	Depth	Texture	Colour	Loc.	Veg.
121E	10cm to bedrock B-noc	Silty- loamy grass roots	med brown	3 atop on west side of ridge. B-sep.	some range grass & yellow
24E	10cm to bedrock B-noc	Silty- loamy grass roots	med brown	@ top of ridge & seep	some range grass, yellow & cat tails
27E	30cm C	Silty w/ pebbles.	rust brn	east slope & end ridge.	Dead fir.

103N - 121E		Profile Pit			
Depth	Colour	Text	Loc.	Veg.	
55cm @ bedrock	brownish whit	hard packed 25% brks some roots	N side of rolling hill S of main mine walking	range grass, cat tails	
60cm close to bedrock	brownish tan	20% rx gravel. hard packed			
35cm	light brn	50% rx hard packed			
30cm	med brn	25% rx more roots hard packed			
10cm	dk brn some wht material	Flowy grass roots (main root systems & plants)			

STN	HOLE#	DEPTH	TEXTURE	COLOR	LOC ^N	VEGETATION	
LINE 106 ^N							
121.5	B	15 cm	FLOUR	CHOC, BROWN	FLATS	GRASS	
122.5	C	35	"	LIGHT CHOC. BROWN	"	"	
124	C	8-10	"	"	"	"	
127	C	15	"	"	SE SLOPE	CATTAILS	
128.5	C	8	"	"	"	"	
128.5	C	8	"	"	LEG. UNDER	WILLY BLDS.	
131.5	C	15	"	LIGHT REDDISH BROWN	FLATS	GRASS TREES	
134.5	C	NO SAMPLE: PIT AREA					
136	C		"				
139	C	10	FLOUR LEG. BLDS	CHOC BROWN	SE SLOPE	GRASS CATTAILS	
142	B	20-25	FLOUR	LIGHT BROWN	SE SLOPE	GRASS CATTAILS	
	C	8-10	L. FEB	CHOC	"	"	

MIDWAY MINE AREA

MIDWAY CLAIMS

GRID DATA

STN	ANGLE	HD	SLOPE	VD
LINE	1000			
137.5E				
139E	-15°	15m		-4.0
142E	-10	30m		-5.3
145E	-8	30m		-4.2
148	-14	30m		-7.5
151	-10	30m		-5.3
154	-8	30m		-4.2
155	-14	10m		-4.5
157	-32	20		-12.5
160	-33	30		-19.5
163	0	30		0
	44	15		14.5
166	19	15		5.2
LINE CORRECTION: 7m @ 39°				VD = 4.4 HD = 5.4m
169	16	30m		8.6
172	0	30		0
175	3	30		1.6
178	12	30		6.4

BOTTOM OF VALLEY @ 161.5

CLOUDY

Sept 13/89

STN	ANGLE	HD	SLOPE	VD
<u>LINE 100N</u>				
181	3	30m		1.6
184	2	30		1.1
187	5	30		2.6
191.5	-2	45		-1.6
193	0.5	15		0.1
196	6	30		3.2
199	-12	30		-6.4
202	-10	30		-5.3

LINE 106N

137.5				
139	-5	15		-1.3
141	-8	30		-4.2
142.5	-11	15		-2.9
144	-20	15		-5.5
145.5	-11.5	15		-3.1
147	-14	15		-3.7
148.5	15	15		4.0
150	11	15		2.9
151.5	19.5	15		5.3
153	21	15		5.8
154.5	28	15		8.0

147.9E
ROAD

CLOUDY

Sept 13/89

STN	ANGLE	HD	SLOPE	VD
<u>LINE 100N</u>				
181	3	30m		1.6
184	2	30		1.1
187	5	30		2.6
191.5	-2	45		-1.6
193	0.5	15		0.1
196	6	30		3.2
199	-12	30		-6.4
202	-10	30		-5.3

LINE 106N

137.5				
139	-5	15		-1.3
141	-8	30		-4.2
142.5	-11	15		-2.9
144	-20	15		-5.5
145.5	-11.5	15		-3.1
147	-14	15		-3.7
148.5	15	15		4.0
150	11	15		2.9
151.5	19.5	15		5.3
153	21	15		5.8
154.5	28	15		8.0

147.9E
ROAD

37

MIDWAY GRID (CONT)

STN	ANGLE	HD	SLOPE	VD	
LINE 106N					
156	-37	15		-11.3	
159	-36	30		-21.8	
160.5	2	15		0.5	
162	14	15		3.7	
163.5	21	15		5.8	
165	31	15		9.1	
166.5	30	15		8.7	167E FENCE
168	21	15		5.8	
169.5	9	15		2.4	
170	0	15		0	
173	-6	30		-3.2	
176	10	30		5.3	
179	8	30		4.2	
182	21	30		11.5	
186.5	4	15		1.1	POWERLINE
188	-3	15		-1.6	
191	-5	30		-2.6	
194	0	30		0	
197	-3	30		-1.6	
200	-6	30		-3.2	

STATION NUMBERING INCORRECT

Sept 14/84

STN	ANGLE	HD	SLOPE	VD	
LINE	97N				
100E					
103E	0	30m		0	
106	-12	"		-6.4	
109	-6	"		-3.2	110.7E ROAD
112	1	"		0.5	
115	2	"		1.1	
118	10	30		5.3	
119.5	21	15		5.8	
121	11	15		2.9	
124	-5	30		2.6	
127	-12	30		6.4	
130	-18	"		9.8	
133	-16	"		8.6	
136	0	"		0	
139	-8	"		4.2	
142	-12	"		6.4	143.5E ROAD
145	-10	"		5.3	
148	-10	"		5.3	
151	-11	30		5.8	

MIDWAY GRID

STN	ANGLE	HD	SLOPE	VD
LIME	9IN			
100E				
103	0	30		0
106	-3	30		-1.6
109	-8	30		-4.2
112	2	30		1.1
115	0	30		0
118	-6	30		-3.2
121	-3	30		-1.6
124	0.5	30		0.3
127	-3	30		-1.6
130	-4	30		-2.1
132	-11	20		-3.9
136	-10	40		-7.1
139	-8	30		-4.2
142	-8	30		-4.2
145	-10	30		-5.3
148	-12	30		-6.4
151	-12	30		-6.4

ROAD @ 45m
132.5E
@ 50° OR 250°

ROAD @ 140.95
150° OR 330°

HOT / SUNNY SEPT 13/84

STN	ANGLE	HD	SLOPE	VD	
LINE 83N					
100E		0			
103	+6	30	100.5	3.2	
106	-1.5	30	100.5	-0.8	
109	-6	30		-3.2	
112	+3	30		1.6	
115	0	30		0	
118	-8	30	101	-4.2	
121	-8	30	101	-4.2	
124	+2	30		1.1	
127	+2	30	101	1.1	ROAD 15°N OF 124°
130	-8	30	100.5	-4.2	
133	-6	30	100.48	-3.2	
136	-5	30	100.5	-2.6	
139	-6	30	101	-3.2	
142	-8	30	100.5	-4.2	ROAD @ 142.3°
145	-6	30	101	-3.2	@ 170° OR 350°
148	-8	30	100.5	-4.2	
151	-19	30		-16.3	

MIDWAY GRID

STN	ANGLE	HD	SLOPE	VD
<u>BASELINE EXTENSION</u>			100E	
100N				
97N	4	30		2.1
94N	0	30		0
91	-12	30		-6.4
88	-12	30		-6.4
85	-6	30		-3.2
82	-4	30		-2.1
79	-7	30		-3.7
76	-6	30		-3.2

TIE-LINE: STN 199E

					BEARINGS
115W					
112	-14	48.5	50	-12.1	168
113	-16	7.2	7.5	-2.1	
109	-13	30.2	31	-7.0	198
106	-9.5	18.7	19	-3.1	159
103	-17	42.6	44.5	-13.6	194
100	-16	47.6	49.5	-13.6	164
97	-12	33.3	34	-7.1	204

SEPT 15/84

STN	ANGLE	HD	SLOPE	VD	
LINE	112 ^N				
130	—	—	—	—	
133	-11	30		-5.8	
136	-8	30		-4.2	
139	-8	30		-4.2	
140.5	-10	15		-2.6	
142	-11	15		-2.9	
145	-14	30		-7.5	
148	-14	30		-7.5	
149.5	-11	15		-2.9	ROAD @ 160°
150.5	-18	10		-3.3	
151.5	-58	10		-16.0	
152.5	-38	10		-7.8	
154	-38	15		-11.7	
155.5	-22	15		-6.1	
157	-16	15		-4.3	
158.5	-8	15		-2.1	CREEK
160	22	15		6.1	
161.5	27	15		7.6	
163	18	15		4.9	
164.5	14	15		3.7	
166	2	15		0.5	

MIDWAY GRID

STN	ANGLE	HD	SLOPE	VD
LINE	112 ^N	(CONT)		
169N	6	30		3.2
172N	8	30		4.2
175	8	30		4.2
178	8	30		4.2
181	18	30		9.8
184	27	30		15.3
187	-11	30		-5.8
190	-22	30		-12.1
193	6	30		3.2
196	8	30		4.2
199	-6	30		-3.2
202	-6	30		-3.2

LINE	115 ^N			
130 ^E				
133	-11	30		-5.8
136	-8	30		-4.2
139	-16	30		-8.6
142	-14	30		-7.5
145	-14	30		-7.5
146.5	-14	15		-3.7
148	-8	15		-2.1

STN	ANGLE	HTD	SLOPE	VD	
LINE 115 ^N					
149.5 ^E	-11	15		-2.9	ROAD @ 150.7
151	-16	15		-4.3	
152.5	-18	15		-4.9	
154	-22	15		-6.1	
155.5	-36	15		-10.9	
157	-34	15		-10.1	CREEK @ 157.3
158.5	6	15		1.6	
160	18	15		4.9	
163	18	30		9.8	
164.5	16	15		4.3	
166	8	15		2.1	FENCE @ 166.2
169	8	30		4.2	
172	8	30		4.2	ROAD
175	8	30		4.2	
178	6	30		3.2	
181	16	30		8.6	
182.5	16	15		4.3	ROAD 10m N of 184 @ 240°
184	8	15		2.1	
187	0	30		0	
189	-4	30		-2.1	
190	-21	30		-11.5	
193	0	30		0	

MIDWAY GRID

STN	ANGLE	HD	SLOPE	VD
LINE 115N				
196E	11	30		5.8
199	6	30		3.2
262	-8	30		-4.2
SEPT 16/84				
LINE 97N				
151E		0		
154	-14	30		-7.5
157	-8	30		-4.2
158.5	-14	15		-3.7
160	-33	15		-9.7
163	-31	30		-18.0
166	3	30		1.6
169	18	30		9.8
172	31	30		18.0
175	6	30		3.2
178	0	30		0
181	6	30		3.2
184	3	30		1.6
187	-3	30		-1.6
190	0	30		0
193	-6	30		-3.2
196	0	30		0

CREEK @ 167.5E

FENCE @ 167.5E

ROAD @ 186.25E

@ 110

STN	ANGLE	HD	SLOPE	VD	COMMENTS BEARING
199	3	30		1.6	
202	5	30		2.6	

TIE-IN OF BASE GRID

LINE 109^N.

136E

133 5 31.9 32 2.8 272

131.5 7 13.2 13.25 1.6 273

130 14 18.4 19 4.6 272

128.5 12 14.7 15 3.1 272

272

LINE 109^N TO LINE 106^N

128.5^E -13 26.3 27 -6.1 180°

LINE 106^N

128.5^E

130 3 15.7 15.75 0.8 272

130.9 9 8.9 9 1.4 272

131.5 -18 6.7 7 -2.2 270

132.3 2 8.0 8 0.3 270

STN
133

133.2 -28 7.8 9 -4.2 270

LINE 106^N TO 109^N

133 4 25.75 183°

MIDWAY GRID

STN	ANGLE	HD	SLOPE	VD	COMMENTS/ BEARINGS
LINE 106 ^N TO 103 ^N					
128.5 ^E	-20	45.8	48.75	76.7	181
LINE 103 ^N					
128.5	-	-	-	-	-
130	+20	20.2	21.5	+7.6	270
131.5	-12	15.4	15.75	-3.3	270
133	-10	15.5	15.75	-2.7	270
134.5	-11	15.0	15.25	-2.9	270
136	-13	15.1	15.5	-3.5	270
LINE 103 ^N TO LINE 106 ^N					
136 ^E	15	45.9	47.5	12.3	180

MIDWAY GRID

FROM DATA COMPILED BY F. CHOW

SURVEY BY F. CHOW & J. HOBART

SEPT 13/84

STN	HD	VD	SLOPE	%	ANGLE
LINE 103 ^N					
137.5E	5				
139 ^E	15	-5.			
	5	-8.			
142	15	-11.5			
142	10	-17.			
145	30	+16.			
148	30	-18.			
151	30	-9.			
	20	-3.			
154	10	-6.5			
	6	-6.			
	5	-6.			
	8	-13.			
	5	-7.			
157	6	-15.			
160	30	-19.8		-66	
	15	-3			
163	15	-3			
166	30	-19.2		64	

MIDWAY GRID
F. CHOW DATA (CONT)

STN	HD	VD	SLOPE	%	ANGLE
LINE 103 ^N					
166 ^E					
169	15				
	5				
169	10	3.			
172	30	3.			
175	30	4.			
	15	11.			
178	15	6.5			
	17	0.5			
181	13	0.5			
184	30	1.5			
187	30	14.			
190	30	4.5			
	15	0			
193	15	-8.5			
196	30	-7.5			
199	30	-9			
202	30	-3			

STN	HD	VD	SLOPE	%	ANGLE
LINE	109 ^N				
137 ⁵					
139	15	-11			
142	30	-11			
145	30	-15			
148	30				
	4.5				
151	13	-25.5			
	13			-40	
154	17	-6.8		-40	
157	30	-13.2		-44	
160	30	-20.4		-68	
163	30	12.6		42	
166	30	9.5		31.5	
169	30	15.3		51	
172	30	4.5			
175	30	2.5			
178	30	6			
181	30	20.5			
184	30	15.9		53	
	5	8			
187	25	-6			

MIDWAY GRID
 F. CHOW DATA (CONT)

STN	HD	VD	SLOPE	%	ANGLE
LINE 109 ^N					
187 ^E					
190	15	-23			
190	15	0.5			
193	30	0			
196	30	-6.0			
199	30	2			
202	30	-4			

LINE 94 ^N					
100 ^E					
	15	1			
103	15	-2			
106	30	-10			
	15	-6			
109	15	-6.5			
112	30	-3			
	10	0.6			
115	20	-2			
118	30	5			
121	30	7			

STN	HD	VD	SLOPE	90	ANGLE
LINE 94N					
121 ^E					
	16	5			
124	14	1			
	15	2			
127	15	-6			
	15	-8			
130	15	-9			
	12	-12			
133	18	-9			
	15	-9.5			
136	15	-5			
139	30	-6			
142	30.2	-7			
	15	-7			
145	15	-5			
148	30	-9			
	15	-6.5			
151	15	-9			
	15	-8			
154	15	-9			

MIDWAY GRID

HOT/SUNNY

GRID EXTENSION DATA

SEPT 18/84

RECORDED BY:

COMMENTS/
BEARINGS

STN	ANGLE	HD	SLOPE	VD	COMMENTS/ BEARINGS
LINE 94 ^N					
154	0	0			
157	-8	30	101	-4.2	
160	0	30	10	0	
163	-32	30	118	-18.8	
166	-28	30	113	-16.0	
169	+14	30	103	7.5	CREEK @ 150° OR 330°
172	+33	30	115	19.5	FENCE @ 168.3E
173.5	+24.5	15	110	6.8	
175	15.5	15	103	4.2	
177	+8	20	101	2.8	
178	0	10	0	0	
181	0	30	0	0	
184	+3	30	100.25	1.6	
187	-1	30		0.5	
190	+3	30	100.25	1.6	
193	-3	30	100.25	1.6	
196	0	30	0	0	
199	+1	30		0.5	
202	+3	30	-25	1.6	

Sept. 18 / 89

STN.	ANGLE	HD	SLOPE	VD	COMMENTS/ BEARING
LINE 91 ^N					
151	0	0	104		
154	-16	30	100.5	-8.6	
157	-6	30	0	-3.2	
159	0	20	104	0	
160	-16	10	113	-2.9	
163	-32	30	102	-18.8	
166	-11.5	30	122	-6.1	FENCE @ 164.1 CREEK @ 165 ^E @ 180° or 360°
169	+35	30	115	21.0	
170	+29.5	10	100.25	5.7	
172	+3	20	101.5	1.6	
175	+9	30	100.25	4.8	
178	+3	30	100.25	1.6	
181	-3	30		-1.6	
184	-1	30	100.35	-0.5	
187	+3.5	30	100.2	1.8	
190	+2	30		1.1	
193	0	30	100.48	0	
196	-5	30		-2.6	
199	-1	30		-0.5	
202	-1	30		-0.5	

MIDWAY GRID

COOL HORN
HOT AFTER^NSEPT 19/84
S&J

STN	ANGLE	HD	SLOPE	VD	COMMENTS/ BEARINGS
LINE 83 ^N					
151	0	0			
154	-18	30		-9.8	
157	-14	30		-7.5	
160	-8	30		-4.2	
	-16	15		-4.3	
163	-30	15		-8.7	FENCE @ 164.2 ^E CRK @ 164.9 ^E
166	-18	30		-9.8	
169	+34	30		20.2	
	+30	20		11.6	
172	-5	10		-0.9	
175	+8	30		4.2	
178	0	30		0	
181	-1	30		-0.5	
184	-3	30		-1.6	
187	+2	30		1.1	
190	+6	30		3.2	
193	+3	30		1.6	
196	-7	30		-3.7	
199	0	30		0	
202	-8	30		-4.2	

~~1000~~ 3.5%

35m

STN	ANGLE	HD	SLOPE	VD	COMMENTS BEARING
LINE 85 ^N					
100 ^E	0	0			
103	+2	30		1.1	
106	0	30		0	
109	-3	30	100.25	-1.6	
112	-6	30	100.5	-3.2	
115	-3	30	100.25	-1.6	
118	-6	30	100.5	-3.2	
121	-14	30	103	-7.5	
124	-14	30	103	-7.5	
127	+2	30		1.1	
130	-4	30		-2.1	
133	-6	30	100.5	-3.2	
136	-6	30	100.5	-3.2	
139	-4	30		-2.1	
142	-6	30	100.5	-3.2	
145	-8	30	101	-4.2	Road @ 143.2 ^E 160° or 340°
148	-8	30	101	-4.2	
151	-16	30	104	-8.6	
154	-19	30	106	-10.3	
157	-10	30	101.5	-5.3	
160	-14	30	103	-7.5	
163	-27	30	112	-15.3	Fence @ 163.7 ^E

MIDWAY GRID

STN	ANGLE	HD	SLOFF	VD	COMMENTS/ BEARINGS
LINE 85 ^N CONT'D					
166	-15	30	103.5	-8.0	CRK @ 166 ^E
169	+29.5	30	115.5-24.5	17.0	
172	+29.5	30	115.5-24.5	17.0	
175	+6	30	100.5	3.2	
178	+1	30		0.5	
181	-1	30		-0.5	
184	-3	30	100.25	-1.6	
187	-3	30	100.25	-1.6	
190	+1	30		0.5	
193	+3	30	100.25	1.6	
196	0	30		0	
199	-3	30	100.25	-1.6	
202	-14	30	103	-7.5	

SEPT 19/84

STN	ANGLE	HD	SLOPE	VD
LINE 82 ^N				
100	0	0		
103	+3	30	30.08	1.6
	+6	15	15.1	1.6
106	-6	15	15.1	-1.6
109	-3	30	30.08	-1.6
112	+2	30	30.09	1.1
115	-10	30	30.6	-5.3
118	-6	30	30.2	-3.2
121	-16	30	31.2	-8.6
124	-10	30	30.6	-5.3
127	-6	30	30.2	-3.2
130	-3	30	30.08	-1.6
133	+3	30	30.08	1.6
136	0	30	30	0
139	-2	30	30.06	-1.1
142	-6	30	30.2	-3.2
145	-11	30	30.7	-5.8
148	-14	30	31.0	-7.5
	-12.5	20	20.5	-4.4
151	-18	10	10.5	-3.3
154	-14	30	31.0	-7.5
157	-19.5	30	32.8	-10.6

 ROAD @
 144.2°
 @160°

MIDWAY GRID

SEPT 19/84

STN	Z	HD	SD	VD	
160	-11.5	30	30.6	-6.1	
	-25	20	22	-9.3	FENCE @ 164.3 ^E
163	-31.5	10	11.7	-6.1	
166	-11	30	31.2	-5.8	FENCE @ 164.9 ^E @ 120° or 300°
169	+31.5	30	34.8	18.4	CREEK @ 165.4 ^E
172	+22	30	32.4	12.1	
	+17.8	15	15.8	4.8	
175	0	15	15	0	
178	-2	30	30.06	-1.1	
181	+6	30	30.15	3.2	
184	-3	30	30.08	-1.6	
187	-3	30	30.08	-1.6	
190	-2	30	30.06	-1.1	
193	+2	30	30.06	1.1	
196	0	30	0	0	
199	-5	30	30.1	-2.6	
202		30		-1	

TIE-IN

STN 199E

LINE	L	BEARING	SLOPE	HD	VD
82 ^N	0	0	0		
85 ^N	+7	178° OR 358°	42.5	42.2	5.2
88 ^N	+10	10° OR 190°	32	31.5	5.6
91 ^N	-2	226°	10.5	10.5	-0.4
94 ^N	+11	338°	48.75	47.9	9.3
97 ^N	+11	26° OR 226°	13	12.8	2.5

MAGNETOMETER SURVEY

MIDWAY GRID

SURVEY BY S. DAVIES

SEPT 20/84

STN	TIME	ORIGINAL READING	DRIFT	CORRECTED VALUE
BASELINE 100 ^E				
115N	9:03	56912		
112 ^N	05	865		
109 ^N	07	978		
106	10	57111		ERRATIC
103 ^N	13	63905		POWERLINE
100	9:14	NO READINGS		EXTREMELY ERRATIC
97	16	57124		
94	18	305		
91	19	092		
88	21	118		
85	22	123		
82	23	57170		
115 ^N	9:30	56919		

 $\Delta t = 0.27 \text{ h}$ $\Delta y = 7$ (NO CORRECTION NEEDED)

CLOUDY/OVERCAST

Sept 21/84

STN	TIME	ORIG. READING	DRIFT	CORR. VALUE
LINE 82 ^N				
BL00E	10:03	57170		57170
103 ^E	05	238		
106	05	179		
109	06	148		
112	07	167		
115	08	179		
118	09	172		
121	10	146		
124	11	175		
127	13	169		
130	13	175		
133	14	230		
136	15	157		
139	16	160		
142	17	157		
145	17	208		
148	18	184		
151	19	255		
154	23	ERRATIC 770		
157	24	56675		
160	25	57195		

MAGNETOMETER SURVEY

MIDWAY GRID

STN	TIME	READING	DRIFT	CORR. VALUE
LINE 82 ^N				
163 ^E	10:27	57099		
166 ^E	31	57000	*ERRATIC DIR. DEP	
169	37	56944		
172	38	57050		
175	39	072		
178	40	56978 (490)		
181	43	930		
184	47	57818		
187	50	355		
190	51	550		
193	52	336		
196	54	415		
199	57	700	Extremely erratic (30%)	
202 ^E	11:05	57335-411	EXTREMELY ERG.	
LINE 85 ^N				
202 ^E	11:10	57114	108-133	
199	12	269		
196	15	58069	095-072	
193	17	57430	413-484	

STN	TIME	READINGS	DRIFT	CORR. VALUE
LINE 85 ^N				
190 ^E	11:18	57697		
187 ^E	20	356		
184	22	735		
181	26	500	434-511	
178	28	635	LOW: 270	
175	30	467	454-473	
172	32	203	LOW 169	
169	34	56770		
166	38	57071	55-78	
163	44	030	56951-57047	
160	47	035	026-087	
157	50	112	089-122 ONE SAMPLE EACH	
154	52	405	363-413	
151	55	305	298-313	
148	56	193	LOW 148	
145	59	155		
142	12:02	190	160-205	
139	04	150	135-170	
136	07	175	143-178	
133	10	198	177-246	
130	12	270	258-281	
127	14	290	260-291	

MAG. SURVEY - MIDWAY GRID

STN	TIME	READING	DRIFT	CORR. VALUE
LINE	85 ^N			
124 ^E	12:15	240-288 57272		
121 ^E	18	202-222 210		
118	20	179-241 186		
115	22	176-238 185		
112	24	209-248 215		
109	27	223-242 230		
106	29	167-251 245		
103	31	120-205 123		
BL 100 ^E	12:33	182-180 57178		56865
100 ^E 82 ^N	12:35	181-234 200		

BASELINE 100^E (BASELINE VALUE CHECK) SEPT 22/89

115 ^N	11:47 ^{AM}	56964	* 3 rd DIGIT NOT READING	
112	49	896		
109	51	57023 or 36961		
106	53	57133		
103			POWERLINES	
100				
97				
94	11:57	57328		
91				
88		171		

STN	TIME	READING	DRIFT	CORR VALUE
BASELINE 100 ^E				
85 ^N	10	513		
82 ^N	10	215		
115 ^N	10:27	290		
$\Delta t =$		$\Delta = 4$		

LINE 82^N SEPT 22/81

BL100^E

103

106

109

112

115

118

121

124

127

130

133

136

139

142

145

MAG. SURVEY - MIDWAY GRID

STN	TIME	READINGS	DRIFT	CORR VALUE
LINE	83N			
148 ^E				
151 ^E				
154				
157				
160				
163				
166				
169				
172				
175				
178				
181				
184				
187				
190				
193				
196				
199				
BL-202 ^E				

STN

TIME

READINGS

DRIFT

CORR.
VALUE

LINE 91^N

~~202~~^E

199^E

196

193

190

187

184

181

178

175

172

169

166

163

160

157

154

151

148

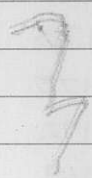
145

142

139

MAG. SURVEY - MIDWAY GRID

STN	TIME	READINGS	DRIFT	CORR VALUE
LINE 91 ^N				
136				
133				
130				
127				
124				
121				
118				
115				
112				
109				
106				
103				
BL 100 ^E				
LINE 94 ^N				
BL 100 ^E				
103				
106				
109				
112				
115				



STN	TIME	READING	DRIFT	CORP VALUE
LINE 94N				
118 ^e				
121				
124				
127				
130				
133				
136				
139				
142				
145				
148				
151				
154				
157				
160				
163				
166				
169				
172				
175				
178				
181				

MAG. SURVEY - MIDWAY GRID

STN	TIME	READING	DRIFT	COEF. VALUE
LINE 91 ^N				
184				
187				
190				
193				
196				
199				
BL 202 ^E				
LINE 97 ^N				
BL 202 ^E				
199				
196				
193				
190				
187				
184				
181				
178				
175				
172				
169				

STN	TIME	READINGS	DRIFT	CORR.	VALUE
LINE 97 ^N					
166					
163					
160					
157					
154					
151					
148					
145					
142					
139					
136					
133					
130					
127					
124					
121					
118					
115					
112					
109					
106					
103					
Blk 100E					

MAG SURVEY - MIDWAY GRID

STN	TIME	READINGS	DRIFT	CORR. VALUE
LINE	115 ^u			
BL100E				
103				
106				
109				
112				
115				
118				
121				
124				
127				
130				
133				
136				
139				
142				
145				
148				
151				
154				
157				
160				

STN	TIME	READING	DRIFT	CORR. VALUE
LINE 115 ^N				
163 ^E				
166				
169				
172				
175				
178				
181				
184				
187				
190				
193				
196				
199				
BL 202 ^E				

DATA USED TO DETERMINE CORRECTION
OF VALUES TO AGREE WITH PREVIOUS SURVEY

STN	TIME	READING	CORR.	PREV. VALUE
BL 100 ^E				
112 ^N				
115 ^N				
118				

MAG SURVEY - MIDWAY GRID

CORRECTION DATA CONT

STN	TIME	READING	CORR.	PREV. VALUE
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LINE 118 ^N				
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400 ^E				
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103				
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106				
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109				
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112				
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115				
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LINE 115 ^N				
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3400 ^E				
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103				
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106				
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109				
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112				
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115				
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SOIL SAMPLING Sept 21/89

STN	DEPTH	TEXTURE	COLOR	LOCN	VEGETATION
LINE 94 ^N					
121 ^F B	25 cm	FLOUR 5-10% FEB.	DARK BROWN	S. SLOPE	↑
C	40 cm	FLOUR 10% FEBLES HARD CLUMPS	LIGHT TO TAN BROWN	S. SLOPE	TAHOILE CATTAILS B. WEED
124 ^E C	20 cm	15% FEB.	REDDISH BROWN	"	"
127 ^E C	15 cm	"	TAN BROWN	"	"
130 ^E C	1				

LINE 97 ^N					
121 ^E C	10 cm	LARGE ROCKS FLOUR	BROWN (CHOCOLATE)	S. SLOPE	RANGE GRASS
124 ^E C	30 cm	HARD PACK 45% FEB	LIGHT BROWN	SE. SLOPE	RANGE GRASS MILK WEED
127 ^E C	25 cm	HARD PACK 10% ROCK	LIGHT (TAN) BROWN	E. SLOPE	"
135 ^E C	30 cm	FLOUR 45% FEB.	CHOC. BROWN	"	" CATTAILS

LINE 103 ^N SEPT. 22/84					
121 ^E B	25-27	FLOUR 45% ROC.	LIGHT BROWN	N. SLOPE	RANGE GRASS CATTAILS
121 ^E C	30 cm	HARD PACK 45% FEB	TAN	"	"
124 C	25	FLOUR 45% FEB	LIGHT BROWN	E. SLOPE	"
127 C	20	HARD PACK 5-10% FEB	VERY LIGHT BROWN	S. SLOPE	"
128.5 C	35	FLOUR 10-15% FEB	CHOC. BROWN	"	"
131.5 C	20	PACKED 10-15% ROC	REDDISH BROWN	BY PIT AMP	BARREN
134.5 C	20	FLOUR MAJLY LG RX	RICH LIGHT BROWN	SE SLOPE	RANGE GRASS CATTAILS
136 C	20	HARD PACK 25% FEB	REDDISH BROWN	"	"
139 C	15	FLOUR 25% FEB	"	"	"
142 C	35-40	FLOUR 45% FEB	LIGHT BROWN	"	"
142 B	10	"	RICH BROWN	"	"

1000 ASA ROLL

FRAME	f	SPEED	DESCRIPTION
1	11	1/500	THISTLE PRACTICE SHOT
2	22	1/25	THISTLE PRACTICE SHOT
3	5.6	1/500	"
4	22	1/500	"
5	2.8	1/1000	STUMP
6	2.	1/250?	SUNSET
7		1/1000	JASMINE IN HOLE
8	2	1/8	MIDWAY AT DUSK
9	8	1/1000	DEER IN CLEARING
10	8	1/1000	"
11	4 + 2.8	1/1000	GAY SUITING UP
12	8	1/500	L103 nd IZIE SOIL PROFILE
13	11	1/125	"
14		1/500	
15	22	1/25	PANORAMA OF OSOYOSS?
16	"	"	"
17	"	"	"
18	16	1/125	USA SNOW
19	11	"	"
20	4 ²	1/1000	COLUMBIA RIVER
21	4 + 2.8	1/1000	VILLAGE OUTSIDE GRAND FORKS
22	5.6	1/250	ROCK IN MORNING
23			
24			

PEN
SCALE 15.5cm

145E

142

139

136

133

130

127

124

121E

91W

94

97

100

103

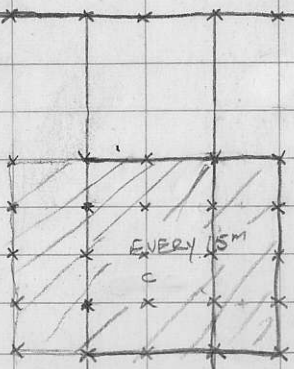
106

109

112

115

118



EVERY 15M

C

LINE 106N: 133E to 134.5E

SLOPEDIST = 18.0m

Sept 1984

RAINBOW GROUP - MIDWAY M.C. → AREA N. L. 373

330
27m

TIE LINE 199E

STN TO STN	HD	BRG.	Δ ELEVATION
115 ^N - 112 ^N	55.7	168 ✓	-14.2
112 ^N - 109 ^N	30.2	198 ✓	-7.0
109 ^N - 106 ^N	18.7	159 ✓	-3.1
106 - 103	42.6	194 ✓	-13.0
103 - 100	47.6	164 ✓	-13.6
100 - 91	33.3	204 ✓	-7.1
91 - 94	12.8	178 ✓	-2.5
94 - 91	47.9	190 ✓	-9.3
91 - 88	10.5	226 ✓	+0.4
88 - 85	31.5	338 158	-5.6
85 - 82	42.2	178	-5.2

TOTAL LENGTH OF L 82^N 100^E - 202^E
1020 m

BEARING OF L 97^N 090°

3800M

1060
- 298
762

MIDWAY GRID

LINES TO 200 E

100
100
72

BASELINE TO 72 N

PREVIOUS GRID LAST STATIONS

LINE	STN	MAG	STNS	LINE	STN
100N	137.5E	LINE	STN		
103N	137.5E	100	—		
106	137.5	103	—		
109	137.5	106	—		
112	130	109	—		
115	130	112	130E		
118		115	130E		
121		118	127		
124		121	127		
127		124	124		
130		127	124		
		130	124		

149.5



$$\frac{190}{100} = \frac{x}{9.5} \quad x = 18.05$$

18

SOLL THOTOS

A @ 1/50

B @ 1/25

THISTLE PHOTOS

23 ? @ 1/15 *1/15* *1/15* *1/15* *1/15* *1/15*

22 @ 1/60

24 @ 1/100

1000 ASAIZOLL