(136) Item 32

conoco

Interoffice Communication

To: G. L. Pine

From: R. D. Whitman

Date: March 21, 1978

Subject: Striped Hills Ground Mag

I have examined the 350+ gamma anomaly that lies immediately northeast of the common corner of sections 3, 4, 9 and 10. I have enclosed a ground mag map which shows the position of the causative body for this anomaly.

North-south profiles were plotted across the anomaly and four different types of depth estimates were made using these profiles. The depth estimates ranged from 450' to 550' deep. The body is a dike-like body that strikes roughly N80°W with possibly some dip to the southwest. The width of the body shown on the enclosed map should be considered a minimum width. The body could be as wide as 1000'. One crude rule of thumb estimate for the susceptibility was made. It yielded a value of .003 which could easily be a silicic intrusive rock with 1% to 2% magnetite.

The most reasonable explanation for this anomaly is an intrusive body. The mag data says it is 500' deep and the gravity data indicates that bedrock is less than 500' deep in this area. Therefore, a 750' to 1000' drill hole, centered on the causative body, should definitely test the anomaly.

Robert D Whitman

R. D. Whitman

ska
cc: W. A. Petersen

MAR 23 1978

3680 0032

136
Item 32

8/7

SHERRI —

$B_D = 12° 25.40'$

$S'_D = 3.17\ \gamma/mm$

$S'_D = 0.51'/mm$

$B_H = 21325.3\gamma$

$S_H = 2.38 + 0.00153\ \frac{h}{2}\ [\gamma/mm]$

$B_Z = 51338.9\gamma$

$S_Z = 3.16\ \gamma/mm$

D.C. HERZOG

We hope to get a meaningful magnetic interpretation from Simmons so lets

pb (136)
Item 32

B. R. Berger - Reno

D. C. Davis - Reno

September 19, 1975

Striped Hills Ground Mag Survey

Dick Simmons says that correction data supplied from Tucson aren't good enough and it will be necessary to use a base station on the above work.

The station should be at an accessible site near the center of the project. It should have very little gradient, determined by reading with the staff vertical and then tilted at arms length in four directions.

The base station should be read at least every three hours and within fifteen minutes of the same times every dat. On Striped Hills it would appear that 8, 11, 2, and 5 would be the proper times.

Simmons has arranged with the Boulder observatory to receive daily magnetic storm forecasts. They open at 7 A.M. Mountain Time, so a call before leaving Winnemucca in the morning would get them. Call (303) 494-8101 or (303) 499-1000 ext. 3171 if the first number is busy, identify yourself as with Continental Oil Company, and ask for the maximum K factor for the day. It would also be a good idea to ask if there was any change the previous day, the amount and what time. The K factor is the magnetic storm intensity.

Gamma Fluctuation	K Factor	Simmon's Remarks
0	0	
5 - 10	1	OK
10 - 20	2	
20 - 40	3	
40 - 70	4	Go ahead but be cautious, check repeatibility carefully
70 - 120	5	Either way
120 - 200	6	
200 - 330	7	
330 - 500	8	Forget it
500 - +	9	

If the K factor is below 4, lets go ahead. If we have a period of several days with a higher K factor we may have to adjust in the interest of time.

Each station should be read three times and repeatibility should be three gammas. If not read every 30 seconds for five minutes. If a drift in one direction occurs a magnetic storm is in progress and you should shut down.

We hope to get a meaningful magnetic interpretation from Simmons so lets follow his instructions as faithfully as possible.

David C. Davis

pb
CC: WAP, DED, Dick Simmons

(136) ~~PHK~~
Item 32 Profile

Richard Simmons - Denver

Byron R. Berger - Reno

February 18, 1977

Magnetic Susceptibility - Striped Hills Core

Attached are magnetic susceptibility data from our recent diamond drilling program in the Striped Hills. The measurements were made on split core samples ranging from HQ to BQ in size. We would like to have you re-evaluate the aeromagnetic and ground magnetic data in light of the new information. Our ultimate objective is to define the main igneous source for the hydrothermal alteration. To aid your work, a location map and short form drill logs are also attached.

We would like to have your interpretation as soon as possible as we are currently putting together the final report.

Byron R. Berger
Geologist

pb
Enc.

CONOCO

136
Item 32

RHK

File
Striped Hills - Mag

Interoffice Communication

To Barney Burger - Reno

From R. G. Simmons

Date October 22, 1976

Subject Striped Hills Airmag Survey

Figure 1 shows the calculated versus observed response from modeling the recent 500' airborne data. Figure 2 shows the approximate location of the profile.

As indicated in figure 1, 50° of northward dip supplied the best fit to the observed data. This is different from the ground data which implies more of a vertical body. Also depth of burial for the airborne data is 200' versus 350-400' for the ground data. Magnetic contrast remains similar (400 c.g.s.).

The pyyrotite mentioned in our phone conversation should definitly be considered as the cause of the anomaly if your susceptibility measurements show high values.

The magnetic low that lies to the NW of the high (See Figure 3) should definitly be considered as a possible location for a low susceptibility intrusive sill or dike in light of the recent drill hole information.

RG Simmons

R. G. Simmons

sp

FIG. 1.

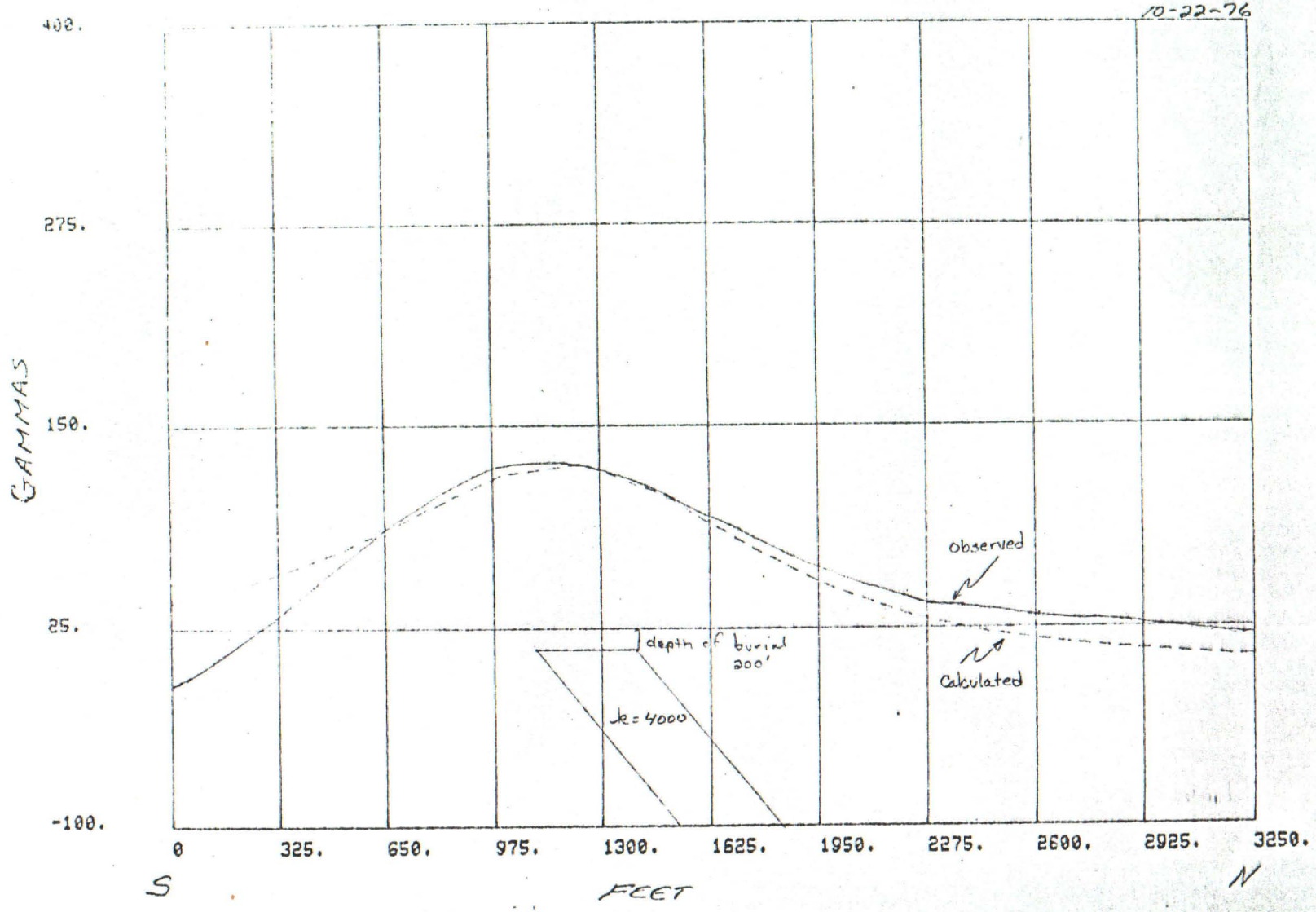
STRIPED HILLS

500

TOTAL FIELD	54000	GAMMAS
INCLINATION	65	DEG.
STRIKE	0	DEG.

EXIT

10-22-76



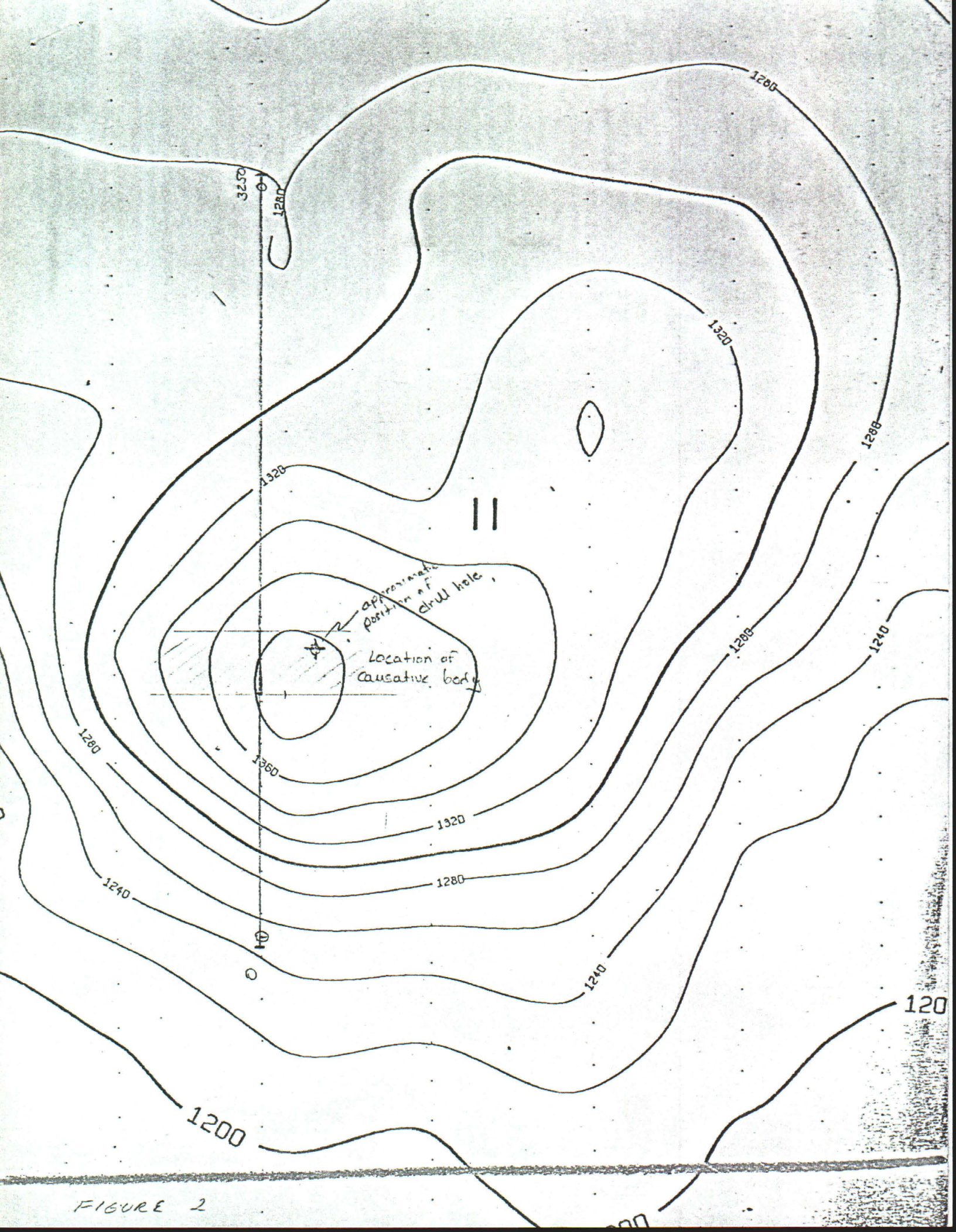

1280
1320
1280
1320
1280
1240
1280
1360
1320
1280
1240
1240
1200
120
approximate position of drill hole
Location of causative body

FIGURE 2

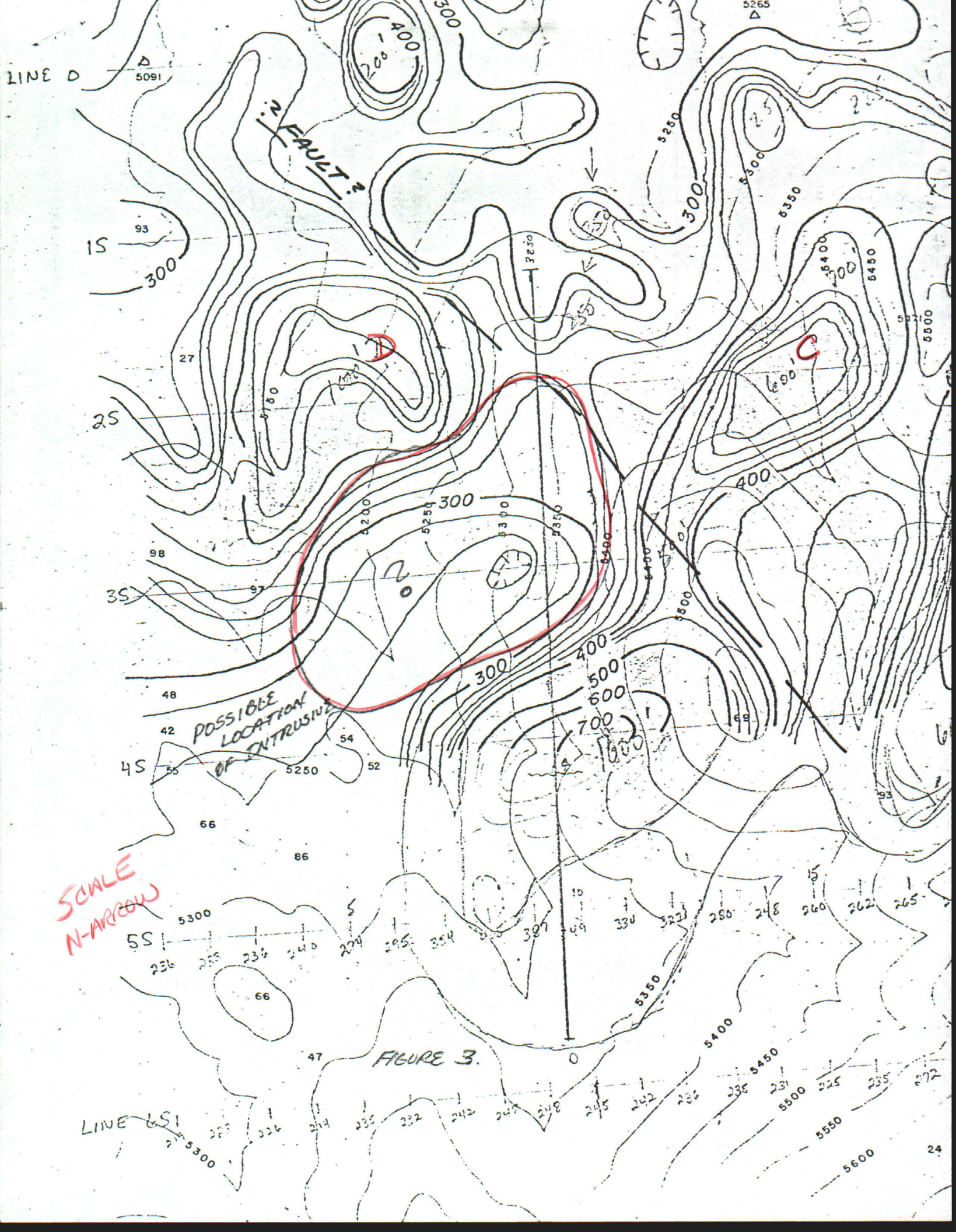

LINE D
5091
5265
FAULT?
15
25
35
45
55
93
27
98
97
48
42
54
52
66
86
47
24
5250
5300
5350
5400
5450
5500
5550
5600
300
400
500
600
700
D
C
POSSIBLE LOCATION OF INTRUSIVE
SCALE
N-ARROW
LINE 1S1

FIGURE 3.

CONOCO

(136)
Item 32

Interoffice Communication

To P. H. Kirwin - Reno

From D. G. Simmons - Denver

Date September 3, 1976

Subject Striped Hills Ground Mag

Further evaluation of the Striped Hills mag data was conducted with the following purposes in mind: (a) to determine which of the detected anomalies stood the best chance of being caused by an intrusive or skarn mineralization, and (b) determine the depth of burial, geometry, susceptibility, etc.

Figure 1 shows the first and second priority anomalies picked (Line 4S and Line 3S). Computer modeling indicates that the causative body of anomaly 1 would be buried 350-400', be a dike-like vertical body, and have a susceptibility of around 7,000 e.g.s. (~2½% magnetite by volume). A thickness of 400' with infinite depth extent was used for the model. Figure 2 shows the computed versus observed curves. The corners of the body are at 2,000 and 2,400.

Note should be made that our modeling program assumes an infinite strike length which our observed anomaly definitely doesn't have. The effect of this is to cause the real susceptibility of the causative body to have to be much higher than the calculated 7,000 because a lesser volume of material is actually involved. A second effect is that the width of the anomaly decreases and, therefore, a deeper body is needed to match an observed curve. This might help with the thrust fault problem and the predicted 400' depth of burial you mentioned on the phone.

The second priority anomaly on Line 3 South should have a depth of burial around 200' and is modeled as a vertical dike-like body again (although thinner). Model susceptibility was computed at 4,500 e.g.s. The observed anomaly might have a small component of eastward dip (??). Again, the same cautions that applied to No. 1 apply here also.

Dick

Dick Simmons

ih
Encs.

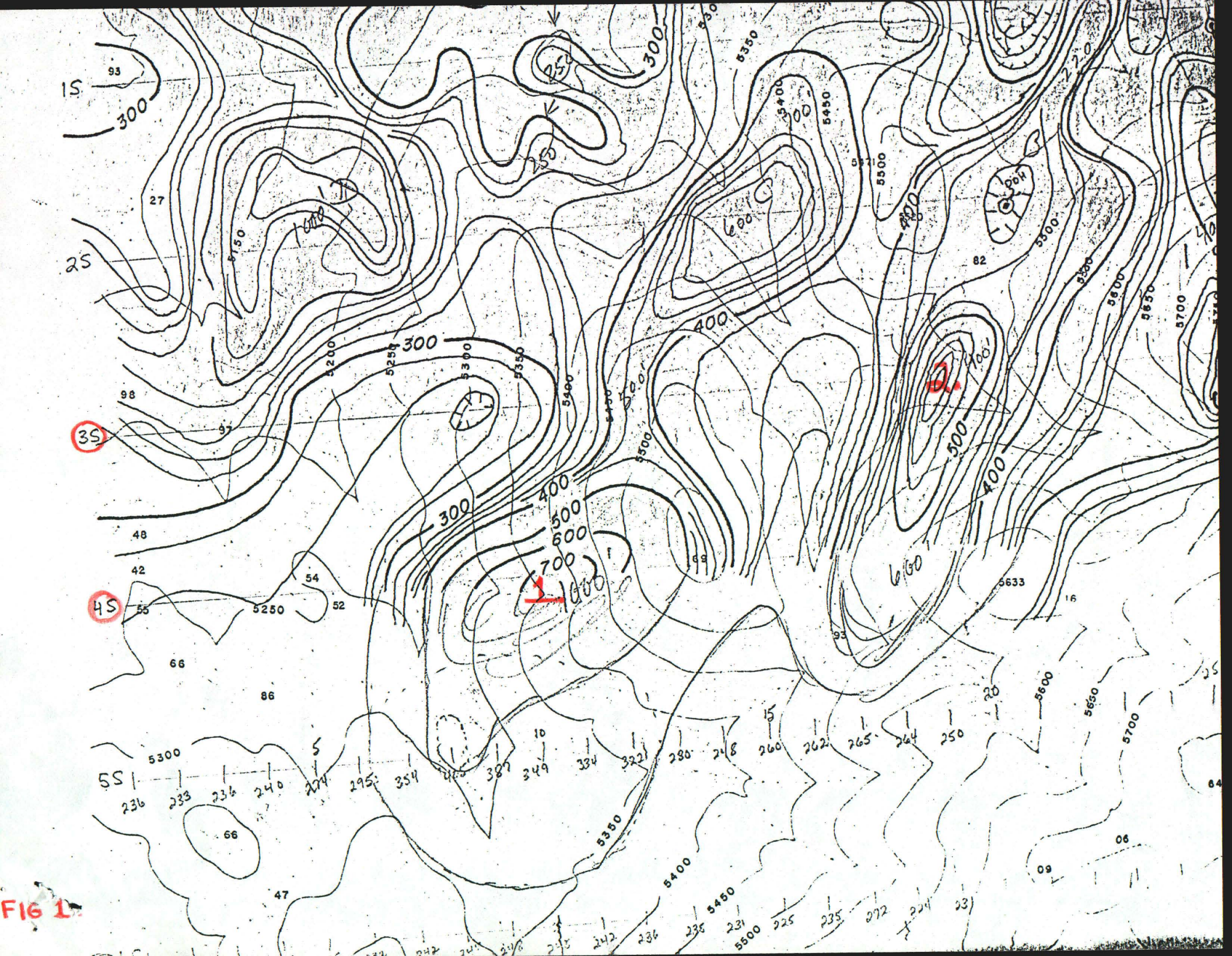
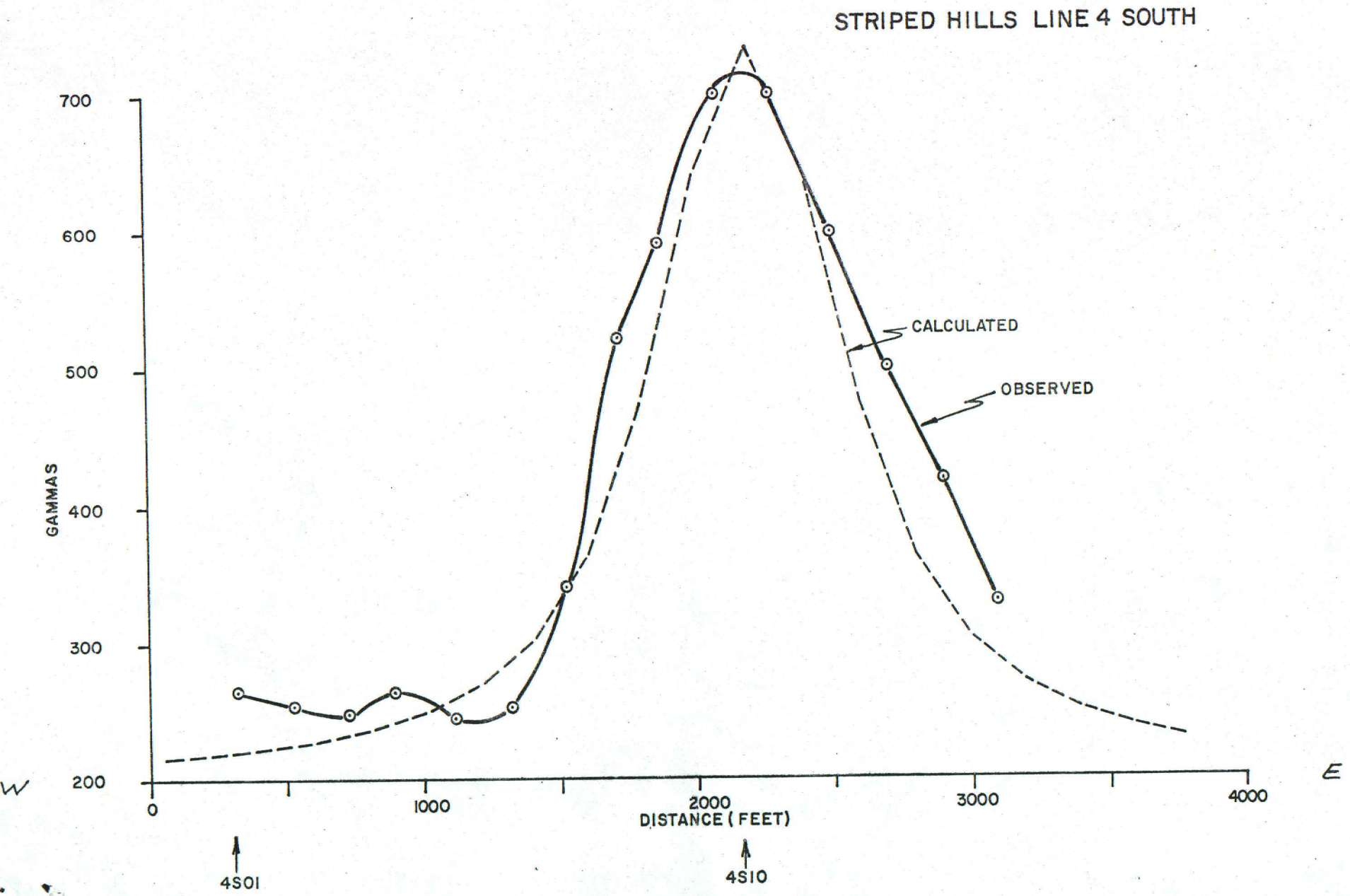

15
25
35
45
55
300
400
500
600
700
1000
5250
5300
5350
5400
5450
5500
5550
5600
5650
5700
POH
1
2

FIG 1

FIG 2.


STRIPED HILLS LINE 4 SOUTH
700
600
500
400
300
200
GAMMAS
CALCULATED
OBSERVED
W
E
0
1000
2000
3000
4000
DISTANCE (FEET)
4S01
4S10

CONOCO

(136)
Item 32

Interoffice Communication

To Striped Hills File

From C. B. Nilson

Date September 16, 1977

Subject Striped Hills Project, Ground Magnetometer Survey - 1977

The ground magnetometer survey of the Striped Hills project was conducted in six field days in August, 1977. The survey area begins at the western edge of the current geologic map at 1" = 500', and extends 8000 feet west.

The survey area is 8000 feet in the E-W sirection and 6000 feet in the N-S direction. The N-S baseline was surveyed in with tape and compass 3000 feet north and 3000 feet south of the corner of Sections 2, 3, 10, and 11. Survey lines L4N, L3N, L2N, L1N, L00 (at the section corner), L1S, L2S, L3S, L4S (from north to south) are 750 feet apart, with intermediate lines at L2.5N, L1.5N, L.5N, L.5S, (375 foot spacing). Each survey line extends 8000 feet west of the base line. Sample interval is 200 feet and two readings were taken at each station. The time was noted at each station. All sample location distances were paced.

Data Reduction

Diurnal variations in the data were removed using magnetograms from Boulder. The appropriate number of gammas as a function of the time of day the reading was taken was subtracted from each value to eliminate the diurnal variations in the magnetic field strength. The number of gammas to be subtracted was determined using the vertical component (z) on the magnetograms and is the difference between the daily minimum gamma value and the gamma value at the time the reading was taken.

The base station, a claim post approximately 200 feet southwest of L00, was occupied each field day between 8:20 and 9:00 AM and a reading taken. An average gamma value of 54266 gammas was obtained and each day's diurnally corrected values were adjusted up or down by the difference between this average value and that day's base station value.

Profiles of each line of both corrected and uncorrected data were plotted. Geology noted during the survey was also plotted on these profiles. The corrected data were plotted in plan and contoured.

Christine Nilson

Christine B. Nilson

pb

(136) Item 32

File Striped Hills ground magnetics or mag

CONOCO

Interoffice Communication

To Barney Berger

From R. G. Simmons

Date March 8, 1977

Subject Striped Hills Mag Interpretation - Addendum

As per our phone conversation the memo dated 2-24-77, does not include any additional modeling. Susceptibility values in holes SH-3 and SH-4 were of too low magnitude to be of use. Whether we had an equipment malfunction or the values are actually 0±100 c.g.s. will have to wait until I can do some tests on the core.

Therefore the memo only includes general impressions on the regional aspects of the aeromag and ground mag coverage.

Dick Simmons

R. G. Simmons

sp

CC:

P. H. Kirwin

D. E. Dunster

MAR 11 REC'D

Base clampost SW @ 00

	Time	2001		
13 Aug	900	54254	254	+12
14 Aug	844	264	264	+2
15 Aug	822	268	268	-2
16 Aug	843	264	264	+2
20 Aug	859	270	270	-4
21	830	273	273	-7

Ave (54266)

Forecast

1-303-494-8101

Striped Hills

8/13	A	12	Sat 36
	K	2-3	Item 32
8/14	A	12	Sun
	K	2-3	
8/15	A	8	Mon
	K	2-3	
8/16	A	10	Tues
	K	2 (4)	
8/20	A	12-13	
	K	2-1	18-3
8/21	A	8	
	K	2-1	

21 Aug

L45

STA	RD1	RD2	TIME	
42	54120	121	431	
44	148	148	33	4875 road
46	175	175	34	
48	171	171	35	
50	151	151	37	
52	170	170	39	
54	165	166	40	
56	156	156	42	
58	162	162	43	
60	132	132	45	
62	134	134	47	
64	112	112	48	
66	121	121	50	
68	210	210	52	69 - 154
70	280	280	55	
72	176	177	57	
74	165	165	58	
76	157	156	59	
78	169	169	501	
80	179	179	02	

21 Aug				
L45				
SIR	RO1	RO2	TIME	
00	216	216	353	
02	210	210	55	wash
04	209	209	57	
06	195	195	59	ridgecrest
08	192	192	4 02	
10	192	192	04	
12	179	179	05	
14	179	179	07	
16	161	162	08	
18	169	169	10	
20	154	154	11	
22	130	130	13	fence at 22,5
24	150	150	16	road (5ft f) at 23
26	165	165	18	
28	145	146	20	
30	150	150	21	
32	141	141	23	
34	140	140	24	
36	132	132	26	
38	156	156	27	
40	113	112	29	

21 Aug

60.55

STA	RD1	RD2	TIME	
055+42	547.11	211	206	
44	233	233	08	
46	250	250	09	
48	234	234	11	
50	270	270	12	
52	224	225	14	
54	211	211	15	
56	200	200	17	
58	196	196	18	wash
60	185	185	20	
62	165	165	24	road at 60.8
64	184	184	26	
66	161	161	27	
68	152	153	29	
70	167	166	30	
72	165	165	32	
74	127	127	33	
76	143	143	34	
78	150	150	36	
80	140	140	37	

21 Aug

L0.5S

STA	RD1	RD2	TIME
0.5+00	54201	201	130
02	217	217	32
04	275	275	34
06	310	310	36
08	251	251	37
10	211	212	39
12	195	195	42
14	177	177	44
16	145	145	46
18	122	122	48
20	134	134	50
22	130	129	51
24	138	138	53
26	143	143	54
28	132	132	56
30	127	127	57
32	138	137	59
34	162	163	200
36	165	165	02
38	178	179	03
40	202	203	05

Tax $4.80

21 Aug

L35

STA	RDL	RDC	TIME	
L35+00	41243	243	1052	
02	256	257	54	
04	226	226	56	road 4.05
06	203	203	57	
08	205	205	59	
10	198	196	11 00	
12	200	200	02	
14	181	181	03	
16	169	169	05	
18	156	154	06	
20	145	145	08	
22	144	145	10	
24	143	143	11	
26	133	133	13	
28	124	124	15	
30	123	123	16	
32	126	126	18	Lava <300'
34	111	111	19	~200
36	105	105	21	
38	118	118	23	~400
40	102	102	25	

cross f. at 76.65

21 fog

L35

STA	RD1	RD2	TIME	
L35+42	54097	097	1127	fence 50's
44	073	073	28	15 S
46	053	053	32	15 N
48	117	117	33	
50	121	121	35	51.5 road
52	141	141	37	
54	164	164	38	
56	130	130	40	55 road
58	170	170	41	
60	171	171	43	
62	172	173	45	
64	214	215	50	
66	211	211	51	
69	140	140	53	
70	199	199	54	
72	228	229	56	
74	216	215	57	
76	176	176	59	
78	167	167	1200	
80	151	151	02	

21 Aug

L25

STA	RO1	RO2	TIME	
L25+00	54275	54275	846	beyond
02	247	247	48	Duphill
04	259	259	50	
06	213	213	51	
08	226	226	53	
10	286	286	55	creek at 11
12	232	232	59	dusty check - QT-2
14	235	234	900	
16	232	232	02	
18	223	223	03	
20	225	225	05	
22	196	196	06	
24	173	173	07	
26	145	145	09	
28	180	180	10	
30	166	166	12	
32	152	152	14	
34	150	150	15	
36	142	142	17	
38	143	143	19	
40	143	143	20	

21 Aug

LZS

STA	RD1	RD2	TIME	
LZS+42	54.07	107	9 23	
44	162	162	25	
46	178	178	26	
48	191	191	27	
50	189	189	29	
52	197	194	31	gully road at 54.75
54	166	166	32	
56	214	214	34	
58	175	175	36	fence 4500' away S
60	228	228	37	
62	177	177	42	
64	187	187	44	
66	199	199	46	fence at 250' S
68	211	210	47	
70	198	198	49	fence 150' S 117° power 7
72	207	207	53	
74	193	193	55	fence < 100'
76	172	172	58	fence at 10'
78	171	171	1000	snow fence 15'
80	154	154	02	

20	Aug				
215					
STA	RD1	RD2	TIME		
215+42	165	165	39		
44	205	205	41		
46	226	226	43		
48	242	242	45		
50	239	239	47		
52	255	255	49		
54	223	223	51		
56	236	236	53	gully	
58	228	228	55	road at 57.5	
60	207	207	57		
62	189	189	59		
64	198	190	301		
66	182	182	03		
68	187	186	04		
70	181	181	06		
72	194	194	08		
74	157	156	10		
76	170	171	12		
78	176	176	14		
80	175	174	16		

20 Aug

LIS

STA	RD1	RD2	TIME	
LIS 100	541986	196	157	
02	202	202	59	
04	278	278	201	uphill
06	235	235	203	
08	231	231	205	
10	209	209	06	
12	200	200	08	
14	227	227	10	
16	184	195	12	
18	233	234	13	
20	137	137	15	
22	154	154	17	
24	120	120	19	
26	135	135	21	
28	150	151	23	
30	155	156	25	
32	193	192	29	
34	156	156	31	
36	154	154	33	
38	173	173	35	~ bad hill Dal
40	173	173	37	

16 Aug

Line L2.5N

STA	RD1	RD2	TIME	
2.5N+42	541 81	181	535	
44	50	190	37	
46	184	184	38	
48	203	203	40	
50	228	227	41	
52	240	240	03	
54	236	236	45	
56	225	225	47	
58	226	226	49	
60	221	220	51	
62	196	196	53	
64	172	172	55	
66	142	142	57	
68	125	126	58	
70	116	116	1000	
72	118	117	02	
74	123	123	04	
76	113	113	05	wash
78	111	111	07	
80	114	114	09	road

16 Aug

LINE L25N

STA	RD1	RD2	TIME
0000	54157	54157	900
02	175	175	02
04	178	178	04
06	187	186	06
08	153	153	08
10	177	177	10
12	168	168	12
14	156	156	13
16	163	163	15
18	187	187	17
20	197	197	18
22	177	177	20
24	172	172	21
26	193	194	22
28	174	174	24
30	170	170	25
32	144	144	27
34	113	113	28
36	112	112	29
38	116	116	31
40	155	155	33

20	Aug				
Line	L4N				
STA	RD1	RD2	TIME		
L4N+00	54268	54268	1153	TV	
02	149	149	55		
04	108	108	56		
06	200	200	58	Qal	
08	177	177	59		
10	094	094	1200		
12	050	050	02		
14	096	096	03		
16	154	155	05		
18	168	168	06		
20	158	158	08		
22	163	162	09		
24	123	123	11		
26	118	117	12		
28	126	126	13		
30	131	131	15		
32	107	107	16		
34	079	079	17		
36	062	061	19		
38	070	070	20		
40	109	109	22		

20	Aug				
LYN					
STA	RD1	RD2	TIME		
LYN+42	54/29	54/29	1:24		
44	141	141	26		
46	172	172	27		
48	186	186	29		
50	191	191	30		
52	176	176	32		
54	167	167	34		
56	153	153	35		
58	137	131	37		
60	125	125	39		
62	141	141	41		
64	133	133	42		
66	147	147	43		
68	152	151	45		
70	140	140	46		
72	159	159	48		
74	158	159	49		
76	156	156	51		
78	162	163	53		
80	163	162	55		

20 Aug			
Line L3N			
STA	RD1	RD2	TIME
L3N+00	5419	191	6 20
02	199	199	22
04	179	179	24
06	177	176	26
08	152	152	28
10	158	159	30
12	124	124	31
14	121	122	33
16	146	146	34
18	127	127	36
20	176	176	37
22	161	161	39
24	156	156	40
26	174	174	42
28	170	169	43
30	141	141	45
32	135	135	46
34	107	107	<47
36	096	096	49
38	103	103	50
40	113	113	51

20 Aug

Line L3N

STA	RD1	RD2	TIME		
L3N 42	5 4145	145	9 53		
44	177	177	9 55		
46	180	179	56		
48	194	194	58		
50	213	213	10 00		
52	211	211	01		
54	207	207	02		
56	202	202	04		
58	186	186	05		
60	187	187	07		
62	169	169	09		
64	151	151	10		
66	135	134	11		
68	127	127	13		
70	122	122	15		
72	116	116	17		
74	114	114	19		
76	119	119	21		
78	122	122	23		
80	126	126	25	gulley	
25'	VEQ	C.P. 54		+ 87/24	04/6

15	Avg				
Line	L9N				
SEA	RD1	RD2	TIME		
IN+42	240	240	9 10		
44	258	258	12		
46	278	278	14		
48	297	297	16		
50	297	296	18		
52	328	328	20		
54	309	309	22		
56	292	292	24		
58	248	248	26		
60	265	266	28		
62	254	254	30		
64	230	230	32		
66	236	235	34		
68	160	160	36		
70	155	155	38		
72	140	141	40	road	
74	133	134	42		
76	125	125	44		
78	111	111	46		
80	101	102	48		

13 Aug

Line L 0.5 N

STA	RD1	RD2	TIME	
L05+42	54347	347	105	
44	351	351	07	
46	342	343	08	
48	359	359	10	
50	360	360	11	
52	340	340	13	
54	322	322	15	
56	295	295	17	
58	278	277	19	
60	237	237	21	
62	236	236	25	
64	208	209	27	wash
66	215	215	29	
68	166	166	31	crossed road
70	149	149	33	
72	183	183	39	
74	118	118	41	
76	114	114	43	
78	097	097	45	
80	090	090	47	
82	091	091	49	

15 Aug

LINE STA	LIN RD1	RD2	TIME
LIN+00	54271	54271	828
02	258	259	30
04	274	274	32
06	267	267	34
08	273	273	36
10	252	252	38
12	254	254	40
14	224	224	42
16	200	200	44
18	206	206	46
20	181	181	48
22	160	160	50
24	169	168	52
26	146	147	54
28	145	145	56
30	123	123	58
32	111	112	900
34	111	111	02
36	170	170	04
38	266	265	06
40	251	251	08

13 Aug

Line L0.5N 375' N of 3/2 10/11

STA	RD1	RD2	TIME
L0.5N+00	54247	54247	1223
02	281	281	25
04	266	266	27
06	242	242	29
08	279	280	31
10	54252	251	33
12	242	242	35
14	234	234	37
16	210	210	39
18	177	177	41
20	54110	110	43
22	125	125	45
24	155	156	47
26	138	138	49
28	153	153	51
30	54193	192	53
32	191	191	55
34	199	199	57
36	201	200	59
38	245	245	1 01
40	54315	315	03

15 Aug

Line L9.5N

STA	RD1	RD2	TIME
L9.5N+00	54195	54195	1042
02	196	196	44
04	244	244	46
06	203	203	48
08	202	202	50
10	222	222	52
12	199	199	54
14	172	172	56
16	166	166	58
18	178	178	1100
20	153	154	02
22	157	158	04
24	130	132	06
26	133	134	08
28	089	089	10
30	052	051	12
32	109	109	14
34	094	094	16
36	141	141	18
38	146	146	20
40	106	106	22

15 Aug

LINE 22W

STA	RD1	RD2	TIME	
22W+42	54000	54000	1 37	
44	137	137	38	
46	162	163	40	
48	211	212	41	
50	220	220	43	
52	242	243	45	
54	256	256	47	
56	260	260	48	
58	266	266	50	
60	240	240	52	
62	238	238	53	
64	228	226	55	
66	199	198	56	
68	160	160	58	
70	139	139	200	
72	132	133	01	
74	127	127	03	
76	128	127	05	road
78	130	131	06	
80	122	122	08	

15 Aug

Line LZN 25' Sq Clamp past 5th #3 Locat. Monument

STA	RD1	RD2	TIME
LZN+00	54187	54187	1256
02	194	194	58
04	220	220	1 00
06	180	180	02
08	208	207	04
10	200	200	06
12	193	193	08
14	180	180	10
16	183	183	12
18	171	171	14
20	151	151	16
22	162	162	18
24	168	169	20
26	147	147	22
28	130	130	24
30	159	159	26
32	139	138	28
34	135	136	30
36	126	126	32
38	102	102	34
40	082	082	35

15 Aug

Line LISN

STA	RD1	RD2	TIME	
LISN +42	54092	54092	11 24	
44	125	126	26	
46	201	201	28	
48	207	207	30	
50	274	274	32	
52	276	276	34	
54	250	250	36	
56	230	230	38	
58	240	239	40	
60	230	236	42	
62	222	222	44	
64	208	200	46	
66	223	223	48	
68	155	155	50	
70	127	127	52	
72	127	127	54	
74	125	125	56	Road
76	121	122	58	
78	115	115	1200	
80	103	102	02	

200' intervals

13 Aug going W T 39 N R42 E

Line L00 down corner 3/2 10/11

STA	RD1	RD2	TIME	
L00+00	54265	265	22	
02	275	275	29	
04	283	283	31	
06	316	316	33	
08	273	272	35	
10	54263	263	37	
12	254	254	40	
14	225	225	42	
16	180	180	44	
18	149	149	46	
20	54135	134	48	
22	130	130	50	
24	128	128	52	
26	175	175	54	~75' 5d 3/10
28	121	121	59	
30	143	143	1002	
32	192	192	04	
34	223	222	06	
36	265	265	08	
38	299	299	10	
40	334	334	12	

Kinderhook Dyke

13 Aug Line 200				
STA	RD1	RD2	TIME	
100+42	54326	54326	1014	
44	308	309	16	
46	310	311	18	
48	317	317	20	
50	54279	279	22	
52	289	2886	24	2/100' at 168° from
54	232	231	27	4/3 9/10
56	208	208	29	
58	199	199	31	
60	54172	173	34	wash at 61.5
62	171	171	39	
64	158	156	41	road
66	151	151	43	
69	148	148	45	
70	156	156	47	
72	139	140	49	
74	54107	109	52	
76	112	112	54	28.5 to 20 N of 4
78	096	096	56	
80	54080	080	58	30 S of clear
structure at N 80°				post
		SH# 1119		15