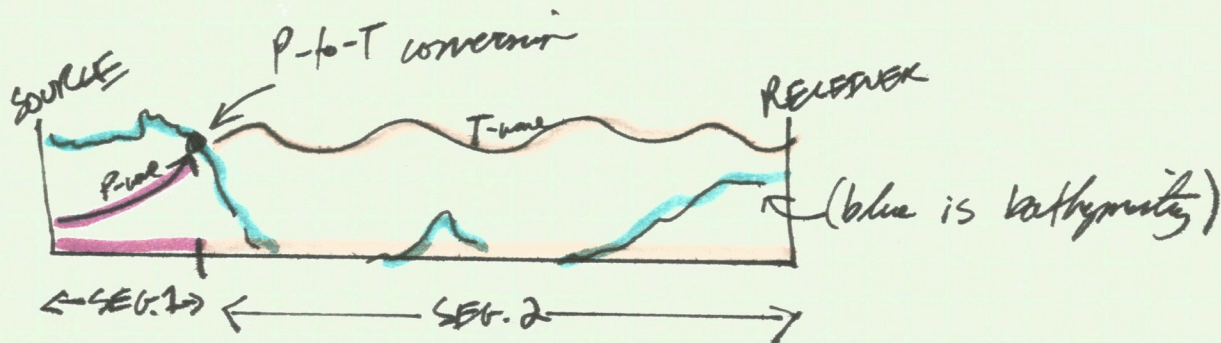


$$t t^* = t t + t t_{adj} \quad \leftarrow \text{[negative] travel-time adj: to account for P-wave path}$$

$\uparrow$  travel time for full path @ C=T-wave



$\uparrow$  P-to-T-wave conversion point @ dist = SEG. 1

SEG. 1: Travels @ P-wave

SEG. 2: Travels @ T-wave

because  $t t$  above assumes (incorrectly) full distance traveled as T  
 $\rightarrow$  use:  $t t$  (velocity, distance)

$$\begin{aligned} \rightarrow t t^* &= t t(T, \text{SEG. 1} + \text{SEG. 2}) + t t_{adj} \\ &= t t(T, \text{SEG. 1} + \text{SEG. 2}) + [t t(P, \text{SEG. 1}) - t t(T, \text{SEG. 1})] \\ &= t t(T, \text{SEG. 1}) + t t(T, \text{SEG. 2}) + t t(P, \text{SEG. 1}) - t t(T, \text{SEG. 1}) \\ &= t t(P, \text{SEG. 1}) + t t(T, \text{SEG. 2}) \quad \checkmark \end{aligned}$$

$$\therefore t t_{adj} = t t(P, \text{SEG. 1}) - t t(T, \text{SEG. 1})$$

To adjust the theoretical travel time of the T-wave, assuming a (e.g.) 1483 m/s from source to receiver, ADD the [negative] time difference for path from source to conversion @ P (5800 m/s) & T (1483 m/s)