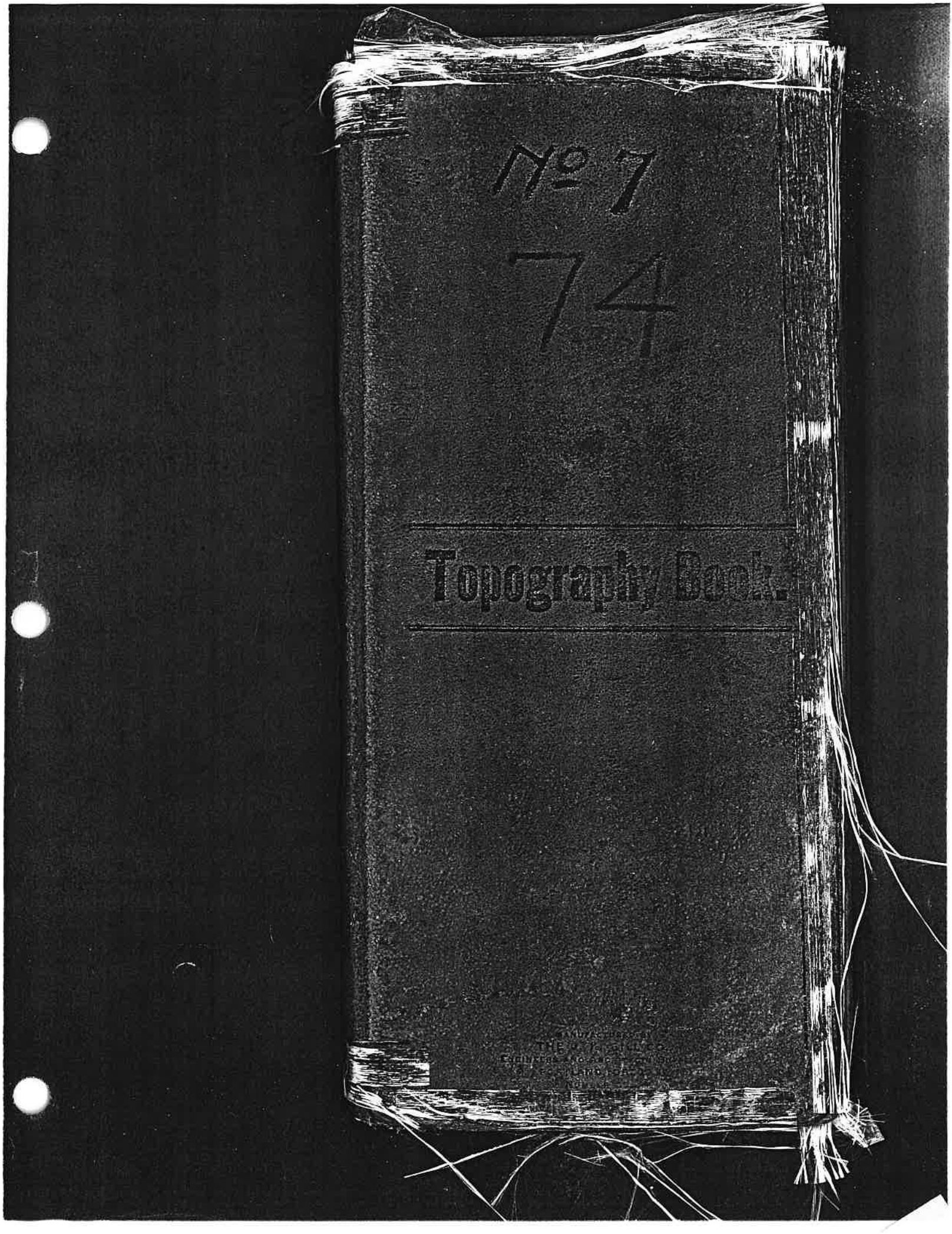
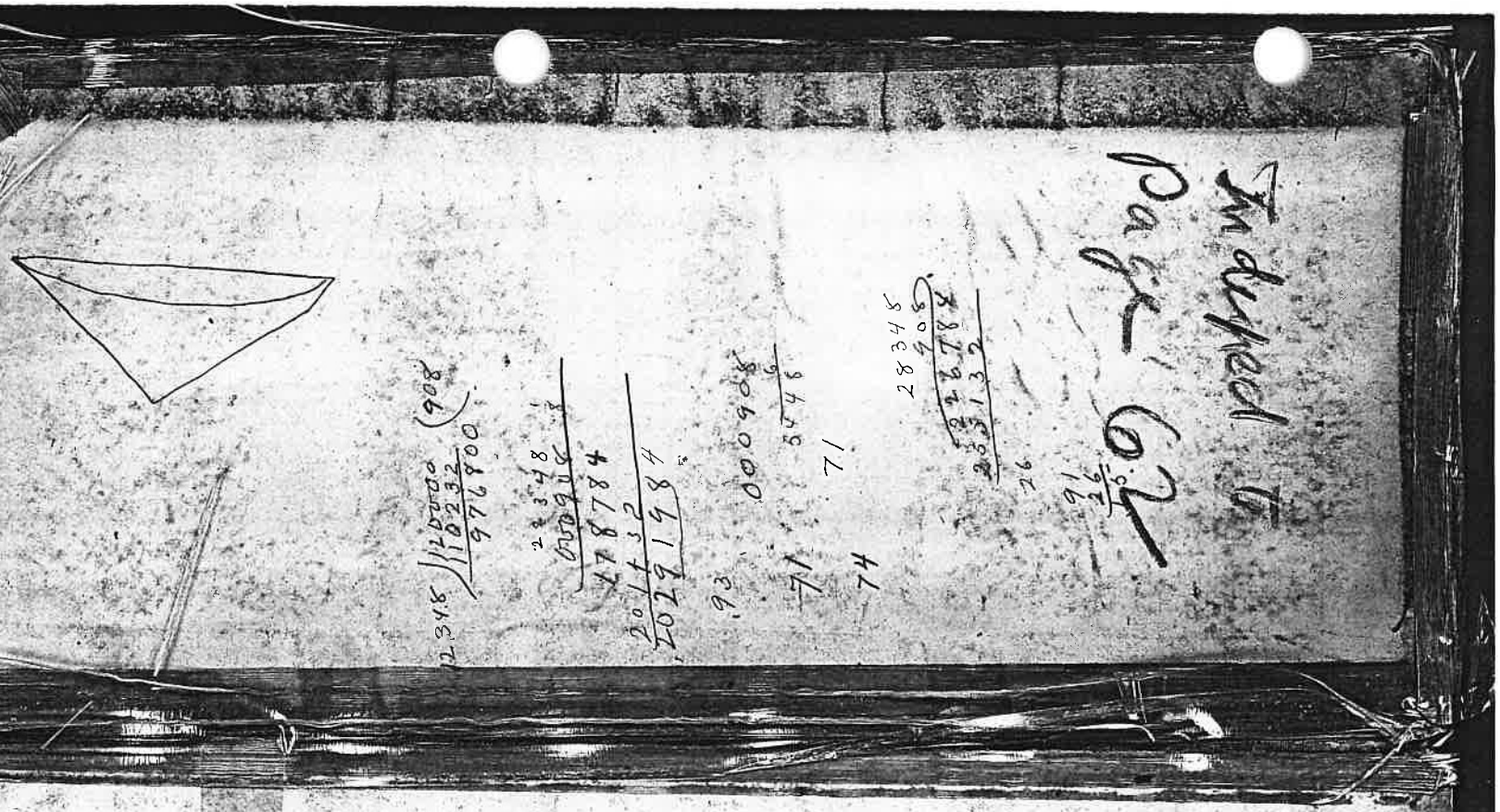
Field Book #74


No 1
74
Topography Book



F.B. 74

Baker, Amos	T30S, R3W, S27	9-25-16	p. 29
Camas Valley Road	T29S, R8W, B.LC. 92		p. 32-55
Chadwick's Lot 9, Bl. 2	T27S, R5W, S19		p. 25
Hansen	T27S, R5W, DLC 40	1-26-16	p. 24
Nichols, O.S.	T28S, R6W, S29		p. 31
Riter & Singleton	T27S, R4W, S3	12-15-15	p. 19
Smith-Todd	T31S, R3W, S3	7-10-17	p. 57
Thornton, Joe	T26S, R4W, DLC 49	2-22-16	p. 27

Formulas herein were taken from Kidder and I.C.S. Pocket Books.

F. S. Allerton.
39 Liv Ex Bldg.
Portland, Ore.

FORMULAS.

WOOD COL-UNIFORM LOAD.

$$S = U - \left\{\frac{UL}{100D}\right\},$$

S-ULTIMATE STRENGTH OF COL PER □" OF SECTION;

U = ULT'E COM. STR. PER SQ IN OF MATERIAL.

L = LENGTH OF COL IN INCHES.

D = DIMENTIONS OF LEAST SIDE OF COL. IN INCHES.

$S = 4000 - \frac{4000 \times 240}{100 \times 10} = 3{,}040$ LBS. = U.B. STR.

$3040 \div 5^{\text{S. FACTOR}} = 608$ LBS. SAFE STR PER □" OF SECTION.

COL. $12" \times 10" = 120$ □" $\times 608 = 72960$ LBS.

Building Ordinances vary in these respects. Allerton

· FORMULAS ·

· WOOD BEAM · UNIFORM LOAD ·

· INCH POUNDS · $= \frac{12WL}{8}$ B · MOMENT ·

$= 8 \cdot Q \cdot S$ · WHENCE · $W = \frac{8QS}{12 \cdot L} = \frac{2}{3}\frac{QS}{L}$

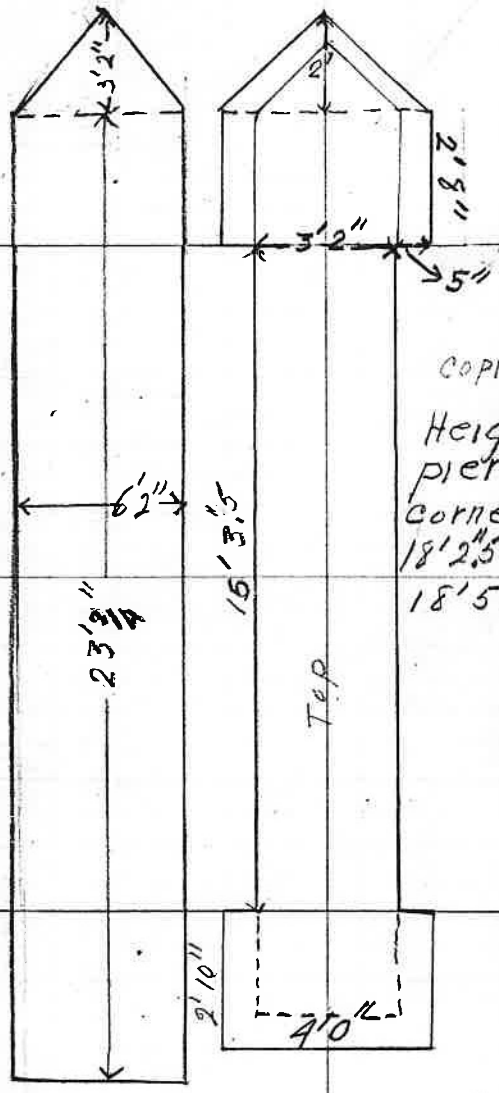
$Q = \frac{1}{6} BH^2 = \frac{5BD^2}{9L}$ B and D in inches and L in feet.

The safe uniformally dis. load in pounds for a rectangular wooden beam is equal to the safe unit fibre stress multiplied by the breadth in in, and by the square of the depth in in. and the product divided by 9 times the span in feet.

Building ordinances vary in these respects.

Allerton

Measurments of Pier and Tubes for Calapooia River Bridge



Coping 12" deep.

Height of pier at each corner 18'9" — 18'2.5 — 18'3" — 18'5.5

Height of tubes
E tube 30'1"
W " 29'9"

Clay Hubbard & W. J. Burchard.

Apr. 29th 1915

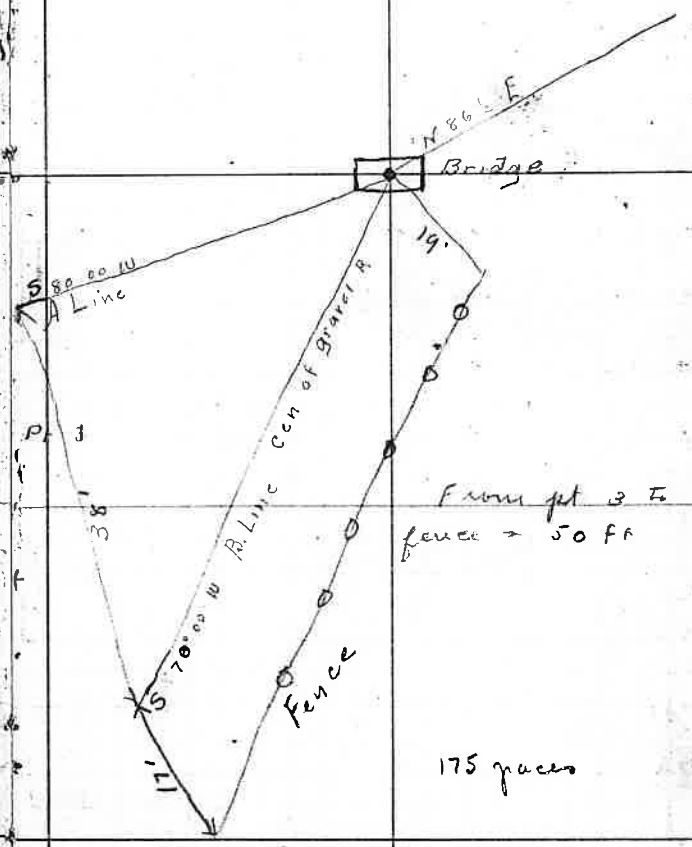
Pt 1 Stage left beaten track

Pt 2 Center of Mud hole

Pt 3 Stage Started to tip

Pt 4 " Fell over

	"A" Line	
0 + 00	℄ of track	
+ 50	6 Rt	
1 + 00	5 "	
1 + 11	4 "	11 Rt. = N. wheel of Pt 3
1 + 43		Cen of Mudhole
1 + 90	00	
1 + 87	7 Lt	= pt 3. on A Line
2 + 00	10 Lt	
+ 28	17 Lt	27 Lt pt 4



From pt 3 To fence = 50 ft

175 paces

H.I.
101.00

0 + 00				100.00	
+ 50		00/1.6	6.0/1.4	9/14	00/04
1 + 00	2/30	00/4.1	5.0/4.2	10/4.4	00/2.4
+ 11		00/4.6	5.0/4.2	(11/4.2) = P.I.	c cut 10" lower
1 + 42		00/8.2			
+ 50	6/8.0	00/8.3	4.0/8.2	10/8.4	
1 + 47	11/10.4 7/10.2	00/10.0			c cut 10" lower
2 + 28		00/12.0			00/8.0

F' 10'-1" = height of front seat
1 7" = " " other seats
5' 2" C to C of wheel
2' 2" " to " of hub
8' 2" top of cover to earth
3 3" width of bed inside
2' 6" from earth to bot of bed
12' 2" Length entire bed dash & boot
3' 7" From C of rear axle to end of boot
1' 2" from C of front " to dash

1-2
3-7
4-9
12-4-2
7-5

Levels & Grades for Curbs, N. of 2nd St. Yonalla St. Work May 1915

West Side

38079 3.06 377.73

Sta.	R.R.	Elev Gr.	+	−	Remarks
0+00					Q of 2nd ST
0+23					N Curb Line of 2nd ST
0+30	2.17	378.62	379.00	.38	N. prop. Line of 2nd ST
+60	2.54	375.24	378.62	.38	175.63 2.61
+90	3.68	377.11	378.26	1.15	375.30 1.81
1+20	3.88	376.91	377.90	.99	374.97 1.94
+50	3.93	376.86	377.53	.67	374.64 2.28
1+80	2.85	376.94	377.17	.23	374.31 2.63
2+10	4.59	376.20	376.80	.60	373.98 2.22
+40	5.04	375.75	376.44	.69	373.65 2.10
+70	5.51	375.28	376.08	.80	373.32 1.96
3+00	5.78	375.01	375.72	.71	372.99 2.02
+30	5.96	374.83	375.36	.53	372.66 6 prop Line of 1st ST
+36		374.90	375.35	E .45	Return W. S. Side " " "
		374.98	375.45	.55	
		374.82	375.58	.67	

683 379.90 772 373.07

		374.79	375.50	+ .71	
			375.25	.50	
0+09		374.75	375.01	E .26	
0+15	5.40	374.50	375.00	.50	N. Prop Line of 1st ST
+45	5.43	374.47	374.64	.17	372.95 2.12 375.00
+75	5.29	374.61	374.72	.11	372.49 2.12 374.61
+105	5.01	374.89	374.80	.09	372.63 2.26
+135	4.79	375.11	374.89	.22	372.97 2.34
+165	4.66	375.24	374.98	.26	372.91 2.33
+195	4.68	375.22	375.07	.15	372.65 2.17
2+25	4.50	375.40	375.16	.24	373.49 2.21
+55	4.45	375.45	375.24	.21	373.33 2.12
+85	4.35	375.55	375.33	.22	372.47 2.08
3+15	4.30	375.60	375.42	.18	373.61 1.99
+45	3.92	375.98	375.51	.47	373.75 2.23
+75	3.89	376.01	375.60	.41	
+105	3.94	375.96	375.68	.28	

East Side

380.79 3.06 377.73

Sta.	R.R.	Elev Gr.	+	−	Remarks
0+00		378.41	379.25 S	.84	
			379.40 W	.69	
0+23	3.28	377.51	379.50	1.99	N. Curb Line of 2nd ST
+30	4.09	376.70	378.60	2.30	N. Prop Line of 2nd ST
+60	4.45	375.91	378.64	2.73	
+90	5.03	375.76	376.28	2.52	
1+20	5.37	375.42	377.92	2.50	
+50	5.63	375.16	377.55	2.39	
+80	5.79	375.00	377.19	2.19	
2+10	6.16	374.63	376.83	2.20	
+40	6.56	374.23	376.47	2.24	
+70	6.66	374.13	376.10	1.97	
3+00	7.07	373.72	375.74	2.02	
+30	7.16	373.63	375.08	1.75	S Prop Line of 1st ST
3+36					

683 379.90 772 373.07

	7.72	372.07	375.00	2.93	N. Prop Line of 1st ST
	7.42	372.48	374.64	2.16	
	7.26	372.64	374.72	2.08	
	7.22	372.68	374.80	2.12	
	7.16	72.74	374.89	2.15	
	7.03	72.87	374.98	2.11	
	6.94	72.96	379.07	2.11	
	6.89	73.02	375.16	2.14	
	6.83	73.07	375.24	2.17	
	6.73	73.17	375.33	2.16	
	6.26	73.64	375.42	1.78	
	5.76	74.14	375.51	1.37	
	5.94	73.92	375.60	1.68	
	5.84	73.92	375.68	1.76	

WEST SIDE

			Ground Gr. 379.70		
4+35	3.96	375.94	375.77	.17	
+65	4.03	375.87	375.86	.01	
4+95	4.04	375.86	375.95	.09	
5+25	3.86	376.04	376.04	00	00
+55	3.96	375.94	376.12	.16	
5+85	3.90	376.00	376.21	.21	
6+15	3.53	376.37	376.30	.07	
+45	3.16	376.74	376.39	.35	
+75	3.28	376.62	376.48	.20	
7+05	3.16	376.74	376.56	.18	
+35	3.06	376.84	376.65	.19	
+65	2.95	376.95	376.56	.39	
+95	2.87	376.93	376.48	.45	
8+25	3.29	376.61	376.39	-22.2	
8+50	3.66	376.24	376.32	.08	N. City Limits

East Side

	R.R.	Ground Gr.	379.90	
4+35	6.29	73.61	375.77	2.16
4+65	6.14	73.76	375.86	2.10
4+95	6.17	73.73	375.95	2.22
5+25	6.11	73.79	376.04	2.25
+55	5.99	73.91	376.12	2.21
+85	6.06	73.84	376.21	2.37
6+15	5.76	74.14	376.30	2.16
6+45	5.49	74.41	376.39	1.98
+75	5.39	74.51	376.48	1.97
7+05	5.50	74.40	376.56	2.16
+35	5.33	74.57	376.65	2.09
+65	4.96	74.94	376.56	1.62
+95	5.38	74.53	376.48	1.95
8+25	5.36	74.54	376.39	1.85
+50	5.76	374.14	376.32	22.18
	4.26		375.6	

N. City Limits

On old B.M. on Phone pole = 375.71

11.51

626

90
15
36
141

Levels & Grade for Curbs S of 2nd St. Yoncalla St Work

May

	Elev Gr.	West +	−	Side	
8 04	385.77				377.73
0+30	6.39 379.38	380.00	.62	S. Prop of 2nd ST.	
+60	5.97 379.80	380.63	.83		
+90	5.87 379.90	381.26	1.36		
1+20	4.58 381.19	381.89	.70		
+50	2.04 383.73	382.51	1.22		
T.P	5.91		1.34	0.44	385.33
1+80	5.02 386.22	383.13	3.09		
2+10	3.02 388.22	383 764	4.56		
302 7.18 +40	1.95 389.29	383.92 384.35	4.94	384.24	
+70	1.58 389.66	384.75	4.91	384.25	
3+00	1.18 390.06	384.97	5.09	385.45	
3.18 +31	1.42 389.82	385.03 385.40		N. Prop Line of Ap. Av.	
	2.88 390.02				387.14
0+17	4.98 385.05	385.00	N 4.05		
0+17	4.03 385.99	385.50	+.49		
Shed	7.48 382.04				
0+17	1.36 388.66	385.50	.316		
0+17	2.0 387.49	385.25 385.00	.275 E		
0+40	4.10 387.14	384.30	2.84	S. Prop Line of Ap. Av.	
+70	6.40 384.84	383.75	1.09		
1+10	9.59 381.65	383.20	1.55		
T.P	3.77	383.51		11.50	379.74
+30	4.30 379.21	382.66	3.45	377.50	1.71
+62	5.60 377.91	382.11	4.20	377.20	.71
+91	5.85 377.66	381.56	3.90	376.90	.76
2+20	6.10 377.41	381.02	3.61	376.60	.81
+50	6.07 377.44	380.47	3.03	376.30	1.14
+80	6.16 377.35	379.92	2.57	376.00	1.35
3+10	5.76 377.75	379.30	1.62	375.70	2.05
+41	5.62 377.89	378.80	.91	375.40 N. Prop Line of 3rd ST	
+56	5.34 378.17	378.68 E 378.85 S	.51 .48	R.C. hub N.	
+56	4.80 378.71	379.20	.49	Return West on N side	
0+16	4.93 378.58	378.95	.37	" " " S "	
0+16	5.14 378.37	378.62 N 378.93 E	.23	R.C. hub S.	
0+30	5.77 377.74	378.30	.56	S. Prop Line of 3rd ST	

About rise

R.C. Hub S & W at App Ave

Return " " N & W " " "

" " N & W " " "

R.C. " N " 391.24 " "

0+40	9.23 382.01	384.30	2.29		
+70	11.53 379.71	383.75	4.04		
1+00	12.40 378.84	383.20	4.36		
T.P	3.77	383.51			11.50
+30	5.22 378.39	382.66	4.27		
+60	5.64 377.97	382.11	4.24		
+90	5.99 377.62	381.56	4.19		
2+10	6.15 377.46	381.02	3.66		
+50	6.20 377.21	380.47	3.26		
+80	6.38 377.19	379.92	2.73		
3+10	5.92 377.59	379.37	1.78		
+48	5.33 378.18	378.80	.62		
377.71					
0+06	5.44 378.09	378.55	.48	℄ of 3rd	
+30	5.15 378.36	378.30	.06	377.50	3.46

374.89
2.83
372.06

Elev Gr.

				383.51 ±	
0+60	6.13	377.38	378.05		.67
+90	6.32	377.19	377.80		.61
1+20	5.61	377.90	377.55		.35
+50	5.88	377.63	377.30		.33
1+80	6.34	377.17	377.05		.12
2+10	6.60	376.91	376.80		.11
+40	8.05	375.46	376.55		1.09
2+70	8.49	375.02	376.30		1.28
3+00	8.47	375.04	376.05		1.01
+31	8.52	374.97	375.80		.83
+46	8.15	375.36	375.80	377.68 E	.32 .48
	8.55	374.96	376.00		

N. Prop Line of 4th ST
R.C. IV
Return W. on IV. Side

Elev Gr.

				383.51 ±	
0+60	6.29	377.22	378.05		.83
0+90	6.39	377.12	377.80		.68
+20	6.50	377.01	377.55		.54
+50	6.79	376.72	377.30		.58
1+80	7.23	376.28	377.05		.77
+10	7.82	375.69	376.80		1.11
+40	8.20	375.25	376.55		1.30
+70	8.44	375.07	376.30		1.23
3+00	8.66	374.85	376.05		1.20
3+31	8.68	374.83	375.80		.97
3+56	8.62	374.89	375.70		.81
	8.49		375.02		

N. Prop. Line 4th ST.

Old B.M. in Culvert W. end
RR. Cul. Elev. = 375.00

Curb Grades South of 2nd ST
W. Side

Yoncalla Ore. June 16 1915

E. Side

	8.08	379.98		379.90	
0+30	8.59	379.39	380.00		.61
+60	8.21	379.77	381.63		.86
+90	8.08	379.90	381.26		1.36
1+20	6.94	381.04	381.89		.85
1+50	5.58	382.40	382.51		.11
1+80	4.52	383.46	383.13		1.33
2+10	4.67	383.31	383.76		1.15
+18	1.89	385.99	383.92		2.07
2+40	1.05	386.93	384.35		2.58
+70	1.95	386.03	384.75		1.28
3+00	0.80	387.18	384.97		2.21
+18	0.65	387.33	385.03		2.30
3+31.7	-0.07	388.05	385.08		3.02
0+23			384.95		
+57			384.64		
0+80			384.30		

				387.98	
BM C.					
0+30	7.95	380.03	380.00		
+60	7.59	380.39	380.63		.24
+90	7.25	380.73	381.26		.53
1+20	6.85	381.13	381.89		.76
1+50	6.13	381.85	382.51		.66
+80	5.18	382.80	383.13		.33
2+10	3.68	384.30	383.76		.54
+18	3.50	384.48	383.92		.56
2+40	3.56	384.42	384.25		.07
+70	3.38	384.60	384.75		.15
3+00	3.03	384.95	384.97		.02
+18	2.58	385.40	385.03		.37
+31.7	2.52	385.46	385.03		.43
0+23	3.87	384.11	384.95		.84
+57	5.00	382.98	384.64		1.66
0+80	5.97	382.01	384.30		2.29

S. Prop 2nd St.

use this

H. Prop Applegate

July 7th '15
Hot

Survey for Bridge Location near Chas Lake — Riddle District

2+90.5

Co Road to Riddle → C.L N85°E

℄ of R.R. Bridge

95° 20' — 44'

44°28'

Cairn Witness Road
Tree Alder 8" dia.
S. 44°28' E

Height of Bed rock S side = 78.0

2+50 Edge of Brush N. side

2+32 Probable site of N. Pier

2+17 N edge of Water

1+20 Probable site of S. Pier

1+15 Edge of trees & Brush

1+19 At ~~edge~~ foot of second bank

1+12 At edge of second bank

1+07 At foot of first bank

1+02 On face of Sandy bank

0+93.6 Brink of River Bank

0+90 Near " " " "

0+50

0+00

Ford Road

℄ of Road and Bridge

40'

Hub set in land

Levels on Bridge Location

	H.I.	Elev		
	3.60	103.60		Elev 10000
0+00			0.13	103.47
0+50			2.65	100.95
0+90			5.72	97.88
0+93 PC			7.06	96.54
T.P.	0.28	91.89	12.00	91.60
1+02			1.28	90.60
+07			7.71	84.17
+12			8.77	83.11
T.P.	6.68	87.60	10.96	80.92
1+19			7.76	79.82
+45			9.30	78.30
1+80			10.1	77.50
2+10			11.1	76.5
2+17			9.30	78.3
2+32			8.36	79.24
2+40			5.80	81.8
2+46			3.19	84.41
T.P.	9.22	96.30	0.52	87.08
2+65			4.59	91.71
+70			5.03	91.3
+76			5.20	91.1
1.83			0.70	95.6
2+90.5			0.89	95.50

B.M. on top of Elm Stump 35 ft. Left of Sta 0+95. Elev assumed

Hub on Brink of Bank. This Elev is given by Mr Lake as H.W. Mark 5 yrs. observations

Mr Neal gives H.W.M. in Jan 1890 at Elev. 99.2

S. Side Edge of running water. Also water Level

℄ of Cow Creek

First signs of Bare Bed rock

Top of Bed rock ledge

" on Bare Bed rock slate rock (S.lid)

" of " " "

In Road to ford

" " " "

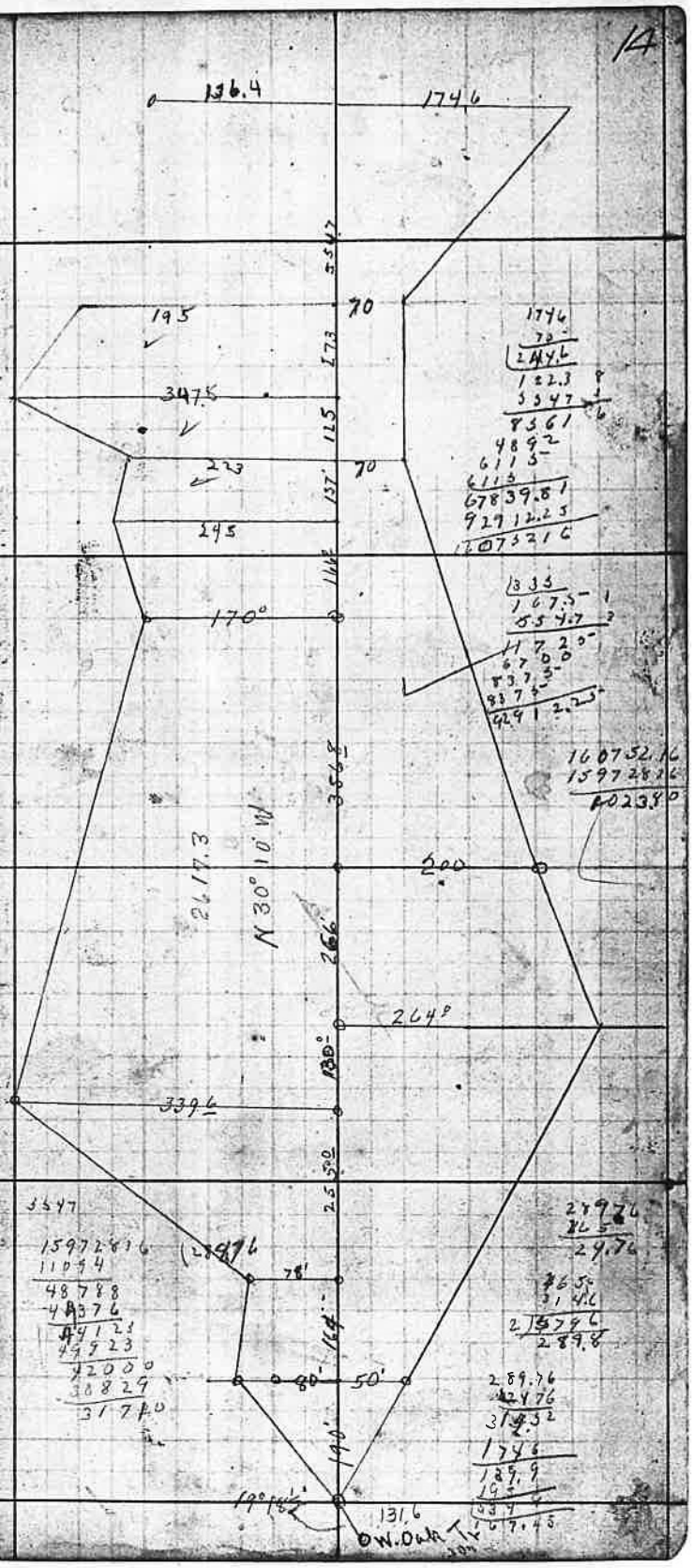
On Hub in Center of County Road

2 2¼"

Elev. of C. hubs - set for Riddle Bridge

0.73	96.23		95.50	
		9.74	86.49	Down stream pier hub N. Side
		9.75	86.48	Up " " " " "
T.P. 2.57	88.37	10.43	85.80	
		7.95	80.42	Up " " " S "
		2.67	85.75	Down " " " S "
		10.14	78.23	
			22.00	
1.85	82.27		80.42	
		4.27	78.00	Bot. Elev. of S. Pier Oct 21 1915
0.01	86.49		86.48	
		4.88	81.61	Bot Elev of N Pier Oct 22. 1915.

9912
8662
1250


136.4
1746
195
347.8
223
245
70
70
125
137
114
355.8
266
264.8
339.6
80
50
78
164
140
200
N 30° 10' W
21.17.3
DW.Dwk

Arenarius Carbobicum
and singles
Lumber 57500 @ $1 00

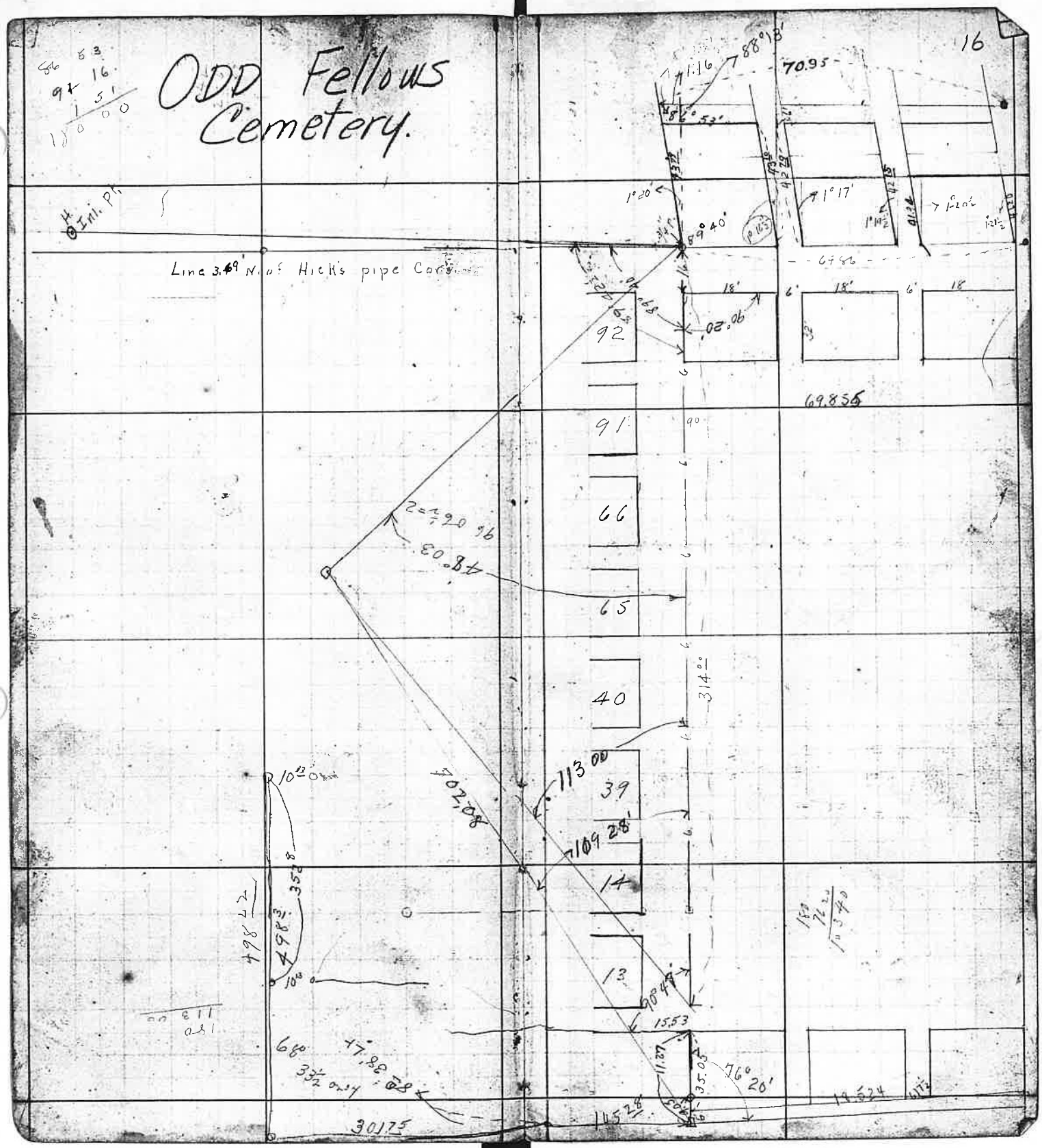
292.01
29.71
305.86

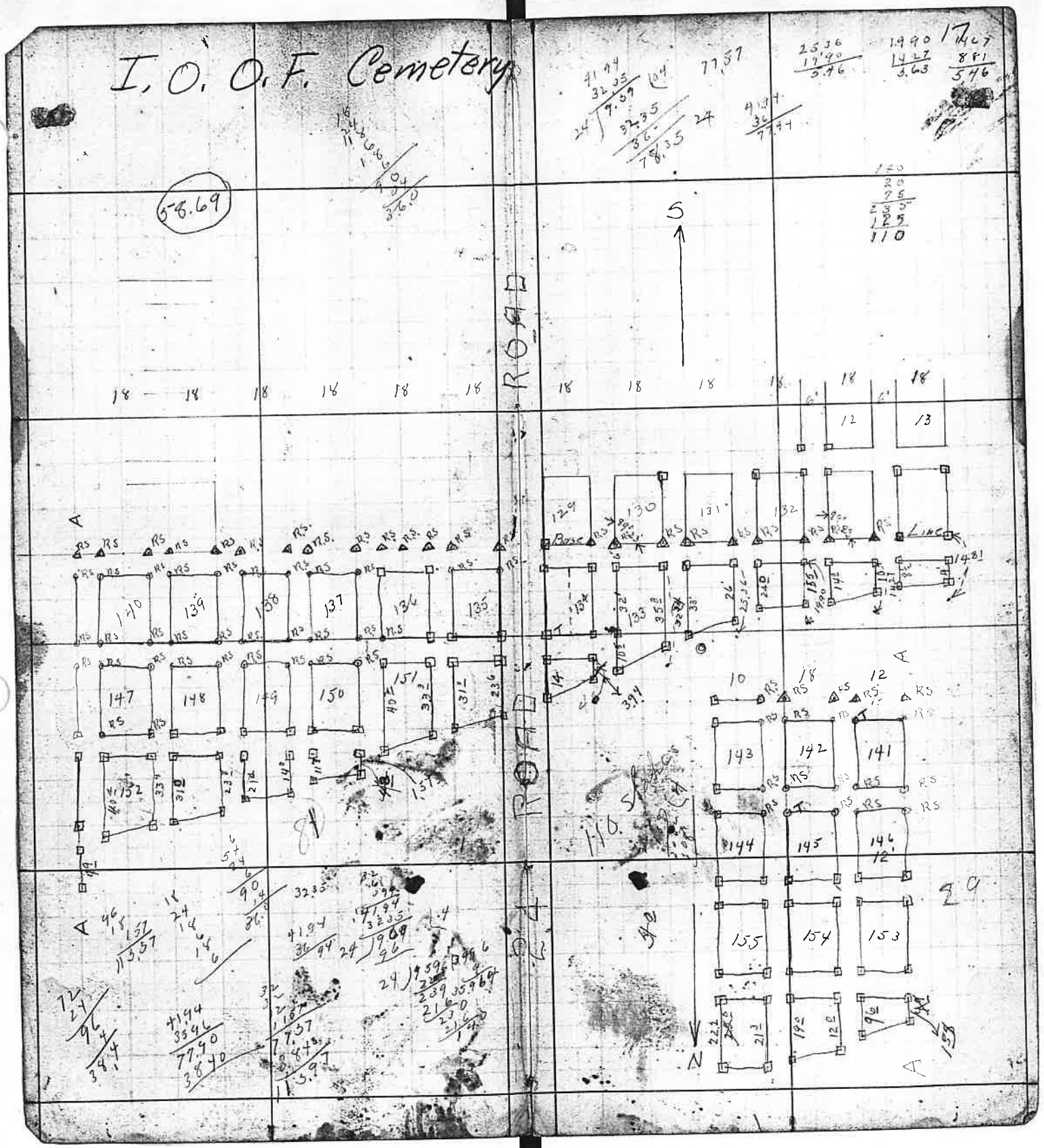
Forms Lumber 7400 88.86

$ 348.72
50.00
$290.00

Steel
Freight
weight 8000 lbs @ .47
Comhut bill

Bank of Commerce Eugene


ODD Fellows Cemetery.
16
Ini. Pt.
Line 3.49' N. of Hick's pipe Cor.
70.95
88° 18'
1° 20'
89° 40'
1° 17'
1° 20'
64.86
18'
6'
18'
6'
18'
90.20
69.85
92
91
66
65
40
39
14
13
314.0
113.00
109.28'
402.08
90.44'
15.53
11.27
35.03
76° 20'
145.28
30.75
47.88
68
10°
498.22
498.3
352.8
100
113.00
1.3340
19.524


I. O. O. F. Cemetery
5-6.69
ROAD
18
18
18

12.5
9
112.50

98 lbs
86.6
12

Extras on Cow Creek Bridge

Bolts in upper purlin - 23 @ .20 each 4.60
Labor putting in bolts - {9 hrs @ 35 3.15
{41. @ 50 2.00

Bolts in hand rail & labor - 24 @ .360
Lumber at gable returns 250 B.M. @ $15.00 3.75
Cartage " " 1.00
Labor 6 hrs @ .35 per hr 2.10
nails

$ 20.20
10% 2.02
22.22

12.5 yds of Concrete @ $9.00 per yd = $112.50

Reductions

12.5 C.y. of Concrete @ $9.00 - 112.50

86.6
124
3464
1732
86
10738.4

130
124
11.6

101.40
18 40
30 20
22 00
20 1,80

10
6.32
16.32
2.80
18.32
26.80
18

Field Notes of Survey for Geo. Riter, T. Wm. Singleton Tp 27 S. R 4 W

Dec. 14 1915, 10.30 A.M.

Began Sur at a pt. 39 lks. N of ¼ cor bet Secs. 3 & 10. Th. run random line West 6.32 Chs and searched for S.E. Cor. D.L.C. No 41. found nothing except old tree with markings cut out, Cont. W. on random 10.71 chs. then offset N. 1.75 chs. then on W. 2.97 Chs, set temp. stake. then cont. W. 9.50 chs. set temp. stake. offset S. 1.75 chs set temp. st. made small search for old D.L.C. No 41 Cor. & trees. found nothing, but am satisfied I could find trees if I made diligent search. Offset back 1.75 chs to W. ran. line and cont. W. West 10.50 chs and set temp. St. at a total West Dist of 40.00 chs. I off set S. 1.75 chs. and set temp. st. Wh. I call "A." Then I made search for Sec. Cor. for Secs. 3.4.9 & 10. and found one old tree down but letters legible. I set in small st. at the calls from this tree, and found said St. " 1.12 lks Westerly from said St. "A" bearing I could not obtain Because of darkness. N.B. ¼ Cor. Was located but not established from old Fallen B.T. No doubt of Tree.

Sec. Cor. was located but not estab. as noted above. The day was foggy & raining. Line started with needle V = 21° 15'

" Transited, poor. B.C. & F.S. given by Untrained men. Chaining by untrained men. 50 lk chain used. Ground very hilly and steep

Dec 15 1915
Foggy & Rainy

Began survey at ¼ Cor bet Secs 3 & 4. Ch. S. 2 lks and set temp. st. thence chained Easterly along N body of D.L.C. 41 34.34 chs to fence Cor that marks the N.E. Cor of Cl. 41. Used fence cor. as good for Cl Cor. and Chd. West 15.50 chs, set big unmarked Oak stake for beginning pt. of line across Cl. Thence run random line S 18° 08' W 2145 ft. to pt. "X" th. W. 66 ft. to pt. "Y". Then began survey at Sec St. for Sec. 3, 4, 9 & 10. and run S. 20 chs Set pole. Set at Pt. "Y" sight on "X" turn Rt 105° 58" and

Field Notes Johnathan D. L.C.

T. 27 S., R 4 W V = 17½ E

Beg 34.50 c. E & 2.00 c. S. of ¼ cor bet. Sec. 3 & 4
Set post with 3 mounds
th. W. 65.50 c. set post with mounds
th. S. 38.50 to Gov. line, 7.98 c. E. of ¼ post bet S 4 & 9
and 55.50 set post C.B.O. 7" dia. N 75° E 139 lks
th E. 31.50 to Gov. line 16.73 c. S of post Secs 3.4.9.10
and 42.00 set post C.W.O. 24" N 65° W 119 lks
th. N. 16.73 to Gov. line set post B.O. 20" S 70° W 125 lks
th E 23.18 " post B.O.B. 6" W. 20 lks.
" N 38.15 " place of beginn.
Closed 62 lks N. of post

N	S	E	W
16.73	55.50	42.00	65.50
38.15		23.18	
54.88			

Sec Cor for S. 10 3 & 4 post
a.b. oak 20" dia N 65° W 42 lks
" " " 20" " S 35° W 208 "
" " " 2" " N 5° W 58 "

S 11° E bet 3 & 4
39.56 set ¼ post
a.b. oak 6" dia N 32° W 0.50 lks
" " " 18" " N 25° E 1.45 "
N 89° 31' W on true line bet 3 & 10
39.67 set ¼ post
a.b. oak 20" dia S 87° W 17 lks
" " 12 " North 34 "

ch. dist. bet pole & "y" Wh. is 1824 ft. and bearing of line S 15° 58' W. After Computation I find the true line should have been as follows 66 ft. & S 16° 04' W 1823 ft. and so corrected line by Set. unmk. stone at new "Y." "X" and old steel plow pt. at new "Y."
¼ C. bet 3 & 4 was set and Mked by Boyer
Inexperienced Chainmen { Bill / Doris } Singleton
" Flag Walter "

Object of survey — deed description

4 | 130 = 32.50 chs

4 | 110 = 27.50 "

27.5 — 60.00

S 58° chs

38
58
464
290
3364
361
37.25 (6103

121 | 125 | 1 | 40000
1220

38.75
1673
55.48

E 3450
1550
19.00
19
171
19
361

71° 52'
19
58
18.08

190 (3476
174
160
114
46
40
6
340

19 | 38 (80.53
38
280
95
50

38 | 1800 (3104
174
60
38
200

Random line 0.32 chs W

" " 10.71 " W + one small

" " 1.75 " "

1

2250
1000
175
9
3434

June S 18° 08' W 21.45'

Tallys:

1	213.3
1	840 5
1	1310.5
1	1667.9

1050 58'

1824

2133
or 145
10663
8532
2133
309285

8405
145
42025
16202
33620
84051
12187 25

16679
145
83395
66716
16679
2418455

71° 52'
15½
32.50
170° 15'

32.50
11
1950
1950
2145

2750
66
6500
6600
18150

1310.5
145
1
6552.5
52420
13105
1900225
19

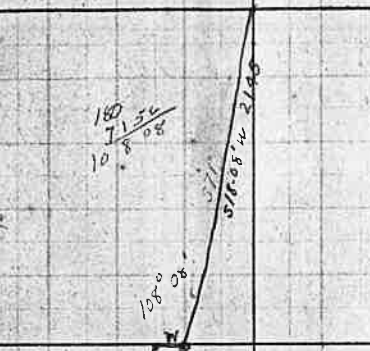
S 18° 08' W 2145' =
West 66'
S 15° 58' W 1824'

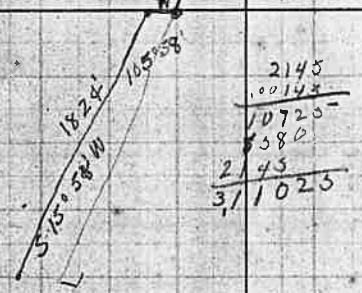
N 18° 03' E 3984.23

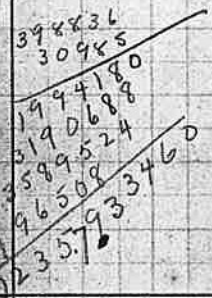
N	S	E	W
	2038.46		627.59
			66.00
	1753.63		561.74
	379.209		1235.33

379.209 | 1235.330 | 32576
1137627

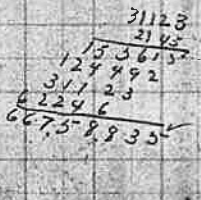
977030
758418
2186120
1896045
2900750
2654463
246287.0

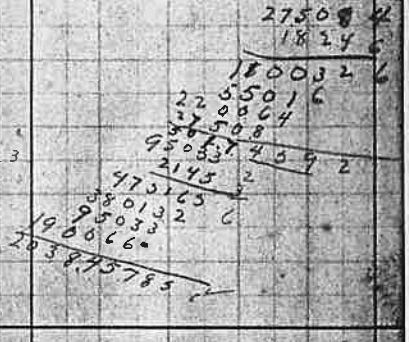






95079 | 3792090 | 398836
2852377
939720
855711
840090
760632
794580
760632
33948.0
28023.7
5424.30





96142.4
1824.6
2845686
192284
769136
96142
17593808

11.17
11.7
12.34

Yoncalla Water Survey—Dam Site Survey—

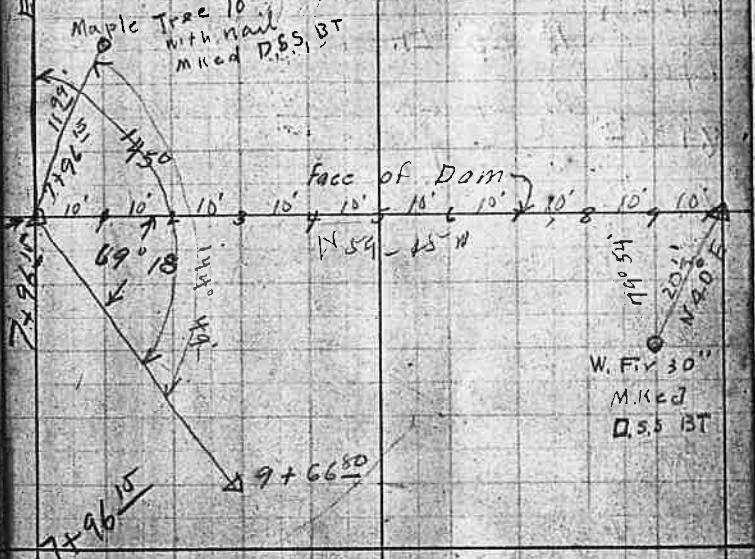
Jan. 11. 1916

Transit Set on △ pt 7+96 15/4 → sight on Sta 9+66.8 turn Lt 69°18' along face of Dam. Needle N 59° 45' W Also turn Lt 145°-00 to East line of Reservoir

→ Yoncalla H_2O Survey (Preliminary)
Notes on p. 28 Bk. N° 9

M. B. Germond
Silas Turpin

Snow & Cold



Levels along Face of Dam

Dam-0+00 =

Levels along Face of Dam

873 466.45 757.72

0+00		770.2
+10	2.3	763.2
+20	11.0	755.5
+30	12.34	754.11
+40	10.7	755.75
+50	5.5	761.0
+60	4.3	762.2
+70	3.6	763.0
+80	1.9	764.6
+90	5.0	766.5
1+00	-0.5	767.0

Solid rock covered 1' with earth
" " bare at H_2O edge E
" " bot. of Ck " H_2O " W 11.17
Sand on Ck. Bot.
Loose rock boulders
" " "
" " "
" " "

H_2O surface

45 = Wire Fence E + W

Jan 12 1916

105
110
ILS
340

Very Snowy & Cold

M. B Germond
Silas Turpin
Joe "

Sec. Cor.

Tie for Dam Site Survey

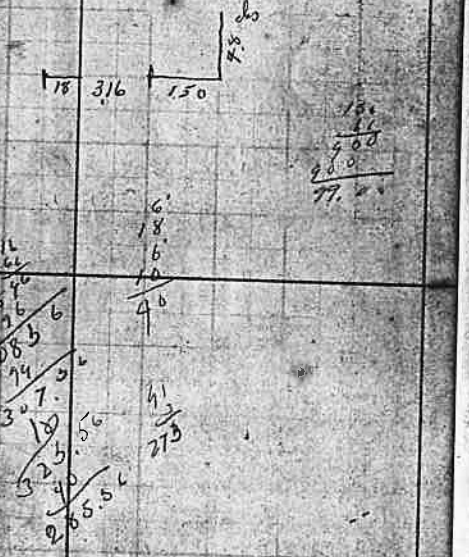
Began at Sec Cor. 7, 12, 13 & 18 T 28 S. R's 4 & 5 W. I reset & remarked Cor. and mate ~~fir~~ gil B T still standing. Build rock mound around Cor.

0+00.0		117.00 N 32 30 E
1+17		
1+96.44	5° 13' Rt.	79.44 N 37° 15 E
2+63.04	8° 33' "	66.4 N 44 40 E
6+06.14	18° 23 Lt.	343.- N 35 40 E
8+26.54	21° 24 Lt.	220.4 N 15 45 E
10+80.48	60 37 Lt	N 180 60 E

To sta 0+00 Preliminary Survey
" " 0+80.48 " " "

Computed tie line = N 71° 23' E 1558.51' to Sta 0+00 (9-P-28)

N.B. Bal. of Traverse notes in book 9



Survey For Hansen

Begin at N.W. Cor T. Stephen's Claim

Thence by needle N 89° 00 E

0+00

63.02

6+31.02

4.78.61

11+09.63

152.32

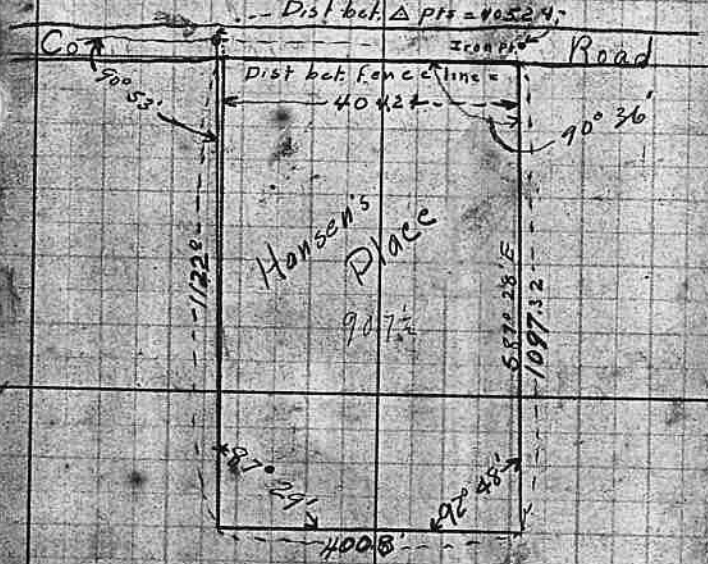
26+32.85

972.35 Turn Rt 4° 30' S 82° 30 E

36+05.17

1720.4 " Lt 3° 15' = N W

53+25.57



48 chs

Snow & Storms

Jan. 26. 1916

No 40 in T 27 S, R 5 W. W M

Hansen
Frear
C

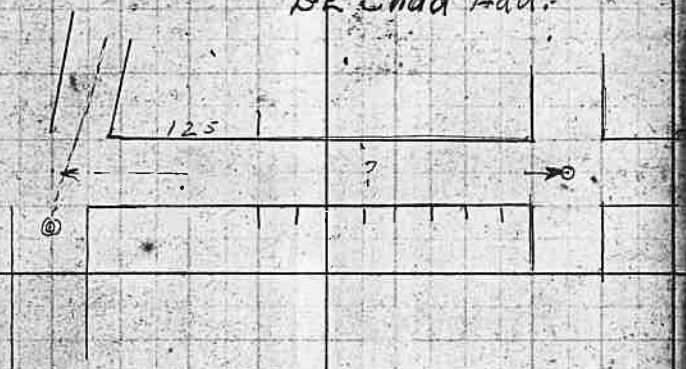
N.W. Cor

hub

"

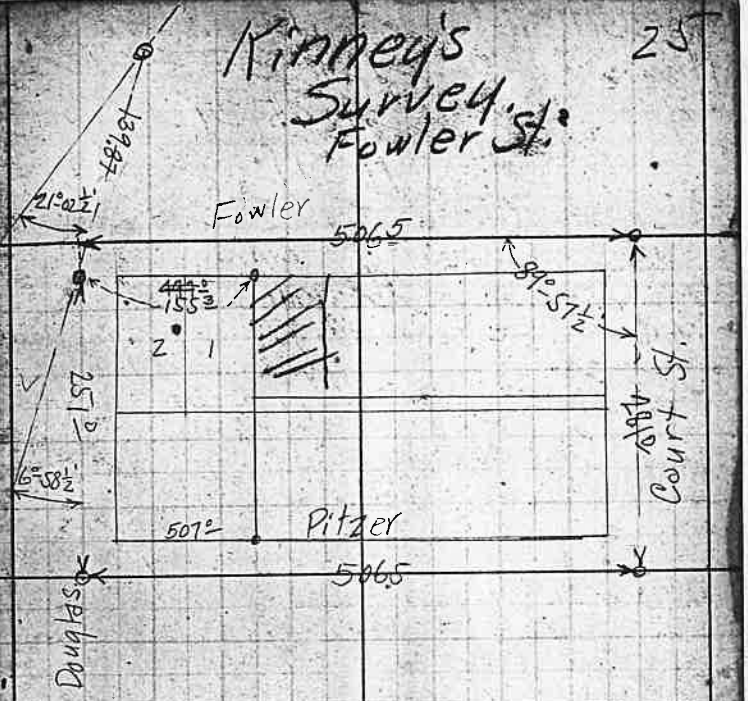
to a hub set in front of Gurnee's house and supposedly near E bdy of D.L.C. No 40

Lot No 9 T 14 ft off S.S. de Lot IV 10
BR Chad Add.



Kinney's Survey
Fowler St.

25



Feb. 11-16

1st. Observation.

Time 3.25 P.M.

A = 45° 39'

H. = 19° 55'

19° 52' 22"

2nd. Obs.

A = 46° 23'

H. = 19° 40'

19° 37½ 20"

Time 3.30 P.M.

decl. 14° 12' 07.3"

L = 43 - 12' 26"

Corr A = 46 - 39

" H = 19 - 21 - 20

" δ = 14 . 12

14-21-27.9

(26)

48.75
11
24375
4875
4875
6506.25
4.34

14-21-27.9
9.206
14°-12-07.3

48.75
½
97.50
4875
85.00
9.75

14-21-27.9
9-45.0
14-11-42.9

L = 43 - 12 - 26

Corr A = 45 - 23

" H = 20 - 08

δ = 19 - 12

1st. Observation

Time 3.55 P.M.

A. 51° 24' S 51-30 W

H. Corrected. 16° 10'

H 16° 13'

decl. 14° 11' 42.9"

A = 51° 24'

A' = 51° 58

A² = 102 82

51 - 41

2 Av. Obs.

Corr. H. = 16° 10'

" H' = 15° 57'

" H² = 32 07

H² = 15° 03½

2nd. Observation

Time

A. 51° 58' S 52 15 W

H Corrected. 15° 57'

H. 16° 00'

decl. 14° 11' 42.9"

A² = 51° 41'

dec. 14° 12'

Lat. = 43° 13'

H² = 16° 03½'

A = .2709

B = .3505

A+B = .6214

.2718

.3506

.6224

A² = 51° 31'

A² = 51° 37'

1st. Obs.

A = 51° 08'

H = 16° 26'

Lat. = 43° 13'

dec. 14° 12'

A = .2774

B = .3512

A+B = .6286

51° 04'

1787 37.8 15 1

6514

6° - 59'
68° - 57
5° Clods

(27)

13178

Feb 22 '16

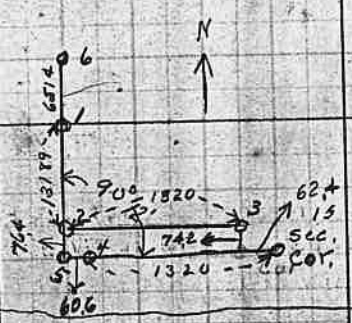
Survey for Joe Thornton

Feb 22 1916

M. B. Germond Smith - Ch.
Wm. Thornton - Ax.
Ben. Bridge ch.
Joe Thornton
D. R. Bridge

Beg. at a pt. #1 estake, temp. as the N.W. Cor. C. 49. T. 26-4. Old ash tree was found and blaze noted, but letters burnt out. (No doubt in my mind but that the ash is the old tree). Thence we run rand. Line S. with needle 1320 ft set pt. #2 (Transit line). Thence run rand, line E, 1320 ft, with needle set pt. #3. Make search for Sec. Cor. 27. 28. 33. 34. and find the large ash B.T. Set in rock for Sec. Cor. Rock 5" x 12" x 18" S.S. Only Ash tree used as reference tree. I note Sec. Cor. is 62.4 ft E. & 74.2 ft S. of pt #3. Thence run rand. Tran. Line West with needle and at 1320 ft set pt #4 continue on West to 1380.6 and note I fall 76.4 ft S. of pt #2. Hence I am 1396.4 S. of pt #1 and 1381.5 W. of sec. Cor. I rechain N from pt #2 to pt #1 and find it to be on rechain 1317.8 ft or mean is 1318.9 ft. I continue ran. line 1-2 N. 651.4 ft and set pt #6. J-intersect lines 1-2 & 4-Sec. Cor. at pts and Note N.E. Angle is 90° 12'

Lat = 43° - 16 1/3'



1320
606
3903
5283
1381.5
3903
5284.5
1382.4
60.6
1.5
4

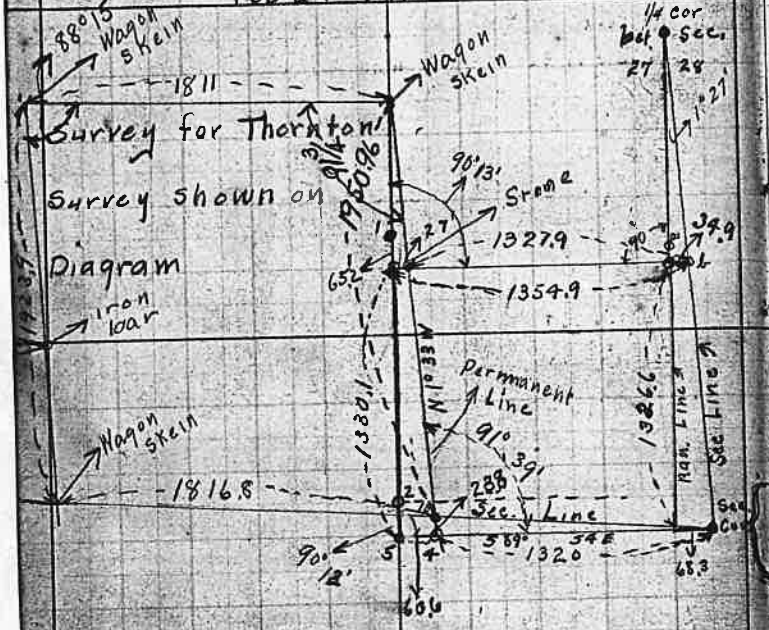
Feb 23 '16

Beg. survey at pt. #5 offset to pt 2. Sight on 5 turn Lt. 90° 12' run rand. on West at a pt 39.75 chs West of Sec. Cor. Make diligent search for 1/4 S. Cor but found nothing. Continue on West at 1787 ft I set temp. Pt 8 stake 37.8 ft North of line for temp. S.W. Cor of C. 52 in angle (pt 8). I search for B.T. and find tree rotted and old. All marks gone. Pt 8 was set from this supposed tree Cont. on W. and at 39.03 ft I fell 19 ft S. of Sec. Cor. Which I set by a Stone 6" x 15" x 20" from 3 BTs (19, 29, 32, 33) in Hence, Total dist. = 5283.6 ft. Total Southing = 95.4 ft.

Same Crew

Index

Feb 24 1916



Beg. at 1/4 Cor. Sec. 27 28 run random line S. at 1320 ft set pt "a" continue S. at 2712.7 I fell 68.3 ft W. of Cor. to Sec. 27, 28 33, 34. I correct back and set true pt at a dist. 1326.6 N. of inter. pt or S. Cor and E. of and Rt angle to random line 34.9 ft. Called pt "b" Began at pt "b" run random W. at rt angles to first random line N dist. of 1354.9 ft to rand. line 1-5 and note angle is 90° 13' as shown. Then I return to pt 4 and set true S.W Cor. of D.L.C. # 49 N. 1° 33 W a dist. of 23.8 ft as shown. Then I continue on N 1° 33' W and pass through a point 1327.9 ft. West of pt "b" as called for in old Notes.

Feb 25 1916

The N.W. Cor. of C. 49 was set in 1320 ft N 1° 33' W from S.W. Cor. N.W. Cor. is S.S. 4" x 16" x 16" Cont. on N. 1° 33' W. 630.96 ft. to N.E. Cor. of C 52. Thence turn 91° 45' as shown and run N 89° 48' W 1811 ft. Then turn angle as shown and run S 1° 33' E 1923.9 ft. to correct Sect. line and fell 18 16.8 W. of cor. set for S.W. Cor. of C 49.

3 Oclock P.M.

Sun Observation Feb 23, 1916

VA = 25° 08'
2 - 3"
C V A = 25° 05' 57"

1-Vertical Angle
25° 08' 00"

24° 59'
2 03
24 - 56 57

2. Vertical Angle
25° 00' or 24° 59'

25 - 05 - 57
24 56 57 sc

2 150 - 02 54
25 - 01 27 = Mean

1st Horizontal Angle
134° 48' — 225° 12'

2d Horizontal Angle
134° 56' — 225° 04'

∠ 134° 48'
134 56
134 52 = Mean

10 - 12 - 31,2
10 01
10 - 02 - 20

Dec = 10 - 02 - 20 at 3 P.M.

True Sun bring = S 44° 58 W

Hence bring of line = S 89° 54 E
" " " " 1-2 = N 00 06 W

44 48
90
134 - 58
134 56

43.98
26 80
7078

I run W. on true Sec. line and at 825 feet or 50 rd. set in stone for S.W. Cor. of 18 Acres. plat. I also set in iron bar for N.E. Cor of 18 acre plat 957 feet N 1° 33 W from S.W. Cor. of C 52. Then I turn and run W. parallel to Sec line 825 feet and set in iron point

N.W. Cor C 49 is S.S.
N.E. " C 52 " Wagon Skein
N.W. " " " " " "
S.W. " " " " " " (Inter. Cor)

S.W. " of 18 acre plat is stone
N.E. " " " " " " Iron bar
N.W. " " " " " " "

Apr 25, 26, 27 – 1916

Survey for Amos Buker

Beg. at 1/4 Cor. bet secs. 34 & 27 T. 30 – S. R 3 W Th. run random line N.M. W and fell 3.8 ft. S. of Sec Cor. for secs. 27, 28, 33 & 34. I return to 1/4 sec. Cor. and run true line bet. secs 27 & 34 by setting points North on true line from random line at point 2 on random line 1187.6 feet Westerly from 1/4 S.C. I set in a point or iron axle 1" in dia. 1.71 ft N. of pt. 2 on true line and call it pt 3. Said pt 3 being on true sec. line and 1187.6 Westerly of said 1/4 S.C. I set pt. 3 by setting on pt. 2. B.S. along random line E. and turning 89°55 Lt. and set pt 3. 1.71 ft. N. I set on pt 3. Sight on pt. 2 turn as follows

	Ang. R	Ang Lt	Dist	Needle	
Sta 3					Iron axle from back
	64° 18		103.55	S 14° 40 W	Δ on Sta 3. Fore S. on Sta 2 turn to Sta 4
Sta 4					
	36° 21'		58.21	N 77 45 W	
Sta 5					
		68° 00	236.95	S 34° 20 W	
Sta 6					
		15 07	105.1	S 21 00 W	
Sta 7					
	46° 21		121.30	S 65 40 W	
Sta 8					
		00 31	165.73	S 65 15 W	
Sta 9					
	43° 33'		127.68	N 71 00 W	
" 10					
		79 08	145.1	S 30 00 W	
" 11					
		20 29'	120.2	S 9 45 W	
" 12					Iron pin set in rocks crevice
		00 00		S 9° 45 W	Pt 13 is on S bank of River at H₂O edge Mean flow
" 13					

Vert Ang. = 28° 39'
Hor " = 8° 14' Rt. from Sun to MK.

4h 20m PM
Apr 25 – 1916

Computation

28° 39'
16' Sun Semi-dia.
28° 55'
1 45" Ref
28 – 53 – 15" = Alt of Sun's Center = h

h = 28° 53' 15"
Alt = 42° 55' 40"
S = 13° 20' 264"

15126
3604
1522 = S 11° 15 W
S 14
S 87 45 W

5129
3604
1529

4890
125
1630
9780
4890
603.10 (10)
60
6

d = 13° 20 23.3
10 03.1
13 – 20 – 264

Vert Ang 43° 56'
Hor " 26 21

3 PM
Apr 26 1916
Random Line

d = 13 – 29 – 50.5
8 52
1338 – 32

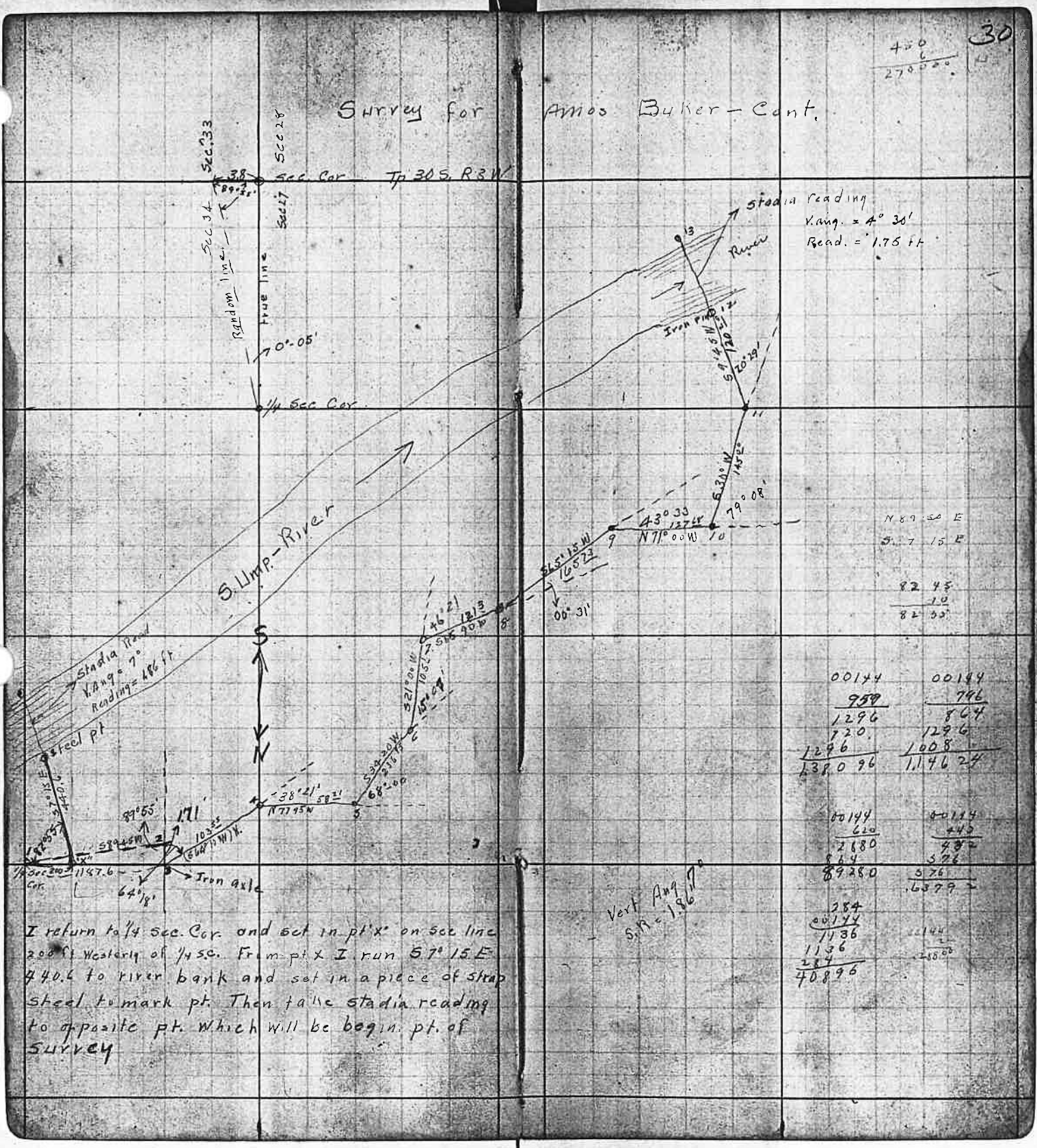
43° 56'
16
44 – 12'

h = 44 – 11
Alt = 42 – 55 – 40
D = 13 – 38 – 32

.0144
.2640 | 3.800 | 144
2640
11600
10560
10400

S 62 – 36 W
S 87 – 73
11876
.0144
47504
47604
11880
11782
594
17840 80
.744 | 88.00 | 5
8828

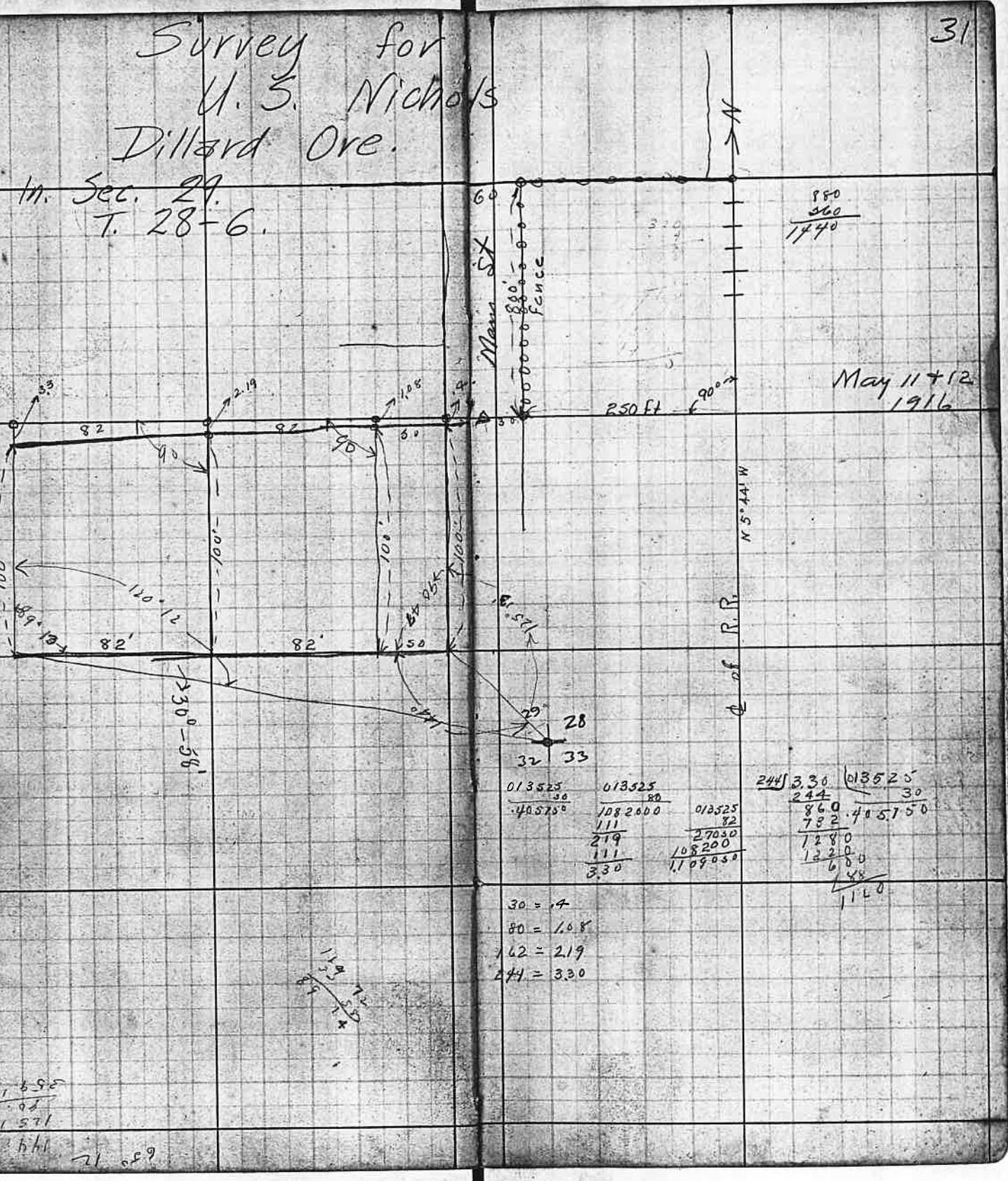
Survey for Amos Buker – Cont.



I return to 1/4 Sec. Cor and set in pt'x' on Sec line 208 ft Westerly of 1/4 sc. From pt x I run S 7° 15 E 440.6 to river bank and set in a piece of strap steel to mark pt. Then take stadia reading to opposite pt. which will be begin. pt. of survey

Survey for U. S. Nichols Dillard Ore.

In Sec. 29. T. 28-6.



May 26 1916
Sunny

"L" Alignment Notes. CAMAS VALLEY ROAD SURVEY

"L" Line Cont. to page 35

8 hr M. B. Germond Engr.
8 " W. W. Smith Ch.
7 " James Murray Ch.
7 " Curley Woodfield Marker
4 " Walter Amstein Ax

P 64+50 ↑
"L" 64+50 =

"L" 63+81

63+21 = B.C. of Curve
See p. 35

Line from sta 47+00 is in long Line

47+00

41+00 R 01'

31+00 R 04'

18+65 2/2

"L" 5+31.9 E.C. Δ = 51° 28' 25°-44'
+25 D = 60° 23°-39.7'
5+00 Tan. = 46.03' 16°-09.7'
4+92.6 P.I. Len. C = 85.78' Δ = 51° 28' Course = 51° 31'
+75 2°-39.7'
+50 1°-09.7'
4+46.13 B.C. 0° 00' Course = 44°03' W

Ang 0° 30' Lt

0+00

S. 19 S. 20
12.29
S 30 S. 29
34.8
C.L. Cor

hub 0.0

B.C. of Curve See p. 35

hub 0.66' t. for E

hub 0.73 " E

hub 1.1' to for E

hub 1.14' t. for E

N.B. This angle should be Changed to fit ℄ as given

66
79
114
51° 28'

E.C.

P.I.

B.C.

0° 30' Lt

Steel drill 1" dia 36" long

275' West

S.E. Cor. Martindale D.L.C
Stone, D.L.C #42 Tp. 29 S. R8 W

Camas Valley Road Survey

May 27 1916

Alignment Notes "P" line

Preliminary

"P" Sta	Ang Rt	Ang Lt	Needle	Dist	
					M. B. Germond Engr.
					W. W. Smith Ch
					Rice Murray Ax
					Cutley Wood Field Marker
					Walter Amstein Ch
P 96+63		46°10'	S 35°30' W		
P 91+50		8°42'	S 81°20 W		
P 89+10		38°54	S 89°20 W		sta 89+90 ℄ of Carey Creek
P 87+10	73°10'		N 51°05 W		
P 86+00			hub on Tang		sta. 8
P 84+30		5°56	S 55 30 W		Sta 85+50 Top of hill
P 78+26	20°12'		S 61 30 W		
P 70+00		15°50'	S 41°40' W		Sta. 75+00 ℄ large Ck.
P" 64+50 = "L" 64+50		19°10'	S 57°25' W		opp Culver's House. along pres. upper Road.

Camas Valley Road Survey

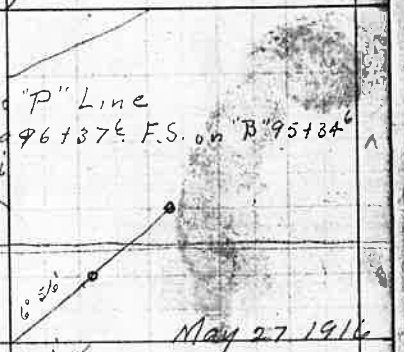
May 29 1916

Alignment Notes "B" Line Preliminary

	Sta.	Ang Rt.	Ang Lt.	Needle	Dist
B	116+00				
		26° 10'		S 9° 00' E	
B	112+13				
		16° 40'		S 18° 40' W	
	109+71				
			24 14	S 34 30 W	
	107+80				
			56°26'	S 58° 20 W	
	105+30				
			31°-08'	N 64 50 W	
B	100+68				
		76'30		S84° 00 W	
B	99+45				
B	98+58		hub	on B" TP tangents	
			55°46'	S 7° 30 W	
B	95+34 6				
	93+75				
		6°56'		S63 20 W	
	91+85				
		28°54'		S 56°30' W	160
	90+25				
			27°54'	S 28 20 W	1.15
	89+10				
			48°40'	S 55 30 W	1.15
	87+95				
					120
	86+75			hub on tang	
			3 44'	N 76° 00 W	285
	83+90				
		30 00		N 72° 00 W	215
	81+75				
			24 20'	S 17 35' W	
B	79+45				230
		60° 44'		N 77° 30' W	
B					3 25
B	76+20	Δ on "P" 76+20		F.S. on "P" 78+26 turn	
	=	Rt. to "B" 79+45			
P	76+20				

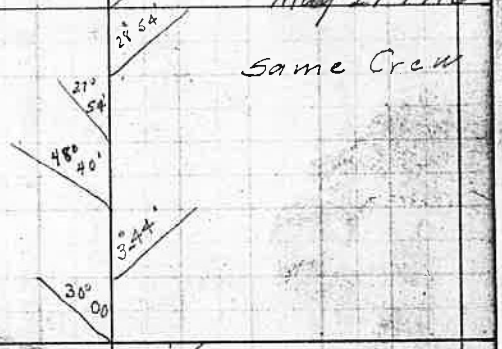
End of "B" Preliminary Line

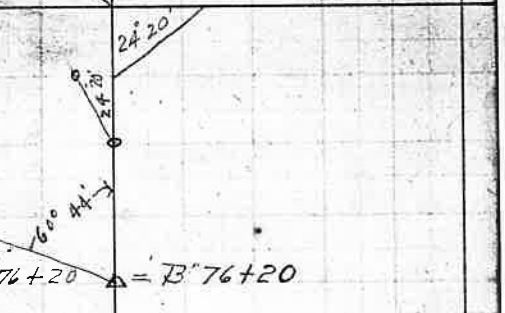
M. B Germond
W. W. Smith
James Murray
Curley Woodfield
Walter Amstein



May 27 1916

Same Crew





Alignment Notes "L" Line

Cont. to page 36

Camas Valley Road Survey

May 29 1916

+43 E.C.
79
+50 Tan = 153.7
D = 27° R
78
+50 Len = 266'
77
+77.3 B.C.
+50
76
+50
76

+50
74
+50
73
+50
72
+55 E.C.
+60 D = 5° L
71 Tan = 159.36
+50

70
P.I. = P 70+00
+50
69 Len = 316 2/3'
+50
68+38.3 B.C.
68
+50
67
+50

66
+76.5 E.C.
+50 D = 7° 30' R
65
+50 T = 129'
64+50 = PI
64 Len. C = 255.55
+50
L 63+21 B.C.

35 54½
30 04
23 19
16 34
9 49
3 04
0 0

Δ = 71° 99'
R

Tangent

7 55
7 47½
6 32½
5 17½
4 02½
2 47½
1 32½
17½
0 0

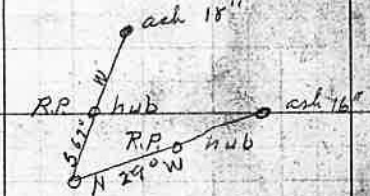
Tang.

Δ = 15° 50'

9° 35'
8 35¼
6° 42¾
4° 50¼
2° 57½
1° 05¼
0+00

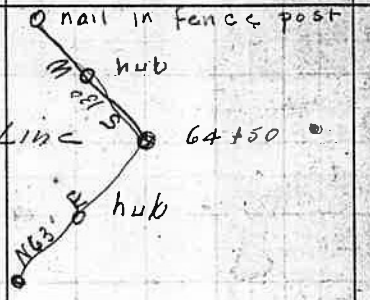
Δ 19° 10'

P.I. = 78+26 "P" Line



P.I. = 70+00 "P" Line

Small Culvert at Sta 66+75



P.I. = 64+50 "P" Line

Cont. to page 37

"L" Line Alignment Notes

Camas Valley Road Survey

"L" 94+41.3 = "B" 93+75
"L" 94+60 = First Bridge pier
"L" 95+20 = Sec "
Intersect "B" Line at Sta "B" 97+16.8
Interior Back angle with "B" line = 12° 20'

06.8 E.C.
94 +50 93.1 +84.3 +50 92 91+60' B.C. +43' E.C. 91 +50 90+43' B.C. +29.4 E.C. 90 +50 89 +50 88 +50 87 +50 86 +50 85 +50 +19 E.C. 84 +50 83 +50 82 +50 +5.0 81 +50 +44 B.C. 80

Tan = 123.8
D = 5° Rt
P.I. = L 92+83.9
Len = 246.7

D = 23° Rt
T = 50.7
Len = 100.0

Len. C = 291.07'

D = 28.2 Lt

D = 1° L
Len = 375'
T = 187.55

P.I. = 82+31.5 = B° 81+75

6 10'
5-99.8
4 91.5
3 27.5
2 19.85
00 59.85
00
11° 30'
6° 32.6 Δ = 23°
0°-47.5
00
40° 45'
24° 34.9
24.349
22 349
15 314
8-34.9
10 34.91
00.0
Δ = 81° 30'

1.52.2
1 46.3
1.318
1 16.8
1 01.8
76.8
31.8
15.5
01.5
00 00
Δ = 3° 45'

All Low Ground

May 29

P.I. = 81+75.0 B° Line

Alignment Notes "L" Line

Camas Valley Road Survey

Page 48

June 2nd 1916

M. B. Germond 9
W. W. Smith 9
Jim Murray 9
Curley Woodfield 8
Walter Amstein 8

June 1st 1916

M. B. Germond 1
W. W. Smith 1
Jim Murray 1
Curley Woodfield 1
Walter Amstein 1/2

"L" Line Notes Cont.

1
104
+51
103
+50
102
101+50

+96.7 E.C.
+25
101
+75
+49.7 B.C. = P.C.C.
+49.7 E.C.
+25
100+00

T = 49.8'
D 32°05' Rt
PI = B 100+68
Len = 97.0
D = 61-52' = R

15 34
12-05'
8-04
4 03½
7
38 15'
20-36'
22 52½

Δ = 31,08

P.I. B 99+45
+75
+50
99+26.05 B.C.
99+00
+50
98
+50
97

Tan = 73.0
Len

Δ = 76°30

13 08'
7 24'
0 00

Tang

+64.6 E.C.
+50
+25
96
"B" 95+34.6 = P.I
+75
95+50
+25.2 B.C.
95
94+50

Tan = 75.8
Len = 139.4
D = 40° Lt

27° 53
24 57½
19 57½
14 57½
9 57½
4 57½
00 00

Δ = 55°46'

95+15 = 2 " " " " " "
94+75 = 1st edge of Mid Fork Coquille River

LEVELS ON "L" line CAMAS VALLEY ROAD SURVEY

M. B. Germond
W. W. Smith Road
May 28th 1916

				Elev	
1.	1.18	401.18		400.00	Elev assumed
0+00			3.70	397.5	
1			6.6	394.6	
1+2			8.8	392.4	
3			12.7	386.5	
T.P.	0.84	389.36	1266	388.52	
4			2.70	386.7	
4+46.3			3.67	385.8	B.C.
+50			3.8	385.6	
+75			4.3	385.1	
5			4.7	384.7	
+25			5.1	384.3	
+31.9			5.20	384.2	E.C.
6			5.8	383.6	
7			6.5	382.9	
+60			6.6	382.8	2' x 2' culvert at this sta
8			6.0	383.4	
+50			4.9	384.5	
9			5.8	383.6	
T.P.	4.82	388.32	5.86	388.50	
+45			5.6	382.7	
10			5.3	383.0	
+60			5.6	382.7	
11			7.1	381.2	
+12					12" Cor. pipe in. Needs 18" culvert
12			5.1	383.2	
13			6.5	381.8	
14			7.3	381.0	
15			7.8	380.5	at sta. 15+50 culvert 24" dia
16			7.6	380.7	
17			5.5	382.8	
T.P.	6.33	389.65	5.00	383.32	
18			1.9	387.7	
+65.2			1.38	388.2	hub
19			2.1	387.5	
20			5.5	384.2	
21			6.8	382.8	
B.M.			4.35	385.30	"L" B.M #1 on Oak tree 15" 40' Rt sta 22
	13.17		23.52		

LEVELS — "L" Line — Camas Valley Road Survey

May 28th

	38965			
22		7.3	3824	
23		8.7	810	
TP 274	38366	873	380.92	
24		24	813	
+35		24	813	On Bridge Cen
		5.0	789	Bot. of Creek, Needs 36" opening
25		2.8	809	
26		4.8	3789	
27		5.9	778	
28		6.2	775	27+50 N. end of Plank
29		5.4	3783	
+80		2.6	780	On Bridge 16' long (Cen.)
		13.1	726	Bot. of Creek
+90		4.4	793	29+90 S. end of Plank, N. end of Corduroy
30		4.0	797	
31		1.9	818	
T.P. 513	38691	188	381.78	
32		4.2	827	
33		4.0	829	
+55		4.2	827	
+60		5.2	817	S. end of Corduroy
34		5.3	816	
35		4.9	820	
36		4.7	822	
37		4.8	821	
38		4.4	825	
+90		4.0	829	
39		5.8	811	
40		7.4	3795	
T.P. 912	38367	736	379.56	
41		4.30	794	hub
+60		4.5	792	Cen of 28' Bridge. Should be
		15.1	3686	Bot. of Creek
42		4.5	792	
BM		3.97	3797.0	On Phone pole 25' Rt sta 41+65
43		5.3	784	
44		4.7	790	
45		9.6	799	
46		1.9	818	
1799		1797 1799 2		

"L" Line Levels Cont. to page 45

LEVELS "L" and "P" Lines

Camas Valley Road Survey

May 28th

		383.67			
47			176	381.91	hub
48			2.3	81.4	
49			4.0	79.7	
	T.P. 089	380.58	398	379.69	
1+50			0.1	77.5	
51			4.0	76.6	
52			5.5	75.1	
53			6.3	74.3	
1+50			5.7	74.9	Cen of 6' Bridge
			8.0	72.6	Bot. of Creek
54			5.8	74.8	
55			4.6	76.0	
56			2.0	78.6	
	T.P. 842	387.05	195	378.63	
57			7.4	79.6	
58			6.7	80.3	
59			5.9	81.1	
60			4.5	82.5	
B.M.			2.38	384.67	On 12" B. Fir tree 25' Lt at sta 60
61			3.5	83.5	
62			3.0	84.0	
63			2.7	84.3	
1+81			2.00	85.0	
	TP 260	387.65	200	385.05	
L" 64+50 =P 64+50			2.1	385.6	Lpt. "L" 64+50 = "P" 64+50
	"P" LINE				
65			3.1	84.6	
66			5.5	82.2	
67			6.3	81.3	
1+75			6.1	81.5	On top 1'x2' Culvert
68			6.0	81.7	68+50 = Culver's Barn, 20' to shed East
69			4.6	83.0	
70			6.49	81.16	hub Lpt
71			6.3	81.3	
72			8.5	79.1	
73			11.1	76.6	
	T.P. 244	379.54	1055	377.16	
74			6.1	73.4	
1+95			7.2	272.3	
	1425		1848 / 1435 / 413		

LEVELS "P" Line — Camas Valley Road Survey

May 28th

		37954		
75			85	710
			58	737
+20			6.4	731
1+75			6.1	734
76			3.6	759
+20			3.14	7640
B.M.			2.85	37669
77			5.2	7434
+35			6.5	730
78			5.4	741
+26			3.76	37578
	T.P. 987	38565	3.76	37578
79			6.5	791
+30			5.6	800
80			7.0	786
+25			8.2	774
81			7.7	779
82			5.1	805
83			1.2	844
	T.P. 1016	39540	0.41	38524
84			6.5	889
+30			5.45	900
85			4.7	907
+35			4.0	3914
86			5.23	39017
BM			1.06	39434
	TP 005	38243	13.02	38238
87			1.5	809
+10			2.8	796
+50			7.3	751
88			15.4	3670
	T.P. 017	37063	12.57	36986
+50			4.5	659
+92			9.0	619
89			8.9	611
+10			8.69	36134
+50			13.6	35641
	T.P 174	35920 ✓	12.57	35746
	2199		42.33 / 21.99 / 20.34	

On edge of Canyon, rock
" " " " "

Enter Timber
hub "P" 76+20 = "B" 76+20.
On 6" W. Oak 25' Lt Sta 76+30

hub

hub

Summit of Hill
hub
On root 48" R fir 25' Ft Lt 85+60

hub

LEVELS "P" Line Camas Valley Road Survey

	359.20			
89+80		3.8	355.4	Top of 60ft Bridge, rotten T in poor Condition
+80		16.00	43.2	Edge of Creek (1st) in 2' more drop 2'
90		18.00	41.2	Bot. of Creek & 2nd edge
+25		10.2	49.0	May 28-1916
+38		4.1	55.1	Top of Bank
+50		2.7	356.5	
T.P. 6 70	364.53	1.37	357.83	
91		5.0	59.5	
50		1.73	62.8	On Hub Summit
92		1.8	62.7	
+50		5.5	59.8	
93		8.1	56.4	
+50		11.5	53.0	
T.P. 0 14	351.91	12.76	351.77	
94		4.8	47.1	
+50		9.2	42.7	
95		11.3	340.6	95+25 Begin. of Bridge
+50		10.5	41.4	Reading on Bridge
+75		10.0	41.9	Cen of Bridge & Stream. Mid Fork of Coquille R
96+50		11.9	340.0	96+25 West end of Bridge
				On Center of River on bedrock
B.M.		7.88	344.93	Nail in large Fir Stump 100' Lt Sta 95+75

Level on Preliminary "B" Line — Camas Valley Road Survey

May 28th

P		6 68	383 37		376 69	"P" B.M. on W. Oak tree
B	76120			696	376 41	P" 76+20 = "B" 76+20
B	77			55	779	
B	78			55	779	
B	79			4.1	793	
B	+45			4.96	784 1	
		TP 113	376 72	778	375 59	
	80			2.0	777	
	81			8.7	680	
	+75			12 80	639	
		T.P. 195	365 87	1280	363 92	
	82			24	635	
	83			3.5	624	
	83+90			5.1	608	
	84			6.2	597	
	85			8.0	579	
	86			9.5	564	
	+75			8.27	576	hub
		TP 288	360 48	827	357 60	
	87			2.4	581	
	+95			4.84	566	"
	88			4.2	663	
		TP 1.15	353 83	780	352 68	
	89			3.2	606	Rock here
	+10			4.2	496	
	90			9.5	443	
	+25	TP.		11.01	428	
		TP 074	343 56	1101	342 82	
	91			7.6	360	
	+40			10.0	336	Slough
		TP 7 21	341 36	947	334 09	
	+85			5.97	358	hub
	92			5.7	356	
	93			4.9	364	
	+95			6.92	334.38	hub
		TP		692	334.38	
	B.M.			5.20	336.10	On 12" R. fir Tree 25' Lt Sta 92+25
					6405	

"B" Line Levels Continued — Camas Valley Road Survey

May 24-1916

Sta.	B.S.	H.I.	F.S.	T.P. F.S.	Elev.	
T.P.	9.27	342.65			354.38	
94+00			16.0		326.7	
+10			19.0		323.7	Water's edge, Bed Rock
+45			19.0		323.7	" " " " 2d
+60			8.8		333.9	
+75			4.3		339.4	
95			4.6		338.1	
+34.6			4.45		338.0	Hub
96			5.4		337.3	
97			4.9		337.8	
99			3.7		339.0	
+58.2			3.023		339.63	Hub in old Road
T.P.	4.99	344.62	3.02		339.63	Hub
99			8.1		336.5	
+45			8.3		336.3	~~in old Road~~
100			4.9		339.4	in old Road
+68			4.59		340.03	" " "
+68 T.P.	12.17	352.20	4.59		340.03	Hub
101			14.0		338.2	
102			15.0		337.2	
103			15.3		336.9	in old road
104			13.6		338.6	
105			5.4		346.9	
+30			2.05		350.15	
106			11.3		340.9	Rock 15 to 20' above
T.P.	9.31	349.46	11.05		341.15	
107			12.6		336.9	in old road " " "
+80			6.72		332.74	Hub.
108			5.0		344.5	" " "
109			5.0		344.5	in old road " " "
+71			2.90		346.56	Hub "
110			2.0		347.5	in old road "
+50			0.0		349.5	in old road
T.P.	12.59	361.39		0.67	348.79	" " "
111			6.0		355.4	" " "
+50			0.7		360.7	" " "
T.R.	12.45	373.75		0.09	361.30	" " "
112			4.9		368.9	
113			4.2		369.6	

"L" & "B" Lines Levels

"B" Line Levels Continued. Also "L" Line Levels

Camas Valley Road Survey

B.S.	H.I.	F.S.	T.P.F.S.	Elev	
	373.7				
114		8.1		365.7	In Old Road
115		9.1		364.7	" " "
116		9.1		364.61	Hub of Lt. Side old road
B.M.			4.08	369.67	On Cedar stump 11 Lt. Sta. 112+25

"L" Line Levels Continued from Page 40

	388.42			385.08	
63+21		4.03		384.39	✓
+50		3.9		384.5	✓
64		3.0		385.4	✓
+50		2.7		385.7	✓
65		3.9		384.5	✓
+50		5.3		383.1	✓
+79.5		5.7		382.7	✓
66		6.2		382.2	✓
+50		6.6		381.8	✓
67		7.0		381.4	✓
+50		7.0		381.4	✓
68		6.6		381.8	✓
+38.3		6.2		382.1	✓
+50		5.9		382.5	✓
69		5.4		383.0	✓
+50		6.5		381.9	✓
70		6.5		381.9	✓
+50		7.0		381.4	✓
71		7.1		381.3	✓
+50		7.8		380.6	✓
72		8.9		379.5	✓
T.P. 0.90	380.43	T.P.	8.89	379.54	✓
+50		3.4		377.0	✓
73		1.7		375.7	✓
+50		6.1		374.3	✓
74		7.3		373.1	✓
+50		8.1		372.3	✓
+95		9.2		371.2	✓
76					

4'-Fill 74+95 in middle of Creek

June 2nd 1916

M. B. Germond
Jim Murray
M. M. Smith
Walter Amstein
Curley Woodfield

"L" Line Levels Cont.

from page 45

Camas Valley Road Survey

Sta	B.S.	H.I.	F.S.	T.P. F.S	Elev	
				3.66	376.77	Check on B.M.
		380.43				
76+50			5.5		374.9	
76+77.3			4.99		375.4	B.G.
77			6.1		374.3	
+50			6.4		374	
TP	1.32	377.41		4.34	376.09	
78			4.3		373.1	
+50			4.9		372.5	
79			6.1		371.3	
						June 2 1916
+43.3			6.2		371.2	
TP	3.73	374.90		6.24	371.17	
80			3.4		371.5	
+44			3.68		371.22	B.G.
+80			3.3		371.6	
81			5.4		369.5	
+50			8.9		366.01	
82			10.2		364.7	
TP	2.61	366.61		10.90	364.00	Hub on "B" Line
+50			3.6		363.0	
83			3.2		363.4	
+50			3.9		362.7	
84			4.4		362.2	
+50			6.3		360.3	
85			7.7		358.9	
+50			8.1		358.5	
86			8.5		358.1	
TP	1.65	359.74		8.52	358.09	
+50			3.6		356.1	
87			5.0		354.7	
+38.7			4.62		355.2	Hub
+50			5.0		354.7	
88			4.8		354.9	
TP				1.01	358.73	
	0.63	359.36		1		
+50			4.6		354.8	Hub
89			3.63		355.7	87+95 - Hub on "B"
89			6.3		353.1	
+50	2.24		10.9		348.5	
	2.26	350.71		10.90	348.45	

"L" Line Levels Cont.

Camas Valley Road Survey

Sta.	B.S.	H.I.	F.S.	T.P.	Elev.	
		350.71				
90			4.8		345.9	
+29.7			6.4		344.3	E.C.
+43.1			7.1		343.6	B.C.
+50			7.9		342.8	on
T.P.	0.51	343.35		7.87	342.84	on Ginney
91			3.6		339.8	
91+43.1			6.9		336.6	
+ 60.1			6.7		336.7	E.C., Hole 1 Ft. deep
T.P.	6.67	340.75		9.27	334.08	B.C.
92			6.7		334.0	
+50			4.8		335.9	
93			4.3		336.4	June 2 1916
+50			3.9		336.8	
T.P.	5.16	342.05		3.86	336.89	
94			5.7		336.3	
+06.9			5.05		336.40	E.C.
+41.3	630	340.79	7.56		334.49	
+50				890		
				River		
95+25				8.1	332.7	
+40				2.9	337.9	
+50				2.3	338.5	
+75				2.8	338.0	
96				3.3	337.5	
+25				2.6	337.2	
+50				3.4	337.4	
+64.6				2.6	337.2	
97				2.8	338.0	
	TP	606	344.01		284 337.95	
+50				5.9	338.1	
98				6.5	337.5	
+50				4.4	339.6	
99				4.6	339.4	
+26.5				5.39	338.62	
+50				6.1	337.9	
+75				6.1	337.9	
100				5.1	338.9	
+25				4.2	339.8	

Camas Valley Road Survey

Alignment Notes

"/" Line Notes Cont. from Page 37

June 2nd 1916

M. B. Germond
W. W. Smith
Jim Murray
Curley Woodfield
Walter Amstein

Alignment	"/" Line
+60 2 = E.C.	16 35
+50	16 08 8
+25	15 04 3
113	13 59 5
+75	12 55 3
+50 D = 8° 36' Lt	11 50 5
+25 Len. 385.7	10 46 3
112	9 41 5
+75	8 37 3
+50	7 32 8
+25	6 28 3
111	5 23 8
+75	4 19 3
+50	3 14 8
+25	2 10 3
110	1 05 8
+74 5 P.C.C.	17 56 0
+50 D = 14° Lt	16 12 3
+25 T =	14 27 3
109 Len = 256 0	12 42 3
+75	10 57 3
+50	9 12 3
+25	7 27 3
108	5 42 3
+75	3 57 3
+50	2 12 3
+25	27 3
+18 5 P.T.C.C.	28 13
107	26 29 7
+75	23 58 3
+50	21 32 2
+25	19 06
106	16 39 7
+75 Tan. 157.7	14 13 5
+50 D = 19° 30' Lt	11 47 2
+25 Length 289.4	9 21
105	6 54 7
+75	4 28 5
+50	2° 02 3
+29 1 P.C.	0 00
104	

△ = 33° 10'

△ = 35° 50'

△ = 56° 26'

from P. 47

"L" Line Level Notes Cont.

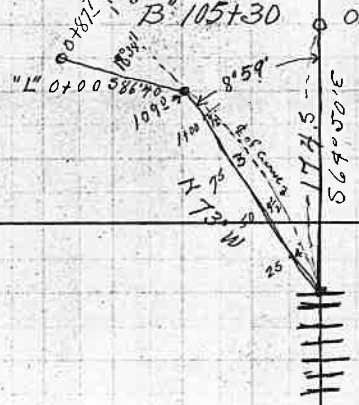
Camas Valley Road Survey

1		34401				
100+49			3.9		340.1	
	T.P. 531	34541		391	340.10	
100+75			5.4		340.0	
101			5.5		339.9	
			5.30		340.13	Check reading
+25			7.2		338.2	
+50			7.0		338.4	
102			7.1		338.3	
+50			7.6		337.8	
103			8.7		336.7	
104			10.5		334.9	
+29.13 E			6.69		338.72	
+50			6.4		339.0	
+75			4.5		340.9	
	T.P. 658	34749		450	340.91	
105			5.0		342.5	
+25			3.1		344.41	on rock
+50			5.1		342.41	
+75			4.6		342.91	
106			5.7		341.8	
+25			5.1		342.4	
+50			3.7		343.8	
+75			1.5		346.0	
	T.P. 1062	35666		145	346.04	
107			5.6		352.1	
425			8.0		348.7	
+50			8.5		348.2	
+75			9.3		347.4	
108+00			7.6		349.1	
	901	36553		034	356.52	
+25			8.3		357.2	
+50			6.4		359.1	
+75			5.6		359.9	
109			5.8		369.7	
+25			5.4		340.1	
+50			7.1		358.4	
+75			6.7		358.8	
T T P	716	36751		518	360.35	

"L" Line Level Notes — Camas Valley Road Survey

	367.51		
110		9.0	358.5
+25		9.8	357.7
+50		7.2	360.3
+75		10.9	356.6
111		10.9	356.6
+25		10.8	356.7 Road
+50		10.4	357.1
+75		7.5	360.0
112		5.5	362.0
+25		5.0	362.5
+50		4.9	362.6
+75 T.P. 607	373.29	0.29	367.22
+75		8.2	365.1
113		5.0	368.3
+25		9.1	364.2
+50		8.6	364.7
+60		8.95	364.34
		8.62	364.67 Check on B Sta 116+00 ~~364~~

Apr. 18. 1917



"B" 100+68 old 1916 Survey

Lat. of N. bdy. Tp 27 S
43° 15½

1

in pot. could come in here

+55 ± down st. end of Br.

30' span
72' total Len

Loos. R. all along here

Loose R.

Loose R.

S " 10' " Road must come here

S. Bank 9' over

Rock at 3'

Big Tree

8' "

8' rocks

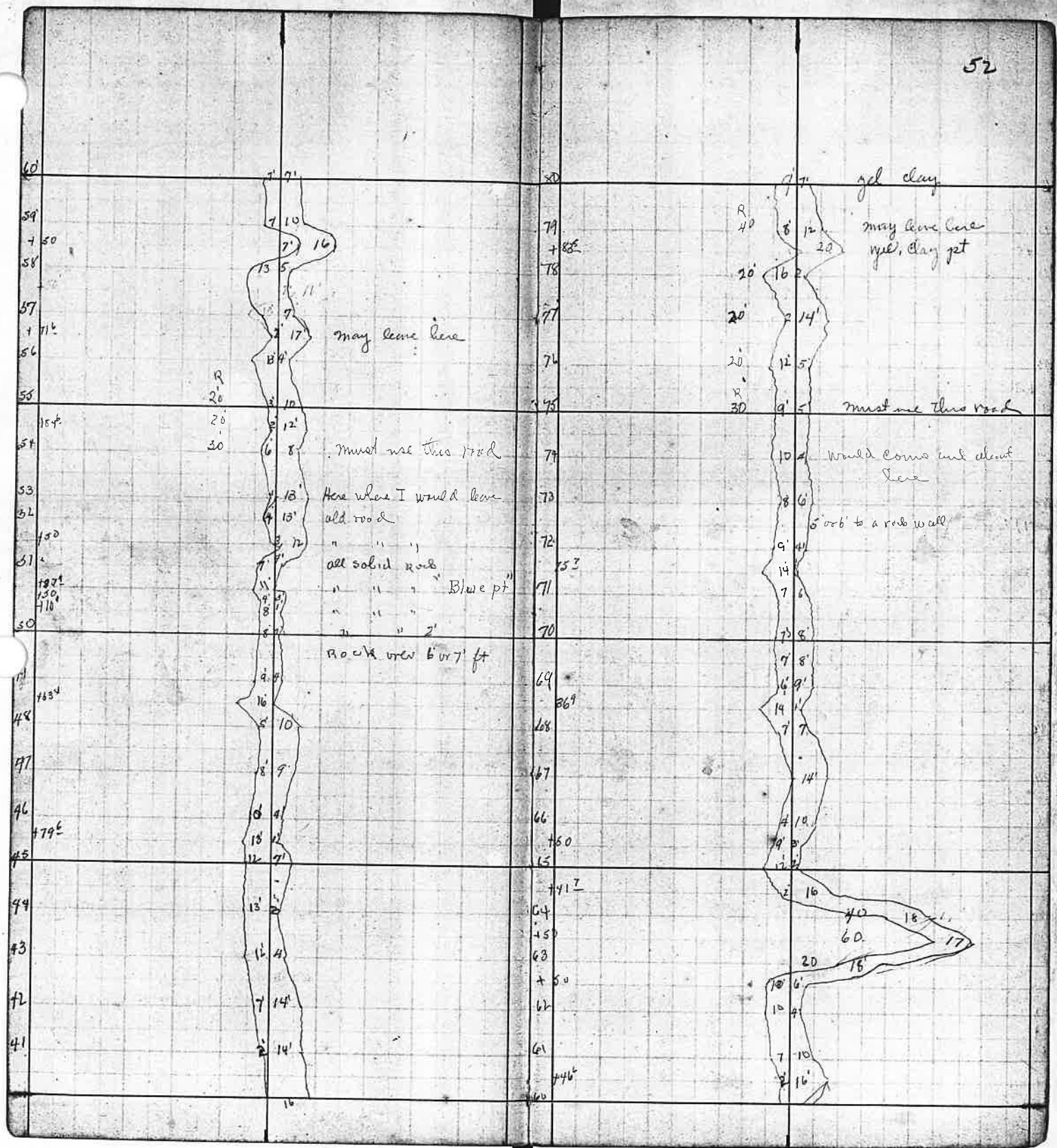
5' "

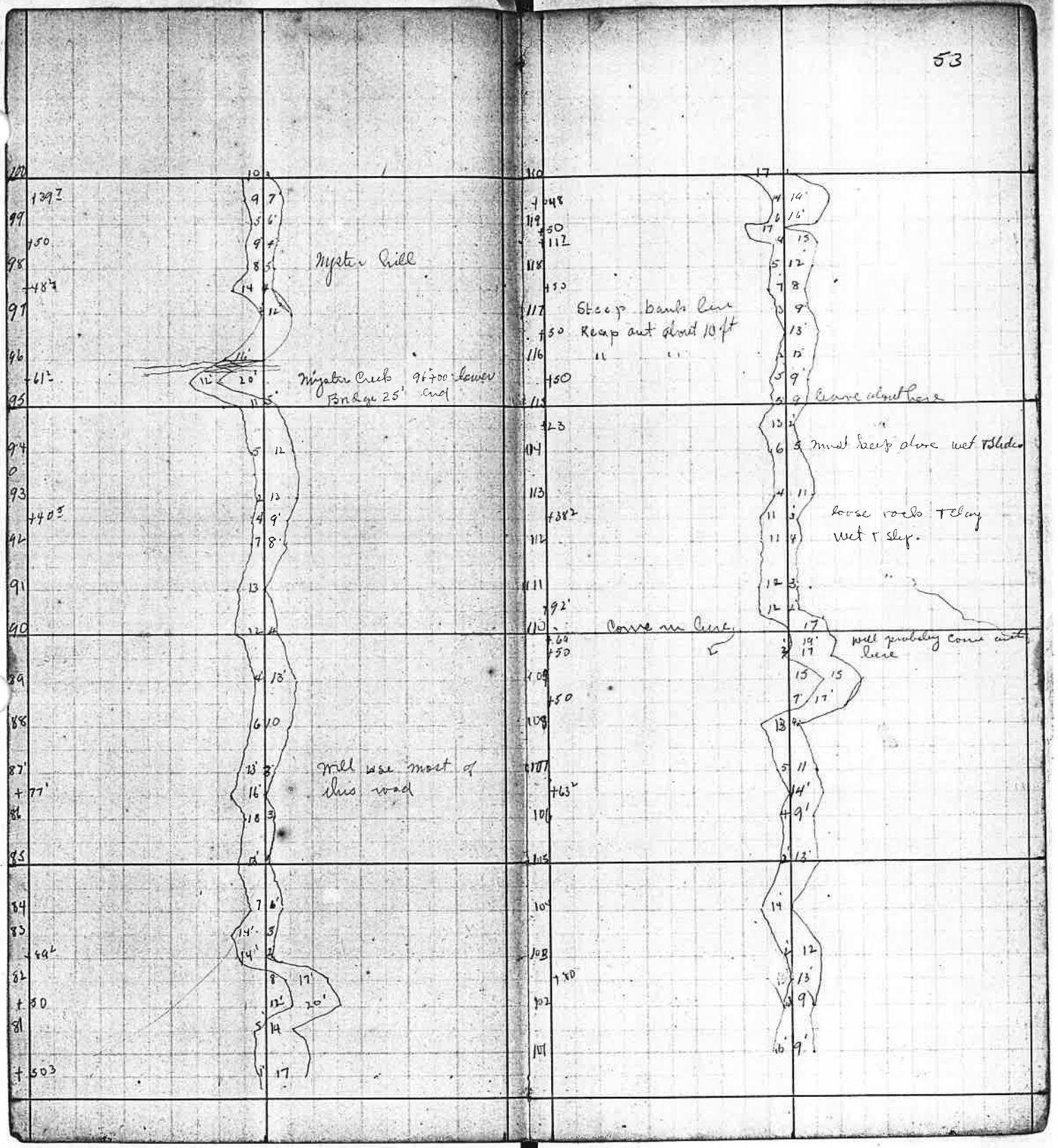
5' bank

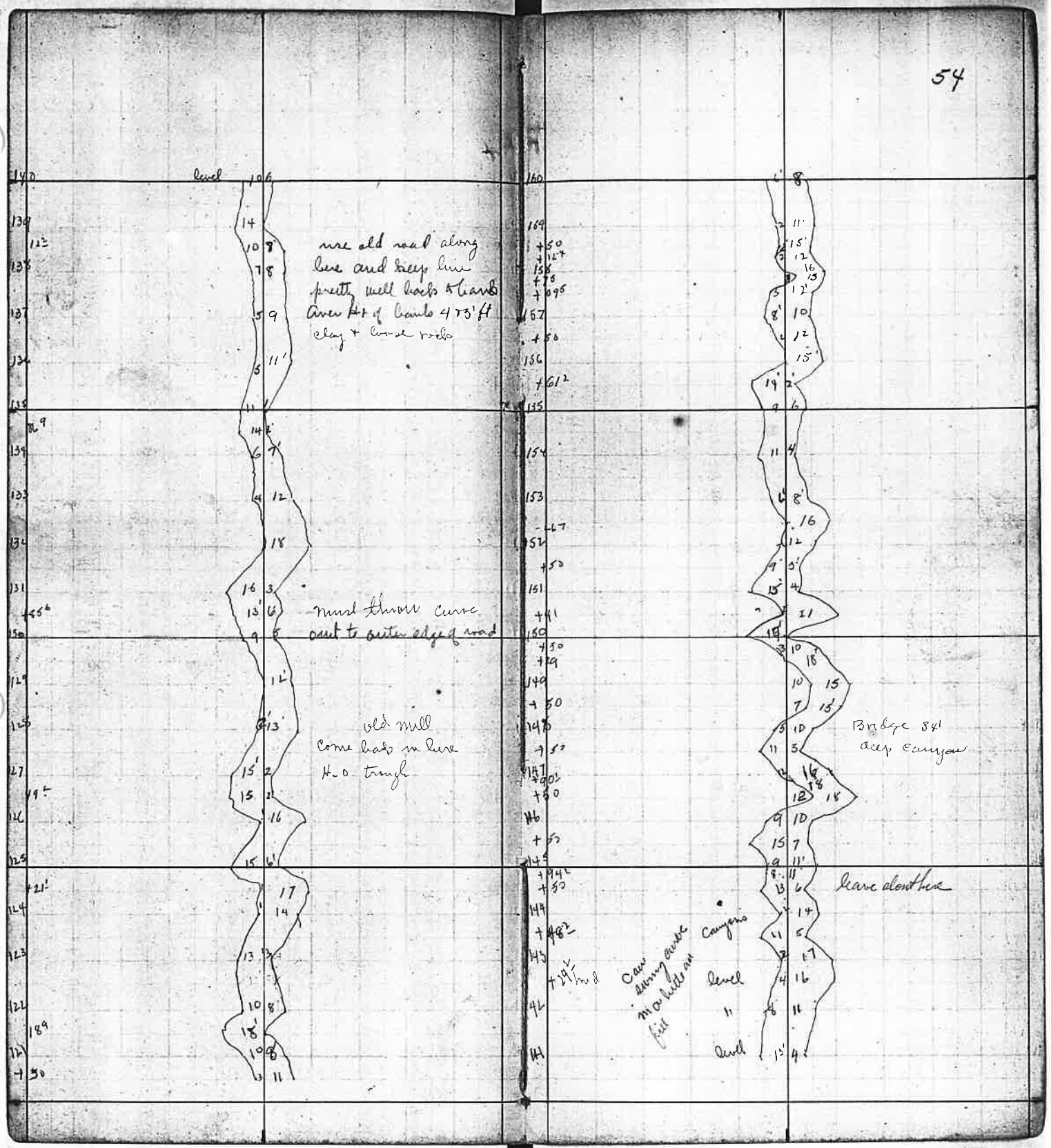
2+50 Cr.

St. r. bank

Some rock

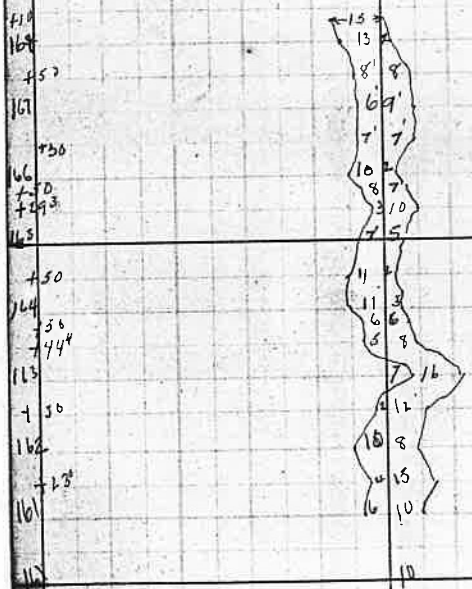

gel clay
may leave here
gel, clay pt
must use this road
would come out about here
6' rock to a rock wall
may leave here
must use this road
Here where I would leave old road
all solid rock
Blue pt
Rock over 6' or 7' ft


Myster Hill
Steep banks here
Recap out about 10 ft
Myster Creek 91+00 lower
Bridge 25' out
Bank about here
must keep above wet slide
house rocks T clay
wet T slip.
Come in here
well probably come out here
will use most of this road

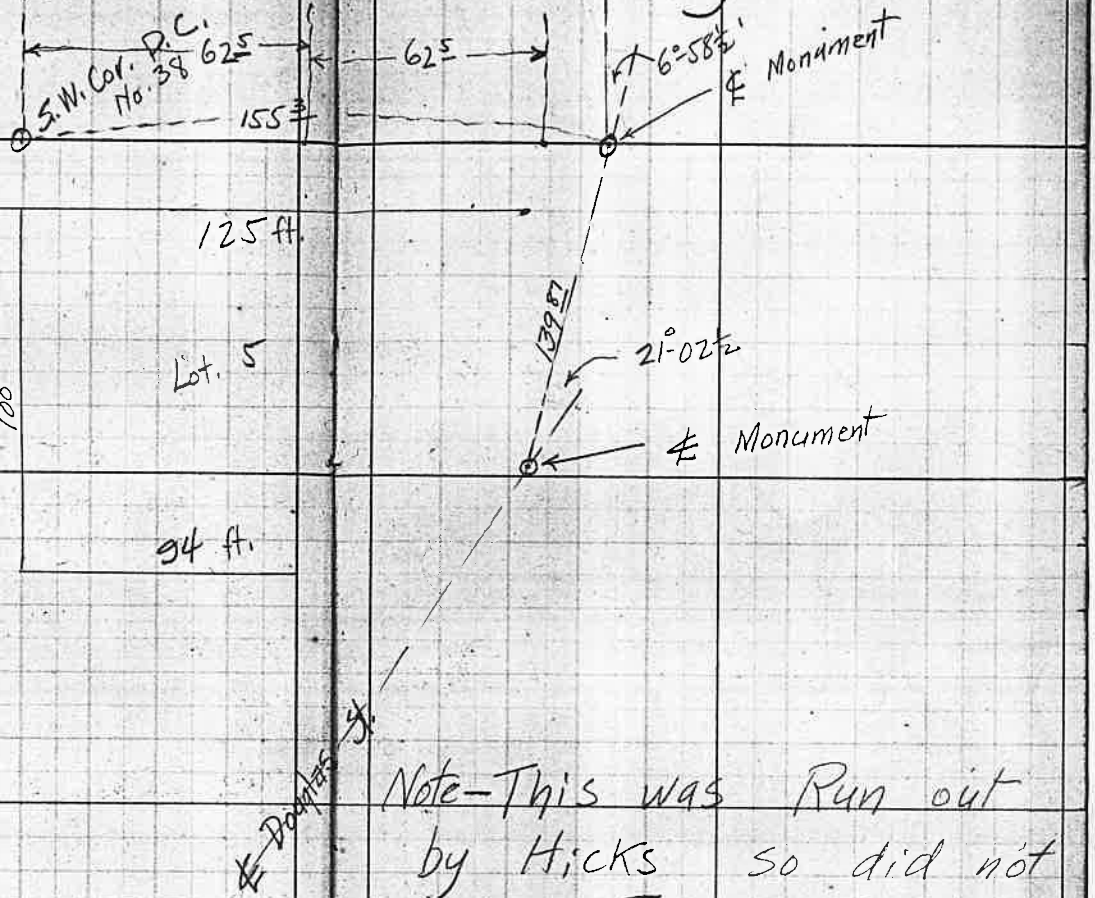

use old road along here and keep line pretty well back & clear
Over Ht of banks 4 75' ft
clay & coarse rocks
must throw curve east to outer edge of road
old mill
Some bads in here
H.O trough
Bridge 84'
deep canyon
leave about here
Canyons
level
level

379.08
379.10

55



Survey for Mrs Frank Long



Note—This was Run out by Hicks so did not make Survey

Smith - Todd Ditch Survey.

Field Notes for Sec. Line Between Sec's 27-34 (T. 30-3)

(A) Cor. 27-28-33-34 from which

An Oak 18" D. 40° E.	110 Lks
" " 10" D. 25° W.	60 "
" " 12" N. 76° E.	170 "
Fir 24" N. 5° W.	268 "

East Bet. 27-34

40.00 Set 1/4 Post

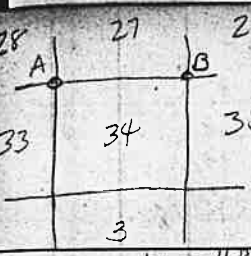
Laurel 12"	D. 2° W. 35 Lks.
Fir 30"	N. 70° E. 55 "

80.00 Set Post Cor. 26-27-34-35 (B)

Pine 30" N. 35° W.	68 Lks
Fir 15" D. 10° E.	150 "
Oak 15" N. 20° E.	136 "
" 12" D. 28° W.	163 "

Lat. 42°-56'

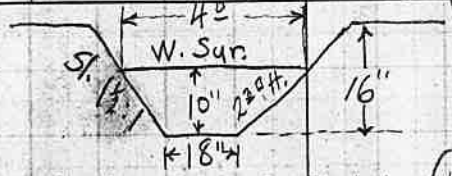
Station.	+	⊼	−	R	Elev.
0+00	4 32	104 32			100 00
				5 10	99 22
0+00					
0+50				5 04	
1+00				4 98	
1+50				4 92	
2+00				4 86	
2+50				4 80	
3+00				4 74	99 58
3+00 ⊙			3 95		100 37
	7 65	108 02			
				8 44	99 58
+50				8 38	
4				8 32	
+50				8 26	
5+00				8 20	99 82
5+00 ⊙			7 28		100 74
	4 50	105 24			
+50				5 26	99 88
6				5 20	
+50	16 47		11 23	5 24	100 00



(67)

July. 10-17

Frear
Smith, J.S.
Josh Wright
Jay "
Ritter



Section of Ditch. (Velocity 9 ft. Sec. Cap. 2 c.f.s.

Grade .12' Per. 100 ft.

The ditch was surveyed to be 12" in solid Ground & a 4" Levee

Sect. of Creek Area. 1 sq. ft.
Vel. 3 ft. Sec.
Cap. = 3 cu ft. Sec.
3 c.f. = 22.5 Gals

22.5 60.0 gals per 135.0 Hour

Bottom Grade Ditch

B.M. 107.04 On 18" Fir B.T. on Top Stake

98 22

98 58

98 58

98 82 − C 1'-2"

98 88 − C 1.76

99 00

1.76
0.72
2.04

Sta.	+	H.I.	−	R	Ground Elev	Bottom Grd. ditch
6+50 ⊙	7 99	105 24 108 77	4 46	8 71	100 78	99 0
7+00				8.71	100.06	99.06
7+50				8 65	100.12	99.12
8+00				8 59	100 18	99 18
+50				8 53	100 24	
9				8 47		
+50				8 41	100 36	99 36
9+50 ⊙	5 52	106 89	7 40		101 37	
10+00				6 47	100 42	99 42
+50				6 41		99 48
11+00				6 35		99 54
+50				6 29	100 60	99 60
+50 ⊙	3 28	104 81	5 36		101 53	
12+00				4 75	100 66	99 66
+35				4 11	100 70	99 70
+50				4 09	100 72	Grade
13				4 03	100 78	99 78
13+50				3 97	100 84	
13+50 ⊙	8 20	109 78	3 23		101 58	
14+00				8 88	100 90	99 90
+50				8 82		
15				7 76	102 0	100 02 e.20
15 ⊙	3 70	106 63	6 85		102 93	
15+50				5 55	101 08	100 08
16				5 49		
+50				5 43	101 20	100 20
17				5 37	101 26	100 26
17+00 ⊙	3 65	106 05	4 23		102 40	
7+50				4 73	101 32	100 32
18				4 67	101 38	100 38
18+00 ⊙	4 04	106 13	3 96		102 09	
+50				4 69	101 44	100 44
19				4 63	101 50	100 50
19 ⊙	5 35	107 63	3 85		102 28	
+50				6 07	101 56	100 56
20				6 01		
	41 73		39 34			

+0.12

58.20
50.57
7.63

+	−
16.47	11.23
41.73	39.34
58.20	50.57

Sta	+	↑ ✓	−	R	Ground Elev.	Finish Grade	
20+50		107 63	496	595	101 68	100 68	
20+50 ⊙	826	110 93			102 67		
21+00				919	101 74		
+50				913	101 80		
22+00				907	101 86	100 86	
+50				901	101 92		
22+50 ⊙	570	108 59	804		102 89		
23+00				661	101 98	100 98	
+50				655	102 04		
24				649	102 10	101 10	
24 ⊙	570	108 62	567		102 92		
24+50				646	102 16	101 16	
25				640			
+50				734	101 3	101 28	Grade No Cut.
⊙	588	107 68	682		101 80		
26+00				534	102 34	101 34	
+50				528			
27				522	102 46		
27+00 ⊙	248	105 69	427		103 41		
+50				317	102 52	101 52	
28				229	103 40	101 58	C 1.8
28 ⊙	450	108 54	165		104 04		
+50				590	102 64	101 64	
+80				584			
28+80 ⊙	438	107 89	503	103 51			
29+00				519	102 70	101 70	
+50				513	102 76	101 76	
30+00				507	102 82	101 82	
+50				501			
30+50 ⊙	416	107 75	430		103 59		
31+00				481	102 94	101 94	
+50				475	103 00	102 00	C 0.75
32				38	1040	102 06	C 2.0
+50				463	103 IV	102 13	
32+50 ⊙	711	110 92	394		103 81		
33				655	104 37	102 18	C 2.19

Sta.	+	↑	−	R	Elev.
33+50		110 92		5 15	105 77
34+00				6 14	104 78
34+50				5 15	105 77
35+00				5 02	105 90
35+35				6 01	104 91
35+35 ⊙	6 41	111 93	5 40		105 52
35+50				7 02	104 91
36+00				7 06	104 87
+50				5 65	106 28
+75				3 87	108 06
37				5 25	106 68
+50				5 35	106 58
38				4 41	107 52
+50				3 33	108 6
38+50 ⊙	3 14	112 23	2 84		109 09
39+00				4 63	107 4
+40				5 23	107 0
+60				7 48	104 75
				8 4	103 8
				9 4	102 8

Gra.			Grade Bottom	
102 24	C. 3.53	+0 12		
102 30	C. 2.48			
102 26	C. 3.40			
102 42	C 35		102 40	C 35
102 48	C 7 4		102 58	C 2 3
102 48	C 24		102 66	C 2 24 ✓
102 54	C 24		102 92	C. 1 95 ✓
102 60	C 3 68		103 18	C. 31 ✓
102 63	C. 5 43		103 31	C. 4.75 ✓
102 66	C 40	+0 52	103 44	C. 3 24 ✓
102 72	C 3.86		103 70	C. 2 88 ✓
102 78	C. 4 74		103 96	C. 3 56 ✓
102 84	C. 5 8		104 22	C. 4 4 ✓
Void.				
102 90	C 45		104 48	C. 2 92 ✓
102 95	C 40		104 68	C. 2 3 ✓
102 97	C. 1 78		104 80	0 0 End.
	Water Bottom		Sur. Creek	

Sta. Random	Dist.	Lt.	Rt.	Mag. from	C.C. 1/4 Cor.
39+60 Beg. of Ditch.					
	172 5			S 34½ E	S 34-30 E
Pt. 2					
	132 0			S 42 E	S 42' E
4+57					
	61 0			East	East
3+96					
	47 4			"	
3+46					
	50			"	
3+26					
	38 4			"	
2+76					
	276 0			East.	

0+00 Began at a 24" Maple marked 1/4 S. Supposed to be 1/4 Cor. bet. Sec. 34 & Sec. 3 from which a bir 12" Maple is N 36½ W. — 36 ft. (T. 36-3) & (T. 31-3)

Slope

(18-30) 50 0

(39-00) 50 0

39+60 = 0+00 Headgate of Ditch.

S 34½ E 172 5

S 42° E. 132 0

4+57

6736 ft.

Tie Line: S 69°-06' E. 3.69 Chs.

East. 4473

Cor. 24" Maple B.T.

Maple - 13" N. 66¾° E. 09 Lks.

Fir - 5" N. 54¼° W. 47 Lks.

12" Fir N. 36½ W. 36'

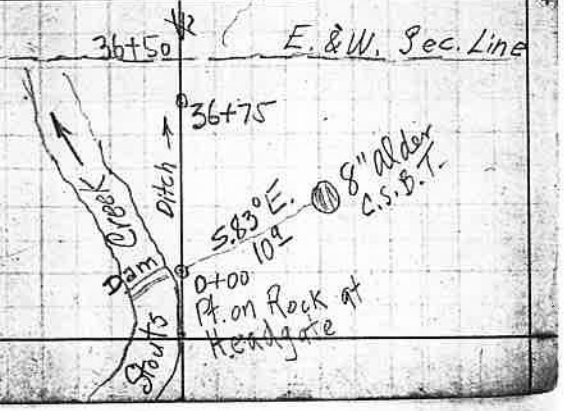
This is Field Notes

Traverse Line of Ditch.

C.L. To here July-11-17

Note = the Sta. is not Correct as it is Run on a contour ditch Line, while the distances shown are the actual measured distances of the traverse line

Sta	Dist.	Lt.	Rt	Mag	C.C.	
17+50						
	98		16-54	N. 41½ E.	N41-30E	
18+50						
	49		5-13	N 24½ E.	N24-36E	
19+00						
	149	5-45		N. 19° E.	N19-15E	
20+50						
	149		15°-31'	N 25¼ E.	N25-08E	
22+00						
	73		52-59	N 9½ E.	N9-31E	
22+75						
	74	25-04		N 43¼ W.	N43-22W	
23+50						
	100	20°-51'		N 18¼ W	N18-18W	
24+50						
	101		6-14	N 2½° E	N2-33E	
25+50						
	99	22°-56'		N. 3½ W.	N3-41W	
26+50						
	73	25-32		N. 19¼ E.	N19-15E	
27+25						
	106		53-50	N 42-50 E	N44-47E	
28+35						
	38	26-46		N 9° W	N9-03W	
28+80						
	69	12-51		N 17½ E	N17-03E	
29+50						
	98	36-06		N 31 E.	N30-34E	
30+50						
	50		18-50	N 66-50 E.	N66-40E	
31+00						
	149		45-04	N 47 E.	N47-50E	
32+50						
	284		40-25	N. 2½ E	N2-46E	
35+35						
	139	9-15		N 37½ W	N37-39W	
36+75						
	174	17-54		N 28¼ W	N28-24W	
38+50						
	90	40-45		N 10½ W	N10-30W	
39+40						
	20				N30-15E	
0+00 = 39+60	Headgate of Ditch I then run traverse line Backwards down Ditch			237-40	250-30.0	

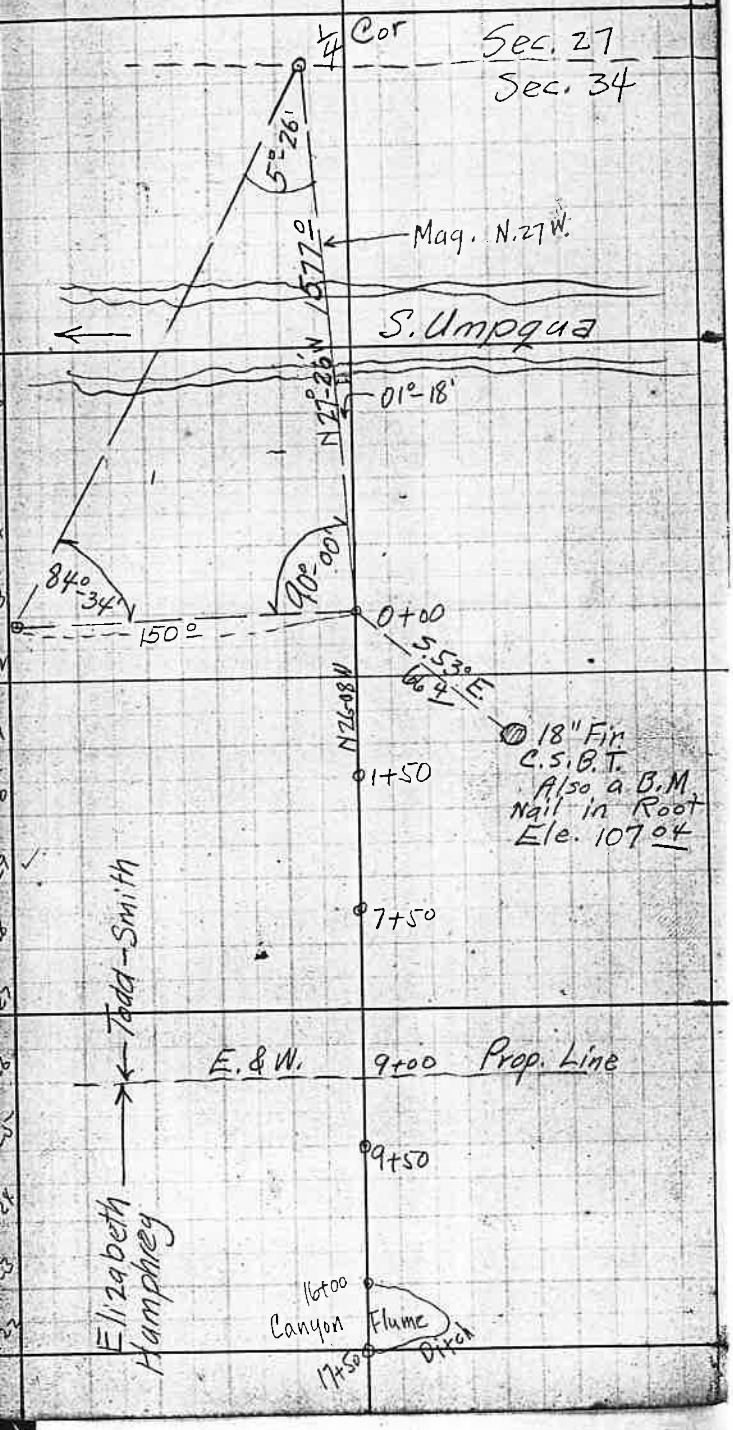


Traverse Line of Smith – Todd Ditch

July 12-17

Frear R.
J.S. Smith
Josh Wright
Jay
Jake Ritter.

Sta.	Dist.	Lt.	Rt.	Mag.	C.C.	
0+00						
	149±		14-16	N.26W	N 25°-08'W	36
1+50						
	50±	8-47		N40½W	N40-24W	25
2+00						
	287±	26-19		N.31°W.	N31-31W	34
5+00						
	148°		17-12	N6-05W	N5-18W.	33
6+50						
	97°	12°-01'		N21½W	N22°-30'W	32
7+50						
	199±	11°-45'		N10°W.	N.10-29W.	31
9+50						
	99±	6°-15'		N1-½E	N1-16E	30
10+50						
	100		4-34	N7½E	N7-31E	29
11+50						
	49±		16°-15'	N.2½E.	N2-57E	28
12+00						
	34±	00°-15'		N13W	N.13-18W	27
12+35						
	113°	25°-16'		N13°W	N13°-03'W	26
13+50						
	99±		17-29	N12¼E.	N12-13E	25
14+50						
	49±	3-38		N5°W	N5-16W	24
15+00						
	97±	51-38		N1°-15'E	N1-38W	23
16+00						
	84±		8°-30'	N50¼E	N50°-00'E	22
17+50		142-234	76-136		N41-30E	



1 man will load 10 c yds of gravel in 8 hrs @ $2.00 = 20 = 10
" " " " 13 " " " sand " 8 " @ $2.00 = 16 = 8
Cost of loading concrete material into bar rows = .25 per cu yd
" " " Cement " " " = .03 " " "
" " hauling from Mixer to Center forms = .17 " " "
" " mixing = 1.00
" " Cement = 3.44
" " Sand = .25
" " Gravel = .70
" " Forms in place = .71
" " Steel = .73
" " Spread & tamping = .25
" " Excavating pit = 225 c yd

Coquille Canyon Survey Time 1917

	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Gemmond	1	1	1	1	1	1	1	1	1	1	1				
Treen	1	1	1	1	1	1	1	1	1	1	1	1	1		
J. Murray	½	1	1	½	1	½		1	1	1	1	1	1	1½	
R "		1	1		1	½		1	1	1	1			7½	
Bud Martindale	½	1	1	½	1	0		1	1	1	1	1	1	11	
Claude Gilpin	½	1	1		1	0		1	1	1	1	1	1	10½	
Elmer Wilson	½	1	1		1	0		1	1	1	1	1	1	10½	
Bill Burch	½	1	1	½	1	0		1	1	1	1			8	
	Mon	Tues	Wed	Thurs	Fri	Sat	Sun	Mon	Tues	Wed	Thurs				

554.7
167.3
16641 6.087
38829
33282
5547
9280131
678

138
195
333
166.5
0547
11632
66600
8325
8325
9235-7.32
67839
160146

4 | 2.75
69
374

1.25
15
15
15 x 25
100 | 62½
9
25
12½
12½
5
375

103.15		Elev Gr.	100.00	
07	37 7/8"	3.15	100.00	
Return E	49 1/2"	4.12	99.00	100.30 − 1.27
Return W	26 5/8"	2.22	100.93	100.48 + .45
04	34 1/2"	2.87	100.28	100.48

30" culvert = 42'
14" " = 40
~~30~~ " = 36
~~42~~ " 36

6" pipe 10.5'
" " 34.0'
" " 2.0
" " 28.5
7
82.0
8" " 46.0

4" tile = 316
4" " = 226
4" " = 274
541
13.53

N bet 29 & 30 T 29-8

Post sec cor 19 20 29 30

a w Oak	24"	S 1° W	14.78 lks
" " "	24	S 2° E	15.03
" " "	40	N 40 E	13.29
ash	15	N 26 W	29.00

S on W bdy of Sec 30 Tp 29-8

a w ash	36"	N 7½ W	3.72
" " "	12"	S 88 W	3.19
" " "	6	N 75 E	.86
alder	20	S ¼° E	5.97

Grade on 6" sewer pipe at 3rd St

Gr. of Tile at Sta 2+20 = 376.60 377.41 + .81
" " " " " +50 = 376.45 377.44 + .99
" " " 2+80 = 376.36 377.35 .99
" " " 3+10 = 376.15 377.75 1.60
" " " 3+41 = 376.00 377.89 1.89
" " " 3+56 = 376.92 378.17 Inlet 1.25
" " " " 6" pipe = 375.75 378.17 " 2.42
375.52

Gr on 6" sewer pipe at Sta 0+45 N. of 1st ST

379 377.59 Gr 372.30

East End Inlet 0+45

45½" = 3.79 372.80 372.15 1.65 2.79
31⅝" = 2.63 372.96 372.25 2.79
36⅝" = 3.06 372.53 372.41 2.12

372.41 372.25 372.15

2.73 1.31 381.31 378.58

33⅓" = 2.73 378.58
34½" = 2.85 378.46
36¾" = 3.06 375.25

60 320 60 1600 129 629

320 60 120 80 360 60 320 200 40 64

7.39 737.7

378.37 2.85 375.52

" " Tile at Inlet = 375.25
Grade of Bottom of Inlet = 375.00
" " 6" pipe at Sta 0+15 = 374.79 378.37
" " 6 " at out let = 374.75
" "

372.15 = Grade E. End of Pipe 6"
372.25 = " W. " " " 6"
372.41 = " of 4" Tile at Inlet

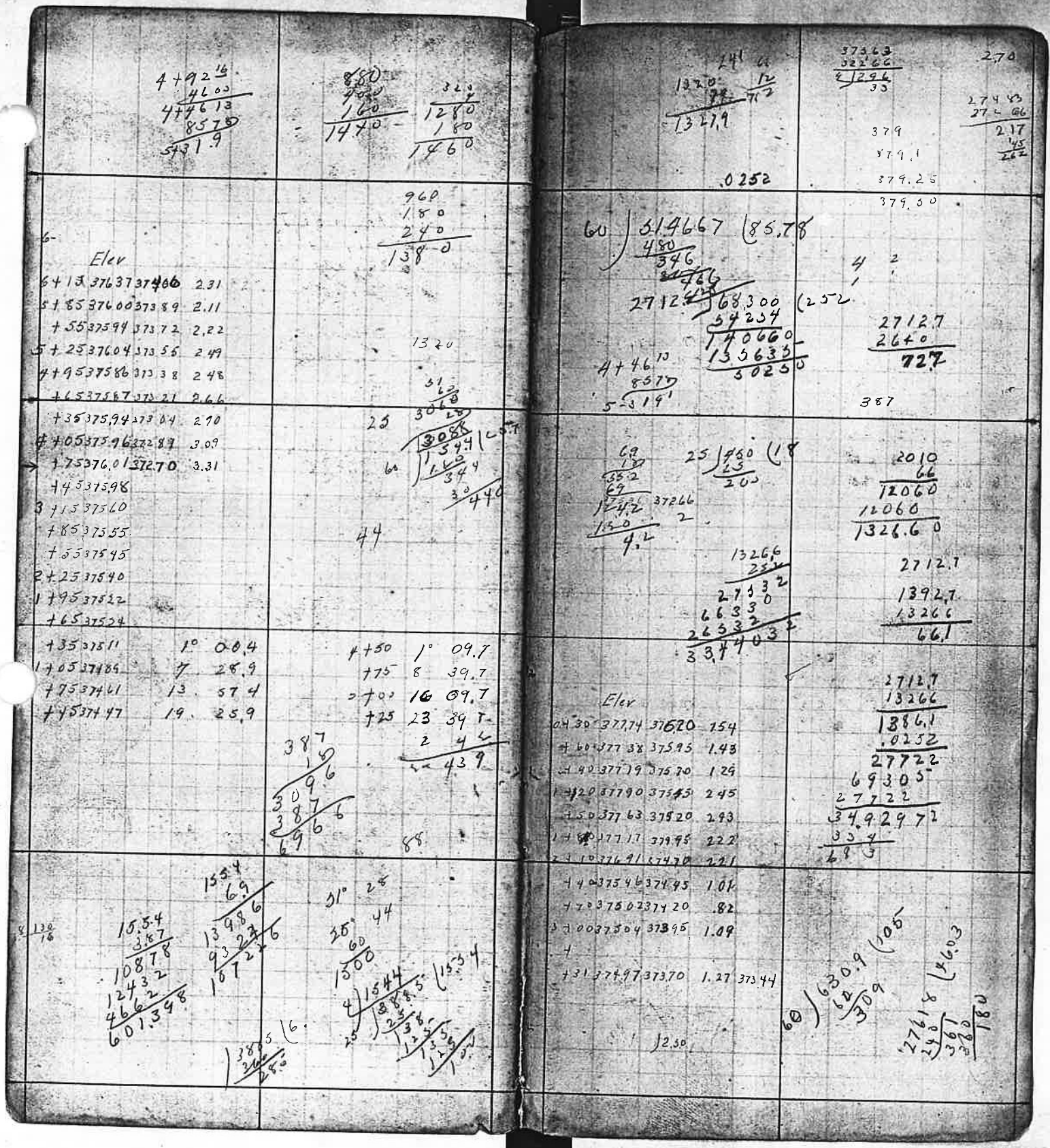
384.67

T.P. 1.19 385.86 385.19 .53

36 +55 54 +56 53

318 372.74 5.26

0	384.67
4.5	378.86
6.8	376.7
7.7	374.4
8.45	373.5
	372.74



372.83 =
372

S 16 - 2.00
S 16 - 2.00
E 24 - 2.35
E El Gr

0 745 374 47

Elev of S end of Pipe = 372.66 374.83
Gr.
" " N End of pipe = 372.48 374.42
" " W End of pipe = 372.25 374.42
" " E. End of pipe = 372.15 373.80
Elev of R.R Culvert = 371.93

Elev of W end of pipe = 374.75 378.58 3.83
" " E " " " = 374.50 378.36 3.86

E
Elev of E end of Pipe = 373.15 374.89 1.74
" " W " " " = 373.44 375.44 2.00

S Hanchy

374.84 375.44
2.83 3.08
378.06 378.36

d = 9 = 385.10

373.36 372.83
18 19
373.18 492.16
46 03
1,827 446.13
28) 630.9
2.088

8 34 323 192
880 240 184
320 1280
1520

d = 1/8 (2.088 - (-1.827)) x (2) (1.84)
2' + 00 1/4" 1440
2' 17"
7 7/8
1.65

2.088
1827
3.915
1.84
15660
31320
39 15
7.20360
.9004

37536
16 18
15) 276
9 x 92/92 = 1 - 3 7/8

372.48
1.32
373.80

9 x 12²/9²

1.84
36
1827
92
36 54
16743
1.680
384.3

385.18
384.8
105.6
16.0
66
96
46

1320
018
1056
264
297
1787
13806
1776

23.26 23.5
13.815
1242

803
5.98

3975
66
23850
23850
0

7.25
71.78

13189
6414
2970
1980
990
660
594
396
198
66
0