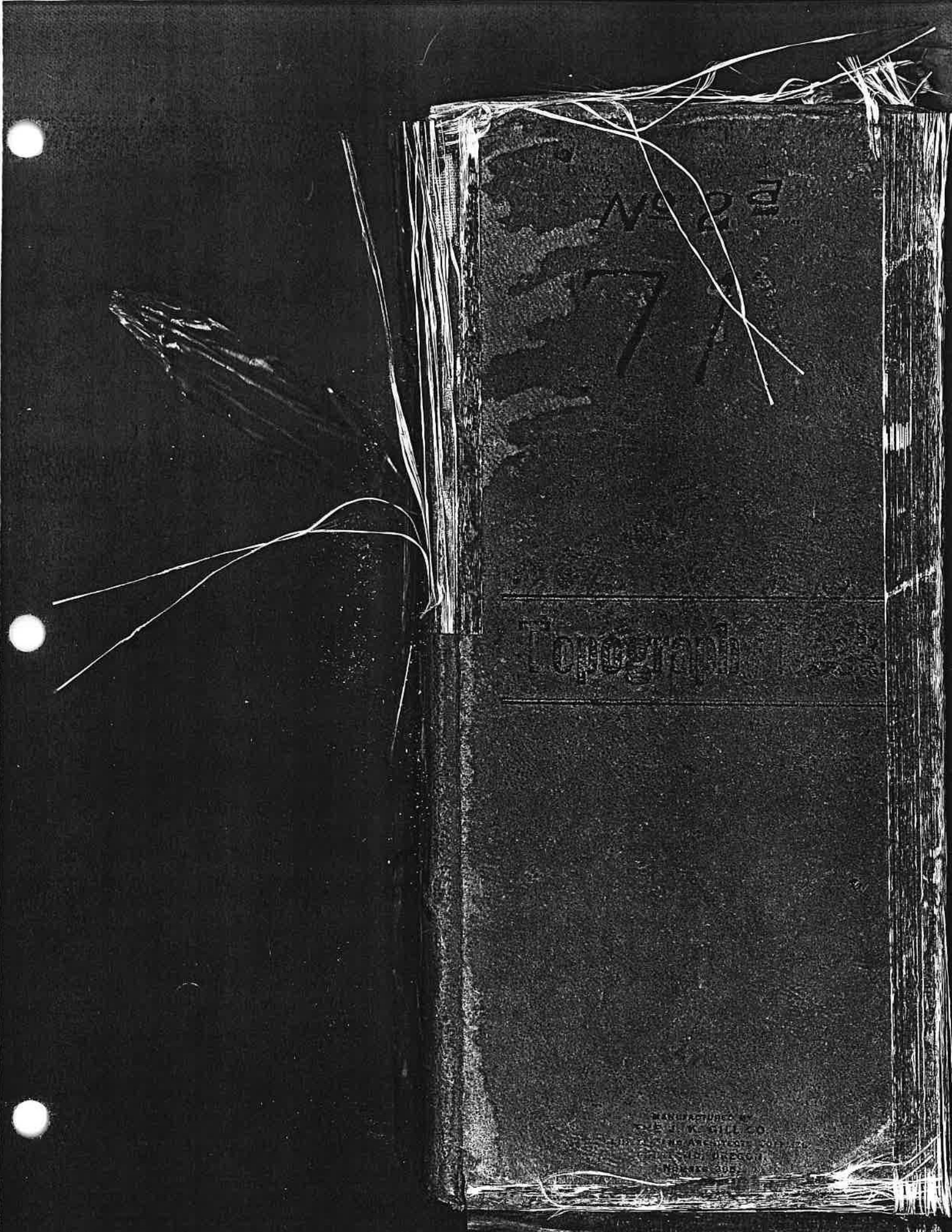


Field Book #71



NO. 20
177

Topograph

MANUFACTURED BY
E. W. GILL CO.
NEW YORK, N. Y.

$$\begin{array}{r} 606 \\ 45 \\ \hline 3030 \\ 2424 \\ \hline \end{array}$$

$$\begin{array}{r} 863 \\ 75 \\ \hline 4315 \\ 6041 \\ \hline \end{array}$$

$$\begin{array}{r} 14 \\ 25 \\ \hline 170 \\ 68 \\ \hline \end{array}$$

$$\begin{array}{r} 31916 \\ 4 \\ \hline 12.5664 \\ 7.89 \\ \hline \end{array}$$

$$\begin{array}{r} 172 \\ 137.60 \\ \hline \end{array}$$

$$\begin{array}{r} 5310 \\ 37.10 \\ \hline \end{array}$$

$$\begin{array}{r} 1130976 \\ 005312 \\ 79648 \\ \hline 148896 \end{array}$$

$$\begin{array}{r} 99.1 \\ 75 \\ \hline 49.55 \\ 6937 \\ \hline 743.20 \end{array}$$

10.048

$$\begin{array}{r} 748 \\ 941 \\ 748 \\ \hline 6732 \\ 6732 \\ \hline 741268 \end{array}$$

$$\begin{array}{r} 11.510 \\ 11.111 \\ 16.875 \\ 27.925 \\ \hline \end{array}$$

M. B. GERMOND
ROSEBURG
OREG.

1-2-7.62

$$\begin{array}{r} 231 \overline{) 1728} \\ \underline{1674} \\ 1170 \\ \underline{1155} \\ 2760 \end{array}$$



$$\begin{array}{r} 8000 \\ 900 \\ 600 \\ 900 \\ \hline 210400 \end{array}$$

$$\begin{array}{r} 1560 \overline{) 210400} \\ \underline{1156} \\ \hline \end{array}$$

$$\begin{array}{r} 27 \overline{) 10400} \\ \underline{11733} \\ \hline 162 \\ 113 \\ 108 \\ \hline 30 \end{array}$$

$$\begin{array}{r} 27 \\ 12 \\ \hline 54 \\ 27 \\ \hline 324 \\ 41 \\ \hline 324 \\ \hline 1396 \\ 17284 \\ 670 \\ \hline 14932 \end{array}$$

Flush Tank at Bank

Flush tank at Bank on trial emptied at 25 inches. 4 inches water remained after flush.

Tank made of bricks one course laid as stretchers. Wall 4 inches thick. Plastered with Cement approx. $\frac{1}{2}$ " thick. On opening tank we found 10 inches of water in tank. Casting set on one course of bricks laid as headers.

Flush Tank at destroyed dryer

Flush tank at dryer measured 3' 4" x 3' 8" one foot up from bottom.

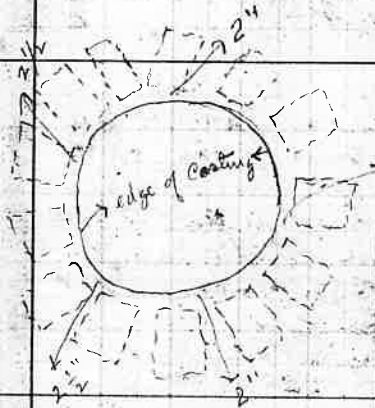
Base of casting set on one course of bricks laid as headers. Tank cemented with plaster course approx. $\frac{1}{2}$ " thick. Bricks back 2 inches of extending to within the inner edge of casting as shown on sketch.

Water was 27 inches when she broke. Water reached first manhole in 17 seconds. Outlet vent at 2' 5" up from bottom.

Manhole at intersection of Third St and lateral No. 2 is defective. Bottom consists of $\frac{3}{4}$ " poor cement mortar. Had revised tile for insert.

Manhole 3' 6" x 3' 8" on bottom with 4" walls and tapers up to 24" diameter at top. Plaster coat $\frac{3}{8}$ " thick of mortar. Casting sets good on bricks. Examined with earth way from manhole and find crack at 10 joints along line and bend at 15 joints back on sewer.

Bottom of tanks I was told by contractor was 1 ft of tar paper. This flushes into 8" pipe. Bottom measured 3' 9" x 3' 9".



this flushes into 6" pipe and ft of water in tanks when examined. Tanks built similar to the other one.

Engineer in charge says he put in one bbl of lime to 4 bbls of cement.

2

Examined 3 joints at a joint 15' back from Manhole in 4th St and line N^o 2. The joints were defective. No mortar in bell of joint at all. A thin layer of mortar around joint but no adhesion to joint at all Dry Cement. Evidently pipe was laid in water and mud. Pipe line crooked and irregular.

Manhole in 4th St and on lateral N^o 2 also defective. one inch bottom of poor cement mortar mixed with lime. Size of Manhole = 3.3 x 3.7. All manholes plastered with poor mortar and lime. Too much lime in all the plaster. All manholes has 4" walls

A space exist between the cement in the bottom and the mortar that was put on top. water can get in and out at joints

Manhole at N^o 1 & N^o 3. Manhole defective as to bottom one layer of brick with 1/2" mortar on top. Half pipe does not meet at connections and they are laid on mud. Mud can be picked out of bottom. I examined pipe lines and found I could see 8 joints S E 5 joints N. W. 10 joints back along 8" sewer and 18 joints forward on sewer.

3

Lamp hole on line No 3 North of
Manhole last examined is made by set-
ting 6" pipe up right with casting on
top. No T joint used. Hole cut in
pipe. Lamp hole was not dug out

Manhole on line No 3 North on 2nd
St Manhole poor defect bottom. Bottom
one side of poor mortar. Manhole
3.1 x 3.2 plaster 1/4 inch scant too
much lime in all plaster. Joints in
lateral leaky. I could not see through
any of the laterals

1st Manhole S.E. of Flush tank on
line 4. I found Manhole with a 2" brick
bottom with sand cushion of 1 inch
on brick, with plaster coat of hard
mortar. Manhole the best opened

Lamp hole on line 4 eight inch
line. Lamp hole in fair condition
but not vertical

Manhole at junction line 1 & line 4
is defective. Bottom is 2" brick with
thin coat of mortar over top of
brick. Manhole appears low water
is 4" deep in pipes
This manhole is poor at junctions
3.6" x 3.4" in size. Poor plaster
It took water 8 min. to run 300ft in one
lateral of 6" pipe

4

Mank on lines 1 & 5 is found deep and in best shape of any bottom course is hard mortar $\frac{3}{4}$ " thick. The mank would be good if bottom was thicker. Mank $4' \times 4'$ both laterals slope in instead of being built as on plans.

At lamp hole on line 5 we find lamp no good shape and dry.

at 2nd st and line 5 we find Mank with brick bottom 2" thick with $\frac{3}{4}$ " mank sand cushion and $\frac{1}{4}$ " hard mortar. Bottom defective in joints. Mank poor. Size of Mank $3'4\frac{1}{2}" \times 3'4\frac{3}{4}"$. Mank is low in high place in S. E. of the Mank. This high place should be removed.

At Lamp hole at head of line $5\frac{1}{2}"$ of water stands in lamp appears to be S. E. of this lamp.

Lamp at head of line 6 in good shape and dry.

Mank at 2nd st and line 6 has practically no bottom 1" of cement mortar mank $3'8" \times 3'8"$ on bottom. The grade is defective through mank.

Lamp at line 6 to 3rd. Lamp is in good shape & good current in line.

5

Manh on line 6 of # 5th is deep and has poor bottom, just a little facing of cement laid on ground size hole. Manh is 3'-9" x 3'-9" a poor grade in sewer. Neither lateral reaches wall in any kind of shape. The drops are not put in but just slopes

Manh on main line at 4th and E Sts. I found in good condition and is O.K. 4' x 4'

At intersection of line 7 & ~~main~~ line 7 the Manh is clear gone. The pipe is fairly good where 10 inch line comes in but no bottom where it goes out. No concrete on bottom at all

At intersect of line 11 and 8 we find Manh nothing in the bottom. Manh 4' x 4' pipe come in good and goes out good.

At intersect of line 10 & line 7, we find the bottom of the channel poor and defective. Line 7 is running a good deal of water.
3' 7" x 3' 11"
Hardly any water in either pipe here

6

at intersect of line 947 I found
no bottom in channel. It appears that
only a facing of poor mortar
one inch in thickness was spread
over the dirt

at intersect of line 778 it is
same as above 3' 10" x ~~4~~ 4' 0"

Flush tank at end of line 7 we
found as follows, a good bottom and
sides plastered and only four inch
walls. The bricks are headers
on top and stretchers beneath
as shown on previous diagram
2' 6" to open flow pipe

This flush tank broke all ok at
26 inches and left 4" in the tank
The water run 300 ft in 25 sec
on 0.25 grade

Size of tank 3' 9" x 3' 9"

On line 8 we found on examining
29 joints we found 20 joints defect
we found 21 joints we found 7 joints in
8 defective in some respect. One had
clay in cement and all keabs
The joints under bridge are absolutely
no good. The grade is fairly good

On line 9 we found the joints cemented
fairly good they were in better shape
than the joints on line 8. One joint was
defective under bridge

7
We examined line 5 just S.E. of 2nd street. We opened the trench in three places. We found the pipe at the first opening to be 4 inches deep with mud the second place 3 inches and the last place 1 inch. The joints were in better shape than those found before. Cement was hard. All joints would leak under pressure. We broke the pipe in three places.

17 bells were exposed and the joints were defective in 7/5 of these

We opened the trench on line 2 and found 4 joints out of 6 joints defect here.

We opened trench on line through the former orchard we found pipe O.K. and acceptable.

We opened trench on line 7 between lines 8 and 9 and found the pipe in good shape. The joints were very good. We examined 3 bells.

On line one near old barn we examined 4 bells and found one defective in four. The pipe was in fair shape.

8
 Cross Section of Locus
 St from E Intersection Line
 of Locus and 1st St to 2nd Ave.

	N	HT	CL	S	Flow				
0+00	8.19	(437.19)	$\frac{30}{51}$	$\frac{00}{4.3}$	$\frac{30}{51}$	429	EP		
0+50			$\frac{30}{4.7}$	$\frac{00}{3.6}$	$\frac{30}{4.5}$				
1+00			$\frac{30}{4.2}$	$\frac{00}{2.7}$	$\frac{30}{3.6}$				
1+10			$\frac{30}{3.7}$	$\frac{00}{2.6}$	$\frac{30}{3.1}$		CL		
1+20			$\frac{30}{3.2}$	$\frac{00}{2.3}$	$\frac{30}{2.3}$				
1+70			$\frac{30}{2.9}$	$\frac{00}{1.7}$	$\frac{30}{2.6}$				
2+20			$\frac{30}{1.8}$	$\frac{00}{1.3}$	$\frac{30}{1.6}$		W		
TP 4.10	4.10	(439.93)				1.36	435.53		
2+30			$\frac{40}{5.7}$	$\frac{30}{4.9}$	$\frac{00}{4.1}$	$\frac{30}{4.1}$	$\frac{40}{3.9}$		
2+50			$\frac{40}{5.6}$	$\frac{30}{5.3}$	$\frac{00}{4.6}$	$\frac{30}{3.8}$	$\frac{40}{3.1}$	CL	
2+70			$\frac{40}{6.2}$	$\frac{32}{5.6}$	$\frac{30}{5.2}$	$\frac{00}{4.3}$	$\frac{30}{3.2}$	$\frac{32}{3.1}$	$\frac{40}{3.2}$
2+80			$\frac{30}{5.0}$	$\frac{00}{3.8}$	$\frac{30}{3.6}$	$\frac{32}{3.6}$	$\frac{32}{3.6}$		
3+30			$\frac{30}{4.2}$	$\frac{00}{3.5}$	$\frac{30}{2.7}$	$\frac{32}{2.7}$	$\frac{32}{2.6}$	EP	
3+50			$\frac{30}{4.0}$	$\frac{00}{3.1}$	$\frac{30}{2.8}$	$\frac{32}{2.8}$	$\frac{32}{2.5}$		
3+90			$\frac{30}{3.7}$	$\frac{00}{3.2}$	$\frac{30}{2.3}$	$\frac{32}{2.3}$	$\frac{32}{2.1}$	CL	
4+00			$\frac{30}{3.6}$	$\frac{00}{3.0}$	$\frac{30}{2.8}$	$\frac{32}{2.8}$	$\frac{32}{2.8}$		
4+50			$\frac{30}{2.0}$	$\frac{00}{2.0}$	$\frac{30}{2.8}$	$\frac{32}{2.8}$	$\frac{32}{2.8}$		
5+00			$\frac{30}{2.2}$	$\frac{00}{1.7}$	$\frac{30}{1.5}$	$\frac{32}{1.5}$	$\frac{32}{1.6}$	W P	
TP 4.9A	4.9A	(443.23)				1.64	436.24		
5+10			$\frac{40}{6.5}$	$\frac{30}{5.5}$	$\frac{00}{4.8}$	$\frac{30}{5.0}$	$\frac{40}{4.5}$		



June 3, 1913.

E P Line of First St.

Party

J.V. Rast, Inst.

D. Mahoney, Chain.

CL of ALLEY

A Mahoney, Rod.

N Prop of 2nd ST

CL of 2nd ST

E Prop of 2nd ST

CL of ALLEY

N Prop Line of 3rd ST

	N			S		
5+30	<u>40</u>	<u>30</u>	<u>00</u>	<u>30</u>	<u>40</u>	
	6.1	5.6	4.8	4.1	3.7	
5+50	<u>40</u>	<u>16.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>16.5</u>
	5.9	5.4	5.2	4.6	4.8	4.8
5+60	<u>16.5</u>	<u>12.5</u>	<u>10</u>	<u>00</u>	<u>10.5</u>	<u>12.5</u>
	5.3	4.9	4.6	4.6	4.5	5.0
6+10	<u>17.5</u>	<u>12.5</u>	<u>9.5</u>	<u>00</u>	<u>12.5</u>	<u>12.5</u>
	5.5	5.0	4.5	4.0	4.4	5.3
6+70	<u>17.5</u>	<u>12.5</u>	<u>10</u>	<u>00</u>	<u>12.5</u>	<u>13.5</u>
	5.4	5.0	4.8	4.0	4.3	4.3
6+80	<u>17.5</u>	<u>12.5</u>	<u>8</u>	<u>00</u>	<u>12.5</u>	<u>17.5</u>
	5.6	5.1	4.2	3.8	4.1	5.1
TP 5.59	(413.69)			5.1343510		
7+10	<u>16.5</u>	<u>12.5</u>	<u>10</u>	<u>00</u>	<u>12.5</u>	<u>16.5</u>
	5.2	4.9	4.5	4.5	4.4	4.8
7+20	<u>16.5</u>	<u>12.5</u>	<u>10</u>	<u>00</u>	<u>12.5</u>	<u>16.5</u>
	5.2	4.9	3.9	3.8	4.1	4.3
7+30	<u>16.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>16.5</u>	
	4.1	3.5	3.3	3.8	3.9	
7+40	<u>17.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>17.5</u>	
	3.4	3.2	3.0	2.9	3.0	
8+10	<u>17.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>17.5</u>	
	2.5	2.3	2.5	2.6	2.6	
8+22.5	<u>17.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>17.5</u>	
	3.0	2.4	1.9	2.5	2.6	
8+40	<u>16.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>16.5</u>	
	2.8	1.8	1.9	2.7	2.2	
TP 6.40	(448.35)			1.7944175		
8+70	<u>16.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>16.5</u>	
	7.2	6.1	5.6	5.7	5.8	
9+00	<u>16.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>16.5</u>	
	5.1	4.9	5.1	5.5	6.1	
9+10	<u>17.5</u>	<u>16.5</u>	<u>12.5</u>	<u>11.5</u>	<u>00</u>	<u>12.5</u>
	4.5	4.1	3.9	3.3	3.6	3.7
9+40	<u>12.5</u>	<u>12.5</u>	<u>00</u>	<u>12.5</u>	<u>12.5</u>	
	4.4	3.5	3.3	3.4	3.5	

$$\begin{array}{r} 30 \\ 125 \\ \hline 175 \end{array}$$

$$\begin{array}{r} 50 \\ 17.5 \\ \hline 97.5 \end{array}$$

CL of 3rd ST

E Prop of 3rd ST

CL of ALLEY

CL of ALLEY

W Prop of 4th ST

CL of 4th ST

E Prop of 4th ST

CL of ALLEY

10

N

S

9+60	<u>17.5</u> 4.0	<u>12.5</u> 3.3	<u>00</u> 3.8	<u>12.5</u> 3.0	<u>17.5</u> 7.3
9+90	<u>16.5</u> 2.5	<u>12.5</u> 2.3	<u>00</u> 2.5	<u>12.5</u> 1.7	<u>16.5</u> 1.7
10+20	<u>16.5</u> 1.8	<u>12.5</u> 2.5	<u>00</u> 1.9	<u>12.5</u> 0.8	<u>16.5</u> 0.8
TP 8.05	<u>955.09</u>			1.31 447.09	

10+60	<u>16.5</u> 7.1	<u>12.5</u> 7.2	<u>00</u> 6.9	<u>12.5</u> 6.0	<u>16.5</u> 5.9			
10+75	<u>17.5</u> 6.8	<u>12.5</u> 6.9	<u>00</u> 6.3	<u>12.5</u> 5.7	<u>17.5</u> 5.5			
10+90	<u>17.5</u> 6.6	<u>12.5</u> 6.4	<u>00</u> 5.6	<u>12.5</u> 5.2	<u>17.5</u> 5.1			
11+025	<u>17.5</u> 6.6	<u>12.5</u> 6.2	<u>00</u> 5.3	<u>12.5</u> 5.0	<u>17.5</u> 5.0			
11+20	<u>20</u> 6.4	<u>16.5</u> 6.2	<u>12.5</u> 6.0	<u>00</u> 5.1	<u>12.5</u> 5.0	<u>16.5</u> 5.0	<u>20</u> 5.0	
11+50	<u>20</u> 6.8	<u>16.5</u> 6.5	<u>12.5</u> 6.5	<u>6</u> 5.5	<u>00</u> 4.8	<u>12.5</u> 4.8	<u>16.5</u> 5.0	<u>20</u> 5.1
11+90	<u>20</u> 5.6	<u>12.5</u> 5.0	<u>00</u> 4.3	<u>9</u> 4.3	<u>12.5</u> 4.8	<u>20</u> 6.1		
12+80	<u>20</u> 5.3	<u>16.5</u> 5.1	<u>12.5</u> 5.1	<u>00</u> 4.0	<u>8</u> 4.1	<u>12.5</u> 6.2	<u>16.5</u> 8.4	<u>20</u> 8.0
12+20	<u>20</u> 4.9	<u>16.5</u> 5.0	<u>12.5</u> 4.7	<u>7</u> 5.7	<u>00</u> 3.6	<u>12.5</u> 3.9	<u>16.5</u> 7.9	<u>20</u> 4.8
12+50	<u>20</u> 4.6	<u>16.5</u> 4.5	<u>12.5</u> 4.3	<u>8</u> 3.5	<u>00</u> 3.0	<u>12.5</u> 3.5	<u>16.5</u> 5.7	<u>20</u> 3.9
12+80	<u>20</u> 4.4	<u>12.5</u> 4.0	<u>8</u> 3.0	<u>00</u> 2.6	<u>12.5</u> 3.1	<u>20</u> 3.4		
12+70	<u>20</u> 3.8	<u>16.5</u> 3.6	<u>12.5</u> 3.3	<u>8</u> 2.2	<u>00</u> 2.1	<u>12.5</u> 2.3	<u>20</u> 2.6	
13+00	<u>20</u> 3.2	<u>12.5</u> 2.8	<u>7</u> 1.6	<u>00</u> 1.7	<u>12.5</u> 1.7	<u>20</u> 1.9		
TP 7.65	<u>461.35</u>			1.39 453.70				

13+40	<u>20</u> 5.0	<u>12.5</u> 7.3	<u>8</u> 6.3	<u>00</u> 6.2	<u>12.5</u> 6.4	<u>20</u> 6.8
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11 + 20

~~11 + 10~~

12 + 30

W Prop of 5th St.

CL of 5th St.

E Prop of 5th St.

Center of Ditch

CL of Alley.

W Prop of 1st Ave.

11

N

S

13+57.5	<u>20</u> 5.8	<u>17.5</u> 5.8	<u>12.5</u> 5.6	<u>00</u> 5.7	<u>12.5</u> 6.3	<u>17.5</u> 6.5	<u>20</u> 6.6
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13+70	<u>20</u> 6.1	<u>17.5</u> 6.2	<u>12.5</u> 5.7	<u>00</u> 5.1	<u>12.5</u> 5.3	<u>17.5</u> 5.5	<u>20</u> 6.5
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13+87.5	<u>20</u> 5.3	<u>17.5</u> 5.1	<u>12.5</u> 4.9	<u>00</u> 4.8	<u>12.5</u> 4.9	<u>17.5</u> 5.0	<u>20</u> 5.1
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1A+00	<u>20</u> 4.4	<u>16.5</u> 3.9	<u>12.5</u> 3.8	<u>00</u> 4.1	<u>12.5</u> 4.2	<u>16.5</u> 4.4	<u>20</u> 4.5
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1A+30	<u>20</u> 1.7	<u>16.5</u> 1.7	<u>12.5</u> 2.0	<u>00</u> 2.1	<u>12.5</u> 2.8	<u>16.5</u> 2.5	<u>20</u> 2.3
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T.P. 9.93 (469.05) 2.23 457.13

1A+60	<u>20</u> 6.6	<u>16.5</u> 6.7	<u>12.5</u> 7.0	<u>00</u> 7.1	<u>12.5</u> 7.8	<u>16.5</u> 7.9	<u>20</u> 8.0
-------	------------------	--------------------	--------------------	------------------	--------------------	--------------------	------------------

15+00	<u>20</u> 3.1	<u>16.5</u> 3.1	<u>12.5</u> 3.8	<u>00</u> 3.7	<u>12.5</u> 4.4	<u>16.5</u> 4.5	<u>20</u> 4.6
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15+10	<u>20</u> 2.4	<u>16.5</u> 2.6	<u>12.5</u> 2.6	<u>00</u> 2.8	<u>12.5</u> 3.7	<u>16.5</u> 4.0	<u>20</u> 3.8
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15+20	<u>20</u> 1.6	<u>16.5</u> 1.7	<u>12.5</u> 1.8	<u>00</u> 1.9	<u>12.5</u> 3.0	<u>16.5</u> 3.2	<u>20</u> 2.9
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T.P. 7.85 (475.98) 0.92 (467.13)

15+50	<u>20</u> 6.6	<u>16.5</u> 6.4	<u>12.5</u> 6.4	<u>00</u> 6.1	<u>12.5</u> 7.2	<u>16.5</u> 7.7	<u>20</u> 7.7
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15+80	<u>20</u> 5.4	<u>16.5</u> 4.9	<u>12.5</u> 4.8	<u>00</u> 4.7	<u>12.5</u> 4.7	<u>16.5</u> 4.9	<u>20</u> 4.5
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16+20	<u>20</u> 4.5	<u>16.5</u> 3.9	<u>12.5</u> 3.9	<u>00</u> 2.1	<u>12.5</u> 2.6	<u>16.5</u> 2.6	<u>20</u> 2.6
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16+37.5	<u>17.5</u> 3.8	<u>12.5</u> 3.5	<u>00</u> 2.7	<u>12.5</u> 1.7	<u>17.5</u> 1.8		
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16+50	<u>17.5</u> 4.2	<u>12.5</u> 4.0	<u>00</u> 3.2	<u>12.5</u> 2.2	<u>17.5</u> 2.0		
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16+62.5	<u>17.5</u> 4.1	<u>12.5</u> 3.7	<u>00</u> 2.9	<u>12.5</u> 1.8	<u>17.5</u> 1.8		
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16+70	<u>16.5</u> 4.2	<u>12.5</u> 3.8	<u>00</u> 2.6	<u>12.5</u> 1.8	<u>16.5</u> 1.6		
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EL of 1st AVE.

E Prop of 1st AVE.

CL of ALLEY.

W Prop of 2nd AVE.

E L of 2nd AVE.

E Prop of 2nd AVE.

June 4, 1913.

N Prop of Locus St.

J.V. Rast Level

A Mahoney Rod

D Mahoney Chain

CL of LOCUS ST.

S Prop of LOCUS.

N Prop of Maple St.

CL of Maple St.

S Prop of Maple St.

14

E

W

4+50	<u>20</u> <u>15</u> <u>12</u> <u>10</u> <u>5</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	-0.1 1.1 1.9 2.1 4.6	4.9 5.2 5.4 5.7 6.3
4+80	<u>20</u> <u>15</u> <u>12</u> <u>10</u> <u>9</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	1.3 1.8 2.2 3.3 4.0	4.3 4.8 5.1 5.5 5.7
5+00	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	1.6 3.9 3.6 3.7	4.1 4.9 5.0 5.5 5.8
5+30 N	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
5+00	5.7 5.3 5.3 5.3	5.8 1.9 4.7 4.3 3.5

T.P. 1.57 (437.83) 4.87 436.26

0+30	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	4.8 4.4 4.5 4.5	4.2 3.5 3.4 3.4 2.2
0+70	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	7.0 6.7 6.3 6.2	6.2 6.0 5.9 5.6 5.9
0+97	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	9.1 8.9 8.8 8.3	7.2 6.8 6.7 6.4 6.2
1+17	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	9.0 8.7 8.6 8.6	8.0 7.7 7.6 7.4 7.0

T.P. 4.76 (433.35) 9.24 428.57

1+41	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	4.5 4.6 4.4 4.3	4.1 4.5 4.3 4.3 4.1
1+67	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	6.1 5.3 4.5 4.8	4.8 4.7 4.7 4.5 4.4
E	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>17.5W</u>
1+92	6.0 5.7 4.7 4.7	5.0 4.9 4.9 4.8 4.6

T.P. 3.88 (432.47) 4.28 428.57

0+50	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	4.5 4.3 4.2 4.2	3.9 4.0 4.3 4.7 5.8
1+00	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u>
	4.4 3.7 3.9 3.9	3.9 4.5 5.0 5.7 5.1
1+50	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u> <u>25</u>
	5.2 5.0 5.0 5.1	5.1 5.3 7.6 8.4 9.2 9.1 8.7

T.P. 6.54 (435.11) 3.90 428.57

2+00	<u>20</u> <u>15</u> <u>12</u> <u>10</u>	<u>00</u> <u>10</u> <u>12</u> <u>15</u> <u>20</u> <u>25</u>
	7.7 7.2 7.1 7.2	7.3 7.9 10.8 11.5 12.9 13.0 11.5

$$\begin{array}{r}
 17 \\
 24 \\
 \hline
 41 \\
 26 \\
 \hline
 67 \\
 15 \\
 \hline
 92
 \end{array}$$

BC. of Curve.

N Prop of Walnut St.

W Prop of 1st St. at props of Walnut and 1st
curve must be from center
of street.

E Prop of ALLEY

W Prop of ALLEY

E Prop of Front St

Angle.

S Prop of Walnut St. at intersection
of Walnut and Front St.

15

$$\begin{array}{r} 4 + 19.5 \\ 1 + 50 \\ \hline 62 \\ \hline 631.5 \end{array}$$

$$\begin{array}{r} 150 \\ 62 \\ \hline 212 \end{array}$$

E W

2+50 $\frac{20}{7.2} \frac{15}{6.9} \frac{12}{6.7} \frac{10}{6.6} \frac{00}{6.4} \frac{10}{6.9} \frac{12}{7.5} \frac{15}{8.3} \frac{20}{8.8} \frac{20}{9.6}$

3+00 $\frac{20}{5.1} \frac{15}{5.6} \frac{12}{5.4} \frac{10}{5.2} \frac{00}{5.3} \frac{10}{6.1} \frac{12}{6.1} \frac{15}{6.2} \frac{20}{6.8}$

3+50 $\frac{20}{4.3} \frac{15}{4.7} \frac{12}{4.8} \frac{10}{4.9} \frac{00}{5.0} \frac{10}{4.4} \frac{12}{4.6} \frac{15}{4.9} \frac{20}{5.0}$

4+00 $\frac{20}{3.8} \frac{15}{3.9} \frac{12}{4.1} \frac{10}{4.1} \frac{00}{4.1} \frac{10}{3.8} \frac{12}{3.8} \frac{15}{3.9} \frac{20}{3.9} \frac{25}{3.9}$

4+19.5 $\frac{20}{3.5} \frac{15}{3.5} \frac{12}{3.9} \frac{10}{4.1} \frac{00}{4.6} \frac{10}{3.8} \frac{12}{3.6} \frac{15}{3.6} \frac{20}{4.0}$

T.P. 5.704 37.49 1.32 433.79

4+69.5 $\frac{20}{5.4} \frac{15}{5.8} \frac{12}{6.2} \frac{10}{6.0} \frac{00}{5.0} \frac{10}{5.2} \frac{12}{5.3} \frac{15}{5.4} \frac{20}{5.8}$

5+19.5 $\frac{20}{4.9} \frac{15}{5.7} \frac{12}{5.1} \frac{10}{5.1} \frac{00}{4.8} \frac{10}{5.2} \frac{12}{5.3} \frac{15}{5.3} \frac{20}{5.7}$

5+69.5 $\frac{20}{5.0} \frac{15}{5.7} \frac{12}{5.5} \frac{10}{5.4} \frac{00}{4.6} \frac{10}{4.8} \frac{12}{5.0} \frac{15}{4.7} \frac{20}{5.6}$

6+19.5 $\frac{20}{5.3} \frac{15}{4.9} \frac{12}{4.7} \frac{10}{4.7} \frac{00}{5.6} \frac{10}{5.9} \frac{12}{5.8} \frac{15}{5.7} \frac{20}{5.7}$

N 6+69.5 $\frac{20}{7.2} \frac{15}{6.8} \frac{12}{6.5} \frac{10}{6.0} \frac{00}{5.8} \frac{10}{5.5} \frac{12}{5.2} \frac{15}{5.4} \frac{20}{5.8}$ S.

7+19.5 $\frac{20}{7.6} \frac{15}{8.1} \frac{12}{7.6} \frac{10}{7.3} \frac{00}{7.0} \frac{10}{7.1} \frac{12}{7.2} \frac{15}{7.6} \frac{20}{7.3}$

T.P. 2.86 433.85 6.50 430.99

7+26 $\frac{20}{4.1} \frac{15}{4.6} \frac{12}{3.8} \frac{10}{3.5} \frac{00}{3.4} \frac{10}{4.0} \frac{12}{4.5} \frac{15}{4.7} \frac{20}{4.1}$

8+50 $\frac{20}{5.0} \frac{15}{5.7} \frac{12}{5.4} \frac{10}{5.1} \frac{00}{5.1} \frac{10}{5.2} \frac{12}{5.3} \frac{15}{5.6} \frac{20}{5.0}$

1+00 $\frac{20}{6.2} \frac{15}{6.4} \frac{12}{6.2} \frac{10}{5.9} \frac{00}{5.8} \frac{10}{6.2} \frac{12}{6.3} \frac{15}{6.3} \frac{20}{5.9}$

1+50 $\frac{20}{7.0} \frac{15}{7.2} \frac{12}{7.0} \frac{10}{6.5} \frac{00}{6.3} \frac{10}{6.9} \frac{12}{7.0} \frac{15}{7.1} \frac{20}{6.8}$

2+00 $\frac{20}{7.6} \frac{15}{7.8} \frac{12}{8.0} \frac{10}{7.8} \frac{00}{6.8} \frac{10}{6.8} \frac{12}{7.4} \frac{15}{7.5} \frac{20}{7.6} \frac{20}{7.8}$

T.P. 3.07 427.78 9.13 424.72

19.5
6.5
26.0

Note 6.31.5 Intersection of Front St and
Sterns Ave tangent.

Angle . . .

Edge of Track.

Intersection of Sterns Ave and
Front St by radius of curve.

16

N

S

2+20	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	2.1	2.7	2.5	2.7	1.6	1.9	2.0	2.8	2.6

2+50	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
Angle 18'	3.0	2.9	2.5	2.2	2.1	2.5	2.6	3.0	3.1

2+68	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	3.1	3.1	2.7	2.5	2.5	3.0	3.1	3.2	3.1

3+00	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	3.8	3.5	2.9	2.7	3.0	3.1	3.2	3.1	3.0

3+50	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	4.0	4.2	3.8	3.4	3.2	3.4	3.4	3.9	3.9

4+00	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	4.6	3.7	3.2	3.8	3.5	4.0	4.0	4.3	3.9

4+50	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	5.8	5.8	5.4	4.9	4.6	4.7	4.9	5.3	4.7

5+00	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	6.1	5.8	5.5	5.0	4.5	5.2	5.4	5.6	5.5

5+50	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	6.0	5.5	4.8	4.6	4.6	5.1	5.3	5.5	4.8

6+00	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	5.8	5.3	5.2	5.1	4.8	5.3	5.5	5.7	4.6

6+50	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	6.8	6.2	6.1	6.0	5.7	6.2	6.4	6.6	6.3

7+00	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	7.2	7.0	6.8	6.7	6.4	6.6	6.8	7.1	7.0

7+50	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	8.2	8.0	7.0	7.9	7.5	7.8	7.4	7.5	7.4

7+82	<u>20</u>	<u>15</u>	<u>12</u>	<u>10</u>	<u>00</u>	<u>10</u>	<u>12</u>	<u>15</u>	<u>20</u>
	8.4	8.4	8.0	7.8	7.7	7.9	7.7	8.2	7.8

17

Grades on Locus St.

472.0 S
471.8
471.6 N

457.0 S
457.0 CL
457.0 N

455.0 S
455.0 CL
454.6 N

449.2 S
449.0 CL
448.0 N

447.6 S
447.4
447.2 N

442.2 S
442.2
441.8 N

441.2 S
441.0
440.8 N

438.8 S
438.6
438.4 N

438.2 S
438.0
437.8 N

436.2 S
436.0
435.8 N

E Prop on Second Ave
CL of " "
W Prop of " "

E Prop of 1st Ave.

W Prop of 1st Ave

E Prop of 5th St

West Prop of 5th St.

E " " 4th "

W " " 4th "

E " " 3rd "

W " " 3rd "

E " " 2nd "

18

436.8 S
436.7
436.5 N

433.4 S
433.8
433.9 N

436.8 W
437.0
437.2 E

430.0 W
430.3
431.0 E

429.8 W
430.9
431.5 E

430.8 W
431.9
432.5 E

432.0 W
432.0
433.9 E

W Prop of 2nd St.

E Prop of 1st St.

{ N Prop of Walnut St.

{ S " " Maple St.

{ N " " Maple St.

{ S " " Locus St.

{ N " " Locus St.

432.5
430.8

1.7

19

Grades For Lowering

	Grade of Pavement.	Grade of Pipe Line.	
0+00	431.0	429.0	e
0+25	431.8	429.8	
0+50	432.6	430.6	1'
0+75	433.8	431.3	
1+00	434.0	432.0	3'
1+25	434.9	432.9	
1+50	435.6	433.6	
1+75	436.4	434.4	
2+00	437.2	435.2	1 1/2'

Water Main.

S Prop of Maple St.

20

Curve at Intersection

Station	Grade	F	Notes
0+90	432.58	F1.0	BC of C on Walnut.
+32	431.8	F0.8	
+64	431.02	F0.8	
+96	430.24	F0.8	
1+29	429.46	F1.1	EC on F. St.

Grades on Walnut St.

Station	Grade	F	C
0+00	436.0	1.8	
0+50	434.1	0.1	
0+90	432.58	1.0	

of Walnut and Front

Front St
29'

Stakes set at 3'
offset.

$1 + 29 = 0 + 70$ Front St
line.



W Prop of 1st St.

.429 .44
5
28.96

1) 129 23 2.2
80
10

21

Grades on Front St.

	<small>Crown</small>	<small>Q</small>	<small>F</small>
0+71	429.46		
1+00	429.20	0.1	
1+50	428.80	1.0	
2+00	428.5	1.0	
<small>change of grade.</small>			
2+50	428.95	0.9	
3+00	429.40	1.0	
3+50	429.85	1.0	
4+00	430.30	1.0	
4+50	430.75	1.0	
5+00	431.20	1.0	
5+50	431.65	2.0	
6+00	432.10	1.0	
6+50	432.5	0.0	

on light pole.

LOCUS ST ~~4th~~ 5th ths.

S
CURB C F CURB C F

0+00 442.2 0.9 441.8 1.0

0+50 442.4 0.1 442.4 4.0

1+00 444.67 0.0 444.27 0.5

1+20 445.16 0.0 444.76

1+70 446.39 0.9 445.99 0.5

2+20 447.6 2.0 447.0 1.0

23

Grades From 1st Ave to 2nd Ave.

S Grades C F N Grades C F

0+00

0+50

1+00

1+20

1+70

2+20

Cross Section of Curve.

on Walnut and Front St.

	HI	inside	CL	outside.	Elev
5.79	84	$\frac{10}{32}$	CL		4286
0+00	$\frac{20}{2.3}$	$\frac{10}{3.2}$	$\frac{05}{3.2}$	$\frac{10}{3.3}$	$\frac{20}{5.4}$
0+32	$\frac{20}{3.4}$	$\frac{10}{4.1}$	$\frac{05}{4.4}$	$\frac{10}{4.6}$	$\frac{20}{5.1}$
0+64	$\frac{20}{5.1}$	$\frac{10}{5.0}$	$\frac{05}{5.8}$	$\frac{10}{5.8}$	$\frac{20}{6.0}$
0+96	$\frac{20}{5.0}$	$\frac{10}{6.0}$	$\frac{05}{5.9}$	$\frac{10}{5.9}$	$\frac{20}{6.4}$
0+29	$\frac{20}{5.2}$	$\frac{10}{6.1}$	$\frac{05}{5.7}$	$\frac{10}{6.0}$	$\frac{20}{6.9}$

Back of Curve.

Well 30' deep 5' DIAM.

Elevation of gutter between stand and on locus

+ HI RR

- Elev

9.10 ~~488.10~~

429

6.09

434.04

6.17

431.53

2.56

435.59

2.78

435.22

S gutter at intersection of locus and 1st
N " " " " " "
S gutter at intersection of locus and 2nd
N " " " " " "



26

Curb Grade

Ord 436.2

Ord 436.25-

Ord 437.11

Ord 437.29

Ord 437.74

Ord 438.2

E Prop of 2nd.

S Prop.





28

Curb Grades From Locus to Maple St.

	Grade Line	E Prop Elev. of Hubs.		
0+00	432.40			
0+50	431.73			
1+00	431.95			
1+50	432.18			
2+00	431.5			
BM		W Prop	BSI HI	FS 429.00
0+00	431.3	430.13	5.88 434.88	4.75 1.17
0+50	431.05	430.14 Correct.		4.74 0.91
1+00	430.8	430.11		4.77 0.69
1+50	430.55	429.95		4.93 0.60
2+00	430.3	429.66		5.22 0.74

29

BM ON Front and Sterns Ave

HI -
~~435.11~~ 6.50
 433.58 0.90
 437.02 7.10
 429.92 7.21

+ Elev
 6.11 429.00
 4.72 428.61
 4.59 432.43
 0.4 429.92

429.52

42231

BM on Phone Pole at Walnut and Front

BM on Telegraph pole Middle of Front St.

BM on Light Pole on S side of Sterns Ave 50' from track.

BM on Telephone Pole No 17 on Right hand side of Sterns Ave.

31 Culvert 428.5
Walnut St 430.0

433.17
427.57
5.60

Grades from Sterns Ave to Walnut St Along Front St.

Sta	Grade Line of Hubs	Elevation	HI	-	+ B.M	C	F
0+00	432.50		435.93		350 432.43		
0+50	432.18	433.17			2.76		1'
1+00	431.76	433.76			2.17		2'
1+50	431.24	432.27			3.66		0.94
2+00	430.92	431.82			4.11		0.90
2+50	430.49	431.41			4.52		0.92
3+00	430.07	430.94			4.99		0.87
3+50	429.69	430.09			5.84		0.99
4+00	429.28	428.11			7.82		1.07
4+50	428.76	427.57			8.36		1.19
4+75	428.50						

32

Water pipe on locus, 1st and Walnut St.

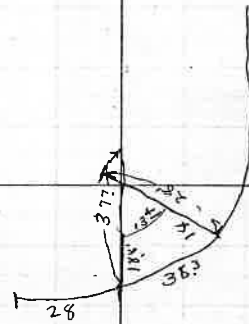
No. of joints 98

1-12' length of 4" pipe.

1-L at Walnut and Front St.

1-6x6x6 T.

1-6x6x4 T.

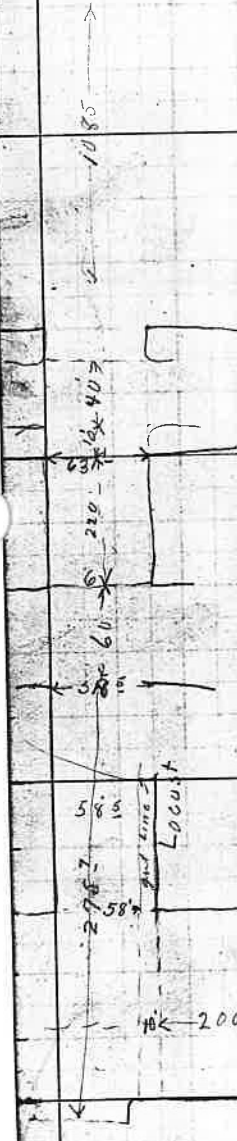


132' on E side of farm RT 96 W 6 RR

298
134
155
166
254
578.2
578.7
45

1245
3108
5358
248
5411.6

990
33
1023

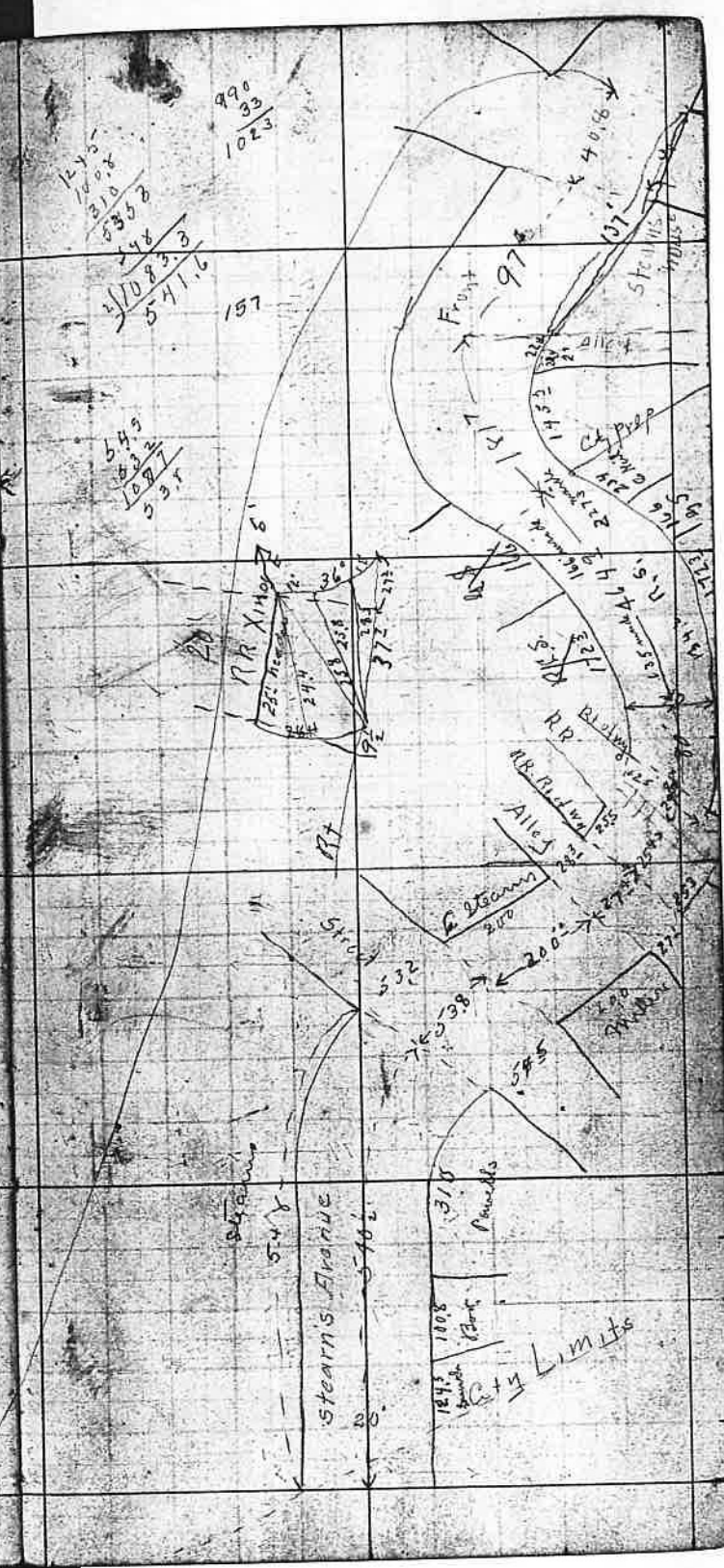


2004
2474
56
2570

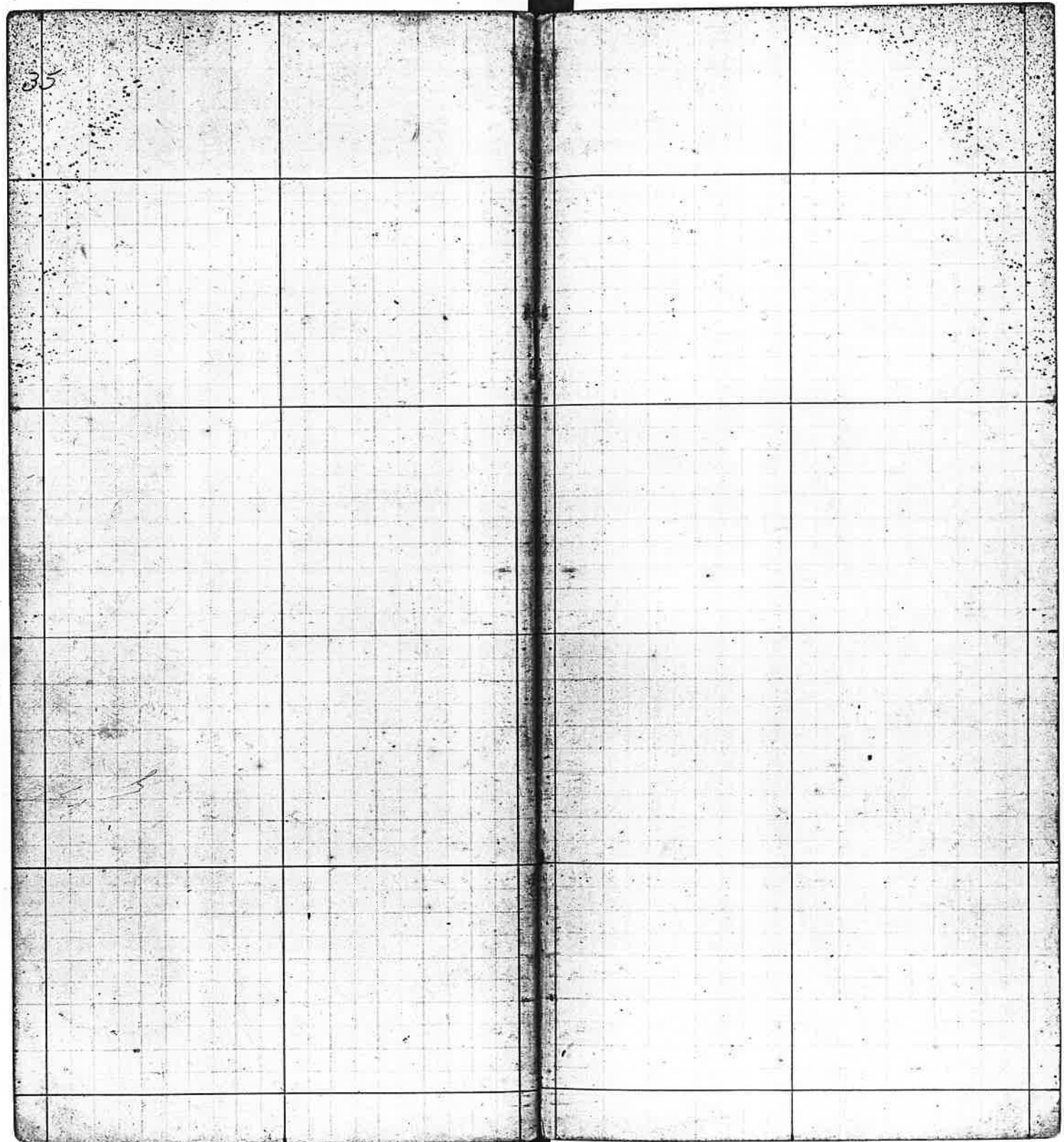
298
50
4649
5737

231
257
25

337
512
85



City Limits



Nov 7th 1913
H. B. Germond
F. L. Cole
Sunshine in P.M.

Survey for Cor. Location of

land for Peck farm

Burt solar attach

Lat 43° 13'

Dec, 4, A.M. - 16° 11' 24.8"

- 7 25.3

2-P.M. - 16° 18' 51.1" + Ref: 2' 20"

- 44.53

3-P.M. 16° 19' 35.63" + Ref: 2' 27"

set 16° 21' 11"

" 16° 17' 13"

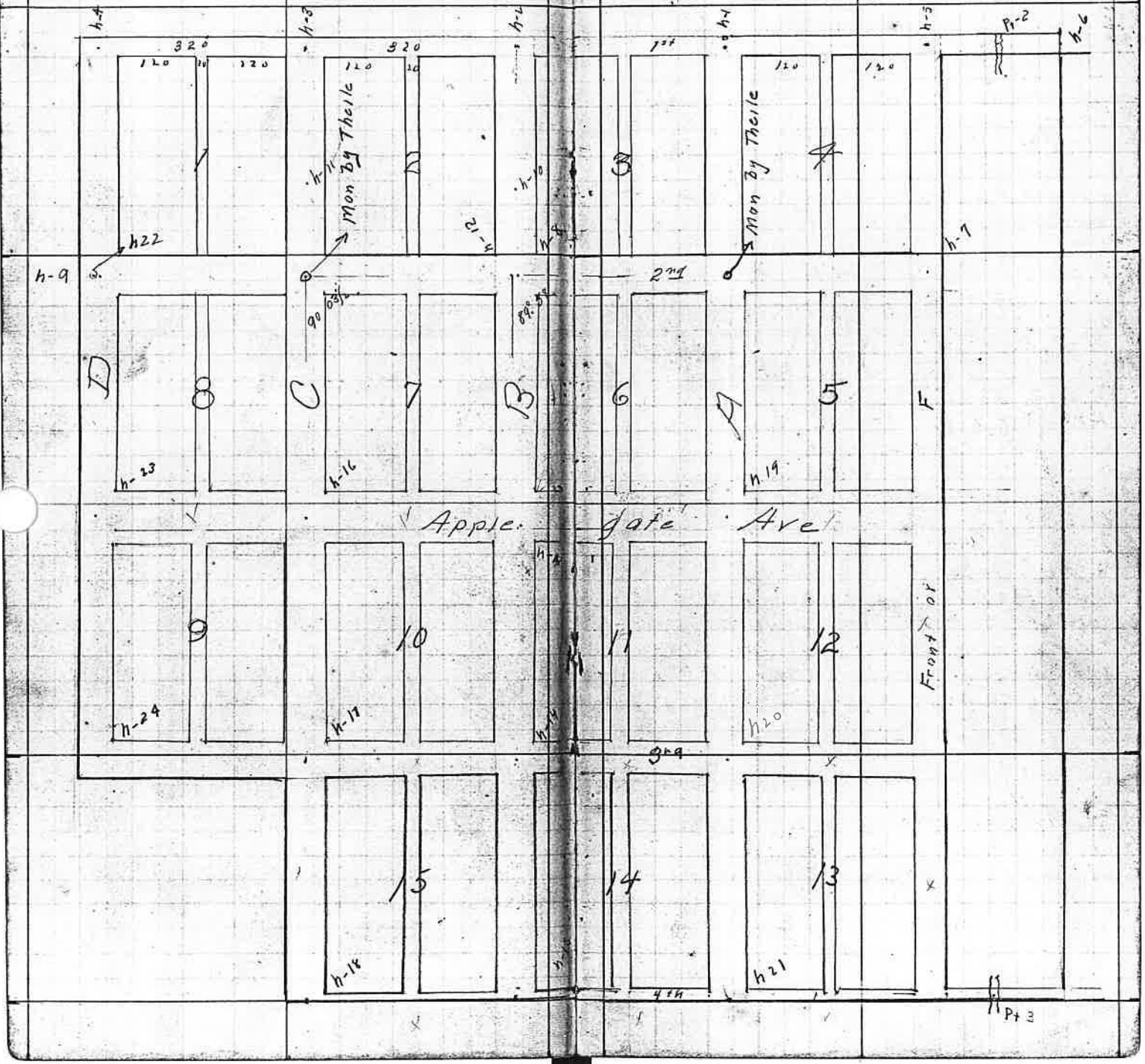
8.2	34.75
7.4	28.
.8	6.75

7	8
	2.2
	7.8
	7.6
	7.4
6.7	7.2
5.5	7.0
	6.8
	6.3
4.1	5.8
2.5	5.5
10.20	4.5
6.95	3.5
3.25	3.5
	3.3
7	2.8
8	2.8
9	2.8
0	1.8
1	
2	540.20
3	4.43
4	Elev <u>535.77</u>

980
 210
 150
 132
 625
 1925
 19.9.1.0

M. B. Germond

8



Yoncalla City Survey

May 13

Began survey at noon
 Dig up old stone monuments set
 by Theile (Oscar) in 19. One Mon. set
 at inter. 2nd & C and one at inter. 2nd
 and A. Hole in rock at 2nd - A. Very
 small bolt in " " " - C.

Set Tran. at 2nd - A sighted on 2 - C
 and turned 90° Rt. or north. Chain
 ed 345' N to cen. of 1st - A set hub.

N^o 1. Tran. at hub - 1 sight on 2 - A or
 Mon. Turn 90° twice to Left and set
 pack in Cen. of O. & C. main track or
 pt - 2. Leave Tran. at h - 1 sight on pt - 2
 double cen. and set hub at inter. 1 - B
 or h - 2. Dist. Caret h - 1 to h - 2 chained 320'
 Hit set Tran. at h - 2 double on h - 1
 set h - 3 at 7 - C. Dist. chained 320'
 Set Δ at h - 3 double on h - 2 and pt - 1
 and set h - 4 at 7 - D. Dist. ahead = 320'.

Line was found straight.
 Dist from h - 4 to N. Line of D - St as
 marked by fence is 31.9 ft

(Note) A 2nd iron bar was found on the N.
 side of 1st st. 360 ft from man. in 2 - A
 This bar is E. of Line 2A and 1 - A
 Bar was sp. Brawn Sr. said bar was
 set by original surveyor. I think this
 is a bull?

May 14

Began at 8 A.M.
 Δ at h - 1 extend line in first st East
 at 318' set h - 5, 55 ft W. of C. of R.R.
 old fence on W. side of Front St is 25 feet W.
 of this h - 5. Extend line E. 149' from C. of
 Track set h - 6. 15' S. of old sand stone
 and small iron. old s.s. decayed. Iron
 leaned a good deal.

Δ at 2 - A sight on 2 - C double and set
 h - 7 at 2 - F 318' from 2 - A. C. of Track

May 13 1914

Very Warm

M. B. Germond 1 Day

Ed. Hogleburg 4 hrs.

May 14

is 372.65 from 2 - A
 Leave Δ at 2 - A sight on 2 - C set h - 8' at 320'
 From 2 - A in 2 - B. Continue Line West 322.5' from
 2 - B to 2 - C. From 2 - C sight on 2 - A double
 and set 2 - D at 317.5' ft from 2 - C. 2 - D - h - 9

Dist. from h - 4 E. to Sch. Line = 27.3
 " " h - 4 S. to " " = 13.0
 From h - 9 to h - 4 = 345.24 mean of 2 chs.
 " 2 - A " 2 - B = 320.0 " ching
 " 2 - B " 2 - C = 322.4 " "
 " 2 - C " 2 - D = 317.5 " "
 " 1 - A " 1 - B = 320.0 " "
 " 1 - B " 1 - C = 320.1 " "
 " 1 - C " 1 - D = 320.15 " "

Δ at 2 - B sight on 2 - A turn 90° Lt set h 10
 bet. 7.92 in B. St. Δ at h 10 sight on 2 - B double
 and hit 13' E. of 1 - B

Δ on 2 - C sight on 2 - A turn 90° Lt set h 11
 bet 19.2 in C. St. Δ at h 11 sight on 2 - C double
 and hit 2.2 W of 1 - C

From 2 - C S to fence = 29.0
 " " E " " = 30.0 8 hrs M. B. Germond
 " " N " " = 30.5 " Ed Hogleburg
 " " W " " = 30.0 " Tom Howard
 " 2 - D E " " = 26.6 Today Cool and

" 2 - D N " " = 30.6 Cloudy
 " " W " " = 33.4
 " " S " " = 21.1
 " 2 - B S " " = 30.7
 " 2 - B E " " = 28.7
 " 2 - B N " " = 30.0
 " 1 - B W " " = 31.3
 " 2 - A N " " = 29.6
 " 2 - A W " " = 30.0
 " 1 - A S " " = 30.0
 " " E " " = 30.0

40 Yoncalla City Survey

280
911
371.1
80
291.1

370
940
640
1700
3717
3618
1143.7
642.7
3618

I set 2-B 113 ft ahead or W. along line bet. 2-A & 2-C. This hub = h12. From h12 sight on 2-A turn Rt. 89° 58' and ch. 370 to Cen B7 Apple. Set h13 for this pt. Thence continue 370 ft and set h14 for Cen B-B " " " 360 " " " h15 " " 4-B. From A-B or h15 N. 26.3 to fence or Prop Line from 3-B.S. to " " " = 32.7
" 3-B N " " " = 27.0
" Ap-B S " " " = 41.7

Note line 4-A and pt-3 centers a ditch that crosses R.R. & wagon road. Corrugated iron Culvert under R.R. track 2' dia.
Pt-2 sets 15' south of a 30" concrete pipe under R.R. track
Today Warm w/ moon
8 hrs a piece for all

" " - B-N " " " = 38.0
Δ at 2-C sight on 2-A turn Rt. 90° 3/4' and ch. 371.7 to C-As set h16. Thence continue line on to C-3 and set h17 at 371.0
Continue line S at 361.0 set h18 for C-4

May 14 1914

May 15 1914
Began work at 8 A.M.
Ed. Haugeberg, Tom Howard, M. B. Germobert
Δ at A-2 sight on C-2 turn Lt. 90° and ch. 371.7 feet set A-As or h19. Continue line S. 371.9 and " A-3 " h20 " " " 361.0
" " A-4 " h21. Δ at h20 sight on back line A-2 turn 90° Lt on hit h17.
Δ at h21 back sight on h20 turn 90° Lt and hit on h18
Δ at h21 sight on his 300 and set tack in cen of track at 371.1 ft from h21. Dist. bet. tack just mentioned and tack at pt N=2 = 1485 ft 2 chs.

From 1-D south to fence =	13.0
" " E " "	= 27.5
" " W " "	= 32.1
" " N " "	= 17.0
" 1-C N " "	= 16.6
" " S " "	= 14.0
" 1-C E " "	= 28.6
" 1-B E " "	= 30.0
" " N " "	= 16.0
" " W " "	31.0
" " S " "	14.7
" 1-A W " "	30.0
" " S " "	14.8
" " E " "	30.0
" " N " "	Iron Bar 15.0
" 1-F W " "	24.9
" " N " "	15.0
" " S " "	14.5
" 2-F N " "	30.0
" " W " "	25.6
" " S " "	31.0
" " E " "	24.8
" 3-F N " "	28.1
" 3 S " "	31.9
" Pt-3 in R.R. track E 151 ft fence	
" 3 " " " " " " " " " " " "	371.05
" A-A N to fence =	30.4
" " S " "	30.7
" " W " "	31
" " E " "	27.4

Δ set at tack called pt-2 sight A-1 turn 89° 55' to Lt down Cen of R.R. track to tack 3. Sight very poor heat waves h19 was moved west 32' called h22
Δ at h22 sight on C-2 turn Rt. 90° 2' and at 371.7 set h23 for D-As. Continue S.
" " 371.0 " h24 " D-3.

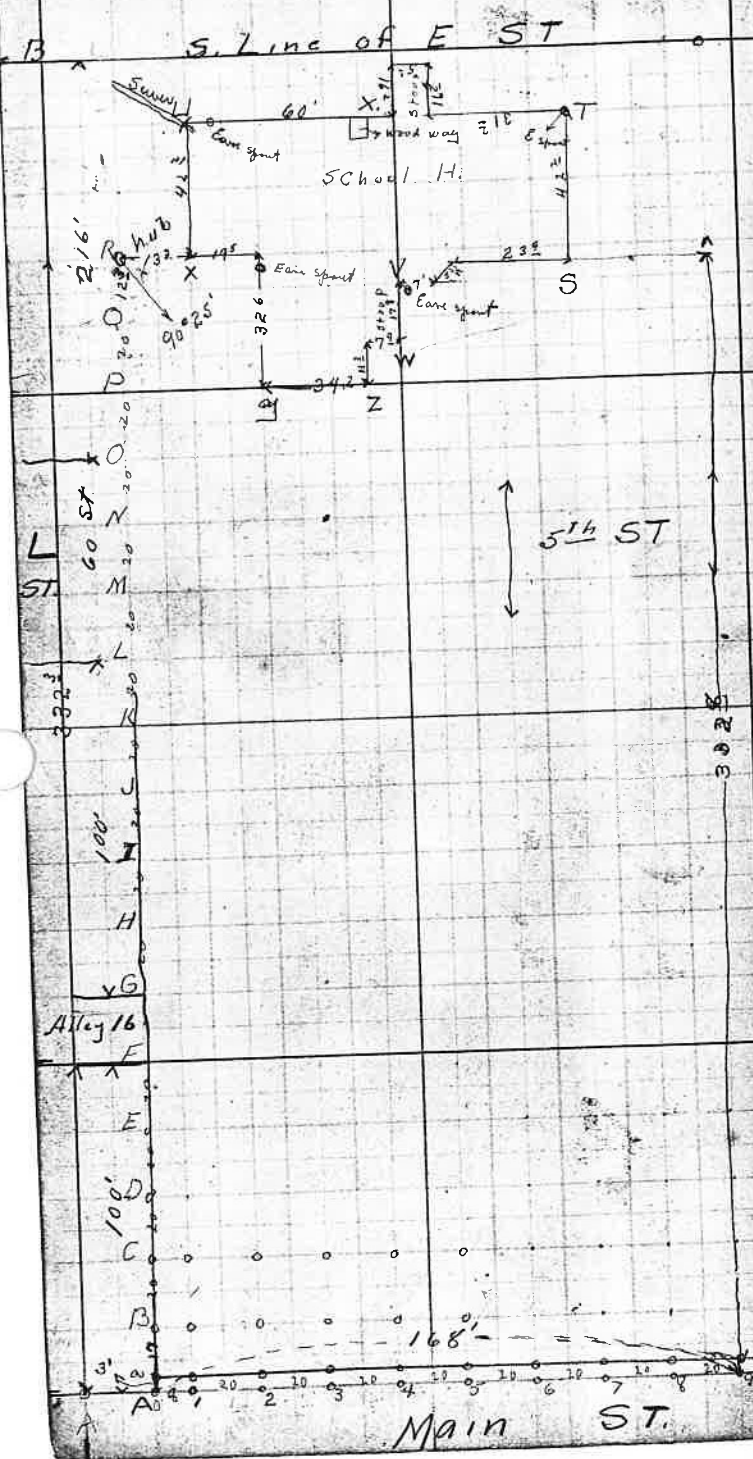
43

Riddle School

House Ground

Survey
July 24 1914

335	316
180	116
485	60
	482



The School House grounds compose
 The E¹/₂ of the Alley in Blocks 5 + 8
 Lots 9-12, and 5-8 in " 8
 " 9-12 " 5-8 " " 5
 All of the E¹/₂ of the E+W alleys in B⁵ + 8
 Also 100' of L ST.

44

Riddle S.H. Survey Cont.

Curves Notes on Concrete Walks. Notes along Δ of the 8' Walk

Sta. 0+00 = S. end of walk at X prop.
 " 1+92⁹³ Beginning pt of Curve.
 Δ at Sta 1+92⁹³ Back sight on 0+60
 Chords Lengths 5', 10', etc
 Rt

Line of Main ST at Δ of School Walk
 Turn Rt. All measurement made from Δ
 from Δ

1+92 ⁹³	8° 46 $\frac{1}{2}$ '	72 ⁹³	
1+97 ⁹³		77 ⁹³	38' 56"
2+02 ⁹³	10 50'	82 ⁹³	39' 18"
2+07 ⁹³	14 51 $\frac{1}{2}$ '	87 ⁹³	39' 22 $\frac{1}{2}$ "
2+12 ⁹³	18 16'	92 ⁹³	39' 16 $\frac{1}{2}$ "
2+17 ⁹³	21 01 $\frac{1}{2}$ '	97 ⁹³	38' 56 $\frac{1}{2}$ "
2+22 ⁹³	23 09'	102 ⁹³	External = 12" at Sta 3+02 ⁹³ L.C. = 9.-
2+27 ⁹³	24 59'	107 ⁹³	36' 55"
2+32 ⁹³	26 53 $\frac{1}{2}$ '	112 ⁹³	35' 26"
2+37 ⁹³	28 31°	117 ⁹³	34' 02"
2+42 ⁹³	30 06 $\frac{1}{2}$ '	122 ⁹³	32' 43 $\frac{1}{2}$ "
2+47 ⁹³	31 49 $\frac{1}{2}$ '	127 ⁹³	31' 31"
2+52 ⁹³	33' 26 $\frac{1}{2}$ ' 135	132 ⁹³	
2+57 ⁹³	34 55'	137 ⁹³	Stop
2+62 ⁹³	36 26'		
2+67 ⁹³	37 55'		

Reverse here

Chords are taken from Sta. 2+92⁹³

measured 90° at Sta 72⁹³
 Curve Δ is one inch at 72⁹³
 L.C. 30 + 67⁹³ + 17⁹³ = 1025

46

Riddle S. H. Survey

Levels for concrete walk from

Sta. 1492²³ to Stoop

Also Miscellaneous Levels

Sta.	H.I.		
1492 ²³	100 ⁰⁰	4.65	95.35
97 ²³		4.65	95.35
2+02 ²³		4.64	95.36
07 ²³		4.60	95.40
12 ²³		4.51	95.49
17 ²³		4.39	95.61
22 ²³		4.31	95.61
27 ²³		4.24	95.76
32 ²³		4.18	95.82
37 ²³		4.14	95.86
42 ²³		4.11	95.89
47 ²³		4.10	95.90
52 ²³		4.06	95.94
57 ²³		4.05	95.95
62 ²³		4.05	95.95
67 ²³		4.03	95.97
72 ²³			
77 ²³		3.93	96.07
82 ²³		3.85	96.15
87 ²³		3.80	96.20
92 ²³		3.76	96.24
97 ²³		3.70	96.30
3+02 ²³		3.62	96.38
07 ²³		3.54	96.46
12 ²³		3.47	96.53
17 ²³		3.38	96.62
22 ²³		3.29	96.71
27 ²³		3.16	96.84
32 ²³		3.07	96.93
34 ²³		3.03	96.97
R-9		5.34	94.66
M.3 + 63		5.23	94.87
P + 93		6.14	93.86
H + 23		6.63	93.37
+ 53		7.82	92.18
+ 83		8.73	92.27
+ 92		8.95	91.05

at Stoop (Foot of)

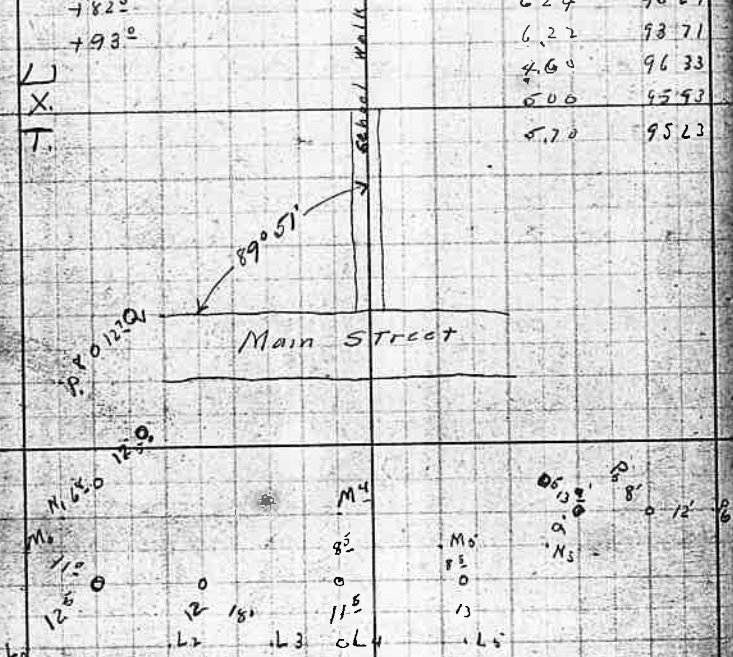
Sta. R-9 = 333⁰ ft N. of H-9. or N. Prop of Main St

	HI			
	100.00	3.24	96.76	
X		3.58	96.42	
Y		4.00	96.00	
Z		3.96	96.18	
W		3.20	96.80	
V		3.20	96.80	
S		4.20	95.80	
		3.84	96.76	
T.P	4.52	100.93	3.59	96.41

Elev bottom of weather Boarding

R₀ = 332.3

R-0		4.52	95.41
3 + 62.3°		4.65	95.28
- 42.3°		5.00	95.93
4 + 22.3°		5.30	95.63
+ 52.3°		5.45	95.48
+ 82.3°		6.24	93.59
+ 93.0°		6.22	93.71
L		4.64	96.33
X		5.00	95.93
T		5.70	95.23



Regular fill = 603.1 cu yd
 Less fill of 1" of sand of 1839
 " " of side walk of 18
 Surplus total of fill of 501.2 "

Regular cut = 437.9
 Plus cut for 1" of sand of 70.2
 Surplus total of cut 508.1 cu yd

cut	508.1	@ .60	304.86
fill	501.2	" .15	75.18
Land	151.8	" 1.00	151.80
tile	3"	225	12.50
"	4"	112	13.44
See	6"	120	60.00
Sublet			15.00
Channel		41.4	20.70
			<u>663.48</u>

5081
 304860

501.2
 15
 25060
 3012
 75180

112
 12
 224
 112
 13,44

.42
 9

336 3828 7
 336
 19968
 9984

27) 1118.208 (41.4
 108
 38
 27
 112

3" tile 225
 4" " 112
 6" sewer 120

151.8

332.5
 160
 199600
 3325
 532000

324) 49193 (157.8
 324
 1679
 1620
 593
 326 2690
 772
 652

326
 5
 2688

27
 12
 34

27
 324

113
 904

652
 1304
 1370.72
 34
 1409.72
 904
 1519.5
 2688
 400.7

9

Levels for Tile Ditches on Second ST Manilla Ore

2.04	388.15		386.11
11.18	398.42	0.91	387.24
		0.40	398.02
North Side			
Sta. R.R. Elev. H.I. Gr. Cuts			
<u>398.42</u>			
0+18	0.69	397.75	
+30	1.05	397.37	394.00 3.37
+70	3.10	395.32	391.00 3.77
1+10	5.31	393.11	389.00 4.02
1+44	7.73	390.61	386.47 3.72
1+76	9.12	389.30	385.00 4.30
2+11	10.60	387.82	383.87 3.95
2+52	12.29	386.18	382.50 3.57
T.P. <u>387.07</u>			
2+91	2.54	384.53	381.85 3.28
+97	2.56	384.51	
0+24	5.61	381.46	
1+30	5.58	381.99	379.00 2.49
1+71	5.95	381.12	378.47 2.65
1+10	6.44	380.63	377.94 2.69
1+45	7.87	380.20	377.47 2.73
1+77	7.35	379.72	377.00 2.68
2+12	7.58	379.49	376.57 2.92
2+52	8.08	378.99	376.00 2.95
2+92	8.88	378.18	375.51 2.64

14054 19000 6142
 87924
 20760
 17684 343640
 67860
 38618
 24740

6174
 3952
 2428
 3874
 2424
 1522
 19604
 Aug 28th 1912

On rim fire by Grant N.E. Cor. 224 + B
 South Side

R.R. Elev. H.I. Gr. Cuts 398.42

2.63	395.79		
2.32	396.10	394.00	2.10
4.07	394.91	391.48	2.92
7.53	390.87	387.96	1.91
8.73	389.67	386.75	2.89
10.48	387.99	384.75	3.19
12.03	386.39	383.62	2.77
13.11	385.31	382.31	3.00
1.76	387.67		
7.24	384.83	381.00	3.83
2.41			
3.48			
3.23	383.84	379.00	4.84
4.09	382.98	378.47	4.51
5.27	381.80	377.94	3.86
5.44	381.63	377.47	4.16
7.21	379.86	377.04	2.82
7.62	379.46	376.57	2.89
7.96	379.11	376.04	3.07
7.83	379.24	375.50	3.74
7.77			

E Prop B ST
 W Prop A ST
 E A ST
 W Prop A ST

Levels for pipe

T.P.	1.91	380.10	
0+00	1.88	378.22	274.80 3.37
1+23	2.46	377.69	274.75 2.89
4+20	2.91	376.19	274.50 1.69
7+20	3.93	376.17	274.25 1.92
1+02	4.27	375.83	274.00 1.83
3+25	4.63	375.47	273.75 1.72
6+25	4.94	375.16	273.50 1.66
9+25	5.43	374.67	273.25 1.42
12+25	5.41	374.49	273.00 1.49
15+25	5.48	374.22	272.75 1.45

Line along R.R. Track

R.R. Elev. Gr.

2+82	6.27	373.80	371.50 1.33
3+12	6.32	373.78	371.25 1.53
4+92	6.19	373.91	372.00 1.91
		8.25	371.98
		6.84	
			374.25

50

40 34

65
51.6

Sept 3rd 14

Cuts and Fills for Curb Line
S. Side bet "B" and Front ST

Sta Elev Gr. Cuts Fill

0+30	396.10	396.00	+10
+70	394.41	394.16	+25
1+10	390.87	392.32	1.45
1+49	389.67	390.73	1.06
1+70	387.94	387.26	1.32
2+10	386.29	387.68	1.29

E. Prop of "B" ST

2+51	385.51	385.84	53
2+91	384.83	384.80	7.88

W. Prop of "A" ST

1+47	389.73	390.73	-1.01
1+50	389.17	390.62	95
1+70	387.73	390.70	-97
1+70	385.12	389.78	-1.66
1+70	384.79	389.79	-1.76
1+70	383.54	389.53	
1+70	382.94	389.26	

= Nuch. no use
 = East
 = Return S.
 = Return S.
 = Nuch. no use

0+30	383.84	381.60	1.84
+70	382.94	381.66	1.22
1+10	381.80	381.22	48
1+45	381.68	381.02	62
1+70	379.86	380.79	48
2+20	378.45	380.44	-9.99
2+51	379.11	380.09	-9.98
2+92	379.24	379.75	51

not used

1+45	381.01		
1+51	380.56		
	381.63	381.08	
	379.86	380.91	
1+71	380.79		
1+77	380.74		

10 14.00 105

200
07.65
06.40

12 25 208

on Second ST.

N. Side bet "B" and Front ST

Sta. Elev Gr. Cuts Fill

397.37	396.00	1.37
395.32	394.16	1.16
393.11	392.32	.79
390.69	390.73	-.04
389.30	389.26	1.04
387.82	387.68	1.14

E. Prop of "B" ST

386.13	385.84	4.29
384.53	384.00	4.53

W. Prop of "A" ST

1+47	390.73	390.45	
1+50	390.47	390.67	-.12
1+70	390.32	390.70	-.38
1+70	389.18	389.78	-.60
1+70	388.20	389.65	-.95
1+70	387.54	389.53	
1+70	386.54	389.26	

South no use
 Return North
 Return North
 South no use

381.49	382.10	5.51
381.12	381.59	4.6
380.63	381.16	5.3
379.80	380.79	1.59
379.72	380.46	1.74
379.44	380.09	1.60
378.99	379.67	1.68
378.19	379.25	1.06

E. Prop of "A" ST
 W. Side of Alley
 E. " " " " " "
 W. " " " " " " Front ST

1+45	380.79		
1+51	380.73		
	379.20	380.85	-1.65
	379.72	380.64	-.92
1+71	380.52		
1+77	380.46		

not used

not used

785
470
3170
26110

40) 184 (Fl. +1
11/2+0 322
26 752

46
138
46
596

Levels for Returns on "B" ST

South and East

470	400.80	396.10	
R.R. Elev Gr			
0+30	4.70 396.10	396.00	.10
+17	5.17 495.63	396.78	1.15 R.C. North
	5.17 495.63	397.14	1.51 R.C. West
+17	5.15 495.65	397.00	1.35 Return South

North and East

R.R. Elev Gr. C C F			
0+30	3.73 397.37	396.00	1.37
0+17	3.16 397.69	396.95	+69 7.69 R.C. South
0	3.15 397.65	397.52	+13 R.C. West
0+17	3.11 397.69	398.06	.37 Return North

Levels for Returns on A ST

South and West

1.67	387.78	386.11	
0+30	2.94 384.83	384.00	.83
0+23	3.27 384.51	383.68	.83 R.C. North
	3.27 384.51	383.32	1.19 R.C. East
0+23	3.32 382.46	383.50	1.04 Return S

North and West

0+30	3.27 384.51	384.00	
0+23	3.72 384.06	383.68	+38 R.C. South
	3.72 384.06	383.32	+74 R.C. East
0+23	4.70 383.08	383.50	-42 Return N

South and East

0+30	3.45 383.83	382.00	+1.83
0+23	4.93 383.35	382.32	+1.03 R.C. North
	4.43 383.35	382.67	.67 R.C. West
0+23	4.27 383.57	383.00	+51

North and East

0+30	6.35 381.43	382.00	-.57 Prop. Line
+13	6.28 381.58	382.32	-.74 R.C. South
	6.20 381.58	382.68	-1.10 R.C. West
0+23	6.49 381.59	383.00	-1.41

Levels for Returns on Front ST

South and West

4.87	379.24	379.24	
0+25	4.87 379.24	379.25	-.51
+20	5.52 378.59	379.30	-1.81 R.C. North
	5.52 378.59	379.98	-1.26 R.C. East
+20	4.71 379.40	380.00	-.60 Return S

North and West

0+25	5.92 378.19	379.25	1.06
0+20	6.20 377.91	379.19	1.28 R.C. South
	6.20 377.91	379.69	1.18 East
0+20	5.48 378.63	379.00	.37 Return North

South and East

0+25	4.34 379.72	380.00	.28
0+20	4.33 379.78	379.75	.03 R.C. North
	4.33 379.78	379.75	.03 R.C. West
0+20	4.34 379.72	380.00	.28

North and East

0+25	6.31 377.80	380.00	-.20
1+10	6.44 377.67	379.75	-.20 R.C. South
	6.44 377.67	379.35	-1.64 R.C. West
0+20	6.34 377.73	379.00	-1.27 Return North

52

Water measurement on Adam's
Creek for Yoncalla, Oregon
Recorder Porter } helpers. - Oct 1 1914
Liveryman Baldwin }

Weir notch 6" x 24"

Depth of water flow $3\frac{1}{4}$ " over crest

Amount of water = 562 cu ft per minute

= $562 \times 7.48 = 422$ ^{gal.} approx.

Place of Measurement was at Xing of
wire fence approx. $\frac{1}{2}$ mile above old dam

Put this on dam Profile

53

55611

Warranty for Robert E Smith on Claire Street Roseford

B.M.
058 522 21

	1	2	3	4	5	6	7	8	9	10
565	0	1	2	3	4	5	6	7	8	9
55611	55611	55611	55611	55611	55611	55611	55611	55611	55611	55611
A	6.68	8.60	10.72	10.98	12.26	3.83	4.51	6.42	7.99	10.38
B	6.23	8.23	10.33	11.50	11.88	3.89	4.97	6.07	7.99	9.16
C	5.55	7.76	9.56	11.67	12.81	3.71	5.20	5.95	7.50	9.00
D	4.36	6.84	8.75	10.93	13.05	4.59	5.37	6.60	7.55	9.38
E	3.00	5.86	7.92	9.90	12.08	4.51	5.79	6.70	7.78	9.06
F	1.93	4.51	6.92	8.94	11.39	3.70	6.00	7.14	8.20	9.20
G	0.11	3.11	5.97	7.96	10.43	3.03	5.48	7.59	8.70	9.31
H	9.97	1.92	14.80	7.26	9.63	2.16	4.87	7.25	8.37	9.38
I	8.17	0.73	4.05	6.41	8.87	1.36	3.95	6.48	8.64	10.54
J	6.48	9.99	13.09	11.34	8.43	0.86	3.72	5.98	8.49	10.33
K	5.09	8.18	11.77	10.54	7.79	0.27	2.99	5.39	7.83	10.22
L	4.03	6.92	10.04	9.40	7.18	7.72	2.44	4.91	7.48	10.26
M	3.28	6.10	9.18	12.44	16.81	7.67	9.82	11.46	17.02	9.95
N	2.34	5.44	8.10	11.51	10.90	6.58	9.79	11.14	6.98	9.70
O	1.85	4.75	7.44	10.89	9.15	12.75	8.97	4.43	7.06	9.80
P	1.18	4.35	7.01	9.91	8.61	11.98	8.33	11.97	7.34	10.08
Q	0.49	4.15	6.92	9.47	13.09	11.98	7.94	11.25	7.05	10.10

1078	572.98	③	658	522.21
708	568.18	④	1188	566.10
575	560.90	⑤	1303	585.15

M. B. Germond - Inst
John Kirk

Final measure on Front ST

Between Locust and Ash 124.8

85.4

40

129.4

83.3

467.9

Sewer Pipe 6" = 312'



St Curb C. Curb

462.3

31.4

124.4

85.4

129.4

93.3

7.1

5.0

897.3

N. Curb of Locust

Locust

124.8 x 40 = 4992.0

85.4 x 38

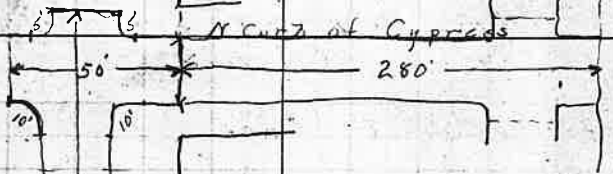
83.3 x 35

129.4 x 40

35 x 40

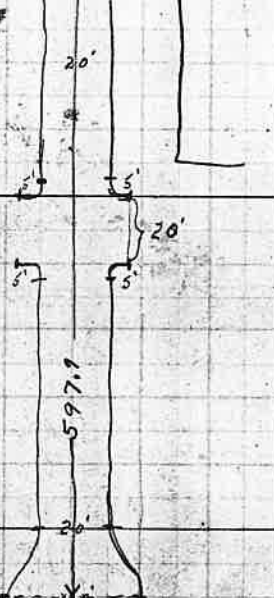
466 x 40 = 18640

Final measure on 2nd Cypress Str.



12" pipe = 58

8" " = 57.3



125.9
5.1
5.7
211.0
211.9
5.1
5.2
212.0
783.0

N. prop of Locust

55

Second ST X Sections

L

R

Checked Oakland Ore.

	Lt.	RT.		
0+00	st down $\frac{0.0}{2.0}$	0+00 $\frac{0.0}{2.1}$ st down		
0+15	st down $\frac{0.0}{2.0}$	$\frac{0.0}{2.1}$ then st down		
0+50	st down $\frac{0.0}{2.0}$	$\frac{0.0}{2.1}$ then st down		
8+4	$\frac{2.2}{2.3}$ $\frac{0.0}{2.4}$			
1+00	$\frac{2.0}{2.5}$ $\frac{0.0}{2.4}$	$\frac{0.1}{2.4}$ slope off 1'		
1+50	$\frac{2.0}{2.5}$ $\frac{0.0}{2.2}$	2.3 then st down		
2+00	$\frac{1.5}{2.5}$ $\frac{0.0}{2.2}$	$\frac{0.0}{2.3}$ then st down		
2+15	full entire	$\frac{0.0}{2.3}$ then st down		
2+30				
2+45	full entire			
2+60	$\frac{2.0}{2.5}$ $\frac{0.0}{2.2}$	$\frac{0.0}{2.2}$ $\frac{1.5}{2.4}$		
3+10	$\frac{2.2}{2.5}$ $\frac{0.0}{2.2}$	$\frac{0.0}{2.2}$ $\frac{1.0}{2.4}$		
3+60	Same as above This blank	$\frac{0.0}{2.2}$ $\frac{0.5}{2.5}$ then st down		
3+85		$\frac{0.0}{2.2}$ $\frac{1.0}{2.4}$ then st down		
4+10	Same as 3+10	$\frac{0.0}{2.2}$ $\frac{0.9}{2.4}$ then st down	28	27
4+33	Same as 3+10	$\frac{2.4}{2.6}$ nearly then st down	30	26
4+40	Same as 3+10	2.6	30	31
4+60	nearly full	2.7	29	30
4+80			28	25
4+90			20	30

56

5706

+05

5711

+21

+35

+50

+70

6700

+25

6750

L

13

22

27

23

24

31

23

29

22

28

20

21

18.5

21

18

20

20

16

15

minus 17d of cut at 8+10
" 2 " " " " 10+10

57.

Front ST bet Locust and

Ash STS. X Sect Rechecked
Rr. Lr.

0+00

+15

+50

+75

1+00 st dom $\frac{08}{25}$ $\frac{22}{25}$

+50 $\frac{-12}{25}$ $\frac{22}{22}$

2+00 hnst $\frac{18}{25}$ $\frac{22}{22}$

+60 same as above

3+10 " " "

+60 " " "

4+10 " " "

+60 slope down at $\frac{28}{24}$

56

Second Survey for R.E. Smith

On Claire St. Contour Work

									556.11
3.57									556.11
0	1	2	3	4	5	6	7	8	9
A	357	379	456	574	658	776	911	960	1110
B	180	240	362	502	621	752	886	974	1053
C	136	213	366	531	612	766	878	993	1062
D	0.17	1.57	3.50	5.01	6.14	7.54	8.98	10.00	10.45
E	6029	55860	560959	795324	521151	511149	771488		
F	6.42	1.08	3.59	4.87	6.44	7.57	8.54	9.97	10.45
G	5.94	7.56	2.51	4.85	6.14	7.27	8.17	9.70	10.60
H	4.67	6.08	0.79	3.90	5.24	6.50	7.79	8.96	9.82
I	3.44	5.24	0.14	2.90	4.90	6.16	7.40	8.81	9.80
J	1.70	4.10	8.82	2.80	4.78	6.14	7.46	8.64	9.94
K	0.64	2.36	7.02	1.44	4.26	5.96	7.24	8.84	9.70
L	4.70	6.56	10.76	0.67	3.49	5.95	7.70	9.10	9.76
M	4.24	5.20	8.48	13.10	3.15	6.18	8.50	9.26	9.60
N	3.14	4.35	7.12						
O	2.95	4.94	6.03						
P	2.59	3.54	5.14						
Q	2.10	5.03							

Handwritten calculations and notes at the top right of the page, including numbers like 1000, 1004, 9.19, 2.4, 9.32, 2.71, 12.02, 1000, 1004, 9.19, 2.4, 9.32, 2.71, 12.02.

① 6-85 H-85 I-45 J-45 K-45 L-45 M-45 N-45 O-45 P-45
 12.00 11.20 12.58 10.95 10.78 14.60 10.74 10.65 11.05 11.54

② 9.27 5.5768 56.72 0.23 559.45

③ 5.85 574.19 0.36 566.34

10.2 557.13 556.11

6.14 547.56 9.71 547.92
 0.87 538.48 9.95 537.67
 8.85 524.63

Dec 9 and 10th 1914

M. B. Germond - Inst
 John Kirk
 Ed Frialund



60

Survey for Earth Excavation on

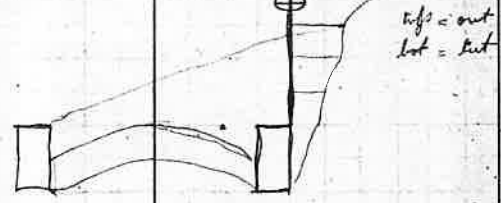
W. on Lt

E + RT

0+00	12.4	0.00	0.00	$\frac{1.2}{0.7}$	$\frac{1.8}{1.2}$
0+12	$\frac{8.9}{6.0}$	$\frac{1.7}{1.35}$			
0+30	$\frac{1.0}{0.0}$	$\frac{1.5}{-3.8}$			
0+60	$\frac{1.0}{0.0}$	$\frac{2.3}{4.0}$			
0+80	$\frac{1.2}{0.0}$	$\frac{1.2}{1.2}$	$\frac{4.7}{1.54}$		
1+00	R=7°	$\frac{1.3}{0.0}$	$\frac{1.4}{1.25}$	$\frac{2.7}{1.35}$	$\frac{3.2}{1.5}$
1+20	R=4°	$\frac{0.8}{0.0}$	$\frac{1.2}{4.0}$	$\frac{2.4}{4.2}$	$\frac{2.7}{7.0}$
1+40	R=6°	$\frac{0.9}{0.0}$	$\frac{1.6}{5.0}$	$\frac{2.2}{6.8}$	$\frac{5.0}{9.3}$
1+60	R=6°	$\frac{0.9}{0.1}$	$\frac{0.9}{6.7}$		$\frac{5.0}{10.5}$
1+80	R=6°	$\frac{1.2}{0.0}$	$\frac{0.9}{5.9}$		$\frac{5.0}{10.2}$
2+00	R=6°	$\frac{0.5}{0.0}$	$\frac{0.5}{6.0}$		$\frac{5.5}{10.2}$
1+20	R=6°	$\frac{0.7}{0.0}$	$\frac{0.9}{4.8}$		$\frac{5.4}{10.3}$
1+40	R=6°	$\frac{1.0}{0.0}$	$\frac{0.9}{3.2}$	$\frac{2.9}{7.4}$	$\frac{5.4}{10.2}$
1+60	R=7°	$\frac{0.8}{0.0}$	$\frac{0.8}{4.7}$	$\frac{2.3}{7.4}$	$\frac{5.0}{11.0}$
1+87	R=7°	$\frac{0.5}{0.0}$	$\frac{0.9}{5.3}$	$\frac{2.1}{8.3}$	$\frac{4.6}{11.0}$

Clair St

Jan 14 1915



Elev on top of curb

12.27	591.98		529.71
12.55	554.30	62.3	541.75
11.59	<u>565.52</u>	0.7	<u>553.93</u>
0+00	9.35	556.17	8.70 556.82
0+12	9.16	556.37	9.87 556.65
+30	8.92	556.60	9.86 556.66
+60	8.57	556.95	8.63 556.89
+80	8.13	557.39	8.07 557.45
1+00	6.83	558.69	6.98 558.54
+20	4.79	560.23	4.95 560.57
+40	2.50	563.02	2.63 562.89
+60	0.18	565.34	0.23 565.29
10.30	<u>575.62</u>	<u>0.20</u>	565.32
+80	8.05	567.57	8.16 567.46
+100	6.15	569.47	6.14 569.48
+20	4.51	571.11	4.57 571.05
40	3.44	572.18	3.48 572.14
+60	2.88	572.74	2.72 572.90
+72.8°	3.48	572.14	2.41 572.21

72.6

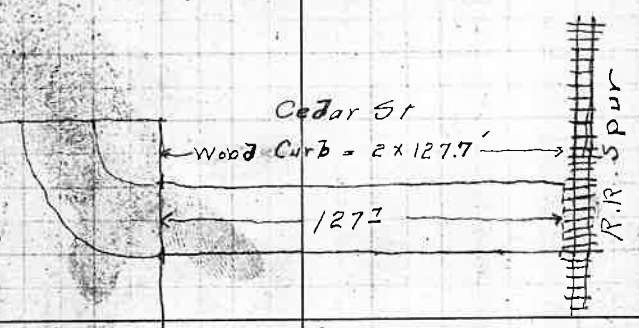
71.0

62

June 17 1915

Parament Work. Final Meas. on Cedar - 4 Front Sts Oakland Ore.

M. B. Germond
Clyde Henniger

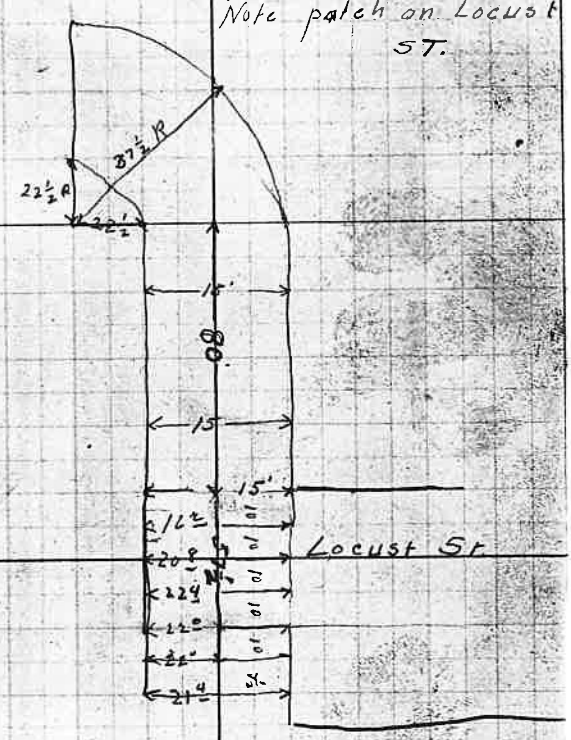
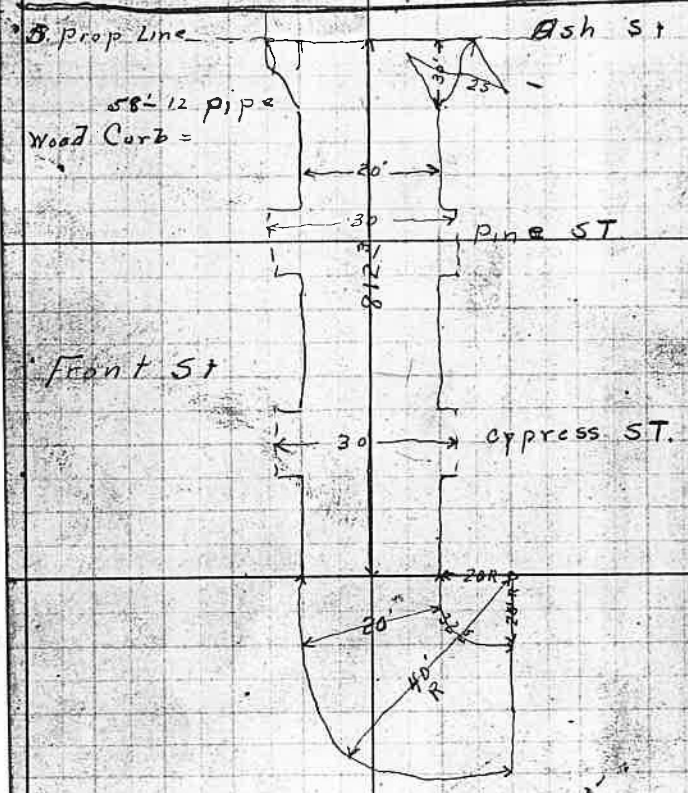


- Second Ave -

6" pipe = 41' ?

Extra Work - Patch
Water pipes

Note patch on Locust
ST.



63

64

The image shows a sheet of graph paper with a grid pattern. A vertical line runs down the center, and horizontal lines divide the page into five rows. This layout creates a table with two columns and five rows. The top-left cell of this table contains the handwritten number '64'. The rest of the grid is empty.

64		

65

The image shows a page of graph paper with a grid pattern. The grid is divided into four columns by a central vertical line and two other vertical lines. The top-left corner contains the handwritten number '65'. The rest of the page is blank, with some minor smudges and faint lines visible.

66

5.96	105.96	100.00
	5.97	99.99
	5.09	100.87
	6.93	99.03
	8.10	97.86

Elev of H₂O at intake 5.82
 Elev top of E stake 5.84
 " " " stake at center
 Elev " " W " 6.55
 Surface of water at outlet

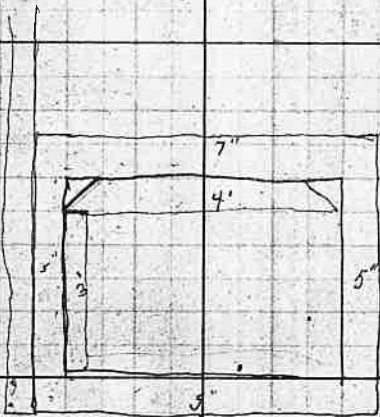
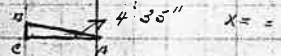
Gr. of Top = 99'00" E
 " Bot = 98'55" "
 " Top = 98'00" W
 " Bot = 97'55" "

$99.99 - 98.55 = 1.44 = 1 - 5/8" = E \text{ cut}$
 $99.03 - 97.55 = 1.48 = 1 - 5/8" = W \text{ cut}$
 $100.87 - 98.05 = 2.82 = 2' 10" = C$

$$\frac{12}{29} \left(\frac{24}{7} \right) = 0.168$$

00116	
17	
00138	00183
28	27
795	532
216	266
03788	03192

$\frac{2m A}{\tan A} = \frac{2}{7}$



3-10 1/2

7.05 425.04 417.99 B.M

0+30	8.80	416.74	414	+2.74
+80	7.03	418.01	415.70	2.28
1+30	5.56	419.46	417.46	2.00
1+80	4.24	421.80	419.19	2.61
+30	2.84	422.20	420.92	1.28
2+80	1.50	423.54	422.66	.88
+40	1.35	423.70	423	.70

67

May 27 1914

Began at 81.17 went N. 28 chs and fell
1.29 chs E of car to see. or total dist
or total dist = 81.95

20 09
14 975
20 01
70,065
40,845

20,87
21,5
64,0

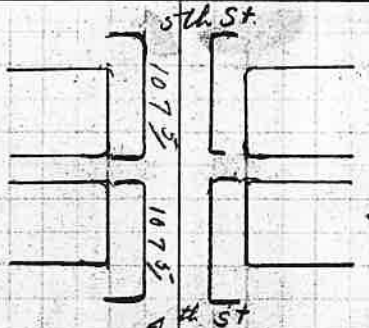
Rechain

75 to 81.17 = 6.17
70 " 75 = 3.97
65 " 70 = 4.97
60 " 65 = 4.97
20.07
55 " 60 = 4.97
50 " 55 = 4.97
45 " 50 = 4.97
40 " 45 = 4.97

20 50	3 1
25	3 5
30	4 0
35	
40 40	6 2
45	6 9
50	7 7
55	8 4
60 60	9 3
65	9 9 1/2
70	1 0 7
75	1 1 3 1/2
80	1
80 80	1 2 4

68

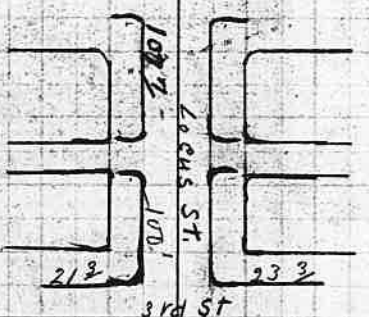
8.5
52
36



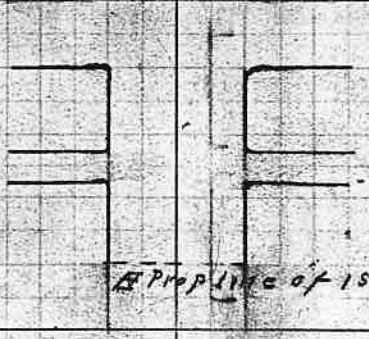
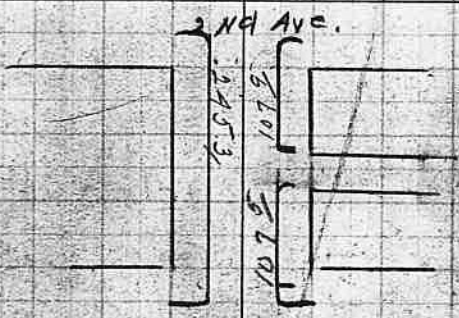
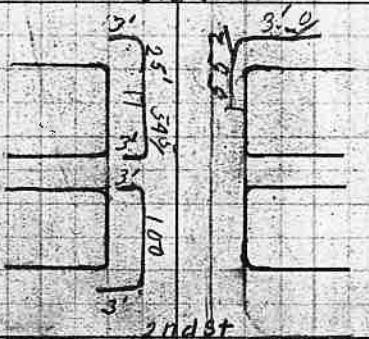
Length of 25' ST CL $\frac{1052 \text{ Finish}}{36}$
10.88

Length of 10' ST from track to Maple ST. 1015'

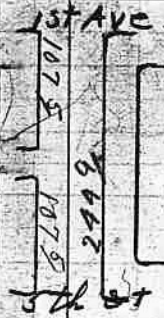
AI



5



AI Prop line of 1st St.



69

May 26 1914

Survey for Jake on Tp. Line bet.

Began at S.W. Tp. Cor. or SW Cor. of S. 31

Thence North using the sun

Lat. = $43^{\circ} 20' 30''$

I then due North using sun and needle at 20 chs set temporary stake

" 25 " " " "

" 30 " " " "

" 40 " " " "

" 45 " " " "

" 50 " " " "

" 55 " " " "

" 60 " " " "

" 65 " " " "

" 70 " " " "

" 75 " " " "

" 8117 I fell 1.47 ch. S $57\frac{1}{2}$ E of Cor. To Secs. 30, 31 & 25.

at 8195 I fell 1.24 E of Cor.

May 27

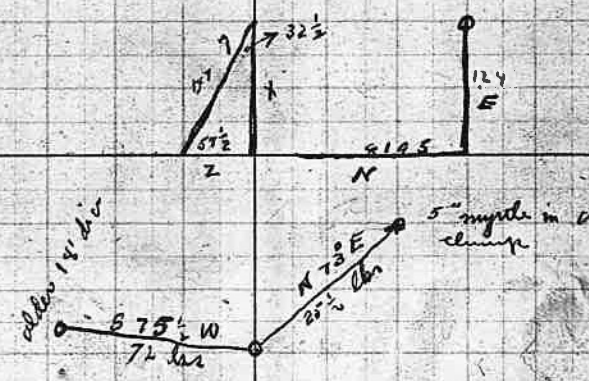
I set Tem. stake 20.0.31 ch W. T 449 ch N.

25 .38 " "
 30 .48 " "
 35 ——— "
 40 62 " W T 449 " N
 45 ——— "
 50 ——— "

8117
 75
 8195

Sec's. 31 & 36 Tp 25 S Range 79-8 W.

21	01	49.6					
		1	14.65				
21	03	09.28	+ 1.19	=	21	04	28.28
		26.56					7
21	03	35.84	+ 50	=	21	04	25.94
		26.56					8
	04	02.40	+ 36	=	21	04	28.40
		26.56					9
	04	28.46	+ 28	=	21	04	56.96
		26.56					10
	04	55.52	+ 24	=	21	05	14.52
		26.56					11
	05	22.08	+ 27	=	21	05	46.08
		26.56					12
	05	48.64	+ 24	=	21	06	12.64
		26.56					1
	06	15.20	+ 25	=	21	06	42.20
		26.56					2
	06	41.70	+ 32	=	21	07	17.70
		26.56					3
	07	08.20	+ 50	=	21	07	58.20
		26.56					4
	07	34.70	+ 1.19	=	21	08	53.70
							5



70

Aug Est.

Curb on Front st

E

W

50' 6" Pipe

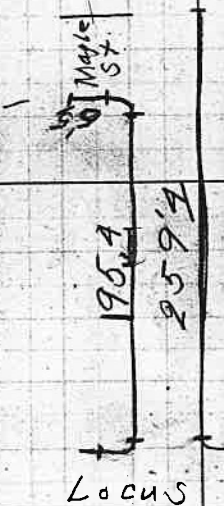
288' 8" pipe

2200 Cut

1000 Fill

461.3 straight curb

3 RC



210
65

614	
897	
499	
<u>499</u>	
20,09	321,09
780	60
<u>20,87</u>	261,09
218	146,54
<u>673</u>	114,50

146.54

11455	37500	3274
	<u>34365</u>	
	31350	
	<u>22910</u>	
	84400	
	<u>80180</u>	
	42130	

120100

3274
<u>2454</u>
13096
<u>16376</u>
13096
<u>9822</u>
11308396

26,09	120,000	6
	<u>107,36</u>	
	13,5640	
	<u>136,604</u>	

46
6
276

cus st.
71

Clayton's

1000 1040
240 240
300 300
1270 1230

11464) 37500
34362
31380
22908
84720
82178
4042
3277
3454
13096
16370
3096
1308392
320
900
319
343
13847

1464) 92500
87924
75760
43962
17980

631
240
260
14
311.04
342
653.04
3454
681
5454
103624
20724

1533
4043
4599
4132
6132
619791

6.14
3.97
10.11
70
10.89

35
175
15
875
1225
13123

631
40
25240
35
175
17500
1250
1425
250

1533
4043
4599
12267
1732
6259239

3527
1170
14581
14108
3527
3527
4031361

145
106
89

631
1262
1893
20112

3454
32
6908
1562
372
26254) 30000
26254
37460
26254
112060
105816
64440

1533
4043
4599
12267
1732
6259239

8089) 114000
8089
9310
40446
26650
24227

Fence line
157
32
1714
2571
27

No Rack

148) 300
1570
26254) 22500
22500
6226
210032
17968
134270
18410

80) 1240
4000
4000
2800
2160
3760
1533
4043
4599
12267
1732
6259239
38
7143
432
2286
3429
1533
4043
4599
12267
1732
6259239
8115

3527
32
7054
10581
125
9
10710 = 71
153
65
725
918
9946 = 65

3527
857
24689
17635
28216

5312
5539

857
40
84280

1533
4043
4599
12267
1732
6259239

72

62
98
150
725
201
1450

127
124
496
248
117
15374
6084

78
75
624
6084

1450 8195
146450 4875
975
14625 27
19000 24
1760195
2702195
11360
975
1759
195
38025

117
15374
6084
117
1760195
2702195
11360
975
1759
195
38025

8195
6195
40925
73755
8195
65560
57158025
155876

124
124
496
258
124
15376

67173401

END OF PAVEMENT
CITY LIMITS.

67
317
161
161
15634
17661
1225197301
98304

148
49.5

7618
40
504720

766
40
18640

South Side

200.6 | 56.9 | 503.0
STERNIS AVE 546 6 ROCK

3527
7618
28216

3527
21162
24689
26868

7618
15236
22854
24377

14485 : 3450 : X : 35

72425
35
72425
43485
345
506975
1619
1380
2397
60716

11.7

373
37148
371.53

204475
1513
614625

204875
1044375
214575

309975874

81

345.24
0.111
207144
34524
34524
400475

2654
15
7968

2656
34528

6041
7525

67975 - 45

7065

70540 = 50

7365

83105 = 38

7565

90670 - 60

7565

48235 = 65

7565

105805 - 70

7565

8195

113370 - 75

1051

128.84

1240 | 1513

8195

42050

40975

10750

8195

23550

-01513

27

30260

7568

37725 = 25

7565

45290 = 30

7565

52855 = 85

7565

60410 = 40

1513

655

7565

18617

9078

10515-36

81.24

2101996

6-45.24

118

41085388

