

IF FOUND RETURN TO
ERWIN U. MOSER
P. O. BOX 454
LOGAN, UTAH

MISCL.

11.

- 1-2 S.L.C. ENGINEER'S STORAGE
- 3-10 SMITHFIELD
- 11-14; 18-24 CLARKSTON
- 15-17; 29-30 SMITHFIELD C. & G.
- 25-27 TRENTON

28 - LaMont Wheeler

K & E
REG. U. S. PAT. OFF.

28 - V. Rigby
COLLEGE FIELD BOOK

29-30 Smithfield side walk
3600
E. side 1st W betw 1 & 2 So

ERWIN U. MOSER
P. O. BOX 454
LOGAN, UTAH

ERWIN U. MOSER
P. O. BOX 454
LOGAN, UTAH

NAME _____

CHECKED 7-14
69

CLASS _____

COURSE _____

ERWIN U. MOSER
P. O. BOX 454
MOBAY, UTAH

Page	Subject
1-2	S.L.C. Engineers Record Storage Vault
3-10	Smithfield
11-14, 18-24	Clarkston
15-17, 29-30	Smithfield c.g.
25-27	Trenton
28	Butters Spring in Clarkston, Utah.
29-30	Smithfield

4" deep 10" wide
1' per sec

2.11 ✓
12.90 ✓
48.96 ✓
4.19 ✓
38.56 ✓
5.83 ✓
2.70 ✓
5.24 ✓
2.13 ✓
56 ✓
4.67 ✓
4.21 ✓
1.67 ✓
103 ✓
1.61 ✓
2.85 ✓

139.22*

97 ✓
14019 ✓
8.00 ✓
728 ✓
15247 ✓
919 ✓
16166 ✓

NEW
C
516
SAN
30
Draw

CO.
IOBOKEN, N. J.
DETROIT
175e, Gen'l. Motors Bldg.
MONTREAL
8 Notre Dame St., W.
Measuring Tapes.

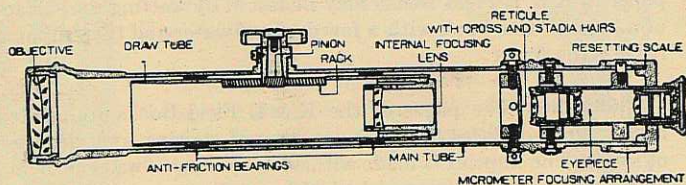
K & E SURVEYING INSTRUMENTS.

REG. U. S. PAT. OFF.

K & E Surveying Instruments are manufactured entirely in our Factory at Hoboken, N. J., in the United States. The line includes every type of instrument from the Precise Theodolite to the Builders' Level.

K & E Surveying Instruments are in use by the U. S. Coast and Geodetic Survey, the U. S. Geological Survey, the U. S. Engineers, the U. S. Army, the U. S. Navy, the U. S. Forest Service; by most State and Municipal Departments; by a very large number of Colleges and Schools; and by a host of Engineers, Surveyors, Architects and others.

Among the improvements which have created the wide demand for K & E Surveying Instruments, is the K & E Internal Focusing Telescope shown below.



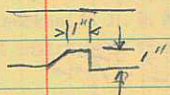
The advantage of this construction is as follows:

When the conventional type of telescope is focused by the movement of the objective lens, the volume of air in the telescope is changed, since air is pumped in or out of the telescope as the space within is increased or decreased by the change in position of the lens. Dust and moisture present in the air thus find their way into the telescope.

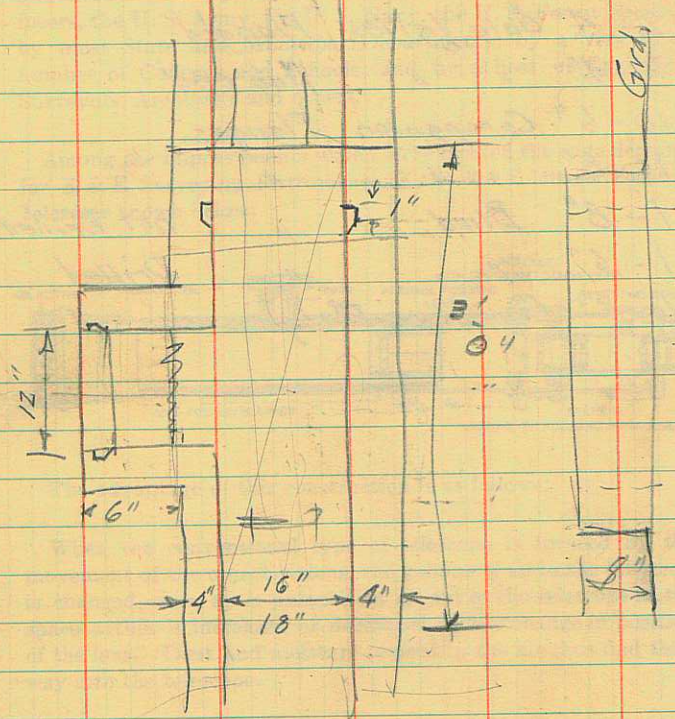
The illustration above plainly shows that the Internal Focusing Telescope has a one-piece main tube closed at one end by the objective lens, and at the other by the eyepiece. Focusing is accomplished by means of the internal lens, whose movement does not change the volume of air within the tube; so that this type of telescope can be made practically dust and moisture proof.

The high regard in which the Internal Focusing Telescope is held is attested by the fact that the great majority of instruments recently purchased by the various U. S. Government Departments have telescopes of this type.

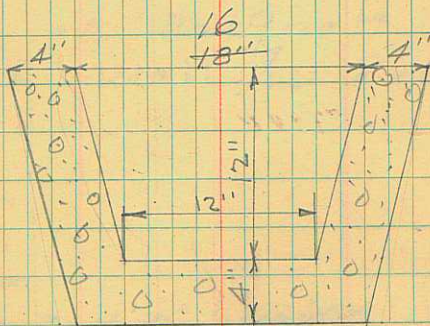
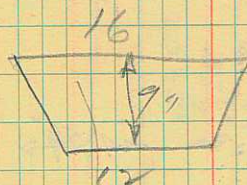
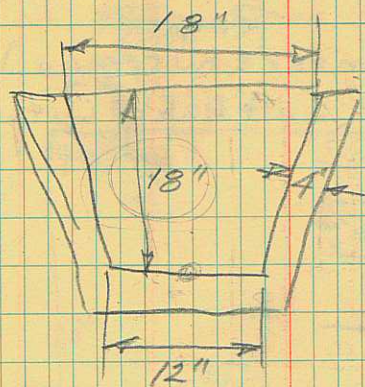
3- 6" Ells - Flanged C.I.	90°	✓
1- 4" Tee - "	" "	✓
1- 8" x 8" x 8" = "	C.I. Tee	✓
1- 6" x 6" x 6" "	" " Tee	✓
2- 4" Gate Valves	Flanged	✓
2- 4" " "	Hub end.	✓
10- 6" Companion	Flanges.	
10- 8" "	" "	
1- 8" Blind	" not Drilled	
1- 6" "	" Drilled	
6- 4" Companion	Flanges	



Notch - Beveled Lip Str.

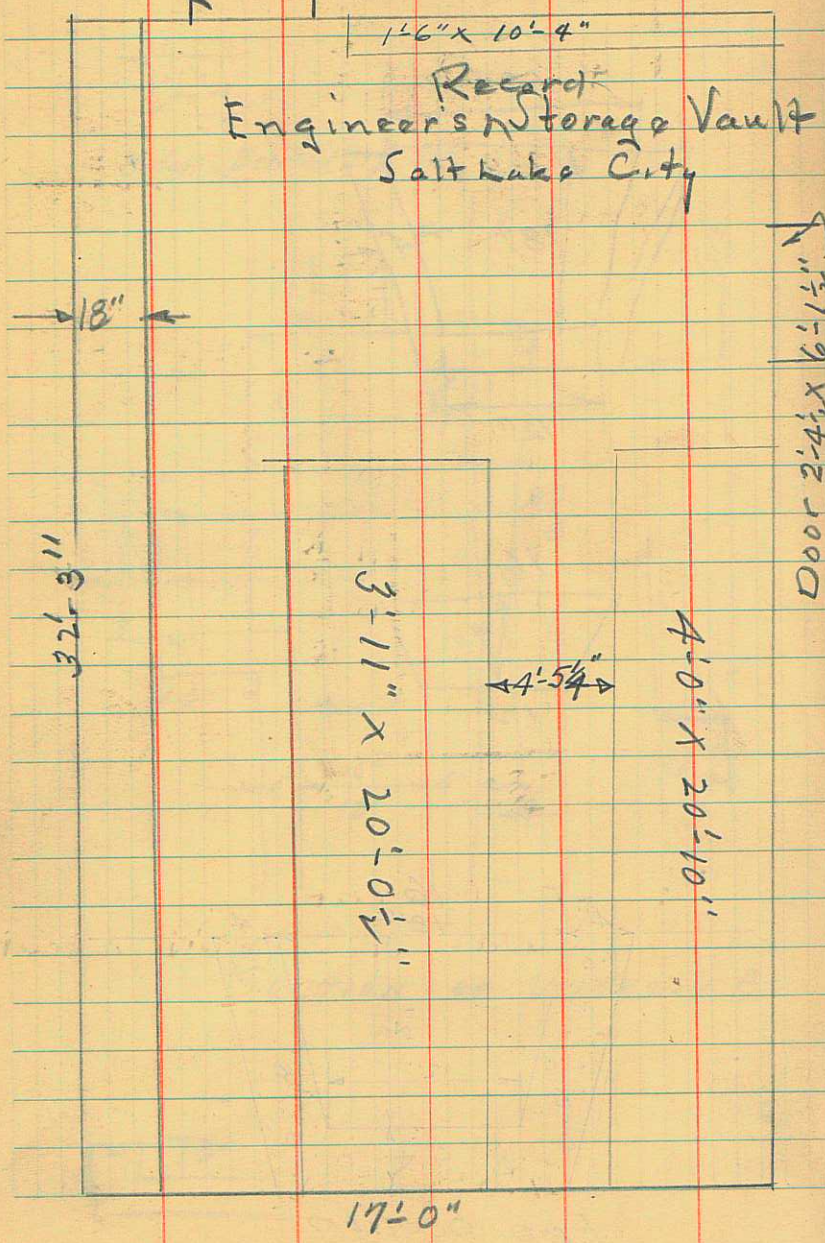


SECTION OF DIVERSION BOX

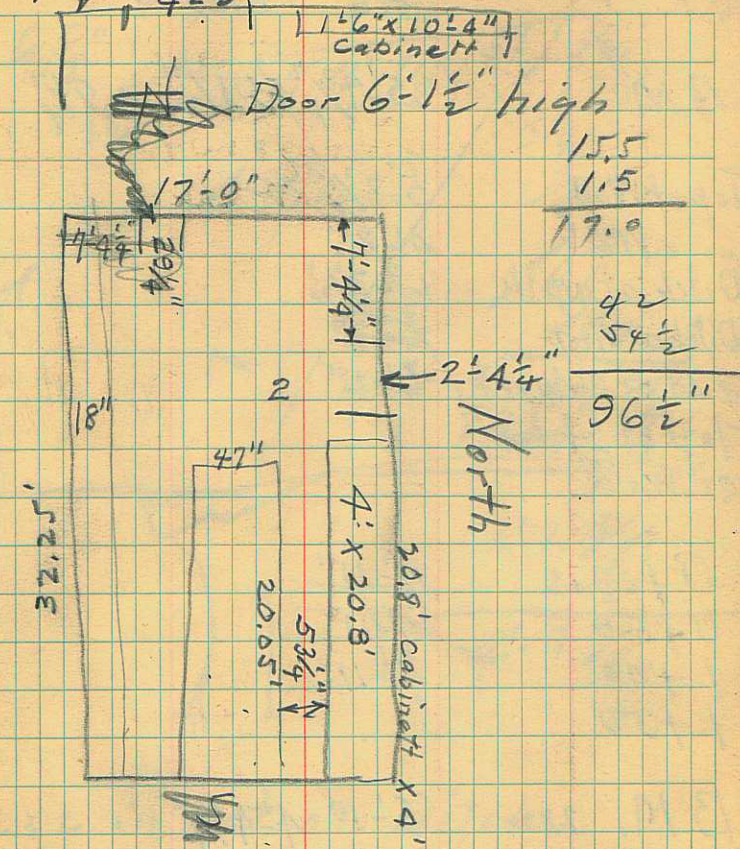


Prop. Section

Window $2'4\frac{1}{2}"$ above Floor
 Size = $3'6\frac{1}{2}" \times 11'0"$



West Wall
 1'-9" window 29 1/2" above floor



15.5
 1.5
 17.0

42
 54 1/2
 96 1/2"

Top of Cabinet on North wall is $8'0\frac{1}{2}"$ above floor

$48\frac{1}{2}"$
 $8'0\frac{1}{2}"$
 $133\frac{1}{2}" = 11'0"$ height of window
 $3'6\frac{1}{2}" \times 11'0"$ = window

July 14 1952
 HI Elev

B.M

$5'-9\frac{3}{4}"$ $5'-1\frac{1}{2}"$ + $8\frac{1}{4}"$

Top of Walk

$5'-3\frac{1}{8}"$

" " Walk

$4'-8"$

Ditch at walk

$6'-2\frac{1}{2}"$

Ditch at West

~~$6'-2"$~~

end of culvert

$6'-2"$

Top of Stake

at walk

0+00

$4'-11"$

0+50

$4'-11"$

1+00

$4'-11"$

1+50

B.M. 2x2

$5'-1"$ $4'-4\frac{3}{4}"$

Stake

$4'-4"$ Raise 1"

West edge Walk

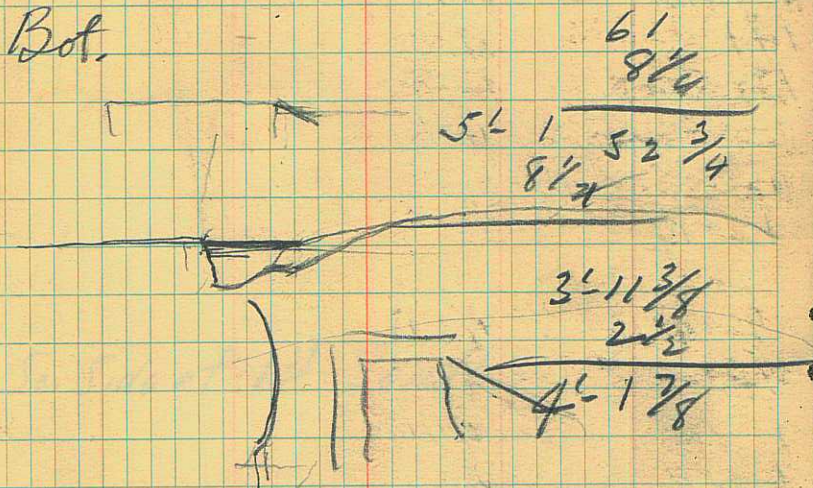
$3'-11\frac{3}{8}"$

Stake

$4'-1\frac{7}{8}"$

$5'-4\frac{1}{4}"$ $6\frac{3}{4}"$ $5'-9\frac{3}{4}"$ 3
 $6\frac{5}{8}"$ $8\frac{1}{4}"$ $8\frac{1}{4}"$
 $3\frac{1}{4}"$ $5\frac{1}{4}"$ $5'-1\frac{1}{2}"$
 $4'-8\frac{1}{2}"$ $5\frac{1}{4}"$ $5\frac{1}{8}"$

Bot.



2x2 in bot. of Ditch

Stake on Bank of ditch

at South end

13' E. of W. edge of walk at S. end

2) July 15 1952 Smith field

0+00

20+17
20+01

John Downey

EU. M.

2nd So to 1st N. on 4th West
{ North side of 2nd South
{ at pt. 37' East of W. Line of 4th W.

So. side of 1st South

N. side of 2nd South

3)

19+00

18+00

17+00

16+00

15+00

14+00

13+52.65

~~13+52.15~~

13+00

12+00

11+00

10+48.75

10+00

9+00

8+00

7+00

6+00

5+00

4+00

3+00

2+00

1+00

0+00

178° 27'

182° 38'

East edge of 2'

Culvert

~~S. side of Center Sta~~

East edge of 2' Culvert

S. edge of point on S side of
1st North RR spike hub
5' West of East end of Culvert

¹⁰⁰
47.355

52.65

4

Rod Elev HI

~~0+00~~

B.M. 103.00 100.0 103.00

0+00 ✓ Iron 103.12 99.88

0+00 ✓ ~~Iron~~ 103.10 99.10

1+00 ✓ Wood 104.10 98.10

103.8 99.20

2+00 ✓ Wood 104.22 98.78

103.90 99.10

3+00 ✓ Iron & Wood 104.55 98.45

104.4 98.60

4+00 ✓ Wood 104.16 98.84

104.28 98.72

5+00 ✓ Iron 104.76 98.24

104.72 98.28

6+00 ✓ " 104.56 98.44

104.73 98.27

7+00 ✓ " 104.35 98.65

104.53 98.47

8+00 ✓ 104.67 98.33

101.91 101.09

104.45 98.55

Smithfield 64.3

38
32

6

{ So. Side of 1st N. 70° East of W. 4th West
 { = East end of Culvert on South
 { side of 1st North

Top of Stake on base of Power Pole
 on South side of 1st N. at 4th West
 5' West of East end of Culvert
 & of Road. (4th West)

& of Rd.

& of Rd.

&

&

&

West of 2nd Door N. of Feed Co. Bldg

&

{ Intersection on Center Str.

& Just N. of & of Center Str

on Conc. Bridge

Top of Rail on Bridge at Sta. 8+00

& of Rd on Bridge

	Red	Elev.	HI
9+00 Iron	105.60	197.40	103.0
	105.50	97.50	
10+00 "	105.8	97.20	
	105.76	97.24	
10+48.75 FF	105.73	97.27	
	105.80	97.20	
T.P. F.S.	105.73	97.27	
B.S.	1.21	97.77	98.48
11+00 Wood	2.08	96.40	
	1.84	96.62	
12+00 Wood	2.92		
	2.62		
13+00 wood	3.60		
	3.22		
13+52.65			
14+00 wood	4.41		
	4.04		
Offset East	2.38		
15+00 Iron	5.84		
14+00	5.77		
15+00 Iron	6.39		
Wood	6.31		
16+00	6.10		
17+00 Wood	6.06		
18+00	5.15		
	5.43		
	5.58		

See pages 7 and 9
for continuation of line
from Station 10+48.75

- 7
- ⊕
 - ⊕
 - ⊕ North edge of 2' Culvert
 - ⊕ Top of RR Spike
 - ⊕
 - ⊕
 - ⊕
 - ⊕
 - ⊕ 2' Culvert & Turn in Base Line
 - ⊕ West RR Rail 38'± East of Base Line
 - ⊕ S. Line at 1st N. going West
 - ⊕
 - ⊕
 - ⊕
 - ⊕ of Road over Culvert
 - ⊕ East end of Culvert

6

19+00		6.44
19+00 ✓		6.52
T.P.	F.S.	5.81
19+00	B.S.	3.26
20+00		8.83
		7.20
20+00		9.61
		7.91
20+67		7.64
		7.51
21+17		5.07
Offset		4.08

See page 7 and 8 for continuation of line from Station 10+48.70

8

⊕
 Top of Stake
 " " "
 ⊕
 ⊕
 Stake at end of fence
 ⊕
 Tack on Base Line ⊕ ⊕ of Oil on 2nd So
 West RR Rail 19.35' E. of Base Line

7

	Rod	Elev	HI
10+48.75	1.5	97.27	98.77
	1.45	97.32	
11+00	2.36	96.41	
	2.26	96.51	
12+00	3.26	95.51	
	3.00	95.77	
13+00	3.96	94.81	
	3.7	95.07	
13+52.65	4.1	94.67	
	3.9	94.87	
14+00	4.77	94.00	
	4.52	94.25	
15+00	6.16	92.61	
	6.1	92.67	
16+00	6.7	92.07	
	6.62	92.15	
17+00	6.44	92.33	
	6.35	92.42	
18+00	5.53	93.24	
	5.73	93.04	
T.P.	FS	5.03	93.74
	B.S.	2.03	93.74
			95.77
19+00	3.70	92.07	
	3.77	92.00	

9

Top of RR Spike at end of Calv.
 & Rd

⊕

⊕

⊕

at Stake Offset 8' East

⊕

N. side of 1st S. going E ±

⊕

S. side of 1st S. going E ±

⊕

⊕

⊕

East end of Culvert

⊕

Top of Stake at E. end of Culvert

8

173 W 2 40

	Rod	Elev.	HI
20+00	8.71	87.06	95.77
	7.04	88.73	
21+00	7.48	86.29	
	7.77	88.00	
21+67	7.51	88.26	
	7.15	88.62	
	9.90	85.87	
22+17	4.98	90.79	
	3.95	91.82	
B.M.	5.56	90.21	

95.89

75

59

Check Shots & Raise

22+17	5.1	90.79	95.89
21+67	6.00	89.89	
21+00	6.49	89.4	
20+00	5.89	90.0	

17+00	93.3
16+00	93.6
15+00	93.8

10

off grade in RR Prop.

✗

✗

✗

Ground Line at Fence Cor. W. side of Str
 Tack in $\frac{1}{2}$ of Oil on 2nd So.
 Top of R.R. Rail

37' W. of Stake

Top of Iron on side side of Conc.
 Headgate W. of RR & on S side of Rd

95.89

93.3

2.59

2.59

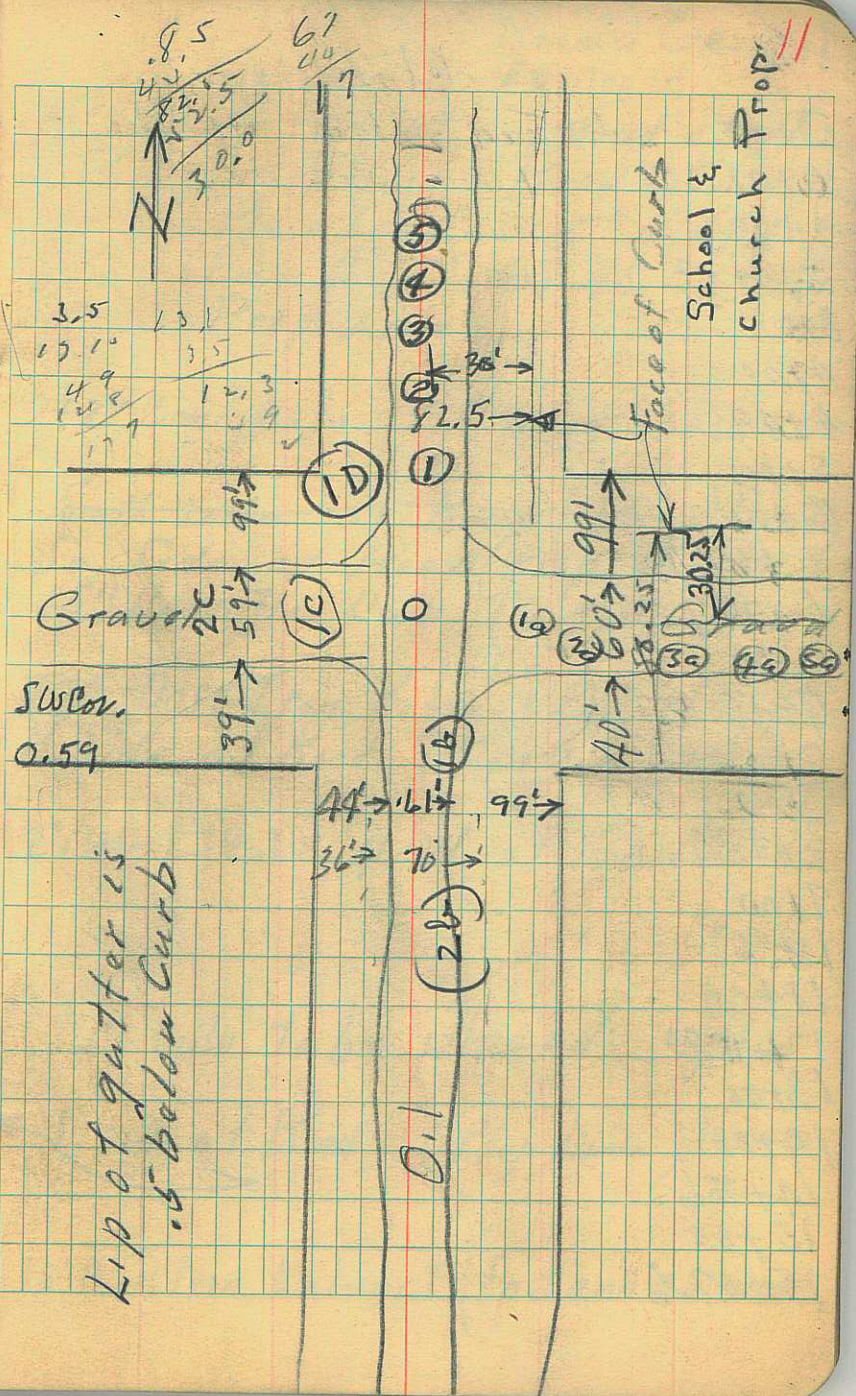
2.29

2.09

92

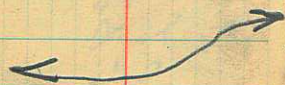
Clarkston

	Curb	Rod	Elev	HI	Location
0		4.01	100.0	104.01	
1	7.87	5.00			
2	8.64	7.03			
3	9.30	8.15			
4	9.86	8.72			
5	10.41	9.32			
1a	8.39	6.58			
2a	11.05	9.46			
3a	13.60	12.6			
4a	16.6	16.65			
5a	17.2	17.7			
	East walk				West Wk.
1b	5.07	2.9			2.85
2b	4.2	2.53			2.45
1c		2.18			
2c		0.10			
1d		4.44			



@Clarkston

0+00
0+02.25
1+00
2+00
3+00
4+00
4+49
5+00
6+00
6+67.15
6+77.7
7+00
7+46.2
7+55.55
8+00
8+95.7
9+00
10+00
11+00
12+00
13+68
14+00
14+25.6
15+00
15+07.6



Ronald Cressall
E. U. Moser 12

July 21
N. Side of Str. at So. end of Town
R.R. Spike in Road at Baseline
Base line is 5' Offset
(Base line is 67.45 E. of W
Prop. Line

12" Conc. Culv. 9.5' W. of Base Line

~~South side of Road (Prop Line)~~
So. Side of Road (Prop. Line)
15" Corr. Iron Culv. (6.4' W. of B.L.)

17" Corr Iron Pipe 3' East of B.L. (filled)
N. Side of Road (Prop. Line)

2' Conc \square Culv. 4' W. of Base Line

12" Culv. to be placed XOK.

S. side of Road (Prop Line)

12" Corr. Iron Culvert (East end covered)

15+22

16+00

16+80.3

17+00

18+00

19+00

19+50

20+00

20+88.7

21+00

21+86

22+00

22+11.15

22+69.9

22+84.6

23+00

24+00

25+00

26+00

27+00

28+00

28+65.15

29+00

29+52.7

30+00

N. Side of Road (Prop. Line)

12" Conc Culo E. end is 5.3" W. of B.L.

Culo. (Type & size unknown) Coverer
appears to be 7" W. of B.L.

10" Conc Culo. 6' W. of B.L.

S. side of Road (Prop. Line)

10" Barr. I. Culo E. end in Line with B.L.

15" " " " E. end 3.2' W of B.L.

N. side of Str. (Prop. Line)

16" I. Culo. E. end 4.6' W. of B.L.

S. Side of Road (Prop. Line)

30+28.6
30+43.95
31+00
32+00
33+00
34+00
35+00
35+36.5
36+00
37+00
37+15.85
37+24.25
38+00
38+10.3
39+00
39+29.5
40+00
41+00
42+00
43+00
44+00
44+76.9
44+90
45+00
45+60.2

14
15" Vit Clay Pipe E end 3' W. of B/L
N. Side of Road Prop. Line

2' Culvert (Deep) E. end 5.7' W. of B/L

S. side of Rd. (East Side) (Prop Line
" " " " West " " "

N. Side of Road (Prop Line)

Should have Culvert (12")

S. side of Road (Prop Line
Should have Culvert

N. Side of Rd (Prop. Line

16.55
10.05
6.05

Smithfield ✓ 7-22-52

0+00 = West edge of Walk at Church Cor.
4+29.95 = East Prop. Line
5+45.15 = West " "
6+60.65 = SW. Cor of Block

Offset Line is 10.5'± South
of North edge of Sidewalk
Back of Curb is 16.55'± South
of North edge of Sidewalk

Rod Elev HI

0+00	0.25	100.00	100.25
	0.75	99.50	
	0.64	99.61	
1+00	2.26	97.99	
	2.83	97.42	
	3.22	97.03	
1+36.7	3.19	97.06	
	3.43	96.82	
	4.26	95.99	
	4.72	96.13	
2+00	4.47	95.78	
	5.34	94.91	
3+00	6.55	93.70	
	7.06	93.19	
4+00	8.61	91.64	
	2.80	91.64	94.44
	3.15	91.29	

EsT.P.
BS.

Notz Mathers ✓ 15

Curb & Gutter Line North side
of 2nd St. betw 1st & 2nd W
Prop Line of Walks is 17.05'
N. of Back of Curb
Narrow Walk is 16.55' N. of back
of Curb at W. Prop Line of Church
Prop Line at W. of Church Line is
3.45' N. of N. edge of Narrow
pavement.

6+60.65
4+29.95

2 30.70
1 15.35

W. edge of Sidewalk on Church Corner
Top of Curb.
☒ of Road
N. edge of Sidewalk
Top of Curb
☒ of Road
N. edge of Sidewalk at end of Curb
Top of Curb at end of Curb
☒ ^{Bot. of gutter} of Road
N. edge of Sidewalk
☒ of Road
N. edge of Sidewalk
☒ of Road
N. edge of Walk
☒ of Road

	Rod	Elev	H.I	Grade
4+29.95	3.42	91.02	94.44	
	3.44	91.00	C 3"	90.75
	4.17	90.27		
	3.15	91.29		
	3.75	90.69		
	3.58	90.86		
4+79.95	4.48	89.96		
	4.05	90.39	C 9"	89.766
	4.55	89.89		
	4.46	89.98		
5+00	4.95	89.49		4
	4.98	89.46		
5+45.15	5.88	88.56		
	5.67	88.77	C 8 1/2"	88.31
	5.94	88.50		4
	5.64	88.80		2.7
	6.08	88.36		2.
6+00	6.95	87.49		
	6.70	87.74		
6+60.65	8.10	86.34		
	7.56	86.88		
6+74.65	8.37	85.07		
	8.59	85.85		
	8.67	85.77		
	8.60	85.84		
	8.67	85.89		
	7.75	86.69		

N. edge of Sidewalk at E. Prop. Line
 10.5'± Offset Top of Stake
 10.5'± " Ground at Stake
 16.55'± " Top of Stake
 16.55'± " Ground at Stake
 & Road
 N. edge Walk.
 10.5'± Offset Top of Stake
 Ground at Stake
 & Rd.
 N. edge Walk
 & Rd.
 N. edge of Walk. W. Prop. Line
 10.5'± Offset Top of Stake
 ground at Stake
 16.55'± Offset Top of Stake
 ground at Stake
 N. edge of Walk.
 & Road
 N. edge of Walk SW. Cor. of Blk
 & Road
 N. edge of walk at E. end of bridge
 10.5'± Offset Top of Stake
 Ground at Stake
 16.55'± Offset Top of Stake
 Ground
 & Road

20.39
~~89.76~~
 .73

4 BM

Rod	Elev	HI
7.43	87.01	74.44
9.28	85.16	
10.00	84.44	

End of Smithfield C&G

2042 to 9-T

North

17

SE Cor of Foot bridge Rail (Top)
Top of water 7-22-52
Canal Bottom under N. Rail

Clarkston 7-23-52

Line is from W. to E

0+00

0+67.1

1+00.2

2+00

2+55.9

3+00

4+00

4+18

4+33.7

5+00

6+00

7+00

7+71.95

8+00

8+74.9

91.96

R. Gressel 18

1 Blk E-W. S. end of City
Offset stake is 45'
South of N. Line of Street
and 8' South of proposed
S. edge of 20' Oil surface
N.W. Cor. of Intersection
a Cedar Post partly in tree
Iron R.R. Spike in Road, which
is 5' Offset E. from proposed
edge of 20' Oil surface for
Road going N-S.

NE Cor of Intersection. Cedar
post of considerable age.

Prop. Line fence N-S.

West Line of Lane. Remains of tree
East " " " Old Cedar Post

NW Cor. of Intersection. Old Cedar Post

NE Cor of Intersection, Old Cedar Post
= East end of one block of Oil
to be Laid

Clarkston (Cont'd) 7-23-52

0+00
0+69.8

0+91.5
1+00

2+00
2+78.5

3+00
4+00

4+02.2
5+00

6+00
6+20.2

¹⁹
Road running N-S from South
end of town North to Service
Station. Offset Stake is 72'
East of West Line of Street
and 8' East of proposed
edge of Oil to be Laid
I.R.R. Spike is 34.7' W. of NW
Cor. of Service Sta. This pt
is to Offset Stake.

at South end and 71'
at Service Sta. Corner

South Line of Str.
RR Spike & Stake at pt
72' E. of W. Line of Road
and 8' E. of propose Oil Surface
8" CI Culvert, 9.7' W. of B.L.

12" CI Culvert 8' W. of B.L.

E-W fence on E. side of Rd.

E-W Fence on E Side of Rd

Clarkston Cont'd)

7+00

7+30

7+40.5

7+82

8+00

8+26.55

20

RR Spike in S. Line of Rd
at Service Sta. at pt. 34.7'

W. of Serv. Sta

24" Curr Iron Culvert Covered

To pt E. of Corner

S. edge of existing Oil.

N. Line of Rd. Taken to NE
Corner fence (Cedar Post)

Clarkston Cont'd

Str. width = 99.9

0+00

0+63

0+95.7

1+00

1+36.15

2+00

2+75.5

3+00

4+00

4+35.5

5+00

6+00

7+00

7+61.7

8+00

8+04.7

8+62.4

21

Road E-W from West
edge of Town and 3 blocks
N. rt S edge of Town
E-W Base Line is 63.0' South
from N. line of Street and
50' So. from proposed Oil
to be laid
West Line of Street (on S. side)
RR Spike (Bl North and South)
East Line of Road Street
also is Iron Bolt on E-W Base

Fence Line N-S on S. Side of Str

Fence Line N-S on S. side of Str

Fence Line N-S on S. Side of Str

W. Line of Str.

West edge of Existing Oil
East Line of Road. Base line
is 63' S. of N. Line of Road

Clarkston Cont'd
Road going North from
NW Cor. of School grounds

22

7-23-52

Base Line on South end
is 38.0' W of Cedar Post
on NE Cor of Intersection
North end of B.L. is 26'
W. from fence on East Line
of Road. Base Line is 5' Offset E
S. Line of Str. on SE Cor
of Intersection at North
end of School Block
Ø 15" CI Culvert Coverd 16' E
Ø " " " " in line with B.L.
N. Line of E-W Str

0+00

0+13.75

0+85.75

0+98.5

1+00

2+00

3+00

4+00

4+62.8

5+00

5+74.8

5+95.5

6+00

7+00

7+62.2

7+76.2

8+00

8+45.5

E-W Fence on E. side of Str

S. Line of Lane East

N. " " " " "

S. Line of E-W Str.

Ø 15" Conc Culv.

Appears to be a Culvert here
but size and length not visible

87567

Clarkston Cont'd

9+00 ✓

10+00 ✓

11+00

11+07

8
15

12+00

12+42

12+62

13+00

14+00

15+24.8

16+00

16+23.6

17+00

18+00

19+00

20+00

20+33.5

Nilo Griffin
E.H. Moser 23

Aug 5 1952
N. Line of E-W Street
B.L. is 32.05' W. of NE Cor.
of Intersection

12" Conc
Culvert 2' W. of Base Line
Must Add 3' on W end

3' Conc Culv. Extends 4' E of
Base Line

West end of 3' Conc Pipe
2.5' W. of Oil Shoulder

Fence going East. Appears
to be S. Line of Road (Future)
No Rd going East

North Line of Rd going West

No pins

1/8" Corrug Iron Pipe E. end is
on Base Line, West end is
1' Short for 20' Oil

21+00

22+00

22+94

23+00

23+77.6

North-South Road on
South end (end of Str.)

Width of Rd

West fence
to StakeWest fence
to GravelWidth of
Gravel

100.5'

67.45

43'

18'

NE & NW Post Corners Old & OK

97.5'

67.1

43'

18'

Post is Old & OK SE Corner Post is

Recent

92.3'

61.7

38'

20'

SW Corner Post is Old & OK

95.8'

63.0

43'

60'

SW Corner is ^{4"}Iron Pipe SE = 2" I. Pipe

97.2'

65.5

43'

19.5'

SE Post Old OK. No West Post
Both Post on N. side Good

101.5'

65

41'

20'

SW & SE Post both good OK

102.7'

65

40'

19'

SW & SE Post Both Good-OK

Offset stake is 5' East of Proposed East edge of Oil

Might be a culvert at this
Sta.

South Line of Rd. going West

North Line of Rd. going West
end of Oil

West side of Clarkston
going South

Red Trenton 9-19-52

BM	2.20 H.I.	Elev
0+00	1.7	101.7
Ground	1.84	100.0
⊥ Road	1.75	99.86
0+50	1.73	99.95
Ground	2.02	99.97
⊥ Rd	2.13	99.68
1+00	1.46	99.57
G	2.04	100.29
⊥ Rd	2.92	99.66
1+50	2.25	98.78
G	2.62	99.35
⊥ Rd	3.17	99.08
2+00	2.76	98.00
G	3.05	98.94
⊥ RA	4.25	98.65
2+50	2.78	97.45
G	3.1	98.92
⊥ R	4.56	98.60
3+00	3.61	97.14
G	3.75	98.09
⊥ Rd	4.92	97.75
3+50	3.49	96.78
G	4.25	98.21
⊥ Rd	5.1	97.45
4+00	3.39	96.6
G	4.3	98.31
⊥ Rd	4.91	97.4
4+33.3	3.44	96.79
G	3.83	98.26
⊥ R	4.96	97.87
4+49.5	3.32	96.94
G	3.21	98.37
⊥ Rd	4.76	98.49
5+00	3.23	96.94
⊥ Rd	3.23	98.47

on SW Cor of Store Bldg. E of line
 Top of foundation (Front)
 67.75' West of Pilaster of Store Bldg

W.S. Holt
 8592 Smithfield
 Trenton, Utah

End of Church Prop.

Top of School Walk N. of Bldg

SE Cor of School walk (Lower step)
 in line of walk

Trenton (cont'd)

74.5
221

26

Rod	HI	Elev
6+00	2.84	101.7
Φ R	4.47	98.86
6+25.8 TP	2.84	96.23
B.S.	5.74	98.86
7+00	6.21	104.6
Φ R	6.83	98.86
7+96.6	4.92	97.29
		98.39
		97.77
		99.68
8+00	4.94	
Φ R	5.46	99.66
9+00	4.87	99.14
Φ Rd	4.84	99.73
10+00	5.52	99.76
Φ Rd	4.99	99.04
10+22	5.26	99.61
		98.34
10+71.6	4.5	
Φ Rd	3.94	100.1
11+00	5.01	100.66
Φ Rd	4.37	99.59
11+96.5 TP	5.33	100.23
B.S.	5.22	99.27
12+00	5.22	104.49
Φ Rd	5.01	99.27
12+38.8	5.31	99.27
Φ Rd	5.29	99.48
		99.18
		99.20

Top of Walk S. side of Blk

fence at Prop. Line

Top of Res. Side walk

Top of Conc. Culu. in Str. (W. end)

Top of Res. Side walk

End of fence at Str. Intersection

Steps at east end
of Church Walk

Rod HI Elev
2+52.5 2.65 101.7 99.05

2+52.5 3.16 98.59

2+52.5 3.68 98.02

Rod HI Elev
12+38.8 2.31 104.49 102.18

Note

3+55 = Sta. of 10'x10" Grate

Use Top of Stake
at Station 0+00 as
Top of Walk.

Trenton (cont'd)

27

NE Cor. Top Step or walk

NE Cor Top of Middle Step

NE Cor Top of Bottom Step

Top of Rail inside Cor. Post
at NW Cor of Intersection
Cap of post was gone so
Rod was held on top
of Rail, inside Post.

Q = Trenton June 7-1955

Water in Parshall flume
0.52 cfs $3\frac{1}{2}$ " deep $4\frac{1}{2}$ "
1.42 $5\frac{1}{2}$ "

$15\frac{1}{4}$ " wide at opening
 $6\frac{1}{2}$ " at throat
 $\frac{3}{4}$ " loss around flume

Buttes Spring in
Clarkston Utah
Flow = $1\frac{1}{2}$ gal in 2 sec

Q = $7-1-55$ Cipolletti weir
0.52 cfs $3\frac{1}{2}$ " deep $6-15-55$
0.70 cfs $4\frac{1}{2}$ " deep in parshall flume
 $3\frac{1}{2}$ " deep over 12" Rectangular

1.42 cfs $7\frac{1}{2}$ " deep at north end
0.58 = 1.54 cfs $7-1-55$ Road $3\frac{1}{2}$ blks
E from Main N-S
Road at E end of
Clarkston

28

Lament Wheeler 6-7-55

Weir $5\frac{1}{2}$ " wide
Water $5\frac{1}{2}$ " deep

$7-1-55$
Val. Rigby $38'$ deep
in $12'$ weir
= 0.80 cfs.

Transferred to Field
Book No 4

Rod HI Elev

John Downms - Chain

Smithfield 10-13-52
Sidewalk grades on
E. side of 1st West
betw. 1st & 2nd South

0+00	1.98	101.98	100.0	3.3' W. of Prop	S. edge of sidewalk on S. side of 1 st South & E. side of 1 st West
0+50	2.58	99.4	99.4		
1+00	3.70	98.28	98.28		
1+50	4.00	97.98	97.98		
1+56.5	3.92	98.06	98.06		Old Cement Post is 2.5' E. of Base Line
2+00	4.10	97.88	97.88		
2+06.5	4.07 3.86	98.12	98.12		House walk (N. edge) LeGrand Gunnel
2+13.5	3.94	98.04	98.04		Driveway (N. edge) " "
2+50	4.23	97.75	97.75		in Driveway (on ground)
3+00	5.05	96.93	96.93		
B.M.	0.69	101.29	101.25		NW Cor of Bottom Cap on Side of Step with home
3+18.45	4.83	97.15	97.15	in Line	Extreme S. edge of foundation of Milton Winn Res. in edge of Drive

Red HI Elev
101.98

Station	HI	Elev	Notes
3+30.8	4.85	97.13	
	4.99	96.99	
3+50	4.82	97.16	
4+00	5.02	96.96	
4+50	5.50	96.48	
5+00	4.88	97.10	
5+50	5.57	96.41	
6+00	6.41	95.57	
6+50	7.18	94.80	
6+69	7.4	94.58	3.5' W. of P.L.

S. side of Winn Driveway
Top of Stake S. of Drive

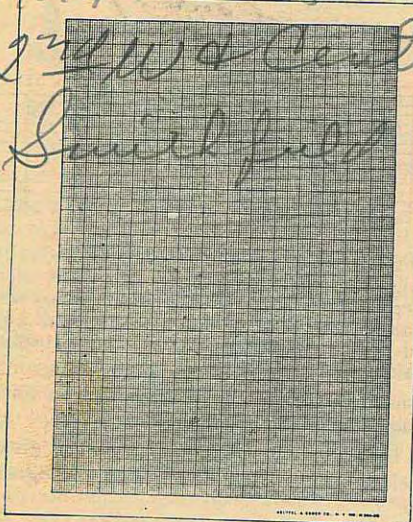
South end. = North edge of walk
on NE Cor at 2nd So. & 1st West
3.3' W. of Prop Line

Also 400' of Line
for fence on LW betw
Center & 1st North
for School

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