

Cluff Northwest Canal Preliminary Field Notes

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The abandoned Cluff Northwest Canal complex is the largest presently known and highest tech historic probable redevelopment of all the Safford Basin **bajada prehistoric canals** on **Arizona State Land**, **Arizona Game & Fish**, and on private lands in the Ash Creek and Cluff Ponds area of **Mount Graham**...



The original prehistoric canal route is believed to have started either at a presently unexplored Ash Creek abandoned modern triple headgate found at **N 32.81316 W 109.8489**, or along the creek somewhat further North.

While partially unexplored, the original goes past a possibly related historic pvc pipe at **N 32.82418 W 109.84813**, apparently continuing on to as yet presently unlocated fields in the **N 32.82982 W 109.84401** area. The presumed length is believed to be well beyond 0.6 miles or 1 kilometer with an elevation change of 3122 to 3108 feet. The original destination purpose remain undetermined.

Crucial to ongoing area canal research, two short reaches of the believed original predecessor canals apparently can be found at **N 32.82634 W 109.84682** and at **N 32.82880 W 109.84499**. Evidence is based on their small size, their stone age hand tool compatibility, and significantly lower construct energies.

These are felt to be strong **Rosetta Stone** like evidence that most, and possibly all, historic bajada canals did in fact adapt prehistoric originals. A similar grouping of high energy and low energy constructs can also be found in the **Minor Ditch** field notes and elsewhere. Major historic rework seems to have obliterated much of the Cluff NW original prehistoric evidence.

Presumed is that an original prehistoric canal was refurbished historically. And its size and capabilities were substantially improved by a major channel diversion to the east. Portions of the eastern rework were huge and unusually single walled. The size and construction energy needed strongly suggests **Gradall** class mechanics.

Little doubt seems to remain in telling differences between prehistoric and historic constructs, based on hugely obvious differences in size and required construction energy. But these differences become obvious only when a remnant original reach remains as part of a new construct.

The second and much larger historical refurb begins in Ash Creek somewhere near **N 32.82386 W 109.84690**, crosses the wash by way of the inverted siphon found at **N 32.82386 W 109.84690**, crosses over a prehistoric route somewhere around **N 32.82811 W 109.84583**, and apparently continued for a long distance north to rectangular and cardinal aligned fields surrounding **N 32.83692 W 109.84221**.

Some significant technological features of the second historic rebuild include several strange concrete **Y Weirs** possibly used as one foot high anti-erosion or speed regulating dams, a pair of inverted wash crossing siphons, a possible tail water routing, and large and cardinal oriented obviously rectangular fields.

The second rework seems to be 4 kilometers or 2.5 miles long having elevations from 3140 to 3040 feet.

Some observed features of the prehistoric Cluff NW Canal include...

- N 32.81496 W 109.84920** Alternate Ash Creek takein point.
- N 32.81496 W 109.84920** More likely unexplored takein point
- N 32.82410 W 109.84816** Possibly related PVC pipe.
- N 32.82505 W 109.84810** Start of explored canal portion.
- N 32.82631 W 109.84680** Apparently intact prehistoric reach.
- N 32.82806 W 109.84589** Possible crossing of second historic refurb.
- N 32.82875 W 109.84502** Apparently intact prehistoric reach.

Observed features of the second refurb of the Cluff NW Canal include...

- N 32.82376 W 109.84706** Possible unexplored takein point.
- N 32.82508 W 109.84640** Road crossing.
- N 32.82649 W 109.84586** Y-weir and inverted siphon at wash.
- N 32.82806 W 109.84589** Possible original canal crossing.
- N 32.83043 W 109.84473** Numerous Y-Weir flow structures.
- N 32.83673 W 109.84239** Numerous possible cardinal fields.
- N 32.84232 W 109.83973** Possible tail water channel.

Further Cluff NW Canal work might include...

- 1 — Revisit the area with Cluff Ponds personnel.
- 2 — Find original takein area and evaluate PVC pipe.
- 3 — Attempt to discover more of the prehistoric route.
- 4 — Research historical record sources.
- 5 — Find relationship between canal and triple headgate.
- 6 — Try to locate original prehistoric fields.
- 7 — Droning, videotaping, and more photos of the known explored portion.
- 8 — Seek out stronger proof of other historic rework.

Y-Weir refuurb structures are found at...

N 32.82643 W 109.84579

N 32.82802 W 109.84607

N 32.82834 W 109.84603

N 32.82875 W 109.84579

N 32.82873 W 109.84583

N 32.82922 W 109.84548

N 32.83037 W 109.84475

N 32.83049 W 109.84469

Possible refurbished historic use fields include...

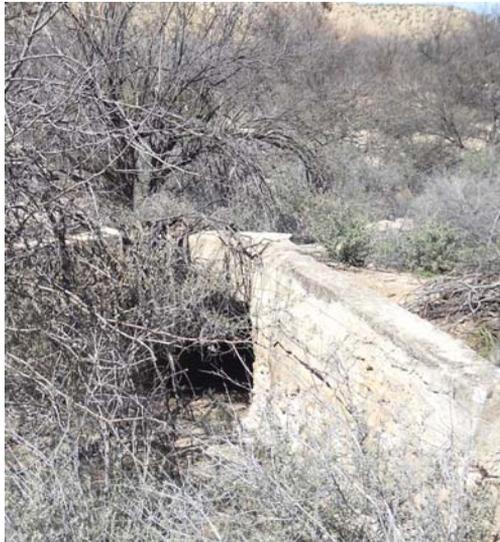
N 32.83328 W 109.84307

N 32.83667 W 109.84311

N 32.83591 W 109.84083

N 32.83789 W 109.84071

N 32.84045 W 109.84045



CLLUFFNW1 – One of several **Y-Weir** concrete structures from the second historical rebuild of the Cluff NW canals. This one was apparently part of a wash crossing inverted siphon. Viewed northwest from **N 32.82647 W 109.84590**.



CLUFFNW2 – The second historic rebuild created a huge water channel whose size suggests **Gradall** class machinery and high construction energy inefficiency. Portions are unusually single walled. View is south at **N 32.82625 W 109.84596**.



CLUFFNW3 –The small size, stone tool compatibility, and its extreme energy efficiency strongly suggests adaption of a prehistoric origin for this canal segment. View is south from **N 32.81908 W 109.84566**.



CLUFFNW4 – An additional example of a Y-Weir on the second historic canal rebuild. The purpose seems to be an erosion proof foot high dam. The view here is to the north near **N 32.83044 W 109.84473**.



CLUFFNW5 – This reach appears to be a prehistoric original, with the historic rebuilds separate to the south and west. Again, the small size, its stone tool compatibility, and high energy efficiency strongly suggest ancient origins. The view is to the south at **N 32.82879 W 109.84500**.



CLUFFNW6 – Downstream portion of historic rebuild extends quite a distance to a group of cardinal rectangular fields rather obvious on [Acme Mapper](#). The view here is to the north near **N 32.83045 W 109.84474**.

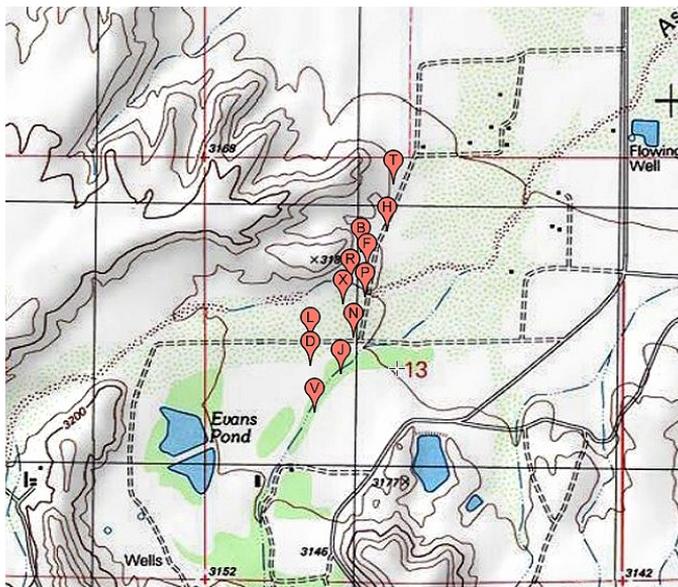


CLUFFNW7 –The small size, stone tool compatibility, and the extreme energy efficiency strongly suggests adaption of a prehistoric origin for this canal segment. View is south from **N 32.81908 W 109.84566**.



CLUFFNW8 – Yet another view of an apparently early historic revision to the original channel. The view here is to the north at the road crossing found near **N 32.82512 W 109.84810**.

Here is a topographic map of the CluffNW Canal...



You can click through on the above images to directly reach [Acme Mapper](#) at a higher resolution.

A hanging canal directory can be found [here](#) and its sourcecode [here](#).

This field note is associated with directory #50 - **CNW1 - CluffNW Canal**.

This document can be found [here](#) and its sourcecode [here](#).

More Hanging Canal Resources: <http://www.tinaja.com/tinsamp1.shtml>
New Hanging Canal Developments: <http://www.tinaja.com/whtnu17.shtml>

