

Some 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 the Safford Basin **bajada prehistoric canals** on **Arizona State Land**, **Arizona Game & Fish**, and 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 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 field destinations remain undetermined.

— Smith Canal Log 1 —

Crucial to the 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**, 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 origins. A similar grouping of high energy and low energy constructs can 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 then its size and capabilities were substantially improved by a major new channel diversion to the east. Portions of the eastern rework were huge and unusually single walled. The size and construction energy required strongly suggests **Gradall** class mechanics.

Little doubt seems to remain in telling the difference between prehistoric and historic constructs, based on hugely obvious differences in size and the 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 with a new inverted siphon at **N 32.82386 W 109.84690**, crosses over the prehistoric route somewhere around **N 32.82811 W 109.84583**, and apparently continued a long distance north to grouped rectangular and cardinal aligned fields surrounding the **N 32.83692 W109.84221**.

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 tailwater routing, and large and cardinal oriented obviously historic rectangular fields.

The second rework seems to be 4 kilometers or 2.5 miles long with 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 refurbed 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



CLUFFNW1 – 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**.

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New Hanging Canal Developments: <http://www.tinaja.com/whtnu15.shtml>