

Canals, Laterals & Structures

Construction Period: 1938 - 1948

65 Miles of Main Canal

235 Miles of Laterals



1940 - North Unit Main Canal. Enrollees drilling rock.



1942 - North Unit Main Canal. Side view of D-8 tractors pulling and pushing a single tooth ripper through hardpan material.



1942 - North Unit Main Canal. Looking downstream from the "Big Cut" towards Trail Crossing area.



1947 - North Unit Main Canal. Prior to building Haystack Dam.



1945 - Lateral M-37 concrete structures. The "M" in M-37 represents mile. In this case the M-37 location is 37 miles downstream from the diversion in Bend.



1945 - Lateral M-37 structures. From left to right, forms in place for weir drop on Lateral M-37-1, 24" turnout for Lateral M-37-1, 18" farm turnout to the left and weir visible just over transition wall, 18" farm turnout to the right, and check drop for Lateral M-37.



1945 - Lateral M-41, looking upstream from a bridge near Culver, OR. Six concrete drops, immediately after removing forms. North Unit Main Canal is visible at base of timbered slope on right and left. (Blickle & Cater, Contractor)



1945 - Lateral M-41, looking upstream at Oregon Trunk Railway crossing, half mile north of Culver, OR. (Blickle & Cater, Contractor)



1946 - Highway and railroad crossing on Lateral M-43. Looking downstream.



1946 - Looking upstream from foot plank on drop, Lateral M-43, showing concrete chute.



1946 - Looking downstream from foot plank of drop, Lateral M-43. Seven drops in view.



1948 - Lateral M-58. Inlet end of 54" concrete siphon, north of Madras, OR between Highway 26 and Highway 97.



1948 - Rear view of Chattin Ditcher, Model 20-60, used by contractor, W.C. Bauman Co. on Agency Plains lateral system.