

TO

Allen Throop Geologist  
DOGAMI 1129 Santiam Road  
Albany, Oregon 97321

1

6-19-80

FROM

Douglas A. Williamson Engr.-Geologist  
Willamette NF. SO Engineering  
PO Box 10607 Eugene, OR 97440

SUBJECT

UNIFIED ROCK CLASSIFICATION SYSTEM

MESSAGE (WRITE CONCISE MESSAGE. SIGN AND FORWARD PARTS 1 AND 2 TO ADDRESSEE. RETAIN PART 3)

It was interesting talking to you on the phone, thank you for your interest in the Unified Rock Classification System.

Allen King had mentioned your name previously, and I had intended to call, but I had too much to do lately and was delayed.

Here is the "whole smear" or at least the recent efforts. You should feel free to comment and objective criticisms are welcome.

There is little or no question to the application of this system as it is a "proven work method". It is a method oriented towards a large organization with many levels of experience and different backgrounds and is not just a new rock classification. It does not furnish "the answer", you still have to analyse and evaluate. It is designed to fit a computer and data bank.

It is a classification of rock for "design and construction" not for geology applications, altho it is useful in that sense too. It is designed to be independent of scale as much as possible, in that, you can classify a "gravel" of a mountain without distortion of meaning.

RSVP Use this form if you prefer.

SIGNATURE

*Douglas A. Williamson*

REPLY (USE THIS SPACE FOR REPLY. SIGN AND DATE, RETURN PART 2 TO SENDER. RETAIN PART 1)

Thanks for sending all the information. Your system would seem to fit well into our county resource studies; I regret that we didn't see it before undertaking our present study of the rock resources of Polk, Yamhill, Marion, and Linn counties. We will probably use it in parts of Linn County later this fall so we are comfortable with the system before starting on our next counties.

We will probably have more specific questions and/or comments after actual field experience.

Thanks.

SIGNATURE

*Allen H. Throop*

DATE

8/25/80

\* INDICATES 8 1/2 RANGE

ACTIVE - SCHEDULED EXCAVATION OR EXCAVATION IN THE RECENT PAST  
- SITE REMAINS A VIABLE QUARRY

INACTIVE - NO SCHEDULED EXCAVATION OR RECENT HISTORY OF EXCAVATION  
- SITE STILL A VIABLE QUARRY

QMA - SITE NO LONGER A VIABLE QUARRY - AVAILABLE FOR OTHER MANAGEMENT ACTIVITY

NO DEVELOPMENT - NO EXCAVATION AT SITE - INDICATES A POTENTIAL SITE ONLY

QUARRY NUMBER EXPLANATION

EACH QUARRY NUMBER IS A COMBINATION OF SEPARATE BITS OF LOCATION INFORMATION. FOR EXAMPLE

S21104

CAN BE BROKEN INTO FOUR SEPERATE PIECES OF INFORMATION

S/2/11/04

THE S MEANS SOUTH OF THE WILAMETTE MARIDIAM,

THE 2 IS THE TOWNSHIP NUMBER,

THE 11 IS THE RANGE NUMBER,

THE 04 IS THE SECTION NUMBER WITHIN THE TOWNSHIP-RANGE

SHOULD THERE BE MORE THAN ONE QUARRY IN A SECTION THE SYSTEM SHOWN BELOW IS USED TO BREAK THE SECTION INTO 1/16 TH. SECTION BLOCKS. THE 1/16 TH. SECTION BLOCK LETTER IS THEN ADDED TO THE ORIGINAL NUMBER. FOR EXAMPLE

S21104D

SHOULD THERE BE MORE THAN ONE QUARRY IN THE 1/16 TH. SECTIONS THEN NW, NE, SW, OR SE (NORTHWEST, NORTHEAST, ETC) IS ADDED TO THE END OF THE NUMBER TO FURTHER IDENTIFY THE QUARRY SITE. FOR EXAMPLE

S21104DNE

D	C	B	A
E	F	G	H
M	L	K	J
N	P	Q	R

VOLUME ESTIMATES

- 1. 0 - 10,000
- 2. 10,000 - 30,000
- 3. 30,000 - 70,000
- 4. 70,000 - 200,000
- 5. >200,000

ESTIMATION CONFIDENCE LEVEL (%)

- A. >95% HAVE INVESTIGATION OR VERY GOOD VISUAL ESTIMATE
- B. 75 - 95% BEEN THERE -GOOD VISUAL AND SOME HISTORY
- C. 50 - 75% BEEN THERE -SOME VISUAL INDICATION
- D. <50% BEEN THERE -LITTLE GROUND INDICATION

ID	A-VIEW	S635K	HOT	INACTIVE	3C
S70601Q		S635K	XXXXXX	INACTIVE	3C
S70602J		S639	XXXXXX	OMA	1A
S70611	DAY CREEK	S754	XXXXXX	OMA	NONE
S70612B		S635	XXXXXX	OMA	1A
S70612E		S639	XXXXXX	OMA	1A
S70613		S 63	XXXXXX	OMA	NONE
S70625B	RITEON	S 63	XXXXXX	INACTIVE	1A
S70625R	RUSS CREEK	S 63	XXXXXX	OMA	NONE
S70703	JUNE CREEK	S652	XXXXXX	INACTIVE	2A
S70705		S635	XXXXXX	OMA	3R TALUS
S70706L	GRANITE PEAK	S635	XXXXXX	INACTIVE	4C NEEDS EXPLORATION
S70706N		S635	XXXXXX	OMA	NONE
S70708	SADDLE SPRINGS	S635	XXXXXX	INACTIVE	1A
S70709C		S702	XXXXXX	INACTIVE	5B HIGH FACE-IMPOSSIBLE DEVELOPMENT
S70709Q	LOWE CREEK	S702	XXXXXX	ACTIVE	2A RAPIDLY BEING DEPLETED
S70713CSE		S702	XXXXXX	INACTIVE	3C
S70713CSW		S702	XXXXXX	OMA	1A
S70716G		S702	XXXXXX	OMA	2B WASTE STOCKPILE AREA
S70716N	HAPPYONE (POTENTIAL)	S722	XXXXXX	NOT DEVELOPED	4C WIDE OVERBURDEN SOME CLIFFS SENSITIVE ACCESS AND E
S70718G	CULDESAC	S701B	XXXXXX	OMA	1A COULD USE SOME EXPLORATION TO MAKE SURE
S70718L		S701	XXXXXX	OMA	NONE
S70720		S702	XXXXXX	OMA	3C
S70725		S756	XXXXXX	OMA	1A
S70730B		S701	XXXXXX	OMA	NONE
S70730H		S701	XXXXXX	OMA	1A
S70731L		S760	XXXXXX	OMA	1A
S70731P		S760	XXXXXX	OMA	1A
S70732E	BEAVER DAM	S701L	XXXXXX	OMA	2B
S70732H		S701	XXXXXX	OMA	1A
S70736	HUNTER	S756	XXXXXX	OMA	1A
S70804		S637	XXXXXX	INACTIVE	2C
S70806		S637D	XXXXXX	NO FILE	
S70808	CAMP CREEK	S651	XXXXXX	INACTIVE	4C OVERSIZE POTENTIAL
S70809G	ELEPHANT	S650	XXXXXX	INACTIVE	4C OVERSIZE POTENTIAL
S70809M		S650	XXXXXX	INACTIVE	3C QUESTIONABLE QUALITY
S70811	LOSTINE	S650	XXXXXX	INACTIVE	3C NEEDS EXPLORATION
S70816		S707D	XXXXXX	OMA	1A
S70819	WALL	S752F	XXXXXX	ACTIVE	2A BEING DEPLETED RAPIDLY NEEDS REPLACEMENT
S70835		S707	XXXXXX	OMA	1A
S80601	ESTACADA RD	S757	XXXXXX	INACTIVE	2C
S80704	FAWN MEADOW	S701C	XXXXXX	INACTIVE	1A EXPLORATION INCONCLUSIVE
S80707	GYP POINT	S760	XXXXXX	OMA	1A
S80709F		S701C	XXXXXX	INACTIVE	3C
S80709J		S701	XXXXXX	INACTIVE	3C
S80711	LACY	S756	XXXXXX	OMA	2C DIKE SYSTEM
S80715	MARION	S701	XXXXXX	INACTIVE	3C
S80723	BOWSTRING	S756	XXXXXX	INACTIVE	3C OVERSIZE POTENTIAL
S80724	LITTLE CEDAR		XXXXXX	INACTIVE	3B OVERSIZE POTENTIAL
S80725	QUEEN	S 46A	XXXXXX	ACTIVE	3A
S80726	HAWK MT	S756	XXXXXX	ACTIVE	5A OVERBURDEN AND OVERSIZE PROBLEMS
S80728C	<i>too small</i>	S701C	XXXXXX	OMA	1A TALUS
S80729	CACHEBOX	S760	XXXXXX	INACTIVE	1A NEEDS EXPLORATION TO MAKE SURE
S80731M	<i>too small</i>	S760	XXXXXX	OMA	1A VOLUME LIMITED NEEDS REPLACEMENT
S80731N	ROUNDY	S760	XXXXXX	ACTIVE	1A
S80735	SPERRY CREEK <i>too small</i>	S737H	XXXXXX	OMA	3A USED BY WILLAMETTE N.F.
S80807	SOMEDAY	S224F	XXXXXX	NOT DEVELOPED	NONE TALUS
S80811	SQUIRREL	S806	XXXXXX	ACTIVE	3C EXPLORATION SCHEDULED FOR 8/80
S80814	LEMITI	S806	XXXXXX	OMA	4A HOWEVER DEVELOPMENT WILL HAVE A LARGE VISUAL IMPACT
S80814	SI-OLALLIE	S806	XXXXXX	INACTIVE	3C
S80816	<i>too small</i>	S806	XXXXXX	INACTIVE	3C
S80820	<i>too small</i>	S806	XXXXXX	OMA	NONE
S80827	<i>too small</i>	S829A	XXXXXX	INACTIVE	5C TALUS
S80827	<i>too small</i>	S829A	XXXXXX	OMA	1A

S90702 S701 XXXXXX SPORTSMAN OMA 1A  
 S90823 S 42 XXXXXX OLALLIE OMA NONE  
 S90824 S 42 XXXXXX OLALLIE INACTIVE 4B

**MARION COUNTY**

ESTACADA QUARRY FILE (LAST UPDATE 7/25/80)

QUARRY NO.	QUARRY NAME	OLD ROAD NO.	NEW ROAD NO.	COMPARTMENT NAME	STAGE OF DEVELOPMENT	VOLUME ESTIMATE
S30631	SOUTH EAGLE	S303	XXXXXXX	FANTON	ACTIVE	5B
S40522		S403				
S40523		S469	XXXXXX	CROSSING	Z	
S40528	LAZY BEND	S224	XXXXXX	LADEE	CLOSED	
S40530	(PRIVATE)	S 45A	XXXXXX	INTAKE	PRIVATE	
S40534		S 45B	XXXXXX	HELION	OMA	
S40613NNW		S469	XXXXXX	SQUAW	OMA	
S40613NSW		S469	XXXXXX	SQUAW	OMA	
S40617		S469D	XXXXXX	CROSSING	UNDEVELOPED	
S40619	NORTH FORK	S469B	XXXXXX	CROSSING	ACTIVE	
S40622		S469	XXXXXX	CROSSING	INACTIVE	
S40623			XXXXXX		OMA	
S40631	WINSLOW SPUR	S403	XXXXXX	WINSLOW	OMA	
S50410		S 47C	XXXXXX	GOAT	PRIVATE	
S50411		S 47D	XXXXXX	GOAT	INACTIVE	
S50412B		S 45	XXXXXX	GOAT	PRIVATE	
S50412G		S 45	XXXXXX	GOAT	PRIVATE	
S50414G	BLM	S 47	XXXXXX	GOAT	PRIVATE	
S50414L		S 47J	XXXXXX	GOAT	PRIVATE	
S50415		S 47E	XXXXXX	GOAT	PRIVATE	
S50423	DK	S 47	XXXXXX	GOAT	ACTIVE	
S50424A		S 45	XXXXXX	GOAT	PRIVATE	
S50424D		S 45C	XXXXXX	GOAT	PRIVATE	
S50424FNE		S 45D	XXXXXX	GOAT	PRIVATE	
S50424FSW		S 45D	XXXXXX	GOAT	PRIVATE	
S50424M		S 45D	XXXXXX	GOAT	PRIVATE	
S50425BNW		S454K	XXXXXX	GOAT	OMA	
S50425BSE		S454K	XXXXXX	GOAT	OMA	
S50425D		S454	XXXXXX	GOAT	NO FILE	
S50425F		S454	XXXXXX	GOAT	OMA	
S50425L		S571	XXXXXX	GOAT	OMA	
S50425M		S454G	XXXXXX	GOAT	INACTIVE	
S50426F		1000	XXXXXX	GOAT	PRIVATE	
S50426M		S 47	XXXXXX	GOAT	PRIVATE	
S50501	FISH CREEK TRN	S224	XXXXXX	WINSLOW	INACTIVE	
S50502		S 45B	XXXXXX	HELION	OMA	
S50503	CARTER BRIDGE	S 45	XXXXXX	HELION	INACTIVE	
S50508		S 45F	XXXXXX	INTAKE	INACTIVE	
S50510	WANDERS PEAK	S 45	XXXXXX	HELION	OMA	

@ SITE OF ESTACADA MAINTENANCE SHOP  
 SITE NOT VISITED  
 NONE  
 NONE  
 1A  
 3C  
 4A  
 2C  
 NONE  
 1A  
 NONE  
 3C NEEDS EXPLORATION  
 2B  
 3C  
 3C NEEDS EXPLORATION  
 NONE  
 NONE  
 2A EXCAVATION AT BASE OF KNOB  
 3C NEEDS CONFIRMATION  
 2A  
 3C NEEDS CONFIRMATION  
 1A  
 3C CONFLICTS WITH UPPER ROAD  
 1A  
 1A  
 2C NEEDS EXPLORATION  
 STOCKPILE AREA  
 1A  
 1A  
 3B NEEDS EXPLORATION  
 2B  
 4C  
 5A CONFLICTS WITH POWERLINES AND SH 224  
 NONE  
 3C NEEDS CONFIRMATION  
 4C STOCKPILE AREA  
 1A

# The Newport News

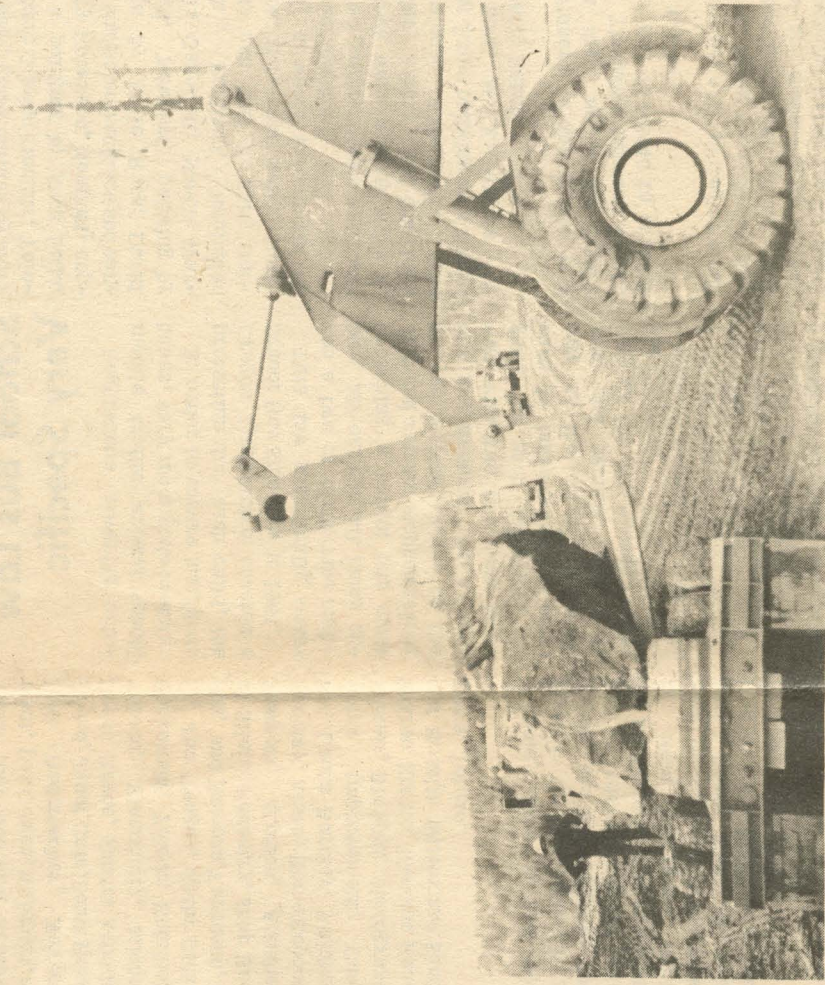
NEWS, Newport, Ore., Thur., Sept. 30, 1965, 5

## Watch The Rocks Go By-- From Quarry To Ocean



Rock is being taken on two levels, on the face of the cliff and at the base of the quarry. Cedar Creek can be seen winding in the foreground. — A word of warning, don't go sight-seeing. This project is definitely off-limits to the general public.

**AERIAL VIEW OF THE QUARRY** on Cedar Creek which is producing the rock being used for the north jetty on Yaquina Bay. Macco Corporation, the general contractor under the U. S. Corps of Engineers, won the contract on a bid of \$5,376,000.

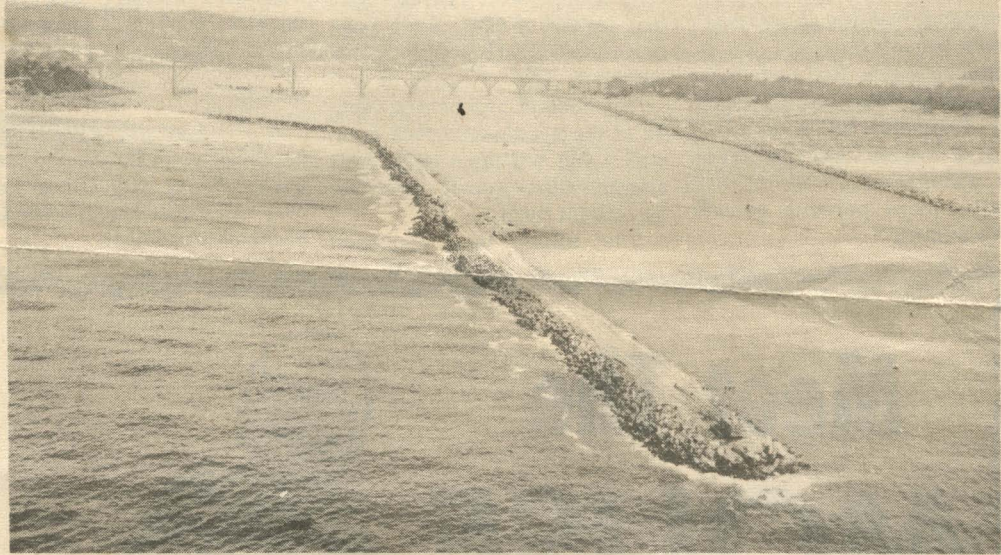


**HERE THE FORK LIFT** gets another Asbury truck ready to head down off the mountain. The man at the controls must be a master operator because there is more

involved than just putting a rock onto a truck — it must be perfectly balanced in relation to length and width and weight as well as the other factors involved.

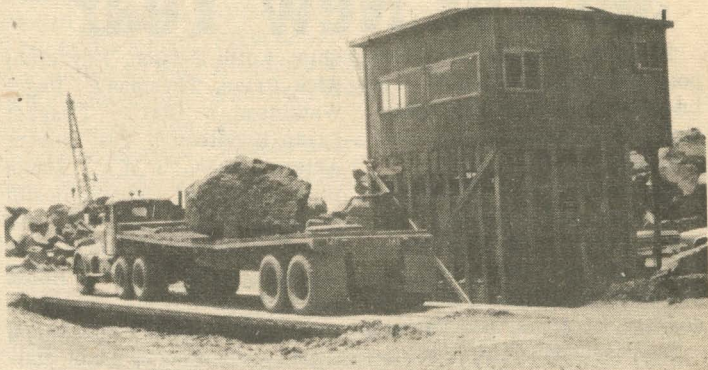
**AS THE** ed in at the rock load is 32 board" fr are kept

**ROCKS A** huge show up by the one of o country. T pared with ry superi



**AN AERIAL VIEW** of the north jetty of Yaquina Bay at Newport. Rock, as it is received, is stored in a stock-pile on shore at the base of the cliff and then trucked out to the end of the jetty as needed. Started just about two years ago, to date it ex-

tends 1,540 feet toward the ocean. Slated for completion in October of 1966, the total length will be 2,400 feet and a total tonnage of 790,000 tons of rock will have been consumed.



**AS THE TRUCKS COME DOWN** the road, they are weighed in at this scale. On a "one rock load" such as this one, the rock will weigh from 25 to 30 tons. Maximum weight load is 32 tons. The road, incidentally, is definitely "wash-board" from the continual pounding under these loads and are kept watered down to eliminate dust clouds.



**ROCKS ARE LIFTED** out of the actual blasting site by huge shovels onto level ground where they can be picked up by the fork lift. This fork lift, called a "rockhound", is one of only two or three used in this capacity in the country. The size of this piece of equipment can be compared with a good sized man who is Dave Kendrick, quarry superintendent.





**THIS GIANT ROCKHOUND** is ready to load onto an Asbury truck. Action took place at the huge quarry near Siletz where rock is being gathered for the North Jetty at Newport. (See additional pictures in this week's News, Page 1, Section 2.)



**ROCKS ARE LIFTED** out of the actual blasting site by huge scoop shovels. Here, the shovel is shown loading a Haul-Pak with waste material. This equipment is used only on location at either the quarry or the jetty. The recent blasting, to loosen more rock, used in excess of 50 tons (or 100,000 pounds) of dynamite.