

BOOK I

CONSTRUCTION DIARY

PROJ. 27-52

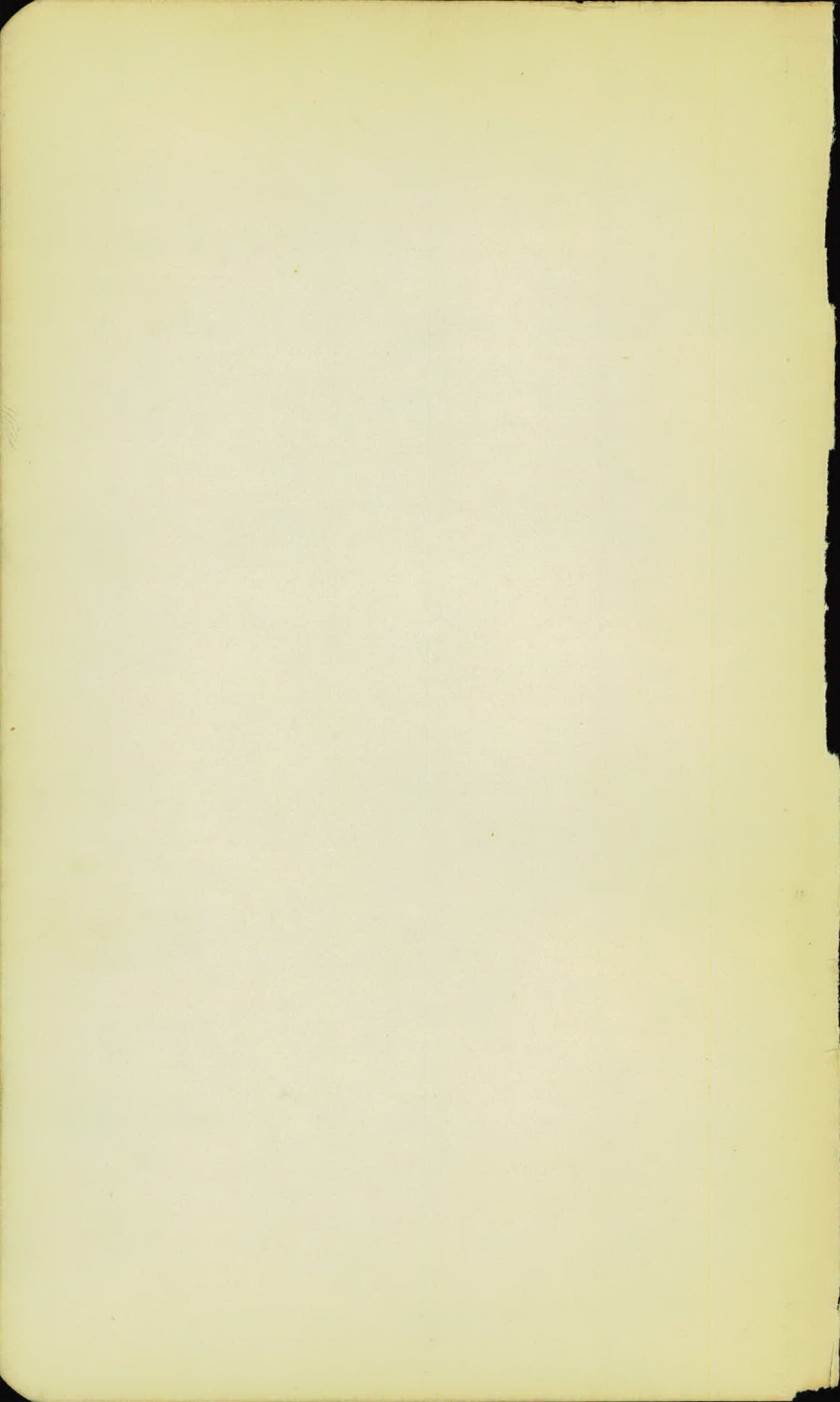
A.W. Lindahl  
Asst. Engineer

27-52

MOLTEN

$$\begin{array}{r} 18 \\ 2.5 \\ \hline 90 \\ 36 \\ \hline 450 \end{array}$$

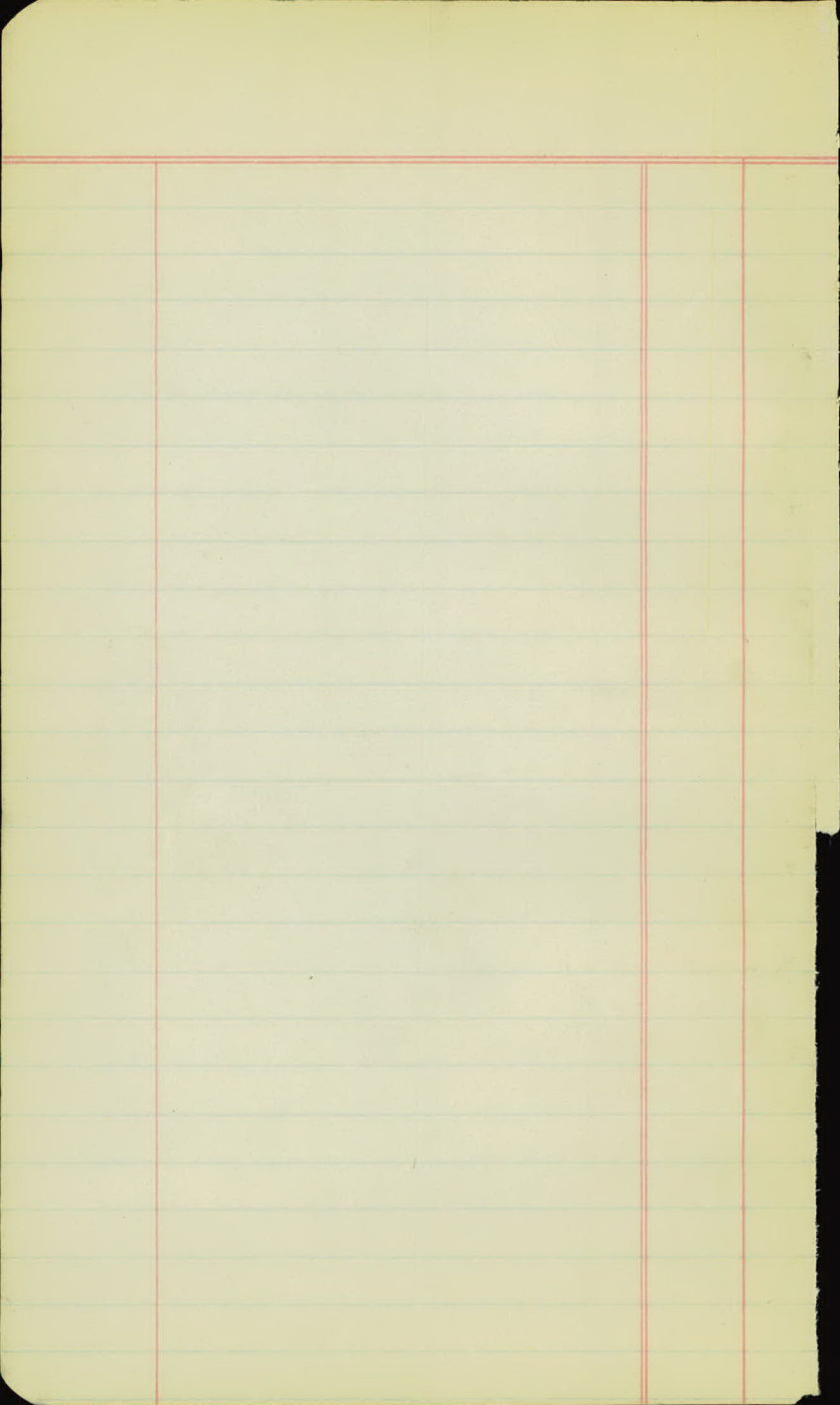
MAY 19



A. W. Lindahl

RESID ENGR. PROJ. 27-52

FORT SNELLING



MAR. 5

CLOUDY AND COOL

MACKINTOSH AND I SAW WELSH AND MCCOY AS TO CHANGING SEWER FROM  $\frac{1}{2}$  OF ROAD TO 21 FT. RIGHT OF  $\frac{1}{2}$ . ALSO CONSTRUCTING DITCH NEAR 1012+00 LT. OUT TO 35' FROM  $\frac{1}{2}$  IF NECESSARY. (O.K. BY WELSH) ALSO DISPOSITION OF FLOWAGE FROM DITCH AT 1014+00 RT.

COL. WELSH SUGGESTED THAT WE MAKE UP PLAN OF REVISED SEWER, AND A PROFILE OF DITCH AT 1014+00 RT. FROM ROAD TO OUTLET OF ~~SAME~~ DITCH.

GERISCHER, IN MORNING, SAID THIS ~~APP~~ REVISION OF SEWER WOULD BE PERFECTLY SATISFACTORY TO HIM, PROVIDING ~~WITH~~ <sup>WE</sup> WOULD PAY HIM FOR 24' OF 15" VIT. PIPE WHICH WOULD NOT BE REQUIRED BECAUSE OF CHANGE. THIS WE AGREED TO DO.

MAR. 6

CLOUDY AND COOL

4 MEN. EXC. AND LAYING TILE BET.  
1066+75 AND 1066+00. ABOUT 3'  
OF SOLID ROCK.

2 MEN REPAIRING FORDSON

I WAS SICK AT HOME TODAY.

MAR. 7.

CLEAR AND COOL.

4 MEN EXC. AND LAYING TILE BET. 1066775  
AND 1066700. ABOUT 3' OF SOLID ROCK.  
2 MEN REPAIRING FORDSON.

MAR. 8

SNOWSTORM.

NO WORK.

SAW MC COY AND WELSH WHO SIGNED  
MAP OF REVISED LOCATION OF MAIN  
SEWER. ALSO GAVE WELSH BLUEPRINT  
OF DITCH AT 1014+00 RT. AND HE SAID  
IT WOULD BE O.K. TO PROCEED AS PER  
PLANS WITH THIS DITCH WITH THE  
UNDERSTANDING THAT WE LOWER DITCH  
LATER IF IT FAILS TO DRAIN.

MAR. 9.

CLOUDY & COOL

4 MEN EXC. AND LAYING TILE BET.

1066+40 AND 1065+74.

ABOUT 3' OF SOLID ROCK.

MAR. 10

CLOUDY AND COOL.

TWO MEN LAYING TILE AND EXC. BET.  
1066+30 AND 1065+74. OTHER  
MEN LAYED OFF TO KEEP JOB GOING.  
ABOUT 3' OF SOLID ROCK.

MAR. 12,  
RAIN IN A.M.

NO WORK ALL DAY. WATER FILLED  
TRENCH TO TOP.

MAR. 13

FAIR AND WARM

TRENCH TOO SOFT TO LAY PIPE.

EXCAVATED TRENCH AHEAD.

MAR. 14

FAIR AND WARM

EXCAVATING TRENCH ONLY BECAUSE  
OF MUD.

MAR. 15.

FAIR AND WARM

TWO MEN EXCAVATING AND LAYING  
TILE.

MAR. 16

FAIR AND WARM

TWO MEN EXCAVATING AND LAYING TILE.

MAR. 17

FAIR AND WARM

TWO MEN EXCAVATING FOR MANHOLE  
AT 1065+74

MAR. 19

FAIR AND WARM

THREE MEN EXCAVATING AND LAYING TILE. MAN IN ROADSTER DROVE ACROSS WRONG SIDE OF MPLS. ROAD AND RAN INTO OUR DITCH. TWO RED LIGHTS WERE BURNING AT LOCATION AND MAN WAS ENTIRELY TO BLAME. NO ONE INJURED. STARTED TRENCHER TODAY AFTER BURNING FROST OFF SURFACE OF GROUND. COL. WELSH REQUESTED GERISCHER TO DUMP EARTH FROM ELEVATOR AWAY FROM ROAD RATHER THAN ON ROAD AS HAD BEEN PREVIOUSLY AGREED UPON. GERISCHER AGREED TO DO THIS WITHOUT MY KNOWLEDGE.

MAR. 20.

FAIR AND WARM

THREE MEN EXCAVATING AND LAYING  
TILE. GERISCHER SAID HE WOULD BRACE  
WALLS OF TRENCH AFTER PIPE HAD BEEN  
PLACED TO PREVENT WALLS FROM CAVING  
DOWN UNTIL FILL IN TRENCH HAD  
SETTLED.

MAR. 21

FAIR AND WARM

THREE MEN EXCAVATING AND LAYING TILE. FROST STILL IN GROUND BELOW 6" REQUIRING A FIRE ALONG DITCH TO ENABLE TRENCHER TO OPERATE.

COL. WELSH TODAY O.K.'d CHANGE FROM PLAN ENTRANCE TO POST EXCHANGE. THE COL., THRU MAJOR McCOY, HAD REQUESTED THIS CHANGE TO A SMALLER ENTRANCE AS IT WAS IMPOSSIBLE TO PLACE THE PLAN ENTRANCE WAY BETWEEN THE BUILDING AND SIDEWALK

MAR. 22 =

FAIR AND WARM

FOUR MEN EXCAVATING AND LAYING  
TILE.

ABOUT  $2\frac{1}{2}$ ' OF ROCK.

MAR. 28

FAIR AND WARM

EIGHT MEN EXC. AND LAYING TILE  
BET. 1069+85 AND 1069+78

11  
MAR. ~~25~~ 24

FAIR AND WARNER

11 MEN EXC. AND LAYING TILE BET. 1064+78  
AND 1064+62

11  
MAR. 26

CLOUDY AND COLD

11 MEN EXC. AND LAYING TILE BET.  
1064+62 AND 1064+50. UNRECORDED  
 $1\frac{1}{2}$ " WATER PIPE WAS HIT AND BROKEN,  
FLOODING TRENCH AND DELAYING WORK  
FOR ABOUT TWO HOURS. PIPE NOT  
SHOWN ON PLANS.

26" OF ROCK.

MAR. 27

CLEAR AND COLD

7 MEN EXC. AND LAYING TILE BET.  
1064+50 AND 1069+30

~~H.M. ELMER~~ H.M. ELMER, WHO HAS SUB-  
CONTRACT FOR POST EXCHANGE ENTRANCE,  
AND I, WENT OVER LOCATION TOGETHER  
THIS P.M. I ASKED HIM TO GIVE A PRICE  
ON SMALL EXTRA PORCH ON NORTH  
END OF BUILDING WHICH WAS REQUESTED  
BY COL. WELSH. HE SAID HE WOULD GIVE  
ME THIS, TAKING INTO CONSIDERATION  
THE SMALLER MAIN ENTRANCE.

MAR. 28

CLOUDY AND COOL

7 MEN EXC. AND LAYING TILE BET.

1064+30 AND 1064+00

SAW ~~THE~~ MOLTEN OF STATE HIGHWAY  
THIS MORNING RELATIVE TO FURNISHING  
DETOUR FOR OUR PROJ. 27-52. HE  
INFORMED ME THAT THE STATE HIGHWAY  
DID NOT THINK IT ADVISABLE TO SPEND  
A GREAT DEAL OF MONEY ON A DETOUR,  
AND INSTEAD THEY WOULD DIRECT  
#52 TRAFFIC UP CEDAR AVE., LIGHT  
ACROSS MINNEHAWA PARKWAY AND  
HEAVY ACROSS 38TH ST. TO MINNEHAWA  
AVE AND THEN ACROSS ~~HEARD~~ FORT  
SNELLING BRIDGE.

MAR. 29

CLEAR AND COOL

SIX MEN EXCAVATING AND LAYING TILE.

ABOUT 22' OF SOLID ROCK AT 1064+00

ABOUT 8<sup>00</sup> A.M. WHILE ARTILLERY WAS LINED UP, THE HORSES BECAME FRIGHTENED AT EXHAUST FROM TRENCHING MACHINE AND STAMPEDED, ONE SOLDIER BEING SLIGHTLY INJURED IN HEAD, AND ONE HORSE INJURED SO AS TO REQUIRE SHOOTING.

MAR. 30.

CLEAR AND COOL

SIX MEN EXCAVATING AND LAYING TILE.

SPENT DAY AT HOSPITAL WITH MY WIFE.

MARCH 31

CLEAR AND COOL.

SEVEN MEN EXCAVATING AND LAYING  
SEWER 1062+25 AND 1062+75  
22" OF SOLID ROCK.

PARTY OUT CHECKING GRADES AND  
RE-SETTING STAKES.

APRIL 2

CLEAR AND WARM

SEVEN MEN EXCAVATING AND LAYING  
PIPE, AND 3 MEN BUILDING MANHOLES.  
FINISHED MANHOLE AT 1065+74 AND  
STARTING ONE AT 1063+10  
PARTY OUT SETTING GRADE STAKES.

MACKINTOSH, CRANE AND I WENT  
TO FARMINGTON TO GO OVER PROJ. 27-88  
WITH CRANE WHO IS GOING TO BE  
ENGINEER.

TUES. APRIL 3

FAIR AND WARM

SLIGHT RAIN IN EVENING.

SEVEN MEN EXCAVATING AND LAYING SEWER AND THREE MEN WORKING ON MANHOLES. FINISHED MANHOLE AT 1063+10 AND CURB INLET AT 1065+70 RT. GERISCHER ASKED THAT HE BE ALLOWED TO BUILD CURB INLETS BEFORE CURB IS BUILT AND I TOLD HIM IT WOULD BE SATISFACTORY AS LONG AS THEY WERE NOT IN A LOCATION WHERE THEY WOULD BE ~~NO~~ KNOCKED DOWN.

PARTY OUT TODAY GIVING GRADES AND RUNNING CHECK LEVELS.

LT. STETSON PROMISED ME A DESK IN THE Q.M. BUILDING.

WED. APRIL 4  
FAIR AND WARM

SEVEN MEN EXC. AND LAYING SEWER  
BET. 1063+40 AND 1062+00  
3 MEN 3 HOURS ON CURBINLET  
AT 1065+33 LT.

THURS. APR. 5  
FAIR AND COOL

7 MEN EXC. AND LAYING TILE BET.  
1062+00 AND 1061+60

12" OF SOLID ROCK

REMOVED OLD CATCH BASIN AT  
1061+86

FRID. APR. 6

COLD AND SNOW

NO WORK BECAUSE OF WEATHER.

SAT. APR. 7

CLOUDY AND COLD.

SID OAKS PHONED TO SAY HE WOULD  
START GRADING WED. APR. 11, 1928

ASKED OLIVER TO HAVE PARTY OUT  
MONDAY.

7 MEN EXCAV. AND LAYING ~~4~~ PIPE  
BET. 1061+60 AND 1061+15

RAN INTO SURFACE INLET AT 1060+86  
AND REMOVED

3 MEN STARTED REMOVING ENTRANCE  
TO POST EXCHANGE

MON. APR. 9  
COLD AND WINDY

7 MEN EXC. AND LAYING PIPE BET. 1061+15  
AND 1060+70. ABOUT 6" OF SOLID ROCK  
10' OF 12" VIT. PLACED AT 1062+00 TO  
REPLACE PIPE BROKEN IN OLD, UNPLATTED  
SEWER

1 MAN WORKING ON POST EXCH. ENTRANCE  
ASKED ELMER TO GIVE ME PRICE ON  
EXTRA POST EXCH. ENTRANCE AND  
ON ARTILLERY STOREHOUSE. I THINK  
HIS PRICE OF \$98 FOR ONE AND \$75 FOR  
THE OTHER IS TOO HIGH.

PARTY STAKING CURB TODAY (C.S.)

TUES. APRIL 10

FAIR AND COOL

7 MEN EXC. AND LAYING TILE BET

1060+70 AND 1060+40

FOREMAN SAID 952 BOARD FEET OF  
TIMBER BRACING HAD BEEN LEFT  
IN TRENCH FROM 1065+74 TO 1060+20

MADE PRICE WITH GERISCHER FOR  
MATERIAL AND LABOR OF <sup>\$</sup>45.<sup>00</sup> PER  
THOUSAND FEET.

SAW ELMER AND TOLD HIM THAT IF  
HE WOULD BRICK UP TWO PRESENT  
DOORWAYS AT POST EXCH. ENTRANCE,  
THE COUNTY WOULD BUILD OTHER  
TWO ENTRANCES ON A COST PLUS BASIS.  
HE SAID THAT WOULD BE SATISFACTORY.  
HE HAD TWO MEN ON POST EXCH. ENTRANCE.

CLARENCE S. STAKING TODAY.

WED. APRIL 11

RAIN AND COLD

6 MEN EXC. AND LAYING TILE BET. 1060+40 AND 1060+15. ABOUT 12" OF SOLID ROCK.

STARTED PUPPLING TRENCH BET. 1065+1068

SID OAKES BROUGHT OUT STERN SHOVEL AND 4 TRUCKS, BUT AS STREET CAR OUTFIT WAS NOT HERE, PER AGREEMENT, HE POSTPONED START OF GRADING UNTIL FRIDAY MORNING.

TROLLEY OUTFIT OF WORK CAR AND TRUCK AND FOREMAN AND 3 MEN ARRIVED AT 1:30 P.M. AND LEFT AT 4:30 P.M., MOVING TROLLEY POLE NEAR 1087+60 LT. TO BACK OF PROPOSED WALK.

TRACK OUTFIT OF FOREMAN AND 11 MEN WITH WORK CAR, ARRIVED AT 2:00 P.M. AND LEFT AT 5:00 P.M. PLACING X-OVERS 2 MEN WORKING ON Post EXCH. ~~BE~~ ENTRANCE, LEFT AT NOON BECAUSE OF RAIN.

ARRANGED WITH Post ELECTRICIAN, WITH LT. STETSON'S PERMISSION, TO MOVE NECESSARY POWER POLES; COUNTY TO PAY ELECTRICIAN THRU CONTRACTOR.

GERISCHER SAID IT COST HIM 6.80 PER M.H. TO PLASTER OUTSIDE. PARTY STAKING.

THURS. APRIL 12

FAIR AND COOL.

7 MEN LAYING SEWER BET. 1060+15  
AND 1059+75. ABOUT .5' OF ROCK.

CLAY BANKS - NO CAVEINS.

1 MAN  $\frac{1}{2}$  DAY ON POST EXCHANGE.

FOREMAN AND 13 LABORERS ON  
ST. CAR TRACKS, NOT INCLUDING  
WATCHMEN.

ARRANGED WITH WM. S. MAC. TO HAVE  
PETERSON RELIEVE SOUKOP SO CLARENCE  
COULD HELP ME OUT AS DETAILS WERE  
GETTING OVER MY HEAD.

FRID. APR. 13

HEAVY SNOW AND WIND

FOREMEN AND FEW OF H. CO. MEN OUT  
BUT IMPOSSIBLE TO WORK.

NO ONE ON SEWER OR ENTRANCE.  
ST. CRR WATCHMEN OUT.

SAT. APR. 14

SNOW

NO ONE ON JOB ~~EXCEPT~~ EXCEPT CAR CO  
WATCHMEN.

SUNDAY - APR. 15

SNOW

NO WORK EXCEPT WATCHMAN.

MOND. APR. 16  
CLOUDY AND COOL

SID OKES AND I OBTAINED PERMISSION FROM Q.M. OFFICER TO USE TRACK #7 FOR SETUP.

GERISCHER'S CREW <sup>8 MEN</sup> LAYING SEWER BETWEEN 1059+75 AND 1059+00

ELMER WORKING ON ENTRANCE TO POST EXCHANGE WITH STONE MASON FOREMEN AND THREE LABORERS; AND TWO CARPENTERS FROM NOON. ~~ONE~~

ST. CAR PULLING TRACK WITH FOREMAN AND 13 LABORERS, NOT INCLUDING WATCHMEN.

H. B. O. HAD TRUCK AND 3 MEN HAULING TIES TO PLANT SETUP.

C. SOUKOUP ON AS INSPECTOR TODAY.

PETERSON & PARTY RUNNING LINE.

TUES. APR. 17  
FAIR AND WARM

GERISCHER'S CREW OF 8 MEN LAYING SEWER  
BET. 1059+00 AND 1057+00. RAN OUT OF  
ROCK AT ABOUT 1059+00.

MASONS ON POST EXCH. ENTRANCE  
POURING FOUNDATION TODAY. 5 MEN  
ST. CAR CREW OF 14 ON ALL DAY, AND  
TROLLEY CREW OF 4 ~~CHANGED FIRE~~ SPENT  $\frac{1}{2}$   
DAY MOVING TROLLEY POLE AT 1090+75 RT.

H. & O. AND STEAM SHOVEL WITH 3 TRUCKS  
STARTED GRADING TODAY BET. TRACK AND CURB  
FROM 1091+00 TO 1088+50 ~~RT.~~ LT.

AFTER SOME DISCUSSION MR. WILSON OF  
T.C.R.R. DECIDED THAT HIS COMPANY WOULD,  
~~REMOVE~~ BET. (1090+70 LT. TRACK, AND 1091+05 RT.)  
AND 1089+40, REMOVE PRESENT BLOCKS,  
REPLACE TIES WHERE NECESSARY, AND RE-  
ALIGN AND ELEVATE TRACK, AND EXCAVATE  
TO A DEPTH OF 10" FROM TOP OF RAIL; ALL LABOR  
COSTS EXCEPT THE REPLACING OF TIES TO BE  
PAID FOR BY COUNTY. T.C.R.R. CO. WILL FURNISH  
SUFFICIENT GRANITE BLOCKS TO PAVE THIS  
PORTION, SAID LABOR TO BE PERFORMED BY  
HARLON AND OIKES.

WED. APR. 18

RAIN & COLD

NO WORK ON SEWER

GRADING CREW QUIT AT <sup>10:00</sup>~~9:00~~ A.M.

2 MASONS WORKED ON POST EXCHANGE  
UNTIL 11<sup>00</sup> AM

ST. CAR CREW WORKED UNTIL 11<sup>30</sup> AM

REMOVING GRANITE BLOCKS FROM LT. TRACK  
BET. 1089+34 AND 1090+93.

THURS. APRIL 19

CLOUDY AND COLD

SEWER COMPLETED TO 1055+83. RAN  
OUT OF 15" PIPE. TOLD FOREMAN TO  
BE SURE AND GET DITCH PUDDLED IN AFTERNOON.

SHOVEL AND 4 TRUCKS GRADING TO  
ABOUT 1087+00 LT.

2 MEN WORKED 13 HOURS CHIPPING  
PRESENT CURB PAST POST EXCHANGE.

ST. CAR CO. HAD 21 MEN ON REMOVING  
BLOCKS, EXCAVATING AND RELAYING TIES  
AND RAIL BET. 1089+54 AND 1090+93 LT.

TROLLEY CREW OF 4 MEN WORKING ON  
TROLLEY POLE AT 1090+75 RT.

SID OKES SAYS HE WILL TAKE A REDUCTION  
OF <sup>B</sup>.50 PER SQ. YD ON HIS CONTRACT PRICE  
FOR 9" PAVEMENT BECAUSE OF CHANGE  
OF PAVEMENT BET. 1089+54 AND 1091+07  
FROM 9" TO 5" THICKNESS.

FRID. APR. 20

CLOUDY AND COLD.

SEWER COMPLETED TO 1054+00  
CLAY SIDES TO EXCAVATION.

SHOVEL HAS COMPLETED  
GRADING TO 1085+00 LT. USING 4  
TRUCKS AND 5 MEN ON GRADE.

ST. CAR CO. HAS LAID TRACK TO  
1085+00 LT. CAR CO. SURVEY CREW  
HAD GRADES HIGHER THAN OURS, BUT  
AFTER TALKING TO MR. MOORE, WE  
DECIDED TO RAISE GRADE .10' ABOVE  
OUR PROFILE GRADE BET. 1086+00  
AND 1088+00 LT. TO TAKE CARE OF  
TRACK SUPERELEVATION.

2 CARPENTERS AND 2 LABORERS  
WORKED 13 HRS. EACH ON ENTRANCE  
NORTH END POST EXCHANGE.

SAT. APR. 21

CLEAR AND COOL

SEWER COMPLETED TO ~~1064+00~~  
1052+50. NO ROCK. 1 MAN PUTTING  
CONNECTION TO CURB INLET AT 1065+30.  
SHOVEL HAS COMPLETED GRADE TO  
1085+00 LT.

2 CARPENTERS WORKING 4 HOURS EACH ON  
~~DIVIDING TIME BET. NORTH ENTRANCE~~  
AND WEST WINDOW TO CAPTAIN'S OFFICE.

TRUCK LAYED, BUT NOT GRADED, TO  
1086+00 LT. SURVEY CREW GIVING LINE  
AND GRADE.

SUNDAY-APR. 22

CLEAR & WARM IN A.M.  
RAIN & COOL IN P.M.

NO WORK

MON. APR. 23

CLOUDY AND COLD.

SEWER COMPLETED TO 1050+00.

STATION MARKED WRONG ON ONE STAKE AND SEWER WAS RAISED ABOUT .15' ABOVE OUR GRADE. ONLY SOLUTION IS TO CARRY THE HIGHER GRADE THRU. TO END.

GRADING IS RIGHT BEHIND OUR SURVEY CREW. COMPLETE TO 1077+00.

ONE MASON AND 2 LABORERS WORKING A HRS. EACH ON OFFICE WINDOW, POST EXCHANGE.

ST. CAR CO. HAS TIES AND TRACKS LAID TO 1084+50 LT. BUT HAVE TRACK TO GRADE TO 1087+00. TROLLEY CREW CHANGED LOCATION OF POLE NEAR 1077+00.

TUES. APR. 24

CLOUDY & COLD.

SEWER COMPLETE TO 1046+00  
C.I. AT  
MANHOLE STA. 1055+43 AND 1059+60  
COMPLETE. SURFACE INLETS AT  
AT 1089+10 AND 1090+60 COMPLETE  
UNDER UNCL. ORDER.

GRADING COMPLETE TO 1075+25.

SHOVEL BROKE TROLLEY WIRE TIEING  
UP STREET CAR TRAFFIC <sup>UNTIL</sup> ~~UNTIL~~ REPAIRED.

1 MASON AND LABORER WORKING ON  
POST EXCHANGE WINDOW.

ST. CAR CO. INSTALLING NEW SWITCHES  
AND SURFACING TRACKS.

FLOODING DITCH EXCAVATION WITH  
FIRE HOSE. HOSE VERY KINDLY LOANED  
TO US BY POST.

WED. APR. 25

FAIR AND COOL

SEWER COMPLETE TO 1045+00. FLOODING  
SEWER BACKFILL VERY WELL WITH FIREHOSE  
INSTALLING MANHOLES AT 1047+45  
AND 1051+43. ~~CURB INLET~~ AT SURFACE  
INLET AT 1057+50 LT. COMPLETE.

GRADING ON LEFT SIDE COMPLETE TO 1058+00  
FROM 1065+84

1 MASON AND 1 LABORER PUT IN ~~5~~ 7 HOURS EACH  
ON NORTH ENTRANCE, POST EXCHANGE.

ST. CAR COMPANY BALLASTING TRACK,  
INSTALLING DRIP NEAR 1091+00, AND  
SAND BLASTING JOINTS.

ST. PAUL CEMENT WORKS (8 MEN) STARTED  
BUILDING CURB FORMS, BUT AS THEY HAD  
WRONG BATTER, THEY WERE TOLD TO BUILD  
TO SPECIFICATIONS.

MR. ELMER SAID TODAY THAT HE WOULD  
INSTALL WINDOW IN POST. EXCHANGE OFFICE  
UNDER CONTRACT PRICE FOR ENTRANCE.

THURS. - APR. 26, 1928

FAIR AND WARM

SEWER MAINLINE ALMOST COMPLETE.

DIGGING LAST 100 FT. BY HAND. MASON

INSTALLING CURB INLETS. GERISCHER

FLOODING TRENCH WITH FIREHOSE.

~~1~~ MASON 1 MASON AND LABORER WORKING

ON NORTH DOOR, POST EXCH. AND CARPENTER

INSTALLING MAIN DOOR.

ST. CAR CO. HAS TWO MEN DRILLING

FOR SWITCHES, AND TWO MEN SANDING AND

WELDING.

GRADING COMPLETE TO 1052700 LT.

3 CURB MEN BUILDING CURB FORMS.

ONE OF ST. CAR TIES RESTING ON WATER

~~IS~~ SHUTOFF VALVE, AND NEW ASKED US TO

REMOVE AND REPLACE BEHIND CURB.

2 MEN  $8\frac{1}{2}$  HRS. AT THIS.

Frid. Apr. 27, 1928

FAIR AND WARM

SEWER MAINLINE COMPLETE. INSTALLING  
CONNECTIONS TO CURB INLETS.

1 CARPENTER, 1 MASON AND 1 LABORER  
WORKING ON MAIN ENTRANCE, POST EXCH.

ST. CAR CO. HAS TWO MEN WELDING RAIL.  
GRADING COMPLETE TO STA. 1048+50 LT.

4 CURB MEN ERECTING CURB FORMS.

1 MAN DIGGING FOR SHUTOFF VALVE.

PHONED ~~ME~~ MOULTEN ABOUT CHANGING  
DETOUR SIGNS AGAIN.

SAT. APR. 28, 1928.

FAIR AND WARM

MADE ARRANGEMENTS WITH GERSHNER TO BUILD PLATFORM OF TIMBER UNDER CATCH-BASINS WHICH ~~WILL~~ COME IN DITCH EXCAVATION. BUILDING CATCH-BASINS AND CONNECTIONS, AND FLOODING DITCH.

1 CARPENTER, 1 MASON AND 1 LABORER WORKING ON FRONT OF POST EXCHANGE.

ST. CAR CREW GRINDING AND WELDING JOINTS - THRU AT NOON.

MR. NEW SAID HE WISHED ~~A~~ MANHOLE COVER INSTALLED IN PAVEMENT IN FRONT OF POST EXCHANGE.

SHOVEL IS UP TO 1044+00 LT.

6 MEN POURING CURB BETWEEN 1089+62 AND 1085+00 LT.

DETOUR

STATE HIGHWAY DID NOT CHANGE<sup>A</sup> SIGNS TODAY AS AS SHOVEL HAD CLOSED ROAD, I HAD OUR SURVEY CREW RESET SIGNS TO DETOUR TRAFFIC OVER AVIATION ROAD. WHEN I PHONED MOULTEN'S OFFICE IN AFTERNOON, MAN AT OFFICE SAID 24 HRS. NOTICE WAS 'NT ENOUGH, AND SIGNS COULDN'T BE CHANGED UNTIL MONDAY.

SUND. APR. 29, 1928

CLOUDY & COOL - SLIGHT RAIN.

NO WORK.

MON. APR. 30.

CLOUDY AND WARM-WINDY

GERISCHER BUILDING CATCH-BASINS, PUDDLING,  
AND BACKFILLING TRENCH

NO ONE ON POST EXCHANGE.

4 MEN FROM CITY ~~B~~ SPENT 4 HRS.

BUILDING ST. CAR MAN-HOLE AT ABOUT  
1088+50. ST. CAR CO. FURNISHED M.H. COVER  
AND FRAME. <sup>3 MEN</sup> THREE MEN GRINDING RAIL.

SAW SUPERINTENDENT AND ASKED HIM  
TO GIVE ME NO. OF HRS. PUT ON ~~AT~~ INSTALLING  
NEW SWITCH.

MEN POURING CURB BET. <sup>1084+00</sup> 1085+00  
AND ~~1086+60~~ <sup>1086+00</sup> LT. AS WE HAVE NO MATERIAL  
SUITABLE FOR COVERING, GAVE ORDERS  
THAT CURB MUST BE SPRINKLED WITH HOSE.

SHOVEL COMPLETE TO 1039+45 LT.  
AND IS COMPLETED TO ~~FROM 1039+45~~  
~~ON RIGHT.~~

TUES. MAY 1  
FAIR AND WARM

EXAMINED SEWER THRU MAN HOLES.  
PIPE BETWEEN 1043+43 AND 1047+43 AND  
BET. 1047+43 AND 1051+43 IS PARTLY  
FILLED WITH SAND. GAVE ORDERS TO FLUSH  
OUT WITH FIRE HOSE.

2 MEN PUTTING STEPS AND PLATFORM  
ON NORTH ENTRANCE. POST EXCHANGE.

8 MEN POURING CURB BET. 1084+00  
AND 1080+60 LT. TOLD CURBMAN THAT IF RADIUS  
CURB ANGLES DIDNT FIT, WE WOULDN'T USE  
ANY. TWO MEN FROM CORNING-DONOHUE OUT  
TO EXPLAIN CURB ANGLES.

DISCOVERED THAT OKES WAS WASTING  
MATERIAL BET. 1049+72 AND 1039+45  
INSTEAD OF HAULING SOUTH WITHIN BALANCE  
POINT. SHOVEL AT 1045+00 <sup>Rt.</sup> TONIGHT.

MACKINTOSH AND I WENT OVER DETOUR  
SO AS TO MAKE RECOMMENDATIONS TO  
HIGHWAY DEPT.

PHONED H. M. ELMER AND TOLD HIM TO  
PUSH THE FINISHING OF POST EXCH. ENTRANCE.  
CURB MAY HAS COVERED CURB WITH BURLAP.

WED. MAY 2

CLOUDY AND WARM - SLIGHT RAIN.

TWO MEN WITH SEWER MOVING AND  
CLEANING UP.

TWO MEN PUTTING FLOOR AND STEPS  
ON ENTRANCEWAY TO POST EXCHANGE.  
8 MEN POURING CURB

H.M.

SAW ~~E.~~ ELMER TODAY AND TOLD HIM  
TO GET SOME MEN STARTED CLEANING  
UP AROUND POST EXCHANGE.

~~OKES~~ OKES DECIDED TODAY TO COMPLETE  
GRADING BET. 1048+50 AND 1065+84 RT.  
INSTEAD OF LEAVING THAT AND TAKING  
OUT EXCAVATION AT 1089+00 AND 1090+00  
RT. AS HE HAD PLANNED.

SAW COL. WELSH TODAY AND HE ASKED ME  
IF WE COULD HAVE PORTION <sup>OF ROAD</sup> PAST POST EXCH. <sup>BOX</sup>  
FINISHED BY JUNE 1. I TOLD HIM THAT IT WOULD  
BE POSSIBLE, BUT THAT WE COULD HAVE THE  
LEFT PORTION OPEN FOR TRAFFIC, AND THE  
POST EXCH. FINISHED AND CLEANED UP. HE  
THEN ASKED THAT ~~THE~~ RIGHT PORTION BE  
LEFT IN PRESENT CONDITION UNTIL AFTER  
JUNE 10. HE ASKED ME TO SEE MR. OKES  
ABOUT THIS.

THURS. MAY 3

CLOUDY AND WARM - RAIN ABOUT 5:00 P.M.

SUBGRADE TOO SOFT FOR TRUCKS TO OPERATE TODAY.

EXAMINED SEWER AGAIN AFTER FLUSHING RET. 1043+43 AND 1051+43. SOMETHING APPARENTLY STILL PARTLY BLOCKS PIPE BET. M.H.S., AND I WOULDNT ACCEPT THIS PORTION UNTIL A PLUG HAD BEEN PULLED THRU.

8 MEN POURING CURB.

TWO MEN CONCRETING PLATFORM AND STEPS ON POST EXCH. ENTRANCE.

FRID. MAY 4  
FAIR AND WARM

5

SHOVEL NOT WORKING AS SUBGRADE IS TOO WET. INSTALLING P<sub>3</sub> GULVERT AT 1001+60. GOOD CLAY BOTTOM, SO NO PLANK IS REQUIRED.

CURB MEN DID NOT COME OUT UNTIL LATE AND DID NOT POUR CURB TODAY AS CURB POURED DRY BEFORE COULD NOT HAVE BEEN FINISHED YESTERDAY, AND WAS FINISHED TODAY.

SAT. MAY 5

FAIR AND WARM

LEFT SOUKOP IN CHARGE TODAY AS I  
HAD TO GO ON A TRIP.

FINISHED INSTALLING P<sup>3</sup> AT 1001460 AND  
STARTED P<sup>3</sup> AT 1014406

MOND. MAY 7  
~~SUND. MAY 6~~  
FAIR AND WARM

SHOVEL WORKING TODAY. BLADING  
SUBGRADE TO MAKE ROAD FOR TRUCKS.

INSTALLING P<sup>3</sup> CULVERT AT 1044+06  
COL. WELSH WAS ANGRY BECAUSE NO ONE  
WAS WORKING ON POST EXCH. THIS MORNING.  
TRIED TO LOCATE ELMER BUT COULDN'T.  
HOWEVER FOUR MASONS STARTED  
WORKING THIS AFTERNOON.

~~DIKES~~ DIKES HAS A FORDSON TRACTOR  
BLADING ROAD.

A 12" VIT. ~~3/4~~ DRAIN RUNS ABOUT 18' LEFT  
OF ~~E~~ OF ROAD FROM STA. 1040+00 TO  
1048+72 WHICH WAS NOT SHOWN ON  
PLANS. THAT PORTION FROM 1040+00 TO  
1043+90 IS BADLY BROKEN, AND SHOULD  
BE REMOVED. THE PORTION 43+90 TO 48+72  
SHOULD BE EXAMINED, AND ANY BROKEN  
PIPE REMOVED.

TUES. MAY 8

FAIR AND WARM

C.M. CULVERTS DELIVERED TODAY.

AMEN BUILDING POST EACH ENTRANCE.

SUBGRADE TOO LOW BET. 1039750 AND 1050+00  
AND IS BEING BROUGHT UP TO GRADE TODAY.

WED. MAY 9

CLOUDY AND WARM.

SIGNS OF A STORM THIS P.M.

SID OKES TOLD ME HE EXPECTED TO START PAVING ON MONDAY. I PHONED ST. CLAIR CO. AND LEFT THIS INFORMATION FOR MR. REDDY.

FIVE SMALL ROAD CLOSED SIGNS DELIVERED THIS P.M. AND I ASKED FOREMAN TO ERECT 4 OF THEM.

SHOVEL WILL FINISH 36' SUBGRADE THIS AFTERNOON.

3 MEN ON POST EXCHANGE.

ASKED MACKINTOSH THAT SOMEONE BE PUT ON AS GRADING INSPECTOR.

THURS. MAY 10

FAIR AND WARM

EARL FRITZ REPLACED SOUKOP ON CURB  
AND SOUKOP IS WATCHING THE FINE  
GRADING.

FRIDAY - MAY 11  
FAIR AND WARM

ST. CAR CO. HAS CREW OUT STRAIGHTNING  
AND REGRADING TRACKS

BEATON CAME OUT AS MATERIAL INSPECTOR  
TODAY. MAC, HE AND I WENT OVER GRAVEL  
PLANT ~~AND~~ AT CEDAR AVE.

SAT. MAY 12  
FAIR AND WARM

ST. CAR CREW REGRADING TRACK.  
NEWTON REPORTED AS MATERIAL  
CHECKER TODAY.

HOT SUN CAUSED STREET CAR RAILS  
TO WARP ENTIRELY OUT OF SHAPE THIS  
AFTERNOON. CREW WILL BE OUT MONDAY.

GONG. PAVER BROUGHT OUT THIS MORNING.  
H. & O. CREW, WHILE HAULING IN TURNABLE,  
DISTURBED AND DISPLACED SOME OF NEW  
TRACK.

SUNDAY - MAY ~~14~~ 13  
FAIR AND WARM.

REPAIRING PAVEMENT AND LAYING WATER  
PIPE.

MONDAY - MAY 14

FAIR AND WARM.

NO PAVING TODAY BECAUSE OF LACK OF MATERIAL, NO MIXER MAN, NO EXPANSION JOINT MATERIAL. SID HAD HALF PROMISED TO USE ~~NOT~~ GRAVEL BETWEEN 2" AND  $\frac{1}{4}$ ", BUT TODAY MATERIAL IS RUNNING FINES TO SPECIFICATIONS.

ST. GAR CREW GRADING TRACK. THE TIME REQUIRED FOR FIXING TRACK DISTURBED BY TURNABLE WAS  $1\frac{1}{2}$  HRS. @  $\$53$   
3 HRS. @  $\$48$ ,  $1\frac{1}{2}$  HRS. @  $\$40$  AND  $4\frac{1}{2}$  HRS. @  $\$37$

TUES. MAY 15

CLOUDY & COOL. LIGHT RAINS.

STARTED PAVING TODAY. LIGHT RAINS  
NOT ENOUGH - TO STOP WORK.

WEIGHING CEMENT AT 564 LBS. PER BATCH.

SET BATCH BOXES AT 13.8 CU. FT. FOR SAND.

AND 21.4 FOR SAND.

BEATON AND NEWTON ON PLANT.

SOUKOP ON MIXER.

FRITZ ON CURB

WED. MAY 16

CLOUDY & COOL - LIGHT RAINS

PAVING ALL DAY. LIGHT RAINS DELAYED WORK, BUT DID NOT STOP SAME.

RAN 133 SAX UNDER YESTERDAY, SO RE-ADJUSTED BATCHES TO 12.5' FOR SAND AND 21.0' FOR ROCK.

EARL TOPLEY REPORTED TODAY TO HELP SOUKOP.

BECAUSE OF IMPOSSIBILITY OF PLACING SAME, WE ARE OMITTING MARKING STRIPS. THIS BY MACKINTOSH ORDERS.

RAN O.K. TODAY ON CEMENT

THURS. MAY 17

CLOUDY & COOL

PAVING TODAY. E. C. KINSLER REPORTED  
TODAY TO RELIEVE BEATON, ON TESTING  
MATERIAL, WHO IS ORDERED TO REPORT  
BACK ON ~~THE~~ SURVEY CREW MONDAY.

ORDERS OF MR. COATES.

TWO PLASTERERS, AND 2 CARPENTERS ON  
POST EXCH.

RAN 90 SACKS OVER ON CEMENT TODAY

FRID. MAY 18  
FAIR AND WARM.

PRYING TODAY, FINISHING DIV. "B" WITH  
EXCEPTION OF PORTION PAST POST EXCH.

MIXER HAVING TROUBLE WITH CLUTCH.

TWO PLASTERERS AND 2 MEN LAYING  
BOOF ON POST X ENTRANCE

RE-ADJUSTED BATCHERS TO 13.1 CU. FT.  
FOR SAND AND 21.2 FOR ROCK, THIS MORNING.

RAN - 19 SAX TODAY.

SAT. MAY 19  
FAIR AND WARM

STARTED DIV. "A" THIS MORNING. WE  
ARE USING A SCRATCH TEMPLATE AND  
TAMPER FOR 36' SECTION. SOME  
DELAY WITH MIXER BECAUSE OF CLUTCH  
PAN + 4 SAX.

GERISCHER HAD TWO MEN OUT TO TEST  
AND CLEAN OUT SEWER BET. 1043+43  
AND 1051+43. DIDNT DO SO TO MY  
SATISFACTION.

SUNDAY - MAY 30

FAIR AND WARM

NO WORK.

MONDAY - MAY 21  
FAIR AND WARM

PAVING 36' SECTION. COVERING PAVEMENT AS FINISHED WITH BURLAP.

RAN - 27 SAX TODAY - SUBGRADE WAS APPARENTLY O.K.

GERISCHER AND TWO MEN DUG UP <sup>A</sup> PORTION ON UNAPPROVED SEWER AND REPAIRED IT SATISFACTORY. ~~T~~ ENTIRE SEWER IS NOW 100% COMPLETE AND O.K.

ST. GAR CREW OF 3 PAVERS AND 3 LABORERS STARTED LAYING GRANITE BLOCK BET. 1089+34 AND 1091+18 LT.

TUES. MAY 22

FAIR AND WARM

PAVING 36' SECTION. RAISED SAND  
BATCHER  $\frac{1}{4}$ " THIS MORNING. ROCK IS  
RUNNING FINER THAN USUAL ALTHO TESTS  
SHOW LITTLE DIFFERENCE.

RAN - 45 SAX TODAY IN SPITE OF FACT  
THAT I RAISED SAND HOPPER. SUBGRADE  
O.K. SO - IS DUE TO A PREVIOUS LOW  
SUBGRADE OR FINER MATERIAL.

WED. MAY 23

FAIR AND WARM

SET SAND HOPPER AT 12.5 CU. FT. AND  
ROCK AT 21.0 THIS MORNING. THIS  
SAME SETTING, ON MAY 17, GAINED US  
91 SAX. TODAY WE RAN - ~~45~~<sup>36</sup> SAX.

THIS MORNING REC'D FROM CORNING-  
DONOHUE, WEIGHTS OF ALL CEMENT CARS  
TO DATE. (INC. MIL. 703599) WE HAVE  
REPORTED 84 MORE SAX THAN CAR  
CONTAINED. SCALES ALWAYS BALANCE  
WHEN I CHECK SAME.

STREET CAR CREW FINISHED PAVING  
TRACK THIS NOON.

ELMER HAD TWO MEN CLEANING UP,  
AND 1 CARPENTER ON POST EXCH. THIS  
AFTERNOON. PHONED HIM TO HURRY AND  
COMPLETE HIS WORK.

THURS. MAY 24

CLOUDY AND WARM

VISITED GRAVEL PLANT AND ARRANGED  
FOR A LARGER % OF ROCK OVER 1"

RAISED SAND HOPPER  $\frac{1}{2}$ "

SID OKES AND I SAW COL. WELSH TODAY

ABOUT MOVING DOWN TO COMPLETE ROAD  
PAST POST EXCHANGE AS SOON AS DIV.

"A" IS COMPLETED (ABOUT JUNE 9) AND THE

COL. SAID THAT WOULD BE SATISFACTORY,

AND TO KEEP GOING AHEAD.

PHONED ST. CAR CO. AND TOLD THEM TO

MOVE SWITCHES MONDAY. MAY 28, AND

OPERATE CARS OVER NEW TRACKS, MAY 29.

FRID. MAY 25  
FAIR AND WARM

OKES ASKED COL. WELSH AND REQ'D PERMISSION TO WORK DECORATION DAY.

SOME LITTLE CONFUSION OVER INTERSECTION ON MINNEHANA ST. WHEN GRADING WAS DONE GUTTER LINE WAS CARRIED THRU AND WHEN I GOT THERE INTERSECTION WAS HALF CONCRETED, WITH GUTTER CARRIED THRU. THERE WAS NO CHANCE FOR REGRADING, AND IT WAS NECESSARY TO BUILD XING UP WITH CONCRETE. I ESTIMATE ABOUT  $1\frac{1}{2}$  CU. YDS. CONCRETE EXTRA. IT WAS MY UNDERSTANDING THAT EVERY ONE ON THE JOB UNDERSTOOD THIS XING. BY ACTUAL MEASURE, WE USED 6.18 CU. YDS EXTRA IN THIS XING. SID OKES GAVE A PRICE OF \$8.38 PER CU. YD. FOR THIS SATURDAY.

SAT. MAY 26  
FAIR AND WARM

PAVING TODAY. ~~SOME D~~ WE HAVE BEEN  
TAKING MORE SAX OUT OF SOME CARS THEN  
THEY CONTAINED. SCALES BALANCE O.K.  
AND SEEM TO WEIGH IN OUR FAVOR, IF ANY-  
THING. MACKINTOSH OBTAINED 400 LBS. OF  
TESTED WEIGHTS WHICH ON THE SCALE  
WEIGHED 392 LBS.

MACKINTOSH SAID HE WOULD SEND OUT  
60 PLANK ON MONDAY FOR XING AT  
MINNEHABA AVE.

SUNDAY - MAY 27

FAIR AND WARM

NO WORK

MOND. MAY 28

FAIR AND WARM

PAVING TODAY. DELAY STARTING IN MORNING BECAUSE OF BOILER PLUG.

WE ARE HAVING CONSIDERABLE TROUBLE WITH OUR HORIZONTAL JOINTS.

STREET CAR CREW OF 15 MEN STARTED MOVING TRACK TODAY.

REC'D 60 PLANK THIS MORNING AND HAD KING AT MINNEHAWA LAID WHILE MIXER WAS BROKE DOWN. IT WAS NECESSARY TO SHOVEL DIRT FROM ~~BE~~ BEHIND CURB BY HAND.

TUES. MAY 29

FAIR AND WARM

PAVING TODAY. PAVER BROKE DOWN AT  
1<sup>00</sup> P.M. AND WE WERE UNABLE TO CONTINUE.

ST. CAR CREW CHANGING TRACK.

MIC NEU TOLD ME THAT COL. WANTED  
TROLLEY POLE IN FRONT OF POST EXCHANGE  
MOVED. I TOLD NEU WE HAD NOTHING TO  
DO WITH THAT.

WED. MAY 30

"DECORATION DAY"

FAIR AND WARM

PAVING TODAY. I LOWERED THE GRADE  
BET. 1093+00 AND 1000+50 BECAUSE OF  
THE ABSOLUTE SHORTAGE OF MATERIAL  
SUITABLE FOR A SUBGRADE BETWEEN  
THESE POINTS. THE ENTIRE ROAD  
BET. <sup>9</sup>1093+00 AND 1020+00 IS BROKEN  
DOWN BADLY.

THURS. MAY 31  
FAIR AND WARM

FINISHED PAVING TO PLANT LAST NIGHT  
AND THIS MORNING MOVED OUTFIT TO  
BEGINNING OF PROJ. AND STARTED PAVING  
AT 12:30 P.M. LOWERED GRADE FITS O.K.

TOLD OKES THAT IF ELMER DIDN'T  
ARRANGE TO GET POST EXCHANGE CLEANED  
UP, WE WOULD HOLD UP ELMER'S ESTIMATE.

SPOKE TO OKES ABOUT PART OF HIS  
CONTRACT WHICH REQUIRES ~~BE~~ GRASS BEARING  
EARTH BACK OF SHOULDERS. HE SAID HE  
WOULD USE ALL OF SUCH EARTH AS WAS  
EXCAVATED ON JOB FOR THIS, BUT REFUSED  
TO GO OFF JOB FOR MATERIAL, WITHOUT  
PAYMENT.

FRID. ~~FRID~~ JUNE 1

VERY WINDY AND COLD.

STEAM SHOVEL STARTED GRADING IN FRONT OF POST EXCHANGE. NEU ASKED THAT WE USE TOPPING FOR FILL IN FRONT OF TANK AND ARTILLERY SHEDS AND HE WOULD BOLL SAME.

ELMER HAS PAINTER AND TINNER ON POST EXCHANGE ENTRANCE. HAD TRUCK AND 3 MEN HAULING DIRT FOR REPAIRING LAWN. STILL WAITING FOR MASONS.

NEU TOLD ME THAT WE COULD OBTAIN BLACK EARTH FROM OLD TARGET RANGE ON AVIATION ROAD, AND THAT HE MIGHT HELP OUT WITH TRANSPORTATION.

FOUND REASON FOR UNEXPLAINED VARIATIONS IN GEMENT USED. THE HAND TAMPER GAVE US MORE THAN REQUIRED THICKNESS IN CONCRETE, <sup>WHILE</sup> ~~WILL~~ THE ORR SCREED ~~MATION~~ MACHINE <sup>DOES</sup> ~~DOES~~ NOT

SAT. JUNE 2

FAIR AND COOL

SHOVEL FINISHED GRADING ON DIV. "B"  
TODAY. ELMER HAS STONEMASON AND  
PAINTER WORKING TODAY.

DELAY IN PAVING THIS A.M. WHEN HYDRANT  
BROKE OFF.

NEU TOLD ME THAT COL. WELSH WISHED  
TO HAVE ROAD OPENED FOR TRAFFIC FROM  
1091+00 TO 1098+00. I SAID THAT IF  
THE COL. ORDERED US TO DO SO, HE SHOULD  
DO IT IN WRITING.

PLACED WALK IN FRONT OF POST EXCHANGE  
TODAY (99.5 SQ. YDS.)

SUNDAY - JUNE 3

FAIR AND WARM

NO WORK.

MONDAY - JUNE 4

FAIR AND COOL.

COL. WELSH REMOVED BARRICADE AT 1065+00  
AND PERMITTED PEOPLE GOING TO POLO  
~~FIELD~~ ~~FIELD~~ FIELD TO DRIVE THRU. PASSENGER  
CARS ONLY PERMITTED. (SUNDAY)

COL. ALSO GAVE DEFINITE WORD THAT  
HE DESIRED SAFTY? ISLAND AT 1090+00.

ELMER HAD 3 MEN RE-SODDING LAWN  
IN FRONT OF POST EXCHANGE.

TUES. JUNE 5

CLOUDY AND COOL.

CURB CREW OF 9 MEN STARTED CURB AT 1085+00 RT. I WARNED FOREMAN THAT HE WOULD HAVE NO INSPECTOR ON JOB, AND ANY DEFECTIVE CURB WOULD HAVE TO BE REPLACED.

IT WAS NECESSARY, BECAUSE OF LACK OF FILL MATERIAL FOR UNDER FORMS, TO LOWER GRADE BETWEEN

THIS CHANGE WAS REQUESTED BY CONTRACTOR.

TWO MEN INSTALLED PIPE AND REPAIRED WALK ON NORTH ENTRANCE-POST EXCH.

WED. JUNE 6

CLOUDY AND COOL.

PAVING TODAY.

THURS. JUNE 27

CLOUDY AND COOL

RAIN IN P.M.

THIS MORNING TANK AND TRUCK COMPANIES  
DROVE OVER PAVEMENT FROM 1057+00  
TO 1039+00 AND WENT BACK SAME WAY.

IT WAS NECESSARY TO CHANGE SAFETY  
ISLAND SLIGHTLY SO AS TO PROVIDE  
CLEARANCE FOR OVERHANG OF GAR GATES  
IN MAKING THE CURVE.

CLOSED MIXER AT 2:50 P.M. BECAUSE  
OF RAIN.

FRID. JUNE 8

CLOUDY AND WINDY

CURB MAN FINISHED SAFETY ISLAND CURB  
THIS MORNING AND PULLED OUT AT NOON.

TANKS DROVE OVER PAVEMENT AGAIN  
THIS MORNING. NO ONE AROUND HERE SEEMS  
TO CARE MUCH WHAT DAMAGE IS DONE.

HOPPER MAN WAS APPARENTLY "SALTING"  
THE BATCHES YESTERDAY. INSPECTOR SAW  
HIM AND WARNED HIM TO STOP INSTEAD OF  
NOTIFYING SOUKOP OR I. WARNED ~~HIM~~ HOPPER  
MAN THAT IF IT HAPPENED AGAIN HE WOULD BE  
REMOVED AND BATCHES DUMPED. ALSO  
SO NOTIFIED PETE LA GRANGE.



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