

CONSTRUCTION DIARY

27-88

A.W. LINDAHL
ASST. ENGR.

BOOK No 1

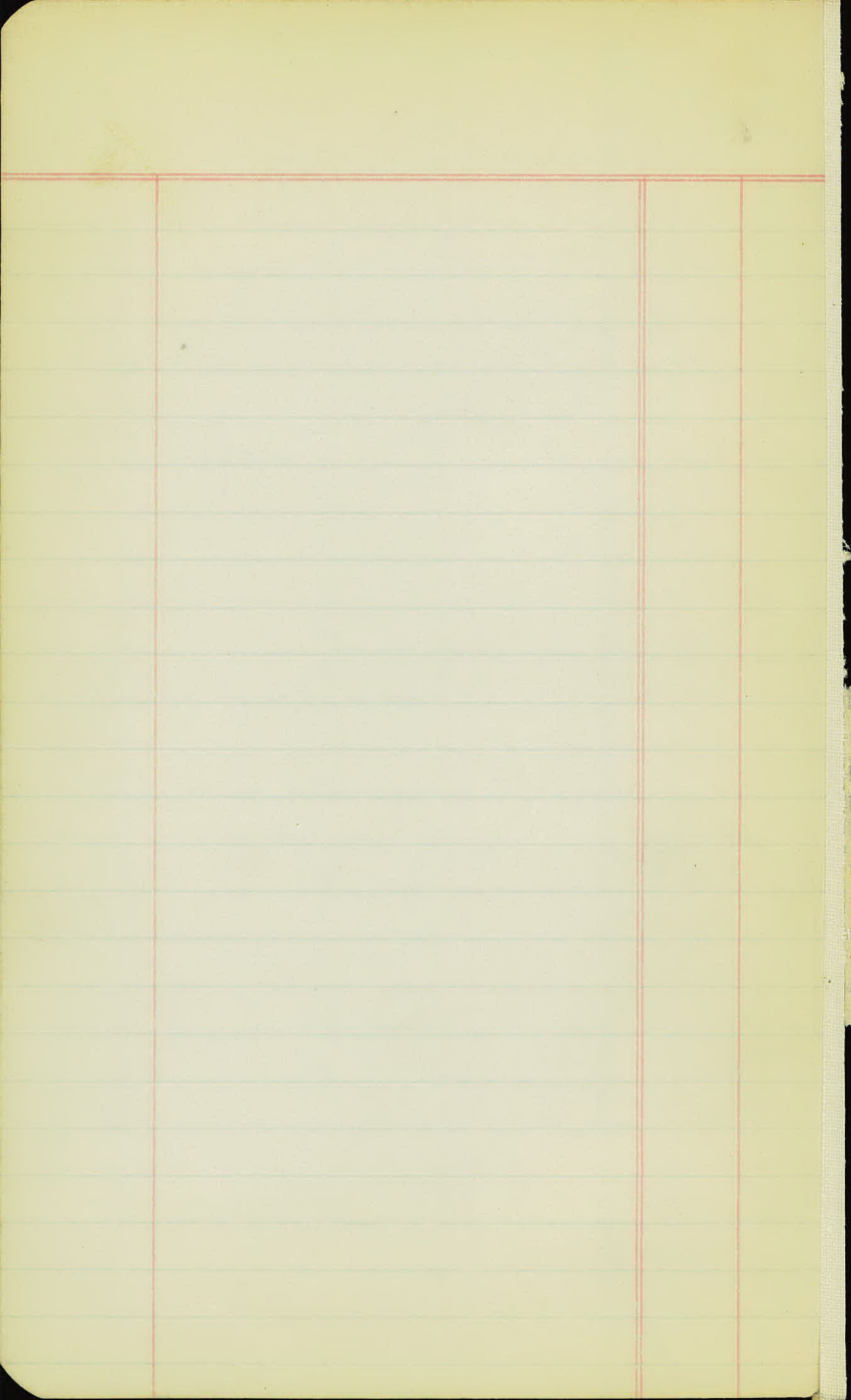
A. W. LINDAHL,
Asst Engr.

"DIARY"

PROJECT 27-88

BOOK No 2

A. W. LINDAHL,
Ass't Engr.



WED. SEPT. 28

CLOUDY & COLD - MISTY.

~~VERY HEAVY RAIN IN EVENING.~~

SOUTHER ERECTING FORMS AT 440+44. HE NOW HAS 3 PUMPS AT THIS HOLE INCLUDING A NEW CENTRIFUGAL. ~~Fritz~~ ~~WELL~~ PHONED ~~AT~~ HANDY MOVED SHOVEL TO NEAR 538+00 WHERE HE IS TAKING OUT DITCHES AND SLOPES, HAULING TO 525+00. WHEN HANDY TOLD ME WONDERLICK HAD BOUGHT 30 HORSES I MISUNDERSTOOD HIM. HE BOUGHT 20 HEAD AND RENTED 8 FROM FARMERS WHICH WITH HANDY'S 4 TOTALED 32. THE FARMERS REQUIRED 6 WHICH LEAVES 26 TODAY.

MACKINTOSH PHONED THIS MORNING AND SAID MR. COATES WOULD BE UNABLE TO COME DOWN TODAY.

I TOLD HANDY AGAIN TODAY TO GET A HEAVY BLADE.

THURS. SEPT. 29

CLOUDY AND MISTY
VERY HEAVY RAIN IN EVENING.

SOUTHER ERECTING FORMS AND STEEL AT 440+44. NEW CENTRIFUGAL PUMP WILL KEEP WATER ELEVATION DOWN; SOUTHER INTENDING TO USE OTHER TWO PUMPS AT NIGHT USING THE CENTRIFUGAL IN THE DAY AND IN CASE OF A PUMP FAILURE.

HANAY USING SHOVEL TO TAKE OUT DITCHES AND TO SLOPE ON RIGHT BETWEEN 538+00 AND 546+00. HAULING TO 525+00. WHEN GOLDBERG WAS DOWN HE REBALANCED QUANTITIES BETWEEN 524+61 AND 546+50 AND IN SOME DOING APPARENTLY REVERSED HIS SHRINKAGE MAKING THE CUT 6548 CU. YDS AND FILL REQUIRED 6868 CU. YDS.. IN CASE OF A SHORTAGE AT 525+00 WE WILL HAVE TO LOWER GRADE AT 520+00 TO OBTAIN SUFFICIENT EARTH. FROM ALL APPEARANCES NOW, WE WILL BALANCE BECAUSE ^{KEEP} ~~REDO~~ I HAVE TRIED TO ^{KEEP} FILL LOWER THAN OUR REVISED GRADE.

THURS. (CONTINUED)

~~FRID. SEPT. 30~~

~~DARK AND CLOUDY.~~

FRITZ ~~SAILED~~ PHONED THIS MORNING AND SAID HE HAD CALLED SOUTHER WHO INFORMED HIM THAT BRIDGE AT 440144 WOULDN'T BE COMPLETED UNTIL SUNDAY NIGHT READY FOR POURING MONDAY. HE SAID HE HAD PERMISSION TO GO HUNTING IF I CONFIRMED SOUTHER'S OPINION, WHICH I DID. WHEN FRITZ LEFT HERE IT WAS AGREED THAT IN CONSIDERATION OF THE FACT THAT WE WOULD KEEP HIS RATE OF PAY THE SAME, HE WAS TO COME DOWN HERE THE DAY BEFORE POURING IN ORDER TO CHECK FORMS, STEEL, ETC. FRITZ KNEW THIS WHEN HE PHONED ~~HE KNEW THAT~~ ~~HE~~ AND CONCLUDED HIS CONVERSATION BY SAYING HE WOULD SEE ME AT THE ST. P. OFFICE MONDAY MORNING. HE ALSO MUST HAVE KNOWN THAT IF SOUTHER POURED MONDAY, HE WOULD START VERY EARLY (FRITZ COULDN'T GET HERE BEFORE 10 A.M.) AND THAT SOMEONE ELSE WOULD HAVE TO CHECK FORMS AND STEEL ON SUNDAY. THESE THINGS DIDN'T PENETRATE MY DOME UNTIL FRITZ HUNG UP, AND I WAS UNABLE TO CALL HIM BACK.

FRID. SEPT. 30

DARK AND CLOUDY.

SOUTHER SAID HE THOUGHT HE WOULD HAVE 440+44 READY FOR CONCRETE MONDAY MORNING.

HANDY HAD SHOVEL IN A.M. IN CUT AT 540+00 TAKING OUT DITCHES, ETC. AT NOON HE MOVED SHOVEL TO 510+00 AND STARTED ON SANDROCK. THE QUANTITIES BETWEEN 524+61 + 546+50 DID NOT BALANCE AND AS A RESULT WE HAVE HOLE IN FILL AT 525+00 WHICH WILL HAVE TO BE FILLED FROM SOME OTHER SOURCE. THE SHOVEL MAN MADE QUIT A MESS OF HIS DITCH CUT NEAR 542+00 RT. BUT HANDY CLAIMS IT WILL BE EASY TO FIX UP.

WOLFANGLE WAS DOWN THIS P.M. AND LOOKED OVER SANDROCK AND FILL IN SWAMP. WE TRIED TO DRIVE OVER COMPLETED PORTION OF ROAD BUT IT WAS TOO SOFT.

SAT. OCT. 1.

CLOUDY AND COOL.

HEAVY RAIN IN EVENING.

AT ST. PAUL OFFICE TODAY REVISING
ROCK SECTIONS, PLANIMETERING SAME,
ETC. ALSO CHANGED ROCK QUANTITIES
ON ESTIMATE. TOLD BERTHUME TO PHONE
ME IF ANYTHING UNUSUAL HAPPENED ON
JOB. HANDY WORKING AT 510+00.

LEFT A NOTE AT FRITZ' HOME SAYING
HE ~~SHOULD~~ SHOULD ARRANGE TO GO DOWN
WITH SOUTHER MONDAY MORNING IN CASE
THEY POURED.

SOUTHER WORKING AT 440+44
WITH THE EXPECTATION OF POURING
MONDAY. HAD PARTY CHECK ELEVATIONS
AND LINE, AND ALL DIMENSIONS.

SUN. OCT. 2

CLOUDY AND COOL.

RAIN IN P.M.

SOUTHER WORKING AT 440+44

ERECTING FORMS AND STILL. VERY HEAVY

RAIN LAST EVENING DELAYED WORK.

MON. OCT. 3

FAIR & WARM IN A.M.

HAIL AND RAIN ALL P.M.

FORD IS NOT COMPLETELY REPAIRED AS YET. FRITZ PHONED AND SAID HE HAD PHONED SOUTHER WHO SAID BRIDGE AT 440+44 WOULD NOT BE READY UNTIL TUES. MORNING. SENT PARTY DOWN IN OVERLAND AND TOOK FRITZ WITH ME IN MY OWN CAR.

SOUTHER HAS'NT FINISHED FORMWORK AT 440+44 BUT HOPES TO START SOMETIME TOMORROW ANYWAY.

HANDY DIDNT BLADE ROAD YESTERDAY, AS HE CLAIMED RAIN IN AFTERNOON MADE ROAD TOO WET. HE HAS SHOVEL WORKING AT 511+00, HAULING IN TO SWAMP. NEW "CAT" TRACTOR ARRIVED SMT. BUT 7YD. WAGON IS NOT HERE AS YET.

TUES. OCT. 4.

FAIR & COOL

SOUTHER ASKED PERMISSION TO POUR ABOUT 3' IN WALLS OF 440+44 SO AS TO BE ABOVE WATER LEVEL IF PUMPS FAILED. I TOLD HIM THAT WOULD BE SATISFACTORY. HE STARTED POURING ABOUT 2:30 P.M.

HANDY HAS SHOVEL AT 513+00 TAKING OUT RIGHT CUT. FILL COMPLETED TO 488+00. HANDY PROMISED TO START BLADING COMPLETED PORTION OF ROAD TOMORROW.

TALKED TO MR. STAFF, ROAD PATROLMAN, WHO SAYS CO. ENGR. SWAN TOLD HIM THAT HE COULD START BLADING ANYTIME BUT I INFORMED MR. STAFF THAT WE WOULD BLADE ROAD FIRST, IN ORDER TO REMOVE LARGE HUMPS.

MACKINTOSH DOWN THIS P.M. AND WE WENT OVER ROCK SITUATION AND ROAD TOGETHER.

7-37 AM.
cloudy + RAIN

WED. OCT. 5

CLOUDY & COOL - RAIN ALL P.M.

SOUTHER FINISHED POURING SIDEWALLS
OF 440+43.

HANDY HAS SHOVEL AT 514+00.

HANDY TRIED TO BLADE ROAD THIS AFTER-
NOON WITH 12' BLADE, BUT AS IT STARTED
TO RAIN AND ROAD WAS WET BEFOREHAND,
WE COULDN'T GET A SATISFACTORY JOB.

THE ROAD HASN'T BEEN IN SHAPE FOR
BLADING FOR THE LAST TWO WEEKS.

LOWERED GRADE BETWEEN 516+00
AND 523+00 TO GET SUFFICIENT FILL FOR
524+50.

THURS. OCT. 6.

CLOUDY AND ~~COOL~~ ^{COLD.} RAIN ALL P.M.

SOUTHER FINISHED SLAB AT 440+44

HANDY HAS SHOVEL AT 514+00, HE HAS

7-3 HORSE WAGONS, 1 "CAT" PULLING 2-1 $\frac{1}{2}$ YD.

WAGONS, AND 1 "CAT" PULLING 7 YD. WAGON.

GOT THE FORD OUT OF THE SHOP THIS MORNING. AS I WAS DRIVING OVERLAND DOWN THIS MORNING SOMETHING STRIPPED IN TRANSMISSION. WHEN WE WERE NEAR ROSEMOUNT. THE FORD, WHICH WAS FOLLOWING, PULLED US INTO FARMINGTON WHERE I LEFT OVERLAND AT GARAGE TO BE REPAIRED.

FRID. OCT. 7.

FAIR AND WARM

SOUTHER REMOVED FORMS FROM WINGS AT 440+44 AND STARTED RUBBING SAME DOWN. ONLY 2 SMALL ROCK POCKETS FOUND, AND A VERY GOOD SURFACE OBTAINED.

HANDY HAS SHOVEL AT 51+00 MAKING THE EAST CUT IN THIS HILL. THE 2-7 YD. WAGONS ORDERED HAVE NOT ARRIVED AS YET. FILL IS COMPLETED PAST 485+00.

TOLD FRITZ HE COULD GO IN TONIGHT BUT TO BE OUT ON JOB SUNDAY NOON TO CHECK FORMS.

PHONED MAC THIS MORNING ABOUT BREAK-DOWN OF OVERLAND, AND HE SUGGESTED I PULL SAME BACK TO OUR GARAGE, BUT I TOLD HIM THAT WE WOULD RUIN THE FORD BY SUCH A LONG TOW.

SAT. OCT. 8.

FAIR & COOL

HEAVY RAIN IN EVENING

SOUTHER BUILDING FORMS FOR W53
AT 396+25.

HANDY HAS SHOVEL AT 511+50 FT.
AND HAS FILL COMPLETED TO ABOUT
484+00. 2-7YD. WAGONS HAVE NOT
ARRIVED AS YET. TOLD HANDY TO BLADE
ROAD SUNDAY IF CONDITIONS PERMITTED.
GEAR FOR OVERLAND HAS NOT ARRIVED.

SUN. OCT. 9.

CLOUDY AND COOL.

SOUTHER BUILDING FORMS FOR W53
A 396+25.

HANDY HAD PROMISED TO BLADE ROAD
TODAY, BUT HEAVY RAIN LAST EVENING
MADE IT IMPOSSIBLE.

MON. OCT. 10

FAIR AND COOL. WINDY.

SOUTHER POURED WALLS OF W53 AT 396+25 THIS MORNING, AND AFTER WAITING 3 HOURS AS DIRECTED BY ME, POURED THE SLAB. THIS COMPLETES THE CONCRETE IN ALL CULVERTS.

HANDY HAS FILL COMPLETED TO 483+00 AND EXPECTS TO BE FINISHED WITH SHOVEL CUT WED. THE 2 NEW 7 YD. WAGONS ARRIVED THIS MORNING, BUT THE 3RD "CAT" HAS NOT ARRIVED AS YET. INSPECTED A CLAY PIT ABOUT A MILE FROM BEGINNING OF SWAMP FILL. THE CLAY IS OF GOOD QUALITY, AND WILL TAKE SOUNDINGS TO DETERMINE ITS EXTENT.

OVERLAND REPAIRED AT NOON. BILL = 12.70

TUES. OCT. 11

FAIR & COOL.

SOUTHER RUBBING DOWN WINGS OF W55 AT 396+25. HE ARRANGED WITH CHAS. BETZOLD TO CLEAN UP BRIDGE LOCATIONS FOR THE SCRAP WOOD HE COULD OBTAIN. I HAD FRITZ GET A WRITTEN PROMISE FROM BETZOLD TO HAVE THIS COMPLETE BY OCT. 18.

HANDY USING SHOVEL, 2- 7YD. WAGONS AND 7- 1½ YD. WAGONS. I DIRECTED HIM TO BRING LOW PLACES IN SWAMP FILL UP TO GRADE BEFORE CONTINUEING FILL. ALSO ORDERED HIM TO ARRANGE FOR BLADING TOMORROW.

MACKINTOSH AND I LOOKED OVER CLAY PIT. MAC THOUGHT CLAY SUFFICIENT TO COVER THE 50 STATIONS WHICH WILL REQUIRE CLAY. HE ASKED ME TO MAKE AN ESTIMATE OF PROBABLE COST OF PROJECT SO WE WOULD KNOW ~~THE~~ WHAT FUNDS AVAILABLE.

FRITZ IS FINISHED ON THIS PROJECT AND WENT BACK TO TOWN TODAY.

WED. OCT. 12

RAIN ALL DAY.

HANDY HAS FINISHED CUT THRU 511700 AND IS TAKING OUT DITCHES WITH GAS SHOVEL. WE HAD INTENDED TO BLADE TODAY, BUT ROAD IS SOAKED. HANDY PROMISED TODAY THAT WHEN HE MOVED SHOVEL TO NORTH END OF JOB, HE WOULD LEAVE HIS CAMP AT PRESENT LOCATION AND WOULD USE ALL TERMS FOR FINISHING UNTIL IT IS COMPLETED AND SATISFACTORY. I TOLD HIM THAT IF HE DIDN'T DO THAT, HE WOULD BE ORDERED TO.

SOUTHER NOT HERE.

THURS. OCT. 13

FAIR & COOL.

CLOSED DETOUR ~~AT~~ AROUND BRIDGES AS IT IS IMPASSABLE BECAUSE OF HEAVY RAINS. CHANGED SIGNS SO AS TO DETOUR $\frac{1}{2}$ MILE WEST.

HANDY FINISHED DITCHES AT 511+00 AND SMALL CUT AT 520+00 AND THEN PUT CREWS ON FINISHING WITH FRESNOS. WUNDERLICK WAS AROUND MOST OF DAY. HE TOLD ME HE WOULD BLADE SUNDAY INSTEAD OF FRIDAY, BUT I TOLD HIM I WANTED IT BLADED FRIDAY AS THE WEATHER IS GOING TO BE FAIR. SWAN HAS PROMISED TO TAKE OVER ROAD AS SOON AS WE O.K. SAME.

WUNDERLICK CAME INTO OFFICE TONIGHT AND COMPLAINED ABOUT EVERYTHING.

PARTY FOUND AN APPARENTLY FINE CLAY PIT AT ABOUT 150' RIGHT OF 571+00. WE WILL TAKE SOUNDINGS TOMORROW TO DETERMINE ITS EXTENT. SOUNDING TAKEN TODAY IN PIT. 9. MILES EAST OF 528+00 SHOW BUT VERY LITTLE CLAY.

MACKINTOSH PHONED AND SAID CORTES MIGHT BE DOWN TODAY.

SOUTHER NOT HERE.

FRIDAY - OCT. 14

FAIR & WARM.

WUNDERLICK'S GAS SHOVEL BECAME MIRED EARLY THIS MORNING WHILE BEING MOVED THRU SWAMP. AFTER WORKING AT IT ALL DAY, IT IS STILL DOWN THIS EVENING. ONE "CAT" TRACTOR WAS USED MOST OF MORNING AND WAS THEN SENT TO HELP SHOVEL, THE OTHER TRACTOR BEING ALREADY THERE. TERMS ARE FINISHING BETWEEN 503+00 AND 528+00.

COATES, WOLFENGLAND AND MACKINTOSH DOWN TODAY AND WE MET WUNDERLICK ON JOB. COATES AGREED WITH MY CLASSIFICATION OF MATERIAL AT 556+00 AND 579+00. HE ALSO SAID THAT SANDROCK SUCH AS FOUND IN HILL AT 612+00 WOULD BE CONSIDERED AS SOLID ROCK. I TOOK FOR GRANTED THAT ANY MATERIAL SIMILAR WHEREVER FOUND WOULD ALSO BE SOLID ROCK.

WUNDERLICK CAME IN THIS EVENING AND SHOWED ME AN ^{UNCLASSIFIED} AUTHORIZED ORDER FOR CLAYING SANDY PORTIONS OF ROAD.

10 MEN CAMP. 4 TEAMS - 11 H.
6 MEN N. 1 TEAM 2 H.

SHOVEL AT 424+00

SAT. OCT. 15

FAIR & COOL - WINDY

HANDY PULLED SHOVEL OUT OF SWAMP LATE LAST EVENING AND THIS MORNING PULLED IT AROUND SWAMP TO 424+00, STARTING TO DIG ABOUT 11⁰⁰ A.M. SOME OF HANDY'S TEAMSTERS HAVE QUIT AGAIN LEAVING HIM 3-3 HORSE FRESNOS FOR FINISHING, AND 1 TEAM FOR PLOW AT HILL 520; AND 1 TEAM WITH PLOW WITH SHOVEL AT 424+00.

MUNDERLICK PHONED ME TO SAY HE WOULD HAVE DRAGLINE FOR CHANNEL CHANGE MONDAY MORNING.

WE HAVE STILL BEEN UNABLE TO DISCOVER A CLAY PIT OF SUFFICIENT SIZE. TOOK SOUNDINGS IN VICINITY OF 570+00 BUT ALL CLAY SOON RAN INTO ROCK.

MACKINTOSH TOLD ME THIS MORNING THAT IT IS HIS IDEA TO USE ONLY 4" OF CLAY TOPPING.

MON. OCT. 17

FAIR AND WARM.

SOUTHER REMOVING FORMS FROM W. P&D
AT 440+44.

HANDY HAS SHOVEL AT 423+00 USING
2-7 YD. WAGONS. FINISHING CREW OF
10 MEN AND 5 TEAMS AT ~~545~~ + 545+00.

HANDY ^{NOW} HAS A FINISHER WHO APPARENTLY
KNOWS HIS BUSINESS. HANDY HAD A BLADE
ON THE ROAD BETWEEN 549+00 AND 705+00
FOR 11 HOURS YESTERDAY. I DONT THINK WE
CAN GET A BETTER JOB WITH OUR 12' BLADE.

PARTY DISCOVERED A 2' STRIP OF CLAY
AT ABOUT GRADE AT 429+60 RIGHT, IN
AN OLD GRAVEL PIT. HOWEVER, THIS PIT
WAS THE ONLY INDICATION OF CLAY SO FAR
DISCOVERED IN THE ENTIRE HILL. INVESTIGATED
CLAY PIT ON S.T.H. #50, 1 MILE EAST OF THE
BEGINNING OF OUR PROJECT. THIS ^{CLAY} ~~PIT~~, HOWEVER
HAS A VERY LARGE PROPORTION OF SAND.

MACK TRUCK CLAMSHELL OUTFIT ARRIVED
THIS MORNING AND STARTED WORK ABOUT
10⁰⁰ A.M. ~~NEAR~~ ON CHANNEL CHANGE NEAR
548+00. THE CREEK IS OVERFLOWING ITS BANKS, SO
IT'S DIFFICULT TO OBTAIN A GOOD X-SECTION.

TUES. OCT. 18
FAIR AND WARM

SOUTHER REMOVING FORMS AND CLEANING UP LUMBER.

HANDY HAS ~~THE~~ ALMOST COMPLETED CUT ~~THRU~~ THRU HILL 422+00, USING SHOVEL AND 2-7YD. WAGONS WITH 2 TEAMS FINISHING.

FINISHING CREW OF 10 MEN AND 5 TEAMS WORKING AROUND CURVES NEAR 545+00.

CLAMSHELL OUTFIT MAKING SMALL HEADWAY NORTH ALONG CHANNEL.

MACKINTOSH DOWN THIS NOON AND WE WENT OVER JOB IN P.M.

THE PARTY, WHICH HAS BEEN DIGGING TEST HOLES IN HILL 432+00, DISCOVERED A TWO FOOT LAYER FROM 1' TO 11' BELOW GROUND, BETWEEN STATIONS 433 AND 438, APPROXIMATELY.

MAG THOUGHT CUT AT 551+00 RT. LOOKED PROMISING FOR CLAY, AND WE'LL INVESTIGATE THAT TOMORROW.

WED. OCT. 19.

FAIR CRYARM

HANDY FINISHED THRU HILL 422 AND MOVED SHOVEL TO 411+00. USING 2-7 YD. WAGONS.

REMAINDER ~~OF~~ OF OUTFIT, INCLUDING FINISHERS ~~AND~~ HELPED MOVE HANDY'S CAMP TO 450+00 LT.

HANDY ASKED FOR PERMISSION TO FILL OVER BRIDGES IN ORDER TO BRING HIS TERMS TO AND FROM CAMP. I TOLD HIM HE COULD DO SO AT HIS OWN RISK AND PROVIDED HE KEPT AT LEAST A FOOT OF FILL OVER THEM, ESPECIALLY 490+44 WHICH HAS ONLY BEEN IN 14 DAYS. I CANT DO ANYTHING TO DELAY THE WORK NOW.

CLAMSHELL WORKING IN CHANNEL NEAR BRIDGE 447+00. SAW OWNER OF OUTFIT AND HE TOLD ME THAT THE ONLY WAY HE COULD TAKE OUT CHANNEL CONNECTION TO BRIDGE AT ~~PT.~~^{PT.} OF 447+00 AND PT. AND LT. OF 440+44 WOULD BE ON AN HOUR BASIS BECAUSE OF THE DIFFICULTY OF MOVING TO LOCATION. HE GAVE A RATE OF 4.50 AN HOUR INCLUDING 2 MAN CREW, AND GAS. BECAUSE OF THE WATER, THIS IS THE ONLY METHOD WE CAN USE.

THURS. OCT. 20

FAIR & WARM

HANDY MOVED SHOVEL TO 429+00 AND IS FILLING OVER BRIDGES ^{USING} 2-7 YD. WAGONS, 4-3 HORSE WAGONS AND 2-3 YD. TRUCKS. I WARNED HIM ABOUT USING EVERY CARE IN GOING OVER BR. AT 440+44.

CLAMSBELL CONNECTED CHANNEL WITH BRIDGE AT 447+00. AT 2:00 P.M. HE STARTED TO MOVE TO LT. OF 447+00 BUT THIS EVENING HE WAS NOT YET IN POSITION.

THREE MEMBERS OF CHURCH AT 410+00 RT. ~~SAW~~ SAW ME RELATIVE TO ANOTHER CULVERT AS THEY FORMERLY HAD 2 DRIVEWAYS. I TOLD THEM IF THEY WOULD BE SATISFIED WITH PRESENT CULVERT, WE WOULD PUT UP A CABLE GUARDRAIL OF TOP OF CUT FROM 409+50 TO 411+15 RT.

WE DUG 4 TEST HOLES IN HILL AT 551+00 LT. AND ALL SHOWED FROM 4' TO 8' OF VERY GOOD CLAY. THE LOOSE ROCK OVERLAYER RUNS FROM 1' TO 3' THICK.

WILL SEE THE OWNER, ROTHER, TOMORROW.

TOWN BOARD WANTS CULVERT AT 528+27 RIGHT ABOUT 150' ON TOWN ROAD.

FRID. OCT. 21

FAIR AND WARM

SHOVEL IN CUT NEAR 431+00 RT. HAULING
ACROSS BRIDGES WITH TWO TRUCKS, AND
COMPLETING FILL TO 440+00 WITH REMAINDER
OF EQUIPMENT. HANDY STARTED DRIVING
7 YD. "CAT" WAGONS OVER CULVERT AT 440+44,
BUT I ORDERED HIM NOT TO, AND TO COMPLETE
FILL TO CULVERT BEFORE HE DROVE OVER IT.
ALSO TOLD HIM THAT HE SHOULD MOVE BACK
AND COMPLETE FILL BETWEEN 405+69
AND 419+30 WHICH HE HAS STARTED. PLENTY
SQUAKING.

HANDY LEFT CUTS SOUTH OF SWAMP IN
TERRIBLE SHAPE; THE FOUR MEN HE LEFT TO
FINISH WILL BE THERE NEXT SPRING IF THEY
DONT GET SOME HELP.

CLAMSHELL AFTER BEING DELAYED FROM
3:30 P.M. YESTERDAY TO 9:30 AM. TODAY BY
HANDY THRU HIS DESIRE TO KEEP HIS² TRUCKS
BUSY, TOOK OUT CHANNEL CONNECTION ON
LT. OF 447+00, FINISHING TONIGHT.

SAW ROTHER TONIGHT ABOUT CLAYPIT,
AND HE WANTS \$400.⁰⁰ AN ACRE.

SAT. OCT. 22

FAIR & WARM

HANDY HAS MOVED SHOVEL TO CUT AT 411+00 AND IS TAKING OUT LEFT SIDE OF CUT. ALSO CLEANING UP AND BURNING STUMPS AT BEGINNING OF PROJECT.

FINISHING CREW IN CUT AT 520+00. HANDY PROMISED ME HE WOULD FINISH WITH ADDITIONAL HELP.

CLAMSHELL MOVED TO BRIDGE LOCATION AT 440+44 ~~BEING~~ BEING DELAYED BY NEW ^{FILL} WHICH HANDY INSISTED ON PUTTING IN, REQUIRING THE USE OF PADS FOR ENTIRE MOVE.

DID NOT SEE ROTHER ABOUT CLAY AS I WANTED MACKINTOSH OPINION FIRST.

OVERLAND BROKE DOWN GOING TO ST. PAUL THIS AFTERNOON AND WAS LEFT AT ROSEMOUNT. NOTIFIED CHURCHILL.

MONDAY - OCT. 24

FAIR AND WARM

HANDY ATTEMPTED TO WORK YESTERDAY, BUT WAS STOPPED BY A SHERIFF CALLED BY MEMBERS OF A CHURCH ON PROJECT. HE FINISHED CUT AT 411+00 THIS MORNING, AND MOVED SHOVEL TO 405+69, WORKING NORTH. I TOLD HIM, THAT IN MAKING FILL AROUND CURVE AT S.T.H. #50, IT WOULD BE NECESSARY TO FILL FROM BOTH SIDES TO CULVERT, AND THEN PULL THE FILL OVER CULVERT WITH A MORMAN. IN NO CASE WERE THE 7 YD. WAGONS TO BE ALLOWED TO CROSS.

CLAMSHELL FINISHED AT 440+44 RT.

SAT. AFTERNOON AND MOVED TO LT. TODAY, HAVING TO MAKE A LONG DETOUR ON PRDS AND BEING DELAYED ABOUT TWO HOURS WITH A BROKEN FAN BELT FOR MOTOR.

PARTY X-SECTIONED ROTHER CLAY-PIT. SAW ROTHER TODAY, BUT HE HASN'T MADE UP MIND AS TO WHETHER TO SELL, OR NOT.

TUES. OCT. 25

FAIR AND WARM

HANBY HAS SHOVEL AT 402+00, FILLING AROUND CURVE AT S.T.H. #50. HAS 3 TERMS ON FINISHING AT 530+00, WORKING NORTH.

TOLD WUNDERLICK TO ARRANGE TO PUT IN P³ AT #50, BY FORCE ACCOUNT.

SHOVEL BROKE DOWN FOR ABOUT TWO HOURS THIS MORNING.

GLAMSHELL FINISHED CHANNEL AT 440+40 LEFT AT NOON, AND STARTED PULLING OUT. WE PAY FOR MACHINE UNTIL IT GETS BACK TO 447+00.

MACKINTOSH DOWN AT NOON. AND WE WENT OVER JOB TOGETHER.

PARTY X-SECTIONING SANDROCK.

FINISHER - 4 TEAMS - 5 LABORERS.
SHOVEL - 4 - 2 H. WAGONS - 2 CATS / TEAM

WED. OCT. 26

FAIR & WARM

SHOVEL TAKING OUT DITCHES BETWEEN
396+46 AND 405+69, HAULING TO CURVE
AT [#] 50.

FINISHER, WITH 4 TEAMS AND 5 LABORERS
WORKING ~~AT~~ BETWEEN 504+00 AND 515+00

CLAMSHELL AT STA. 3+00, CHANNEL
CHANGE.

SAW ROTHER, AND AFTER MUCH TALK,
HE OFFERED HIS CLAY AT ^{\$} 1.10 PER YARD.

SOUTH BOUNDARY OF PIT IS 552+50.

WORKED WITH PARTY DETERMINING
SAND ROCK.

THURS. OCT. 27 27

FAIR & WARM

SHOVEL TAKING OUT DITCHES BETWEEN
396+46 AND 405+69.

FINISHER WORKING FROM 510+00 TOWARD
SWAMP.

CLAMSHELL AT STA 3+00, WORKING SOUTH.
SHOVEL OPERATOR QUIT, AND WHEN HANDY
TRIED TO RUN SHOVEL, HE BROKE IT, BEING
DELAYED SEVERAL HOURS.

SPENT DAY AT ST. PAUL OFFICE COMPUTING
SANDROCK, ETC. FOR ESTIMATE.

FRID. OCT. 28

CLOUDY AND COOL. RAIN IN P.M.

SHOVEL AT 405+00. EXPECT TO FINISH
THIS BALANCE POINT TONIGHT.

FINISHER WORKING FROM 510+00 TOWARDS
SWAMP.

CLAMSHELL WORKING BETWEEN STA. 3+00
AND 4+00, CHANNEL CHANGE.

TOLD HANDY THAT I WOULD GIVE HIM
\$.25 A FOOT FOR P³ ACROSS S.T.H. #50,
HE TO MAINTAIN TRAFFIC AND STAND ALL
RESPONSIBILITY.

SAT. OCT. 29.

CLOUDY & COOL. RAIN IN P.M.

SHOVEL AT 407+00

FINISHER ALONE AT 521+00

2 FRESNOS FINISHING AT SHOVEL.

CLAMSHELL AT 4+50 OF CHANNEL CHANGE.

SPENT DAY AT OFFICE GOING OVER
ESTIMATE WITH MACKINTOSH.

MON. OCT. 31

FAIR AND COOL.

SHOVEL AT 433+00 RT.

FINISHER AT 512+00 IN P.M. NOT WORKING
IN A.M.

CLAMSHELL REACHED 5+00 TONIGHT.

HANDY TOLD ME QUANTITIES BETWEEN
405+69 AND 419+30 WOULD RUN SHORT,
BUT FOUND TONIGHT WHERE HE WAS MUCH
ABOVE GRADE AT 406+00 AND 407+00.

MADE APPOINTMENT WITH WUNDERLICK
TO MEET MAC AND I AT OFFICE THIS MORNING
TO GO OVER ESTIMATE, BUT WUNDERLICK
NEVER SHOWED UP.

TUES. NOV. 1

RAIN & SNOW - COLD

NO WORK ON PROJECT TODAY BECAUSE
OF WEATHER.

WED. NOV. 2.

CLEAR & COLD

SHOVEL AT 435+00, WORKING SOUTH.

THE MATERIAL IN THIS HILL THAT WE THOUGHT WAS CLAY, DEVELOPED INTO VERY SANDY CLAY WHEN TAKEN OUT, AND WILL NOT MAKE A GOOD TOPPING. WE TRIED PLACING IT ON ROAD, BUT IT WAS SO WET IT MIRED DOWN THE WAGONS.

FINISHER AND TWO MEN STRINGLINING NEAR 506+00.

CLAMSHELL AT 5+50, CHANNEL CHANGE.

THURS. NOV. 3

CLEAR & COLD

SHOVEL AT 536+00, WORKING NORTH AND TAKING OUT A SECOND CUT. THE FACTORY SHOVEL OPERATOR LEFT FOR HIS HOME TODAY, LEAVING GLINE ALONE. C. WEAVER'S DUMP MAN TOOK CHARGE OF DUMP TODAY.

TOOK FINISHER OVER JOB TODAY AND SHOWED HIM WHAT HAD TO BE DONE BEFORE I WOULD ACCEPT SOUTH END.

CLAMSHELL AT 6+00 OF CHANNEL CHANGE.

HAD PARTY CONTINUE FINAL X-SECTIONS TODAY.

ONE MAN ON FORCE ACCT. @ .45 PER HR. REPLACING BROKEN FENCE, ETC.

FRID. NOV. 4.

CLOUDY & COLD - HAIL IN P.M.

SHOVEL AT 434+00, WORKING NORTH.

FINISHER BLADING SOUTH OF SWAMP WITH 12' BLADE AND TRACTOR. TWO MEN AND A WAGON PICKING UP ROCK, ONE MAN CLEANING OUT DITCHES.

CLAMSHELL AT 7+50, CHANNEL CHANGE.

HAVE BEEN AFTER HANDY FOR THE LAST MONTH TO GET HIS FINISHING COMPLETED TO THE SHOVEL. SHOVEL LEFT CUTS BETWEEN 396+00 AND 428+00 IN THE WORST POSSIBLE SHAPE. I HAVE HANDY'S PROMISE TO PUT FINISHER ON BETWEEN THESE STATIONS WITH AS MANY TEAMS AS ARE NECESSARY TOMORROW. TOLD HIM TO PUT SOME OTHER MAN IN CHARGE OF PICKING UP ROCK, ETC.

TWO MEN UNTIL 9:30 A.M. ON FEINCES. ~~ONE~~

TWO MEN PART OF AFTERNOON ON DIGGING OUT A STUMP NEAR W53.

MACKINTOSH DOWN THIS AFTERNOON, WITH CLAY PIT AGREEMENTS,

SAT. NOV. 5

CLOUDY & COLD

SHOVEL AT 433+00 WORKING NORTH.

NO FINISHING CREW ON NORTH END AS PROMISED
AS FINISHER QUIT. GAVE HANDY WRITTEN
NOTICE THAT IF FINISHING WAS NOT STARTED
BY MONDAY NOON, I WOULD CLOSE DOWN
SHOVEL.

CLAMSHELL AT St 50, CHANNEL CHANGE.

TWO MEN AND TEAM AT SOUTH END OF
JOB PICKING UP ROCKS, ETC.

~~4~~ Mon. Nov. 7

CLOUDY AND COLD.

SHOVEL AT 432+00, WORKING NORTH.

BROKE DOWN BEFORE NOON, AND REMAINED SO MOST OF AFTERNOON. HANDY HAD MISTAKEN RW STAKES FOR SLOPE AND MADE HIS FILL MUCH TOO WIDE BETWEEN 450 & 451, SO HAD CLAMSHELL MOVE ON FILL AND TAKEN THIS EARTH OUT. I HAD ARRANGED WITH CLAMSHELL OPERATOR TO TAKE OUT CHANNEL CONNECTION AT 454+88 LT. AS SOON AS CHANNEL WAS COMPLETE. HOWEVER, HANDY DESIRED THIS EARTH EMBANKMENT FOR "CAT" WAGONS AND ARRANGED THAT CLAMSHELL GO ON ANOTHER JOB WHICH WILL TAKE 3 DAYS. IT IS UNDERSTOOD THAT COUNTY TIME ON CLAMSHELL IS NOT TO START UNTIL MACHINE IS BACK, AND IN POSITION TO BEGIN DIGGING.

FINISHER, WITH 5 TERMS AND A PLOW, ARE WORKING FROM #50 SOUTH.

ONE MAN CLEANING UP ON SOUTH END.

TUES. NOV. 8

CLOUDY AND COLD.

SNOW LAST NIGHT, BUT MELTING TODAY.

SHOVEL AT 432+00. FIVE TRUCKS
MAKING FILL BETWEEN 449+00 AND 455+00
WHILE "CAT." WAGONS ARE ~~BEING~~ HAULING AROUND
CULVERT AT 454+88 AND BUILDING FILL SOUTH.

FINISHER, WITH 5 FRESNOS AND 1 PLOW
WORKING BETWEEN 400+00 AND 410+00

CLAMSHELL ON ANOTHER JOB FOR A FEW
DAYS.

WED. NOV. 9

CLOUDY AND COLD. SOME SNOW. NOT FREEZING

SHOVEL BROKE DOWN UNTIL LATE AFTER-
NOON.

FINISHER, WITH 7 TERMS AND 2 SLOPERS,
WORKING SOUTH FROM S.H. #50.

TWO MEN SOUTH OF SWAMP CLEANING
R. OF W., DITCHING, REPAIRING FENCE, ETC.

MACKINTOSH DOWN THIS AFTERNOON.
HE SUGGESTED THAT WE ARRANGE TO
TAKE ALL OF CLAY REQUIRED FROM
ROTHER'S PIT.

THURS. NOV. 10

CLOUDY & COOL

RAIN AND MIST ALL DAY

SHOVEL AT 435+00 WORKING NORTH.

SHOVEL OPERATOR QUIT LAST EVENING
AND HANDY'S SON IS OPERATING SAME TODAY.

FINISHER, WITH 6 TERMS, WORKING SOUTH
FROM #50, ALMOST FINISHED TO 406+00

THREE MEN ON SOUTH ^{END} SPENT MORNING
REPAIRING FENCE ALONG ENTRANCE AT
554+65 LT. PUT IN REMAINDER OF DAY
LEVELING HUMPS, PICKING UP WOOD, STRAIGHTEN
ING HAND DITCH, ETC.

O. VAN K. DOWN TODAY AND SAID PARTY
WOULD BE LAYED OFF NOV. 15.

PARTY TAKING FINAL X-SECTIONS.
NOTIFIED STAFF THAT 18" C.M. FOR RIGHT
OF STA 528+00, IS AT DEPOT HERE, AND
SHOULD BE CALLED FOR.

FRID. NOV. 11
"ARMISTICE DAY"

RAIN AND COLD

SHOVEL BROKE DOWN LAST EVENING AND WAS BEING REPAIRED ALL THIS MORNING.

FINISHING CREW FORCED TO CAMP BY
10 A.M. RAIN. THREE MEN CLEANING UP ON SOUTH END FINISHED ALL WORK THIS NOON.

NO WORK IN AFTERNOON BECAUSE OF RAIN.

SURVEY PARTY WENT TO ST. PAUL AT NOON.

HANDY WISHED TO WORK SUNDAY AND SAID HE THOUGHT THE CHURCH PEOPLE WOULDN'T OBJECT IF HE HAD AN ORDER TO SHOW. GAVE HIM WRITTEN ORDER TO DO EVERYTHING POSSIBLE TO FINISH THE WORK THIS FALL.

SAT. NOV. 12

CLOUDY AND COLD

SHOVEL OPERATING NEAR 435+00. HANDY'S SON RUNNING SAME. NEW SHOVEL MAN FROM FACTORY WILL BE IN TONIGHT.

FINISHING CREW OF FIVE TEAMS NEAR 410+00. GROUND FROZEN HARD AND HAS TO BE PLOWED.

SUNDAY - NOV. 13

CLOUDY AND WARMER.

SHOVEL OPERATING ALL DAY IN CUT
NEAR 434+00. ALL MEN USED ON
HAULING, AND NO FINISHING DONE BECAUSE
OF NEARNESS OF CHURCH.

NO OBJECTION TO WORKING SUNDAY
MADE BY CHURCH.

MON. NOV. 14

SNOW AND RAIN, FROM 11 A.M., REMAINDER
OF DAY.

SHOVEL OPERATING ALL DAY. NEW FACTORY
OPERATOR IS GOOD.

ALL TERMS ON WAGONS AS ROADWAY
IS FROZEN TOO HARD TO FINISH.

TWO MEN STRING LIVING CURVE AT #50
AND SLOPING SAME.

TWO MEN INSTALLING 24" P³ WHICH CROSSES
#50. GAVE WUNDERLICK ORDER TO PLACE
WATCH MAN HERE ALL NIGHT, AND WE WOULD
PAY HIM FORGE ACCOUNT.

GAVE TELEPHONE COMPANY ORDER TO
REMOVE T.P. FROM BRIDGE AT ~~447+00~~ 440+44

TUES. NOV. 15

RAIN & SLEET ALL A.M. SNOW ALL P.M.

SHOVEL OPERATED UNTIL 9³⁰ A.M. WHEN ALL OF CREWS SENT TO CAMP BECAUSE OF WEATHER. NO MORE WORK TODAY.

WUNDERLICK BLADING UNTIL NOON.

TWO MEN ~~W~~ INSTALLING P³ IN MORNING, AND FOUR MEN WITH "CAT." IN AFTERNOON. TOLD WUNDERLICK WATCHMAN WOULDN'T BE REQUIRED TONIGHT AT SULVERT LOCATION.

SURVEY PARTY LAID OFF TODAY, AND WENT INTO TOWN THIS AFTERNOON.

SAW STEVENS THIS MORNING AND HE SAID HE WOULD HAVE OUTFIT DOWN THURSDAY TO OPEN CHANNEL AT 454+88 LT.

Wed. Nov. 16

CLOUDY AND COLD

SHOVEL OPERATING ALL DAY IN BIG CUT. GROUND IS FROZEN FOR ABOUT 10" AND IT IS IMPOSSIBLE TO MAKE THIS FROZEN GROUND BREAK EVEN WITH THE STAKE LINE. CANNOT SEE ANY ~~OTHER~~ WAY TO SLOPE CUT UNTIL NEXT SPRING. ASKED HANDY AGAIN ABOUT BLADING, AND HE SAYS HE HAS BLADED EACH DAYS WORK IN THE EVENING SINCE MONDAY. TWO MEN INSTALLING P³ AT #50. IN ORDER TO PROVIDE FOR TRAFFIC, WE PUT IN 3 SECTIONS AND COVERED SAME UP.

MALKENTOSH DOWN THIS AFTERNOON.

THURS. NOV. 17

CLEAR AND COLD.

SHOVEL OPERATING ALL DAY IN BIG CUT.
NO FINISHERS ON BECAUSE OF FROZEN
GROUND.

TWO MEN EXCAVATING FOR OTHER ~~HALF~~
HALF OF P² CULVERT ACROSS #50.

HANDY TRIED TO RUN ONE OF TRUCKS TO
BALANCE POINT IN SWAMP, BUT IT BROKE
^{OLD} THRU_A ROADBED AND HAD TO BE PULLED OUT.

FRID. NOV. 18

CLOUDY AND COLD.

SHOVEL OPERATING IN BIG CUT ALL DAY.

FREEZING WEATHER. NO FINISHING.

HANDY INSTALLED P³ CULVERTS LATE LAST EVENING, AND TODAY TWO MEN WERE FILLING TRENCH AND DISPOSING OF EXCESS EARTH.

CLAMSHELL CAME DOWN LAST EVENING, BUT BECAUSE OF MOTOR TROUBLE, DIDN'T GET STARTED UNTIL THIS P.M. ARRIVED ON LOCATION ~~READY~~ 454+88 LT. } ~~AT 2 P.M.~~ READY TO DIG, AT 2 P.M. STARTED OPENING UP HANDDITCH ~~AT~~ ^{AT} LEFT.

SAT. NOV. 19

CLOUDY AND COLD

SHOVEL WORKING ALL DAY IN BIG CUT.

NO FINISHERS BECAUSE OF FROZEN GROUND.

TWO MEN STARTED AT 8⁰⁰ A.M. TO DITCH THRU
WS3 AT CURVE TO #50

CLAMSHELL PUT IN 9 HRS. 15 MIN. DIGGING
INLET TO W88.D. AT 454+88

SUN. NOV. 20

CLOUDY AND WARM. FOG.

WORKED ALL DAY WITH NO TROUBLE FROM FARMERS.

ONE MAN WORKED $\frac{1}{2}$ DAY AND OTHER WORKED 8 HOURS AT DITCH NEAR #50

CLAMSHELL NOT WORKING.

MON. NOV. 21.

CLOUDY AND WARM. MIST AND FOG.

SHOVEL IN CUT ALL DAY.

VERY HEAVY GOING FOR EQUIPMENT TODAY.

NO FINISHERS. ROAD BEING BLADED EACH NIGHT, WHERE FILLED.

ONE MAN DIGGING DITCH THRU W53 NEAR S.T.H. #50

CLAMSHELL FINISHED BEFORE NOON, BUT GAVE THEM UNTIL NOON TO GET BACK ON ROAD.

APPARENTLY, WUNDERLICK AND STEVENS HAVE NOT COME TO AN AGREEMENT AS TO WHO IS GOING TO LEVEL WASTE BANKS OF CHANNEL CHANGE. GROUND IS FROZEN TOO HARD TO MOVE AT THIS TIME ANYWAY.

TUES. NOV. 22

CLOUDY AND COLD. FREEZING IN P.M. FOG.

SHOVEL TAKIN OUT FINAL CUT NEAR 435+00

TOO WET GROUND TO ALLOW TRUCKS TO RUN.

NO FINISHING BECAUSE OF FROST IN GROUND.

MAN DIGGING DITCH QUIT LAST EVENING.

WED. NOV. 23

FAIR & WARM

SHOVEL WORKING ALL DAY IN CUT.
TWO TRUCKS BACK ON TODAY. HANDY
SAID HE WOULD BE CLOSED DOWN ALL
DAY TOMORROW, BUT HE HAD TWO MEN
WHO WANTED TO WORK. I TOLD HIM TO
PUT THEM TO WORK DIGGING ~~THE~~ DITCH NEAR
454+88 LT.

THURS. NOV. 24

" THANKSGIVING DAY "

FAIR & WARM

TWO MEN HANDDITCHING NEAR 454+88 LT.

OTHERWISE NO WORK.

FRID. NOV. 25

FAIR AND WARM

SHOVEL WORKING ALL DAY IN CUT. I THOUGHT PERHAPS THE GROUND HAD THRAWED ENOUGH TO START FINISHING AGAIN, BUT FOUND ONLY THRAWED AN INCH ON TOP.

SAW WUNDERLICK TODAY AND TOLD HIM THAT IF HE HAD ANY MORE COMPLAINTS TO MAKE AS TO WHAT I ALLOW HIM, WOULD HE PLEASE PUT SAID COMPLAINTS IN WRITING, O.K'D BY HANDY. I ONLY SEE HIM TWICE A MONTH, AND EACH TIME HE KICKS ABOUT SOMETHING THAT HANDY AND I AGREED ON A MONTH BEFORE.

SAT. NOV. 26

FAIR AND WARM

SHOVEL WORKING ALL DAY. FROST COMING OUT OF GROUND IN GOOD SHAPE. HAVE ABOUT 500' MORE TO GO TO JOIN OTHER FILL, BUT IT IS NECESSARY TO COME BACK TO RAISE AND WIDEN PARTLY COMPLETED FILL.

HANDY SAID HE WILL WORK TOMORROW.

SUNDAY, NOV. 27

FAIR AND WARM

HANDY WORKED ALL DAY. TRUCKS LAID OFF AT
NOON BECAUSE OF VERY SOFT ROAD. ONE TRACTOR
BROKE DOWN IN AFTERNOON.

MONDAY, NOV. 28

MISTY AND WARM. CLEAR BY EVENING.

SHOVEL WORKING ALL DAY. NO TRUCKS. ONE TRACTOR BEING REPAIRED. HANDY SAID HE WOULD START STRINGLINING FILL TOMORROW IF HE COULD OBTAIN MEN.

SAW POTNER AGAIN, AND HE SAID HE WOULD HAVE CLAY AGREEMENT SIGNED THIS WEEK FOR SURE.

ALL DIRT ROADS ARE IN VERY BAD SHAPE.

TUES. NOV. 29

FAIR AND WARM IN A.M.
LAST
SOME RAIN DURING A NIGHT
CLOUDY AND COLD IN P.M.

SHOVEL WORKING ALL DAY IN BIG CUT. ROAD VERY MUDDY DELAYING HAULING AND MAKING USE OF TRUCKS IMPOSSIBLE. EXPECT FREEZE UP TONIGHT, SO TOLD HANDY TO BLADE FILL TONIGHT. PORTION BETWEEN T.H.#50 AND BIG CUT IS TOO SOFT TO BLADE TONIGHT, AND WILL ~~SO~~^{DO} SO IN MORNING AFTER ITS FROZEN A LITTLE.

TRIED TO FIX UP MISERABLE JOB OF HAND DITCHING DONE THANKSGIVING, BUT AM AFRAID WE WILL HAVE TO DO IT ALL OVER AGAIN TO MAKE IT LOOK RIGHT. BOTH HANDY AND I WERE AT HOME, AND CLERK WAS IN CHARGE OF CAMP.

SURVEY PARTY TAKING FINAL X-SECTIONS.

WED. NOV. 30

CLOUDY AND COLD

SHOVEL WORKING ALL DAY. TWO TRUCKS
HAULING, IN ADDITION TO OTHER EQUIPMENT.

WEATHER TURNED VERY COLD LAST NIGHT
AND NORTH END OF JOB FROZE SO HARD THAT
IT WAS IMPOSSIBLE TO BLADE IT.

FILL BETWEEN 418+66 AND 420+00
DIDNT BALANCE, AND IS BEING FILLED
TODAY FROM 43+00

THURS. ~~NOV~~ DEC. 1.
SNOW AND VERY COLD.

SHOVEL WORKING IN BIG CUT ALL DAY.
TOO COLD AND SLIPPERY FOR TRUCKS; AND
ALL TEAMS QUIT AT 3⁰⁰ P.M. TRACTOR
WAGONS AND SHOVEL KEPT WORKING.

MACKINTOSH DOWN THIS NOON, BUT ~~HE~~^{HE} DIDN'T
GO OUT ON JOB BECAUSE OF WEATHER.

SURVEY PARTY CAME DOWN AT NOON, BUT
IT SNOWED TOO HARD TO WORK.

BOTH HANDY AND I ARE NOT FEELING WELL.
IT'S GOING TO BE VERY COLD TONIGHT.

WAGONS WERE HAULING FROM 43100 TO
41900 ON ANOTHER BALANCE POINT.

FRID. DEC. 2.

CLOUDY AND VERY COLD.

SLIGHT SNOW IN P.M.

12° BELOW ZERO LAST NIGHT.

SHOVEL WORKING NORTH AT 431+00 RT.

TAKING OUT LAST CUT (5'). AT NOON
TODAY WE HAD ABOUT 1200 CU. YDS. LEFT
IN CUT. APPROXIMATELY 150 YDS ARE STILL
NEEDED AT 419+00 AND ABOUT ⁴⁰⁰~~600~~ YDS
ON SWAMP FILL TO BRING TO BLUE TOPS.

WHICH LEAVES ABOUT 700 YDS. TO WASTE.

HANDY'S MEN ARE GRADUALLY QUITTING.

SURVEY PARTY BLUE TOPPING TODAY.

SAW ROTHER ABOUT AGREEMENT, BUT
HE HASN'T BEEN TO TOWN AS YET.

SAT. DEC. 3

SNOW AND COLD

SHOVEL WORKING NORTH FROM 430+00 RT.
TRUCKS UNABLE TO HAUL.

HANDY SAID THAT WHEN WORK IS CLOSED
DOWN, THEY ARE GOING TO STAY IN CAMP
FOR A FEW WEEKS TO OVERHAUL EQUIPMENT,
AND THAT IF IT WAS AT ALL POSSIBLE TO
BLADE ROAD DURING THIS TIME, HE WOULD
DO SO.

I'M NOT FEELING WELL TODAY.

SUNDAY, DEC. 4

CLOUDY AND COLD

SHOVEL WORKING TODAY IN CUT.

I WAS SICK AT HOME ALL DAY.

MONDAY-DEC. 5

CLOUDY AND COLD. SNOW

SHOVEL WORKING IN BIG CUT. PHONED
MAGKINTOSH AND HE SAID WUNDERLICK
HAD DECIDED TO SHUT DOWN OUTFIT FOR
WINTER, AND NOT TO TRY TO CLAY.

I'M STILL SICK IN BED.

TUES. DEC. 6

SNOW AND WINDY.

HANDY WAS FORCED TO CLOSE JOB FOR WINTER THIS MORNING BECAUSE OF SNOW AND COLD. ABOUT 500 CU. YDS. STILL REMAIN ON LEFT SIDE OF CUT NEAR 430+00.

I CHECKED OUT OF HOTEL AT FARMINGTON AND OBTAINED VOUCHERS FOR ALL BILLS. UNABLE TO GET TO ROTHER'S BECAUSE OF SNOW, SO PHONED HIM, AND HE SAID HE WOULD BE INTO FARMINGTON TO GET CLAY PIT PAPERS SIGNED AT BANK. SAW BANKER AND TOLD HIM WHAT WAS NECESSARY, AND LEFT SELF-ADDRESSED ENVELOPE, AND ASKED HIM TO ENCLOSE PAPERS, AND MAIL. SNOWING VERY HARD AT THIS TIME AND IF I HAD REMAINED AT FARMINGTON I WOULD HAVE BEEN UNABLE TO RETURN TO ST. PAUL.

WORK SUSPENDED FOR WINTER.

DEC. 25.

WUNDERLICK, HANDY AND WEWERS ~~WAS~~ WERE IN OFFICE THIS MORNING RELATIVE TO ESTIMATE ALLOWED. WUNDERLICK'S DEMANDS WERE AS FOLLOWS

1. ROCK CLASSIFICATION BETWEEN 396+00 AND 430+00 NOT SUFFICIENT.

(45 CU. YDS. L.R. AND 10 CU. YDS. S.R. ALLOWED.

ONLY ROCK WAS BOULDERS BETWEEN 400 AND 407. FIFTEEN ADDITIONAL YDS. WOULD BE MY ABSOLUTE LIMIT HERE.

2. CLAIM THAT SHOVEL UNCOVERED 46 ADDITIONAL STUMPS WERE UNCOVERED BETWEEN 585+50 AND 587+50 RT. AND LT.

(NO STUMPS WERE EVIDENT ON GROUND, WERE NOT COUNTED, WERE NEVER PILED TO BE COUNTED, AND TO THE BEST OF MY KNOWLEDGE, MY ATTENTION WAS NEVER BROUGHT TO THE FACT THAT STUMPS HAD BEEN UNCOVERED.)

3. 18" C.M. 30' LG. HAULED FROM FARMINGTON.

(SEPT. 26 THIS CULVERT WAS DELIVERED AT DEPOT IN FARMINGTON, BEING IN TWO SECTIONS ON FREIGHT CAR. THIS CULVERT SHOULD HAVE DELIVERED TO JOB BY ST. P. COR. CO., BUT WHEN I EXPLAINED SITUATION TO HANDY, HE SAID HE WOULD HAVE SAME PICKED UP WHEN TRUCK

WENT TO TOWN FOR SUPPLIES. THIS WAS DONE
SEPT. 27)

4. REMOVING 2-36" C.M. CULVERTS, REMOVING
TO NEW LOCATION, AND REPLACING WITH TWO
SMALLER CULVERTS AT EACH LOCATION.

~~(CONTRACTOR PAID FOR)~~ (ONE 36" C.M. 24' LG WAS
MOVED FROM 471+50 RT. TO 475+00 RT. AND
REPLACED WITH 2-24" C.M. 24' LG. 24" C.M.S WERE
AT PROPER LOCATION. CONTRACTOR WAS
PAID FOR PLACING & REMOVING 36" C.M., AND
FOR PLACING ² 24" C.M.S.

ONE 36" C.M. WAS MOVED FROM 496+85 LT.
TO 493+00 RT. AND REPLACED WITH 2-18"
C.M. 24' LG. ONE 18" C.M. WAS AT PROPER LOCATION
(BY ST. P. COB. Co.)
AND OTHER WAS DUMPED AT 699+37 BY MISTAKE,
REQUIRING MOVING FROM HERE TO 496+85.

CONTRACTOR WAS PAID FOR PLACING, AND
REMOVING 36" C.M. AND FOR PLACING 2-18" C.M.S)

5. CLAIMS NO PAYMENT WAS MADE FOR
EXTRA WORK PERFORMED BY CLAMSHELL.

(ON OCT. 19, 1927 I TOLD MR. STEVENS, OWNER
OF CLAMSHELL, THAT HE WOULD BE REQUIRED TO
REMOVE CHANNEL EAST OF ROAD. HE SAID IT WOULD
BE IMPOSSIBLE TO DO THIS AT THE CONTRACT
PRICE BUT THAT HE WOULD GIVE US A PRICE OF

\$4.50 AN HOUR INCLUDING CREW. I TOLD HANDY OF THE PROPOSITION MADE AND THAT I HAD TOLD OPERATOR TO TURN IN HIS TIME TO HANDY'S CLERK. THE NEXT TIME I SAW WUNDERLICK, I TOLD HIM OF PROPOSITION. HE MADE THE REMARK THAT HE HAD TRIED TO HIRE OUTFIT ON ONE OCCASION AND STEVENS HAD WANTED ^{\$}5.00 PER HOUR.

THE FOLLOWING TIME WAS TURNED IN BY OPERATOR TO CLERK AND OBTAINED FROM CLERK BY ME. TIME WAS CHECKED DAILY.

DATE	TIME	NUMBER HOURS.
10-20-27	2:00-5:00 P.M.	3
" 21- "	7:30-12:00 12:30+5:30	9 1/2
" 22- "	7:15-12:00 12:30-5:30	9 3/4
" 24- "	7:15-12:00 12:30-6:00	10 1/4
" 25- "	7:15-12:00 12:30-6:00	10 1/4
" 26 "	7:00-10:00 A.M.	3
TOTAL		45 3/4

45 3/4 HRS. @ \$4.50 = \$205.88

TRACTOR 3.00

\$208.88

THIS WAS CONVERTED INTO DITCH EXCAVATION AND SOLID ROCK (429+15-481+37) AS FOLLOWS; AND ALLOWED ON EST. #5.

229 CU. YDS. DITCH @ $\$.30 = \$ 68.70$

157 " " S.R. @ $\$.90 = 140.40$

$\$ 209.10$

DATE	TIME	NUMBER HOURS.
11-18-27	2:00-5:30 P.M.	3 $\frac{1}{2}$
11-19-27	7:15-12:00 12:30-5:00	9 $\frac{1}{4}$
11-21-27	7:15-12:00	4 $\frac{3}{4}$
		<hr/> 17 $\frac{1}{2}$

17 $\frac{1}{2}$ HRS. @ $\$ 4.50 = \$ 78.75$

THIS WAS CONVERTED INTO S.R. (429+15-481+37) AND ALLOWED ON EST. #6 AS FOLLOWS:

88 CU. YDS. S.R. @ $\$.90 = 79.20$

Monday April 2, 1928
Fair & Warm.

Arrived at Farmington in A.M.
with Mackintosh and Lindahl.
Got same rates at Hotel and
garage as Lindahl had last year.
The three of us went over the
entire project in the P.M.
Mackintosh and Lindahl pointed
out what work had to be done
in regards to cleaning up R.O.W.
and ditches. We were undecided
as what to do with excess
material from large cut, whether
to change the grade or waste it.

Tuesday April 3, 1928.
Fair & Warm.

Mackintosh called up in A.M. and told me survey party would be down Wed. morning.
Called on Mr. Conrail Schaffner in A.M. about disposing excess material from ledge cut at sta. 430. He said we could dump all the material we want it, to on his road leading to his home at a point where the road crosses the creek about 700 ft. left of sta. 429. Told him I would let him know in a day or two.

Shovel runner and helper arrived on job at 10⁴⁵ A.M. to overhaul shovel. The clerk and seven men arrived at noon men putting camp in order in P.M. Handy and rest of outfit arrived at 5³⁰ P.M.

Wed. April 4, 1928.

Fair & Warm.

Met Handy in a.m. and walked over job showing ^{him} what work had to be done in regards to cleaning up R.O.W. and etc. Showed Handy how I wanted Bump made between Sta 458 and 463. He said he want it force acct. on this work. I told him I would look up the records on this and let him know. Decided to use excess material in cut at Sta 430 to to widen intersection of side road at sta. 452 on left. Handy started grading at 2³⁰ P.M. shovel working at sta. 430. 6-3 mule wagons and 1 cat pulling 7yd wagon. Started to rain at 2⁴⁵ P.M. but only lasted about 2 hours. Survey party setting blue tops from S. T. H #50 South. Had survey party cross section intersection left of sta. 452.

Thurs. April 5, 1928.
Cloudy & Cold

Shovel working all day in big cut.
Filled intersection at sta 452 in A.M.
Five dump wagons hauling from sta
431+50 to sta 416+00 - 425+00 in P.M.
Four men finishing between sta 481 & 475.
Two men and team placing culvert
right of sta 438+00. Handy blading
in afternoon. Mackintosh and
Van Keverlin came down in P.M.
Survey party setting blue tape

Hi April 6, 1928
Snow & very windy.

All work tied up account
of snow storm.

Sat. April 7, 1928.

Cold and very windy.

No work account snow storm.

Seen April 8, 1928.

Fair & cool.

No work.

Mon. April 9, 1928

Fair & cool.

Shovel at station 430 in A.M. working north. Six dump wagons hauling south on long fill. Three teams and five men finishing between sta. 434 - 437. Three men finishing and string lining between sta 466 - 481. Field entrance right of sta. 475 - 480. was washed out during spring thaw. It required 20 yds. to put it back in shape. Shovel will cut out tomorrow morning.

Tues April 10, 1928.

Clear & cool.

Shovel cut out at sta 429 at 11 A.M.

Handy pulled it back to camp for
uphill. Three men on force ac-
cording to him and leveling material
from channel left of sta. 455.

Eight men six teams and five Fresno
finishing between sta. 425-432 P.M.

Handy had blade working all
afternoon. Survey party staked
grade change from sta 458-462.

Met Mr. Kunderlich in afternoon.

Wed. April 11, 1928
Cloudy and Cold rain in A.M.

Two men and team clearing R.O.W. and
burning stump. One foreman, two
teams and three men all day and
one man, three horses, making berm
between sta. 458-462 on force account.
Seven men, four teams and fumes
finishing between sta. 428-438.

Three men string lining between station
434-455. Survey party checked blue
taps in morning and in afternoon
staked connection at lower end
of job.

Thurs. April 12, 1928.
Clear and cool.

Nine men, five teams and fessner
finishing between sta. 410 - 437.

Finished beam between sta. 458 - 462
at 2⁵⁰ P.M. Handy blading $\frac{1}{2}$ a day.

Mackintosh came down in afternoon.

Fri. April 13, 1928
Snow Storm

All hands idle account of snow
storm, which lasted all day.

Sat. April 14, 1928.

Clear and windy

No work account of snow storm.

Sun. April 15, 1928.

Fair and cool. snow in P.M.

No work. Alexander and myself
left St Paul in afternoon for
Farmington. Handy moved
shovel to clay pit.

Mon. April 14, 1928
Cloudy and cool

Still tied up account of
last week's snow storm.
Alexander and I measured
up the dump wagons for claying.
Handy said he would
start claying tomorrow.
Mackintosh called up and told
me the p^3 culvert would arrive
today or tomorrow at Pardolp.

Dec. 17, 1928.

Fair and cool.

No finishing between S. T. H # 50 and Sta 440 because of wet grade and the ditches are filled with snow. It will require two or three more days to dry out. Handy started clapping in afternoon. Hauling with dump wagons. Four trucks arrived on job late in afternoon so will use the seven yd. dump wagons and trucks tomorrow.

Wed. April 18, 1928.

Rain

Tied up account of rain which lasted all day. The grade is very wet and will probably be tied up tomorrow. Survey party came down to cross section, but it was too wet to cross section.

Thurs. April 19, 1928.

Fair and cool.

No work grade being very wet.

Fri. April 20, 1928.

Cloudy and light snow in p.

No work, grade is still very wet. Two men and team put in three hours moving boulders near S. T. H # 50.

Sat. April 21, 1928

Clear and cool.

No finishing or claying account
of wet grade. Three men and
truck hauling 42 p^s culvert from
Randolph to Sta 705+85.

Sun. April 22, 1948.

Fair light rain in P.M.

Handy blading all day from
clay pit to S. T. HW # 50.

Mon April 23, 1928.

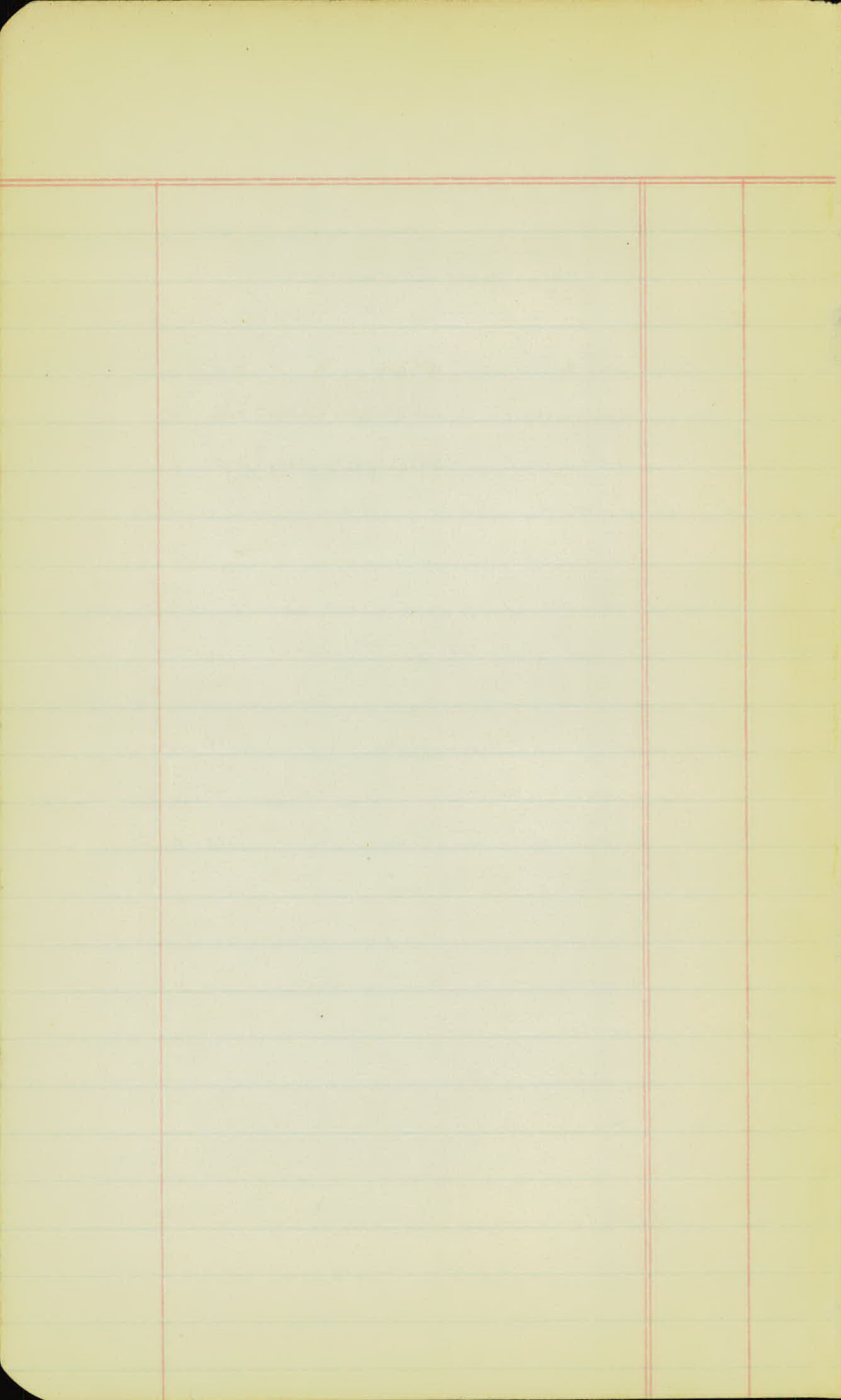
Fair and cool.

Two men string lining from S. T. H. #50 to sta. 458. Nine men and three teams finishing between sta. 410 - 438. Four men shoveling excess material from channel change $\frac{1}{2}$ a day.

Seven trucks hauling clay, Handy blading $\frac{1}{2}$ a day between sta. 450 - 552. Norman filling cuts near clay pit $\frac{1}{2}$ a day.

Mr. Mackintosh called up at noon and told me they came to an agreement with Wundelick and to go ahead with the work on the connection at lower end of job.

Met Mr. Holmes in P.M. said he would start the guard rail Thursday with small crew.





Standard Memorandum Book

Ruled \$ and Cts.	Ruled Faint	Ruled \$ and Cts. Indexed Through	Size	No. of Leaves
6310	6311	6310 $\frac{1}{2}$	5 $\frac{7}{8}$ x 3 $\frac{5}{8}$	48
6312	6313	6312 $\frac{1}{2}$	"	96
6316	6317	6316 $\frac{1}{2}$	6 $\frac{3}{4}$ x 4 $\frac{1}{8}$	48
6318	6319	6318 $\frac{1}{2}$	"	96
6320		6320 $\frac{1}{2}$	"	144
6322	6323	6322 $\frac{1}{2}$	7 $\frac{3}{8}$ x 4 $\frac{5}{8}$	48
6324	6325	6324 $\frac{1}{2}$	"	96
6326		6326 $\frac{1}{2}$	"	144
6328	6329	6328 $\frac{1}{2}$	8 $\frac{3}{8}$ x 5 $\frac{1}{2}$	48
6330	6331	6330 $\frac{1}{2}$	"	96
6332		6332 $\frac{1}{2}$	"	144

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