

CONSTRUCTION DIARY

PROJ. 28-63

A.W. LINDAHL

~~W.D. GOLDBERG~~

ASST. ENGR.

Book 1

PROJECT 28-63

A. M. LINDAHL

ASST. ENGR.

16
6
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22

Thursday

June 14, 1958

Clear and hot

Went to Centerville to
look for culverts which were
left on Proj. 26-01

I located the following
culverts

2 - 24" x 8' P₃

11 - 36" x 8' P₃

3 - 36" x 6' P₃

Friday . June 15, 1928

Clear and hot

Went to Centerville and hired Mr. H. H. Grimmer and team at 80 cents per hour, to move culverts to location where it would be convenient to load on trucks.

Monday

June 18, 1928

cloudy and cool

One man and teams
hauling culverts from 8:00 to
10:00. Two men and two teams
hauling culverts from 10:00 to
12:00

Did not work in the
afternoon

Wednesday

June 20, 1928

Fair and hot

Two men and two
teams hauled culverts
from 9:30 to 12:00 and
from 2:00 to 5:00

Located 24" x 6' P3 Culvert
South of Centerville

Thursday

June 21, '28

clear and hot

Two men and two
teams hauled culverts
from 10:00 to 12:00 and
from 2:00 to 4:30

Friday

Rain

June 22, 1928

Arranged with
Churchill to have
one truck and four men
go to Centerville Monday
morning to haul culverts
to North County Line

Monday

June 25, 1928

Clear and hot

Four County men
and one truck hauling
P₃ culverts from Centerville
to North County Line

3.5 miles to station 112+00

Two men and two
teams hauled culverts from
2:30 to 4:30

Tuesday

June 26, 1928

Fair and hot

Four County men
and one truck hauling
P3 culverts from Centerville
to the North County line

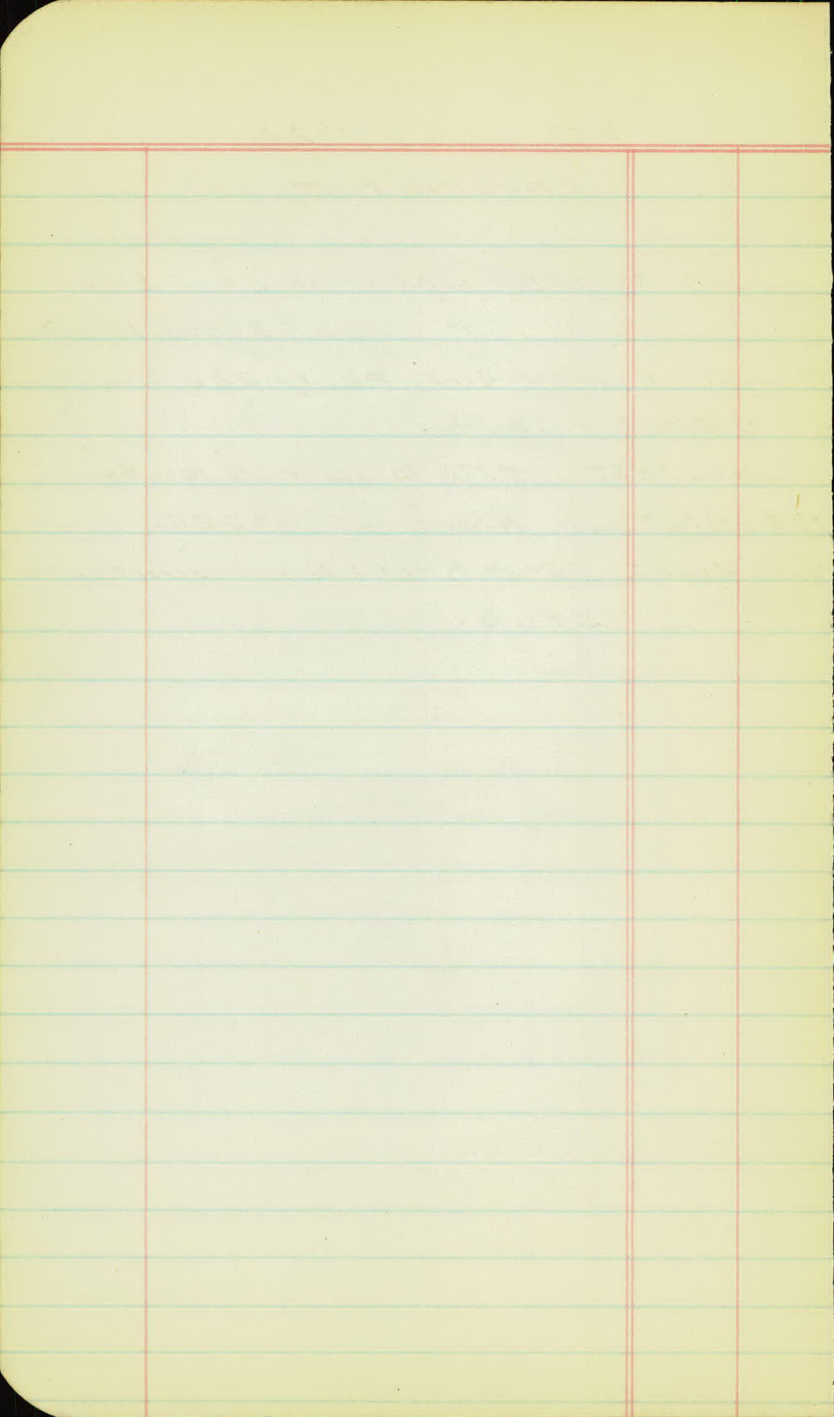
Wednesday

June 27, 28

Fair and hot

I delivered letters
relating to the "Removal
of Fences" to the following
property owners

Thomas R. Dupesne
Louis Klimstra
Alfred Gustafson
A. B. Asplund



TOOK CHARGE OF WORK THIS DATE

A. W. LINDAHL

WED. AUG. 8, 1928

FAIR AND HOT

MOORE STARTED WORK ON EAST END
OF PROJECT, BET. 100+53 AND 100+29.
N.S.P.CO. MAN OUT PREPARED TO
MOVE BACK POLES.

SHORTEST DETOUR IS 4.4 MILES.
MAGKINTOSH AND I REGISTERED
4.0 MILES FROM BALD EAGLE JUNCTION
TO STA. 113+00.

I TOLD MOORE TO MAKE ANY
ARRANGEMENTS WITH N.S.P.CO.
THAT WOULD BE AGREEABLE TO
BOTH PARTIES, AND THAT THE
COUNTY WAS OUT OF IT.

THURS. Aug. 9, 1928

Clear and very hot

Moore working with tractor and
8 wagons.

Hes hired a large Murphy truck
to haul P₃ culverts, and today
truck only made two loads of 4
pipe each. Driver claims bells are
inserted, making pipe very difficult
to unload from ~~the~~ car.

Because of grading operations and
soft sand, it is necessary to
unload culverts for station 106+00
at station 107+00 and drag culverts
to proper location.

Changed culvert at 106+00 from
36' to 42' as 36' is too short. That
will make 108+00 42' as shown
on plan.

FRID. AUG. 10, 1928

CLEAR & COOL

Moose working with tractor and
8 wagon.

Finished hauling 5 $\frac{3}{4}$ pipe.
Tried to go around detour with
pipe for 9+10 and 23+00 but
truck got stuck in sand. Unloaded
all pipe at 110+00.

Installed portion of culvert at
101+00. Changed this from a
36' to a 42' to cover fill.

Cautious Bob Moore about
being responsible for placing
clay on top of fill.

Sat. Aug. 11, 1928
Fair and cool,

Grading between 89+58 and
98+30. We are finding comparatively
little clay in cut at 97+50, and
it only runs in a thin layer with
sand underneath. Cautioned
Bob Moore that he would have
to use very bit of this clay for
on top of road.

Sunday - Aug. 12, 1928
Fair and Cool

Dragged 6-24" P^3 from 110+00
to Sta. 33+00 with tractor. I
had previously suggested to Bob
more that the load be put on
ragons and haul to location.

Monday, Aug. 13, 1928
Fair and Warm.

Continued Moore again today that he was responsible for the laying of road.

Examined culvert hauled to sta. 33+00 and found ends badly broke. Told Moore that he could have his choice of planking culvert and cementing joints, or replacing pipe.

Told Moore he would have to put on larger finishing crew. He said it was hard to get men on acct. of the harvest, but he would do the best he could.

Tri-State Tel. moving pole today.

Tues. Aug. 14, 1928

Fair and Warm.

We have not found sufficient clay as yet in any of the cuts to be able to put on a 3" layer.

More has three men finishing near Sta. 112+00. I told him he would have to have this all finished before he started clay out at 68+00. It doesn't do much good to talk however, as he goes ahead his own way.

The state telephone moving poles.

Wed. Aug. 15, 1928

Fairland Warm.

More started on clay cut at
68+00 this morning, other stations
109+00 to 113+00 are not ready
for claying.

We have discovered 8 more
X-subjects to be removed than
are shown on plan.

Thurs. Aug. 16, 1928
Heavy rain at 11-A.M.
Chuffy and Warm.

Party staking blue-tops today.
We are low on all our cuts
and fill as excavation is not
~~getting~~ furnishing sufficient
material. Bill and Bob
Moore² went over grade together
and we will have to lower
grade from 95+00 toward beginning
of project at least as far as grading
is now completed.

Elevating grader was working
in clay cut 68+00, but had
to move ahead to 69+00 because
of wet grade.

Finishing now taking out fill
near sta. 110+00

Friday Aug. 17, 1928
Fair and Warm

Mackintosh and I went over job together and walked over gravel pit.

Lowered grade from 106+00 to 105+00 and 90+00 to 85+00 (End of bluffs.)

Power company has failed to move poles near 60+00 and contractor was forced to move to hill 53+00 until this is done.

Farmer at 90+00 said X-subvert would be required at 55+50 to replace the one we removed. I told him no provision had been made for such a subvert. We can drain this part by deepening ditch on left so as to carry water East.

Sat. Aug. 18, 1928

Fair and cool
Rain in P.M.

A lot of brush and small
trees run along between road
and R/W. between 54+00 & 28+00 RT.

I told Bob I would allow
him 67 trees for clearing this
all out and burning same.

Three teams working on curve
at end of job. Placed blue tape
line with hand-level from blue-
tape slope stakes.

Contractor working between 45+00
and 50+00.

Ordered C.M. Cuverts. St. P.
Cor. Co. said they would be out
Monday.

Sunday, Aug. 19, 1928

Fair and Warm.

Rain in evening.

No Work.

Monday, Aug. 30, 1928

Cloudy and cool.

Heavy rain in A.M.

No work in morning because of rain and wet grade.

Contractor working between 35+00 and 45+00

Heavy rain showed that 103 culvert was much more necessary at 55+50 than at 33+00, so I told Moore to put the seven culverts dumped at 110+00 in at 55+50 and haul the six now at 33+00 to 9+10. Road at 55+00 has already been built to grade, so I told Bob Moore I would give him \$11.50 extra in base rock to take care of increased cost of installing.

Party blue-topping this P.M.

Tues. Aug. 21, 1928
Fair and Warm

Put up "road closed" signs at beginning and end of job. These are in addition to large detour signs already up.

Have told Bob Moore very since beginning of job that he has to dispose of trees before the grader reaches such ground. His method of taking out small trees with grapple, allows brush to get into fill when I'm not watching. I've told him that if I find any such brush in fill, I would make him plow it out.

Wed. Aug. 22, 1928
Fair and Warm

Party setting blue-tops. We are running short on fill at curve at 80+00 and it will be necessary to take out ditches to R.W. line. Also lowered ditches to drain pot-hole at 80+00 G. & Lt.

All fills and cuts are running below blue-tops.

C. M. Culverts delivered this noon. Culverts distributed from 113+00 to 85+90 where truck could go no farther and therefore dumped remainder of culverts. Bob Moore was present and said he would take care of culverts.

Thurs. Aug. 13, 1928
Rain and cold in A.M.
Clear in P.M.

crew was sent in at 10⁰⁰ A.M.
because of weather, but worked in
P.M.

Tri-state and Northern State
crews were out, but went back
at 11⁰⁰ A.M. because of rain.

Went to office in afternoon, and
Mackintosh asked me to go
to Ft. Snelling and measure
safety island.

Tractor mired in swamp
most of afternoon.

Friday - Aug. 24
Fair and Warm.

I put in blue-tops on curve at 110+00 and discovered that it would be impossible to get sufficient earth for this fill unless we lower grade at 107+00 & 108+00. At the time Moore had his elevating grader in this cut, I asked him to take out curve also, but he said he was going to do this with fusros which he did on Aug. 16th when elevating grader was at Sta. 68+00.

Before Moore moved to Sta. 20+00 I ordered him to cut brush between 23+50 and 18+00 RT. He paid no attention to me and started piling earth on top of brush with elevating grader. I asked him to please remember this occurrence when he received his estimate.

Tri-State Tel. out today.
No Northern States Power

Sat. Aug. 25, 1928
Fair & Cool

Work moved grade to near 60+00 where he was prevented from finishing before by failure of Northern States Power to move their poles. Is taking down banks at 22+00 with Fresno.

Northern States Power out out.
Tri. State finished moving poles.

Sunday, Aug. 26, 1928

Fair and cool.

No work.

Monday, Aug. 27, 1928
Fair and Warm.

Party out today staking special
ditch between 95+00 and 91+00
Rt. to take care of drainage of
pit at 95+00 Rt.

Bill Moore and I went over
to gravel pit in afternoon.

^{LOWERED}
Changed grade between
52+00 and 65+00 because of
shortage of earth.

Grader moved back to cut
at 22+00. I told Bob Moore
to take out excavation at beginning
of job so we can haul clay
over it from 0+00 to where required.
Also told him to arrange to take
rough earth from hill at 107+00
to complete fill at 112+00.

Northern Stevedores started
moving poles today.

Tues. Aug. 28, 1928
Fair and Warm

Party out in A.M. staking
grade change and special ditch
at 12:00 left.

Grader working in cut at 22:00.
Again told Bob Moore to finish
from 07:00 so we would be sure
to get clay.

Installed P³ about at 9:10.
I had changed this from 42' to 36'
without changing stakes. Bob Moore
knew of this, but apparently did not
tell farmer he tried to do work, with
result that I had had to make them
move 18' after it was in place. Farmer
did not tell me that he intended to
do this work today.

~~Wed.~~ Wed. Aug. 29, 1928

Heavy rain in A.M.
Fair and cool in P.M.

No work in morning because of
wet grade.

Working between 0400 and
9+73 in afternoon.

Thurs. Aug. 30, 1928

Fair and Cool.

Contractor working between 0+00
and 9+73. All sand.

Friday, Aug. 31

Fair and cool.

Party out this morning. 9

spent morning at Fort Snelling
getting work on safety island
started. On way out to this
project ran into Ford at Rice
and Co. Rd. "B"

Moore finished between 0400
and 9+73 at noon, and moved
to near 60+00

Sat. Sept. 1, 1928
Fair and Cool

Moore finishing up ~~work~~ and
63+00 taking off bumps between
30+00 and 60+00, and working
lay out at 63+00. Was trying
to get him to finish at 110+00
Bill Moore out at noon and
gave him papers Wulfangel asked
me for.

Sunday - Sept. 2.
Fair and cool in A.M.
Rain in P.M.

Working in a lay out near 63+00.
It is necessary to lower this grade
at least 7.5' to complete fill.
Work all day.

Monday - Sept. 3, 1928
Fair and cool.

"Labor Day" - No work.

Tues. Sept. 4. 1928

Fair and Warm

Grader in clay out near 21+00
On more pulled the 7 P³ wheels
for 55+50 from 110+00 with the
tractor, damaging 4 of them so
badly that I told him he would
have to replace them at his own
expense. When he damaged the
wheels for 33+00 by the same
method, I warned him I would
reject any more wheels he damaged
by the same method.

Wed. Sept. 5, 1928

Fair and Warm

Fort Snelling and ^{Shirwood.} ~~located in~~
A.M.

Told Moore that I would not
permit laying between 0+00 and
10+00 until curve was brought to
knifepoint. We are running very
short of dirt between 0+00 and
lay-out, so lowered grade from
a.10' at 2+00 to .5' at 6+00, and .5'
across fill. We are below grade
stakes in cut at 21+00 now and
we require earth for laying and
for completing fill over with fill
lowered .5'

Thurs. Sept. 6, 1928
Fair and Warm

Because of difficulty at Fort Small
and Linwood it was 2³⁰ P.M.
before I could get out to the job.

This morning Bob Moore clayed?
area between 0+00 and 6+00.

By method? he used road is so
completely cut up that it is
impossible to see where loads
were dumped and how thick
clay is spread. Using a shovel,
I found more places of original
sand than I did of clay, altho
Moore claims the clay has been
spread.

Phoned Ray Wolfgang tonight
and asked him to come out ~~in~~
in morning and see what Moore
tries to get away with.

Friday - Sept. 7, 1928
Fair and Warm

Bob Moore apparently put some more clay on curve cut 6+00 and then bladed it as it looked much better this morning. Wolfangel came out and said he thought it would be O.K. Bob Moore claims he put on 33 cu. yds. per station from 2+00 to 10+00.

Lowered grade thru swamp 5 and still it was necessary to spend all of today in cut at 22+00 to obtain sufficient material for this fall.

Sat. Sept. 8, 1928

Fair and Warm

Survey party staking for a while this morning.

Elevating grader is being used to bring into and fill the grade between 30+00 and 30+00. Finding long hauls are necessary to lay some portions of road.

Cut at 44+00 was all very bad sand and will have to be clayed from cut at 38+00 and 35+00.

Sunday - Sept. 9, 1928

Cloudy and cool

Claying was from 100+00 on
with clay from 68+00

Monday - Sept. 10, 1928
Cloudy and Cool

Lowered sand cut at 107+00
and clayed from Sta. 68+00
Finished installing 15" C.M.S.
and digging ditch at 95+00 Pt.
Grade Revision at 107+00 was
necessary to get sufficient dirt to
complete intersection at Centerville
Road. Cut at 107+00 was not sloped
or finished to blue tops.
Two men sloping.

Tues, Sept. 11, 1928

Cloudy and cool.

Hauling clay from 68+00 to
complete claying over sand cut
at 107+00 in P.M.

In P.M. had crew taking out
ditches with pumps and
placing C.M. Culverts.

Bladed road entire afternoon with
large blade and tractor.

Survey party placing wire-tops
from 15+00 to 50+00.

Wed. Sept. 12, 1928

Heavy rain in P. M.
Cloudy and cool in P. M.

Crew working in afternoon string-lining shoulders from 113+00 west and taking out ditches with flumes. I told Bob he should string-line on that portion of road which had been blue-tipped (0+00 - 70+00) instead of from 113+00 west where he has knocked down almost all stakes and party has not had time to replace. He said portion 70+00 to West was too wet. I also told him he would have to remove hump in slope at 97+00 Lt. I reminded him of this hump when he was working his grader at this point when grading was first started.

Wolfgang and I looked at H. 24" p 3 which I had rejected because of rough handling, and he said I should tell Moore that he could them at 55+50 if cemented good.

Thurs. Sept. 13, 1928
Fair and Warm

Grading now string lining near
90+00 and removing earth from
ditches to proper elevation.

Bob and I drove over to gravel
pit and found it was 1.3 miles
from Sta. 113+00

Told Moore again to remove
bump at 97+60 ft.

Frid. Sept. 14, 1928

Rain in A.M.

Clear in P.M.

No work in A.M.

Finishing up shoulders and stringing in afternoon with ~~Woffangel and~~
Cramer and two teams.

Moore moved remainder of his outfit, including grader, tractor and blade, to East Cove job. He said Woffangel had told him that County would finish the blading.

Two farmers finished placing P3 at 55+50 cementing broken joints.

Moore told me he would require wheels on 28-75 so I ordered them from St. P. Car. Co. by phone from here this morning. Promised them for tomorrow.

Sat. Sept. 15, 1928

Fair and Warm

Finishing four men and five
men (2 teams) finishing slopes
and shoulders, and removing
stumps.

Sunday - Sept. 16, 1928
Rain last night and
this morning.

No work

Monday - Sept. 17, 1928
Fair and Warm

Finishing foreman and two teams steady lining and finishing shoulders.

Road holds water because of clay and road is in bad shape. Will Engel wanted to know if we wanted blade Tuesday, and I said "yes!" Road is still very muddy, but if ruts are not filled, road will remain muddy.

Met Mackintosh and Bill Moore at 11⁰⁰ A.M. to discuss gravel for this road. Bill said the gravel sub. contractor would start next week and I told him I wouldn't allow it any sooner.

Mackintosh gave me prices that we will charge C.W. Moore for use of county "cat." and blade.

\$14.69 per day rental for tractor and blade, Moore to furnish gas and oil and to pay tractor operator \$.70 per hour, and blade operator \$.60 per hour.

Tues. Sept. 18, 1928

Fair and Warm

County blade started working
at 9:30 A.M. and worked for
5 1/2 hours using 30 gal. of gas
Four men and a foreman
finishing slope and shoulders.

Wed. Sept. 19, 1928
Fair and Cool - Windy.

County blade working on road
today and making big improvement.
After driving over road and noting
bad bump in road, I ordered them
to also blade tomorrow, if no rain,
and remove these bumps.
Foreman and five men shifing
and finishing shoulders.

County blade worked $8\frac{1}{2}$ hours
using 40 gal. of gas and one
gal. of oil.

Thurs. Sept. 20, 1928
Cloudy and Cool
Rain in night.

Foreman and five men with
one team finishing shoulders
and slopes.

Wolpangel ignoring County
tract or and blade on Hodgson
Extension, but says it will be
back on our job tomorrow.

Friday - Sept. 21, 1928
Cloudy and cool

Foreman and five men with
one team finishing shoulders, etc.
County Blade started again on
this project, but rain last night
made the road too sticky, so they
only bladed $1\frac{1}{2}$ hours, and then
moved to County Rd. "B"
Road was in very good shape
for blading yesterday.

Saturday - Sept. 22, 1928
Cloudy and cool

Foreman and four men
finishing slopes and shoulders,
picking up rocks, etc.

Had foreman build longer
approach for "Suede" Rd. so as
to permit snow plows to get over.
Foreman thought he would
complete job tonight

Sunday - Sept. 23, 1924

Cloudy and cool

No work.

Monday - Sept. 24, 1928
Cloudy and cool

More crew pulled off job today.

Tues. Sept. 25, 1928

Cloudy and Cold.

Holderhoff told me that Blayde had moved to West County Lane Rd. and would not be able to Blade on this project until Thursday morning.

Wed. Sept. 26, 1928.

Cloudy and cool.

No one on job.

Party taking final X-sections

Thurs. Sept. 27, 1928
Fair and Cool

Blade was out on job today
as had been promised by
Haldichoff. No one working
at gravel pit as yet. Passed
County tractor and blade parked
at Lake Lewis at 5:30 P.M.
Tonight.

Party taking final x-sections.

Blade and tractor spent 2 hours
moving to job.

Friday - Sept. 28, 1928

Cool and Cloudy

County Road working 10 hours
on road today. No fire at
gravel pit.

Sat. Sept. 29, 1928

Fair and Warm

County blade and tractor working
& hope on road today.

Sunday - Sept. 30, 1928

Fair and Warm.
Slight Rain in P.M.

No Work

Monday - Oct. 1, 1928

Fair and Warm

Slight Rain in early A.M.

County Blade and tractor worked
5 hours this morning, spending
the afternoon in moving to
another job.

Tues. Oct. 9, 1928
Fair and Warm

Mugs and two men were
working today hauling rocks out
of gravel pit, and setting up
flagline. I explained position we
wanted stripped.

Wed. Oct. ~~9~~¹⁰, 1928
Cloudy and cool

Meyers and three men
stripping pit with dragline and
one truck. Bucket is too small
to remove much dirt.

Thurs. Oct 10/1928

Cloudy and Cool

Meyer and three men, stripping
gravel pit with drag-line.

Friday - Oct. 12, 1928

Rain and Cold

Rain all day. No work.

Sat. Oct. 13. 1928
Cloudy and Cool

Two teams, with slips, removing
rock and stripping gravel pit
in A.M. 3 men working.

Repairing motor on dragline

Sunday - Oct. 14, 1928

Rain and cool

Tuesday. Oct. 15, 1928

Cloudy and Cool. Some rain

Repairing motor on dragline.

4 men, with 2 ships, ~~strip~~
stripping pit all day.

Tue. Oct. 16, 1928

Calm and Cool

No one working on job today,
because of rain.

Wed. Oct. 17, 1928
Cloudy and cool

No one on job today. I tried to locate Messer at his home as to why he had no one working.

Couldnt find him, and no work was done.

Thurs. Oct. 18, 1928

Cloudy, with rain in P.M.

Myers came out this morning with a tenyard hopper. Bill Moore arrived about same time and after I had told him that he had to flush gravel, he gave Myers until Monday for complete stripping of pit and building set-up.

Friday, Oct. 19, 1928

Fair and Cool

Mayer stripping pit with 2
teams and three men.
Road is still very soft.

Sat. Oct. 20, 1928
Fair and Warm

Meyer building hopper and
stripping pit with two teams and
scrapers. Told Meyer to bring
my boys four horse blade from
East Ave. to Gustafson farm
as they are going to blade the
road.

Had Gustafson boys work two
hours each letting water out of
sleep outs on road.

Sunday, Oct. 21, 1928
Cloudy and cool.
Some rain.

Myer brought out blade and
some material. No one else
working.

Monday - Oct. 22, 1928
Fair and Warm

Gustafson boys grading road
with four horse team

One team stripping gravel
pit in morning, and two
teams in afternoon.

Myers ~~to~~ building hopper.

Tues, Oct. 23, 1928
Fair and Warm

Gustafson making road in
forenoon, and falling washouts
in afternoon.

Three men, with 2 teams, stripping
gravel pit. Myers, and one man,
building buffer.

I told Myers this noon, that
road was now in good enough
shape for starting to haul gravel,
and that he would positively have
to start tomorrow.

Cautioned him again in evening to
have trucks on job, and all ready
to go.

Wed. Oct. 24, 1928

Fair and Cool

Quite some filling washouts in
A.M. using scurf and 2 horse
blades. Blading road in P.M. with
4 horse blades.

Harvey party X-sectioned pit this
morning and after they were
finished, 2 teams and 3 men
continued stripping the rest of day.

Myer and one man still
working on hopper. He was to
have a small drag bucket out
today, but it didn't get here until
late in evening.

Told Macintosh that he had
better get Moore to take over job
and he so informed Moore by
phone and by letter.

X-SECTIONS

Thurs. Oct. 25, 1928
Fair and Cool

$\frac{1}{2}$ " ice on water this morning.
Mays working drag-line this morning, but hopper not completed. Murre out this morning, and he gave Mays until noon to start hauling. Working on hopper and moving gravel into stockpile all afternoon. Mays and 3 men working. (3 trucks and drivers standing by, but did not haul.)

Friday - Oct. 26, 1928
Fair and Warm

Started hauling gravel this morning with 1-3rd truck and 1-1st 1/2 yr. Ford. Only hauled 13 yds all day.

Had Gustafson boys blading with 4 horse blade this afternoon. Four men at pit.

Sat. Oct. 27, 1928

Fair and Cool.

Started hauling gravel with 2 trucks. In eve had three more trucks come out at noon.

Quastson boys filling washouts in afternoon.

TRUCK #1 -	3 C.Y.	"MASTER"
" #2	1 1/2 "	"FORD"
" #3	1 1/2 "	"FORD" (NEVER USED)
" #4	1 1/2 "	"CHEVROLET"
" #5	1 1/2 "	"
" #17	1 1/2 "	"G.M.C."

Sunday - Oct. 28, 1928
Cloudy and Cool.

It had been agreed upon that we were to work today, but last evening Meyer told his crew that we would not. Last truck driver at 6 last evening so informed me.

Two men stock-piling gravel today with drag-line.

Monday Oct. 29, 1928
Fair and Cool

Only four trucks operating today as Myers did not show up. Bad freeze last night delayed start at pit for 1 1/2 hours.

Thore is trying to get larger outfit to operate pit.

Had Gustafsons made gravel out late in afternoon when it had thawed out. Could not finish so they had to haul out truck which was very badly stuck.

Myers not out today.

Tues. Oct. 30, 1928
Cloudy and Cool

Heavy freeze last night.

Four trucks hauling. Had
Cyclotrons hauling gravel
between 0+00 and 5+00 in
afternoon.

Tried to gravel over soft road
bet. 21+00 and 22+00, but second
truck mired so bad, that it
took an hour to get him out.

Wed. Oct. 31, 1928
Cloudy and Cool.

No freeze last night.

4 trucks hauling gravel. Few
yards today because of change from
gas to steam dragline.

~~Blading~~ Have great deal of
trouble getting trucks thru
road at 21+50

Musterson Blading road in
afternoon, completing F.E. at
7+20 St. for 1 hour, and blading
gravel for 2 hours.

Thurs. Nov. 1, 1928

Cloudy and Cold

Slight freeze last night. Turning much colder today. Hauling gravel very slowly because of inability to keep up steam in boiler.

New 30 yard International truck on today. Trucks 4 and 5 broke down during day and were taken off.

Friday - Nov. 2, 1928

Cloudy and Cool.

Heavy freeze last night.

Soiler on dragline was cleaned this morning and works good today. Gravel delayed this morning because of breaking of drag line.

Two new 3 yard International reported today. #17 did not report until afternoon.

Inghartish suggested that we had better soft blade.

- | | | | |
|------|-------------------|-----------|---------------|
| # 2 | " FORD " | 1 1/2 YD. | (OFF AT NOON) |
| # 40 | " INTERNATIONAL " | 3 YD. | |
| # 41 | " | 3 " | |
| # 55 | " | 3 " | |
| # 17 | G.M.C. | 1 1/2 YD. | (ON AT NOON) |

41-✓
 40-✓
 2-✓
 55

Sat. Mv. 3, 1928
 Fair and Warm
 Heavy freeze last night.



Standard Memorandum Book

Ruled \$ and Cts.	Ruled Faint	Ruled \$ and Cts. Indexed Through	Size	No. of Leaves
6310	6311	6310 $\frac{1}{2}$	5 $\frac{1}{2}$ x 3 $\frac{1}{2}$	48
6312	6313	6312 $\frac{1}{2}$	"	96
6316	6317	6316 $\frac{1}{2}$	6 $\frac{1}{2}$ x 4 $\frac{1}{2}$	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

Specify by Number, the Book desired

Made in U. S. A.

B&PNº 6322

Sat. Nov. 3, 1928
Fair and Warm

Heavy freeze last night.
Made fair time with trucks
from 10 to 12 A.M. but skidway
on front, broke in afternoon and
only three loads came thru.

Trucks sent home about 3:30 P.M.

Had 4 horse blade on from
1:30 to 6:00 P.M. Blading
gravel at dump and five
loads which had been dumped
at various times near end
of project.

Had 2 horse blade between
10:00 and 14:00 in morning
as road was badly cut up. On
way home, driver bladed the
load holes for the trucks.

Sunday, Nov. 4, 1928
Fair and Warm

Four men rebuilding skidway
on gravel plant. We thought
we could haul gravel in
afternoon but work was not
completed.

Monday, Nov. 5, 1928
Cloudy and cool

Only two trucks reported this morning, so Moore went to town to get some more.

In afternoon we had 4 trucks hauling.

Had Gustafson blade road in morning as trucks were cutting it up very badly. I told Perm. County had nothing to do with blading, except to see that it was done. Bladed new gravel today.

# 4	CHEVROLET	1 1/2	YD.
# 6	WHITE	3	"
# 17	G.M.C.	1 1/2	"
# 55	INTERNATIONAL	3	"

Tues. Nov. 6, 1928
Cloudy and Warm

Slight rain during night.

Road became so soft at Sta. 22+00
that it was necessary to haul gravel
to 24+00 to East. Had this
sink-hole leveled out and
dumped gravel distributed
with 4 horse loads in afternoon.
1 1/2 yard trucks were able to dump
some loads bet. 15 & 16.

Wed., Nov. 7, 1928

Slight rain in A.M.
Fair and cool in P.M.

Rain last night and this morning made road so soft that after some loads to 25+00, it was necessary to move gravel dump to 85+00 to East.

In afternoon two Gustafson boys, while loading gravel, were told to leave hauling go and report to gravel pit. Road from pit finally became almost impassable for trucks.

# 4 -	1/2 YD.	CHEVROLET
# 6 -	3 "	WHITE
# 10 -	3 "	FEDERAL
# 12 -	3 "	WHITE
# 36 -	3 "	INTERNATIONAL
# 37 -	3 "	"
# 55 -	3 "	"
# 17 -	1 1/2 "	G.M.C.

Thurs. Nov. 8, 1928
Cloudy and Cold

Road out from pit is very bad.
28-63 from 85+00 to 115+00
is cut up so badly that it is
impossible to haul over so
dumped gravel all day
between 89+00 and 98+00
on side of road.

Friday, Nov. 9, 1928
Cloudy and Cool

Started dumping at 16+00
but at 10:30 A.M. sinkhole
at 22+00 became impassable
so until noon we dumped
at 25+00. I had Gustafson
make sinkhole before noon
with small blade. Hauled
over sinkhole all of P.M.

Gustafson hading road
and gravel all of afternoon
with large blade.

Mac said Moore intended
to move hopper Sat. & Sunday
but in evening phoned me
to say that Moore would
haul & pile gravel Sat.

Sat. Nov. 10, 1928
Cloudy and Cool.

3-3 yard trucks and 1-5 yd.
hauling gravel from Whieby
pit.

Justerson blading road
with large blade.

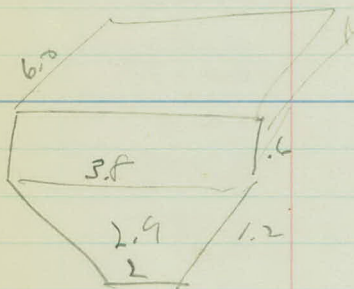
Changing plant setup.

No gravel bladed

Monday, Nov. 12, 1928
Fair and Warm

Hauling gravel from
Shiely. About 10 A.M.
started also hauling from
pit.

Had Gustafson's Blading
gravel and road all day.
Spent considerable time
getting gravel distributed
at Shiely hole bet. 21400 & 22400



$$\begin{array}{r} 13.7 \\ 21 \\ \hline 34.7 \end{array}$$

$$\begin{array}{r} 19 \\ 1 \\ \hline 2.9 \end{array}$$

$$\begin{array}{r} 3.8 \\ 2.4 \\ \hline 6.2 \\ 3.1 \end{array}$$

$$\begin{array}{r} 38 \\ 2 \\ \hline 38 \\ 29 \end{array}$$

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