

CONSTRUCTION DIARY

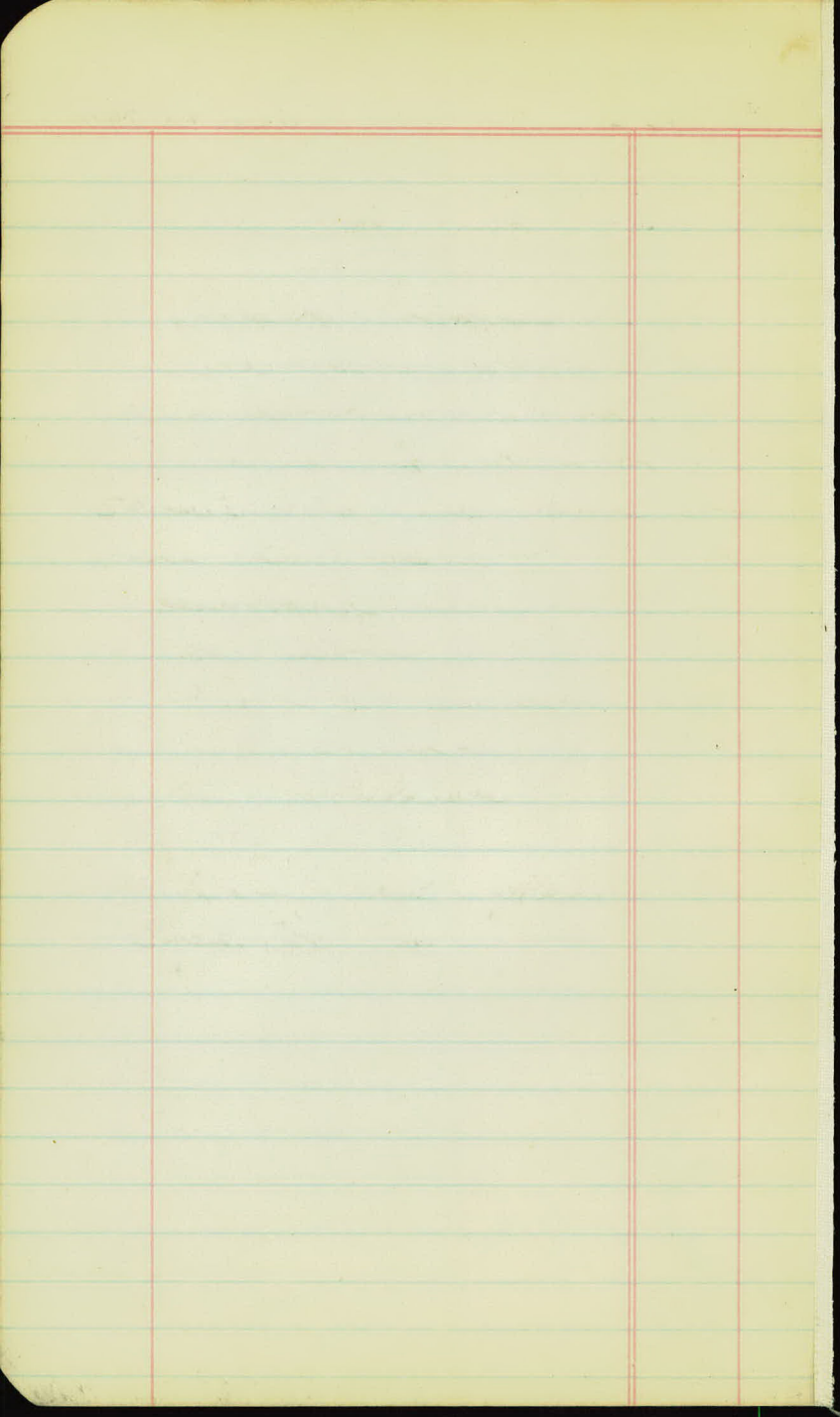
PROJ. 28-76

H.J. GOLDBERG

ASS'T ENGR.

LINWOOD Ave

Proj. 28-76



Tuesday

June 12, 1928

Fair and hot

Mackintosh and I inspected Linwood Ave.

Mrs. Brown owner of a strawberry patch right and between Sta 50+50 and 52+50 informed us that she was promised, at the time when she donated the land for Proj. 28-76, that the patch would not be disturbed.

Mackintosh informed me to delay the fill on Mrs. Brown's property so as to enable her to receive the entire crop of berries. According to Mrs. Brown a delay of 2 or 3 weeks would be sufficient.

Survey party placing slope stakes

Wednesday

June 13, 1928

Cloudy and rain in the morning

Fair and warm in the after-noon

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

Mr. J. Heck

Mrs. Jacobson

Mr. L. C. Cameron

Mr. Brown

Mr. R. Palach

Survey party placing slope stakes.

Thursday

June 14, 1928

Clear and hot

Reported on Proj. but
found no one there.

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

I found 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

No one on Project
See diary 28-63

Saturday

June 16, 1928

Rain

No one on Project

Monday

June 18, 1928

Cloudy and cool

Went to the C.B. + G.
Dayton Bluff office and
arranged to have cars
loaded with P3 Cylinders,
ready for unloading

Wednesday

June 20, 1928

Fair and hot

One man and
truck hauling ^{P₃} culverts
from the Dayton Bluffs
Station C.B. and G. siding
from car # 61854 and # 62661

Culvert haul 3.9 miles
to station 0+00

Thirteen pieces on each
car

Thursday

clear and hot

One man and
truck hauling P₃ culverts
from the Dayton Bluff
Station C.B. and G. siding

Friday

June 22, 1928

Rain

One man and
truck finished hauling
13 culverts.

Saturday

June 23, 1928

Cloudy and cool

Car # 342 loaded
with 14-24" x 6' P3 culverts
arrived this morning and is
ready for unloading.

Survey party staying
P3 Culverts

Monday

June 25, '28

Clear and hot

One man and
truck hauling 3 cubs

Tuesday

June 26, '28

Fair and hot

One man and
truck hauling P3 cubs

Wednesday

June 27, 28

Fair and hot

One man and truck hauling P3 culverts
Constructed equipment
being moved on project
Told Mr. Moore to
delay the fill right
of road between Sta. 50+50
and 52+50, on Mr. Brown's
strawberry patch

Thursday

June 28, 28

Fair and hot

W. F. Moore general contractor for grading started actual grading at 8:00 P. M.

Mackintosh who was here in the afternoon changed location of P3 culvert from station 52+10 to station 52+59

Friday

June 29, '28

Clear and hot

Three men clearing
and grubbing acres between
stations 44+00 and 51+50

Eleven men and teams
grading between stations
44+00 and 49+00

Saturday

June 30, '28

Fair and hot

One man clearing
and grubbing acres between
stations 40+00 and 44+00

Seventeen men, ten
teams and one steam
shovel grading between
stations 44+80 and 50+50

W. J. Moore is satisfied
with the classification
of material to date

Sunday

July 1, 1928

Clear and very hot

Grading between
stations 42700 and 51400

Twenty men, nine
teams and one steam
shovel.

Bob Moore is satisfied
with the classification
of material to date

Worked from 7:00 to 11:30
and 1:00 to 5:30

Monday

July 2, 28

Cloudy and warm (morning)
Clear and hot (afternoon)

Fifteen men, ten
teams and one steam
shovel grading between
stations 41+00 and 51+00

Grade very wet
to-day on account of heavy
rain last night

Tuesday

July 3, 28

Cloudy and warm

Fifteen men, ten
teams and one steam
shovel grading between stations
37+00 and 40+00

Wednesday

July 4, 28

Fair and hot

Holiday

Thursday

July 5, 1928

Clear and hot

Eight men, one team
and one steam shovel
grading between stations
37+00 and 39+00

Friday

July 6, 1928

Fair and warm

Fifteen men, seven teams and one steam shovel grading between stations 35+00 and 37+00

Two men placing planks and 24" P3 culvert at station 37+00

Mr. Brown permitted to continue with the fill on his strawberry patch, between and right of stations 50+50 and 52+50, for the total sum of (\$25.00) twenty five dollars

Saturday

July 7, 1928

Clear and hot

Eight teams, one
steam shovel and
sixteen men grading
between stations
44+50 and 52+00

Sunday

July 8, 1928

Cloudy and warm

No work

Monday

July 9, 1928

clear and cool

Eight teams, one
steam shovel and
fifteen men grading
between stations
41+15 and 52+00

Survey party placing
blue tops in the
afternoon

Tuesday

July 10, 1928

Clear and warm

Grading between
stations 37+00 and
41+00, also between
stations 52+00 and 52+60

Survey party here
until 10:00 A.M.

Notified Bob Moore
that all the "Affidavits
of Residence" must
be filed by Saturday

Wednesday

July 11, 1928

Fair and warm

Grading between
stations 36+78 and
41+15; also between
station 35+00 and 37+00

Mackintosh here
in the afternoon

Thursday July 12, 1928

Fair and warm

Grading between
stations 35+00 and 37+00;
also between stations
30+00 and 34+00

Survey party here
until 10:00 A.M. & placing
blue tops between
stations 36+00 and 42+00

Friday

July 13, 1928

Fair and hot

Grading between
stations 30+00 and
34+00

Saturday

July 14, 1928

clear and hot

Grading between
stations 30+00 and 34+00

Nine teams, one
steam shovel and
seventeen men.

Sunday

July 15, 1928

clear and hot

No work

Monday

July 16, 1928

clear and hot

One steam shovel
seventeen men, 34 horses
grading between stations
30+00 and 35+00

Tuesday

July 17, 1928

Rain in the morning
Cloudy and warm in
the afternoon

Seventeen men
ten teams and wagons
one steam shovel
grading between
stations 30+00 and
35+00

Bob Moore is
satisfied with
the classification
of loose and solid
until to-day.

Wednesday

July 18, 1928

clear and hot

Seventeen men,
ten teams and wagons
one steam shovel grading
between stations 29+00
and 35+00

Two men excavating
at station 52+50 for
P₃ Culvert

Mackintosh and I
went to gravel pit
at Burns and Pt. Douglas
Road and found
that all gravel has
been removed. Decided
to look for another
gravel pit.

Upon W. J. Moore's
suggestion we went
to see a gravel pit
on Pt. Douglas Rd.
and found good gravel
in this pit.

R. J. W. here in the P. M.

Thursday

July 19, 1928

Fair and hot
Rained between 1:00 and 2:30

Seventeen men
ten teams and wagon
one steam shovel
grading between
stations 29+00 and 35+00

Two men and
one team placing P₃
culvert at station
52+40

Friday

July 20, 1928

Fair and warm

Seventeen men
ten teams and wagons
and one steam shovel
grading between stations
29+00 and 35+00

Three men and
one tractor installing
P3 Culverts

Maskintosh and I
drove over the North Co.
Line in the afternoon

Saturday

July 21, 1928

Fair and warm

Seventeen men,
ten teams and wagons
and one steam shovel
grading between stations
28+50 and 35+00

Four men and one
tractor installing
P3 Culverts at station
13+52 and 21+00

Sunday

July 22, 1928

Fair and warm

No work

Monday

July 23, 1928

Clear and hot

Seventeen men
eight teams and wagons
grading between stations
28+50 and 35+00

Four men and one
tractor placing P3 culvert

Tuesday

July 24, 28

Clear and hot

Fourteen men
eight teams and wagons
and steam shovel
grading between stations
28+00 and 35+00

Wednesday

July 25, 1928

Clear and hot

Fifteen men, ten teams, eight wagons and one steam shovel grading between stations 28+00 and 35+00

St. Paul Cov. Co. delivered 8-15" x 20' C. M. culverts Licking Valley Iron. Newport Rolling Mill Co., Newport, Ky.
16 ga. 2oz coating

Thursday

July 26, '28

Clear and hot

Fifteen men, nine
teams and wagons
grading between stations
28+00 and 35+00

Friday

July 27, 1928

Cloudy and cool

Grading between
stations (29+00 and 35+00)
also between stations
24+00 and 28+00

Survey party here
in the afternoon
from 2:00 to 4:00

Bob Moore satisfied
with the classification
of rock up to date

Saturday

July 28, 1928

Fair and warm

Nineteen men, one
steam shovel, twelve
teams, six wagons
and four Fresno
grading between
stations 24+00 and 28+00

Sunday

July 29, 1928

Clear and hot

No work

Monday

July 30 '28

clear and warm

Steam shovel, thirteen men, seven teams and wagons grading between stations 23+00 and 28+00

Six men, four teams and horses finishing between stations 46+00 and 52+00

Tuesday

July 31, 1928

Fair and warm

Sixteen men, ^{ten} teams and wagons, ^{one steam shov} grading between stations 22+00 and 28+00

Three men, two teams and presses finishing and placing U.M. culverts

Wolfgang here in the afternoon

One man and truck hauling camping equipment to job North County Line Proj. 28-63

Wednesday

Aug. 1, 1928

Cloudy and warm

Eighteen men, one
steam shovel, seven
teams and wagons
four teams and a Fresno
grading between stations
18+00 and 22+00

Mackintosh and
I looked for gravel
pits in the afternoon
Told Bob Moore to
blade road leaving
a 0.3' crown in the
center

Thursday

Aug. 2, '28

Fair and warm

Steam shovel
sixteen men, eight
teams and Fresno
grading between
station 18+00 and 22+00

Two men clearing
and grubbing trees

Road very wet
on account of heavy
rainfall the previous
evening

Worked from 11:00 to 12:00
and 1:00 to 6:00

Friday

Aug 3, 1928

Fair and warm

Nineteen men, one steam shovel, twelve teams and ten wagons grading between stations 16+00 and 22+00

Twenty yards of clay hauled from stations 19+00 to and between stations 30+00 and 32+00

On account of settlement of fill between stations 25+00 and 26+50 more earth hauled to that location from station 19+00

Mackintosh and I went to Johnson gravel pit on No. 3 in the afternoon

Saturday

Aug. 4, 1928

clear and warm

Twenty men, one steam shovel, twelve teams, ten wagons and one Fresno grading between stations 11+00 and 18+00

Mackintosh here in the morning

New Russel Elevating Grader delivered on project to take the place of steam shovel

Sunday

Aug 5, 1928

Fair and warm

Ten men, one tractor
one blade grader
blading from station
28+00 to station 52+00

Monday

Aug. 6, 1928

Fair and warm

Eighteen men, eleven
teams, eight wagons
and two frescos grading
between stations 5400
and 14400

Mackintosh and
I looked for gravel
Found a gravel pit
on the Upper Afton Road
Steam shovel
taken off the project
in the morning,
elevating grades being
used in its place

Tuesday

Aug. 7, 1928

Clear and hot

Eighteen men, one elevating grader, eleven teams, eight dump wagons and one Fresno grading between station 0+00 and 5+00

St. Paul Con. Co. delivered two 15" x 20 C.M. culverts, Licking Valley Iron, Newport Rolling Mill Co, Newport Ky.

Wolfe here in the afternoon

Wednesday

Aug. 8, 1928

Clear and hot

Six men, eight
horses and two tractors
cleaning ditches and
finishing grade

The balance of the
crew moved to the
North County Line

Thursday

Aug. 9, 1928

Clear and hot

Six men, eight
horses and two fresnos
cleaning ditches, finishing
and placing C.M. Curlett
Machine Shop here
in the afternoon

Friday

Aug. 11, 1928

Clear and hot

Six men, eight horses and two Fresno cleaning ditches and finishing grade

Gene Scott, the foreman a list of unfinished work on project

machin tool has the original

Linwood Ave.

Proj. 28-76

8/11/78

Work to be done

No credit given

- Install 24" x 18' P3 Culvert at Sta 37+00
- Grub between 1+50 and 3+00 - 2 stumps ^{OK - 7/11/78}
- Clear " 4+00 and 6+50 - 3 trees
- Grub " 4+00 and 6+50 - 3 stumps
- Clear " 34+00 " 40+00 - 4 trees
- Grub " 34+00 " 40+00 - 9 stumps

✓ Fill All Washouts ✓

Burn all timber, brush and stumps ✓

Clean all ditches to a depth of 2'

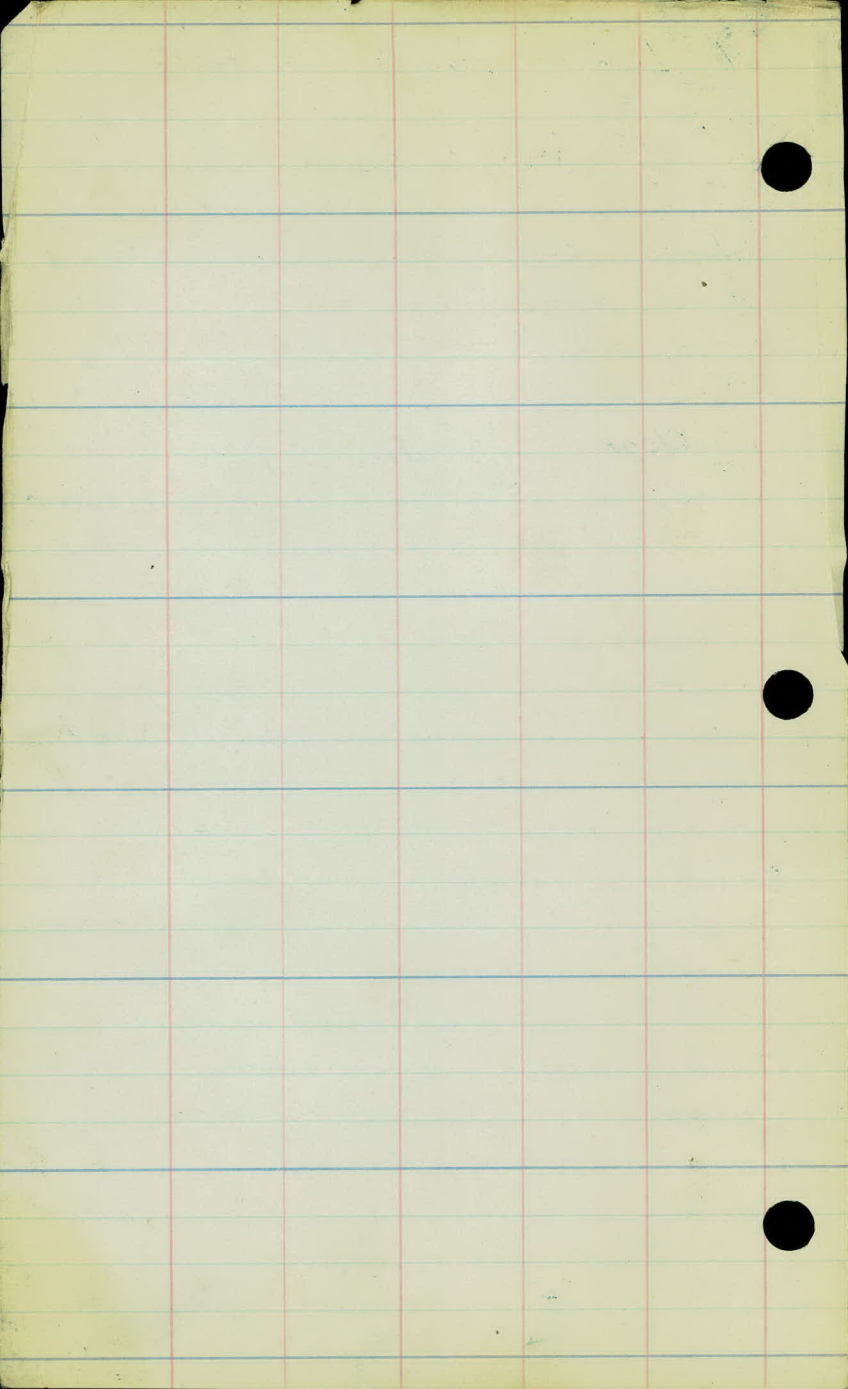
Remove all rock from highway and place in neat piles on R.O.W. ✓

Finish slopes on cuts and fills

Trim and string line shoulders ✓

Blade the entire highway, leaving a crown of about 4.3' in the middle of the road

1- Clear and grub all trees and stumps between R.O.W. limits where acres are specified on plans

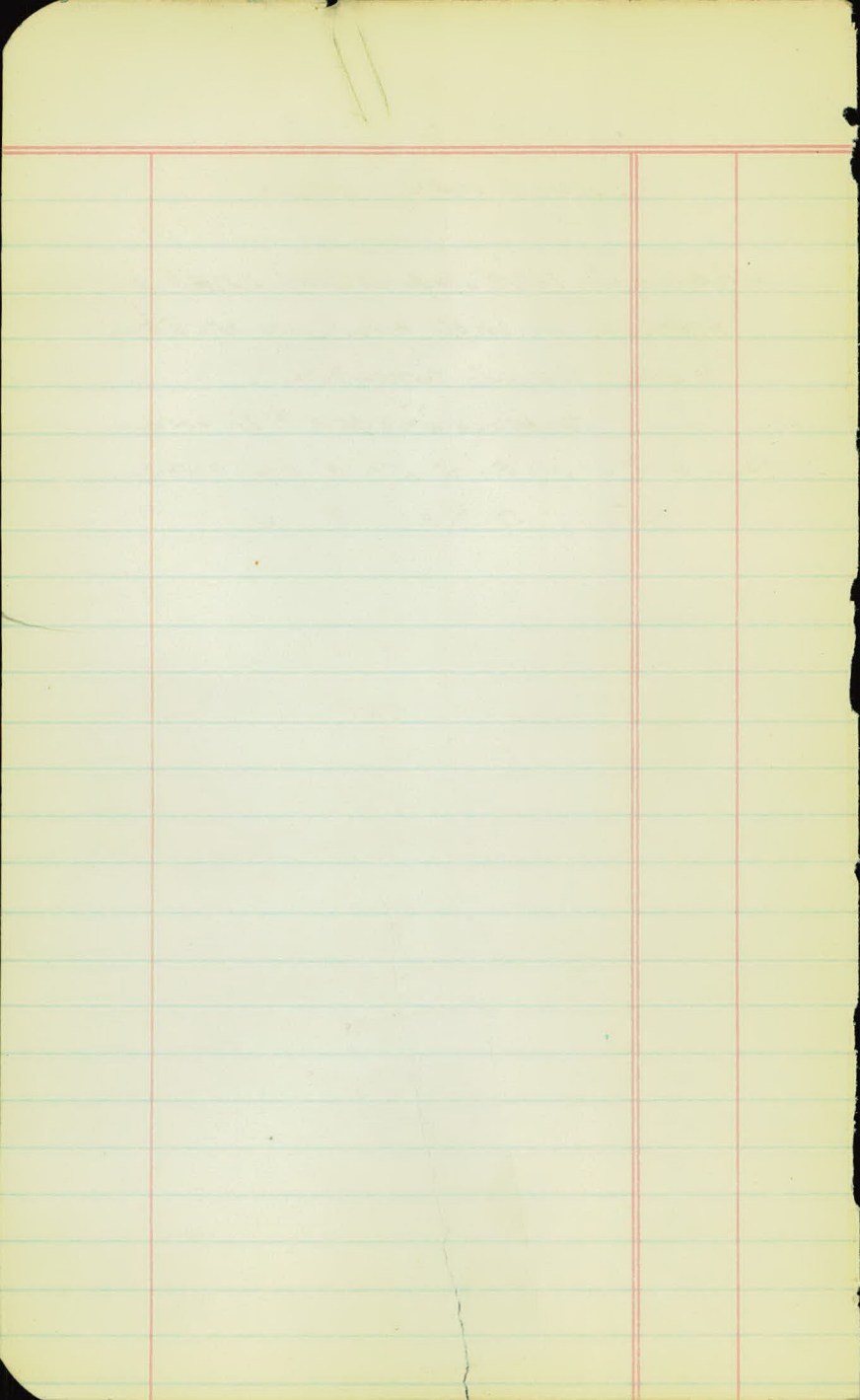


Saturday

Aug. 12, 1928

Clear and hot

Six men, eight
horses and two
presque cleaning
ditches and finishing
grade.



Tues. Sept. 4, 1928

Fair and Warm

Wolfangel told me today that I was expected to take charge of this project also until finished.

Mac Intyre was to report to me today, but I didn't find anyone on job at 11⁰⁰ P.M.

Wed. Sept. 5, 1928

Fair and Warm

Shiley is hauling gravel today
but Moore has no way to spread
it. Trucks getting badly stuck
where culvert was removed.

Arranged with Bill Moore to have
road bladed tonight or in the
morning.

Mc Intyre checking gravel.

Thurs. Sept. 6. 1928

Fair and Warm

Hauling gravel today. Bladed road for 2 miles this morning. Arranged to keep man with fuses and team on job to repair road where trucks are breaking them, and for spreading gravel.

Mac Intyre checking gravel and watching job.

Friday - Sept. 7, 1928

Fair and Warm

Finished ^{hauling} gravel tonight but
Dove says that he will be
unable to blade the road
until Sunday.

Sat. Sept. 8, 1928
Fair and Warm

Told Mr. Dintyre to place stakes
for guard rail today and to
arrange with Mr. De for blading
road tomorrow.

Sunday - Sept. 9, 1928
Cloudy and cool

Foreman spreading gravel
today. Doc Intyre has time
required

Monday - Sept. 10, 1928

Buddy and Cork
Rain and mist

Crew of 3 men putting up
guard rail. Wolfgang was
past and said McDintyre should
go on as inspector.

Tues. Sept. 11, 1928

Cloudy and Cool

Three men constructing guardrail.
McIntyre inspecting

Wed. Sept. 12, 1928

Heavy rain in A.M.

Cloudy and cool in P.M.

Three men constructing guardrail
in afternoon.

Mr. Doherty was sent to South
Robert St. this morning leaving
no inspector.

Thurs. Sept. 13, 1928

Fair and Warm

Three men constructing guardrail.
Visited job this A. M. and
they all coming along O.K.

Friday Sept. 14, 1924

Rain in A.M.

Fair in P.M.

Four men constructing guard-rail in afternoon. Ground is very loose and requires blading which is to be done by County.

Sat. Sept. 15, 1928

Fair and Warm

Four men constructing quadrants
in morning my bedcase off
half holiday.

Sunday - Sept. 16, 1928

Fair and Warm.

No work.

Monday - Sept. 17, 1928

Fair and Warm

Four men installing guard rail
None of cable is erected as yet.

Survey crew finishing X-sections
late today.

Tues. Sept. 18, 1928

Fair and Warm

Four men installing posts for
guardrail. Told foreman to
use F. O. K. paint for posts as it
is approved by State Highway.

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

Didn't get to this job today
but foreman told me he didn't
think he would work here
today.

Thurs. Sept. 20, 1928

Cloudy and Cool

No one on job today.

There are nine stubs that I had
put in where guardrail ends at
driveways.

9 STUBS.

Friday - Sept. 21, 1928

Cloudy and cool

No one on job today.

Sat. Sept. 22, 1928

Cloudy and Cool

No one on job.

Sunday - Sept. 23, 1928

Cloudy and cool

Sunday - no work

Friday - Sept. 24, 1928

Cloudy and cool

No one on job

Tuesday - Sept. 25, 1928

Cloudy and cool.

No one on job

Wed. Sept. 26, 1928
Cloudy and cool.

Thurs. Sept. 27, 1924
Fair and cool

Friday Sept. 28, 1928
Cloudy and cool

Sat. Sept. 29, 1928
Fair and Warm

Sunday - Sept. 30, 1928

Fall and Warm

No work.

Monday, Oct. 1, 1928

Fair and Warm

No one on job. Posts
have been topped and given first
coat of paint.

Sat. Oct. 6, 1928

Fair and Warm

Owner and four men painting
black on posts and stringing
cable. Explained that we
required posts painted 4" below
ground.

Second coat of white paint is on
and must have been applied
sometime between today and Oct. 1.

Monday, Oct. 8, 1928

Heavy rain in A.M.

Fair and Warm in P.M.

Mackintosh and I went over
job this afternoon and guard
rail is completed to our satisfaction.
No one on job.



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 $\frac{1}{2}$	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&PN^o 6322

$$\begin{array}{r} .018 \\ 360 \overline{) 6.70} \\ \underline{360} \\ 2900 \\ \underline{2880} \\ 200 \end{array}$$

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