

30-10A

$$\begin{array}{r} 9 \\ 24 \overline{) 216} \\ \underline{192} \\ 24 \end{array}$$

192

$$\begin{array}{r} 24 \\ 8 \\ \hline 192 \end{array}$$

$$\begin{array}{r} 1.1 \\ \hline 1.09 \\ 1.54 \end{array}$$



Sept 9, 1930

Fair - Warm

Wever had a foreman  
and 2 laborers on the  
job today, and they  
removed the 41' of 18"  
C.M. at sta 96+48

48' of 24" P3 was  
showered to the job today  
by truck.

Expect the shovel  
any minute

Sept 10, 1930

Fair - warm

One man came out today and I started him moving stone but after moving three stones he left.

Waver out in P.M. and told me that they were having trouble to rent a shovel and might buy one.

Sept 11, 1930

Cloudy - warm

2 men on job today  
and started to work  
on installation of P3  
culs at sta 96+

John Wurre said the  
shovel would start  
Saturday

Sept 12, 1930

Fair - Hot

2 men on B3 culv  
today.

Mac came out this  
morning and we  
talked to contractor  
about filling the bridge  
Mac suggested a  
belt conveyor

I went with John  
Wyers to look over plans  
but we were not  
successful in finding  
any.

Sat Sept 14, 1930

Fair - Warm

Had 2 men on  
job today working  
on installation of #3  
culvert and hauling  
timber for trestle.

Wolver informed me  
that shovel would be  
unloaded Sunday  
morning and start  
work Monday morning

Sun. Sept 14  
No work.

Mon. Sept 15

Fair - Warm

One man on job  
today, no one else in  
sight.

Tue Sept 16

Fair Warm

The shovel arrived  
on the job today and  
started to exc. west of  
the bridge

Wed Sept 17

Fair - Hot.

Shovel working  
between sta 90 - 91 and  
dumping west end of  
bridge with on truck

Warned Mowers about  
keeping chump level on  
both sides of walls.

Mac out today.

Thur Sept 18.

On job all day.  
shovel working Sta 91-90  
same dump

2 trucks

Grade appears to  
be rather spongy in  
places, checked for  
depths and was O.K.

Fri Sept 19

Contractor had bridge  
felled to the limit  
on the west end at  
noon today and I  
stopped him, and told  
him to build his  
trestle

There seems to be  
considerable stalling  
about the trestle

Shovel moved back  
at noon to stas 51-54  
and casted the ditch  
mat'l from left  
side of road to the  
fill on the right side

Sat. Sept 20, 1930

Fair - Warm

Was on job most of day but had to go home at 3:00 P.M. bc sickness.

Havers told me that they would start on the table Monday morning

Sun. Sept 21, 1930

Fair - Warm

No work.

Mon. Sept. 22

Fair - Warm

I was at home sick  
all day today  
Contractor grading between  
Sta 75+35 and 58+00

4 trucks

Also had crew building  
truss

Tue Sept 23

Fair - Hot.

Still sick

Same crew as yesterday  
and same location

Wed Sept 24  
Cloudy - Warm

Had several showers during the day but not enough to delay the work.

Wewers was excavating between sta 57 & 58 and hauling back to dump with 3 trucks, had 2 teams with ships on grade.

Contractor informed me that he wanted to move to borrow pit and build east approach. Told him that it would be O.K., but that the County would not pay for any extra moves which might follow.  
R. J. W. out in P.M.

Thurs. Sept 25, 1930

Cloudy - cold.

Still are in the same place and with the same haul.

Found that the dump man had built the fill at beginning of proj too wide, and had contractor start to pull the mat'l back to road.

Mac. out in P. M. and said that we would build a wide radius cut both sides at each end of the proj. also said that a flatter slope on the fills would be all right.

Fri Sept 26  
Rain - cold

No one working on  
proj. this morning. I  
went to the office and  
Mac said that I should  
have the shovel moved  
to the borrow pit as  
in that way we could  
build the fill before  
pulling the bridge thus  
being able to put stress  
properly on end walls.  
I called Thewers and  
he came out at noon  
started moving shovel

Sat. Sept 27

Fair - cold

Moved the shovel into  
borrow pit and started  
to exc between sta 4+55  
and 4+00 hauling to  
east end of proj.

4 trucks

2 teams and 4 men  
finishing sta 78 - 88

Sun. Sept 28

Fair-cool

No work.

Mon Sept 29

Fair & cool

Spent in borrow  
pit sta 3+50 - 4+00

5 trucks hauling to east  
end of proj.

Mr Coates out in P.M.  
and I called his attention  
to the rock on the borrow  
pit, he said to take all  
of it anyway. He also  
said that he would call  
the R.R. Co about having  
the fence removed.

Went to the office and  
made out the monthly est.  
for Proj 30-10A.

Fri. Sept 30

Fair - Cool.

Shovel working in  
borrow pit hauling to  
east end of proj with  
4 trucks

Wed Oct 1

Working in borrow  
pit shovel loading mat'l  
to be hauled to east  
end of proj

Thurs Oct 2

Rain - no work.

Fri Oct 3

Cloudy - warm  
Spovel in borrow  
pit 5 trucks hauling

Sat Oct 4

Still in borrow pit  
shovel broke down  
at 2:00 P.M. and the  
job was hid up for  
the day

Sun Oct 5

No work.

Mon. Oct 6

5 trucks hauling  
from borrow pit to  
east end of job

Told Menders that  
he must get a blade  
for finishing purposes

Tue. Oct 7

5 trucks hauling  
from borrow pit.

R.S.W. out today and  
said that he thought  
4 more trees should come  
out of S.T. 4 #1

Wed Oct 8

Fair - Warm

Told John to clear  
4 trees at S. T. H. 1

Shovel in borrow  
pit hauling to bridge

Thurs. Oct 9

Hauling from borrow  
pit to east end of  
bridge

Run into considerable  
loose rock

Fri Oct 10

Fair - Warm

Hauling from  
borrow pit to east  
end of proj.

Sat. Oct 11

Fair - Warm

Moved shovel over  
to last chunk of borrow  
pit today.

Hauling with 5 trucks

Sun. Oct 12

Fair - Warm

No Work.

Mon. Oct 13

Cloudy - cool.

Warned Wewers about filling too much against bridge.

There seems to be no rock in the borrow pit we are in now so

I talked to Wewers about classification. I told him that we would allow 140 cu. Yds. of Loose Rock and 10 cu. Yds. of solid " he said that this would be O.K.

Mac. out today and wants cone at N.E. corner of bridge spread out to cover the rough ground there, also wants sand pit in the borrow pit filled up.

Fri Oct 14  
cloudy - cool

Hauling from borrow  
pit to east end of  
proj. with 5 trucks

Wed Oct 15  
Cloudy - cold.

Mr. W. H. Stedje of  
the Soo R.R. was on job  
today and said that it  
was O.K. to remove the  
banks as we were, but  
the fence must be replaced.  
I showed him our plan  
for removing the bank near  
the end of the project and  
he wants us to come out  
flat on the R.R. ditch grade  
a distance of 24' from track  
& then slope down.

Thurs. Oct 16  
Snow - Cold.

Job tied up today  
of weather.

Told Warrs to move  
shovel to west side of  
bridge.

Moved this P.M.

Fri Oct. 19  
Windy - Cold.

Hauling to bridge  
from Sta 90 + 00 with  
two small trucks.  
I had to warn  
Wewers several times  
about keeping the  
distribution of spots  
even.

Sat. Oct 18

Windy - cold.

Still hauling to  
bridge.

I gave contractor  
permission to remove  
timber at 2:00 P.M. and  
start building road  
from west to east end.

Sun. Oct 19  
Cloudy - Cold

Worked all day with  
three trucks hauling  
into bridge.

At 5:30 P.M. it was  
possible to drive over  
the bridge.

Told Weaver to place  
more chert in the  
corner corner before filling  
up the inside.

Mon. Oct 20  
Fair - cold

Hauling to cones  
and some more  
into bridge.

We are going to  
have about 1500 yds  
to waste.

Fri Oct 21

Fair - Warm

Went to office and  
got survey party  
had them take levels  
from which I  
figured a special grade  
from the pavement  
on Frost Ave.

Wed. Oct 22

Had Hovers fill  
up between the Frost  
Ave. pavement and the  
fill to make a shallow  
ditch

Thur. Oct 23

Fair - cold

Started washing  
dirt on the so. shoulder  
of Frost Ave.

Figured that we  
could use 725 yds  
here.

Fri. Oct 24  
Fair - Warm

Hauling to Frost  
over shoulder today  
Mr. Kelly out and  
wants us to fill in  
back of hill drive

Co. Blade & Tractor

Today  $9\frac{3}{4}$  hrs.

Sat. Oct 25

Fair Warm

Mac out today  
and we examined dirt  
in extra borrow found  
mostly sand

Mac told me that Mr  
Coates wants the  
depression north of  
Frost Ave and east  
of the extended curb  
filled up.

P. J. W. says that  
all waste material must  
be used on our  
property

Co. blade & tractor

Today	9 1/4	hr.
Previous	9 3/4	"
Today	19	"

Jun. Oct 26

Fair - Warren

Worked in cut at  
sta 88-90 all day  
hauling dirt to corners  
of buffers and to  
End of proj.

Mon. Oct 27

Fair - warm

Stall in cut at  
sta 88-92 leading  
to so. slope of big  
fill.

Co. blade & tractor

Today 7 1/2 hr.

Previous 19 "

Todate 26 1/2 "

Tues. Oct. 28

Shovel finished out at sta. 91 at 10<sup>4</sup>  
Moved to borrow-pit. Took Shovel out of Borrow Pit  
at 2<sup>30</sup>P.M. to be replaced by another shovel.

Co. blade & Tractor  
Today 7<sup>1</sup>/<sub>2</sub> hr.  
Previous 26<sup>1</sup>/<sub>2</sub> "  
To date 34 " Final

34 hr. @ ~~\$~~ 1.63 = 55.42

3.65  
1800  
18600  
31400  
12

Wed. Oct. 29

Clayed from Sta. 78 to 84 A.M.

" " " 97 to 91 P.M.

Moved Shovel to Frost Ave Pit at 5<sup>15</sup> P.M.

5.40  
5.15  

---

2700  
5400  

---

8100  
  
10.50  
15  

---

5400  
0800  

---

1.6.2000

Thur. Oct 30  
Cold.

Shovel in extra  
pit hauling mat'l  
to intersection of  
Frost Ave and W. Perry  
Berthume on job  
today.

I had 16' of 18" 193  
sent out and extended  
culv under Frost Ave.

Fri Oct 31

Shovel back to  
clay pit.

Berthoume on job  
today checking clay

Sat Nov 1

Finished claying  
this morning and  
shovel left job.

Sun. Nov. 2

Finishing crew on  
job today.

Werner & Wauers  
about getting round  
slope shaped correctly

Mon. Nov 3

Finishing crew  
going today

4 men and 2 teams  
worked all day  
shaping waste borrow  
pit. I told Mowers to  
get dirt cleaned off  
of pavement at  
Vance.

Jul Nov. 4  
Fair Haven

Finishing crew of  
3 teams

3 teamsters

11 laborers

Working on so.  
slope east of bridge

Wed Nov 5  
Fair - cool

Entire crew  
working on round  
back slope of cut  
west of bridge

Thurs. Nov 6

Crew on round slope  
of cut west of bridge

Fri Nov 7

Sat Nov. 9

Had our string  
lining on slope  
south side of Frost  
Ave.

Co. Blake and  
tractor on job from  
10:00 A.M. until 4:30 P.M.

Sun Nov. 9

Crew finished sloping  
shoulder on south  
side of Frost Ave  
and started pushing  
so. slope off big fill

Country blade on  
job from 8:00 A.M.  
until 4:00 P.M.

Mon Nov. 10

Working on so. slope  
of big fill

This is being done  
for account because  
of change in plan.

Thu Nov 14,

job completed  
at noon.

Mac out and O.K'd  
the project.

Tue Nov. 11

Bell Hopkins and  
4 men on job hauling  
conc. grade/rail patts.

Wed. Nov. 12

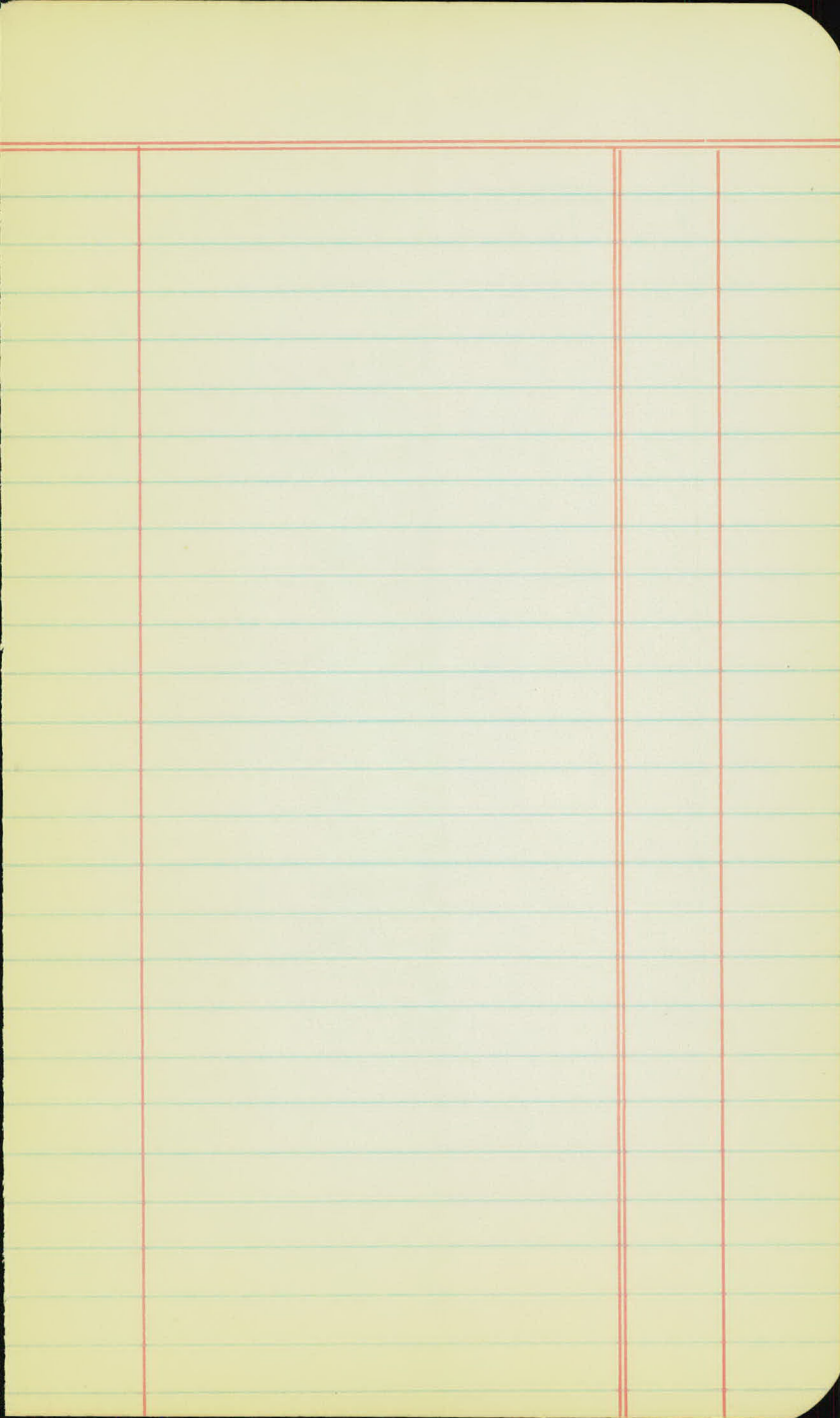
Mobin & 4 more  
hauling posts.

Thurs Nov 13

Mofin and 4 men  
placing conc posts.

Told Mofin that  
we would place  
expansion bolts in the  
masonry of bridge  
to hold chain.

Fri Nov. 14



18  
18

18 ✓  
18 ✓  
18 ✓  
16 ✓  
~~16~~  
14

72

18

36  
16  
     
52  
18  
     
70

West of br. Lt. side

Lt.

Rt

12'

6'

45° Δ

20° Δ

42'

70'

45° Δ

20° Δ

34'

14'

80  
384  
320  
584  
224  

---

1592

140/13

5/58  

---

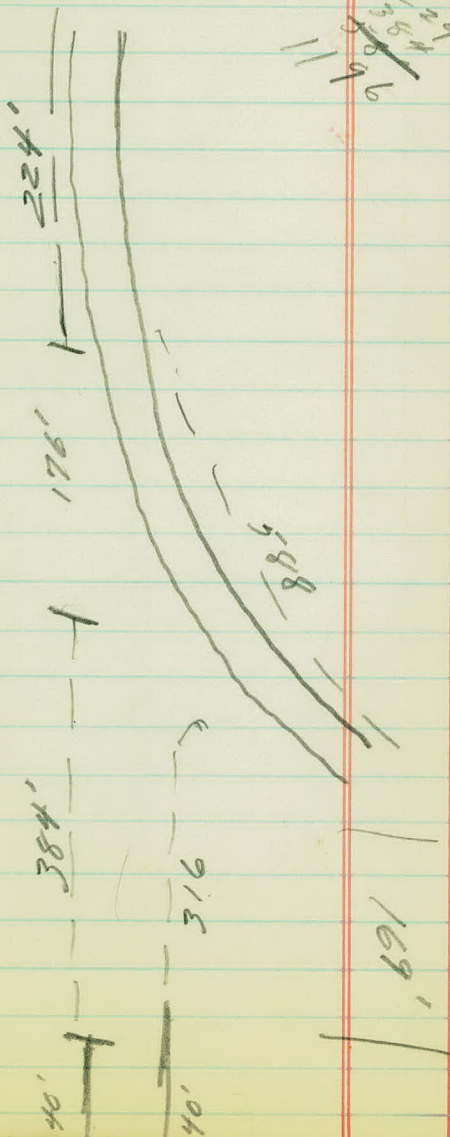
73

8

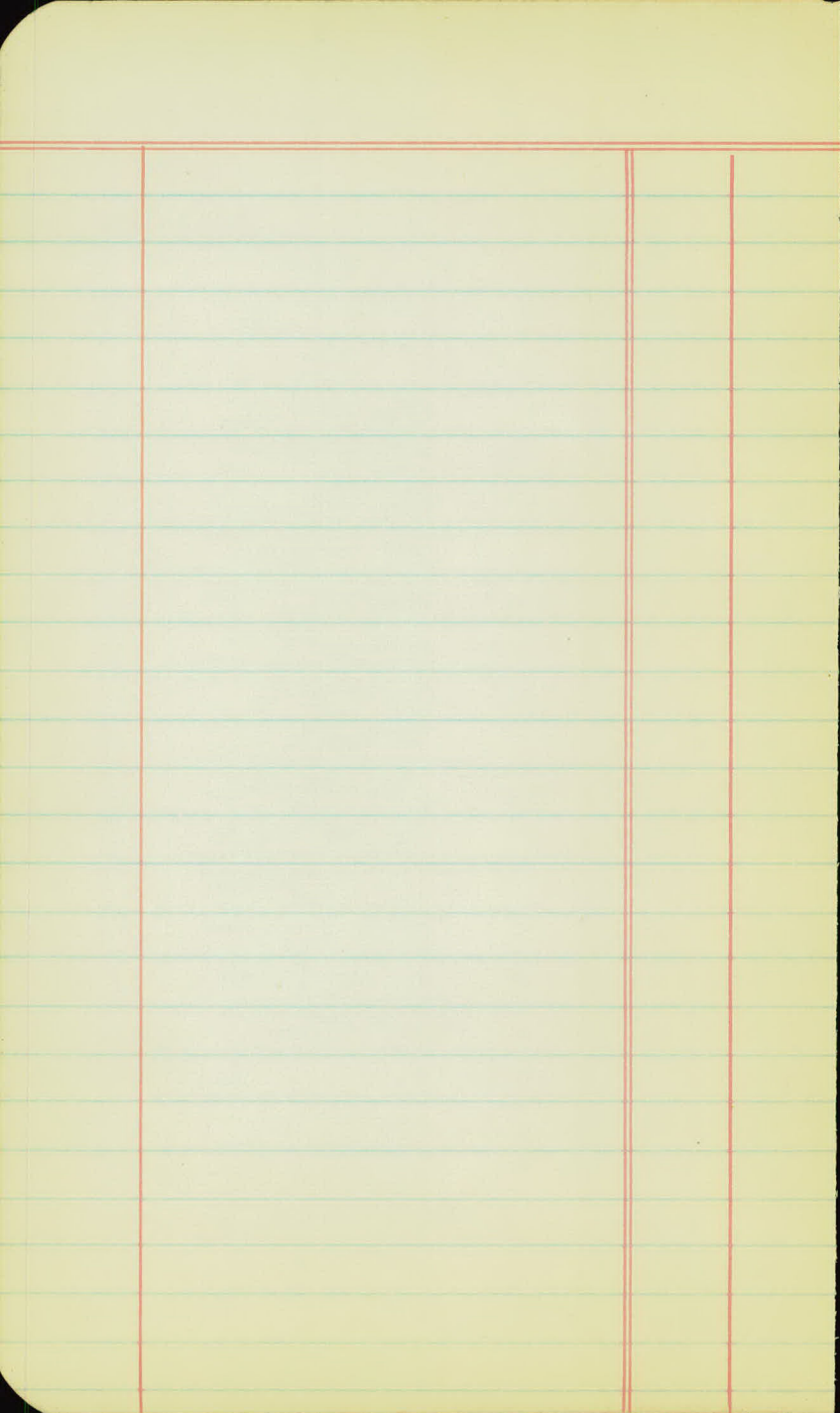
49	
40	
12	
25	
73	
<hr/>	
199	

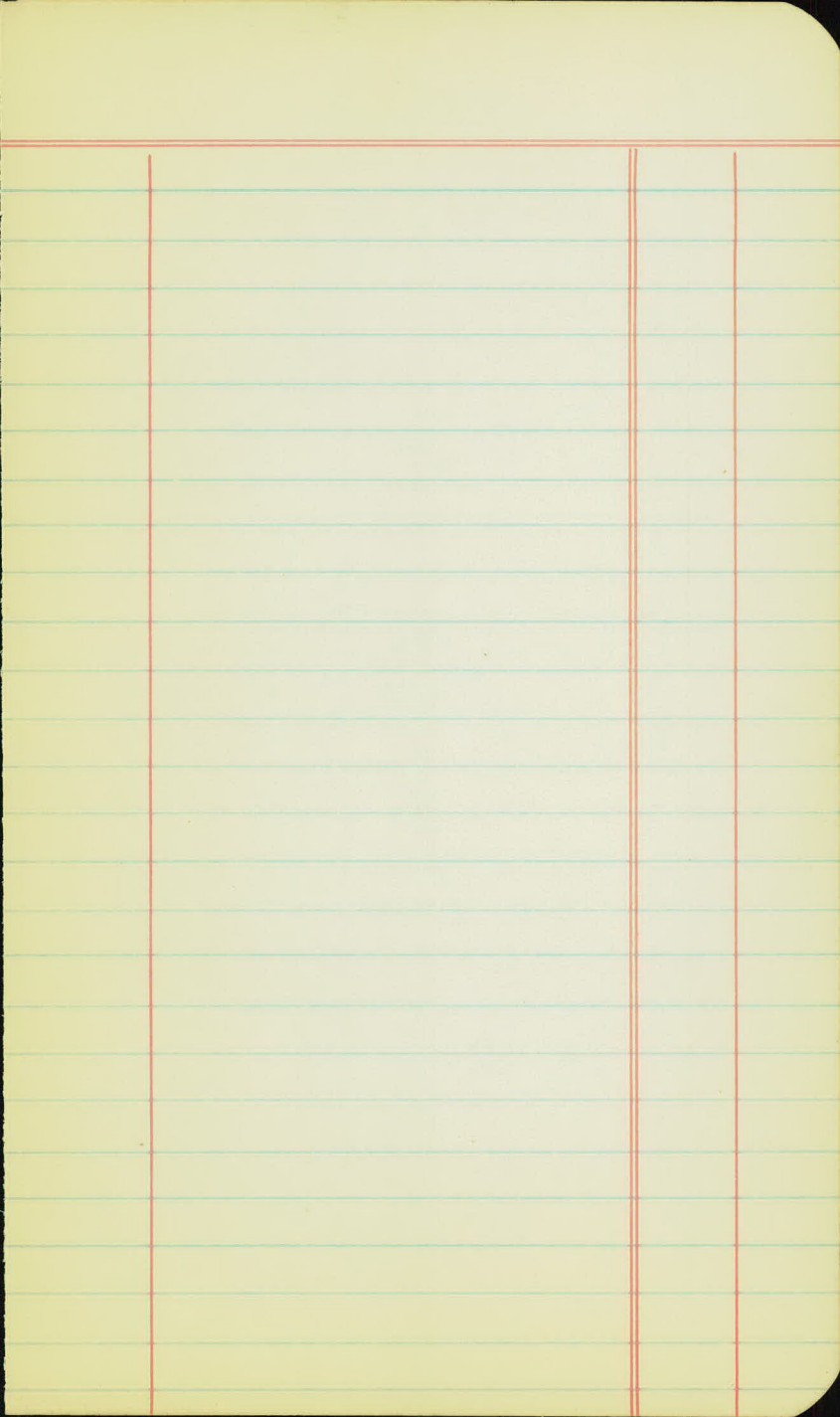
8 (5-76)  
72

48



11  
~~69~~  
~~94~~  
~~44~~  
~~44~~  
~~109~~



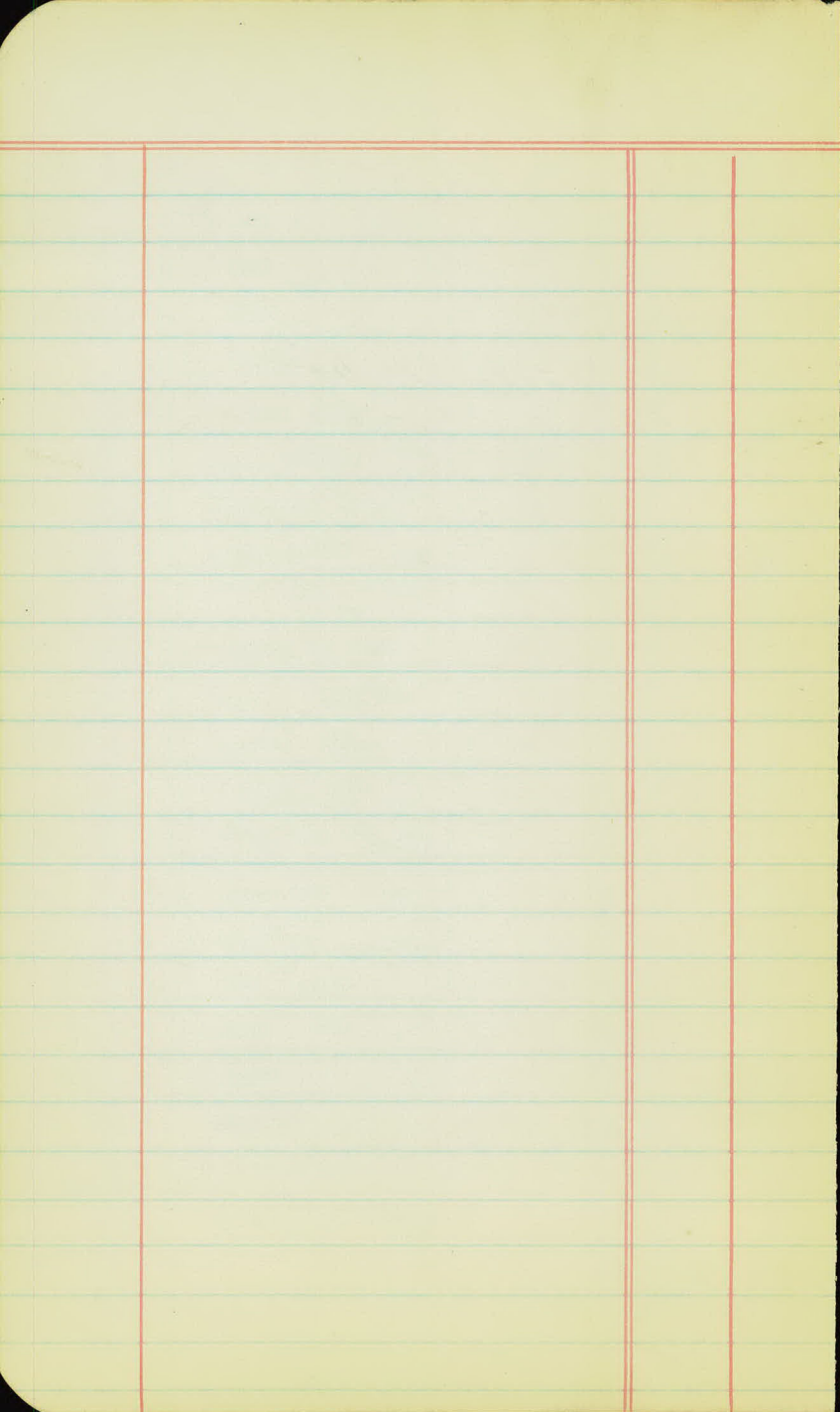


$$\begin{array}{r} 8 \overline{) 631} \\ \underline{7} \end{array}$$

# Guard Rail

W. of bridge	Rt	40'
" " "	Lt	40'
E. of bridge	Rt	344
" " "	Lt	632
Join side Fr. Ave		600

1656



Tue { 3 men 10 hrs.

Wed. { 1 man & Team 5 hrs

2 men slope 3 hrs

Thur. 12 hrs est culv.

Cloy air Rd

10/28

Sta. 84+00 to 85+00

35 Yds.

Waste

10/28

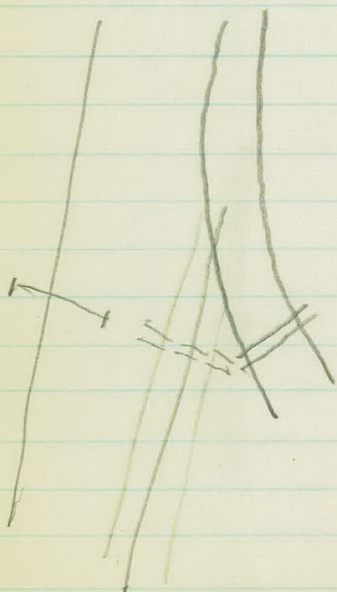
70 Yds.

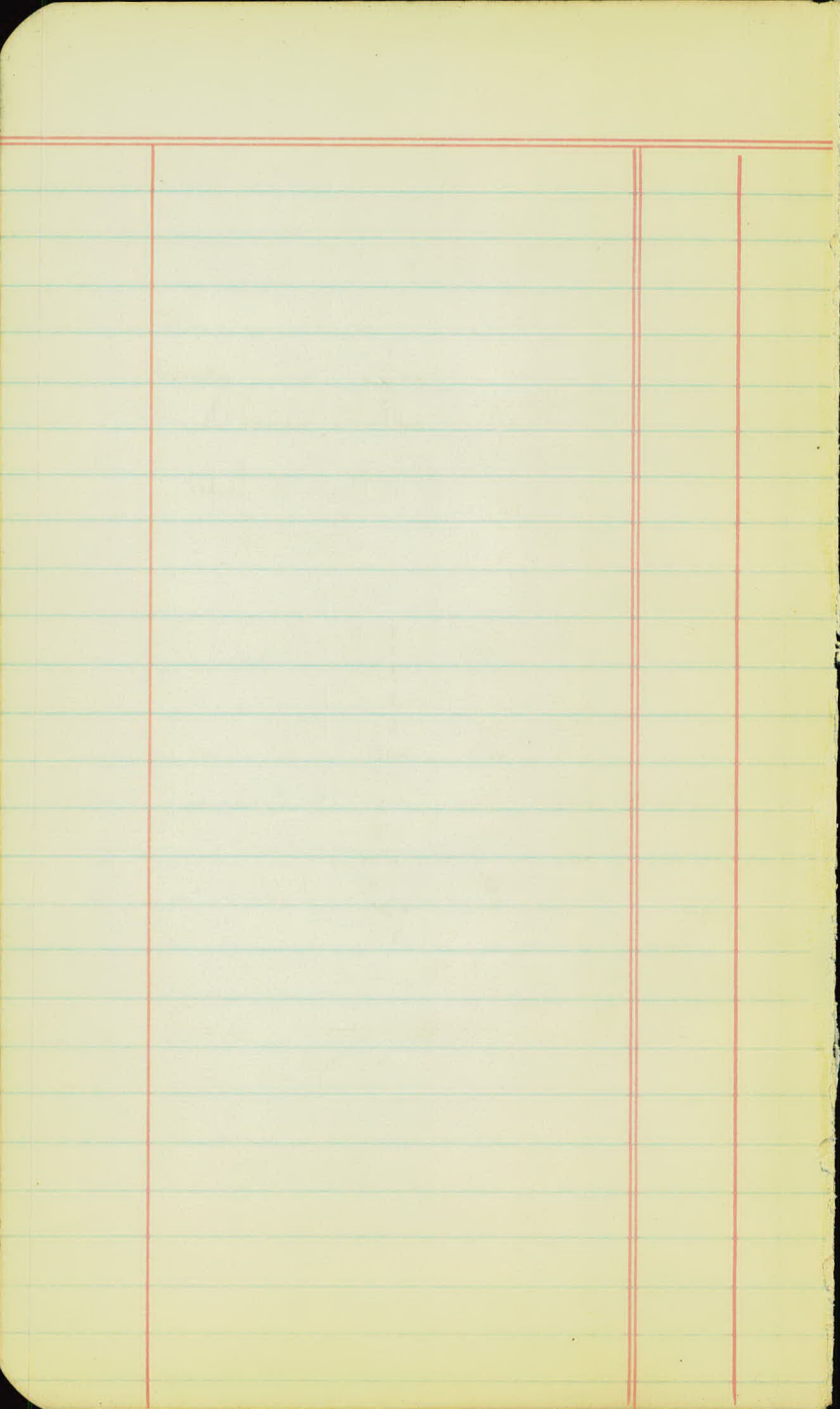
Sept. 9, 1930

50. Inv of culv in pl	10 <sup>60</sup>
No. Inv. of culv in pl.	10 <sup>14</sup>
Inv. of R.R. Culv.	9 <sup>20</sup>
Inv. of new culv 48' Lt.	9 <sup>44</sup>
\$ pipe	8.75
25' west	7.7
25' east	9.5
50' east	9.8
75' east	10.0

M.W.C.

$$\begin{array}{r} 10.14 \\ \underline{\quad 7} \\ 9.47 \end{array}$$







# 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 $\frac{3}{8}$	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 $\frac{3}{8}$	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.

.70

~~48~~  
~~.07~~  
.336

.70 .014  
            
10 | 1.00  
      70  
        
      300

014  
48  
112  
56  
.672

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 1/2 TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

Calculated by Julien A. Hall, M. Am. Soc. C. E.

U 2521

MADE IN GERMANY.

Grade

III  
IIII  
IIII  
IIII

10/28

Load. 1/45

II 2  
III ..  
III ..  
III ..  
III ..  
IIII  
IIII  
II

2.8

234

13

9

U 2521