

TIME BOOK  
DAILY Notes AND  
EXPENSES, ON DITCHES

Nos. 1, 3, 4, 6, 7, AND SRH. No 80.

STATE Highway No 1

Ditch No 2 & No 10

J.F. Pomasel

BOOK NO. 1

# KEUFFEL & ESSER CO.

DRAWING MATERIALS

AND

SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

## TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.

FOR SINGLE TRACK EXCAVATION.

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	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	0
1	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	1
2	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	2
3	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	3
4	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	4
5	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	5
6	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	6
7	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	7
8	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	8
9	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	9
10	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	10
11	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	11
12	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	12
13	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	13
14	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	14
15	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	15
16	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	16
17	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	17
18	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	18
19	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	19
20	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	20
21	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	21
22	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	22
23	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	23
24	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	24
25	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	25
26	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	26
27	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	27
28	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	28
29	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	29
30	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	30
31	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	31
32	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	32
33	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	33
34	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	34
35	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	35
36	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	36

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

For Keith's Railroad Curve Tables see end of book.

25  
32  
25 ✓  
36 25-  
8.93  
1000  
13000  
18.05  
25 9.23  
45 23  
30.7

INDEX

	Page to Page.	
Co Ditch No 7.	1	10
Co Ditch No 3	11	15
Co Ditch No 4	16	20
Co Ditch No 6.	21	25
Co Ditch No 1	26	29
SRH. No 80	30 -	32 and Page 37
STATE Road No 1	33 -	35
Co Ditch No 2.	39 -	
Co Ditch No 10	44 -	48
Co Ditch No 8	49 -	52
Co Ditch No 11	53	56
Co Ditch No 9	57	

Co Ditch No 7. John Pomasel Engr  
H Swanberg Rodman  
J Crossman " "

July 20 1916.  
Pomasel gets ready to leave for Motley to x section  
Co Ditch No 7. Meadow May and Becker Twp Cass Co Minn.

July 21. Pomasel, H. Swanberg, Chairman, Leave Walker  
for Motley at 9:30 Arrive in Motley at 12:30. Hired auto  
from Jim Francis to take us to Lt. Major in sec 1  
Becker Twp where we make our headquarters. \$  
Auto Livery, claim sent in. 2.50  
Balance of day put in looking for hubs etc.

July 22 1916 \* \* \* \* \*  
Pomasel, H. Swanberg with the help of H. Major find spike  
in bridge at 29+03<sup>5</sup> Lat No 9 and run south. Hub at 41+32  
destroyed, chained to 46+65<sup>5</sup> Lat 9 which = 165+99<sup>5</sup> M.D.  
Then chained south to 188+52<sup>5</sup> but could not find hub  
set hub turned @ 29+32<sup>9</sup> and located @ 20+00  
quit for the day.  
\* \* \* \* \*

July 23 1916  
Pomasel and H. Swanberg run line from 187+00 to 203  
and give center cuts for small off take ditch  
\* \* \* \* \*

July 24 1916) x section from 17+00 to 187+00 and run curve  
July 25 1916) started contractors came in and figured  
x section. Rained all day.

July 26 1916) Figured curve run same set line stakes  
Rained occasionally.

July 27 1916) Run curves figured same from 35+75 to 47+98<sup>9</sup>  
Lat No 9. Very hot day.

July 28 1916) set reference stakes on Lat No 9.

July 29 1916) run curve and looked over line of Lat No 9.

July 31 1916) went to Motley to have Notary sign Claims  
came home and run check level from 188+52<sup>5</sup> to 46+150 Lat No 9

Aug 1 1916) set ROW stakes on M. Ditch 188+00 to 166+30 set grades  
and looked over the work.

Aug 2 1916) set ROW stakes on Lat No 9 from 43+40  
and cleared line.

Aug 3 1916) x section of from 35+00 to 2+00 Lat No 9 then  
chained North to 200 then set hubs on base line and  
straightened out the line. Hubs set @ 25+00 14+00 7+00  
and 4+60

Aug 4 1916) Referenced out pts on Lat No 9 and figured x section

Aug 5 1916) Set line stakes to aid in making change  
of line from 154+37<sup>5</sup> to 156+93<sup>9</sup>.

Aug 7 1916) Chained from 156+93<sup>9</sup> to 137+80<sup>5</sup> to 156+93<sup>9</sup> then  
lined line with transit.

J. Pomasel, Engr and H Swankberg  
Rodman

Aug 8 1916

Changed line to center of off take ditch  
from 144+80 to 156+93.9 then North to  
137+80 side ditch of S.R.H. No 8. Then cut brush  
East to 115+37 and chained same. Hubs at  
125+73 and 115+37 not found.

Aug 9 1916

set Hubs and angle pts on line E of 137+80  
and North of 115+37. Straightened line at same  
time

Aug 10 1916 Rained figured a section and made changes in line

Aug 11 1916 " " " " " " and located Hubs and chained

Aug 12 1916 Walked over line with F.W. Moulster and sectioned  
from 30 to 46750. Lot No 4

Aug 13 1916 Sunday did not work

Aug 14 1916 Run line 21+44 to 56700 M. Ditch and run curves

Aug 15 1916 " " " 56700 to 71 which we change and rerun

Aug 16 1916 Cut brush along old ditch

Aug 17 1916 Cut brush and set stakes to aid in running line  
Rained occasionally

Aug 18 1916 Run line and curves 70 to 90+79

Aug 19 1916 Made change of line setting stakes and out line

Aug 21 1916 Rained all day checked a section

Aug 22 1916 Run line and curves 97+123 to 85 to 12 New line

Aug 23 1916 " " " " " 85 to 102 to 109+19.7

Aug 24 1916 Cut brush and run line

Aug 25 1916 Run line and curves 109+19.2 to 159+14

Aug 26 1916 x sectioned 140 to 158 which was changed later.

Aug 28 1916 x sectioned 140 to 158. New change

Aug 29 1916 " " " " " 140 to 125.

Aug 30 1916 Reversed out pts. on Main ditch

Aug 31 1916 We take the complete outfit and leave

Motley at 1:45 pm. and arrive at Pine River where  
Mr. F.W. Moulster has work for us and ditches Nos 3-3.

We have L.S. Major haul us to Motley charges \$2.50  
claim sent in for same.

claim sent in for board and expenses also  
Time worked on Co Ditch No 7.

Sept 18 1916 J. Pomasel and J. Crossman leave Pine River at 10:45

for Motley to x section Ditch No 7 arrive in Motley  
at 12:45. Have dinner at City Hotel and hire

Auto from San Francisco to take us to L.S. Major  
where we make our headquarters. \$2.50

charges claim sent in  
Sept 18 1916 x sectioned from 116 to 125 and gave grades.

Sept 19 1916 J. Pomasel and J. Crossman leave Motley at  
1:45 and arrive in Pine River at 3:40 from Francisco  
Hauling us to Motley charges claim sent in \$2.50

Oct 10 1916

J. Pomasel and J. Crossman hire Auto from  
Homer Andrews to take us from Pine River to  
Motley to Co Ditch 8 miles N of Motley where we  
give grades and a section for contractors. We take  
lunch for three from the Travelers Hotel Pine  
River. Coming back the same day.

Oct 23 1916 J. Pomasel in office Making Profile

Oct 29 1916 " " " Works on profile in office

Oct 30 1916 " " " " Map in office (cloudy day)

Nov. 3 1916 J. Pomasel and F.W. Moulster Drive

To Motley to check up Co Ditch No 7.

Contractors quit. AT Sta 33+36 lat No 4.  
Fog and warm day. We see F.W. Moulster  
car.

Nov 7 1916 J. Pomasel works in office on profile

P.M. J. Pomasel & J. Crossman take levels  
on lots 1, 2, 3, 4, 5, 6, 7 Block 9 cor. Norway Ave  
and 2nd St. City of Pine River.

Nov 10 1916 A.M. J. Pomasel works on profile

Pine River for Miller. Very cold day

Nov 13 1916 J. Pomasel works on map in office

Nov 14 1916 J. Pomasel makes profile and

tracing of lot No 4 and alignment

on profile for Main Main Ditch

Cold with snow &amp; carries

Nov 15 1916 J. Pomasel makes final profile

of Co Ditch No 7 from 0+00 to 191+00

on hard shell and makes tracing of

same. cold day

Nov 16 1916 J. Pomasel makes final map of Co Ditch No 7

from 0+00 to 204. Fine day

Nov 17 1916 J. Pomasel finishes Map of Co Ditch No 7

showing revisions made from 0+00 to 204

and sketched in the entire map showing

High and Low Land. The day is warm

and cloudy.

C O Ditch No 7

May 11 1917 J Pomasel & W Stark weather  
leave Pine R. At 10:30 for Motley  
to Relocate line and cross section  
We stay at Griffiths camp.  
Starting with supper.

May 12 Run line and curves from  
sta 189+00 to 224. We have hard time  
in locating Angle pts. Reference  
all points.

May 13 the same work but from sta  
224 to 277 walking is hard and  
progress is slow. We have fine weather.

May 14. Run curves and give center  
cuts for Griffith. Hot day and  
smoky hard to see.

May 14. We were informed by  
Mr Griffith that he was crowded  
for sleeping room and  
therefore we were compelled  
to stay in Motley starting  
with lodging May 14.

May 15 we have breakfast  
and dinner. At 1:48 we  
leave Motley for Pine R.

Arrive at 3:30 put in balance  
of day in figuring x section.

May 24 stark weather figures  
day & cross section do No 7.  
P.M.

May 25 1917 J Pomasel figured  
curves in office for No 7 and W  
stark weather put in A.M. on same.  
P.M. He goes with F.W.M. to Home Brook.

June 1st 1917. F.W.M. takes us

Pomasel and Stark weather from  
Pine R. to Co Ditch No 2 where we  
work 1 mile west of Iron creek  
Lafan Co Ditch No 7. We stay in  
camp and pitch tent too late  
to work on ditch.

June 2. Pomasel and W Stark weather  
with the help of

go to sta 284 on ditch and run

C. line and curves. slow work.

As we work through floating bog.

June 3. 1917. change line at Iron

at lateral. and run levels

Rains pre figure x section and

make out monthly estimate

June 27 1917. W Stark weather figures x section