

CASS COUNTY
FIELD ENG.+ PWS

1946 - I

DUNN

ENGINEER'S
LEVEL BOOK
No. 4101

June 3rd { A.M. - Clear - Warm
P.M. - " " }

Reported to Engineer R.A. Dahms at the Cass County Courthouse at Walker, Minnesota.

Spent day in familiarization with Office Procedures and the overall PWS Program.

Drove with R.D. to Boy River - Federal Dam and Tobique, looking over roads.

Discussed setup of On-the-Job training for fellows who will be working with field crew.

Gen Eng. McClelland - Ida

Dinner - Fed. Dam - No exp.

June 4th { Clear
Warm

A.M. - Office - familiarization
with PWS Program and
office procedure.

P.M. - With R.D. to Backus,
Haskell and Pine River.

Looked over PWS #1432
from Pine River 5.8 mi
west. Discussed outstanding
problems on same.

Also in A.M. met Richmeyer
who plans to work on survey
crew under the Veterans On-the-
job Training Program.

Gen. Eng. - McClelland - Ida.

Dinner - Walker. No exp.

June 5th { Overcast
Warm.

A.M. Office - familiarization.
Conference with Supt of Schools
Stefannson re. Setting up
Buck Richmeyer on vets
on-the-job training for
instrumentman. Also re:
survey on proposed athletic
field south of school.

P.M. Started survey &
levels on athletic field
with 2 men furnished by
school.

Gen. Eng. - McClelland Ida.

Dinner - Walker. No exp.

June 6th ^{overcast}
Warm. P.M. - Hiletown

Office all day working on
plat and computation for
Athletic Field.

Conference with Supt Schools
Stefannson re: Letting of
contract for leveling field.

Gen Eng - McClelland - Ida.

Din. - Walker. No Exp.

June 7th { Clear
Sultry

5

A.M. - Office. working on Plat
for athletic field.

R.D. wrote to Evans
for authorization for R.M.^e to
use private car on PWS
program.

Checked over instruments
preparatory to taking crew
in field Monday. Returned
to P.R. about 4:30 P.M.

Conversation with R.D. re:
field crew time. Agreed to
go to job on County time and
return on own time.

Gen Eng. McClelland Ida.

D. - Walker - no exp.

June 8th { A.M. Clear - moderate
P.M.

Drove to Walker - picked up instruments and returned to Park Rapids. Repaired transit tripod and varnished same. Cleaned up transit. Painted transit box.

P.M. off duty.

McClelland 1 da

June 9th Sunday { Cool
Showers P.M.
Off duty - At Park Rapids.

June 10th { Clear
Hot

Started work on PWS # 1432 (SARN^o 2 at Pine River.)

Ran 2000' of preliminary traverse at the slough 1/2 mile West of Village

Pine River. Took complete topographic notes of same

for the purpose of laying out this portion of the road on paper and studying same with view to a lineament correction.

This was Richmire's first day on the survey crew. His application for Vet's On-the-job training was forwarded this date.

PWS
1432

{ Richmire 1 da.
McClelland 1 da.
Car 72

June 11th { Clear
Warm

Theodore Smiglewski reported to work on field crew this A.M.

Took crew to SAR#2 at Pine River. Borrowed boat, and took exploratory soundings in slough about 1/2 mile West Pine River.

In P.M. went to crossing over the Pine River. Ran traverse and took topographic notes for layout purposes.

Conversation on site with R. Dahms re: plunging road ahead & to the left at the Sec. cor near Pine River bridge also talked over alignment at W. end.

PWS { Richmire Ida.
#1432 { Smiglewski Ida.
McClelland Ida.
Car 74

June 12th { Cool
Showers

with crew to SAR#2 at Pine River.

Went to W. end job. Ran preliminary traverse and topog. on road around slough.

Plotted up same in field and made study to determine best alignment with respect to curve flatness super runoff & bridge location.

In P.M. started to run line. Set instrument points and ran first curve.

Much time given to instruction of crew in duties of chainmen.

Conv. w Axel? farmer living near W end job. He was dead set against the road plunging straight.

{ Ida. McClelland
Ida. Richmire
PWS { Ida Smiglewski
#1432 Car 76

June 13th { Clear
 { Warm

With crew to W. end
PWS #1432 (SARN^o2).

Ran curves N^os 2nd & 3.

Ran line to station
50+00. Studied alinement
farther down road to
select P.I.^s & P.O.T.^s for
tomorrow's work.

Crew starts at
8:00 A.M. and quits
at 4:30 P.M. with 1/2 hr
noon. This was decided
on on acct of long
driving distances and will
be the working day until
further mention. Also crew
goes on county time - returns on own
time.

PWS	{	McClelland	1 da
#1432	{	Richmire	1 da
	{	Smiglewski	1 da
		Car	74

June 14th { Clear
 { Hot

With crew to PWS #1432
(SARN^o2).

Ran line to sta 83.
Went ahead and determined
curve ends for Pine River
crossing. Set P.I.^s.

Returned to sta 83
and started to cut
line through slough
which was very soft,
got about half way
thru. by quitting time

PWS	{	McClelland	1 da
#1432	{	Richmire	1 da
	{	Smiglewski	1 da
		Car	71

June 15th } Clear
 } Warm

With crew to SAR N^o 2.
PWS #1432.

In A.M. started at sta
0400 took x-sections
and topography to sta.
22+00 also x-sections
at x-road 300' N-S-W.

In P.M. resumed
running line thru
slough and set hub
for P.I. & turned angles

Work arranged thus
to avoid working in
wet clothes longer than
necessary.

PWS	{	M ^c Clalland	1 da
#1432	{	Richmire	1 da
	{	Smiglewski	1 da
		Car	70

June 16th } Sultry
 } Hot

Sunday - Off duty - at Park Rapids.

June 17th } Clear
 } Warm

Started to rain in A.M.,
decided to stay in office
but as weather cleared
about 9:00 A.M. took
crew to SAR N^o 2 (PWS #1432)

Extended line from
Sta 94 to Sta 110. Turned
angles, figured curves &
set P.C.^s & P.T.^s Cut line
thru swamp to intersection
of roads near bridge.

PWS	{	M ^c Clalland	1 da
#1432	{	Richmire	1 da
	{	Smiglewski	1 da
		Car 72	

June 18th {Overcast.
Cool

Took crew to SAR No 2 (PWS 1432)
Took x-sections Sta 23 to
Sta 53.

In P.M. checked level
and found needed some adjust-
ment. Ran same through
adjustments. Ran levels
Sta. 0+00 to Sta 49.

PWS
#1432
McClelland 1 da
Richmire 1 da
Smiglewski 1 da
Car 69

June 19th {Overcast
Cool
Showers

Took crew to SAR No 2 (PWS #1432)
Took x-sections Sta 53 to Sta
87. Also topography
Ran levels Sta. 49 Sta
83.

PWS
#1432
McClelland 1 da
Richmire 1 da
Smiglewski 1 da
Car 71

June 20th { Rain all day

Remained in office.

Put Richmire to platting
and inking cross-sections
on PWS #1432 (SAR N^o2)

Instructed him in above
procedure.

Platted up preliminary
survey of road around
slough 1/2 mile W. of Pine
River. Layed out tentative
alignment using 3-10° curves.
Disussed same with R.D.
& secured approval for prelim.
running of same.

Spent remainder of day
making misc sketches etc.

McLelland { 1/2 da PWS #1432
 { 1/2 da Gen.
Richmire Ida #1432
Smiglewski - off duty
Car - none

June 21st { Clear
 { Warm

With crew to SAR N^o2
(PWS 1432).

In A.M. ran curve at
Pine River Bridge also
line for 1 mile East.

In P.M. ran levels
through slough about
1000' W of Bridge and
took soundings in same
by pushing down 3/4" pipe
as far as 2 men could
force them by hand.

Bottom was found at 4'-10'
except near creek where
no definite bottom was hit

PWS #1432 { McLelland 1da
 { Richmire 1da
 { Smiglewski 1da
 { Cor 74

June 22nd { Clear
Hot

With crew to S.A.R. No 2 (PWS 1432)

Cross sectioned and took topography
from Sta 87 to Sta 126+50

PWS
#1432 { McClelland 1 da
Richmire 1 da
Smiglewski 1 da
Car 69

June 24th { Thunder showers
Warm

Had car trouble in A.M.

Did not start from Walker
until about 10:30 A.M.

Took crew to PWS #1432
Ran X-sections from 126+50
to Sta 151+40. Lost consider-
able time acc't recurring
rain storms.

McClelland { 5 1/2 da general
2 1/2 da PWS 1432
Richmire { 1 da PWS 1432
Smiglewski { 1 da PWS 1432
Car 72

June 25th { A.M. Overcast
P.M. Clear-cool

With crew to S.A.R. N^o 2
PWS #1432. Ran line sta.
160+64⁵ to Sta 214+00

Took x-sections sta
151+40 to sta 163 incl
cross-road.

Due to heavy rain
last nite most of the
swamp fills on this job
are flooded. Most x-culvs
are inadequate. The Pine
River is within 1^o of low-steel
on the bridge and the
water is up to the floor at
Axel's bridge. C.A.R. N^o 24
impassable, forced to return by P. River.

PWS
#1432 { Mc Clelland 1da
Richmire 1da
Smiglewski 1da
Car 85

June 26th { Warm
A.M. Clear
P.M. Showers

With crew to S.A.R. N^o 2
PWS #1432.

Cross sectioned all day
from Sta 163 to Sta 213

Studied alinement in
Village of Pine River

PWS
#1432 { Mc Clelland 1da
Richmire 1da
Smiglewski 1da
Car 75

June 27th { Clear
 { Hot

With crew to SAR #2
PWS #1432.

Ran line Sta 214 -
Sta 294. Ran curve
No. 7 in. Set points
for curve No. 8.

PWS #1432 { McClelland 1 da.
 { Richmire 1 da.
 { Smiglewski 1 da.
 Car 73

June 28th { A.M. Rain
 { P.M. Clear Warm

With crew to SAR #2 (PWS
#1432.

Delayed about 2 hrs by
rain in A.M.

Took x-sections & topography
from Sta 213 to Sta 262.

PWS #1432 { McClelland 1 da - { Billed thru 6-29
 { Richmire 1 da - billed 6-29
 { Smiglewski 1 da - Pd thru 6-28
 Car 73 - billed 6-29

June 29th { Clear
Hot

Stayed in office to
make out Reports +
Get misc time + bookkeeping
done.

Richmire worked at plotting
x-sections.

Smiglewski off duty.

PWS #1432 {
McClelland Ida Paid } 6-29
Richmire Ida Paid }
Smiglewski Off duty
Car None } Billed 6-29

June 30th { Clear
Warm

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Sunday - At Park Rapids

July 1st { Clear
Warm

With crew to SAR N^o 2
PWS #1432.

Ran curve at south
end of Slough 1/2 mile
W. Vill. of Pine R. also
set points for other
curve. Dug up section
corner on West outskirts
of Vill. Pine River.

Shifted tangent 31^o north
at P.I. last curve.

PWS #1432 {
McClelland
Richmire
Smiglewski
Car 65