

DIARY

DIETZGEN
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LEVEL VII BOOK
No. 410

W. E. SMART

1850

MILN 797-559

EUGENE DIETZGEN CO.

DRAWING MATERIALS, MATHEMATICAL and
SURVEYING INSTRUMENTS

Chicago New York San Francisco New Orleans Pittsburg Toronto

Distances from Center of Roadway for Cross-Sectioning
Roadway 16 feet wide. Side Slopes 1 on 1.
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.1	8.2	8.3	8.4	8.5	8.6	8.7	8.8	8.9	0
1	9.0	9.1	9.2	9.3	9.4	9.5	9.6	9.7	9.8	9.9	1
2	10.0	10.1	10.2	10.3	10.4	10.5	10.6	10.7	10.8	10.9	2
3	11.0	11.1	11.2	11.3	11.4	11.5	11.6	11.7	11.8	11.9	3
4	12.0	12.1	12.2	12.3	12.4	12.5	12.6	12.7	12.8	12.9	4
5	13.0	13.1	13.2	13.3	13.4	13.5	13.6	13.7	13.8	13.9	5
6	14.0	14.1	14.2	14.3	14.4	14.5	14.6	14.7	14.8	14.9	6
7	15.0	15.1	15.2	15.3	15.4	15.5	15.6	15.7	15.8	15.9	7
8	16.0	16.1	16.2	16.3	16.4	16.5	16.6	16.7	16.8	16.9	8
9	17.0	17.1	17.2	17.3	17.4	17.5	17.6	17.7	17.8	17.9	9
10	18.0	18.1	18.2	18.3	18.4	18.5	18.6	18.7	18.8	18.9	10
11	19.0	19.1	19.2	19.3	19.4	19.5	19.6	19.7	19.8	19.9	11
12	20.0	20.1	20.2	20.3	20.4	20.5	20.6	20.7	20.8	20.9	12
13	21.0	21.1	21.2	21.3	21.4	21.5	21.6	21.7	21.8	21.9	13
14	22.0	22.1	22.2	22.3	22.4	22.5	22.6	22.7	22.8	22.9	14
15	23.0	23.1	23.2	23.3	23.4	23.5	23.6	23.7	23.8	23.9	15
16	24.0	24.1	24.2	24.3	24.4	24.5	24.6	24.7	24.8	24.9	16
17	25.0	25.1	25.2	25.3	25.4	25.5	25.6	25.7	25.8	25.9	17
18	26.0	26.1	26.2	26.3	26.4	26.5	26.6	26.7	26.8	26.9	18
19	27.0	27.1	27.2	27.3	27.4	27.5	27.6	27.7	27.8	27.9	19
20	28.0	28.1	28.2	28.3	28.4	28.5	28.6	28.7	28.8	28.9	20
21	29.0	29.1	29.2	29.3	29.4	29.5	29.6	29.7	29.8	29.9	21
22	30.0	30.1	30.2	30.3	30.4	30.5	30.6	30.7	30.8	30.9	22
23	31.0	31.1	31.2	31.3	31.4	31.5	31.6	31.7	31.8	31.9	23
24	32.0	32.1	32.2	32.3	32.4	32.5	32.6	32.7	32.8	32.9	24
25	33.0	33.1	33.2	33.3	33.4	33.5	33.6	33.7	33.8	33.9	25
26	34.0	34.1	34.2	34.3	34.4	34.5	34.6	34.7	34.8	34.9	26
27	35.0	35.1	35.2	35.3	35.4	35.5	35.6	35.7	35.8	35.9	27
28	36.0	36.1	36.2	36.3	36.4	36.5	36.6	36.7	36.8	36.9	28
29	37.0	37.1	37.2	37.3	37.4	37.5	37.6	37.7	37.8	37.9	29
30	38.0	38.1	38.2	38.3	38.4	38.5	38.6	38.7	38.8	38.9	30
31	39.0	39.1	39.2	39.3	39.4	39.5	39.6	39.7	39.8	39.9	31
32	40.0	40.1	40.2	40.3	40.4	40.5	40.6	40.7	40.8	40.9	32
33	41.0	41.1	41.2	41.3	41.4	41.5	41.6	41.7	41.8	41.9	33
34	42.0	42.1	42.2	42.3	42.4	42.5	42.6	42.7	42.8	42.9	34
35	43.0	43.1	43.2	43.3	43.4	43.5	43.6	43.7	43.8	43.9	35
36	44.0	44.1	44.2	44.3	44.4	44.5	44.6	44.7	44.8	44.9	36
37	45.0	45.1	45.2	45.3	45.4	45.5	45.6	45.7	45.8	45.9	37
38	46.0	46.1	46.2	46.3	46.4	46.5	46.6	46.7	46.8	46.9	38
39	47.0	47.1	47.2	47.3	47.4	47.5	47.6	47.7	47.8	47.9	39
40	48.0	48.1	48.2	48.3	48.4	48.5	48.6	48.7	48.8	48.9	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 30.6. For same slopes but other widths of roadbed, correct above figures by one-half difference in width of roadbed; thus in example above, for 20 ft. roadbed distance will be $30.6 + (20 - 16) \div 2$ or 2 ft. added to $30.6 = 32.6$. For slopes of 1 on 1 1/2 see inside of back cover.
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1. Acre = 43,560 ^{sq}'
4840 ^{sq} yds

May 18, 1950

weather - Clear

Completed drawing of sketch for abandoned Bridge on C-A-R #34 at Tobique, studied Highway Manual, looked over Bridge plans at Gull Lake; computing areas for S-A-R #9

May 19 1950

weather Rain

Worked on Gull Lake Bridge Project, started staking but was stopped by rain.

May 22 1950

weather: clear

Set Blue tops on Gull Lake approaches; placed Base course on N $\frac{1}{2}$ of Bridge, had difficulty with the amount of free moisture in aggregate. This base was rolled at 7⁰⁰pm. The Bitumen broke and a good job was done.

112. Miles

May 23, 1950

Weather Clear.

Cleaned and primed S-1/2 of
Gull Lake Bridge and layed Base
course on same, applied wearing
course on N 1/2; started rolling
Base course on N-1/2 at 2⁰⁰ PM using
a water loaded pneumatic Roller 150 # 14"
started laying wearing course on
same at 3⁰⁰ PM.

Used 219 gals of Emulsion-Base C.

May 24, 1950

Weather Clear

To Gull Lake Project

May 25

Weather Clear

Gull Lake Project

May 26.

Weather - Clear

Gull Lake Project.

May 27

PWS 1239

May 29

PWS 1239

May 31 PWS 1239

June 1st PWS 1239 OFFICE

2 " " "

3 " " "

5 " " "

6. Gull Lake, Markers, Finals

131 Miles

7 PWS 1239 OFFICE

8 PWS 1239 OFFICE, CALV.

9 PWS 1239 " "

CLEAR WARM.

TIME (MON) JULY 10, '50

START SURVEY JOB ON
WOMAN LAKE ROAD

(START) O.D. 36357.

8:30 ARRIVE ON JOB ~~8:30~~

PUT GARDS (LATH) ON RT OF
WAY START STA 36+00

STOP " 53+00

START RT OF WAY & GUARD

9:15 AT STA 53+00

12:00 STA 64+00

1:00 " 65+00

5:00 " 86+00

5:35 ARRIVE C. HOUSE

O.D. 36400.

MILEAGE 43.

PTY JO M. HEIN

M. ZABEL RD

W. STITSWORTH CH

J. LARSON BR.

PLY CLOUDY
(COOL)

JULY 11, '50

START O.D. 36,410.-

WOMAN LAKE RD-

D. F. COLE DRIVES OUT

TO START US ON GRADE
STAKES.

8:15 ARRIVE AT J. LARSONS

MEET D. COLE AT STA.

9+00, HAD NEGLECTED

TO BRING LEVEL - BACK

IN WITH MOE TO GET IT.

9:30 BACK ON JOB. SETUP

LEVEL & RAN GRADES TO

12:20. STA 14+50 EAT.

1:20 GRADE STAKES TO 15+50

2:00 MOVED TO STA 93+00.

RAN $\frac{1}{2}$ TO 104+00

O.D. 36492.

M = 82 - 38 = 44.

JULY 12, 50

ODO 36499

8:20 ARRIVE STA 87+00

SET RT OF WAY.

9:00 D.F. COLE ARRIVE AT
STA 93+00

START CURVE AT

104+ D.F. COLE LEFT

11:30 FOR PINE RIVER.

12:00 LUNCH.

BACK ON $\frac{1}{2}$.

2:10 RAIN -

2:25 BACK ON $\frac{1}{2}$.

RUN CURVE FROM

P.C.

TRouble GETTING ON

LINE AT PT. 126+50.4

ODO 36539

41

7-13-50

ODO. 36572.7

8:25 ESTAB. LINE + PT.

AT 126+50.4 FIN. CURVE

CONT. $\frac{1}{2}$

PC 131+93.0 (VERY LOW)

ESTAB PI 134+98.2

12:00. FOUND PI 144+97.0

ATTEMPT TO RUN CURVE

FROM PT. TOOK 7 SHOTS

NEEDED LOTS OF BRUSHING

LEFT THE REST FOR TOMORROW.

CROW WING PWR CO STOPPED

ABOUT MOVING POLES.

ODO 36615

43

CLOUDY.
RAINING A LITTLE

7-14-50

000, 36618

8:30 RAN $\frac{1}{2}$ FROM CURVE

PT 148+55.4, RECHECKED.

1ST PART OF CURVE TO CORRECT

ERROR. FOUND IN T BACK

TO P.C. CLOSED TO $\left\{ \begin{array}{l} .5 \text{ FT.} \\ \text{L OK,} \end{array} \right.$

CONT'D $\frac{1}{2}$ TO 156 ON CURVE,

0100

36662

44M

WARM WINDY.
PTLY CLOUDY.

7-15-50

000- 36682

8:30 START $\frac{1}{2}$ P.I. 155+87.1

POT 168+48.4

FINISH CURVE AT

PT 159+25.2

RAN $\frac{1}{2}$ TO 185+00

T. 112.4 T.

46M

MON 7-17 -50

CLOUDY

ODO 36771.6

8:30 STARTED STA 185+00

9:50 RAIN

STOPPED FOR 15 MIN.
CONTRACTOR STOPPED
HAD OK. TO GO AHEAD
ON ROAD PROJECT.

LOCATE PT. 203+07.0 LT
SHLOR ROAD.

LOCATE P.I. 207+27.5

12:00 LOTS OF BRUSHING,
RAN & DOWN TO 207+00.

LOCATE P.I. 221+56.9 100' 10000'S.

RAN CURVE TO 221+00

ODO 36820

48M

TUE 7-18 -50

BRIGHT,
WARM.

ODO 36820.

8:30 STA 210+67.0

CLOSED IN CURVE ON
STA - 185+00

1.2 OVER ON DIST
RUN AGAIN FROM
203+07.

9:40 MOVED TO BEGIN OF
PROJECT (DON CAME)
STARTED CLEAR & GRUB
STAKING. WITH W. STITSWORTH
HELPING.

J. LARSON + MOE ZABEL DID
R.O.F.W. START 105+00

12:00 ATE LUNCH TOGETHER AT
J. LARSON'S YARD.

2:50 RAINED W. + I OUT AT STA
53+00.

PICKED UP LATH + WENT TO
STA 125+00 PICKED UP.
MOE + JOHN - WAITED IN
CAR TILL 4:00 BACK
TO WORK TILL 5:00. ODO 36878.58M

WED
7-19-50

CLOUDY
WARM.

8:15 START CL & GR. STAKES.

(MOE SICK TODAY)

RAN TO 102+00. (OUT OF LATH)

STARTED R OF W. STA

12:00 134+50 - 141+00

(CLEARED UP SUN OUT)

POSTED R OF W TO 161+00

D.F. COLE DIDNT COME OUT
TO PROJECT TODAY

CONTRACTOR &

SMITH BOTH ASKED

FOR D.F. COLE ABOUT

GRAVEL ON SMITHS

LAND.

M 45

THUR
7-20-50

BRIGHT &
WARM. 10

8:20 MOE + J. LARSON ON R OF
WAY.

W. STITTSWORTH + J. HEIN
ON CL + GR.

BOTH PARTIES TO STA 193+00.

(GET 4' LATH)

M 50

FRI
7-21-50

BRIGHT
WARM.

8:20

CHAIN & FROM PI 207+27.5
TO PC. 203+07.0 PICKED UP
ERROR OF ABOUT 0.7' RERUN
CURVE TO 207+00 CHECKED
OUT FOR DIR. CHAIN 0.3'

10:30
(DON STOPPED)

DEER FLIES
MOSQUITOES
TERRIBLE.

LOTS OF
CLEARING
FOR SHOTS.

LONG. MOVED TO PT 225+59.7
RUN CURVE TO 222+00
WOODS TOO DENSE TO CLOSE
ON 221 BUT CHAINED
0.8 OVER. POSTED 222+50
TO BE CHECKED IN LATER.

CONT'D ON & PI 231+00.8
BROKEN OFF REPLACED NAIL
IN STUB & PROCEEDED. TIED
IN PI 236+55.3 RAN CURVE
228+49.6 TO 233+40.7

3:55

RAIN

4:15

RAN & TO PC 234+58.4

M-47

SAT
7-22-50

BRIGHT
WARM.

8:20

RAN & FROM 234+58.4
ESTAB. P.O.T. 240+39.9 CLOSED
IN CURVE \angle OFF 0.1' DIST 1.0'
RE CHECKED PI, PT, PC, NO DICE.
LOCATED PI AT 246+05.8
HAD BEEN BENT OVER. STILL
CHECKED WITH 6" BIRCH BUT 0.3
OFF 12" ASH TIE (LONG.) FOUND
N.T.D IN EARTH ON EDGE OF
CUT NEAR TOP OF HILL. ESTAB
PC AT 242+72.2 RUN CURVE
TO 248+50 FOUND PI AT
255+32.5 (SPIKE IN GROUND)
ESTAB PC AT 251+34.0 & PT
249+13.9 CHECKED TO STA. 248+
50 CHAINED EXACTLY. \angle OFF.
CHECKED IN AT 245+00.

CONT'D & PC TO STA 254+00.

RET'D TO PT 238+42.4 ON NEW

3:00.

LINE-CLOSED TO 0.6' (END &)
RUN R.O.W. 193 TO 209+50

M-51

BRIGHT
WARM.

7-24-50.

8:20 PICKED UP J. LARSON WENT
TO STA 210+00 DID. ROTW.

12:00 TO 240+00

1:00 RESUMED TO 2:00 FIN
AT 250+00.

STARTED CLT GR. AT
STA 250+00 RAN TO

5:10 193+00

P.S. CROW WING .PWR TRUCK

STOPPED IN FORENOON

& AFTERNOON. M = 51

ABOUT POLES TO BE MOVED.

BRIGHT
VERY WARM.

7-25-50

8:50 PICKED UP JOHN - PUT
HIM ON CONST SITE FOR
SUPERVISION.

PUT MOE + WILLIE ON
CHECKING ROTW WITH
REL. TO CLEAR STAKES.
THREATENED RAIN ABOUT

12:00 NOON CHECKED STUMPAGE.

MET DON ABOUT 1:10
ABOUT STA 25+00.

RAN POWER POLE SURVEY
BY CAR. WITH MOE, JOHN +
WILLIE FIN. AT 4:15.

M. 6 D

CLEAR
HOT.

WED. 7-26-50

8:30 TOOK JEEP + TRAILER
LEFT TRAILER AT JOHNS.
CHECKED LEVEL IN AT
BLUE TOP. STA 14150 LT.
T. DON COLE CAME. CHECKED
IN AT B.T. STA 15700 RT.
OFF CONTINUED, WITH
GRADE STAKES.

12:00 TOOK OUR LUNCHES TO
JOHNS PLACE ATE INSIDE.
CONTD GRADE STAKES
TILL 5:00, STA 3100.

P.S. T.D. 18 BULLDOZER
CLEARED STUMPS FROM RT
OFFWAY -26+00 TO 34+00

M-45

CLEAR
HOT

THUR. 7-27-50

ODO. 16012
8:30 MOVING DIRT THIS A.M.
CONTD GRADE STAKES.
J. LARSON WENT ON INSP. JOB
MOE, WILLIE & I STARTED AT
STA 32+00.

12:00 ATE LUNCH AT RESORT.
HAD WILLIE PUT ON HIS
HIP BOOTS TO STAKE 38+00 RT.
WATER TO PEEP LEFT.
T.D. 18 CAME TO HIGH
SHOULDR AT RT STA 42+00 TO 44+00
LEFT IT FOR TOMORROW.

4:45 FIN AT STA 44+00.

P.S. P.F. COLE UP TO CASS LAKE
TODAY.

BREAKDOWN OF 2 UNITS
I REPAIRED ON JOB.

M-43

Fri. 7-28-50

CLEAR &
HOT.

8:20

Filled with Gas,
000 16057.0

D.F. Cole called at 7:00 AM.
was going to Job then to
Backus. Met us about 3 mi
E. of Hackensack. Took Transit
Picket, Lath.

We proceeded to Sta 44+00
cont'd grade stakes.

Burning All Around us.

12:00 Lunched in Johns yard.

cont'd to Sta. 56+00 (This is
about 200' behind present

5:05 grubbing & burning.

P.s. Foreman Stopped & said
no use putting in fill stakes where
there are Ditch cuts. Get
Knocked out.

Ask Don. about C.M.C. at 25+00

M-43.

SAT 7-29-50

CLEAR &
HOT.

8:20

X STA P.I. 5+71.4 SHOT P.I.

16+53.2 Estab. P.T. 8+97.7

Ran Curve to tie in 5+00

set R of W & Clear stakes. & &

(Bog still soft - some water)

Grubbing + clearing at
a stand still.

Fin Fill stakes 48+50 to 51

on 2 1/2 to 1 slope. 48+50 & 49

12:00 still in water. Set 00 at 52+00.

Returned to Sta 0+00 to
run grade stakes to 4+50.

P.s. Got J. Larsons Diary
for weekly report.

Cloudy & Cool

Mon 7-31-50

9:00 Filled out Report from Johns notes before we left for S.A.R.#5. Had rained sun. T.O.18 (Grab unit) still out of order. Surveying tied up till Grabbing continues at sta. 57+00.

10:00 started to clear up. Sun. out.

12:00

Drove back to sta 0+00 to wait for D.F. Cole.

2:10 Started to rain - waited for 1/2 Hr. Drove back to J. Larsons. - New grade very slippery. Took Detour &

3:00 Arrived at Walker
P.S. D.F. Cole not in. Deliv. J. Larsons withholding slip & salary. Warrant. Spliced old chain. sharpened Axes.

Cloudy + Cool
Rain

Tue 8-1-50

7:40 Moe & I worked in office All day.

Figured Cl + Gr. on S.A.R.#5. 8.59+ Acres.
Est 9.6 "

Took super off profile for all remaining sta. (58+00 to 251+00)

Checked & elev. + Computed +50 Sta. from (58+00 to 158+00)

P.S. D.F. Cole reminds that Report on progress must go in on 20th of ea. month. Start totals about 18th.

W. Stitsworth did not work.

Mrs Bob. Renner was in office in P.M.

M-00

Wed 8-2-50

Warm
Pty Cloudy

8:30 On Grade stakes
S.A.R #5. Started at Sta.

11:50 58+00 to 63+00.

Stump grubbing only to
here. After lunch Drove
to sta. 85+00 where D-5
was grubbing whole trees

& piling in windrows. Clearing
foreman said would not burn
till Friday if it didnt rain.

Grubbing delayed till burn-
ing done. TD-18 repaired &
dozing out Road & top
soil to Sand pit for Job.

2:45 Drove to Walker. used
detour S of J. Larsons.

3:30 Stored 18 bundles (900)
stakes from Wood craft
Shop.

P.S. Found out we had left rod,
cloth tape, dead man, axes at
J. Larsons. Took Nash, Moe, David,
& Dennis, back to get it. M-42.

Clear + Warm.

Thurs. 8-3-50.

8:30 At Bridge on Road W. of
371 South of 10 Mile Lake.

Ran &. From 200 ft W
of Inter. with Balls Point
Road to sta 20+00, E

11:30 across Bridge. Estab B.M.

Ran Sections Base
elev on 100.00.

5:00 Sta 15+00.

P.S. Took water level
at Bridge, structure
Data. Elev on Piling Cap.
Walt Mazier Stopped while
we were lunching - carrying
mail.

P.S. D.F. Cole at Bridge to
show us what was wanted
at 8:30.

M-26

CLEAR +
WARM.

Fri. 8-4-50

8:30 At Backus to run R. of
W. on $\frac{1}{2}$ mile E of 371. to
turn. Estab. c of road from
c of Black Top into Backus.
& c between Fence Rows
near turn.

Ran on 150' stations.
Tractor + bucket working.

10:00 Started for S.A.R. #5.

D.F. Cole waiting at
about sta 50+00. Reminded
us to put in 0.0 stakes at
55+00 to 58+00 for obliteration
of old road. Took note on C.M.C
at sta (56+67) for removal.

Ran Grade on sta 64+00
No more grubbing, burning.

Started to run fin Blue top
STA 45+00 but sta 47+00
1.0' High at &. was set.

(Contd.) Fri 8-4-50.

ting shoulder Blue tops
at 14' off &. Decided to
check with D.F. Cole, first.
Set sta. 45+00 + 46+00.

3:00 Left for 10 mile Bridge
Proj. to fin. up.

Fin 16+00 thru 20+00.
took 2 sub sta. left.

M. 63
SAR #5 42
Other 21.

Clear + Warm,

Sat 8-5-50,

8:30 Sta 65+00 - Ran Grade
stakes to 71+00 on RT,
" " 69+00 " Lt.
Noted for Removal 18" x 42'
culv. at 67+50.

11:30 Ate Lunch - No more
grubbing.

12:30 Set Blue Tops 49+00 to
40+00. also High side
of culv at sta. (48+50)

5:00 P.S. Gus. Naglund stopped
me to see about elt + Gr.
Geo. Walters (Foreman)
wanted to know if 35' R
on Culv RT at 59+00 would
be o.k.

M-42

Cloudy +
Cool.

Mon 8-7-50

9:05 Made out Report #3 on
SAR #5. Good Rain last
Night. Took detour at SAR
#5 sta 0+00 came out at
J. Larsons - Machines working
went on to sta 71+00
Set grade stakes where
cat had cleared Sat. P.M.

2:30 Checked culv at 95+80
Looked for other culv.
to 150+00.

4:00 Drove to 10 mi. lake Proj
tied in BM #2.
Drove to Walker.
P.S. D.F. Cole Passed us.

I Reported on Culv at
67+50 + 95+80.

To go to tobique tomorrow

M. 46

clear, warm

Tue 8-8-50

7:50 Start for Tobique overpass.

odo. 16537.5

9:15 Reach Tobique. (started out Boy River, Fed. Dam Road first).

Located PT + PC on Bridge

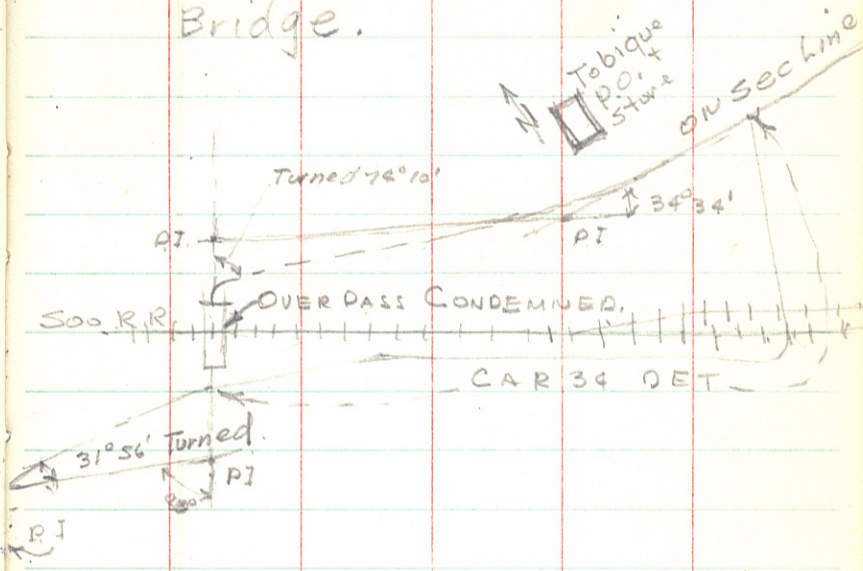
Approaches. Cleared + located PI Nor + S. on Bridge Φ . Turned L of 80° on Nor. Side + brushed out - hit house. Scale on map off. Went to S. Side Pt turned 80° & Brushed hit Φ Road at 213.1 - not enough length for 2 curves. Turned Ls (see map.) & estab. B.M. 100.00 set level on Br. & shot elevations on planking + Piling Caps. Took tape

D.F. Cole came
Left in about
15 minutes.

Deer Flies Bad.

(Contd) 8-8-50

readings for Profile under Bridge.



3:00 Black Cloud in N.W. fin. all we could -

Hit for Walker. Some Hail & Strong wind before we hit SAR #34. Heavy Rain.

4:05 Reached Walker. D.F. Cole not in. Redrew map.

P.S. Ate dinner in Tobique P.O.

Deer Flies + Mosquitoes terrific.

R KRUGER CHECKED.
+ 3 Cyl on Jeep
No Comp.

M: 70.

PTLY Cloudy.
COOL,

Wed 8-9-50

7:30. Let myself in Off, was on Tobique map when Don came. He Recomputed Curves.

8:35 with new info. We left - got tie rod nut + wash. for trailer, gassed up, & Odo. 16621.3 Start for Tobique.

9:25 Arrive at Overpass. Set new P.I. North of Br. + turned New L. Cleared - hit road OK. Set P.I. on Sec. & Approx.

11:35 Ate in P.O. H. Moody came in for Groceries.

12:35 Set PC + P.T. ON Curve at P.O. went S. of Bridge & Turned new L. 67° to hit road &. Changed 1st Curve from 5° to 7° to shorten T. so it wouldnt overlap next curve.

5:35 Ran & to Sta 9+38.3 Tied in ALL 4 P.I.s Hit for Walker. Arrive abt. 6:30

M 70.

Cloudy + Cool
clear + w.m. at 10:00 A.M.

Thur. 8-10-50

8:30 S.A.R #s STA 88+00

Ran to 95+75 Set CULV. (As far as grubbing goes)

11:35 Back to J. Lawsons for lunch.

12:35 Set CULV. at 67+50

" " " 56+57

" " " 23+00

Resurvey on Cl + Gr at 1st curve - out so' Lt. All. between Old road & Curve.

P.S. D.F. Cole At Sta 90+00 at 8:30. Wanted 10 mi lake Notes Have to recopy (backwards)

Trailer smacked from behind about 11:00 - while setting at sta 90+00

M-45

DEER FLIES VICIOUS

ptly Cldy & warm.

Fri. 8-11-50

9:00 S.A.R. #5 Start 96+00

J. Larson with us till

Noon. D.F. Cole Along about

11:20. (Setting 00 at 107+00)

Note Don warned of power line being low in places where they were relocating

* poles.

12:00 Ate at Sta. 106+00.

Fin. up to grubbing at Sta

113+00 - back to Sta 59+00

took sec. of pub road sta 58+88

" " " " " " 15+37

Back to Sta 90+00 saw

Geo. + Gus about grubbing

for tomorrow. Wouldn't

be ready till Mon.

M-47

clear & warm.

Sat. 12-50

8:00 Left note for D.F. Cole (going

to Tobique to finish survey & return

by way of S.A.R. #5. To get J. Larsons

record.) Reached Tobique about

9:00. Started sections at

0-300. Estab B.M. 100.00 in Bwood

Rt 50' at sta. 0-290.

12:00 Reached Sta. 6+46.9 BR.

Abut. Ate lunch in Wernert's store.

1:00 Ran curve from Pt 13+14.8

in front of store.

Took sections from 7+27.6

4:00 To 15+00.

Took 3 sections of borrow

pit at sta. 3+00 100' LT.

Started for S.A.R. #5 by way

#84 through Longville. Got

J. Larsons record. (Ask about

swamp exc. & Culv. Around sta

96 to 100.00)

M 86

DEER ELIES VICIOUS

7557.9
7534.9

7534.9

13.7

7548.6

145.16
5.12

203.08
22.8
13.68

52

234

208

203.268
200

150.37

105.6

52

104

160

136

32

40

156

107

1092

156

16692

247

105.6

104

160

136

40

5.53

4.60

491

27

5.02

91

56

546

455

5.096

4.71

24914

247

52

614.88

5.9288

4.91

.52

86

52

340

312

400

5.93

5

465

60

5.25

.98

56

588

470

5488

14.88

5.9288

4.91

.52

After 5 days, return to
 FARMERS STATE BANK,
 Drawer Y,
 PEQUOT LAKES, MINN.

105° 36'

7537.7
7534.9
 22.8
 60
 13.68

7534.9
 13.1
7548.0
 50
 50
 254
 250
 486
 155.82

150.97
4.85
 155.82

H.N. Everhart
 Walker, Minnesota

553
4.60
 93531
4401
 3.9



52 | 7548.6
 52 | 50
 208
268
 268
 86

FARMERS STATE BANK

J. C. NELSON, PRESIDENT



G. B. PEDERSON, CASHIER

L. H. DUDGEON, VICE PRESIDENT

H. R. THOMPSON, ASST. CASHIER

PEQUOT LAKES, MINN.

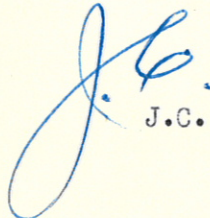
November 21, 1950

H.N. Everhart
Walker, Minnesota

Dear Chick:

This is to advise you I called Carl Paulson and Francis Harris yesterday and they both agreed to work with the surveyor when they start. The only request is that they be notified a day or two before so they can plan their work. Will you please advise Cole to this effect.

Yours truly,



J.C.

JCN:dmb

Cloudy & warm
clear abt noon.
Hot.

Mon 8-14-50

7:40 Turned in notes on
Tobique bridge & Approach.
Filled report #4 on S.A.R.
#5.

8:50 Reached Sta 106+00
returned John Larsons
rec ord. On to Sta 113+00
Tied in B.M. 50' RT AT
STA 17496 EL 1373.07 40
STUMP 50' RT STA 110+00
checked to O.P.I.

Found error of 1.0 in
H.I. Reran. 110 to 113.
STILL didnt check at B.M.
found I had run from
wrong H.I.

11:40 ATE Lunch at West font.
Picked up at 110 ran to

5:00 126+00. (MY BAD DAY)

P.S. D.F. Cole on Job. (J. Larson) about
Noon. Did not see him.

M-48

Partly cloudy
& Hot.

Tue 8-15-50

8:40 Reached Sta 126+00 SAR #5
Cont'd Grade stakes. (J. Larson
came & helped.) Fin. as far as
grubbing 130+00. Checked

12:00 culv. at 122+20. Drove to
Sta. 4+50. Ran & for Pub. road.
approach. Re-survey G.I. + Gr.
Sta. 3+70 to 7+00 Rt. (Gus
Hoagland came along) Set
clear stks 2+00 to 0-4+00
took grubbing notes.

Took sections on Pub Road

4:00 Approach 0+00 to 1+86.3.

4:05 Went to sta 60+00 ran

5:00 fin B.T. to 64+00.

P.S. Saw D.F. Cole in Office
before we left.

M 01

CLEAR + HOT A.M.
CLOUDY P.M.

WED. 8-16-50

8:40. Met D.F. Cole at 48+50.
Helped us on culv. Drag-
line ready to go.
Went onto Fin. Blue top
at 65+00.

J. Larson Helped in
P.M. from about 3:30 on.
Geo. Walters stopped
about 4:20. Load of
culvert came by.

5:00 Took John to sta. 120+
00. Left for Walker.

P.S. J. Larson said A. Carl
Peterson looking for Mazier
+ about replacing culv. at
122+20.

M 46

Clear & Cool
Partly cloudy in P.M.

THUR 8-17-50

8:50 J. Larson Stopped us at
122+00 to put in culvert for
A. Carl Peterson on ϕ .
D.F. Cole came by to check,
on culv.

Cont'd slope stakes at
131+00. Set ϕ culv. at 131+80
which D.F. Cole retracted. (Didnt
need it). Dozer tears
out Coast & Geo. Survey
marker near sta 131+00 left.
J. Larson with us most of
day. Lunched at West Port.

5:00 Reached 143+00
P.S. was very cool in shade

M 46

Fri. 8-18-50

Clear + Cool
cldy in AM.

8:30 Set Ref. W at sta 0-400
to 0-100. (brushing here),
Set sw. Exc. on Φ 5+16
to 8+00 + Pub. Road at
4+50 RT. Tried to set culv.
at 3+50 but plan shows wrong
dir. for flow. (see Don.)

G. Walter's, foreman, stopped.
Went to West-Fort for lunch.

1:00 Started slope stakes at
143+00, got to 150+00,
clouding fast.

5:00 Left for Office,
P.S. J. Larson Helped for
about 1 hr.

Foreman reported culv. at
122+00 too long. by 6'.

Starting to grade at 143+00.

Gvs. gave me seed samples
for D.F. Cole.

M-45.

Sat 8-19-50

cloudy + cold.
windy

7:40. left C. + G. B.M. in Office.

8:30 Arrive at sta 150+00
continued on slope stakes.
Rough going along fill +
cut up to sta 157+00.

12:00 Ate Lunch in Car sta 151+00.

4:00 Fin. to 160+00 at 36" Culv.
on Φ .

Took survey of extent
of clearing sta 181+00
Grubbing " 177+00

Gr. not fin. Sta. 160 to 163+00 ^{LTR}

" " " " 0-400 to 1+00 RT

Grading to sta 140+00

Grad. not fin 0-400 to 15+50

" " " 33+00 to 40+00

" " " 55+00 to 58+00

(cont'd)

For Report (monthly)

Sat 8-19-50

Culu. in. Sta.

130+70	Lt	APR.
122+00	⊕	APR
95+75	⊕	
67+50	⊕	
62+40	Rt	APR.
58+88	Rt	APR
56+57	⊕	
48+50	⊕	APR.

Culu Rem. Sta.

18" x 36'	49+50	⊕
18" x 40'	57+00	
14" x 24'	59+00	
18" x 42'	67+50	
18" x 36'	76+00	
18" x 24'	90+20	
24" x 46'		
15" x 28'	96+00	
15" x 24'	104+75	
12" x 20'	105+00	

320'

Sat. (8-19-50)

(cont'd) Culu Rem. Sta.

³²⁰ 15" x 24'	121+00
18" x 40'	122+20
18" x 36'	130+90

⁴²⁰
Got. J. Larson's book (said
good bye) Start for walker.

M-45

Clear & Cool.

Mon (8-21-50)

7:45 Made out report # 5.
also report on pay units
progress. Culv. report incom-
plete. D.F. Cole said to
complete it & he would pick
it up on the job.

8:45 Cleaned up report on
culverts. Moe & Willie
measured, I recorded.

9:10 to 11:30 PM
At Sta. 161+00 to cont
slope. D.F. Cole came
along soon after.

11:30 PM to 8:00 PM
Fishing
Going pretty rough due
to extreme range of cut
& fill.

Willie took Moe & I
Lunched in car, weather
quite cool.

Fred Flaxbarth took
John Harsons place.

Kubish stopped me on way
in. Dragline working at
Swamp & Exc Sta 5+00 to 10+00 - 47

Partly cloudy
cleared & warm.

Tue (8-22-50)

7:40. Told Don about Kubish -
Wanted something done about
trapped water, & not pleased
with his Entrance.

Vic LaFontaine hurt back
yesterday Betty called and
excused him.

8:35 Putting Exc. on Culv.
at Sta. 160+00 as we passed.
Cont. at Sta 171+50 setting
slope. - Had to stop at
Sta 17?+ - grubbing
stopped.

12:00 Had lunch beside Kerr Lake.
Figured & Elev. on 50 Sta.
Set Fin. B.T. Sta. 92+00

5:00 to 103+00
Swamp Exc. progressing.

M-45

Clear & Cool.

Wed (8-23-50)

8:30 Stopped at Sta. 3+50 to set culv. on Φ . To much ditchcut needed on Rt. (outlet) side - moved location ahead to 3+86 to just miss tangent point of 50' shldr rad from Pub. rd. Rt. Reset nearly all D.C. + R. of W in hay field (had been cut off or knocked down. (Sta 0+00 to 4+50. Lt.) set C.P. for 50' rad on Pub Apr

11:00 4+50 Rt.

Contd Slope Sta 104+00

12:00 Lunch. (Roadside.)

5:00 Set slope to 129+00.

x P.S. Gos Stopped in P.M. Said to tell Don. they would be setting culv at Fleisch's tomorrow.

Geo. Walters said we could start F.B.T. in Forenoon tomorrow.

M-4b

Cloudy & Cool.

THUR. (8-24-50)

8:30 Took Swamp Exc. Pub. rd. 4+50 Φ S.E. on Φ Sta. 5+16 to 7+50.

9:30 Contd F.B.T. Sta. 130+00 to 137+00.

D.F. Cole came by going West About 9:45.

11:30 Started toward sta 177+00 for slope work. Saw George W. told him to spread some fill about 150+00 back to 144+00. (By D.F. Cole.)

11:45 At Sta 180 started to rain. Ate lunch

Still raining 1:00 P.M. left for Office. Moe fixed rod. & started plotting sections on tobique. Willie cut stakes.

5:00 I figured. Φ elev. for 50 Sta.

M-4b

clear & cool.

FRI (8-25-50)

8:20 Took detour sta 4+50 pt.
Returned to Φ sta 58+88
and went to sta 38+21 culv.

Dragline was working on
removal. Told Walker to
keep time on Dragline and
report to Fred Flaxbarth.

Went ahead to Sta 177+50
(Car stuck on big fill about
162+00. had to wait). Hard
pulling up the grade.

9:00 Contd slope stakes.

12:00 Lunch (started to get a
headache soon after)

No check in BM. at 185+85.
Went to 200+52 ran levels
back. Took new level

contd to 189+00. Foreman
came by - wanted Φ \odot for
large culv. Sta 38+21. Went back
by detour sta 230+00. set 2 Φ \odot
at 38+21. Home. (sick on way)
M-51

5:15

cloudy & cool.

Sat. (8-26-50)

7:40 Rog. Hagelund on hand
to have sections run on
Hill. (private job.)

Moe ran planimeter.

9:00 Started for S.A.R.'s used
detour by J. Larsons.
Arrive Sta 138+00 (Moe
& I Alone) set F.B.T. STA
138+00

12:00 Lunch in car.

Kubish on hand at Sta
154+00. Wanted to know
about his drive & drain
at waterhole, also short
culv. at walk to lake, and
cont. road obliteration.

took check on ditch for
drainage. Geo. W. (foreman)
came along.

5:00 Started for Walker.
P.S. Forgot F. Flaxbarth's book,
get it tomorrow. M-46

Cloudy + Cool.

Mon. (8-28-50)

8:30 Arrive Sta 190+00 to
cont. slope stakes. Looked
x up Fred Flaxbark to
help. Geo asked us to set
culv. at 199+00 + 206+00
so drag line could work.
cont. slope stakes.

12:00 Lunch at car sta 190+00.
cont slope. set c of R.
at sta 121+59 pub ent.
instead of 121+56. for
35' radius. Gus Asked
if we would set ditch
stakes around large culv.
x at about 216+50 - first
thing in morn.

P.S. Did not see D.F. Cole
today.

Used detour at 230+00
both ways.
sprinkled a little on way
in.
M-49

Cloudy + Cool

Tue (8-29-50)

7:40 Report on Kubish to D.F.
Cole - Culvert for walk etc.

8:40 Took detour to 230+00
Arrive at 212+00 Ran
slope stakes to 218+50
so drag line could work.

11:45 Lunch at Sta 202+00

12:45 Ran sections at 201+59
pub. rd. rt. + Lt.

D.F. Cole came by -
suggested we stop on
way in to see R. Blank
about job as Chairman.

Cont. slope stks. to
5:00 206+00 (culv.)

Stopped at Blank's. about
3/4 mile E. of W. Maizers.

Had work at Walker. H.S.

M-47

Wed (8-30-50)

7:45 D.F. Cole had salary warrants to be signed - Took Fred Flaxbarth's out.

8:25 Stopped at Sta. 38+21 to set ϵ and offset for 74'

X Barrell. Extra lengths not on hand yet. R. Haglund had boat ready - Rain Levels from 45+12 estab. Water level at 1346.74

9:00 Left for sta 206+50 to cont. slope. Fred F. in walker Moe & I. Continue alone,

12:00 Lunch on Hill at 207+00. Fred came by about 3:00 Fin up to 211+00 took Fred to 38+21 where drag line was operating.

Moe & I returned to 160+00

4:30 to run F.B. To ranto 163+00 to sta 230+00 check on Grub. to sta 38+21 Culv barrell (contd) M-51

Contd. (8-30-50)

5:05 nearly assembled, R. Haglund X said he might not put into place till next morning. Gave Fred his Warrant to sign - will have same in morning.

Drove to WALKER

P.S. D.F. Cole called about 7:15. I was to stop at Stoney Lake road and pick up Ozzie, new chainman.

clear + warm.

THUR (8-31-50)

7:40 Talked with Don before we left. Another man coming up from Pilger.

8:05 Picked up Ozzie at

X Stoney lake road junct.
Stopped at 38+21 for a while, start for Sta 218+50

got stuck at 207+00 where scrapers were taking special sub-cut. Cat pulled me back out. Waited for scraper to pull thru then followed. Ran level down from U.S.G.S. B.M. & ESTAB. B.M. in Birch stump (18") 50' RT STA 219+50 ran slopes to 220+00 grubbing unfinished. Took detour back to 160+00 ran F.B.T. After checking & with transit.

12:00 Lunch at Sta 168+00

THUR (8-31-50) (Cont'd)

Ran F.B.T. Till Foreman came from East. had sent X equipment back from 210+00 to fill over culv at 38+21.

1) Suggested we lower B.T. finals from 174 or 5+00 East for a ways to compensate for lack of dirt.
2) What to do with black top, at begin. of project.

4:30 Start for Sta 38+21 -

X filling in progress - picked up signed warrant from Fred Flaxbarth. Started for 5:00 walker. Dropped Ozzie at Hackensack.

M-49

W.H. Osburnson started work with us 8:00 A.M. today.

Clear & Warm

Fri. (9-1-50)

8:05 Picked up Ozzie at
Stony Lake Road.
Followed D.F. Cole to
Sta 15+00. Foreman G.
Walters present.

Filling over swamp from
5+16 to 7+50. Set BTops
5+00 to 8+50. Sta 8+00
completely destroyed.

Also set slope stakes at
begin of project. 0-400 0-100
set bit. cut at 0-140.

11:45 Lunch by roadside.

12:30 fin up b.t. while machine
are quiet.

Go. to 176+00 cont. F.B.T.
to 184+00
P.S. Settled to use bit. top
for fill.

M-47

Clear & Warm.

SAT (9-2-50)

8:10 Picked up Ozzie - saw
Geo. Walters at Sta 15+00

8:40 Cont'd to sta 15+00 to set
X culv. (Kubish) Water
in hole at 1341.6' Elev.

Set in let at 1340.0
(18" x 86 C.M.) Outlet
at 1339.0.

10:00 Cont'd to Sta 185+00
set slope stakes.

11:45 Lunch at Sta 196+00.

12:45 Set sl. strk to 200+00

2:00 Dropped Ozzie at Stony
Lake Ent.

2:30 Walker.

Plotted sections on
Tobique Project.

4:30 Went Home.

M-47

Cl. & Wm.

Tue (9-5-50)

7:30 Made report #7.

8:12 Picked up Ozzie.

To sta 14+00 saw Fore man. Culvert going in at 23+00. Fred asked us to check on drag line at 151+46. Culv. excavation. Ran Additional sections at 201+59 LT (Pub Road) Corrected Last 5 F.B.T. (195+00 to 199+00) from B.M. 200+52. Took culv. meas. on those laid since Aug 20th report.

11:50 Lunch in Pasture about Sta 3+00, Rt.

12:50 Staked ϵ , inlet, & outlet, 4+50 Rt.

M-53

Tue (9-5-50)

Detour to 219+50 ran slope stakes to 222+50

Grubbing just ahead stumps still laying on ground, 223+00 226+00,

3:30 checked on Drag line - about $\frac{2}{3}$ done. Just broke cable.

Detour to 9+00 run

5:00 F.B. Top - to 13+00

P.S. Drag line started operations at 9:20. gave time to F. Flacksarth.

9-4-50 Don called about length of culv. at Kubish (151+46) 88' of 18" on job by 11:00 AM. Culv. in at 23+00 by noon.

Cl. & Wm.

Wed. (9-6-50)

7:50 Meet Don at Hackensack
Said to check super at
Curve just before Col.
west's

8:12 Pick up Ozzie. proceed
to Sta 220+50. ^{detour,} Larry
Dozing stumps. would
have some ready by
noon. Detour to 13+80

12:00. run F.B.T. till noon,
run F.B.T. to 26+00, then
back to Sta 220+50. ran
slope stakes to 225+00
Grubbing just ahead.

P.S. checked sta 141,+50
+ 142, F.B.T. No error - Don
came by. That it might be
from blading.

M-52

Cl. & Wm.

Thur. (9-7-50)

8:10 Pick up Ozzie. Saw
F. Flacksbarth - Sta 4+50.
Took detour at 59+00
to 230+00. Bulldozer
had not finished push-
ing stumps from 227+
25 ahead to road 230+
59 ft. Dozer taken from
this job. Went to Sta.
150+40. Culv. being
placed. County truck
on hand.

Returned to Sta. 0-100

11:30 Ran F.B.T. to 4+00.

Went into Hackensack
& called Office. Don
not in.

Ate at Ozzies.

1:30 Back at Walker.

worked on B. Prints. &
notes.

M. 52

Cl + Wm

Fri (9-8-50)

8:30 Pick up Ozzie. Cont. to
Sta 4+00. Set B.T. to 10+00
(Dragline working - spreading
excavated material)
Other equipment working
fill at 38+21

Continue to 225+50
Dozer ahead at 240+00
Got Larry to clear
loosened stumps from
227+25 to 229+50

Set slope stakes

11:30 Lunch.

Cont. S.S. to 231+50.
Dozer broke down.
(Sprocket slipping in
track).

Back to Sta. 27+00. Set

5:00 fin B.T. to 30+00

Scrapers just ahead.
P.S. Culv. at 150+40 in.

M-47

Cloudy + Cool

35

Sat (9-9-50)

8:15 Pick up Ozzie

Cont. F.B.T. Sta 31+00
to 39+00 Reset 40+00

Grading operations
at ground 7+00 then
move to fill at culv.
38+21.

Inspected to 231+50
where dozer was
being repaired

12:00 Lunch

Return to 50+00 run
F.B.T. to 54+00.

went to 4+50 right
took fin X-sect. of
pub. road. ret. to 54+00
(grading in progress)
got Flacksbarth's rec-
4:45 ord book. (Ret. to Off.)

M-46

Note: Gravel Checked by yard, Truck No., Name of Driver, Name of Owner, Make of Truck.

Rain - Cool

Mon 9-11-50

8:00 At Office - corrected notes on Cl. & Gr. around sta 3+00 to 8+00. and on rt. at 151+00 to 153+00.

Worked on profile and plan sheet for Bridge proj. on 10 mi. lake road. C.A.R. 27

Moe on sections.

P.S. Don out most of Day. Carpenter's from near Ingadona, came in to report on School bus stopping at bridge posted for 3 tons. Want something done so son can get to school.

M-00

Cloudy & Cool.

9-12-50.

8:00 At office. Continue on C.A.R. #27 Bridge proj. Don plotted in profile design on prelim. profile. I cont. & elev. Moe laid out design X-sections, figured areas & yardage.

P.S. Don left before noon. Mr Jim _____? stopped in P.M. to report a near accident on Mix Gr. C.A.R. #7. (brushing needed) in Ingadona Area.

M-00

Cloudy & Cool
Drizzle

Wed 9-13-50

7:30 At office. - Don already there - Looked over end sections on C.A.R. #27. Suggested changes.

8:30 Picked up 100 stakes at Sam Dowers Shop. Left for S.A.R. #5.

Called Ozzie from H. Cole's place on W. Lake road. Met Ozzie and took Detour to Sta 200+59. Slope staked side road Lt.

11:50 Lunch at Ode Buxtons.

12:50 Return to 231+50 where Dozer is being repaired (since 9-8-50) - about ready to push stumps.

Detoured to 55+00

M-00

Contd 9-13-50

Ran F.B.T. 55+00 to 59+00 low 56 & 57. Continue on Grade to 15+37 took fin. sections Pub. road Lt. - Continue to 4+50 take final sec. on old road obliterated for borrow.

P.S. Geo. Walters showed about 5:00 - said Dozer grubbing ahead 232+00 should have ready for slope stakes tomorrow.

P.S. Don figured profile & typ. sec. for Pub. road Lt Sta 200+59 before we left in A.M.

M-51

Clear &
warm.

Thur 9-14-50

8:07 Picked up Ozzie.
New grade still slip-
pery - took detour to
station 232+00 - ran
slope stakes. r of w &
& stakes gone at 234+00
235+00 & 235+50. Set
up transit at Pl. 231+00.8
shot ahead to 236+55.3
reset above sta. 234+00.
also ran curve for
235+00. & 235+50.

12:00 Got coffee in tavern.

1:00 continue slope stakes -

5:00 fin at 243+00.

Grubbing on N. side of
road at 247+00

Grading on fill at
pot hole 225+00.

Took New Grade back.
stop at Cal. West's for Ozzie's
convenience. M-48

cloudy &
cool.

Fri. 9-15-50

7:35 At office - Don sug-
gested.

1. Get prepared on
staking sod.

2. Time extension
permit - must be in
soon.

8:10 Pick up ozzie.

Report at sta. 243+50
set slope stakes.

12:00 Lunch at H. Altman's.

1:00 Fin. slope stakes

2:45 at 250+00. checked
in at B.M. 251+40 -
.04 low. Return to

153+00 where scrapers
were finishing. Kubish
asked for walk fill &
culvert. Checked with
W. Maizeron any such -

M-52 (over)

Fri 9-15-50

promise - said no-
leave culvert but no
work.

Geo. Walters said
he would work back
to 56+00 with equipment
if it didnt rain.

Blade working clay-
large hunks rolled up
in windrow.

Small dozer (A.C.)
stuck in swamp at
210+00 about 9:30 A.M.
threw track around
153+00 about 3:00 P.M.

Cloudy & Cool
Rain.

Sat 9-16-50

7:45 At office.

Don came - said Kubish
to get culvert & walk-
way.

Stay in office. Moe
on S.A.R. #9 sheet #2,
typ. sec. then on C.A.R.
#27 (Bridge S. of 10M.)

Don & I worked on
Land ties S.A.R. #9.
& R/W limits.

10:00 Don left. Moe & I
closed office 12:10
ps. Geo. Allen came in.
around 10:30 to 11:00.

Cleared in P.M.

M-00

cloudy & warm
Clear in P.M.

Mon 9-18-50

8:20 Pickup Ozzie. Arrive
sta 234+00 - Check slope
stakes against notes.
correct & readings on
3 stations. Took Detour
out. No machinery
around. Took detour
back to J. Larsons &
started setting stakes
for sodding ditches.
Stopped at Flaxbarth's
for record - Fred down
the road with mach-
inery. Sta. 123+00.

Met operators returning
to Hackensack - had
moved machines to
230+00. G. Walters not
on hand yet. Got
F. Flacksbarth's record

(Contd)

Mon. 9-18-50

40

continue sod stakes
to 125+00.

11:45 Into Buxtons for lunch.

12:45 At sta 234+00 G. Walters
starting machines on
cut left at sta 243+00.
to sta 200+00 ran F.B.T.
to 211+00.

Checked culverts for
monthly report. all the
way back to sta 0+00.

4:30 Dropped Ozzie. (Last
day with us). Stopped
at 10 Mi. Lake bridge
project for general
check.

5:05 Walker. - saw D. F. Cole.
Stay in office tomorrow.

M-53

Ptly Cldy - warm.

Tue 9-19-50

7:45 At Office.

Put R/W on Plan sheets

S.A.R.#9 (T.H.#2 - Winnie.

Dam.) Moe on G.A.R.#27.

dirt quantities.

1 fin R/W, ink Land
ties & plus sta.

Ate at home.

Start R/W on hard-
shell, Moe on Sheet

2 typ. sec. & Quantities

S.A.R.#9.

P.S. To finish up in the
morning - then take
off for S.A.R.#5.

Remind Haglund
finishing should be
under way.

M-00

Ptly Cldy -
warm.

Wed. 9-20-50.

7:50 Office - finish R/W
on Layout (hard shell)

9:30 Leave for S.A.R.#5.

Arrive sta. 240+00

grading ahead. Geo.

says not enough dirt
for fill ahead 245+00.

Also Ent. at 236+50
should be mooved
to 237+50.

Returned record
to Flacksbarth.

12:00 Back at Office.

1:00 Put land owner-
ship on finished &
hard shell of S.A.R.#9.

P.S. Haglund in about
8:00 A.M.

Ozzie in about 2:00 A.M.
signed warrant M-46

Cloudy & warm.

Thur. (9-21-50)

7:50 At Office:

Plotted route for future improvement on C.A.R. #14. West of Merrifield.

Listed description on right of way. 40's and obtained ownership at Registrar of Deeds.

Moe did same for road N. of Pillager. We checked each other on descriptions.

M-00

Hazy & Warm.

Fri 9-22-50

7:40 Don that we should go to S.A.R. #5 & clean up everything we can. Arrive at sta 222+00. Grading fill ahead. Start F.B.T. STA 231+00 run to 250+00.

Return to 220+00 &

5:15 Stake to 230+00

Fred Flacksbarth helped us all day.

P.S. Don told us to take the day off tomorrow for hunting.

M-48

Sat 9-23-50.

Went hunting.

Mon. 9-25-50

Bad Eye (didn't work)

Tue. 9-26-50

Eye still sore. ^(No)_(work)

cldy Rain

Wed. 9-27-50

Doc. dressed
my eye. I report
to Office - Don wonder-
ered if I could get
out to S.A.R. #5 to
finish B.T. Went
home & changed to
work clothes. Picked
up Moe & Instruments
Arrive S.A.R. #5 Sta.

1:00 212+00 fin B.T. 219+00

Return to Office -

(Lunch at home)

picked up instruments

Dorothy drove me to

George Allen's on

Millers Point to

run some grades.

P.S. Drizzle till about

1:00 P.M. Cloudy all day.

M-47

clear & warm.

Thur 9-28-50

7:30 At office. picked up Moe - saw Don - We go to 10 mi bridge run slope stakes from 6+70 to 20+00. ran Clear & Grub

4:00 Left for S.A.R. #5 to get Fred Flacksbarth's time thru Sept. 30th. as per Don's orders. Found Geo. W & Fred. at Sta 16+00. Don had already been over & obtained Fred's time. To Office Met Johnson (Bureau of Public Roads)

M-40

Cloudy - rain

Fri 9-29-50

7:30 At Office (sprinkling out) Don says to pick up Hurd (new man) at Jakes Gar. Hackensack. - Was sick. - Arrive at Sta 35+00 Don & Wally with N.B.R. Man - Johnson stop. Don suggests we do any staking we can. If rain continues return to office. (we return about 11:15.)

12:00 Lunch at home.

1:00 Gover notes on C.A.R. #27 10 mi. lake. bridge. file them.

M-48

cloudy & rain.

SAT 9-30-50

8:00 At office. rain.

Moe on final sections

Gull Lake Br. Proj.

I bring plate record
up to date.

12:00 Get check today.

Cloudy - rain in A.M.
snow reported at Cass Lake
& Bemidji. 45

Mon. 10-2-50

8:00 At Office - opened up.

9:00 Don suggested I go after
Flacksbarth's record. Raining
all the way down. Road in
good shape except around
culverts at 38+21 & 56+00
Fred said it was bad in a
spot around Jeanett's
(Sunrise Trail).

12:00

M=42

Clear in AM till
about 10:30 - Cold

Tue 10-3-50

7:30 At Office - opened up.

8:00 Left for S.A.R. #5. to

start on finish x-sections
if possible. Try to get
Flacksbarth - return

book. Arrive Fred F's
place - gone to Backus.

Del. record book, return
to Sta 0-400 - start notes
on finish x-sections.

Ditches have some water
standing - slopes slippery

11:30 Ate Lunch in car.

Fred stops on way
home. Will return after
lunch & work with us.

12:50 Continue x-sections

3:15 Ran into excessive water
& mud about sta. 15+00.

Loading operations - cat-
on Long-boy - tie us up for a
while at noon.

M = 48

Clear & Cool

Wed 10-4-50 -

7:45 At Office - Opened up.

Saw Don before we left.

- said to be sure & get oo cc. -

Picked up Fred F. about

8:45 arrive at Sta 15+00

& continue "fin x-sect".

12:00 Lunch at Freds

1:00 Continue "fin x-sect"

5:00 to sta 59+00.

P.S. Ditches quite muddy
some water standing.

M = 46

Cloudy & Cool.

Thur. 10-5-50

7:30 At Office - Opened.

Loaded Gear & picked

7:35 up Moe at home.

Got Fred F. Arrive

Sta 59+00 8:10

Continue fin. x-sections
to 84+00.

12:00 Lunch at Freds.

1:00 Continue fin x-sections
to 107+00

5:00

P.S. Don Arrive. about
11:30 with W. Maesur.

M-46

Fri 10-6-50

7:30 At Office - Opened -

Loaded Gear: & picked up

7:35 Moe at home.

Got Fred 8:10 Arrive

Sta. 108+00 8:20.

Run Fin X-sec. to 130+00 -

12:00 Eat at Freds

1:00 Cont. Fin X-sec to 154+00

5:00 Quit

M-47

P.S. Mr Stapelton stopped
in forenoon about gravel.
Wanted to locate Mr Cole.
Referred him to Office.
Back in P.M. Mr Cole in
Mpls. W. Maesur came
along.

Lorraine called me at
home about 6:30 - Had
reached Don & I was to
fill in haul sheets for
each truck.

P.S. Gus. H. Came along about 11:00 AM.

Clear & Warm.

SAT 10-7-50

7:30

At Office - Opened -
found Haul sheets.

Loaded gear - picked up
Moe - returned to find
Gravel specs - waited
for Lorraine - could not find
schedule for taking tests.

8:40

Left for proj.

Arrive Fred's.

(Had rained evening before)

Arrive sta. 34+80 ran
plusses (8 in all which
I had missed).

(Road bed pretty messy)

12:05

Ate at Fred's.

12:35

Left for Sta 155+00,
ran X-sections

Rained about 2:25 to
2:35 continued till
rain drove us out. 3:00 PM.
Drove to Walker. M 47

Cloudy & Warm.
Cleared in AM.

Mon 10-9-50

7:30

At Office - picked up
gear - screens & sieves,
rocket, pail, sample sacks.
stopped for Moe.

8:30

Picked up Fred F. after
leaving analysis equip.
at Fred's.

Arrive sta. 165+00

cont. fin. X-sec.

(Geo. W. blading begin. of
road - preparing for gravel)

Gravel equipment & men
in pit at sta. 182+84. (1/4 mi
lt.) Ready to go.

Don suggested considerable
work needed to be done
before ready for gravel.

To much sand in agg.
Geo. had Larry doze out
a new spot. Much better.
Fin X-sec to 192+00.

Clear & Warm.
Fair

Tue 10-10-50

7:30 At Office - picked up gear.

7:35 Stopped for Moe.
(Don going down on job.)

Pick up Fred. go to pit. Don & Stapelton go out to look over bad spots.

We arrive at 192+00 and cont. fin. x-sec. to 200+59 & run sec. on pub. road. Lt.

12:00 Lunch on road side -

12:40 Don comes by - going to start gravel at 0-140
Take crew to 0-140

1:05 First truck unloads.
Fred checking loads on haul sheet & staking

M=47

(contd)

length of dumps. Moe helping.

I go back to pit to

1. Check belt over-flow for gravel over 3/4"

2. Catch representative sample for state highway. Dept.

1:35 Arrive at pit - broke down. Front pulley on shaker (broken stud.)

I pick up Moe & Fred & we cont. fin. x-sec.

Sta 201+00 to 219+00.

4:40 Arrive in pit to check on repair - stud removed but - must be re threaded.

5:05 Leave for Walker.

M=61

Clear & warm
windy.

Wed. 10-11-50

- 7:30 At Office: picked up
7:35 gear. Stop for Moe.
Pick up Fred at 0-140
8:05 Arrive at pit 182+84.
Crusher just getting
under way. Moe & Fred
ride back with first load.
I stay in pit. Take 1st
sample soon after 8:00.
9:17 I ride to sta. 4+50 with
Cadwell (graveling pub
Ent. rt.) Unloading a
little sloppy. About
17 min for round trip.
Crusher just out of
9:34 order as we return
Jammed with rock -
after 10 min get s
going then belt
10:00 tears on top shaker

next,

Cont.

50

- Operator said it would
be tied up for the rest
of the day. New belt
coming from Aitken.
I get Moe & Fred at 4+50
& we cont. fin x-sec sta
220+00 (Blade & cats
(working bad spot from 207+00
to 219+00).
12:05 Lunch along road side.
12:35 Run to 230+00 - That we
heard crusher going -
1:00 ret to pit. No Deal.
4:35 cont. fin x-sec. to 250+00
As. Gus H. back & forth
about 5 times -
Stapelton stops to report
"Don wants Freds report
book."
5:00 No one in pit as we left.

M-54

Clear & Warm.

Thur 10-12-50

- 7:20 At Deep rock - Bill noticed front left tire low.
- 7:25 At Office - load gear. Don stopped me to fill out weekly report S.A.R. #5.
- 7:45 Pick up Moe - stop for Fred - goto sta 164+50. & stake ditch sodding to 250+00 as per orders. Stop in pit to see if any progress on repair (None apparent.)
- 11:50 Lunch at Fred's
- 12:45 Start ditch sod stakes
- 3:30 30+00 - stk to 149+20
check in at pit. (not ready)
P.S. Blade working around
209+00 to 230+00 in A.M.

M-59

Cloudy & Mild.
Rain starts 2:30 PM.

Fri 10-13-50

- 7:45 At Office - Pick up gear.
- 8:30 Stop for Moe. - (Don had left for S.A.R. #5)
- 9:30 Arrive at pit. getting ready to start up crusher belt on - but splice not finished. Sprockett also being repaired.
- 10:30 Start warming up. We get Fred & return to pit. Fred & Moe ride out on first load at 11:00 AM.
- 11:30 Close down for noon & for more drivers
- 12:30 Continue - rain clouds
- 2:30 Starts to rain.
- 3:30 Raining too hard - stop operations

M-67

Cloudy & Warm.

Sat. 14, '50.

8:00 At Office. Pick up Moe (at office) & go to S.A.R.'s Road bed quite slippery past 38+00. Arrive at pit 2 drivers & raker there sent them home - no work today. Met W. Maizer Driving Don's Car at sta 130+00 - rode back with us in Jeep to Flacksbarth. (too slippery) Fred F. signs warrant & turns over Const. record. Take Don back to his car & I cont. on to pit to see if any more men turned up. Back to 130+00 where Marion is off South shoulder

M-S

Cont. (10-14-50)

with contractors pickup. Hook on & pull him onto grade. Went off grade myself on inside of next turn. Back on about 300' Ahead. Got back on easy. Cont to Freds. Don had left Const. record (which he found on road bed at 130+00) with Moe. We load analysis equipment & take it to store house in Walker. Setup to run analysis. Finish about 12:15. O.K.

Plly. City: Fair.

Mon. 10-16-50

7:50 At Office - Moe on hand.

8:05 Don back from S.A.R.'s

Stay in office. towel.

Moe on final x-sects
S.A.R.'s.

I complete 3 daily
reports on gravel insp-
ection for 10-(10, 11, 13)-50
also construction report
#13 for (10-14-50)

11:30 Start analysis of gravel
sample.

12:00 Home for lunch.

1:00 Fin. Gravel sample
anal. & compute %
passing sieves.
(add to report #3 above).
Clean & adjust level.

Clear & Fair
Cloudy in P.M.

Tue 10-17-50

7:45 At Office - pick up
gear. stop for Moe.

8:20 Arrive Sta 16+00

First Load gravel there.

Don waiting for us.

Moe stays to check loads
I go to pit. Crusher
started 7:50.

I take $\frac{1}{2}$ oversize tests.
check $\frac{3}{4}$ screen off
loader.

12:00 Take lunch out to Moe
about sta 32+00.

Geo & Grader there
also.

1:00 Back to Pit continue
tests. Ave of 10 % OS = 14.7

6:00 Stop Crusher.

P.S. Dozer came in to
replace Drag Line 10:00 A.M.

M = 53

AM. Foggy to clear
PM. Cloudy to rain

Wed 10-18-50

- 6:20 AM At Office - Pick up records.
6:30 AM Pick up Moe - Not ready.
6:42 " Start for 5A.R. #5.
9:10 Arrive at 5A+76 - No
trucks running yet.
Geo. W. just starting patrol.
I leave Moe & go to pit.
Trouble with lower belt
sticking. Also trouble
starting John Deer on
Conveyor.
8:10 Production starts.
I take hourly samples
for % oversize.
5th load (truck #5) poor
due to lower belt sticking.
I reject but Stapelton
sends it out. I instruct
driver to inform Moe.
2 more minor stoppage

contd.

- of about 10 min. ea.
D-7 had clutch trouble.
12:00 Return to 67+51 where
gravel starts. Moe dumps
one more load - we eat,
near John Larsons Cabin.
12:30 Starts to rain.
1:00 Moe & I return to pit.
No trucking till road dries
some. Change top screen
on Crusher. We go inspect
road. Meet 1st truck out
at Ent to pit. Moe goes
back with it I go to pit.
Two loads but I change back
to orig. screen.
3:50 Start production - run
till 5:40 when upper
pulley on shaker breaks
loose as on (10-10-50)

(over) - M-57.

Contd. 10-18-50.

P.S. Don & W. Maizer came in to pit before Noon.

Truck came in with shovel - Norman Myerson switches bucket for shovel prepares to move out of pit to another job - after Crusher breaks down decides to stay for pit run loading of Gravel from 210+50 to about 219+00 & pub. Ent Lt. at 201+59 to about 0+150. First thing in Morn.

6:50 P.M. in office -

7:45 P.M. Back to office - made out reports 4 & 5 on daily gravel #1234.

Return home for sample to run

9:45 Start for run test on sample.

11:10 Fin. test.

Cloudy - Cold.

Thur 10-19-50

55

6:20 At Office

Don & Jim in repair shop

6:30 I call Moe - load gear -

6:50 Pick up Moe.

7:20 Arrive Pit. have pulley repaired & about ready to go.

7:35 Start production - run 5 loads & break down - pulley loosened up again. - Pick up Moe at about 79+00 & run hand level on depths of Ent. Fills Sta. 12+00 to 144+50. Load of gravel shows up - I take Moe back to 79+00 & return to pit.

Pulley just completely broke Stapelton to go to Pine River to have part made - or Aitkin.

We decide to try pit run at 210+50. Geo. W. takes blade & I deliver Moe.

Shovel filling trucks.

Contd.

11:05 first load out, dumping every 15'.
12:00 Lunch with Moe at sta. 210+50. W. Maizer drives up - mentions fill on Holliday camp road, sta. 201+59.

1:00 Continue Pit Run to 219+00 & 201+59 to 20+00 Lt + 13' to

4:35 0+150 (8 loads)

P.S. Don comes in to pit about 1:30 or 2:00 O.K.s. extra loads on Pub. Rd. Lt.

201+59. says O.K. to mix sand with Coarser Mat'l.

During morning lapse - Cadwell had dozer on new trail - on North of pit - (about 1/2 hour.) to his house. N. Myerson loading shovel to move out as we left about 5:00 P.M.

Clear & Fair.

Fri 10-20-50

7:25 At Office - pick up gear - stop for Moe.
7:35 gear - stop for Moe.
8:15 Arrive at Pit SAR #5. not ready to go. take Moe & arrive at sta. 144+50 take Ent. fill depth for Cubage.

Cont. to sta. 237+78
10:30 Back at Pit. still repairing - try to start & find 3/4" screen loaded - free by 11:20 - decide to eat first & then start.

12:25 Start production. breakdown after 7 loads. Sprocket bearing casting on lower belt. broke on old weld.

M 51.

Sat. Oct. 21,

- 5:40 Call Moe to be ready.
6:25 Pick up records. Stop for Moe.
6:50 Stop in Hackensack to see stapelton - referred us to Vic. Annors, Birch Lake Lodge on Highway. Geo. W. just pulling out. Said he was going to fix drainage around two culverts. Also that stapelton & Men had pulled out around 5:00 A.M. with Pickup & Truck. Spoke with Annors. - No one had informed him of what was being done.

Back to Walker. Work on reports & Diary.

Moe on x-sec SAR #5 (Fin)

M-26

Unsettled - Cool.

Mon Oct 23,

- 7:30 At Office. pick up Gear -
7:40 Stop for Moe. (6 min)
8:10 At Pit. SAR #5 Cadwell on hand Myers. showed up.
9:45 In Hackensack at Hurd Cafe - found driver of truck #4. Didnt know anything about what stapelton was doing.
10 (Met Don & his Brother at about Sta 135+00. (?))
10:30 At Walker - Moe on x-sec. plotting SAR #5. I check & ink.
12:00 Ate at home.
1:00 Continue with x-sec. to Sta 26+00 checked & inked.
5:00 Moe to Sta 42+00, in plotting.

M-47.

Tue. Oct 24

7:35 At Office - Gassed for trip to Pilager. Lett note for Don picked up all gear stopped for Moe. left for 8:15 S.A.R. #5. Arrive at pit Cadwell & one of the other drivers there - no word from Stapelton. On way back stop at Birch Lake Lodge on 37 1/2 Mi. N. of Hockensack. Vic Annon (prop) had heard nothing. We go into Walker. Moe works on final X-sec S.A.R. #5. I check and ink same.

Eat at home.

Moe sick in P.M. I plot fin. X-sec on S.A.R. #5.

Clear - Fair.

Wed Oct. 25.

7:30 Arrive at Office. - Don & Moe there. Don expecting to hear from Gus H. on Crusher. Part. Finally calls about 8:00 AM. Says will be ready by noon. Don sends Moe to check Gravel - takes My Car. I go with Don to Pilager. Stop at Pine River to leave snow fence ties. Go over new grade at Pine River. turn West & South past borrow pit where Andrews crew is doing road graveling. Brown on tractor. On to Pilager I find Ernie Whipple in print shop. Have coffee in New Eat. shop. We go over project to be "p-lined. try to find B.M. 3.1 Mi. North Near Conc. (over)

bridge & Gate post. Old man
in house came out to show us
where he had moved it to.
Couldnt find - but said he would
locate it. We go on N. I take
notes on loose leaf for
"P." line survey. Don stops
to talk with John? in charge
of checking Gravel on job -
Back to pit where Charlie?
with New Adams has bladed to.
Back to Pine River. - Pick up fellow
who is going to put out snow
fence & go over the route
with him. Back to Pine River.

3:30 then to S.A.R. #5 Pit. Had
started about 11:00 AM.
I stay in pit till 5:40 Ride
out to Moe with Annon. sta
pit. Go home.
Mr S.H. Reiter part owner of
crusher in pit all day.

Fog to Clear. Fair

Thur Oct. 26.

6:30 At Office - pick up gear.
Stop for Moe. Arrive at.
7:10 Pit. S.A.R. #5. Trouble
with pulley on upper
shaker.
8:10 Start Operations. run till
noon. Roll Crusher giving
some trouble - not taking
material fast enough.
12:00 Lunch -
1:15 Start Operations -
5:30 Stop Operations
P.S. Truck #6 Broke down
early after 2 loads.
Mr Reiter on hand in AM.

Foggy but cleared
in AM. Fair.

Fri. Oct. 27.

7:00 Pick up gear - Stop for Moe.
(Alarm wasn't set. I didn't eat
breakfast.)

7:35 Arrive S.A.R.⁴ & Pit
Chain to loading belt giving
trouble. Truck ⁴ & back on
job in AM.

11:45 stop for lunch. (I have head
ache)

12:45 Resume operations. stop
& loosen roll crusher & tighten
jaw crusher.

2:05 Drive belt comes off, too
much rock accumulated under
crusher return belt.

Last load out at 5:30
P.S. I have sick headache
when I arrive home. eat some,
go to bed at 7:00 P.M.

Clear & Warm.

60

Sat Oct. 28.

6:50 at office. Pick up
all sample test gear. Stop
for Moe.

7:35 Arrive at Pit ent as first
load comes out. Armon
going back to Kubishes.
We go into Pit Moe takes
next truck out.

I make agg.-grad. test
from yesterday's sample.

Norm Myerson on Crusher.

Speeds it up considerably
tightens roll crushers.

lose 1 1/2 hours trying to
use narrow 2 1/2" belt on upper
pulley but won't work. Start
operations 11:55 Stop 12:10
lunch.

12:40 Resume operations.

Drive chain to roll crusher.
(over)

SAT Oct 28 Contd.

throws itself.

Push plate on rear hopper left out of action. Steady stream from hopper to main elevator belt.

Machine doing best production since Oct. 13.

Chain drive on roll crusher throws. Upper pulley develops looseness

5:10 about 5:10.

Cease operations for today.

P.S. Mr. Reiter at Pit with two sons. Ask about working Sunday. Gordie had gone to call Gus. H.

W. Maizer came in to tell me Don had heard from Gus. & O.K. to work.

Clear & Warm.

Sun. Oct 29

6:25 AT Office - get record sheet.

6:35 Pick up Mae.

7:05 AT Pit. S.A.R. #5.

Repair Lower belt (turn at 1 ac in d)

10:25 Start Operation.

12:05 Stop Operation for lunch.

12:50 Start Operations

4:15 Chain to feed conveyor throws (Allen set screws come loose on Sprocket.

4:25 Resume operations -

5:40 Fin. gravel project. on S.A.R. #5.

P.S. Don came into Pit in P.M.

Clear & Fair

Mon Oct. 30.

- 7:30 At Office. - Fin. reports on SAR #5.
- 9:00 Have new tire put on front left. (Atlas)
- 10:10 Load gear.
- 10:30 Leave for Pilager.
- 11:25 Arrive about 5000 ft. Meet Don & Earnie. Have flat on front left. Put on spare go into Pilager find hot patch put on by Lt. Day at Ortons in Walker had broken thru. Have new one put on while we eat. Go over to rooming house to see room.
- 12:30 Out to project - Don takes Moe & I over project from 9000.

Mon (Contd)

to end.

- 3:30 Moe & I start P line at 5000 just off U.S. 210, going N. on Ellwell road. Estab. control point spike in road. Drive over distance to hill near Pilager lake. use odo. reading for future equation. Estab P.o.t. at 9000. Set P.l. for first curve.
- 5:30 Back to Pilager. Eat Supper. - go to Brainerd. leave odo at Nash garage - ready Wed. eve.

Clear & warm

Tue. Oct 31.

7:30 Out on proj. at 90+00.
7:45 Rogers & Dally. Come,
We begin to punch "P" line.
11:50 In to Pillager for lunch.
(Moe & I.) Rogers & Dally
eat lunch on project.
12:40 Back on "P" line. work
5:25 till dusk. Sta. 151+60.4
In to eat
Over to room.

P.S. Claude Hines (Native)
says he has gravel
about 1/4 mi East of
S.A.R.#1 at "P" line
Sta 90+144 to 00.

M-14

Cloudy - cool
Rained 9:30 to 12:00,
Cleared in P.M.

Wed Nov 1.

6:40 Eat breakfast - leave for S.A.R.#1
7:30 Sta 151+60.4. Continue "P" line
12:10 Into Pillager for lunch.
1:15 Sta 1. Continue "P" line
to Sta 230+45 last curve.
5:30 Back to Pillager
P.S. Gravel in Hill at
Sta 164+00 Rt.
Get check G. Del.
Don had called around 4:00
I called from tel. off. abt
6:30. Don's car broke down
(waterpump) Asked to have
P. Notes sent in to office
Tomorrow -
Into Brainerd for speedometer
Not ready.

M-18

Cloudy & Cool.

Thur. Nov 2

7:30 At Sta 230 + 45. Last curve south of Fairview Road at School house.

8:15 Fin "P" line. Locate iron on 1/4 line about 300' East of intersection. Dally tries to find iron in road 1/2 mi. West. No luck.

12:00 (lunch) Check Chainage, find
100' short bet 151 + 60.4 & 156 + 53
100' " " 164 + 54.1 & 174 + 51.9
100' " " 182 + 33 & 187 + 34

Correct "P" line notes.

Return to sta. 5+00 start "L" line. Put spike at 12+00

3:00 Little snow flying.

3:40 Stop for day to make up for overtime to date.

4:00 Mailed "P" line notes to Don.

M-12

Cloudy & Cool
Cleared at 9:40 then
cloudy again.

Fri. Nov. 3.

7:30 At Sta 12+00 continue "L" line (Some snow flakes in Air.)

12:10 Run to 54+00 (P.L. & 20' Lt.) In for lunch.

1:10 (Got check cashed) Back to sta 5+00 ran topo. to

4:35 Sta 54+00.

Get picket at Sta 92+

First P.L. ahead.

In for Supper.

7:00 PM into Brainerd for Speedometer
not ready

M-8

Cloudy - Cool
Windy

Sat. Nov. 4, 1950

7:30 At Sta 5+00 - Wait for
Geo. start on land ties
see chart next page.

Find only 2 iron pipes in
vicinity both East of road.
Harold Curo had done some
recent surveying around
lake.

Reported a Meander Iron
on Town line East side of
Lake & another on N.S. line
North side of lake.

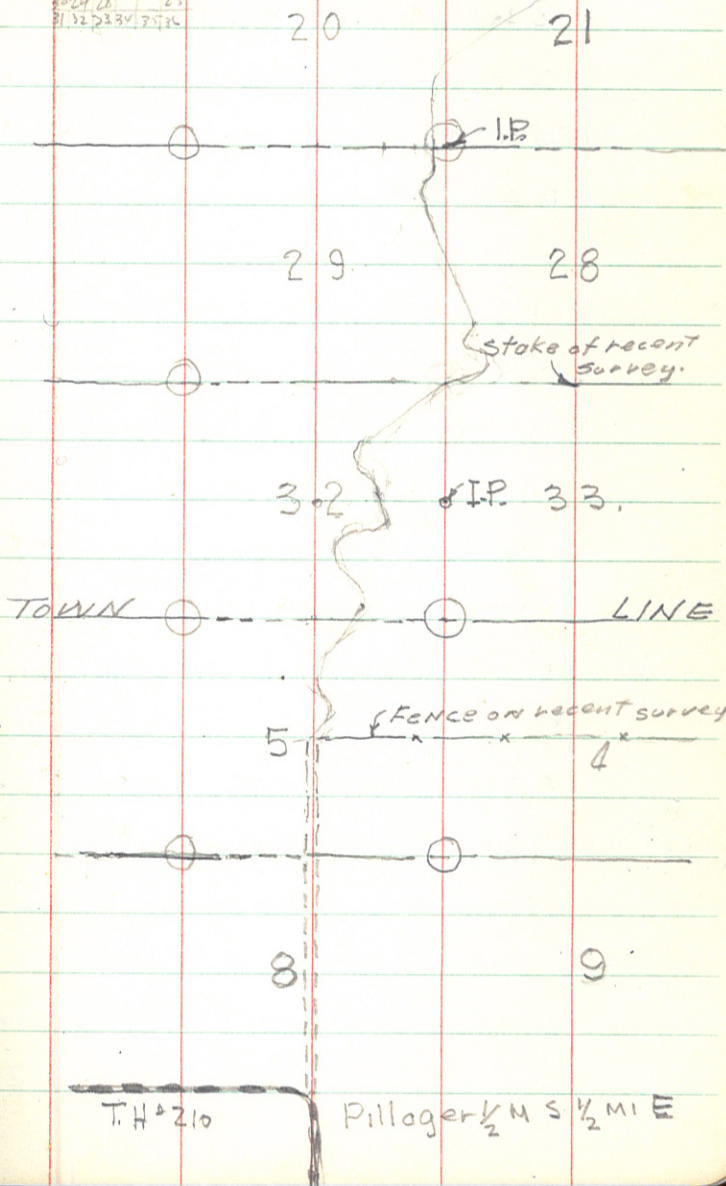
11:30. Fin. all we can on location
of lines. Drop George Rogers
& Ellis Dally at their car.
Leave for Walker.

M-83

65

N ↑

6	1
7	12
8	13
19 20 21	24
22 23 24	25
25 26 27 28	25
29 30 31 32 33 34	25



Sun Nov 5

Clear & Warm
Cloudy in P.M.

Saw Don at office at 8 A.M. Cleared up a question at P.P.L. 180+90.1 (carried over the +90.1 on next page without repeating the station.)

Don came out to the Y about 5:30 asked me to stop in at office on way into see & go over "L" line he had designed.

cloudy & raining

Mon. Nov. 6.

7:30 At Office - Delayed going to Pillager to see what weather was going to do. Finally decided it would be warm enough for brushing "L" line in spite of rain

8:00 AM & snow. left for Pillager.

9:30 Arrive after stopping for Dally at his home.

Cont'd Nov 6.

120+66.9
66

11:15 Located Dally & Rogers at lunch - got out to P.L. near

12:00 Yazick & started L line across meadow & bog to lake. Picked up on P.P.L. at sta 138+32.7 across bridge. cleared line back to lake then ahead thru woods. towards P.L. 151+60.4

4:45 Quit for day - M-73.

(into Brainerd for Speedometer (No Deal))

cloudy & Fair
Cleared in A.M.
cloudy & cool in late P.M.

Tue. Nov. 7. (Election Day)

7:20 Set flag at 165+54.1 and set on 176+51.9 plunge ahead & clear "L" line. Move to 192+32.8 shot ahead to lath on hillside beyond 226+22.9 then plunged back & cleared line uphill to 10:50 intersect other L tan. in "L" P.L.

Tue Nov. 7 (Contd)

Moved to floating "L" P.I. near
151+60.4 assumed P.I. & shot
ahead to flag near 157+55.8
a little off line with "P" P.I. at
165+54.1 so sat up near
157+55.8 & shot ahead &

12:25 plunged back. Recleared & came
lunch.

1:20 out to estab "L" P.I. about 160'
behind "P" P.I. at 151+60.4.

1:50 seems a little off yet.

2:30 Start levels off B.M. in
(1224.485) Bingman's yard going North.
Find it to boggy along "L" line
so have to set along old

5:00 road. Get up to about 157+55.8

5:00 Quit for day. M-16

P.S. (Snow predicted for tomorrow.
(First day at other cafe)

Wed Nov. 8.

Cloudy - Heavy wet snow
Cleared about 10:00 AM.
clouded in PM snow
IN EVENING. - FAIR

7:25 To project - boys not
there yet. - drove on to
Dallys & found Geo & Ellis.
(snowing) Return to sta 54+00 run
12:10, "L" line to 88+12 "L" P.I. Brush
Ahead to next "L" P.I. for L.
at 88+12 have to set P.O. to
or P.O. TAKE Left 88+12.
run line ahead of
next P.I. near "P" P.I. 98+44.
"L" P.I. ahead upon hill beyond
high bank beyond "P" P.I.

5:00. 108+27.3

(Getting too-dark to see.)

M-17

Thur. Nov. 9.

- 7:35 At "L" PI near Yazicks
Wiggle in to L semi tan. on
hill between "P" 115+40 &
"L" PI ahead set POST, reset
on 115+40 & short back to
estab "L" PI. up on hill. Take
Ls #2 (near 98+45. #3
(near 108+27.3) #4 (near 120+66.9)
Moe, George & Ellis took a
sounding from N side of
Thoroughfare on "L" line - report
12:10 ed 15' to any resistant material.
In for lunch Geo & Ellis ride
into co-op station. We eat at
Pecks. Ernie waiting for Don.
D.F. Cole stops about 12:40
(on way to Waterloo, Ia.)
12:55 Don accompanies us to project
stops at 58+23.5 (move PI
back to 54+00) stop at 88+12

Cloudy Cold - strong
wind all night - snowing
intermittently.

Thur Nov. 9 (contd)

OK. Stop at "L" PI near Yazicks
also OK. Don leaves. We
move ahead to "L" PI. near 151+60.4.
take L. then to "P" PI. at 165+54.1
take L. " " " " ahead of
176+51.9 return to sta 54+00
reset ⊙ stakes of L line to
88+12 take L at 88+12.

4:50 PM. Quit for day. (getting quite
cold - wind still blowing).

Hope to run sections
tomorrow. - M. - 23.

Fri Nov 10.

7:40 AM At Sta 88+12 Geo & Ellis
on Hand (couldn't get my
car started & Elmore Dally
at Co-op pulled me.) Returned
to Sta 5+00 ran & back
to Sta 0+00. Started to
take sections - broke lower

Nov 10 (contd)

section of road. Pack up &
go to "L" P.C. at sta. 85+02.7
run curve - set P.C. & P.T.
of next curve.

12:15 In for lunch (Geo & Ellis
also.) Computed def Ls for
next curve.

1:30 Ran curve at "L" P.C. 94+41.7.
Continue ahead get "L" P.C.
at Sta 103+91.4 start
curve - considerable brushing
along shore. Found "L" P.T. to
close on sta 108+00 got
to dark before brushing

5:10 completed. Quit.

Nov 13

Got oil changed to #10 (1.50)
at Coop. Ate at Parsons
paid bill for Mon, Wed, Fri 5.15

Cloudy Fair

Sat. Nov 11

7:30 Fin. curve from "L" P.T.
112+83.9 continue on
to next curve. Locate
"L" P.C. & "L" P.T. Attempt to
run curve L does not
close. Recheck L - OK.
Will fin. later - expect to
run x-sec from Sta 0+00
Mon. Must get rod or have
a new sec. made for old
one.

11:30 Eat at Pilgrer leave for
12:10 Walker (Mo. lost mit - we
find at Sta 120+53.2

M 72.

Clear, windy.
Fair, Southwind

Mon. Nov. 13.

9:00. Run x-sec from Sta 0+00.

Don. Comes by as we are
at Sta. 6+00.

12:00 Lunch at Parsons.

Nov 13 (contd)

1:00 Cont. x sec. in P.M.
Get to 26+00.

P.S Don said he would
try to get down by Thurs-
to help us.

M. - 70

Tue Nov. 14

Mostly Clear.
South Wind. Fair.

7:45 started x-sec at sta
27+00.

12:15 In for lunch.

1:10 Continue x-sec to sta. 76+00.

5:10 To dark to continue.

M - 11

P.S Lost 1 hour from 8:00 AM
to 9:00 AM getting tire repaired.

70

WED Nov 15.

7:20 At Project - set up & checked
in before Ellis & Geo show
up. Continue x-sec from 76+00
to 94+00

12:10 In for lunch.

1:10 Get new rod via railway.

express chrgs \$1.11. back
to project - continue x-sec.
to 102+00 too dark to cont-
inue.

M - 12

Don arrived with Ernie
about 3:30 PM just stopped
a minute. Saw Ernie at sup-
per - they were looking over
gravel on Hines place.

Go into Brainerd for Speed
ometer - wouldn't charge it.

CLOUDY, WINDY FAIR,
CLEARED IN PM
ABT 1:30

THUR, NOV. 16

- 7:25 AT STA 103+00 ELLIS &
GEO. GAME SOON. CONTINUE
- 11:30 X-SEC TO 116+00. NO MORE
& IN STOPPED FOR LUNCH.
- 12:00 Don & Chick Everhard came
into Dinner.
- 12:30 Run $\frac{1}{2}$ PC AT 116+81.7 TO
125+40 (RAN STADIA
ACROSS LAKE 356.8' CONT-
INUE & TO "LPC 136+87
- 5:00 Run curve to 140+00 - TO
DARK TO CONTINUE.

P.S. GEO. PARRISH & OLE
NORBY COME BY. ABOUT 2: PM.
LOOKING FOR DRAGON MILLERS TO
OPEN UP A GRAVEL PIT.

ERNIE WHIPPLE OUT ON
JOB IN PM. - INTERESTED IN
GRAVEL. NORBY STAYS AT DADES
WITH US.

M-18

Clear, (Warm) Fair

Fri. NOV. 17

- 7:40 Run curve from P.T. 148+
to 142+00 brushing too heavy
- 11:40 Set inst at PC. go to lunch
- 12:30 Fin curve tie into 142+00
- 2:00 Continue sections from
5:00 sta 117+00 to 124+00
- P.S. Ernie stopped three
times while shutteling back
& forth showing Norby where to
try for gravel. No luck yet.
Ole stays another night.

M-16

SAT. NOV 18, Clear & warm Fair

- 7:40 Continue X-SEC from 125+00
tie in to BM - U.S.C. & G.S
1224.485 cont. from other
side of lake 129+00 run
11:30 to 137+00.

M-80

P.S. Don came into P. Vager 11:40
went with Ernie & Norby to look over
gravel.

Clear & Cold

Mon. Nov. 20

9:30 STOP FOR ELLIS & Geo
at Dallys Farm.

9:45 Continue X-sec sta 138+00
to 145+00

12:10 In for lunch.

1:05 Continue x sec to 148+00. then
run ϕ . from 149+00 to 177+74

5:00 LPI. To dark to continue.

M-71

P.S. Saw Don before we
left. Was dissatisfied with
our progress to date. Will
be down tomorrow.

Clear, Cold windy
Sun Dogs in PM.
wind Died down.

Tue. Nov. 21

7:40 At sta. 148+00 to run sections
Geo & Ellis not there yet.
Went to sta 182+00 - returned
to 148+00 Set up inst. & checked
in - waited - drove back to

Nov 21. (Contd)

sta 176+00 - found the boys
return to sta 149+00 run

12:00 X-sec. to 160+00.

1:00 Find "L" PC at 169+32.1 run
curve to 173+00 - Locate "L" PT
run curve back to 173. Continue

4:50 "L" ϕ to 193+00 set nail & Disc.

P.S. Don did not show up today.

M-20

Unsettled, Fair.

Wed. Nov. 22

7:40 At sta 161+00 cont. x-sec.
172+00.

12:00 In for lunch - Don came
in to restaurant with Mrs
Cole.

1:00 Continue x-sec. Don
comes out to project. for
about 1/2 hour. to sta

4:00 183+00.

Back to Pillager then via
5:50 Brainerd to Walker.

M-81

Much Cold $\leftarrow -18^{\circ}$
cloudy.

Thur. Nov 23 (Thanksgiving)

Fri. Nov 24
Cold & cloudy.

Fri. Nov. 24

7:50 AT OFFICE (Moe came out
& pulled the Nash.) Picked
up equipment

9:30 AT Pillager - Called Ellis,
pick up Geo & Ellis at Dallys,
AT STA. 193+00 ran $\frac{1}{2}$ to,

12:10 205+00.

In for lunch.

1:10 ASta. 184+00 ran $\frac{1}{2}$ -sec. to
204+00. set P.I. for
last curve. ahead.

5:00 To dark to continue.

M - 84.

Unsettled Fair

SAT. Nov 25

7:40 Pick up Geo & Ellis at Dally's.
start $\frac{1}{2}$ at 206+00 run to 230+00

12:00 (one curve) into Pillager
Eat lunch - Ernie Whipple

Talked with us. left for Walker
via Ellwell. Reached Walker
2:00 P.M.

M = 79.

Clear & Fair
Some wind.

Mon. Nov 27

6:45 AM AT OFFICE - Don came in at 7:00

7:15 Picked up Moe at home left for
Pillager via Ellwell. Picked up Geo

9:00 & Ellis at Dallys. Run sections
205+00 to 214+00.

12:10 In for lunch.

1:10 Stopped at Sta 125+00 chained
across ice to stadia sta. 129+00
distance 406'. \therefore Eq. is 129+00 =
129+06. Took sections thru.

ice. $\frac{1}{2}$ at 50' sta. Took
soundings in lake & around
sta 133 & 134. Also 120+00

4:30 to 125+00. Quit for today.

M = 75.

P.S. REAR RT TIRE FLAT ON WAY
DOWN.

Cloudy & Fair.

Tue Nov. 28.

7:50 Pick up Geo & Ellis run
X-sec 215+00 to 226+00 &
Fairview. 0+00 to 7+00. West.

12:10 In for lunch.

1:10 Fin X-sec 226+00 to 228+00.

2:00 Start return levels. BM #20
at Sta 226+19, 85' RT. to

4:45 T.P. 5" Pop. 179+ , 100 LT.

To Dark to continue.

P.S. PUT REPAIRED TIRE
BACK ON REAR RIGHT. ELLIS
DISPLACED SHOCK ABSORBER IN
POINING SO - HAD TO REMOVE IT
TO LET REAR END DOWN. -

M-24

WED. NOV. 29.

Unsettled + rain
cleared - Fair

7:40 Cont. Levels 178+00 back to

USC & GS BM in Bugmans Yd. then

12:00 to 113+33. In for lunch.

1:15 Cont. Levels 113+33 (Don met us in
cafe. we signed warrants. Meets us at

Nov 29. (Contd)

Sta 113+33. Had Geo. Rogers Warrant
& WA slip ready. Continue Levels
5:00 to 45+77. Pick up Topog to 58+00

P.S. Went out to Ellis Dallys
for supper & cards after. M-20

THUR NOV 30. cloudy & cold.
windy.

7:35 At Sta. 58+00 continue topo.
to 129+00

12:00 In for lunch. - (Ellis went home).

1:00 Cont Topo. 129+00 to 197+00.

5:00 To dark to continue.

Banquet at persons - at eat
counter. M-17

+5° at 6 A.M.
cloudy & quite cold.
warmed in P.M.

Fri Dec 1. 1950

8:05 (couldn't start the Wash) At
Sta 197+00 continue Topog.

10:00 to Sta 229+00. Return to

Sta. 45+33 Fin loop levels

12:10 to BM #1.

(over)

Dec. contd.

In for lunch. Got salary check for Nov. Cashed & got bank draft for ins. Premium \$9.50. Paid Elmore Dally in Co's P - bought tire \$13.26. Put it on spare. Dropped Moe & Ellis at sta 148+00 to take sw. Rod soundings. Geo. & I. went to sta 226+08 got land tie, return to near 147+00 on Semi Tan. got tie there.

Went to sta 13. 00 where Moe & Ellis were taking sounding 50' left &. Helped them finish up.

Getting Dark.

Drove to Vainard & got speedometer 850

M-22

Dec. 2, 1950

cloudy unsettled fair. sleeting.

7:45 Drove on up to Ellis Dally's. Geo there. Drove his car back with Ellis, Geo, Ellis & Moe continue sw. soundings I take L at sec line in

75

swamp around sta 141+82 on Semi Tan.

Pickup Geo. to help me chain at Townline. Moe & Ellis thru at 10:00 A.M. Took Moe & Geo. to Fin hand ties at 168+80, 85+40, 58+23, 5+01.5. Found 1" iron Axel marking sec. cor. near our spike at 5+00.

12:00 In for lunch.

1:15 Moe & I stop at 5+00 on way back & pick up some topo. Cont to Walker.

T.H. 371 very slippery from Pine River to Walker. Nearly hit a Maroon Ford coming onto 371 1st ENT SOUTH of old Lomi Lake road ENT on west side 371.

M-78

Mon. Dec 4.

7:30 At Office. Called Moe. He
came on to office soon.

Don came soon after 8:00.
We try to balance level
notes. Do so but Elevations
on Loop do not check so
well. Moe starts preparing
presentation chart on
Tobique bridge for hearing
tomorrow.

12:00. Home for lunch.

1:15 Back on levels.
Started sketches on
topog. notes.

5:15. Left for home.

P.S. Couldn't get Nash started
today. Kennedy came over &
pushed it about 7:00 PM. Dick
& I helped him move out most
of the rest of his stuff.

To go to Pégouet tomorrow.

Job	"L" #	"L" x Sec	"L" Topo	Levels	Misc.
Nov 20	149+00	138+00			
Mon 20	169+32.1	148+00		71	
SAR#1	170+00	149+00			
21	193+00	160+00		20	
		161+00			
22		183+00		81	
	194+00	184+00			
24	205+00	204+00		84	
	206+00	205+00			
Sat 25	229+00	205+00		79	
Mon 27		214+00		75	
		215+00	226+00		
28		228+00	179+00	24	
		54+00	178+00		
29		58+00	45+77	20	
		58+00			
Thur 30		197+00		17	
		198+00	45+77		sw soundings 71
1		229+00	5+00	22	hand ties.
Sat 2					sw soundings
Mon. 4					Land ties 78
					worked on
					Notes in
					office. 100

Job	Nov	"P" line	N of Pillager			Levels
		151+60.6	"L" #	"L" x Sec	"L" Topo	
SAR#1	1	230+45				M-18
"	2	235+45	5+00			-12
"	3	238+66	12+00			
"	4		12+00		5+00	-8
Sat	4		54+00		54+00	
			Locating Land ties			-83
Mon	6		Br "L" line			73
			P 122+25			
			P 150+50			
			Br "L" line			USCEG 3.184
			P 176+51.9			No. 10, 11, 12, 13, 16
			P 192+32.8			
			P 150+50			
			P 165+54.1			
			54+00-88+12			17
			meas 25			
			reset @			
			54+00 to 88+12			23
			0+00 to 54+00			
			88+12 to 108+00			13
			108+00			
Sat	11		120+53.2			72
Mon	13		0+00 to			70
			26+00			
			27+00			
			75+00			11
			76+00			
			102+00			12
			116+81.1	103+00		18
			140+00	116+00		
			141+00	117+00		
			148+00	124+00		16
				125+00		
Sat	18			137+00		80
						82
						471
						89
						1102

Job	Oct	" Pine L&.	2" Gravel
SAR#5	19		77+58 79+71
	20		79+71 82+66
S 21	office		SAR#5 work on final x-sec. records.
M 23	off	final x-sec.	plot & int
	24	"	" " " "
SAR#5	25		82+66 101+43 101+43
	26		133+27 133+27b 160+10 ←
	27		250+42 to 246+64 246+64 to
S 28			209+45
S 29			209+45
SAR#M 30	90+00	5+00	160+10 ←
	31		90+00 - 15+60.4

M-75

-14

89

SAR#5 Worked All day Sunday Oct 29.
 Moe & I start on SAR#1 Mon
 Oct 30. Geo. Rogers & Ellis Dally start
 Oct 31.

Job	Oct	Ditch section	2" Gravel	FINAL X-SECTIONS
SAR#5 M2				
SAR#5 3				0-400. 14+00. 15+00 59+00 60+00 107+00 108+00
	4			154+00
	5			155+00 165+00 166+00
	6			192+00 193+00
S 7				219+00
M 9				
SAR#5 10			0-140 0+18 0+18 5+35	
	11			
	12		164+50 250+00 30+00 to 149+20,	
	13		5+35 17+15	
S 14		Out to SAR#5 To muddy. Run Analysis at warehouse.		Office.
M 16		Reports, Final x-sec Analysis		Office
	17		17+15 51+76 51+76	
	18		77+58	

picked up 8+
34+80 to 61+50.

Job.	Sept	Sodding	Fin. B.T.
SAR #518		59+00	200+00
		125+00	211+00
19	Office	R/W on final sheets SAR #9	" "
		" " hard-shell	" "
		1/2 day at SAR #5	
20	Office	Put land title on SAR #9.	
21	"	"	
22			231+00 235+00 220+00 230+00
23	Office	Took day off to go hunting.	
25	Office	Could not work oct bad eye	
26	"	" " " " "	
			212+00 219+00
27			
28	Office	slope stakes on CAR #27 Cl. & Gr. " " " " "	
		Out to SAR #5 - RAIN (A.M.)	
29	Office	IN P.M.	
30	"	" A.M.	

9-30-50
 Work at SAR #5 well
 along. Finishing in full
 swing. Scrapers ready to move.
 Rock & root picking going on.
 Harrow-scraper working
 slopes & ditch. Sprinkled rain
 most of Friday & Saturday 29-30.
 Graveling & sodding ready to
 begin.

Job.	Sept	Slope	Fin B.T.
SAR #51		87+00	176+00
		5+00	184+00
		81+50	185+00
S	2		199+00
M	4	Labor day	No Work.
T	5		220+00 9+00
			222+50 13+00
W	6		223+00 14+00
			225+00 26+00
T	7		0-100
			4+00
F	8		225+50 10+00
			231+50 11+00
S	9		12+00
			13+00
			14+00
			15+00
			16+00
			17+00
			18+00
			19+00
			20+00
			21+00
			22+00
			23+00
			24+00
			25+00
			26+00
			27+00
			28+00
			29+00
			30+00
M	11	Office all day (rain). Checked Gr & Cl SAR #5. Moe. & L. on 10 mi Lake Bridge proj.	
T	12	Office all day. On 10 mi Lake Bridge proj.	
W	13		0+00 Lt 55+00 2+94 54x 200759 59+00
			232+00
T	14		243+00
			243+50
F	15		250+00
S	16	Off - land ties SAR #9 R/W limits SAR #9	

W. H. Osburnson (No work) 27, 11, 12

Job	Aug	Rotw.	Slope	Fin. B.T.
SAR ^H 521			161+00	
			171+00	
22			171+50	92+00
			177+00	103+00
23		Reset 0+00 Lt.	0+00	104+00
		4+50 Lt	4+50 Lt.	129+00
24				130+00
				137+00
25			177+50	
			189+00	
26				138+00
				159+00
28			190+00	
			202+00	
29			212+00	
			218+50	
			203+50	
			206+50	160+00
30			211+00	162+00
			219+00	163+00
31			219+50	175+00

Fred Flexbarth took over J. Larsons

Job of inspector (8-21-50.)

Willis Stittsworth quit (8-25-50)

W.H. Osburnson took W.

Stittsworth's place (8-31-50).

Job	Aug	Office	Cl+Gr.	Rotw.	Slope	Fin B.T.
SAR ^H 5.1		CL+Gr.	GRADES.	(Stittsworth did not work)		
					58+00	
2					63+00	
3		Survey at 10 MI BRIDGE				
		Set Rotw. on BACKUS Road				
4					64+00	
					65+00	40+00
5					70+00	49+00
					71+00	
7					87+00	
8		Survey at Tobique				
9		"	"	"		
					88+00	
10					95+75	
					96+00	
11					112+00	
12		Fin Survey at Tobique				
14					113+00	
					125+00	
15			0-4+00		126+00	60+00
			8+00		130+00	64+00
16						65+00
						91+00
17					131+00	
					143+00	
18			0-100		143+50	
			0-400		150+00	
19					150+00	
					160+00	

T. J. Hein

Rd Zabel

Ch Stittsworth

J. Larson on Inspection All this month to 8-19-50 (Helped field crew when he could)

(PROGRESS CHART)

Job	£	RoFW.	CL&GR	SLOPES	PWR POLES
SAR#5		53+00			
SAR#510		86+00		9+00	
" 11	93+00 104+00			15+50	
" 12	105+00 120+00	87+00 104+00			
" 13	121+00 144+00				
" 14	145+00 156+00				
" 15	156+00 185+00 185+00				
" 17	221+00				
" 18	PT 210x67 134+50	104 - 63+00	12+00		
" 19		135+00 161+00	64+00 102+00	(Moe Sick)	
" 20		161+00 193+00	102+00 193+00		
" 21	221+00 234+58.4 234+58.4				
" 22	254+00	193+00 209+50 210+00	144+00		
" 24		250+00	250+00		
" 25					STA 20+00 250+00
" 26				15+50 31+00	J. Larson on Supervision 7-25-50.
" 27				31+00 44+00 44+00	
" 28				56+00	
" 29	4+50 8+00	4+50 8+00	4+50 8+00	57+00 +00 4+50	
" 31					

RAIN (No Grubbing ahead).

K. J. HEIN
Rd Zabel
Ch. Stittsworth
Ch. J. Larson.

DISTANCES FROM CENTER OF ROADWAY FOR
CROSS-SECTIONING.

Roadway 16 feet wide. Side Slopes 1 on 1½
For Single Track Embankment.

H	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	H
0	8.0	8.2	8.3	8.5	8.6	8.8	8.9	9.1	9.2	9.4	0
1	9.5	9.7	9.8	10.0	10.1	10.3	10.4	10.6	10.7	10.9	1
2	11.0	11.2	11.3	11.5	11.6	11.8	11.9	12.1	12.2	12.4	2
3	12.5	12.7	12.8	13.0	13.1	13.3	13.4	13.6	13.7	13.9	3
4	14.0	14.2	14.3	14.5	14.6	14.8	14.9	15.1	15.2	15.4	4
5	15.5	15.7	15.8	16.0	16.1	16.3	16.4	16.6	16.7	16.9	5
6	17.0	17.2	17.3	17.5	17.6	17.8	17.9	18.1	18.2	18.4	6
7	18.5	18.7	18.8	19.0	19.1	19.3	19.4	19.6	19.7	19.9	7
8	20.0	20.2	20.3	20.5	20.6	20.8	20.9	21.1	21.2	21.4	8
9	21.5	21.7	21.8	22.0	22.1	22.3	22.4	22.6	22.7	22.9	9
10	23.0	23.2	23.3	23.5	23.6	23.8	23.9	24.1	24.2	24.4	10
11	24.5	24.7	24.8	25.0	25.1	25.3	25.4	25.6	25.7	25.9	11
12	26.0	26.2	26.3	26.5	26.6	26.8	26.9	27.1	27.2	27.4	12
13	27.5	27.7	27.8	28.0	28.1	28.3	28.4	28.6	28.7	28.9	13
14	29.0	29.2	29.3	29.5	29.6	29.8	29.9	30.1	30.2	30.4	14
15	30.5	30.7	30.8	31.0	31.1	31.3	31.4	31.6	31.7	31.9	15
16	32.0	32.2	32.3	32.5	32.6	32.8	32.9	33.1	33.2	33.4	16
17	33.5	33.7	33.8	34.0	34.1	34.3	34.4	34.6	34.7	34.9	17
18	35.0	35.2	35.3	35.5	35.6	35.8	35.9	36.1	36.2	36.4	18
19	36.5	36.7	36.8	37.0	37.1	37.3	37.4	37.6	37.7	37.9	19
20	38.0	38.2	38.3	38.5	38.6	38.8	38.9	39.1	39.2	39.4	20
21	39.5	39.7	39.8	40.0	40.1	40.3	40.4	40.6	40.7	40.9	21
22	41.0	41.2	41.3	41.5	41.6	41.8	41.9	42.1	42.2	42.4	22
23	42.5	42.7	42.8	43.0	43.1	43.3	43.4	43.6	43.7	43.9	23
24	44.0	44.2	44.3	44.5	44.6	44.8	44.9	45.1	45.2	45.4	24
25	45.5	45.7	45.8	46.0	46.1	46.3	46.4	46.6	46.7	46.9	25
26	47.0	47.2	47.3	47.5	47.6	47.8	47.9	48.1	48.2	48.4	26
27	48.5	48.7	48.8	49.0	49.1	49.3	49.4	49.6	49.7	49.9	27
28	50.0	50.2	50.3	50.5	50.6	50.8	50.9	51.1	51.2	51.4	28
29	51.5	51.7	51.8	52.0	52.1	52.3	52.4	52.6	52.7	52.9	29
30	53.0	53.2	53.3	53.5	53.6	53.8	53.9	54.1	54.2	54.4	30
31	54.5	54.7	54.8	55.0	55.1	55.3	55.4	55.6	55.7	55.9	31
32	56.0	56.2	56.3	56.5	56.6	56.8	56.9	57.1	57.2	57.4	32
33	57.5	57.7	57.8	58.0	58.1	58.3	58.4	58.6	58.7	58.9	33
34	59.0	59.2	59.3	59.5	59.6	59.8	59.9	60.1	60.2	60.4	34
35	60.5	60.7	60.8	61.0	61.1	61.3	61.4	61.6	61.7	61.9	35
36	62.0	62.2	62.3	62.5	62.6	62.8	62.9	63.1	63.2	63.4	36
37	63.5	63.7	63.8	64.0	64.1	64.3	64.4	64.6	64.7	64.9	37
38	65.0	65.2	65.3	65.5	65.6	65.8	65.9	66.1	66.2	66.4	38
39	66.5	66.7	66.8	67.0	67.1	67.3	67.4	67.6	67.7	67.9	39
40	68.0	68.2	68.3	68.5	68.6	68.8	68.9	69.1	69.2	69.4	40

Example—If point is 22.6 ft. above grade, how far should it be from center line to be a slope stake point? Ans. from Table 41.9. For same slopes but other widths of roadbed correct above figures by one-half difference in width of roadbed; thus in example above for 20 ft. roadbed distance will be 41.9 + (20 - 16) ÷ 2 or 2 ft. added to 41.9 = 43.9. For slopes of 1 on 1 see inside of front cover.