

U. S. No. 508

FIELD BOOK

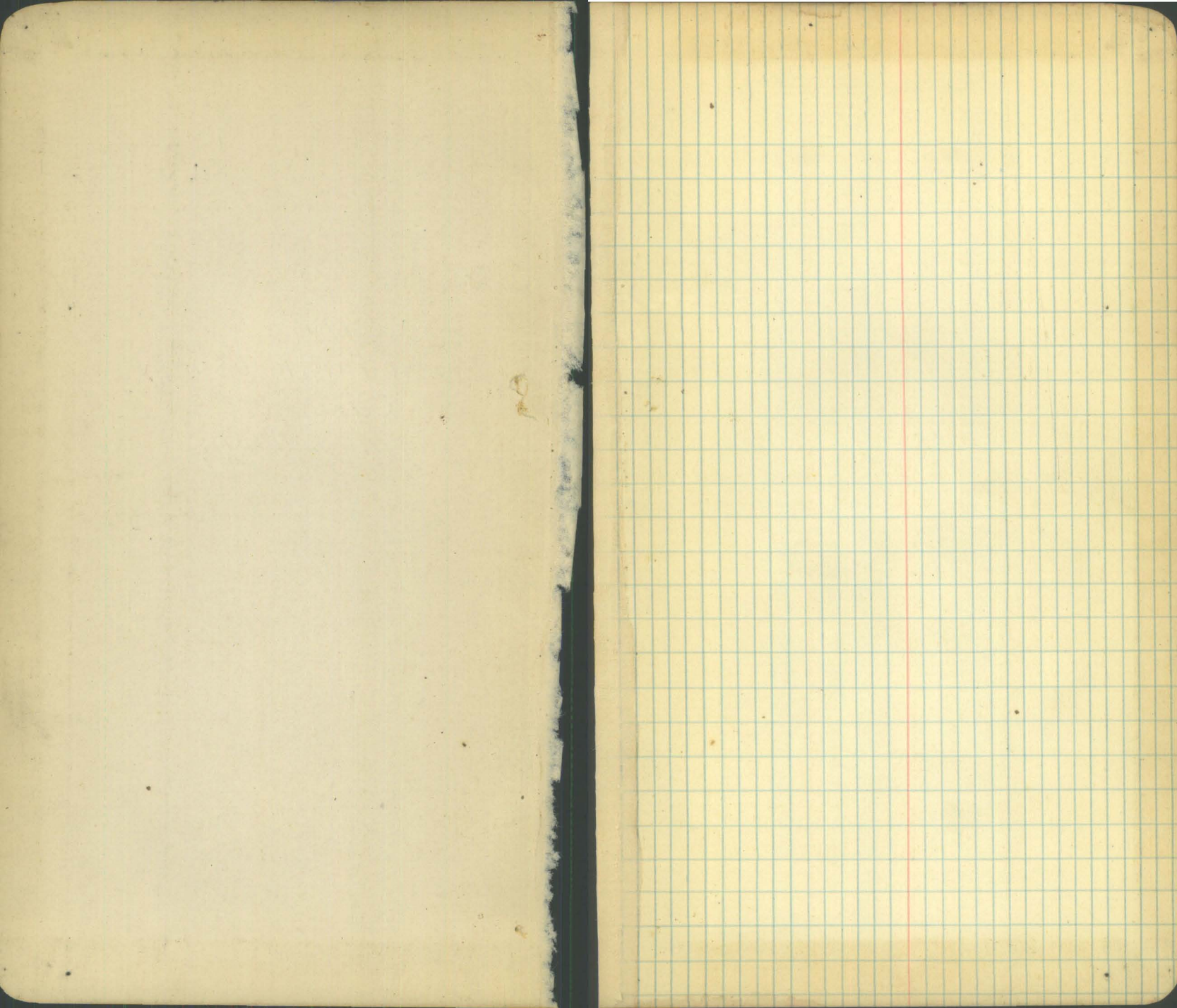
80-A

80 A

Property of
Black Hawk County
Care of
County Engr.



406



1929

Index to Contents

Pages

Concrete Data on Bridges & Culv's. 1928 A-102 & 1.

Gravel Truck Data (McCoy) 1928 21-34

1930

Gravel Truck Measurements for

Beu-sons

35-47

Concrete Data on Bridges & culv's 1929-30 3-12

1931

Prelim. X-Sections Eddy Pit 14 ✓

Survey of Reinbeck Bank Pit 15 ✓

Prelim X-Sections Reinbeck Bank Pit 16 ✓

Bridge data 65

Final X-Sec's. Eddy Pit 17 ✓

" " Reinbeck Bank Pit 18 ✓

Item #6 Finished Pouring April 29
used 265 sacks

May 1 Paured Footing + Barrel Item #7
used 20 sacks

May 10 Finished Pouring Item #11
used 240 sacks

May 10 Paured Footing on Item #10
used 7 sacks

May 11 Paured Barrel on Item #10
used 9 sacks

May 11 Paured Footing on Item #9
used 7 sacks

" 12 Paured Barrel on " "
used 12 sacks

May 19 Paured Footing on Item #8
used 147 sacks

May 23 Paured Barrel on " " #8
used 153 sacks

May 29 Finished Pouring
Footing on Item 12
Used 173 sacks

June 1 Poured Barrel on
Item 12
Used 183 sacks

June 4 Finished Hand Rails
on Item 12
used 20 sacks

June 5 Poured Footing on 5x5x10
Ext'n Used 34 sacks

" 6 " Poured Barrel
Used 63 sacks

June 11 Poured Footing on 5x4x30
in Eagle TWP used 77 sacks

June 13 Poured Barrel on 5x4x30
in Eagle TWP used 69 sacks

June 15 Poured Footing on
Item 3 - Used 42 sacks

June 16 - Poured Barrel on Item
3 - Used 45 Sacks -

June 19 - Poured Footing on Item #5
Used 61 sacks

June 20 - Poured Barrel on Item #5
Used 61 sacks

June 21 - Poured Footing on Item #4
Used 56

June 23 - Poured Barrel on Item #4
Used 59 sacks

June 27 - Poured Footing on
Item #2.
Used 98 sacks

June 30 - Poured Barrel on
Item #2
Used 96 sacks

July 2 A.M. - Poured Footing
Item-#6 53 Sacks

July 2 P.M. - Poured Footing
Item-#4 100 Sacks

July 6 - Poured Barrel on
Item-#6. 56 Sacks.

July 9 - Poured Barrel on
Item-#4 - 87 Sacks.

July 11-12 - Poured Footing on
Item-#5 - 173 Sacks.

July 14-16 - Poured Footing on
Item-#1 (first letting)
265 Sacks.

July 17 - Poured Barrel on
Item-#5 - 152 Sacks.

July 23 - Poured Footing on
Item-#8 - 192 Sacks

July 24 - Poured Barrel (less
hndrls) - Item-#1 (first letting)
340 Sacks.

July 26 - Poured Barrel on
item-#8 184 Sacks

July 26 - Poured Hndrails - Item
#1 (first letting) Sacks

July 28 - Poured Footing Item
#9 - 126 Sacks.

Aug 1. Poured Barrel Item
#9 - 99 Sacks.

E. B. Spencer

April - 30. 1929

Item #5 Poured Footing
Used 60 sacks

May - 2

Item #5 Poured Barrel
Used 52 sacks

May - 14

Item #6 Poured Part of Footing
Used 233 sacks

May - 15 Finished Pouring Footing
Used 66 sacks

May 22 Poured Part of Barrel
Used 87 sacks

May 23 - Finished Pouring Barrel
Used 250 sacks

May 27 - Finished Pouring Hand Rails
Used 37 sacks

June 4 - Poured Footing on $10 \times 4 \times 30$
Used 165 sacks 30-31 Cedar

June 7 - Poured Barrel on $10 \times 4 \times 30$
Used 125 sacks

W. A. Burton

May 6 1929

Poured Footing on Item #4
Used 86 sacks

May 9

Poured Barrel on Item #4
Used 95 sacks

May 24

Finished Pouring Footing on ^{Item} #3
Used 220 sacks

May 28 Poured Barrel on Item #3
Used 271 sacks

June - 13 Poured Footing on Item #2
Used 246 sacks

June 19 Poured Barrel on Item #2
Used 244 sacks

July 12 Finished Pouring Footing on ^{Item 1}
South abutment Used 362 sacks

July 26 Poured Footing on North abutment
Used 144 sacks

July 30 Finished Pouring North abutment
Used 200 sacks

Spencer
June 17 letting 1929

3

Aug 6 Poured Floor on Item #1

Used 174 sacks

Aug-8 Poured Base For Handrails

Used 42 sacks

Aug 9 Poured Posts

Used 24 sacks

Aug 19 Poured Handrail

Used 33 sacks

Aug 20 Finished Pouring Handrails

Used 33 sacks

June-24 Poured Footing on Item #7

Used 117 sacks

June 26 Poured Barrel on Item #7

Used 110 sacks

June 28- Poured Footing on Item #7

Used 51 sacks

July 1 Poured Barrel on Item #9

Used 47 sacks

July 3 Poured Footing on Item #10

Used 47 sacks

July 4 Poured Barrel on Item #10

Used 43 sacks

July 9 Poured Footing on Item #8

Used 70 sacks

July 11 Poured Barrel on Item #8

Used 66 sacks

July-16 Poured Footing on Item #12

Used 47 sacks

July-18 Poured Barrel on Item #12

Used 47 sacks

July-19 Poured Footing on Item #11

Used 42 sacks

July-20 Poured Barrel on Item #11

Used 46 sacks

4
July-25 Poured Footing on Item #6
Used 98 sacks

July-27 Poured Barrel on Item #6
Used 118 sacks

Aug-24 Poured Footing on Item #13
Used 49 sacks

Aug-26 Poured Barrel on Item #13
Used 52 sacks

W. A. Burton
June 17 letting 1929

5

June 24 Poured Footing on Item #14
Used 81 Sacks

June 26 Poured Barrel on Item #14
Used 87 Sacks

June 27 - Poured Footing on Item #15
Used 15 Sacks

June 28 - Poured Barrel on Item #15
Used 24 Sacks

June 28 - Poured Footings on Item #16
Used 30 Sacks

July 1 Poured Barrels on Item #16
Used 35 Sacks

June 29 Poured Footing on Item #17
Used 17 Sacks

July 5 Poured Footing on Item #18
Used 172 Sacks

July-12 Poured Footing on Item #19
Used 116 Sacks

July-9 Poured Barrel on Item #18
Used 158 Sack

July-16 Poured Barrel on Item #19
Used 110 Sacks

July-19 Poured Footing on Item #19
Used 125 Sacks

July-22 Poured Barrel on Item #4
used 112 Sacks

July-24 Poured Footing on Item #2
Used 62 Sacks

July 25 Poured Barrel on Item #2
Used 55 Sacks

July-26 Poured Footing on Item #3
Used 43 Sacks

July 27 Poured Barrel on Item #3
Used 50 Sacks

July 31 Finished Pouring Footing on Item #5
Total Sacks Used 156

Aug-2 Poured Barrel on Item #5
Used 139 Sacks

Olson Conn. Co.

June 17- letting 1929

July-25 Poured Footing on south abutment
used 116 sacks Item # 1

July-30 Poured to water line on south abutment
Used 118 sacks

Aug-3 Finished Pouring south abutment
Used 318 sacks

Aug 15 Poured Footing on North abutment
Used 119 sacks

Aug 18 Poured to Water Line N. abutment
Used 120 Sacks

Aug-23 Finished Pouring N- Abutment
Used 351 Sacks
590

Sept 6 Poured back walls
used 43 sacks

Sept. 10 Poured Floor on Item #1
Used 356 sacks

Sept 11 Poured Paving Blocks
used 9 sacks

E. B. Spencer Const. Co.

July 11th 1930

Item #5 Located Between ^{Sec. 2 Black Hawk Twp} Sec. 26 Cedar Falls

4' x 4.5' x 8' Ext Conc. Culv.

Footing = 23 sacks

July 12th 1930

Barrell 25 sacks

(32 miles)

July 14th

Item #4 Located Between ^{Sec. 1 Black Hawk Twp} Sec. 31 Waterloo

4' x 3' Box Culvert

Footing 41 Sacks

July 15th

Barrell 58 Sacks

30 miles

July 17th → Didist Pong

miles 15

Item #3 Located Between ^{Sec. 1 Black Hawk} Sec. 31 Waterloo

July 18th

Footing 83 Sacks

15 miles

Sat. July 19 15 miles

July 21

Barrell 97 Sacks

miles 30

July 22nd

Item No 2 Located Between ^{32 Waterloo}_{6 orange}

7'x3.5'x4' EXT. Both Ends

Footing 43 sacks

July 23rd

Barrell 38 Sacks

July 24th

Item No 1 Located Between ^{77 Winch}_{8 + w.p.}

4x3 EXT. Box Culvert

Footing 21 Sacks

July 25th

Barrell 22 Sacks

July 31st

Item No. 6 Located Between ^{16 Barclay}_{17 twp.}

8'x6'x26' Box Culvert

Footing 104 Sacks

August 2

Barrell 135 Sacks

August 4

Located Bet 32-29 Lester, ^{twp.}

6x4 twin 4' EXT.

Footing 35 Sacks

Aug. 5 Footing 40 Sacks

August 6

Twin Barrell

64 Sacks

August 8 station 50 6-Lester-Bremer

Footing 1 side 13 Sacks

August 10

Footing on S. Side & Both Barrells

35 Sacks

August 11 station 95+94' 1-Lester
Bremer

3'x2' Both End. Ext.

Footing 20 Sacks

August 12th

Barrell's 24 Sacks

August 14

item No. 2 - Extra culvert

3'x2'x5' EXT. one END.

Located Between 5-6 SPRING
Creek

Footing 12 Sacks

Barrell 14 Sacks

August 14

item No. 7 Located Betw. 7-8 SPRING
Creek

3'x2'x4' Ext. One End.

Footing 10 Sacks

Aug. 15 Barrell 12 Sacks

August 15 Bet. 14-23 Eagle twp.
 Located Eagle Center Rd.
 Footing 17 Sacks

August 18th

Located Bet. 13-14 Eagle twp.
 Footing 53 Sacks

"Sat." August 16 5' EXTENSION
~~Barrell~~ 15" x 2'4" x 4' = Wing Footings
 3.35' x 2.33' = opening
 9" Floor, 6" Slab
 Barrell 17 Sacks

August 19
 Located Betw. 13-14 Eagle twp.
 Barrell 54 Sacks

August 21
 Located
 Footing 29 Sacks 8'9" under

August 22
 Barrell 21 Sacks

Waugh + Tackman

Aug-11-1930 Letting
on 200' Bridge in Union Twp.
Co. Rd. K.

started Pouring Floor

Sept. 29 used 147 sacks

Sept. 30 used 137 sacks

Oct. 1 used 129 sacks

" 6. used 157 sacks

" 8 used 147 sacks

" 9 used 146 sacks

Floor on cattel Pass

Oct 15 Paured Floor used 165 sacks

Oct 15 Paured Footing on 6x4

Sacks used 117

Oct 17 Poured Barrel on 6x4

Sacks used 89

E.B. Spencer Oct. 13. leting

Oct 15 Paured Footings on Ext's

Sacks used 17

Oct 17 Paured Barrels on Ext's

Sacks used 20

Oct 20 Paured Footing on 8x3

Sacks used 100

W. W. Coombs Cedar Falls

Const. Co.

County Road #H.

July 3- Footing on 2x2 Ext. 5'-9"-10-5 sacks

" - 4 - Barrel " " " 13- "

July 3- Footing " 3x3-Ext. 4'-5-2'-5-32 1/2 "

" 4 Barrel " " " " 31 "

12
W. W. Coombs Cedar Falls Const. Co.

June-13 Item-#23 Footing 105-5 sacks

" - 16 " " Barrel 92- " "

June-17 " 16 Footing 16- " "

" - 18 " 16 Barrel 13- " "

June-18 " 14 Footing 18- " "

" 19 " 14 Barrel 16- " "

June-19 " 15 Footings 57- " "

June-20 " 15 Barrels 43- " "

June-22 " 17 Footing 15 1/2- " "

" - 24 " 17 Barrel 19 1/2- " "

June-24 " 20 Footings 35- " "

" - 26 " 20 Barrels 34- " "

June-26 " 19 Footing 12- " "

" - 26 " 19 Barrel 12- " "

June-26 " 18 Footing 10- " "

" - 27 " 18 Barrel 11- " "

June-30 " 13 Footing 104- " "

July-8 " 12 Footing 19- " "

" 9 " 12 Barrel 21- " "

July 8 " 11 Footing 17- " "

" 9 " 11 Barrel 18- " "

July-10 " 10 Footing 108- " "

" 13 " 10 Barrel 94- " "

July 14 " 9 Footing 65- " "

" 16 " 9 Barrel 58- " "

W. W. Coombs - Cedar Falls Const.
No. of SACKS Used

April - 3 - Footing on Item #28 - 18 SACKS
" - 4 - Barrel on Item #28 - 18 SACKS
" - 4 - Footing on Item #27 - 18 SACKS
" - 6 - Barrel on Item #27 - 18 SACKS
" - 6 - Footing on Item #26 - 11 SACKS
" - 7 - Barrel on Item #26 - 11 SACKS
" - 9 - Footing on Item #33 - 64 SACKS
" - 13 - Barrel on Item #33 - 42 SACKS
" - 11 - Footing on Item #29 - 132 SACKS
" - 16 - Barrel on Item #29 - 11 1/2 SACKS
" - 18 - Footing on Item #30 - 66 SACKS
" - 22 - Barrel on Item #30 - 61 SACKS
" - 23 - Footing on Item #31 - 18 SACKS
" - 24 - Barrel on Item #31 - 13 SACKS
" - 24 - Footing on Item #32 - 18 SACKS
" - 27 - Barrel on Item #32 - 20 SACKS
" - 27 - Footing on Item #34 - 78 SACKS
MAY - 1 - Barrel on Item #34 - 74 1/2 SACKS
APRIL - 29 - Footing on Item #35 - 82 SACKS
MAY - 4 - Barrel on Item #35 - 70 SACKS

May - 5 Footing on Item 24 - 50 1/2 SACKS
" 7 Barrel " " 41 " "
May 5 Footing " " 25 24 " "
" 7 Barrel " " 25 24 " "
May 12 Footing " " 1 15 " "
" 15 Barrel " " 1 16 1/2 " "
May 12 Footing " " 2 20 1/2 " "
" 15 Barrel " " 2 17 " "
May 12 Footing " " 3 15 " "
" 15 Barrel " " 3 14 1/2 " "
May 13 Footing " " 4 43 " "
" 15 Barrel " " 4 33 " "
May - 16 Footing " " 5 52 " "
May - 19 Barrel " " 5 54 " "
May - 16 Footing " " 6 12 " "
" 19 Barrel " " 6 11 " "
May - 21 Footing " " 7 184 " "
" 25 Barrel " " 7 178 " "
June - 1 - Footing " " 8 160 " "
" 4 - Barrel " " 8 166 " "
June - 6 - Footing " " 7A 24 " "
" 8 Barrel " " 7A 19 " "
June - 10 - Footing " " 22 116 " "
June - 12 - Barrel " " 22 93 " "

PRELIM X-SECTIONS

7.32 102.32 100.00

0+0
↑
1233 cu yds strip 1931
↓
+59

0+50

+59

1+0

1+50

2+0

2+08.7

Base Line at So. Line of Pit

EDDY PIT.

Sec. 11-87-13

May 6-1931

K.L.K.
E.C.S.
B.L.

14

Sp in Tree. 150' E. of 0+00

102.1	103.2	103.7	103.6	103.5	103.0	102.5
$\frac{54}{0}$	$\frac{40}{30}$	$\frac{36}{75}$	$\frac{37}{100}$	$\frac{38}{130}$	$\frac{43}{185}$	$\frac{49}{209}$
103.1	103.7	104.0		104.1		103.9
$\frac{44}{0}$	$\frac{36}{30}$	$\frac{33}{60}$		$\frac{37}{120}$		$\frac{45}{209}$
103.3	104.0	103.6		103.5	103.3	103.1
$\frac{40}{0}$	$\frac{33}{30}$	$\frac{37}{90}$		$\frac{38}{125}$	$\frac{40}{180}$	$\frac{42}{209}$
103.0	103.4		103.5		103.2	103.0
$\frac{43}{0}$	$\frac{39}{30}$		$\frac{38}{100}$		$\frac{41}{150}$	$\frac{43}{209}$
101.3	102.3	102.9		103.2		102.9
$\frac{60}{0}$	$\frac{50}{50}$	$\frac{48}{100}$		$\frac{41}{150}$		$\frac{48}{209}$

0+00 = S.E. Cor Pit.

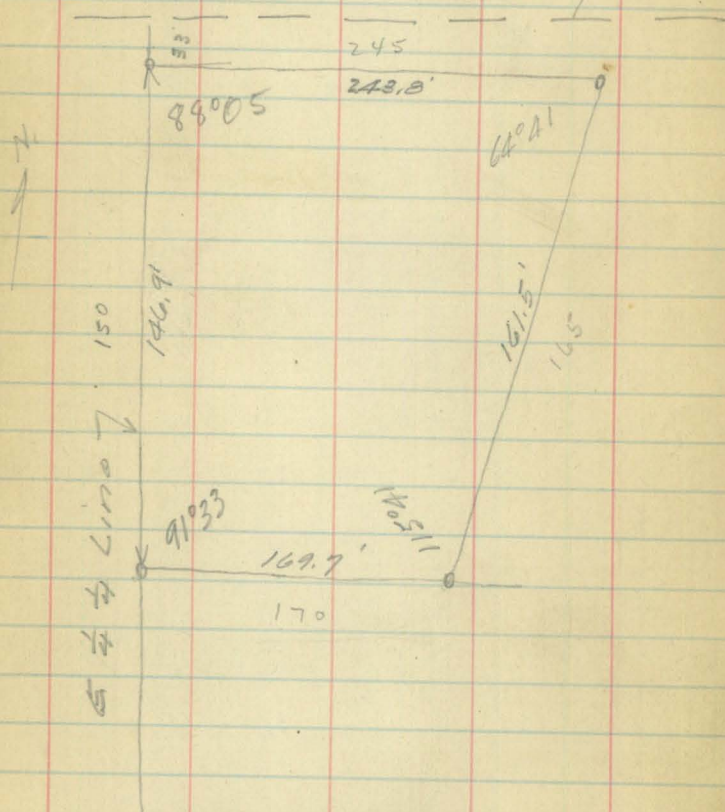
REINBECK BANK P.T.

SEC 6 EAGLE TWP.

May 6-1931
Bell.
KK.
ES.
B.J.

15

N. Line sec. 6-87-B



PRELIM CROSS SECTIONS

B.M. 1.90 101.90 100.00

0+00

0+50

1+00

1+46.7

REINBECK BANK PIT

May 6-1951
K & K
Paddy
Etc

B.M. spin Ash on N side Road 60' W. of NE Cor. Pit

$\begin{array}{r} 84.4 \\ 17.5 \\ \hline 0 \end{array}$	$\begin{array}{r} 85.0 \\ 16.9 \\ \hline 15 \end{array}$	$\begin{array}{r} 85.5 \\ 15.4 \\ \hline 43 \end{array}$	$\begin{array}{r} 87.8 \\ 13.1 \\ \hline 75 \end{array}$	$\begin{array}{r} 92.4 \\ 9.5 \\ \hline 120 \end{array}$	$\begin{array}{r} 94.0 \\ 2.9 \\ \hline 170 \end{array}$		
$\begin{array}{r} 85.7 \\ 16.7 \\ \hline 0 \end{array}$	$\begin{array}{r} 86.0 \\ 15.9 \\ \hline 10 \end{array}$	$\begin{array}{r} 87.2 \\ 13.7 \\ \hline 58 \end{array}$	$\begin{array}{r} 91.2 \\ 10.7 \\ \hline 90 \end{array}$	$\begin{array}{r} 92.0 \\ 9.9 \\ \hline 105 \end{array}$	$\begin{array}{r} 94.9 \\ 2.0 \\ \hline 135 \end{array}$	$\begin{array}{r} 96.3 \\ 5.6 \\ \hline 160 \end{array}$	$\begin{array}{r} 97.2 \\ 9.7 \\ \hline 176 \end{array}$
$\begin{array}{r} 88.5 \\ 15.4 \\ \hline 0 \end{array}$	$\begin{array}{r} 87.6 \\ 14.8 \\ \hline 20 \end{array}$	$\begin{array}{r} 89.8 \\ 12.1 \\ \hline 65 \end{array}$	$\begin{array}{r} 92.1 \\ 9.8 \\ \hline 95 \end{array}$	$\begin{array}{r} 94.1 \\ 7.0 \\ \hline 125 \end{array}$	$\begin{array}{r} 97.1 \\ 4.8 \\ \hline 155 \end{array}$	$\begin{array}{r} 99.7 \\ 3.2 \\ \hline 185 \end{array}$	$\begin{array}{r} 101.5 \\ 2.4 \\ \hline 221 \end{array}$
$\begin{array}{r} 90.4 \\ 15.5 \\ \hline 0 \end{array}$	$\begin{array}{r} 90.5 \\ 13.4 \\ \hline 30 \end{array}$	$\begin{array}{r} 90.3 \\ 11.6 \\ \hline 50 \end{array}$	$\begin{array}{r} 93.9 \\ 8.0 \\ \hline 88 \end{array}$	$\begin{array}{r} 95.1 \\ 6.8 \\ \hline 100 \end{array}$	$\begin{array}{r} 97.1 \\ 5.8 \\ \hline 140 \end{array}$	$\begin{array}{r} 100.2 \\ 1.7 \\ \hline 200 \end{array}$	$\begin{array}{r} 102.7 \\ 4.8 \\ \hline 248 \end{array}$

Base line on Fence at So Edge of Pit = 0+0 = SE. Cor. Pit.

Eddy Gravel Pit X-sec's after stripping

D.S.B.
May 1936

B.M. 7.60 107.60 100.00

0+00

0+50

0+59 = Abrupt bank
stripping ends

102.0	101.3	101.6	101.6	101.0	100.7	100.1	100.4	100.3	99.8	102.7
5.6	6.3	6.0	6.0	6.4	6.9	7.5	7.2	7.3	7.8	4.9
0	2	27	49	77	100	120	148	175	204	209
103.0	102.0	101.9	101.6	100.6	100.1	99.9	100.4	100.4	100.4	102.7
4.6	5.6	5.7	6.0	7.0	7.6	7.7	7.2	7.2	7.2	4.9
0	2	33	66	92	100	127	158	189	205	209

D.S.B.
B.C.V.

Reimbeck Bank Gravel Pit 5/14/34 18
X-secs. after stripping for Ben & Sons

B.M. 1.40 101.40 100.00

0+00

0+50

1+00

1+44 = stripping end abrupt bank

1+46.7

Spike in Ash on N. side Rd 60' W. of N.E. Cor Pit.

84.4	85.4	87.0	90.4	92.2	92.8	93.8	93.7
17.0	16.8	15.4	17.0	9.2	8.6	8.6	7.7
0	21	50	100	126	140	155	157

86.0	89.0	89.5	89.6	92.7	95.7	96.7
15.4	12.4	11.9	11.8	6.7	5.7	5.2
0	57	78	95	134	156	158

86.7	88.1	87.4	93.4	94.1	96.4	96.5	97.4
12.7	12.2	13.0	8.0	7.3	6.0	4.9	4.0
0	49	62	114	133	148	156	158

89.9	89.2	88.0	90.3	96.1	97.1	98.5
11.5	12.2	13.4	11.1	5.3	4.3	2.9
0	57	67	93	135	154	156

PRELIM STRIPPING BRANDHORST PIT

B.M. 10.25 100.00

1+00

0+50

0+00

Base Line at N. Side Pit.
0+00 = 130' E. of N.W. Cor Pit

B.M. 7.20 7.30
8.25
6.3

Top Iron Bar NW Cor Pit

$\frac{47}{0}$ $\frac{49}{18}$ $\frac{38}{42}$ $\frac{38}{77}$ $\frac{40}{105}$ 50

$\frac{78}{0}$ $\frac{49}{33}$ $\frac{40}{60}$ $\frac{39}{108}$ 46

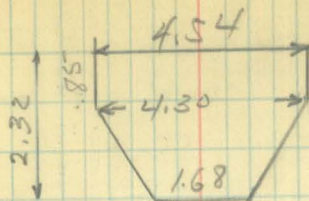
$\frac{47}{0}$ $\frac{58}{27}$ $\frac{43}{69}$ $\frac{40}{105}$ 49

Top Stone in old pit
Top Iron B SW Cor Pit

Note: - These Notes were
transferred to Book #109 Page #12

Aug. 1st 1928.
measured trucks, but
on account of rain didn't
start until Aug. 6-28 about 3:00.

T-13932
Inter.

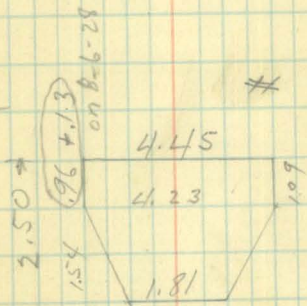


8.72' Long.

$$71.97^{cu} \text{ Cu. Ft.} = 2.66 \text{ Cu. yd.}$$

Inter. 2022

$$\begin{array}{r} 2.50 \\ 96 \\ \hline 1.54 \end{array}$$



102.

m. e. log.

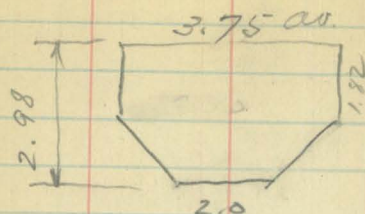
added .13 on
8-6-28

7.17 Long

$$\begin{array}{r} 63.97 \\ 414 \\ \hline 68.11 \end{array} \text{ Cu. Ft.} = 2.37 \text{ yds}$$

$$= 2.52$$

took off .17' 8/7/28 at noon



$$\begin{array}{r} 2.98 \\ 1.82 \\ \hline 1.16 \end{array}$$

6.0 Long.

$$\begin{array}{r} 60.96 \text{ Cu. Ft.} \\ 3.88 \\ \hline 56.08 \end{array}$$

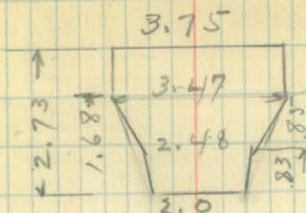
$$\begin{array}{r} 2.25 \text{ yards} \\ 2.08 \end{array}$$

8/7/28

22

103.

Chem. T-46545



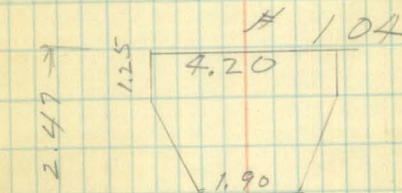
$$\begin{array}{r} 2.73 \\ 1.68 \\ \hline 1.05 \end{array}$$

6.0 Long.

$$49.94 \text{ Cu. Ft.} = 1.85 \text{ yard.}$$

T- 8625

Inter.



$$\begin{array}{r} 2.47 \\ 1.25 \\ \hline 1.22 \end{array}$$

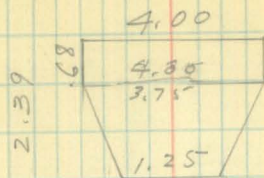
6.78' Long

$$60.82 \text{ Cu. Ft.} \quad 2.25 \text{ yards.}$$

Demolished - 8-15-28

Inter. T-54908.

105



$$\begin{array}{r} 2.39 \\ .68 \\ \hline 1.71 \end{array}$$

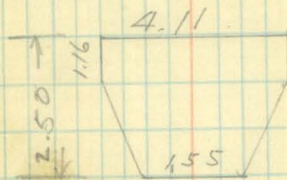
8.05 Long.

56.26 Cu.Ft. = 208 yds.

56.30

Graham. T-20182

106



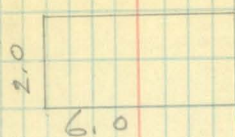
$$\begin{array}{r} 2.50 \\ 1.16 \\ \hline 1.34 \end{array}$$

7.80' Long.

66.76 Cu.Ft. 2.47 yds.

Indiang. T-42540

#107

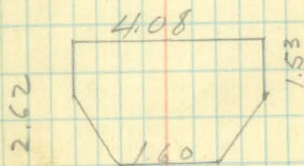


7.1' Long.

$$85.2 \text{ Cu. Ft.} = 3.15 \text{ Yards.}$$

Inter. T=8621

#108



$$\begin{array}{r} 2.62 \\ 1.53 \\ \hline 1.09 \end{array}$$

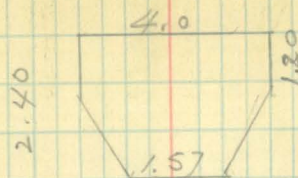
8.0 Long.

$$74.69 \text{ Cu. Ft.} = 2.76 \text{ Yards.}$$

(74.70)

Inter. T-8616.

109

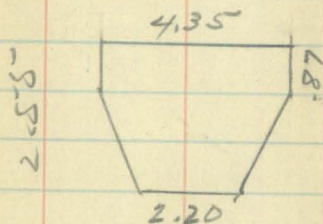


$$\begin{array}{r} 2.40 \\ 1.20 \\ \hline 1.20 \end{array}$$

8.0 Long.

$$65.12 \text{ Cu. Ft.} = 2.41$$

110

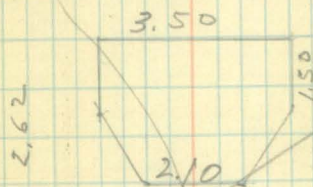


$$\begin{array}{r} 2.55 \\ .87 \\ \hline 1.68 \end{array}$$

6.89' Long.

$$63.98 \text{ Cu. Ft.} = 2.37 \text{ yds.}$$

Chev. 22578



110

$$\begin{array}{r} 2.62 \\ 1.50 \\ \hline 1.12 \end{array}$$

6.20 Long.

$$51.95 \text{ Cu. Ft.} = 1.92 \text{ yds.}$$

51.99

1.92

New Box 8/6/28.

$$\begin{array}{r}
 3.55 \\
 1.75 \\
 \hline
 1530 \\
 2.65 \\
 2.85 \\
 \hline
 1325 \\
 2120 \\
 \hline
 530 \\
 7.55-25 \\
 6.02 \\
 \hline
 1510 \\
 4530 \\
 \hline
 45.45
 \end{array}$$

Inter.

111.

changed box

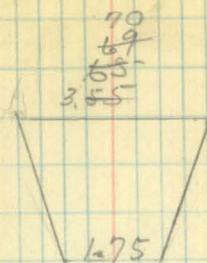
8/6/28

changed box

8.8.28

changed box

8.8.28



6.02 Long.

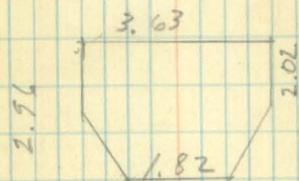
45.45 Cu. Ft. = ~~7.68~~ yds.~~48.27~~~~1.77~~ "~~53.38~~~~1.97~~ "

54.06

2.00

Inter. 8063

112.



$$\begin{array}{r}
 2.96 \\
 2.02 \\
 \hline
 .94
 \end{array}$$

7.56 Long.

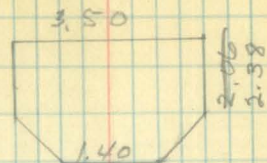
74.76 Cu. Ft. = 2.77 yds.

74.799

Demolished-8-15-28* 113

Changed Box
9-3-28

2.65



2.65
2.38
—
.27

6.5 Long

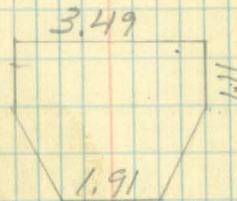
~~56.22 Cu. Ft.~~ = ~~2.08 yds.~~

68.60 cuft = 2.54 yds.

56.26

* 114

2.86



2.86
1.11
—
1.75

7.05 Long

60.61 Cu. Ft. = 2.24 yds

60.62

Chevrolet

#115

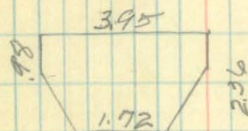
Using box off truck #104

60.82 Cu.ft. - 2.25 Cu.yd.

New Box - Left project.

Chev-T23263

#116



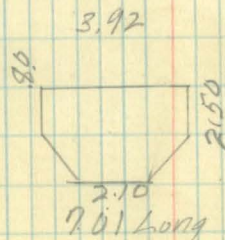
$$\begin{array}{r} 2.36 \\ 2.00 \\ \hline 1.36 \end{array}$$

700 Long

54.53 cu.ft. - 2.02

Chev-T23086

#117



$$\begin{array}{r} 2.50 \\ 2.10 \\ \hline 1.70 \end{array}$$

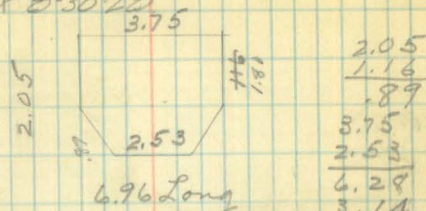
$$\begin{array}{r} 3.92 \\ 2.10 \\ \hline 6.02 \\ 3.01 \end{array}$$

57.95 cu.ft. = 2.14 cu.yd.

Inter #C-1956

118

Changed Box 8-30-28



$$\begin{array}{r}
 2.05 \\
 1.16 \\
 \hline
 .89 \\
 3.75 \\
 2.53 \\
 \hline
 6.28 \\
 3.14 \\
 \hline
 9.42
 \end{array}$$

~~49.754 cu.ft~~~~1.84 cu.yd.~~

66.4304

2.46

Inter

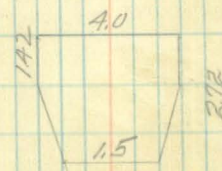
119

Using Box off truck # 104

60.82 cu.ft = 2.25 cu.yd

Inter

120



6.58 Long

61.3979 cu.ft = 2.27 cu.yd

Inter

#121

Using box off #113

$$56.22 \text{ cu ft.} = 2.08 \text{ cu yd.}$$

Chevrolet

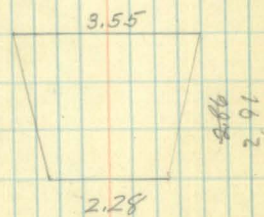
#122

Remodeled box off #111.

$$\begin{array}{r} 1.68 \\ 27 \overline{) 45.017} \\ \underline{27} \\ 180 \\ \underline{162} \\ 220 \\ \underline{216} \\ 4 \end{array}$$

$$\begin{array}{r} 3.55 \\ 228 \\ \underline{583} \\ 292 \\ 291 \\ \underline{292} \\ 2628 \\ \underline{589} \\ 85972 \\ \underline{602} \\ 1718 \end{array}$$

$$\begin{array}{r} 51.54 \\ 27 \overline{) 51.7118} (19 \\ \underline{27} \\ 247 \\ \underline{243} \end{array}$$

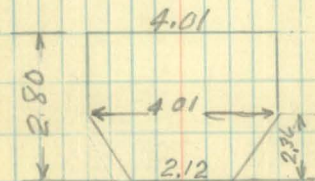


2.28

6.02 Long

$$50.2742 \text{ cu ft.} = 1.86 \text{ cu yd.}$$

$$51.71 = 1.90$$



6.78 Long

$$60.95 - 2.25 \text{ yd.}$$

Zinter

#123



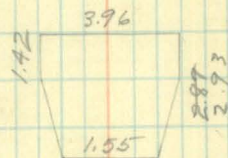
$$\begin{array}{r} 3.00 \\ 1.24 \\ \hline 1.76 \end{array}$$

701 Long

$$61,1132 \text{ cu ft.} = 2.26 \text{ cu yd.}$$

Graham

#124



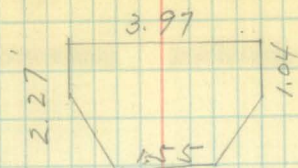
$$\begin{array}{r} 2.93 \\ 1.42 \\ \hline 1.51 \end{array}$$

8.00 Long

$$78.32 \text{ Cu. Ft.} = 2.90 \text{ yd.}$$

#125

Graham



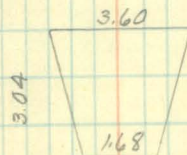
$$\begin{array}{r} 2.27 \\ 1.04 \\ \hline 1.23 \end{array}$$

8.00 Long

$$60.988 \text{ cu. Ft.} = 2.26 \text{ yd.}$$

Ford

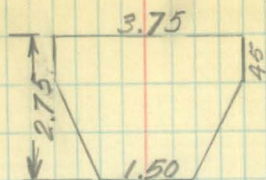
#126



$$48.39 \text{ cuft} = 1.80 \text{ cu yd}$$

Ford T 26328

127

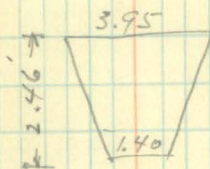


6.04 Long

$$46.65 \text{ Cu. ft.} = 173 \text{ Cu. yds}$$

128

Ford T-30756

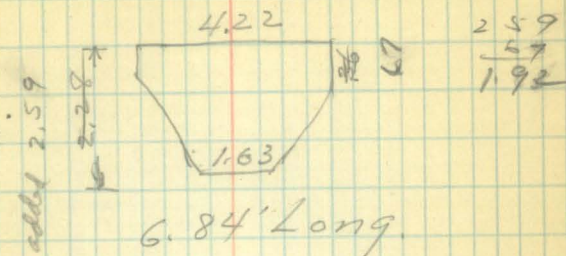


7.07

$$46.52 \text{ Cu. Ft.} = 1.72 \text{ yds.}$$

To haul 2.00 yd add $3\frac{1}{2}''$ to box.

Ford- # 129.



$$48.80 \text{ Cu. Ft.} = 1.807 \text{ yds.}$$

$$57.56 \text{ Cu. Ft.} = 2.13 \text{ yds.}$$

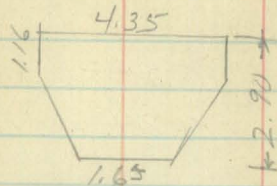
May. 14th 1930.

Ben & Sons Contractors.

Measurement of Gravel Trucks.

Graham Dodge. # 28

34-284



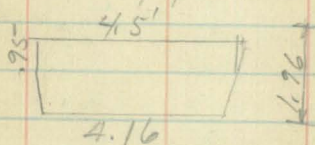
$$\begin{array}{r} 2.90 \\ 1.16 \\ \hline 1.74 \end{array}$$

9.0 Long.

$$92.34 \text{ Cu. Ft.} = 3.42 \text{ Cu. yd.}$$

Whippet # 30

40-72



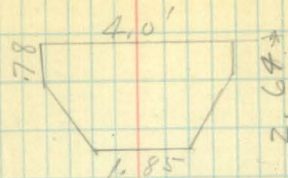
6.2 Long.

$$4.50 \times 0.95 \times 6.20 = 26.50$$

$$4.33 \times 1.01 \times 6.20 = 27.11$$

$$53.61 \text{ Cu. Ft.} = 1.98 \text{ Cu. yds}$$

chev. # 1

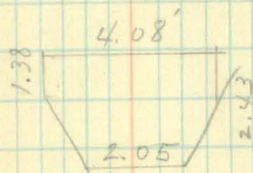


7.1' Long on Top.

$$60.66 \text{ Cu. Ft.} = 2.24 \text{ Cu. yds}$$

chev. # 14.

9-497



$$\begin{array}{r} 2.43 \\ 1.38 \\ \hline 1.05 \end{array}$$

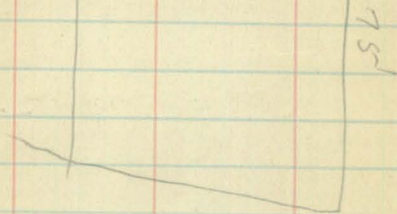
6.8' Long

$$60.13 \text{ Cu. Ft.} = 2.22 \text{ Cu. yds}$$

Roberts Gravel Pit

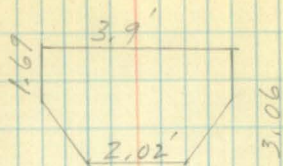
Stripping on Pit.

50
25
Agreed with Herman Bey-
May-14-1930 - 300 C. yd. stripping.



Chev. #5 - ✓

9-316



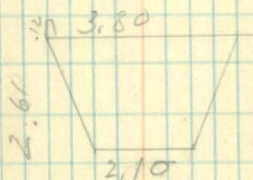
$$\begin{array}{r} 3.06 \\ 1.69 \\ \hline 1.37 \end{array}$$

6.05' Long.

$$70.42 \text{ Cu. Ft.} = 2.60.$$

Chev. #6 - ✓

9-459

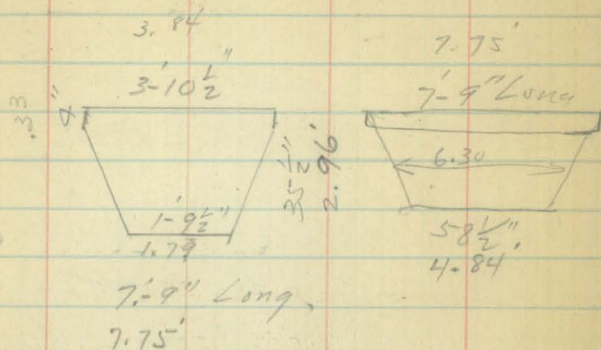


$$\begin{array}{r} 6.98' \\ 5.55 \\ \hline 1.43 \end{array}$$

54.63 Cu. Ft. 2.02 Cu. yd.

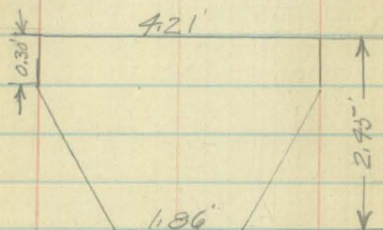
$$0.58' \times 3.80' \times 6.98' = 15.38 \text{ C. f.} = \frac{.57}{2.59} \text{ Cu. ft.}$$

#10
Dodge 19-338



$$56.38 \text{ Cu. Ft.} = 2.08 \text{ Cu. Yds.}$$

#11 Ford Truck Lic. #12-249



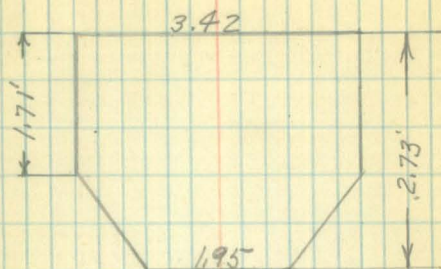
$$4.21' \times 0.30' \times 6.50' = 8.21 \text{ Cu. ft.}$$

$$3.04' \times 2.15' \times 6.50' = 42.48 \text{ " " "}$$

$$50.69 \text{ " " "} = 1.87 \text{ Cu. Yds.}$$

Chev. Truck Lic. #10-243

#16



7.10 Length

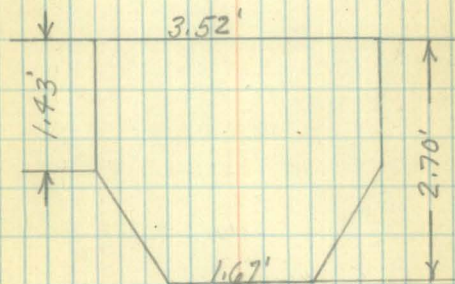
$$3.42' \times 1.71' \times 7.10' = 41.52 \text{ Cu. ft.}$$

$$2.68' \times 1.02' \times 7.10' = 19.41 \text{ " " "}$$

$$60.93 \text{ " " "} = 2.25 \text{ Cu. Yds.}$$

Chev. Lic. #12-186

#2



6.55' Length

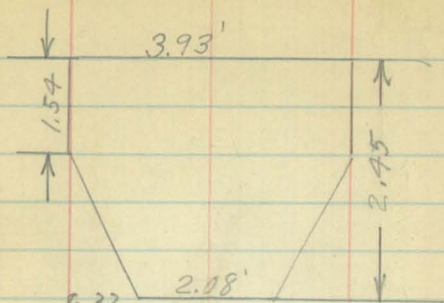
$$3.52' \times 1.43' \times 6.55' = 32.97 \text{ Cu. ft.}$$

$$2.59' \times 1.27' \times 6.55' = 21.54 \text{ " " "}$$

$$54.51 \text{ " " "} = 2.01 \text{ Cu. Yds.}$$

G.M.C. Truck Lic. #9-508

#21



7.37' Length

$$3.93' \times 1.54' \times 7.37' = 44.60 \text{ Cu. ft.}$$

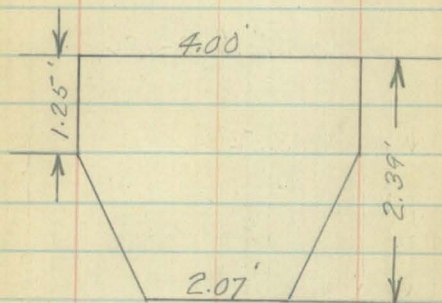
$$3.00' \times 0.91' \times 7.37' = 20.12 \text{ " "}$$

$$64.72 \text{ " " } = 2.40 \text{ Cu. yds.}$$

$$73.04 = 2.70$$

Chev. Truck Lic. #10-134

#22



6.29' Length.

$$4.00' \times 1.25' \times 6.29' = 31.45 \text{ Cu. ft.}$$

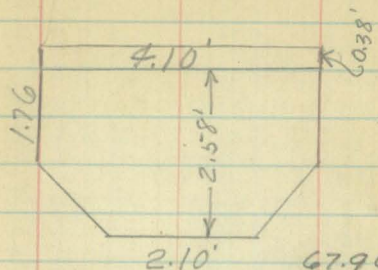
$$3.03' \times 1.17' \times 6.29' = 22.30 \text{ " "}$$

$$53.75 \text{ " " } = 1.99 \text{ Cu. yds.}$$

Chev. Truck.

Truck No. 117

Lic. #66-704



67.90

58.55 Cu. ft.

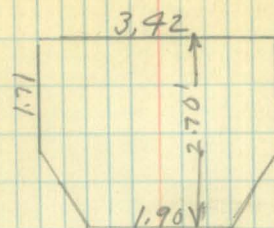
6.0' Long.

2.17 Cu. yds.
2.51

Chev. Truck.

Truck No. 16

Lic. #10-243



59.79 Cu. ft.

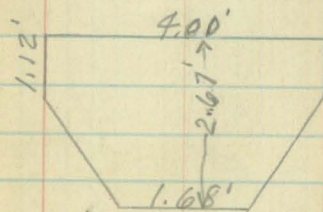
7.05' Long.

2.21 Cu. yds.

Chev. Truck.

Truck No. 99

Lic. #17-60



62.88 Cu. ft.

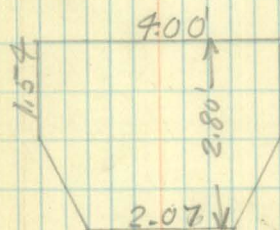
2.30 Cu. yds.

7.08' Long.

Ford. Truck.

Truck No. 20

Lic. #35-179



96.78 Cu. ft.

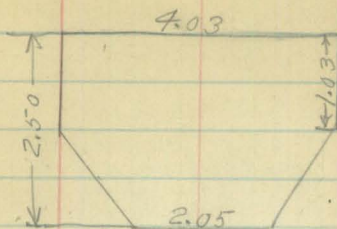
9.70' Long.

3.58 Cu. yds.

5/19/30 Langfitt Gravel Contractor.

Chev. Truck #12-442 $\frac{7.0}{30}$

#2.



$$60.76 \text{ Cu. ft.} = 2.25 \text{ Cu. yds.}$$

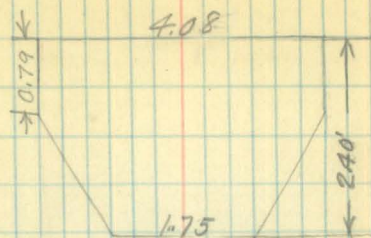
7.05 Length

$$4.03' \times 1.03' \times 7.05' = 29.26 \text{ Cu. ft.}$$

$$3.04' \times 1.47' \times 7.05' = 31.50 \text{ " "}$$

Lic. #53-423 - Whippet Truck.

#6



6.80' Length

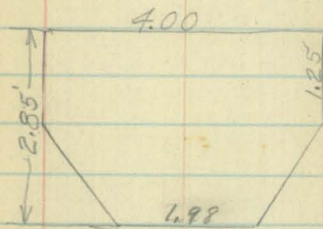
$$4.08 \times 0.79' \times 6.80' = 21.92 \text{ Cu. ft.}$$

$$2.91' \times 1.61' \times 6.80' = 31.86 \text{ " "}$$

$$53.78 \text{ Cu. ft.} = 1.99 \text{ Cu. yds.}$$

#10

International #57-1626



$$117.61 \text{ Cu. ft.} = 4.35 \text{ Cu. yds.}$$

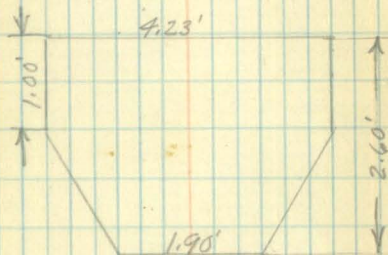
12.05 Length

$$4.00' \times 1.25' \times 12.00' = 60.25 \text{ Cu. ft.}$$

$$2.99' \times 1.60' \times 12.00' = 57.36 \text{ Cu. ft.}$$

#62

Ford Dual-wheel #57-1830.



7.05' Length

$$4.23' \times 1.00' \times 7.05' = 29.82 \text{ Cu. ft.}$$

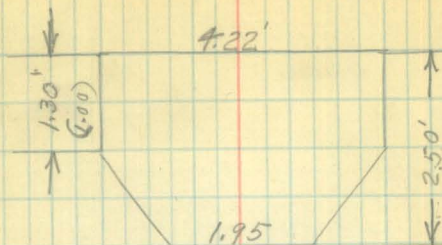
$$3.07' \times 1.60' \times 7.05' = 34.63 \text{ Cu. ft.}$$

$$64.45 \text{ Cu. ft.} = 2.39 \text{ Cu. yds.}$$

Wilky's Truck Lic. #57-2060

41

#1.



6.80' Length.

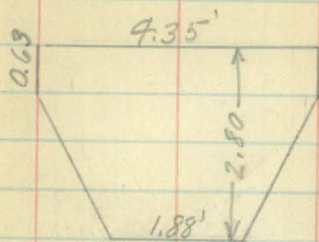
$$4.22' \times 1.30' \times 6.80' = 37.30 \text{ Cu. ft.}$$

$$\begin{array}{r} 3.08' \times 1.50' \times 6.80' = 31.42 \text{ " " " " } \\ \hline 68.72 \text{ " " " " } = 2.54 \text{ Cu. yds.} \end{array}$$

Ford Truck.

No. 11

Lic. #12-249



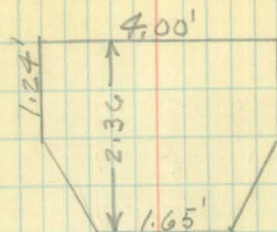
61.72 Cu. ft.

6.51 Long. 2.28 Cu. yds.

Ford Truck

Truck No. 102

Lic. #42-542



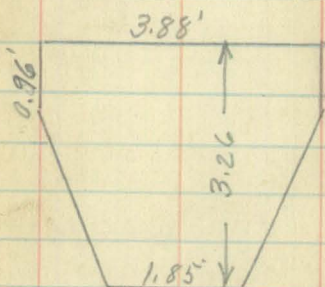
65.35 Cu. ft.

8.05 Long. 2.42 Cu. yds.

International

Lic. #7-1571

Truck No. 10



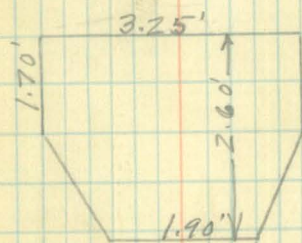
61.40 Cu. ft.

6.02' Long. 2.35 Cu. yds.

Chev. Truck

Truck No. 132

Lic. #33-678



55.65 Cu. ft.

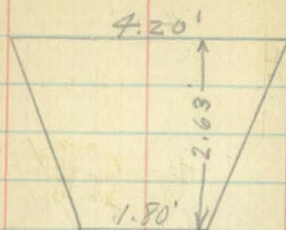
7.10 Long.

2.06 Cu. yds.

Chev. Truck

No. 88

Lic. # 48-580



56.80 Cu. ft.

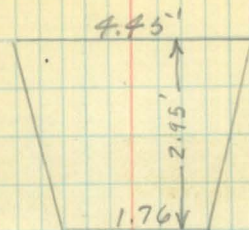
7.20 Long

2.10 Cu. yds.

International Truck

Truck No. 53

Lic. # 42-204



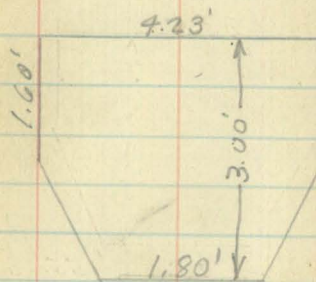
59.87 Cu. ft.

6.00' Long. 2.03 Cu. yds.

Chev. Truck

Truck No. 15

Lic. # 28-163



65.34 Cu. ft.

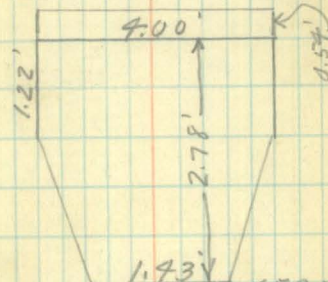
5.95' Long.

2.42 Cu. yds.

Ford Truck

Truck No. 7

Lic. # 99-339



65.90

58.27 Cu. ft.

5.85' Long.

1.96 Cu. yds.

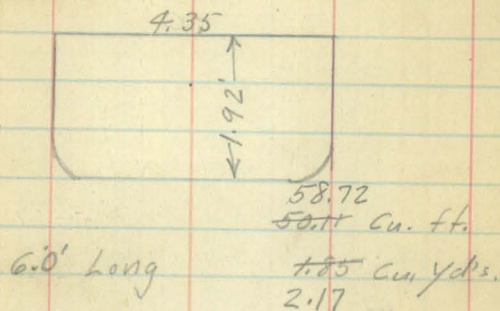
2.44

International Truck

Truck No. 9

Lic. # 45-320

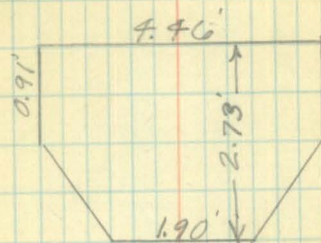
Add 0.33' to box



Graham Truck

Truck No. 3

Lic. # 40-506



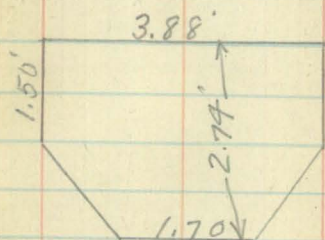
8.82' Long

86.95 Cu. ft.
3.22 Cu. yds.

Chev. Truck

Truck No. 19

Lic. # 40-752



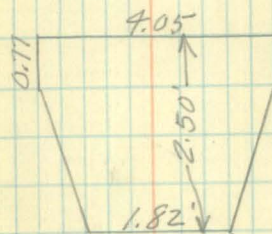
7.11' Long

65.98 Cu. ft.
2.44 Cu. ft.

Ford Truck

Truck No. 4

Lic. # 99-662



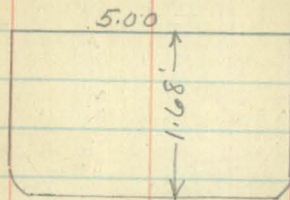
6.74' Long

55.18 Cu. ft.
2.04 Cu. yds.

Chev. Truck

Truck No. 2

Lic. # 99-660



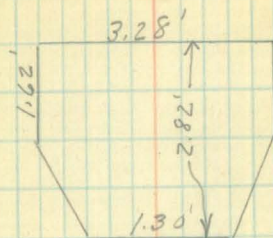
6.38' Long.

59.01
~~53.54~~ Cu. ft.
~~1.98~~ Cu. yds.
 2.18

Chev. Truck

Truck No. 21

Lic. # 81-438



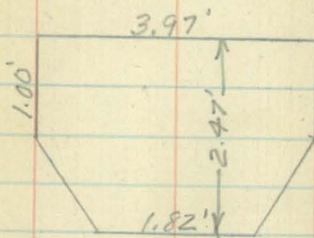
6.34' Long.

52.72 Cu. ft.
 1.95 Cu. yds.

Chev. Truck

Truck No. 26

Lic. # 99-676



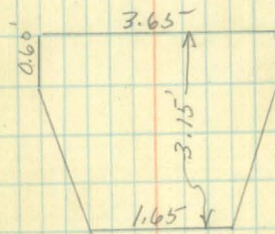
6.55' Long.

53.93 Cu. ft.
 2.00 Cu. yds.

Chev. Truck

Truck No. 8

Lic. # 41-349



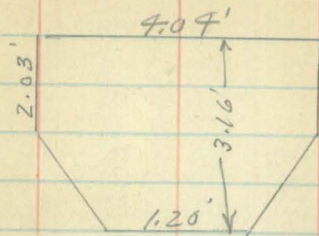
6.90' Long.

61.74 Cu. ft.
 2.28 Cu. yds.

Dodge Truck

Truck No. 22

Lic. #42-693



9.78' Long

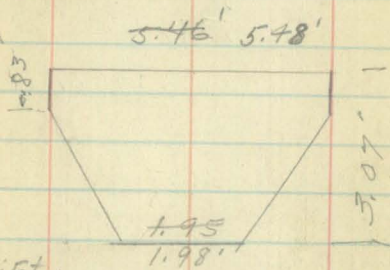
109.16 Cu. Ft.

7.04 Cu. Yds.

Diamond T.

17

142



146.13

140.88 Cu. Ft.

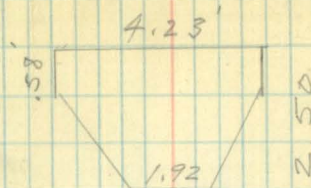
5.22 " yd.

5.41

12.05'
12.03' Long on top.
9.80' " in bottom.

$$\begin{array}{r} 3.07 \\ 83 \\ \hline 2.24 \end{array}$$

#20. Chev 9-492

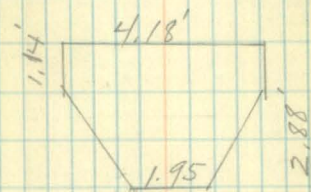


6.8' Long

56.76 Cu. Ft.
2.10 Cu. Yds.

#17 Ford

#13-9-609

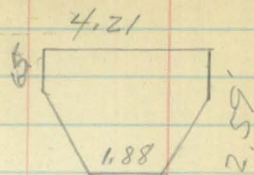


7.07' Long

74.44 Cu. Ft.

2.75 yd.

102. Dodge.
9-277.



$$\begin{array}{r} 2.59 \\ 65 \\ \hline 1.94 \end{array}$$

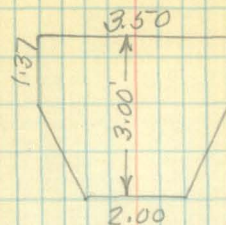
69.51 Cu. Ft.

2.57 " yd.

8.05' Long.

Ford Model "A" Lic. No. 9-585

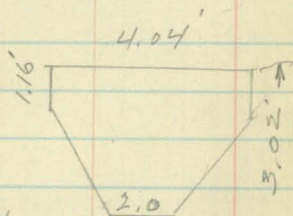
2



7.00' Long.

67.74 Cu. Ft. = 2.51 Cu. yds.

Inter.
14 9-547



$$\begin{array}{r} 3.02 \\ 1.16 \\ \hline 1.86 \end{array}$$

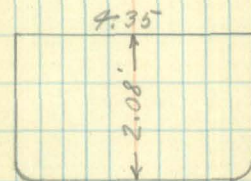
93.65 Cu. Ft.

3.47 yd.

7.09' Long.

International
Truck No. 77

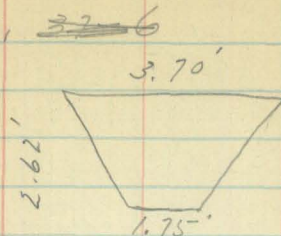
Lic. No. 7-1592



6.00' Long.

53.80 Cu. Ft.
1.99 Cu. yds.

#71 chev. 85-225-



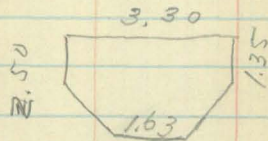
6.90 Long

49.25 Cu Ft. = 1.82 yds.

add. 22" to make 2 c.y.

#111

"H" Ford.



2.50
1.35
1.15

6.3' Long

45.72 Cu Ft. = 1.7 c.y.

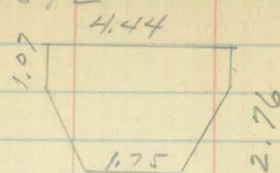
(5" more = 2 c.y.)

Gravel Trucks on Mc Coys Job. Cedar Falls Twp

10-28-30.

49

#10 Inter. 7-1572

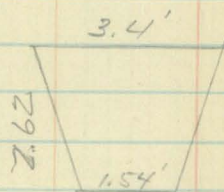


$$\begin{array}{r} 2.76 \\ 1.07 \\ \hline 1.69 \end{array}$$

7.2' Long

$$71.85 \text{ C.Ft.} = 2.66 \text{ C.Y.}$$

#6 Ford-7-1138



7.3 Long

$$47.23 \text{ C.Ft.} = 1.74 \text{ C.Y.}$$

#9 Inter. 7-1377

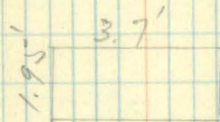


$$\begin{array}{r} 2.64 \\ 1.9 \\ \hline 1.74 \end{array}$$

7.1' Long

$$61.98 \text{ C.F.} = 2.30 \text{ C.Y.}$$

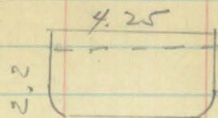
#7 C/7-1317
Nov.



5.5 Long

$$39.68 \text{ C.Ft.} = 1.47 \text{ C.Y.}$$

8 Inter-52-834



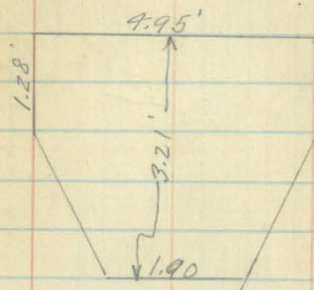
No. Endgate. lower.
6.05 Long.

200 C.Y.

Truck No. 5

International

Lic. #7-1735



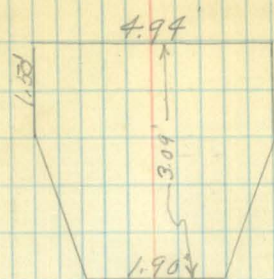
Length = 11.85' 153.49 Cu. ft. = 5.68 Cu. yds.

Deduct 0'-5 1/2" = 1 Cu. yd.

Truck No. 2

International

Lic. #7-1539

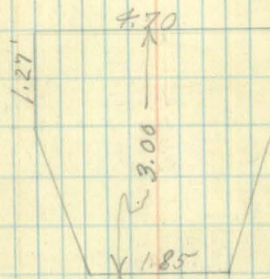


Length 9.36' 120.25 Cu. ft. = 4.45 Cu. yds.
Deduct 0'-7 1/4" = 1 Cu. yd.

Truck No. 4

International

Lic. #7-185



Length = 8.40

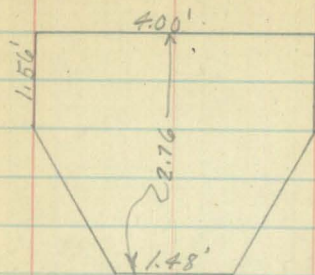
97.66 Cu. ft. = 3.61 Cu. yds.

Deduct 0'-8 1/4" = 1 Cu. yd.

Truck No. 25

International Truck

Lic. #9-73



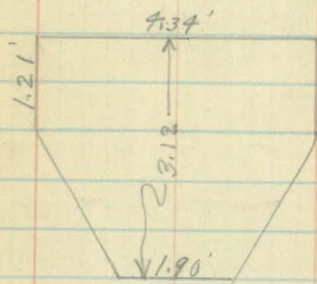
Length = 6.80'

64.79 Cu. Ft. = 2.70 Cu. Yds.

Truck No. 3

International

Lic. #7-1378

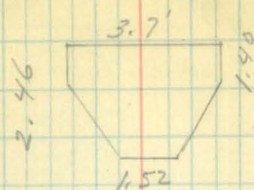


Length = 8.43

99.50 Cu. Ft. = 3.50 Cu. Yds.

Deduct 0'-9 1/4" = 1 Cu. Yd.

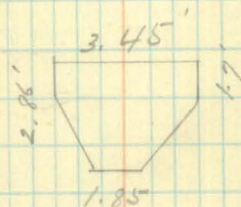
432 Int. 10-410.



8.1' Long.

64.36 C. Ft. = 2.38 C. Y.

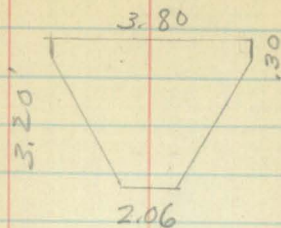
114 - chev.



7.0' Long.

62.51 C. Ft. = 2.31 C. Y.

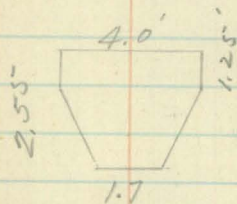
#108



6.75' Long.

$$64.04 \text{ C.Ft.} = 2.37 \text{ C.Y.}$$

#179

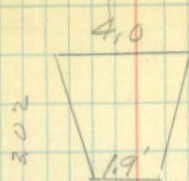


6.75' - Long.

$$58.72 \text{ C.F.} = 2.17 \text{ C.Y.}$$

add. 4" to make 2.50 yds.

#80 - Chev.

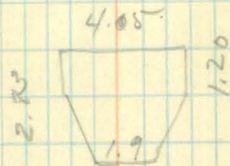


6.08'

$$54.11 \text{ C.Ft.} = 2.00 \text{ C.Y.}$$

#417 - Int. 10-392

$$\begin{array}{r} 2.83 \\ 1.20 \\ \hline 1.63 \end{array}$$



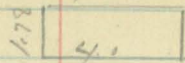
8.45' Long.

$$81.96 \text{ C.Ft.} = 3.03 \text{ C.Y.}$$

100.

Cher. 7-1364

4.23



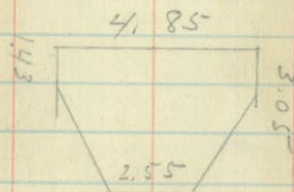
5.9' Long

$$43.24 \text{ C.F.} = 1.6 \text{ C.Y.}$$

$$\text{Add } 7\frac{1}{2}'' = 15.47''$$

$$\frac{58.71}{58.71} = 2.17 \text{ C.Y.}$$

13 - Transport.



9.54 Long.

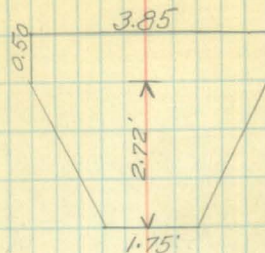
$$\frac{3.05}{1.43} = 1.62$$

$$123.34 \text{ C.F.}$$

$$4.56 \text{ C.Y.}$$

Cher. Truck # 413

Lic. # 7-1772



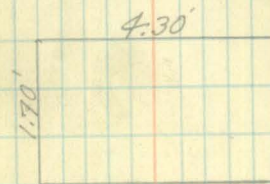
6.02' Length.

57.44 Cu. Ft.

2.12 Cu. Yds.

Cher. Truck # 14

Lic. # 7-335



5.80' Length

42.40 Cu. Ft.

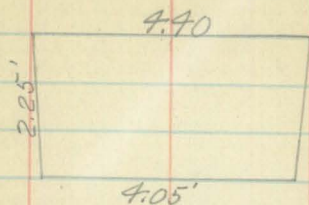
1.57 Cu. Yds.

add $3\frac{1}{2}''$ on top =

1.80 " 11

Chev. Truck #13

Lic. #7-1

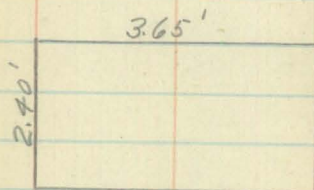


5.70' Length

54.12 Cu. ft.

2.00 Cu. Yds.

Truck #35



6.05' Length

53.0 Cu. ft.

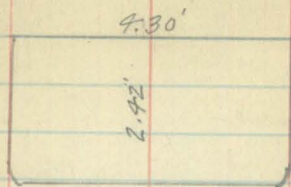
1.96 Cu. Yds.

12/30/30

Ben & Sons Contractors
Miller-dale Gravel Pit.

Lic. No. 7-1571₃₀

International # 10



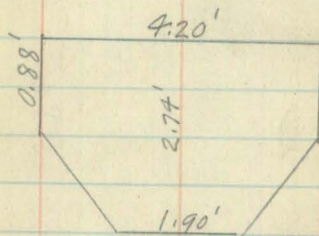
$$4.30' \times 2.42' \times 6.05' = 62.96 \text{ Cu. ft.} = 2.33 \text{ Cu. Yds.}$$

Length 6.05'

Lic. No. 9-311₃₁

Chev.

11



Length 6.80'

$$4.20' \times 0.88' \times 6.80' = 25.13$$

$$3.05' \times 1.86' \times 6.80' = 38.58$$

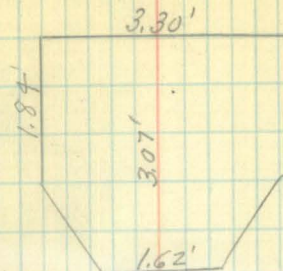
$$63.71 \text{ Cu. ft.}$$

2.36 Cu. Yds.

55

Lic. # 33-611₃₀

Ford # 111



Length = 6.30'

$$3.30' \times 1.84' \times 6.30' = 38.25$$

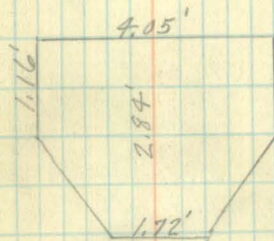
$$2.46' \times 1.23' \times 6.30' = 19.06$$

$$57.31 \text{ Cu. ft.}$$

2.12 C.Y.

Lic. No. 9-309₃₁

Ford # 3



Length = 7.52'

$$4.05' \times 1.16' \times 7.52' = 35.33$$

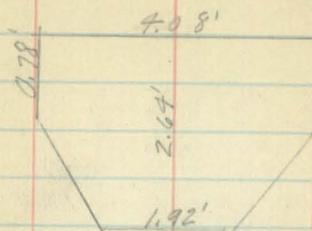
$$2.89' \times 1.68' \times 7.52' = 36.51$$

$$71.84 \text{ Cu. ft.}$$

2.66 C.Y.

Lic. No. 930130

Chev #2



Length = 7.10'

$$4.08 \times 0.78 \times 7.10 = 22.60$$

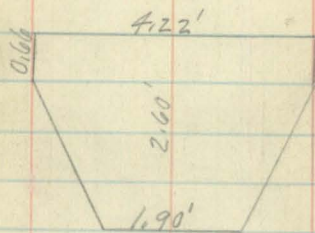
2.30 C.Y.

$$3.00 \times 1.86 \times 7.10 = 39.62$$

$$\underline{62.22 \text{ Cu. ft.}}$$

Lic. No. 9-27730

Dodge #23



Length = 8.08'

$$4.22 \times 0.66 \times 8.08 = 22.50$$

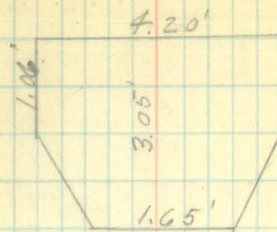
2.61 C.Y.

$$3.06 \times 1.97 \times 8.08 = 47.97$$

$$\underline{70.47 \text{ Cu. ft.}}$$

Lic. No. 33-31630

Chev #30



Length = 6.90'

$$4.20 \times 1.06 \times 6.90 = 30.72$$

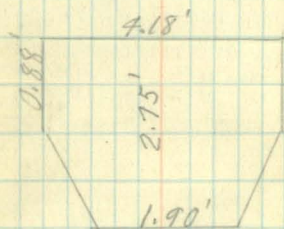
2.63 C.Y.

$$2.93 \times 1.99 \times 6.90 = 40.23$$

$$\underline{70.95 \text{ Cu. ft.}}$$

Lic. No. 33-37230

Chev #20



Length = 6.80'

$$4.18 \times 0.88 \times 6.80 = 25.01$$

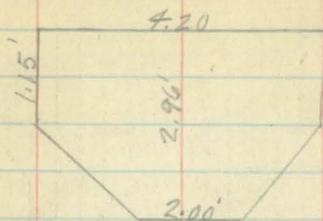
2.36 C.Y.

$$3.04 \times 1.87 \times 6.80 = 38.66$$

$$\underline{63.67 \text{ Cu. ft.}}$$

Lic. No. 9-60930

Ford #13



Length = 7.08'

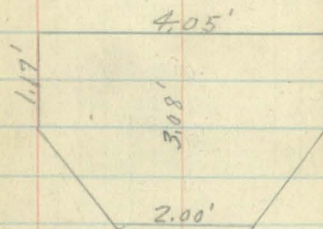
$$4.20 \times 1.15 \times 7.08 = 34.20 \quad 2.74 \text{ C.Y.}$$

$$3.10 \times 1.81 \times 7.08 = 39.73$$

$$73.93 \text{ Cu. ft.}$$

Lic. No. 9-59750

International #25



Length = 9.15'

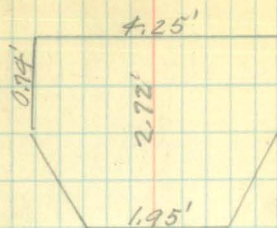
$$4.05 \times 1.17 \times 9.15 = 43.36 \quad 3.57 \text{ C.Y.}$$

$$3.03 \times 1.91 \times 9.15 = 52.95$$

$$96.31 \text{ Cu. ft.}$$

Lic. No. 9-79230

Chev. #22



Length = 6.85'

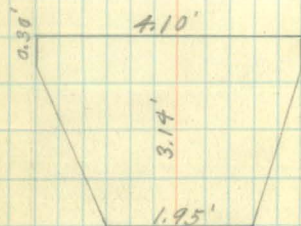
$$4.25 \times 0.74 \times 6.85 = 21.54 \quad 2.36 \text{ C.Y.}$$

$$3.10 \times 1.98 \times 6.85 = 42.05$$

$$63.59 \text{ Cu. ft.}$$

Lic. No. 9-42530

International #8



Length = 7.05'

$$4.10 \times 0.30 \times 7.05 = 8.67 \quad 2.57 \text{ C.Y.}$$

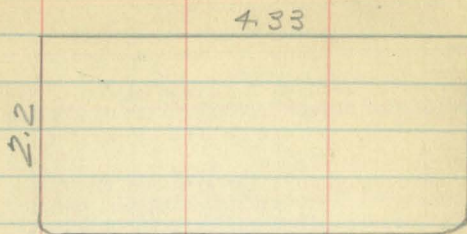
$$3.03 \times 2.84 \times 7.05 = 60.67$$

$$69.34 \text{ Cu. ft.}$$

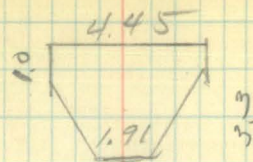
Beu's job. Co. Rd. "K." 58
 May 2 - 1931.
 O.C.T.

Inter. No. 77

Dodge - 42-352
 # 28



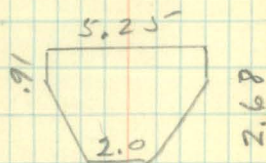
2.22 Cu yds.



10.9 Long

128.18 Cu. Ft. = 4.74 yard.
 wants to haul 4.0 yds. = 5 inches down
 from top.

Int. new. Beu's.
 # 14.



2.68
 .71
 1.77

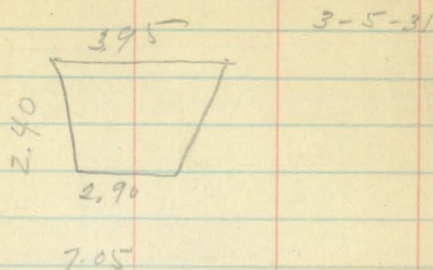
11.6 Long.

122.98 Cu. Ft. = 4.55 yards.

Hauling Rocks on Spring Cr.

E - Sur 18-19

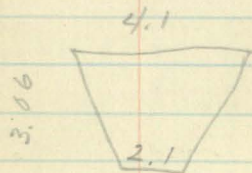
cher. 7-1560 Luther Salmon



$$57.95 = 2.1 \text{ Cyds}$$

cher. Bill Crodroy

3-5-31

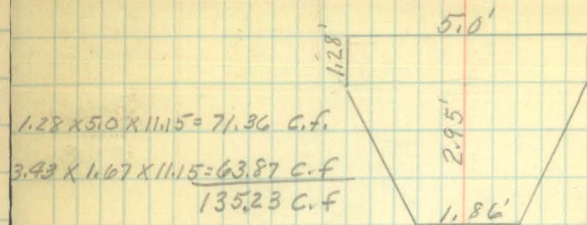


$$56.88 \text{ Ft} = 2.10 \text{ C. yd}$$

3/7/31 H.N. McCoy Gravel Contractor.

59

Truck No. 7 International Lic. # 7-1719



$$1.28 \times 5.0 \times 11.15 = 71.36 \text{ C.f.}$$

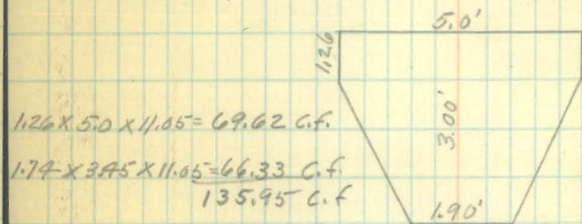
$$3.43 \times 1.67 \times 11.15 = 63.87 \text{ C.f.}$$

$$135.23 \text{ C.f.}$$

11.15' Length

5.00 Cu. yds.

Truck No. 6 International Lic. # 7-1720



$$1.26 \times 5.0 \times 11.05 = 69.62 \text{ C.f.}$$

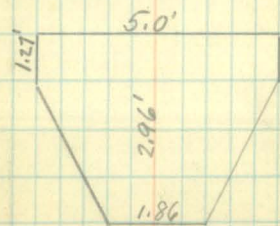
$$1.74 \times 3.85 \times 11.05 = 66.33 \text{ C.f.}$$

$$135.95 \text{ C.f.}$$

11.05' Length

5.00 Cu. yds.

Truck No. 1 International Lic. # 7-1721



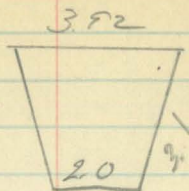
11.09' Length

Product $0' - 5\frac{1}{2}" = 1 \text{ Cu. yd.}$

Bea's job on Co. Rd. "K"

May 2 - 1931
O.C.T.

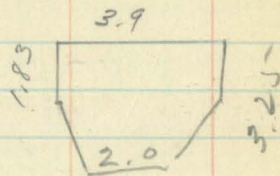
Chen.
#6



6.95 Long.

63.77 Cu. Ft. = 2.36 yards

Chen.
#5



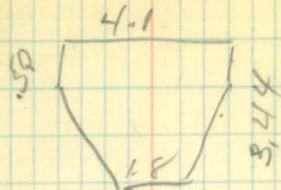
3.25
1.83
1.42

6.03 Long.

68.25 Ft. = 2.52 yards

60

Chen.
#24

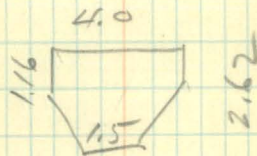


3.44
5.0
2.94

6.0 Long

64.32 Ft. = 2.34 yards

Chen.
#27



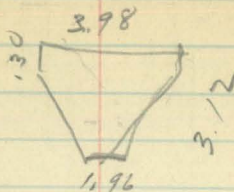
2.62
1.16
1.46

6.6 Long.

57.09

= 2.11 yds.

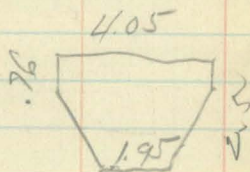
Shew
#19



$$\begin{array}{r} 3.12 \\ 3 \\ \hline 2.82 \end{array}$$

7.0 Long
66.92 Cu. Ft. = 2.47 yards

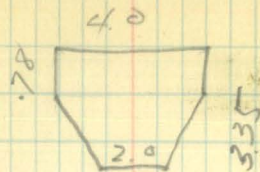
Shew
#33



$$\begin{array}{r} 2.50 \\ 76 \\ \hline 1.74 \end{array}$$

7.08
58.74 Cu. Ft. = 2.17 yards

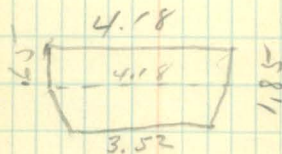
Shew
#23



$$\begin{array}{r} 3.35 \\ 78 \\ \hline 2.57 \end{array}$$

6.3 Long
68.22 Cu. Ft. = 2.52 yards

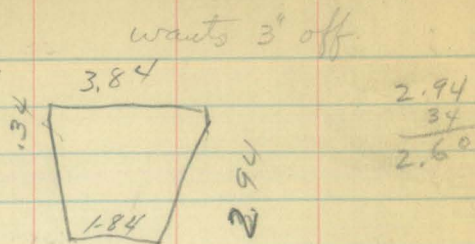
Shew
#12



$$\begin{array}{r} 1.85 \\ 65 \\ \hline 1.20 \end{array}$$

5.95 Long
43.61 Cu. Ft. = 1.6 Cu. yards

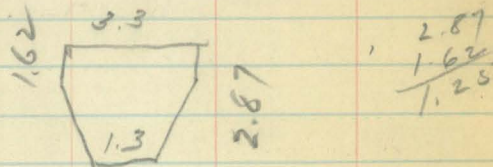
Dodge.
#100.



7.7 Leap on top
5.0 " " bottom.

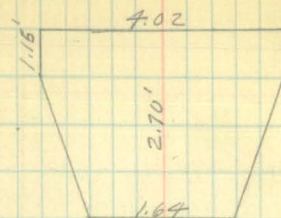
56.86 Cu. Ft.
wants to haul .3 short.
= 1.75 yds.

Chap.
#29



6.55
54.84 Cu. Ft. = 2.00 yards.

Chev. Truck Lic. #17-77 Truck No. 99

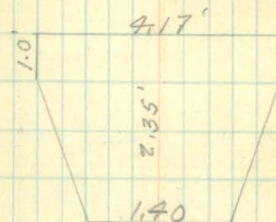


Length = 7.08

$$\begin{aligned} 4.02' \times 1.15' \times 7.08' &= 32.73 \text{ Cu. ft.} \\ 1.55' \times 2.83' \times 7.08' &= 31.05 \text{ Cu. ft.} \\ \hline 63.78 \text{ Cu. ft.} &= 2.36 \text{ Cu. yds.} \end{aligned}$$

Ford Truck Lic. #

Truck No. 50

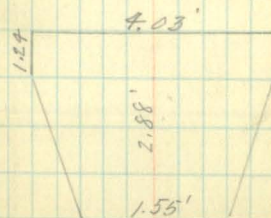


Length = 10.02'

$$\begin{aligned} 4.17' \times 1.00' \times 10.02' &= 41.78 \text{ Cu. ft.} \\ 1.35' \times 2.79' \times 10.02' &= 37.74 \text{ Cu. ft.} \\ \hline 79.52 &= 2.97 \text{ C.Y.} \end{aligned}$$

Ford Truck Lic. #53-488

Truck No. 13

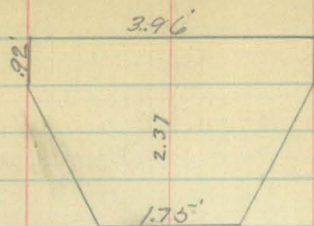


Length = 6.60

$$\begin{aligned} 4.03' \times 1.24' \times 6.60 &= 32.98 \text{ C.F.} \\ 2.79' \times 1.64' \times 6.60 &= 30.20 \text{ C.F.} \\ \hline 63.18 \text{ Cu. Ft.} &= 2.34 \text{ C.Y.} \end{aligned}$$

Chev. Truck Lic. # 33-688

Truck No. 41



Length = 7.06

$$3.96' \times 0.92' \times 7.06 = 25.72 \text{ Cu. ft.}$$

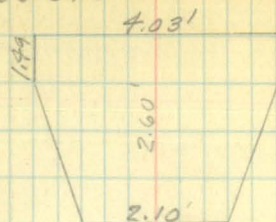
$$2.86' \times 1.45' \times 7.06 = 29.28 \text{ " "}$$

$$\frac{55.00}{33.00} \text{ Cu. ft.}$$

$$2.03 \text{ Cu. yds.}$$

Chev. Truck Lic. # 33-648

Truck No. 75



Length = 6.55'

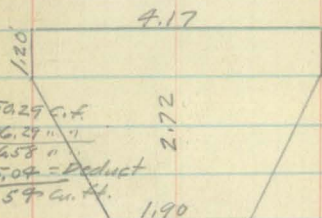
$$4.03' \times 1.49' \times 6.55 = 39.33 \text{ Cu. ft.}$$

$$3.07' \times 1.11' \times 6.55 = 22.32 \text{ " "}$$

$$\frac{61.65}{33.00} \text{ Cu. ft.} = 2.28 \text{ Cu. yds.}$$

Internat. Truck Lic. # 53-386

Truck No. 9



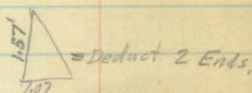
$$91.54 \text{ C.F.} = 3.39 \text{ Cu. yds.}$$

$$4.17' \times 1.20' \times 10.05 = 50.29 \text{ C.F.}$$

$$3.03' \times 1.52' \times 10.05 = 46.29 \text{ " "}$$

$$3.00' \times 1.57' \times 1.07 = 5.04 \text{ " "}$$

$$\frac{91.54}{33.00} \text{ Cu. ft.}$$

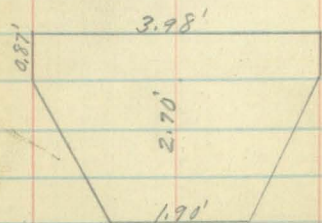


Top Length = 10.05'

Bottom Length = 7.96

International Truck Lic. # 7-1847

Truck No. 74



Length = 7.08'

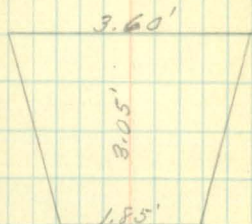
$$3.98' \times 0.87' \times 7.08 = 24.52 \text{ Cu. ft.}$$

$$2.94' \times 1.83' \times 7.08 = 38.09 \text{ " "}$$

$$\frac{62.61}{33.00} \text{ Cu. yds.}$$

Chev. Truck Lic. # 33-68

Truck No. 8

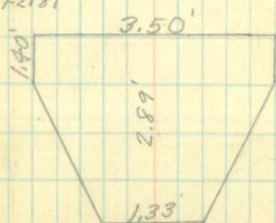


Length = 7.33

$$2.73' \times 3.05' \times 7.33 = 61.03 \text{ Cu. ft.} = 2.26 \text{ C.Y.}$$

General Motors Lic. # 57-2181

Truck # 60



Length = 7.02'

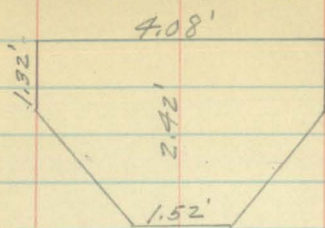
$$3.50' \times 1.40' \times 7.02 = 34.39 \text{ C.F.}$$

$$2.42' \times 1.49' \times 7.02 = 23.91 \text{ " "}$$

$$\frac{58.30}{33.00} \text{ C.F.} = 2.16 \text{ Cu. yds.}$$

International Truck Lic. #10-153

Truck #11



Length = 7.90'

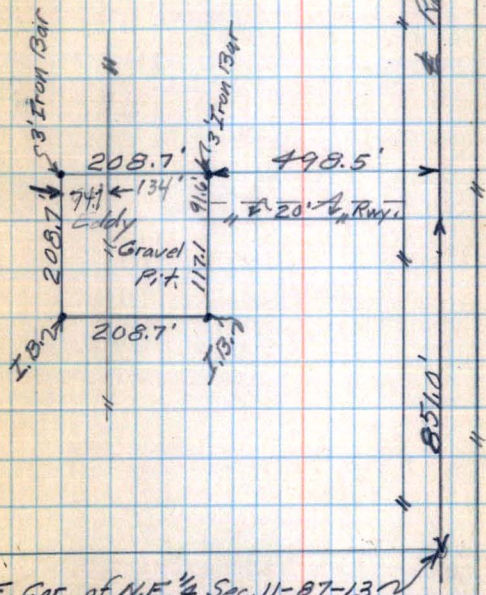
$$4.08' \times 1.32' \times 7.90' = 42.55 \text{ C.F.}$$

$$2.80' \times 1.10' \times 7.90' = 29.33 \text{ " "}$$

$$\underline{46.88 \text{ " "}} = 2.47 \text{ cu. yds.}$$

Aug-7	Item #1-Footings	27 Sacks	
" 10	" 1- Barrel	23 Sacks	
Aug-11	" 5-Footing	9	" "
" 12	" 5-Barrel	12	" "
Aug-11	" 5a-Footing	11	" "
" 12	" 5a-Barrel	13	" "
Aug-14	" 2-Footing	25	" "
" 15	" 2-Barrel	26	" "
Aug-17	" 4-Footing	10	" "
Aug 18	" 4-Barrel	12	" "
Aug-17	" 3-Footing	12½	" "
Aug-18	" 3-Barrel	13	" "
Aug-21	" 7-Footing	10	" "
" 22	" 7-Barrel	9	" "
Aug-25	" 4-Footing	137	" "
" 31	" 6-Barrel	127	" "
Sept-3	" 8-Footing	31	" "
" 4	" 8-Barrel	29	" "
Sept-5	" 10-Footing	52	" "
Sept-8	" 10-Barrel	55	" "
Sept-9	" 9-Footing	75	" "
Sept-12	" 9-Barrel	73	" "

N.E. Cor. Section 11-87-13

staked June 10th 1929

5/14/32

R. B. - C. J. C. - G. E. S.

Void

B.M. 6.26 106.26 100.00

0+00

0+50

1+00

1+50

2+00

2+20 = Edge of old pit = Abrupt bank = N. edge of old pit

Eddy Gravel Pit
Prelim. x-sections for
Dev. & Sigs.

57

Top of stake sta. 0+00.

6.65	6.6	6.3	6.2	6.4
0	14	38	60	84

Ground Edge of Pit

6.2	6.3	5.8	4.6	3.1	3.1	5.0	5.7
0	13	27	44	52	65	75	80

6.3	6.1	5.6	3.6	2.0	1.9	2.5	4.4	6.7
0	6	16	23	30	44	57	70	80

6.0	5.0	3.3	2.0	3.0	4.2	6.7
0	12	18	35	47	60	74

6.1	5.6	3.2	3.3	4.7	6.9
0	12	22	41	55	69

6.3	6.5	6.0	6.0	6.5
0	14	35	57	73

Eddy Gravel Pit
 Prelim. X-sections for
 Stripping — Beu & Sons Contrs.
 8/11/32
 O.S.B.
 C.V.C.
 J.W.W.

58

Sta. B.S. H.I. F.S. Elev.
 B.M. 9.45 100.00

2+00 = S.W. Cor. of Pit

Note: — Base-line along
 West side of Pit.

0+50

1+00

1+50

2+00

2+08.7 = N.W. Cor. Pit.

Spike in tree Approx. 150' E. of S.E. Cor. of Pit

101.5	102.3	103.1	103.4	103.8	104.8	104.5	103.6
8.0	7.2	6.4	6.1	5.7	4.7	5.0	5.9
8	37	60	92	100	115	130	145

102.5	102.5	102.7	103.5	103.6	104.5	105.6	106.8	107.0	105.1	103.8
8.0	7.0	6.8	6.0	5.9	5.0	3.9	2.7	2.5	4.4	5.7
8	28	48	61	81	99	100	107	117	132	142

102.7	102.7	102.9	103.4	103.5	105.5	107.2	107.3	105.5	103.1
6.8	6.8	6.6	6.1	6.0	4.0	2.3	2.2	4.0	6.4
8	12	30	65	72	86	100	115	130	145

103.0	102.9	103.0	103.6	103.8	106.4	107.4	106.3	104.2	102.7
6.5	6.6	6.6	5.9	5.7	3.1	2.1	3.2	5.3	6.8
8	25	53	67	74	86	100	115	130	141

102.7	102.7	102.8	103.4	103.2	105.0	105.3	106.1	105.2	102.2
6.8	6.8	6.7	6.1	6.3	4.5	4.2	3.4	4.3	7.3
8	31	58	70	86	99	100	110	125	140

102.7	102.7	102.8	103.4	103.1	103.6	103.9	103.0	103.0
6.8	6.8	6.7	6.1	6.4	5.9	5.6	6.5	6.5
8	30	58	70	91	105	122	133	141

8/16/32

P.S.B. - D.T.G. - C.E.S. - J.W.W. - C.V.C.

Sta. B.S. H.I. F.S. Elev.
 B.M. 6.33 100.00
 0+00 = N.E. Cor. of Pit. - Used E. line of
 Pit for base-line

0+50

1+00

1+61.5 = S.E. Cor. of Pit

Reinbeck Gravel Pit
 Prelim. X-Sections for stripping
 Bev & Sons.

69

Spike in Ash N. side Rd. Approx. 60' W. of N.E. Cor. Pit.

4.1	5.1	6.3	7.1	7.4	8.1
0	26	50	54	66	79

6.5	6.7	7.6	8.0	8.6
0	19	38	50	62

9.0	8.9	9.7	11.0
0	11	26	40

12.7	12.4
0	11

5/20/32

P.S.B. - V.T.G. - J.E.W.

Sta. B.S. H.I. F.S. Elev.

B.M. 8.71 108.71 100.00

0+00 = S.W. Cor. of Pit

+01 = stripping begins abrupt bank.

0+50

1+00

1+50

2+00

Note: 2+07 = Abrupt bank = stripping ends.

2+08.7 = N.W. Cor. of Pit.

Eddy Gravel Pit
Final X-sections
Bev & Sons.

79

Spike in tree Approx. 150' E. of S.E. Cor. Pit.

2.5	1.1	1.5	2.2	2.2	1.5	0.7
62	7.7	7.2	6.5	6.5	7.2	8.0
48	51	73	100	120	130	140

2.8	1.0	0.4	1.2	1.7	0.6
59	7.7	8.3	7.5	7.0	8.1
47	49	70	100	120	140

2.9	0.2	0.5	0.7	0.6
58	8.5	8.2	8.0	8.1
50	57	80	100	132

3.0	0.7	0.6	0.3
57	8.5	8.1	8.2
53	55	100	140

2.8	0.8	0.5	1.0	0.0
59	7.9	8.2	7.7	8.7
57	60	82	100	140

E. B. Spencer

June - 6 Item # 36 - Floor 182 SACKS

Loads Hauled - Not Credited

Saturday - Aug 11 Unit 11.

# 113	2.08	
106	2.47	8:12
107	3.15	
108	2.76	8:25
104	2.25	
102	2.52	
110	2.37	8:40.
109	2.41	

20.01

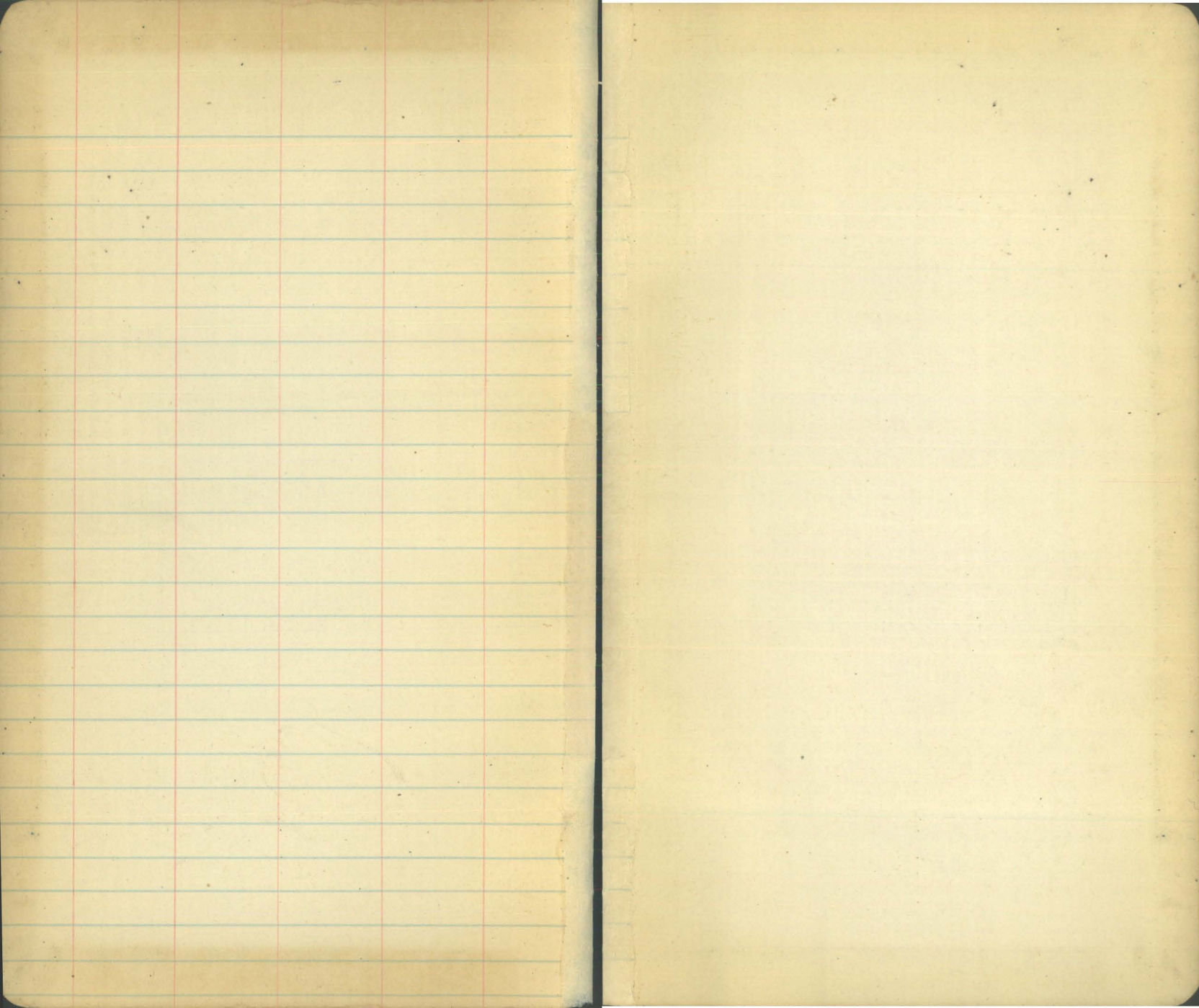
Wednesday - Aug 15 Unit 16

#109	2.41	6:50 P.M.
102	2.52	6:56
103	2.08	7:10
101	2.66	7:23
108	2.76	7:25
114	2.24	7:30
112	2.77	7:35

SEC. 31

SEC. 30





24

851 Dawson
Hargraves
Trk #35

3

270

748

296

29

29

14.5

9342.2

14.5

3

3

296

29

29

15.1

14.5

9342.2

14.5

14.5

14.5

14.5