April, 1934:

Construction of the new town of Fort Peck commenced.
April 16, 1934:

Railroad spur from Wiota to site completed.
May 14, 1934:

Power line construction from Great Falls to Fort Peck started.
May 24, 1934:

Work started on diversion tunnels.
June, 1934:

Work commenced on stripping the overburden from underneath the dam.
June 12, 1934:

First dredge hull, the Gallatin, launched.
July, 1934:

Work started on the steel sheetpile cutoff wall.
FDR visited the construction site for the first time.
August 13, 1934:

Montana 2h, a paved highway from Glasgow to Fort Peck, was completed.
First power delivered to the site over the newly completed 288 miles, 154 kilovolt line from the Montana Power Company's Rainbow Falls station near Great Falls.
Oct. 1, 1934:

The Fort Peck townsite, including housing for several thousand men, administrative buildings, and public services was virtually completed.
Oct. 1, 1934:

Delivery of gravel for the toe fills began.
Oct. 11, 1934:

Newly completed Dredge Unit A (later renamed the Gallatin) began placing the first hydraulic-fill into the dam. The dredge was located upstream of the dam.
Oct. 17, 1934:

The trestle and bridge for combined railroad and vehicle service across the Missouri River was completed. Total length of railroad trestles at the dam site equalled six miles.
November, 1934:

Railroad spur line extended six miles from the dam site to the spillway construction site.
December, 1934:

Excavation for the spillway commenced.
Winter, 1934-35:

Concrete placed in the portals of the diversion tunnels in temperatures as low as minus 17 degrees Fahrenheit.
February 26, 1935:

Started placing concrete in the tunnels.