LEVEL BOOK

3/3

KEUFFEL & ESSER CO.

DRAWING MATERIALS
AND
SURVEYING INSTRUMENTS.

NEW YORK.

CHICAGO. ST. LOUIS. SAN FRANCISCO. MONTREAL.

TABLES FOR EXCAVATIONS AND EMBANKMENTS.

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.
ROADWAY 18 FEET WIDE. SIDE SLOPES 1 TO 1.
FOR SINGLE TRACK EXCAVATION.

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

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

Inspectors Record
Parkman Bundyburg
Road.

68 lin. Ft. 18" Cor. I.P.
424 ft tile at sta. 152 to 154
a culvert at sta. 167+50
2.5 cu. yds 6.1 mix 13.75 sacks cement.
5 ft. long 5 ft. deep 3 ft. wide.
674 ft of tile
424 ft at sta 152 to 154
130 ft at sta. 144 to 145+50
110 ft at sta, 161 to 162+25

Roller hours.

June	25.		7 hrs.
July	1.		9 hrs.
"	3		5 hrs.
"	6		3 hrs.
"	7		3 hrs
"	9		4 hrs.
"	10		2½ hrs.
"	13		4 hrs.
"	14		2 hrs.
"	17		3 hrs
"	19		3½ hrs.
"	20		2 hrs.
"	23		3 hrs.
"	24		5 hrs.
"	25		3 hrs.
"	27.		4 hrs.
"	28		2 hrs.
"	29		9 hrs
"	30		9 hrs
"	31		4 hrs
Aug	1		3 hrs
"	3	& rollers	3 hrs.
"	4	rollers	3 hrs.
"	14	rolling top	9 hrs.

1930	Station	M.O.	Cement used	Cement Required	Stripped forms	Rubbed Headwall	Poured floor	Poured Headwall
Sept 5	134+59	17	67 sac	71.82	9/9	9/9	9/5	9/8
one end	159+60	21	4½ "	4.89 sac	9/6	9/6		9/5
one end	165+32	23	3 "	4.09 "	9/6	9/6		9/5
	143+82	19	11½ "	12 sac	9/7	9/7		9/6
	140+88	18	9 sac	8.71 sac	9/7	9/7		9/6
	89+47	13	8 "	8.19 "	9/9	9/9		9/8
	82+65.5	11	18 "	16.38 "	9/10	9/10		9/9
	77+57	10	19½ "	17.64 "	9/11	9/11		9/10
	63+77	8	8½ "	8.19 "	9/11	9/11		9/10
	30+45	4	18 "	10.71 "	9/11	9/11		9/10
	8+97	2	10 "	10.71 "	9/12	9/12		9/11
	3+76	1	13 "	11.97 "	9/12	9/12		9/11
	17+76	3	10½ "	10.71 "	9/12	9/12		9/11
	43+85	6	8 sac	8.19 "	9/12	9/12		9/11
	67+69	9	12 "	11.97 "	9/13	9/13		9/12
	83+05.5	12	18½ "	18.27	9/13	9/13		9/12
	109+01	14	84½ "	67.41	9/16	9/16	9/13	9/15
	128+43	16	89 "	93.87	9/18	9/18	9/16	9/17
	151+11	20	23½ "	17.64	9/19	9/19		9/18

1930

Station	LF	Poured floor	Poured Headwall	Cement used	Cement Required	Stripped forms	Rubbed headwall
121+55	15	9/19	9/20	105 sac	117.08	9/21	9/21
53+55	7	9/22	9/23	115 sac	117.18	9/24	9/24
36+94	5	9/23	9/25	123 "	119.07	9/26	9/26
175+33	22	9/26	9/27	90 "	89.44	9/28	9/28

Granulated Slag — Base Course

Initial	Number	Weight		Date Received	Date Unloaded	From Station	To Station	Applied Tons	Requir. 70.06	
P+RR	67649	112	000 ✓	6-17-31	6-18-31	0+00	3+45	56	67.06	3½ tons req. for ribbon out.
P+RR	176252	112	000 ✓	6-17-31	6-18-31	3+45	7+45	56	77.76	
P+RR	685626	112	000 ✓	6-17-31	6-19-31	7+45	11+05	56	69.98	
P+RR	139234	112	000 ✓	6-17-31	6-20-31	11+05	14+25	50 56	62.20	1 truck out at tot curve 27
P+RR	171082	112	000 ✓	6-19	6-21	14+25	18+05	56	73.87	
P+RR	902037	112	000 ✓	6-22	6-22	18+05	21+50	56	67.06	
P+RR	138527	112	000 ✓	6-22	6-22	21+50	25+00	56	68.04	
P+RR	707864	112	000 ✓	6-22	6-23	25+00	27+00	43 56	52.88	13 tons widening
P+RR	161142	80	000 ✓	6-22	6-23	27	29+05	40	39.87	
P+RR	266940	112	000 ✓	6-22	6-24	29+05	32+75	56	71.92	
P+RR	194030	112	000 ✓	6-26	6-28	32+75	36+05	56	64.15	
P+RR	743658	112	000 ✓	6-26	6-28	36+05	39+45	56	66.09	
P+RR	730006	112	000 ✓	6-26	6-29	39+45	43+25	56	73.87	
P+RR	412767	112	000 ✓	6-26	6-29	43+25	47+40	56	80.67	
P+RR	730250	112	000 ✓	6-29	6-30	47+40	50+50	56	60.26	
P+RR	178257	112	000 ✓	6-29	7-2	50+50	54+75	56	87.62	
P+RR	197313	112	000 ✓	7-1	7-2	54+75	59	56	82.62	
P+RR	178145	112	000 ✓	7-1	7-3	59+00	63+40	56	85.53	
P+RR	171846	112	000 ✓	6-26	7-3	63+40	67+45	56	78.73	

Granulated slag. Initial	Number	weight		Date Received	Date unloaded	From Station	To Station		Applied	Required	
P&RR	197664	112	000	7-3	7-4	67+45	71+25		56	73.87	
P&RR	189740	112	000	7-3	7-6	71+25	75+25		56	77.76	
P&RR	742057	112	000	7-6	7-7	75+25	79+05		56	73.87	
P&RR	177826	112	000	7-6	7-8	79+05	82+50		56	67.04	
P&RR	677127	112	000	7-6	7-8	82+50	86+50		56	77.76	
P&RR	186948	112	000	7-6	7-9	86+50	90+00		56	68.04	
P&RR	730253	112	000	7-6	7-9	90+00	93+85		56	74.84	
P&RR	170434	112	000	7-6	7-10	93+85	97+50		56	70.95	
P&RR	140125	80	000	7-10	7-10	97+50	100+00		40	48.60	
P&RR	151599	80	000	7-10	7-11	100+00	102+25		40 5-1	43.74 68.18	5 Tons out working
P&RR	136873	112	000	7-10	7-13	102+25	105+50	curve at 103 Sta.	56	63.18	
P&RR	179371	112	000	7-13	7-13	105+50	108+75		56	63.18	curve at 109 and 4 Tons out
P&RR	194057	112	000	7-13	7-14	108+75	112+00		56	63.18	
P&RR	190669	112	000	7-13	7-14	112+00	115+00		56	58.32	
P&L.E	51703	88	000	7-14	7-14	115+00	117+60		44	50.54	
P&L.E	52254	88	000	7-14	7-16	117+60	120+25		44	51.51	
P.McK.y	65372	80	000	7-17	7-17	120+25	123+00		40	53.46	
P.McK.y	65244	80	000	7-17	7-17	123+00	125+60		40	50.54	
P&L.E	52351	88	000	7-17	7-18	125+60	128+30		44	52.48	
P&R	910409	112	000	7-17	7-18	128+30	132+05		56	72.90	

granulated slag.

Initial	Number	Weight		Date Received	Date Unloaded	From Station	To Station	applied	required.	
P+L.E	51603	88	000	7-17	7-21	132+05	134+30	44	43.74	
P+L.E	50052	88	000	7-17	7-21	134+30	137+30	44	58.32	
P+R	719779	112	000	7-17	7-22	137+30	141+00	56	71.92	
P.M'K.y	60529	88	000	7-17	7-22	141+00	143+25	34 44	53.74 43.74	10 Tons out for widening 142 to 143
P.M'K.y	62636	112	000	7-20	7-23	143+25	145+75	56	48.60	
P+R	695646	112	000	7-20	7-23	145+75	149+35	56	69.98	
P+R	411809	112	000	7-20	7-23	149+35	152+25	47 56	65.37 56.37	9 Tons out for widening 150 to 153
P+R	191583	112	000	7-25	7-25	152+25	154+50	51 56	48.74 43.74	5 Tons out for widening 153 to 154+90.32
P+R	190422	112	000	7-25	7-27	183+50	179+75	56	74.84	
P+R	164740	80	000	7-25	7-27	179+7.5	176+80	40	56.34	
P+R	900237	112	000	7-25	7-27	176+80	173+25	56	69.01	
P.M'K.y.	65333	88	000	7-27	7-28	173+25	171+00	32 44	55.74 43.74	12 Tons widening 169+93 to 172+33.
P.M'K.y	65222	88	000	7-27	7-28	171+00	168+75	44	43.74	
P.M'K.y	60015	88	000	7-27	7-28	168+75	167+00	22 44	56.02 34.02	22 Tons widening 167+06 to 168+44
P+R	411809	112	000	7-30	7-30	167+00	161+80	34 56	104.62 82.62	22 Tons. widening 144 to 147
P+R	741265	112	000	7-30	7-30	161+80	159+00	35 56	75.43 54.43	21 Tons widening 161+80 to 157.12
N.Y.C.	411907	80	000	7-30	7-31	159+00	156+80	40	42.76	

Total 5,832,000

Initial	Number Prime Coat.	Tar weight	Date Received	Date unloaded	From Station	To Station
A.T.P.X.	6 15	95513 ✓	8-7	8-14	0+00	90+00
G.A.T.X	4903	79569 ✓	8-10	8-11	90+00	0+00
A.J.C.X	3030	96634 ✓	8-12	8-14	90+00	183+50
G.A.T.X. 2 Trucks	4907 2000 Gal.	75520 ✓	8-21	8-21	183+50	0+00
		347236 ✓				

#6.

Initial	Number	Tar weight	Date Received	Date unloaded	From Station	To Station
P.H.L.E.	52138	103700 ✓	8-17	8-18	0+00	84+00
P.H.L.E	51626	100500 ✓	8-17	8-19	84+00	157+00
N.y.C.	414673	101600 ✓	8-19	8-19	157+00	183+50 half a car.
					183+50	154+75
P+LE	51232	128000 ✓	8-19	8-21	0+00	7+00
					7+00	92+00
N.y.C.	454182	107800 ✓	8-21	8-22	92+00	154+50
		541400 ✓				

35727 gal

97 | 347 2366

291

582

485

773

679

946

873

730

3580
2000
5580 gal

#46 Slag.

Initial	Number	Weight		Date Received	Date unloaded	From Station	To Station	
N.Y.C.	415910	98	900 ✓	8-10	8-11	90+00	77+75	
Erie	26676	109	100 ✓	8-10	8-12	77+75	63+35	
Erie	27636	115	000 ✓	8-10	8-12	63+35	47+30	
Erie	37055	113	400 ✓	8-10	8-12	47+30	32+00	
Erie	42924	122	700 ✓	8-10	8-12	32+00	18+05	3 Tons out for curve.
B+O	425710	117	300 ✓	8-10	8-13	18+05	3+00	1 Ton beginning of road
						3+00	0+00	
B+L E	41393	118	000 ✓	8-10	8-13	90+00	101+40	
P+RR	152775	109	400 ✓	8-12	8-15	101+40	113+75	
Erie	26786	117	800 ✓	8-12	8-15	113+75	127+30	
Erie	27887	104	400 ✓	8-12	8-15	127+30	141+00	Half a car. rest of this car goes
Erie	37241	115	600 ✓	8-12	8-15	141+00	146+45	4 Tons on the intersections out for curve.
P+R	160378	104	000 ✓	8-12	8-15	146+45	154+00	
P+R	157717	103	500 ✓	8-12	8-15	183+50	182+00	3 Tons out
P+R	206423	118	700 ✓	8-15	8-15	182+00	171+50	
P+R	737600	114	300 ✓	8-15	8-15	171+50	157+00	
						157+00	154+25	19 Tons out of this car for the curves from the end of road to the railroad.

Total. 1682 100
70 000 Stock Pile at Burg. used for approaches
1752 100

23 Tons used to spot up the weak places from sta 101 to sta 148.1 rest of this car was used at intersections.

Initial	No 2 Slag Number	Weight		Date Received	Date Unloaded	From station	To station	applied Tons.	required.	
B+O	28263	125	800 ✓	6-17-31	6-18-31	0+00	4+10	63	63.59	3 ton widening
B+O	322710	121	200 ✓	6-17-31	6-19-31	4+10	8+15	60	59.85	
B+O	126025	120	200 ✓	6-19 "	6-20 "	8+15	12+50	60	64.29	
B+O	225617	117	000 ✓	6-19 "	6-21 "	12+50	16+60	58	60.59	
B+O	322264	121	800 ✓	6-19	6-22	16+60	20+95	60	64.29	
B+O	322735	125	900 ✓	6-22	6-23	20+95	25+15	63	62.07	
B+O	426003	128	600 ✓	6-22	6-24	25+15	28+50	64	71.51 60.51	11 ton widening
B+O	223660	115	000 ✓	6-22	6-24	28+50	32+85	57	63.65	
B+O	328586	115	300 ✓	6-22	6-28	32+85	36+90	57	59.85	
B+O	28021	123	900 ✓	6-22	6-29	36+90	41+50	62	67.95	
B+O	330162	108	700 ✓	6-24	6-30	41+50	45+20	54	54.68	
B+O	425386	119	100 ✓	6-26	7-1	45+20	49+45	59	62.81	
B+O	324750	113	000 ✓	6-26	7-2	49+45	53+50	56	59.85	
B+O	325527	117	400 ✓	7-1	7-2	53+50	58	58	66.51	
B+O	125829	121	300 ✓	7-1	7-3	58+00	62+50	60	66.51	
B+O	523480	121	300 ✓	7-3	7-3	62+50	67+25	60	67.20	
B+O	321851	128	800 ✓	7-3	7-6	67+25	72+05	64	70.94	
B+O	225106	132	700 ✓	7-6	7-7	72+05	76+15	66	60.59	
B+O	326102	126	600 ✓	7-6	7-8	76+15	80+75	63	67.98	

Initial	No. 2 Car Number	Weight		Date Received	Date Unloaded	From Station	To Station	Applied Regr.		
B+O	329835	118	500	7-6	7-9	80+76	85+30	59	67.24	
P.McK.+Y	62582	122	600	7-8	7-9	85+30	90+15	61	71.68	
P+L.E.	51688	118	000	7-8	7-10	90+15	94+50	59	64.29	
P.McK.Y.	61430	120	500	7-10	7-10	94+50	98+50	60	59.12	
P.McK.Y	61832	117	000	7-10	7-13	98+50	103+00	58	66.51	
								54	63.12	4 Tons out at curve at 103+00
P+L.E	51307	117	300	7-10	7-13	103+00	107+00	58	59.12	
								53	55.25	-5 Tons out
B+O	524900	116	100	7-13	7-14	107+00	110+40	58	50.25	curve at sta. 109+00
P.McK.Y.	62229	115	800	7-13	7-14	110+40	114+55	57	61.33	
B+O.	224749	112	400	7-15	7-16	114+55	118+90	56	64.29	
B+O	420670	115	500	7-15	7-17	118+90	122+75	57	56.90	
P.McK.Y	61465	127	200	7-17	7-18	122+75	127+15	63	65.03	
N.Y.C.	401692	116	200	7-17	7-20	127+15	131+25	58	60.59	
B+O	330547	117	300	7-20	7-21	131+25	134+90	58	53.94	
B+O	520782	113	100	7-17	7-21	134+90	138+85	56	58.08	
P+L.E.	50619	109	400	7-20	7-22	138+85	142+55	54	54.68	
								47	53.07	8 Tons widening
B+O.	331708	110	500	7-20	7-23	142+55	145+60	55	45.07	
B+O.	327239	105	800	7-20	7-24	145+60	149+60	52	59.12	
						149+60	151+50	48	53.25	
B+O.	327432	103	100	7-20	7-24	183+50	182+00	51	50.25	3 Tons widening
B+O	32357	120	000	7-22	7-25	151+50	154+50	53	51.34	
								40	44.34	7 Tons widening

#2 slag

Initial	Number	weight		Received	Unloaded
B+O	320319	109	800 ✓	7-20	7-27
Erie	31824	122	500 ✓	7-27	7-27
N.y.C.	409198	125	600 ✓	7-27	7-28
N.y.C.	407097	121	400 ✓	7-27	7-28
N.y.C	402790	118	400 ✓	7-27	7-31
N.y.C	420580	132	600 ✓	7-27	7-31
Erie	26842	114	300 ✓	7-27	7-31
1 Truck load		10	900 ✓	8-1	8-1
Total		5,355,	400 ✓		

From sta	To station	applied	required	
182+00	177+90	54	60.59	
177+90	173+75	61	61.33	
173+75	170+35	62	50.25	8 Tons out 169+33 to 172+33 widening
170+35	166+75	60	69.20	16 Tons widening 167 to 168.
166+75	161+00	59	70.20	16 Tons. 167.4 to 167.4 Bridge out
161+00	157+75	66	48.03	11 Tons widening 157 to 161
157+75	155+40 154+90	57	42.12	
155+40	154+75	5½		

Initial	No 7 Number	Slag Weight	Date Received	Date Unloaded	From Sta	To Sta	applied tons	requ.	
B+O	129525	114100 ✓	6-12-31	6-15-31	0+00	12+25	57	66.51	
B+O	329903	125300 ✓	6-12-31	6-15-31	12+50	20+00	62	55.42	
B+O	328737	112200 ✓	6-12-31	6-15-31	20+25	26+40	56	45.45	
B+O	321432	127500 ✓	6-12-31	6-16-31	26+65	35+00	63	61.70	
B+O	223969	116800 ✓	6-12-31	6-16-31	35+25	42+75	58	55.42	
B+O	322066	107100 ✓	6-15-31	6-16-31	43+00	50+00	53	51.73	
Stock Pile	from Southington	30000			2+25	5+50			Estimated
B+O	225320	112900 ✓	6-24	6-24	This car was taken at the beginning of road sta 0+00 to sta 50.		56	was to light up there.	
B+O.	324622	116900 ✓	6-24	6-25	50+00	57+50	58	55.42.	
B+O	225583	108900 ✓	6-24	6-25	57+50	62+50	54 (46)	36.95	2 trucks out for beginning
B+O	421673	108600 ✓	6-24	6-25	62+50	68+00.	54 (46)	40.64	2 trucks out 8 tons
B+O	225407	118200 ✓	6-24	6-25	68+00	73+50	59 (51)	40.64	2 trucks out 8 tons.
B+O	330126	112600 ✓	6-24	6-25	73+50	78+00	56	33.25	
P+L.E	S-51131	104700 ✓	7-6	7-7	78+00	84+00	52	44.34	
N.Y.C	S-409182	107000 ✓	7-6	7-7	84+00	89+25	53	38.79	
P+L.E	S-50843	118200 ✓	7-6	7-7	89+25	94+00	59	35.10	
N.Y.C	S-408920	117000 ✓	7-6	7-8	94+00	100+00	58	44.34.	
P+R.R.	748929	116500 ✓	7-10	7-10	100+00	105+25	58	38.79	2 curve widening
P.McK.+Y	62336	118000 ✓	7-10	7-11	105+25	110+75	59	40.64	3 curve widening

no. 7. slag.

Initial	Number	Weight	Date Received	Date Unloaded	From sta.	To sta.		Applied	Req	
P.M.K.y.	65208	117 000 ✓	7-10	7-11	110+75	116+50		58	42.49	
P.M.K.y	61099	100 700 ✓	7-13	7-15	116+50	121+50		50	36.95	
B+O	331846	121 000 ✓	7-13	7-16	121+50	125+50		60	29.56	
B+O	425318	129 800 ✓	7-13	7-16	125+50	130+00		64	34.25	
R.L.E.	51909	124 200 ✓	7-20	7-20	130+00	135+50		62	40.64	
B+O	421932	124 100 ✓	7-20	7-20	135+50	142+00		62	48.03	
								55	42.79	4 Tons widening
B+O	324816	119 000 ✓	7-20	7-20	142+00	147+25	curve	59	38.79	
								61	59.57	4 Tons widening
P.M.K.y.	62855	131 500 ✓	7-20	7-23	147+25	154+50	curve	65	53.57	
N.y.C.	418538	127 600 ✓	7-24	7-24	183+50	176+50		63	51.73	
								55	55.73	4 Tons widening
P.M.K.y	65398	118 100 ✓	7-24	7-24	176+50	169+50		59	51.73	
								58	60.83	8 Tons widening
P.M.K.y	61413	133 900 ✓	7-24	7-24	169+50	161+50		66	52.83	
Total		3,439,400 ✓								

Cap. 100,000
Lt Wt. 44,000
A.I.P. X 615-

Parkman-Brandysburg

June 15. 1931.

Started unloading #7 No. 7. Slag for the road. Fine day with 2 Trucks working on the job. Hauled from Station 0+00 to Sta 29+75

June 16.

Fine day 2 Trucks hauling #7 from station 30+00 to 50+00

Grader preparing sub-grade for the base course.

June 17.

Fine day Grader working on sub grade and grade. 4 men working on back slopes from Station 93+00 to 96+00

June 18.

Fine day Started to lay Granulated from station 0+00 to 7+45 + No 2 = From 0+00 to 5+50

June 19.

Fine day very hot Layed granulated slag from Station 7+45 to Station 13+90 and No. 2. slag from station 4+10 to sta. 8+15 had a little trouble with the grade at about sta 13+90 to high. which held up the work for awhile.

June 20.

Fine day very hot rained early in the morning throwing the trucks out of work a few men worked taking out wet granulated slag by the spreader box at Sta. 13+90 In the afternoon They spread No-2 - from sta. 8+15 to 12+50

June 21.

Sunday nice day spreading Granulated slag from station 14+25 to 18+05 + slag from station 12+50 to 14+60

June 22 Layed curve today sta 24 11 tons out for No 2 - widening

Cloudy day men all working laying granulated from station 18+05 to 25 and no 2. from sta. 16+60 to 20+95 running a little light.

June 23.

A nice day men working laying granulated slag from sta 25 to 29+05 and No-2 from sta 20+95 to 26+75

June 24.

Nice warm day layed gran. from Sta 29+05 to 32+75 and no 2 from Sta 26+75 to 32+50.

June 25. unloading No 1 - stone to day first car goes back to beginning of road it run short back there. Roller started brooming and rolling today for water binding

June 26.

A fine day started water binding course to day everybody busy working on the berms a good shower came up about eleven o'clock and rained us off.

June 27. Sub grade is to wet to haul over also to wet to roll. a few men draining the sub grade and the cat. is cutting off a few humps.

June 28. A cloudy warm day laying gran. from Station 32+75 to 39+45 and no 2. from sta 32+85 to sta. 39

June 29. A hot day boys spread granulated from sta. 39+45 to sta 47+40 and no 2 from sta 39 to 41+50.

June 30. A hot day the crew only worked a half a day laying no 2 from sta 41+50 to 45+50 and gran from sta 47+40 to sta 49+90

54 tons no 2. for the day 56 tons gran. for the day.

1931

July 1 Another hot day the unloader motor broke down this morning and they didn't get very much done today no.2. from station 45+20 to 47+50 and gran. from 49+90 to 51+50 grade is good.

July 2 very hot today men all working layed gran. from sta 51+50 to 59 and no 2. from sta. 47+50 to 58.

July 3 Hot day layed gran. from sta 59 to 67+45 and no 2 from sta. 58 to 67+25 subgrade in good shape.

July 6. a cloudy warm day. Men all working layed gran. from 67+45 to 75+25 and no 2 from 67+25 to 72+05.

July 7. Fine day men all working layed gran. from stat. 75+25 to sta. 79+05 and no.2. from sta 72+06 to 76+15 and no. 7. from sta 78 to 84

July. 8. Fine day unloaded no.7. from sta 84 to 100. and gran from sta 79+05 to 86+50 and no.2 from 76+15 to 80+75.

July 9. Nice day laying no.2 from sta 80+75 to 90+15 and gran. from sta. 86+50 to 93+90 sub-grade in good shape. Started water binding today from Don Johnsons back towards beginning of the road. and up to the State road.

July 10. a cloudy cool day layed no.2. stone from sta. 90+15 to 98+50 and Gran. from sta. 93+90 to 100+00 and no.7 from sta. 100 to 105+25. had some work to do on subgrade from sta 103 to 108.

July 11. a nice day men screening in and trucks hauling no.7. from sta 105+25 to 116+50 and Granulated from sta 100+00 to sta 103+00. at sta. 167+50 men put in an 18 in. pipe 68 ft. long.

July 13. Nice day everyone working but only one truck on the job layed granulated slag from sta. 103+00 to 107+50 and No2. slag from sta. 98+50 to 107.+00

July 14. Hot day men working laying granulated from station 107+50 to 117+60 and no.2. slag from station 107+00 to 114+00

July 15. a rainy day men working screening in. and trucks hauling no. 7. from station 116+50 to 121+50 Roller broomed and rolled the whole course during and after the rain from 110 back to the beginning of the road.

July 16. a cloudy day men working trucks hauling #7 from station 121+50 to 130+00 and gran. from sta. 117+60 to 120+25 and #2 from sta. 114+00 to 118+90 Then the gang screened in ran out of granulated slag.

July 17. Hot today men working laying gran. from sta. 120+25 to 126+50 and #2. from sta. 118+90 to 125+50

July 18. a nice day men working screening in. in the morning and in the afternoon layed gran. from sta. 126+50 to 130+50 and No.2 from sta. 125+50 to 129+75.

July 20. a rainy morning trucks started hauling #7 dust from station 130+00 to. 147+25 and gran. from sta. 130+50 to 132+05 and #2 from sta. 129+75 to 131+25.

July 21. a cloudy morning trucks hauling gran. from sta. 131+25 to 137+30 and #2 from sta 131+25 to 137+20 subgrade is in good shape.

July 22 a fine morning after another rain one truck hauling gran. from sta. 137+30 to 143+25 and #2. from sta 137+20 to 142+55 subgrade is in gord shape.

July 23. Everything going good grade is good 2 Trucks hauling gran. from sta. 143+25 to 152+25 and #2 from sta. 142+25 to 146+60

July 24. Nice day trucks hauling #1 from sta 183+50 to 161+50 and #2 from sta. 146+60 to 151+50

July 25. #2 from sta. 151+50 to 154+50 and gran. from sta. 152+25 to 154+50

July 27. a hot day trucks started hauling from sta 183+50 granulated to sta. 173+25 and #2 from sta. 183+50 to 171+50 subgrade is in fine shape.

July 28. Hauling granulated from sta 173+25 to 167+00 and #2 from sta. 171+50 to 168+00.

July 29 a fine morning Men working on the grade from sta 163+30 to 154 and excavating on both ends of the bridge for #2 approach. Grove and I checked up on car weights today.

July 30. Men screening in from sta. 183+50 to 166+00 trucks hauling gran. from sta 167+00 to sta. 159+00. and the sub grade is in good shape. Men worked on the berms most of the forenoon and both rollers were busy.

July 31. Nice day men all here layed gran. from sta 159+00 to 156+80 and #2 from sta 166+75 to 154+90.

August 1. Rollers are both working today and the men are screening in from sta. 154+60 to 167+50. and will be ready to water bind monday.

August 3. Rollers are both working today had a big rain yesterday and the road is just right for rolling men are working on the berms

from sta. 89+00 to 59+00.
August 4, a nice day men are working on the berms and ditches working from station 59+00 down to sta. 26+00 and the rollers are also rolling the road from the school house to the end of the road.
August 5 a hot day started water binding this morning from sta. 126+00 men all working on the berms and ditches a team and two men are working on the curve at sta. 159+00 and working towards the bridge.
August 6. a very hot day a team and two men are working on the side road approaches and the rest of the men are working on the berms to sta 135+00 Beginning at sta. 89+00 and working towards the end of the road.

Aug. 7 a Truck and Broom are sweeping the road for the top coat and the rest of the men are working on the berms from sta 135+00 to 158+00 a car load of tar came in today and the tar truck is here.
Aug. 8. Tar truck spread the binder coat down to sta 105+00 and the men are working on berms from sta. 158+00 to sta. 164+00 having trouble with the brooms.
Aug. 11. 2 men are building forms for a headwall at sta. 167+50 and the rest of the men worked on the berms from sta 164 to 175 and the trucks are hauling #46 for the top course starting at sta 90+00. to 77+75.
Aug 12. a nice morning men are pouring concrete for the headwall at sta 167+50 used 14 sacks of cement.

and the trucks are hauling #6 from sta. 77+75 to 23+00 and the rest of the men are working on the berms.

Aug. 13. Cloudy morning after the rain trucks hauling #6 to wet to put on tar. #6 from 23+00 to 0+00 and from 90+00 to 101+40 (107+40). Men digging ditches for tile from sta 152 to 154

Aug. 14. a cloudy morning six men are working on the ditches for tile at sta. 152 to 154 the roadway is to wet to put on tar. Tar wagon finished the prime coat in the late afternoon.

Aug. 15. a fine day trucks hauling #6 from sta. 107+40 to the end of the road and the tar truck covered the slag to the railroad.

Aug 17. A nice day truck hauling #6 to the intersections and three men reshaping the berms a spreader and a drag are working on the top coarse from station 90+00 to sta 154+00.

Aug. 18. Men working reshaping berms trucks were unloading #6 first car from sta 0+00 to sta. 84+00.

Aug. 19. a nice day men are spreading #6 from Station 84+00 to the end of the road.

Aug 21 The men are spreading no 6. for the top course from sta. 183+50 to 155+00 and from sta 0+00 to 56+00

Aug 22 another nice day Today ends the laying of material for the road Layed #6 from sta. 56+00 to sta. 154+50.

Account of men
Working on Bundysburg
& Parkman Road
Aug 27th 1930 start work
with Eight men
Aug 29 put on 5 more
and keep them
all at work excavating
to Sept 5 start to pour
Concrete and work
the 13 men to Sept 9th
and from then on
according to acct

Account of men
Working on B-burg & Parkman Rd

1930	Concrete forms	Cut Brush	removing forms & sloping	driving truck	excavating
Sept 9	7	3	1	1	2
" 10	6	3	2		2
" 11	6		2		5
" 12	6		2		5
" 13	6		2	2	3
14	3			2	
15	5		Polishing 1		4
16	4		1		3
17	7		1		3
18	7		1		3
19	7		1		3
20	6		1		3
21	3		1		2
22	7				3
23	7				4
24	7				4
25	8				1
26	8	2	1		
27	8	2	1		

waterbound to station 32+50,

57

12.44 | 11200
9720
14800
13608

167+50 68 ft corrugated iron pipe

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1½ TO 1.

FOR SINGLE TRACK EMBANKMENT.

	0	.1	.2	.3	.4	.5	.6	.7	.8	.9	
0	7.0	7.2	7.3	7.5	7.6	7.8	7.9	8.1	8.2	8.4	0
1	8.5	8.7	8.8	9.0	9.1	9.3	9.4	9.6	9.7	9.9	1
2	10.0	10.2	10.3	10.5	10.6	10.8	10.9	11.1	11.2	11.4	2
3	11.5	11.7	11.8	12.0	12.1	12.3	12.4	12.6	12.7	12.9	3
4	13.0	13.2	13.3	13.5	13.6	13.8	13.9	14.1	14.2	14.4	4
5	14.5	14.7	14.8	15.0	15.1	15.3	15.4	15.6	15.7	15.9	5
6	16.0	16.2	16.3	16.5	16.6	16.8	16.9	17.1	17.2	17.4	6
7	17.5	17.7	17.8	18.0	18.1	18.3	18.4	18.6	18.7	18.9	7
8	19.0	19.2	19.3	19.5	19.6	19.8	19.9	20.1	20.2	20.4	8
9	20.5	20.7	20.8	21.0	21.1	21.3	21.4	21.6	21.7	21.9	9
10	22.0	22.2	22.3	22.5	22.6	22.8	22.9	23.1	23.2	23.4	10
11	23.5	23.7	23.8	24.0	24.1	24.3	24.4	24.6	24.7	24.9	11
12	25.0	25.2	25.3	25.5	25.6	25.8	25.9	26.1	26.2	26.4	12
13	26.5	26.7	26.8	27.0	27.1	27.3	27.4	27.6	27.7	27.9	13
14	28.0	28.2	28.3	28.5	28.6	28.8	28.9	29.1	29.2	29.4	14
15	29.5	29.7	29.8	30.0	30.1	30.3	30.4	30.6	30.7	30.9	15
16	31.0	31.2	31.3	31.5	31.6	31.8	31.9	32.1	32.2	32.4	16
17	32.5	32.7	32.8	33.0	33.1	33.3	33.4	33.6	33.7	33.9	17
18	34.0	34.2	34.3	34.5	34.6	34.8	34.9	35.1	35.2	35.4	18
19	35.5	35.7	35.8	36.0	36.1	36.3	36.4	36.6	36.7	36.9	19
20	37.0	37.2	37.3	37.5	37.6	37.8	37.9	38.1	38.2	38.4	20
21	38.5	38.7	38.8	39.0	39.1	39.3	39.4	39.6	39.7	39.9	21
22	40.0	40.2	40.3	40.5	40.6	40.8	40.9	41.1	41.2	41.4	22
23	41.5	41.7	41.8	42.0	42.1	42.3	42.4	42.6	42.7	42.9	23
24	43.0	43.2	43.3	43.5	43.6	43.8	43.9	44.1	44.2	44.4	24
25	44.5	44.7	44.8	45.0	45.1	45.3	45.4	45.6	45.7	45.9	25
26	46.0	46.2	46.3	46.5	46.6	46.8	46.9	47.1	47.2	47.4	26
27	47.5	47.7	47.8	48.0	48.1	48.3	48.4	48.6	48.7	48.9	27
28	49.0	49.2	49.3	49.5	49.6	49.8	49.9	50.1	50.2	50.4	28
29	50.5	50.7	50.8	51.0	51.1	51.3	51.4	51.6	51.7	51.9	29
30	52.0	52.2	52.3	52.5	52.6	52.8	52.9	53.1	53.2	53.4	30
31	53.5	53.7	53.8	54.0	54.1	54.3	54.4	54.6	54.7	54.9	31
32	55.0	55.2	55.3	55.5	55.6	55.8	55.9	56.1	56.2	56.4	32
33	56.5	56.7	56.8	57.0	57.1	57.3	57.4	57.6	57.7	57.9	33
34	58.0	58.2	58.3	58.5	58.6	58.8	58.9	59.1	59.2	59.4	34
35	59.5	59.7	59.8	60.0	60.1	60.3	60.4	60.6	60.7	60.9	35
36	61.0	61.2	61.3	61.5	61.6	61.8	61.9	62.1	62.2	62.4	36

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

R.