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LEVEL BOOK

3/3

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# 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.

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	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  
Packman Bundysburg  
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.
"	2	2 hrs.
"	3	2 hrs.
"	4	2 hrs.
"	17	rolling top

2 rollers

2 rollers

rolling top

1930

Station	No.	Cement used	Cement Required	Strength found	
Sept 6	134+59	17	67 sac	71.82	9/9
over end	157+60	21	4 1/2 "	4.89 sac	9/6
one end	165+32	23	3 "	4.09 "	9/6
	143+82	19	11 1/2 "	12 sac	9/7
	140+88	18	9 sac	8.71 sac	9/7
	89+47	13	8 "	8.19 "	9/9
	82+65	11	18 "	16.38 "	9/10
	77+57	10	19 1/2 "	17.64 "	9/11
	63+77	8	8 1/2 "	8.19 "	9/11
	30+45	4	18 "	10.71 "	9/11
	87+97	2	10 "	10.71 "	9/12
	3+76	1	13 "	11.97 "	9/12
	17+76	3	10 1/2 "	10.71 "	9/12
	43+85	6	8 sac	8.19 "	9/12
	67+69	9	12 "	11.97 "	9/13
	83+03.5	12	18 1/2 "	18.27 "	9/13
	109+01	14	8 1/2 "	67.41	9/16
	128+43	16	89 "	93.87	9/18
	157+11	20	23 1/2 "	17.64	9/19

Buffed Headwalk	Consped floor	Poured Headwalk
9/9	9/5	9/6
9/6		9/5
9/6		9/5
9/7		9/6
9/7		9/6
9/9		9/8
9/10		9/9
9/11		9/10
9/11		9/10
9/12		9/11
9/12		9/11
9/12		9/11
9/12		9/11
9/13		9/12
9/13		9/12
9/16	9/13	9/15
9/18	9/16	9/17
9/19		9/18

1930

Station

No

Painted  
floorPainted  
HeadwallCement  
usedCement  
RequiredStriped  
formsRubbed  
headwall

121458

15

9/19

9/20

105.20

117.08

9/21

9/21

53755

7

9/22

9/23

115.20

117.18

9/24

9/24

36794

5

9/23

9/25

123"

119.07

9/26

9/26

175733

22

9/26

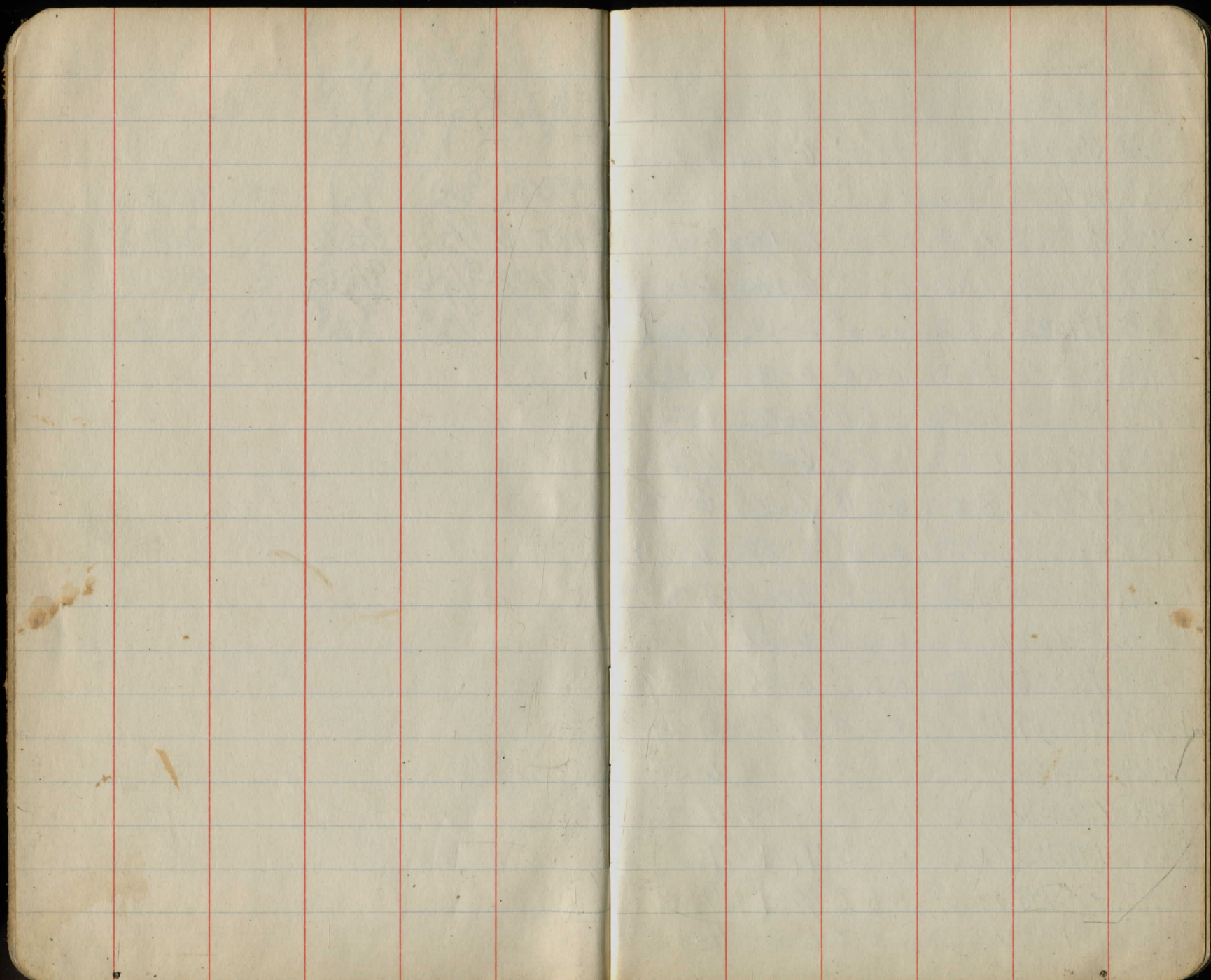
9/27

90"

89.44

9/28

9/28



Granulated slag

Base Course

Initial Number	Weight	Date Rec'd	Date Unloaded	From Station	To Station	Applied	Requ.	
P+RR 676495	112 000 ✓	6-17-31	6-18-31	0+00	3+45	<sup>53</sup> 56	70.06 67.06	3 1/2 tons req. for widening
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	<sup>50</sup> 56	69.98	1 truck out at station curve 27
P+RR 139234	112 000 ✓	6-17-31	6-20-31	11+05	14+25	56	62.20	
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	25700	27400	<sup>43</sup> 56	52.88	13 days 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	82.62	
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	

Initial Number	Granulated slag 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	159740	112 000 ✓	7-3	7-6	71+25	75+25	56	77.76	
<sup>2</sup> 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	67.06	
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	43.74	
P+RR	136873	112 000 ✓	7-10	7-13	102+25	105+50	56	63.18	5 Tons out weighing
P+RR	179371	112 000 ✓	7-13	7-13	105+50	108+75	56	63.18	curve at 109 out sta
<sup>2</sup> P+RR	194057	112 000 ✓	7-13	7-14	108+75	112+00	56	63.18	6 Tons
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+M.R.y	65372	80 000 ✓	7-17	7-17	120+25	123+00	40	53.46	
P+M.R.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.			Date	Date	From	To	Applied	Required.	
Initial	Number	Weight	Received	Unloaded	Station	Station			
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	44	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	56	56.37	9 tons out for widening 153
P+R	191583	112 000 ✓	7-25	7-25	152+25	154+50	56	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+75	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	44	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	44	34.02	32 tons widening 167+00 to 168+44
P+R	411809	112 000 ✓	7-30	7-30	167+00	161+80	56	82.62	22 tons widening 164 to 167
P+R	741265	112 000 ✓	7-30	7-30	161+80	159+00	56	54.43	21 tons widening 161+80 to 157+00
n.y.e.	411907	80 000 ✓	7-30	7-31	159+00	156+80	40	42.76	
Total		5,832,000 ✓							

Initial	Number	Tar. weight	Date Received	Date unloaded	From Station	To Station
A.T.P.X.	615	95513 ✓	8-7	8-14	0+00	90+00
S.A.T.X.	4903	79569 ✓	8-10	8-11	90+00	0+00
S.T.C.X.	3030	96634 ✓	8-12	8-14	90+00	183+50
S.A.T.X.	4907	75520 ✓	8-21	8-21	183+50	0+00
2 Trucks	2000 gal.	347236 ✓				

$$\begin{array}{r} 35727 \text{ gal} \\ 9713472366 \\ \hline 291 \\ 582 \\ 485 \\ \hline 773 \\ 672 \\ \hline 893 \\ 730 \end{array}$$

$$\begin{array}{r} 3580 \\ 2000 \\ \hline 5580 \text{ gal} \\ \text{OT} \end{array}$$

Initial	Number	# G. weight	Date Received	Date unloaded	From Station	To Station
P.H.E.	52138	103700 ✓	8-17	8-18	0+00	84+00
P.H.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.
P.H.E.	51232	128000 ✓	8-19	8-21	183+50	154+75
N.Y.C.	454182	107800 ✓	8-21	8-22	0+00	7+00
		541600 ✓			7+00	92+00
					92+00	154+50

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
B+O 425710	117 300 ✓	8-10	8-13	18+05	3+00
B+L E 41393	118 000 ✓	8-10	8-13	3+00 90+00	0+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
Erie 37241	115 600 ✓	8-12	8-15	141+00	146+45
RR 160378	104 000 ✓	8-12	8-15	146+45	154+00
RR 157717	103 500 ✓	8-12	8-15	154+00	183+50
P+R 206423	118 700 ✓	8-15	8-15	183+50	182+00
RR 737600	114 300 ✓	8-15	8-15	182+00	171+50
				171+50	157+00
				157+00	154+25

Total.  $\begin{array}{r} 1682100 \\ 70000 \\ \hline 1752100 \end{array}$  stock Pile at Burg. used for approach.

From To station station.

3 Tons out for curve.

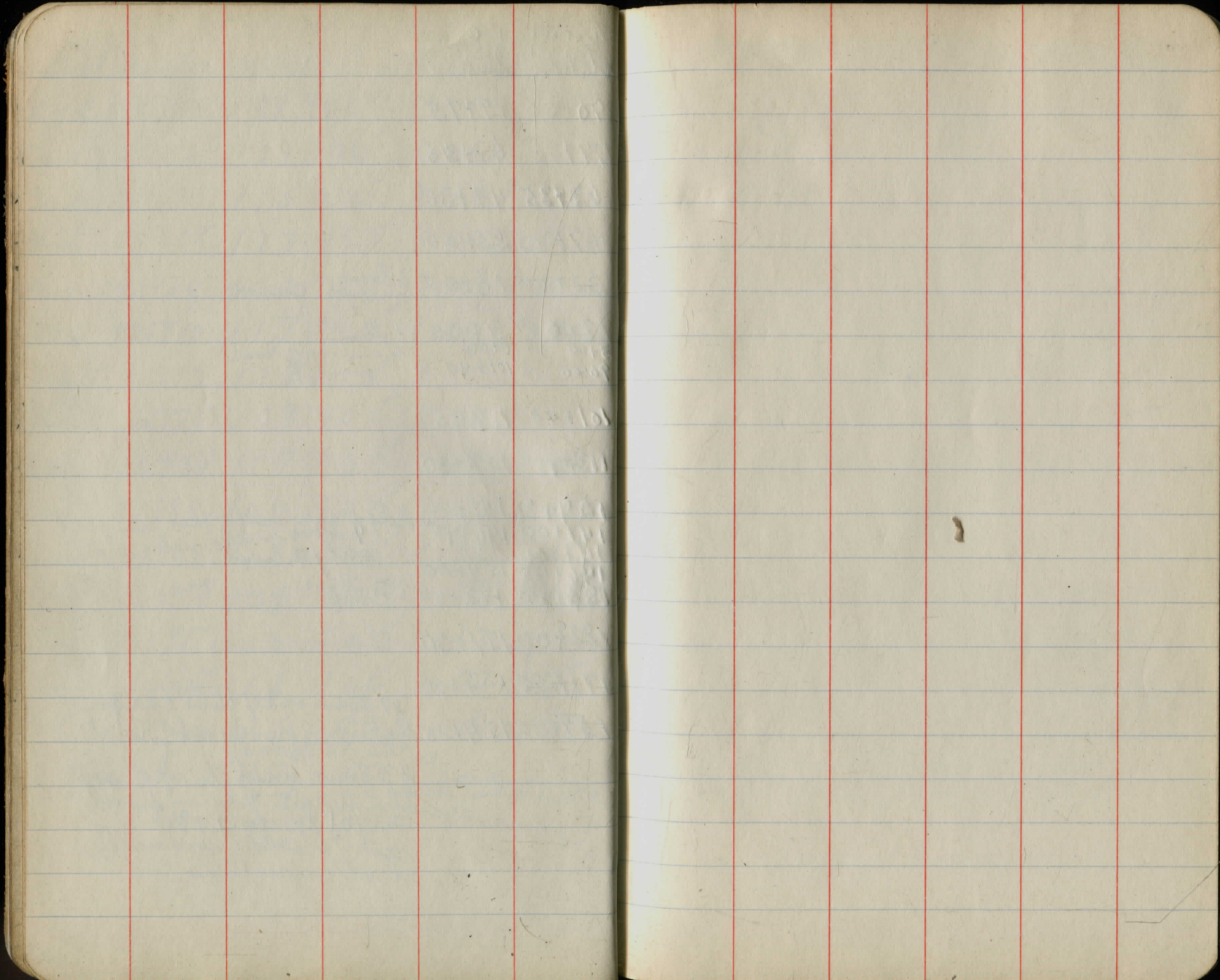
1 Ton beginning of road

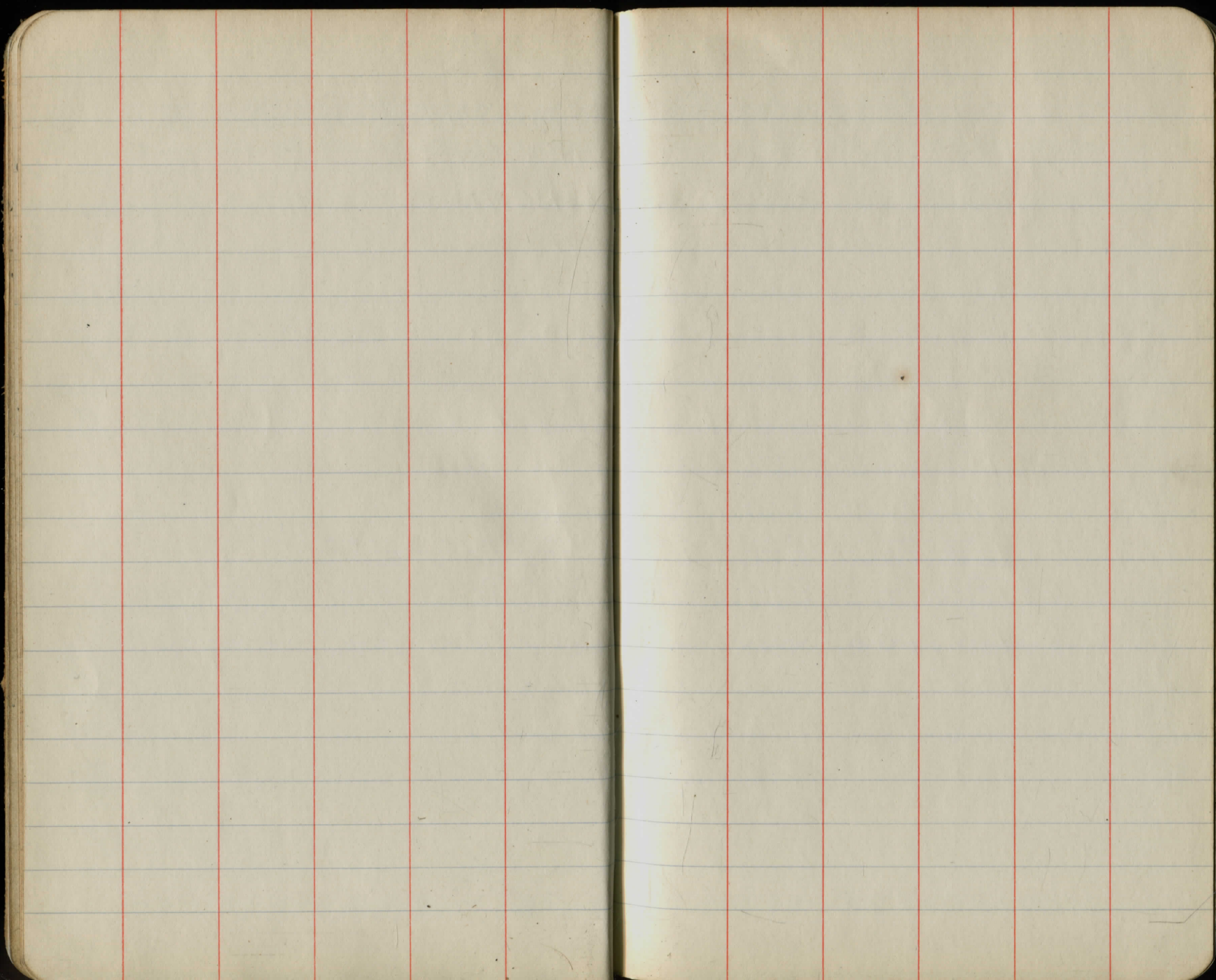
half a car rest of this car goes 4 Tons on the intersections out for curve.

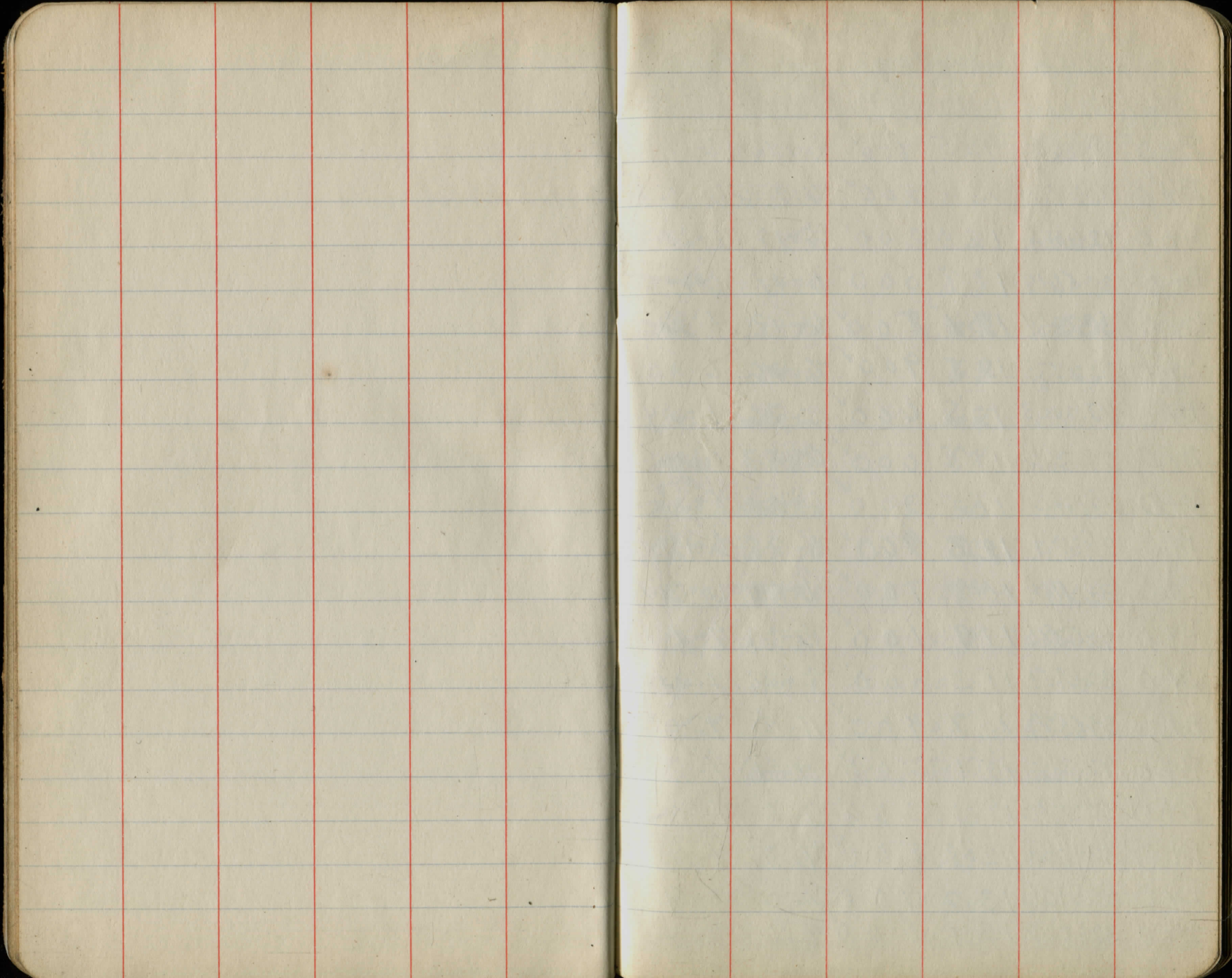
3 Tons out

19 Tons out of this car for the curves from the end of road to the railroad.

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 Number	Slag Weight	Date Received	Date (Delivered)	From Station	To Station	Applied Tons	Required	
BT0	28263	125 800 ✓	6-17-31	6-18-31	10+00	4+10	63	63.59	3 ton widening
BT0	322710	121 200 ✓	6-17-31	6-19-31	4+10	8+15	60	59.85	
BT0	126025	120 200 ✓	6-19	6-20	8+15	12+50	60	64.29	
BT0	225617	117 000 ✓	6-19	6-21	12+50	16+60	58	60.59	
BT0	322264	121 800 ✓	6-19	6-22	16+60	20+95	60	64.29	
BT0	322735	125 900 ✓	6-22	6-23	20+95	25+15	63	62.07	
BT0	426003	128 600 ✓	6-22	6-24	25+15	28+50	64	60.51	1/2 ton widening
BT0	223660	115 000 ✓	6-22	6-24	28+50	32+85	57	63.65	
BT0	328586	115 300 ✓	6-22	6-28	32+85	36+90	57	59.85	
BT0	28021	123 900 ✓	6-22	6-29	36+90	41+50	62	67.98	
BT0	330162	108 700 ✓	6-26	6-30	41+50	45+20	54	54.68	
BT0	425386	119 100 ✓	6-26	7-1	45+20	49+45	59	62.81	
BT0	326750	113 000 ✓	6-26	7-2	49+45	53+50	56	59.85	
BT0	325527	117 400 ✓	7-1	7-2	53+50	58	58	66.51	
BT0	125829	121 300 ✓	7-1	7-3	58+00	62+50	60	66.51	
BT0	523480	121 300 ✓	7-3	7-3	62+50	67+25	60	67.20	
BT0	321851	128 800 ✓	7-3	7-6	67+25	72+05	64	70.94	
BT0	225106	132 700 ✓	7-6	7-7	72+05	76+15	66	60.59	
BT0	326102	126 600 ✓	7-6	7-8	76+15	80+75	63	67.98	

No. 2 slag.		Date	Date	From	To	Applied Regr.	
Initial	Number	Weight	Received	Unloaded	Station	Station	
B+O	329835	118 500	7-6	7-9	80+75	85+30	59 47.24
P.M.K.y	62582	122 600	7-8	7-9	85+30	90+15	61 71.68
P+L.E.	51488	118 000	7-8	7-10	90+15	94+50	59 64.29
P.M.K.y	61430	120 500	7-10	7-10	94+50	98+50	60 59.12
P.M.K.y	61832	117 000	7-10	7-13	98+50	103+00	58 66.51
P.L.E.	51307	117 300	7-10	7-13	103+00	107+00	58 59.12
B+O	524900	116 100	7-13	7-14	107+00	110+40	58 55.25
P.M.K.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.M.K.y	61465	127 200	7-17	7-18	122+75	127+15	63 65.03
N.Y.C.	401692	114 200	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.	50419	109 400	7-20	7-22	138+85	142+55	54 54.68
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
B+O	327432	103 100	7-20	7-24	149+60	151+50	51 53.25
B+O	323577	120 000	7-22	7-25	151+50	154+50	53 51.34
							60. 44.34

4 Tons out etc  
curve at 103+00  
5 Tons out  
curve at sta. 109+00

8 Tons widening

3 Tons widening

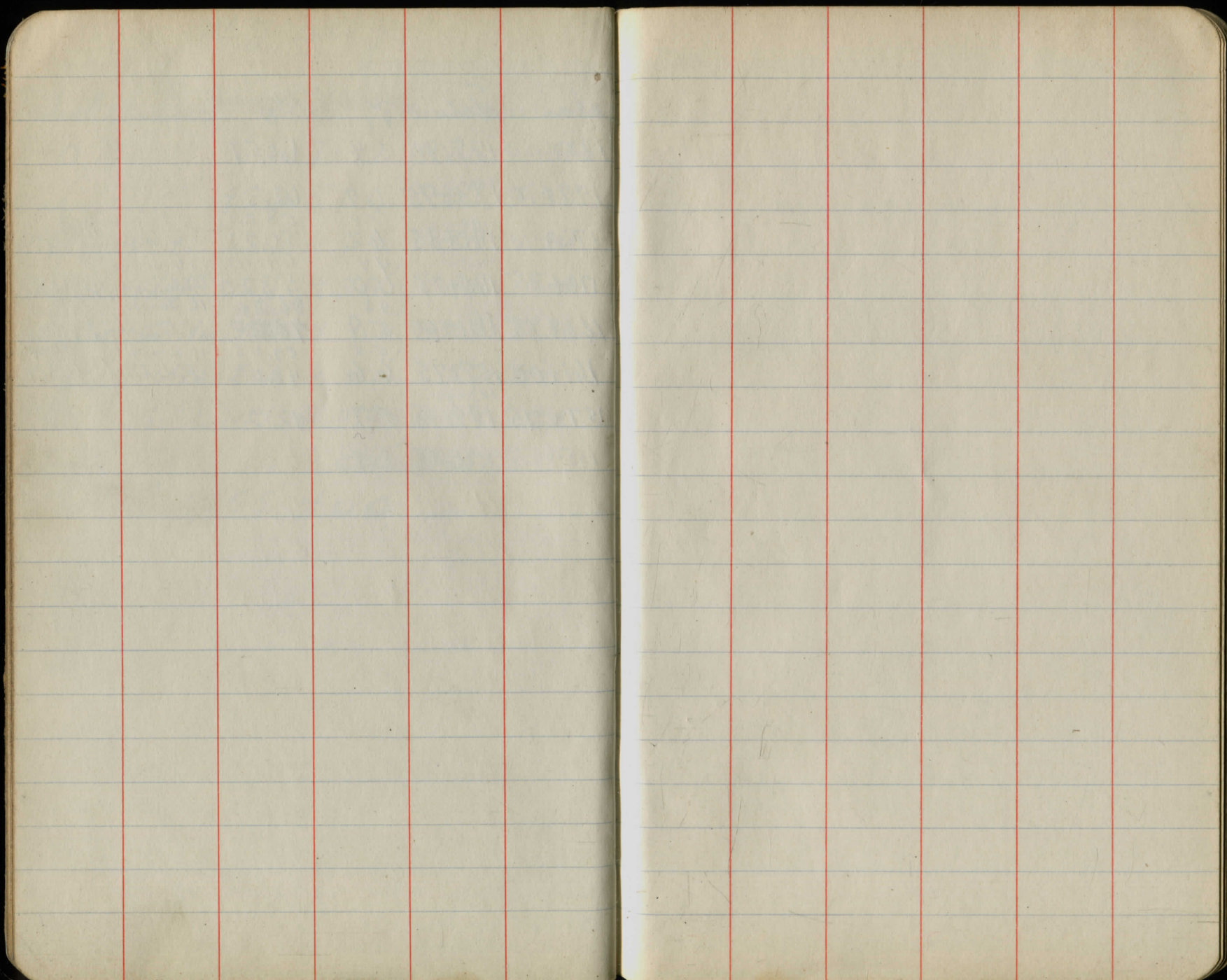
7 Tons widening

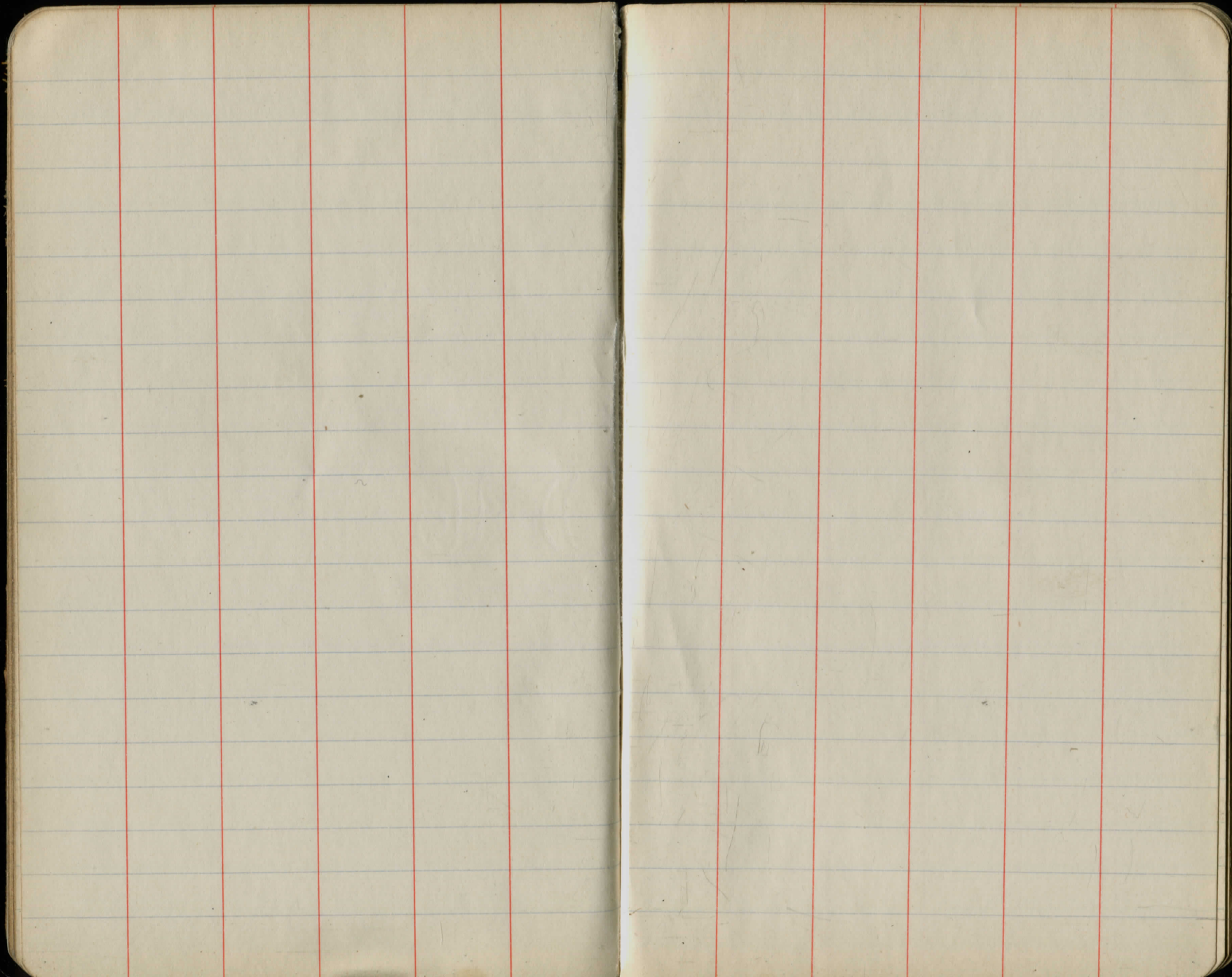
# #2 slag

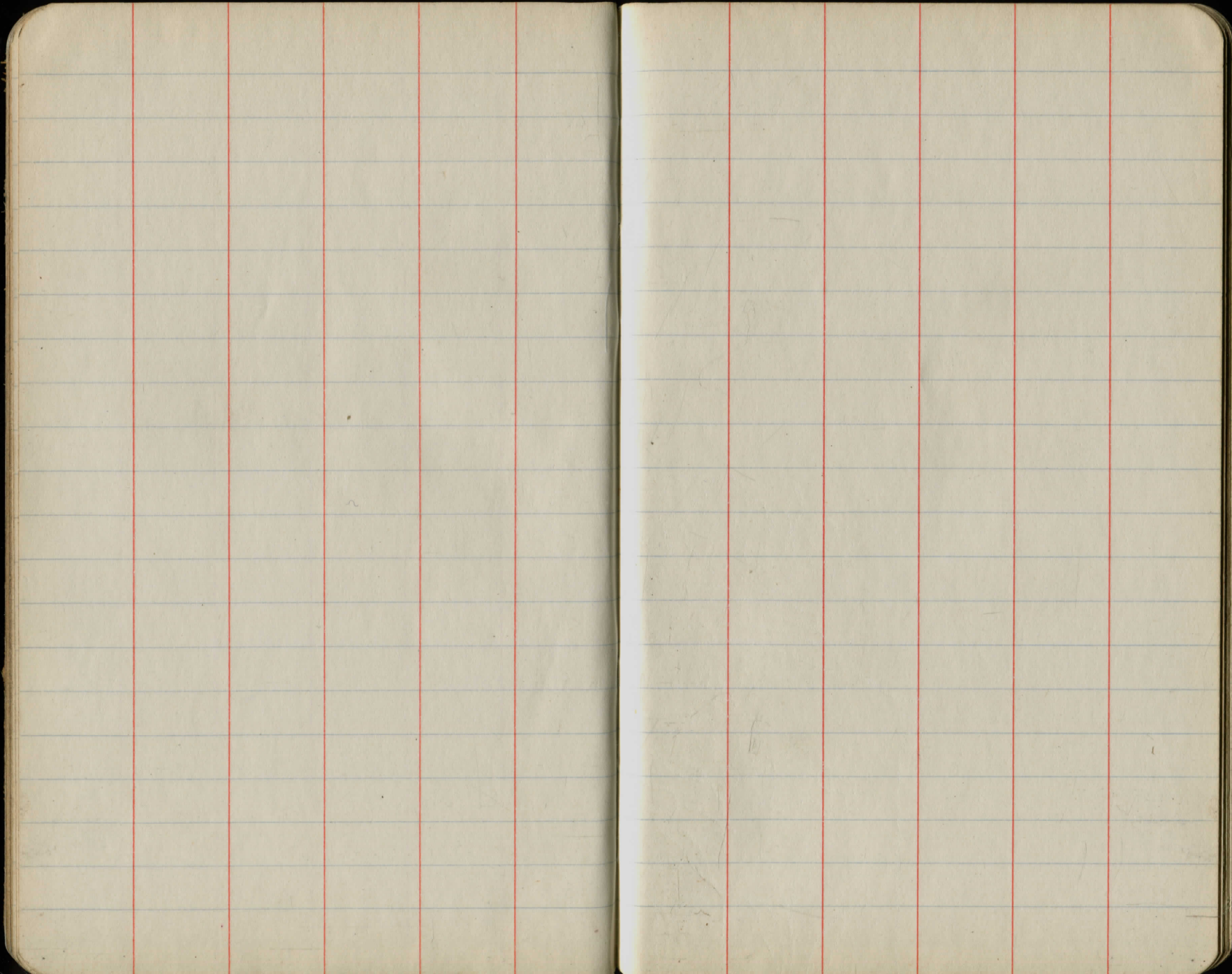
Initial Number	weight	Received	unloaded
B+O 320319	109 800 ✓	7-20	7-27
<sup>40</sup> Erie 31824	122 500 ✓	7-27	7-27
N.Y.C. 409198	125 600 ✓	7-27	7-28
N.Y.C. 407097	121 400 ✓	7-27	7-28
N.Y.C. 402790	118 400 ✓	7-27	7-31
N.Y.C. 420540	132 600 ✓	7-27	7-31
Erie 26842	114 300 ✓	7-27	7-31
1 Truck load	109 000 ✓	8-1	8-1
Total 5,355,400 ✓			

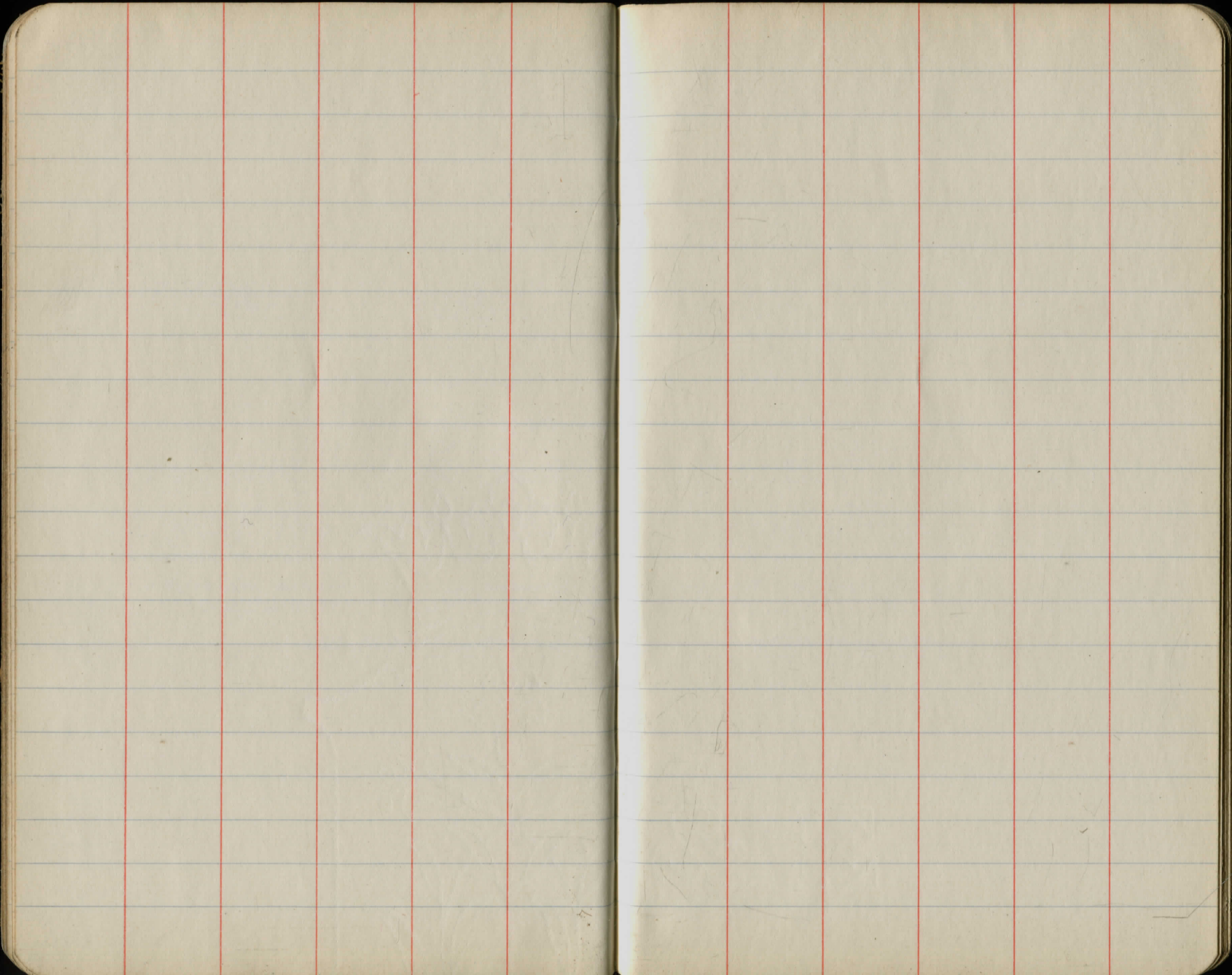
From Sta	To station	applied	required
182+00	177+90	54	60.59
177+90	173+75	61	61.33
173+75	170+35	62	58.25
170+35	166+75	60	50.25
166+75	161+00	59	69.20
161+00	157+75	66	53.20
157+75	154+90	57	86.20
153+40	154+75	52	70.20

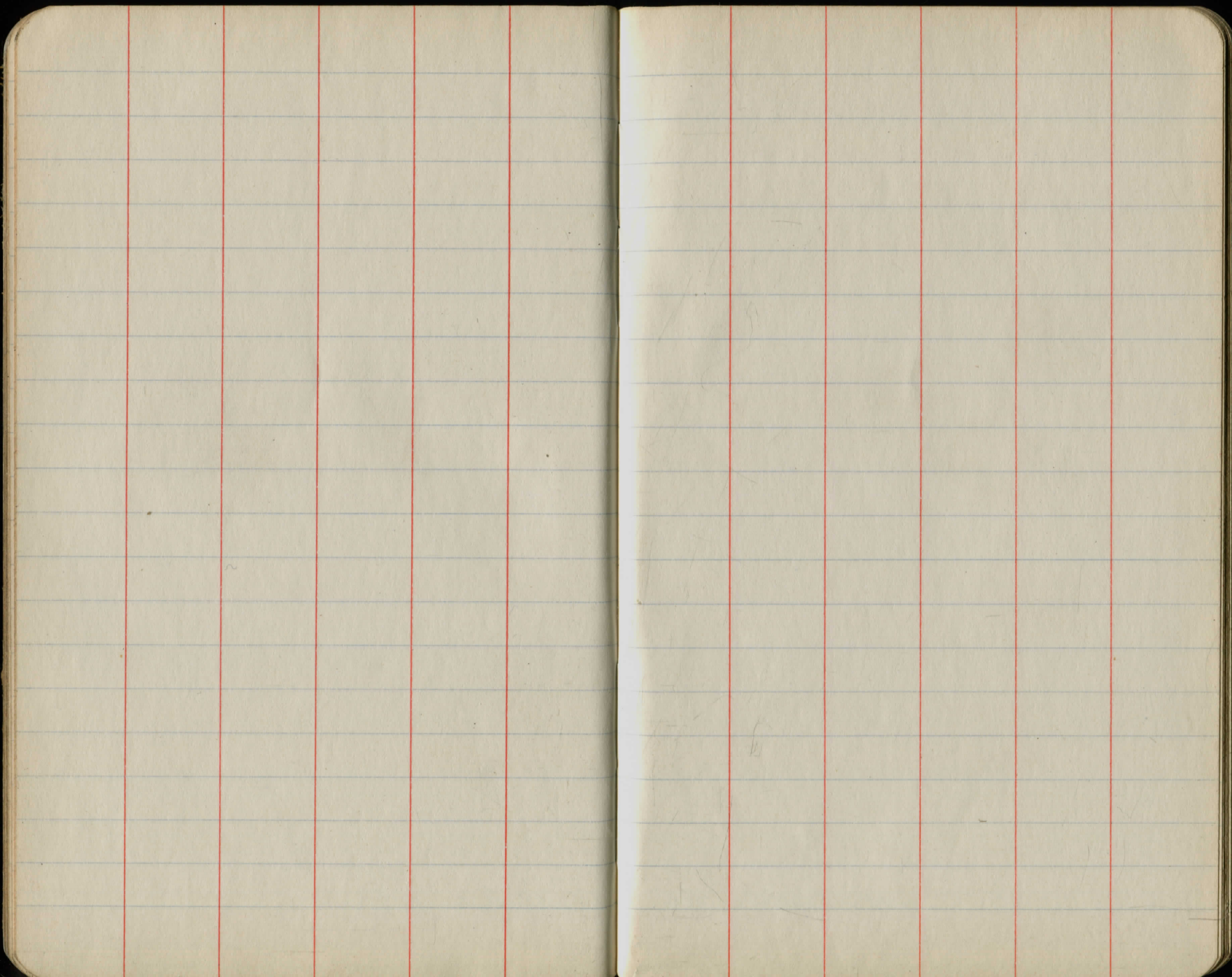
8 Tons out widening 167+33 to 172+33  
 16 Tons widening 147 to 168  
 16 Tons widening 164 to 167.44  
 11 Tons widening 157 to 161

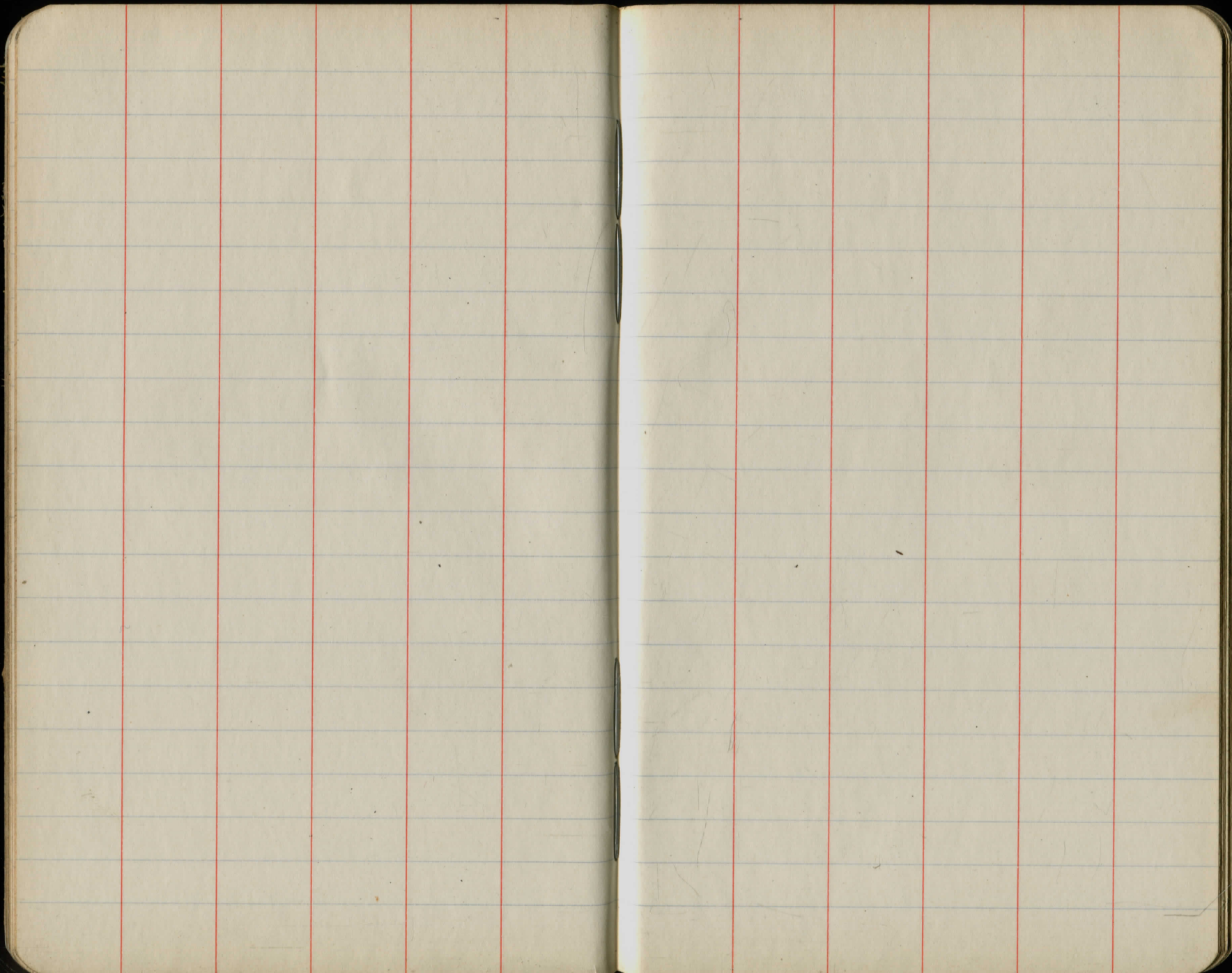


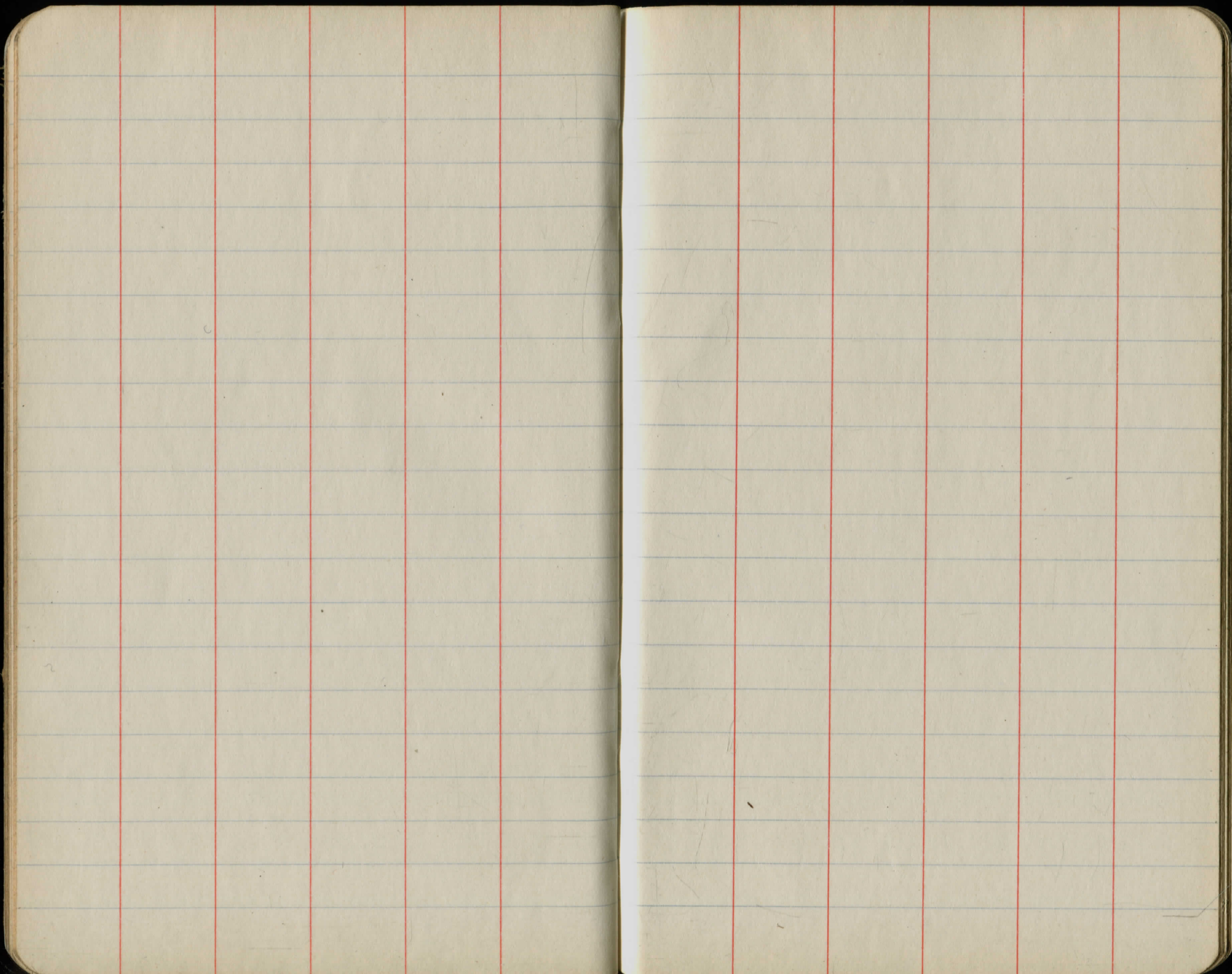


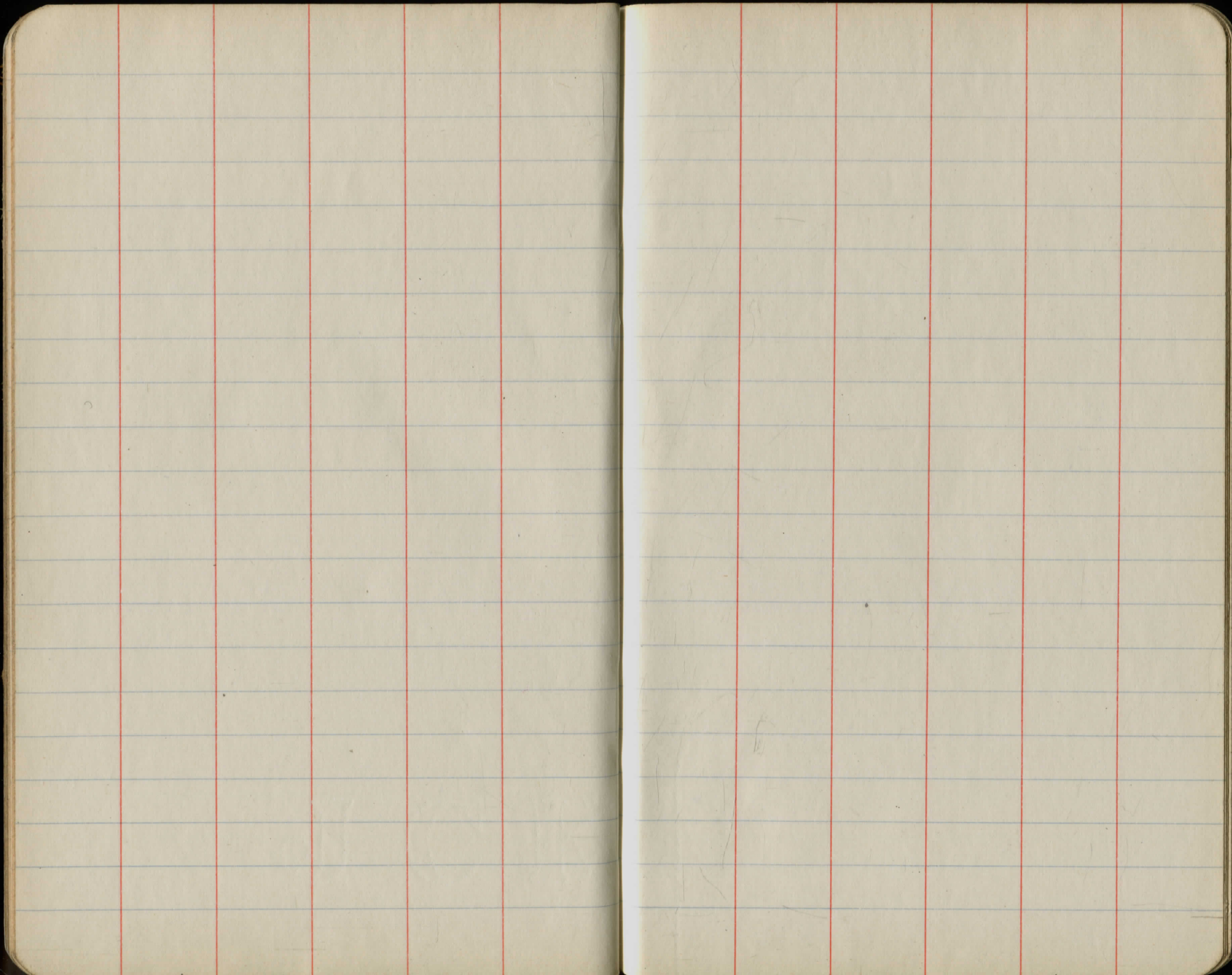


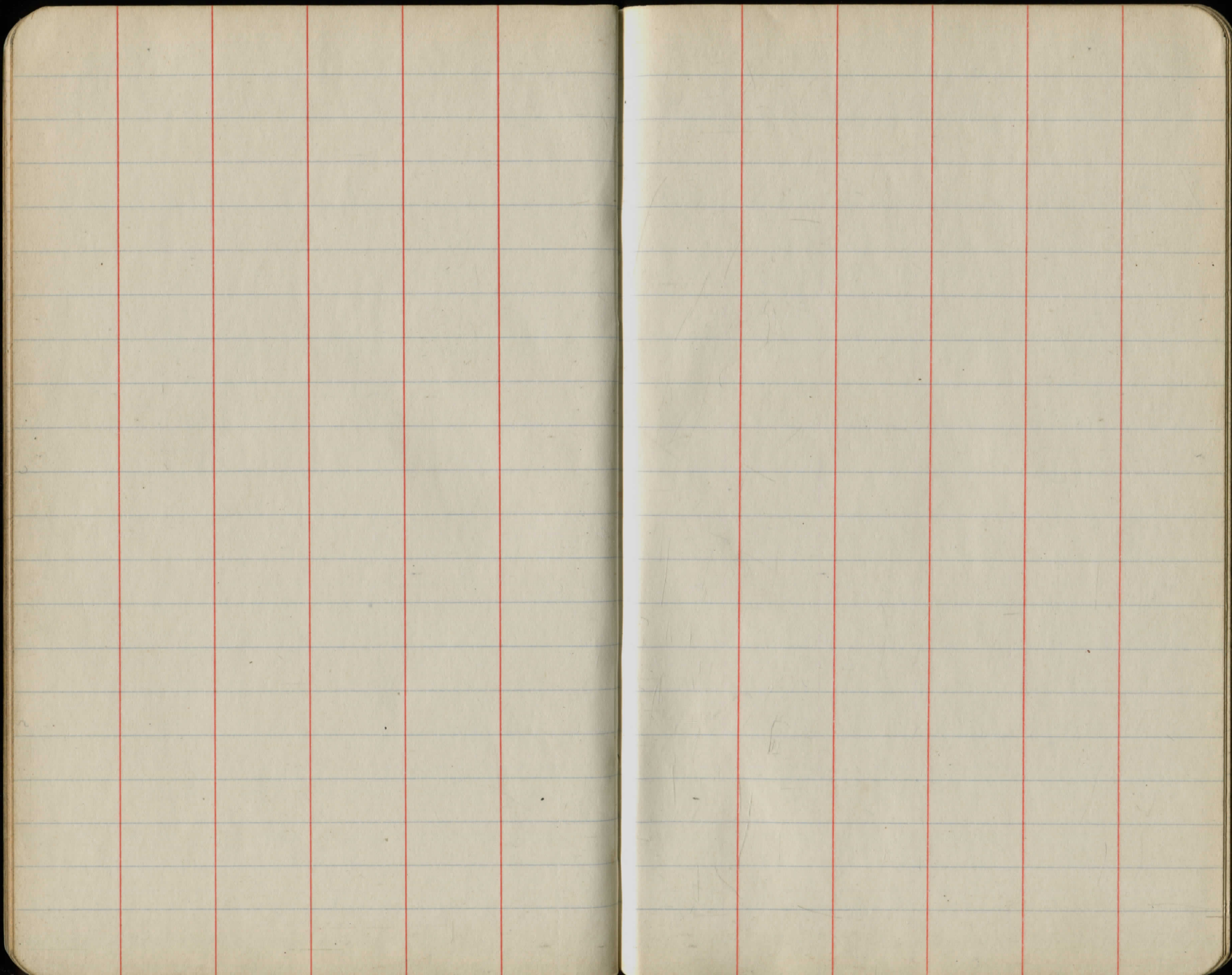


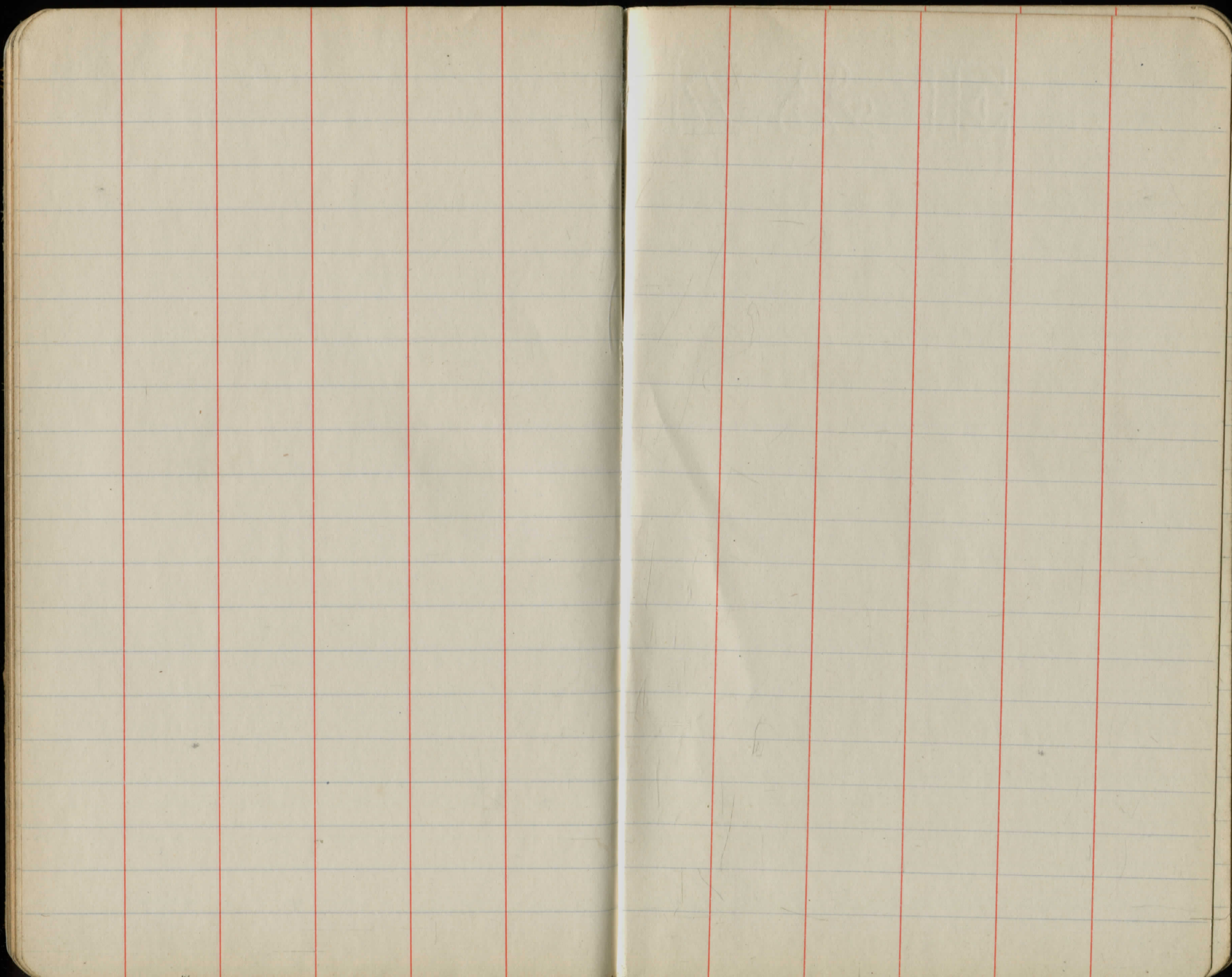


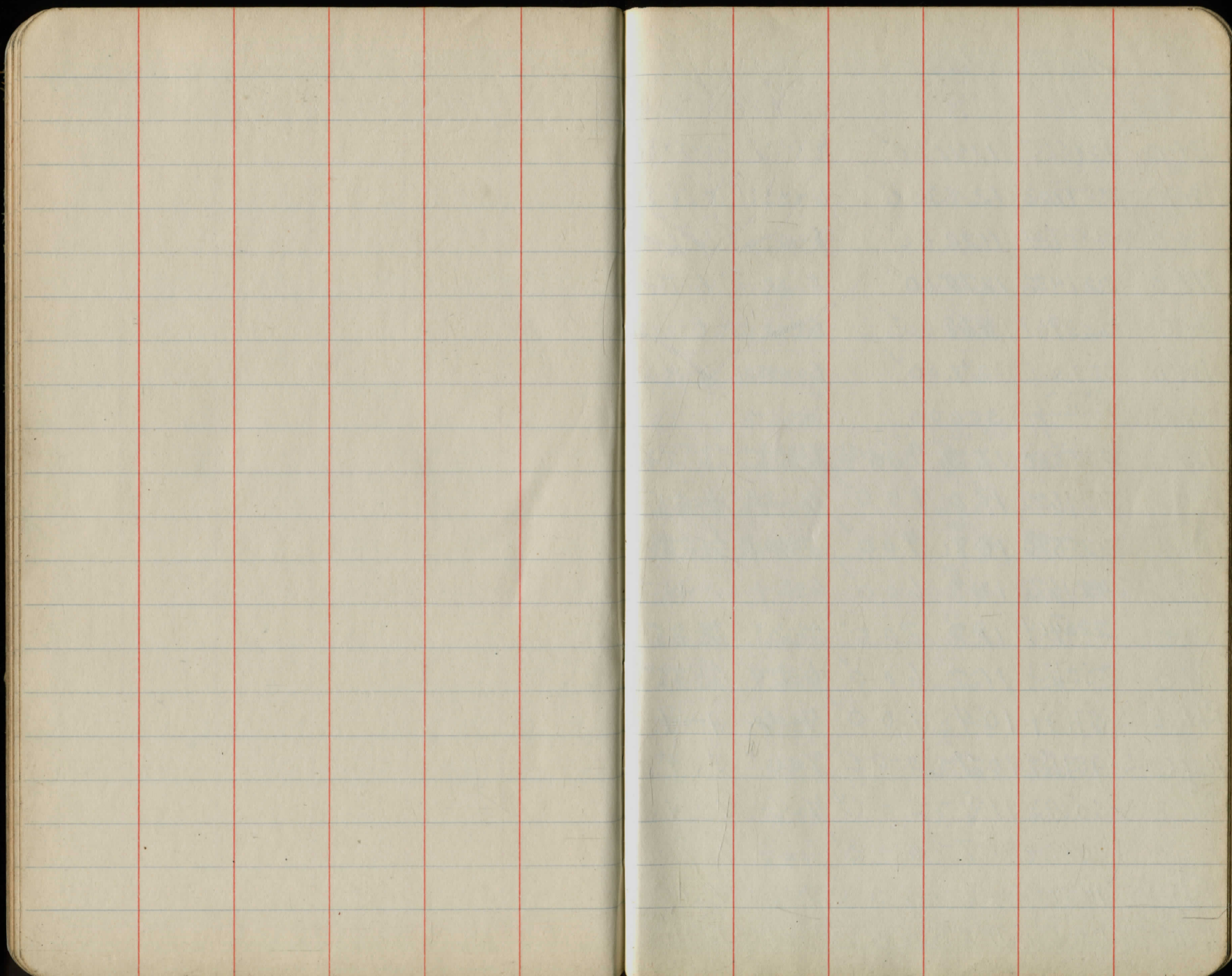












No 7 Slag

Initial	Number	Weight	Date Received	Date Unloaded	From Sta	To Sta	applied	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	36+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		
B+O	225320	112900 ✓	6-24	6-24	at the beginning of this car was taken <sup>sta 0+00 to sta 50.</sup> road		56	wast 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	36.95 <sup>2 trucks out of beginning</sup>
B+O	421673	108600 ✓	6-24	6-25	62+50	68+00	54	40.64 <sup>2 trucks out of 8000</sup>
B+O	225407	118200 ✓	6-24	6-25	68+00	73+50	59	40.64 <sup>2 trucks out of 8000</sup>
B+O	330126	112600 ✓	6-24	6-25	73+50	78+00	56	33.25
R.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	38.99
R.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
P.M.K.y	62336	118000 ✓	7-10	7-11	105+25	110+75	59	40.64

Estimated

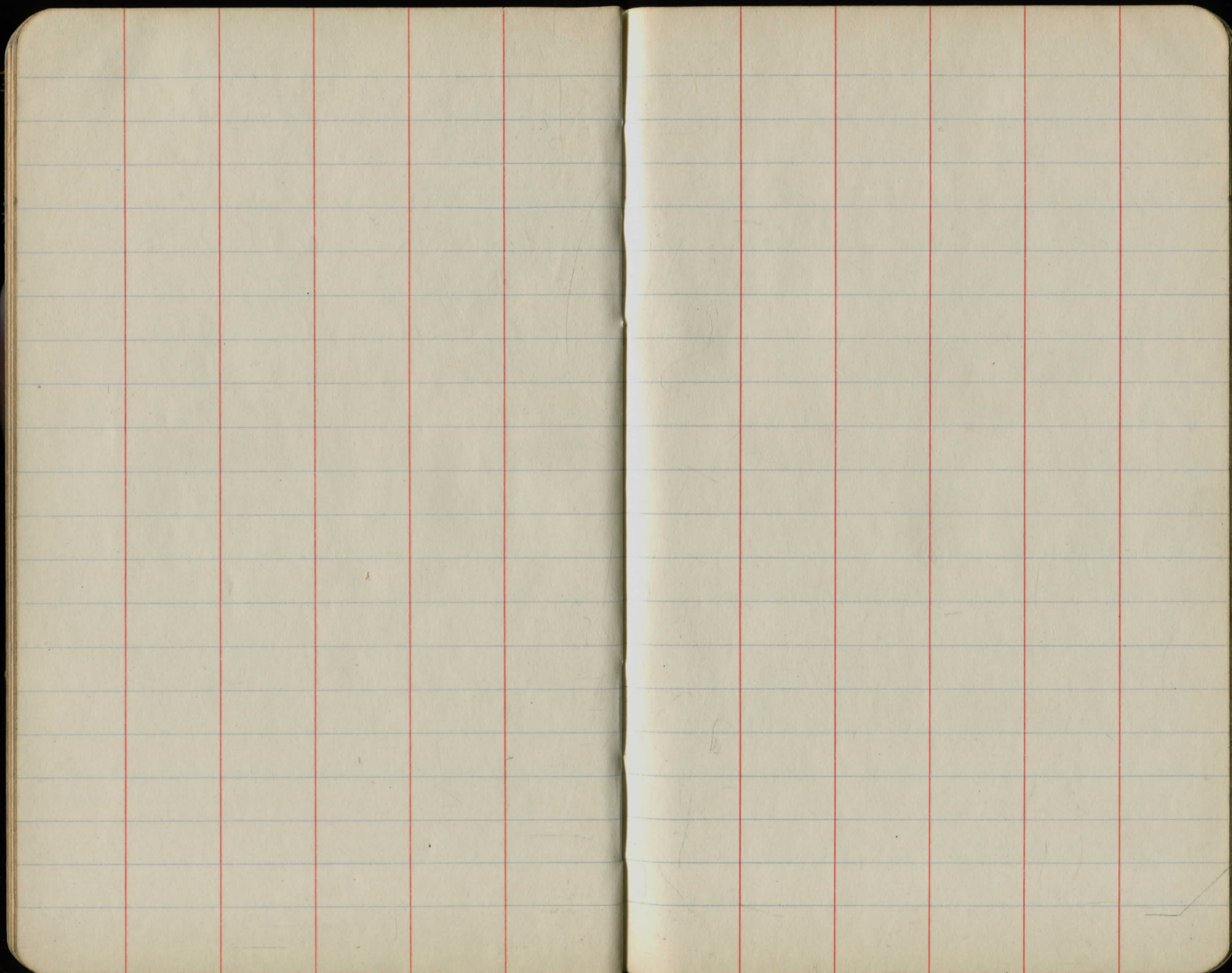
2 trucks out of beginning  
2 trucks out of 8000  
2 trucks out of 8000

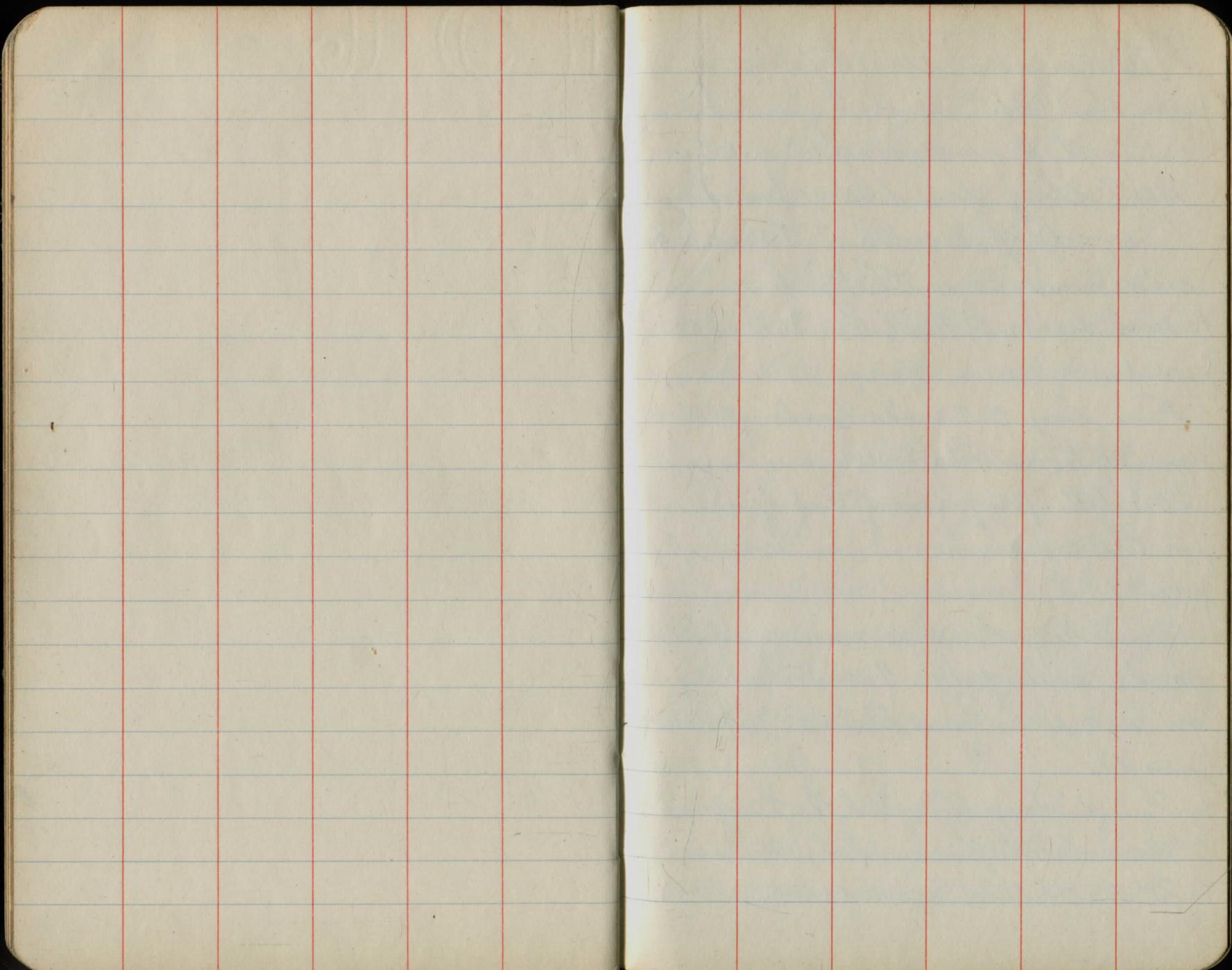
2 widening curve  
3 widening curve



Cap. 100,000  
LT WF 45,000

A. J. P. X 615-





# Parkman-Burdysburg

June 15, 1931.

Started unloading of  
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

11 of no 2 -  
11 tons out for

June 22 Layed curbs today to sta 24 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 7 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  
lumps.

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+50.3 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+05 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 to day 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 117+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 No. 2 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 boomed 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 good 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 #7 from sta. 183+50 to 141+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. G. Row

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 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 58+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. 108+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 #46 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 #46 to wet to put on tar. #46 from 23+00 to 0+00 and from 90+00 to 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 #46 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 #46 to the intersections and three men reshaping the berms.

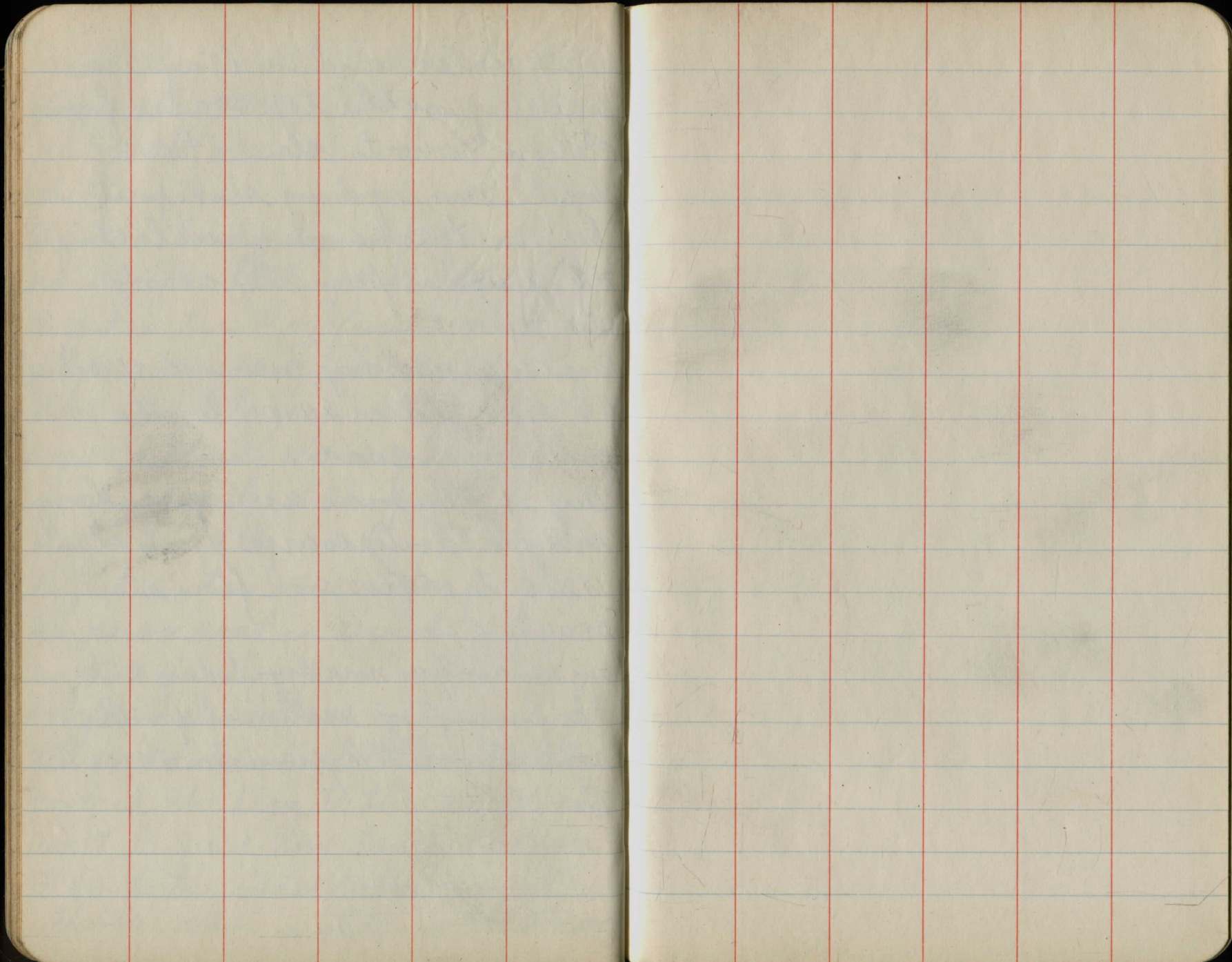
a spreader and a drag are working on the top course from station 90+00 to sta 154+00.

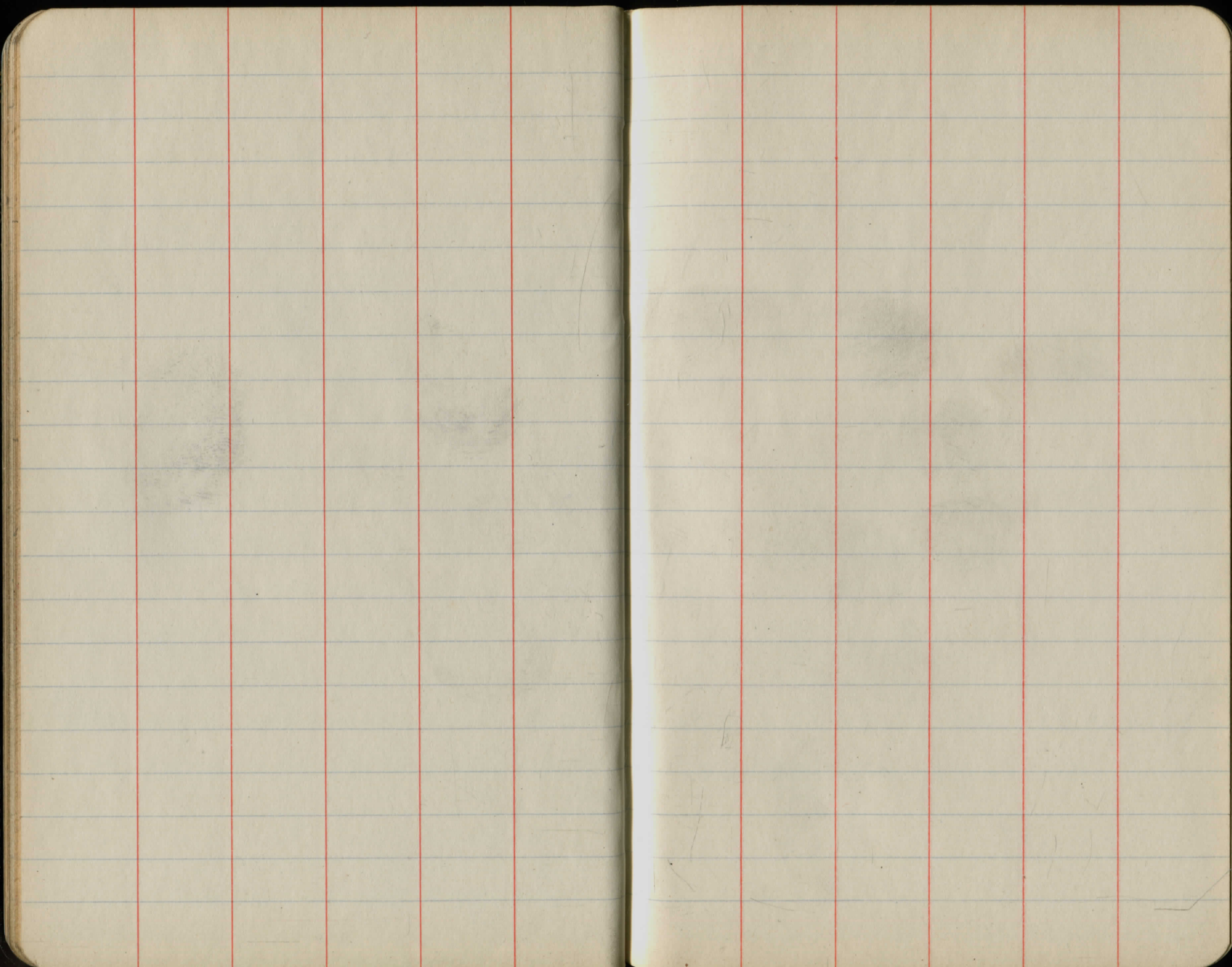
Aug. 18. Men working reshaping berms trucks were unloading #6 first car from sta 0+00 to sta. 84+00.

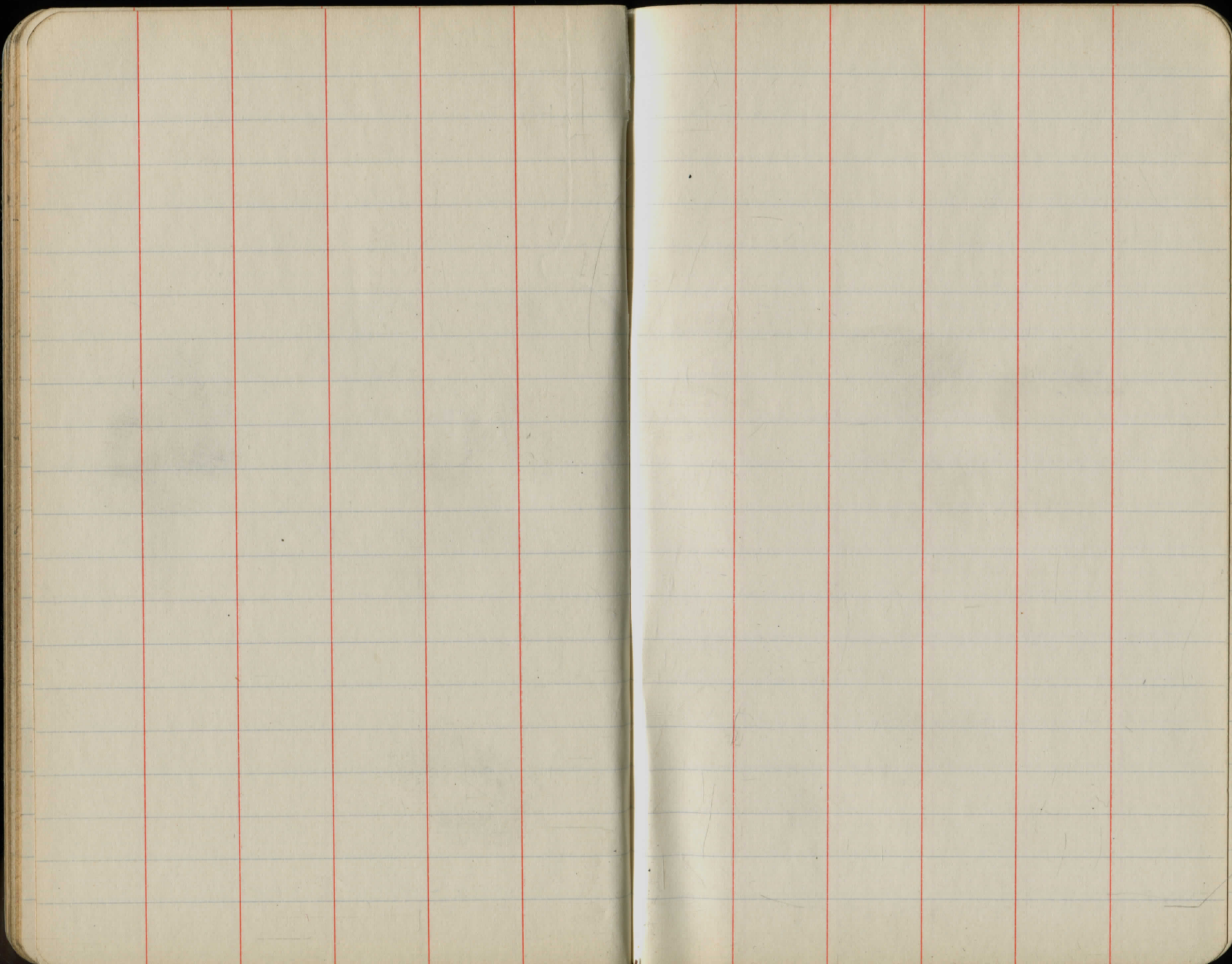
Aug. 19. a nice day men are spreading #6 from station 84+00 to the end of the road.

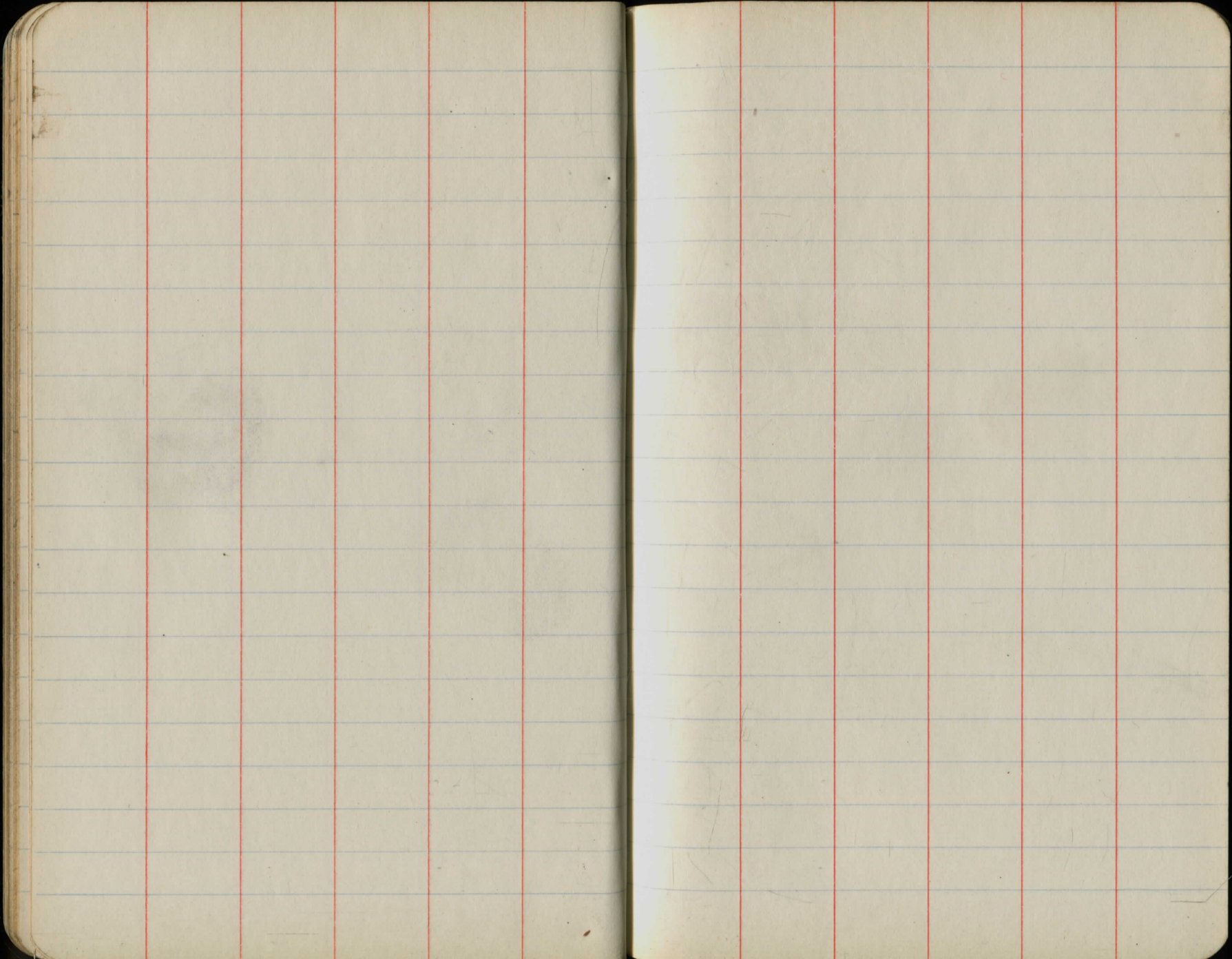
Aug 21 The men are spreading No. 6 for the top course from sta. 183+50 to 155+00 and from sta 0+00 to 56+00

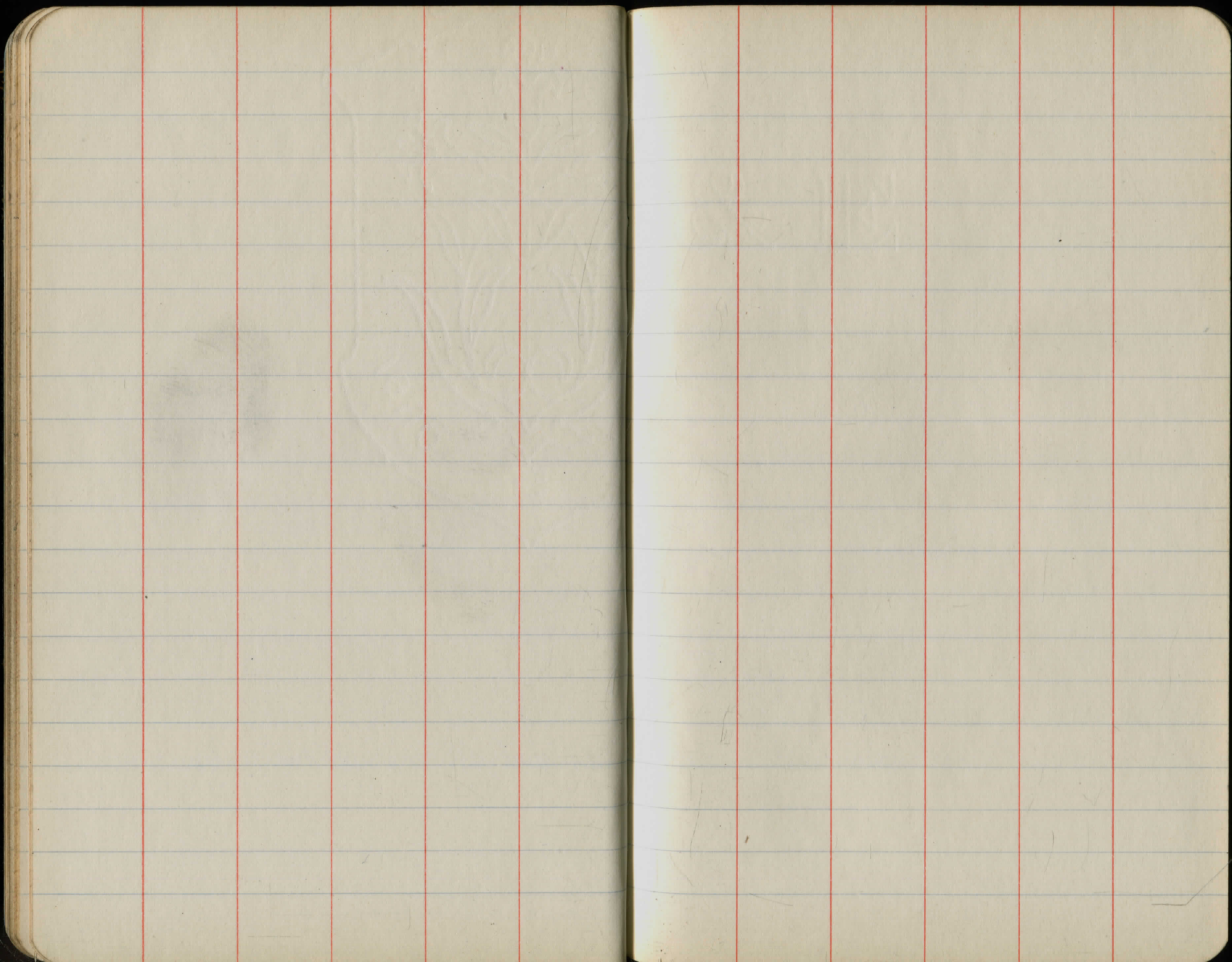
Aug 22 another nice day Today ends the laying of material for the road laid #6 from sta. 56+00 to sta. 154+50.

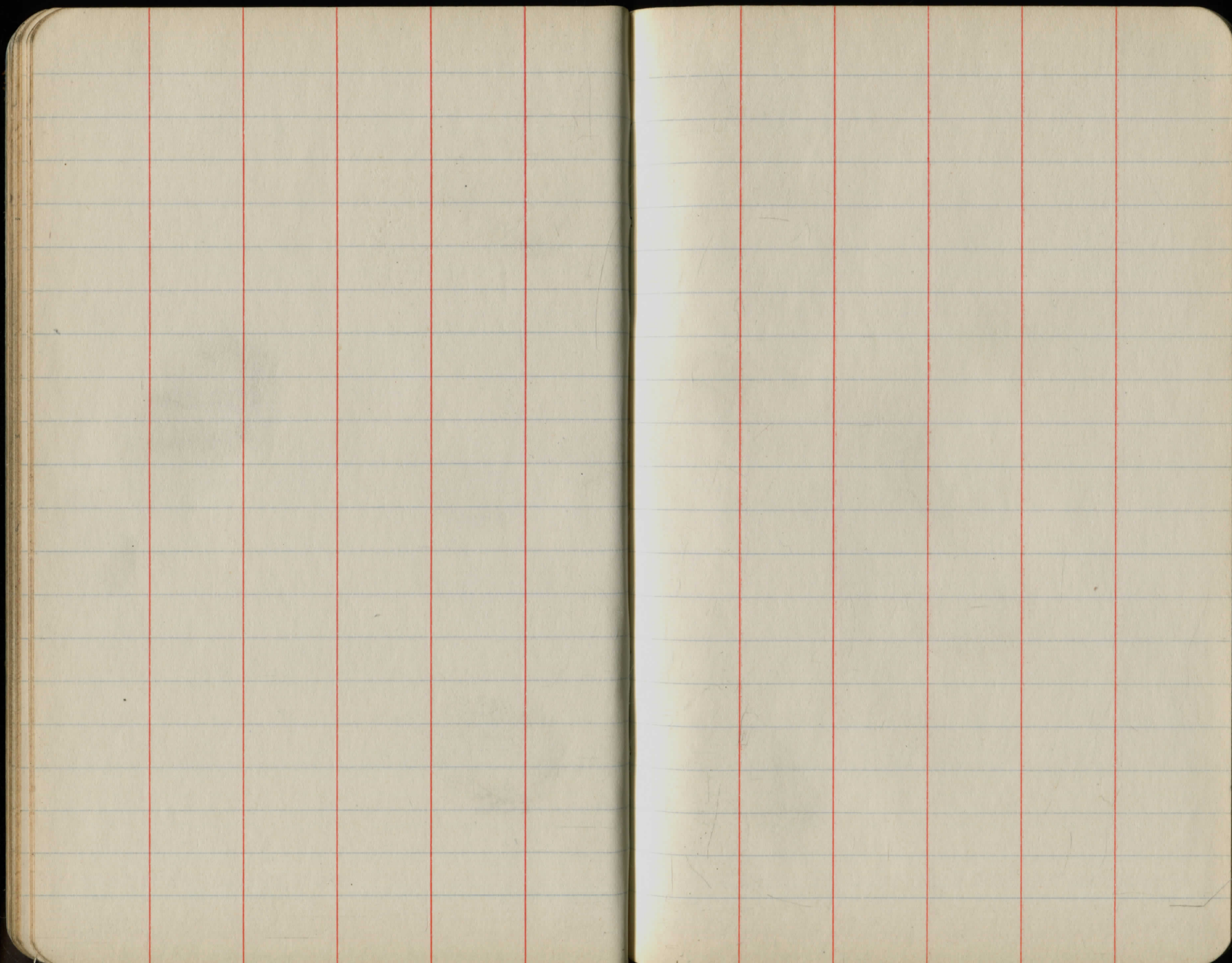


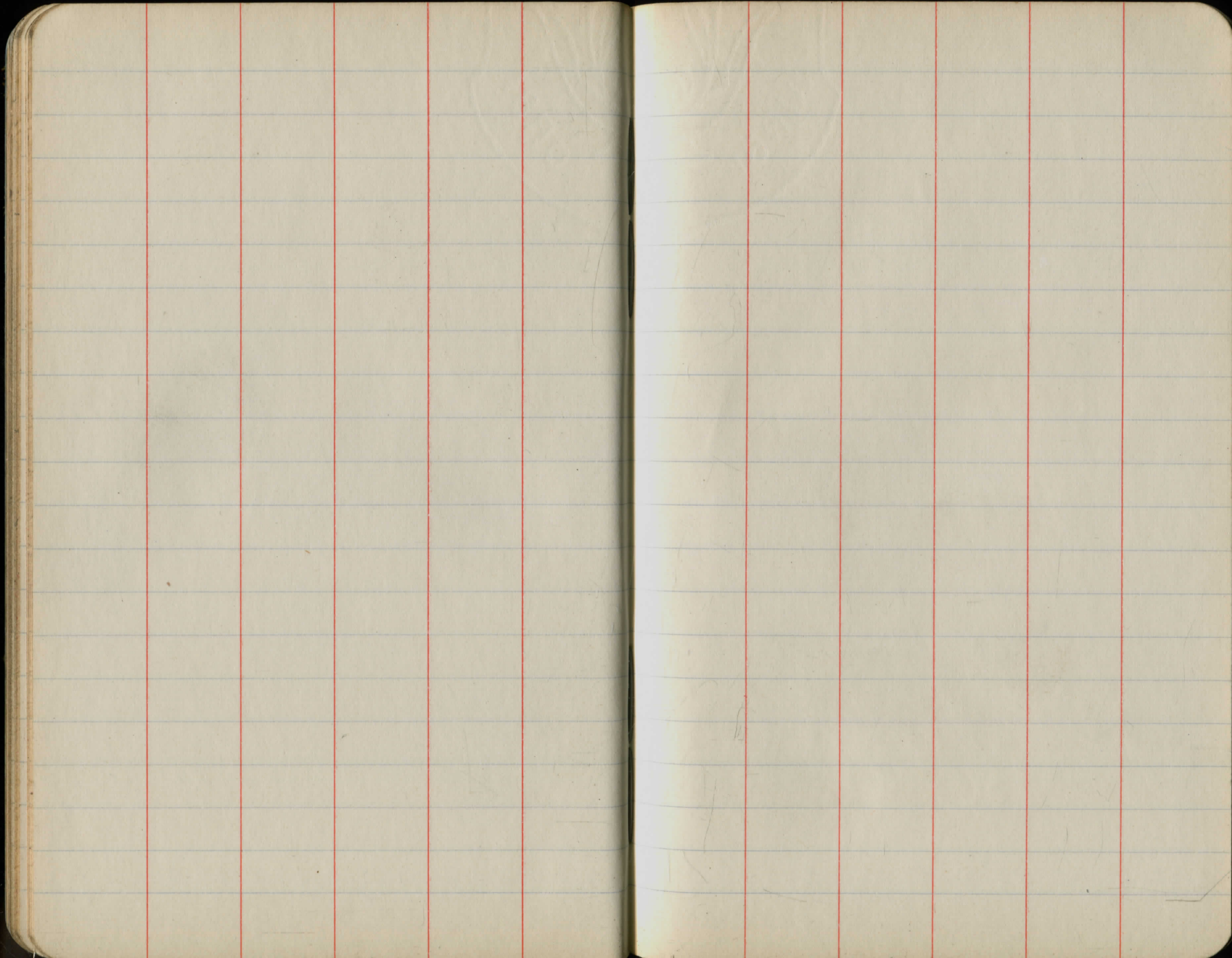


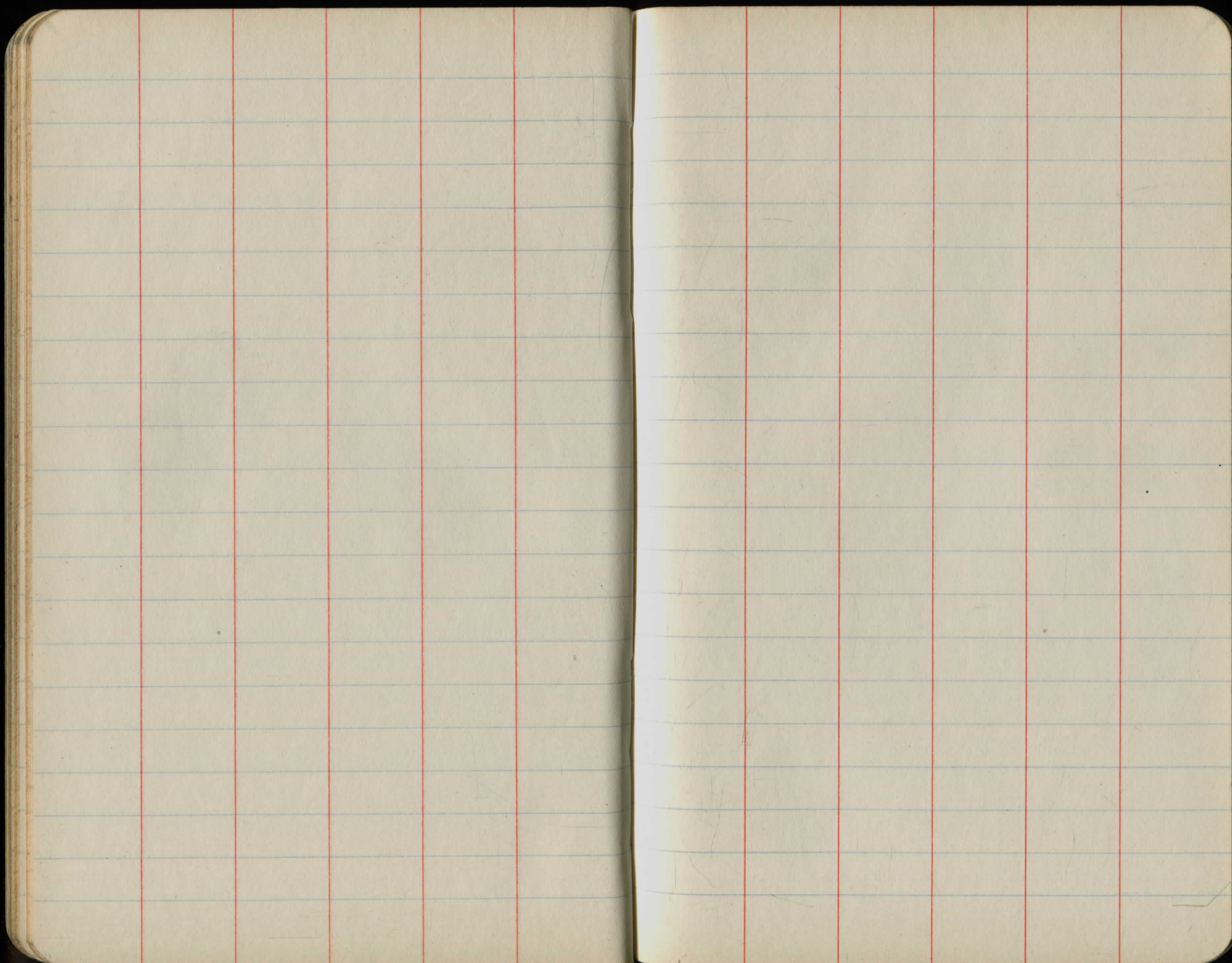


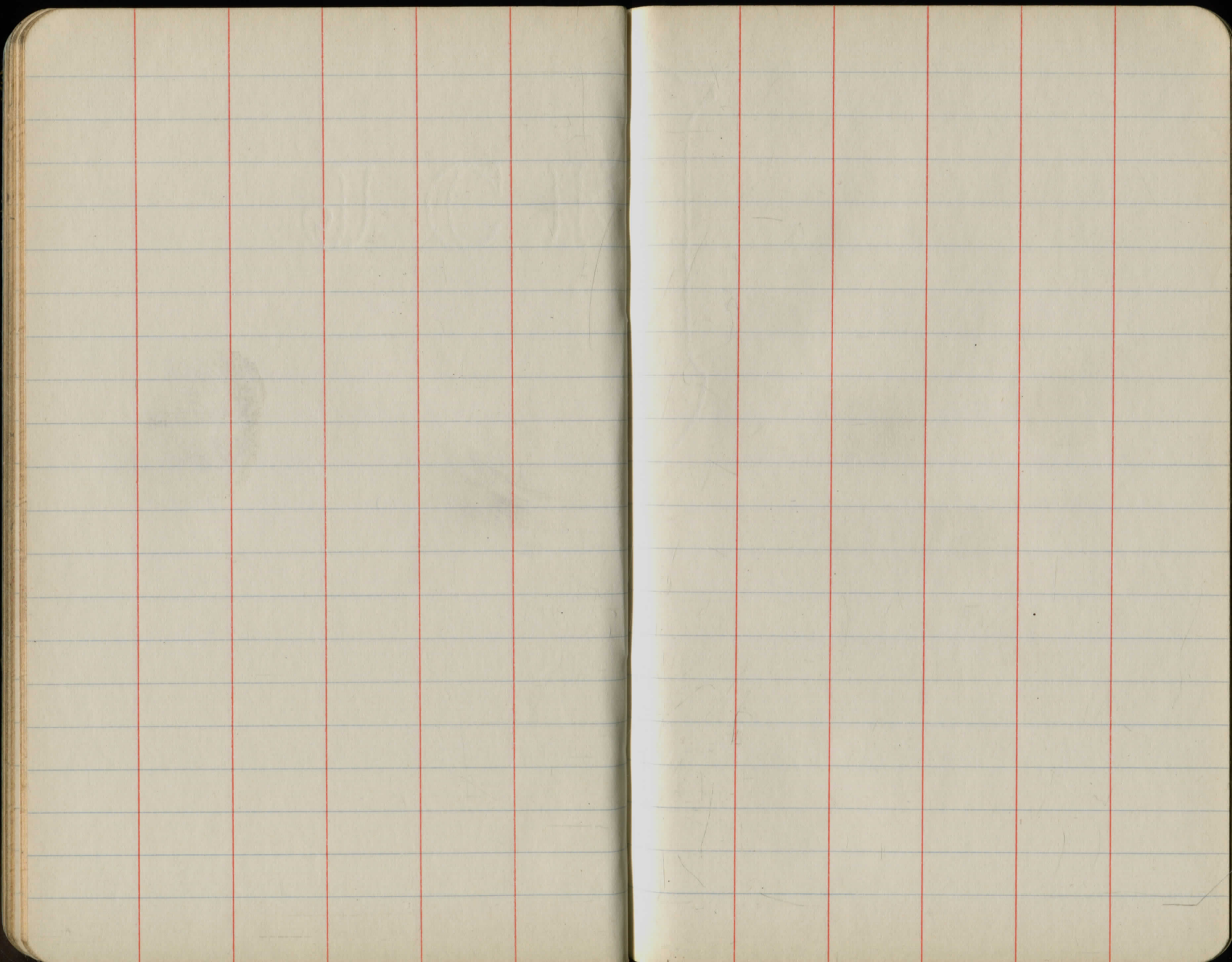


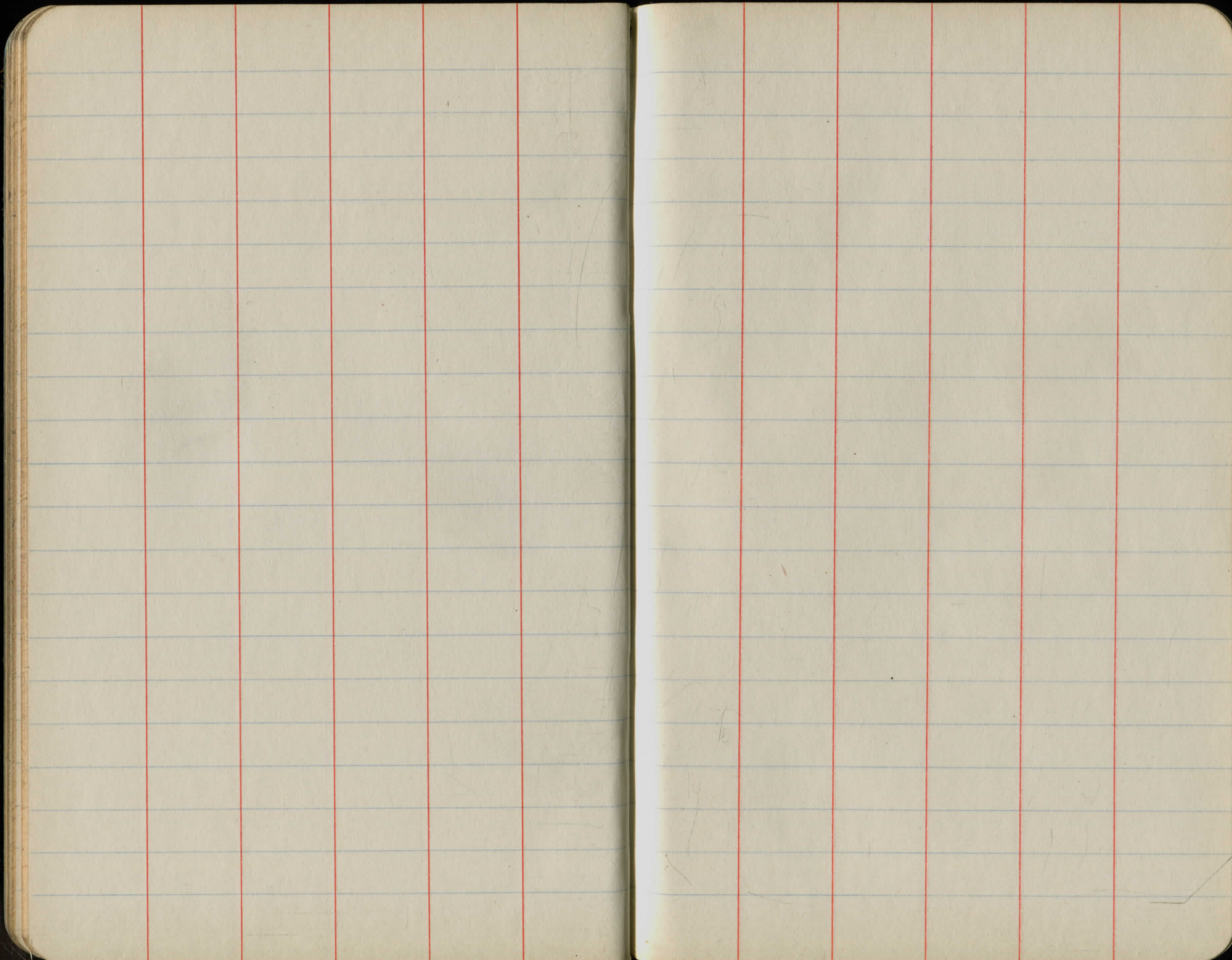


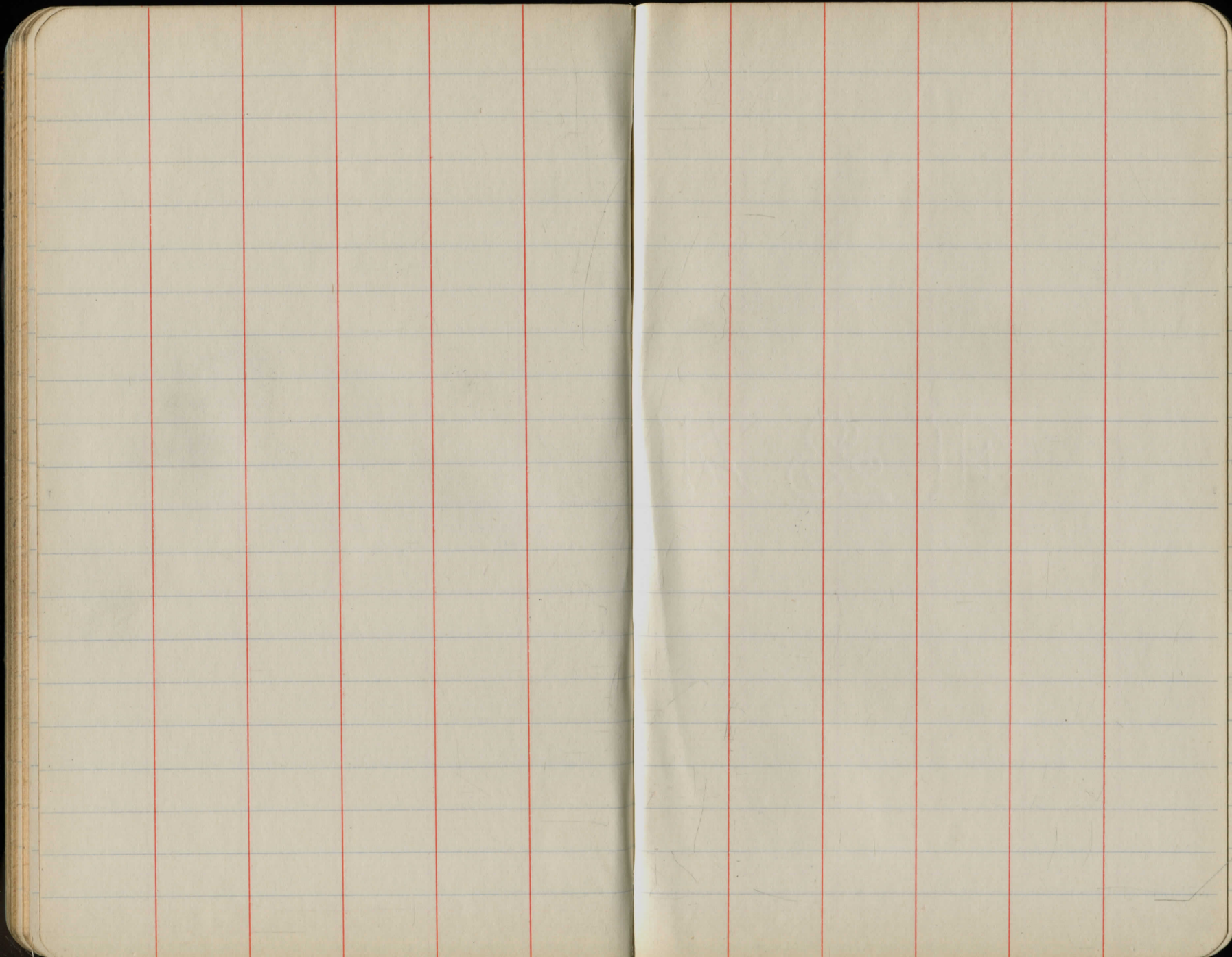


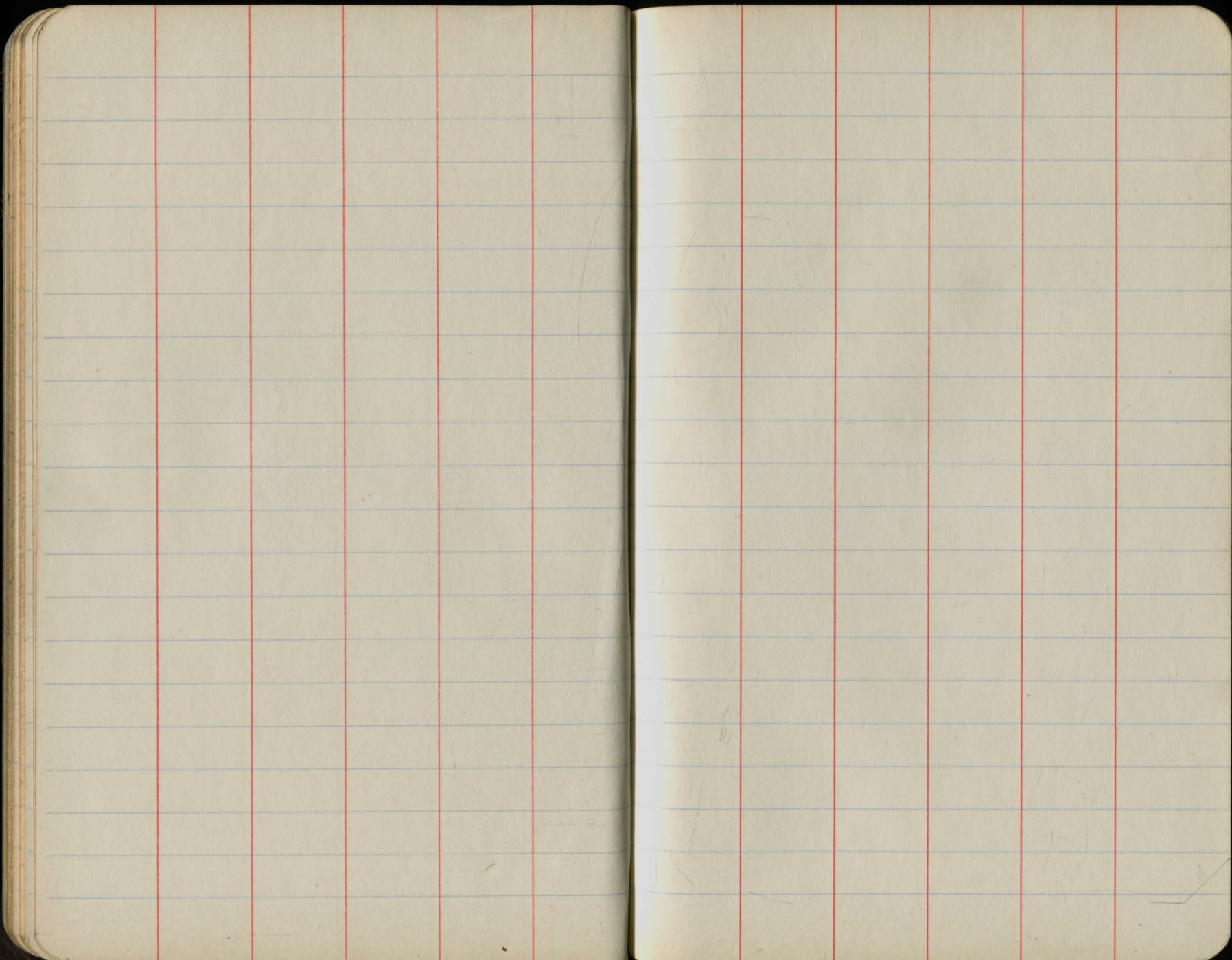


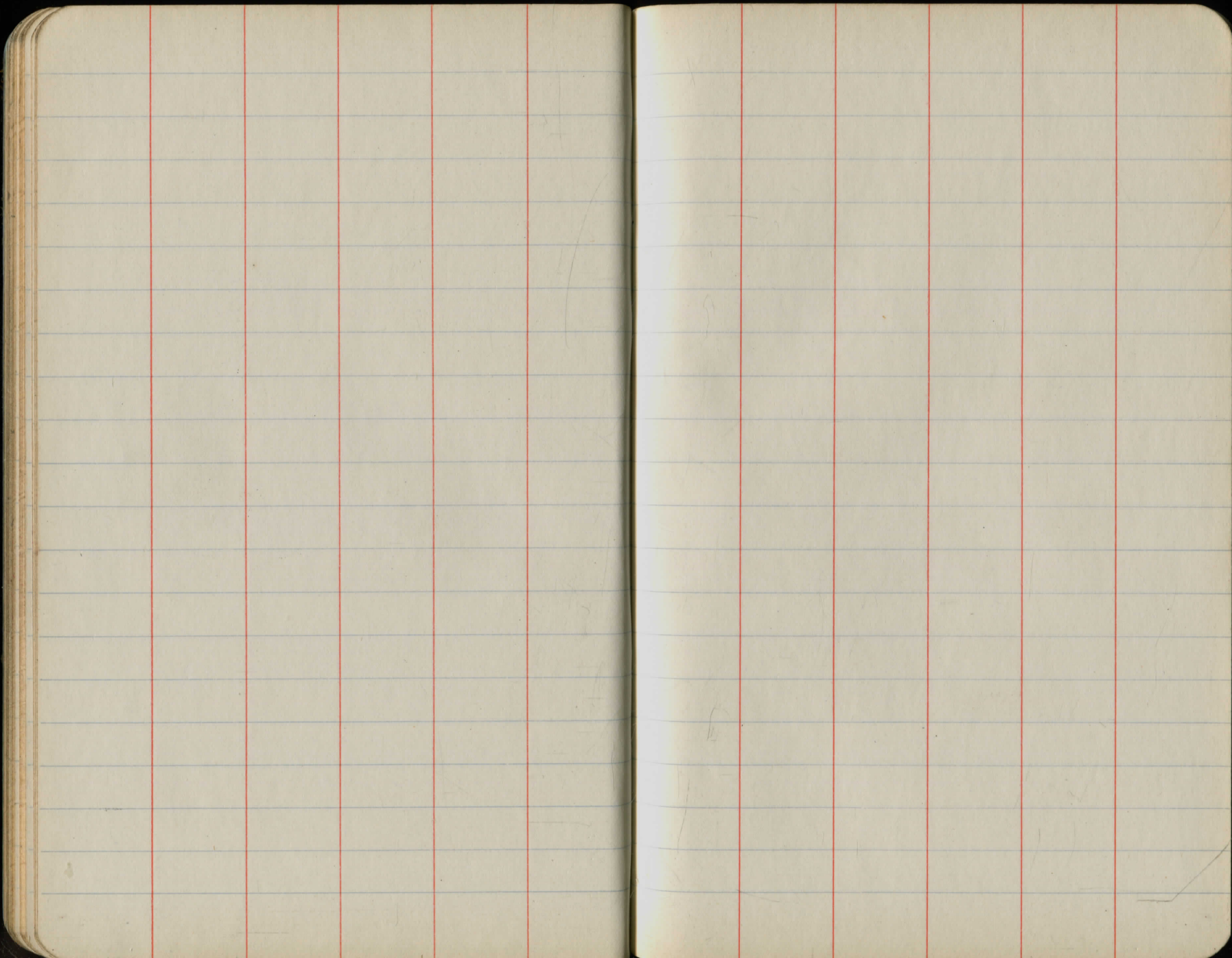


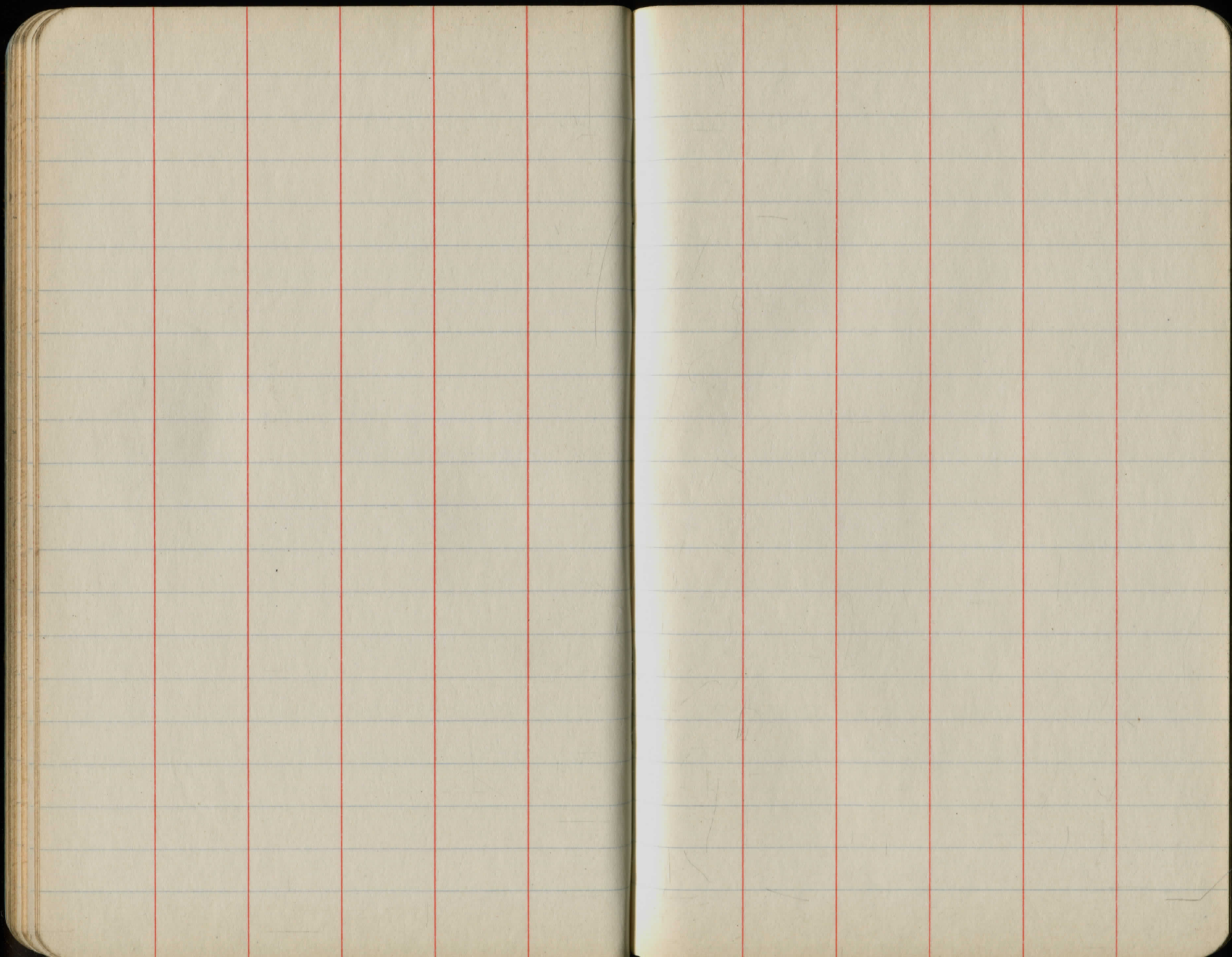


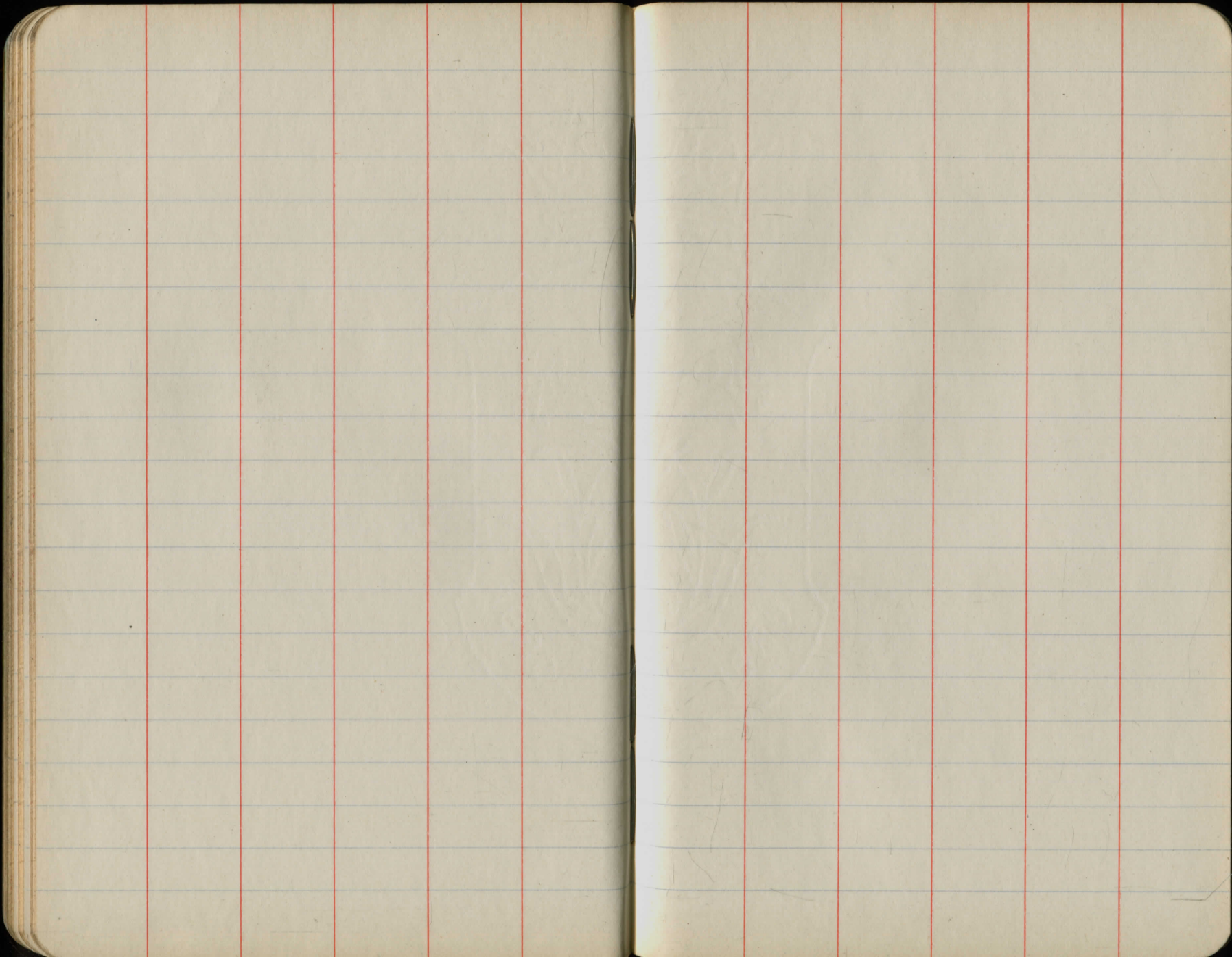


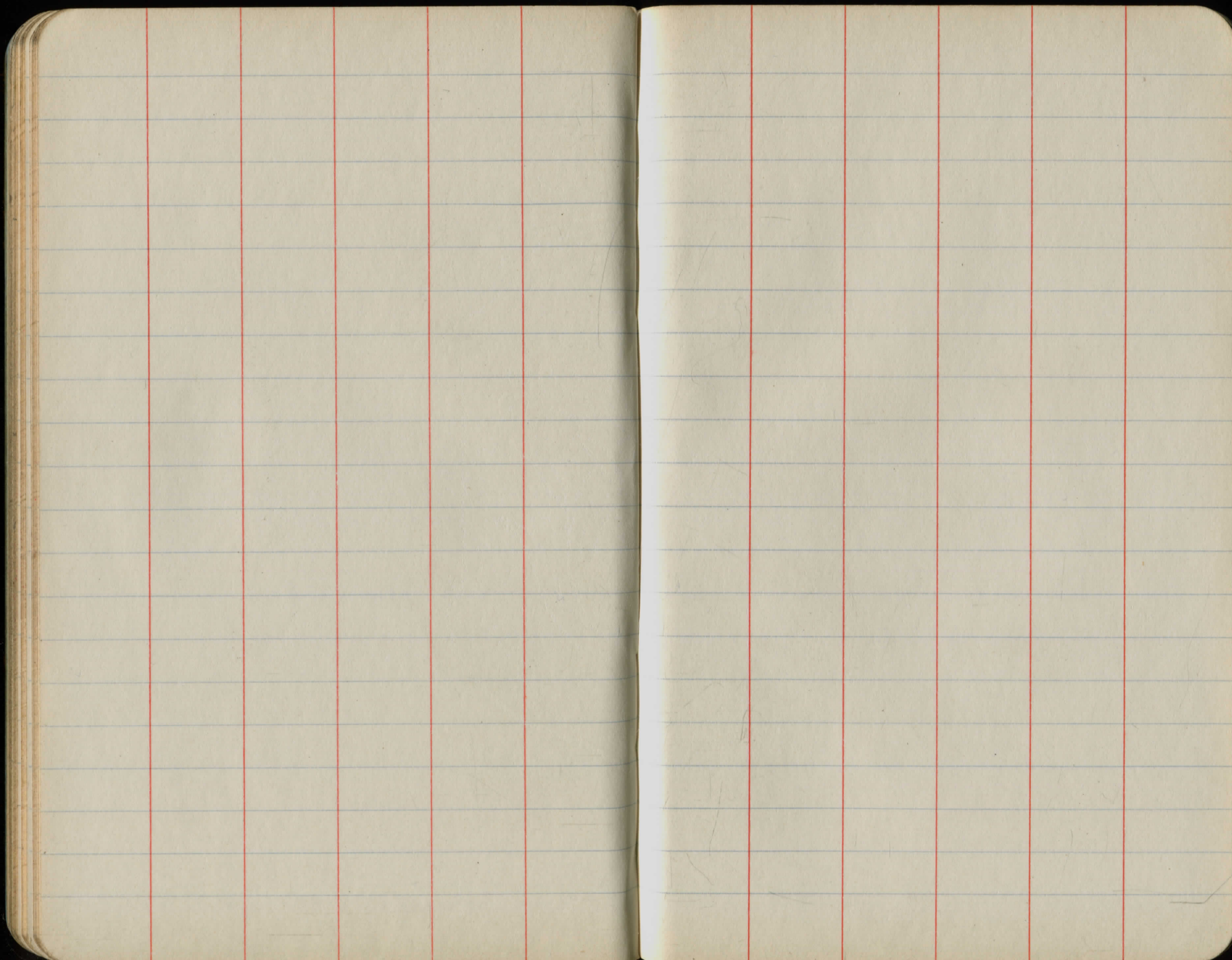


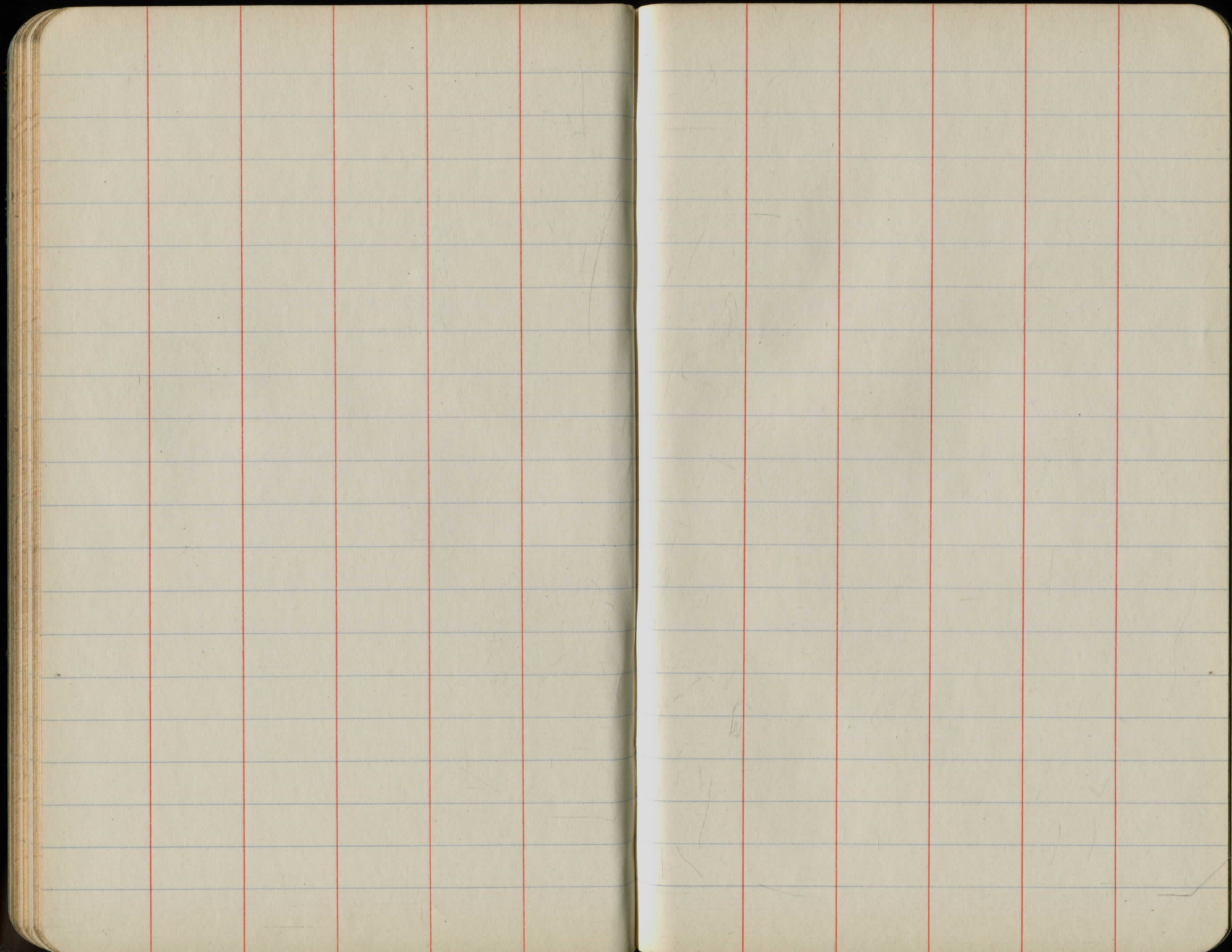


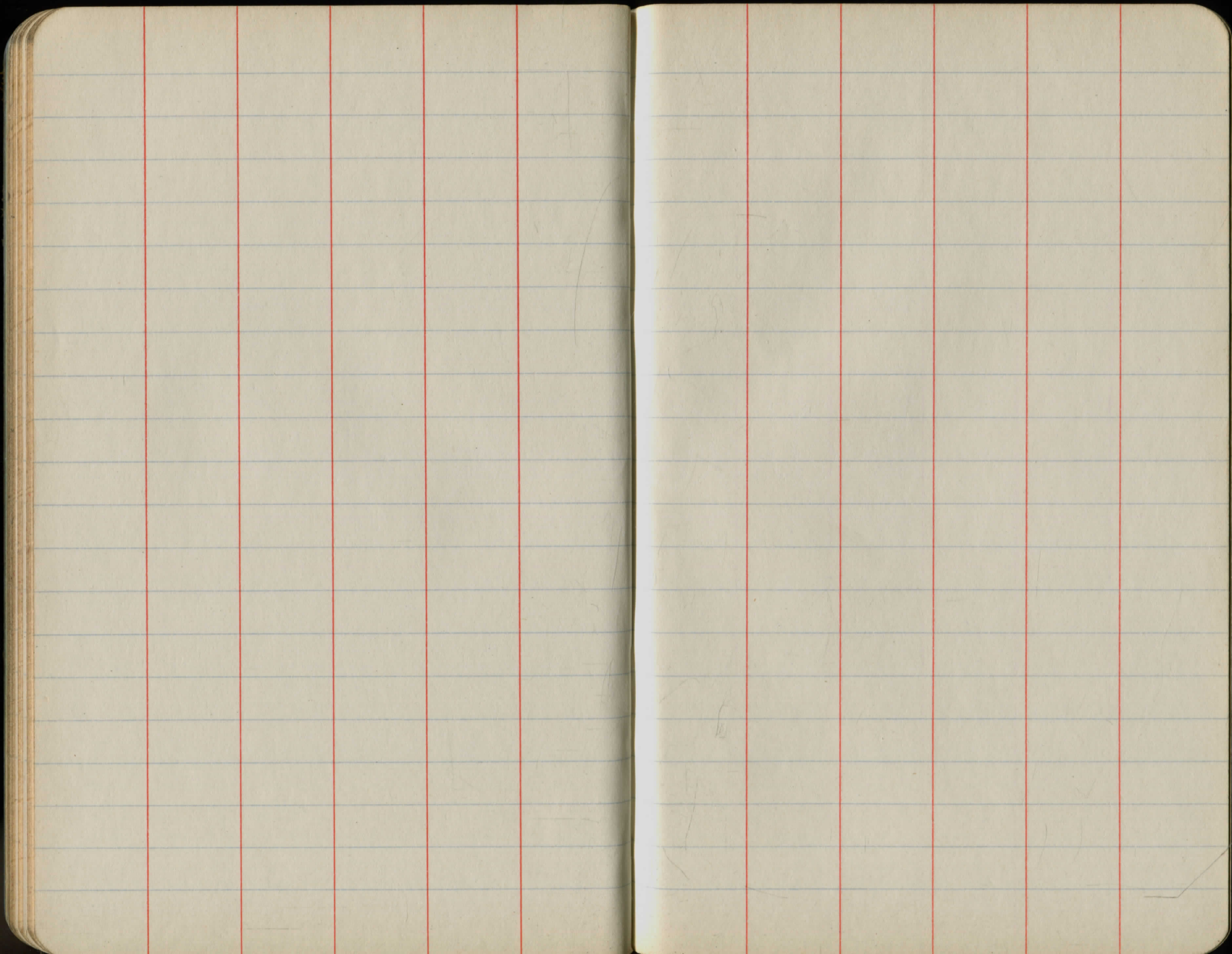


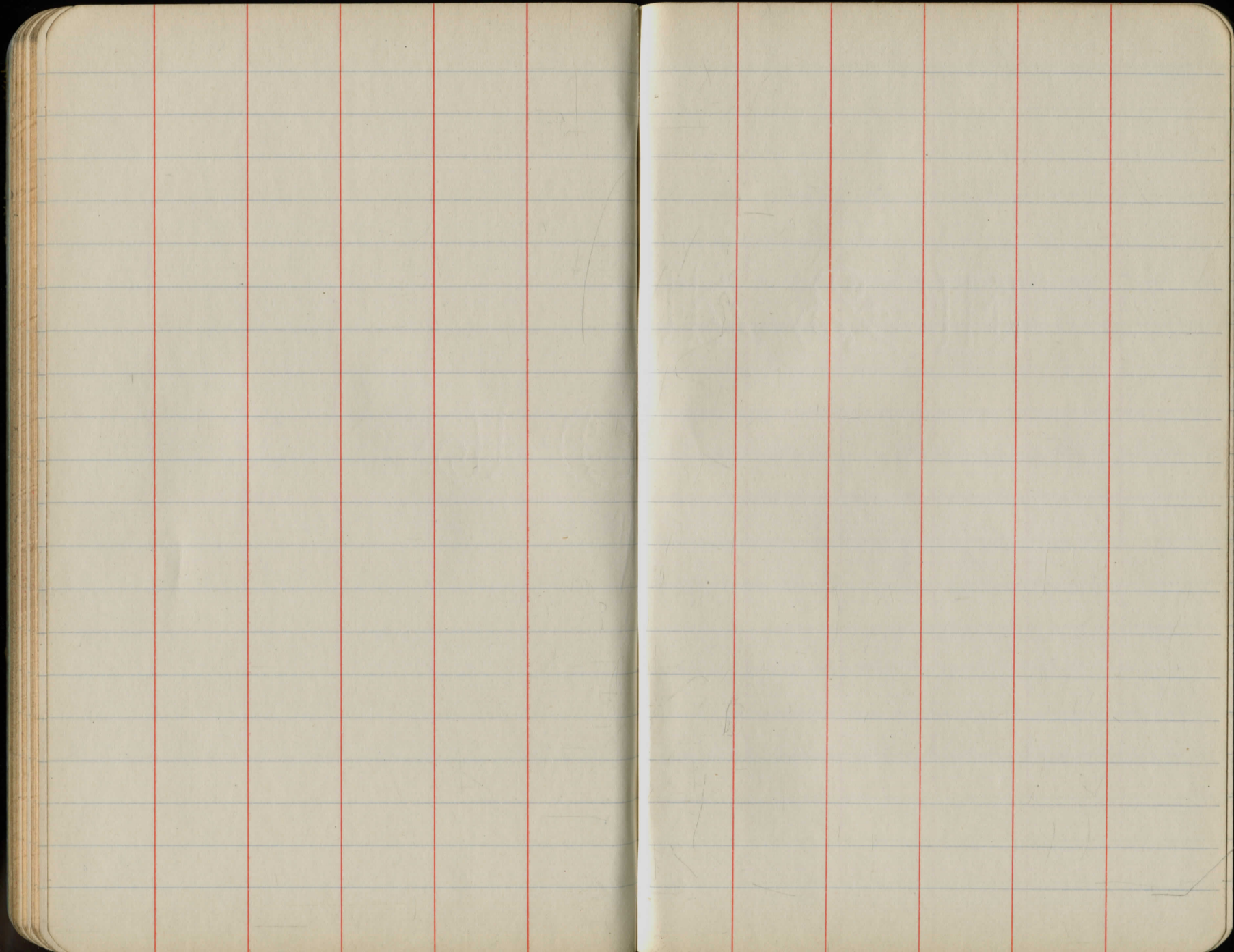


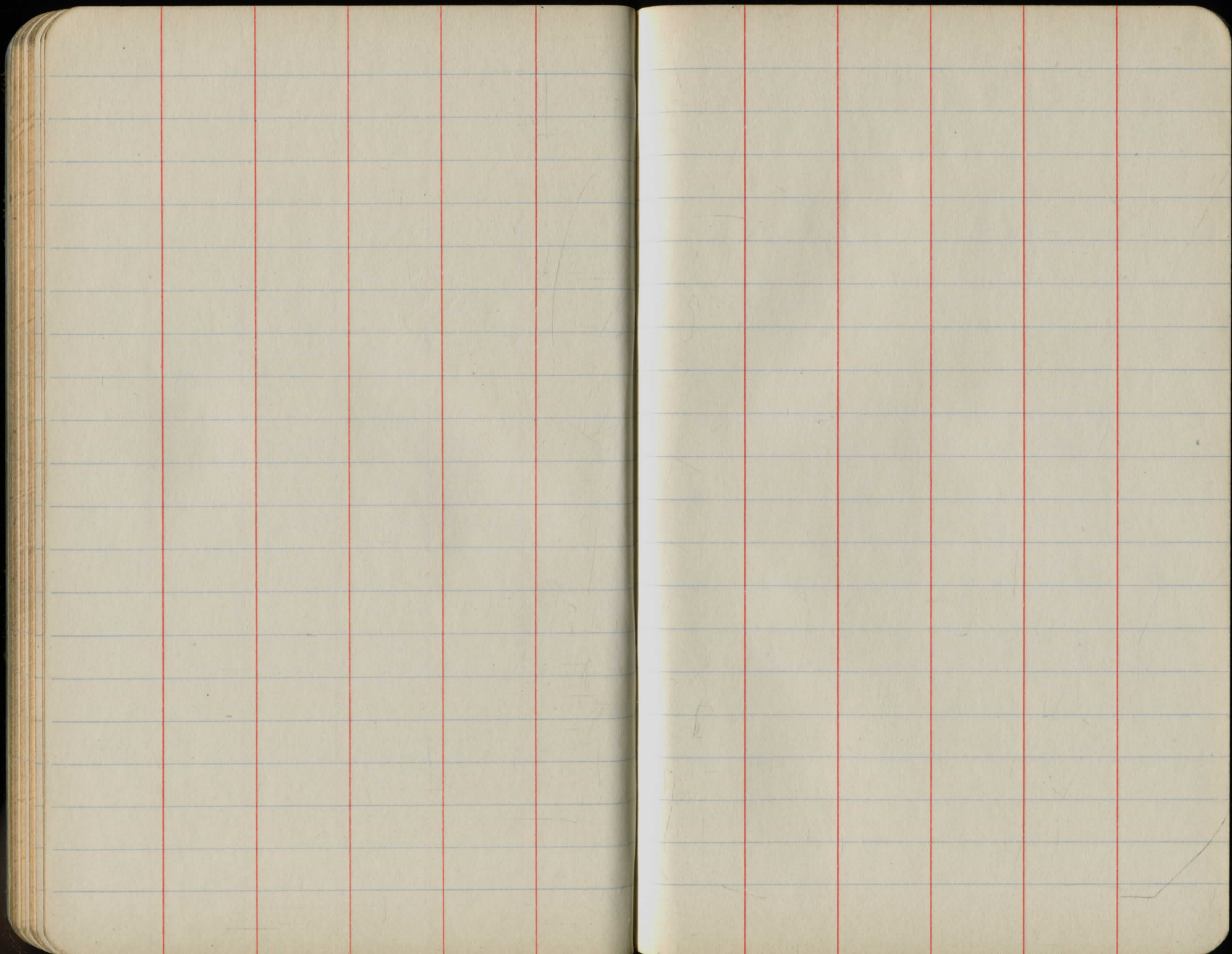


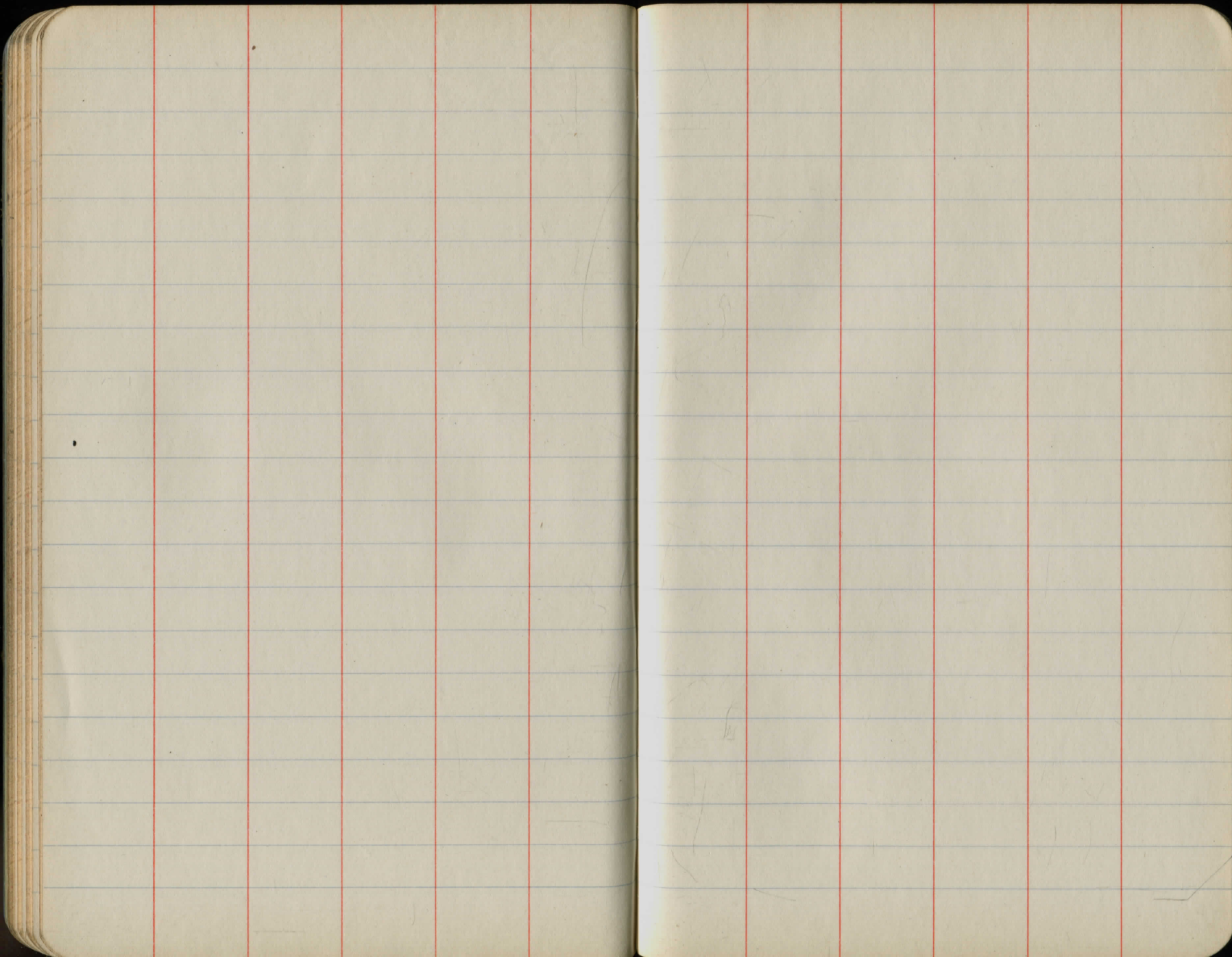


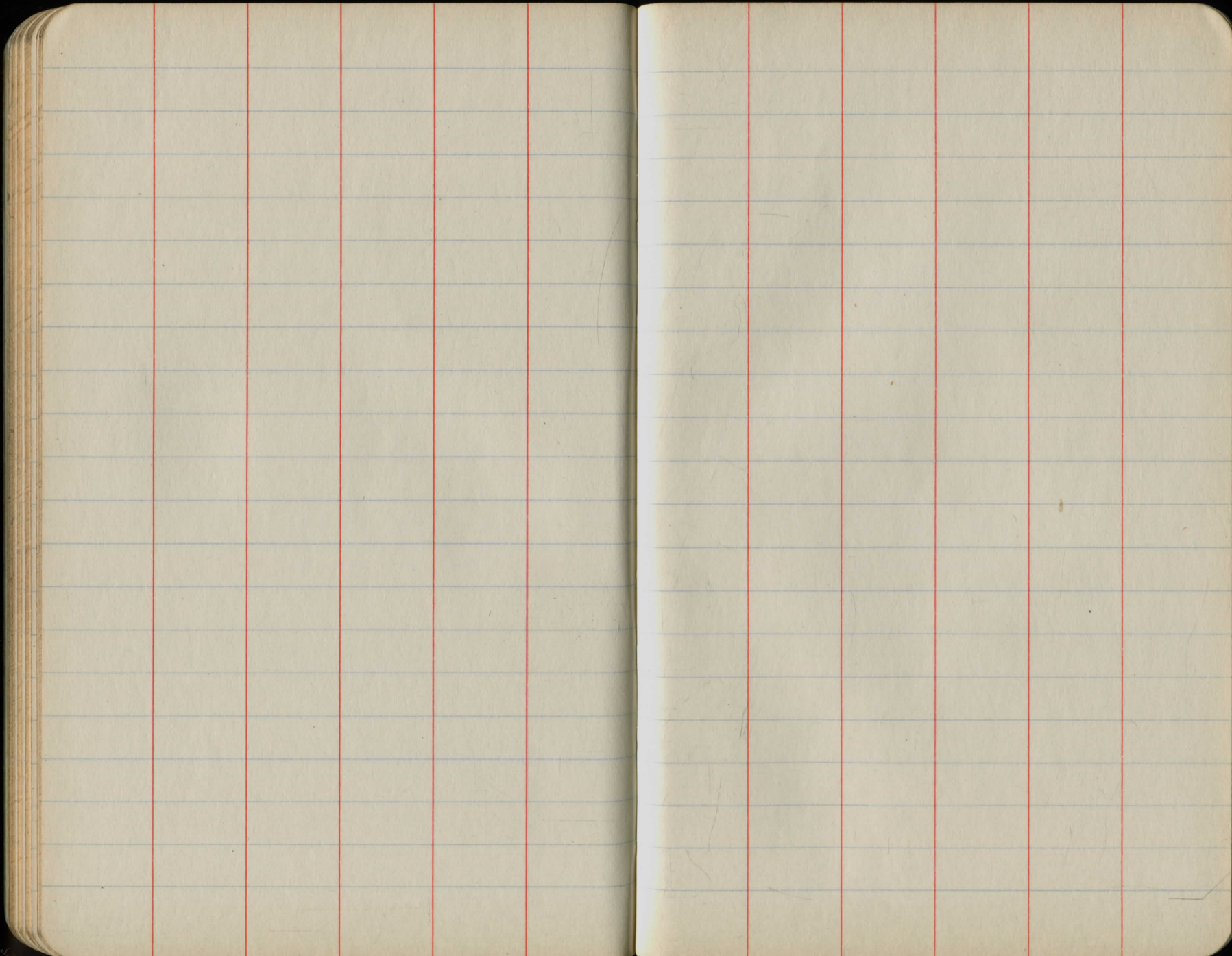


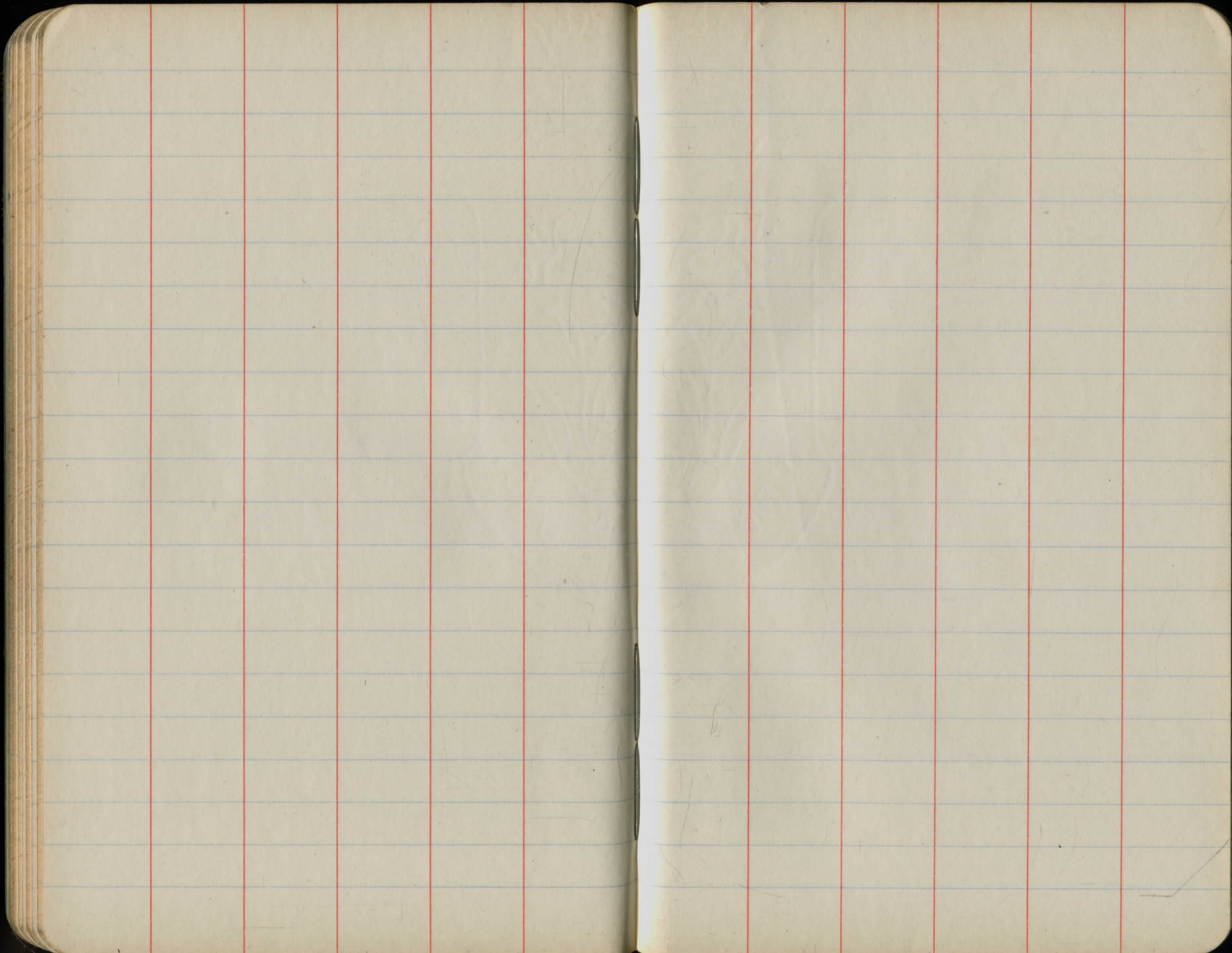


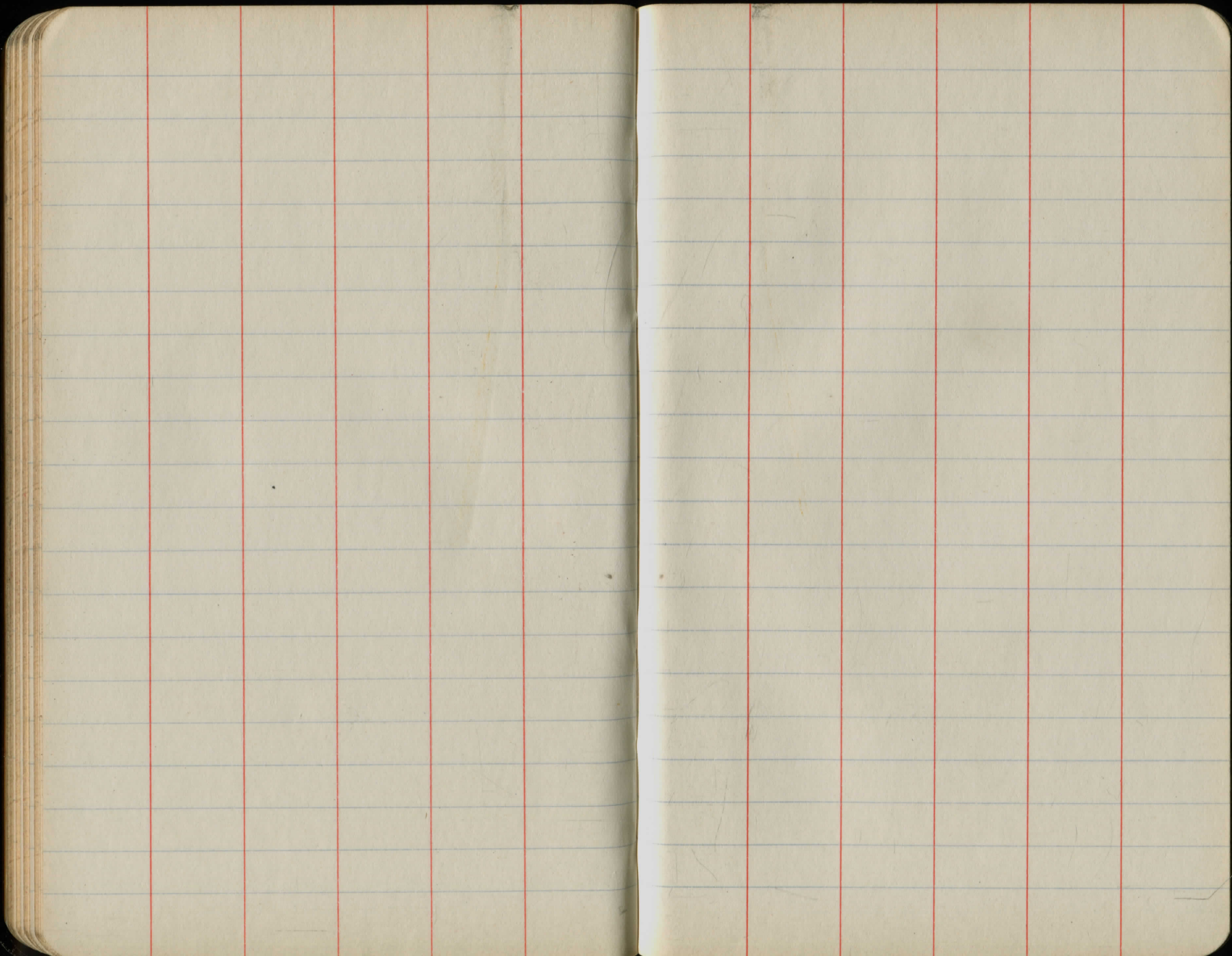


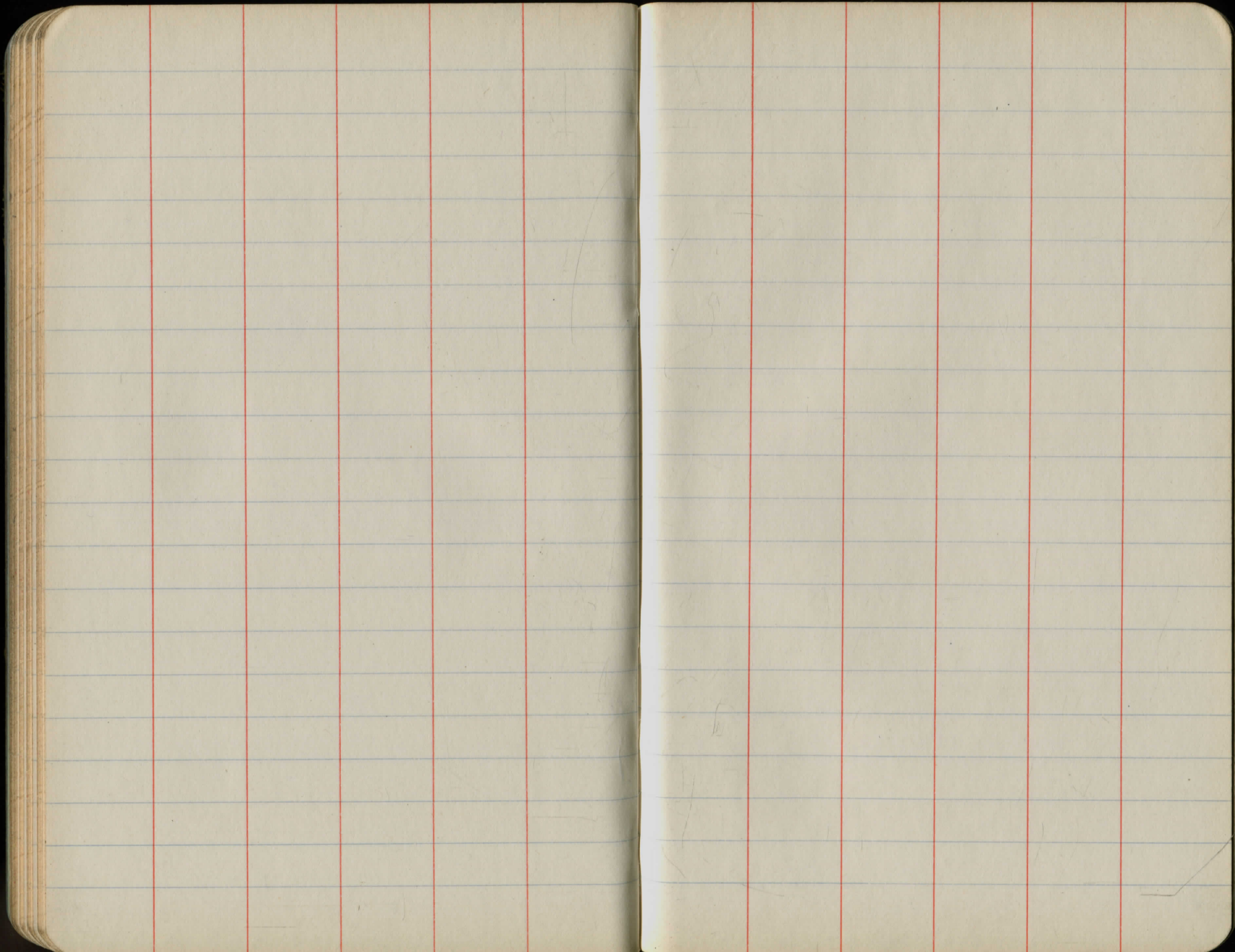


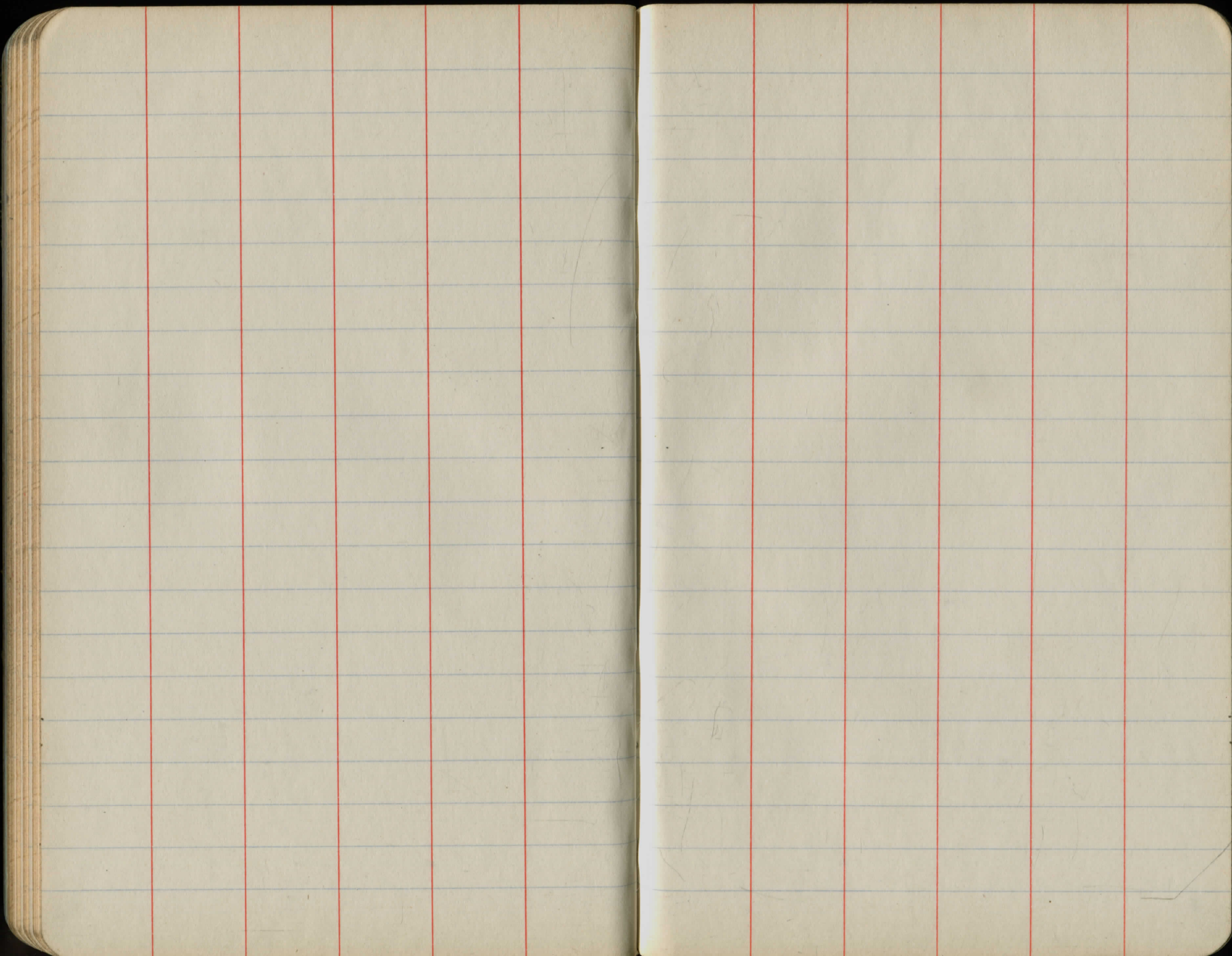


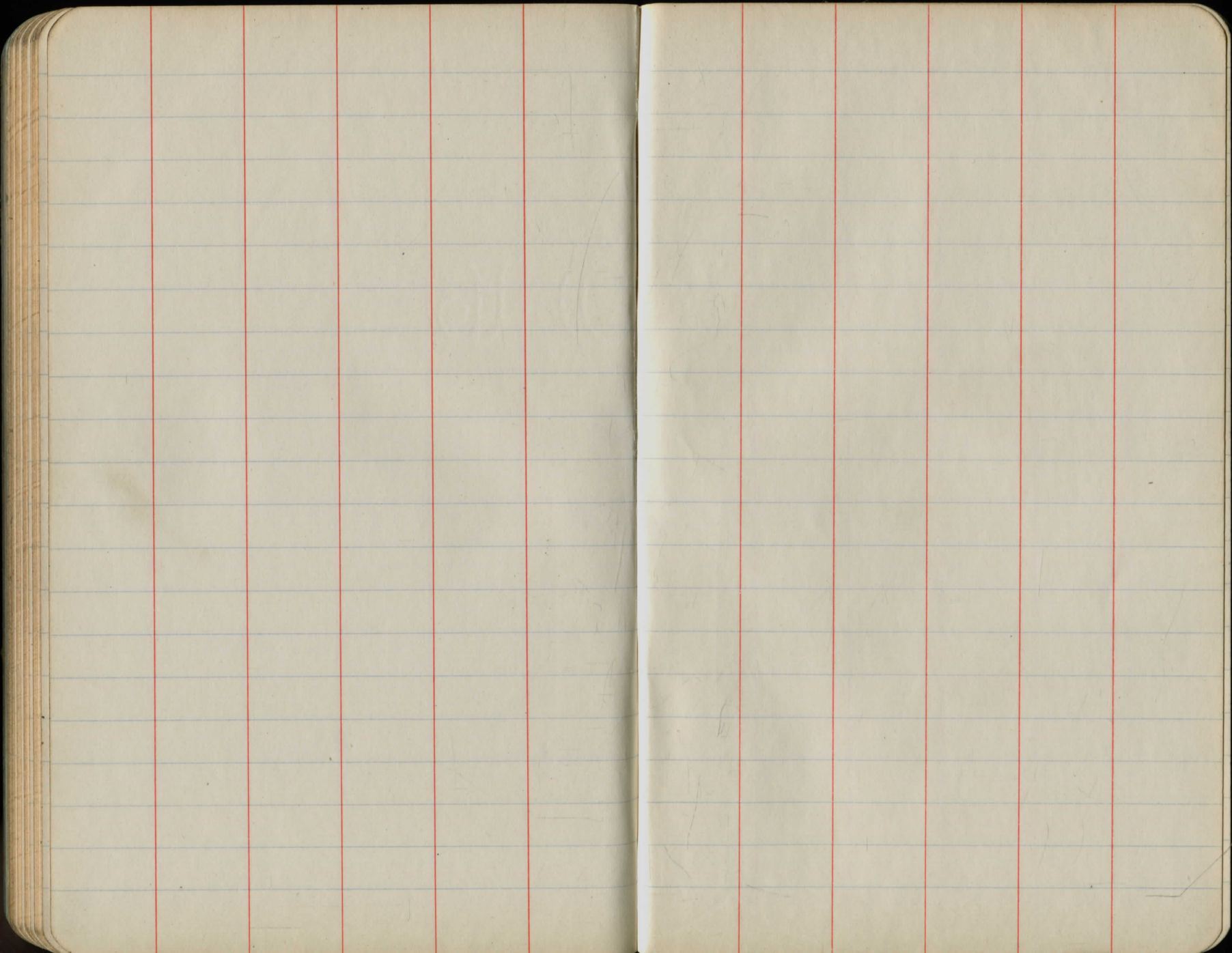


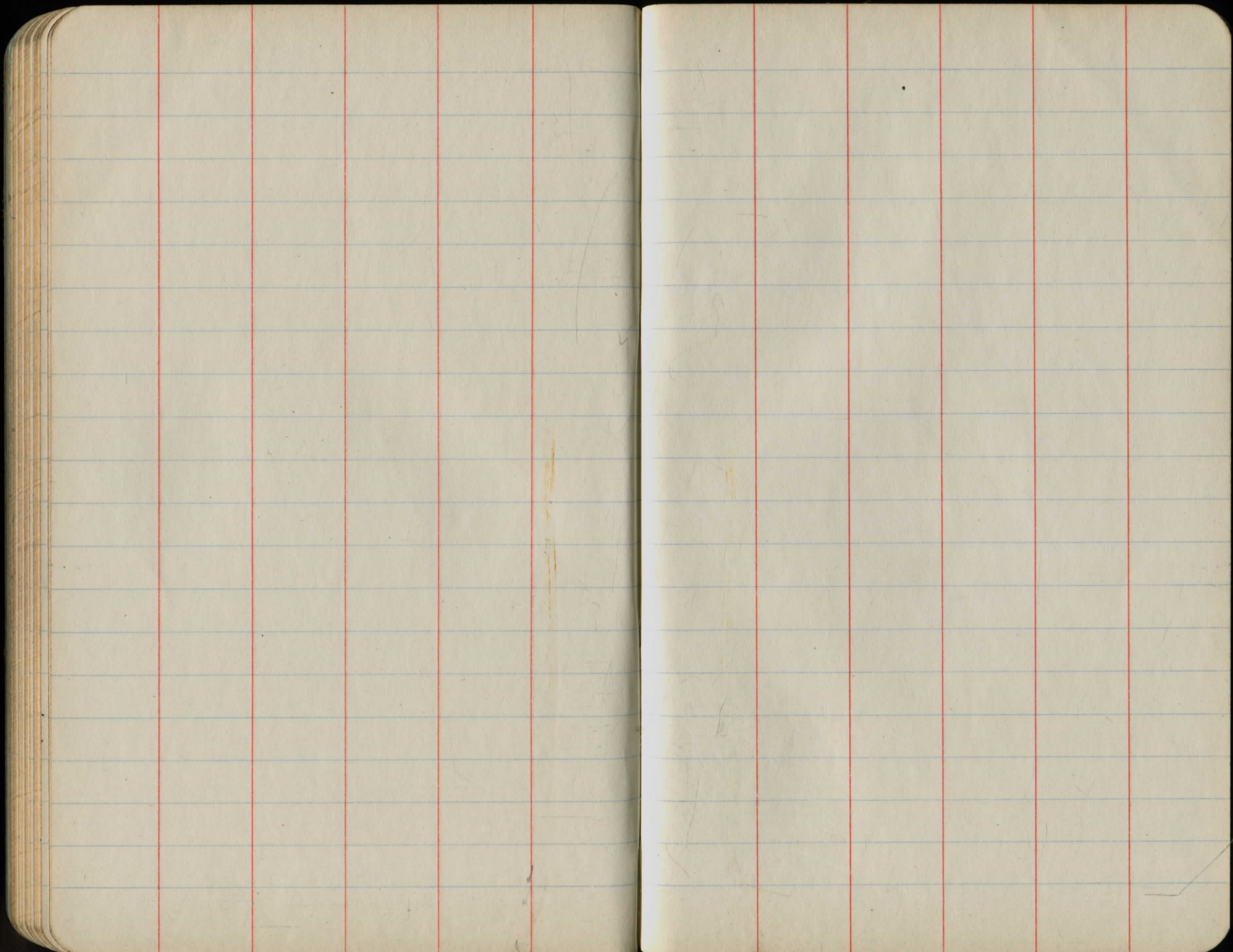


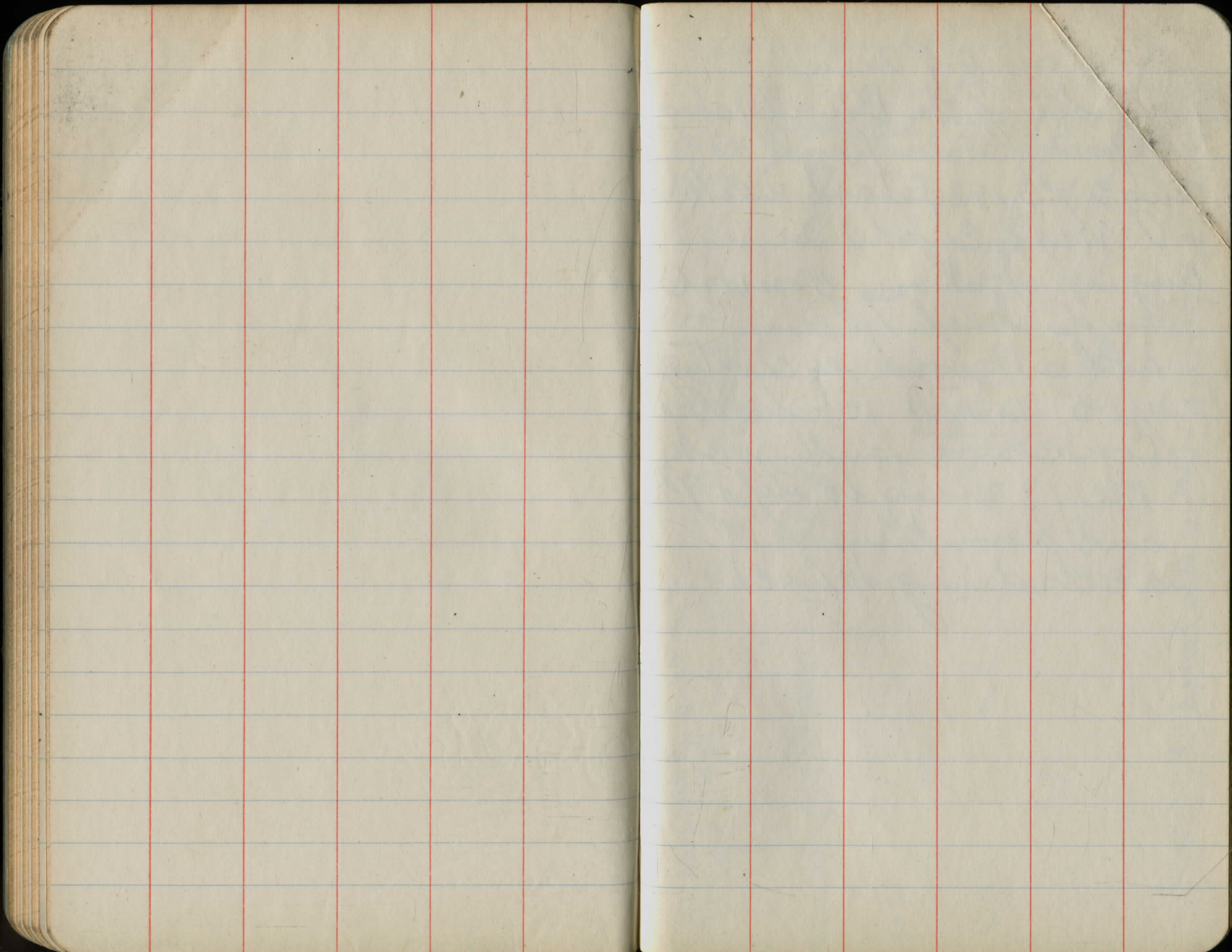












Account of men

Working on Bundy's bog  
& Parkman Road

Aug 27<sup>th</sup> 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 9<sup>th</sup>

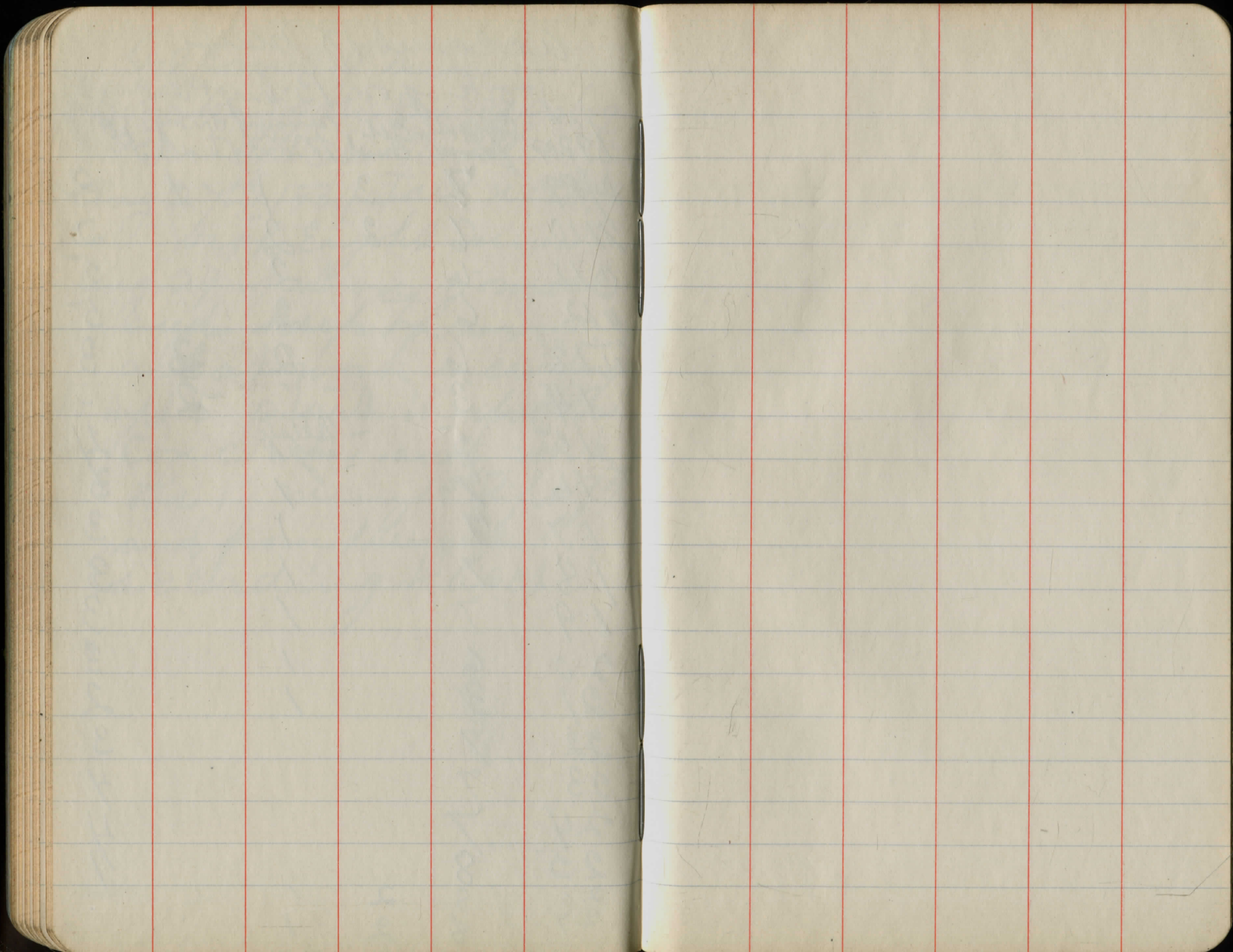
and from then on

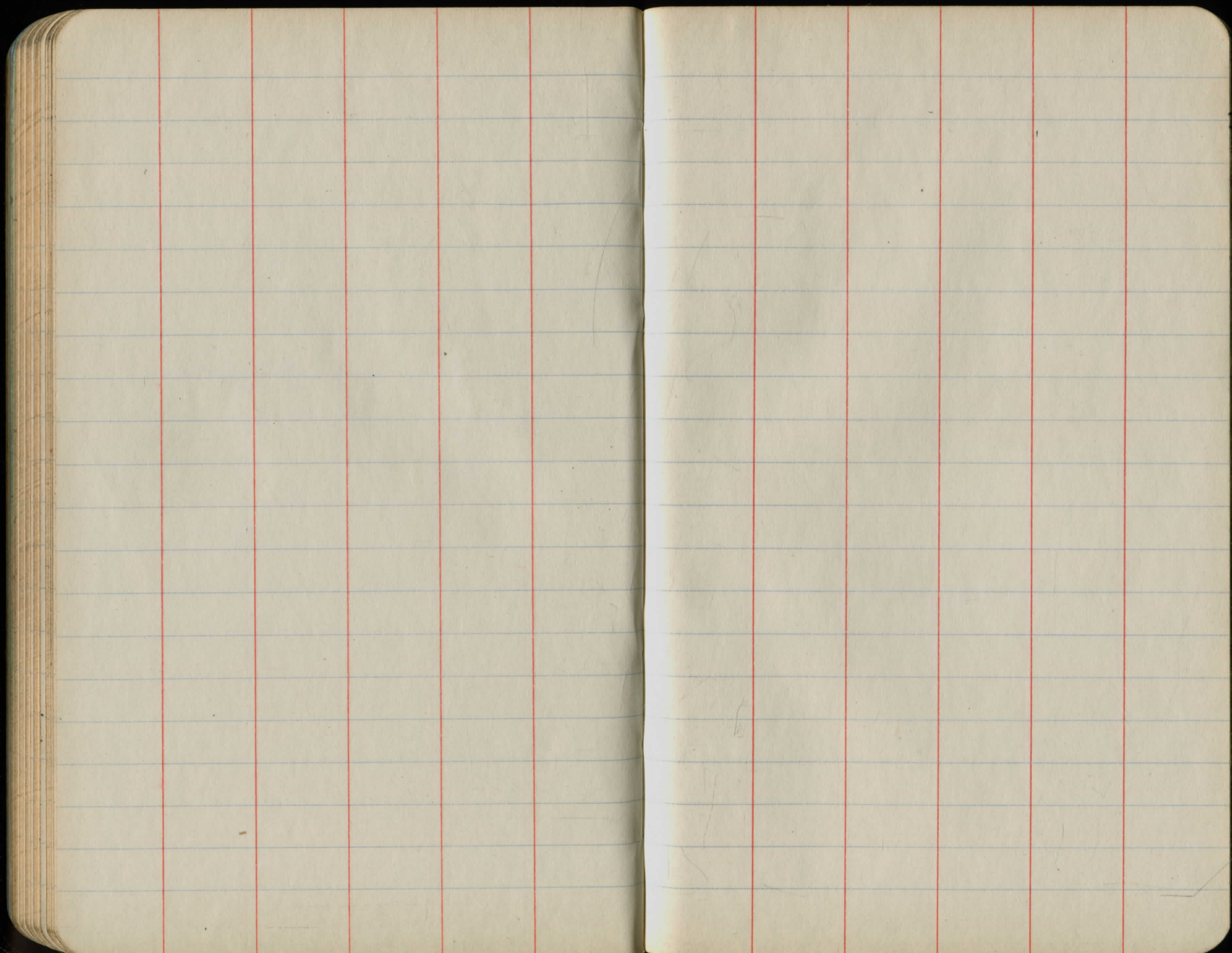
according to acct

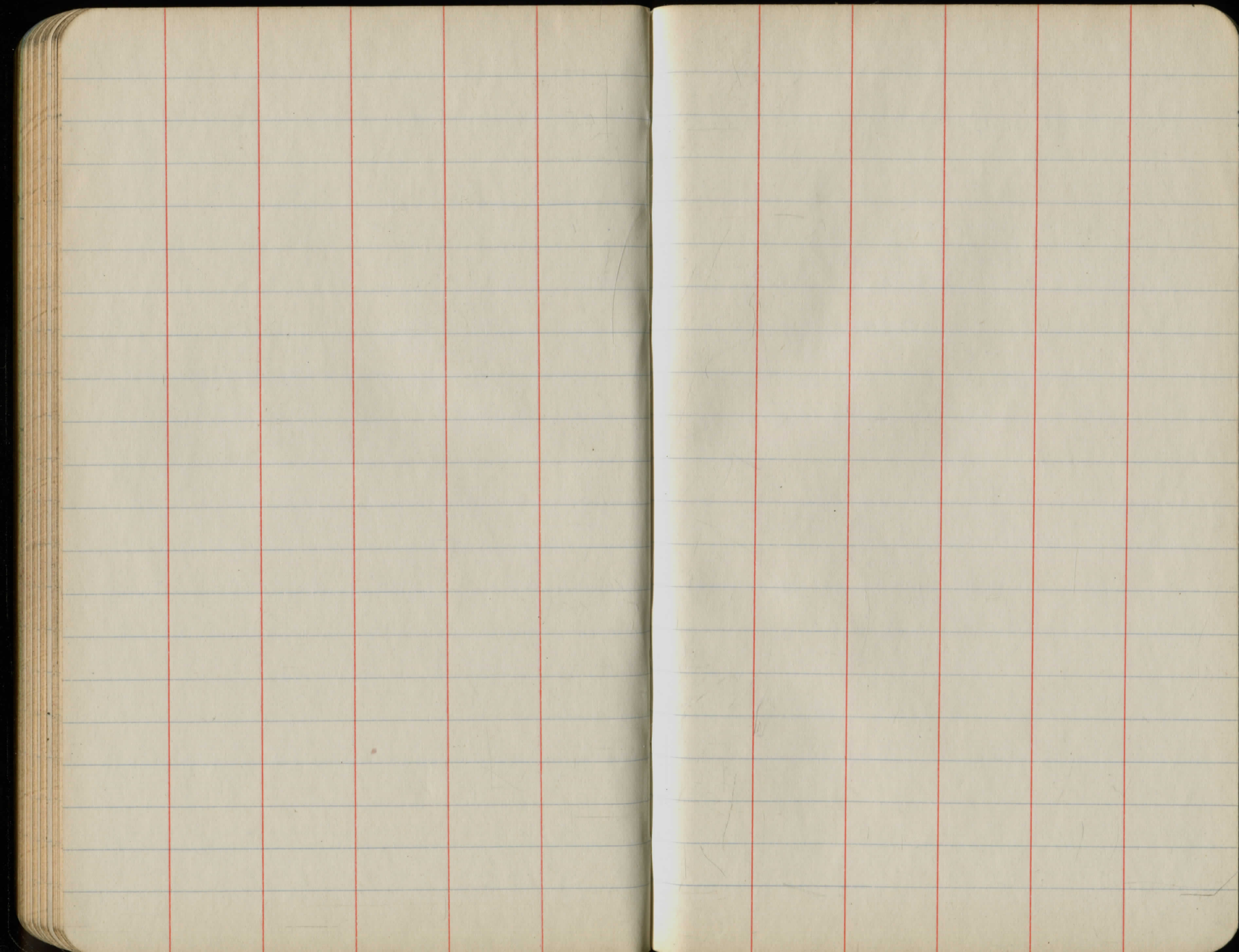
Account of men

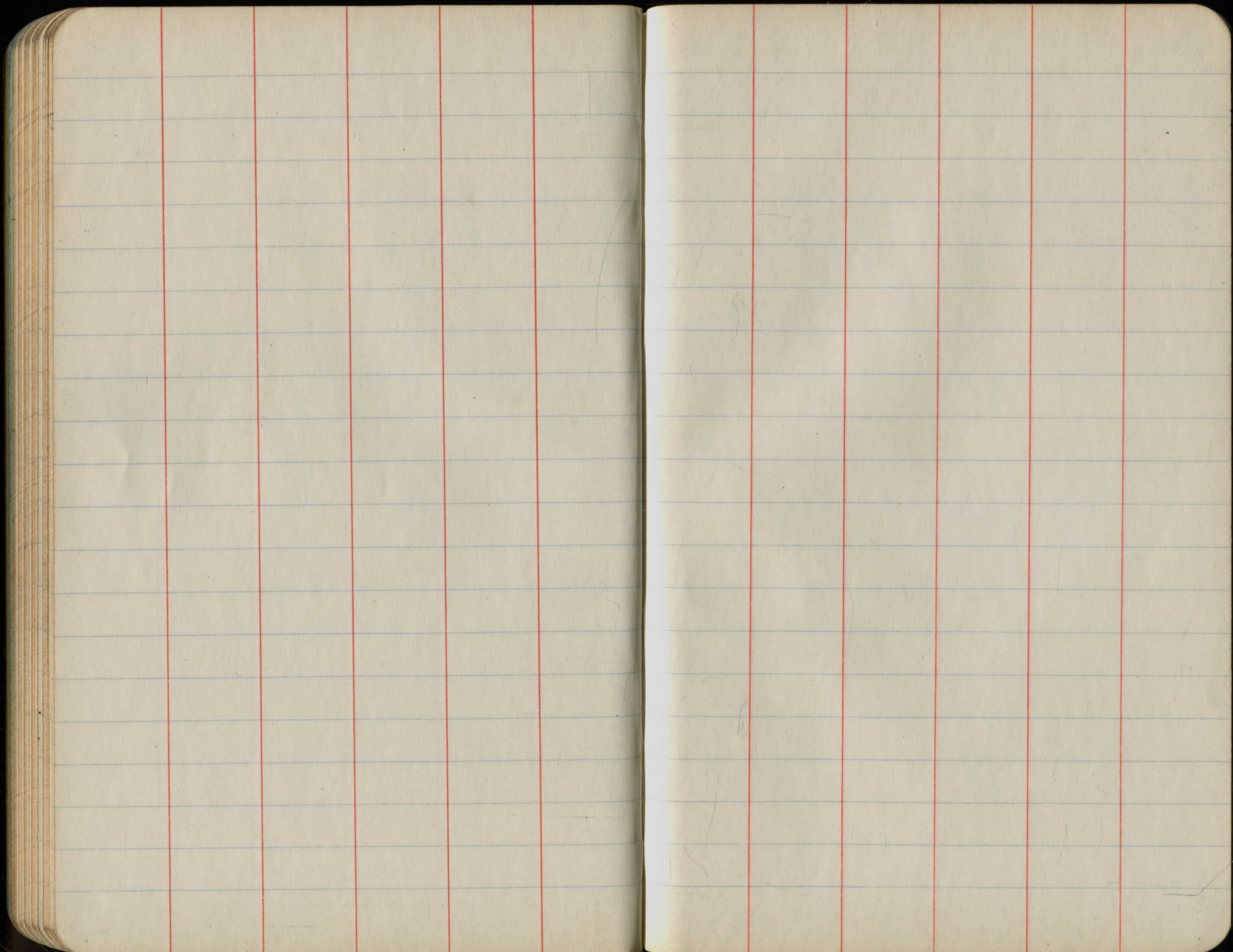
Working on B-burg & Parkman Rd

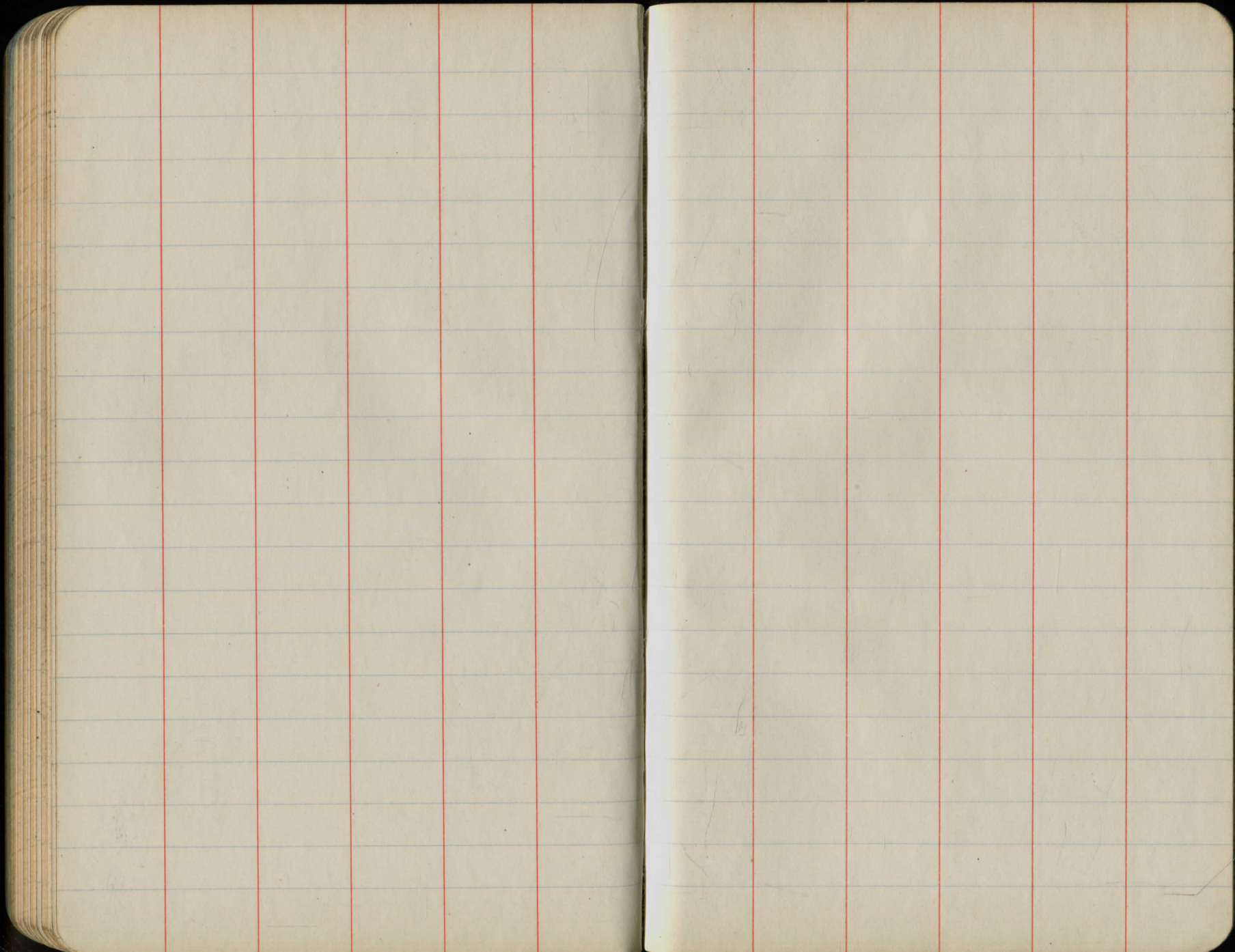
1930	Concrete forms	cut brush	removing drainage trench	driving trench	excavating
2/89	7	3	1	1	2
11/10	6	3	2		2
11/11	6		2		5
11/12	6		2		5
11/13	6		2	2	3
14	3			2	
15	5		Polish		1
16	7		1		3
17	7		1		3
18	7		1		3
19	7		1		3
20	6		1		3
21	3		1		2
22	7				3
23	7				4
24	7				4
25	8				1
26	8	2	1	2	
27	8	2	1		

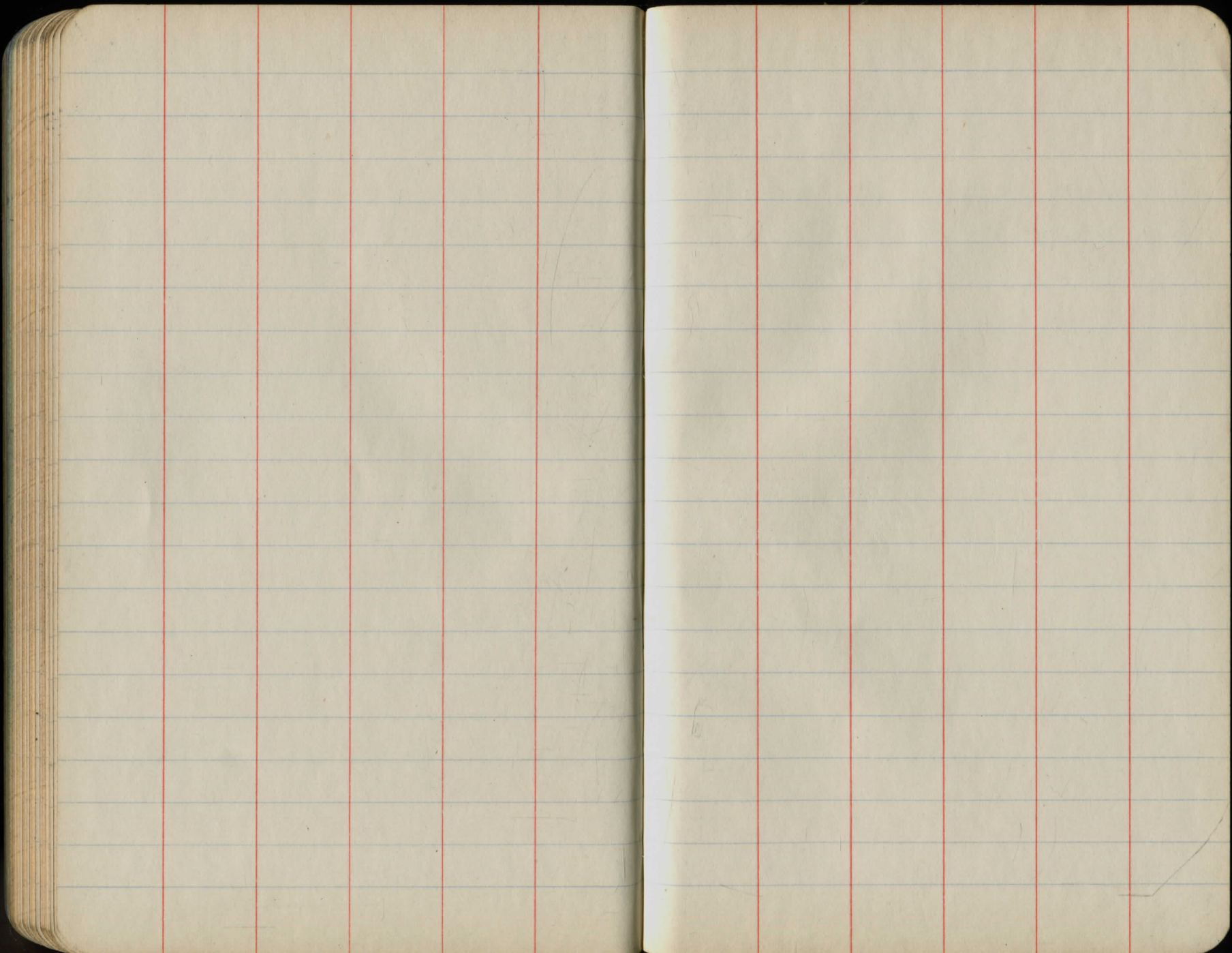


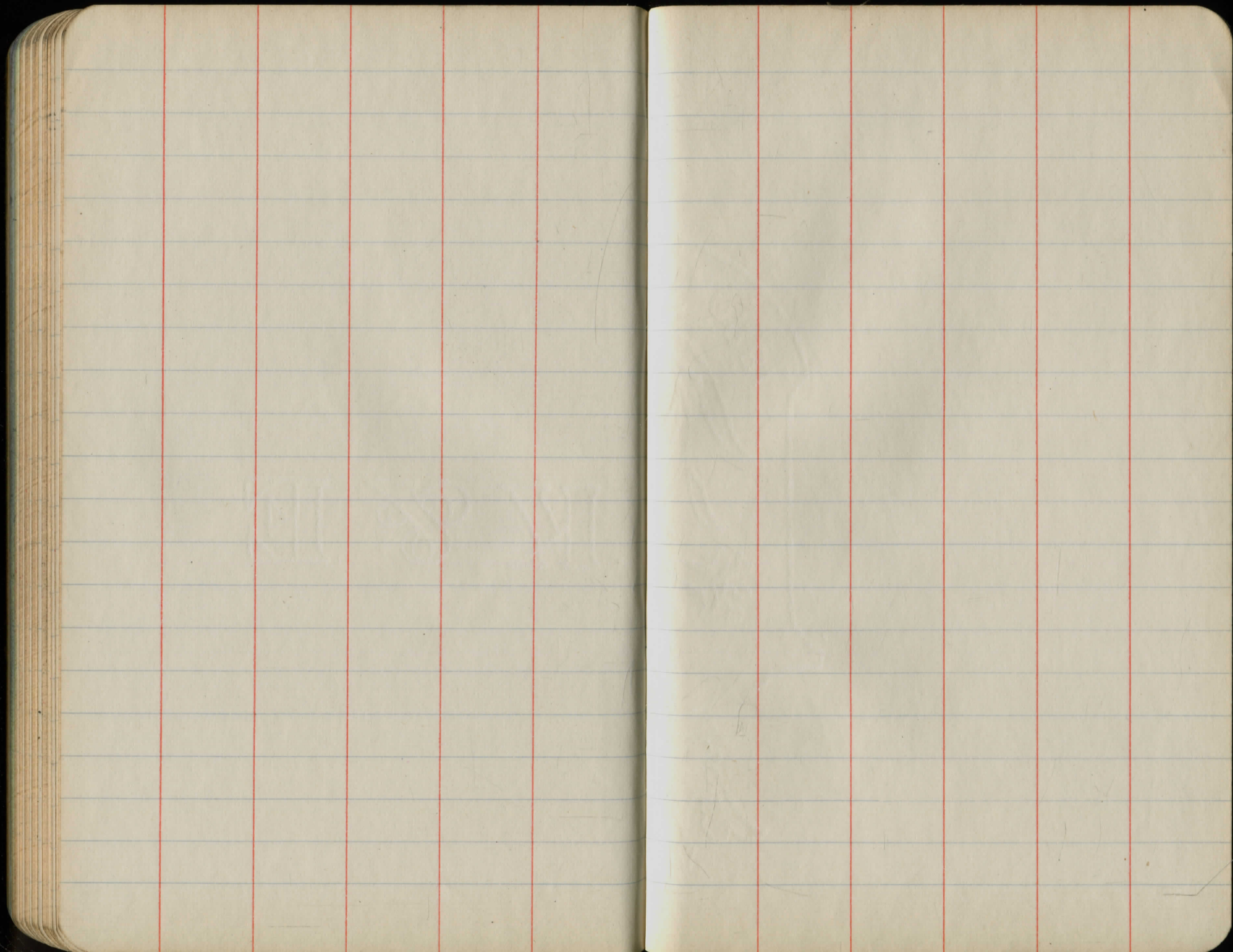


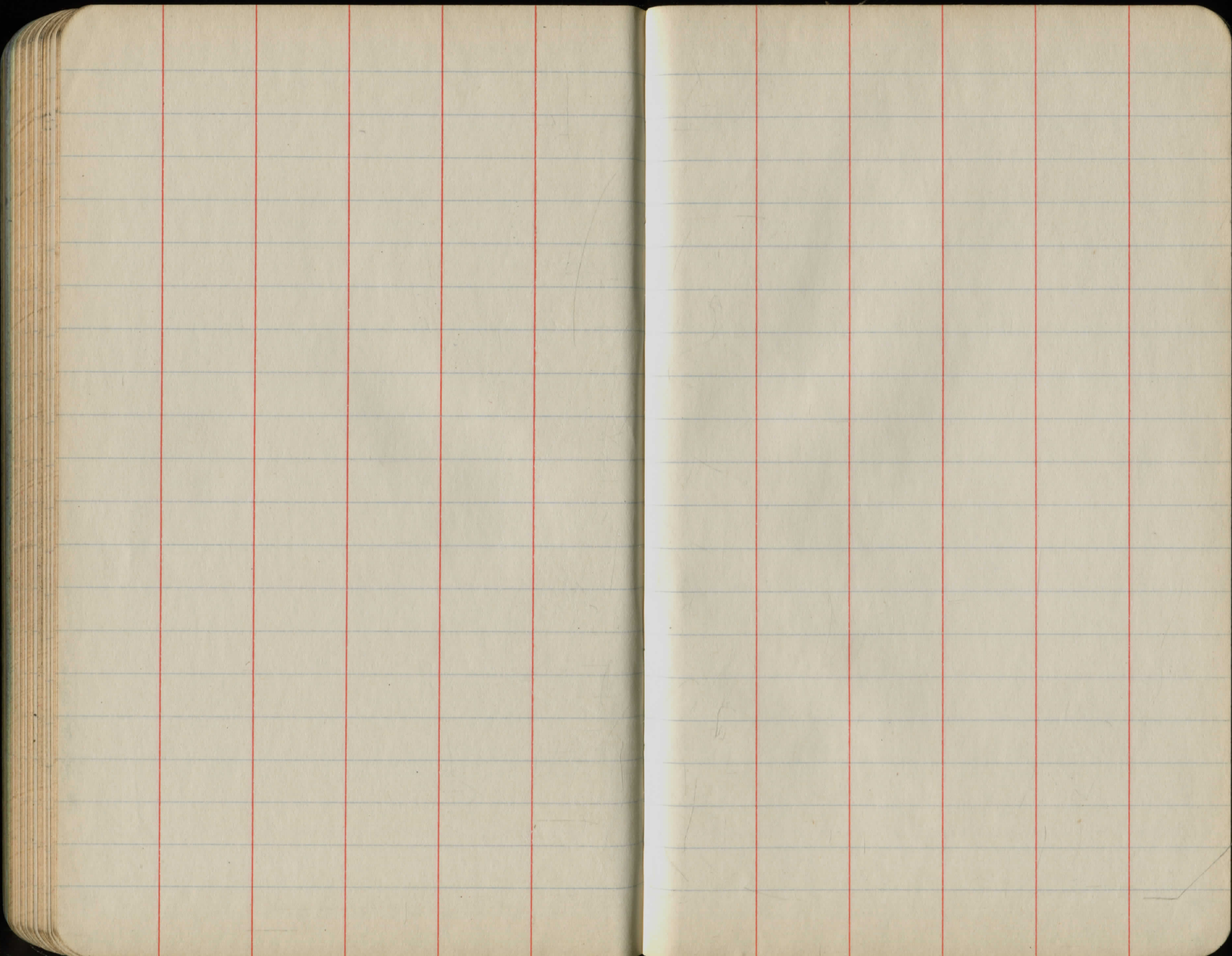


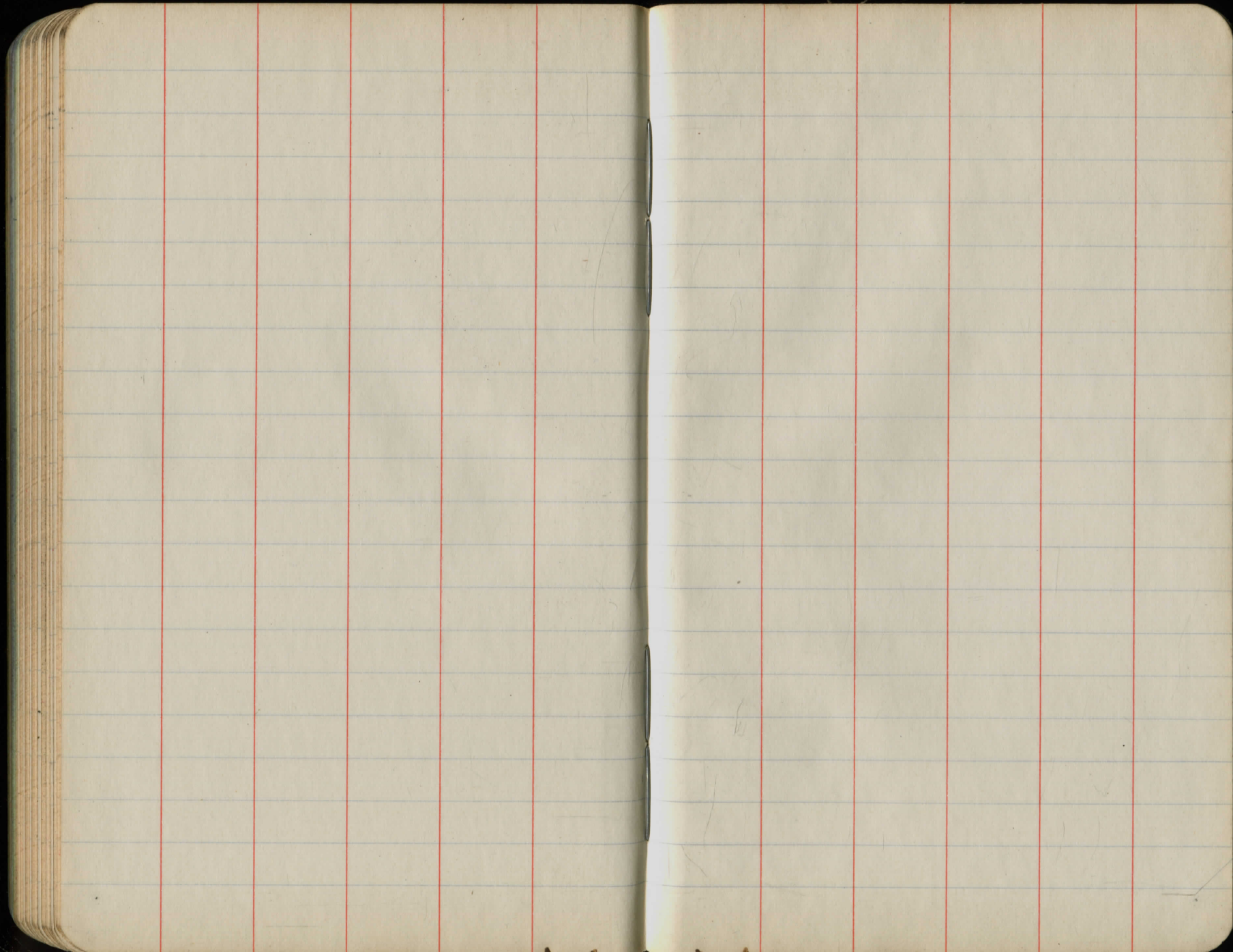


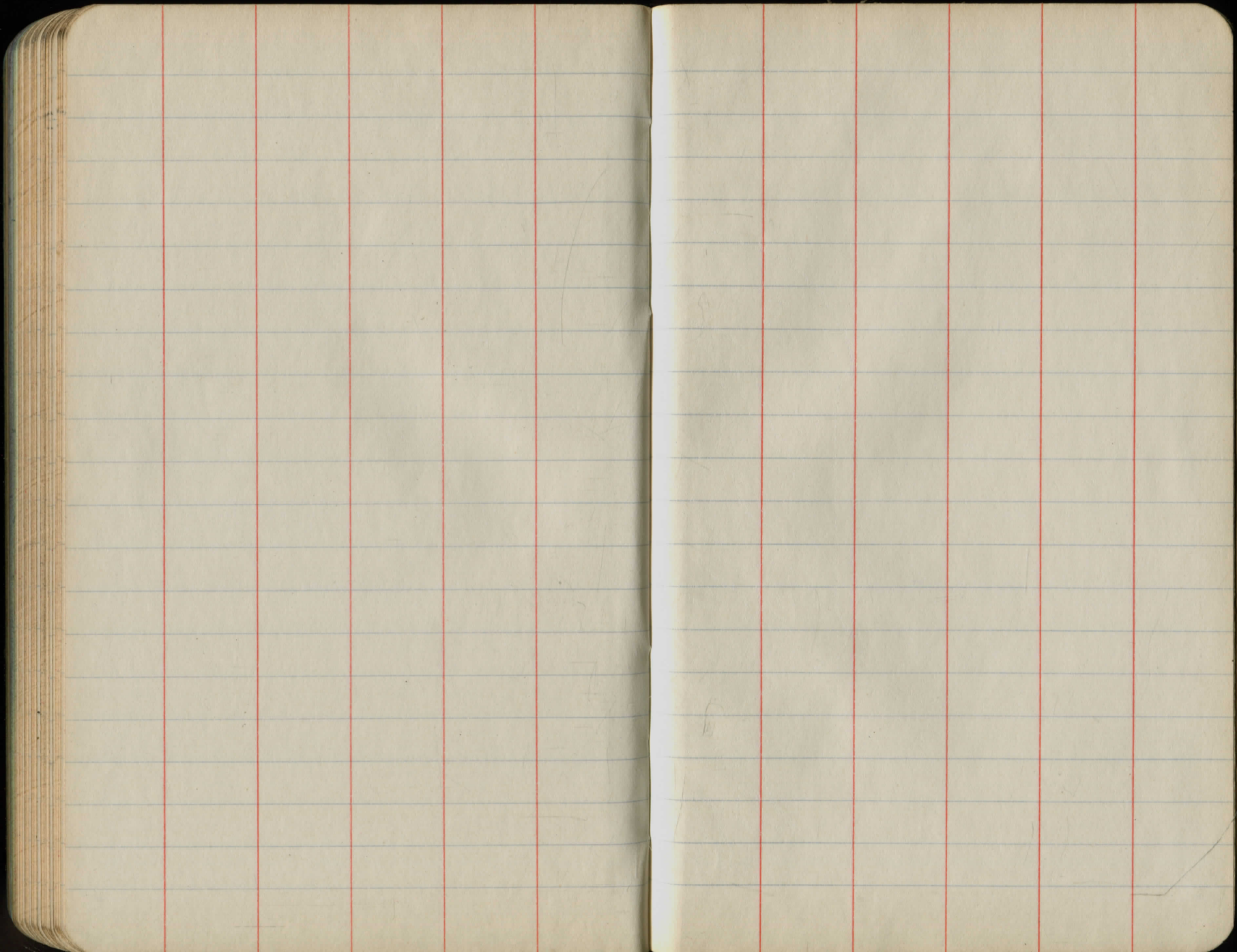


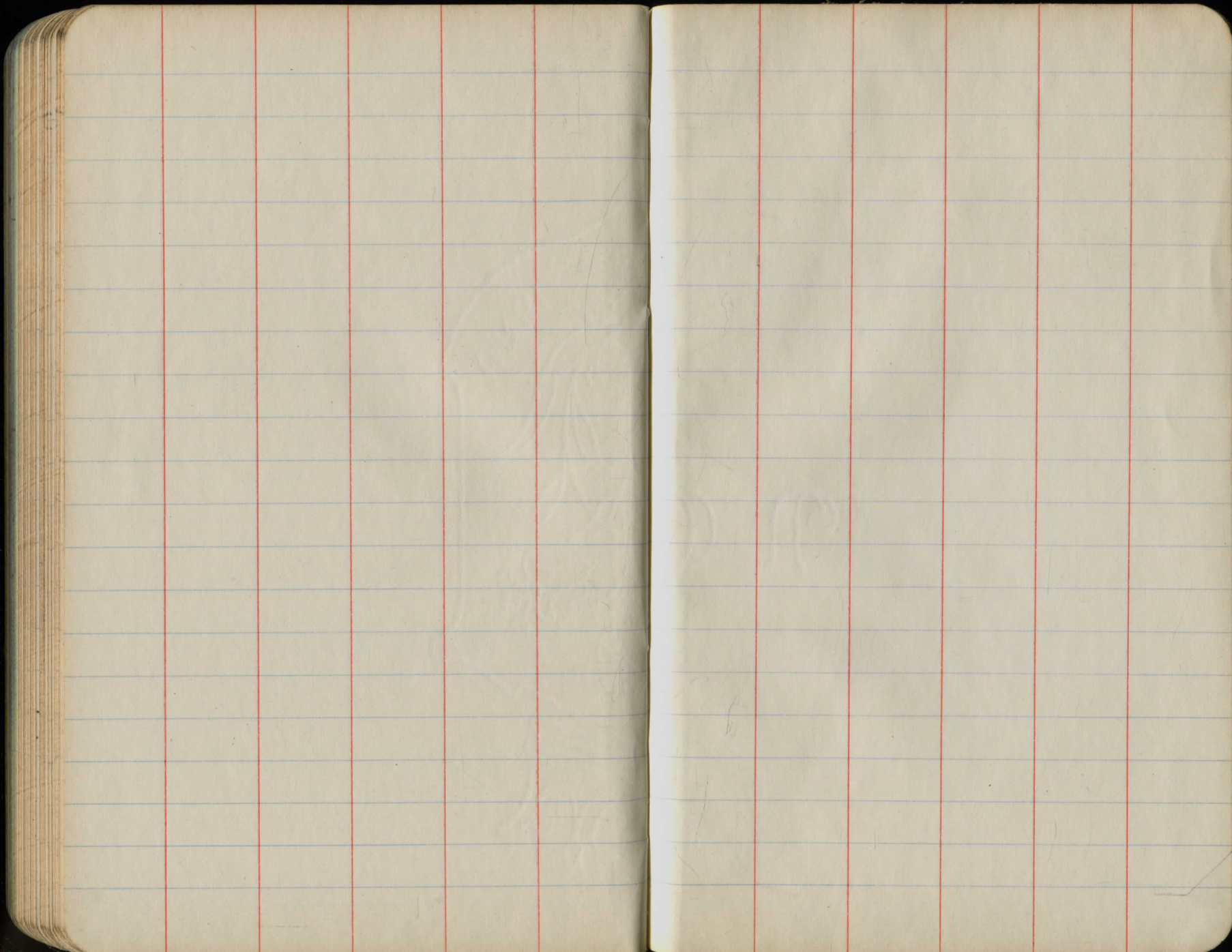


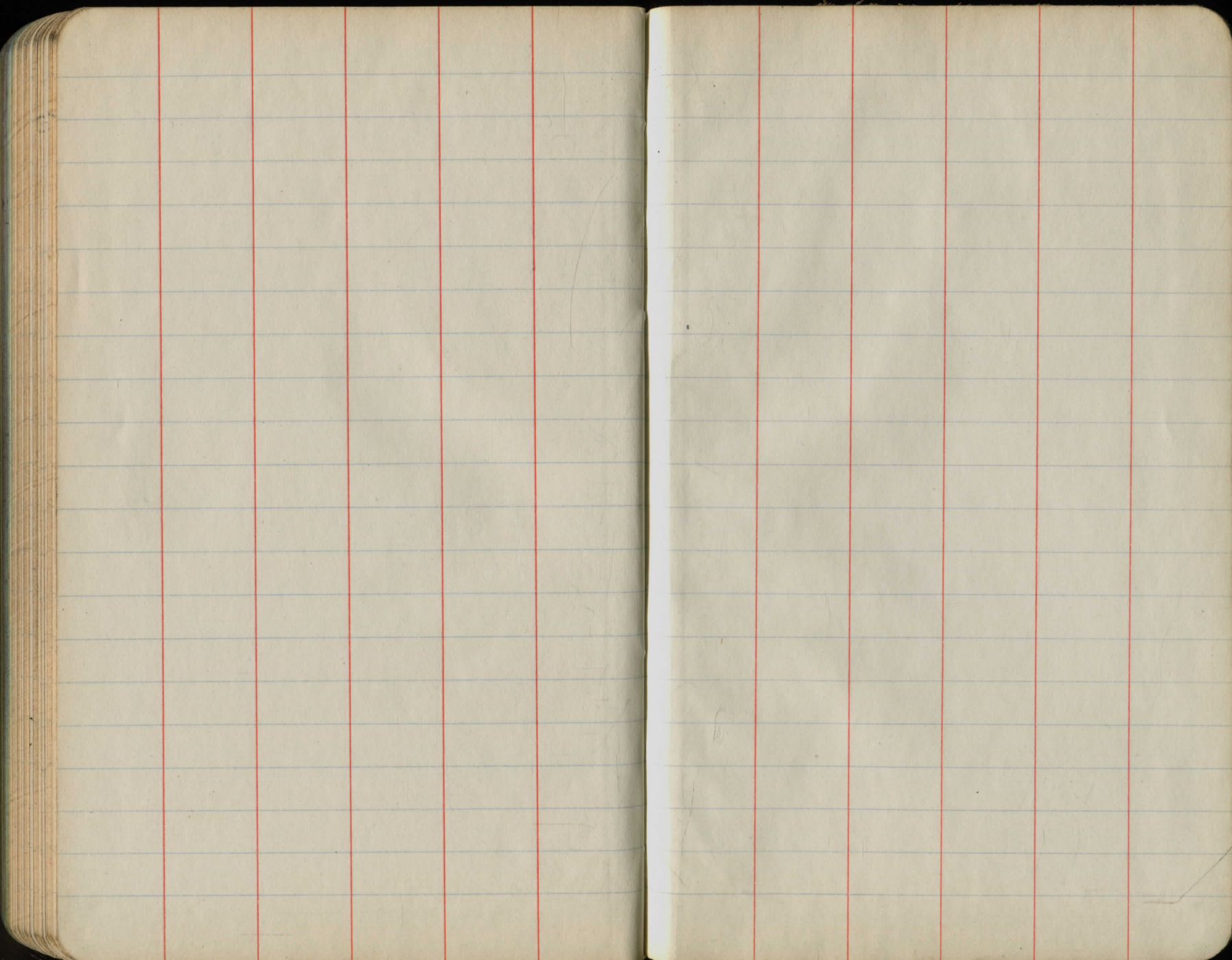


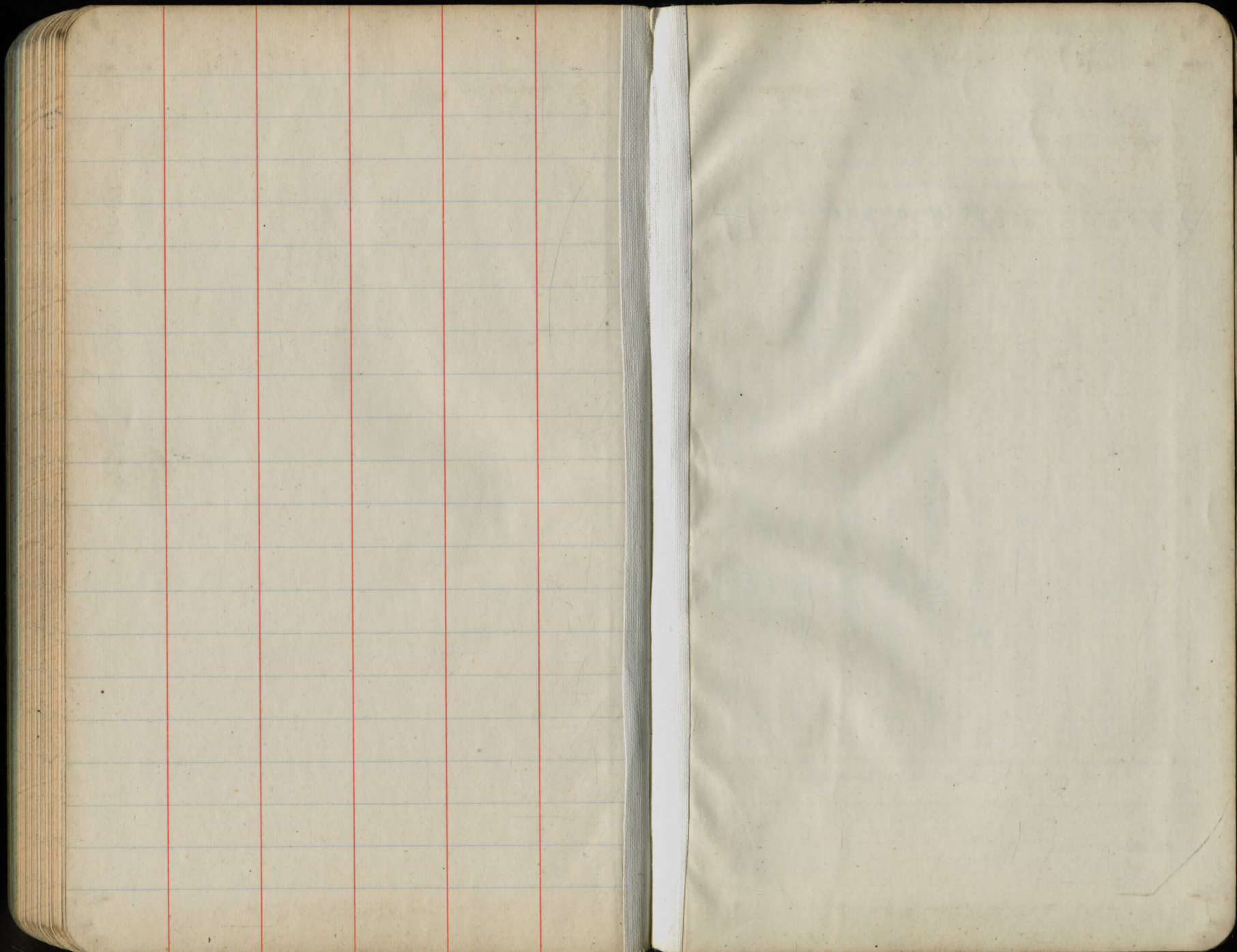












waterbound to station 32+50,

57

12.44 } 112.00  
 97.20

1480.0  
 1360.8

167+50

68 ft corrugated iron pipe

DISTANCES FROM CENTER OF ROADWAY FOR CROSS-SECTIONING.

ROADWAY 14 FEET WIDE. SIDE SLOPES 1 1/2 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.

MADE IN GERMANY.

R.

