

TABLE I.—CONCRETE PILING—TABULATION OF COST DATA

Railroad	Cost of piling at point of manufacture per linear foot	Cost of handling per lin. ft.	Cost of driving per linear foot	Total cost in place per linear foot	Character of material through which driven	Remarks
Atchison, Topeka & Santa Fe	64c manufactured under contract at bridge site	32c for handling and driving	51 $\frac{1}{10}$ c includes cost of driving and pulling steel. Steel approx. 5c per ft. of pile	96c	Missouri river mud mixed with sand. Boulders near bed-rock	Contract provided free haul of material over company's lines. Cost of handling covers cost dragging pile from place moulded to place driven 40c to 50c per pile to cut off when not driven to grade.
Baltimore & Ohio	74 $\frac{9}{10}$ c	10 $\frac{1}{10}$ c		\$1.36 $\frac{7}{10}$	Strata of firm clay just below cut off line	Cost of making and handling based on 9,400 lin. ft. piling, which includes 125 ft. extra piling for breakage and 500 ft. driving heads. Cost of handling high because of special conditions. Driving based on 8,775 ft.
Canadian Pacific	\$1.06	39c for handling and driving		\$1.45		Experience is that it costs little or no more to drive concrete piles than wooden piles
Chicago, Burlington & Quincy	35c per lin. foot including loading on cars	Includes work train service	Cost of driving too variable to give cost unit			Driven with drop hammer which necessitated engine service and shifting of tracts to get to place where piling was to be driven
Rock Island Lines	85c including cost of falsework as skidways and forms. 67c without above items		38 $\frac{3}{4}$ c	\$1.23 including all expenses, except freight, \$1.05 $\frac{3}{4}$ without cost of forms, skidways and freight	Greater portion in Arkansas in sand fill. In Kansas and Oklahoma in natural ground 6 and 7 mos. same as hard pan	
Illinois Central	66c	12 $\frac{3}{10}$ c for unloading	20 $\frac{8}{10}$ c	99 $\frac{1}{10}$ c		Average for 1,494 piles on Tenn. double track Max. penetration, 23 ft., max. length, 40 ft. Min. " " 12 ft., min. " 20 ft. Average " 18 ft., aver. " 27 ft.
Northern Pacific	65c (Darling's letter) 69c (Burt's letter)		Cost of driving too variable to give fair estimate. 98c per lin. ft. average of 6,786 lin. ft. driven			
Chicago, Milwaukee & St. Paul	85c in yards where locomotive derrick can be used		On double track trestle not under traffic 204 piles at 39c			
Fort Worth & Denver City	58c to 78c. 60c a fair average		One job 4,278 lin ft. at cost of 77c			Cost of driving includes cost of unloading, train service, fuel, and work train expense
New York Central & Hudson River			Contractor record showed 10c actual driving cost	\$1.38 to \$1.60		
New York, New Haven & Hartford			35c for 2,800 foundation piles and 2,200 piles for retaining walls	Simplex piles cost 94c in place, average for 191 piles		
Penn. Lines (North-west System)			44-40 ft. piles for 29 $\frac{1}{2}$ c; 35-40 ft. piles for 28c. For scales 46 40 ft. piles 12 $\frac{1}{4}$ c			
Wheeling & Lake Erie	98c for material and labor					