## Address 8 Nichols Road

## Location Lexington, Mass.

zeprinxtismonval-New service Com. $10 / 151$

| Date | Material | Amount |  | Total |  | Date |  |  | Amount |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 8-8-57 | Labor |  | 14 |  | 14 | 7-20- | 5 | Apositod | 25 | po |
|  | 10\% Overhead |  |  |  | 42 | $10-2-5$ | + | cesturded | 38 | b. ${ }^{\text {a }}$ |
|  | 351-3/4' ${ }^{\prime \prime}$ Copper | Tubing e | e/3. | $6 \quad 11$ | 41 |  |  |  | 06 | 33 |
|  | $1-3 / 4^{\prime \prime} \mathrm{C} \times \frac{1}{8}$ I.W.H. | S8:W |  |  | 00 |  |  | No Charge |  |  |
|  | $1-3 / 4^{\circ} \mathrm{C} \times 3 / 4^{\circ} \mathrm{C}$ Uni | on (3 pta | ts) | 1 | 72 | 8-8-51 |  | Labor | 4 | 24 |
|  | 2 Hr .Littlefield | Shovel |  | 14 | 00 | 30'-3/4 |  | opper Tubing . 326 | 9 | 78 |
|  | 1 Hr . Trucking |  |  |  | 75 | 1-3/4 $=0$ | c co | rp-Cock | 4 | 33 |
|  |  |  |  | 36 | 33 | 1-3/4" | $\times 3 /$ | $4^{\text {nc }}$ Curb-Cock | 4 | 67 |
|  |  |  |  |  |  | -Box | c. Ro |  | 4 | 68 |
|  |  |  |  |  |  | 1-3 Of | eset | Tail Plec |  | 50 |
|  |  |  |  |  |  | $\text { I- }{ }^{3} \mathrm{St}$ |  | at Tail Pioce |  | 50 |
|  |  |  |  |  |  | 2 Hr | Litt | lefield Shovex |  | 00 |
|  |  |  |  |  |  | 1 Hr . | crue | king |  | 75 |
|  |  |  |  |  |  |  |  |  | 43 | 35 |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| HP-8855 |  |  |  |  |  |  |  |  |  |  |

## TOWN OF LEXINGTON - BOARD OF PUBLIC WGRKS WATER DIVISION

## Sketch of Service Here

|  |  |  |  |  |  |  |  |  |  |  |  |  |  | I |  |  |  |  | 1 |  | 1 | 11 |  |  | 1 |  | 1 | , | 11 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | I |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | , |  | - |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | - |  | 1 |
| - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | I |
| - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | T |
| - |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
|  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | I |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| I |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| I |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| I |  |  |  |  | 1 |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Connection made in
Street.
Work completed
Remarks:

