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**PRECISE LEVELING IN TEXAS**

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By

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Coast and Geodetic Survey

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#### EXPLANATION OF REVISED EDITION.

As the first edition of this publication, which appeared in 1922 is exhausted, advantage has been taken of this opportunity to bring as many as possible of the descriptions of the bench marks up to date and to correct the elevations of such marks as are known to have been moved.

At different times in the past few years the bench marks along the following lines have been inspected by a member of this bureau:

Line IV between Temple and Lampasas only,

Line X between Pecos and El Paso only,

Lines V, VI, VIII, XIII, XIV, XV, XVI, and XVII, throughout.

During this inspection the descriptions were revised to fit conditions existing at the date of the inspection, and the elevations, to the nearest hundredth of a foot, were stamped upon those bench marks which are marked with the United States Coast and Geodetic Survey standard bench-mark tablets. Standard tablets of the United States Geological Survey, descriptions for which appear in this publication, were stamped with the elevation to the nearest tenth of a foot.

This bureau has done no precise leveling in Texas since 1920. All lines, for which data are given in this reprint, appeared in the earlier edition. The changes which have been made in some of the elevations are the result of the marks having been moved by other Government organizations, by the railroads, or by engineers in private practice, through whose courtesy this office has been supplied with the necessary information for revising the descriptions and elevations of such marks as have been reset.

The author gratefully acknowledges the assistance of Howard S. Rappleye, associate mathematician, who prepared the revised descriptions and elevations for publication.

## PUBLICATION NOTICES.

The Coast and Geodetic Survey maintains mailing lists containing the names and addresses of persons interested in its publications. When a new publication or a new edition of a publication is issued on any of the subjects covered by the mailing list, a circular showing the scope and contents of the publication is sent to each person whose name and address is on the mailing list of the subject covered by the publication.

If you desire to receive notices regarding publications of the Coast and Geodetic Survey as issued, you should write to the Director of the Coast and Geodetic Survey, Washington, D. C., indicating the mailing lists on which you wish your name entered, or, if you prefer, you may check the lists on the form below, remove this sheet from the publication, and mail it to the Director of the Coast and Geodetic Survey, Washington, D. C.

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- 100-M. Tides.
- 100-N. Topography.
- 100-O. Triangulation.
- 100-P. Cartography.

(Name)-----

(Address)-----

# PRECISE LEVELING IN TEXAS.

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By H. G. AVERS, *Senior Mathematician, United States Coast and Geodetic Survey.*

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## GENERAL STATEMENT.

This volume contains the standard elevations and descriptions of all permanent bench marks in the State of Texas that were determined by precise leveling. There are also included the elevations of supplementary points, such as marks on masonry, spikes in poles, and the elevation of the top of rail in front of the railroad stations.

Details in regard to the methods, accuracy, and cost of the work are purposely omitted, as it is desired to make this essentially a field book. Any one interested in these data for similar work is referred to our Special Publications Nos. 18, 22, 39, and 140, copies of which can be obtained by writing to the Director, United States Coast and Geodetic Survey, Washington, D. C.

## THE PRECISE LEVEL NET OF THE UNITED STATES.

About 55,000 miles of precise leveling have been run in the United States. Of this amount the Coast and Geodetic Survey did about 39,000 miles, the remainder having been done by the United States Geological Survey, the Corps of Engineers, United States Army, the Mississippi River Commission, the Missouri River Commission, the United States Lake Survey, the Pennsylvania Railroad, the Baltimore & Ohio Railroad, and the Buffalo, Rochester & Pittsburgh Railway. This vast network of leveling enters all but 1 State of the Union and forms about 125 circuits. It is desired ultimately to have the net cover the country in such a way that no place will be more than 50 miles from a standard bench mark.

There have been four general adjustments of the precise level net of the United States, each succeeding adjustment having become necessary by the addition of new lines to the net. The fourth and last adjustment was made in 1912, the net at that time being composed of about 29,000 miles of leveling.

The successive adjustments necessarily gave different values for the elevations of the bench marks, and the changes in certain sections of the country were of such sizes that the older values could not be held. The last adjustment shows that the net is sufficiently extended and the leveling of such strength and accuracy that the elevations can be considered as standard. So far as surveying and engineering purposes are concerned, they may be held for an indefinite period, or even for all time.

The lines run since the last adjustment have been fitted to the net without in any way disturbing the previously adopted elevations.

From time to time in the future, general adjustments of the level net will no doubt be made to obtain the theoretically best elevations of the junction points, but such adjustments will not disturb the standard elevations, unless they are found to be appreciably in error on account of blunders in the leveling or because of the disturbance of the marks.

#### THE PRECISE LEVEL NET IN TEXAS.

The Texas portion of the precise level net comprises the following level lines, totaling 3,970 miles in length and fixing the elevations of 1,802 permanent bench marks:

- I. Bowie, Tex., to Anthony, Kans. (part).
- II. Bowie, Tex., to Shreveport, La. (part).
- III. Fort Worth to Comanche, Tex.
- IV. Fort Worth to Lampasas, Tex.
- V. Temple to Holland, Tex.
- VI. Holland to New Braunfels, Tex.
- VII. Albuquerque, N. Mex., to El Paso, Tex. (part).
- VIII. Smithville to Galveston, Tex.
- IX. El Reno, Okla., to Jericho, Tex. (part).
- X. Fort Worth to El Paso, Tex.
- XI. Jericho, Tex., to Isleta, N. Mex. (part).
- XII. Clovis, N. Mex., to Pecos, Tex. (part).
- XIII. Sierra Blanca to San Antonio, Tex.
- XIV. New Braunfels to Brownsville to Point Isabel, Tex.
- XV. San Antonio to Laredo, Tex.
- XVI. Sinton, Tex., to New Orleans, La. (part).
- XVII. Harlingen to Eagle Pass, Tex.
- XVIII. Hillsboro, Tex., to Shreveport, La. (part).

Lines I to XI, inclusive, totaling 1,816 miles, entered into the 1912 adjustment of the precise level net, and the remaining lines have been fitted to this work.

Line XII was fitted to the standard elevations at Pecos, Tex., and Clovis, N. Mex.

Lines XIII, XIV, XV, and XVII, and the portion of Line XVI between Sinton and Houston were fitted, by a single adjustment, to the standard elevations at Sierra Blanca, New Braunfels, and Houston.

The portion of Line XVI between Houston, Tex., and New Orleans, La., was fitted to the standard elevations at those places.

Line XVIII was fitted to the standard elevations at Hillsboro, Tex., and Shreveport, La.

#### BENCH MARKS.

Various types of bench marks have been used to indicate the point of which the elevation was determined. On the earlier lines bolts and square cuts or outlined squares in masonry were used, while a little later the stone post with a square cut in the top was introduced.

The latest form of bench mark is the brass disk (see fig. A) which is set in substantial buildings, outcropping rocks, masonry structures of all kinds, and in the tops of stone or concrete posts.

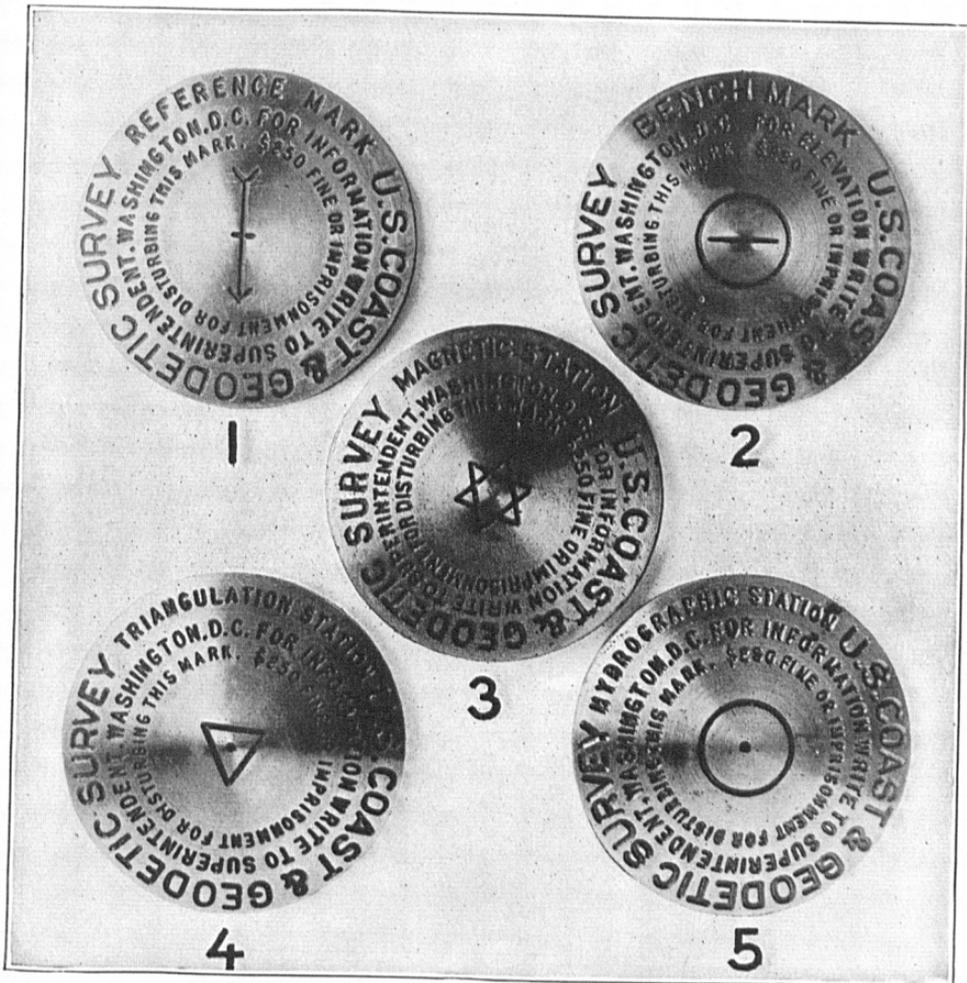


FIGURE A.—STANDARD MARKS OF THE U. S. COAST AND GEODETIC SURVEY.

1. Reference mark.
2. Bench mark.
3. Magnetic station mark.
4. Triangulation station mark.
5. Hydrographic station mark.

In future leveling of this survey no bench mark is to be considered permanent unless marked by the regulation disk.

All permanent bench marks of this survey are given a designating letter followed by a number. Where the brass disk has been used the designation and the year in which the mark was established is stamped on it.

Bench marks of other organizations with which connections were made were given a United States Coast and Geodetic Survey designation followed by the initials of the organization which established the mark. In no case, however, was the designation placed on the mark.

#### ORTHOMETRIC CORRECTION.

The orthometric correction was applied to the results of all the leveling in Texas. This correction had only a slight effect on the lines in the eastern part of the State, where the elevations are low. (See Special Publication No. 18, p. 49.)

The lines fixing the high altitudes in the western part of the State received corrections amounting to about 1 decimeter. These large corrections are due to the height of these lines and their inclination to the parallels of latitude.

#### ELEVATIONS.

The standard elevations in Texas are controlled almost entirely by the mean sea-level connection at Galveston. The value used in the 1912 adjustment of the precise level net was a reading corresponding to 3.430 feet (1.0455 meters) on the present tide staff. This value was the result of three years of observations, December 1, 1903, to November 29, 1906. The tide gauge at Galveston has been maintained uninterruptedly since 1903, and the mean of all the yearly values for 17 years on this same staff is 3.442 feet.

All elevations are given in meters and feet above mean sea level. The elevations of the permanent bench marks are given to millimeters. This does not imply that the millimeters are known. For bench marks not more than 2 kilometers apart the difference in elevation is uncertain in the millimeters; for those which are from 2 to 200 kilometers apart the centimeters are also uncertain, and for greater distances there may be in some cases an uncertainty in the decimeters. Similarly, the uncertainty in the absolute elevations varies with the distance from the nearest tidal connection.

#### ARRANGEMENT OF DATA.

The lines are arranged chronologically and numbered in the order that they were run. For each line there are given the permanent bench marks whose elevations were determined by the leveling along that line. If the line starts or ends on old bench marks, the data in regard to these bench marks are given with the data for the line which established their elevations.

The introduction at the head of each line contains the name of the officer in charge of the field work, the dates between which the work was done, and the route followed by the line.

The elevations of the temporary bench marks and the elevations of the top of the rail in front of the railroad stations are included in the lists following those containing the permanent bench marks, and the lines are numbered for these lists of supplementary elevations the same as for the lists of permanent marks.

#### **EXPLANATION OF SKETCHES AND INDEX.**

Opposite this page is an index sketch showing the general location of all the precise level lines in Texas. On the index sketch are indicated also the limits of the larger scale sketches which show in detail the route of the lines and the cities and towns at or near which the bench marks were placed.

Each bench mark is indexed by the names of the town and county which appear in the description.

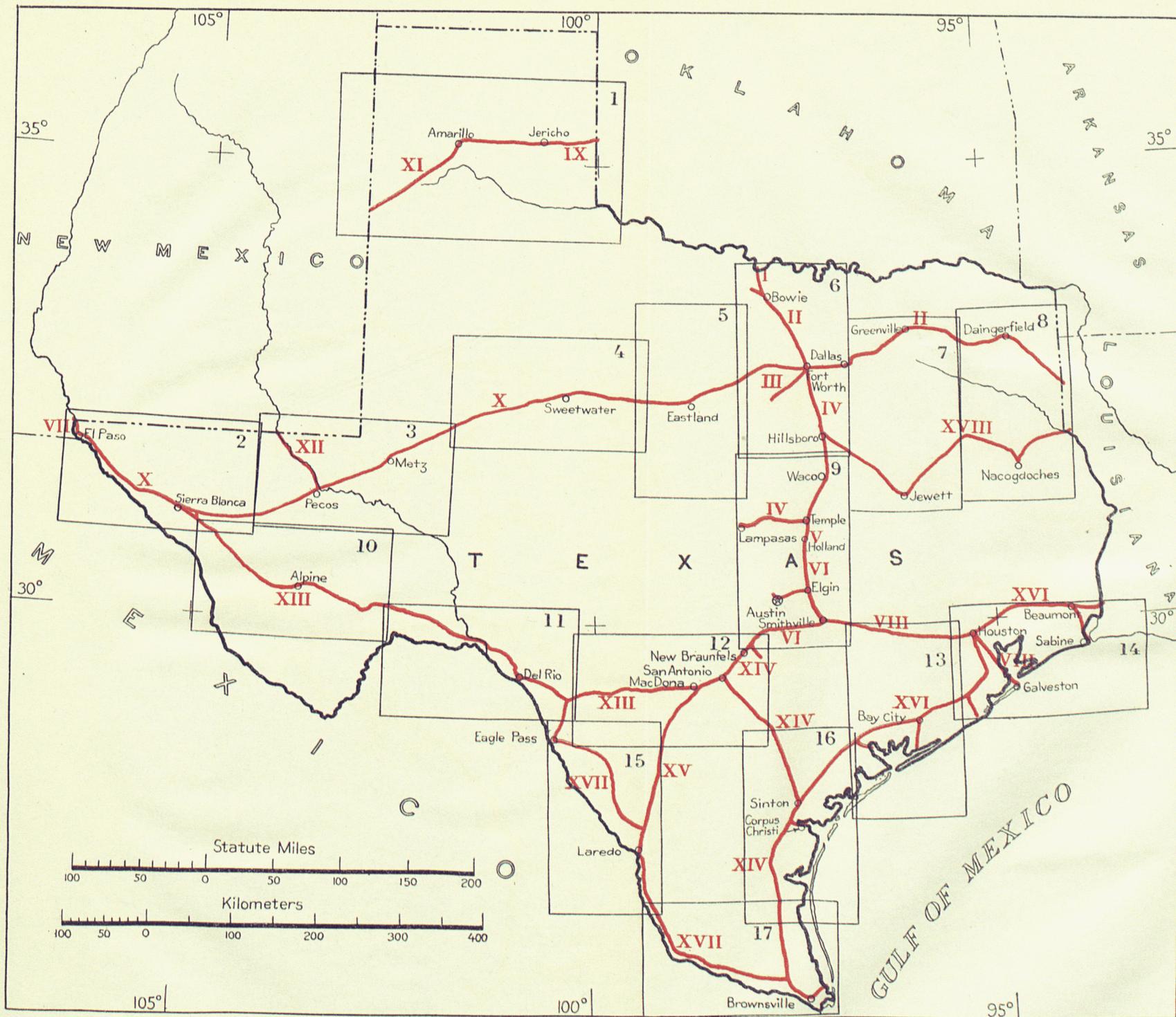


FIGURE B.—INDEX MAP OF TEXAS SHOWING THE LOCATION OF THE VARIOUS PRECISE LEVELING LINES AND THE BOUNDARIES OF FIGURES 1 TO 17.  
48536—29. (To face p. 4.)

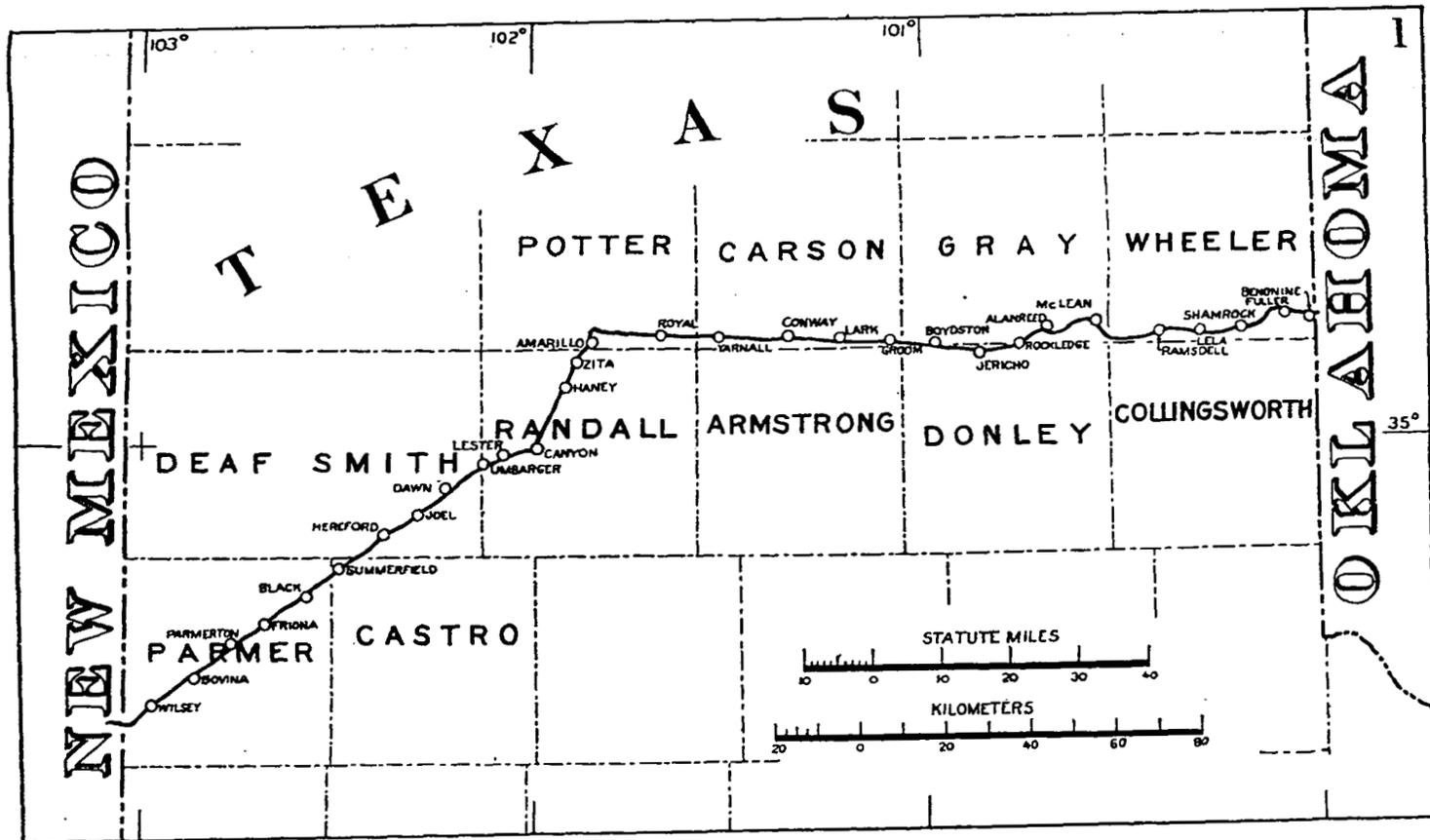


FIGURE 1.—Lines IX and XI.

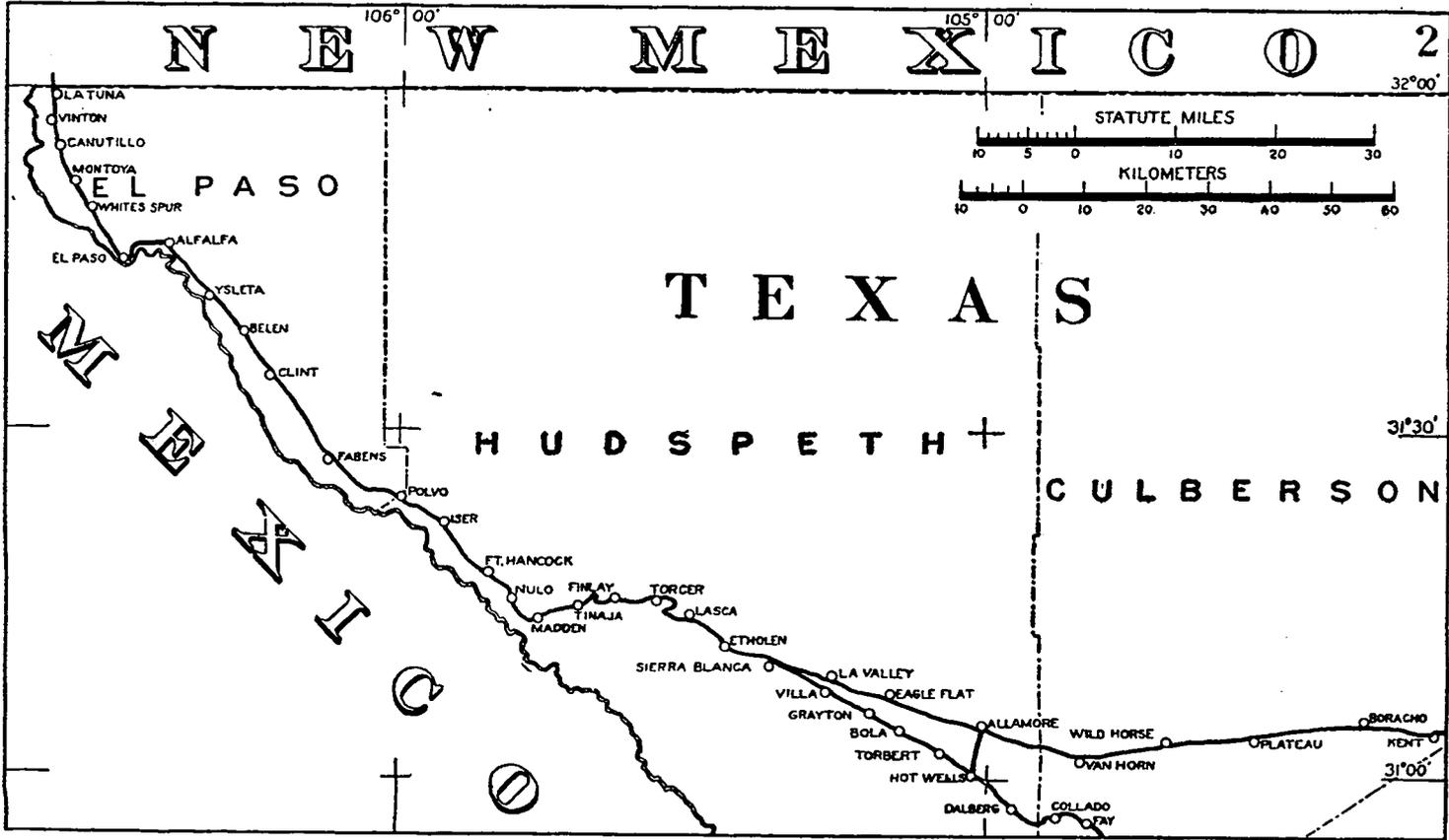


FIGURE 2.—Line VII and parts of lines X and XIII.

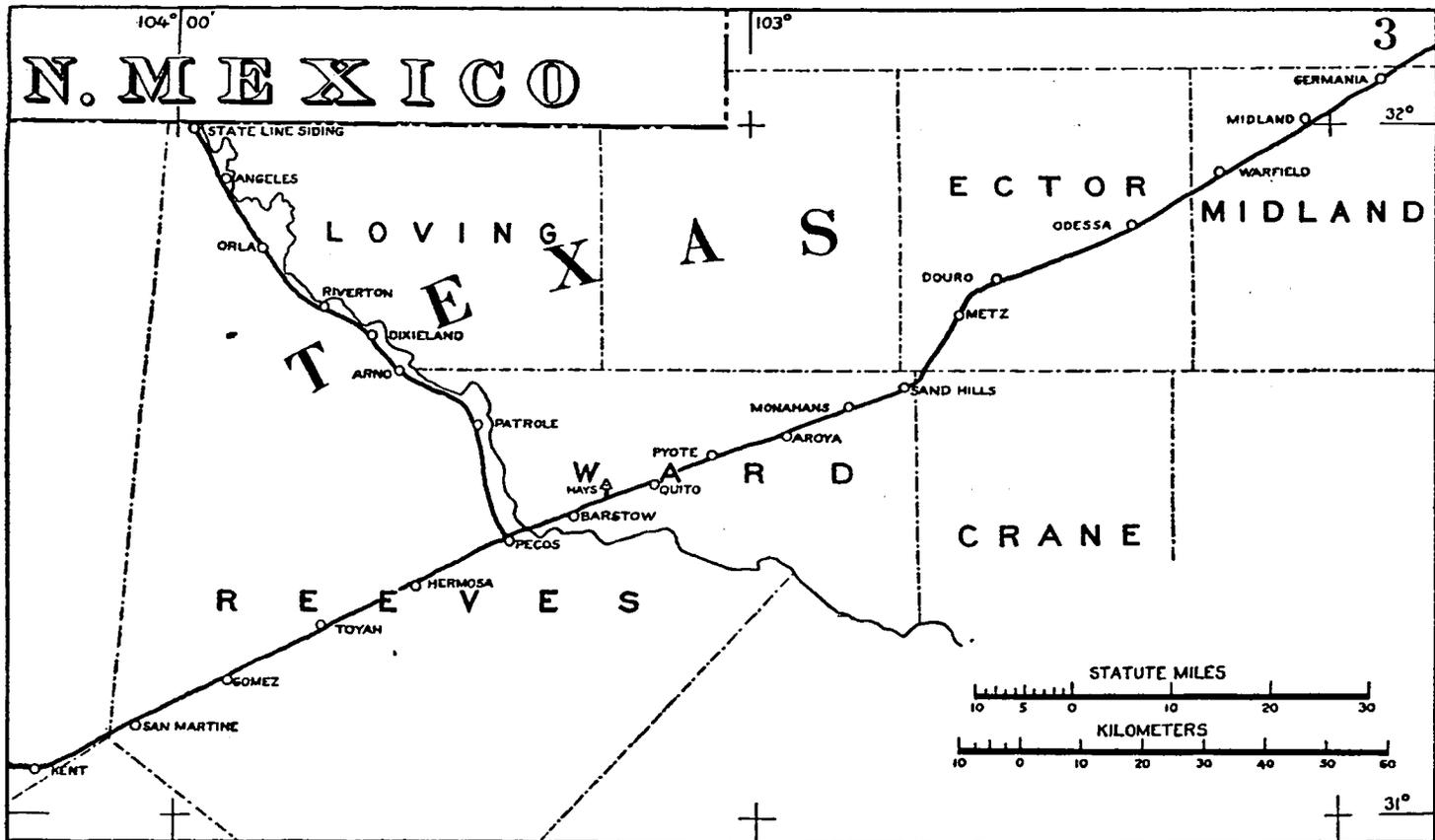


FIGURE 3.—Line XII and part of line X.

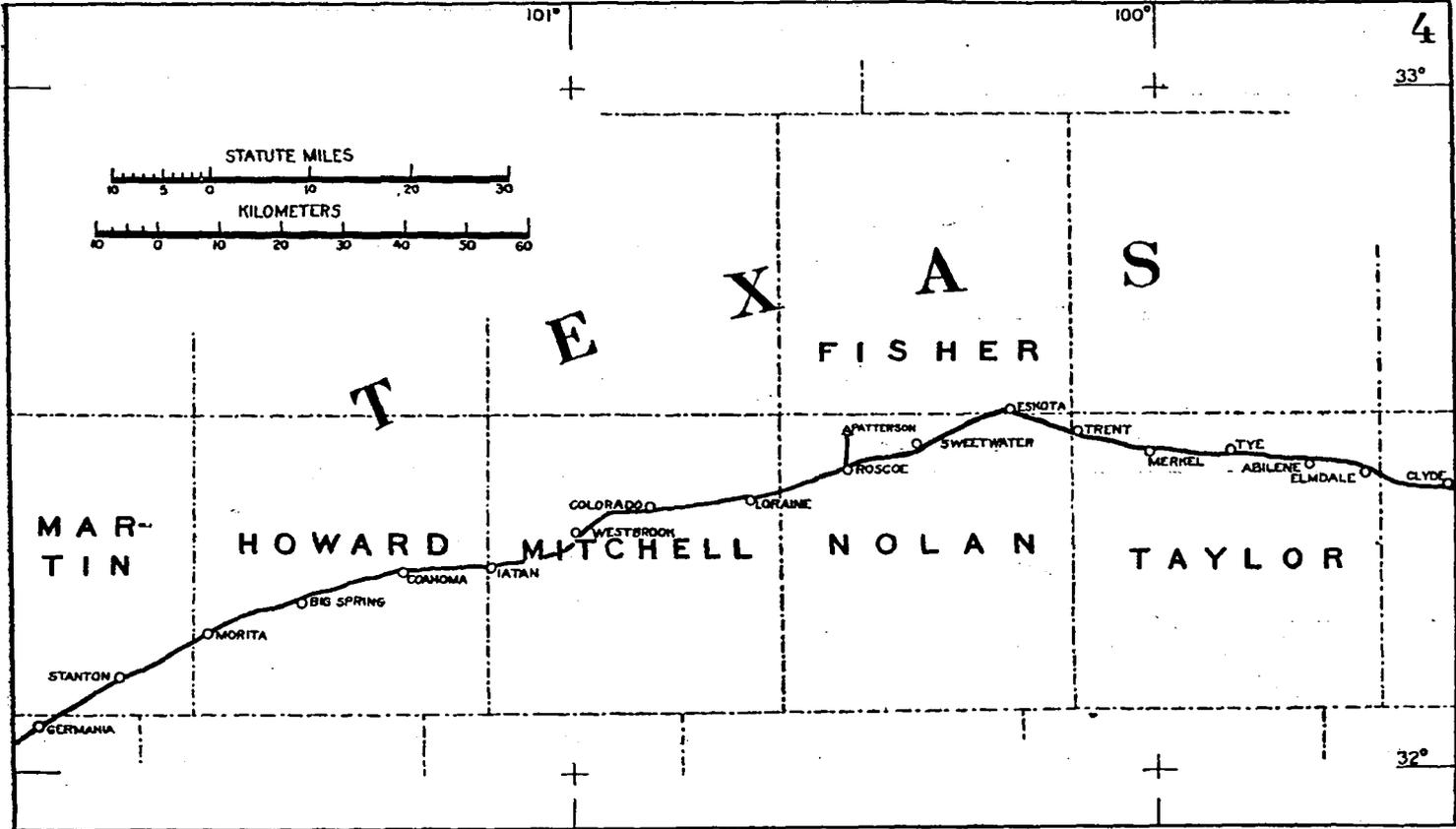


FIGURE 4.—Part of line X.

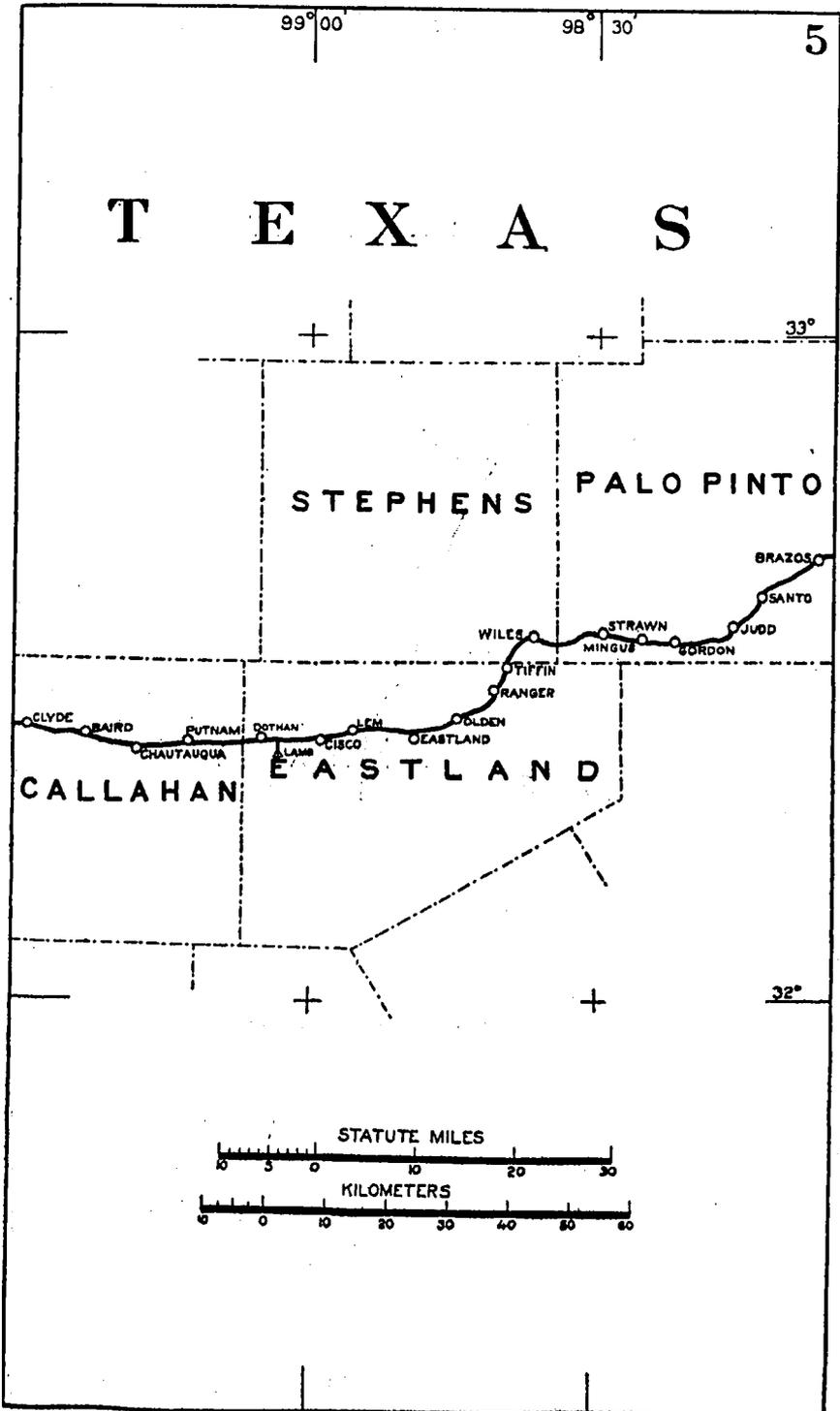


FIGURE 5.—Part of line X.

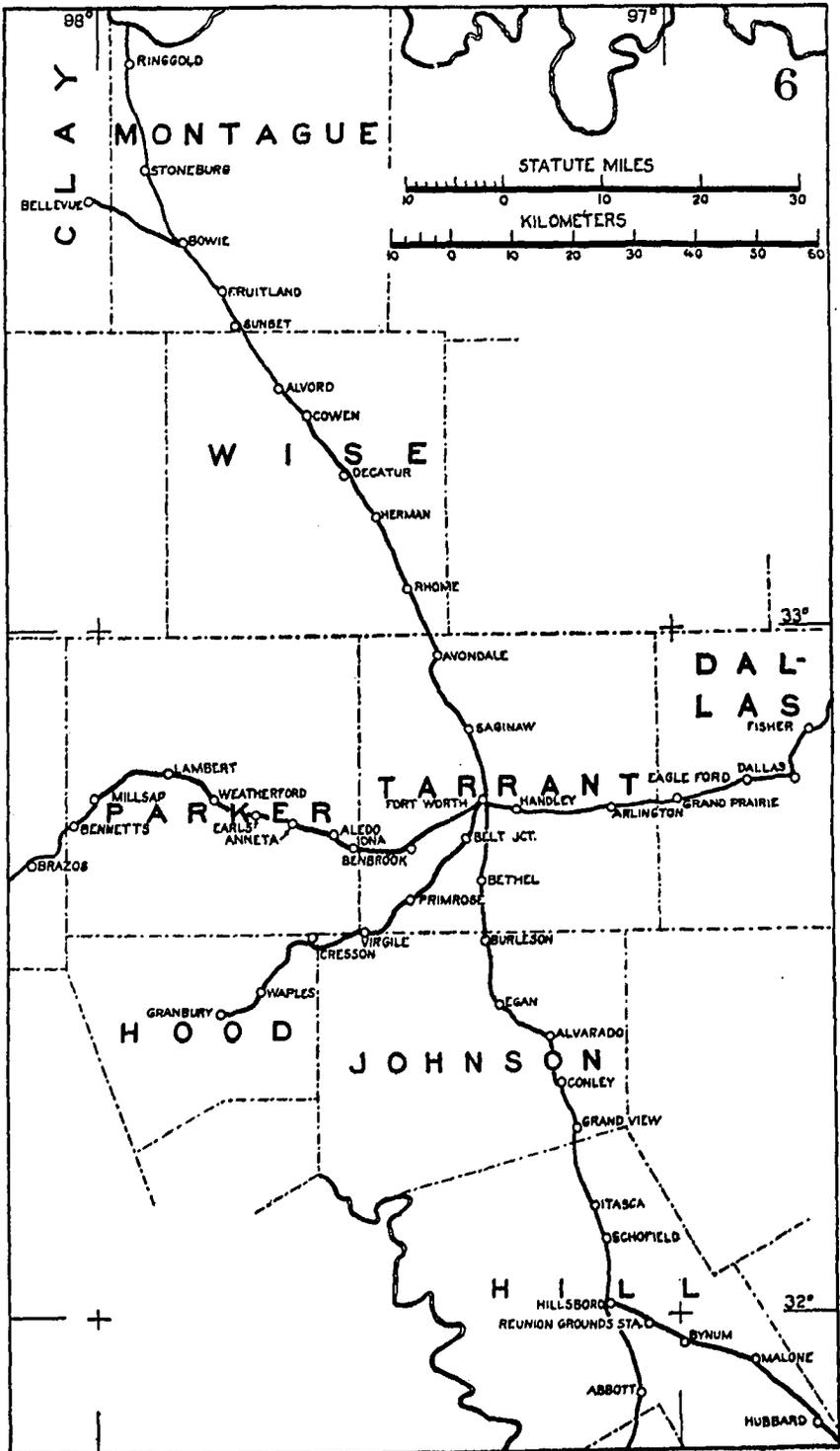


FIGURE 6.—Lines I and III and parts of lines II, IV, X, and XVIII.

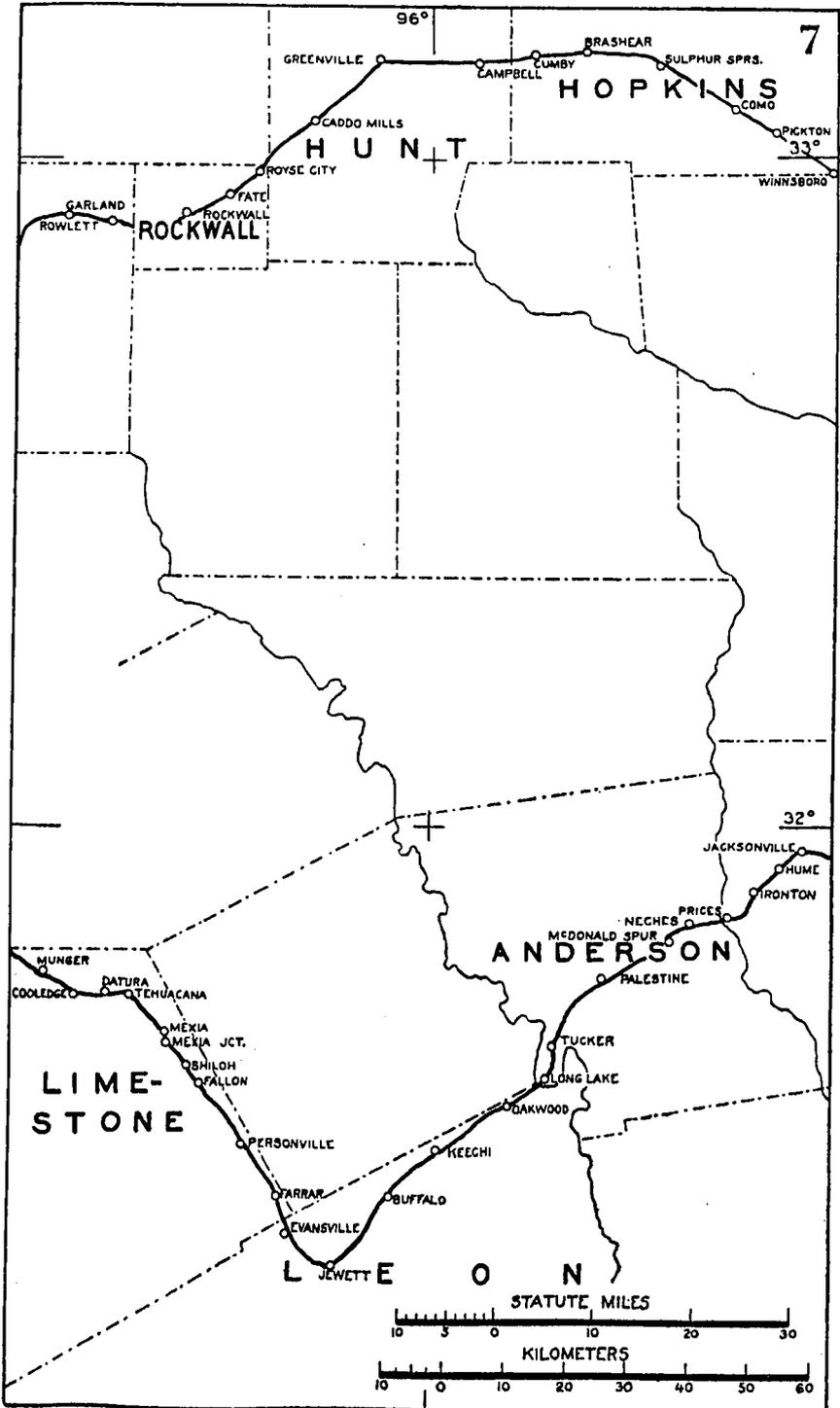


FIGURE 7.—Parts of lines I and XVIII.

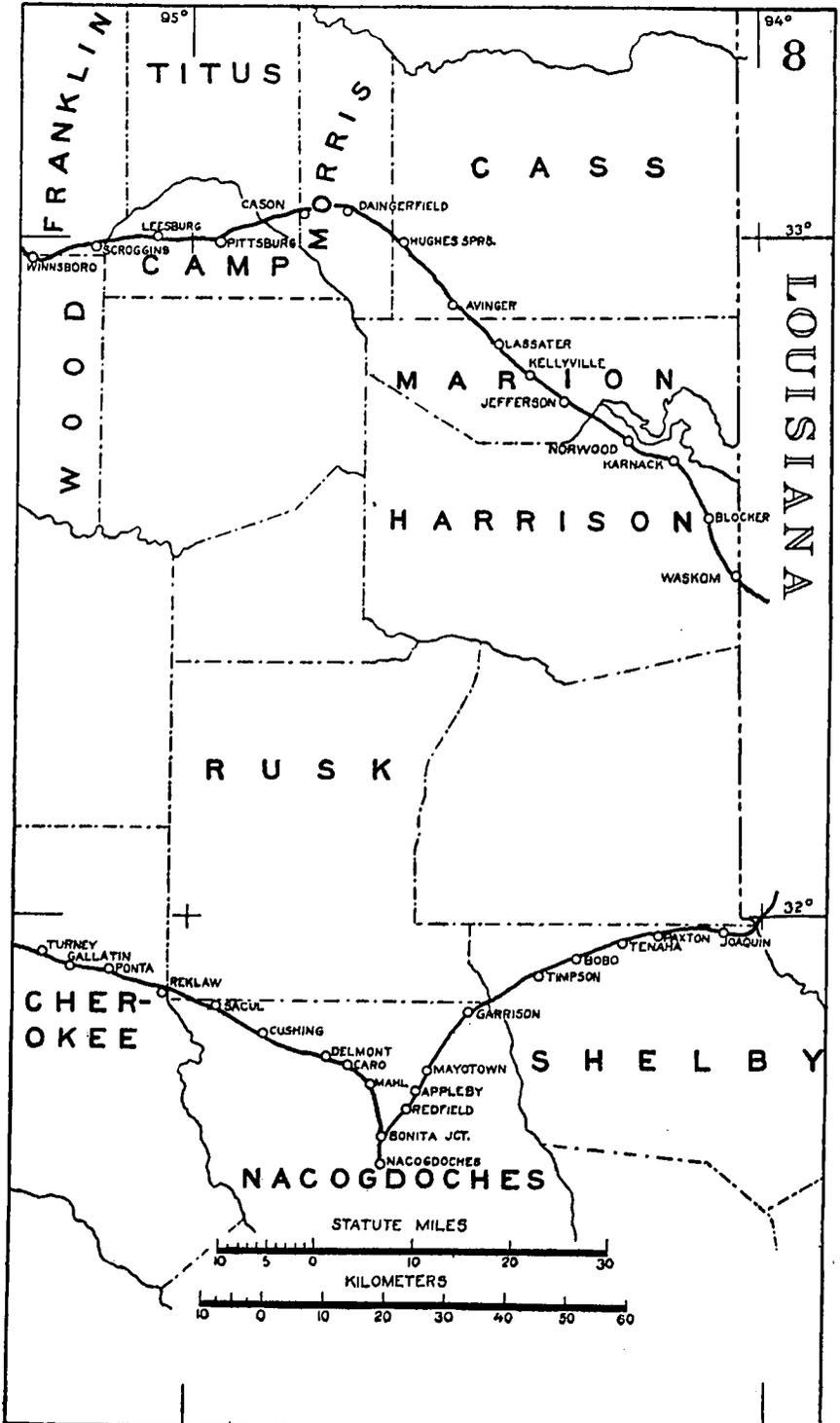


FIGURE 8.—Parts of lines II and XVIII.

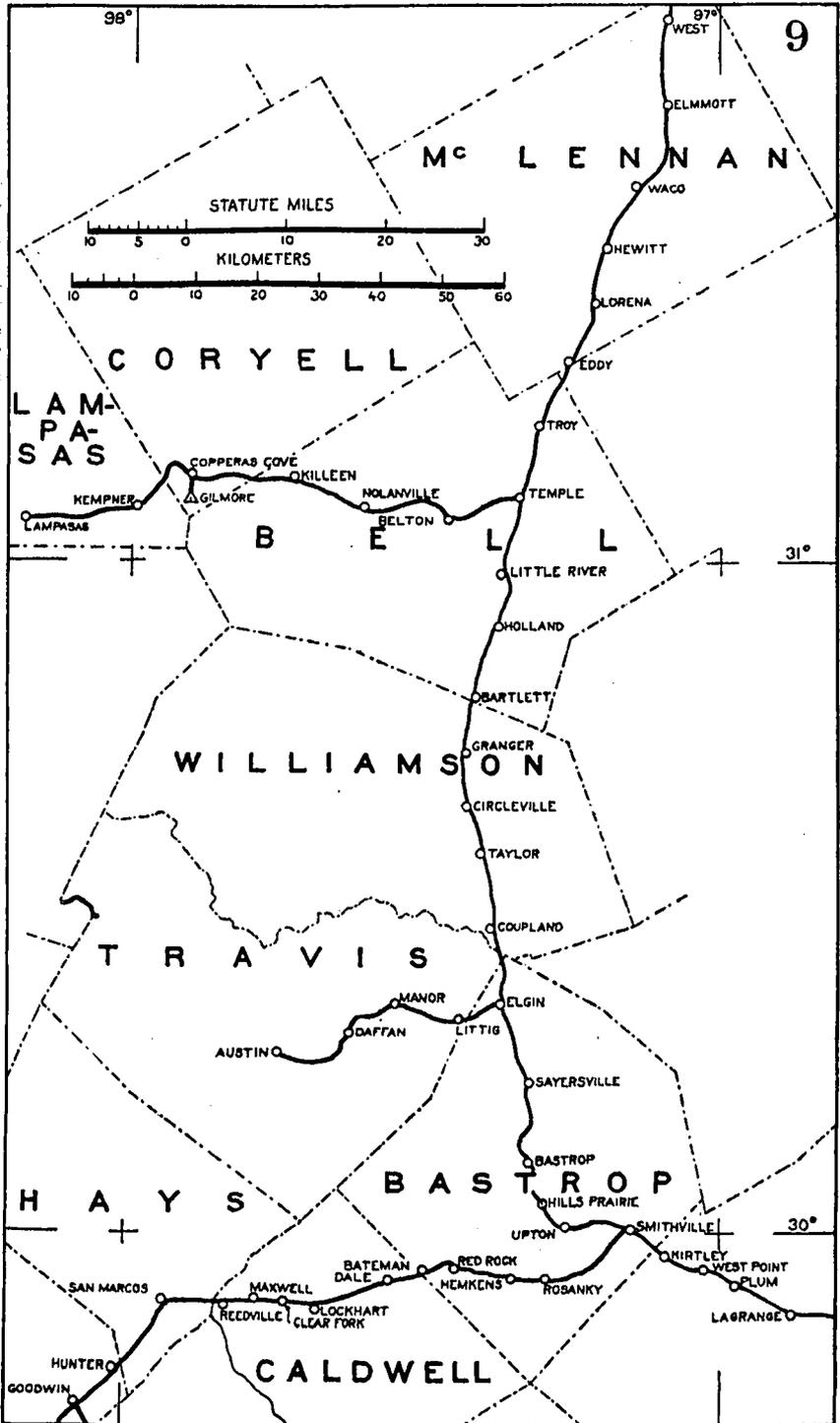


FIGURE 9.—Line V and parts of lines IV, VI, and VIII.

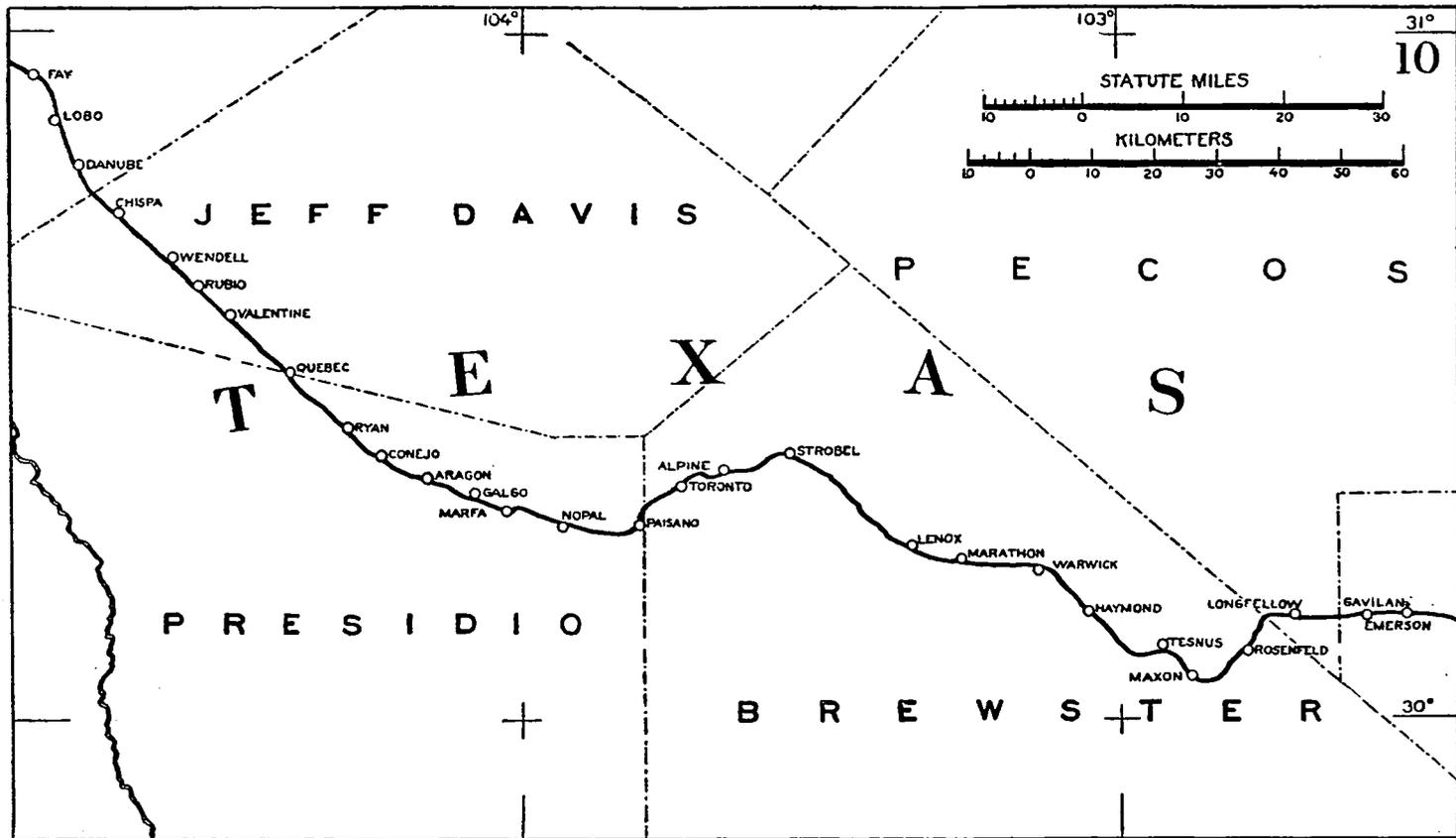


FIGURE 10.—Part of line XIII.

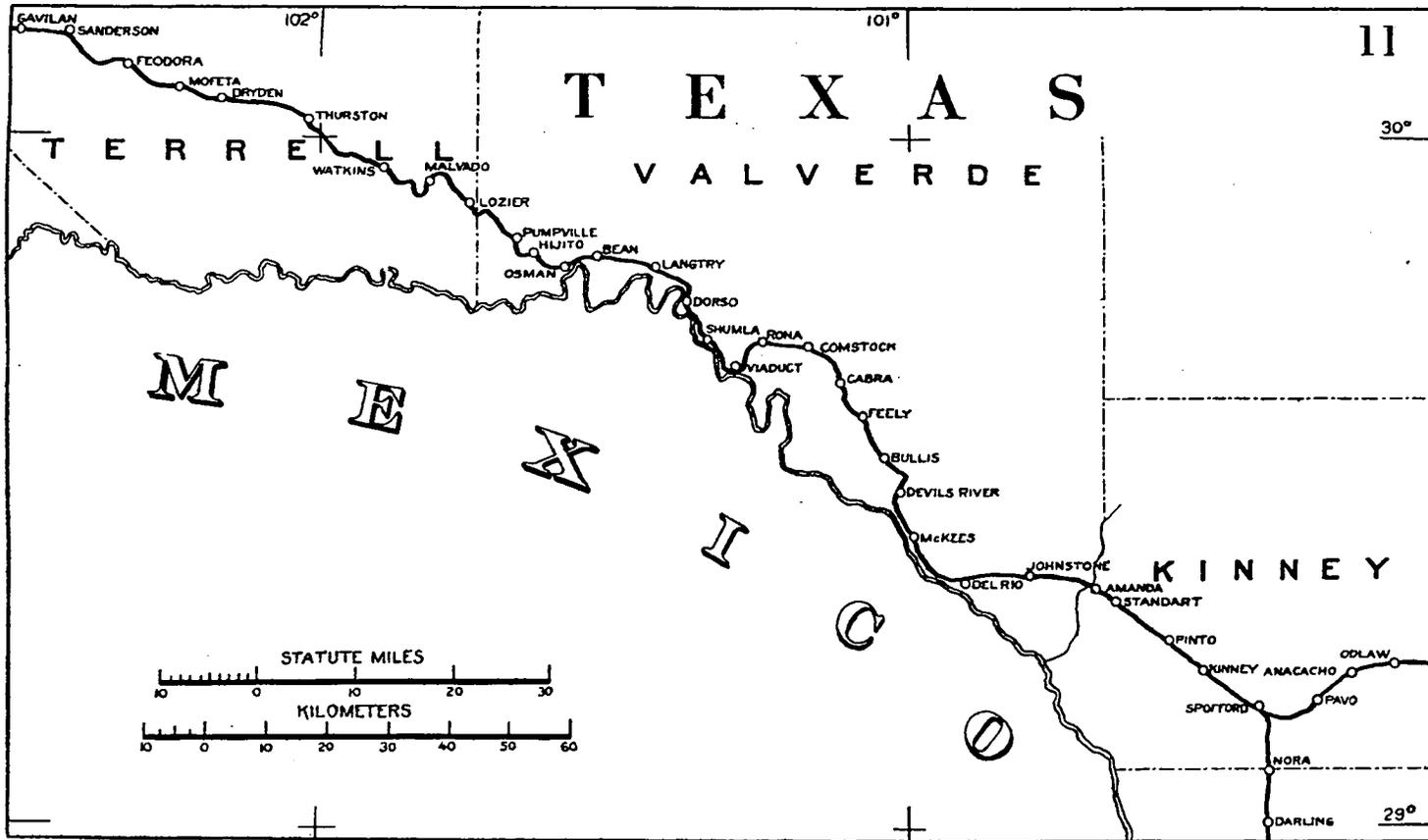


FIGURE 11.—Part of line XIII.

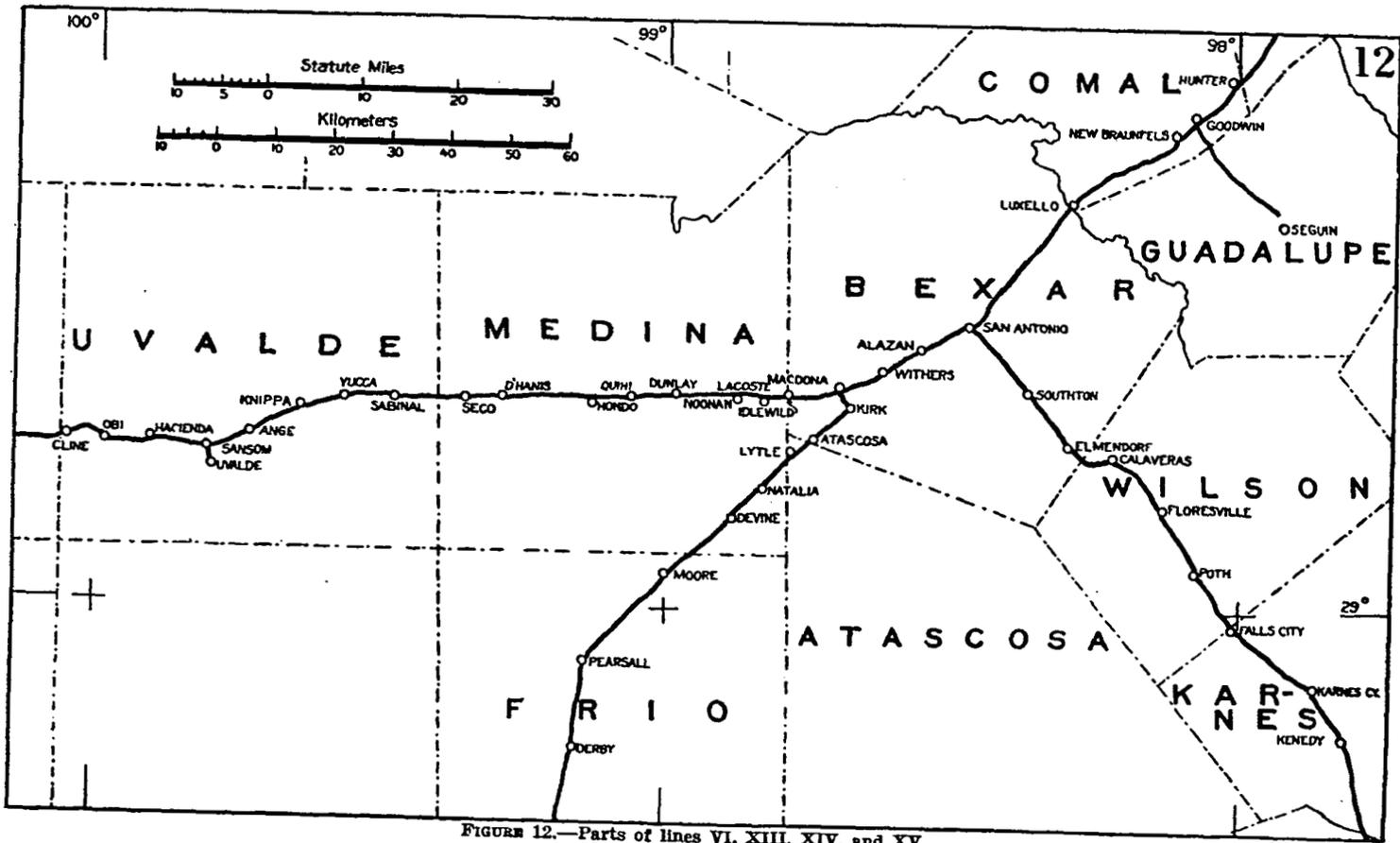


FIGURE 12.—Parts of lines VI, XIII, XIV, and XV.

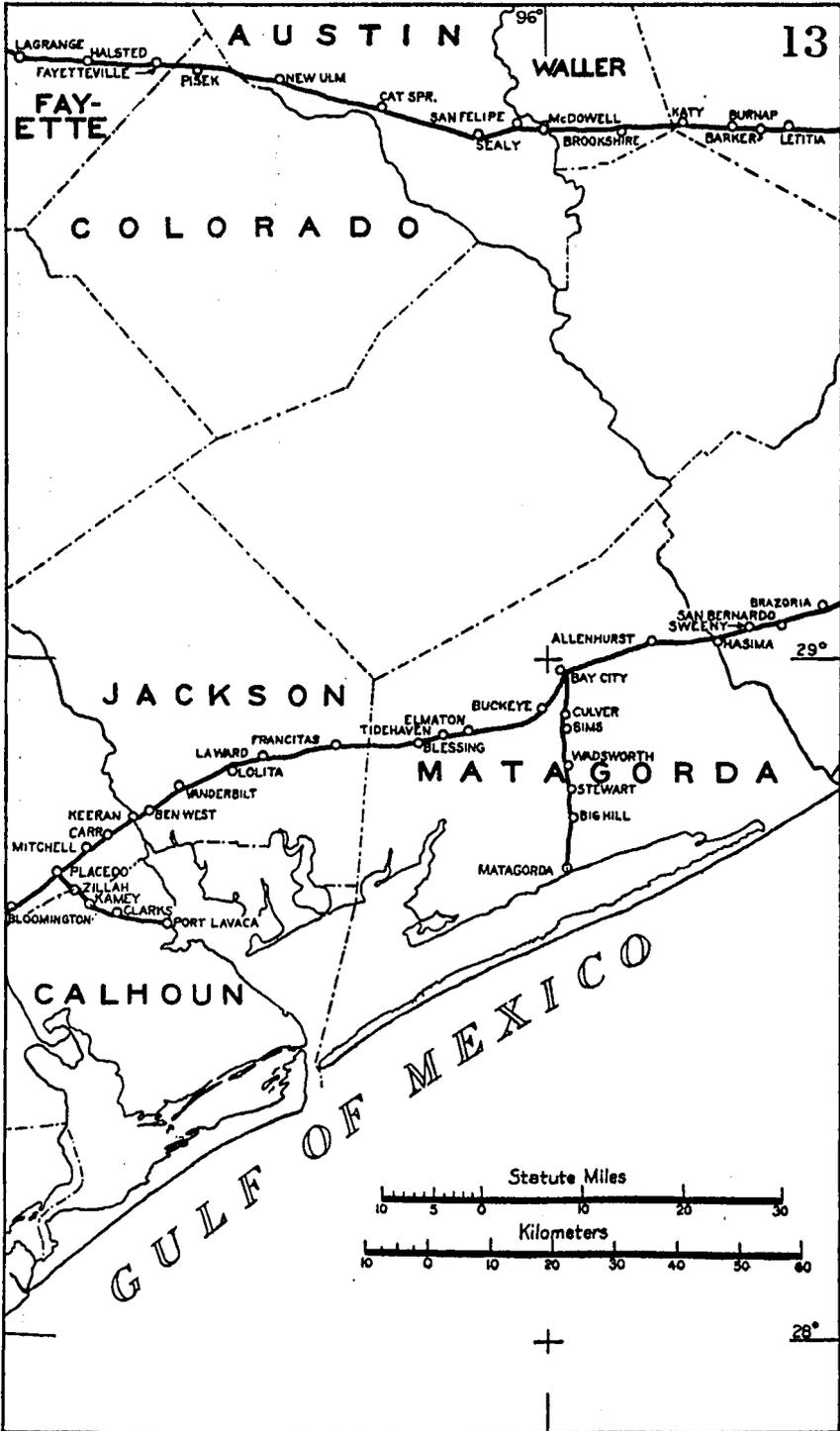


FIGURE 18.—Parts of lines VIII and XVI.

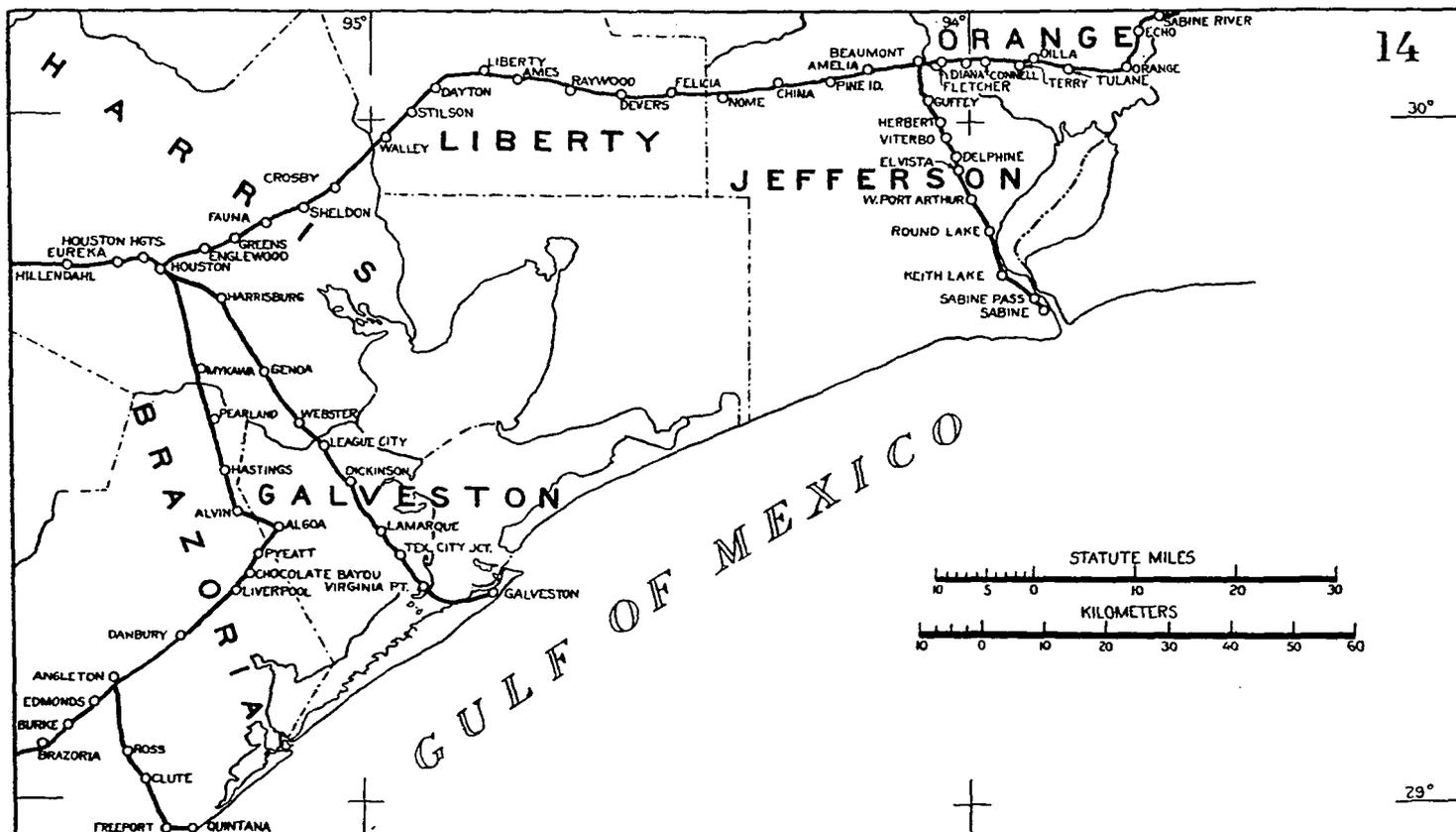


FIGURE 14.—Parts of lines VIII and XVI.

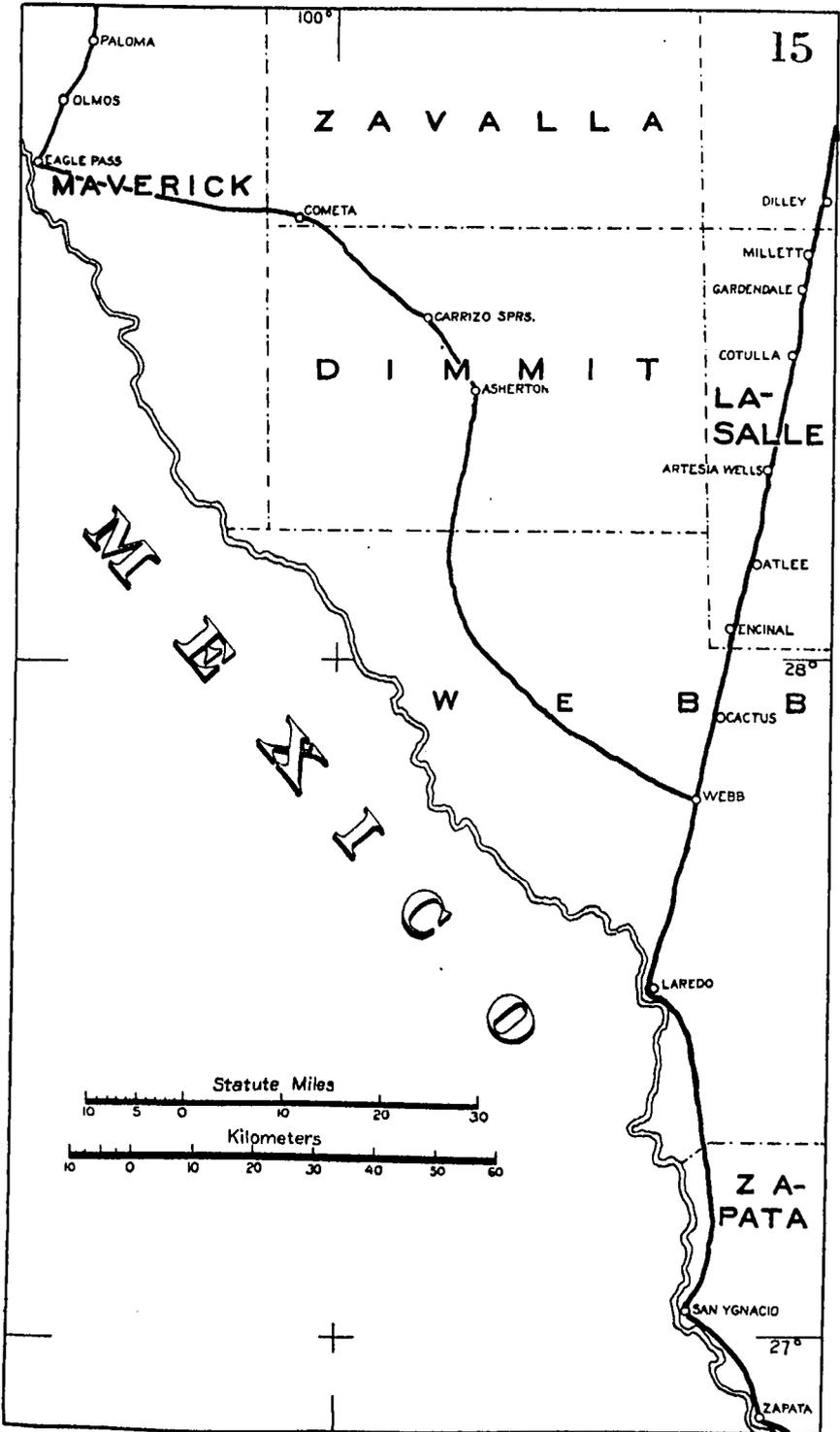


FIGURE 15.—Parts of lines XIII, XV, and XVII.

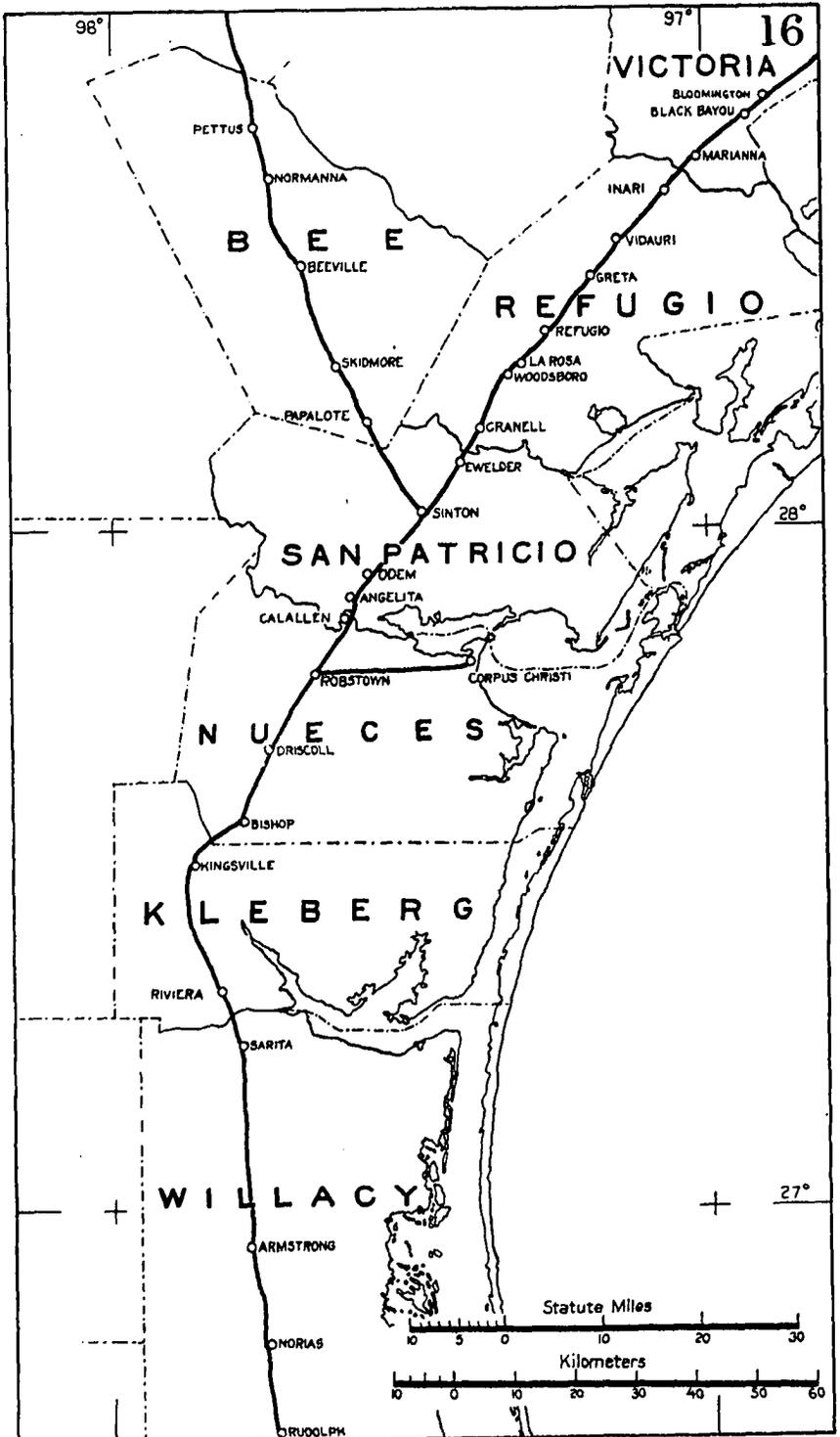


FIGURE 16.—Parts of lines XIV and XVI.

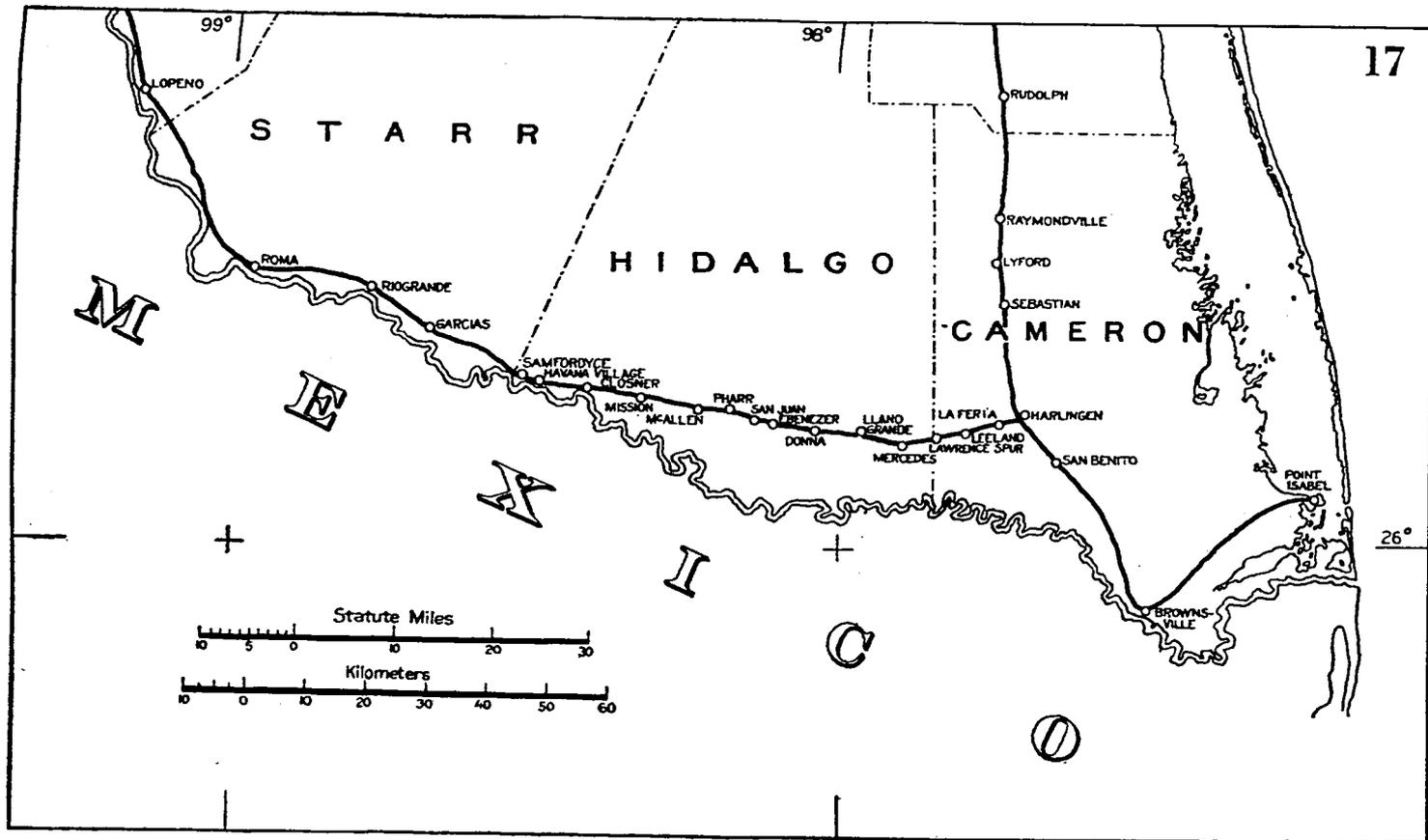


FIGURE 17.—Parts of lines XIV and XVII.

## DESCRIPTIONS AND ELEVATIONS OF PERMANENT BENCH MARKS.

### LINE I, BOWIE, TEX., TO ANTHONY, KANS. (PART).

This is the Texas portion of a line starting at Bowie, Montague County, Tex., and following the Chicago, Rock Island & Gulf Railway northward to the Red River. A spur line follows the Fort Worth & Denver City Railway northwestward from Bowie to triangulation stations in the vicinity of Bellevue, Clay County. The field work was done by W. H. Burger, aide, between April 3 and July 11, 1902.

1124 Gainv. (U. S. G. S.).—At Bowie, Montague County, at the southwest corner of the street, 100 feet east of the Fort Worth & Denver City Railway station, at Brown Hotel, known in 1902 as Bowie Hotel, An iron post marked "1124 Gainv." (342.556 meters or 1,123.869 feet.)

A.—At Bowie, Montague County, about 800 meters (984 feet) north of the Chicago, Rock Island & Gulf Railway station and about 25 feet west and 10 feet below the level of the main track; on the west side of a stone culvert, 8½ feet from the southwest corner and 3 inches from the edge of the stone. The bottom of a square hole. (329.258 meters or 1,080.241 feet.)

B.—At Bowie, Montague County, on the north side of the City National Bank Building, in the fourth brick west of the third double window and 4 feet from the ground. A copper bolt. (349.050 meters or 1,145.175 feet.)

C.—About 6 miles west of Bowie, Montague County, on a line between the third and fourth telegraph poles west of milepost 75 of the Fort Worth & Denver City Railway; in a rock in situ about 30 feet south of the track, 20 inches from the north and 16 inches from the west edges of the stone. A copper bolt. (289.773 meters or 950.697 feet.)

Bowie northwest base (triangulation station).—About 1 mile southeast of Bellevue, Clay County, on a prominent knoll on the farm belonging to the Orton brothers. A brass disk in a block of concrete. (327.377 meters or 1,074.009 feet.)

Bowie southeast base (triangulation station).—Near Bellevue, Clay County, on the highest part of a prominent ridge on the farm of C. H. Bodeker. A brass disk in a block of concrete. (333.315 meters or 1,093.551 feet.)

989 Gainv. (U. S. G. S.).—About 4 miles northwest of Bowie, Montague County, on the Chicago, Rock Island & Gulf Railway, 210 feet south of milepost 540, and 40 feet east of the track, at a public road crossing. An iron post marked "989 Gainv." (301.557 meters or 989.358 feet.)

D.—About 5 miles northwest of Bowie, Montague County, on the Chicago, Rock Island & Gulf Railway and just south of milepost 539, in the northwest corner of the south concrete abutment of a bridge. A copper bolt. (292.569 meters or 959.870 feet.)

E.—At Stoneburg, Montague County, on the Chicago, Rock Island & Gulf Railway water tank, on the southwest corner and 4 inches from either edge of the southwest stone block of the four inner ones supporting the tank. A copper bolt. (285.030 meters or 935.136 feet.)

936 Gainv. (U. S. G. S.).—At Stoneburg, Montague County, 500 feet west of the Chicago, Rock Island & Gulf Railway station, at the northeast corner of the post-office building. An iron post marked "936 Gainv." (285.363 meters or 936.228 feet.)

876 Gainv. (U. S. G. S.).—About 4.5 miles northwest of Stoneburg, Montague County, on the Chicago, Rock Island & Gulf Railway and 50 feet south of milepost 531, on the right of way opposite Walker's ranch and 50 feet west of the track. An iron post marked "876 Gainv." (267.014 meters or 876.028 feet.)

F.—About 3.5 miles south of Ringgold, Montague County, on the Chicago, Rock Island & Gulf Railway, nearly in line with and halfway between the second and third telegraph poles north of milepost 528.5, about in the center of

the larger of two rocks in situ 30 feet from the track. A copper bolt. (268.794 meters or 881.868 feet.)

**897 Gainv. (U. S. G. S.).**—About 8 miles south of Ringgold, Montague County, on the Chicago, Rock Island & Gulf Railway and about 300 feet north of milepost 528, at a public road crossing and 46 feet east of the track. An iron post marked "897 Gainv." (273.242 meters or 896.461 feet.)

**894 Gainv. (U. S. G. S.).**—At Ringgold, Montague County, 190 feet east of Missouri, Kansas & Texas Railway station, at the end of the platform, between the main track and the switch. An iron post marked "894 Gainv." (272.004 meters or 894.368 feet.)

**G.**—About 4 miles north of Ringgold, Montague County, on the Chicago, Rock Island & Gulf Railway bridge No. 3219, over the Red River, in the top of the west side of the south concrete abutment, 5 feet from the west edge and 8 inches from the north edge. A copper bolt. (248.582 meters or 815.556 feet.)

LINE II, BOWIE, TEX., TO SHREVEPORT, LA. (PART)

This is the Texas portion of a line which follows the Fort Worth & Denver City Railway from Bowie to Fort Worth, the Texas & Pacific Railway from Fort Worth to Dallas, and the Missouri, Kansas & Texas Railway from Dallas to the Texas-Louisiana State line. The field work was done by W. H. Burger, aid, between July 14 and November 18, 1902.

For bench marks at Bowie, see page 22.

**H.**—At Fruitland, Montague County, in the west side of the stone chimney on the south side of the house owned by W. H. Scarborough; about 5 feet from the ground and 6 inches from the edge of the chimney. A copper bolt. (321.199 meters or 1,053.800 feet.)

**I.**—At Sunset, Montague County, in the middle column of the store owned by Dr. H. F. Schoofeld, in the center of the fourth stone above the sidewalk. A copper bolt. (304.720 meters or 999.736 feet.)

**J.**—At Alvord, Wise County, in the stone column at the east side of the Masonic Building (occupied by bank), in the center of the third block above the sidewalk. A copper bolt. (269.984 meters or 885.772 feet.)

**K.**—At Cowen, Wise County, 40 feet east from the Fort Worth & Denver City Railway track, and in line with the station sign, and 3 feet from the right-of-way fence. A stone post with square hole in top. (266.043 meters or 872.842 feet.)

**L.**—At Decatur, Wise County, at the northwest corner of the public-school building (1883), about 4 feet above the ground, in the center of the north side of the second sandstone block. A copper bolt. Reported destroyed in 1919. (334.222 meters or 1,096.526 feet.)

**M.**—At Herman, Wise County, about 3 feet inside of the right-of-way fence on the Fort Worth & Denver City Railway, and 50 feet east of the track and in line with the station sign. A stone post with square hole in top. (282.661 meters or 927.863 feet.)

**N.**—At Rhome, Wise County, in the north corner of the Fort Worth & Denver City Railway lot (occupied by pumping house and water tank), 2 feet from west fence and 8 feet from east fence, near the fourth telegraph pole north of railroad station. A stone post with square hole in top. (285.930 meters or 938.089 feet.)

**O.**—At Avondale, Tarrant County, 6 feet south of the third telegraph pole south of and across the tracks from the Fort Worth & Denver City Railway station, and 30 feet from the tracks, in line with the telegraph poles. A stone post with square hole in top. (256.415 meters or 841.255 feet.)

**P.**—About 1.2 miles north of Saginaw, Tarrant County, on an arched concrete abutment of the Chicago, Rock Island & Gulf Railway, 4 telegraph poles north of milepost 10 of the Fort Worth & Denver City Railway, on the east side of the abutment, in the northeast corner, 9 inches from either edge. A copper bolt. (229.000 meters or 751.311 feet.)

**Q.**—About 1.5 miles north of Trinity River crossing at Fort Worth, Tarrant County, in the northwest corner of the west side of an arched concrete culvert at milepost 608 of the Chicago, Rock Island & Gulf Railway, 8 inches from the

north and 4 inches from the west edge. A copper bolt. (191.466 meters or 628.168 feet.)

**R.**—About 3 miles north of the Union Station at Fort Worth, Tarrant County, on a large stone pier (the first from the north bank of Trinity River) of the Chicago, Rock Island & Gulf Railway bridge No. 3306, on the northwest corner of the west side, 8 inches from either edge. The bottom of a square hole. (163.873 meters or 537.640 feet.)

**S.**—About 2 miles north of Union Station at Fort Worth, Tarrant County, on the south end of the west pier supporting the Missouri, Kansas & Texas Railway track (over the Chicago, Rock Island & Gulf Railway track) at the north end of the freight yards of the Chicago, Rock Island & Gulf Railway, on the lowest step at the southeast corner, 6 inches from either edge. The bottom of a square hole. (161.660 meters or 530.380 feet.)

**T.**—A mile north of Union Station at Fort Worth, Tarrant County, on the northwest corner of the large block forming the lowest step to the west side of the south abutment supporting the Fort Worth & Denver City Railway track (over the Chicago, Rock Island & Gulf Railway track), 4 inches from the adjacent edges of the stone and 3.5 feet from the ground. The bottom of a square hole. (173.574 meters or 569.467 feet.)

**U.**—At Fort Worth, Tarrant County, at the west side of the south abutment where the railroad tracks pass over the Fort Worth & Dallas Electric Line tracks, on the second step from the top, 6 inches from the adjacent edges of stone. The bottom of a square hole. (184.668 meters or 605.865 feet.)

**Hydrant 1 (City Bench Mark).**—At Fort Worth, Tarrant County, a cross made by a chisel mark on the top of the old water hydrant near the crossing of the main tracks of the Texas & Pacific and the Missouri, Kansas & Texas Railways, 9 paces south of the Texas & Pacific track, 9 paces west of the Missouri, Kansas & Texas track, 7 paces east of the Houston & Texas Central Railroad track, and 5 paces west of the Santa Fe Railroad track. On account of "filling in" only a few inches of the hydrant projects above the ground. (185.725 meters or 609.333 feet.)

**Hydrant 2 (City Bench Mark).**—At Fort Worth, Tarrant County, the top of the water hydrant at the northeast corner of the city hall, on Throckmorton Street. (187.508 meters or 615.379 feet.)

**V.**—At Fort Worth, Tarrant County, at the northeast corner of the city fire department building (central station), on Throckmorton Street, between Eighth and Ninth, near the center of the east face of the block of stone in the fourth tier and about 4 feet from the ground, 15 inches from the corner of the building, 13 inches from a window. A copper bolt. (188.749 meters or 619.254 feet.)

For additional bench marks at Fort Worth, Tex., see pages 23, 27, and 47.

**W.**—At Handley, Tarrant County, in the center of the middle pilaster on the northeast side of the power house of the Northern Texas Traction Co., about 4 feet from the ground. A copper bolt. (176.294 meters or 578.391 feet.)

**X.**—At Arlington, Tarrant County, at the east side of the north face of the Citizens' National Bank Building, in the middle brick of the eastern brick column, about 4½ feet above the ground. A copper bolt. (188.347 meters or 617.935 feet.)

**Y.**—At Grand Prairie, Dallas County, in line with the telegraph poles, 15 feet west of the first pole west of milepost 234 of the Texas & Pacific Railway, about 200 feet west of and across the tracks from the station. A stone post with square hole in top. (159.939 meters or 524.733 feet.)

**Z.**—At Eagle Ford, Dallas County, in an angle formed by a wagon road and the Texas & Pacific Railway right-of-way fence, 32 paces south of the tracks and opposite the station. A stone post with square hole in top. (134.392 meters or 440.918 feet.)

**A 2.**—At Dallas, Dallas County, in the west corner of the buttress to the county courthouse, in the second tier of stone, about 2½ feet from the ground. The bolt points almost to the intersection of Houston and Main Streets. A copper bolt. (132.274 meters or 433.969 feet.)

**B 2.**—At Dallas, Dallas County, at the east side of the doorstep to the north entrance, on Main Street, of the United States customhouse and post-office building, 8 inches from the eastern column of the doorway, 8 inches from the wooden doorframe, and 13 inches from the outer edge of the stone doorstep. A copper bolt. (136.402 meters or 447.512 feet.)

**C 2.**—At Dallas, Dallas County, at the southeast corner of the city hall, corner of Commerce and Akard Streets, on the side facing the Oriental Hotel, 4 feet above the sidewalk, in the third tier, near the center of a stone. A copper bolt. (132.761 meters or 435.567 feet.)

**D 2.**—At Fisher, Dallas County, just within the right-of-way fence of the Missouri, Kansas & Texas Railway, 14 paces south of the tracks and about 350 feet west of the station sign. A stone post with square hole in top. (161.096 meters or 528.529 feet.)

**E 2.**—At Garland, Dallas County, in the stone window sill of the western window on the north side of the Citizens' Bank, about 2 inches from the edge of the sill and 4 inches from the west frame of the window, and about 4 feet from the ground. A stone post with square hole in top. (167.923 meters or 550.927 feet.)

**F 2.**—At Rowlett, Dallas County, in the angle formed by the right-of-way fence of the Missouri, Kansas & Texas Railway and the fence at a road crossing about 700 feet east of the station, 16 paces north of the center of the railroad track, 4 paces west from the crossing, and between the fourth and the fifth telegraph poles east of the station. A stone post with square hole in top. (153.872 meters or 504.828 feet.)

**G 2.**—At Rockwall, Rockwall County, at the southwest corner of the county courthouse, in the south face, 4 feet above the ground, in the fourth tier from the foundation and about midway between the corner of the building and a window. A copper bolt. (181.536 meters or 595.589 feet.)

**H 2.**—At Fate, Rockwall County, in the middle brick column of the double building owned by Low & Sawyer, in the front facing south and about 4 feet from ground. A copper bolt. (180.064 meters or 590.760 feet.)

**I 2.**—At Royse City, Rockwall County, in the center of a large stone block at the left of the entrance to the Royse City Bank, on the west side, about 16 inches above sidewalk. A copper bolt. (170.848 meters or 560.524 feet.)

**J 2.**—At Caddo Mills, Hunt County, about 200 feet east of the Missouri, Kansas & Texas Railway station, 8 feet west of the second telegraph pole east of the station, and about 20 feet north of the track, in line with the telegraph poles. A stone post with square hole in top. (161.684 meters or 530.458 feet.)

**K 2.**—At Greenville, Hunt County, on the Central Schoolhouse on Weslie Street, on the part of the building jutting out to form the main entrance, in a stone in the fifth tier above the ground, the course of stone which runs entirely around the building, about  $4\frac{1}{2}$  feet from the north side of the main entrance, and 10 inches from the edge of the stone. A copper bolt. (164.876 meters or 540.931 feet.) Reported destroyed.

**L 2.**—At Greenville, Hunt County, in the column to the right of the corner entrance to the building known as the Beckham Hotel Annex, on the side facing Lee Street, in the center of the fourth tier of stone, and about 4 feet from the ground. A copper bolt. (168.928 meters or 554.225 feet.) Reported as having been mutilated.

**M 2.**—At Greenville, Hunt County, in the top step to the main (Lee Street) entrance to the county courthouse, near the base of the right-hand columns of the two false arches forming part of the entrance, 5 inches from adjacent corners of the columns. A copper bolt. (167.143 meters or 548.368 feet.) Reported destroyed.

**N 2.**—About 5 miles east of Greenville, Hunt County, 6 feet west of the telegraph pole south of and directly opposite the switch stand at the east end of the new siding (to be called *Husband*), near milepost 719 of the Missouri, Kansas & Texas Railway, on a T-shaped section of iron rail, 42 inches long, projecting about 10 inches above the ground, and is marked by a large cross made with chisel where the base and stem of the T join, and stamped U X S B M. (173.272 meters or 568.477 feet.)

**O 2.**—At Campbell, Hunt County, 9 paces south of the main track of the Missouri, Kansas & Texas Railway, 10 feet east of the railroad-crossing sign about 175 feet east of the station. The side of the top of the post has a piece broken off. A stone post with square hole in top. (178.531 meters or 585.730 feet.)

**P 2.**—At Cumby, Hopkins County, in the First National Bank Building, on the west side, near the southwest corner, about 4 feet from the ground, 5 bricks from the corner, and about midway between the corner and the window. A copper bolt. (197.849 meters or 649.110 feet.)

**Q 2.**—At Brashear, Hopkins County, directly opposite the Missouri, Kansas & Texas Railway station, 28 paces south of the main track, 5 feet from the

right-of-way fence and 38 paces west from the corner of this fence near the road crossing. A stone post with square hole in top. (156.974 meters or 515.006 feet.)

**R 2.**—At Sulphur Springs, Hopkins County, to the right of entrance, at Church and Jefferson Streets, of the country courthouse, in the red sandstone cap to a small basement window facing Church Street, 6 inches from the top and the left side of the window cap. A copper bolt. (153.502 meters or 503.614 feet.)

**S 2.**—At Como, Hopkins County, 10 paces north of the Missouri, Kansas & Texas Railway track, in a triangle formed by a telegraph pole and two guys thereto, about 100 feet east of and across tracks from the station. A stone post with square hole in top. (102.234 meters or 532.263 feet.)

**T 2.**—At Pickton, Hopkins County, about 150 feet west of the Missouri, Kansas & Texas Railway station, 4 paces west of the first telegraph pole west of the station, 9 paces north of the track, in line with the telegraph poles. A stone post with square hole in top. (163.639 meters or 536.872 feet.)

**U 2.**—At Winnsboro, Wood County, in the north face of the First National Bank Building, in the second brick from the corner just to left of entrance and about 4 feet above the ground. A copper bolt. (162.575 meters or 533.882 feet.)

**V 2.**—At Scroggins, Franklin County, about 7 feet within the right-of-way fence of the Missouri, Kansas & Texas Railway, 12 paces south of and at right angles to the track from a point 45 feet east of the east end of wooden bridge, 6 telegraph poles east of station sign. A stone post with square hole in top. (108.462 meters or 355.846 feet.)

**W 2.**—At Leesburg, Camp County, about 250 feet from the Missouri, Kansas & Texas Railway station, 9 feet south of the second telegraph pole east of and across the tracks from the station. A stone post with square hole in top. (119.135 meters or 390.862 feet.)

**X 2.**—At Pittsburg, Camp County, one-fourth mile west of the Missouri, Kansas & Texas Railway station, on a concrete arched culvert, 1 telegraph pole east of milepost 786 and about 60 feet east of water tank, in the top of the coping to the north side, 6 inches from the north and 8 inches from the east edge. A copper bolt. (117.822 meters or 386.554 feet.)

**Y 2.**—At Pittsburg, Camp County, in the west face of the Carnegie Library Building, about 4 feet from the ground, in the middle brick of the second course of brick above the concrete forming the base of the pilaster at the right of the small entrance on the west side of the building. A copper bolt. (121.279 meters or 397.897 feet.)

**Z 2.**—At Cason, Morris County, 15 paces south of the Missouri, Kansas & Texas Railway track, in an angle of the fence on the west side of the road crossing, 7 telegraph poles west of station and 5 feet from the south and east fences. A stone post with square hole in top. (99.377 meters or 326.039 feet.)

**A 3.**—At Daingerfield, Morris County, in the west side of the county courthouse, in the center of the fourth brick from the northwest corner of the building, about 4 feet from the ground and midway between the window and the northwest corner. A copper bolt. (122.766 meters or 402.775 feet.)

**B 3.**—At Hughes, also called Hughes Spring, Cass County, in the west face of a brick building owned by T. B. Keaster, in the new part of building, in the double column where the old and the new buildings join, 11 paces from the northwest corner of the building and in the twenty-first tier of brick above the concrete sidewalk. A copper bolt. (115.273 meters or 378.192 feet.)

**C 3.**—At Avinger, Cass County, 26 paces north of the old track, 19 paces west of the old railroad station, 2 telegraph poles east of milepost 817 of the Missouri, Kansas & Texas Railway, 12 paces north of the public road paralleling the railroad. A stone post with square hole in top. (120.456 meters or 395.196 feet.)

**D 3.**—About 1 mile east of Avinger, Cass County, and 2½ telegraph poles west of milepost 818 of the Missouri, Kansas & Texas Railway, on south side of an arched concrete culvert under the new grade in center of the top of the coping, about 13 inches from the west end. A copper bolt. (121.790 meters or 399.572 feet.)

**E 3.**—At Lassater, Marion County, 9 paces north of the old abandoned grade of the Missouri, Kansas & Texas Railway, 35 paces north of the new track, 10 feet east of the second telegraph pole (old line), west of the platform used as station, 44 paces west of the railroad-crossing sign at the road crossing. A stone post with square hole in top. (101.904 meters or 334.626 feet.)

**F 3.**—At Kellyville, Marion County, 30 feet west of and across the Missouri, Kansas & Texas Railway track from the switch stand at the west end of the siding, between the third and fourth telegraph poles east of milepost 830, 14 paces north of the track, in an angle formed by the right-of-way fence and the fence crossing the railroad. A stone post with square hole in top. (89.432 meters or 293.411 feet.)

**G 3.**—At Jefferson, Marion County, 7 feet north of the telegraph pole just opposite the Missouri, Kansas & Texas Railway station, almost in line with the east end of the building and 16 paces north of the track. A stone post with square hole in top. (57.743 meters or 189.445 feet.)

**I 3.**—At Norwood, Harrison County, and directly across the Missouri, Kansas & Texas Railway track from the second telegraph pole east of milepost 843, and halfway between the second and third poles west of the mail-catch stand, 30 paces north of the track and about 5 feet inside of the right-of-way fence. A stone post with square hole in top. (63.007 meters or 207.010 feet.)

**J 3.**—At Karnack, Harrison County, about 800 feet east of and across the tracks from the Missouri, Kansas & Texas Railway station, 12 paces east of and 18 paces south of the fourth telegraph pole west of milepost 848, 24 paces south of the track and 10 paces north of the right-of-way fence. A stone post with square hole in top. (70.484 meters or 231.247 feet.)

**K 3.**—At Blocker, Harrison County, about 230 feet east of the Missouri, Kansas & Texas Railway station, 4 paces south of the second telegraph pole east of the station and 12 paces south of the track. The top of a corner of the post is broken off. A stone post with square hole in top. (80.730 meters or 264.802 feet.)

**L 3.**—At Waskom, Harrison County, about 250 feet west of the Missouri, Kansas & Texas Railway station and 8 paces south of track, 6 feet southwest of third telegraph pole west of station. A stone post with square hole in top. (91.211 meters or 299.248 feet.) Destroyed in 1925.

#### LINE III, FORT WORTH TO COMANCHE, TEX.

This is a spur line from the precise level net following the Fort Worth & Rio Grande Railway from Fort Worth to the vicinity of Granbury, where it connects with station Comanche of the ninety-eighth meridian triangulation. The field work was done by Ralph L. Libby, aide, between November 22 and December 18, 1902.

For additional bench marks at Fort Worth, see pages 23, 24, and 47.

**M 3.**—At Fort Worth, Tarrant County, on top of the stone base to one of the iron supports to the viaduct over the tracks, one-fourth mile west of the Texas & Pacific Railway station. The mark is on the base under the second support east in the second row north of the main track, at the southeast corner, 3½ inches from the south and east edges. A square cut. (188.595 meters or 618.749 feet.)

**N 3.**—A mile east of Belt Junction, Tarrant County, 15 paces from the eighth telegraph pole west of milepost 3 on Fort Worth & Rio Grande Railway, on the southwest corner of the west abutment of a culvert. A square cut. (199.609 meters or 654.884 feet.)

**O 3.**—At Primrose, Tarrant County, 5 poles west of the station sign, 6 telegraph poles east of milepost 12, in an angle of the right-of-way fence on the Fort Worth & Rio Grande Railway, 16 paces north of the track. A stone post with square hole in top. (234.932 meters or 770.778 feet.)

**P 3.**—At Virgile, Tarrant County, 10 feet north of the third pole west of the station sign, in an angle of the right-of-way fence on the Fort Worth & Rio Grande Railway, 15 paces north of the track. A stone post with square hole in top. (287.910 meters or 944.535 feet.)

**Q 3.**—In Parker County, just across the county line from Cresson, Hood County, 50 paces east of the station, 5 paces east of milepost 25, and 20 paces north of the track of the Fort Worth & Rio Grande Railway. A stone post with square hole in top. (318.550 meters or 1,045.109 feet.)

**R 3.**—At Waples, Hood County, 3 paces north of the first telegraph pole east of milepost 34, and 15 paces north of the tracks on the Fort Worth & Rio

Grande Railway. A stone post with square hole in top. (256.456 meters or 841.389 feet.)

**S 3.**—At Granbury, Hood County, on the east side of the Hood County Courthouse, 10 feet north of the east door, in the stone water table, 4½ feet from the ground. A copper bolt. (220.989 meters or 725.028 feet.)

**Comanche** (U. S. G. S. triangulation station).—About 4.5 miles southwest of Granbury, Hood County, on "Comanche Peak," in open ground and near the southern edge, 49 meters (161 feet) from the reference mark. The station mark of the Geological Survey, a stone about 15 inches in diameter and 3 inches thick, was removed, and the same point was marked by a 60-penny wire nail set in the upper end of a galvanized pipe, 2 inches in diameter and 18 inches long, which pipe was filled with concrete, level with the surface of the ground, the top of the pipe being covered one-half inch with cement. (374.658 meters or 1,229.190 feet.)

**Comanche** (triangulation station reference mark).—About 4.5 miles southwest of Granbury, Hood County, on "Comanche Peak," at the edge of the timber southwest of the open ground, 49 meters (161 feet) from the triangulation station. The top of a 60-penny wire nail set in cement one-half inch above the top of a terra cotta pipe, 2 feet long. (373.964 meters or 1,226.914 feet.)

#### LINE IV, FORT WORTH TO LAMPASAS, TEX.

This line follows the Missouri, Kansas & Texas Railway from Fort Worth southward to Temple and the Gulf, Colorado & Santa Fe Railway from Temple to Lampasas, where connection is made with triangulation stations of the ninety-eighth meridian triangulation. The section from Temple to Lampasas is a spur line from the precise level net. The field work was done by Ralph L. Libby, aid, between December 20, 1902, and March 25, 1903.

For bench marks at Fort Worth, see pages 23, 24, 27, and 47.

**T 3.**—At Bethel, Tarrant County, one-half mile north of the siding, 50 feet west of the railroad track, in the right of way of the Missouri, Kansas & Texas Railway main line, 3 feet east of the telegraph pole opposite milepost 764. A stone post with square hole in top. (207.974 meters or 682.328 feet.)

**U 3.**—At Burleson, Johnson County, in the brick building used as the post-office, in the east front, 4.5 feet above the sidewalk, in a panel north of the northernmost window. A copper bolt. (217.952 meters or 715.064 feet.)

**V 3.**—At Egan, Johnson County, in the Missouri, Kansas & Texas Railway right of way at the left and 7 feet below the track, 50 feet northeast of the south switch and 3 feet from the telegraph pole, the second one south of the station sign. The railway company reported in May, 1903, that on account of grading necessary for the construction of new tracks the bench mark was covered 6 feet. The following bench mark, "R. R.," was then established. A stone post with square hole in top. (252.164 meters or 827.308 feet.)

**R. R.**—At Egan, Johnson County, a piece of rail placed in the ground in front of the ticket window, established by the Missouri, Kansas & Texas Railway engineers. The end of the ball of the top of the rail is 10.00 feet above bench mark V 3. (255.212 meters or 837.308 feet.)

**W 3.**—At Alvarado, Johnson County, one-fourth mile south of the station, in north stone abutment of the Missouri, Kansas & Texas Railway iron bridge, on the lowest step west of the track and 3½ feet below its level. It is 8 inches from the south and 10 inches from the west edge of the stone. The bottom of a square hole. (206.728 meters or 678.240 feet.)

**X 3.**—At Conley, Johnson County, 25 feet east of the Missouri, Kansas & Texas Railway track, in the right of way near the first telegraph pole north of the south switch. A stone post with square hole in top. (227.260 meters or 745.602 feet.)

**Y 3.**—At Grand View, Johnson County, in the west wall near the northwest corner of the brick building occupied by the post office on the south side of Main Street and across from the Missouri, Kansas & Texas Railway tracks, about 300 yards south of the depot; 4 feet above the sidewalk, and 10 inches from the corner of the building. A copper bolt. (213.109 meters or 699.175 feet.)

**Z 3.**—At Itasca, Hill County, in the brick building leased by the Itasca National Bank, in the west front, north of large window, 4 feet from the walk. The building is the second one from Maine Street and on the east side of the street. A copper bolt. Reported destroyed in 1919. (215.966 meters or 708.548 feet.)

**A 4.**—At Schofield, Hill County, 3 feet east of the fourth telephone pole south of the station sign, in the Missouri, Kansas & Texas Railway right of way, 50 feet west of the track, and 1 foot from the right-of-way fence. A stone post with square hole in top. (200.082 meters or 656.435 feet.)

**B 4.**—At Hillsboro, Hill County, in white stone in the northwest corner of the Hill County Courthouse, in the cornice about 5 feet from the ground and 1½ feet north of the waterspout. It faces west, being set in a recess of the corner. A copper bolt. Reported destroyed in 1919. (193.171 meters or 633.762 feet.)

**C 4.**—About 1.5 miles north of the depot at Abbott, Hill County, 35 feet east of the Missouri, Kansas & Texas Railway track and 10 feet from the right-of-way fence, 6 feet northwest of the fifth telegraph pole south of bridge No. 672, near the opening of the first railway cut north of Abbott. A stone post with square hole in top. (211.635 meters or 694.339 feet.)

**D 4.**—At West, McLennan County, in the brick building on Main Street, on the east side of the street and faces the Missouri, Kansas & Texas Railway track. It is south of the south window of the third store north of Boone Street. The building is occupied by a grocery and is two doors north of the West National Bank. A copper bolt. (199.807 meters or 655.533 feet.)

**E 4.**—At Elm Mott, McLennan County, in the Missouri, Kansas & Texas Railway right of way 40 feet east of the track, in angle of the right-of-way fence, and 2 feet west of the second telegraph pole, south of the depot, directly across the track from the cattle-loading pen, opposite a small brown house on the road leading south from the station. A stone post with square hole in top. (156.910 meters or 514.796 feet.)

**F 4.**—At Waco, McLennan County, in a brick building on the southeast corner of Third and Jackson Streets. A copper bolt in the northwest side of the building, 3 feet 9 inches above the ground. (125.909 meters or 413.086 feet.)

**Hydrant 1.**—At Waco, McLennan County, on the southeast corner of South First and Jackson Streets. The bench mark is the top of the hydrant. (122.805 meters or 402.903 feet.)

**Hydrant 2.**—At Waco, McLennan County, on the northwest corner of Thirteenth and Jackson Streets, near large cotton factory. The bench mark is the top of the hydrant. (130.029 meters or 426.603 feet.)

**G 4.**—At Waco, McLennan County, at the northwest corner of Fifth and Jackson Streets, in a brick building occupied by bottling works, 10 inches below the third window from the front of the building on the side toward the Missouri, Kansas & Texas Railway main track. A copper bolt. (126.304 meters or 414.382 feet.)

**H 4.**—At Hewitt, McLennan County, between two telegraph poles, 100 yards north of the Missouri, Kansas & Texas Railway station, 4 feet from either pole, and about 70 feet west of the track, in the right of way. A stone post with square hole in top. (199.685 meters or 655.133 feet.)

**I 4.**—At Lorena, McLennan County, 100 feet east of the Missouri, Kansas & Texas Railway track, in very rocky ground about two telegraph poles south of the water tank, and near the highway, across the track from a cotton gin. A stone post with square hole in top. (179.600 meters or 589.238 feet.)

**J 4.**—At Eddy, McLennan County, in the Missouri, Kansas & Texas Railway right of way, 45 feet west of the track, and 300 yards north of the depot. The stone is in rocky ground and could be sunken only a part of its length, the stones and dirt being mounded about it to a height of 1 foot. A stone post with square hole in top. (204.513 meters or 670.973 feet.)

**K 4.**—At Troy, Bell County, 5 feet south of the second telegraph pole south of the Missouri, Kansas & Texas Railway depot, 50 feet east of the main track, 30 feet west of the side track. A stone post with square hole in top. (206.686 meters or 678.102 feet.)

**L 4.**—At Temple, Bell County, at the crossing of the Missouri, Kansas & Texas and the Gulf, Colorado & Santa Fe Railways, 60 feet west of the Missouri, Kansas & Texas Railway track, and 40 feet north of the Gulf, Colorado & Santa Fe Railway track, halfway between a telephone pole and its guy-wire pole. A stone post with square hole in top. (205.254 meters or 673.404 feet.)

**M 4.**—At Temple, Bell County, on the south side of the stone building on the corner of Depot and Main Streets, in the alley corner of the building, 3 feet above the sidewalk, and 8 inches from the corner of the building. A copper bolt. (214.198 meters or 702.748 feet.)

The copper bolt has been removed from the drill hole in which it was set.

**N 4.**—At Temple, Bell County, on the right of way of the Missouri, Kansas & Texas Railway, across the track from a large cotton-oil mill, 35 feet east of the main track, 1 foot from the fence, 6 feet south of a telephone pole, and diagonally opposite the railroad-crossing sign. The bottom of a square hole in the top of a stone post. (209.543 meters or 687.473 feet.) Searched for but not recovered in 1927.

**O 4.**—Near Belton, Bell County, in the northwest stone abutment of the iron bridge of the Gulf, Colorado & Santa Fe Railway across the Leon River, 2 inches from the north and east edges of the top stone. The bottom of a square hole. (155.903 meters or 508.539 feet.) Searched for but not recovered in 1927.

**P 4.**—At Nolanville, Bell County, on the right of way of the Gulf, Colorado & Santa Fe Railway, 3 feet south of the first telegraph pole west of milepost 233, and 30 feet south of the track. The bottom of a square hole in the top of a stone post. (203.096 meters or 666.324 feet.) Searched for but not recovered in 1927.

**Q 4.**—About 2 miles east of Killeen, Bell County, on the right of way of the Gulf, Colorado & Santa Fe Railway, 15 telegraph poles west of milepost 241, and 60 feet south of the track. The bottom of a square hole in the top of a stone post. (239.975 meters or 787.318 feet.) The letters "U S B M" have all been broken off and only half of the square hole remains, but the post was reported solid and the mark still usable in 1927.

**R 4.**—Near Copperas Cove, Coryell County, on the right of way of the Gulf, Colorado & Santa Fe Railway, 10 feet south of the first telegraph pole east of milepost 250, and 40 feet south of the railroad. The bottom of a square hole in the top of a stone post. (286.491 meters or 939.929 feet.) In 1927, at the described location of this mark, was found a section of rail set vertically in the ground, projecting about 14 inches above the surface and stamped "B. M. 937.59." The original mark has probably been destroyed.

**S 4.**—About 0.2 mile east of Copperas Cove, Coryell County, in the north top stone of the stone arch on the Gulf, Colorado & Santa Fe Railway, 2 inches from the north and east edges of the stone, and 4 feet below the track level. The bottom of a square hole. (326.857 meters or 1,072.363 feet.)

**Gilmore** (triangulation station).—About  $2\frac{1}{2}$  miles southwest of Copperas Cove, Coryell County, about 1 mile northwest of Guy Elliot's house, on land owned by Dave Suhlett, on the highest point of a wooded starfish-shaped mountain, and 150 yards north of a power-transmission line. The bench mark, which is 91.106 meters (298.904 feet) southwest of the reference mark, is the top of a 60-penny wire nail set in the upper end of a 2-inch, galvanized-iron pipe, 18 inches long and filled with concrete, the top of the concrete being level with the surface of the ground and 1.5 inches above the top of the pipe. (392.-130 meters or 1,286.513 feet.) In 1927 this mark was found broken in two parts and in such condition as to render it no longer of use as a bench mark.

**Gilmore** (triangulation station reference mark).—About  $2\frac{1}{2}$  miles southwest of Copperas Cove, Coryell County, 1 mile northwest of Guy Elliot's house, on land owned by Dave Suhlett, 150 yards north of where a power-transmission line crosses the hill, and 91.106 meters (298.904 feet) northeast of Gilmore triangulation station. The top of a 60-penny wire nail set in concrete one-half inch above the top of a terra-cotta pipe 2 feet long. (390.654 meters or 1,281.671 feet.)

**T 4.**—Near Kempner, Lampasas County, on the right of way of the Gulf, Colorado & Santa Fe Railway, 60 feet south of the track and half way between milepost 262 and the right-of-way fence. The bottom of a square hole in the top of a stone post. (272.514 meters or 894.073 feet.) Reported destroyed.

**U 4.**—About 3 miles east of Lampasas, Lampasas County, on the right of way of the Gulf, Colorado & Santa Fe Railway, 50 feet west of milepost 271, 20 feet south of the track, and 20 feet from the fence. The bottom of a square hole in the top of a stone post. (298.904 meters or 980.654 feet.) This mark was searched for but not recovered in 1927 and has probably been destroyed.

**Lampasas northeast base** (triangulation station).—About 2.5 miles S. 80° E. of Lampasas, Lampasas County, 250 meters (820 feet) north of the "Lampasas-Belton" Road, and about 300 meters (984 feet) south of Sulphur Creek, on the highest and most northerly wooded point of land of Moses McCormick. The sta-

tion is marked by a stone post in whose top is a disk containing two concentric circles between which are the letters "U. S. C. & G. S." The surface of the inner circle is the bench mark. (315.434 meters or 1,034.886 feet.) Stamped "ELEV. 1,034.88 FT."

Lampasas southwest base (triangulation station).—About 2 miles southeast of Lampasas, Lampasas County, on the land of Villard Campbell, and on the north point of the northernmost prairie ridge. The station is marked by a stone post in whose top is a disk containing two concentric circles between which are the letters "U. S. C. & G. S." The surface of the inner circle is the bench mark. (381.574 meters or 1,251.881 feet.) Stamped "ELEV. 1,251.88 FT."

#### LINE V, TEMPLE TO HOLLAND, TEX.

This line follows the Missouri, Kansas & Texas Railway from Temple to Holland, Tex. The field work was done by Ralph L. Libby, aid, between March 27 and April 9, 1903.

For bench marks at Temple, see pages 29 and 30.

V 4.—One-fourth mile south of Little River, Bell County, on the right of way of the Missouri, Kansas & Texas Railway, 70 feet west of the main track, and 7 feet south of the telephone pole opposite milepost 888. The bottom of a square hole in the top of a stone post. (150.154 meters or 492.630 feet.) This mark was searched for but not recovered in 1927 and has probably been destroyed during the construction of a drain ditch.

W 4.—One-fourth mile south of Holland, Bell County, in the northeast concrete abutment of the iron bridge, 1 inch from the south and east edges of the stone (artificial) shelf on which the ironwork rests. A square cut. (154.684 meters or 507.493 feet.)

X 4.—At Holland, Bell County, in the brick building occupied by the Bank of Holland. The building is on the north side of the main street and is the easternmost building of the row. The bench mark is 3 feet from the corner and 4 feet from the ground, in the wall facing the Missouri, Kansas & Texas Railway track. The building was partially burned and then rebuilt previous to November, 1903, but without apparently changing the bench mark. A copper bolt. (160.942 meters or 528.024 feet.) In 1927 this mark was searched for but not found owing to the fact that a billboard now covers the wall of the building at the described location. The mark could probably be recovered if necessary.

Y 4.—At Holland, Bell County, in the east wall of the building occupied and owned by the Mewhinney Mercantile Co. It is 4 feet from the northeast corner, 4 feet from the ground, and slightly above the stairway leading to the public hall. A copper bolt. (161.108 meters or 528.568 feet.) The copper bolt is reported as having been removed from the drill hole in which it was set.

Z 4.—At Holland, Bell County, on the right of way of the Missouri, Kansas & Texas Railway, 300 yards north of the station, in a brick culvert, east of the track and 2 inches from the north and east edges of the cement top of the culvert. A square cut. (160.506 meters or 526.593 feet.) This mark was searched for but not found in 1927, and the culvert itself has apparently been removed.

#### LINE VI, HOLLAND TO NEW BRAUNFELS, TEX.

This line follows the Missouri, Kansas & Texas Railway from Holland to San Marcos and the International & Great Northern Railway from San Marcos to a few miles north of New Braunfels, where it leaves the railroad and follows the highways about 6 miles to the Seguin base of the ninety-eighth meridian triangulation, and thence extends to New Braunfels. A spur line follows the Houston & Texas Central Railroad from Elgin to Austin and thence over highways about 8 miles to station Barton of the ninety-eighth meridian triangulation. The field work was done by G. C. Baldwin and F. H. Sewall, aids, between November 5, 1903, and February 16, 1904.

For bench marks at Holland, see above.

**A 5.**—About three-fourths mile north of Bartlett, Williamson County, on the right of way of the Missouri, Kansas & Texas Railway, 20 feet south of milepost 902, 6 feet east of a telegraph pole west of the track, and 3 feet east of the barbed-wire fence. The bottom of a square hole in the top of a stone post. (180.196 meters or 591.193 feet.)

**B 5.**—At Granger, Williamson County, in the southwest corner of Charles Shoemaker's lot at the corner of Commerce and Ash Streets, 2.5 feet northeast of the picket fence surrounding the lot, and about 140 feet east of the track of the Missouri, Kansas & Texas Railway. The bottom of a square hole in the top of a stone post. (175.457 meters or 575.645 feet.) Searched for but not found in 1927, and reported by local residents as having been destroyed at the time of grading the street.

**C 5.**—At Granger, Williamson County, at the northeast corner of the main entrance to the First National Bank Building of Granger, a copper bolt, unlettered, leaded vertically in the top of the limestone step, about 6 millimeters (0.24 inch) below the wearing surface. (175.427 meters or 575.547 feet.) It was reported in 1927 that the steps mentioned had been replaced with concrete and the bench mark destroyed. Near by, at a location known to the bank cashier, was found a United States Geological Survey standard disk, stamped "G 18 1924," set in the top of a concrete post.

**D 5.**—About 0.4 mile north of Circleville, Williamson County, on the right of way of the Missouri, Kansas & Texas Railway, about 60 meters (197 feet) south of the south abutment of the bridge over San Gabriel Creek; the bottom of a square hole 1 by 1 by  $\frac{1}{4}$  inch, in the top of the sandstone base of the southeast column of the railroad water tank, which column is 3 feet square, 2.5 feet above the ground, and 2 meters (7 feet) west of the tracks. (164.576 meters or 539.947 feet.) Searched for but not found in 1927.

**E 5.**—At Taylor, Williamson County, in the grass plot or gore park east of the station of the International & Great Northern Railway; 25.5 meters (84 feet) east of the east wall of the station, and 17.8 meters (58 feet) north of the center of the track nearest the station. The bottom of a square hole in the top of a stone post. (166.002 meters or 544.625 feet.) Searched for but not found in 1927.

**F 5.**—At Taylor, Williamson County, in the south wall of the Taylor National Bank, a brick building with the first story of granite, on the corner of Main and Second Streets, 20 feet west of the east entrance and 2.5 feet above the sidewalk. A square cut. (168.437 meters or 552.614 feet.)

**526 Coupland (U. S. G. S.)**—At Coupland, Williamson County, opposite the station of the Missouri, Kansas & Texas Railway, 50 feet east of the main track, and 5 feet east of the southwest corner of the fence inclosing the section-house yard. A United States Geological Survey standard iron post, stamped "526." (157.591 meters or 517.030 feet.) Not found, in 1927, at the described location. Probably either destroyed or covered up at the time of digging for the cistern at the section house.

**G 5.**—About 0.2 mile south of Coupland, Williamson County, on the right of way of the Missouri, Kansas & Texas Railway,  $9\frac{1}{2}$  rails north of milepost 927, opposite the south end of the first switch west of the main track, 35 feet west of the main track, and 4 feet east of the right-of-way fence. The bottom of a square hole in the top of a stone post. (160.359 meters or 526.111 feet.) In 1927 this post was found slightly leaning, was straightened up, and the dirt tamped firmly around it. This procedure may have changed the elevation of the mark by a slight amount.

**576 S. A. (U. S. G. S.)**—At Elgin, Bastrop County, at the union passenger station, 7 feet east of the southeast corner of a small park, 115 feet east of the crossing of the Missouri, Kansas & Texas Railway and the Houston & Texas Central Railroad, and 20 feet north of the main track of the latter. A United States Geological Survey standard iron post, stamped "576 S. A." (173.128 meters or 568.004 feet.) This mark was searched for but not found in 1927. The small park is no longer in existence, and the mark has been either destroyed or covered.

For additional bench marks at Elgin, see page 34.

*Spur line to Austin.*

**K 5.**—At Littig, Travis County, in the southwest corner of the yard around the Houston & Texas Central Railroad section house 115, almost opposite the east end of the switch, about 25 feet north of the main track, and about 4

feet north and east, respectively, of the south and west fences bounding the yard. The bottom of a square hole in the top of a stone post. (140.544 meters or 461.101 feet.) This mark was found in 1927 to have been broken off at the top so as to be of no further use as a bench mark.

**L 5.**—At Manor, Travis County, in the front wall of the brick building owned and occupied by Mr. Wentland, facing on the main street of the town; the center of a cross cut in the face of a copper bolt leaded horizontally, about 4½ feet above the sidewalk, and about 2 feet west of the show window. (163.002 meters or 534.783 feet.) In 1927 this mark was found covered with a sign-board.

**M 5.**—At Daffan, Travis County, about 445 meters (1,460 feet) west of the Houston & Texas Central Railroad depot, 56 meters (184 feet) west of the first cattle guard west of the station, about 3 feet south of the line of telegraph poles, and about 25 feet north of the main track. The bottom of a square hole in the top of a stone post. (185.453 meters or 608.440 feet.) In 1927 this post was found leaning slightly, was straightened up, and the dirt tramped firmly around the post. This procedure may have changed the elevation of the mark by a slight amount.

**N 5.**—About 5.5 miles east of the Houston & Texas Central Railroad depot at Austin, Travis County, about 4 feet north of the main track on the west stone abutment of the railway bridge over Walnut Creek, the top of a copper bolt leaded vertically into the top of the stone, about 7 inches west of the east edge, and roughly lettered "U. S. B. M." (137.145 meters or 449.950 feet.) It was reported in 1927 that this bridge had been rebuilt and the bench mark destroyed.

**O 5.**—At Austin, Travis County, in the Driskill Hotel Building on the corner of Brazos and Sixth Streets, the top of a copper bolt, unlettered, leaded vertically into the top of the limestone step to the first door west of the entrance to the American National Bank, about 4 feet from the door, and about 1½ feet from the wall. (149.448 meters or 490.314 feet.) It was reported in 1927 that the limestone step had been replaced with concrete and the bench mark destroyed.

**P 5.**—At Austin, Travis County, in the passenger depot of the Houston & Texas Central Railroad, on the corner of Congress Avenue and East Third Street, in the face of the south wall, bay projection, just west of the large door to the general truck or baggage room, about 6 feet from the ground, and about 8 inches from the inside corner. A copper bolt. (140.092 meters or 479.304 feet.) It was reported in 1927 that this building had been repaired and the mark probably destroyed, as it could not be found.

**Geol. Austin (U. S. G. S.).**—At Austin, Travis County, in the freight yard of the Houston & Texas Central Railroad, 60 meters (197 feet) west of the office door of the freight depot, close to a telegraph pole, and about 15 feet north of the northernmost track. A United States Geological Survey standard iron post, stamped "465.4 SA." (141.897 meters or 465.541 feet.)

**North Meridian Mark.**—At Austin, Travis County, on Capitol Hill, a cross on the copper bolt in the center of the top of the square stone pillar marking the north end of the meridian line established in 1872, practically in Brazos Street, and probably hidden in shrubbery. About 14½ feet north of the copper bolt stands a brick and cement pier, which in 1911 stood in the middle of a large flower bed. (166.100 meters or 544.047 feet.)

**508 Austin (U. S. G. S.).**—At Austin, Travis County, on the southwest corner of the building formerly occupied by the United States post office, at the corner of Sixth and Colorado Streets and facing Colorado Street. A United States Geological Survey standard disk, stamped "502.1 SA." (153.043 meters or 502.109 feet.)

**476 Austin (U. S. G. S.).**—At Austin, Travis County, in the west end of the south rock pier of the highway bridge over the Colorado River. A copper bolt, marked "476 feet." (143.243 meters or 469.956 feet.) This mark was searched for but not found in the described location in 1927. The bridge has been repaired, and the mark may have been destroyed or covered.

**Barton (triangulation station).**—About 6 miles W. 19° N. of Austin, Travis County, on a prominent wooded hill on the north side of the Austin and Bee Caves road. A chisel mark on the rim of a 2-inch iron pipe embedded in and filled with concrete, with a nail projecting from the concrete. (315.700 meters or 1,035.750 feet.)

End of spur line.

**H 5.**—At **Elgin**, Bastrop County, on the east side of the station of the Missouri, Kansas & Texas Railway and the Houston & Texas Central Railroad, 4 feet above the ground, 2 feet south of and 4 inches above the base of the bay window toward the Missouri, Kansas & Texas Railway track. A copper bolt. (175.252 meters or 574.973 feet.) In 1927 it was reported that the copper bolt had been removed from the drill hole in which it was originally set.

**I 5.**—About 1.2 miles south of the Missouri, Kansas & Texas Railway station at **Elgin**, Bastrop County, about 15 feet south of milepost 936, and 3 feet inside of the west right-of-way fence. The bottom of a square hole in the top of a stone post. (166.068 meters or 544.841 feet.) In 1927 it was reported that this mark had probably been destroyed during the widening of the cut.

**J 5.**—About 0.5 mile north of the Missouri, Kansas & Texas Railway freight shed or station at **Sayers (Sayersville Post Office)**, Bastrop County, 130 feet north of milepost 943 and 5 feet inside the east right-of-way fence. The bottom of the square hole in the top of a stone post. (120.969 meters or 396.870 feet.)

**Q 5.**—About 1.4 miles south of **Sayers (Sayersville Post Office)**, Bastrop County, on the right of way of the Missouri, Kansas & Texas Railway, in the south corner of the east end of a large concrete culvert and about 4 inches from each of the two edges of the corner of the culvert. A copper bolt. (130.810 meters or 429.166 feet.)

**449 S. A. (U. S. G. S.)**.—About 1.5 miles south of **Sayers (Sayersville Post Office)**, Bastrop County, on the right of way of the Missouri, Kansas & Texas Railway, 8.4 miles north of Bastrop, halfway between the fourth and fifth telegraph poles south of milepost 945 and 5 feet east of the northwest corner of the right-of-way fence at a public-road crossing. A United States Geological Survey standard iron post, stamped "441.0 S. A. 210." (134.417 meters or 441.000 feet.)

**R 5.**—About 4 miles north of **Bastrop**, Bastrop County, on the right of way of the Missouri, Kansas & Texas Railway, 70 meters (230 feet) south of milepost 950, in the line of telegraph poles, 28 feet east of the track and about 20 feet west of the barbed-wire fence bounding the right of way. The bottom of a square hole in the top of a stone post. (132.264 meters or 433.936 feet.)

**460 S. A. (U. S. G. S.)**.—About 4.5 miles north of **Bastrop**, Bastrop County, just off the right of way of the Missouri, Kansas & Texas Railway, at the crossing of the Bastrop and **Elgin** public road, at the southeast corner of the intersection and 3 feet outside of the right-of-way fence. A United States Geological Survey standard iron post, stamped "460 S. A." (137.939 meters or 452.555 feet.) This mark was searched for in 1927 but was not recovered. It is reported that the public road now passes over the described location.

**365 S. A. (U. S. G. S.)**.—About 1.7 miles north of **Bastrop**, Bastrop County, on the right of way of the Missouri, Kansas & Texas Railway, at the northeast end of the east rock pier of the bridge over **Pinoy Creek**. A copper bolt, marked "365 S. A.," in the top of the coping. (108.937 meters or 357.404 feet.) This mark was searched for but not recovered in 1927, and it is reported that the rock pier has been covered with concrete.

**372 Bastrop (U. S. G. S.)**.—At **Bastrop**, Bastrop County, 100 feet southwest of the Missouri, Kansas & Texas Railway freight depot, and 50 feet south of the Bastrop-Lagrange county road. A United States Geological Survey standard iron post, stamped "372." (111.728 meters or 366.561 feet.) It was reported in 1927 that this mark was searched for but not found and that a brick loading platform now stands at the described location.

**Geol. Bastrop (U. S. G. S.)**.—At **Bastrop**, Bastrop County, in the northeast part of the courthouse grounds, close to the iron fence on the north side of the grounds, and about 15 meters (49 feet) east of the pathway leading to the main entrance to the courthouse. A United States Geological Survey standard disk, stamped "367.4," in the top of a square stone post. (111.999 meters or 367.450 feet.)

**377 Bastrop (U. S. G. S.)**.—At **Bastrop**, Bastrop County, at the northwest side of the main entrance to the courthouse, and in the brick wall. A United States Geological Survey standard disk, stamped "371.5 SA 65." (113.247 meters or 371.545 feet.)

**S 5.**—At **Bastrop**, Bastrop County, on the east side of the county jail, about 1.6 meters (5.2 feet) south of the northeast corner, and 1.2 meters (3.9 feet) above the ground; in the plaster-covered brick wall, about 3 feet north of the window on the east side of the building nearest the northeast corner and

about 4 inches below the level of the window sill. A copper bolt. (113.393 meters or 372.024 feet.)

**T 5.**—About 2 miles south of Bastrop, Bastrop County, at the Missouri, Kansas & Texas Railway bridge over the Colorado River, on the north stone abutment, about 4 feet west of the main track, about 1 foot below the top of the rails, and in the top of the rough plaster-covered stone wall which forms the backing for the abutment. A copper bolt. (109.162 meters or 358.142 feet.) This mark was searched for but not recovered in 1927, owing to the fact that the abutment has been covered with concrete.

**359 Hills Prairie (U. S. G. S.).**—At Hills Prairie, Bastrop County, on the Missouri, Kansas & Texas Railway, 28 feet from the south head block, and near the right-of-way fence. A United States Geological Survey standard iron post, stamped "359." (107.749 meters or 353.507 feet.) Searched for but not recovered in 1927.

**U 5.**—About 2 miles north of Upton, Bastrop County, on the Missouri, Kansas & Texas Railway bridge over Cedar Creek, on the top stone at the southwest corner of the south stone abutment, and 4 inches from the north and east edges of the stone. The bottom of 1¼-inch square hole cut to the depth of one-fourth inch and lettered "U. S. B. M." (101.822 meters or 334.061 feet.)

**349 Upton (U. S. G. S.).**—At Upton, Bastrop County, on the Missouri, Kansas & Texas Railway, near the right-of-way fence and about 45 feet east of the head block at the south end of the switch. A United States Geological Survey standard iron post, stamped "343.5 SA 62." (104.712 meters or 343.543 feet.)

**V 5.**—About 1.3 miles south of Upton, Bastrop County, on the right of way of the Missouri, Kansas & Texas Railway, 420 meters (1,378 feet) north of milepost 964, in line with the row of telegraph poles on the east side of the track and about midway between the track and the right-of-way fence. The bottom of a square hole in the top of a stone post. (109.962 meters or 360.767 feet.) Reported in 1927 as having been destroyed.

**329 Smithville (U. S. G. S.).**—At Smithville, Bastrop County, 3 meters (10 feet) east of the second telegraph pole north of the railroad station, which is also the second telegraph pole south of milepost 969. A United States Geological Survey standard iron post, stamped "1909 323.7 FEET." (98.670 meters or 323.720 feet.)

**W 5.**—At Smithville, Bastrop County, in the brick building on Main Street owned by Ed. Eagleston and occupied by the American Express Co., in the partition wall between the express office and a barber shop, in a slight recess, 0.22 meter from either edge of the protruding wall and 1.13 meters above the pavement. A copper bolt. (100.622 meters or 330.124 feet.)

**X 5.**—At Smithville, Bastrop County, in the brick building of the Bank of Smithville, corner of Main and Second Streets, in the wall, 1.2 meters above the pavement and 0.3 meter from the edge of the wall at the window on Second Street. A copper bolt. (100.658 meters or 330.242 feet.)

**Y 5.**—At Smithville, Bastrop County, in the Masonic Building (of brick), corner of Main and Third Streets. The bottom of a square hole, unlettered, cut in the concrete ledge to the window on Third Street, 0.15 meter from the edge of the corner brick pillar and 0.12 meter from the window. (99.525 meters or 326.525 feet.)

**433 S. A. (U. S. G. S.).**—About 3.3 miles west of Smithville, Bastrop County, on the Missouri, Kansas & Texas Railway, about 0.2 mile east of milepost 972, and 25 feet northwest of a road crossing. A United States Geological Survey standard iron post, stamped "433 S. A." (129.664 meters or 425.406 feet.) Reported in very poor condition in 1904. Searched for but not recovered in 1927.

**460 S. A. (U. S. G. S.).**—About 4.5 miles west of Smithville, Bastrop County, on the Missouri, Kansas & Texas Railway, near the second telegraph pole east of milepost 974, 65 feet northeast of a road crossing and in a corner of the fence. A United States Geological Survey standard iron post, stamped "460 S. A." (137.936 meters or 452.545 feet.) Searched for but not recovered in 1927.

**Z 5.**—About 2.7 miles east of Rosanky, Bastrop County, on the right of way of the Missouri, Kansas & Texas Railway, 6 telegraph poles east of milepost 8. The bottom of a square hole in the top of a stone post. (150.508 meters or 493.792 feet.)

**512 S. A. (U. S. G. S.).**—At Rosanky, Bastrop County, on the Missouri, Kansas & Texas Railway, 120 yards west of the station, and 50 feet south of the

crossing of the Rosanky-Jeddo public road. A United States Geological Survey standard iron post, stamped "512 SA 504.3 FT." (153.729 meters or 504.359 feet.)

**451 S. A.** (U. S. G. S.).—About 0.2 mile east of the section house at Jordan, Bastrop County, on the Missouri, Kansas & Texas Railway, 4 miles west of Rosanky, 6 miles east of Red Rock, about halfway between mileposts 983 and 984, and 45 feet southwest of the settlement road crossing. A United States Geological Survey standard iron post, stamped "451 SA 442.7 FT." (134.950 meters or 442.748 feet.)

**T. B. M. 117.**—Just west of Jordan, Bastrop County, on the red-rock base of the column at the northwest corner of the old water tank. The bottom of a square hole chiseled in the rock. (136.046 meters or 446.344 feet.)

**A 6.**—About 0.7 mile west of Jordan, Bastrop County, on the right of way of the Missouri, Kansas & Texas Railway, 282 meters (925 feet) west of a water tank near milepost 984, in a red-sandstone culvert, in the northwest corner of the side north of the track, and about 1 foot from the north and west edges. A copper bolt. (135.952 meters or 446.035 feet.)

**491 S. A.** (U. S. G. S.).—At Red Rock, Bastrop County, 1,200 feet southeast of the passenger station of the Missouri, Kansas & Texas Railway, 125 feet south of the track at the intersection of the Waelder-Red Rock and the Red Rock-Rosanky public roads. A United States Geological Survey standard iron post, stamped "491 S. A." (147.148 meters or 482.768 feet.) Reported unstable in 1904.

**B 6.**—At Bateman, Bastrop County, on the Missouri, Kansas & Texas Railway, 18.6 meters (61 feet) northeast of the signboard reading "Bateman," about 18 meters (59 feet) south of the Red Rock-Taylorville road crossing, about 18 feet from the middle of the south rail, about 11 feet from the line of telegraph poles, and in an outcrop of red sandstone about 5 feet long by 1 foot wide by 8 inches high. A copper bolt leaded vertically into the outcrop and with the letters "U. S." cut in the stone below the bolt. (144.027 meters or 472.529 feet.) Searched for but not recovered in 1927.

**C 6.**—About 0.7 mile east of Dale, Caldwell County, on the right of way of the Missouri, Kansas & Texas Railway, in the top of the upper southwest corner stone of a red-sandstone culvert at milepost 28, and about 10 inches from the south and west edges of the culvert. A copper bolt leaded vertically into the stone which has the letters "U. S. B. M." roughly cut in it. (152.427 meters or 500.088 feet.)

**D 6.**—About 2½ miles east of Lockhart, Caldwell County, on the right of way of the Missouri, Kansas & Texas Railway, in the west limestone pier of the bridge over Plum Creek, in the northwest corner of the top of the southernmost topstone, 8 inches from the joint, 4 inches from the west edge, and 3 feet south of the south rail of the track. The bottom of a square hole chiseled in the limestone. (130.791 meters or 429.103 feet.)

**Geol. Lockhart** (U. S. G. S.).—At Lockhart, Caldwell County, 30 feet south of the Missouri, Kansas & Texas Railway track, 200 feet west of the transfer track to the San Antonio & Aransas Pass Railway and 40 feet west of the road. A United States Geological Survey standard iron post, stamped "ELEV 504.7 FT." (153.834 meters or 504.704 feet.) Reported slightly loose in 1904.

**E 6.**—At Lockhart, Caldwell County, on the county courthouse, in the east wall, about 1.2 meters from the northeast corner and about 1.2 meters above the ground, about 0.52 meter south of the granite corner stone, and 0.14 meter above the layer of red sandstone; a cross cut in the face of a copper bolt, leaded horizontally into a block of dressed limestone. (160.254 meters or 525.766 feet.)

**F 6.**—At Lockhart, Caldwell County, in the Eugene Clark Library Building, about 0.42 meter north of the southeast corner of the front wall of the building, and about 1.2 meters from the ground; a cross in the face of a copper bolt, leaded horizontally into the limestone window ledge, lettered "U. S. C." (159.747 meters or 524.103 feet.)

**G 6.**—About 0.5 mile west of the Missouri, Kansas & Texas Railway depot at Lockhart, Caldwell County, about 100 meters (328 feet) west of the westernmost switch in the yards, in the line of telegraph poles on the railroad right of way, south of the track. A stone post with square hole in top. (162.831 meters or 534.222 feet.) Searched for but not recovered in 1927.

**Geol. Clear Fork** (U. S. G. S.).—About 3½ miles west of Lockhart, Caldwell County, about 160 feet east of Laremore, which is a flag stop on the Missouri, Kansas & Texas Railway, about 80 feet east of the point where the San

Marcos-Lockhart road crosses the track, and 15 feet north of the center of the track. A United States Geological Survey standard iron post, stamped "569.7." (173.959 meters or 569.747 feet.) Reported very slightly loose in 1904.

**Geol. Maxwell** (U. S. G. S.).—At Maxwell, Caldwell County, on the Missouri, Kansas & Texas Railway, 30 feet south of the center of the main track and directly in front of the station. A United States Geological Survey standard iron post. (184.074 meters or 603.916 feet.) Reported in 1927 as leaning badly.

**H 6.**—About 1.25 miles west of Maxwell, Caldwell County, 38 meters (125 feet) west of milepost 1014 of the Missouri, Kansas & Texas Railway, on the right of way 10 meters (33 feet) south of track. A stone post with square hole in top. (177.680 meters or 582.938 feet.)

**100 S. A.** (U. S. G. S.).—About 0.6 mile west of Reedville, Caldwell County, 10 feet west of the ninth telegraph pole east of milepost 1018 of the Missouri, Kansas & Texas Railway, 40 feet south of the track and 30 feet east of the wagon road. An iron post, marked "100 S. A." (177.001 meters or 581.006 feet.) Searched for but not recovered in 1927.

**I 6.**—At San Marcos, Hays County, opposite the freight depot of the International & Great Northern Railway and just south of the track, in the middle of the southeast face of the octagonal limestone base (3 meters high) of the steel water tank, 1 meter above the ground. A copper bolt. (178.334 meters or 585.084 feet. It was reported in 1927 that the copper bolt had been removed from the drill hole in which it was originally set.

**J 6.**—At San Marcos, Hays County, at the east entrance of the courthouse, in the face of the corner pillar of dressed limestone, about 1.5 meters north from the entrance and 1.5 meters above the ground. A copper bolt. (188.596 meters or 618.752 feet.) Searched for but not recovered in 1927.

**K 6.**—At San Marcos, Hays County, in the building of the Glover National Bank, in the top of the limestone ledge step below the window at the left of the entrance in the center of the step. A copper bolt. (189.988 meters or 623.319 feet.) Reported in 1927 as having been destroyed.

**585 San Marcos** (U. S. G. S.).—Near San Marcos, Hays County, on the International & Great Northern Railway bridge over San Marcos River, in the west end of the north rock pier. A copper bolt, marked "585 feet." (176.100 meters or 577.755 feet.)

**L 6.**—About 2.8 miles east of Hunter, Comal County, 25 meters (82 feet) east of milepost 214 of the International & Great Northern Railway, on the right of way, 6 meters (20 feet) south from the track. A stone post with square hole in top. (205.077 meters or 672.823 feet.)

**627 Yorks** (U. S. G. S.).—Near Hunter, Comal County, on the International & Great Northern Railway bridge over Yorks Creek, near milepost 219, in the top of the west end of the north rock pier. A copper bolt, marked "627 feet." (189.481 meters or 621.656 feet.)

**M 6.**—One mile west of Hunter, Comal County, 210 meters (689 feet) east of milepost 218, on the right of way of the International & Great Northern Railway, opposite the post with the sign, "Hunter, 1 mile," 4.5 meters east of a crossing. A stone post with square hole in top. (197.796 meters or 648.936 feet.) Reported in 1927 as having been destroyed.

**N 6.**—Two hundred meters (656 feet) east of Goodwin, Comal County, on the right of way of the International & Great Northern Railway, opposite the switch block at the east end of the siding, 16 meters (52 feet) north of the track. A stone post with square hole in top. (210.440 meters or 690.418 feet.) Searched for but not recovered in 1927.

**695 S. A.** (U. S. G. S.).—At Goodwin, Comal County, opposite the station, in the right of way of the International & Great Northern Railway, 50 meters (164 feet) north of milepost 223 and 12 meters (39 feet) east of the track. An iron post marked "92 S. A. 695 feet." (210.365 meters or 690.173 feet.)

**T 6.**—In Guadalupe County, about 4 miles southeast of New Braunfels, Comal County, on the New Braunfels-Seguin highway, about 10 meters (33 feet) east from the center of the road in the northwest corner of the front yard of Otto Loop, 1 meter from both the north and west yard fences. A stone post with square hole in top. (187.743 meters or 615.953 feet.)

**Seguin west base** (triangulation station).—About 6.5 miles from New Braunfels, Comal County, 1,100 meters (3,609 feet) west of the Seguin-New Braunfels road, about 400 meters (1,312 feet) east of Guadalupe River, on a small hill, in a cultivated field, and on land belonging to Henry Steinman. The base monument is a limestone block set in concrete and on its top a bronze disk, with an

inner circle, countersunk, and the letters "U. S. C. & G. S." between the inner and outer circles. The center of the inner circle is the bench mark. (189.104 meters or 620.418 feet.) This mark was searched for in 1927 and not recovered. At the described location was found a United States Army triangulation mark, stamped "West Base 622 Elev. 400."

**Seguin east base** (triangulation station).—Near Seguin, Guadalupe County, about 2 miles northwest of Von Beckman's store and gin, 1,050 meters (3,445 feet) east of the main road between Von Beckman's and New Braunfels, on the land of Alverno Howard, in a cultivated field and covered up. The location of the mark is known to Mr. Howard. The monument is a limestone block set in concrete with a bronze disk on its top, having two concentric circles, with the letters "U. S. C. & G. S." between them. The inner circle is countersunk, and its center is the bench mark. (181.883 meters or 596.728 feet.)

**O 6.**—About 1.4 miles east of New Braunfels, Comal County, on the International & Great Northern Railway, in the top of the northeast limestone pier of the bridge over Guadalupe River, about 8 inches from the east edge and about 2 feet from the north edge of the pier. The bottom of a square hole chiseled in the limestone and without lettering. (190.288 meters or 624.303 feet.) Searched for but not recovered in 1927, the stone pier having been covered with concrete.

**638 Comal** (U. S. G. S.).—Near New Braunfels, Comal County, on the International & Great Northern Railway bridge over Comal Dry Creek, in the top of the north end of the east rock pier. A copper bolt, stamped "638 feet." (193.028 meters or 633.293 feet.) Searched for but not recovered in 1927.

**P 6.**—At New Braunfels, Comal County, on the yellow-brick opera house owned by Louis and Otto Seekatz, about 4½ feet from the sidewalk, at the base of the window just to the left of the entrance on San Antonio Street. (194.679 meters or 638.709 feet.) The copper bolt, which was the original mark, was reported gone in 1917.

**Q 6.**—At New Braunfels, Comal County, in the Comal County prison, at the left of the entrance to the building (of limestone), in the face of the square corner limestone pillar, about 1.5 meters above the sidewalk. A copper bolt. (193.622 meters or 635.242 feet.)

**R 6.**—At New Braunfels, Comal County, in the northwest part of the square park at the intersection of San Antonio and Seguin Streets, about 8 meters west of the center line of San Antonio Street, and 20 meters north of the center line of Seguin Street. A stone post with square hole in top. (192.180 meters or 630.511 feet.)

**S 6.**—At New Braunfels, Comal County, in the courthouse (of limestone), in the top of the low limestone wall, at the right of the steps leading to the side entrance on San Antonio Street; the bottom of a square hole, 3 centimeters square and 0.6 centimeter deep, lettered "U. S. C. & G. S." (193.183 meters or 633.801 feet.)

LINE VII, ALBUQUERQUE, N. MEX., TO EL PASO, TEX. (U. S. G. S.) (PART).

This is the Texas portion of a line of precise levels run by the U. S. Geological Survey from Albuquerque, N. Mex., to El Paso, Tex., along the Atchison, Topeka & Santa Fe Railway. The field work was done by M. S. Bright in 1905.

**U. S. G. S. 3760.**—Near La Tuna, El Paso County, 33 feet west of the main line of the Atchison, Topeka & Santa Fe Railway, about 4 feet north of the line between New Mexico and Texas. An iron post. (1,156.086 meters or 3,792.926 feet.)

**U. S. G. S. 3774.**—At Vinton, El Paso County, 21 feet east of the main line of the Atchison, Topeka & Santa Fe Railway, under the Vinton signboard. An iron post. (1,154.273 meters or 3,786.977 feet.)

**U. S. G. S. 350B.**—At Canutillo, El Paso County, 80 feet east of the main track of the Atchison, Topeka & Santa Fe Railway at the southwest corner of J. J. Cumflid's house. An iron post. (1,147.504 meters or 3,764.769 feet.)

**U. S. G. S. 354B.**—About 1.5 miles south of Montoya, El Paso County, on the Atchison, Topeka & Santa Fe Railway, 40 feet west of a road crossing, 5 feet east of a fence corner. An iron post. (1,143.332 meters or 3,751.081 feet.)

**U. S. G. S. 357B.**—About 2.8 miles south of Whites Spur, El Paso County, 0.2 mile north of milepost 1150, 50 feet east of the Atchison, Topeka & Santa Fe

Railway track, and 16 feet east of a public road. An iron post. (1,140.000 meters or 3,740.150 feet.)

**U. S. G. S. 359B.**—About 5.2 miles south of Whites Spur, El Paso County, 240 feet north of a public road crossing, 100 feet east of the river, 45 feet east of the Atchison, Topeka & Santa Fe Railway track, and 12 feet east of a wagon road. An iron post. (1,137.942 meters or 3,733.398 feet.)

**Boundary 1.**—Near El Paso, El Paso County. The top of the masonry at the northeast corner of monument No. 1, marking the international boundary line. (1,135.822 meters or 3,726.443 feet.) In 1921 search was made for this mark and two monuments were found, western boundary monument No. 1 and Cordova cut-off boundary monument No. 1, and, since the point itself is unmarked, the above description is insufficient to recover the mark.

For bench marks at El Paso, see page 66.

#### LINE VIII, SMITHVILLE TO GALVESTON, TEX.

This line follows the Missouri, Kansas & Texas Railway from Smithville to Houston, and the Galveston, Houston & Henderson Railroad from Houston to Galveston, Tex. At Galveston the line was connected with mean sea level. The field work was done by E. H. Pagenhart, aid, between December 9, 1905, and February 10, 1906.

For bench marks at Smithville, see page 35.

**316 Primms Spur (U. S. G. S.)**—At Kirtley, Fayette County, on the Missouri, Kansas & Texas Railway, midway between the third and fourth telegraph poles east of milepost 974 and near the right-of-way fence. A United States Geological Survey standard iron post, stamped "TEXAS 1909 PRIM TRAV STA NO. 2 SA 310.6." (94.686 meters or 310.649 feet.)

**U. 6.**—About 2 miles southeast of Kirtley, Fayette County, on the Missouri, Kansas & Texas Railway, near milepost 976, in the east concrete abutment of bridge No. 2064, in the top surface and about 3 feet from the north edge. A copper bolt. (94.982 meters or 311.620 feet.) Searched for but not recovered in 1927.

**292 Westpoint (U. S. G. S.)**—At Westpoint, Fayette County, in the northwest quarter of the railroad crossing, 90 feet from the San Antonio & Aransas Pass Railway, 40 feet from the Missouri, Kansas & Texas Railway and in a corner of the right-of-way fence. A United States Geological Survey standard iron post, stamped "TEXAS PRIM TRAV STA NO. 3 SA 59 1909 286.6 FT." (87.355 meters or 286.598 feet.)

**V 6.**—At Westpoint, Fayette County, 60 meters (197 feet) east of the Missouri, Kansas & Texas Railway station, in the northeast quarter of a grade crossing, 1 foot from the right-of-way fence, on land owned by J. L. House. A stone post with square hole in top. (90.317 meters or 296.315 feet.)

**W 6.**—At Plum, Fayette County, 4 telegraph poles west of the Missouri, Kansas & Texas Railway station, in the northwest quarter of a grade crossing, 1 foot from the right-of-way fence, on land owned by J. C. Brown, of Lagrange. A standard cap, stamped "TEXAS PRIM TRAV STA NO. 4 1909 ELEV. 299.60 FT.," and screwed on the top of a 3½-inch iron pipe. (91.317 meters or 299.596 feet.)

**X 6.**—At Plum, Fayette County, 175 meters (574 feet) southeast of the Missouri, Kansas & Texas Railway station, 45 meters (148 feet) southwest of the tracks, in the corner of a fence, northeast of a store, and on land owned by Anton Legler. The bottom of a square hole in the top of a stone post. (91.280 meters or 299.474 feet.)

**Y 6.**—About 2 miles northwest of Lagrange, Fayette County, on the Missouri, Kansas & Texas Railway, 14 telegraph poles west of milepost 987, 70 meters (230 feet) west of a grade crossing, 1 foot north of the right of way, in the corner of a fence, and on land owned by Christian Diers. The bottom of a square hole in the top of a stone post. (86.125 meters or 282.562 feet.)

**Z 6.**—At Lagrange, Fayette County, in the county courthouse at the Washington Street entrance, in the horizontal stone surface of the first step from the top, 0.7 foot from the south end. The bottom of a square hole. (82.191 meters or 269.655 feet.)

**A 7.**—At Lagrange, Fayette County, in the northeast corner of the First National Bank Building on Colorado Street, in the vertical surface of the

water table, 0.7 foot from the east face. A standard disk, stamped "A 7 ELEV. 269.15 FT." (82.038 meters or 269.153 feet.)

B 7.—At Lagrange, Fayette County, 275 meters (902 feet) northeast of the Missouri, Kansas & Texas Railway station, in the northeast quarter of a grade crossing and 1 foot northwest of the right of way, on the property of John Speckels. A stone post with square hole in top. (83.609 meters or 274.307 feet.) Searched for but not recovered in 1927.

C 7.—About 1.2 miles west of Halsted, Fayette County, on the Missouri, Kansas & Texas Railway, 30 meters (98 feet) west of milepost 993, in the southeast quarter of a private grade crossing and 2.2 feet south of the right of way, on land owned by Ernest Nitschke. An iron pipe. (99.383 meters or 326.059 feet.) Destroyed. In 1927 the iron pipe and cap were found dug up and thrown aside near the described location.

D 7.—About 450 meters (1,476 feet) west of Halsted, Fayette County, on the right of way of the Missouri, Kansas & Texas Railway, in the southeast quarter of a grade crossing and 2.2 feet from the fence. A stone post with square hole in top. (94.057 meters or 308.585 feet.)

E 7.—At Fayetteville, Fayette County, in the brick store owned by H. Zapp's Sons, in the concrete water table on the south side of the east entrance. A standard disk, stamped "E 7 ELEV. 417.48 FEET TEXAS PRIM TRAV STA NO. 6 1909." (127.249 meters or 417.483 feet.)

F 7.—At Fayetteville, Fayette County, 18 meters (59 feet) east of the Missouri, Kansas & Texas Railway depot and 6 meters north of the trucks, in range with a row of trees in the parking. A stone post with square hole in top. (120.089 meters or 393.992 feet.) Searched for but not recovered in 1927.

G 7.—In Fayette County, about 2 miles west of Pisek, Colorado County, on the Missouri, Kansas & Texas Railway, nine telegraph poles west of milepost 1006, in the west abutment of bridge No. 2104, in the horizontal surface near the south end, 0.7 foot from the south edge of the capstone. A copper bolt. (82.634 meters or 271.108 feet.)

H 7.—About 3.5 miles west of New Ulm, Austin County, on the Missouri, Kansas & Texas Railway, 6 meters east of milepost 1010, in the corner of the right-of-way and cattle-guard fences. A stone post with square hole in top. (109.433 meters or 359.032 feet.) Searched for but not recovered in 1927.

I 7.—At New Ulm, Austin County, 100 meters (328 feet) northeast of the Missouri, Kansas & Texas Railway station, in the brick store owned by L. R. Fink, in the east face of the building, 3 feet from the north end and 5 feet above the ground. A copper bolt. (122.557 meters or 402.089 feet.)

J 7.—At New Ulm, Austin County, on the Missouri, Kansas & Texas Railway, 225 meters (738 feet) west of milepost 1014, in the corner of the north right-of-way and cattle-guard fences. A stone post with square hole in top. (119.906 meters or 393.391 feet.)

K 7.—About 4.5 miles east of New Ulm, Austin County, on the Missouri, Kansas & Texas Railway, 9 telegraph poles east of milepost 1018 and 11 paces north of the tracks. An iron pipe. (110.185 meters or 361.499 feet.) Searched for but not recovered in 1927.

L 7.—At Cat Spring, Austin County, on the Missouri, Kansas & Texas Railway, 125 meters (410 feet) west of milepost 1024 and in the southwest quarter of a grade crossing. A stone post with square hole in top. (92.578 meters or 303.733 feet.) Searched for but not recovered in 1927.

M 7.—About 6 miles west of Sealy, Austin County, on the Missouri, Kansas & Texas Railway, 10 telegraph poles east of milepost 1029, in the northeast quarter of a grade crossing and 1 foot from the right-of-way fence. A standard cap, stamped "TEXAS PRIM TRAV STA NO. 8 1909 ELEV. 226.53 FT.," and screwed on the top of a 3½-inch pipe. (69.047 meters or 226.532 feet.)

N 7.—About 3.8 miles west of Sealy, Austin County, on the Missouri, Kansas & Texas Railway, 13 telegraph poles east of milepost 1031, in the northeast quarter of a grade crossing. A stone post with square hole in top. (66.604 meters or 218.516 feet.) Searched for but not recovered in 1927.

O 7.—At Sealy, Austin County, 35 meters (115 feet) east of the Missouri, Kansas & Texas Railway station, on the water tank, on top of the second concrete mudsill from the tracks, 0.3 foot from the west end of the sill. The bottom of a square hole. (62.046 meters or 203.503 feet.)

P 7.—At Sealy, Austin County, on Foulken Street, in the center of the east face of the brick store owned by A. Preibisch, 4.3 feet above the walk. A copper bolt. (62.240 meters or 204.190 feet.)

**Q 7.**—At Sealy, Austin County, on Foulken Street, in the cement walk in front of the brick store owned by Mistroit Bros. & Co., 0.5 foot from the north-west corner of the building. An outlined square. (61.074 meters or 200.374 feet.)

**R 7.**—About 1.5 miles east of San Felipe, Austin County, on the Missouri, Kansas & Texas Railway, halfway between the fourth and fifth telegraph poles west of milepost 1040, in the northwest quarter of a grade crossing and 1.6 feet from the right of way, on land owned by John Hluchan. A standard cap, stamped "TEXAS PRIM TRAV STA NO. 9 1909 R 7 ELEV. 147.83 FT.," and screwed on the top of a 3½-inch iron pipe. (45.059 meters or 147.831 feet.)

**S 7.**—About 0.5 mile east of McDowell, Austin County, on the Missouri, Kansas & Texas Railway, on bridge No. 2156 over the Brazos River, at the south end of the first pier west of the Austin-Waller County line, on the top surface of the southernmost short section of rail resting on the cement pier. An outlined square between two transverse girders. (37.954 meters or 124.520 feet.) Searched for but not recovered in 1927.

**T 7.**—About 3 miles west of Brookshire, Waller County, on the Missouri, Kansas & Texas Railway, 5 telegraph poles west of milepost 1045, in the northeast quarter of a grade crossing and 2 feet from the right-of-way fence. An iron pipe. (36.605 meters or 120.095 feet.) Searched for but not recovered in 1927.

**U 7.**—At Brookshire, Waller County, 300 meters (984 feet) west of the Missouri, Kansas & Texas Railway station, in the southwest quarter of a grade crossing and 1 foot from the right-of-way fence. A stone post with square hole in top. (49.521 meters or 162.470 feet.) Searched for but not recovered in 1927.

**V 7.**—About 3 miles east of Brookshire, Waller County, on the Missouri, Kansas & Texas Railway, 4 rails west of milepost 1051, in the northwest quarter of a grade crossing and 1 foot from the right-of-way fence. A standard cap, stamped "PRIM TRAV STA No. 6 157 1916 ELEV. 157.16 FT.," and screwed on the top of a 3½-inch iron pipe. (47.902 meters or 157.168 feet.)

**W 7.**—In Waller County, about 1.2 miles west of Katy, Harris County, on the Missouri, Kansas & Texas Railway, between the twelfth and thirteenth telegraph poles east of milepost 1054, in the northwest quarter of a grade crossing and 15 paces north of the tracks. A stone post with square hole in top. (43.811 meters or 143.737 feet.) Searched for but not recovered in 1927.

**X 7.**—At Katy, Harris County, 175 meters (574 feet) west and 100 meters (328 feet) south of the Missouri, Kansas & Texas Railway station, in the horizontal surface of the southwest foundation of the water tank owned by the Katy Rice Milling Co. A copper bolt. (43.085 meters or 141.355 feet.)

**Y 7.**—At Katy, Harris County, 65 meters (213 feet) east of the Missouri, Kansas & Texas Railway station, on the water tank, at the east end of the fourth concrete mudsill from the tracks, in the vertical surface. A brass disk. (43.430 meters or 142.487 feet.)

**Z 7.**—About 2.8 miles east of Katy, Harris County, on the Missouri, Kansas & Texas Railway, 15 telegraph poles east of milepost 1058, in the southeast quarter of a grade crossing and 15 meters (49 feet) south of the tracks. A stone post with square hole in top. (40.992 meters or 134.488 feet.) Searched for but not recovered in 1927.

**A 8.**—At Burnap, Harris County, on the Missouri, Kansas and Texas Railway 20 meters (66 feet) west of the signboard, 35 meters (115 feet) south of the tracks and on the south side of a public highway. A stone post with square hole in top. (33.044 meters or 124.816 feet.) Searched for but not recovered in 1927.

**B 8.**—At Barker, Harris County, on the Missouri, Kansas & Texas Railway, 20 meters (66 feet) west of the signboard, 35 meters (115 feet) south of the tracks, in the corner of a fence, on land owned by G. T. Miller. An iron pipe set in cement. (32.149 meters or 105.476 feet.) Searched for but not recovered in 1927.

**C 8.**—At Letitia, Harris County, 65 meters (213 feet) east of the Missouri, Kansas & Texas Railway station and 90 meters (98 feet) south of the tracks, in the corner of a fence. An iron pipe. (29.362 meters or 96.332 feet.) Searched for but not recovered in 1927.

**D 8.**—About 2.5 miles west of Hillendahl, Harris County, on the Missouri, Kansas & Texas Railway, halfway between the eighth and ninth telegraph poles west of milepost 1071, in the southeast quarter of a grade crossing and 15

meters (49 feet) south of the tracks. An iron pipe. (27.403 meters or 89.905 feet.) Searched for but not recovered in 1927.

**E 8.**—About 0.8 mile west of Hillendahl, Harris County, on the Missouri, Kansas & Texas Railway, 11 telegraph poles west of milepost 1073, in the center of the horizontal surface of a concrete culvert, 0.5 foot from the north edge. A copper bolt. (26.540 meters or 87.073 feet.) Reported in 1927 that the mark is an outlined square instead of a copper bolt as described.

**F 8.**—About 1 mile east of Hillendahl, Harris County, on the Missouri, Kansas & Texas Railway, halfway between the seventh and eighth telegraph poles east of milepost 1074, in the northeast quarter of a grade crossing and in line with the right-of-way fence. A standard cap, stamped "F 8 ELEV. 78.62 FT.," and screwed on the top of a 3½-inch iron pipe. (23.966 meters or 78.628 feet.)

**G 8.**—About 3 miles east of Hillendahl, Harris County, on the Missouri, Kansas & Texas Railway, halfway between the tenth and eleventh telegraph poles east of milepost 1076 and 35 meters (115 feet) south of the tracks, in the south-east quarter of a highway junction, on land owned by Gustav Peuchman. A stone post with square hole in top. (21.894 meters or 71.831 feet.)

**H 8.**—At Eureka, Harris County, on the Missouri, Kansas & Texas Railway, 150 meters (492 feet) east of the Houston & Texas Central Railroad crossing, in the concrete foundation of a block signal. The bottom of a square hole. (20.908 meters or 68.595 feet.)

**I 8.**—At Houston Heights, Harris County, on the Missouri, Kansas & Texas Railway, halfway between the seventh and eighth telegraph poles east of milepost 1081 and 25 meters (82 feet) south of the tracks, in the parking and mid-way between two electric car lines. An iron pipe. (18.598 meters or 61.017 feet.) Searched for but not recovered in 1927.

**J 8.**—At Houston, Harris County, at No. 700 North San Jacinto Street, at the corner of Baker Street, in the concrete water table in the center of the west face of the supporting pillar at the southwest corner of the Peden Iron & Steel Co. Building, and about 3 feet above the cement sidewalk. A standard disk stamped "J 8 ELEV. 45.00 FT." (13.718 meters or 45.006 feet.)

**K 8.**—At Houston, Harris County, at the southeast corner of Franklin and Fannin Streets, in the lower stone step at the north entrance to the building formerly used as the post office, and on the horizontal surface 0.3 foot from the east end. An outlined square. (12.910 meters or 42.356 feet.)

**L 8.**—At Houston, Harris County, on Gable Street, 90 meters (295 feet) north of the Galveston, Houston & Henderson Railroad tracks, on the south abutment of the steel highway bridge over Buffalo Bayou, in the horizontal surface 10 inches from the west edge. A standard disk, stamped "L 8 ELEV. 43.60 FT." (13.289 meters or 43.599 feet.)

**City.**—At Houston, Harris County, at the southeast corner of Milby Street and Harrisburg Road and 10 inches north of a telegraph pole. A bolt driven into the ground level with the curb. (13.967 meters or 45.824 feet.) Searched for but not recovered in 1927.

**M 8.**—About 3 miles east of Houston, Harris County, on the Galveston, Houston & Henderson Railroad, halfway between the eighth and ninth telegraph poles east of milepost 3 and 3 meters north of the track, in the center of the top surface of a concrete culvert. The bottom of a square hole. (13.210 meters or 43.339 feet.)

**N 8.**—About 0.8 mile north of Harrisburg, Harris County, on the Galveston, Houston & Henderson Railroad, halfway between the ninth and tenth telegraph poles south of milepost 5, about 25 feet east of and about 7 feet lower than the tracks, and in the center of the top surface of a concrete culvert. A copper bolt set in lead and lettered "U. S. B. M." (7.120 meters or 23.359 feet.)

**R. M.**—At Harrisburg, Harris County, on the Galveston, Houston & Henderson Railroad, 25 meters (82 feet) south of the Galveston, Harrisburg & San Antonio Railway crossing and 13 meters (43 feet) west of the tracks. A cross on top of a section of rail set vertically in the ground. (11.665 meters or 38.271 feet.)

**O 8.**—About 1 mile south of Harrisburg, Harris County, on the Galveston, Houston & Henderson Railroad, in line with the telegraph poles outside the right of way between the thirteenth and fourteenth poles north of milepost 7, in the southeast quarter of a grade crossing, 18 meters south of the tracks, and 5 meters south of the corner of the right-of-way fence. A standard cap, stamped "O 8 ELEV. 37.50 FT.," and screwed on the top of a 3½-inch iron pipe. (11.431 meters or 37.503 feet.)

**M. M. 9.**—About 3.2 miles southeast of Harrisburg, Harris County, on the Galveston, Houston & Henderson Railroad, 15 meters (49 feet) southeast of milepost 9 and 15 meters (49 feet) southwest of the track. A cross on top of a section of rail set vertically in the ground. (10.762 meters or 35.308 feet.) Reported in 1927 as having been destroyed.

**P 8.**—About 4.2 miles southeast of Harrisburg, Harris County, on the Galveston, Houston & Henderson Railroad, 35 meters (115 feet) northwest of milepost 10 and 2 meters northeast of the tracks, in the center of the horizontal surface of the north abutment of a steel and concrete bridge. A copper bolt. (11.670 meters or 38.287 feet.) Reported in 1927 as having been destroyed.

**Q 8.**—About 3.2 miles northwest of Genoa, Harris County, on the Galveston, Houston & Henderson Railroad, 8 meters southwest of milepost 11 and in line with the telegraph poles outside of the right-of-way fence. A stone post with square hole in top. (11.342 meters or 37.212 feet.)

**M. M. 12.**—About 2.2 miles northwest of Genoa, Harris County, on the Galveston, Houston & Henderson Railroad, 20 meters (66 feet) southeast of milepost 12 and 15 meters (49 feet) southwest of the tracks. A cross on top of a section of rail set vertically in the ground. (12.590 meters or 41.306 feet.)

**R 8.**—At Genoa, Harris County, about 55 meters (180 feet) northwest of the Galveston, Houston & Henderson Railroad station and 8 meters southwest of the tracks, in the foundation of the water tank, in the horizontal surface on the southeast side. A standard disk, stamped "R 8 ELEV 49.84 FT." (15.193 meters or 49.846 feet.)

**S 8.**—At Genoa, Harris County, about 75 meters (246 feet) southeast of the Galveston, Houston & Henderson Railroad station and 55 meters (180 feet) northeast of the tracks, in the corner of a fence. A stone post with square hole in top. (14.338 meters or 47.040 feet.)

**M. M. 16.**—About 1.8 miles southeast of Genoa, Harris County, on the Galveston, Houston & Henderson Railroad, 20 meters (66 feet) northwest of milepost 16 and 15 meters (49 feet) southwest of the tracks. A cross on top of a section of rail set vertically in the ground. (13.281 meters or 43.573 feet.)

**M. M. 18.**—About 3.8 miles southeast of Genoa, Harris County, on the Galveston, Houston & Henderson Railroad, 20 meters (66 feet) southeast of milepost 18 and 15 meters (49 feet) southwest of the tracks. A cross on top of a section of rail set vertically in the ground. (9.499 meters or 31.165 feet.)

**T 8.**—About 1 mile northwest of Webster, Harris County, on the Galveston, Houston & Henderson Railroad, 18 telegraph poles northwest of milepost 21, and about 80 feet from the right-of-way fence. A standard cap, stamped "T 8 ELEV. 31.50 FT.," and screwed to the top of a 3½-inch iron pipe. (9.603 meters or 31.506 feet.)

**U 8.**—At Webster, Harris County, 100 meters (328 feet) southwest of the Galveston, Houston & Henderson Railroad station, in the corner of a fence at the east corner of a street crossing, on land owned by Harvey T. D. Wilson. A stone post with square hole in top. (8.199 meters or 26.900 feet.)

**M. M. 22.**—About 0.3 mile southeast of Webster, Harris County, on the Galveston, Houston & Henderson Railroad, 12 meters (39 feet) southeast of milepost 22 and 15 meters (49 feet) southwest of the tracks. A cross on top of a section of rail set vertically in the ground. (8.212 meters or 26.943 feet.)

**V 8.**—At League City, Galveston County, 7 meters (23 feet) southeast of the Galveston, Houston & Henderson Railroad station and 10 meters (33 feet) northeast of the tracks, on the top surface of a 7 by 8 inch stone post set in the parking. A standard disk, stamped "V 8 ELEV. 23.54 FT." (7.177 meters or 23.547 feet.)

**W 8.**—About 2 miles southeast of League City, Galveston County, on the Galveston, Houston & Henderson Railroad, near the public highway halfway between the eleventh and twelfth telegraph poles southeast of milepost 26, in the east quarter of a grade crossing 2 feet from the corner of the right-of-way fences. A standard cap, stamped "W 8 ELEV. 22.95 FT.," and screwed to the top of a 3½-inch iron pipe. (6.995 meters or 22.949 feet.)

**X 8.**—About 0.3 mile northwest of Dickinson, Galveston County, on the Galveston, Houston & Henderson Railroad, halfway between the twelfth and thirteenth telegraph poles southeast of milepost 28, about 20 feet southwest of the

track, and in the center of the top surface of a concrete culvert. A standard disk, stamped "X 8 ELEV. 21.30 FT." (6.493 meters or 21.303 feet.)

**Y 8.**—At Dickinson, Galveston County, 5 telegraph poles southeast of the Galveston, Houston & Henderson Railroad station and 35 meters (115 feet) northeast of the tracks, in the corner of a fence in the railroad park. A stone post with square hole in top. (5.679 meters or 18.632 feet.) Searched for but not recovered in 1927.

**Z 8.**—About 0.5 mile southeast of Dickinson, Galveston County, on the Galveston, Houston & Henderson Railroad, 11 telegraph poles southeast of milepost 29 and 13 meters (43 feet) southwest of the tracks, in the southwest quarter of a grade crossing, on land owned by C. Nolan. A standard cap, stamped "Z 8 ELEV. 19.34 FT.," and screwed on the top of a 3½-inch iron pipe. (5.894 meters or 19.337 feet.)

**M. M. 32.**—About 4 miles northwest of Lamarque, Galveston County, on the Galveston, Houston & Henderson Railroad, about 10 meters (33 feet) from milepost 32 and 15 meters (49 feet) southwest of the tracks. A cross on top of a section of rail set vertically in the ground. (6.356 meters or 20.853 feet.)

**M. M. 34.**—About 2 miles northwest of Lamarque, Galveston County, on the Galveston, Houston & Henderson Railroad, 25 meters (82 feet) southeast of milepost 34 and 15 meters (49 feet) southwest of the tracks. A cross on top of a section of rail set vertically in the ground. (5.485 meters or 17.995 feet.)

**A 9.**—At Lamarque, Galveston County, 40 meters (131 feet) northwest of the Galveston, Houston & Henderson Railroad station and 7.5 meters southwest of the tracks, in the concrete foundation of the water tank, in the center of the east face about 1 meter above the ground. A standard disk, stamped "A 9 ELEV. 18.62 FT." (5.674 meters or 18.615 feet.)

**B 9.**—About 0.3 mile southeast of Lamarque, Galveston County, on the Galveston, Houston & Henderson Railroad, halfway between the twelfth and thirteenth telegraph poles southeast of milepost 36 and 35 meters (115 feet) northeast of the tracks, in the north quarter of a highway crossing, on land belonging to the Tarpey estate. An iron pipe. (5.275 meters or 17.307 feet.) Destroyed. A filling station now occupies the described location of the mark.

**C 9.**—At Texas City Junction, Galveston County, on the Galveston, Houston & Henderson Railroad, 10 telegraph poles northwest of milepost 39 and 35 meters (115 feet) southwest of the tracks, in the corner of a fence. An iron pipe. (2.585 meters or 8.481 feet.) Reported in 1927 as having been destroyed.

**M. M. 41.**—Near Texas City Junction, Galveston County, on the Galveston, Houston & Henderson Railroad, 25 meters (82 feet) southeast of milepost 41 and 15 meters (49 feet) southwest of the tracks. A cross on top of a section of rail set vertically in the ground. (1.319 meters or 4.327 feet.) Searched for but not recovered in 1927.

**D 9.**—At Virginia Point, Galveston County, on the Gulf, Colorado & Santa Fe Railway, 30 meters (98 feet) northwest of the trestle and 8 meters (26 feet) southwest of the tracks, in line with the telegraph poles. An iron pipe set in sand. (1.497 meters or 4.911 feet.) Searched for but not recovered in 1927.

**E 9.**—About 2.5 miles west of Galveston, Galveston County, on the Galveston, Houston & Henderson Railroad, in the southwest quarter of the first grade crossing east of the stock pens and 100 meters (328 feet) south of the tracks. A stone post with square hole in top. (0.741 meter or 2.431 feet.) Searched for but not recovered in 1927.

**F 9.**—At Galveston, Galveston County, about 1.2 miles west of the Union Depot, in the concrete foundation on the north side of the Galveston, Houston & Henderson Railroad shops, in a beveled surface, 9 meters from the east end, back of a telegraph pole. A brass disk. (2.028 meters or 6.653 feet.) Reported in 1927 as having been destroyed at the time the new shops were built.

**G 9.**—At Galveston, Galveston County, on the Atchison, Topeka & Santa Fe Railway, at the northeast corner of B and Twenty-fifth Streets, on the west side and 5 feet from the south end of the Sealy Building, in a steel window sill, 10 inches from the south edge of the sill. An outlined square. Reported destroyed. (2.376 meters or 7.795 feet.) Searched for but not recovered in 1927.

**City.**—At Galveston, Galveston County, on Eighth Street, between Mechanic and Strand Streets, at the southeast corner of an alley and the street. The top of an arrowhead on a hydrant. (3.097 meters or 10.161 feet.)

**Tidal 2.**—At Galveston, Galveston County, in the pile alongside of the fixed tide staff. A horizontal mark through the center of the head of the one of two spikes nearer the staff. Reported destroyed. (1.628 meters or 5.341 feet.)

**Tidal 3 (U. S. E. B. M. A.).**—At Galveston, Galveston County, in the west face of the concrete foundation wall of the cable tank, near the steps leading into the shed house. The top of a brass bolt, filed flat to produce a horizontal surface. (2.299 meters or 7.543 feet.)

**Tidal 4.**—At Galveston, Galveston County, in the concrete wall of the cable tank, about 6 inches above Tidal 3. A horizontal line cut in the head of a brass bolt flush with the wall. (2.451 meters or 8.041 feet.)

**Tidal 5 (U. S. E.).**—At Galveston, Galveston County, in the northwest bearing pile of the Fort Point Lighthouse, established by the Corps of Engineers, United States Army, in 1800. The top of the northeast bolt. (1.042 meters or 3.419 feet.)

**Tidal 6 (U. S. E.).**—At Galveston, Galveston County, about 6 feet east of the the trestle bent marked "100." The top of a section of rail set vertically in the center of and nearly level with the surface of the tracks. Reported destroyed. (2.410 meters or 7.906 feet.)

**Tidal 7 (U. S. E.).**—At Galveston, Galveston County, about 14 feet north of the trestle bent marked "90." The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (2.576 meters or 8.451 feet.)

**Tidal 8 (U. S. E.).**—At Galveston, Galveston County, about 28 feet north of the trestle bent marked "80." The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (2.602 meters or 8.537 feet.)

**Tidal 9 (U. S. E. B. M. fence line).**—At Galveston, Galveston County, between 400 and 500 feet south of the office building at Fort Point, in the center of the south jetty and immediately below the railroad trestle, directly beneath a stringer. The top of a brass bolt set in a box of concrete. Reported destroyed. (0.964 meter or 3.162 feet.)

**Tidal 10 (U. S. E.).**—At Galveston, Galveston County, near the trestle bent marked "60." The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (2.614 meters or 8.576 feet.)

**Tidal 11 (U. S. E.).**—At Galveston, Galveston County, about 14 feet south of the trestle bent marked "50." The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (2.490 meters or 8.169 feet.)

**Tidal 12 (U. S. E.).**—At Galveston, Galveston County, about 29 feet north of the trestle bent marked "40." The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (2.606 meters or 8.550 feet.)

**Tidal 13 (U. S. E.).**—At Galveston, Galveston County, near the trestle bent marked "30," beneath a tie, a portion of which was cut away to reach the bench mark. The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (2.379 meters or 7.805 feet.)

**Tidal 14 (U. S. E.).**—At Galveston, Galveston County, about 12 feet south of the trestle bent marked "20," partly covered by a tie. The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (1.924 meters or 6.312 feet.)

**Tidal 15 (U. S. E.).**—At Galveston, Galveston County, about 10 feet south of the trestle bent marked "10." The top of a section of rail set vertically in the center of the tracks. Reported destroyed. (1.953 meters or 6.407 feet.)

**Tidal 16.**—At Galveston, Galveston County, on Ninth Street, in the northwest corner of the hospital grounds, in the concrete walk about 4 inches from the corner of the walk and about 28 inches from a telegraph pole. The top of a wire nail. Reported destroyed. (1.882 meters or 6.175 feet.)

**Tidal 17.**—At Galveston, Galveston County, on the corner of Ninth and Strand Streets. The highest point of the diagonal line forming the intersection of the south and west concrete walls about the hospital grounds. (2.576 meters or 8.451 feet.)

**Tidal 18.**—At Galveston, Galveston County, on the corner of Twentieth and Strand Streets, in the northeast corner of the Hendley Building and lettered "Elev. 7.151 U S E U S B M." The concrete pavement has been raised 4 inches above the bench mark, but the rod may still be placed on a corner of the water table which projects into the alley. This bench mark is the city datum. (1.733 meters or 5.686 feet.)

**Tidal 19.**—At Galveston, Galveston County, on the corner of Twentieth and Strand Streets, on the north side of the Hendley Building and about 1 foot from the east end, about 4 feet above Tidal 18. A small hole in the center of the head of a copper bolt flush with the wall. (2.940 meters or 9.646 feet.)

## LINE IX, EL RENO, OKLA., TO JERICHO, TEX. (PART).

This is the Texas portion of a line which follows the Chicago, Rock Island & Pacific Railway from El Reno, Okla., to Jericho, Tex. The field work was done by Ford Kurtz, aide, between July 1 and September 14, 1909.

**H 9.**—At Benonine, Wheeler County, on the right-of-way fence line of the Chicago, Rock Island & Pacific Railway, 12 meters (39 feet) north of the center line of the main track, just even with the signboard "Benonine," opposite the gates of the stock pens. An iron pipe. (653.998 meters or 2,145.658 feet.)

**I 9.**—At Fuller, Wheeler County, on the right of way of the Chicago, Rock Island & Pacific Railway, 24 meters (78 feet) north of the center line of the main track, just even with the signboard "Fuller," just east of the section house, and about 0.7 meter above the track. A stone post with square hole in top. (665.989 meters or 2,184.999 feet.)

**J 9.**—About 3.8 miles east of Shamrock, Wheeler County, just inside the right of way of the Chicago, Rock Island & Pacific Railway, 14.2 meters (46.6 feet) north of the center line of the main track, at the northwest property corner of the highway crossing near the signboard. An iron pipe. (700.433 meters or 2,298.004 feet.)

**K 9.**—At Shamrock, Wheeler County, nearly opposite the west end of the Chicago, Rock Island & Pacific Railway station, 26 meters (85 feet) south of the center line of the main track, 0.3 meter above the rails. A stone post with square hole in top. (711.034 meters or 2,332.784 feet.)

**L 9.**—At Shamrock, Wheeler County, at the northwest corner of Main and Second Streets, 1 decimeter (4 inches) above the sidewalk, in the base stone on the east side of the First National Bank Building. A brass disk. (713.864 meters or 2,342.068 feet.)

**M 9.**—About 3.5 miles west of Shamrock, Wheeler County, at the top of the grade between Shamrock and Lela, on the Chicago, Rock Island & Pacific Railway, halfway between the first and second telegraph poles west of milepost 668, 14.3 meters (47 feet) south of the center line of the main track near the line fence between the railroad right of way and an east-and-west highway. An iron pipe. (730.020 meters or 2,395.074 feet.)

**N 9.**—At Lela (formerly Story), Wheeler County, 72 meters (236 feet) west of the Chicago, Rock Island & Pacific Railway station, 12.2 meters (40 feet) north of the center line of the main track, and just west of the crossing signboard. A stone post with square hole in top. (735.617 meters or 2,413.436 feet.)

**O 9.**—About 3.1 miles northeast of Ramsdell, Wheeler County, just inside the right of way of the Chicago, Rock Island & Pacific Railway, on a small ridge near an abandoned road crossing, 2 telegraph poles northeast of milepost 673-20, and 14 meters (46 feet) northwest of the center line of the main track. An iron pipe. (759.674 meters or 2,492.364 feet.)

**P 9.**—At Ramsdell, Wheeler County, inside the right of way of the Chicago, Rock Island & Pacific Railway, in line with the east highway fence at the road crossing, 134 meters (440 feet) east of the ticket office in the railroad station, and 30 meters (98 feet) north of the center line of the main track. A stone post with square hole in top. (780.015 meters or 2,559.099 feet.)

**Q 9.**—At Ramsdell, Wheeler County, on the west end of the concrete foundation of the Chicago, Rock Island & Pacific Railway station, 0.3 meter below the top and 0.6 meter from the northwest corner. A brass disk. (781.796 meters or 2,564.943 feet.)

**R 9.**—About 6 miles west of Ramsdell, Wheeler County, 2 telegraph poles east of milepost 682-25, on the Chicago, Rock Island & Pacific Railway, 13.3 meters (44 feet) south of the center line of the main track, and about 0.25 meter east of the Wheeler-Gray County fence line. An iron pipe. (833.257 meters or 2,733.777 feet.)

**S 9.**—At McLean, Gray County, on the east wall of the concrete foundation of the Chicago, Rock Island & Pacific Railway station, 0.3 meter below the top and 0.2 meter from the northeast corner. A brass disk. (871.344 meters or 2,858.734 feet.)

**T 9.**—At McLean, Gray County, at the northeast corner of Main and First Streets, on the building occupied by the Citizens State Bank of McLean. It is to the left of the entrance on the southwest corner, 1.4 meters above the sidewalk. A brass disk. (873.249 meters or 2,864.985 feet.)

**U 9.**—About 3.9 miles southwest of McLean, Gray County, inside the right of way at the southwest end of a cut on a curve on the Chicago, Rock Island & Pacific Railway, halfway between the second and third telegraph poles southwest of milepost 691, 14.3 meters (47 feet) northwest of the center line of the main track. An iron pipe. (902.748 meters or 2,961.765 feet.)

**V 9.**—About 1.5 miles northeast of Alanreed, Gray County, just outside the right of way at the south end of a cut on the Chicago, Rock Island & Pacific Railway, 2 telegraph poles north of milepost 694-15, 16 meters (52 feet) east of the center line of the main track, and to the west of the highway. An iron pipe. (916.951 meters or 3,008.363 feet.)

**W 9.**—At Alanreed, Gray County, 21.2 meters (70 feet) south of a point on the center line of the main track of the Chicago, Rock Island & Pacific Railway, which is 10.7 meters (35 feet) east of the railroad station, 1.2 meters above the main tracks, and just north of the highway. A stone post with square hole in top. (928.571 meters or 3,046.487 feet.)

**X 9.**—At Alanreed, Gray County, at the northwest corner of Main Street and Second Avenue, on the brick building occupied by the Bank of Alanreed. It is on the southwest corner of the building, to the left of the entrance, and 0.3 meter above the sidewalk. A brass disk. (922.767 meters or 3,027.445 feet.)

**Y 9.**—About 3 miles southwest of Alanreed, Gray County, at the north end of the curve in the cut on the Chicago, Rock Island & Pacific Railway, halfway to the first pole north of milepost 699, 15 meters (49 feet) west of the center line of the main track, and just east of the public highway, which follows the divide. An iron pipe. (946.118 meters or 3,104.055 feet.)

**Z 9.**—At Rockledge, Donley County, 60 meters (197 feet) south of the center line of the main track of the Chicago, Rock Island & Pacific Railway, even with and across the tracks from the signboard "Rockledge," at the north fence line of the highway which follows the divide. An iron pipe. (965.480 meters or 3,167.579 feet.)

**A 10.**—About 3.5 miles east of Jericho, Donley County, just outside the right of way near the west end of the curve at the top of the grade on the Chicago, Rock Island & Pacific Railway, 1 telegraph pole east of milepost 704-15, 15 meters (49 feet) south of the center line of the main track, and about 40 meters (131 feet) north of the highway which follows the divide. An iron pipe. (967.194 meters or 3,173.203 feet.)

**B 10.**—At Jericho, Donley County, on the right of way property line of the Chicago, Rock Island & Pacific Railway, 60 meters (197 feet) west of the railroad station, 20.7 meters (67 feet) south of the center line of the main track. A stone post with square hole in top. (976.066 meters or 3,202.310 feet.)

#### LINE X, FORT WORTH TO EL PASO, TEX.

This line follows the Texas & Pacific Railway from Fort Worth to Sierra Blanca, Tex., and the Galveston, Harrisburg & San Antonio Railway (Southern Pacific Co.) from Sierra Blanca to El Paso, Tex. The field work was done by C. M. Cade, assistant, between April 4, 1910, and January 10, 1911.

For additional bench marks at Fort Worth, see pages 23, 24, and 27.

**C 10.**—At Fort Worth, Tarrant County, on Hill Street concrete viaduct, over the Texas & Pacific and the St. Louis-San Francisco Railway tracks, 1.1 miles west of the Union Passenger Station, on the east face of the north side of the arch over the main-line track of the Texas & Pacific Railway, about 5 feet above the ground and 1 foot from the south edge of the face of the arch. A brass disk. Disk reported removed in 1920. (190.315 meters or 624.392 feet.)

**D 10.**—About 2.1 miles west of Fort Worth, Tarrant County, on the highway bridge carrying the Fort Worth and Weatherford road over the Clear Fork of the Trinity River, on the top of the south wing wall of the east concrete abutment, about 0.2 meter from the footplate of the truss. This bridge is about 35 meters (115 feet) north of the Texas & Pacific Railway bridge 249A over the same stream. A brass disk. (169.854 meters or 557.262 feet.)

**E 10.**—About 4.5 miles west of Fort Worth, Tarrant County, and midway between the Texas & Pacific Railway track and the center of the Fort Worth and Weatherford highway, 0.5 meter inside and south of the railroad's right-of-

way fence and 1.5 meters inside and east of the fence of the first byroad that crosses the track west of the siding for the Fort Worth waterworks pumping station. An iron pipe. (175.614 meters or 576.160 feet.)

**F 10.**—About 1.4 miles east of Benbrook, Tarrant County, on the middle pier of the Texas & Pacific Railway plate-girder bridge No. 254C over Marys Creek, on the top of the coping of the north end of the pier, and approximately in the center of the stone. The bottom of a square hole. (189.979 meters or 623.200 feet.)

**G 10.**—At Benbrook, Tarrant County, on land belonging to C. W. Carpenter, at the turn of the Fort Worth and Weatherford highway, just across the road and south of the Texas & Pacific Railway stock pens, about 50 meters (164 feet) south of the main-line track, and 2.5 feet south and 2.5 feet west of the highway fence. A stone post with square hole in top. (201.982 meters or 662.669 feet.)

**H 10.**—About 2.8 miles west of Benbrook, Tarrant County, on the Texas & Pacific Railway plate-girder bridge No. 258B over Walnut Creek, on the top of the north end of the east masonry abutment. A brass disk. (239.965 meters or 787.285 feet.)

**I 10.**—At Iona, Parker County, about 130 meters (427 feet) west of the section house of the Texas & Pacific Railway, 15 meters (49 feet) south of the west end of the siding, and 1 meter north of the fence between the railroad right of way and the county road. An iron pipe. (298.797 meters or 980.303 feet.)

**J 10.**—At Aledo, Parker County, on land belonging to J. J. Sears and in use as a public park, about midway of the south side of the park, and 1 meter north of the boundary fence. A stone post with square hole in top. (270.678 meters or 888.049 feet.)

**K 10.**—At Aledo, Parker County, on the west side of the entrance of the stone building owned by J. J. Sears, and occupied by his general merchandise store, and 2 meters above the sidewalk. A brass disk. (271.892 meters or 892.032 feet.)

**L 10.**—About 1.7 miles west of Aledo, Parker County, on the Texas & Pacific Railway bridge No. 266C over Clear Creek, on top of the highest course of the east masonry abutment, and in line with the west girder. A copper bolt. (245.637 meters or 805.894 feet.)

**M 10.**—About 2.8 miles west of Aledo, Parker County, on the Texas & Pacific Railway bridge No. 267C over the Clear Fork of the Trinity River, on the top of the eastern abutment, and in line with the south girder. The bottom of a square hole. (249.345 meters or 818.059 feet.)

**N 10.**—About 0.4 mile west of Anneta, Parker County, on the Texas & Pacific Railway bridge No. 270B over Burgess Creek, on the stone coping, at the northern end of the eastern abutment, and on a level with the bottom of the girder. The bottom of a square hole. (261.192 meters or 856.927 feet.)

**O 10.**—About 0.5 mile east of Earls, Parker County, on the Texas & Pacific Railway bridge No. 273A over the Clear Fork of the Trinity River on top of the northern end of the western abutment. The bottom of a square hole. (274.745 meters or 901.392 feet.)

**P 10.**—At Earls, Parker County, on the Texas & Pacific Railway right of way, midway of a switch, and 1 meter north of the south fence. An iron pipe. (276.192 meters or 906.140 feet.)

**Q 10.**—About 2.5 miles east of Weatherford, Parker County, on the Texas & Pacific Railway bridge No. 275B over the Clear Fork of the Trinity River, on the south end of the east abutment, 0.2 meter from the corner of the stone, and 6 meters from the center of the track. A copper bolt. (285.976 meters or 938.240 feet.)

**R 10.**—At Weatherford, Parker County, on the Texas & Pacific Railway, 0.6 mile east of the depot, on bridge No. 277C over the Clear Fork of the Trinity River, 0.2 meter north of the south end of the east masonry pier, 1 meter below the rail, and 3 meters from the center of the track. A copper bolt. (301.666 meters or 989.716 feet.)

**S 10.**—At Weatherford, Parker County, on Parker County Courthouse, 1.1 meters south of the northeast corner stone, 1 meter from the ground. A brass disk. Probably destroyed in rebuilding the courthouse. (320.789 meters or 1,052.456 feet.)

**T 10.**—At Weatherford, Parker County, in the northwest corner of the Texas & Pacific Railway park, 11 meters (36 feet) from the center of the main-line track, and 16 meters (52 feet) east of the northeast corner of the depot. A stone post with square hole in top. (308.128 meters or 1,010.917 feet.)

**U 10.**—About 1.4 miles west of Weatherford, Parker County, on the Texas & Pacific Railway bridge No. 279A over the Clear Fork of the Trinity River, on top of the north end of the east masonry pier, 0.85 meter from the center of the north girder, and 1 meter below the rail. A copper bolt. (319.776 meters or 1,049.131 feet.)

**V 10.**—About three miles west of Weatherford, Parker County, at the crossing of the Texas & Pacific Railway and the Weatherford-Mineral Wells county road, west of the road, and on the north line of the railroad right of way. An iron pipe. (347.342 meters or 1,139.571 feet.)

**W 10.**—At Lambert, Parker County, in the southwest corner of the section-house yard, on the Texas & Pacific Railway property, north of the track, and east of the main road crossing. An iron pipe. (353.079 meters or 1,153.393 feet.)

**X 10.**—About 4 miles east of Millsap, Parker County, on the Texas & Pacific Railway right of way, 12 meters (39 feet) north of the track, and 2 meters west of the west fence of the road that crosses the track at this point. An iron pipe. (295.369 meters or 969.056 feet.)

**Y 10.**—At Millsap, Parker County, on the Texas & Pacific Railway right of way, south of the track, west of the main road that crosses the track west of the depot, and 1 meter from the railroad fence. A stone post with square hole in top. (250.534 meters or 821.960 feet.)

**Z 10.**—About 2.5 miles west of Millsap, Parker County, on the Texas & Pacific Railway bridge No. 294B over Rock Creek, on the west concrete abutment, 0.3 meter below the rail, and 1.5 meters north of the center of the track. A copper bolt. (229.805 meters or 753.952 feet.)

**A 11.**—At Bennetts, Parker County, 13 meters (43 feet) south of the Texas & Pacific Railway main-line track at the station. A stone post with square hole in top. (229.659 meters or 753.473 feet.)

**B 11.**—About 1.5 miles east of Brazos, Palo Pinto County, on the Texas & Pacific Railway right of way, 19 meters (62 feet) west of bridge No. 300A, 1 meter north of the south fence and 1 meter west of the west fence of the road that crosses the track at this point. An iron pipe. (248.068 meters or 813.870 feet.)

**C 11.**—About 0.7 mile east of Brazos, Palo Pinto County, on the Texas & Pacific Railway bridge No. 301A, on the south end of the east abutment wall, 0.2 meter below the rail. A copper bolt. (238.862 meters or 783.667 feet.)

**D 11.**—At Brazos, Palo Pinto County, in front of the depot, 1 meter south of the north fence, on the Texas & Pacific Railway right of way. An iron pipe. (246.326 meters or 808.155 feet.)

**E 11.**—About 3 miles east of Santo, Palo Pinto County, on the Texas & Pacific Railway bridge No. 305B over Palo Pinto Creek, on the north end of the west abutment, 0.2 meter north of the northwest corner of the footplate of the truss. A copper bolt. (239.974 meters or 787.315 feet.)

**F 11.**—About 0.7 mile east of Santo, Palo Pinto County, on the Texas & Pacific Railway bridge No. 308A over Sunday Creek, on top of the north end of the east abutment 1.6 meters below the rail at the end of the truss. A copper bolt. (245.361 meters or 804.989 feet.)

**G 11.**—At Santo, Palo Pinto County, on the north side of the main-line track of the Texas & Pacific Railway, 90 meters (295 feet) west of the depot and 1 meter from the corner of the right-of-way fence. A stone post with square hole in top. (250.686 meters or 822.459 feet.)

**H 11.**—About 3.9 miles east of Santo, Palo Pinto County, on the Texas & Pacific Railway right of way, 142 meters (465 feet) west of a siding and 1 meter south of the fence between the railroad and the county road. An iron pipe. (268.527 meters or 880.993 feet.)

**I 11.**—At Judd, Palo Pinto County, on the Texas & Pacific Railway right of way, 1 meter south of the fence between the right of way and the county road and about 15 meters (49 feet) east of the station. An iron pipe. (278.574 meters or 913.955 feet.)

**J 11.**—About 1.9 miles east of Gordon, Palo Pinto County, on the Texas & Pacific Railway bridge No. 317E over Bartons Creek, on top of the coping stone on the south end of the west abutment, 4.3 meters from the center of the track and 0.8 meter below the rail. A copper bolt. (284.829 meters or 934.476 feet.)

**K 11.**—At Gordon, Palo Pinto County, 38 meters (125 feet) east of the center of the Texas & Pacific Railway depot, on the east line of Locust Street. A stone post with square hole in top. (294.819 meters or 967.252 feet.)

**L 11.**—About 1 mile east of **Mingus**, Palo Pinto County, north of the main-line track of the Texas & Pacific Railway and 1 meter south of the right-of-way fence. A stone post with square hole in top. (291.388 meters or 955.996 feet.)

**M 11.**—At **Mingus**, Palo Pinto County, on the east face of the concrete water table of the center pillar supporting the porch roof of the Texas & Pacific Railway depot and 3 feet from the ground. A brass disk. (292.031 meters or 958.105 feet.)

**N 11.**—About 1.4 miles west of **Mingus**, Palo Pinto County, on the Texas & Pacific Railway bridge No. 324A over the South Fork of Palo Pinto Creek, on the north end of the east abutment 3.5 meters from the center of the track and 1 meter below the rail. A copper bolt. (290.617 meters or 953.466 feet.)

**O 11.**—At **Strawn**, Palo Pinto County, on the north side of the Texas & Pacific Railway track in line with the telegraph poles, 530 meters (1,739 feet) east of the depot and 1 meter east of the fence to the cattle guard. An iron pipe. (303.560 meters or 995.930 feet.)

**P 11.**—At **Strawn**, Palo Pinto County, on the north side of the Texas & Pacific Railway track, 394 meters (1,293 feet) west of the depot, 7 meters west of a pile culvert and 1 meter from the right-of-way fence. A stone post with square hole in top. (304.030 meters or 997.472 feet.)

**Q 11.**—About 2.3 miles west of **Strawn**, Palo Pinto County, on the northeast corner of the southeast concrete footing of the Texas & Pacific Railway water tank. The bottom of a square hole. (317.522 meters or 1,041.737 feet.)

**R 11.**—About 4.1 miles west of **Strawn**, Palo Pinto County, on the Texas & Pacific Railway bridge No. 331A on top of the east abutment in the center of the track and 1 meter below the rail. A copper bolt. (328.052 meters or 1,076.284 feet.)

**S 11.**—About 0.9 mile east of **Wiles**, Stephens County, on the Texas & Pacific Railway bridge No. 333D, on top of the south end of the east abutment. A copper bolt. (344.531 meters or 1,130.349 feet.)

**T 11.**—At **Wiles**, Stephens County, north of the track at the Texas & Pacific Railway station, on the right of way, 1 meter from the north fence. An iron pipe. (354.284 meters or 1,162.347 feet.)

**U 11.**—About 0.7 mile west of **Wiles**, Stephens County, on the Texas & Pacific Railway bridge No. 335A over the North Fork of Palo Pinto Creek, on the north end of the west abutment, 0.1 meter from the west end of the abutment, 0.65 meter from the north side of the abutment, and 1.6 meters below the rail. A copper bolt. (361.966 meters or 1,187.550 feet.)

**V 11.**—About 2 miles east of **Tiffin**, Eastland County, on the Texas & Pacific Railway bridge No. 337D over the canyon of the North Fork of Palo Pinto Creek, on top of the coping of the fourth stone pier from the west end, 0.2 meter from the south end, and 0.57 meter from the west side of the pier, 2 meters from the center of the track, and 2.1 meters below the rail. The bottom of a square hole. (400.607 meters or 1,314.522 feet.)

**W 11.**—At **Tiffin**, Eastland County, west of the main line of the Texas & Pacific Railway, 2 meters east of the right-of-way fence. An iron pipe. (426.448 meters or 1,399.105 feet.)

**X 11.**—At **Ranger**, Eastland County, 5.58 meters (19 feet) northeast of the Texas & Pacific Railway depot, west of the main-line track, 2 meters from the right-of-way fence. A stone post with square hole in top. (441.791 meters or 1,449.443 feet.)

**Y 11.**—At **Ranger**, Eastland County, on the Texas & Pacific Railway depot, about 3 meters north of the southeast corner of the building and 1.3 meters above the ground. A brass disk. (440.123 meters or 1,443.970 feet.)

**Z 11.**—About 1 mile west of **Ranger**, Eastland County, on the Texas & Pacific Railway, 15 meters (49 feet) west of the center of the main-line track and 2 meters from the country-road fence. An iron pipe. (446.498 meters or 1,464.886 feet.)

**A 12.**—About 4.2 miles west of **Ranger**, Eastland County, 90 meters (295 feet) west of the Texas & Pacific Railway culvert No. 346A, 12 meters (39 feet) west of the center of the main track and in line with the right-of-way fence. An iron pipe. (446.947 meters or 1,466.359 feet.)

**B 12.**—At **Olden**, Eastland County, on the Texas & Pacific Railway right of way, west of the road crossing at the west end of the switch on the north side of the main line, 6 meters (20 feet) from the center of the track and 3 meters west of the cattle guard. An iron pipe. (476.087 meters or 1,561.962 feet.)

**C 12.**—About 2 miles east of **Eastland**, Eastland County, on the west side of a public highway, 7 meters south of the main line of the Texas & Pacific Rail-

way and 1 meter east of the western cattle guard. An iron pipe. (455.250 meters or 1,493.599 feet.)

**D 12.**—At Eastland, Eastland County, at the west end of the old depot in the city park north of the Texas & Pacific Railway, 33 meters (108 feet) from the main road at the east side of the park, 46 meters (151 feet) from the main track, and 1 meter from the south fence of the park. A stone post with square hole in top. (435.950 meters or 1,430.279 feet.)

**E 12.**—About 2.6 miles west of Eastland, Eastland County, north of the main-line track of the Texas & Pacific Railway, on the right of way, 16 meters (52 feet) east of bridge No. 354D, and 1 meter from the fence. An iron pipe. (446.315 meters or 1,464.285 feet.)

**F 12.**—At Lem, Eastland County, 16 meters (52 feet) north of the main line of the Texas & Pacific Railway at the station. An iron pipe. (458.234 meters or 1,503.389 feet.)

**G 12.**—At Cisco, Eastland County, on the masonry between the doors of the Cisco Banking Co.'s bank building, 20 inches above the sidewalk, and 12 inches south of the north door. A copper bolt. (495.940 meters or 1,627.096 feet.)

**H 12.**—At Cisco, Eastland County, at the north end of the park east of the station, west of the Texas Central Railroad, and south of the Texas & Pacific Railway. A stone post with square hole in top. (493.725 meters or 1,619.829 feet.)

**I 12.**—About 4.4 miles west of Cisco, Eastland County, on the Texas & Pacific Railway, 10 meters (33 feet) west of bridge No. 360A over a byroad, 14 meters (46 feet) south of the center of the track and in line with the right-of-way fence. An iron pipe. (504.774 meters or 1,656.079 feet.)

**Lamb** (triangulation station).—About 2 miles east of Dothan, Eastland County, 2 miles south and 5 miles west of Cisco, 1 mile south of the old base line public road, on one of the highest points of an extensive plateau. It is on the property of J. J. Livingston in a grove of low oak trees just to the east of a north-and-south road. The south gable of J. F. Lamb's house is distant about 120 meters (394 feet), and the east chimney of Livingston's house 78 meters (256 feet). The point of a 40-penny nail projecting  $\frac{1}{4}$  inch above the concrete that fills an iron pipe  $1\frac{1}{2}$  inches in diameter, which in turn is embedded in a cylinder of concrete 20 inches in diameter. (534.706 meters or 1,754.282 feet.)

**Lamb** (triangulation station, reference mark).—About 2 miles east of Dothan, Eastland County, 2 miles south and 5 miles west of Cisco, 1 mile south of the old base line public road, on one of the highest points of an extensive plateau, on the property of J. J. Livingston, in a grove of low oak trees 0.4 meter (1.3 feet) east of the fence line on the east side of a north-and-south road, and 21.1 meters (69.2 feet) from triangulation station Lamb, which is a 40-penny nail set in concrete about 120 meters (394 feet) from the south gable of J. F. Lamb's house and 78 meters (256 feet) from the east chimney of Livingston's house. The reference mark is the point of a 40-penny nail projecting  $\frac{1}{4}$  inch above the concrete that fills an iron pipe 1.5 inches in diameter, which in turn is embedded in a cylinder of concrete 12 inches in diameter. (534.578 meters or 1,753.862 feet.)

**J 12.**—At Dothan, Eastland County, 180 meters (591 feet) west of the depot on the north side of the Texas & Pacific Railway track, and 1 meter from the fence between the right of way and the county road. A stone post with square hole in top. (493.305 meters or 1,618.451 feet.)

**K 12.**—About 3.3 miles east of Putnam, Callahan County, on the Texas & Pacific Railway right of way, 15 meters (49 feet) north of the center of the track on the east side of the county road that crosses the track at this point. An iron pipe. (478.727 meters or 1,570.623 feet.)

**L 12.**—At Putnam, Callahan County, 3 meters (10 feet) from the southwest corner of the square containing the mineral wells of the Putnam Mineral Water Co., 46 meters (151 feet) from the main line of the Texas & Pacific Railway, and 27 meters (89 feet) from southeast corner of the Farmers' State Bank Building. A stone post with square hole in top. (468.631 meters or 1,603.117 feet.)

**M 12.**—At Putnam, Callahan County, on the Farmers' State Bank, 1.7 meters west of the southeast corner, and 0.55 meter above the sidewalk. A copper bolt. (490.095 meters or 1,607.920 feet.)

**N 12.**—About 2.5 miles west of Putnam, Callahan County, on the Texas & Pacific Railway right of way, 15 meters (49 feet) south from the center of the track, and west of the county road that crosses the track at this point. An iron pipe. (459.069 meters or 1,506.129 feet.)

**O 12.**—At Chautauqua, Callahan County, on the Texas & Pacific Railway right of way, 19 meters (62 feet) south of the center of the main-line track at the station, and 1 meter from the fence. A stone post with square hole in top. (465.011 meters or 1,525.624 feet.)

**P 12.**—About 2.9 miles west of Chautauqua, Callahan County, on the Texas & Pacific Railway bridge No. 384A, over Mexia Creek, 0.2 meter from the north end and 0.2 meter from the east side of the east abutment. The bottom of a square hole. (485.215 meters or 1,591.910 feet.)

**Q 12.**—About 1.8 miles east of Baird, Callahan County, on the Texas & Pacific Railway bridge No. 385A, over Mexia Creek, on top of the north end of the east abutment. A copper bolt. (497.437 meters or 1,632.008 feet.)

**R 12.**—At Baird, Callahan County, near the southwest corner of the station part east of the depot. A stone post with square hole in top. (523.822 meters or 1,718.573 feet.)

**S 12.**—At Baird, Callahan County, on the south face of the southeast corner stone of the Callahan County Courthouse, 3 feet from the ground. A brass disk. (525.736 meters or 1,724.852 feet.)

**T 12.**—About 3 miles west of Baird, Callahan County, on the Texas & Pacific Railway right of way, 9 meters north of the track, 2 meters east of the line fence running north, and 18 meters (59 feet) from a double oak tree in the county road. An iron pipe. (580.226 meters or 1,903.625 feet.)

**U 12.**—At Clyde, Callahan County, on the Texas & Pacific Railway right of way, 15 meters (49 feet) north of the center of the track, and 97 meters (318 feet) east of the depot. A stone post with square hole in top. (605.654 meters or 1,987.050 feet.)

**V 12.**—About 3 miles west of Clyde, Callahan County, 11 meters (36 feet) south of the center of the Texas & Pacific Railway track, and just west of the county road that crosses the track at this point. An iron pipe. (612.299 meters or 2,008.852 feet.)

**W 12.**—At Elmdale, Taylor County, 15 meters (49 feet) north of the center of the Texas & Pacific Railway track, on the west line of the county road running north, and 1 meter from the right-of-way fence. A stone post with square hole in top. (543.403 meters or 1,782.815 feet.)

**X 12.**—At Abilene, Taylor County, on the south end of the east abutment of the overhead crossing of the Texas & Pacific Railway over the Wichita Valley Railway, 36 meters (118 feet) from the center of the track, and 1 meter below the rail. A copper bolt. (522.001 meters or 1,712.598 feet.)

**Y 12.**—At Abilene, Taylor County, near the southwest corner of the south steps of the United States Weather Bureau building. A stone post with square hole in top. (525.969 meters or 1,725.617 feet.)

**Z 12.**—At Abilene, Taylor County, on the main building of Christian College, on the top course of stone of the masonry of the porch, east of the steps, and 0.87 meter above the ground. A copper bolt. (525.690 meters or 1,724.702 feet.)

**A 13.**—At Abilene, Taylor County, 1.1 miles west of the Texas & Pacific Railway depot, 12 meters (39 feet) south of the track. An iron pipe. (524.107 meters or 1,719.508 feet.)

**B 13.**—About 5 miles west of Abilene, Taylor County, north of the Texas & Pacific Railway track and west of the county road that crosses the railroad at this point. An iron pipe. (525.118 meters or 1,722.825 feet.)

**C 13.**—At Tye, Taylor County, on the Texas & Pacific Railway, in the northeast corner of the yard of the section foreman's house, 8 meters (26 feet) south of the center of the main-line track. A stone post with square hole in top. (548.452 meters or 1,799.380 feet.)

**D 13.**—At Tye, Taylor County, 225 meters (738 feet) west of the Texas & Pacific Railway depot, 14 meters (46 feet) north of the track and just west of a road which crosses the track. An iron pipe. (546.965 meters or 1,794.501 feet.)

**E 13.**—About 4.2 miles east of Merkel, Taylor County, on the Texas & Pacific Railway, at milepost 419, in the county road, 2 meters from the north right-of-way fence. An iron pipe. (541.447 meters or 1,776.397 feet.)

**F 13.**—At Merkel, Taylor County, on top of the southwest side of the circular concrete foundation of the Texas & Pacific Railway water-filtering tower, and about 6 inches above the ground. A copper bolt. (570.120 meters or 1,870.469 feet.)

**G 13.**—At Merkel, Taylor County, at the northeast corner of Front and Kent Streets, on the south face of the corner stone at the southwest corner of a stone

building belonging to Doctor Adkissen, and 1.3 meters above the sidewalk. A copper bolt. (571.580 meters or 1,875.259 feet.)

H 13.—At Merkel, Taylor County, in front of the section foreman's house, 10 meters (33 feet) north of the main line of the Texas & Pacific Railway and just west of a road that crosses the track. A stone post with square hole in top. (570.506 meters or 1,871.735 feet.)

I 13.—About 2.5 miles west of Merkel, Taylor County, on the Texas & Pacific Railway right of way, 14 meters (46 feet) north of the center of the track, 85 meters (279 feet) east of milepost 426, just west of a byroad crossing, and 2 meters from the fence of a county road paralleling the railroad. An iron pipe. (566.941 meters or 1,860.039 feet.)

J 13.—At Trent, Taylor County, on the Texas & Pacific Railway right of way, 33 meters (108 feet) west of the center of the depot, 14 meters (46 feet) north of the main-line track, and on the west line of the main street of the town. A stone post with square hole in top. (583.651 meters or 1,914.861 feet.)

K 13.—At Trent, Taylor County, 62 meters (203 feet) west of the Texas & Pacific Railway depot, 1 meter outside the right-of-way fence at milepost 430, alongside the county road. An iron pipe. (584.550 meters or 1,917.810 feet.)

L 13.—About 4 miles east of Eskota, Fisher County, on the Texas & Pacific Railway right of way, south of the track at milepost 434 and 1 meter from the county-road fence. An iron pipe. (595.834 meters or 1,954.832 feet.)

M 13.—At Eskota, Fisher County, on the Texas & Pacific Railway right of way, 349 meters (1,145 feet) west of the depot, 12 meters (39 feet) north of the track, and just inside the county-road fence. A stone post with square hole in top. (590.784 meters or 1,938.264 feet.)

N 13.—About 4.9 miles east of Sweetwater, Nolan County, on the Texas & Pacific Railway bridge No. 443C over Sweetwater Creek, on the south end of the east abutment at the level of the bridge seat, 1.5 meters below the rail, and 3.3 meters from the center of the track. A copper bolt. (607.414 meters or 1,992.824 feet.)

O 13.—About 4 miles east of Sweetwater, Nolan County, on the east face of the west abutment of the Gulf, Colorado & Santa Fe Railway bridge over Sweetwater Creek near the overhead crossing of the Texas & Pacific Railway, 1.3 meters above the ground and 0.5 meter from the south end of the abutment. A brass disk. (609.881 meters or 2,000.918 feet.)

P 13.—At Sweetwater, Nolan County, in the southwest corner of the yard of the Nolan County Courthouse, 32.6 meters (107 feet) from the southwest corner of the courthouse, and 4 paces from each of two trees in the southwest corner of the yard. A stone post with square hole in top. (663.299 meters or 2,176.174 feet.)

Q 13.—At Sweetwater, Nolan County, on the west abutment of the overhead crossing of the Texas & Pacific Railway over the Kansas City, Mexico & Orient Railroad, 0.8 meter from the south end of the abutment, 3.4 meters from the center of the Texas & Pacific Railway track, and 1 meter below the rail. A copper bolt. (662.839 meters or 2,174.664 feet.)

R 13.—About 3.6 miles west of Sweetwater, Nolan County, on the Texas & Pacific Railway right of way, at the top of the first long steep grade west of Sweetwater, and 12 meters (39 feet) south of the center of the track. An iron pipe. (719.923 meters or 2,361.947 feet.)

S 13.—At Roscoe, Nolan County, 125 meters (410 feet) northwest of the Texas & Pacific Railway depot, 1 block east of the Roscoe-Snyder road, 1 meter east of the east line of a street running north and south, and 0.4 meter from the north end of the street. A stone post with square hole in top. (727.300 meters or 2,386.150 feet.)

T 13.—At Roscoe, Nolan County, at the northeast corner of First and Cypress Streets, 2 blocks west and 1 block south of the Texas & Pacific Railway depot, on the west side of Lipscomb & Davis's store, 1.3 meters from the southwest corner, and 0.4 meter above the sidewalk. A copper bolt. (727.413 meters or 2,386.521 feet.)

Patterson (triangulation station).—About 4 miles north of Roscoe, Nolan County, on the farm of A. A. Patterson, who lives 0.8 mile north of the bench mark. It is 9.8 meters to the north edge of the main east-and-west road, 700 meters (2,297 feet) east of the southwest corner of Patterson's property and between two of his tenant houses. The point of a 40-penny nail projecting  $\frac{1}{4}$  inch above the concrete that fills an iron pipe  $1\frac{1}{2}$  inches in diameter, which in turn is embedded in a cylinder of concrete 20 inches in diameter. (726.544 meters or 2,383.670 feet.)

U 13.—About 3 miles west of Roscoe, Nolan County, on the Texas & Pacific Railway right of way, 12 meters (39 feet) south of the track at milepost 459, and 1 meter from the fence of the county road paralleling the track. An iron pipe. (726.387 meters or 2,383.154 feet.)

V 13.—About 1 mile east of Loraine, Mitchell County, on the Texas & Pacific Railway right of way, 75 meters (246 feet) west of the first culvert out of Loraine, 13 meters (43 feet) north of the center of the track, and 1 meter from the fence. An iron pipe. (704.033 meters or 2,309.815 feet.)

W 13.—At Loraine, Mitchell County, on the Texas & Pacific Railway right of way, 144 meters (472 feet) west of the depot, 14 meters (46 feet) north of the center of the track, and 2 meters from the corner of the fence for the cattle guard. A stone post with square hole in top. (690.112 meters or 2,264.142 feet.)

X 13.—At Loraine, Mitchell County, on the Texas & Pacific Railway right of way, at the third telegraph pole west of milepost 407, 0.5 mile west of the depot, 10 meters (33 feet) south of the track and just west of a road crossing. An iron pipe. (688.176 meters or 2,257.791 feet.)

Y 13.—About 3.5 miles east of Colorado, Mitchell County, on the Texas & Pacific Railway right of way, 11 meters (36 feet) east of the sixth telegraph pole west of milepost 472, just east of a road crossing, and 10 meters (33 feet) north of the center of the track. An iron pipe. (675.693 meters or 2,216.836 feet.)

Z 13.—At Colorado, Mitchell County, 135 meters (443 feet) east of the dwelling house of the Texas & Pacific Railway section foreman, on top of the south retaining wall of a reinforced-concrete culvert over a dry ravine, 1 meter from the west end of the wall, 6 meters from the center of the track, and 0.4 meter below the rail. An outlined square. (630.225 meters or 2,067.063 feet.)

A 14.—At Colorado, Mitchell County, in the northeast corner of the yard of the Mitchell County courthouse; 5.2 meters from the northeast corner of the courthouse, 1.3 meters west and 1.8 meters south of the inside of a cement walk, and 1.7 meters from a poplar tree in the yard. A stone post with square hole in top. (631.413 meters or 2,071.561 feet.)

B 14.—At Colorado, Mitchell County, on the Texas & Pacific Railway bridge No. 476D over the Colorado River, on top of the concrete pier at the east end of the truss, 0.4 meter from the west end of the pier, in the center of the track, and 0.4 meter below the rail. An outlined square. (630.965 meters or 2,070.091 feet.)

C 14.—About 4.5 miles east of Westbrook, Mitchell County, on the Texas & Pacific Railway right of way, near the fifth telegraph pole east of milepost 481, 14 meters (46 feet) north of the center of the track and 1 meter from the fence. An iron pipe. (636.437 meters or 2,088.043 feet.)

D 14.—At Westbrook, Mitchell County, at the center of the east end of the Texas & Pacific Railway depot, 0.8 meter from the building. A stone post with square hole in top. (650.569 meters or 2,134.212 feet.)

E 14.—About 4.6 miles west of Westbrook, Mitchell County, on the Texas & Pacific Railway right of way at milepost 490, 13 meters (43 feet) north of the center of the track and 1 meter from the fence between the right of way and the county road. An iron pipe. (676.730 meters or 2,220.239 feet.)

F 14.—At Iatan, Mitchell County, 9 meters (30 feet) east of the depot on the Texas & Pacific Railway right of way, 7 meters south of the center of the main-line track, and 4.3 meters N. 15° E. of a large cottonwood tree. A stone post with square hole in top. (673.961 meters or 2,211.154 feet.)

G 14.—About 2.7 miles west of Iatan, Mitchell County, on the Texas & Pacific Railway right of way, halfway between the seventh and eighth telegraph poles west of milepost 497, and 12 meters (39 feet) north of the center of the track. An iron pipe. (705.406 meters or 2,314.320 feet.)

H 14.—About 3.6 miles east of Coahoma, Howard County, on the Texas & Pacific Railway right of way at milepost 500, 12 meters (39 feet) south of the center of the main-line track. An iron pipe. (722.321 meters or 2,369.815 feet.)

I 14.—At Coahoma, Howard County, at the southeast corner of the section-house yard, 81 meters (266 feet) west of the Texas & Pacific Railway depot, and 31 meters (102 feet) south of the center of the main-line track. A stone post with square hole in top. (733.654 meters or 2,406.997 feet.)

J 14.—About 1.9 miles west of Coahoma, Howard County, on the Texas & Pacific Railway right of way, 10 meters (33 feet) west of the fourteenth telegraph pole west of milepost 504, and 14 meters (46 feet) north of the center of the track. An iron pipe. (739.053 meters or 2,424.769 feet.)

**K 14.**—About 0.8 mile east of **Big Spring**, Howard County, on the Texas & Pacific Railway right of way, at the tenth telegraph pole east of milepost 512, just east of a road crossing at the west end of a short cut, and 10 meters (33 feet) north of the center of the track. A stone post with square hole in top. (731.888 meters or 2,401.203 feet.)

**L 14.**—At **Big Spring**, Howard County, at grade line on the north face of the new brick depot of the Texas & Pacific Railway, 16 meters (52 feet) from the northeast corner of the building, 4 meters west of the center of the main entrance, and 13 meters (43 feet) from the center of the main-line track. A brass disk. (732.073 meters or 2,401.800 feet.)

**M 14.**—At **Big Spring**, Howard County, 22 meters (72 feet) from the center of the main-line track of the Texas & Pacific Railway, on the west sidewalk in the front yard of the railway Y. M. C. A. building, 11 meters (36 feet) from the northwest corner of the building, 8 meters north of the west column of the porch, and 14 meters (46 feet) from the northeast corner of the porch. A stone post with square hole in top. (731.927 meters or 2,401.330 feet.)

**South end meridian line.**—At **Big Spring**, Howard County, in the southwest corner of the courthouse yard. The bench mark is the center of the "G" of the inscription "U. S. C. & G. S.," on top of the hard limestone monument 7 inches square, projecting 6 inches above the surface, which marks the south end of the meridian line established in 1901. The north end of the meridian line is probably destroyed by recent improvements. (741.741 meters or 2,433.520 feet.) Probably destroyed in 1903.

**N 14.**—About 3.9 miles west of **Big Spring**, Howard County, on the Texas & Pacific Railway right of way, at milepost 524 (old numbering), about 160 meters (525 feet) west of the fill over the arm of Hughes Lake, and 12 meters (39 feet) north of the main-line track. An iron pipe. (736.228 meters or 2,415.441 feet.)

**O 14.**—About 6.4 miles west of **Big Spring**, Howard County, on the Texas & Pacific Railway right of way, 11 meters (36 feet) south of the center of the track, 4 meters west of the fence at a road crossing, and 2 meters from the right-of-way fence. An iron pipe. (738.566 meters or 2,423.112 feet.)

**P 14.**—At **Morita**, Howard County, on the Texas & Pacific Railway right of way, 73 meters (240 feet) west of the section house, 14 meters (46 feet) north of the center of the track in line with the right-of-way fence just west of a byroad crossing. A stone post with square hole in top. (754.562 meters or 2,475.592 feet.)

**Q 14.**—About 3.2 miles west of **Morita**, Howard County, 9 meters north of the center of the Texas & Pacific Railway track, 2.5 meters from the right-of-way fence, on the east side of a byroad or trail that crosses the track to a house on the south side of the railroad. An iron pipe. (753.765 meters or 2,472.977 feet.)

**R 14.**—About 3.6 miles east of **Stanton**, Martin County, on the Texas & Pacific Railway right of way, 25 meters (82 feet) north of the center of the track, and 2 meters from the fence of the county road paralleling the track. An iron pipe. (784.385 meters or 2,573.436 feet.)

**Stanton** (triangulation station).—About 1 mile southeast of **Stanton**, Martin County, on the highest point of a narrow ridge running north and south, about 0.5 mile south of the Texas & Pacific Railway, and S. 54° E. from the Stanton city water tower. A cap screwed to the top of a 3-inch iron pipe which is embedded in concrete. (825.448 meters or 2,708.157 feet.)

**S 14.**—At **Stanton**, Martin County, in the northeast corner of the Martin County courthouse yard, 45 meters (148 feet) from the corner stone of the courthouse, 0.4 meter from the north fence of the yard and 1.5 meters from the east fence. A stone post with square hole in top. (814.888 meters or 2,673.512 feet.)

**T 14.**—At **Stanton**, Martin County, on the south side of the circular concrete foundation of the Texas & Pacific Railway water-purifying tower, 0.3 meter from the steel wall, and 4 meters from the center of the track. A copper bolt. (811.744 meters or 2,663.197 feet.)

**U 14.**—About 2.8 miles west of **Stanton**, Martin County, on the Texas & Pacific Railway, in the west side of a road crossing, 12 meters (39 feet) north of the center of the track, and 2 meters south of the north right-of-way fence. An iron pipe. (827.074 meters or 2,713.492 feet.)

**Stanton south base** (triangulation station).—About 7.1 miles west-southwest of **Stanton**, Martin County, 0.3 mile north of the Texas & Pacific Railway, on

clear level prairie land. A cap screwed to the top of a 3-inch iron pipe which is embedded in concrete. (821.058 meters or 2,693.755 feet.)

V 14.—At Germania, Midland County, on the Texas & Pacific Railway right of way, 44 meters (144 feet) west of the section foreman's house, 20.5 meters (87 feet) north of the center of the track, and 1 meter from the north right-of-way fence. A stone post with square hole in top. (838.692 meters or 2,751.609 feet.)

W 14.—About 0.8 mile west of Germania, Midland County, on the Texas & Pacific Railway right of way, 13 meters (43 feet) north of the center of the track, and 1.5 meters from the fence between the right of way and the county road that parallels the track. An iron pipe. (844.165 meters or 2,769.565 feet.)

X 14.—About 4.8 miles east of Midland, Midland County, on the Texas & Pacific Railway right of way, 11 meters (36 feet) west of the tenth telegraph pole west of milepost 555, and 3 meters east of the fence of the road that crosses the track. An iron pipe. (848.916 meters or 2,785.152 feet.)

Y 14.—About 3.2 miles east of Midland, Midland County, on the Texas & Pacific Railway right of way, about 60 meters (197 feet) from the rain gauge of the United States Weather Bureau, in range with the east side of a barn about 75 meters (246 feet) south of the track, 13 meters (43 feet) south of the center of the track and 1 meter from the fence between the right of way and the road paralleling it. An iron pipe. (840.134 meters or 2,756.340 feet.)

Z 14.—At Midland, Midland County, about 3 feet east of the southwest corner of the Texas & Pacific Railway station, in the water table and about 4 feet above the ground. A copper bolt. (847.715 meters or 2,781.212 feet.) In 1923 it was reported by a representative of the United States Geological Survey that this bolt had been removed but that the hole in which it had been set was recovered. A tablet, stamped "Z 14," was sent out and set in the hole which originally contained the copper bolt, after recessing the hole to take care of the tablet. The elevation of the mark is now believed to be within one-fourth inch of that of the original mark. The tablet is stamped "Z 14 2781.212."

A 15.—At Midland, Midland County, in the southeast corner of the Midland County Courthouse yard, about 48 meters (157 feet) from the southeast steps of the courthouse, 6 meters from a water plug in the street, and 5 meters west and 1 meter north of the inside of the walk. A stone post with square hole in top. (845.571 meters or 2,774.177 feet.) Reported in 1923 as having been covered up.

B 15.—About 4.7 miles west of Midland, Midland County, on the Texas & Pacific Railway right of way, at the west end of a spur track, 18 meters (59 feet) east of a byroad crossing, 13 meters (43 feet) south of the center of the main-line track, and 0.5 meter from the fence between the right of way and the road paralleling it. An iron pipe. (866.313 meters or 2,842.229 feet.)

Scar (triangulation station).—About 7 miles west of Midland, Midland County, and 3 miles east of Warfield, towns on the Texas & Pacific Railway, and 0.5 mile south of the railroad, on a round knoll in a cultivated field, the property of the Scarborough Cattle Co. of Midland. A brass cap screwed to the top of a 3-inch pipe. (880.646 meters or 2,889.253 feet.)

C 15.—At Warfield, Midland County, on the Texas & Pacific Railway, 20 meters (66 feet) east of the section foreman's house, and 18 meters (59 feet) north of the center of the main track. A stone post with square hole in top. (874.611 meters or 2,869.453 feet.)

D 15.—About 1.4 miles west of Warfield, Midland County, on the Texas & Pacific Railway right of way, 13 meters (43 feet) south of the center of the track. An iron pipe. (871.840 meters or 2,860.361 feet.)

E 15.—About 5.3 miles east of Odessa, Ector County, on the Texas & Pacific Railway right of way, near the third telegraph pole east of milepost 575, and 12 meters (39 feet) south of the center of the track. An iron pipe. (878.658 meters or 2,882.731 feet.)

Odessa (triangulation station).—About 2 miles east of Odessa, Ector County, and 1 mile north of the Texas & Pacific Railway, on the highest point of a low bare knoll in the pasture of C. P. Turner and 0.5 mile north of his house. A cap screwed to the top of a 3-inch iron pipe which is embedded in concrete. (898.564 meters or 2,948.039 feet.)

F 15.—At Odessa, Ector County, on the southwest corner of the southwest stone footing of the Texas & Pacific Railway water tank. An outlined square. (883.371 meters or 2,898.193 feet.)

**G 15.**—At Odessa, Ector County, in the southwest corner of the Ector County Courthouse yard, 42 meters (138 feet) from the southwest corner of the courthouse, and 0.7 meter from the concrete corner post of the yard. A stone post with square hole in top. (884.705 meters or 2,902.569 feet.)

**H 15.**—About 5.1 miles west of Odessa, Ector County, on the Texas & Pacific Railway right of way, 58 meters (190 feet) east of milepost 585 (old numbering), 13 meters (43 feet) south of the center of the track, and 2 meters from the right-of-way fence. An iron pipe. (897.270 meters or 2,943.793 feet.)

**I 15.**—At Douro, Ector County, on the Texas & Pacific Railway, in line with the west side of the section foreman's house, 21 meters (69 feet) south of the center of the main-line track, and 28 meters (92 feet) S. 50° E., of a large cottonwood tree north of the track. A stone post with square hole in top. (939.593 meters or 3,082.643 feet.)

**J 15.**—About 2.2 miles west of Douro, Ector County, on the Texas & Pacific Railway right of way, at the highest point between Big Spring and Toyah, 180 meters (591 feet) east of the entrance to Dead Man's Out, and 13 meters (43 feet) south of the center of the track at the point of curve of the first curve between Stanton and Metz. An iron pipe. (943.606 meters or 3,095.814 feet.)

**K 15.**—At Metz, Ector County, on the Texas & Pacific Railway, in line with the west side of the section foreman's house, 20 meters (66 feet) north of the center of the track, and 1 meter from the right-of-way fence. The bench mark is the center of a 15-millimeter square cut in the top of 5.5-foot section of rail projecting about 1 foot above the ground. (872.570 meters or 2,862.757 feet.)

**L 15.**—About 2.7 miles west of Metz, Ector County, on the Texas & Pacific Railway right of way, 513 meters (1,683 feet) east of the summit of the highest hill between Metz and Monahans, 12 meters (39 feet) south of the center of the track, and 2 meters from the right-of-way fence. An iron pipe. (883.892 meters or 2,899.902 feet.)

**M 15.**—About 5.5 miles west of Metz, Ector County, on the Texas & Pacific Railway right of way, 264 feet east of milepost 606, 125 feet west of a fence running north from the railroad, 12.5 meters (41 feet) south of the center of the track, and 2 meters from the right-of-way fence. An iron pipe. (858.349 meters or 2,809.539 feet.)

**N 15.**—About 1.9 miles east of Sand Hills, Ward County, on the Texas & Pacific Railway right of way, 1.8 meters east of milepost 609, 13 meters (43 feet) south of the center of the track, and 2 meters from the south right-of-way fence. An iron pipe. (837.235 meters or 2,746.823 feet.)

**O 15.**—At Sand Hills, Ward County, on the Texas & Pacific Railway right of way, 20 meters (65 feet) northeast from the northeast corner of the section foreman's house (main upright), 27 meters (89 feet) from the northwest corner of the tool house, 36 meters (118 feet) north of the center of the track, and 30 meters (98 feet) south of the right-of-way fence. A stone post with square hole in top. (825.380 meters or 2,707.935 feet.)

**P 15.**—About 2.1 miles west of Sand Hills, Ward County, 12 meters (39 feet) west of milepost 613 of the Texas & Pacific Railway, 13.5 meters (44.3 feet) south of the center of the track, and 2 meters north of the right-of-way fence. An iron pipe. (814.566 meters or 2,672.456 feet.)

**Q 15.**—At Monahans, Ward County, 20 meters (66 feet) east of the depot at the southwest corner of the yard of the Texas & Pacific Railway agent's dwelling house, in line with two China trees in the yard, the nearest of which is 4 meters west. A stone post with square hole in top. (799.388 meters or 2,622.495 feet.)

**R 15.**—About 0.6 mile west of Monahans, Ward County, on the Texas & Pacific Railway right of way, 14 meters (46 feet) south of the center of the track at the whistling post. An iron pipe. (796.068 meters or 2,611.766 feet.)

**S 15.**—About 2.5 miles west of Monahans, Ward County, on the Texas & Pacific Railway right of way, 14 meters (46 feet) north of the center of the track, and 15 meters (49 feet) west of the section-line fence running north. An iron pipe. (794.168 meters or 2,605.533 feet.)

**T 15.**—At Aroya, Ward County, on the Texas & Pacific Railway right of way, 87 paces west of the section foreman's dwelling house, 7.5 meters west of the southwest corner of the red-sandstone quarters for the section hands, and in line with the south side or front of same, 21 meters (69 feet) north of the center of the main-line track, and 5.5 meters north of the right-of-way fence. A stone post with square hole in top. (812.572 meters or 2,665.914 feet.)

U 15.—About 2.5 miles west of Aroya, Ward County, on the Texas & Pacific Railway right of way, at the east end of a mound of earth and rock used as a rail rest, 13 meters (43 feet) south of the center of the track, and 2.21 meters from the fence. An iron pipe. (808.718 meters or 2,653.269 feet.)

V 15.—At Pyote, Ward County, on the Texas & Pacific Railway right of way, 53 meters (174 feet) west of the depot, 13 meters (43 feet) south of the center of the track, 2 meters north of the right-of-way fence, and 1 meter west of the cattle-guard fence. An iron pipe. (798.516 meters or 2,619.798 feet.)

W 15.—At Pyote, Ward County, 11 meters (36 feet) west of the Texas & Pacific Railway depot, 18.4 meters (60 feet) west of the southwest corner of the stone house used as quarters for the section hands, and 18 meters (59 feet) north of the center of the main track. A stone post with square hole in top. (800.249 meters or 2,625.484 feet.)

X 15.—About 4.1 miles west of Pyote, Ward County, on the Texas & Pacific Railway right of way, opposite a bungalow distant 175 meters (574 feet) to the south, 13.4 meters (44 feet) south of the center of the track, and 1.8 meters from the right-of-way fence. An iron pipe. (795.051 meters or 2,608.429 feet.)

Y 15.—At Quito, Ward County, on the Texas & Pacific Railway right of way, 13.5 meters (44 feet) south of the track, and 0.2 mile west of the section foreman's dwelling house. A stone post with square hole in top. (818.849 meters or 2,686.507 feet.)

Z 15.—About 1.7 miles west of Quito, Ward County, on the main line of the Texas & Pacific Railway, 50 meters (164 feet) east of the quarry spur, on bridge No. 635A, on top of the south end of the coping stone of the east abutment, 0.15 meter from the west side of the stone and 0.55 meter from the south end, 2.2 meters from the center of the track, and 1 meter below the rail. The bottom of a square hole. (812.044 meters or 2,664.181 feet.)

A 16.—About 2 miles west of Quito, Ward County, on the Texas & Pacific Railway bridge No. 635D, on top of the north end of the coping stone of the west abutment, 0.66 meter from the east side and 0.8 meter from the north end of the stone, 0.9 meter below the rail, and 2.1 meters north of the center of the track. A copper bolt. (810.573 meters or 2,659.355 feet.)

B 16.—About 2.3 miles west of Quito, Ward County, on the Texas & Pacific Railway bridge No. 636A, just west of a rock quarry, on top of the north end of the west abutment, 1.15 meters from the north end and 0.14 meter from east edge of the coping stone, 1.5 meters from the center of the track and 0.9 meter below the rail. The bottom of a square hole. (809.386 meters or 2,655.461 feet.)

C 16.—About 3.1 miles east of Barstow, Ward County, on the south end of the east abutment of a Texas & Pacific Railway culvert, 0.3 meter from the west side and 0.55 meter from the south end of the coping stone, 2.2 meters south of the center of the track, and 0.9 meter below the rail. The bottom of a square hole. (808.131 meters or 2,651.343 feet.)

Hays (triangulation station).—About 4.5 miles northeasterly from Barstow, Ward County, on the northwest corner and highest point of the first very prominent hill northeast of Barstow, 1.8 miles N. 28° W. from Rogers's rock quarry and in the pasture of N. L. Hays, whose ranch house is 1 mile S. 55° E. from the station. A cap screwed to the top of a 3-inch iron pipe which is embedded in concrete. (853.000 meters or 2,798.748 feet.)

D 16.—About 0.6 mile east of Barstow, Ward County, on the Texas & Pacific Railway, 3 feet east of the house just north of the track, 12.6 meters (41 feet) north of the center of the track, 2.7 meters south of the north right-of-way fence, and 25.4 meters (83.3 feet) north of section post 176-177. An iron pipe. (781.706 meters or 2,564.047 feet.)

E 16.—At Barstow, Ward County, in the Ward County Courthouse yard, 31.1 meters (102 feet) south and 5 meters west of the center of the main entrance to the building, 5 meters west of the front gateway, and 2 meters north of the south yard fence. A stone post with square hole in top. (782.432 meters or 2,567.029 feet.)

F 16.—About 1.6 miles west of Barstow, Ward County, on the Texas & Pacific Railway right of way, 43.3 meters (142 feet) west of bridge No. 641A, which is an inverted siphon for an irrigation ditch, 12.5 meters (41 feet) south of the center of the track, and 2 meters from the right-of-way fence. An iron pipe. (782.092 meters or 2,565.013 feet.)

G 16.—About 3 miles east of Pecos, Reeves County, on the Texas & Pacific Railway right of way, 21 meters (69 feet) west of bridge No. 643A over

an irrigation ditch, 13.5 meters (44 feet) south of the center of the track, and 2 meters from the fence. An iron pipe. (782.557 meters or 2,567.439 feet.)

**H 16.**—About 2.1 miles east of Pecos, Reeves County, on the Texas & Pacific Railway bridge No. 644B over the Pecos River, on top of the north end of the west abutment, 0.3 meter from the east side of the coping stone, 0.5 meter south of the center of the north truss, 1.8 meters from the north end of the abutment, 2 meters north of the center of the track, and 0.8 meter below the rail. A copper bolt. (783.881 meters or 2,571.783 feet.)

**I 16.**—At Pecos, Reeves County, about 60 yards southeast of and across the street from the Texas & Pacific Railway passenger station, on the north wall of the annex to the Oriental Hotel, 3 feet from the northeast corner, 1 foot from the east side of a window, and about 4 feet above the sidewalk. A standard disk, stamped "I 16 1911 2588.95." (788.503 meters or 2,586.947 feet.)

**J 16.**—At Pecos, Reeves County, about 160 yards west of the Texas & Pacific Railway station, in the northeast corner of the yard of the section foreman's dwelling house, and 28 feet south of the center of the main track. The bottom of a square hole in the top of a stone post. (787.644 meters or 2,584.129 feet.)

**K 16.**—About 4 miles west of Pecos, Reeves County, on the right of way of the Texas & Pacific Railway, 5 telegraph poles east of milepost 651, 2.4 meters from the south fence, and 13 meters (43 feet) south of the center of the track. A standard cap, stamped "2644.22," and screwed on the top of a 3¼-inch iron pipe. (805.961 meters or 2,644.224 feet.)

**L 16.**—About 2.4 miles east of Hermosa, Reeves County, on the right of way of the Texas & Pacific Railway, 14 telegraph poles west of milepost 653, about 44 feet south of the center of the track, about 7½ feet from the south fence, and at the west end of a mound of earth used as a railrest. A standard cap, stamped "2638.50," and screwed on the top of a 3¼-inch iron pipe. (819.458 meters or 2,688.505 feet.)

**M 16.**—At Hermosa, Reeves County, on the Texas & Pacific Railway, in line with the south side (front) of the section foreman's dwelling house, 100 feet west of the southwest corner of the house, and 44 feet north of the center of the track. The bottom of a square hole in the top of a stone post, lettered "U S B M." (832.237 meters or 2,730.431 feet.)

**N 16.**—About 3.6 miles west of Hermosa, Reeves County, on the Texas & Pacific Railway, 14 telegraph poles west of milepost 659, 44 feet south of the center of the track, and 6½ feet from the right-of-way fence. A standard cap, stamped "2788.89," and screwed on the top of a 3¼-inch iron pipe. (850.054 meters or 2,788.886 feet.)

**O 16.**—About 2.4 miles east of Toyah, Reeves County, on the Texas & Pacific Railway, about 48 feet north of the center of the track, about 5 feet from the north right-of-way fence, and about 130 feet from the point of curvature of the only curve between Hermosa and Toyah. A standard cap, stamped "2848.90," and screwed on the top of a 3½-inch iron pipe. (898.348 meters or 2,848.005 feet.)

**P 16.**—At Toyah, Reeves County, on the Texas & Pacific Railway, about 1,205 feet east of the station, about 34 feet north of the center of the main track, about 23 feet east of the southeast corner of and in line with the front of the section house. The bottom of a square hole in the top of a stone post the north and west edges of which have been broken. (896.309 meters or 2,907.832 feet.)

**Q 16.**—At Toyah, Reeves County, on the right of way of the Texas & Pacific Railway, about 1,835 feet west of the station, opposite the roundhouse, 10 feet from the center of the main track, and on the southeast corner of the southeast stone footing of the more westerly of two water tanks. The bottom of a square hole chiseled in the stone. (890.629 meters or 2,922.005 feet.) This bench mark was visited in 1921, but no chiseled square or mark of any kind was found at the described location.

**R 16.**—At Toyah, Reeves County, on the right of way of the Texas & Pacific Railway, about 2,490 feet west of the station, about 25 feet south of the center of the main-line track, on the circular concrete foundation of a water-softening tower and 1.6 feet east of the manhole near the bottom of the tank. A copper bolt, stamped "U S B M," and set in lead in the concrete foundation. (891.415 meters or 2,924.584 feet.)

**S 16.**—About 3.9 miles west of Toyah, Reeves County, on the right of way of the Texas & Pacific Railway, at the point of curvature of the first curve

west of Toyah, about 92 feet northwest of milepost 670, about 47 feet north of the center of the track, and 3 feet from the north fence. A standard cap, stamped "3018.69," and screwed on the top of a 3½-inch iron pipe. (920.099 meters or 3,018.692 feet.)

**T 16.**—About 7 miles west of Toyah, Reeves County, on the right of way of the Texas & Pacific Railway, 1¼ miles west of Reeves Switch, 12 feet southwest of milepost 673, about 45 feet south of the center of the track, and about 5 feet from the fence. A standard cap, stamped "3135.65," and screwed on the top of a 3½-inch iron pipe. (955.747 meters or 3,135.647 feet.)

**U 16.**—At Gozar, Reeves County, on the Texas & Pacific Railway, ½ mile west of milepost 676, about 44½ feet north of the center of the track, and about 6½ feet west of the southwest corner of the section house. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (998.409 meters or 3,275.613 feet.)

**V 16.**—About 2.5 miles west of Gozar, Reeves County, on the right of way of the Texas & Pacific Railway, 1 telegraph pole west of milepost 679, about 40 feet south of the track, and about 8 feet from the fence. A standard cap, stamped "3378.07," and screwed on the top of a 3½-inch iron pipe. (1,029.637 meters or 3,378.068 feet.)

**W 16.**—About 1 mile east of San Martine, Reeves County, on the right of way of the Texas & Pacific Railway, at the point of tangency of the first curve east of San Martine, about 1,920 feet east of milepost 686, about 43 feet south of the center of the track, and about 7½ feet from the fence. A standard cap, stamped "3725.38," and screwed on the top of a 3½-inch iron pipe. (1,135.497 meters or 3,725.377 feet.)

**X 16.**—At San Martine, Reeves County, on the right of way of the Texas & Pacific Railway, about 30 feet north of the center of the track, and 2.4 feet west of the southwest corner of the section house. The bottom of a square hole in the top of a stone post. (1,132.483 meters or 3,715.488 feet.) Searched for but not recovered in 1921.

**Y 16.**—At San Martine, Reeves County, on the Texas & Pacific Railway, about 0.3 mile west of the section house, 15 feet north of the center of the track and on the southeast corner of the southeast masonry footing of a water tank. The bottom of a square hole chiseled in the stone. (1,133.339 meters or 3,718.296 feet.) Reported in 1921 that the tank had been moved 4 miles west but that the footing on which the mark is located appeared to be undisturbed.

**Z 16.**—About 2.5 miles west of San Martine, Reeves County, on the Texas & Pacific Railway, at bridge No. 689.2, on the top of the north wing wall of the west abutment, about 12 feet from the west end of a bridge girder, and about 8 feet north of the center of the track. A copper bolt set in cement in the concrete wing wall. (1,167.207 meters or 3,829.412 feet.) Reported in 1921 that the top of the copper bolt was somewhat battered.

**A 17.**—About 5.6 miles east of Kent, Culberson County, on the Texas & Pacific Railway, at the foot of the south point of the hill forming the west side wall of Levison Pond, at the fourth telegraph pole west of milepost 692, at the second telegraph pole east of the pumper's dwelling house, about 45 feet north of the center of the track, 40 feet south of the north fence, and about 46 feet northeast of a small water tank alongside the track. A standard cap, stamped "3987.90," and screwed on the top of a 3½-inch iron pipe. (1,215.515 meters or 3,987.902 feet.)

**B 17.**—About 3.4 miles east of Kent, Culberson County, on the right of way of the Texas & Pacific Railway, 1 telegraph pole northeast of milepost 695, at the east end of a cut, 6.3 feet north of the gauge line of the north rail, about 0.7 foot from the south edge of a rock ledge, and about 2 feet lower than the rail. A copper bolt cemented into a drill hole in the rock ledge. (1,260.925 meters or 4,136.885 feet.)

**C 17.**—At Kent, Culberson County, about 30 yards southwest of the Texas & Pacific Railway station, in the northeast corner of the section-house yard, about 32 feet south of the main track, about 22 feet from the northeast corner of the section house, on range with two china trees, and about 13 feet east of the east tree. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,283.986 meters or 4,212.544 feet.)

**D 17.**—About 1¼ miles west of Kent, Culberson County, on the Texas & Pacific Railway, 8 telegraph poles east of milepost 701, 28 feet south of the track, and 7 feet from the right-of-way fence. The bottom of a square hole in

the top of a concrete post, lettered "U S B M." (1,311.597 meters or 4,303.131 feet.)

**E 17.**—About 2.0 miles west of Kent, Culberson County, on the Texas & Pacific Railway, 7 telegraph poles west of milepost 701, about 230 feet east of the section-line fence running north, 8 feet north of the north rail, 2½ feet higher than the track, and on the highest smooth round-topped rock in a cut. A copper bolt, stamped "U S B M." and cemented into a drill hole in the solid rock. (1,319.019 meters or 4,327.481 feet.)

**F 17.**—At Boracho, Culberson County, on the Texas & Pacific Railway, in front of the section foreman's house, about 16 feet from section post 190, 47½ feet south of the center of the track, and about 2.3 feet from the fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,358.901 meters or 4,458.525 feet.)

**G 17.**—About 1.4 miles west of Boracho, Culberson County, on the right of way of the Texas & Pacific Railway, 125 feet east of bridge No. 710.3, 4 telegraph poles west of milepost 710, 50 feet south of the track, and 7 feet from the fence. A standard cap, stamped "4400.64," and screwed on the top of a 3½-inch iron pipe. (1,341.317 meters or 4,400.638 feet.)

**H 17.**—About 2¼ miles east of Plateau, Culberson County, on the right of way of the Texas & Pacific Railway, opposite the center of a small artificial pond about 250 feet to the northward, about 46 feet north of the center of the track, and about 3 feet from the fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,245.600 meters or 4,086.802 feet.)

**I 17.**—About 1½ miles east of Plateau, Culberson County, on the right of way of the Texas & Pacific Railway, in the first cut east of Plateau, about 3 feet north of the north rail, level with the top of the rail, and in the top of a rock. A copper bolt. (1,225.101 meters or 4,019.352 feet.)

**J 17.**—At Plateau, Culberson County, on the Texas & Pacific Railway, in front of and across the track from the section foreman's house, and about 6 feet from the south right-of-way fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,201.566 meters or 3,942.137 feet.)

**3,889 Van Hn (U. S. G. S.)**—About 1.5 miles west of Plateau, Culberson County, on the Texas & Pacific Railway, about 1,000 feet east of milepost 727, about 100 feet south of the track, and 10 feet north of a wagon road. A United States Geological Survey standard cap, stamped "3889 Van Hn 1903," and riveted on the top of a 3½-inch iron pipe. (1,187.902 meters or 3,897.505 feet.) It was reported in 1921 that this mark was searched for but not found and that a new highway grade was found at the described location.

**K 17.**—About 2.8 miles west of Plateau, Culberson County, on the right of way of the Texas & Pacific Railway, 12 telegraph poles east of milepost 722, about 45 feet south of the center of the track, and about 5 feet from the south fence. A standard cap, stamped "3864.31," and screwed on the top of a 3½-inch iron pipe. (1,177.843 meters or 3,864.307 feet.)

**3,840 Van Hn (U. S. G. S.)**—About 4 miles east of Wild Horse, Culberson County, 9 telegraph poles west of milepost 723 on the Texas & Pacific Railway, about 15 feet southeast of the second telegraph pole east of bridge No. 723.5, about 54 feet south of the center of the track, about 5 feet from the right-of-way fence, and north of a wagon road. A United States Geological Survey standard cap, stamped "3840 Vn Hrn 1003 3843.4," and riveted on the top of a 3½-inch iron pipe. (1,172.998 meters or 3,848.411 feet.)

**3,826 Van Hn (U. S. G. S.)**—About 1 mile east of Wild Horse, Culberson County, on the Texas & Pacific Railway, 10 telegraph poles west of milepost 726, about 75 feet south of the track, about 25 feet south of the right-of-way fence, and on the north side of a wagon road. A United States Geological Survey standard cap, stamped "3826 Vn Hrn 1903 3833.9," and riveted on the top of a 3½-inch iron pipe. (1,168.586 meters or 3,833.936 feet.)

**L 17.**—At Wild Horse, Culberson County, on the right of way of the Texas & Pacific Railway, in front of and across the track from the section foreman's house, about 70 feet south of the main track, and about 6 feet from the right-of-way fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,173.403 meters or 3,849.953 feet.)

**3,867 Van Hn (U. S. G. S.)**—About 2.2 miles west of Wild Horse, Culberson County, on the Texas & Pacific Railway, about midway between the second and third bridges west of Wild Horse, 50 feet south of the track, and south of an old abandoned road. A United States Geological Survey standard cap,

stamped "3867 Van Hn 1903 3874.9," and riveted on the top of a 3½-inch iron pipe. (1,181.080 meters or 3,874.927 feet.)

**M 17.**—About 3.3 miles west of Wild Horse, Culberson County, on the Texas & Pacific Railway, 17 telegraph poles west of milepost 730, 7 telegraph poles east of the bridge over Wild Horse River, about 43 feet south of the center of the track and about 25 feet from the right-of-way fence. A standard cap, stamped "3863.05," and screwed on the top of a 3½-inch iron pipe. (1,177.459 meters or 3,863.047 feet.)

**N 17.**—About 2¾ miles east of Van Horn, Culberson County, on the right of way of the Texas & Pacific Railway, 19 telegraph poles west of milepost 732, about 40 feet south of the track, and about 6 feet north of the south right-of-way fence. A standard cap, stamped "3934.38 feet," and screwed on the top of a 3½-inch iron pipe. (1,199.203 meters or 3,934.385 feet.)

**O 17.**—At Van Horn, Culberson County, about 150 feet west of the Texas & Pacific Railway station, about 80 feet north of the track, 3 feet east of the fence around the yard of the section foreman's house, and 3 feet from the northwest corner stone of the foundation of the west water tank. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,233.910 meters or 4,048.253 feet.)

**4,039 Van Hn (U. S. G. S.).**—At Van Horn, Culberson County, about 240 feet west of the Texas & Pacific Railway station, 100 feet south of the main track, and 4 feet south of a telegraph pole. A United States Geological Survey standard cap, stamped "4039 Van Hn 1903 4047.5," and riveted on the top of a 3½-inch iron pipe. (1,233.669 meters or 4,047.462 feet.)

**4,239 Van Hn (U. S. G. S.).**—About 3.1 miles west of Van Horn, Culberson County, on the Texas & Pacific Railway, about 1,240 feet west of milepost 737, and about 82 feet north of the center of the track. A United States Geological Survey standard cap, stamped "4239 Van Hn 1903," and riveted on the top of a 3½-inch iron pipe. (1,294.520 meters or 4,247.105 feet.) Searched for but not recovered in 1921.

**4,395 Van Hn (U. S. G. S.).**—About 5.7 miles west of Van Horn, Culberson County, on the Texas & Pacific Railway, 1¼ miles west of Hillside Switch, 1,200 feet west of the third bridge west of Hillside Switch, about 600 feet north of the track, and about 10 feet south of an old abandoned wagon road. A United States Geological Survey standard cap, stamped "4395 Van Hn 1903 4403.4," and riveted on the top of a 3½-inch iron pipe. (1,342.148 meters or 4,403.364 feet.)

**4,603 Van Hn (U. S. G. S.).**—About 2 miles east of Allamore, Hudspeth County, on the Texas & Pacific Railway, about 23 feet east of the east row of Spanish dagger trees, about 28 feet north of the center of the track, and near the place where a station and section house were formerly located. A United States Geological Survey standard cap, stamped "4603 Van Hn 1903 4611.8," and riveted on the top of a 3½-inch iron pipe. (1,405.683 meters or 4,611.812 feet.)

**P 17.**—About 1 mile east of Allamore, Hudspeth County, on the Texas & Pacific Railway, 7 telegraph poles west of milepost 745, about 45 feet north of the center of the track, and about 5 feet from the right-of-way fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,384.910 meters or 4,543.659 feet.)

**Allamore (triangulation station).**—About 200 yards east of the Texas & Pacific Railway station at Allamore, Hudspeth County, about 80 feet N. 20° W. from the center of the water tank, about 41 feet north of the north rail, and about 5 feet from the right-of-way fence. A standard cap (triangulation station mark), stamped "4551.13," and screwed on the top of a 3½-inch iron pipe. (1,387.186 meters or 4,551.126 feet.)

**Q 17.**—About 1 mile west of Allamore, Hudspeth County, on the Texas & Pacific Railway, 8 telegraph poles west of milepost 747, 240 feet east of bridge No. 747.4, about 45 feet north of the track, and about 10 feet south of the right-of-way fence. A standard cap, stamped "4521.50," and screwed on the top of a 3½-inch iron pipe. (1,378.156 meters or 4,521.500 feet.)

**R 17.**—About 4 miles west of Allamore, Hudspeth County, on the Texas & Pacific Railway, 8 telegraph poles west of milepost 750, about 80 feet east of bridge No. 750.4, about 40 feet north of the center of the track, and about 6 feet south of the north right-of-way fence. A standard cap, stamped "4458.36," and screwed on the top of a 3½-inch iron pipe. (1,358.912 meters or 4,458.364 feet.)

**S 17.**—About 1.9 miles east of **Eagle Flat**, Hudspeth County, on the Texas & Pacific Railway, 6 telegraph poles east of milepost 752, 4 telegraph poles east of bridge No. 752.4, about 38 feet south of the center of the track, and about 11 feet north of the south right-of-way fence. A standard cap, stamped "4465.41," and screwed on the top of a 3½-inch iron pipe. (1,361.059 meters or 4,465.407 feet.)

**T 17.**—At **Eagle Flat**, Hudspeth County, on the Texas & Pacific Railway, 6 telegraph poles west of the section foreman's house, about 82 feet south of the main track, and about 5½ feet from the right-of-way fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,359.283 meters or 4,459.581 feet.)

**U 17.**—About 2¼ miles west of **Eagle Flat**, Hudspeth County, on the Texas & Pacific Railway, 8 telegraph poles west of milepost 756, about 40 feet south of the center of the track, and about 9 feet from the right-of-way fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,347.112 meters or 4,419.650 feet.)

**V 17.**—About 5.8 miles east of **Sierra Blanca**, Hudspeth County, on the Texas & Pacific Railway, about 15 feet west of milepost 759, about 39 feet south of the center of the track, and about 11 feet north of the fence between the right of way and the wagon road. A standard cap screwed on the top of a 3½-inch iron pipe. (1,328.206 meters or 4,357.622 feet.) Searched for but not recovered in 1921.

**W 17.**—At **La Valley**, 4½ miles east of **Sierra Blanca**, Hudspeth County, on the right of way of the Texas & Pacific Railway, in front of and about 130 feet distant from the west wing of the **La Valley Hotel**, about 42 feet south of the center of the track, and about 12 feet from the fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,335.060 meters or 4,380.110 feet.)

**X 17.**—About 2¾ miles east of **Sierra Blanca**, Hudspeth County, on the Texas & Pacific Railway, 4 telegraph poles east of milepost 765, about 38 feet south of the center of the track, and about 13 feet from the right-of-way fence. A standard cap, stamped "4390.16," and screwed on the top of a 3½-inch iron pipe. (1,339.954 meters or 4,390.165 feet.)

**Y 17.**—At **Sierra Blanca**, Hudspeth County, on range with the north side of the station used by the Texas & Pacific Railway and the Southern Pacific Railroad, about 52 feet west of the northwest corner of the station, about 51 feet north of the center of the main track of the Southern Pacific Railroad, and about 30 feet south of the center of the main track of the Texas & Pacific Railway. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,377.669 meters or 4,519.902 feet.) When recovered in 1921 the corner marked with the letter "U" had been broken off.

**Z 17.**—About 1.7 miles west of **Sierra Blanca**, Hudspeth County, on the Southern Pacific Railroad, 1,075 feet east of bridge No. 738-B, 13½ telegraph poles east of milepost 739, about 95 feet north of the center of the track, and about 5½ feet from the right-of-way fence. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,369.156 meters or 4,557.590 feet.)

**A 18.**—At **Etholen**, Hudspeth County, on the Southern Pacific Railroad, about 43 feet north of the station sign, about 43 feet west of and across the track from the pump house, about 80 feet north of the center of the track, and about 19 feet from the right-of-way fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,417.923 meters or 4,651.969 feet.)

**B 18.**—About 1.7 miles west of **Etholen**, Hudspeth County, on the right of way of the Southern Pacific Railroad, about 10 feet west of milepost 743, about 115 feet west of bridge No. 742-B, about 40 feet south of the center of the track, and about 8 feet from the right-of-way fence. A standard cap, stamped "4589.79," and screwed on the top of a 3½-inch iron pipe. (1,398.971 meters or 4,589.790 feet.)

**C 18.**—At **Lasca**, Hudspeth County, on the right of way of the Southern Pacific Railroad, 3½ telegraph poles east of the station sign, about 47 feet north of the center of the track, and about 3 feet from the fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,365.263 meters or 4,479.200 feet.)

**D 18.**—About 1.7 miles east of **Torcer**, Hudspeth County, on the right of way of the Southern Pacific Railroad, about 43 feet south of the center of the track, about 6 feet from the fence, and about 5½ feet north of milepost 748.

A standard cap, stamped "4351.76," and screwed on the top of a 3½-inch iron pipe. (1,326.418 meters or 4,351.756 feet.)

**E 18.**—At Torcer, Hudspeth County, about 52 feet south of the southeast corner of the Southern Pacific Railroad station, about 95 feet south of the center of the track, and about 5 feet from the right-of-way fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,303.726 meters or 4,277.308 feet.)

**F 18.**—About 1 mile west of Torcer, Hudspeth County, on the Southern Pacific Railroad, just west of the Horseshoe Bend, at transit station 30670-39, 293 feet east of milepost 751, about 40 feet west of the center of the track, and about 7 feet from the fence. A standard cap, stamped "4222.74," and screwed on the top of a 3½-inch iron pipe. (1,287.095 meters or 4,222.744 feet.)

**G 18.**—About 1.1 miles west of the water tank at Small, Hudspeth County, on the Southern Pacific Railroad at the sixth telegraph pole east of the point of the mountain about 45 feet south of the track and about 4 feet north of the fence. A standard cap stamped "4053.35," and screwed on the top of a 3½-inch iron pipe. (1,235.465 meters or 4,053.354 feet.)

**H 18.**—About 1.7 miles east of Finlay, Hudspeth County, on the Southern Pacific Railroad, about 13 feet east of the second telegraph pole east of milepost 757, 12 telegraph poles west of the steel bridge over Quitman Canyon, about 80 feet west of bridge 750-I, about 45 feet south of the center of the track, and about 6 feet from the fence. A standard cap, stamped "3985.40," and screwed on the top of a 3½-inch iron pipe. (1,214.752 meters or 3,985.399 feet.)

**I 18.**—At Finlay, Hudspeth County, on the Southern Pacific Railroad, about 30 feet west of the center of the station, and about 28 feet north of the center of the track. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,204.154 meters or 3,950.629 feet.)

**J 18.**—At Stevenson, Hudspeth County, on the Southern Pacific Railroad, at the east end of the switch, 120 feet west of bridge No. 672-C, about 40 feet southeast of the center of the track, and about 7 feet from the fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,177.879 meters or 3,864.425 feet.)

**K 18.**—At Madden, Hudspeth County, on the Southern Pacific Railroad, 4 telegraph poles west of the station sign, about 150 feet southwest of the section foreman's house, about 49 feet south of the track, and about 50 feet north of the south fence. A standard cap, stamped "3672.13," and screwed on the top of a 3½-inch iron pipe. (1,119.267 meters or 3,672.128 feet.)

**L 18.**—At Nulo, Hudspeth County, on the Southern Pacific Railroad, about 350 feet south of the station sign, about 45 feet east of the center of the track, and about 5 feet west of the east right-of-way fence. A standard cap, stamped "3568.77," and screwed on the top of a 3½-inch iron pipe. (1,087.764 meters or 3,568.772 feet.)

**M 18.**—At Fort Hancock, Hudspeth County, on the Southern Pacific Railroad, about 650 feet west of the station, about 90 feet north of bridge No. 776-B, and about 10 feet from the right-of-way fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,095.558 meters or 3,594.343 feet.)

**N 18.**—About 3¼ miles west of Fort Hancock, Hudspeth County, on the Southern Pacific Railroad, about 10 feet west of milepost 780, about 44 feet south of the center of the track, and about 6 feet from the right-of-way fence. A standard cap, stamped "3598.59," and screwed on the top of a 3½-inch iron pipe. (1,096.851 meters or 3,598.586 feet.)

**O 18.**—At Iser, Hudspeth County, on the Southern Pacific Railroad, 10 telegraph poles east of the station sign, 400 feet west of the east end of the side-track, about 80 feet west of bridge No. 783-A, about 45 feet south of the center of the track, and about 6 feet from the fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,118.347 meters or 3,669.110 feet.)

**P 18.**—About 4 miles east of Polvo, El Paso County, on the Southern Pacific Railroad, about 200 feet west of milepost 786, about 40 feet south of the center of the track, and about 45 feet from the fence. A standard cap screwed on the top of a 3½-inch iron pipe. (1,125.182 meters or 3,691.535 feet.) Reported in 1921 that recent grading operations had either destroyed or buried the mark.

**Q 18.**—About 2 miles east of Polvo, El Paso County, on the Southern Pacific Railroad, about 10 feet west of milepost 788, about 40 feet south of the center

of the track, and about 13 feet from the fence. A standard cap, stamped "3684.48," and screwed on the top of a 3½-inch iron pipe. (1,123.033 meters or 3,684.484 feet.)

**R 18.**—At Polvo, El Paso County, on the Southern Pacific Railroad, in front of and across the tracks from the section house, about 35 feet west of the west end of a switch, about 52 feet south of the center of the main track, and about 4½ feet from the fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,113.099 meters or 3,651.892 feet.)

**S 18.**—About 2 miles west of Polvo, El Paso County, on the Southern Pacific Railroad, about 3 feet northwest of milepost 792, about 47 feet south of the center of the track, and about 4 feet from the fence. A standard cap, stamped "3576.85," and screwed on the top of a 3½-inch iron pipe. (1,090.226 meters or 3,576.850 feet.) Reported in 1921 that the pipe had rusted until it was very thin near the ground.

**3,560 (U. S. G. S.)**—About 2.2 miles west of Polvo, El Paso County, on the Southern Pacific Railroad, 8 telegraph poles west of milepost 792, about 45 feet south of the center of the track, and about 4 feet from the fence. A standard United States Geological Survey cap, stamped "3560 3573.7," and riveted on the top of a 3½-inch iron pipe. (1,089.258 meters or 3,573.074 feet.)

**T 18.**—About 1.9 miles east of Fabens, El Paso County, on the Southern Pacific Railroad, about 7 feet east of milepost 798, about 47 feet south of the center of the track, and about 1½ feet from the right-of-way fence. A standard cap screwed on the top of a 3½-inch iron pipe. (1,096.282 meters or 3,596.719 feet.) Searched for but not recovered in 1921.

**U 18.**—At Fabens, El Paso County, on the Southern Pacific Railroad, about one-fourth mile east of the station, about 70 feet north of the center of the track, and about 6 feet northeast of the right-of-way post. The bottom of a square hole in the top of a concrete post, lettered "U S B M." (1,103.501 meters or 3,620.403 feet.)

**V 18.**—At Fabens, El Paso County, on the Southern Pacific Railroad, on the northwest corner of the northwest footing of the water tank, and about 30 feet south of the track. A copper bolt, stamped "U S B M.," and leaded into a drill hole in the concrete footing. (1,103.156 meters or 3,619.271 feet.)

**3,572.14 (U. S. R. S.)**—About 1.9 miles west of Fabens, El Paso County, on the Southern Pacific Railroad, about 30 feet west of bridge No. 801-G, about 45 feet south of the center of the track, and about 6½ feet from the fence. A United States Reclamation Service standard cap, on an iron pipe. (1,101.760 meters or 3,614.691 feet.) Searched for but not recovered in 1921.

**3,616 (U. S. R. S.)**—About 2.2 miles east of Clint, El Paso County, on the Southern Pacific Railroad, at the tenth telegraph pole west of milepost 805, 400 feet west of a road crossing, about 42 feet south of the center of the track, and about 6½ feet from the fence. A United States Reclamation Service standard cap, stamped "3616 3593.94," and fastened on the top of an iron pipe. (1,106.253 meters or 3,629.432 feet.)

**3,592.95 (U. S. R. S.)**—At Clint, El Paso County, on the Southern Pacific Railroad, in the southwest corner of the section-house yard, about 25 feet north of the center of the main-line track. A United States Reclamation Service standard cap, stamped "3592.95," and fastened on the top of an iron pipe. (1,105.082 meters or 3,635.432 feet.) Searched for but not recovered in 1921.

**W 18.**—At Clint, El Paso County, on the Southern Pacific Railroad, about 1,300 feet west of the station, on the north side of a wagon road, about 40 feet south of the main track, and about 8 feet west of bridge No. 807-B over an irrigation ditch. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,108.126 meters or 3,635.577 feet.)

**X 18.**—About 1 mile west of Clint, El Paso County, on the Southern Pacific Railroad, about 45 feet north of the center of the track at milepost 809, and about 3½ feet from the fence. A standard cap, stamped "3638.88," and screwed on the top of a 3½-inch iron pipe. (1,109.134 meters or 3,638.884 feet.)

**3,600.09 (U. S. R. S.)**—About 2½ miles west of Clint, El Paso County, on the Southern Pacific Railroad, about 9 feet west of milepost 810, about 47 feet south of the center of the track, and about 2 feet from the fence. A United States Reclamation Service standard cap, stamped "3600.09," and fastened on the top of an iron pipe. (1,110.257 meters or 3,642.598 feet.)

**Y 18.**—At Belen, El Paso County, on the Southern Pacific Railroad, about 150 feet west of the station, at the east end of a passing track, about 50 feet south of the center of the track, on the south concrete face of a siphon wall of an irrigation ditch under the tracks and about one-half foot from both the west

edge and the top of the concrete. A standard disk. (1,115.051 meters or 3,658.296 feet.) Searched for but not recovered in 1921.

**3,644** (U. S. G. S.).—At Belen, El Paso County, on the Southern Pacific Railroad, 10 telegraph poles east of milepost 813, about 50 feet north of the center of the track, about 35 feet east of an adobe hut, and in the line of the right-of-way fence and some cottonwood trees. A United States Geological Survey standard cap, stamped "3644 3614.68 3657.0," and riveted on the top of a 3½-inch iron pipe. (1,114.657 meters or 3,657.004 feet.)

**Z 18.**—At Belen, El Paso County, on the Southern Pacific Railroad, about one-fourth mile west of the station sign, about 425 feet west of the west end of a passing track, about 45 feet south of the center of the track, and about 2½ feet from the fence. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,114.495 meters or 3,656.472 feet.)

**A 19.**—At Ysleta, El Paso County, on the Southern Pacific Railroad, about 650 feet west of the station, about 6 feet from the southwest corner of the section-house yard, and about 30 feet north of the center of the track. The bottom of a square hole in the top of a stone post. (1,118.552 meters or 3,669.782 feet.)

**B 19.**—About 3 miles west of Ysleta, El Paso County, on the Southern Pacific Railroad, about 3 feet east of milepost 820, about 47 feet south of the center of the track, and about 2 feet from the fence. A standard cap, stamped "3682.96," and screwed on the top of a 3½-inch iron pipe. (1,122.568 meters or 3,682.958 feet.)

**C 19.**—At Alfalfa, El Paso County, on the Southern Pacific Railroad, about 25 feet south of the station sign, about 45 feet south of the center of the track, and about 4 feet from the fence. A standard cap, stamped "3693.10," and screwed on the top of a 3½-inch iron pipe. (1,125.659 meters or 3,693.100 feet.)

**D 19.**—About 0.7 mile west of Alfalfa, El Paso County, about 105 feet from the center of the track of the Southern Pacific Railroad, on the top of the north wing wall of a highway bridge. A standard disk. (1,127.113 meters or 3,697.870 feet.) Searched for but not recovered in 1921.

**E 19.**—At El Paso, El Paso County, on top of the masonry pier at the northwest corner of the abandoned El Paso brewery, about 4 feet north of the corner of the main building, and about 90 feet from the tracks of the Southern Pacific Railroad. A copper bolt set in cement in a rock pier. (1,129.605 meters or 3,706.045 feet.) Reported in 1921 as having been recovered but that the top of the bolt was somewhat battered.

**F 19.**—At El Paso, El Paso County, 50 feet north of the crossing of the Southern Pacific Railroad and the El Paso & Southwestern Railroad, and near the center of the fourth track east of the signal tower. The bottom of a square hole in the top of a stone post, lettered "U S B M." (1,129.141 meters or 3,704.523 feet.)

**G 19.**—At El Paso, El Paso County, at the Austin Street viaduct over the tracks of the Southern Pacific Railroad and the El Paso & Southwestern Railroad, on the west face of the south concrete pier, about 28 feet south of the main line of the Southern Pacific Railroad, and about 4½ feet above the ground. A standard disk, stamped "3709.45." (1,130.644 meters or 3,709.454 feet.) Reported in 1921 as having been recovered but found badly battered.

**H 19.**—At El Paso, El Paso County, at the corner of Texas and Ochoa Streets. The bench mark, which is an El Paso city monument, is the cross on the top of a copper bolt, stamped "U S B M," and set in the top of a concrete post about 10 inches below the pavement. Access to the mark is obtained through a hole in the pavement which is covered with an iron plate. (1,129.904 meters or 3,707.027 feet.)

**3,698** (U. S. G. S.).—At El Paso, El Paso County, on the El Paso City Hall, at the north entrance, and on the west end of the lower step. A United States Geological Survey standard disk. (1,131.085 meters or 3,710.902 feet.) Reported in 1921 that the disk has been broken off, leaving the shank embedded in the step.

**365** (U. S. G. S.).—At El Paso, El Paso County, at the El Paso City Hall, at the south entrance, at the east end of the lower step in the sidewalk between the curb and the cement step. A United States Geological Survey standard disk, stamped "365-B-1005." (1,130.771 meters or 3,709.871 feet.) Reported in 1921 that the disk was broken and that only about 10 per cent of the disk remained in place.

## LINE XI, JERICHO, TEX., TO ISLETA, N. MEX. (PART).

This is the Texas portion of a line which follows the Chicago, Rock Island & Gulf Railway from Jericho to Amarillo, Tex., and the Atchison, Topeka & Santa Fe Railway from Amarillo, Tex., to Isleta, N. Mex. The field work was done by C. M. Cade, assistant, between June 5 and November 4, 1911.

**I 19.**—About 3 miles west of Jericho, Donley County, on the Chicago, Rock Island & Gulf Railway right of way, 2 meters from the north fence, in line with the telegraph poles, 14 meters (46 feet) north of the center of the track, and about midway between 2 concrete culverts just west of milepost 711. An iron pipe. (972.203 meters or 3,189.636 feet.)

**J 19.**—At Boydston, Gray County, 7 meters (23 feet) northeast of a county-line post between Gray and Donley Counties, on the Chicago, Rock Island & Gulf Railway right of way, 15 meters (49 feet) north of the center of the track, and 10 meters (33 feet) east of the first telegraph pole east of the pole marked "713/30." An iron pipe. (935.022 meters or 3,231.693 feet.)

**K 19.**—At Groom, Carson County, on the right of way, across the track from and in range with the east end of the Chicago, Rock Island & Gulf Railway depot, 1 meter from the fence, and 48 meters (157 feet) south of the center of the main-line track. A stone post with square hole in top. (994.872 meters or 3,264.010 feet.)

**L 19.**—About 1.9 miles west of Groom, Carson County, on top of the south end wall of the ballasted concrete culvert of the Chicago, Rock Island & Gulf Railway, at a pole marked "721-05." A copper bolt. (1,003.446 meters or 3,292.139 feet.)

**M 19.**—About 4.1 miles west of Groom, Carson County, on the Chicago, Rock Island & Gulf Railway right of way, in line with the telegraph poles, 14 meters (46 feet) north of the center of the track, and just east of the second pole west of the pole marked "723." An iron pipe. (1,007.812 meters or 3,306.463 feet.)

**N 19.**—At Lark, Carson County, on the Chicago, Rock Island & Gulf Railway right of way, 30 meters (98 feet) north of the center of the track at the station sign, and 0.2 mile east of the section house. A stone post with square hole in top. (1,028.184 meters or 3,373.300 feet.)

**O 19.**—About 4.3 miles east of Conway, Carson County, at a pole marked "730-20," on the Chicago, Rock Island & Gulf Railway opposite the east whistling post for a road crossing, 12 meters (39 feet) north of the center of the track, and 4 meters from the fence between the railroad and the wagon road paralleling the right of way. An iron pipe. (1,043.943 meters or 3,425.003 feet.)

**P 19.**—At Conway, Carson County, on the Chicago, Rock Island & Gulf Railway right of way, at the southwest corner of the crossing of two roads, 48 meters (157 feet) north of the center of the track, and 48 meters (157 feet) N. 30° E. of the northeast concrete foundation of the depot. An iron pipe. (1,053.616 meters or 3,456.739 feet.)

**Q 19.**—About 4 miles west of Conway, Carson County, on the Chicago, Rock Island & Gulf Railway right of way, 165 meters (541 feet) east of a point of curve, and 11 meters (36 feet) north of the center of the track at milepost 739. An iron pipe. (1,057.696 meters or 3,470.124 feet.)

**R 19.**—At Yarnall, Carson County, across the Chicago, Rock Island & Gulf Railway track from the section house, near the corner of the fence, 50 meters (164 feet) south of the center of the track. A stone post with a square hole in top. (1,074.279 meters or 3,524.530 feet.)

**S 19.**—About 4 miles west of Yarnall, Carson County, on the Chicago, Rock Island & Gulf Railway right of way, at the west end of a long fill and near the east end of a cut, just east of a wagon trail crossing, 29 meters (95 feet) north of the center of the track, and 1.5 meters from the fence. An iron pipe. (1,072.723 meters or 3,519.425 feet.)

**T 19.**—At Royal, Potter County, on the Chicago, Rock Island & Gulf Railway right of way, 27 meters (89 feet) south of the center of the track, in front of and across the track from the section house and in range with the west end, and 5 meters from the fence on the bank of a ditch bordered with locust bushes. An iron pipe. (1,090.756 meters or 3,593.274 feet.)

**U 19.**—About 4 miles east of Amarillo, Potter County, on the Chicago, Rock Island & Gulf Railway right of way, 23.7 meters (94.2 feet) north of the center

of the track at the point of tangency of the first curve out of Amarillo. It is at the point where the Chicago, Rock Island & Gulf Railway and the Atchison, Topeka & Santa Fe Railway tracks begin to diverge, 35.2 meters (115.5 feet) from the center of the latter track, on the curve halfway between the first and second telegraph poles east of pole 756/30, and 96 meters (315 feet) east of bridge No. 7569. An iron pipe. (1,100.206 meters or 3,609.593 feet.)

V 19.—About  $1\frac{1}{4}$  miles east of the Chicago, Rock Island & Gulf Railway station at Amarillo, Potter County, at the distant signal east of the crossing of the Chicago, Rock Island & Gulf Railway and the Panhandle & Santa Fe Railway, in the top of the concrete base of the semaphore. A standard disk, stamped "V 19 1924." (1,114.038 meters or 3,654.972 feet.) The description and elevation of this mark are both changed as a result of the resetting of the mark in 1924 by the engineers of the Panhandle & Santa Fe Railway. The old elevation was 1,113.779 meters or 3,654.123 feet.

W 19.—About 0.8 mile east of the Atchison, Topeka & Santa Fe Railway depot, at Amarillo, Potter County, directly south of the west end of the signal tower at the crossing of this railway, the Chicago, Rock Island & Gulf Railway, and the Fort Worth & Denver City Railway, 18 paces from the tracks of the first, 63 paces from the tracks of the second, and 18 paces from the tracks of the last-mentioned railway. An iron pipe. (1,114.272 meters or 3,655.741 feet.)

X 19.—At Amarillo, Potter County, on the front face of the north pillar supporting the center arch of the porch of the Atchison, Topeka & Santa Fe Railway depot, 20 meters (66 feet) west of the center of the main-line track, and 1.44 meters above the brick paving. A brass disk. (1,117.840 meters or 3,667.447 feet.)

Y 19.—At Amarillo, Potter County, on the south face of the foundation of Amarillo City Hall, near the southwest corner, at the elevation of the bottom of the corner stone, and 0.4 meter distant. A brass disk. (1,116.702 meters or 3,663.713 feet.)

Z 19.—At Zita, Randall County, just west of the south end of the Atchison, Topeka & Santa Fe Railway station, 29.8 meters (97.8 feet) west of the center of the main-line track, and near the right-of-way fence. An iron pipe. (1,112.930 meters or 3,651.338 feet.)

A 20.—South of Zita, Randall County, opposite the iron rail marking mile 560, on the Atchison, Topeka & Santa Fe Railway in line with the telegraph poles, 15 meters (49 feet) south of pole 560, 21.8 meters (71.5 feet) west of the center of the track, and 9 meters (30 feet) from the fence. An iron pipe. (1,113.594 meters or 3,653.516 feet.)

B 20.—At Haney, Randall County, on the right of way of the Atchison, Topeka & Santa Fe Railway, 34 meters (112 feet) west of the center of the main-line track at the station sign, 1.2 meters from the right-of-way fence. A stone post with square hole in top. (1,109.841 meters or 3,641.203 feet.)

C 20.—About 4.7 miles east of Canyon, Randall County, at the east end of Haney Pt, on top of the west end of the south abutment of the Atchison, Topeka & Santa Fe Railway bridge No. 565A. A brass disk. (1,095.053 meters or 3,592.686 feet.)

D 20.—At Canyon, Randall County, in the northwest corner of Randall County Courthouse yard, at the center of the arc of the curbstone. A stone post with square hole in top. (1,082.440 meters or 3,551.306 feet.)

E 20.—At Canyon, Randall County, 91 meters (299 feet) west of the Atchison, Topeka & Santa Fe Railway depot, 18 meters (59 feet) north of the main-line track, on the south face of the reinforced-concrete pump station, 0.65 meter from the east side and 1.3 meters above the foundation. A brass disk. (1,090.290 meters or 3,577.060 feet.)

F 20.—At Canyon, Randall County, on the southeast corner of the southwest footing of the Canyon waterworks tanks, 0.2 mile west of the Atchison, Topeka & Santa Fe Railway depot and 150 meters (492 feet) north of the main-line track. A copper bolt. (1,000.404 meters or 3,577.434 feet.)

G 20.—About 1.8 miles west of Canyon, Randall County, on the top of the east end of the north retaining wall of the Atchison, Topeka & Santa Fe Railway concrete-arch bridge No. 572A. A copper bolt. (1,093.107 meters or 3,586.302 feet.)

H 20.—At Lester, Randall County, on the Atchison, Topeka & Santa Fe Railway right of way, 25 meters (82 feet) north of the center of the track, at the station sign, 1.5 meters from the fence and 7 meters east of a road crossing. An iron pipe. (1,117.813 meters or 3,667.358 feet.)

**I 20.**—At Umbarger, Randall County, on the right of way at the Atchison, Topeka & Santa Fe Railway station, 27 meters (89 feet) north of the center of the track and 4 meters from the fence. An iron pipe. (1,147.843 meters or 3,765.881 feet.)

**J 20.**—About 1.7 miles west of Umbarger, Randall County, on top of the west end of the north head wall of cast-iron culvert No. 582A of the Atchison, Topeka & Santa Fe Railway. A brass disk. (1,144.374 meters or 3,754.500 feet.)

**K 20.**—At Dawn, Deaf Smith County, 440 meters (1,444 feet) west of the Atchison, Topeka & Santa Fe Railway station, 33 meters (108 feet) north of the concrete foundation of the water crane, 31 meters (102 feet) north of the center of the track, and 1.2 meters from the right-of-way fence and wagon road. An iron pipe. (1,156.122 meters or 3,793.043 feet.)

**L 20.**—About 2.6 miles west of Dawn, Deaf Smith County, on the Atchison, Topeka & Santa Fe Railway right of way, on the south side of a road crossing at the ninth pole west of milepost 580, in line with a fence running south, 33 meters (108 feet) south of the center of the track, and 1 meter from the right-of-way fence. An iron pipe. (1,150.682 meters or 3,775.196 feet.)

**M 20.**—At Joel, Deaf Smith County, on the Atchison, Topeka & Santa Fe Railway right of way, 30 meters (98 feet) north of the center of the track at the station sign and 1.5 meters from the fence. An iron pipe. (1,148.220 meters or 3,767.118 feet.)

**N 20.**—About 2 miles west of Joel, Deaf Smith County, on the top of the west end of the north retaining wall of the Atchison, Topeka & Santa Fe Railway double-arch bridge No. 595A, 12 inches from the north side and 18 inches from the west end of the wall, and 2.5 meters below the rail. A copper bolt. (1,147.858 meters or 3,765.931 feet.)

**O 20.**—At Hereford, Deaf Smith County, on top of the southeast corner of the southeast footing of the Hereford waterworks tanks, 0.1 mile east of the Atchison, Topeka & Santa Fe Railway depot, and 95 meters (312 feet) south of main-line track. A copper bolt. (1,162.046 meters or 3,812.470 feet.)

**P 20.**—At Hereford, Deaf Smith County, on the south face of the concrete basement entrance to Deaf Smith County Courthouse, 1.3 meters above sidewalk, and 0.3 meter from the east side of the door. A brass disk. (1,165.212 meters or 3,822.866 feet.)

**Q 20.**—At Hereford, Deaf Smith County, at the southwest corner of the Atchison, Topeka & Santa Fe Railway depot, in the south face of the limestone water table, in the brick corner pier, 1.3 meters above the brick flagging. A copper bolt. (1,164.261 meters or 3,819.746 feet.)

**R 20.**—About 3.8 miles west of Hereford, Deaf Smith County, at the eighth pole west of milepost 603 of the Atchison, Topeka & Santa Fe Railway, 51 meters (167 feet) west of a road crossing, 1 meter from the fence between the right of way and a parallel road, and 32 meters (105 feet) from the center of the track. An iron pipe. (1,177.518 meters or 3,863.240 feet.)

**S 20.**—At Summerfield, Castro County, on the Atchison, Topeka & Santa Fe Railway right of way, 1 meter from the north right-of-way fence, at the station sign. An iron pipe. (1,199.459 meters or 3,935.225 feet.)

**T 20.**—About 1.9 miles west of Summerfield, Castro County, on the top of the east end of the south head wall of the Atchison, Topeka & Santa Fe Railway cast-iron culvert 609A. A brass disk. (1,197.516 meters or 3,928.850 feet.)

**U 20.**—About 2.3 miles west of Summerfield, Castro County, 14 meters (46 feet) north of the center of the Atchison, Topeka & Santa Fe Railway track, at milepost 610. A stone post with square hole in top. (1,198.874 meters or 3,933.806 feet.)

**V 20.**—At Black, Parmer County, just outside the Atchison, Topeka & Santa Fe Railway right of way, on the north side of a wagon road, 19 meters (62 feet) south of the track, at a semaphore 200 meters (656 feet) west of the station sign. A stone post with square hole in top. (1,217.421 meters or 3,994.155 feet.)

**W 20.**—About 3.8 miles east of Friona, Parmer County, just outside the Atchison, Topeka & Santa Fe Railway right of way, at milepost 618, on the north side of a wagon road paralleling the railroad. An iron pipe. (1,220.450 meters or 4,004.093 feet.)

**X 20.**—At Friona, Parmer County, on the Atchison, Topeka & Santa Fe Railway right of way, 50 meters (164 feet) north of the track at the station, 300 meters (984 feet) east of the east stone gatepost, and 0.4 meter from the fence. A stone post with square hole in top. (1,220.957 meters or 4,005.756 feet.)

**Y 20.**—About 2.9 miles west of Friona, Parmer County, halfway between the ninth and tenth telegraph poles east of milepost 626 of the Atchison, Topeka & Santa Fe Railway, at the west end of a long fill, in the wagon road 25 meters (82 feet) south of the center of the track, and just west of the point where the right of way narrows. An iron pipe. (1,252.429 meters or 4,109.011 feet.)

**Z 20.**—At Parmerton, Parmer County, at the station sign, at milepost 628 of the Atchison, Topeka & Santa Fe Railway, 18 meters (59 feet) south of the center of the track, on the north side of a wagon road just off the right of way. A stone post with square hole in top. (1,272.994 meters or 4,176.481 feet.)

**A 21.**—About 2 miles west of Parmerton, Parmer County, 18 meters (59 feet) south of the center of the Atchison, Topeka & Santa Fe Railway at a pole marked 630, just off the right of way on the north side of a wagon road. An iron pipe. (1,258.247 meters or 4,128.098 feet.)

**B 21.**—At Bovina, Parmer County, in range with the east end of the Atchison, Topeka & Santa Fe Railway depot, just off the right of way, about 40 meters (131 feet) north of the main-line track, in the edge of a locust plantation belonging to XIT ranch. A stone post with square hole in top. (1,240.315 meters or 4,069.267 feet.)

**C 21.**—About 1.5 miles west of Bovina, Parmer County, on the Atchison, Topeka & Santa Fe Railway bridge No. 635B, which is a 48-inch cast-iron pipe culvert, on top of the north concrete head wall 10 inches from the west end. A brass disk. (1,234.690 meters or 4,050.812 feet.)

**D 21.**—About 4 miles west of Bovina, Parmer County, on the Atchison, Topeka & Santa Fe Railway right of way, 15 meters (49 feet) north of the center of the track, and 4 poles west of the pole marked 638. An iron pipe. (1,245.149 meters or 4,085.126 feet.)

**E 21.**—At Wilsey, Parmer County, on the Atchison, Topeka & Santa Fe Railway right of way, 14 meters (46 feet) south of the center of the main-line track, 20 meters (66 feet) east of the station sign, and 2 meters west of the pole marked 641. An iron pipe. (1,270.591 meters or 4,168.597 feet.)

**F 21.**—About 2 miles west of Wilsey, Parmer County, 18 meters (59 feet) south of the center of the Atchison, Topeka & Santa Fe Railway track, at the pole marked 743, 9 meters west of a rail marking the exact mile, 1 meter off the right of way, and 20 meters (66 feet) north of a wagon road. A stone post with square hole in top. (1,259.565 meters or 4,132.423 feet.)

#### LINE XII, CLOVIS, N. MEX., TO PECOS, TEX. (PART).

This is the Texas portion of a line which follows the Atchison, Topeka & Santa Fe Railway from Clovis, N. Mex., to Pecos, Tex. The field work was done by O. W. Ferguson, assistant, between September 16, 1916, and January 10, 1917.

**Monument.**—On the New Mexico-Texas State Line, about 6 miles north of Angeles, Reeves County, 90 meters (295 feet) east of the Atchison, Topeka & Santa Fe Railway. The top and center of the brass plate of boundary monument No. 24. (874.009 meters or 2,867.478 feet.)

**G 21.**—About 4.4 miles north of Angeles, Reeves County, a cross cut on the top of milepost 219 of the Atchison, Topeka & Santa Fe Railway. (875.222 meters or 2,871.457 feet.)

**H 21.**—About 2.4 miles north of Angeles, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, opposite milepost 221. A concrete post with disk in top. (883.059 meters or 2,897.169 feet.)

**I 21.**—About 0.4 mile north of Angeles, Reeves County, a cross cut in the top of milepost 223 of the Atchison, Topeka & Santa Fe Railway. (881.541 meters or 2,892.189 feet.)

**J 21.**—About 1.6 miles south of Angeles, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, opposite milepost 225. A concrete post with disk in top. (871.851 meters or 2,860.398 feet.)

**K 21.**—About 3.6 miles south of Angeles, Reeves County, a cross cut on the top of milepost 227 of the Atchison, Topeka & Santa Fe Railway. (870.106 meters or 2,854.673 feet.)

**L 21.**—About 1.6 miles north of Orla, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway opposite milepost 229. A concrete post with disk in top. (874.331 meters or 2,868.534 feet.)

**M 21.**—At Orla, Reeves County, on east face of the large cement cistern about 300 meters (984 feet) south of the Atchison, Topeka & Santa Fe Railway depot. A brass disk. (871.971 meters or 2,860.791 feet.)

**N 21.**—About 0.3 mile south of Orla, Reeves County, a cross cut on the top of milepost 231 of the Atchison, Topeka & Santa Fe Railway. (871.977 meters or 2,860.811 feet.)

**O 21.**—About 2.1 miles south of Orla, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway at the seventh telegraph pole south of milepost 233. A concrete post with disk in top. (849.300 meters or 2,786.441 feet.)

**P 21.**—About 4.2 miles south of Orla, Reeves County, a cross cut on the top of milepost 235 of the Atchison, Topeka & Santa Fe Railway. (843.325 meters or 2,766.800 feet.)

**Q 21.**—About 6.3 miles south of Orla, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, 90 meters (295 feet) south of milepost 237. A concrete post with disk in top. (833.073 meters or 2,733.174 feet.)

**R 21.**—About 2.2 miles north of Riverton, Reeves County, a cross cut on the top of milepost 239 of the Atchison, Topeka & Santa Fe Railway. (832.410 meters or 2,730.998 feet.)

**S 21.**—About 0.2 mile north of Riverton, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, 30 meters (98 feet) south of milepost 241. A concrete post with disk in top. (828.394 meters or 2,717.823 feet.)

**T 21.**—About 1.8 miles south of Riverton, Reeves County, a cross cut on the top of milepost 243 of the Atchison, Topeka & Santa Fe Railway. (827.810 meters or 2,715.907 feet.)

**U 21.**—About 3.9 miles south of Riverton, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, 160 meters (525 feet) south of milepost 245. A concrete post with disk in top. (822.634 meters or 2,698.925 feet.)

**V 21.**—About 0.3 mile north of Dixieland, Reeves County, a cross cut on the top of milepost 247 of the Atchison, Topeka & Santa Fe Railway. (819.260 meters or 2,687.855 feet.)

**W 21.**—About 1.9 miles south of Dixieland, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, opposite milepost 249. A concrete post with disk in top. (814.954 meters or 2,673.728 feet.)

**X 21.**—About 0.4 mile north of Arno, Reeves County, a cross cut on the top of milepost 251 of the Atchison, Topeka & Santa Fe Railway. (814.481 meters or 2,672.176 feet.)

**Y 21.**—At Arno, Reeves County, on the south side of the large cement cistern at the section house 125 meters (410 feet) north of the Atchison, Topeka & Santa Fe Railway depot. A brass disk. (814.431 meters or 2,672.012 feet.)

**Z 21.**—About 1.8 miles south of Arno, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, 280 meters (919 feet) south of milepost 253. A concrete post with disk in top. (816.858 meters or 2,679.975 feet.)

**A 22.**—About 3.7 miles south of Arno, Reeves County, a cross cut on the top of milepost 255 of the Atchison, Topeka & Santa Fe Railway. (810.647 meters or 2,659.598 feet.)

**B 22.**—About 5.7 miles south of Arno, Reeves County, on the western right-of-way line of the Atchison, Topeka & Santa Fe Railway, 50 meters (164 feet) south of milepost 257. A concrete post with disk on top. (804.961 meters or 2,640.943 feet.)

**C 22.**—About 7.7 miles south of Arno, Reeves County, a cross cut on the top of milepost 259 of the Atchison, Topeka & Santa Fe Railway. (802.514 meters or 2,632.915 feet.)

**D 22.**—At Patrole, Reeves County, 125 meters (410 feet) south of the signboard at the eleventh telegraph pole south of milepost 261 of the Atchison, Topeka & Santa Fe Railway. A concrete post with disk in top. (796.557 meters or 2,613.371 feet.)

**E 22.**—About 1.6 miles south of Patrole, Reeves County, a cross cut on the top of an iron post marking the eastern right-of-way line at milepost 263 of the Atchison, Topeka & Santa Fe Railway. (794.621 meters or 2,607.019 feet.)

**F 22.**—About 3.6 miles south of Patrole, Reeves County, in line with the telegraph poles directly west of milepost 265 of the Atchison, Topeka & Santa

**Fe Railway.** A concrete post with disk in top. (793.976 meters or 2,604.903 feet.)

**G 22.**—About 4.5 miles north of Pecos, Reeves County, a cross cut on the top of milepost 267 of the Atchison, Topeka & Santa Fe Railway. (798.785 meters or 2,620.080 feet.)

**H 22.**—About 2.5 miles north of Pecos, Reeves County, in line with the telegraph poles directly west of milepost 269 of the Atchison, Topeka & Santa Fe Railway. A concrete post with disk in top. (789.009 meters or 2,588.607 feet.)

**I 22.**—About one-half mile north of Pecos, Reeves County, on the Atchison, Topeka & Santa Fe Railway, about  $6\frac{1}{2}$  feet west of the main-line track, about midway of the length of the passing track on the east side of the main line, and on the top of the section of rail which forms milepost 271. A chiseled cross, stamped "2585.84." (788.167 meters or 2,585.845 feet.)

**J 22.**—At Pecos, Reeves County, on the Texas & Pacific Railway station, on the north face of the northeast pillar. A standard disk, stamped "J 22 1917 2588.86." (789.086 meters or 2,588.860 feet.)

**K 22.**—At Pecos, Reeves County, in the main square, one block south of the Texas & Pacific Railway station and on top of the heavy cement rim of the water tank. A standard disk, stamped "K 22 1917 2586.80." (788.458 meters or 2,586.799 feet.) Destroyed in 1928.

For other bench marks at Pecos, Reeves County, see pages 58 and 59.

#### LINE XIII, SIERRA BLANCA TO SAN ANTONIO, TEX.

This line follows the Southern Pacific Railroad from Sierra Blanca to San Antonio, Tex. From Spofford a spur line extends to Eagle Pass, Tex., over the Southern Pacific Railroad. The field work was done by J. D. Powell and O. W. Swainson, hydrographic and geodetic engineers, between April 30 and September 18, 1917.

For additional bench marks at Sierra Blanca, see page 63.

**Q 22.**—At Sierra Blanca, Hudspeth County, on the Southern Pacific Railroad, opposite milepost 737, about 250 feet west of the station and about 65 feet north of the track. A standard disk, stamped "Q 22 1917 4520.49," and set in the top of a concrete post. (1,377.849 meters or 4,520.493 feet.)

**R 22.**—About 1 mile east of Sierra Blanca, Hudspeth County, on the Southern Pacific Railroad, at milepost 736, and about 100 feet south of the track. A standard disk, stamped "R 22 1917 4472.02," and set in the top of a concrete post. (1,363.074 meters or 4,472.019 feet.)

**S 22.**—About 1.8 miles west of Villa, Hudspeth County, on the Southern Pacific Railroad, at milepost 734, 3 telegraph poles east of bridge No. 734-A and about 100 feet north of the track. A standard disk, stamped "S 22 1917 4410.79," and set in the top of a concrete post. (1,344.412 meters or 4,410.792 feet.)

**T 22.**—About 0.2 mile east of Villa, Hudspeth County, on the Southern Pacific Railroad, at milepost 732, at the second telegraph pole west of the east end of the passing track, and about 100 feet north of the track. A standard disk, stamped "T 22 1917 4360.42," and set in the top of a concrete post. (1,329.059 meters or 4,360.421 feet.)

**U 22.**—About 2.2 miles east of Villa, Hudspeth County, on the Southern Pacific Railroad, at milepost 730, and about 100 feet north of the track. A standard disk, stamped "U 22 1917 4343.30," and set in the top of a concrete post. (1,323.839 meters or 4,343.295 feet.)

**V 22.**—About 1 mile west of Grayton, Hudspeth County, on the Southern Pacific Railroad, at milepost 728, and about 100 feet north of the track. A standard disk, stamped "V 22 1917 4308.05," and set in the top of a concrete post. (1,313.095 meters or 4,308.046 feet.)

**W 22.**—About 1 mile east of Grayton, Hudspeth County, on the Southern Pacific Railroad, at milepost 726, and about 100 feet north of the track. A standard disk, stamped "W 22 1917 4310.82," and set in the top of a concrete post. (1,315.770 meters or 4,316.822 feet.)

**X 22.**—About 1.4 miles west of Boia, Hudspeth County, on the Southern Pacific Railroad, at milepost 724, and about 100 feet north of the track. A standard disk, stamped "X 22 1917 4363.90," and set in the top of a concrete post. (1,330.119 meters or 4,363.899 feet.)

**Y 22.**—About 0.6 mile east of Bola, Hudspeth County, on the Southern Pacific Railroad, at milepost 722. A standard disk, stamped "Y 22 1917 4377.34," and set in the top of a concrete post. (1,334.216 meters or 4,377.340 feet.)

**Z 22.**—About 2 miles west of Torbert, Hudspeth County, on the Southern Pacific Railroad, at milepost 720. A standard disk, stamped "Z 22 1917 4358.95," and set in the top of a concrete post. (1,328.610 meters or 4,358.948 feet.)

**A 23.**—At Torbert, Hudspeth County, on the Southern Pacific Railroad, at milepost 718. A standard disk set in the top of a concrete post. (1,325.627 meters or 4,349.161 feet.) Reported in 1921 as having been found near milepost 718 but dug out of the ground where it was originally set.

**B 23.**—About 2 miles east of Torbert, Hudspeth County, on the Southern Pacific Railroad, at milepost 716. A standard disk, stamped "B 23 1917 4320.08," and set in the top of a concrete post. (1,318.593 meters or 4,326.084 feet.)

**C 23.**—About 0.2 mile west of Hot Wells, Hudspeth County, on the Southern Pacific Railroad, at milepost 714. A standard disk, stamped "C 23 1917 4280.07," and set in the top of a concrete post. (1,306.398 meters or 4,286.074 feet.)

**D 23.**—About 1.8 miles east of Hot Wells, Hudspeth County, on the Southern Pacific Railroad, at milepost 712, and about 100 feet north of the track. A standard disk, stamped "D 23 1917 4254.53," and set in the top of a concrete post. (1,296.784 meters or 4,254.532 feet.)

**E 23.**—About 1.2 miles west of Dalberg, Hudspeth County, on the Southern Pacific Railroad, at milepost 710, and about 50 feet north of the track. A standard disk, stamped "E 23 1917 4209.78," and set in the top of a concrete post. (1,283.145 meters or 4,209.785 feet.)

**F 23.**—About 0.8 mile east of Dalberg, Hudspeth County, on the Southern Pacific Railroad, at milepost 708, and about 65 feet north of the track. A standard disk set in the top of a concrete post. (1,271.389 meters or 4,171.215 feet.) In 1921 the mark was found with the top broken off.

**G 23.**—About 2.2 miles east of Dalberg, Hudspeth County, on the Southern Pacific Railroad, at milepost 706, and about 50 feet north of the track. A standard disk, stamped "G 23 1917 4142.54," and set in the top of a concrete post. (1,262.650 meters or 4,142.544 feet.)

**H 23.**—Near Collado, Culberson County, on the Southern Pacific Railroad, at milepost 704, 0.1 mile west of the station sign, at the west end of the side-track, and about 50 feet north of the track. A standard disk, stamped "H 23 1917 4152.03," and set in the top of a concrete post. (1,265.542 meters or 4,152.032 feet.)

**I 23.**—About 1.8 miles east of Collado, Culberson County, on the Southern Pacific Railroad, about 33 feet west of milepost 702, and about 50 feet north of the track, in a rock outcrop. The bottom of a square hole chiseled in the rock. (1,239.496 meters or 4,066.580 feet.)

**J 23.**—At Fay, Culberson County, on the Southern Pacific Railroad, at milepost 700, about 250 feet east of the section foreman's house and about 100 feet north of the track. A standard disk, stamped "4014.18," and set in the top of a concrete post. (1,223.525 meters or 4,014.182 feet.)

**P 22** (U. S. G. S.).—At Fay, Culberson County, on the Southern Pacific Railroad, 800 feet east of the section foreman's house, 150 feet east of the station sign, and on the west side of the gate entrance to Van Horn Road. A United States Geological Survey standard cap, stamped "4007 Van Horn 4015.38," and riveted on the top of a 3½-inch iron pipe. (1,223.891 meters or 4,015.382 feet.)

**K 23.**—About 2 miles east of Fay, Culberson County, on the Southern Pacific Railroad, at milepost 698, and about 50 feet north of the track. A standard disk, stamped "K 23 1917 3957.60," and set in the top of a concrete post. (1,206.279 meters or 3,957.600 feet.)

**L 23.**—About one-half mile west of Lobo, Culberson County, on the Southern Pacific Railroad, at milepost 696, and about 100 feet north of the track. A standard disk, stamped "L 23 1917 3937.10," and set in the top of a concrete post. (1,200.032 meters or 3,937.105 feet.)

**M 23.**—At Lobo, Culberson County, on the Southern Pacific Railroad, 9 telegraph poles west of milepost 695, about 33 feet east of the water tank, and about 65 feet north of the track. A standard disk, stamped "M 23 1917 3942.50," and set in the top of a concrete post. (1,201.676 meters or 3,942.499 feet.)

**N 23.**—About 1.5 miles east of Lobo, Culberson County, on the Southern Pacific Railroad, at milepost 694, and about 100 feet north of the track. A stand-

ard disk, stamped "N 23 1917 3955.37," and set in the top of a concrete post. (1,205.600 meters or 3,955.373 feet.)

O 23.—About 2.2 miles west of Danube, Culberson County, on the Southern Pacific Railroad, at milepost 692, and about 65 feet south of the track. A standard disk, stamped "O 23 1917 3980.77," and set in the top of a concrete post. (1,213.341 meters or 3,980.770 feet.)

P 23.—About 0.2 mile west of Danube, Culberson County, on the Southern Pacific Railroad, at milepost 690, and about 65 feet south of the track. A standard disk, stamped "P 23 1917 4045.42," and set in the top of a concrete post. (1,233.046 meters or 4,045.418 feet.)

Q 23.—About 1.8 miles east of Danube, Culberson County, on the Southern Pacific Railroad, at milepost 688, and about 65 feet south of the track. A standard disk, stamped "Q 23 1917 4065.29," and set in the top of a concrete post. (1,239.104 meters or 4,065.294 feet.)

R 23.—About 1.8 miles west of Chispa, Jeff Davis County, on the Southern Pacific Railroad, at milepost 686, and about 50 feet south of the track. A standard disk, stamped "R 23 1917 4076.04," and set in the top of a concrete post. (1,242.380 meters or 4,076.042 feet.)

S 23.—About 0.2 mile east of Chispa, Jeff Davis County, on the Southern Pacific Railroad, at milepost 684 and about 80 feet north of the track. A standard disk, stamped "S 23 1917 4088.09," and set in the top of a concrete post. (1,246.053 meters or 4,088.092 feet.)

T 23.—About 2.2 miles east of Chispa, Jeff Davis County, on the Southern Pacific Railroad, at milepost 682, and about 50 feet south of the track. A standard disk, stamped "T 23 1917 4121.93," and set in the top of a concrete post. (1,256.367 meters or 4,121.931 feet.)

U 23.—About 3.7 miles west of Wendell, Jeff Davis County, on the Southern Pacific Railroad, at milepost 680, and about 50 feet south of the track. A standard disk, stamped "U 23 1917 4151.95," and set in the top of a concrete post. (1,265.517 meters or 4,151.950 feet.)

V 23.—About 1.7 miles west of Wendell, Jeff Davis County, on the Southern Pacific Railroad, at milepost 678, and about 50 feet south of the track. A standard disk, stamped "V 23 1917 4170.18," and set in the top of a concrete post. (1,271.075 meters or 4,170.185 feet.)

W 23.—About 0.3 mile east of Wendell, Jeff Davis County, on the Southern Pacific Railroad, at milepost 676, and about 50 feet north of the track. A standard disk, stamped "W 23 1917 4229.70," and set in the top of a concrete post. (1,289.216 meters or 4,229.703 feet.)

X 23.—About 1.6 miles west of Rubio, Jeff Davis County, on the Southern Pacific Railroad, at milepost 674. A standard disk, stamped "X 23 1917 4279.20," and set in the top of a concrete post. (1,304.302 meters or 4,279.197 feet.)

Y 23.—About 0.4 mile east of Rubio, Jeff Davis County, on the Southern Pacific Railroad, at milepost 672. A standard disk, stamped "Y 23 1917 4329.85," and set in the top of a concrete post. (1,319.740 meters or 4,329.847 feet.)

Z 23.—About 2.2 miles west of Valentine, Jeff Davis County, on the Southern Pacific Railroad, at milepost 670, and about 50 feet north of the track. A standard disk, stamped "Z 23 1917 4376.08," and set in the top of a concrete post. (1,333.833 meters or 4,376.084 feet.)

A 24.—At Valentine, Jeff Davis County, on the Southern Pacific Railroad, 2 telegraph poles east of milepost 668, about 200 feet west of the Van Noy lunch room, and about 115 feet north of the track. A standard disk, stamped "A 24 1917 4429.34," and set in the top of a concrete post. (1,350.064 meters or 4,429.335 feet.)

B 24.—About 1.8 miles east of Valentine, Jeff Davis County, on the Southern Pacific Railroad, at milepost 666, and about 80 feet north of the track. A standard disk, stamped "B 24 1917 4464.81," and set in the top of a concrete post. (1,360.877 meters or 4,464.811 feet.)

C 24.—About 3.8 miles east of Valentine, Jeff Davis County, on the Southern Pacific Railroad, at milepost 664, about 65 feet north of the track and on the top of a dike. A standard disk, stamped "C 24 1917," and set in the top of a concrete post. (1,377.091 meters or 4,518.006 feet.) Reported in 1921 that the dike has been rebuilt, and it is probable that the mark is covered with 2 or 3 feet of earth.

D 24.—About 1.0 miles west of Quebec, Presidio County, on the Southern Pacific Railroad, at milepost 662, and about 100 feet north of the track. A

standard disk, stamped "D 24 1917 4577.20," and set in the top of a concrete post. (1,395.132 meters or 4,577.196 feet.)

**E 24.**—About 0.3 mile east of Quebec, Presidio County, on the Southern Pacific Railroad, at milepost 660, and about 100 feet south of the track. A standard disk, stamped "E 24 1917 4623.15," and set in the top of a concrete post. (1,409.140 meters or 4,623.153 feet.)

**F 24.**—About 2.3 miles east of Quebec, Presidio County, on the Southern Pacific Railroad, at milepost 658, and about 100 feet north of the track. A standard disk, stamped "F 24 1917 4664.74," and set in the top of a concrete post. (1,421.817 meters or 4,664.745 feet.)

**G 24.**—About 3.8 miles west of Ryan, Presidio County, on the Southern Pacific Railroad, at milepost 656, and about 100 feet north of the track. A standard disk, stamped "G 24 1917 4699.22," and set in the top of a concrete post. (1,432.326 meters or 4,699.223 feet.)

**H 24.**—About 1.8 miles west of Ryan, Presidio County, on the Southern Pacific Railroad, at milepost 654, and about 50 feet north of the track. A standard disk, stamped "H 24 1917 4729.58," and set in the top of a concrete post. (1,441.579 meters or 4,729.580 feet.)

**I 24.**—At Ryan, Presidio County, on the Southern Pacific Railroad, at the east end of the side track, at milepost 652, and about 100 feet north of the track. A standard disk, stamped "I 24 1917 4754.96," and set in the top of a concrete post. (1,449.314 meters or 4,754.958 feet.)

**J 24.**—About 2.2 miles east of Ryan, Presidio County, on the Southern Pacific Railroad, at milepost 650, and about 100 feet north of the track. A standard disk, stamped "J 24 1917 4819.12," and set in the top of a concrete post. (1,468.871 meters or 4,819.121 feet.)

**K 24.**—About 0.4 mile west of Conejo, Presidio County, on the Southern Pacific Railroad, at milepost 648, about 0.17 mile west of the west switch of the passing track, and about 50 feet north of the track. A standard disk, stamped "K 24 1917 4896.55," and set in the top of a concrete post. (1,492.472 meters or 4,896.552 feet.)

**L 24.**—About 1.6 miles east of Conejo, Presidio County, on the Southern Pacific Railroad, at milepost 646, and about 50 feet north of the track. A standard disk, stamped "L 24 1917 4894.24," and set in the top of a concrete post. (1,491.767 meters or 4,894.239 feet.)

**M 24.**—About 1.7 miles west of Aragon, Presidio County, on the Southern Pacific Railroad, at milepost 644, and about 50 feet north of the track. A standard disk, stamped "M 24 1917 4887.96," and set in the top of a concrete post. (1,489.852 meters or 4,887.956 feet.)

**N 24.**—About 0.3 mile east of Aragon, Presidio County, on the Southern Pacific Railroad, at milepost 642, at the east end of the side track, and about 50 feet north of the track. A standard disk, stamped "N 24 1917 4899.11," and set in the top of a concrete post. (1,493.251 meters or 4,899.108 feet.)

**O 24.**—About 2.3 miles east of Aragon, Presidio County, on the Southern Pacific Railroad, at milepost 640. A standard disk, stamped "O 24 1917," and set in the top of a concrete post. (1,488.593 meters or 4,883.530 feet.) Reported in 1921 that the top of the post had been broken off.

**P 24.**—About 1.3 miles west of Galgo, Presidio County, on the Southern Pacific Railroad, at milepost 638. A standard disk, stamped "P 24 1917 4840.55," and set in the top of a concrete post. (1,475.403 meters or 4,840.551 feet.)

**Q 24.**—About 0.7 mile east of Galgo, Presidio County, on the Southern Pacific Railroad, at milepost 636, and about 65 feet north of the track. A standard disk, stamped "Q 24 1917 4801.08," and set in the top of a concrete post. (1,463.373 meters or 4,801.083 feet.)

**R 24.**—About 1.2 miles west of Marfa, Presidio County, on the Southern Pacific Railroad, at milepost 634. A standard disk, stamped "R 24 1917," and set in the top of a concrete post. (1,440.598 meters or 4,726.067 feet.) Reported in 1921 that the top of the post had been broken off.

**S 24 (U. S. G. S.).**—At Marfa, Presidio County, at the front entrance of Murphy & Walker's brick storehouse, across the street from and south of the Southern Pacific Railroad station. A United States Geological Survey standard cap, stamped "4692.20," and riveted on the top of a 3½-inch iron pipe. (1,430.186 meters or 4,692.202 feet.)

**T 24 (U. S. G. S.).**—At Marfa, Presidio County, in the southeast corner stone of the county courthouse. A United States Geological Survey standard disk, stamped "4695 Marfa 4698.10." (1,431.984 meters or 4,698.101 feet.)

**U 24.**—At Marfa, Presidio County, in the southwest corner of the park, and about 10 feet north of the tracks of the Southern Pacific Railroad. A standard disk, stamped "U 24 1917 4693.04," and set in the top of a concrete post. (1,430.442 meters or 4,693.042 feet.)

**V 24.**—About 0.8 mile east of Marfa, Presidio County, on the Southern Pacific Railroad, at milepost 632, and about 50 feet north of the track. A standard disk, stamped "V 24 1917," and set in the top of a concrete post. (1,435.861 meters or 4,709.180 feet.) Reported in 1921 that the post was leaning badly and that the disk had been broken out.

**W 24.**—About 2.8 miles east of Marfa, Presidio County, on the Southern Pacific Railroad, at milepost 630, and about 80 feet north of the track. A standard disk, stamped "W 24 1917 4782.75," and set in the top of a concrete post. (1,457.784 meters or 4,782.746 feet.)

**X 24.**—About 1.6 miles west of Nopal, Presidio County, on the Southern Pacific Railroad, at milepost 628, and about 65 feet north of the track. A standard disk, stamped "X 24 1917 4823.26," and set in the top of a concrete post. (1,470.134 meters or 4,823.265 feet.)

**YY 24** (U. S. G. S.).—At Nopal, Presidio County, on the Southern Pacific Railroad, at Nopal Siding, 10 feet east of the gate, and 100 feet south of the tracks. A United States Geological Survey standard cap, stamped "4806 Marfa 4810.14," and riveted on the top of a 3½-inch iron pipe. (1,466.134 meters or 4,810.141 feet.) Reported in 1921 that a line was cut through the old elevation "4806."

**Y 24.**—About three-fourths mile east of Nopal, Presidio County, on the Southern Pacific Railroad, at milepost 626, and about 50 feet north of the track. A standard disk, stamped "Y 24 4828.23," and set in the top of a concrete post. (1,471.647 meters or 4,828.228 feet.)

**Z 24.**—About 2 miles east of Nopal, Presidio County, on the Southern Pacific Railroad, at milepost 624, and about 50 feet north of the track. A standard disk, stamped "Z 24 1917 4890.20," and set in the top of a concrete post. (1,493.279 meters or 4,890.199 feet.)

**A 25.**—About 4 miles east of Nopal, Presidio County, on the Southern Pacific Railroad, at milepost 622, and about 70 feet north of the track. A standard disk, stamped "A 25 1917 4950.18," and set in the top of a concrete post. (1,510.647 meters or 4,956.181 feet.)

**BB 25** (U. S. G. S.).—About 1.5 miles west of Paisano, Presidio County, on the Southern Pacific Railroad, about 150 feet south of the track, about 65 feet north of a public road, and in an outcrop of limestone. A United States Geological Survey standard disk, stamped "4909 Marfa." (1,524.958 meters or 5,003.126 feet.)

**B 25.**—About 1 mile west of Paisano, Presidio County, on the Southern Pacific Railroad, at milepost 620, and about 115 feet north of the track. A standard disk, stamped "B 25 5050.46," and set in the top of a concrete post. (1,539.382 meters or 5,050.456 feet.)

**C 25.**—About 1 mile east of Paisano, Presidio County, on the Southern Pacific Railroad, at milepost 618, and about 90 feet north of the track. A standard disk, stamped "C 25 1917 5009.99," and set in the top of a concrete post. (1,527.048 meters or 5,009.990 feet.)

**D 25.**—About 3 miles east of Paisano, Presidio County, on the Southern Pacific Railroad, about 10 feet east of milepost 616, and south of the track. A standard disk, stamped "D 25 1917 4898.64," and set in the top of a concrete post. (1,493.110 meters or 4,898.645 feet.)

**E 25.**—About 1.6 miles west of Toronto, Brewster County, on the Southern Pacific Railroad, at milepost 614, and about 65 feet north of the track. A standard disk, stamped "E 25 1917," and set in the top of a concrete post. (1,465.722 meters or 4,808.790 feet.)

**F 25.**—About 0.4 mile east of Toronto, Brewster County, on the Southern Pacific Railroad, at milepost 612, about 16 feet south of the track, and in a rock outcrop. A standard disk, stamped "F 25 1917." (1,438.000 meters or 4,717.838 feet.)

**GG 25** (U. S. G. S.).—About 3.8 miles west of Alpine, Brewster County, on the Southern Pacific Railroad, 4 telegraph poles east of milepost 611, about 50 feet north of the track, and about 2 feet north of the north right-of-way fence. A United States Geological Survey standard cap, stamped "4665 Marfa 4669.41," and riveted on the top of a 3½-inch iron pipe. (1,423.240 meters or 4,669.413 feet.) Reported in 1921 that a line was cut through the old elevation "4665."

**G 25.**—About 2.8 miles west of **Alpine**, Brewster County, on the Southern Pacific Railroad, at milepost 610, and about 80 feet north of the track. A standard disk, stamped "G 25 1917," and set in the top of a concrete post. (1,409.030 meters or 4,622.793 feet.)

**H 25.**—About 0.9 mile west of **Alpine**, Brewster County, on the Southern Pacific Railroad, at milepost 608, and about 100 feet north of the track. A standard disk, stamped "H 25 1917 4520.08," and set in the top of a concrete post. (1,377.724 meters or 4,520.083 feet.)

**I 25.**—At **Alpine**, Brewster County, in the northeast corner of the yard of the Ritchie Hotel, and about 165 feet south of the tracks of the Southern Pacific Railroad. A standard disk, stamped "I 25 1917 4486.58," and set in the top of a concrete post. (1,367.512 meters or 4,486.579 feet.)

**J 25** (U. S. G. S.).—At **Alpine**, Brewster County, at the east entrance to the county courthouse and in the north end of the third step. A United States Geological Survey standard disk, stamped "4476 Marfa 4480.53," and set in the stone step. (1,365.669 meters or 4,480.532 feet.)

**K 25.**—About 1.2 miles east of **Alpine**, Brewster County, on the Southern Pacific Railroad, at milepost 606, and about 50 feet north of the track. A standard disk, stamped "K 25 1917," and set in the top of a concrete post. (1,366.115 meters or 4,481.996 feet.)

**L 25.**—About 2.7 miles east of **Alpine**, Brewster County, on the Southern Pacific Railroad, at milepost 604, and about 65 feet north of the track. A standard disk, stamped "L 25 1917 4502.51," and set in the top of a concrete post. (1,372.308 meters or 4,502.511 feet.)

**M 25.**—About 1 mile west of **Strobel**, Brewster County, on the Southern Pacific Railroad, at milepost 602, and about 50 feet north of the track. A standard disk, stamped "M 25 1917 4489.86," and set in the top of a concrete post. (1,308.513 meters or 4,489.863 feet.)

**N 25.**—Near **Strobel**, Brewster County, on the Southern Pacific Railroad, at milepost 600, 3 telegraph poles east of the station sign, and about 33 feet north of the track. A standard disk, stamped "N 25 1917 4444.64," and set in the top of a concrete post. (1,354.730 meters or 4,444.643 feet.)

**O 25.**—About 2.2 miles east of **Strobel**, Brewster County, on the Southern Pacific Railroad, at milepost 598, and about 65 feet north of the track. A standard disk, stamped "O 25 1917 4473.49," and set in the top of a concrete post. (1,363.522 meters or 4,473.488 feet.)

**P 25.**—About 4.2 miles east of **Strobel**, Brewster County, on the Southern Pacific Railroad, at milepost 596, and about 65 feet north of the track. A standard disk, stamped "P 25 1917 4546.55," and set in the top of a concrete post. (1,385.791 meters or 4,546.549 feet.)

**Q 25.**—About 6.2 miles east of **Strobel**, Brewster County, on the Southern Pacific Railroad, at milepost 594, and about 40 feet north of the track. A standard disk, stamped "Q 25 1917 4596.84," and set in the top of a concrete post. (1,401.120 meters or 4,596.841 feet.)

**R 25.**—About 0.5 mile west of **Altuda**, Brewster County, on the Southern Pacific Railroad, at milepost 592, and about 80 feet north of the track. A standard disk, stamped "R 25 1917 4633.31," and set in the top of a concrete post. (1,412.237 meters or 4,633.314 feet.)

**S 25.**—About 1.5 miles east of **Altuda**, Brewster County, on the Southern Pacific Railroad, at milepost 590, and about 50 feet north of the track. A standard disk, stamped "S 25 1917 4583.27," and set in the top of a concrete post. (1,396.983 meters or 4,583.268 feet.)

**T 25.**—About 3.4 miles west of **Lenox**, Brewster County, on the Southern Pacific Railroad, at milepost 588, and about 50 feet south of the track. A standard disk, stamped "T 25 1917 4481.65," and set in the top of a concrete post. (1,366.009 meters or 4,481.648 feet.)

**U 25.**—About 1.4 miles west of **Lenox**, Brewster County, on the Southern Pacific Railroad, about 20 feet east of milepost 586, and about 45 feet south of the track. A standard disk, stamped "U 25 1917 4378.80," and set in the top of a concrete post. (1,334.660 meters or 4,378.797 feet.)

**V 25.**—About 0.6 mile east of **Lenox**, Brewster County, on the Southern Pacific Railroad, about 25 feet east of milepost 584, and about 40 feet south of the track. A standard disk, stamped "V 25 1917 4315.16," and set in the top of a concrete post. (1,315.265 meters or 4,315.165 feet.)

**W 25.**—About 2.6 miles east of **Lenox**, Brewster County, on the Southern Pacific Railroad, about 23 feet east of milepost 582, and about 45 feet south

of the track. A standard disk, stamped "W 25 4211.82," and set in the top of a concrete post. (1,283.765 meters or 4,211.819 feet.)

**X 25.**—About 4.6 miles east of **Lenox**, Brewster County, on the Southern Pacific Railroad, at milepost 580, about 65 feet north of the track, and in an outcrop of sandstone by the north fence. A standard disk, stamped "X 25 1917." (1,256.020 meters or 4,120.792 feet.)

**Y 25.**—About 2 miles west of **Marathon**, Brewster County, on the Southern Pacific Railroad, about 16 feet east of milepost 578, and about 45 feet south of the track. A standard disk, stamped "Y 25 1917 4067.94," and set in the top of a concrete post. (1,239.912 meters or 4,067.945 feet.)

**Z 25.**—At **Marathon**, Brewster County, west of the Southern Pacific Railroad station, and by the north fence of the station yard. A standard disk, stamped "Z 25 1917," and set in the top of a concrete post. (1,232.829 meters or 4,044.706 feet.)

**A 26.**—About 2 miles east of **Marathon**, Brewster County, on the Southern Pacific Railroad, at milepost 574, and about 50 feet north of the track. A standard disk, stamped "A 26 1917," and set in the top of a concrete post. (1,263.318 meters or 4,144.736 feet.)

**B 26.**—About 4 miles east of **Marathon**, Brewster County, on the Southern Pacific Railroad, at milepost 572, and about 45 feet south of the track. A standard disk, stamped "B 26 1917 4141.84," and set in the top of a concrete post. (1,262.436 meters or 4,141.842 feet.)

**C 26.**—About 2.6 miles west of **Warwick**, Brewster County, on the Southern Pacific Railroad, at milepost 570, and about 40 feet north of the track. A standard disk, stamped "C 26 1917 4114.84," and set in the top of a concrete post. (1,254.206 meters or 4,114.841 feet.)

**D 26.**—About 0.6 mile west of **Warwick**, Brewster County, on the Southern Pacific Railroad, at milepost 568, and about 50 feet north of the track. A standard disk, stamped "D 26 1917 4075.28," and set in the top of a concrete post. (1,242.148 meters or 4,075.281 feet.)

**E 26.**—About 1.4 miles east of **Warwick**, Brewster County, on the Southern Pacific Railroad, at milepost 566, and about 50 feet south of the track. A standard disk, stamped "E 26 1917 4061.02," and set in the top of a concrete post. (1,237.803 meters or 4,061.025 feet.)

**F 26.**—About 3.4 miles east of **Warwick**, Brewster County, on the Southern Pacific Railroad, at milepost 564, and about 40 feet north of the track. A standard disk, stamped "F 26 1917 4008.73," and set in the top of a concrete post. (1,221.863 meters or 4,008.729 feet.)

**G 26.**—About 1.6 miles west of **Haymond**, Brewster County, on the Southern Pacific Railroad, about 50 feet east of milepost 562, about 30 feet south of the track, and in an outcrop of gray rock. A standard disk, stamped "G 26 1917." (1,198.930 meters or 3,933.489 feet.)

**H 26.**—About 0.4 mile east of **Haymond**, Brewster County, on the Southern Pacific Railroad, about 100 feet southwest of milepost 560, about 20 feet north of the track, and in a large rock. A standard disk, stamped "H 26 1917 3872.95." (1,180.478 meters or 3,872.952 feet.)

**I 26.**—About 2.4 miles east of **Haymond**, Brewster County, on the Southern Pacific Railroad, at milepost 558, and about 45 feet north of the track. A standard disk, stamped "I 26 1917 3892.07," and set in the top of a concrete post. (1,186.306 meters or 3,892.072 feet.)

**J 26.**—About 4.4 miles east of **Haymond**, Brewster County, on the Southern Pacific Railroad, at milepost 556, and about 33 feet south of the track. A standard disk, stamped "J 26 1917 3864.15," and set in the top of a concrete post. (1,177.795 meters or 3,864.149 feet.)

**K 26.**—About 2 miles west of **Tesnus**, Brewster County, on the Southern Pacific Railroad, at milepost 554, and about 33 feet north of the track. A standard disk, stamped "K 26 1917 3794.76," and set in the top of a concrete post. (1,156.646 meters or 3,794.763 feet.)

**L 26.**—At **Tesnus**, Brewster County, on the Southern Pacific Railroad, about 200 feet northwest of milepost 552, about 75 feet northwest of bridge No. 552-A, and about 50 feet north of the track. A standard disk, stamped "L 26 1917 3726.18," and set in the top of a concrete post. (1,135.742 meters or 3,726.180 feet.)

**M 26.**—About 2 miles east of **Tesnus**, Brewster County, on the Southern Pacific Railroad, about 720 feet east of milepost 550, about 65 feet east of bridge No. 549-L, about 16 feet south of the track, in a flat rock. A standard disk,

stamped "M 26 1917 3625.84," and set in rock. (1,105.159 meters or 3,625.842 feet.)

**N 26.**—About 0.4 mile east of **Maxon**, Brewster County, on the Southern Pacific Railroad, about 20 feet east of milepost 548, 6 telegraph poles east of the section house, and about 50 feet south of the track. A standard disk, stamped "N 26 1917 3521.56," and set in the top of a concrete post. (1,073.375 meters or 3,521.564 feet.)

**O 26.**—About 2.4 miles east of **Maxon**, Brewster County, on the Southern Pacific Railroad, about 100 feet west of milepost 546, about 50 feet south of the track, in a low rock outcrop by the fence. A standard disk, stamped "O 26 1917 3449.61," and set in rock. (1,051.444 meters or 3,449.612 feet.)

**P 26.**—About 4.4 miles east of **Maxon**, Brewster County, on the Southern Pacific Railroad, at milepost 544, and about 40 feet north of the track. A standard disk, stamped "P 26 1917," and set in the top of a concrete post. (1,077.711 meters or 3,535.790 feet.)

**Q 26.**—About 1 mile west of **Rosenfeld**, Brewster County, in the Southern Pacific Railroad, at milepost 542, about 40 feet north of the track, and about 13 feet south of the fence. A standard disk, stamped "Q 26 1917," and set in an outcrop of soft sandstone. (1,103.505 meters or 3,620.711 feet.)

**R 26.**—About 1 mile east of **Rosenfeld**, Brewster County, on the Southern Pacific Railroad, about 30 feet northeast of milepost 540, and about 40 feet south of the track. A standard disk, stamped "R 26 1917 3641.74," and set in the top of a concrete post. (1,110.003 meters or 3,641.735 feet.)

**S 26.**—About 3 miles east of **Rosenfeld**, Brewster County, on the Southern Pacific Railroad, about 40 feet south of milepost 538, and about 95 feet south of the track. A standard disk, stamped "S 26 1917 3575.37," and set in the top of a concrete post. (1,089.776 meters or 3,575.373 feet.)

**T 26.**—About 5 miles east of **Rosenfeld**, Brewster County, on the Southern Pacific Railroad, about 40 feet south of milepost 536, and about 70 feet south of the track. A standard disk, stamped "T 26 1917 3509.63," and set in the top of a concrete post. (1,069.737 meters or 3,509.629 feet.)

**U 26.**—About 1.7 miles west of **Longfellow**, Pecos County, on the Southern Pacific Railroad, at milepost 534, and about 50 feet south of the track. A standard disk, stamped "U 26 1917 3438.78," and set in the top of a concrete post. (1,048.142 meters or 3,438.779 feet.)

**V 26.**—About 0.3 mile east of **Longfellow**, Pecos County, on the Southern Pacific Railroad, about 25 feet west of milepost 532, and about 55 feet south of the track. A standard disk, stamped "V 26 1917 3360.45," and set in the top of a concrete post. (1,024.266 meters or 3,360.446 feet.)

**W 26.**—About 2.3 miles east of **Longfellow**, Pecos County, on the Southern Pacific Railroad, about 45 feet south of milepost 530, and about 90 feet south of the track. A standard disk, stamped "W 26 1917 3284.17," and set in the top of a concrete post. (1,001.018 meters or 3,284.173 feet.)

**X 26.**—About 4.3 miles east of **Longfellow**, Pecos County, on the Southern Pacific Railroad, about 50 feet south of milepost 528, and about 115 feet south of the track. A standard disk, stamped "X 26 1917 3221.54," and set in the top of a concrete post. (981.928 meters or 3,221.542 feet.)

**Y 26.**—About 1.7 miles west of **Emerson**, Terrell County, on the Southern Pacific Railroad, about 90 feet northeast of milepost 526, and about 90 feet east of the track. A standard disk, stamped "Y 26 1917 3142.60," and set in the top of a concrete post. (957.886 meters or 3,142.664 feet.)

**Z 26.**—About 0.3 mile east of **Emerson**, Terrell County, on the Southern Pacific Railroad, at milepost 524, and about 95 feet north of the track. A standard disk, stamped "Z 26 1917," and set in the top of a concrete post. (938.747 meters or 3,079.872 feet.)

**A 27.**—About 2.3 miles east of **Emerson**, Terrell County, on the Southern Pacific Railroad, about 65 feet southeast of milepost 522, and about 100 feet south of the track. A standard disk, stamped "A 27 1917 3013.10," and set in the top of a concrete post. (918.396 meters or 3,013.104 feet.)

**B 27.**—About 2 telegraph poles east of **Gavilan**, Terrell County, on the Southern Pacific Railroad, about 60 feet south of milepost 520, and about 95 feet south of the track. A standard disk, stamped "B 27 1917 2934.10," and set in the top of a concrete post. (894.316 meters or 2,934.102 feet.)

**C 27.**—About 2 miles east of **Gavilan**, Terrell County, on the Southern Pacific Railroad, about 60 feet south of milepost 518, and about 85 feet south of the track. A standard disk, stamped "C 27 1917 2854.49," and set in the top of a concrete post. (870.051 meters or 2,854.492 feet.)

**D 27.**—About 4 telegraph poles west of Sanderson, Terrell County, on the Southern Pacific Railroad, near milepost 516, and in the railroad yards about 80 feet north of the track. A standard disk, stamped "2779.67," and set in the top of a concrete post. (847.244 meters or 2,779.666 feet.)

**E 27.**—At Sanderson, Terrell County, in the Sanderson State Bank Building, in the foundation of the south wall, and about 6 feet from the main entrance. A standard disk, stamped "E 27 1917 2774.82." (845.766 meters or 2,774.817 feet.)

**F 27.**—About 1.9 miles east of Sanderson, Terrell County, on the Southern Pacific Railroad, about 45 feet south of milepost 514, and about 85 feet south of the track. A standard disk, stamped "F 27 1917 2688.57," and set in the top of a concrete post. (819.478 meters or 2,688.571 feet.)

**G 27.**—About 3.9 miles east of Sanderson, Terrell County, on the Southern Pacific Railroad, at milepost 512, and about 75 feet south of the track. A standard disk, stamped "G 27 1917 2628.74," and set in the top of a concrete post. (801.242 meters or 2,628.741 feet.)

**H 27.**—About 1.4 miles west of Feodora, Terrell County, on the Southern Pacific Railroad, at milepost 510, and about 45 feet south of the track. A standard disk, stamped "H 27 1917 2530.52," and set in the top of a concrete post. (771.303 meters or 2,530.517 feet.)

**I 27.**—About 0.6 mile east of Feodora, Terrell County, on the Southern Pacific Railroad, at milepost 508, and about 100 feet north of the track. A standard disk, stamped "I 27 1917," and set in the top of a concrete post. (746.990 meters or 2,450.750 feet.)

**J 27.**—About 2.6 miles east of Feodora, Terrell County, on the Southern Pacific Railroad, about 65 feet east of milepost 506, about 30 feet north of the track, and in a limestone rock. A standard disk, stamped "J 27 1917." (726.574 meters or 2,383.768 feet.)

**K 27.**—About 4.6 miles east of Feodora, Terrell County, on the Southern Pacific Railroad, about 33 feet east of milepost 504, about 35 feet north of the track, in a flat limestone rock. A standard disk, stamped "K 27 1917 2357.05." (718.431 meters or 2,357.052 feet.)

**L 27.**—About 0.2 mile west of Mofeta, Terrell County, on the Southern Pacific Railroad, about 115 feet east of milepost 502, about 45 feet north of the track, in a limestone rock. A standard disk, stamped "L 27 1917." (723.598 meters or 2,374.004 feet.)

**M 27.**—About 1.8 miles east of Mofeta, Terrell County, on the Southern Pacific Railroad, at milepost 500, and about 45 feet south of the track. A standard disk, stamped "M 27 1917 2280.80," and set in the top of a concrete post. (695.188 meters or 2,280.796 feet.) It was reported in 1927 that this mark had been broken and the standard disk removed.

**N 27.**—About 3.8 miles east of Mofeta, Terrell County, on the Southern Pacific Railroad, at milepost 498, and about 45 feet south of the track. A standard disk, stamped "N 27 1917 2222.68," and set in the top of a concrete post. (677.473 meters or 2,222.676 feet.)

**O 27.**—About 1.2 miles west of Dryden, Terrell County, on the Southern Pacific Railroad, at milepost 496, and about 45 feet south of the track. A standard disk, stamped "O 27 1917 2154.09," and set in the top of a concrete post. (656.569 meters or 2,154.093 feet.)

**P 27.**—About 0.8 mile east of Dryden, Terrell County, on the Southern Pacific Railroad, at milepost 494, and on the south end of the eastern abutment of bridge No. 494-A. A standard disk, stamped "P 27 1917." (638.223 meters or 2,093.903 feet.)

**Q 27.**—About 3.8 miles east of Dryden, Terrell County, on the Southern Pacific Railroad, near milepost 491, and in the north end of the west abutment of bridge No. 491-B. A standard disk, stamped "Q 27 1917 2013.77." (613.797 meters or 2,013.766 feet.)

**R 27.**—About 2 miles west of Thurston, Terrell County, on the Southern Pacific Railroad, at milepost 490, and about 45 feet south of the track. A standard disk, stamped "R 27 1957.09," and set in the top of a concrete post. (596.522 meters or 1,957.089 feet.)

**S 27.**—At Thurston, Terrell County, on the Southern Pacific Railroad, about 40 feet south of milepost 488, and about 100 feet south of the track. A standard disk, stamped "S 27 1917 1911.86," and set in the top of a concrete post. (582.736 meters or 1,911.360 feet.)

**V 28.**—About 4.6 miles west of Watkins, Terrell County, on the Southern Pacific Railroad, 2 telegraph poles west of milepost 485, about 3 feet south of

the track, and on the west abutment of bridge No. 485-A, which is also known as Meyers Canyon Bridge No. 2. A standard disk, stamped "V 28 1917," (561.951 meters or 1,843.608 feet.)

**W 28.**—About 3.5 miles west of Watkins, Terrell County, on the Southern Pacific Railroad, at milepost 484, and about 100 feet south of the track. A standard disk, stamped "W 28 1917," and set in the top of a concrete post. (553.194 meters or 1,814.937 feet.)

**X 28.**—About 1.5 miles west of Watkins, Terrell County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 482, and about 65 feet south of the track. A standard disk, stamped "X 28 1917 1747.81," and set in the top of a concrete post. (532.733 meters or 1,747.808 feet.)

**Y 28.**—About 0.5 mile east of Watkins, Terrell County, on the Southern Pacific Railroad, at milepost 480, and about 65 feet south of the track. A standard disk, stamped "Y 28 1917 1695.12" and set in the top of a concrete post. (516.675 meters or 1,695.125 feet.)

**Z 28.**—About 2.3 miles west of Malvado, Terrell County, on the Southern Pacific Railroad, about 23 feet east of milepost 478, and about 65 feet south of the track. A standard disk, stamped "Z 28 1917," and set in the top of a concrete post. (497.992 meters or 1,633.829 feet.)

**A 29.**—About 0.4 mile west of Malvado, Terrell County, on the Southern Pacific Railroad, midway between the fourth and fifth telegraph poles west of milepost 476, about 10 feet south of the track, and on the east abutment of bridge No. 476-B, which is also known as Meyers Canyon Bridge No. 1. A standard disk, stamped "A 29 1917 1602.58." (488.468 meters or 1,602.582 feet.)

**B 29.**—About 1.7 miles east of Malvado, Terrell County, on the Southern Pacific Railroad, at milepost 474, and about 65 feet south of the track. A standard disk, stamped "B 29 1917 1562.38," and set in top of a concrete post. (476.213 meters or 1,562.375 feet.)

**C 29.**—About 1.3 miles west of Lozier, Terrell County, on the Southern Pacific Railroad, 1 telegraph pole east of milepost 472, about 33 feet south of the track, about 6 feet lower than the track, in a rock ledge. A standard disk, stamped "C 29 1917 1516.79." (462.319 meters or 1,516.792 feet.)

**D 29.**—At Lozier, Terrell County, on the Southern Pacific Railroad, between the sixth and seventh telegraph poles east of milepost 471, about 100 feet west of the section house, and 100 feet south of the track. A standard disk, stamped "D 29 1917," and set in a large boulder. (459.244 meters or 1,506.703 feet.)

**E 29.**—About 1.1 miles east of Lozier, Terrell County, on the Southern Pacific Railroad, about 10 telegraph poles west of milepost 469, about 6 feet north of the track, and in the second course of masonry on the west abutment of bridge No. 469-D. An outlined square chiseled in the stone. (468.272 meters or 1,536.322 feet.)

**F 29.**—About 3.1 miles east of Lozier, Terrell County, on the Southern Pacific Railroad, 9 telegraph poles east of milepost 468, 2 meters south of the track, and in the second course of masonry on the west abutment of bridge No. 467-F. A standard disk, stamped "F 29 1917 1606.24," and set in the masonry. (489.584 meters or 1,606.243 feet.)

**G 29.**—About 2.8 miles west of Pumpville, Valverde County, on the Southern Pacific Railroad, a little east of milepost 466, about 10 feet south of the track, and in the second course of masonry on the west abutment of bridge No. 465-G. A standard disk, stamped "G 29 1917 1683.55," and set in the masonry. (513.148 meters or 1,683.553 feet.)

**H 29.**—About 1.8 miles west of Pumpville, Valverde County, on the Southern Pacific Railroad, at milepost 465, about 10 feet south of the track, and on the west abutment of bridge No. 464-I. An outlined square chiseled in the stone. (529.215 meters or 1,736.266 feet.)

**I 29.**—About 0.8 mile west of Pumpville, Valverde County, on the Southern Pacific Railroad, at milepost 464, and about 50 feet south of the track. A standard disk, stamped "I 29 1787.85," and set in the top of a concrete post. (544.937 meters or 1,787.847 feet.)

**J 29.**—About 0.9 mile east of Pumpville, Valverde County, on the Southern Pacific Railroad, between the fifth and sixth telegraph poles west of milepost 462, about 10 feet south of the track, and on the west abutment of bridge 462-A. A standard disk, stamped "J 29 1917 1822.61." (555.532 meters or 1,822.608 feet.)

**K 29.**—About 1.2 miles west of Hijito, Valverde County, on the Southern Pacific Railroad, at milepost 460, and about 65 feet north of the track. A

standard disk, stamped "K 29 1917 1724.38," and set in the top of a concrete post. (525.593 meters or 1,724.383 feet.)

**L 29.**—About 0.3 mile east of Hilito, Valverde County, on the Southern Pacific Railroad, midway between the fourth and fifth telegraph poles east of milepost 458, about 6 feet south of the track, and on the east abutment of bridge No. 457-E. A standard disk, stamped "L 29 1917 1631.99," and set in the stone abutment. (497.431 meters or 1,631.988 feet.)

**M 29.**—About 2 miles west of Osman, Valverde County, on the Southern Pacific Railroad, at milepost 456, about 65 feet north of the track, and on the east slope of a mound in a ravine between two mounds. A standard disk, stamped "M 29 1917 1598.86," and set in the top of a concrete post. (487.333 meters or 1,598.853 feet.)

**N 29.**—At Osman, Valverde County, on the Southern Pacific Railroad, at milepost 454, a little east of the freight house, and about 65 feet north of the track. A standard disk, stamped "N 29 1917 1555.01," and set in the top of a concrete post. (473.969 meters or 1,555.013 feet.)

**O 29.**—About 1.6 miles west of Bean, Valverde County, on the Southern Pacific Railroad, 15 telegraph poles east of milepost 452, about 10 feet south of the track, and in the second course of masonry of the west abutment of bridge No. 451-A. A standard disk, stamped "O 29 1917 1472.80," and set in the masonry. (448.910 meters or 1,472.799 feet.)

**P 29.**—About 0.4 mile west of Bean, Valverde County, on the Southern Pacific Railroad, at milepost 450, and about 50 feet south of the track. A standard disk, stamped "P 29 1917 1435.03," and set in the top of a concrete post. (437.398 meters or 1,435.030 feet.)

**Q 29.**—About 1.6 miles east of Bean, Valverde County, on the Southern Pacific Railroad, midway between the first and second telegraph poles west of milepost 448, about 6 feet south of the track, and in the second course of masonry of the east abutment of bridge No. 448-A. A standard disk, stamped "Q 29 1917," and set in the masonry. (421.210 meters or 1,381.920 feet.)

**R 29.**—About 3.1 miles west of Langtry, Valverde County, on the Southern Pacific Railroad, at milepost 446, and about 50 feet south of the track. A standard disk, stamped "R 29 1917 1315.41," and set in the top of a concrete post. (400.933 meters or 1,315.411 feet.)

**S 29.**—About 1.1 miles west of Langtry, Valverde County, on the Southern Pacific Railroad, at milepost 444, and about 50 feet north of the track. A standard disk, stamped "S 29 1917," and set in the top of a concrete post. (398.649 meters or 1,307.901 feet.)

**SX 29.**—At Langtry, Valverde County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 443, about 65 feet north of the track, about 33 feet east of the gate to the section-house yard, in a ledge of rock. A standard disk, stamped "SX 29 1917." (308.692 meters or 1,308.042 feet.)

**T 29.**—About 1.1 miles east of Langtry, Valverde County, on the Southern Pacific Railroad, 5 telegraph poles east of milepost 442, about 3 feet north of the track, and in the west abutment of a bridge. A standard disk, stamped "T 29 1917." (408.654 meters or 1,340.726 feet.)

**U 29.**—About 2.6 miles west of Dorso, Valverde County, on the Southern Pacific Railroad, 7 telegraph poles east of milepost 440, about 10 feet south of the track, and on the west abutment of bridge No. 439-B. A standard disk, stamped "U 29 1917 1418.08," and set in the stone abutment. (432.233 meters or 1,418.084 feet.)

**V 29.**—About 1.1 miles west of Dorso, Valverde County, on the Southern Pacific Railroad, 5 telegraph poles west of milepost 438, about 16 feet south of the track, about 5 feet lower than the track, a little west of the sign "1 mile to Dorso," in a rock outcrop. A standard disk, stamped "V 29 1917 1466.10," and set in the rock. (446.869 meters or 1,466.103 feet.)

**W 29.**—About 1.1 miles east of Dorso, Valverde County, on the Southern Pacific Railroad, at milepost 436, and about 50 feet south of the track. A standard disk, stamped "W 29 1917 1405.75," and set in the top of a concrete post. (428.474 meters or 1,405.752 feet.)

**X 29.**—About 2.8 miles west of Shumla, Valverde County, on the Southern Pacific Railroad, at milepost 434, and about 23 feet south of the track. A standard disk, stamped "X 29 1917 1415.45," and set in a rock outcrop. (431.430 meters or 1,415.450 feet.)

**Y 29.**—About 0.8 miles west of Shumla, Valverde County, on the Southern Pacific Railroad, at milepost 432, and about 50 feet south of the track. A

standard disk, stamped "Y 29 1917 1400.61," and set in the top of a concrete post. (426.908 meters or 1,400.614 feet.)

**Z 29.**—About 1.2 miles east of Shumla, Valverde County, on the Southern Pacific Railroad, about 33 feet west of milepost 430, and about 33 feet south of the track. A standard disk, stamped "Z 29 1917 1427.87," and set in a rock outcrop. (435.215 meters or 1,427.868 feet.)

**A 30.**—About 3 miles east of Shumla, Valverde County, on the Southern Pacific Railroad, 5 telegraph poles west of milepost 428, about 123 feet south of the track, and near the east end of the Pecos High Bridge. A standard disk, stamped "A 30 1917 1383.09," and set in a rock outcrop. (421.567 meters or 1,383.091 feet.)

**B 30.**—About 3 miles east of Shumla, Valverde County, on the Southern Pacific Railroad, 5 telegraph poles west of milepost 428, about 40 feet south of the track, and near the east end of the Pecos High Bridge. A standard disk, stamped "B 30 1917," and set in the top of a concrete post. (421.567 meters or 1,383.091 feet.)

**D 30.**—About 0.1 mile west of Viaduct, Valverde County, on the Southern Pacific Railroad, at milepost 424, and about 65 feet north of the track. A standard disk, stamped "D 30 1917 1549.33," and set in the top of a concrete post. (472.236 meters or 1,549.328 feet.)

**E 30.**—About 1.9 miles east of Viaduct, Valverde County, on the Southern Pacific Railroad, at milepost 422, and about 65 feet south of the track. A standard disk, stamped "E 30 1917 1598.64," and set in the top of a concrete post. (487.206 meters or 1,598.639 feet.)

**F 30.**—About 1 mile west of Rona, Valverde County, on the Southern Pacific Railroad, at milepost 420, and about 100 feet south of the track. A standard disk, stamped "F 30 1917 1606.67," and set in the top of a concrete post. (489.715 meters or 1,606.673 feet.)

**G 30.**—About 1 mile east of Rona, Valverde County, on the Southern Pacific Railroad, at milepost 418, and about 100 feet north of the track. A standard disk, stamped "G 30 1917 1620.44," and set in the top of a concrete post. (493.912 meters or 1,620.443 feet.)

**H 30.**—About 2.5 miles west of Comstock, Valverde County, on the Southern Pacific Railroad, 10 telegraph poles east of milepost 417, about 6 feet south of the track, and on the concrete foundation of block signal No. 4166. The bottom of a square hole chiseled in the concrete. (474.218 meters or 1,555.830 feet.)

**H 30 A.**—About 2.2 miles west of Comstock, Valverde County, on the Southern Pacific Railroad, a little east of milepost 416, about 65 feet south of the track, and about 10 feet inside the private-property line. A standard disk, stamped "H 30 A 1917," and set in the top of a concrete post. (463.018 meters or 1,519.085 feet.)

**I 30.**—About 0.2 mile west of Comstock, Valverde County, on the Southern Pacific Railroad, a little east of milepost 414, and about 65 feet south of the track. A standard disk, stamped "I 30 1917 1542.53," and set in the top of a concrete post. (470.165 meters or 1,542.533 feet.)

**J 30.**—About 1.8 miles east of Comstock, Valverde County, on the Southern Pacific Railroad, at milepost 412, and about 65 feet north of the track. A standard disk, stamped "J 30 1917 1515.62," and set in the top of a concrete post. (461.902 meters or 1,515.020 feet.)

**K 30.**—About 1.3 miles west of Cabra, Valverde County, on the Southern Pacific Railroad, 3 telegraph poles west of milepost 410, and about 50 feet north of the track. A standard disk, stamped "K 30 1917 1477.05," and set in the top of a concrete post. (450.207 meters or 1,477.054 feet.)

**L 30.**—About 0.8 mile east of Cabra, Valverde County, on the Southern Pacific Railroad, at milepost 408, and about 60 feet south of the track. A standard disk, stamped "L 30 1917 1376.20," and set in the top of a concrete post. (419.465 meters or 1,376.195 feet.)

**M 30.**—About 2.1 miles west of Feely, Valverde County, on the Southern Pacific Railroad, at milepost 406, and about 65 feet south of the track. A standard disk, stamped "M 30 1917 1315.96," and set in the top of a concrete post. (401.107 meters or 1,315.965 feet.)

**N 30.**—About 0.1 mile east of Feely, Valverde County, on the Southern Pacific Railroad, at milepost 404, and about 50 feet south of the track. A standard disk, stamped "N 30 1917 1238.47," and set in the top of a concrete post. (377.486 meters or 1,238.469 feet.)

**O 30.**—About 2.1 miles east of Feely, Valverde County, on the Southern Pacific Railroad, at milepost 402, and about 50 feet south of the track. A

standard disk, stamped "O 30 1917 1203.03," and set in the top of a concrete post. (366.885 meters or 1,203.032 feet.)

**P 30.**—About 1 mile west of Bullis, Valverde County, on the Southern Pacific Railroad, 4 telegraph poles east of milepost 400, about 6 feet south of the track, and on the west abutment of the bridge. A standard disk, stamped "P 30 1917 1161.55," and set in the concrete abutment. (354.041 meters or 1,161.550 feet.)

**Q 30.**—About 0.8 mile east of Bullis, Valverde County, on the Southern Pacific Railroad, at milepost 398, and about 50 feet south of the track. A standard disk, stamped "Q 30 1917," and set in the top of a concrete post. (332.538 meters or 1,091.002 feet.)

**R 30.**—About 2.6 miles west of Devils River, Valverde County, on the Southern Pacific Railroad, 4 telegraph poles east of milepost 396, 1 foot south of the track, and on the west abutment of Castle Canyon Bridge No. 2. A standard disk, stamped "R 30 1917 990.38," and set in the stone abutment. (301.870 meters or 990.385 feet.) Reported in 1922 as being solid but badly battered.

**S 30.**—About 1.5 miles west of Devils River, Valverde County, on the Southern Pacific Railroad, 21 telegraph poles west of milepost 394, about 10 feet south of the track, and on the east abutment of Devils River Bridge. A standard disk, stamped "S 30 1917 968.16," and set in the stone abutment. (295.096 meters or 968.161 feet.)

**T 30.**—About 1.3 miles east of Devils River, Valverde County, on the Southern Pacific Railroad, at milepost 392, and about 25 feet north of the track. A standard disk, stamped "T 30 1917," and set in a rock ledge. (290.474 meters or 952.997 feet.)

**U 30.**—About 2.7 miles west of McKees, Valverde County, on the Southern Pacific Railroad, at milepost 390, and about 65 feet south of the track. A standard disk, stamped "U 30 1917 934.16," and set in the top of a concrete post. (284.734 meters or 934.165 feet.)

**V 30.**—About 0.7 mile west of McKees, Valverde County, on the Southern Pacific Railroad, at milepost 388, and about 6 feet north of the track. A standard disk, stamped "V 30 1917 940.43," and set in ledge rock. (286.645 meters or 940.434 feet.)

**W 30.**—About 1.3 miles east of McKees, Valverde County, on the Southern Pacific Railroad, at milepost 386, and about 50 feet south of the track. A standard disk, stamped "W 30 1917 917.15," and set in the top of a concrete post. (279.548 meters or 917.150 feet.)

**X 30.**—About 3.3 miles east of McKees, Valverde County, on the Southern Pacific Railroad, at milepost 384, and about 50 feet south of the track. A standard disk, stamped "X 30 1917 928.67," and set in the top of a concrete post. (283.060 meters or 928.673 feet.)

**Y 30.**—About 3.5 miles west of Del Rio, Valverde County, on the Southern Pacific Railroad, at milepost 382, and about 50 feet south of the track. A standard disk, stamped "Y 30 1917 909.64," and set in the top of a concrete post. (277.260 meters or 909.644 feet.)

**Z 30.**—About 1.5 miles west of Del Rio, Valverde County, on the Southern Pacific Railroad, at milepost 380, and about 50 feet south of the track. A standard disk, stamped "Z 30 1917 947.96," and set in the top of a concrete post. (238.939 meters or 947.961 feet.)

**G 32.**—At Del Rio, Valverde County, at the post office, on the south side of the entrance, in the coping of the stone steps. A standard disk, stamped "G 32 1917 960.67." (292.812 meters or 960.667 feet.)

**H 32.**—At Del Rio, Valverde County, at the county courthouse, in the coping of the stone steps. A standard disk, stamped "H 32 1917 959.92." (292.583 meters or 959.916 feet.)

**A 31.**—About 1 mile east of Del Rio, Valverde County, on the Southern Pacific Railroad, 17 telegraph poles east of milepost 378, about 3 feet north of the track, and on the northeast corner of the west abutment of bridge 477-B. An outlined square chiseled in the stone. (294.398 meters or 965.871 feet.)

**B 31.**—About 2.5 miles east of Del Rio, Valverde County, on the Southern Pacific Railroad, 1 telegraph pole east of milepost 376 and about 50 feet south of the track. A standard disk, stamped "B 31 1917 1002.68," and set in the top of a concrete post. (305.617 meters or 1,002.678 feet.)

**C 31.**—About 3.9 miles west of Johnstone, Valverde County, on the Southern Pacific Railroad, at milepost 374, and about 50 feet south of the track. A standard disk, stamped "C 31 1917 1047.75," and set in the top of a concrete post. (319.354 meters or 1,047.747 feet.)

**D 31.**—About 1.9 miles west of **Johnstone**, Valverde County, on the Southern Pacific Railroad, at milepost 372, and about 50 feet south of the track. A standard disk, stamped "D 31 1917 1062.36," and set in the top of a concrete post. (323.808 meters or 1,062.360 feet.)

**E 31.**—About 0.1 mile east of **Johnstone**, Valverde County, on the Southern Pacific Railroad, at milepost 370, and about 50 feet south of the track. A standard disk, stamped "E 31 1917 1085.54," and set in the top of a concrete post. (330.874 meters or 1,085.542 feet.)

**F 31.**—About 2.1 miles east of **Johnstone**, Valverde County, on the Southern Pacific Railroad, at milepost 368, and about 50 feet south of the track. A standard disk, stamped "F 31 1917 1079.66," and set in the top of a concrete post. (329.080 meters or 1,079.657 feet.)

**G 31.**—About 1.7 miles west of **Amanda**, Kinney County, on the Southern Pacific Railroad, a little west of milepost 366, about 10 feet south of the track, and on the east abutment of the Sycamore River Bridge. A standard disk, stamped "G 31 1917 1061.80," and set in the stone abutment. (323.638 meters or 1,061.802 feet.)

**H 31.**—About 0.3 mile east of **Amanda**, Kinney County, on the Southern Pacific Railroad, 1 telegraph pole west of the east switch, about 100 feet north of the track, across the highway from the track, and about 3 feet inside the private-property line. A standard disk, stamped "H 31 1917 1077.88," and set in the top of a concrete post. (328.538 meters or 1,077.878 feet.)

**I 31.**—About 2.4 miles west of **Standart**, Kinney County, on the Southern Pacific Railroad, at milepost 362, and about 50 feet south of the track. A standard disk, stamped "I 31 1917 1077.85," and set in the top of a concrete post. (328.529 meters or 1,077.849 feet.)

**J 31.**—About 0.5 mile west of **Standart**, Kinney County, on the Southern Pacific Railroad, midway between the third and fourth telegraph poles west of milepost 360, and about 50 feet south of the track. A standard disk, stamped "J 31 1917 1084.84," and set in the top of a concrete post. (330.031 meters or 1,084.844 feet.)

**K 31.**—About 1.6 miles east of **Standart**, Kinney County, on the Southern Pacific Railroad, at milepost 358, and about 50 feet south of the track. A standard disk, stamped "K 31 1917," and set in the top of a concrete post. (324.055 meters or 1,063.170 feet.)

**L 31.**—About 2.2 miles east of **Standart**, Kinney County, on the Southern Pacific Railroad, midway between the nineteenth and twentieth telegraph poles east of milepost 358, about 3 feet south of the track, and on the west abutment of bridge No. 357-B. An outlined square chiseled in the abutment. (323.171 meters or 1,060.270 feet.)

**M 31.**—About 2.1 miles west of **Pinto**, Kinney County, on the Southern Pacific Railroad, midway between the second and third telegraph poles west of milepost 356, about 3 feet south of the track, and on the east abutment of bridge No. 356-A over Pinto Creek. A standard disk, stamped "M 31 1917 1025.24," and set in the stone abutment. (312.494 meters or 1,025.241 feet.)

**N 31.**—At **Pinto**, Kinney County, on the Southern Pacific Railroad, at milepost 354, 1 telegraph pole east of the station sign, and about 50 feet south of the track. A standard disk, stamped "N 31 1917 1058.39," and set in the top of a concrete post. (322.599 meters or 1,058.394 feet.)

**O 31.**—About 2 miles east of **Pinto**, Kinney County, on the Southern Pacific Railroad, at milepost 352, and about 50 feet south of the track. A standard disk, stamped "O 31 1917," and set in the top of a concrete post. (322.150 meters or 1,056.920 feet.)

**P 31.**—About 1.2 miles west of **Kinney**, Kinney County, on the Southern Pacific Railroad, at milepost 350, and about 50 feet south of the track. A standard disk, stamped "P 31 1917 1034.80," and set in the top of a concrete post. (315.407 meters or 1,034.798 feet.)

**Q 31.**—About 0.8 mile east of **Kinney**, Kinney County, on the Southern Pacific Railroad, at milepost 348, and about 50 feet south of the track. A standard disk, stamped "Q 31 1917 1018.56," and set in the top of a concrete post. (310.459 meters or 1,018.564 feet.)

**R 31.**—About 2.8 miles east of **Kinney**, Kinney County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 346, and about 50 feet south of the track. A standard disk, stamped "R 31 1917 1029.87," and set in the top of a concrete post. (313.905 meters or 1,029.870 feet.)

**S 31.**—About 2.3 miles west of **Spofford**, Kinney County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 344, and about 50 feet south of

the track. A standard disk, stamped "S 31 1917," and set in the top of a concrete post. (312.363 meters or 1,024.811 feet.)

**T 31.**—About 0.3 mile west of **Spofford**, Kinney County, on the Southern Pacific Railroad, at milepost 342, and about 50 feet south of the track. A standard disk, stamped "T 31 1917 1006.98," and set in the top of a concrete post. (306.927 meters or 1,006.976 feet.)

**Y 32.**—About 0.3 mile east of **Spofford**, Kinney County, on the Southern Pacific Railroad, about midway between mileposts 341 and 342. A standard disk, stamped "Y 32 1917," and set in the top of a concrete post. (308.134 meters or 1,010.936 feet.)

**U 31.**—About 1.7 miles east of **Spofford**, Kinney County, on the Southern Pacific Railroad, at milepost 340, and about 50 feet south of the track. A standard disk, stamped "U 31 1917 963.17," and set in the top of a concrete post. (293.574 meters or 963.167 feet.)

*Spur line, Spofford to Eagle Pass.*

**I 32.**—About 2 miles south of **Spofford**, Kinney County, on the Southern Pacific Railroad, at milepost 2, and about 50 feet east of the track. A standard disk, stamped "I 32 1917 978.86," and set in the top of a concrete post. (298.357 meters or 978.860 feet.)

**J 32.**—About 4 miles south of **Spofford**, Kinney County, on the Southern Pacific Railroad, at milepost 4, and about 65 feet east of the track. A standard disk, stamped "J 32 1917 964.40," and set in the top of a concrete post. (293.949 meters or 964.398 feet.)

**K 32.**—At **Nora**, Maverick County, on the Southern Pacific Railroad, at milepost 6, about 65 feet east of the track, and at the north end of the sidetrack. A standard disk, stamped "K 32 1917," and set in the top of a concrete post. (288.868 meters or 947.728 feet.)

**L 32.**—About 2 miles south of **Nora**, Maverick County, on the Southern Pacific Railroad, midway between the second and third telegraph poles north of milepost 8, about 50 feet east of the track, and about 3 feet from the right-of-way fence. A standard disk, stamped "L 32 1917 934.56," and set in the top of a concrete post. (284.853 meters or 934.555 feet.)

**M 32.**—About 2 miles north of **Darling**, Maverick County, on the Southern Pacific Railroad, 2 telegraph poles south of milepost 10, and about 50 feet east of the track. A standard disk, stamped "M 32 1917 921.75," and set in the top of a concrete post. (280.951 meters or 921.753 feet.)

**N 32.**—At **Darling**, Maverick County, on the Southern Pacific Railroad, a little north of milepost 12, and about 50 feet east of the track. A standard disk, stamped "N 32 1917," and set in the top of a concrete post. (280.102 meters or 918.968 feet.)

**O 32.**—About 2 miles south of **Darling**, Maverick County, on the Southern Pacific Railroad, near the second telegraph pole north of milepost 14, about 50 feet east of the track, and about 3 feet inside the right-of-way fence. A standard disk, stamped "O 32 1917," and set in the top of a concrete post. (269.890 meters or 885.464 feet.)

**P 32.**—About 3.9 miles south of **Darling**, Maverick County, on the Southern Pacific Railroad, 4 telegraph poles north of milepost 16, and about 50 feet east of the track. A standard disk, stamped "P 32 1917 862.63," and set in the top of a concrete post. (262.929 meters or 862.626 feet.)

**Q 32.**—About 1.6 miles north of **Paloma**, Maverick County, on the Southern Pacific Railroad, at milepost 18, and about 50 feet east of the track. A standard disk, stamped "Q 32 1917 832.68," and set in the top of a concrete post. (253.800 meters or 832.675 feet.)

**R 32.**—About 0.4 mile south of **Paloma**, Maverick County, on the Southern Pacific Railroad, at milepost 20, and about 50 feet east of the track. A standard disk, stamped "R 32 1917 815.79," and set in the top of a concrete post. (248.654 meters or 815.792 feet.)

**S 32.**—About 2.4 miles south of **Paloma**, Maverick County, on the Southern Pacific Railroad, at milepost 22, and about 50 feet east of the track. A standard disk, stamped "S 32 1917 792.75," and set in the top of a concrete post. (241.632 meters or 792.754 feet.)

**T 32.**—About 3.4 miles north of **Olmos**, Maverick County, on the Southern Pacific Railroad, midway between the second and third telegraph poles south of milepost 24, and about 50 feet east of the track. A standard disk, stamped

"T 32 1917 775.44," and set in the top of a concrete post. (236.356 meters or 775.445 feet.)

**U. S. 120.**—About 0.8 mile north of Olmos, Maverick County, on the Southern Pacific Railroad, near milepost 26, at the north end of bridge No. 26-A over Elm Creek, on the east side of the track, and on the top of the easternmost of three rivets at the extreme north end of the steelwork. The letters "U. S. B. M. 120" are to be found near the mark. (232.067 meters or 761.373 feet.)

**U 32.**—About 0.6 mile south of Olmos, Maverick County, on the Southern Pacific Railroad, at milepost 28, and about 50 feet east of the track. A standard disk, stamped "U 32 1917 781.11," and set in the top of a concrete post. (238.053 meters or 781.111 feet.)

**V 32.**—About 2.0 miles south of Olmos, Maverick County, on the Southern Pacific Railroad, a little south of milepost 30, and about 50 feet east of the track. A standard disk, stamped "V 32 1917 766.03," and set in the top of a concrete post. (233.486 meters or 766.029 feet.)

**W 32.**—About 1.2 miles north of Eagle Pass, Maverick County, on the Southern Pacific Railroad, at about one-quarter of the distance from the second to the third telegraph poles north of milepost 32, and about 50 feet east of the track. A standard disk, stamped "W 32 1917 774.11," and set in the top of a concrete post. (235.949 meters or 774.109 feet.)

**X 32.**—At Eagle Pass, Maverick County, at the corner of Main and Madison Streets, at the county courthouse, at the Main Street entrance, and in the concrete pavement of the vestibule porch. A standard disk, stamped "X 32 1917 ELEV. 737.15 F.T.," and set in the concrete. (224.685 meters or 737.154 feet.)

End of spur line.

**V 31.**—About 3.7 miles east of Spofford, Kinney County, on the Southern Pacific Railroad, at milepost 338, and about 50 feet south of the track. A standard disk, stamped "V 32 1917," and set in the top of a concrete post. (239.187 meters or 948.774 feet.)

**W 31.**—About 2.4 miles west of Anacacho, Kinney County, on the Southern Pacific Railroad, a little west of milepost 330, and about 50 feet south of the track. A standard disk, stamped "W 31 1917 960.73," and set in the top of a concrete post. (292.332 meters or 960.733 feet.)

**X 31.**—About 1 mile west of Anacacho, Kinney County, on the Southern Pacific Railroad, 14 telegraph poles east of milepost 335, 18 telegraph poles west of milepost 334, on the west abutment of bridge No. 334-B and about 3 feet south of the track. An outlined square chiseled in the abutment. (293.190 meters or 961.908 feet.)

**Y 31.**—About 0.9 mile east of Anacacho, Kinney County, on the Southern Pacific Railroad, 9 telegraph poles east of milepost 333, on the east abutment of bridge No. 332-A over Elm Creek, and about 6 feet north of the track. An outlined square chiseled in the abutment. (300.819 meters or 986.937 feet.)

**Z 31.**—About 0.7 mile west of Pavo, Kinney County, on the Southern Pacific Railroad, at milepost 330, and about 50 feet south of the track. A standard disk, stamped "Z 31 1917 1,025.45," and set in the top of a concrete post. (312.559 meters or 1,025.454 feet.)

**A 32.**—About 1.2 miles east of Pavo, Kinney County, on the Southern Pacific Railroad, 2 telegraph poles west of milepost 328, about 60 feet south of the track, and about 3 feet inside the private-property line. A standard disk, stamped "A 32 1917 1062.46," and set in the top of a concrete post. (323.837 meters or 1,062.455 feet.)

**B 32.**—About 1.2 miles west of Odlaw, Kinney County, on the Southern Pacific Railroad, at milepost 320, about 75 feet south of the track, and about 10 feet inside the private-property line. A standard disk, stamped "B 32 1917," and set in the top of a concrete post. (338.499 meters or 1,110.559 feet.)

**C 32.**—About 0.8 mile east of Odlaw, Kinney County, on the Southern Pacific Railroad, a little east of milepost 324, about 65 feet south of the track, and about 3 feet inside the private-property line. A standard disk, stamped "C 32 1917 1074.49," and set in the top of a concrete post. (327.506 meters or 1,074.493 feet.)

**D 32.**—About 2.8 miles east of Odlaw, Kinney County, on the Southern Pacific Railroad, a little east of milepost 322, and about 60 feet south of the track. A standard disk, stamped "D 32 1917 1026.88," and set in the top of a concrete post. (312.994 meters or 1,026.881 feet.)

**E 32.**—About 0.6 mile west of **Cline**, Uvalde County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 320, and about 50 feet south of the track. A standard disk, stamped "E 32 1917 992.38," and set in the top of a concrete post. (302.479 meters or 992.383 feet.)

**F 32.**—About 1.4 miles east of **Cline**, Uvalde County, on the Southern Pacific Railroad, at milepost 318, about 100 feet south of the track, and about 33 feet inside the private-property line. A standard disk, stamped "F 32 1917 1014.41," and set in the top of a concrete post. (309.192 meters or 1,014.407 feet.)

**Z 32.**—About 0.7 mile west of **Obi**, Uvalde County, on the Southern Pacific Railroad, a little east of milepost 314, and about 50 feet south of the track. A standard disk, stamped "Z 32 1917," and set in the top of a concrete post. (324.463 meters or 1,064.509 feet.)

**A 33.**—About 1.3 miles east of **Obi**, Uvalde County, on the Southern Pacific Railroad, at milepost 312, about 65 feet south of the track, and about 10 feet inside the private-property line. A standard disk, stamped "A 33 1917 986.15," and set in the top of a concrete post. (300.580 meters or 986.153 feet.)

**B 33.**—About 2.5 miles west of **Hacienda**, Uvalde County, on the Southern Pacific Railroad, at milepost 310, about 80 feet south of the track, and about 6 feet inside the private-property line. A standard disk, stamped "B 33 1917 955.50," and set in the top of a concrete post. (291.236 meters or 955.497 feet.)

**C 33.**—About 0.3 mile west of **Hacienda**, Uvalde County, on the Southern Pacific Railroad, 1 telegraph pole east of milepost 308, on the west pier of the bridge over Nueces River, and about 20 feet south of the track. An outlined square chiseled in the pier. (283.314 meters or 929.506 feet.)

**D 33.**—About 0.2 mile west of **Hacienda**, Uvalde County, on the Southern Pacific Railroad, 9 telegraph poles east of milepost 308, on the east abutment of the bridge over Nueces River. A standard disk, stamped "D 33 1917 934.00," and set in the stone abutment. (284.684 meters or 934.001 feet.)

**E 33.**—About 1.5 miles east of **Hacienda**, Uvalde County, on the Southern Pacific Railroad, at milepost 306, and about 65 feet south of the track. A standard disk, stamped "E 33 1917," and set in the top of a concrete post. (294.657 meters or 966.720 feet.)

**F 33.**—About 3.1 miles east of **Hacienda**, Uvalde County, on the Southern Pacific Railroad, midway between the second and third telegraph poles west of milepost 304, and about 65 feet south of the track. A standard disk, stamped "F 33 1917 948.47," and set in the top of a concrete post. (289.095 meters or 948.473 feet.)

**G 33.**—About 1.1 miles west of **Uvalde**, Uvalde County, on the Southern Pacific Railroad, about one-third of the way from the second to the third telegraph pole west of milepost 302, and about 65 feet south of the track. A standard disk, stamped "G 33 1917," and set in the top of a concrete post. (281.214 meters or 922.616 feet.)

**H 33.**—At **Uvalde**, Uvalde County, on the Southern Pacific Railroad, 1 telegraph pole east of milepost 301, about 100 feet north of the track, and on the southwest column supporting the water tank. An outlined square chiseled in the concrete footing. (283.972 meters or 931.665 feet.)

**I 33.**—At **Uvalde**, Uvalde County, in the southeast corner of the grounds of the county courthouse. A stone post lettered "U S C & G S B M." This mark is also a magnetic station of the survey. (275.678 meters or 904.454 feet.)

**J 33** (U. S. G. S.).—At **Uvalde**, Uvalde County, at the north entrance to the county courthouse, in the top of the stone railing on the east side of the porch. A United States Geological Survey standard disk, stamped "913 907.03," and set in the stone railing. (276.464 meters or 907.032 feet.) Reported in 1922 that a line had been cut through the old elevation "913."

**K 33.**—At **Uvalde**, Uvalde County, at the post office, north of the entrance, in the stone steps. A standard disk, stamped "K 33 1917 909.98," and set in stone. (277.361 meters or 909.975 feet.)

**L 33.**—About 0.8 mile east of **Uvalde**, Uvalde County, on the Southern Pacific Railroad, 6 telegraph poles west of milepost 300, about 15 feet south of the track, and on the west abutment of the bridge over Leona River. A standard disk, stamped "L 33 1917 926.81," and set in the stone abutment. (282.491 meters or 926.806 feet.)

**M 33.**—About 1.7 miles west of **Ange**, Uvalde County, on the Southern Pacific Railroad, a little to the west of milepost 298, and about 50 feet south of the track. A standard disk, stamped "M 33 1917 976.06," and set in the top of a concrete post. (297.503 meters or 976.058 feet.)

**N 33.**—At **Ange**, Uvalde County, on the Southern Pacific Railroad, 7 telegraph poles west of milepost 206, midway between the first and second telegraph poles east of the station sign, and about 50 feet south of the track. A standard disk, stamped "N 33 1917 1008.86," and set in the top of a concrete post. (307.502 meters or 1,008.863 feet.)

**O 33** (U. S. G. S.).—About 1.3 miles east of **Ange**, Uvalde County, on the Southern Pacific Railroad, at milepost 295, and about 40 feet south of the track. A United States Geological Survey standard cap, stamped "965 SA 10 958.70," and riveted on the top of a 3½-inch iron pipe. (292.212 meters or 958.699 feet.) In 1922 a line was cut through the old elevation "965."

**P 33.**—About 2.3 miles east of **Ange**, Uvalde County, on the Southern Pacific Railroad, at milepost 294, and about 50 feet south of the track. A standard disk, stamped "P 33 1917 968.17," and set in the top of a concrete post. (295.099 meters or 968.171 feet.)

**Q 33.**—About 1 mile west of **Knippa**, Uvalde County, on the Southern Pacific Railroad, 13 telegraph poles west of milepost 291, on the west abutment of the bridge over West Frio River, and about 10 feet south of the track. A standard disk, stamped "Q 33 1917 977.82," and set in the stone abutment. (298.039 meters or 977.816 feet.)

**R 33.**—About 0.6 mile west of **Knippa**, Uvalde County, 1 telegraph pole east of milepost 291, on the west abutment of the bridge over East Frio River, and about 10 feet south of the track. A standard disk, stamped "R 33 1917 980.45," and set in the stone abutment. (298.842 meters or 980.451 feet.)

**S 33** (U. S. G. S.).—About 0.8 mile east of **Knippa**, Uvalde County, on the Southern Pacific Railroad, 13 telegraph poles east of milepost 290, and about 50 feet south of the track. A United States Geological Survey standard cap, stamped "987 SA 9 981.04," and riveted on the top of a 3½-inch iron pipe. (299.020 meters or 981.035 feet.) In 1922 a line was cut through the old elevation "987."

**T 33.**—About 2.4 miles east of **Knippa**, Uvalde County, on the Southern Pacific Railroad, a little west of milepost 288, and about 50 feet south of the track. A standard disk, stamped "T 33 1917," and set in the top of a concrete post. (299.187 meters or 981.583 feet.) Reported destroyed.

**U 33.**—About 1.1 miles west of **Yucca**, Uvalde County, on the Southern Pacific Railroad, at milepost 285, on the west abutment of the bridge over the Blanco River, and about 10 feet south of the track. A standard disk, stamped "U 33 1917 946.34," and set in the stone abutment. (288.445 meters or 946.340 feet.)

**V 33.**—At **Yucca**, Uvalde County, on the Southern Pacific Railroad, at milepost 284, and about 50 feet south of the track. A standard disk, stamped "V 33 1917," and set in the top of a concrete post. (295.272 meters or 968.738 feet.)

**W 33.**—About 0.7 mile east of **Yucca**, Uvalde County, on the Southern Pacific Railroad, 7 telegraph poles west of milepost 283, about 10 feet north of the track, in the concrete foundation of block signal No. 1833. An outlined square chiseled in the concrete. (291.974 meters or 957.918 feet.)

**X 33.**—About 1.9 miles east of **Yucca**, Uvalde County, on the Southern Pacific Railroad, 1 telegraph pole east of milepost 282, and about 50 feet north of the track. A standard disk, stamped "X 33 1917 953.80" and set in the top of a concrete post. (290.730 meters or 953.856 feet.)

**Y 33.**—About 1 mile west of **Sabinal**, Uvalde County, on the Southern Pacific Railroad, near milepost 280, and on the east abutment of the bridge over Sabinal Creek. A standard disk, stamped "Y 33 1917 928.28." (282.940 meters or 928.279 feet.)

**Z 33.**—At **Sabinal**, Uvalde County, on the Southern Pacific Railroad, about 25 feet north of the track, on the southeast foundation pedestal of the water tank. An outlined square chiseled in the footing. (292.335 meters or 959.102 feet.)

**A 34.**—At **Sabinal**, Uvalde County, on the Southern Pacific Railroad, about 165 feet south of the track, in the front wall of the Rainey Co.'s store. A standard disk, stamped "A 34 1917 962.52," and set in the brick wall. (293.376 meters or 962.518 feet.)

**B 34.**—About 0.5 mile east of **Sabinal**, Uvalde County, on the Southern Pacific Railroad, at milepost 279, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (288.843 meters or 947.646 feet.)

**C 34.**—About 2.6 miles east of Sabinal, Uvalde County, on the Southern Pacific Railroad, midway between the third and fourth telegraph poles east of milepost 277, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (283.750 meters or 930.936 feet.)

**D 34.**—About 3.5 miles east of Sabinal, Uvalde County, on the Southern Pacific Railroad, at milepost 276, and about 50 feet south of the track. A standard disk, stamped "D 34 1917 961.51," and set in the top of a concrete post. (293.069 meters or 961.511 feet.)

**E 34.**—About 3.1 miles west of Seco, Medina County, on the Southern Pacific Railroad, at milepost 275, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (295.862 meters or 970.674 feet.)

**F 34.**—About 2.1 miles west of Seco, Medina County, on the Southern Pacific Railroad, a little east of milepost 274, and 50 feet north of the track. A standard disk, stamped "F 34 1917," and set in the top of a concrete post. (299.715 meters or 983.315 feet.)

**G 34** (U. S. G. S.).—About 1.4 miles west of Seco, Medina County, on the Southern Pacific Railroad, 6 telegraph poles west of milepost 273, and about 50 feet south of the track. A United States Geological Survey standard cap, stamped "1006 SA 6 999.58," and riveted on the top of a 3½-inch iron pipe. (304.674 meters or 999.585 feet.) In 1922 a line was cut through the old elevation "1006."

**H 34.**—About 1.1 miles west of Seco, Medina County, on the Southern Pacific Railroad, at milepost 273, and about 50 feet north of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (309.650 meters or 1,015.910 feet.)

**I 34.**—About 0.9 mile east of Seco, Medina County, on the Southern Pacific Railroad, near milepost 271, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (309.730 meters or 1,016.172 feet.)

**P 34.**—About 1 mile west of D'Hanis, Medina County, on the Southern Pacific Railroad, 3 telegraph poles east of milepost 268, about 6 feet south of the track, and on the west abutment of the bridge over Seco River. A standard disk, stamped "P 34 1917 940.29," and set in the stone abutment. (286.601 meters or 940.290 feet.)

**Q 34.**—At D'Hanis, Medina County, on the Southern Pacific Railroad, 1 telegraph pole east of milepost 267, about 165 feet north of the track, and at the east end of the front wall of Roth & Koch. A standard disk, stamped "Q 34 1917 885.88," and set in the brick wall. (270.017 meters or 885.881 feet.)

**R 34.**—About 0.3 mile east of D'Hanis, Medina County, in the front wall of the public-school building. A standard disk, stamped "R 34 1917 886.43," and set in the brick wall. (270.184 meters or 886.429 feet.)

**S 34.**—About 2 miles east of D'Hanis, Medina County, on the Southern Pacific Railroad, at milepost 265, about 165 feet west of a road crossing, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (274.921 meters or 901.970 feet.)

**T 34.**—About 3 miles east of D'Hanis, Medina County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 264, and about 50 feet south of the track. A standard disk, stamped "T 34 1917," and set in the top of a concrete post. (272.381 meters or 893.637 feet.)

**J 34** (U. S. G. S.).—About 3.3 miles east of D'Hanis, Medina County, on the Southern Pacific Railroad, about midway between the eighth and ninth telegraph poles west of milepost 263, and about 50 feet south of the track. A United States Geological Survey standard cap, stamped "904 SA 4 897.08," and riveted on the top of a 3½-inch iron pipe. (273.430 meters or 897.078 feet.) In 1922 a line was cut through the old elevation "904."

**U 34.**—About 4 miles east of D'Hanis, Medina County, on the Southern Pacific Railroad, at milepost 263, and about 50 feet north of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (274.065 meters or 899.162 feet.)

**K 34.**—About 3.5 miles west of Hondo, Medina County, on the Southern Pacific Railroad, about midway between the first and second telegraph poles west of milepost 262, about 50 feet south of the track, and about 1 foot inside the private-property line. A standard disk, stamped "K 34 1917," and set in the top of a concrete post. (274.882 meters or 901.842 feet.)

**V 34.**—About 2.5 miles west of **Hondo**, Medina County, on the Southern Pacific Railroad, a little east of milepost 261, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (275.998 meters or 905.503 feet.)

**W 34.**—About 1.5 miles west of **Hondo**, Medina County, on the Southern Pacific Railroad, at milepost 260, about 100 feet north of the track, and about 25 feet inside the private-property line. A standard disk, stamped "W 34 1917," and set in the top of a concrete post. (273.703 meters or 897.974 feet.)

**X 34.**—About 0.5 mile west of **Hondo**, Medina County, on the Southern Pacific Railroad, at milepost 259. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." No elevation available.

**Y 34.**—At **Hondo**, Medina County, in the southern part of the town and in the north wall of the high-school building. A standard disk, stamped "Y 34 1917 885.79," and set in the brick wall. (200.990 meters or 885.792 feet.)

**Z 34.**—At **Hondo**, Medina County, at the county courthouse, in the east end of the south wall. A standard disk, stamped "Z 34 1917 895.80," and set in the stone wall. (273.042 meters or 895.805 feet.)

**A 35 (U. S. G. S.).**—At **Hondo**, Medina County, at the county courthouse, a little west of the south entrance, and to the west of a stone column of the porch. A United States Geological Survey standard disk, stamped "901 894.63," and set in the steps. (272.685 meters or 894.634 feet.) In 1922 a line was cut through the old elevation "901."

**B 35.**—At **Hondo**, Medina County, on the south side of the Southern Pacific Railroad, 6 telegraph poles east of the station, in front of the residence of I. H. King, and on the northeast corner of the landing block. An outlined square chiseled in the concrete. (270.240 meters or 886.612 feet.)

**C 35.**—About 1.5 miles east of **Hondo**, Medina County, on the Southern Pacific Railroad, at milepost 257, about 50 feet south of the track, and 50 feet east of a road crossing. The bottom of a square hole in the top of a stone post, lettered "U S B M." (268.859 meters or 882.082 feet.)

**D 35.**—About 0.7 mile west of **Quihi**, Medina County, on the Southern Pacific Railroad, at milepost 255, about 50 feet south of the track, and about 50 feet east of a gate in the right-of-way fence. The bottom of a square hole cut in the top of a stone post lettered "U S B M." (262.538 meters or 861.343 feet.)

**E 35.**—About 1 mile east of **Quihi**, Medina County, on the Southern Pacific Railroad, 9 telegraph poles west of milepost 253, on the east abutment of bridge No. 253-B over the Hondo River, and about 6 feet south of the track. A standard disk, stamped "E 35 1917 828.11," and set in the stone abutment. (252.408 meters or 828.109 feet.)

**F 35.**—About 2.3 miles west of **Dunlay**, Medina County, on the Southern Pacific Railroad, at milepost 251, and about 50 feet north of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (274.113 meters or 899.319 feet.)

**G 35.**—About 0.3 mile west of **Dunlay**, Medina County, on the Southern Pacific Railroad, a little east of milepost 249, about 65 feet east of a road crossing, about 13 feet south of the track, and on the south parapet of culvert No. 248-C. A standard disk, stamped "G 35 1917 987.30," and set in the concrete. (300.930 meters or 987.301 feet.)

**H 35.**—About 1.7 miles east of **Dunlay**, Medina County, on the Southern Pacific Railroad, a little east of milepost 247, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (285.599 meters or 937.003 feet.)

**I 35.**—About 3.1 miles east of **Dunlay**, Medina County, on the Southern Pacific Railroad, 17 telegraph poles west of milepost 245, about 3 feet south of the track, on the east abutment of bridge No. 245-A over the Francisco River. A standard disk, stamped "I 35 865.77," and set in the stone abutment. (263.888 meters or 865.773 feet.)

**J 35 (U. S. G. S.).**—About 3.9 miles east of **Dunlay**, Medina County, on the Southern Pacific Railroad, about midway between the sixth and seventh telegraph poles east of milepost 245, and about 50 feet south of the track. A United States Geological Survey standard cap, stamped "858 SA 113 J 33 851.36," and riveted on the top of a 3½-inch iron pipe. (259.496 meters or 851.363 feet.) Reported in 1922 that this mark was wrongly stamped "J 33" and that a line was cut through the old elevation "858."

**K 35.**—About 2.1 miles west of Noonan, Medina County, on the Southern Pacific Railroad, midway between the third and fourth telegraph poles east of milepost 243, about 6 feet south of the track, on the east abutment of bridge No. 242-E. A standard disk, stamped "K 35 1917," and set in the abutment. (255.400 meters or 837.925 feet.)

**L 35.**—About 1.2 miles west of Noonan, Medina County, on the Southern Pacific Railroad, at milepost 242, and about 50 feet south of the track. A standard disk, stamped "L 35 1917 820.10," and set in the top of a concrete post. (249.967 meters or 820.100 feet.)

**M 35.**—At Noonan, Medina County, on the Southern Pacific Railroad, at milepost 241, and about 50 feet north of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (238.851 meters or 783.630 feet.)

**N 35.**—About 0.9 mile east of Noonan, Medina County, on the Southern Pacific Railroad, midway between the second and third telegraph poles west of milepost 240, and about 50 feet north of the track. A standard disk, stamped "N 35 1917 772.48," and set in the top of a concrete post. (235.454 meters or 772.485 feet.)

**O 35.**—About 2 miles east of Noonan, Medina County, on the Southern Pacific Railroad, at milepost 239, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (240.491 meters or 818.538 feet.)

**P 35.**—About 2.9 miles east of Noonan, Medina County, on the Southern Pacific Railroad, 4 telegraph poles west of milepost 238, and about 50 feet south of the track. A standard disk, stamped "P 35 1917 810.75," and set in the top of a concrete post. (247.117 meters or 810.750 feet.)

**Q 35.**—About 2.9 miles west of Lacoste, Medina County, on the Southern Pacific Railroad, at milepost 237, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (250.956 meters or 823.345 feet.)

**R 35.**—About 2.1 miles west of Lacoste, Medina County, on the Southern Pacific Railroad, a little west of milepost 236, about 40 feet north of the track, and about 33 feet east of a road crossing. A standard disk, stamped "R 35 1917 783.42," and set in the top of a concrete post. (238.786 meters or 783.417 feet.)

**S 35.**—About 0.9 mile west of Lacoste, Medina County, on the Southern Pacific Railroad, 1 telegraph pole east of milepost 235, about 50 feet south of the track, and about 165 feet east of a road crossing. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (223.703 meters or 733.932 feet.)

**SU 35.**—At Lacoste, Medina County, on the Southern Pacific Railroad, 8 telegraph poles west of milepost 234, on the southwest foundation pedestal of the water tank. An outlined square chiseled in the footing. (220.878 meters or 724.664 feet.)

**U 35.**—About 1 mile east of Lacoste, Medina County, on the Southern Pacific Railroad, 3 telegraph poles west of milepost 233, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (216.000 meters or 708.660 feet.)

**T 35.**—About 0.4 mile east of Idlewild, Bexar County, on the Southern Pacific Railroad, a little west of milepost 231, and about 50 feet north of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (205.684 meters or 674.815 feet.)

**V 35.**—About 2.4 miles east of Idlewild, Bexar County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 229, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (199.388 meters or 654.159 feet.)

**W 35.**—About 0.5 mile west of Macdona, Bexar County, on the Southern Pacific Railroad, about one-quarter of the distance from the second to the third telegraph poles west of milepost 227, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (192.866 meters or 632.761 feet.)

**X 35 (U. S. G. S.).**—About 0.7 mile east of Macdona, Bexar County, on the Southern Pacific Railroad, 4 telegraph poles east of milepost 226, about 10 feet north of the track, and the west pier of bridge No. 225-D. A copper bolt, stamped "U. S. B. M. 610," and set in the stone pier. (185.658 meters or 609.113 feet.) Reported in 1922 that the mark was battered until the stamping was somewhat illegible.

**Y 35.**—About 0.8 mile east of **Macдона**, Bexar County, on the Southern Pacific Railroad, 6 telegraph poles east of milepost 226, about 6 feet south of the track and on the east abutment of bridge 225-D. A standard disk, stamped "Y 35 1917 610.59," and set in the stone abutment. (186.108 meters or 610.589 feet.)

**Z 35.**—About 1.2 miles east of **Macдона**, Bexar County, on the Southern Pacific Railroad, 11 telegraph poles west of milepost 225, about 50 feet south of the track, about 33 feet west of a road crossing, and about one-eighth mile east of the bridge over the Medina River. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (186.090 meters or 612.518 feet.)

**A 36.**—About 3.3 miles east of **Macдона**, Bexar County, on the Southern Pacific Railroad, 10 telegraph poles west of milepost 223, 19 telegraph poles east of milepost 224, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (185.002 meters or 606.961 feet.)

**B 36.**—About 3.5 miles west of **Withers**, Bexar County, on the Southern Pacific Railroad, at milepost 222, and about 50 feet south of the track. A standard disk, stamped "B 36 1917 655.17," and set in the top of a concrete post. (199.095 meters or 655.106 feet.)

**C 36.**—About 2.5 miles west of **Withers**, Bexar County, on the Southern Pacific Railroad, at milepost 221, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post lettered "U S B M." (199.316 meters or 653.923 feet.)

**D 36** (U. S. G. S.).—About 1.1 miles west of **Withers**, Bexar County, on the Southern Pacific Railroad, 18 telegraph poles west of milepost 219, about 33 feet north of the track, and about 3 feet west of the west fence line of the section-house yard. A United States Geological Survey standard cap, stamped "636 SA 107 628.58," and riveted on the top of a 3½-inch iron pipe. (191.591 meters or 628.578 feet.) In 1922 a line was cut through the old elevation "636."

**E 36.**—About 1 mile west of **Withers**, Bexar County, on the Southern Pacific Railroad, 18 telegraph poles west of milepost 219, about 6 feet south of the track, and on the west abutment of bridge No. 219-A. A standard disk, stamped "E 36 1917 621.65," and set in the stone abutment. (189.478 meters or 621.646 feet.)

**F 36.**—At **Withers**, Bexar County, on the Southern Pacific Railroad, 13 telegraph poles west of milepost 218, about 10 feet north of the track, and on the north parapet of concrete culvert No. 218-A. An outlined square chiseled in the concrete. (194.120 meters or 636.905 feet.)

**G 36.**—About 0.5 mile east of **Withers**, Bexar County, on the Southern Pacific Railroad, at milepost 218, and about 50 feet south of the track. A standard disk, stamped "G 36 1917," and set in the top of a concrete post. (196.174 meters or 643.614 feet.)

**H 36.**—About 1.4 miles east of **Withers**, Bexar County, on the Southern Pacific Railroad, 3 telegraph poles west of milepost 217, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (202.815 meters or 665.402 feet.)

**I 36.**—About 1.9 miles west of **Alazan**, Bexar County, on the Southern Pacific Railroad, at milepost 216, and about 50 feet south of the track. A standard disk, stamped "I 36 1917 673.27," and set in the top of a concrete post. (205.214 meters or 673.273 feet.)

**J 36.**—About 0.9 mile west of **Alazan**, Bexar County, on the Southern Pacific Railroad, at milepost 215, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (204.030 meters or 669.388 feet.)

**K 36.**—About 1.1 miles east of **Alazan**, Bexar County, on the Southern Pacific Railroad, at milepost 213, 135 feet west of a road crossing, and about 50 feet south of the track. The bottom of a square hole cut in the top of a stone post, lettered "U S B M." (195.678 meters or 641.987 feet.)

**L 36.**—About 3 miles west of **San Antonio**, Bexar County, on the Southern Pacific Railroad, midway between the twelfth and thirteenth telegraph poles west of milepost 212, and about 40 feet south of the track. A standard disk, stamped "L 36 1917 632.72," and set in the top of a concrete post. (192.854 meters or 632.722 feet.)

**M 36.**—About 1.6 miles west of **San Antonio**, Bexar County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 211, about 6 feet north of the track, and on the east abutment of bridge No. 211-A. A standard disk, stamped

"M 36 1917 627.54," and set in the concrete abutment. (191.276 meters or 627.545 feet.)

For bench marks at San Antonio, see below and page 95.

LINE XIV, NEW BRAUNFELS TO BROWNSVILLE TO POINT ISABEL, TEX.

This line follows the Missouri, Kansas & Texas Railway from New Braunfels to San Antonio, the San Antonio & Aransas Pass Railway from San Antonio to Sinton, the St. Louis, Brownsville & Mexico Railway from Sinton to Brownsville, and the Rio Grande Railway from Brownsville to Point Isabel, Tex. From Robstown a spur line follows the Texas Mexican Railway to Corpus Christi, Tex. The field work was done by O. W. Swainson, hydrographic and geodetic engineer, and H. G. Avers, mathematician, between August 9, 1917, and February 12, 1918.

For bench marks in New Braunfels, see pages 37 and 38.

**A 43.**—About 1 mile south of New Braunfels, Comal County, on the Missouri, Kansas & Texas Railway, across the tracks from milepost 1004, about 45 feet west of the tracks, and about 3 feet from the west right-of-way fence. A standard disk, stamped "A 43 1917 ELEV. 643.08 FT.," and set in the top of a concrete post. (196.014 meters or 643.089 feet.)

**B 43.**—About 3 miles south of New Braunfels, Comal County, on the Missouri, Kansas & Texas Railway, about 3 feet northwest of milepost 1006, and about 20 feet east of the tracks. A standard disk, stamped "B 43 1917 ELEV. 646.32 FT.," and set in the top of a concrete post. (196.999 meters or 646.321 feet.)

**C 43.**—About 5 miles south of New Braunfels, Comal County, on the Missouri, Kansas & Texas Railway, about 16 feet west of the road crossing near milepost 1008, and about 45 feet east of the tracks. A standard disk, stamped "C 43 1917 ELEV. 664.98 FT.," and set in the top of a concrete post. (202.688 meters or 664.986 feet.)

**D 43.**—About 7 miles south of New Braunfels, Comal County, on the Missouri, Kansas & Texas Railway, about 6 feet west of milepost 1010, and about 30 feet east of the tracks. A standard disk, stamped "D 43 1917 ELEV. 696.55 FT.," and set in the top of a concrete post. (212.309 meters or 696.550 feet.)

**E 43.**—About 9 miles south of New Braunfels, Comal County, on the Missouri, Kansas & Texas Railway, about 35 feet west of the tracks and opposite milepost 1012. A standard disk, stamped "E 43 1917 ELEV. 726.69 FT.," and set in the top of a concrete post. (221.496 meters or 726.691 feet.)

**F 43.**—About 11 miles south of New Braunfels, Comal County, on the Missouri, Kansas & Texas Railway, about 20 feet northwest of milepost 1014, and about 35 feet east of the tracks. A standard disk, stamped "F 43 1917," and set in the top of a concrete post. (229.449 meters or 752.784 feet.) Reported destroyed.

**G 43.**—About 1 mile north of Luxello, Bexar County, on the Missouri, Kansas & Texas Railway, about 13 feet northwest of milepost 1016, and about 30 feet east of the tracks. A standard disk, stamped "G 43 1917 ELEV. 784.66 FT.," and set in the top of a concrete post. (239.133 meters or 784.556 feet.)

**H 43.**—About 1 mile south of Luxello, Bexar County, on the Missouri, Kansas & Texas Railway, across the track from the sixth telegraph pole north of milepost 1018, and about 35 feet west of the tracks. A standard disk, stamped "H 43 1917 ELEV. 779.28 FT.," and set in the top of a concrete post. (237.524 meters or 779.277 feet.)

**I 43.**—About 3 miles south of Luxello, Bexar County, on the Missouri, Kansas & Texas Railway, across the tracks from milepost 1020, and about 25 feet south of the tracks. A standard disk, stamped "I 43 1917," and set in the top of a concrete post. (272.682 meters or 894.624 feet.) Reported destroyed.

**J 43.**—About 10 miles north of San Antonio, Bexar County, on the Missouri, Kansas & Texas Railway, about 10 feet northeast of the seventh telegraph pole north of milepost 1022, and about 45 feet east of the tracks. A standard disk, stamped "J 43 1917 ELEV. 804.62 FT.," and set in the top of a concrete post. (245.250 meters or 804.624 feet.)

**K 43.**—About 8 miles north of San Antonio, Bexar County, on the Missouri, Kansas & Texas Railway, about 10 feet west of milepost 1024, and about 33 feet east of the tracks. A standard disk, stamped "K 43 1917 ELEV. 750.78 FT.," and set in the top of a concrete post. (228.838 meters or 750.779 feet.)

**L 43.**—About 6 miles north of San Antonio, Bexar County, on the Missouri, Kansas & Texas Railway, at milepost 1026, and about 33 feet east of the tracks. A standard disk, stamped "L 43 1917 ELEV. 737.38 FT.," and set in the top of a concrete post. (224.756 meters or 737.387 feet.)

**M 43.**—About 4 miles north of San Antonio, Bexar County, on the Missouri, Kansas & Texas Railway, at milepost 1028, and about 30 feet east of the tracks. A standard disk, stamped "M 43 1917 ELEV. 701.86 FT.," and set in the top of a concrete post. (213.776 meters or 701.363 feet.)

**N 43.**—About 2 miles north of San Antonio, Bexar County, on the Missouri, Kansas & Texas Railway, at the bridge over the Salada River, and in the northeast corner of the concrete abutment. A standard disk, stamped "N 43 1917 ELEV. 642.82 FT.," and set in the concrete. (195.932 meters or 642.820 feet.)

**O 43.**—About 0.8 mile north of San Antonio, Bexar County, on the Missouri, Kansas & Texas Railway, near milepost 1032, about 40 feet south of the tracks, and about 45 feet north of the tracks of the Southern Pacific Railroad. A standard disk stamped "O 43 1917 ELEV. 687.48 FT.," and set in the top of a concrete post. (209.545 meters or 687.482 feet.)

**P 43.**—At San Antonio, Bexar County, in the south wall of the Southern Pacific Railroad station, and about 10 feet west of the main entrance. A standard disk, stamped "P 43 1917 ELEV. 664.79 FT." (202.629 meters or 664.792 feet.)

**Q 43.**—At San Antonio, Bexar County, near the San Antonio & Aransas Pass Railway freight depot, about 33 feet north of the tracks, and about 23 feet from the west end of the depot. A standard disk, stamped "Q 43 1917 ELEV. 637.70 FT.," and set in the top of a concrete post. (194.391 meters or 637.704 feet.)

**R 43.**—At San Antonio, Bexar County, in the new Missouri, Kansas & Texas Railway passenger station, south of the main entrance, in the concrete floor at the sixth iron post of the train shed. A standard disk, stamped "R 43 1917 ELEV. 642.46 FT." (195.825 meters or 642.469 feet.)

**S 43.**—At San Antonio, Bexar County, in the International & Great Northern Railway depot, and about 3 feet from the entrance to the lunch room. A standard disk, stamped "S 43 1917 ELEV. 659.14 FT." (200.907 meters or 659.142 feet.)

**T 43.**—At San Antonio, Bexar County, near the intersection of the Southern Pacific and the San Antonio & Aransas Pass Railways, about 10 feet from the tower house. A standard disk, stamped "T 43 1917 ELEV. 629.67 FT.," and set in the top of a concrete post. (191.925 meters or 629.674 feet.)

**U 43.**—About 2 miles south of San Antonio, Bexar County, on the San Antonio & Aransas Pass Railway, 1 telegraph pole north of and across the tracks from milepost 236, about 16 feet from the north end of bridge No. 235-B, and about 25 feet west of the track. A standard disk, stamped "U 43 1917 ELEV. 600.69 FT.," and set in the top of a concrete post. (183.092 meters or 600.694 feet.)

**V 43.**—At Florine, Bexar County, on the San Antonio & Aransas Pass Railway, 2 telegraph poles north of and across the track from milepost 234, and about 23 feet west of the tracks. A standard disk, stamped "V 43 1917 ELEV. 567.96 FT.," and set in the top of a concrete post. (173.117 meters or 567.968 feet.)

**W 43.**—About one-fourth mile north of Bergs, Bexar County, on the San Antonio & Aransas Pass Railway, 2 telegraph poles north of milepost 232, and about 35 feet south of the track. A standard Disk, stamped "W 43 1917 ELEV. 533.36 FT.," and set in the top of a concrete post. (162.571 meters or 533.368 feet.)

**X 43.**—About  $1\frac{1}{4}$  miles south of Bergs, Bexar County, on the San Antonio & Aransas Pass Railway, about 17 feet northeast of milepost 230 (old location). A standard disk, stamped "X 43 1917," and set in the top of a concrete post. (159.892 meters or 524.579 feet.) Searched for but not recovered in 1927.

**Y 43.**—About 8 telegraph poles south of Southton, Bexar County, on the San Antonio & Aransas Pass Railway, four telegraph poles north of milepost 228, and about 28 feet south of the track. A standard disk, stamped "Y 43 1917

ELEV. 509.09 FT.," and set in the top of a concrete post. (155.956 meters or 509.697 feet.)

Z 43.—About 0.5 mile south of Southton, Bexar County, on the San Antonio & Aransas Pass Railway, about 10 feet north of milepost 226 (old location), and about 35 feet east of the tracks. A standard disk, stamped "Z 43 1917," and set in the top of a concrete post. (106.138 meters or 545.071 feet.) Reported in 1927 as having been destroyed.

A 44.—About 3 miles south of Southton, Bexar County, on the San Antonio & Aransas Pass Railway, 1 telegraph pole north of milepost 224, and about 40 feet west of the tracks. A standard disk, stamped "A 44 1917 ELEV. 532.30 FT.," and set in the top of a concrete post. (162.246 meters or 532.302 feet.)

B 44.—At Elmendorf, Bexar County, on the San Antonio & Aransas Pass Railway, about 100 yards east of the station, about 50 feet southeast of milepost 222, and about 90 feet east of the tracks. A standard disk, stamped "B 44 1917 ELEV. 505.80 FT.," and set in the top of a concrete post. (154.171 meters or 505.809 feet.)

C 44.—About three-fourths mile north of Saspamco, Wilson County, on the San Antonio & Aransas Pass Railway, across the tracks from milepost 220, and about 25 feet west of the tracks. A standard disk, stamped "C 44 1917 ELEV. 497.36 FT." (151.596 meters or 497.361 feet.)

D 44.—About 1½ miles south of Saspamco, Wilson County, on the San Antonio & Aransas Pass Railway, 1 telegraph pole south of milepost 218, and about 33 feet east of the tracks. A standard disk, stamped "D 44 1917 ELEV. 411.52 FT.," and set in the top of a concrete post. (125.434 meters or 411.528 feet.) Reported in 1927 that the concrete had been chipped away from the disk on one side.

E 44.—About one-half mile east of Calaveras, Wilson County, on the San Antonio & Aransas Pass Railway, about 160 feet from the south end of a switch, about 10 feet east of milepost 216, and about 33 feet east of the tracks. A standard disk, stamped "E 44 1917 ELEV. 405.18 FT.," and set in the top of a concrete post. (123.499 meters or 405.180 feet.)

F 44.—About one-half mile north of Labatt, Wilson County, on the San Antonio & Aransas Pass Railway, about 250 feet south of milepost 214, and in a concrete culvert. A standard disk, stamped "F 44 1917 ELEV. 402.99 FT.," and set in concrete. (122.832 meters or 402.991 feet.)

G 44.—About 1¾ miles south of Labatt, Wilson County, on the San Antonio & Aransas Pass Railway, about 130 feet south of milepost 212, and about 23 feet west of the tracks. A standard disk, stamped "G 44 1917 ELEV. 408.15 FT.," and set in the top of a concrete post. (124.407 meters or 408.159 feet.) This mark, being flush with the ground, may be hard to find in spring or summer on account of grass and weeds.

H 44.—About 2 miles north of Floresville, Wilson County, on the San Antonio & Aransas Pass Railway, 1 telegraph pole south of milepost 210, and about 33 feet east of the tracks. A standard disk, stamped "H 44 1917 ELEV. 424.03 FT.," and set in the top of a concrete post. (129.245 meters or 424.031 feet.) Reported in 1927 that the concrete has been chipped away from one edge of the disk.

I 44.—At Floresville, Wilson County, on the San Antonio & Aransas Pass Railway, about one-fourth mile north of the station, 1 telegraph pole south of milepost 208, and about 23 feet east of the tracks. A standard disk, stamped "I 44 1917 ELEV. 383.41 FT.," and set in the top of a concrete post. (116.865 meters or 383.415 feet.)

J 44.—About 2 miles south of Floresville, Wilson County, on the San Antonio & Aransas Pass Railway, across the tracks from milepost 206 (old location) and about 35 feet west of the tracks. A standard disk, stamped "J 44 1917," and set in the top of a concrete post. (115.155 meters or 377.804 feet.) Reported in 1927 that the post was pulled out of the ground and the disk removed from the top of the post.

K 44.—About 4 miles south of Floresville, Wilson County, on the San Antonio & Aransas Pass Railway, about 13 feet west of milepost 204 (old location), and about 16 feet east of the tracks. A standard disk, stamped "K 44 1917," and set in the top of a concrete post. (139.756 meters or 458.516 feet.) Searched for but not recovered in 1927.

L 44.—About 1 mile north of Poth, Wilson County, on the San Antonio & Aransas Pass Railway, 5 telegraph poles south of milepost 202, and about 16

feet west of the tracks. A standard disk, stamped "L 44 1917 ELEV. 449.87 FT.," and set in the top of a concrete post. (137.121 meters or 449.871 feet.)

**M 44.**—About 2 miles south of Poth, Wilson County, on the San Antonio & Aransas Pass Railway, a little west of milepost 200 (old location), and about 25 feet east of the tracks. A standard disk, stamped "M 44 1917," and set in the top of a concrete post. (124.182 meters or 407.420 feet.) Searched for but not recovered in 1927.

**N 44.**—About 3 miles south of Poth, Wilson County, on the San Antonio & Aransas Pass Railway, 3 telegraph poles south of milepost 198, and about 50 feet east of the tracks. A standard disk, stamped "N 44 1917 ELEV. 347.07 FT.," and set in the top of a concrete post. (105.788 meters or 347.073 feet.) Reported in 1927 that the concrete had been chipped away from the outside edge of the disk.

**O 44.**—About 3 miles north of Falls City, Karnes County, on the San Antonio & Aransas Pass Railway, about 130 feet south of milepost 196 (old location), and about 33 feet east of the tracks. A standard disk, stamped "O 44 1917," and set in the top of a concrete post. (97.891 meters or 321.164 feet.) Searched for but not recovered in 1927.

**P 44.**—About 1 mile north of Falls City, Karnes County, on the San Antonio & Aransas Pass Railway, a little east of milepost 194 (old location), and about 23 feet east of the tracks. A standard disk, stamped "P 44 1917," and set in the top of a concrete post. (91.308 meters or 299.757 feet.) Reported in 1927 that the disk had been removed from the concrete post.

**Q 44.**—About 1.5 miles south of Falls City, Karnes County, on the San Antonio & Aransas Pass Railway, three-fourths mile south of the station, and in the southeast corner of the concrete abutment of the bridge over San Antonio River. A standard disk, stamped "Q 44 1917 ELEV. 291.81 FT.," and set in the concrete. (88.944 meters or 291.810 feet.)

**R 44.**—About one-fourth mile south of Hobson, Karnes County, on the San Antonio & Aransas Pass Railway, 3 telegraph poles south of milepost 190, and about 40 feet west of the tracks. A standard disk, stamped "R 44 1917 ELEV. 288.83 FT.," and set in the top of a concrete post. (88.036 meters or 288.831 feet.)

**S 44.**—About 2 miles south of Hobson, Karnes County, on the San Antonio & Aransas Pass Railway, 4 telegraph poles south of milepost 188, and about 25 feet east of the tracks. A standard disk, stamped "S 44 1917 ELEV. 278.30 FT.," and set in the top of a concrete post. (84.826 meters or 278.300 feet.)

**T 44.**—About one-half mile north of Ruby, Karnes County, on the San Antonio & Aransas Pass Railway, 5 telegraph poles south of milepost 186, on the north-west abutment of a highway bridge. A standard disk, stamped "T 44 1917 ELEV. 295.97 FT.," and set in the abutment. (90.212 meters or 295.971 feet.)

**U 44.**—About 2 miles north of Karnes City, Karnes County, on the San Antonio & Aransas Pass Railway, across the tracks and a little north from milepost 184 (old location), and about 45 feet west of the tracks. A standard disk, stamped "U 44 1917," and set in the top of a concrete post. (102.287 meters or 335.587 feet.) Searched for but not recovered in 1927.

**V 44.**—About three-fourths mile south of Karnes City, Karnes County, on the San Antonio & Aransas Pass Railway, 1 telegraph pole south of milepost 182, and about 45 feet east of the tracks. A standard disk, stamped "V 44 1917 ELEV. 378.06 FT.," and set in the top of a concrete post. (116.283 meters or 378.060 feet.)

**W 44.**—About 2½ miles south of Karnes City, Karnes County, on the San Antonio & Aransas Pass Railway, about 60 feet southeast of milepost 180, and about 45 feet east of the tracks. A standard disk, stamped "W 44 1917 ELEV. 326.08 FT.," and set in the top of a concrete post projecting about 1½ inches above the ground. (99.890 meters or 326.082 feet.)

**X 44.**—About 2 miles north of Kenedy, Karnes County, on the San Antonio & Aransas Pass Railway, about 20 feet southeast of milepost 178 (old location), and about 35 feet east of the tracks. A standard disk, stamped "X 44 1917," and set in the top of a concrete post. (98.640 meters or 323.621 feet.) Searched for but not recovered in 1927.

**Y 44.**—At Kenedy, Karnes County, at the corner of Main Avenue and Second Street, in the stone foundation of the First State Bank. A standard disk, stamped "Y 44 1917 ELEV. 270.64 FT.," (82.494 meters or 270.649 feet.)

**Z 44.**—About 1 mile south of Kenedy, Karnes County, on the San Antonio & Aransas Pass Railway, about 10 feet northeast of the sixth telegraph pole south of milepost 178, and about 45 feet east of the tracks. A standard disk,

stamped "Z 44 1917 ELEV. 328.87 FT.," and set in the top of a concrete post. (100.242 meters or 328.877 feet.) As this mark is flush with the ground it may be difficult to find.

**A 45.**—About 3 miles south of **Kenedy**, Karnes County, on the San Antonio & Aransas Pass Railway, across the tracks from the sixth telegraph pole south of milepost 180, about 35 feet west of the track, and flush with the surface of the ground. A standard disk, stamped "A 45 1917 ELEV. 428.15 FT.," and set in the top of a concrete post. (130.502 meters or 428.155 feet.)

**B 45.**—About one-fourth mile from **Green**, Karnes County, on the San Antonio & Aransas Pass Railway, across the track from the sixth telegraph pole south of milepost 182, about 35 feet west of the track, and flush with the surface of the ground. A standard disk, stamped "B 45 1917 ELEV. 486.62 FT.," and set in the top of a concrete post. (148.322 meters or 486.620 feet.)

**C 45.**—About 1¼ miles south of **Green**, Karnes County, on the San Antonio & Aransas Pass Railway, about 45 feet northeast of the fourth telegraph pole south of milepost 184, and about 45 feet east of the track. A standard disk, stamped "C 45 1917 ELEV. 419.85 FT.," and set in the top of a concrete post. (127.971 meters or 419.852 feet.)

**D 45.**—About 1 mile north of **Burnell**, Karnes County, on the San Antonio & Aransas Pass Railway, about 15 feet northeast of the sixth telegraph pole south of milepost 186, and about 45 feet east of the tracks. A standard disk, stamped "D 45 1917 ELEV. 400.39 FT.," and set in the top of a concrete post. (122.041 meters or 400.396 feet.)

**E 45.**—About 1½ miles south of **Burnell**, Karnes County, on the San Antonio & Aransas Pass Railway, midway between the ninth and tenth telegraph poles south of milepost 188, east of the south end of bridge No. 188-3, and about 25 feet east of the tracks. A standard disk, stamped "E 45 1917 ELEV. 338.05 FT.," and set in the top of a concrete post. (103.040 meters or 338.057 feet.)

**F 45.**—About 2 miles north of **Pettus**, Bee County, on the San Antonio & Aransas Pass Railway, about 13 feet southwest of the seventh telegraph pole south of milepost 190, and about 23 feet east of the track. A standard disk, stamped "F 45 1917 ELEV. 329.81 FT.," and set in the top of a concrete post. (100.527 meters or 329.812 feet.)

**G 45.**—At **Pettus**, Bee County, on the San Antonio & Aransas Pass Railway, 7 telegraph poles east of the station, and about 60 feet west of the tracks. A standard disk, stamped "G 45 1917 ELEV. 299.42 FT.," and set in the top of a concrete post. (91.265 meters or 299.425 feet.)

**H 45.**—About 2 miles south of **Pettus**, Bee County, on the San Antonio & Aransas Pass Railway, about midway between the eleventh and the twelfth telegraph poles south of milepost 194, and in the southwest corner of a culvert. A standard disk, stamped "H 45 1917 ELEV. 305.66 FT.," (93.166 meters or 305.662 feet.)

**I 45.**—About 4 miles south of **Pettus**, Bee County, on the San Antonio & Aransas Pass Railway, 4 telegraph poles south of milepost 196, and about 45 feet west of the tracks. A standard disk, stamped "I 45 1917 ELEV. 303.95 FT.," and set in the top of a concrete post. (92.646 meters or 303.956 feet.)

**J 45.**—About three-fourths mile north of **Normanna**, Bee County, on the San Antonio & Aransas Pass Railway, across the track and a little northwest from the sixth telegraph pole south of milepost 198, and about 45 feet west of the tracks. A standard disk, stamped "J 45 1917 ELEV. 266.08 FT.," and set in the top of a concrete post. (81.102 meters or 266.082 feet.)

**K 45.**—About 1½ miles south of **Normanna**, Bee County, on the San Antonio & Aransas Pass Railway, 3 telegraph poles south of milepost 200, in the northeast corner of the concrete abutment of a highway bridge near the tracks. A standard disk, stamped "K 45 1917 ELEV. 235.99 FT.," (71.931 meters or 235.994 feet.)

**L 45.**—About 3½ miles south of **Normanna**, Bee County, on the San Antonio & Aransas Pass Railway, about 20 feet northeast of the fifth telegraph pole south of milepost 202, and about 45 feet east of the tracks. A standard disk, stamped "L 45 1917 ELEV. 333.77 FT.," and set in the top of a concrete post. (101.736 meters or 333.779 feet.)

**M 45.**—About 3½ miles north of **Beeville**, Bee County, on the San Antonio & Aransas Pass Railway, about 30 feet northeast of the sixth telegraph pole south of milepost 204, and about 45 feet east of the track. A standard disk,

stamped "M 45 1917 ELEV. 281.97 FT.," and set in the top of a concrete post. (85.945 meters or 281.971 feet.)

**N 45.**—About 2 miles north of Beeville, Bee County, on the San Antonio & Aransas Pass Railway, midway between the fifth and sixth telegraph poles south of milepost 200, and about 45 feet east of the tracks. A standard disk, stamped "N 45 1917 ELEV. 284.09 FT.," and set in the top of a concrete post. (86.591 meters or 284.091 feet.)

**O 45.**—Near Beeville, Bee County, on the San Antonio & Aransas Pass Railway, about 24 feet southwest of milepost 208 (old location), and about 21 feet east of the tracks. A standard disk, stamped "O 45 1917," and set in the top of a concrete post. (68.906 meters or 226.069 feet.)

**P 45.**—At Beeville, Bee County, at the courthouse, to the right of the west entrance, and on the top of the balustrade. A standard disk, stamped "P 45 1917 ELEV. 217.49 FT." (66.293 meters or 217.496 feet.)

**Q 45.**—About 2 miles south of Beeville, Bee County, on the San Antonio & Aransas Pass Railway, across the tracks from milepost 210 (old location), and about 35 feet west of the tracks. A standard disk, stamped "Q 45 1917," and set in the top of a concrete post. (68.355 meters or 224.261 feet.) Reported in 1927 that the concrete post had been found in place but that the disk had been removed.

**R 45.**—About 3½ miles south of Beeville, Bee County, on the San Antonio & Aransas Pass Railway, across the track from the seventh telegraph pole south of milepost 212, and about 45 feet west of the track. A standard disk, stamped "R 45 1917 ELEV. 197.44 FT.," and set in the top of a concrete post. (60.181 meters or 197.444 feet.)

**S 45.**—About one-half mile north of Yougeen, Bee County, on the San Antonio & Aransas Pass Railway, across the track from the ninth telegraph pole south of milepost 214, and about 35 feet west of the track. A standard disk, stamped "S 45 1917 ELEV. 159.48 FT.," and set in the top of a concrete post. (48.611 meters or 159.485 feet.)

**T 45.**—About 1½ miles south of Yougeen, Bee County, on the San Antonio & Aransas Pass Railway, across the track from the sixth telegraph pole south of milepost 216, and about 45 feet west of the track. A standard disk, stamped "T 45 1917 ELEV. 156.96 FT.," and set in the top of a concrete post. (47.843 meters or 156.965 feet.)

**U 45.**—About 1½ miles north of Skidmore, Bee County, on the San Antonio & Aransas Pass Railway, about 35 feet southeast of the eighth telegraph pole south of milepost 218, and about 45 feet east of the track. A standard disk, stamped "U 45 1917 ELEV. 129.80 FT.," and set in the top of a concrete post. (39.563 meters or 129.800 feet.)

**V 45.**—About one-half mile south of Skidmore, Bee County, on the San Antonio & Aransas Pass Railway, across the track from the tenth telegraph pole south of milepost 220, and about 45 feet west of the track. A standard disk, stamped "V 45 1917 ELEV. 154.65 FT.," and set in the top of a concrete post. (47.140 meters or 154.658 feet.)

**W 45.**—About one-half mile north of Clara, Bee County, on the San Antonio & Aransas Pass Railway, across the track from the eighth telegraph pole south of milepost 222, and about 35 feet west of the track. A standard disk, stamped "W 45 1917 ELEV. 133.07 FT.," and set in the top of a concrete post. (40.560 meters or 133.071 feet.)

**X 45.**—About 2½ miles north of Papalote, Bee County, on the San Antonio & Aransas Pass Railway, across the track from the ninth telegraph pole south of milepost 224, and about 45 feet west of the track. A standard disk, stamped "X 45 1917 ELEV. 106.13 FT.," and set in the top of a concrete post. (32.350 meters or 106.135 feet.)

**Y 45.**—About 1 mile south of Papalote, Bee County, on the San Antonio & Aransas Pass Railway, in the southeast corner of the concrete abutment to a highway bridge paralleling the track. A standard disk, stamped "Y 45 1917." (20.803 meters or 68.251 feet.)

**Z 45.**—About 3 miles south of Papalote, Bee County, on the San Antonio & Aransas Pass Railway, across the track from the eighth telegraph pole south of milepost 230, and about 35 feet west of the track. A standard disk, stamped "Z 45 1917 ELEV. 91.12 FT.," and set in the top of a concrete post. (27.776 meters or 91.128 feet.)

**A 46.**—About one-half mile north of St. Paul, San Patricio County, on the San Antonio & Aransas Pass Railway, across the track from the tenth tele-

graph pole south of milepost 232, and about 35 feet west of the track. A standard disk, stamped "A 46 1917 ELEV. 84.97 FT.," and set in the top of a concrete post. (25.900 meters or 84.974 feet.)

**B 46.**—About 1½ miles south of St. Paul, San Patricio County, on the San Antonio & Aransas Pass Railway, across the track from a point midway between the ninth and tenth telegraph poles south of milepost 234, and about 50 feet west of the track. A standard disk, stamped "B 46 1917 73.47 FT.," and set in the top of a concrete post. (22.396 meters or 73.478 feet.)

**C 46.**—About 2 miles north of Sinton, San Patricio County, on the San Antonio & Aransas Pass Railway, across the track from the ninth telegraph pole south of milepost 236, and about 40 feet west of the track. A standard disk, stamped "C 46 1917 ELEV. 50.22 FT.," and set in the top of a concrete post. (15.307 meters or 50.220 feet.)

**D 46.**—At Sinton, San Patricio County, on the San Antonio & Aransas Pass Railway, about 33 feet north of the track, and about 50 feet west of the St. Louis, Brownsville & Mexico Railway track. A standard disk, stamped "D 46 1917 ELEV. 49.20 FT." (14.997 meters or 49.203 feet.)

**E 46.**—At Sinton, San Patricio County, at the building occupied in 1927 by the Whitefield Montgomery Co., in the front wall, at the left of the entrance, and about 4 feet above the ground. A standard disk, stamped "E 46 1917 ELEV. 54.42 FT." (16.589 meters or 54.426 feet.)

**F 46.**—At Sinton, San Patricio County, in the State Bank, in the west wall, and at the left of the entrance. A standard disk, stamped "F 46 1917 ELEV. 52.53 FT." (16.012 meters or 52.533 feet.)

**G 46.**—At Sinton, San Patricio County, in the southwest corner of the courthouse yard, and in the top of a concrete post used as a meridian mark. A standard disk, stamped "G 46 1917 ELEV. 49.22 FT." (15.004 meters or 49.226 feet.)

**H 46.**—At Sinton, San Patricio County, at the courthouse, in the south wall, and about 10 feet east of the entrance. A standard disk, stamped "H 46 1917 ELEV. 51.31 FT." (15.041 meters or 51.316 feet.)

**I 46.**—About 3 miles south of Sinton, San Patricio County, on the St. Louis, Brownsville & Mexico Railway, at milepost 159, and in line with the row of telegraph poles. A standard disk, stamped "I 46 1917 ELEV. 53.54 FT.," and set in the top of a concrete post. (16.321 meters or 53.546 feet.)

**M 46.**—At Odem, San Patricio County, at the Odem State Bank, in the east wall and near the entrance. A standard disk, stamped "M 46 1917 ELEV. 77.15 FT." (23.517 meters or 77.155 feet.)

**J 46.**—At Angelita, San Patricio County, on the St. Louis, Brownsville & Mexico Railway, about 120 feet north of the station, about 25 feet west of the track, between the main track and a siding. A standard disk, stamped "J 46 1917 ELEV. 31.40 FT.," and set in the top of a concrete post. (9.572 meters or 31.404 feet.)

**K 46.**—About 2 miles north of Calallen, Nueces County, on the St. Louis, Brownsville & Mexico Railway, at the bridge over the Nueces River, in the southwest abutment. A standard disk, stamped "K 46 1917 ELEV. 11.05 FT." (3.369 meters or 11.053 feet.)

**L 46.**—At Calallen, Nueces County, on the St. Louis, Brownsville & Mexico Railway, about 25 feet north of the station, and about 30 feet west of the tracks. A standard disk, stamped "L 46 1917 ELEV. 34.08 FT.," and set in the top of a concrete post. (10.390 meters or 34.088 feet.)

**N 46.**—About 3 miles south of Calallen, Nueces County, on the St. Louis, Brownsville & Mexico Railway, at milepost 145, and in line with the row of telegraph poles. A standard disk, stamped "N 46 1917 ELEV. 72.60 FT.," and set in the top of a concrete post. (22.130 meters or 72.605 feet.)

**O 46.**—At Robstown, Nueces County, in the front wall of the building occupied in 1927 by the Baucher pharmacy, at the left of the entrance, and about 3 feet above the sidewalk. A standard disk, stamped "O 46 1917 ELEV. 77.32 FT." (23.570 meters or 77.329 feet.)

**P 46.**—At Robstown, Nueces County, in the front wall of the building occupied in 1927 by Barton's 5 and 10 cent store, at the left of the entrance, and about 3 feet above the walk. A standard disk, stamped "P 46 1917 ELEV. 76.57 FT." (23.339 meters or 76.571 feet.)

**Q 46.**—At Robstown, Nueces County, at the Hotel Brendle, at the south corner of the west wall. A standard disk, stamped "Q 46 1917 ELEV. 75.50 FT." (23.015 meters or 75.508 feet.)

*Spur line, Robstown to Corpus Christi, Tex.*

**R 46.**—About 3 miles east of Robstown, Nueces County, on the Texas Mexican Railway, 7 telegraph poles east of milepost 148, and about 40 feet north of the track. It is flush with the ground and hard to find in the tall grass. A standard disk, stamped "R 46 1917 ELEV. 65.02 FT." (19.821 meters or 65.029 feet.)

**S 46.**—About 2 miles west of Clarkwood, Nueces County, on the Texas Mexican Railway, across the track from the seventh telegraph pole east of milepost 151, and about 40 feet north of the tracks. A standard disk, stamped "S 46 1917 ELEV. 57.99 FT.," and set in the top of a concrete post. (17.676 meters or 57.992 feet.)

**T 46.**—About 1 mile east of Clarkwood, Nueces County, on the Texas Mexican Railway, about 33 feet west of the seventh telegraph pole east of milepost 154, and in line with the row of telegraph poles. A standard disk, stamped "T 46 1917 ELEV. 46.50 FT.," and set in the top of a concrete post. (14.176 meters or 46.509 feet.)

**U 46.**—About 4 miles west of Corpus Christi, Nueces County, on the Texas Mexican Railway, 6 telegraph poles east of milepost 157, and about 33 feet north of the tracks. A standard disk, stamped "U 46 1917 ELEV. 43.54 FT.," and set in the top of a concrete post. (13.271 meters or 43.540 feet.)

**V 46.**—About 1 mile west of Corpus Christi, Nueces County, on the Texas Mexican Railway, 7 telegraph poles east of milepost 160, in line with the row of telegraph poles on the south side of the track, and flush with the ground. A standard disk, stamped "V 46 1917 ELEV. 36.68 FT.," and set in the top of a concrete post. (11.180 meters or 36.680 feet.)

**W 46.**—At Corpus Christi, Nueces County, at the west edge of the town, in the south wall of the Texas Mexican Railway station (Union Station), and under the middle window of the ticket office. A standard disk, stamped "W 46 1917 ELEV. 38.96 FT." (11.877 meters or 38.966 feet.)

**X 46.**—At Corpus Christi, Nueces County, in the west wall of the San Antonio & Aransas Pass Railway station, at the left of the entrance to the waiting room. A standard disk, stamped "X 46 1917 ELEV. 12.20 FT." (3.710 meters or 12.201 feet.)

**Y 46.**—At Corpus Christi, Nueces County, on the beach across from the Seaside Hotel, in front of the Anderson Cottage, and in the top of the north end of the wall along the sidewalk. A chiseled square. (1.888 meters or 6.194 feet.) Reported in 1927 as having been destroyed.

**Z 46 (U. S. E.).**—At Corpus Christi, Nueces County, at the City National Bank Building, on the extreme east end of the sill of the east window in the south wall. A dent in the sill. (2.964 meters or 9.724 feet.) This mark is United States Engineers bench mark No. 1.

## End of spur line.

**A 47.**—About 2 miles south of Robstown, Nueces County, on the St. Louis, Brownsville & Mexico Railway, at milepost 139, and in line with the row of telegraph poles west of the track. A standard disk, stamped "A 47 1917 ELEV. 75.64 FT.," and set in the top of a concrete post. (23.056 meters or 75.643 feet.)

**B 47.**—About 5 miles south of Robstown, Nueces County, on the St. Louis, Brownsville & Mexico Railway, at milepost 136, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "B 47 1917 ELEV. 66.65 FT.," and set in the top of a concrete post. (20.315 meters or 66.650 feet.)

**C 47.**—At Driscoll, Nueces County, on the St. Louis, Brownsville & Mexico Railway, about 40 feet north of milepost 132. A standard disk, stamped "C 47 1917," and set in the top of a concrete post. (18.296 meters or 60.026 feet.) Searched for but not recovered in 1927.

**D 47.**—About 3 miles south of Driscoll, Nueces County, on the St. Louis, Brownsville & Mexico Railway, at milepost 129, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "D 47 1917 ELEV. 62.88 FT.," and set in the top of a concrete post. (19.015 meters or 62.885 feet.)

**E 47.**—About 1 mile north of Bishop, Nueces County, on the St. Louis, Brownsville & Mexico Railway, at milepost 126, and in line with the row of telegraph

poles west of the tracks. A standard disk, stamped "E 47 1917 ELEV. 63.24 FT.," and set in the top of a concrete post. (19.277 meters or 63.245 feet.)

**F 47.**—At Bishop, Nueces County, in the front wall of the Ewing & Phillips Hardware Co.'s store, at the right of the entrance, and about 3 feet above the sidewalk. A standard disk, stamped "F 47 1917 ELEV. 65.65 FT.," (20.012 meters or 65.650 feet.)

**G 47.**—At Bishop, Nueces County, in the front wall of the Cage Mercantile Co.'s store, and about 3 feet above the sidewalk. A standard disk, stamped "G 47 1917 ELEV. 65.22 FT." (19.879 meters or 65.220 feet.)

**H 47.**—About 4 miles north of Kingsville, Kleberg County, on the St. Louis, Brownsville & Mexico Railway, at milepost 123, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "H 47 1917 ELEV. 56.58 FT.," and set in the top of a concrete post. (17.248 meters or 56.588 feet.)

**I 47.**—At Kingsville, Kleberg County, at the St. Louis, Brownsville & Mexico Railway station, in the west wall, at the left of the entrance to the waiting room. A standard disk, stamped "I 47 1917 ELEV. 71.20 FT." (21.704 meters or 71.207 feet.)

**J 47.**—At Kingsville, Kleberg County, on the St. Louis, Brownsville & Mexico Railway, at the water tank and on the south one of the two easternmost concrete footings. A standard disk, stamped "J 47 1917 ELEV. 66.44 FT." (20.252 meters or 66.443 feet.)

**K 47.**—At Kingsville, Kleberg County, in the City Park, located north of the Henrietta King High School, about 60.5 feet north of the center of the path on the south side of the park, and about 124.5 feet east of the west fence line of the school grounds. A standard magnetic station disk set in the top of a limestone post 6 inches square and projecting about 2 inches above the ground. (20.848 meters or 68.390 feet.)

**L 47.**—About 4 miles south of Kingsville, Kleberg County, on the St. Louis, Brownsville & Mexico Railway, at milepost 114, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "L 47 1917 ELEV. 55.43 FT.," and set in the top of a concrete post. (16.806 meters or 55.433 feet.)

**M 47.**—About 8 miles south of Kingsville, Kleberg County, on the St. Louis, Brownsville & Mexico Railway, at milepost 110, and in line with the row of telegraph poles west of the track. A standard disk, stamped "M 47 1917 ELEV. 44.20 FT.," and set in the top of a concrete post. (13.474 meters or 44.206 feet.)

**N 47.**—About 3 miles north of Riviera, Kleberg County, on the St. Louis, Brownsville & Mexico Railway, at milepost 106, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "N 47 1917 ELEV. 42.61 FT.," and set in the top of a concrete post. (12.988 meters or 42.611 feet.)

**O 47.**—At Riviera, Kleberg County, at the Riviera State Bank Building, in the south wall and east of the entrance. A standard disk, stamped "O 47 1917 ELEV. 43.47 FT." (13.252 meters or 43.478 feet.)

**Q 47.**—At Riviera, Kleberg County, at the public school, about 2 feet west of the north entrance. A standard disk, stamped "Q 47 1917 ELEV. 41.53 FT." (12.660 meters or 41.535 feet.)

**P 47.**—About 2 miles south of Riviera, Kleberg County, on the St. Louis, Brownsville & Mexico Railway, at the bridge over Los Olmos and in the south-west corner of the south abutment. A standard disk, stamped "P 47 1917 ELEV. 24.39 FT." (7.436 meters or 24.396 feet.)

**R 47.**—At Sarita, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, at the station, and about 2 feet south of the entrance to the waiting room. A standard disk, stamped "R 47 1917 ELEV. 40.89 FT." (12.464 meters or 40.892 feet.)

**S 47.**—At Sarita, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, at the water tank, on the westernmost of the two northern concrete footings. A standard disk, stamped "S 47 1917 ELEV. 37.53 FT." (11.442 meters or 37.539 feet.)

**T 47.**—About 4.5 miles south of Sarita, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 93, and in line with the row of telegraph poles west of the track. A standard disk, stamped "T 47 1917 ELEV. 39.40 FT.," and set in the top of a concrete post. (12.012 meters or 39.409 feet.)

**U 47.**—About 8.5 miles south of Sarita, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 80, and in line with the row of

telegraph poles west of the track. A standard disk, stamped "U 47 1917," and set in the top of a concrete post. (10.008 meters or 32.835 feet.) Reported in 1927 that the post was broken off near the ground and the mark destroyed.

**V 47.**—About 2½ miles north of Turcotte, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, about midway between milepost 85 and the first telegraph pole to the southward of the milepost, and in line with the telegraph poles to the west of the track. A standard disk, stamped "V 47 1917 ELEV. 37.74 FT.," and set in the top of a concrete post. (11.504 meters or 37.743 feet.)

**W 47.**—About 1½ miles south of Turcotte, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, between milepost 81 and the first telegraph pole to the south, nearer the pole than the milepost, in line with the row of telegraph poles west of the track. A standard disk, stamped "W 47 1917 ELEV. 35.20 FT.," and set in the top of a concrete post. (10.729 meters or 35.200 feet.)

**X 47.**—At Armstrong, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, at the water tank, on the northern one of the two eastern concrete footings. A standard disk, stamped "X 47 1917 ELEV. 25.06 FT." (7.821 meters or 25.059 feet.)

**Y 47.**—About 5 miles south of Armstrong, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, 1 telegraph pole north of milepost 72, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "Y 47 1917 ELEV. 27.00 FT.," and set in the top of a concrete post. (8.228 meters or 26.995 feet.)

**Z 47.**—About one-half mile north of Norias, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, 1 telegraph pole south of milepost 68, and in line with the row of telegraph poles west of the track. A standard disk, stamped "Z 47 1917 ELEV. 18.06 FT.," and set in the top of a concrete post. (5.504 meters or 18.058 feet.) In 1927 it was reported that the concrete had been chipped away to the edge of the disk.

**A 48.**—About 3.5 miles south of Norias, Kenedy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 64, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "A 48 1917," and set in the top of a concrete post. (6.625 meters or 21.736 feet.) Searched for but not recovered in 1927.

**B 48.**—At Rudolph, Willacy County, on the St. Louis, Brownsville & Mexico Railway, at the water tank, on the northern one of the two eastern concrete footings. A standard disk, stamped "B 48 1917 ELEV. 28.36 FT." (8.643 meters or 28.356 feet.)

**C 48.**—About 0.5 miles north of Raymondville, Willacy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 56, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "C 48 1917 ELEV. 28.11 FT.," and set in the top of a concrete post. (8.569 meters or 28.113 feet.)

**D 48.**—About 0.5 miles north of Raymondville, Willacy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 53, and in line with the row of telegraph poles west of the tracks. A standard disk, stamped "D 48 1917," and set in the top of a concrete post. (11.832 meters or 38.819 feet.) Searched for but not recovered in 1927.

**E 48.**—About 2.5 miles north of Raymondville, Willacy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 49, and in line with the row of telegraph poles to the west of the tracks. A standard disk, stamped "E 48 1917," and set in the top of a concrete post. (9.626 meters or 31.581 feet.) Searched for but not recovered in 1927.

**F 48.**—At Raymondville, Willacy County, on the St. Louis, Brownsville & Mexico Railway, at the water tank, on the southern one of the two eastern concrete footings. A standard disk, stamped "F 48 1917 ELEV. 33.00 FT." (10.060 meters or 33.005 feet.)

**G 48.**—At Raymondville, Willacy County, in the north front of Duffield's drug store, and east of the entrance. A standard disk, stamped "G 48 1917 ELEV. 36.48 FT." (11.122 meters or 36.480 feet.)

**H 48.**—About 1 mile north of Lyford, Willacy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 43, and in line with the row of telegraph poles to the west of the track. A standard disk, stamped "H 48 1917 ELEV. 31.04 FT.," and set in the top of a concrete post. (9.463 meters or 31.047 feet.)

**I 48.**—At Lyford, Willacy County, in the wall at the right of the entrance to the rear room of the First State Bank Building. A standard disk, stamped "I 48 1917 ELEV. 42.33 FT." (12.903 meters or 42.333 feet.)

**J 48.**—At Sebastian, Willacy County, on the St. Louis, Brownsville & Mexico Railway, across the tracks from the station, and between the main line and a switch. A standard disk, stamped "J 48 1917," and set in the top of a concrete post. (11.934 meters or 39.153 feet.) Searched for but not recovered in 1927. Mark may have been covered by a recent fill in front of the station.

**K 48.**—In Cameron County, about 1 mile south of Sebastian, Willacy County, on the St. Louis, Brownsville & Mexico Railway, at milepost 34, and in line with the row of telegraph poles west of the track. A standard disk, stamped "K 48 1917 ELEV. 38.31 FT.," and set in the top of a concrete post. (11.678 meters or 38.314 feet.)

**L 48.**—About one-half mile north of Combes, Cameron County, on the St. Louis, Brownsville & Mexico Railway, at milepost 30, and in line with the row of telegraph poles west of the track. A standard disk, stamped "L 48 1918 ELEV. 42.18 FT.," and set in the top of a concrete post. (12.859 meters or 42.188 feet.)

**M 48.**—At Harlingen, Cameron County, on the St. Louis, Brownsville & Mexico Railway, at the station, and beneath the bay window on the west side. A standard disk, stamped "M 48 1918 ELEV. 44.87 FT." (13.676 meters or 44.869 feet.)

**N 48.**—At Harlingen, Cameron County, at the Lozano Mercantile Co. Building, in the north wall, and between the two entrances. A standard disk, stamped "N 48 1918 ELEV. 44.15 FT." (13.456 meters or 44.147 feet.)

**O 48.**—At Harlingen, Cameron County, at the Harlingen State Bank Building, in the south wall, and to the east of the entrance. A standard disk, stamped "O 48 1918." (13.475 meters or 44.209 feet.) Reported in 1927 that this mark was covered with tiling when the building was remodeled.

**P 48.**—About 1.5 miles south of Harlingen, Cameron County, on the St. Louis, Brownsville & Mexico Railway, at the bridge over Arroyo Colorado, in the southwest corner of the south abutment. A standard disk, stamped "P 48 1918 ELEV. 38.14 FT." (11.625 meters or 38.140 feet.)

**Q 48.**—At San Benito, Cameron County, at the St. Louis, Brownsville & Mexico Railway station, on the east side and about 1 foot south of the bay window. A standard disk, stamped "Q 48 1918 ELEV. 42.62 FT." (12.990 meters or 42.618 feet.)

**R 48.**—At San Benito, Cameron County, at the Farmers State Bank Building, in the south wall, and between the two windows. A standard disk, stamped "R 48 1918 ELEV. 40.16 FT." (12.240 meters or 40.157 feet.) It is reported that this mark has been moved 7 feet 2 inches southward from its original location but retained at the same elevation.

**T 48.**—About 1¼ miles north of Barreda, Cameron County, on the St. Louis, Brownsville & Mexico Railway, at milepost 10, and in line with the row of telegraph poles west of the track. A standard disk, stamped "T 48 1918 ELEV. 32.70 FT.," and set in the top of a concrete post. (9.966 meters or 32.697 feet.)

**S 48.**—About 1¼ miles south of Barreda, Cameron County, on the St. Louis, Brownsville & Mexico Railway, at milepost 13, and in line with the row of telegraph poles west of the track. A standard disk, stamped "S 48 1918 ELEV. 35.36 FT.," and set in the top of a concrete post. (10.778 meters or 35.361 feet.)

**U 48.**—About 1 mile north of Olmito, Cameron County, on the St. Louis, Brownsville & Mexico Railway, 2 telegraph poles south of milepost 10 and in line with the row of telegraph poles west of the track. A standard disk, stamped "U 48 1918 ELEV. 31.62 FT.," and set in the top of a concrete post. (9.638 meters or 31.621 feet.)

**V 48.**—About 2 miles south of Olmito, Cameron County, on the St. Louis, Brownsville & Mexico Railway, at milepost 7, and in line with the row of telegraph poles west of the track. A standard disk, stamped "V 48 1918 ELEV. 26.28 FT.," and set in the top of a concrete post. (8.009 meters or 26.276 feet.) Reported in 1927 that the disk is badly battered and the concrete chipped away to the edge of the disk.

**W 48.**—About 3 miles north of Brownsville, Cameron County, on the St. Louis, Brownsville & Mexico Railway, at milepost 3, and in line with the row of telegraph poles west of the track. A standard disk, stamped "W 48 1918" and set in the top of a concrete post. (11.695 meters or 38.369 feet.) Searched for but not recovered in 1927.

**X 48.**—At Brownsville, Cameron County, at the St. Louis, Brownsville & Mexico Railway station, in the east wall, in the south side of the bay window. A standard disk, stamped "X 48 1918 ELEV. 38.49 FT." (11.732 meters or 38.491 feet.)

**Y 48.**—At Brownsville, Cameron County, at the international bridge over the Rio Grande, at the first pier north of the draw pier, and on the top and near the west end of the pier. A standard disk, stamped "Y 48 1918 ELEV. 42.60 FT." (12.984 meters or 42.598 feet.)

**Z 48** (I. B. C. R. P. 43).—At Brownsville, Cameron County, in the northwest corner of the post-office yard, reference point 43 of the International Boundary Commission. A stone post with a rectangular iron in the top bearing the legend "I B C + C de L." (10.955 meters or 35.942 feet.) Destroyed; the mark having been moved to make way for an addition to the post-office building.

**A 49** (U. S. G. S.).—At Brownsville, Cameron County, at the corner of Eleventh and Madison Streets, in the northwest corner of the intersection. A United States Geological Survey standard cap, stamped "34 1913," and riveted on the top of a 3½-inch iron pipe. (10.152 meters or 33.307 feet.) Searched for but not recovered in 1927.

**B 49** (I. B. C. R. P. 44).—At Brownsville, Cameron County, at Old Fort Brown, at the northwest corner of the abandoned hospital. This mark is reference point 44 of the International Boundary Commission. A stone post with a rectangular iron in the top bearing the legend "I B C + C de L." (10.004 meters or 34.987 feet.)

**C 49** (U. S. G. S.).—About 3 miles east of Brownsville, Cameron County, on the Rio Grande Railway, about 200 feet east of milepost 3-10, 9 telegraph poles east of the crossing of the Brownsville-Point Isabel Highway, on the north right-of-way line of the railroad, and in line with a row of telegraph poles. A United States Geological Survey standard cap, stamped "22.8 1913 S," and riveted on the top of a 3½-inch iron pipe. (6.908 meters or 22.801 feet.) Reported in 1927 as being badly battered but apparently solid.

**D 49** (U. S. G. S.).—About 6 miles east of Brownsville, Cameron County, on the Rio Grande Railway, opposite milepost 6-16 and on the north right-of-way line. A United States Geological Survey standard cap, stamped "16.8 1913 S," and riveted on the top of a 3½-inch iron pipe. (5.129 meters or 16.827 feet.)

**E 49** (U. S. G. S.).—About 9 miles east of Brownsville, Cameron County, on the Rio Grande Railway, about 25 feet west of milepost 9-13, and about 50 feet south of the tracks. A United States Geological Survey standard cap, stamped "7 1913 S," and riveted on the top of a 3½-inch iron pipe. (2.014 meters or 6.608 feet.) Searched for but not recovered in 1927.

**F 49** (U. S. G. S.).—About 12 miles east of Brownsville, Cameron County, on the Rio Grande Railway, opposite milepost 12-10, and on the south right-of-way line. A United States Geological Survey standard cap, stamped "6 1913 S," and riveted on the top of a 3½-inch iron pipe. (1.868 meters or 6.129 feet.) Searched for but not recovered in 1927.

**G 49** (U. S. G. S.).—About 4 miles west of Point Isabel, Cameron County, on the Rio Grande Railway, opposite milepost 13-4, and about 40 feet south of the tracks. A United States Geological Survey standard cap, stamped "10 1913 S," and riveted on the top of a 3½-inch iron pipe. (2.841 meters or 9.321 feet.) Searched for but not recovered in 1927.

**H 49** (U. S. G. S.).—At Point Isabel, Cameron County, about 120 feet west of the west end of the Rio Grande Railway station, and about 50 feet north of the tracks. A United States Geological Survey standard cap, stamped "8.8 1913 S," and riveted on the top of a 3½-inch iron pipe. (2.684 meters or 8.808 feet.)

**No. 1.**—At Point Isabel, Cameron County, at the abandoned lighthouse, and in the left side of the upper step. The top of a copper bolt set in the step. (8.401 meters or 27.562 feet.)

#### LINE XV, SAN ANTONIO TO LAREDO, TEX.

This line follows the Artesian Belt Railway from Macdona to Kirk and the International & Great Northern Railway from Kirk to Laredo, Tex. The field work was done by J. D. Powell, hydrographic and geodetic engineer, and Douglas Karr, junior hydrographic and geodetic engineer, between September 17, 1917, and January 8, 1918.

For bench marks between Macdona and San Antonio, along the Southern Pacific Railroad, see pages 92 and 93.

**V 36.**—At Kirk, Bexar County, on the International & Great Northern Railway, midway between the first and second telegraph poles north of milepost 275, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (198.569 meters or 651.472 feet.)

**N 36.**—About 1 mile south of Kirk, Bexar County, on the International & Great Northern Railway, 2 telegraph poles north of milepost 276, about 50 feet west of the tracks, and about 3 feet inside the right-of-way fence line. The bottom of a square hole in the top of a stone post. (187.730 meters or 615.911 feet.) Searched for but not recovered in 1927.

**O 36.**—About 0.2 mile north of Atascosa, Bexar County, on the International & Great Northern Railway, 9 telegraph poles north of milepost 278, in the west parapet of a concrete culvert on the highway, at a highway crossing, and about 33 feet east of the tracks. A standard disk, stamped "O 36 1917 ELEV. 663.28 FT.," and set in the concrete. (202.171 meters or 663.289 feet.)

**P 36.**—At Atascosa, Bexar County, on the International & Great Northern Railway, at milepost 278, about 15 feet east of a small shelter station, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (205.638 meters or 674.664 feet.)

**Q 36.**—About 2 miles north of Lytle, Atascosa County, on the International & Great Northern Railway, at milepost 280, in the west parapet of a concrete culvert on the highway, about 100 feet east of the tracks, at a place where there is a large tree on the east side of the road. A standard disk, stamped "Q 36 1917 ELEV. 687.86 FT.," and set in the concrete. (209.662 meters or 687.866 feet.)

**R 36.**—At Lytle, Atascosa County, on the International & Great Northern Railway, midway between the first and second telegraph poles south of milepost 282, about 130 feet east of the tracks, and in the store facing the station occupied by the Lytle Grocery Co. A standard disk, stamped "R 36 1917 ELEV. 724.68 FT." (220.884 meters or 724.684 feet.)

**S 36.**—About 1 mile south of Lytle, Atascosa County, on the International & Great Northern Railway, midway between the fourth and fifth telegraph poles north of milepost 283, near a road leading to the northward, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (221.163 meters or 725.599 feet.)

**T 36.**—About 2 miles south of Lytle, Atascosa County, on the International & Great Northern Railway, at milepost 284, and about 65 feet east of the tracks. The bottom of a square hole in the top of a stone post. (233.397 meters or 765.737 feet.)

**U 36.**—About 0.7 mile north of Natalia, Medina County, on the International & Great Northern Railway, and 0.3 mile south of the signboard "Station 1 Mile." The bottom of a square hole in the top of a stone post. (209.981 meters or 688.913 feet.) Searched for but not recovered in 1927.

**W 36.**—About 1 mile south of Natalia, Medina County, on the International & Great Northern Railway, 1 telegraph pole south of milepost 288 and about 50 feet east of the tracks. The bottom of a square hole in the top of a concrete post. (208.607 meters or 684.405 feet.)

**X 36.**—About 2.2 miles north of Devine, Medina County, on the International & Great Northern Railway, midway between milepost 290 and the first telegraph pole to the north, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (208.428 meters or 683.818 feet.)

**Y 36.**—At Devine, Medina County, on the International & Great Northern Railway, midway between the seventh and eighth telegraph poles south of milepost 291, about 130 feet west of the tracks, in the east wall of the Adams Garage, about 10 feet north of the entrance, and about 3 feet above the ground. A standard disk, stamped "Y 36 1917 ELEV. 647.55 FT." (197.375 meters or 647.554 feet.)

**Z 36.**—About 0.8 mile south of Devine, Medina County, on the International & Great Northern Railway, 1 telegraph pole south of milepost 292, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (193.923 meters or 636.229 feet.)

**B 37.**—About 4 miles north of Moore, Frio County, on the International & Great Northern Railway, opposite the second telegraph pole north of milepost 296, and about 65 feet west of the tracks. A standard disk, stamped "B 37 1917

ELEV. 628.49 FT.," and set in the top of a stone post. (191.565 meters or 628.493 feet.)

C 37.—About 2 miles north of Moore, Frio County, on the International & Great Northern Railway, at milepost 298, and about 50 feet west of the tracks. The bottom of a square hole in the top of a stone post. (189.634 meters or 622.158 feet.) Reported in 1927 that this mark is now about 2 inches below the surface of the ground.

D 37.—At Moore, Frio County, on the International & Great Northern Railway, midway between the fourth and fifth telegraph poles south of milepost 300, and about 50 feet west of the main track. The bottom of a square hole in the top of a stone post. (198.030 meters or 649.703 feet.)

A 37 (U. S. G. S.).—At Moore, Frio County, opposite the station of the International & Great Northern Railway, midway between the first and second telegraph poles south of milepost 300, about 33 feet east of the tracks, and 1 foot above the ground. A United States Geological Survey standard cap, stamped "653.2 SA," and riveted on the top of a 3½-inch iron pipe. (199.111 meters or 653.250 feet.)

E 37.—About 2 miles south of Moore, Frio County, on the International & Great Northern Railway, midway between the first and second telegraph poles north of milepost 302, and about 50 feet west of the tracks. A standard disk, stamped "E 37 1917," and set in the top of a stone post. (225.519 meters or 739.890 feet.) Reported in 1927 as having been destroyed.

F 37.—About 4 miles south of Moore, Frio County, on the International & Great Northern Railway, at milepost 304 and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (220.632 meters or 723.857 feet.)

G 37.—About 6.5 miles south of Moore, Frio County, on the International & Great Northern Railway, 15 telegraph poles south of milepost 306, and about 50 feet west of the tracks. The bottom of a square hole in the top of a stone post. (207.827 meters or 681.846 feet.)

H 37.—About 4.8 miles north of Pearsall, Frio County, on the International & Great Northern Railway, about 55 feet north of milepost 308, and about 50 feet east of the tracks. A standard disk, stamped "H 37 1917," and set in the top of a stone post. (212.871 meters or 698.394 feet.)

I 37.—About 2.8 miles north of Pearsall, Frio County, on the International & Great Northern Railway, about 80 feet north of milepost 310, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (200.381 meters or 657.417 feet.)

J 37.—About 0.8 mile north of Pearsall, Frio County, on the International & Great Northern Railway, about 20 feet north of milepost 312, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (192.608 meters or 631.915 feet.)

K 37.—At Pearsall, Frio County, about 165 feet east of the International & Great Northern Railway station, in the stone wall on the west side of the bakery, and near the front corner. A standard disk, stamped "K 37 1917 ELEV. 631.34 FT." (192.434 meters or 631.344 feet.)

L 37.—About 1.2 miles south of Pearsall, Frio County, on the International & Great Northern Railway, about 55 feet north of milepost 314, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (178.732 meters or 586.390 feet.)

M 37.—About 3.2 miles south of Pearsall, Frio County, on the International & Great Northern Railway, about 55 feet north of milepost 316, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (179.745 meters or 589.713 feet.)

N 37.—About 3 miles north of Derby, Frio County, on the International & Great Northern Railway, at milepost 318, and about 50 feet east of the tracks. A standard disk, stamped "N 37 1917 ELEV. 559.92 FT.," and set in the top of a stone post. (170.664 meters or 559.920 feet.)

O 37.—About 1 mile north of Derby, Frio County, on the International & Great Northern Railway, midway between the third and fourth telegraph poles south of milepost 320, and about 50 feet east of the tracks. The bottom of a square hole in the top of a stone post. (164.737 meters or 540.475 feet.) Reported in 1927 as having been destroyed.

P 37.—About 1 mile south of Derby, Frio County, on the International & Great Northern Railway, midway between the first and second telegraph poles

north of milepost 322, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (154.091 meters or 505.547 feet.)

**Q 37.**—About 3 miles south of Derby, Frio County, on the International & Great Northern Railway, at milepost 324, in the northeast face of the stone foundation of the water tank on the south bank of the Frio River, about 7 feet west of the tracks, and about 4 feet above the ground. A standard disk, stamped "Q 37 1917 ELEV. 479.67 FT." (146.204 meters or 479.671 feet.)

**R 37.**—About 2 miles south of the Frio River and 2.7 miles north of Dilley, Frio County, on the International & Great Northern Railway, at milepost 326, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (151.591 meters or 497.345 feet.)

**S 37.**—About 0.8 mile north of Dilley, Frio County, on the International & Great Northern Railway, at milepost 328, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (162.867 meters or 534.339 feet.)

**T 37.**—At Dilley, Frio County, about 130 feet east of the main tracks of the International & Great Northern Railway, in front of the R. F. Avant Building which is occupied by the post office, in the concrete sidewalk, about 1 foot from the building. A standard disk, stamped "T 37 1917 ELEV. 559.71 FT." (170.601 meters or 559.713 feet.)

**U 37.**—About 1.2 miles south of Dilley, Frio County, on the International & Great Northern Railway, at milepost 330, and about 50 feet east of the track. The bottom of a square hole in the top of a stone post. (164.298 meters or 539.034 feet.)

**V 37.**—About 3.2 miles south of Dilley, Frio County, 3 miles north of Millett, La Salle County, on the International & Great Northern Railway, about 25 feet south of milepost 332, and about 50 feet east of the track. The bottom of a square hole in the top of a stone post. (150.882 meters or 524.546 feet.)

**W 37.**—About 1 mile north of Millett, La Salle County, on the International & Great Northern Railway, about 80 feet south of milepost 334, and about 50 feet east of the track. The bottom of a square hole in the top of a stone post. (145.246 meters or 476.528 feet.)

**X 37.**—About 1 mile south of Millett, La Salle County, on the International & Great Northern Railway, at milepost 336, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (153.747 meters or 504.418 feet.)

**Y 37.**—About 3.2 miles south of Millett, La Salle County, on the International & Great Northern Railway, midway between the sixth and seventh telegraph poles south of milepost 338, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (175.986 meters or 577.381 feet.)

**Z 37.**—About 0.5 mile south of Gardendale, La Salle County, on the International & Great Northern Railway, 6 telegraph poles south of milepost 340, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (170.896 meters or 560.681 feet.)

**A 38.**—About 3.2 miles north of Cotulla, La Salle County, on the International & Great Northern Railway, about 80 feet south of milepost 342, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (146.443 meters or 480.455 feet.)

**B 38.**—About 1.2 miles north of Cotulla, La Salle County, on the International & Great Northern Railway, 2 telegraph poles north of milepost 344, and about 40 feet east of the tracks. The bottom of a square hole in the top of a concrete post. (127.435 meters or 418.003 feet.)

**C 38.**—At Cotulla, La Salle County, opposite the International & Great Northern Railway station, about 300 feet west of the main track, and in the north end of the stone step leading into the Cotulla State Bank. A standard disk, stamped "C 38 1917 ELEV. 424.83 FT." (129.489 meters or 424.832 feet.)

**D 38.**—About 0.8 mile south of Cotulla, La Salle County, on the International & Great Northern Railway, 2 telegraph poles north of milepost 346, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (125.814 meters or 412.775 feet.)

**E 38.**—About 2.8 miles south of Cotulla, La Salle County, on the International & Great Northern Railway, midway between the third and fourth telegraph poles north of milepost 348, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (129.372 meters or 424.448 feet.)

**F 38.**—About 4.2 miles south of Cotulla, La Salle County, on the International & Great Northern Railway, about 120 feet north of milepost 350, and about 40

feet west of the tracks. The bottom of a square hole in the top of a stone post. (143.178 meters or 469.743 feet.)

**G 38.**—About 4.2 miles north of Artesia Wells, La Salle County, on the International & Great Northern Railway, at milepost 352, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (159.082 meters or 521.922 feet.) Searched for but not recovered in 1927.

**H 38.**—About 2 miles north of Artesia Wells, La Salle County, on the International & Great Northern Railway, midway between the sixth and seventh telegraph poles north of milepost 354, about 100 feet south of a road crossing, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (160.158 meters or 525.452 feet.)

**I 38.**—About 2 miles south of Artesia Wells, La Salle County, on the International & Great Northern Railway, about 40 feet south of milepost 358, and about 50 feet west of the tracks. The bottom of a square hole in the top of a stone post. (131.334 meters or 430.885 feet.)

**K 38.**—About 4 miles south of Artesia Wells, La Salle County, on the International & Great Northern Railway, midway between the first and second telegraph poles north of milepost 360, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (140.429 meters or 460.724 feet.)

**J 38.**—About 4.2 miles north of Atlee, La Salle County, on the International & Great Northern Railway, about 80 feet north of milepost 362, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (158.202 meters or 519.034 feet.) Reported destroyed.

**L 38.**—About 2.2 miles north of Atlee, La Salle County, on the International & Great Northern Railway, midway between the second and third telegraph poles north of milepost 364, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (160.736 meters or 527.348 feet.)

**M 38.**—About 0.2 mile north of Atlee, La Salle County, on the International & Great Northern Railway, about 40 feet north of milepost 366, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (166.933 meters or 547.679 feet.) Searched for but not recovered in 1927.

**N 38.**—About 1.8 miles south of Atlee, La Salle County, on the International & Great Northern Railway, 1 telegraph pole north of milepost 368, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (153.200 meters or 502.624 feet.)

**O 38.**—About 3.3 miles north of Encinal, La Salle County, on the International & Great Northern Railway, about 110 feet north of milepost 370, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (159.360 meters or 522.834 feet.)

**P 38.**—About 1.3 miles north of Encinal, La Salle County, on the International & Great Northern Railway, about 80 feet north of milepost 372, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (160.552 meters or 526.744 feet.)

**Q 38.**—At Encinal, La Salle County, on the International & Great Northern Railway, in the westerly face of the stone foundation of the water tank, about 10 feet east of the tracks, and about 4 feet above the ground. A standard disk, stamped "Q 38 1917 BLEV. 558.20 FT." (170.142 meters or 558.208 feet.)

**R 38.**—About 0.3 mile south of Encinal, La Salle County, on the International & Great Northern Railway, at milepost 374, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (167.838 meters or 550.648 feet.)

**S 38.**—About 2.5 miles south of Encinal, La Salle County, on the International & Great Northern Railway, midway between the sixth and seventh telegraph poles south of milepost 376, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (163.150 meters or 535.268 feet.) Reported destroyed.

**T 38.**—About 4.2 miles south of Encinal, La Salle County, on the International & Great Northern Railway, about 120 feet north of milepost 378, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (162.331 meters or 532.581 feet.)

**U 38.**—About 2.8 miles north of Cactus, Webb County, on the International & Great Northern Railway, a little north of the eighth telegraph pole south of milepost 380, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (167.967 meters or 551.072 feet.)

**V 38.**—About 1 mile north of Cactus, Webb County, on the International & Great Northern Railway, about 80 feet north of milepost 382, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (170.113 meters or 558.112 feet.)

**W 38.**—About 1 mile south of Cactus, Webb County, on the International & Great Northern Railway, at milepost 384, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (188.346 meters or 617.932 feet.)

**X 38.**—About 3 miles south of Cactus, Webb County, on the International & Great Northern Railway, a little south of the second telegraph pole north of milepost 386, and about 115 feet east of the tracks. The bottom of a square hole in the top of a stone post. (185.085 meters or 607.233 feet.)

**Y 38.**—About 3.5 miles north of Webb, Webb County, on the International & Great Northern Railway, a short distance from the first telegraph pole north of milepost 388, and about 40 feet east of the tracks. (186.190 meters or 610.858 feet.)

**Z 38.**—About 1.5 miles north of Webb, Webb County, on the International & Great Northern Railway, 2 telegraph poles north of milepost 390, and about 40 feet east of the track. The bottom of a square hole in the top of a stone post. (190.221 meters or 624.083 feet.)

**P 39.**—At Webb, Webb County, on the International & Great Northern Railway, in the southwesterly face of the stone foundation of the water tank, about 10 feet east of the tracks, and about 5 feet above the ground. A standard disk, stamped "P 39 1917 ELEV. 632.30 FT." (192.726 meters or 632.302 feet.)

**B 39.**—About 2.5 miles south of Webb, Webb County, on the International & Great Northern Railway, at milepost 394, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (218.069 meters or 715.448 feet.)

**C 39.**—About 4.5 miles south of Webb, Webb County, on the International & Great Northern Railway, about 80 feet south of milepost 396, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (210.227 meters or 689.720 feet.)

**D 39.**—About 6.5 miles south of Webb, Webb County, on the International & Great Northern Railway, midway between the first and second telegraph poles north of milepost 398, and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (211.539 meters or 694.024 feet.)

**E 39.**—About 8.5 miles south of Webb, Webb County, on the International & Great Northern Railway, 2 telegraph poles north of milepost 400 and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (190.920 meters or 626.377 feet.)

**F 39.**—About 10.5 miles south of Webb, Webb County, on the International & Great Northern Railway, a short distance from the second telegraph pole north of milepost 402, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (182.968 meters or 600.288 feet.)

**G 39.**—About 8 miles north of Laredo, Webb County, on the International & Great Northern Railway, 2 telegraph poles south of milepost 404, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (157.206 meters or 515.767 feet.)

**H 39.**—About 6 miles north of Laredo, Webb County, on the International & Great Northern Railway, about 50 feet south of milepost 406, and about 33 feet west of the tracks. The bottom of a square hole in the top of a stone post. (141.703 meters or 464.904 feet.)

**I 39.**—About 4 miles north of Laredo, Webb County, on the International & Great Northern Railway, at milepost 408, about 1,300 feet north of the sign marked "Nye," and about 40 feet west of the tracks. The bottom of a square hole in the top of a stone post. (129.080 meters or 423.490 feet.)

**J 39.**—About 2 miles north of Laredo, Webb County, on the International & Great Northern Railway, 1 telegraph pole north of milepost 410, and about 40 feet east of the tracks. The bottom of a square hole in the top of a stone post. (128.955 meters or 423.080 feet.)

**K 39.**—At Laredo, Webb County, on the International & Great Northern Railway, in the west face of the station, about 6 feet south of the northwest corner, and about 4 feet above the floor level. A standard disk, stamped "K 39 1917 ELEV. 417.72 FT." (127.323 meters or 417.726 feet.)

**L 39.**—At Laredo, Webb County, in the west face of the post-office building, about 1 foot from the southwest corner, and about 4 feet above the sidewalk.

A standard disk, stamped "L 39 1917 ELEV. 419.62 FT." (127.902 meters or 419.625 feet.)

**M 39.**—At Laredo, Webb County, at the high-school building, east of the front entrance, and about 4½ feet above the floor level. A standard disk, stamped "M 39 1917 ELEV. 419.46 FT." (127.854 meters or 419.468 feet.)

**Q 39.**—At Laredo, Webb County, on the United States side of the international wagon and foot bridge across the Rio Grande, at the building used by the United States Immigration Service, in the brick wall supporting the wooden building, and about 2 feet above the sidewalk. A standard disk, stamped "Q 39 1917." (119.345 meters or 391.551 feet.) Searched for but not recovered in 1927; probably covered by improvements to the bridge in 1920.

**N 39.**—At Laredo, Webb County, on the Nacional de Mexico Railway, at the bridge over the Rio Grande, in the top of the north concrete abutment, and about 3 feet east of the tracks. A standard disk, stamped "N 39 1917 ELEV. 410.21 FT." (126.861 meters or 416.210 feet.)

**O 39.**—At Laredo, Webb County, on Victoria Street, about 500 feet west of the tracks of the International & Great Northern Railway, in the south face of the United States Coast and Geodetic Survey latitude and longitude station at Fort McIntosh, and about 2 feet above the ground. A standard disk, stamped "O 39 1917 ELEV. 419.78 FT.," and set in the side of the brick pier. (127.948 meters or 419.778 feet.)

For additional bench marks at Laredo, Tex., see page 138.

#### LINE XVI, SINTON, TEX., TO NEW ORLEANS, LA. (PART).

This is the Texas portion of a line which follows the St. Louis, Brownsville & Mexico Railway from Sinton to Houston, Tex., and the Southern Pacific Railroad from Houston, Tex., to New Orleans, La. Spur lines were run from Placedo Junction to Port Lavaca, Tex., over the Galveston, Harrisburg & San Antonio Railway, from Bay City to Matagorda, Tex., over the Gulf, Colorado & Santa Fe Railway; from Angleton to Freeport, Tex., over the Houston & Brazos Valley Railway; and from Beaumont to Sabine, Tex., over the Texas & New Orleans Railroad. The field work was done by Max Steinberg, hydrographic and geodetic engineer, and C. M. Durgin, extra observer, between January 19 and September 9, 1918.

For additional bench marks at Sinton, see page 100.

**R 39.**—About 2.9 miles north of Sinton, San Patricio County, on the St. Louis, Brownsville & Mexico Railway, about 7 feet southwest of milepost 165, and about 50 feet northwest of the track. A standard disk, stamped "R 39 1918 ELEV. 57.99 FT.," and set in the top of a concrete post. (17.678 meters or 57.992 feet.)

**S 39.**—At Ewelder, San Patricio County, on the St. Louis, Brownsville & Mexico Railway, about 160 feet southeast of milepost 169, and about 70 feet south of the tracks. A standard disk, stamped "S 39 1918 ELEV. 49.64 FT.," and set in the top of a concrete post. (15.131 meters or 49.642 feet.)

**T 39.**—About 1 mile north of Ewelder, San Patricio County, in Refugio County, on the St. Louis, Brownsville & Mexico Railway, at the bridge over the Aransas River, and on the top surface of the north abutment. A standard disk, stamped "T 39 1918 ELEV. 34.32 FT.," and set in the concrete. (10.460 meters or 34.318 feet.)

**U 39.**—At Cranell, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 130 feet northwest of the tracks at the signboard "Cranell," and about 33 feet southeast of a highway. A standard disk, stamped "U 39 1918 ELEV. 46.27 FT.," and set in the top of a concrete post. (14.103 meters or 46.270 feet.)

**V 39.**—About 1.5 miles north of Cranell, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 160 feet northeast of milepost 175, 6 telegraph poles north of trestle No. 174.8, and about 33 feet southeast of the track. A standard disk, stamped "V 39 1918 ELEV. 44.88 FT.," and set in the top of a concrete post. (13.682 meters or 44.888 feet.)

**W 39.**—About 2.8 miles southwest of Woodsboro, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 50 feet north of a county road crossing, and about 33 feet northwest of the track. A standard disk, stamped "W 39 1918 ELEV. 38.74 FT." (11.807 meters or 38.737 feet.)

**X 39.**—At Woodsboro, Refugio County, at the building owned in 1927 by F. B. Rooke, in the southeast corner of the brick wall, and about 4 feet above the ground. A standard disk, stamped "X 39 1918 ELEV. 51.58 FT." (15.721 meters or 51.578 feet.)

**Y 39.**—At Woodsboro, Refugio County, at the Rooke & Swift Building, 1 foot north of the end of the firm sidewalk, and 6 inches east of the front window. A standard disk, stamped "Y 39 1918 ELEV. 45.96 FT." (14.007 meters or 45.955 feet.)

**Z 39.**—At La Rosa, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 200 feet northeast of the station, and about 33 feet east of the track. A standard disk, stamped "Z 39 1918 ELEV. 42.68 FT.," and set in the top of a concrete post. (13.009 meters or 42.680 feet.)

**A 40.**—About 1.2 miles north of La Rosa, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 1.4 miles south of the bridge over Mission River, about 10 feet west of the tracks, on a concrete culvert. A standard disk, stamped "A 40 1918 ELEV. 42.57 FT." (12.976 meters or 42.572 feet.)

**B 40.**—About 1 mile south of Refugio, Refugio County, on the St. Louis, Brownsville & Mexico Railway, at the bridge over Mission River, on the south abutment, and on the west side of the bridge. A standard disk, stamped "B 40 1918 ELEV. 40.10 FT." (12.222 meters or 40.008 feet.)

**C 40.**—At Refugio, Refugio County, at the public school, on the east side of the southeast entrance, and about 4 feet above the ground. A standard disk, stamped "C 40 1918 ELEV. 55.22 FT." (16.833 meters or 55.226 feet.)

**D 40.**—At Refugio, Refugio County, at the Ben Shelton Building, in the southeast corner of the brick wall, and about 4 feet above the ground. A standard disk, stamped "D 40 1918 ELEV. 57.30 FT." (17.467 meters or 57.306 feet.)

**E 40.**—At Refugio, Refugio County, at the Refugio County Courthouse, on the north side of the east entrance, and about 4 feet above the ground. A standard disk, stamped "E 40 1918 ELEV. 57.69 FT." (17.584 meters or 57.690 feet.)

**F 40.**—About 2.5 miles north of Refugio, Refugio County, on the St. Louis, Brownsville & Mexico Railway, 16 telegraph poles north of milepost 188, about 700 feet north of the trestle, about 230 feet north of a road crossing, and about 50 feet west of the track. A standard disk, stamped "F 40 1918 ELEV. 48.00 FT.," and set in the top of a concrete post. (14.658 meters or 48.000 feet.)

**G 40.**—About 5.1 miles north of Refugio, Refugio County, on the St. Louis, Brownsville & Mexico Railway, 2 telegraph poles north of milepost 191, 6 telegraph poles north of the trestle, and about 40 feet west of the track. A standard disk, stamped "G 40 1918 ELEV. 55.63 FT.," and set in the top of a concrete post. (16.956 meters or 55.630 feet.)

**H 40.**—About 0.3 mile north of Greta, Refugio County, on the St. Louis, Brownsville & Mexico Railway, 7 poles south of milepost 194, and east of the track. A standard disk, stamped "H 40 1918 ELEV. 62.44 FT.," and set in the top of a concrete post. (19.032 meters or 62.441 feet.)

**I 40.**—About 2.5 miles north of Greta, Refugio County, on the St. Louis, Brownsville & Mexico Railway, 3 telegraph poles north of milepost 196, about 900 feet north of the trestle, and about 50 feet west of the track. A standard disk, stamped "I 40 1918 ELEV. 66.72 FT.," and set in the top of a concrete post. (20.336 meters or 66.719 feet.)

**J 40.**—At Vidauri, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 330 feet north of the station, about 200 feet north of a road crossing, and about 33 feet east of the track. A standard disk, stamped "J 40 1918 ELEV. 72.49 FT.," and set in the top of a concrete post. (22.096 meters or 72.490 feet.)

**K 40.**—About 2.1 miles north of Vidauri, Refugio County, on the St. Louis, Brownsville & Mexico Railway, 13 telegraph poles north of milepost 200, about 500 feet south of the trestle, and about 33 feet east of the track. A standard disk, stamped "K 40 1918 ELEV. 71.13 FT.," and set in the top of a concrete post. (21.681 meters or 71.132 feet.)

**L 40.**—About 2.5 miles south of Inari, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 100 feet east of milepost 203, and about 50 feet east of the track. A standard disk, stamped "L 40 1918 ELEV. 74.30 FT.," and set in the top of a concrete post. (22.648 meters or 74.304 feet.)

**M 40.**—At Inari, Refugio County, on the St. Louis, Brownsville & Mexico Railway, about 130 feet southwest of the station, about 100 feet north of the section house, about 50 feet west of the track, in the southwest corner of an old concrete foundation block about 5 feet square. A standard disk, stamped "M 40 1918 ELEV. 77.94 FT." (23.757 meters or 77.943 feet.)

**N 40.**—About 1.5 miles north of Inari, Refugio County, on the St. Louis, Brownsville & Mexico Railway, at milepost 207, at the bridge over the San Antonio River, on the east side of the north abutment. A standard disk, stamped "N 40 1918 ELEV. 50.40 FT." (15.364 meters or 50.407 feet.)

**O 40.**—At McFadden, Victoria County, on the St. Louis, Brownsville & Mexico Railway, about 600 feet north of the station, about 50 feet west of the track, and near the end of a sidetrack. A standard disk, stamped "O 40 1918 ELEV. 75.69 FT.," and set in the top of a concrete post. (23.071 meters or 75.692 feet.)

**P 40.**—About 2.5 miles north of McFadden, Victoria County, on the St. Louis, Brownsville & Mexico Railway, 6 telegraph poles south of milepost 212, about 330 feet north of trestle 211.7, and about 50 feet east of the track. A standard disk, stamped "P 40 1918 ELEV. 64.11 FT.," and set in the top of a concrete post. (19.541 meters or 64.111 feet.)

**Q 40.**—About 2 miles south of Black Bayou, Victoria County, on the St. Louis, Brownsville & Mexico Railway, at milepost 215, and on the east side of the north abutment of the bridge over the Guadalupe River. A standard disk, stamped "Q 40 1918 ELEV. 23.88 FT." (7.279 meters or 23.881 feet.)

**R 40.**—At Black Bayou, Victoria County, on the St. Louis, Brownsville & Mexico Railway, about 160 feet south of trestle No. 217.3, at the north end of the curve, and about 50 feet east of the track. A standard disk, stamped "R 40 1918 ELEV. 25.84 FT.," and set in the top of a concrete post. (7.877 meters or 25.843 feet.)

**S 40.**—At Bloomington, Victoria County, in the southeast corner of the brick wall of Barnett's drug store. A standard disk, stamped "S 40 1918 ELEV. 63.88 FT." (19.320 meters or 63.886 feet.)

**T 40.**—At Bloomington, Victoria County, on the St. Louis, Brownsville & Mexico Railway, about 500 feet north of the station, and about 50 feet west of the track. A standard disk, stamped "T 40 1918 ELEV. 60.68 FT.," and set in the top of a concrete post. (18.496 meters or 60.682 feet.)

**U 40.**—About 3 miles north of Bloomington, Victoria County, on the St. Louis, Brownsville & Mexico Railway, 7 telegraph poles north of milepost 222, 3 telegraph poles south of trestle No. 222.3, and about 50 feet west of the track. A standard disk, stamped "U 40 1918 ELEV. 57.0 FT.," and set in the top of a concrete post. (17.372 meters or 56.995 feet.)

**V 40.**—At Placedo, Victoria County, at the Shiller House, in the southeast corner of the brick wall of the building, and 5 feet above the ground. A standard disk, stamped "V 40 1918 ELEV. 66.80 FT." (17.315 meters or 56.808 feet.)

*Spur line, Placedo to Port Lavaca.*

**W 40.**—At Zillah, Victoria County, on the Galveston, Harrisburg & San Antonio Railway, about 100 feet west of the station, midway between the fifth and sixth telegraph poles east of milepost 11, and about 50 feet north of the track. A standard disk, stamped "W 40 1918," and set in the top of a concrete post. (18.080 meters or 42.913 feet.) Destroyed.

**X 40.**—At Kamey, Calhoun County, on the Galveston, Harrisburg & San Antonio Railway, about 200 feet east of the station, about 65 feet south of the track, in the southwest corner of the concrete foundation of a cottonseed shed. A standard disk, stamped "X 40 1918 ELEV. 32.68 FT." (9.963 meters or 32.687 feet.)

**Y 40.**—At Clarks, Calhoun County, on the Galveston, Harrisburg & San Antonio Railway, 4 telegraph poles west of the station, about 100 feet southwest of the switch at the west end of the sidetrack, about 80 feet south of the track, in the northwest corner of the concrete abutment of a wagon-road bridge. A standard disk, stamped "Y 40 1918 ELEV. 28.02 FT." (8.540 meters or 28.018 feet.)

**Z 40.**—About 1.1 miles east of Clarks, Calhoun County, on the Galveston, Harrisburg & San Antonio Railway, 10 telegraph poles west of milepost 4, about 160 feet southwest of trestle No. 4-A, about 100 feet south of the track, in the northwest corner of the concrete abutment of a wagon-road bridge. A

standard disk, stamped "Z 40 1918 ELEV. 26.18 FT.," and set in the top of the abutment. (7.981 meters or 26.184 feet.)

**A 41.**—At Port Lavaca, Calhoun County,  $2\frac{1}{2}$  blocks east of the Galveston, Harrisburg & San Antonio Railway station, on the same street, about 50 feet from the high-water mark at the Navidad Hotel, in the brick wall on the west side of the entrance. A standard disk, stamped "A 41 1918 ELEV. 23.01 FT." (7.014 meters or 23.012 feet.)

**B 41.**—At Port Lavaca, Calhoun County, at the schoolhouse, about 15 feet south of the southwest entrance, about 4 feet above the ground, in the brick wall. A standard disk, stamped "B 41 1918," (7.499 meters or 24.603 feet.) Reported in 1927 that an addition has been built on the schoolhouse and the disk is now inside the building.

**C 41.**—At Port Lavaca, Calhoun County, at the courthouse, about 10 feet east of the north entrance, in a stone slab about 3 feet north of the easternmost pillar of the entrance. A standard disk, stamped "C 41 1918 ELEV. 21.56 FT." (6.574 meters or 21.568 feet.)

### End of spur line.

**D 41.**—At Placedo, Victoria County, on the St. Louis, Brownsville & Mexico Railway, midway between the ninth and tenth telegraph poles north of the station, about 160 feet northwest of the switch stand, and about 65 feet west of the track. A standard disk, stamped "D 41 1918 ELEV. 50.96 FT.," and set in the top of a concrete post. (15.534 meters or 50.964 feet.)

**E 41.**—About 1.3 miles north of Placedo, Victoria County, on the St. Louis, Brownsville & Mexico Railway, 9 telegraph poles south of milepost 226, about 65 feet northeast of a road crossing, and about 33 feet east of the track. A standard disk, stamped "E 41 1918 ELEV. 50.70 FT.," and set in the top of a concrete post. (15.456 meters or 50.709 feet.)

**F 41.**—At Mitchell, Victoria County, on the St. Louis, Brownsville & Mexico Railway, about 25 feet west of the station signboard, midway between the sixth and seventh telegraph poles north of milepost 228, midway between the third and fourth telegraph poles south of a road crossing, and about 33 feet west of the track. A standard disk, stamped "F 41 1918 ELEV. 43.26 FT.," and set in the top of a concrete post. (13.185 meters or 43.258 feet.)

**G 41.**—At Carr, Victoria County, on the St. Louis, Brownsville & Mexico Railway, about 65 feet northwest of the station sign, 12 telegraph poles south of milepost 230, and about 33 feet west of the track. A standard disk, stamped "G 41 1918 ELEV. 42.92 FT.," and set in the top of a concrete post. (13.082 meters or 42.920 feet.)

**H 41.**—About 2 miles south of Keeran, Victoria County, on the St. Louis, Brownsville & Mexico Railway, about 20 feet south of milepost 232, midway between the third and fourth telegraph poles north of a road crossing, and about 33 feet west of the track. A standard disk, stamped "H 41 1918 ELEV. 38.45 FT.," and set in the top of a concrete post. (11.720 meters or 38.451 feet.)

**I 41.**—About 0.2 mile north of Keeran, Victoria County, in Jackson County, on the St. Louis, Brownsville & Mexico Railway, near milepost 234.1, at the bridge over Garcitas River, and on the southwest abutment. A standard disk, stamped "I 41 1918 ELEV. 14.92 FT." (4.548 meters or 14.921 feet.)

**J 41.**—At Ben West, Jackson County, on the St. Louis, Brownsville & Mexico Railway, midway between the second and third telegraph poles south of milepost 236, about 130 feet north of the station sign, and about 33 feet west of the track. A standard disk, stamped "J 41 1918 ELEV. 35.35 FT.," and set in the top of a concrete post. (10.775 meters or 35.351 feet.)

**K 41.**—About 3.2 miles south of Vanderbilt, Jackson County, on the St. Louis, Brownsville & Mexico Railway, 12 telegraph poles north of milepost 237, about 800 feet north of the trestle, and about 50 feet east of the track. A standard disk, stamped "K 41 1918 ELEV. 31.58 FT.," and set in the top of a concrete post. (9.623 meters or 31.588 feet.)

**L 41.**—At Vanderbilt, Jackson County, on the St. Louis, Brownsville & Mexico Railway, about 2,300 feet south of the station, about 100 feet east of the main track, at the roundhouse, in the brick wall at the southwest corner, and about 4 feet above the ground. A standard disk, stamped "L 41 1918 ELEV. 43.09 FT." (13.318 meters or 43.694 feet.)

**M 41.**—At Vanderbilt, Jackson County, at the St. Louis, Brownsville & Mexico Railway station, in the east face, and 1 foot north of the entrance. A standard

disk, stamped "M 41 1918 ELEV. 44.26 FT.," and set in the brick wall. (13.490 meters or 44.258 feet.)

N 41.—At Vanderbilt, Jackson County, on the St. Louis, Brownsville & Mexico Railway, about 750 feet east of the station, at the Vanderbilt Hotel, at the west end of the north side. A standard disk, stamped "N 41 1918 ELEV. 41.84 FT.," and set in the brick wall. (12.753 meters or 41.840 feet.)

O 41.—About 2.5 miles north of Vanderbilt, Jackson County, on the St. Louis, Brownsville & Mexico Railway, near milepost 242.7, at the bridge over Lavaca River and on the east side of the south abutment. A standard disk, stamped "O 41 1918 ELEV. 11.56 FT.," and set in the stone abutment. (3.522 meters or 11.555 feet.)

P 41.—At Lolita, Jackson County, on the St. Louis, Brownsville & Mexico Railway, about 80 feet west of the station, midway between the first and second telegraph poles south of milepost 245, about 80 feet south of a wagon-road crossing, and about 33 feet west of the track. A standard disk, stamped "P 41 1918 ELEV. 40.15 FT.," and set in the top of a concrete post. (12.238 meters or 40.151 feet.)

Q 41.—About 2.2 miles north of Lolita, Jackson County, on the St. Louis, Brownsville and Mexico Railway, 7 telegraph poles north of milepost 247, about 200 feet north of trestle No. 247.2, and about 50 feet west of the track. A standard disk, stamped "Q 41 1918 ELEV. 41.18 FT.," and set in the top of a concrete post. (12.552 meters or 41.181 feet.)

R 41.—At La Ward, Jackson County, on the St. Louis, Brownsville & Mexico Railway, about 65 feet east of the station. A standard disk, stamped "R 41 1918," and set in the top of a concrete post. (12.930 meters or 42.421 feet.) Searched for but not recovered in 1927.

S 41.—About 3.2 miles north of La Ward, Jackson County, on the St. Louis, Brownsville & Mexico Railway, 1 telegraph pole north of milepost 253, 3 telegraph poles north of trestle No. 252.9, and about 50 feet west of the track. A standard disk, stamped "S 41 1918 ELEV. 28.30 FT.," and set in the top of a concrete post. (8.626 meters or 28.300 feet.)

T 41.—About 2 miles south of Francitas, Jackson County, on the St. Louis, Brownsville & Mexico Railway, about 7 feet north of the tenth telegraph pole north of milepost 255, at the south end of a curve, and about 40 feet west of the track. A standard disk, stamped "T 41 1918 ELEV. 32.95 FT.," and set in the top of a concrete post. (10.044 meters or 32.953 feet.)

U 41.—At Francitas, Jackson County, on the St. Louis, Brownsville & Mexico Railway, about 130 feet southwest of the station, about 115 feet west of the track, on the top of the north side of a concrete highway culvert. A standard disk, stamped "U 41 1918 ELEV. 35.85 FT.," (10.927 meters or 35.850 feet.)

V 41.—At Francitas, Jackson County, on the St. Louis, Brownsville & Mexico Railway, about 330 feet northwest of the station, about 115 feet west of the track, on the top of the east side of a small concrete highway culvert. A standard disk, stamped "V 41 1918 ELEV. 34.30 FT.," (10.456 meters or 34.304 feet.)

W 41.—About 2.3 miles north of Francitas, Jackson County, in Matagorda County, on the St. Louis, Brownsville & Mexico Railway, 6 telegraph poles south of milepost 260, about 100 feet northeast of a wagon-road crossing, and about 40 feet east of the track. A standard disk, stamped "W 41 1918 ELEV. 28.16 FT.," and set in the top of a concrete post. (8.583 meters or 28.159 feet.)

X 41.—About 2.8 miles south of Blessing, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, midway between the third and fourth telegraph poles south of milepost 262, 3 telegraph poles north of the north end of a curve, and about 50 feet east of the track. A standard disk, stamped "X 41 1918 ELEV. 31.58 FT.," and set in the top of a concrete post. (9.624 meters or 31.575 feet.)

Y 41.—At Blessing, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, about 80 feet northwest of the station, 7 telegraph poles south of the crossing of the Southern Pacific Railroad, and about 65 feet northwest of the track. A standard disk, stamped "Y 41 1918 ELEV. 41.06 FT.," and set in the top of a concrete post. (12.514 meters or 41.056 feet.)

Z 41.—At Blessing, Matagorda County, at the J. W. Rugely Building, in the stone wall at the northwest corner of the building. A standard disk, stamped "Z 41 1918 ELEV. 44.34 FT.," (13.516 meters or 44.844 feet.)

A 51.—At Blessing, Matagorda County, at the Blessing State Bank Building, in the southwest corner of the brick wall and 3 feet east of the entrance. A

standard disk, stamped "A 51 1918 ELEV. 44.52 FT." (13.570 meters or 44.521 feet.)

**B 51.**—About 0.3 mile south of Tidehaven, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, near milepost 267, at the bridge over Tres Palacios River, on the east side of the south abutment. A standard disk, stamped "B 51 1918 ELEV. 28.11 FT.," and set in the concrete abutment. (8.568 meters or 28.110 feet.)

**C 51.**—At Elmaton, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, 7 telegraph poles south of milepost 270, midway between the second and third telegraph poles north of the station signboard and about 33 feet west of the track. A standard disk, stamped "C 51 1918 ELEV. 40.06 FT.," and set in the top of a concrete post. (12.209 meters or 40.056 feet.)

**D 51.**—About 3.2 miles south of Buckeye, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, 17 telegraph poles south of milepost 273, about 130 feet southwest of a road crossing, and about 33 feet west of the track. A standard disk, stamped "D 51 1918 ELEV. 36.59 FT.," and set in the top of a concrete post. (11.153 meters or 36.591 feet.)

**E 51.**—At Buckeye, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, about 330 feet northwest of the station, about 130 feet west of the track, and 2 feet east of the hedge fence. A standard disk, stamped "E 51 1918 ELEV. 42.36 FT.," and set in the top of a concrete post. (12.912 meters or 42.362 feet.)

**F 51.**—About 1.5 miles north of Buckeye, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, at milepost 276.7, at the bridge over the Colorado River, in the east side of the north abutment. A standard disk, stamped "F 51 1918 ELEV. 47.36 FT.," and set in the concrete abutment. (14.435 meters or 47.359 feet.)

**G 51.**—About 3.8 miles south of Bay City, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, midway between milepost 280 and the first telegraph pole to the northward, and about 33 feet west of the track. A standard disk, stamped "G 51 1918," and set in the top of a concrete post. (14.537 meters or 47.693 feet.) Destroyed.

**H 51.**—About 1.3 miles south of Bay City, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, 14 telegraph poles north of milepost 282, in the center of the top of a small concrete culvert on the west side of the track. A standard disk, stamped "H 51 1918 ELEV. 50.70 FT." (15.453 meters or 50.699 feet.)

**I 51.**—At Bay City, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, at the station, in the brick wall about 2 feet north of the east entrance. A standard disk, stamped "I 51 1918 ELEV. 56.42 FT." (17.197 meters or 56.420 feet.)

**J 51.**—At Bay City, Matagorda County, at the Baptist Church, in the brick wall at the southwest corner of the building, and about 4 feet above the ground. A standard disk, stamped "J 51 1918 ELEV. 57.24 FT." (17.446 meters or 57.237 feet.)

**K 51.**—At Bay City, Matagorda County, at the post office, 5 feet south of the east entrance, 1 foot east of the wall, on the horizontal surface of the stairway. A standard disk, stamped "K 51 1918 ELEV. 55.90 FT." (17.039 meters or 55.902 feet.)

**L 51.**—At Bay City, Matagorda County, at the Bay City Bank & Trust Co. Building, 3 feet west of the entrance on the south side of the southeast corner, 3 feet above the ground, in the brick wall. A standard disk, stamped "L 51 1918 ELEV. 56.47 FT." (17.213 meters or 56.473 feet.)

**M 51.**—At Bay City, Matagorda County, at the courthouse, 4 feet east of the north entrance, and 4 feet above the ground. A standard disk, stamped "M 51 1918 ELEV. 56.90 FT." (17.343 meters or 56.890 feet.)

*Spur line, Bay City to Matagorda, Tex.*

**M 52.**—About 1.5 miles south of Bay City, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, midway between the seventh and eighth telegraph poles south of milepost 70, about 165 feet northwest of trestle No. 70-B, about 130 feet north of the track, on the top of the south abutment of a small concrete culvert on the highway. A standard disk, stamped "M 52 1918 ELEV. 44.34 FT." (13.517 meters or 44.347 feet.)

**N 51.**—About 4 miles south of Bay City, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, about 0.7 mile north of Culver, about 200 feet

south of John Hallick's house, about 65 feet southeast of a wagon-road crossing, and about 50 feet south of the track. A standard disk, stamped "N 51 1918 ELEV. 34.74 FT.," and set in the top of a concrete post. (10.590 meters or 34.744 feet.)

O 51.—At Sims, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, about 200 feet west of the station signboard, about 50 feet north of the tracks, in the southwest concrete foundation of the storehouse, and about 2 feet above the ground. A standard disk, stamped "O 51 1918." (0.173 meters or 30.095 feet.) Destroyed.

P 51.—About 1.4 miles east of Sims, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, 6 telegraph poles east of milepost 77, at a wagon-road crossing, about 130 feet north of the tracks, at a bridge over an irrigation ditch, in the west end of the south abutment. A standard disk, stamped "P 51 1918 ELEV. 34.30 FT.," and set in the concrete abutment. (10.453 meters or 34.295 feet.)

Q 51.—At Wadsworth, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, about 800 feet east of the station, about 65 feet north of the track, in the northwest concrete foundation post of a warehouse. A standard disk, stamped "Q 51 1918 ELEV. 33.84 FT." (10.313 meters or 33.835 feet.)

R 51.—At Stewart, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, about 33 feet east of the station signboard, and about 40 feet east of the tracks. A standard disk, stamped "R 51 1918 ELEV. 22.43 FT.," and set in the top of a concrete post. (6.837 meters or 22.431 feet.)

S 51.—At Big Hill, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, about 23 feet north of the station signboard, and about 33 feet north of the track. A standard disk, stamped "S 51 1918," and set in the top of a concrete post. (3.872 meters or 12.703 feet.)

T 51.—About 1.9 miles north of Matagorda, Matagorda County, on the Gulf, Colorado & Santa Fe Railway, a short distance beyond the first telegraph pole west of milepost 88, and about 33 feet south of the track. A standard disk, stamped "T 51 1918 ELEV. 12.20 FT.," and set in the top of a concrete post. (3.717 meters or 12.195 feet.)

U 51.—At Matagorda, Matagorda County, at the high school, 3 feet east of the main entrance, in the brick wall, and about 4 feet above the ground. A standard disk, stamped "U 51 1918 ELEV. 13.23 FT." (4.047 meters or 13.278 feet.)

V 51.—At Matagorda, Matagorda County, in the southeast corner of the brick building owned by S. J. Berg. A standard disk, stamped "V 51 1918 ELEV. 12.91 FT." (3.935 meters or 12.910 feet.)

W 51.—At Matagorda, Matagorda County, 3 blocks south of the Gulf, Colorado & Santa Fe Railway station, at P. J. Duffy's residence, on the southwest brick pier of the foundation, and about 1 foot above the ground. A standard disk, stamped "W 51 1918 ELEV. 9.19 FT." (2.801 meters or 9.190 feet.)

X 51.—At Matagorda, Matagorda County, 4 blocks south of the Gulf, Colorado & Santa Fe Railway station, at E. P. Layton's residence, on the west side, in the brick chimney. A standard disk, stamped "X 51 1918 ELEV. 11.34 FT." (3.456 meters or 11.339 feet.) Destroyed in 1923.

### End of spur line.

Y 51.—About 2 miles northeast of Bay City, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, 5 telegraph poles southwest of milepost 286, about 200 feet southwest of a shell-road crossing, midway between the shell road and the track, and about 50 feet northwest of the track. A standard disk, stamped "Y 51 1918 ELEV. 47.78 FT.," and set in the top of a concrete post. (14.503 meters or 47.779 feet.)

Z 51.—About 5.2 miles northeast of Bay City, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, about 100 feet southeast of milepost 289, about 115 feet southeast of the section house, and about 50 feet southeast of the track. A standard disk, stamped "Z 51 1918 ELEV. 46.02 FT.," and set in the top of a concrete post. (14.027 meters or 46.020 feet.)

A 52.—At Allenhurst, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, about 115 feet northeast of the station, about 23 feet southeast of the switch stand, and about 23 feet southeast of the track. A standard disk, stamped "A 52 1918 ELEV. 42.44 FT.," and set in the top of a concrete post. (12.935 meters or 42.438 feet.)

**B 52.**—About 2.4 miles northeast of Allenhurst, Matagorda County, on the St. Louis, Brownsville & Mexico Railway, about 50 feet north of milepost 294, about 100 feet north of the cattle guard, and about 50 feet northwest of the track. A standard disk, stamped "B 52 1918 ELEV. 33.81 FT.," and set in the top of a concrete post. (10.306 meters or 33.812 feet.)

**C 52.**—At Hasima, Brazoria County, at the St. Louis, Brownsville & Mexico Railway station, in the top surface of the southeast corner of the retaining wall around the station yard. A standard disk, stamped "C 52 1918 ELEV. 36.08 FT." (10.998 meters or 36.083 feet.)

**D 52.**—About 1.9 miles northeast of Hasima, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 65 feet southeast of milepost 298, about 105 feet south of the trestle, 5 telegraph poles northeast of a spur line to the sawmill owned by the Sweeney Hardwood Co., and about 40 feet southeast of the track. A standard disk, stamped "D 52 1918 ELEV. 32.06 FT.," and set in the top of a concrete post. (9.771 meters or 32.057 feet.)

**E 52.**—At Sweeney, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 165 feet southwest of the station, and about 23 feet northwest of the track. A standard disk, stamped "E 52 1918 ELEV. 34.50 FT.," and set in the top of a concrete post. (10.544 meters or 34.593 feet.)

**F 52.**—At San Bernardo, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 18 telegraph poles north of milepost 303, about 65 feet east of the station, and about 50 feet southeast of the track. A standard disk, stamped "F 52 1918 ELEV. 23.22 FT.," and set in the top of a concrete post. (7.077 meters or 23.218 feet.)

**G 52.**—In Brazoria County, on the St. Louis, Brownsville & Mexico Railway, at a bridge over San Bernard River, on the top surface of the east side of the north concrete pier. A standard disk, stamped "G 52 1918," and set in the concrete. (6.346 meters or 20.820 feet.) Reported in 1927 that the bridge had been raised and the mark can not be reached without a ladder.

**H 52.**—At Brazoria, Brazoria County, in the southwest corner of the brick building owned by C. C. Hampfl. A standard disk, stamped "H 52 1918 ELEV. 32.98 FT." (10.053 meters or 32.982 feet.)

**I 52.**—At Brazoria, Brazoria County, at the First State Bank, in the northwest brick pier of the harbor at the entrance, and about 2 feet above the ground. A standard disk, stamped "I 52 1918." (8.934 meters or 29.311 feet.)

**J 52.**—In Brazoria, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, at milepost 309, at the bridge over Brazos River, on the east side of the south concrete abutment of the bridge. A standard disk, stamped "J 52 1918 ELEV. 35.38 FT." (10.784 meters or 35.381 feet.)

**K 52.**—At Burke, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 60 feet southeast of the station signboard, and about 65 feet southeast of the track. A standard disk, stamped "K 52 1918 ELEV. 28.05 FT.," and set in the top of a concrete post. (8.552 meters or 28.058 feet.)

**L 52.**—About 2.4 miles northeast of Burke, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 1 telegraph pole northeast of milepost 314, 4 telegraph poles northeast of a trestle, about 100 feet southwest of a wagon-road crossing, and about 16 feet northwest of the track. A standard disk, stamped "L 52 1918," and set in the top of a concrete post. (7.509 meters or 24.636 feet.) Reported in 1927 as having been found on the slope of a hill and leaning badly. Useless as a first-order bench mark.

**N 52.**—At Edmonds, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 65 feet northeast of the station, about 65 feet southwest of the water tank, about 33 feet east of the section house, and about 33 feet northwest of the track. A standard disk, stamped "N 52 1918 ELEV. 29.28 FT.," and set in the top of a concrete post. (8.924 meters or 29.278 feet.)

**O 52.**—About 2.2 miles southwest of Angleton, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 10 telegraph poles southwest of milepost 319, about 165 feet northeast of trestle No. 318.7, and about 16 feet east of the track. A standard disk, stamped "O 52 1918 ELEV. 24.26 FT.," and set in the top of a concrete post. (7.394 meters or 24.258 feet.)

**P 52.**—At Angleton, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 0.4 mile southwest of the station, at a concrete culvert under the track, on the northwest top surface. A standard disk, stamped "P 52 1918 ELEV. 27.18 FT." (8.286 meters or 27.185 feet.)

**Q 52.**—At Angleton, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 8 telegraph poles west of the station, on the main street leading west

from the station, at a street crossing, at the north end of a concrete culvert, in the top surface of the abutment, which is about 5 by 8 feet in size. A standard disk, stamped "Q 52 1918 ELEV. 28.38 FT." (8.651 meters or 28.382 feet.)

**R 52.**—At Angleton, Brazoria County, 2 blocks south and one-half block east of the Angleton High School, at a street crossing, on the top surface of the north concrete culvert. A standard disk, stamped "R 52 1918 ELEV. 28.38 FT." (8.652 meters or 28.386 feet.)

**S 52.**—At Angleton, Brazoria County, at the Angleton High School, in the south face of the building, 8 feet east of the main entrance, and about 3 feet above the ground. A standard disk, stamped "S 52 1918 ELEV. 31.19 FT." (9.508 meters or 31.194 feet.)

*Spur line, Angleton to Freeport, Tex.*

**T 52.**—About 0.5 mile southeast of the crossing of the St. Louis, Brownsville & Mexico Railway and the Houston & Brazos Valley Railway at Angleton, Brazoria County, 15 telegraph poles southeast of milepost 17 on the Houston & Brazos Valley Railway, on the west end of the south abutment of a concrete highway bridge, and about 130 feet northeast of the tracks. A standard disk, stamped "T 52 1918 ELEV. 26.73 FT." (8.148 meters or 26.732 feet.)

**U 52.**—About 1.5 miles southeast of the crossing of the St. Louis, Brownsville & Mexico Railway and the Houston & Brazos Valley Railway at Angleton, Brazoria County, 11 telegraph poles northwest of milepost 15 of the Houston & Brazos Valley Railway, about 165 feet east of a frame house southeast of a wagon-road crossing, about 130 feet southwest of the track, and 2 feet east of a fence. A standard disk, stamped "U 52 1918 ELEV. 25.74 FT.," and set in the top of a concrete post. (7.847 meters or 25.745 feet.)

**V 52.**—About 4.1 miles southeast of the crossing of the St. Louis, Brownsville & Mexico Railway and the Houston & Brazos Valley Railway at Angleton, Brazoria County, 2 telegraph poles southeast of milepost 13 of the Houston & Brazos Valley Railway, about 200 feet southeast of trestle No. 20, about 15 feet northeast of the highway, and about 50 feet southwest of the track. A standard disk, stamped "V 52 1918," and set in the top of a concrete post. (4.417 meters or 14.491 feet.) Reported destroyed.

**W 52.**—At Ross, Brazoria County, on the Houston & Brazos Valley Railway, 7 telegraph poles southeast of milepost 10, midway between the fourth and fifth telegraph poles northwest of Ross siding, about 100 feet southwest of the tracks, in the north side of the east concrete abutment of a small highway culvert. A standard disk, stamped "W 52 1918 ELEV. 14.90 FT." (4.541 meters or 14.898 feet.)

**X 52.**—About 0.5 mile southeast of Ross, Brazoria County, on the Houston & Brazos Valley Railway, about 100 feet southwest of trestle No. 15, about 100 feet southwest of the tracks, on the north side of the east abutment of a concrete highway bridge, and about 1 foot above the ground. A standard disk, stamped "X 52 1918 ELEV. 13.20 FT." (4.026 meters or 13.209 feet.)

**Y 52.**—At Clute, Brazoria County, on the Houston & Brazos Valley Railway, about 330 feet northwest of the station, about 100 feet southwest of the tracks, in the north end of the east concrete abutment of a highway culvert, and about 1 foot above the ground. A standard disk, stamped "Y 52 1918." (3.952 meters or 12.966 feet.) This mark was under water when searched for in 1927.

**Z 52.**—About 5.3 miles northwest of Freeport, Brazoria County, on the Houston & Brazos Valley Railway, 11 telegraph poles northwest of milepost 5, about 40 feet southeast of a wagon-road crossing and about 33 feet east of the track. A standard disk, stamped "Z 52 1918 ELEV. 6.00 FT.," and set in the top of a concrete post. (1.830 meters or 6.004 feet.)

**A 53.**—About 2.3 miles northwest of Freeport, Brazoria County, on the Houston & Brazos Valley Railway, about 165 feet south of the track, on the east side of the south concrete abutment of a highway bridge, and 3 feet above the ground. A standard disk, stamped "A 53 1918." (1.157 meters or 3.796 feet.) Reported in 1927 that the wing of the bridge abutment has broken away from the rest of the abutment and is leaning. Useless as a first-order bench.

**B 53.**—At Freeport, Brazoria County, on the Houston & Brazos Valley Railway drawbridge over Brazos River, on the east side of the south concrete abutment. A standard disk, stamped "B 53 1918 ELEV. 16.72 FT." (5.098 meters or 16.726 feet.)

**C 53.**—At Freeport, Brazoria County, 2 blocks east of the Houston & Brazos Valley Railway drawbridge over Brazos River, in the southeast corner of a schoolhouse, and 4 feet above the ground. A standard disk, stamped "C 53 1918 ELEV. 12.02 FT." (3.663 meters or 12.018 feet.)

**D 53.**—At Freeport, Brazoria County, opposite the northeast corner of the main plaza, and in the southwest corner of Toby's Hardware Co. Building. A standard disk, stamped "D 53 1918 ELEV. 9.50 FT." (2.895 meters or 9.498 feet.)

**E 53.**—At Freeport, Brazoria County, in the southeast corner of the Freeport National Bank Building, and 4 feet above the ground. A standard disk, stamped "E 53 1918 ELEV. 8.68 FT." (2.646 meters or 8.681 feet.)

**Tidal 4.**—At Quintana, Brazoria County, the top (at the right angle bend) of the 1½-inch iron pipe carrying the flow from the artesian well which is located in a small pond where there is a watering trough for cattle. (1.996 meters or 6.549 feet.)

End of spur line.

**F 53.**—About 1.6 miles northeast of Angleton, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 14 telegraph poles northeast of milepost 322, about 10 feet southeast of the center of the track, in the top surface of a concrete culvert. A standard disk, stamped "F 53 1918 ELEV. 24.76 FT." (7.548 meters or 24.764 feet.)

**G 53.**—About 2.6 miles northeast of Angleton, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 17 telegraph poles northeast of milepost 323, at the middle of the first curve northeast of Angleton, about 10 feet northwest of the track, in the top surface of a concrete culvert. A standard disk, stamped "G 53 1918 ELEV. 22.65 FT." (6.904 meters or 22.851 feet.)

**H 53.**—About 4.2 miles northeast of Angleton, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 1 telegraph pole northeast of milepost 325, and about 25 feet southeast of the track. A standard disk, stamped "H 53 1918 ELEV. 18.42 FT.," and set in the top of a concrete post. (5.613 meters or 18.415 feet.)

**I 53.**—At Danbury, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 3 feet south of the south wall of the station, and about 25 feet west of the track. A standard disk, stamped "I 53 1918 ELEV. 24.48 FT.," and set in the top of a concrete post. (7.461 meters or 24.478 feet.)

**J 53.**—At Danbury, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, midway between the third and fourth telegraph poles northeast of the station, about 10 feet east of the track, and in the northwest corner of the concrete foundation of the pump house. A standard disk, stamped "J 53 1918 ELEV. 24.40 FT." (7.440 meters or 24.409 feet.)

**K 53.**—About 1.5 miles northeast of Danbury, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, 4 telegraph poles southwest of milepost 329, about 100 feet southeast of the track, in the top surface at the southwest end of the concrete abutment of a highway bridge. A standard disk, stamped "K 53 1918 ELEV. 19.04 FT." (5.805 meters or 19.045 feet.)

**L 53.**—About 2.6 miles northeast of Danbury, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 200 feet southeast of milepost 330, about 100 feet southeast of the track, about 200 feet west of a white house, on the top surface of the west side of a concrete highway culvert. A standard disk, stamped "L 53 1918 ELEV. 25.39 FT." (7.739 meters or 25.390 feet.)

**M 53.**—About 1.9 miles southwest of Liverpool, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 100 feet southeast of trestle No. 331.5, about 100 feet southeast of the track, on the west side of the south concrete abutment of a highway bridge. A standard disk, stamped "M 53 1918 ELEV. 26.34 FT." (8.029 meters or 26.342 feet.)

**N 53.**—At Liverpool, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 25 feet southwest of the station, and about 25 feet northwest of the track. A standard disk, stamped "N 53 1918 ELEV. 20.80 FT.," and set in the top of a concrete post. (6.341 meters or 20.804 feet.)

**O 53.**—At Liverpool, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 200 feet northeast of the station, about 100 feet southeast of the track, on the south end of a highway culvert. A standard disk, stamped "O 53 1918 ELEV. 21.45 FT." (6.538 meters or 21.450 feet.)

**P 53.**—At Chocolate Bayou, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 65 feet northwest of the station, about 130 feet south-

west of a wagon-road crossing, and about 50 feet northwest of the track. A standard disk, stamped "P 53 1918 ELEV. 25.06 FT.," and set in the top of a concrete post. (7.640 meters or 25.066 feet.)

**Q 53.**—At **Pyeatt**, Brazoria County, on the St. Louis, Brownsville & Mexico Railway, about 10 feet northwest of the station signboard, about 1,450 feet northeast of a wagon-road crossing, and about 23 feet northwest of the track. A standard disk, stamped "Q 53 1918 ELEV. 27.06 FT.," and set in the top of a concrete post. (8.249 meters or 27.064 feet.)

**R 53.**—In Brazoria County, about 3.2 miles southwest of **Algoa**, Galveston County, on the St. Louis, Brownsville & Mexico Railway, about 7 feet south of milepost 340, about 2,000 feet southwest of a gravel-road crossing, and about 33 feet northwest of the track. A standard disk, stamped "R 53 1918 ELEV. 33.32 FT.," and set in the top of a concrete post. (10.155 meters or 33.317 feet.)

**S 53.**—At **Algoa**, Galveston County, at the station of the Gulf, Colorado & Santa Fe Railway, in the southeast corner, and about 4 feet above the ground. A standard disk, stamped "S 53 1918 ELEV. 42.47 FT." (12.945 meters or 42.470 feet.) In 1923 this station was moved about 1,500 feet northward along the track, and the elevation of the mark is now 0.6 foot greater than as originally set, or 43.070 feet.

**T 53.**—At **Algoa**, Galveston County, near the Gulf, Colorado & Santa Fe Railway, 229 feet northeastward from the main track at a point 1,000 feet southeastward from the railway station as located since 1923, about 3 feet north of a highway, in the top surface of a concrete block about 2 feet square. A standard disk, stamped "T 53 1918 ELEV. 37.84 FT." (11.536 meters or 37.848 feet.)

**U 53.**—At **Algoa**, Galveston County, at the Algoa school building, in the brick wall at the southwest corner and about 5 feet above the ground. A standard disk, stamped "U 53 1918 ELEV. 38.14 FT." (11.017 meters or 36.145 feet.)

**V 53.**—About 1.9 miles northwest of **Algoa**, Galveston County, in Brazoria County, on the Gulf, Colorado & Santa Fe Railway, 2 telegraph poles southeast of milepost 26, and in the west top surface of a concrete culvert on the highway. A standard disk, stamped "V 53 1918 ELEV. 38.91 FT." (11.861 meters or 38.914 feet.)

**W 53.**—About 1 mile east of **Alvin**, Brazoria County, on the Gulf, Colorado & Santa Fe Railway, midway between the ninth and tenth telegraph poles east of milepost 28, about 7 feet north of the track, in the top surface of the north-east end of a concrete culvert under the track, and about 4 inches from the end of the concrete. A standard disk, stamped "W 53 1918 ELEV. 42.74 FT." (13.026 meters or 42.736 feet.)

**X 53.**—At **Alvin**, Brazoria County, about 500 feet west of the station of the Gulf, Colorado & Santa Fe Railway, about 330 feet south of the track, in the brick wall at the northeast corner of the S. Jones Building. A standard disk, stamped "X 53 1918 ELEV. 51.48 FT." (15.693 meters or 51.486 feet.)

**Y 53.**—At **Alvin**, Brazoria County, about 100 feet west of the State Bank Building, at the corner of Gordon and Sealey Streets, in the front brick wall of a building owned by J. J. Dodson. A standard disk, stamped "Y 53 1918 ELEV. 50.82 FT." (15.490 meters or 50.820 feet.)

**Z 53.**—At **Alvin**, Brazoria County, at the corner of Gordon and Sealey Streets, in the southwest corner of the First National Bank Building, 6 feet west of the entrance, in the brick wall. A standard disk, stamped "Z 53 1918 ELEV. 50.76 FT." (15.471 meters or 50.758 feet.)

**A 54.**—About 1.9 miles north of **Alvin**, Brazoria County, on the Gulf, Colorado & Santa Fe Railway, 3 telegraph poles south of milepost 2, about 50 feet southwest of a wagon-road crossing and about 40 feet west of the track. A standard disk, stamped "A 54 1918 ELEV. 41.21 FT.," and set in the top of a concrete post. (12.561 meters or 41.211 feet.)

**B 54.**—At **Hastings**, Brazoria County, on the Gulf, Colorado & Santa Fe Railway, about 200 feet south of the station signboard, 1 telegraph pole north of milepost 4, and about 50 feet west of the track. A standard disk, stamped "B 54 1918 ELEV. 43.64 FT.," and set in the top of a concrete post. (13.302 meters or 43.642 feet.)

**C 54.**—About 1.5 miles north of **Hastings**, Brazoria County, on the Gulf, Colorado & Santa Fe Railway, 10 telegraph poles north of milepost 5, and about 65 feet southwest of a wagon-road crossing. A standard disk, stamped "C 54 1918 ELEV. 45.76 FT.," and set in the top of a concrete post. (13.946 meters or 45.755 feet.)

**D 54.**—About 2 miles south of **Pearland**, Brazoria County, on the Gulf, Colorado & Santa Fe Railway, about 100 feet west of milepost 8, and about 50 feet

west of the track. A standard disk, stamped "D 54 1918 ELEV. 40.44 FT.," and set in the top of a concrete post. (15.070 meters or 49.442 feet.)

E 54.—At Pearland, Brazoria County, on the Gulf, Colorado & Santa Fe Railway, about 100 feet north of the station, and about 33 feet east of the track. A standard disk stamped "E 54 1918," and set in the top of a concrete post. (16.082 meters or 52.762 feet.) Reported destroyed.

F 54.—About 2 miles north of Pearland, Brazoria County, in Harris County, on the Gulf, Colorado & Santa Fe Railway, 3 telegraph poles south of milepost 12, about 200 feet south of a wagon-road crossing, and about 50 feet west of the track. A standard disk, stamped "F 54 1918 ELEV. 50.78 FT.," and set in the top of a concrete post. (15.477 meters or 50.777 feet.)

G 54.—At Mykawa, Harris County, on the Gulf, Colorado & Santa Fe Railway, about 100 feet northwest of the station, and about 65 feet southwest of a wagon-road crossing. A standard disk, stamped "G 54 1918 ELEV. 55.20 FT.," and set in the top of a concrete post. (16.826 meters or 55.203 feet.)

H 54.—About 7.6 miles south of the Union Station at Houston, Harris County, on the Gulf, Colorado & Santa Fe Railway, midway between the second and third telegraph poles south of milepost 17, about 40 feet northeast of a wagon-road crossing, and about 33 feet east of the track. A standard disk, stamped "H 54 1918 ELEV. 44.45 FT.," and set in the top of a concrete post. (13.549 meters or 44.452 feet.)

I 54.—About 4.8 miles south of the Union Station at Houston, Harris County, on the Gulf, Colorado & Santa Fe Railway, about 1,000 feet north of the crossing of the Galveston, Harrisburg & San Antonio Railway, in the top surface on the east side of a large concrete culvert. A standard disk, stamped "I 54 1918 ELEV. 44.50 FT." (13.505 meters or 44.505 feet.)

J 54.—About 4 miles south of the Union Station at Houston, Harris County, on the Gulf, Colorado & Santa Fe Railway, in the new south yards, about 425 feet south of the switch tower, and in the east face of an old concrete foundation block, 2 by 2 by 6 feet. A standard disk, stamped "J 54 1918 ELEV. 45.06 FT." (13.736 meters or 45.066 feet.)

K 54.—About 2.5 miles south of the Union Station at Houston, Harris County, on the Gulf, Colorado & Santa Fe Railway, at the crossing of the Interurban Railroad, in the south face of the south concrete pier of the overhead crossing, about 7 feet west of the track, and about 3 feet above the ground. A standard disk, stamped "K 54 1918 ELEV. 48.88 FT." (14.807 meters or 48.875 feet.)

L 54.—At Houston, Harris County, on the Gulf, Colorado & Santa Fe Railway, near the Sampson Street crossing, in the brick wall in the southwest corner of Waddell's House Furnishing Co. store, and about 4 feet above the ground. A standard disk, stamped "L 54 1918 ELEV. 52.10 FT." (15.881 meters or 52.103 feet.)

M 54.—At Houston, Harris County, in the Union Station, at Texas Avenue and Crawford Street, in the north face of the easternmost pillar at the Crawford Street entrance. A standard disk, stamped "M 54 1918 ELEV. 54.62 FT." (16.649 meters or 54.623 feet.)

N 54.—At Houston, Harris County, at the corner of San Jacinto and Capitol Streets, in the northeast corner of the new post-office building, and about 3 feet above the ground. A standard disk, stamped "N 54 1918 ELEV. 57.08 FT." (17.398 meters or 57.080 feet.)

O 54.—At Houston, Harris County, at Texas Avenue and Travis Street, in the northwest corner of the Rice Hotel, and about 4 feet above the ground. A standard disk, stamped "O 54 1918 ELEV. 56.14 FT." (17.112 meters or 56.142 feet.)

P 54.—At Houston, Harris County, at the corner of San Jacinto and Congress Streets, in the east corner of the county courthouse, and about 2 feet above the ground. A standard disk, stamped "P 54 1918 ELEV. 52.91 FT." (16.127 meters or 52.910 feet.)

Q 54.—At Houston, Harris County, near the northeast corner of Nance Avenue and Semmes Street, about 7 feet west of the tracks of the Southern Pacific Railroad, in the top surface of the concrete foundation of the signal block. A standard disk, stamped "Q 54 1918 ELEV. 44.57 FT." (13.586 meters or 44.573 feet.)

R 54.—At Houston, Harris County, on the Southern Pacific Railroad, one-half mile west of milepost 360, 7 telegraph poles west of Clark Street, in the top surface of the north abutment of the concrete foundation of the signal bridge across the track. A standard disk, stamped "R 54 1918 ELEV. 52.86 FT." (16.111 meters or 52.858 feet.)

**S 54.**—At Houston, Harris County, about 650 feet southeast of the Southern Pacific Railroad crossing at Cushing Avenue, on the north side of the west entrance to the Thew School, and about 4 feet above the ground. A standard disk, stamped "S 54 1918 ELEV. 63.52 FT." (16.312 meters or 53.517 feet.)

Additional bench marks at Houston, Tex., on pages 42 and 122.

**T 54.**—About 50 telegraph poles east of Englewood, Harris County, at the crossing of the Southern Pacific Railroad and the Houston Belt & Terminal Railway, in the northeast corner of the concrete foundation of the switch tower, and about 3 feet above the ground. A standard disk, stamped "T 54 1918 ELEV. 46.36 FT." (14.133 meters or 46.368 feet.)

**U 54** (U. S. G. S.).—About 0.6 mile west of Dawes, Harris County, on the Southern Pacific Railroad, about 130 feet south of the track, about 800 feet east of the switch for a sidetrack, about 50 feet north of a house owned by George Jones, and about 3 feet south of the highway. A United States Geological Survey standard cup, stamped "PRIM TRAV STA NO. 157 1915 46.8," and riveted on the top of a 3½-inch iron pipe. (14.288 meters or 46.877 feet.)

**V 54.**—About 0.4 mile east of Dawes, Harris County, on the Southern Pacific Railroad, midway between the twelfth and thirteenth telegraph poles west of milepost 353, about 80 feet south of trestle No. 353-A, about 80 feet south of the track, on the top surface at the north end of a concrete highway culvert. The bottom of a square hole cut in the concrete. (12.532 meters or 41.115 feet.)

**W 54** (U. S. G. S.).—About 1 mile east of Dawes, Harris County, on the Southern Pacific Railroad, 10 telegraph poles east of milepost 353, about 550 feet east of the steel bridge over Greens Bayou, about 25 feet south of the highway, about 130 feet south of the track, and in the top surface on the north end of a concrete culvert. An outlined square, painted "U. S. B. M." (11.276 meters or 36.995 feet.)

**X 54** (U. S. G. S.).—About 2 miles east of Dawes, Harris County, on the Southern Pacific Railroad, midway between the eighth and ninth telegraph poles east of milepost 352, about 10 feet south of the highway, and about 13 feet west of a pine tree painted "U. S. P. B. M." A United States Geological Survey standard cup, stamped "PRIM TRAV STA NO. 156 1915 42.8," and riveted on the top of a 3½-inch iron pipe. (13.056 meters or 42.835 feet.)

**Y 54.**—About 1.3 miles west of Fauna, Harris County, on the Southern Pacific Railroad, 1 telegraph pole west of milepost 351, about 100 feet south of the track, at a highway culvert, in the top surface of the east side of the south brick abutment. A standard disk, stamped "Y 54 1918 ELEV. 44.06 FT." (13.430 meters or 44.062 feet.)

**Z 54.**—About 0.6 mile west of Fauna, Harris County, on the Southern Pacific Railroad, 6 telegraph poles west of milepost 350, about 65 feet south of trestle No. 350-A, about 65 feet south of the track, in the top surface on the west side of the north brick abutment of a highway culvert. A standard disk, stamped "Z 54 1918 ELEV. 45.68 FT." (13.925 meters or 45.686 feet.)

**A 55.**—About 2.2 miles east of Fauna, Harris County, on the Southern Pacific Railroad, 12 telegraph poles west of milepost 347, about 130 feet south of trestle No. 347-A, about 50 feet south of the highway, in the top surface of a discarded engine foundation, 3 by 8 by 3 feet. A standard disk, stamped "A 55 1918," and set in the concrete foundation. (15.158 meters or 49.731 feet.) Reported destroyed.

**B 55** (U. S. G. S.).—About 1.2 miles west of Sheldon, Harris County, on the Southern Pacific Railroad, midway between the seventeenth and eighteenth telegraph poles east of milepost 347, about 100 feet south of the track, and about 10 feet south of the highway. A United States Geological Survey standard cup, stamped "PRIM TRAV STA NO. 150 1915 45.3," and riveted on the top of a 3½-inch iron pipe. (13.811 meters or 45.312 feet.)

**C 55.**—At Sheldon, Harris County, on the Southern Pacific Railroad, about one-half mile west of the station, 3 telegraph poles east of milepost 346, about 130 feet south of the track at a switch, 1 foot east of the entrance to the Sheldon School, on the horizontal surface of a concrete stairway. A standard disk, stamped "C 55 1918 ELEV. 50.37 FT." (15.354 meters or 50.374 feet.)

**D 55.**—At Sheldon, Harris County, on the Southern Pacific Railroad, about 400 feet east of the station, about 100 feet south of the track, in the top surface of the north end of a brick highway culvert abutment. A standard disk, stamped "D 55 1918." (15.760 meters or 51.673 feet.) Reported destroyed.

**E 55.**—About 1.6 miles west of Crosby, Harris County, on the Southern Pacific Railroad, about 0.6 mile east of the eastern end of the trestle over the San Jacinto River, 6 telegraph poles east of milepost 343, and about 33 feet south of the track. A standard disk, stamped "E 55 1918," and set in the top of a concrete post. (7.497 meters or 24.596 feet.)

**F 55.**—At Crosby, Harris County, on the Southern Pacific Railroad, about 100 feet south of the station, at the Crosby State Bank, in the southeast corner of the building, and about 3 feet above the ground. A standard disk, stamped "F 55 1918 ELEV. 48.14 FT." (14.675 meters or 48.146 feet.)

**G 55** (U. S. G. S.).—At Crosby, Harris County, on the Southern Pacific Railroad, about 330 feet south of the station, on top of and 6 inches from the north end of the east guard rail of a concrete culvert. An outlined square, painted "U. S. B. M. 341." (15.051 meters or 49.380 feet.)

**H 55.**—At Crosby, Harris County, on the Southern Pacific Railroad, about 1,000 feet east of the station, about 500 feet south of the track, in the center of the top surface on the north end of a concrete highway culvert. A standard disk, stamped "H 55 1918 ELEV. 47.58 FT." (14.501 meters or 47.575 feet.)

**I 55.**—At Crosby, Harris County, on the Southern Pacific Railroad, 11 telegraph poles east of milepost 341, about 33 feet south of the track, at a turn in the highway, on the north side of a concrete highway culvert. A standard disk, stamped "I 55 1918 ELEV. 51.32 FT." (15.641 meters or 51.316 feet.)

**J 55** (U. S. G. S.).—About 3.3 miles east of Crosby, Harris County, on the Southern Pacific Railroad, 16 telegraph poles east of milepost 338, about 100 feet south of the track, and about 65 feet northwest of Adlong School. A United States Geological Survey standard cap, stamped "PRIM TRAV STA NO. 201 1915 51.6," and riveted on the top of a 3½-inch iron pipe. (15.726 meters or 51.594 feet.)

**K 55** (U. S. G. S.).—About 6 miles east of Crosby, Harris County, on the Southern Pacific Railroad, 3 telegraph poles west of trestle No. 334-A, 10 telegraph poles east of milepost 335, about 330 feet west of the county line, about 100 feet south of the track, and about 3 feet south of the highway. A United States Geological Survey standard cap, stamped "PRIM TRAV STA NO. 202 1915 54.8," and riveted on the top of a 3½-inch iron pipe. (16.703 meters or 54.800 feet.)

**L 55.**—About 6.5 miles east of Crosby, Harris County, in Liberty County, on the Southern Pacific Railroad, 15 telegraph poles east of milepost 335, about 500 feet east of the county line, opposite trestle No. 334-A, about 330 feet south of the track, at an abandoned concrete highway culvert, in the top surface on the east side of the south abutment. A standard disk, stamped "L 55 1918 ELEV. 57.55 FT." (17.542 meters or 57.552 feet.)

**M 55.**—At Sheeks, Liberty County, on the Southern Pacific Railroad, about 130 feet south of the section house, about 65 feet south of the track, and about 3 feet east of a gate in the fence. A standard disk, stamped "M 55 1918 ELEV. 63.88 FT.," and set in the top of a concrete post. (19.472 meters or 63.884 feet.)

**N 55.**—About 1.9 miles east of Sheeks, Liberty County, on the Southern Pacific Railroad, midway between the first and second telegraph poles west of milepost 332, about 50 feet south of trestle No. 332-A, about 50 feet south of the tracks, in the north side of the east concrete abutment on the abandoned highway. A standard disk, stamped "N 55 1918 ELEV. 65.66 FT." (20.013 meters or 65.659 feet.)

**O 55.**—About 1 mile west of Stilson, Liberty County, on the Southern Pacific Railroad, 8 telegraph poles east of milepost 331, about 100 feet south of trestle No. 330-A, about 100 feet south of the track, at a highway bridge, in the top surface of the north side of the east abutment. A standard disk, stamped "O 55 1918 ELEV. 65.83 FT.," and set in the concrete abutment. (20.066 meters or 65.833 feet.)

**P 55.**—At Stilson, Liberty County, on the Southern Pacific Railroad, about 65 feet west of the station, 7 telegraph poles east of milepost 330, and about 33 feet south of the track. A standard disk, stamped "P 55 1918 ELEV. 69.52 FT.," and set in the top of a concrete post. (21.190 meters or 69.521 feet.)

**Q 55.**—About 0.9 mile east of Stilson, Liberty County, on the Southern Pacific Railroad, about 80 feet south of milepost 329, about 100 feet south of trestle No. 329-A, about 100 feet south of the track, in the top surface of the east side of the north concrete abutment of a highway culvert. A standard disk, stamped "Q 55 1918." (21.916 meters or 71.903 feet.) Destroyed; the highway has been abandoned and the bridge torn out.

**R 55.**—About 1 mile west of Dayton, Liberty County, on the Southern Pacific Railroad, 13 telegraph poles west of milepost 328, about 65 feet south of trestle No. 328-A, about 65 feet south of the track, in the north side of the east concrete abutment of an abandoned highway bridge. A standard disk, stamped "R 55 1918 ELEV. 73.35 FT." (22.358 meters or 73.353 feet.)

**S 55** (U. S. G. S.).—At Dayton, Liberty County, about 1,600 feet south of the railroad crossing on the Southern Pacific Railroad, at the junction of the Goose Creek and Mount Belview roads west of Dayton, in the top surface of the north side of the east abutment of a concrete highway culvert. A United States Geological Survey standard disk, stamped "79.2." (24.152 meters or 79.239 feet.)

**T 55.**—At Dayton, Liberty County, on the Southern Pacific Railroad, about 330 feet west of the station, about 130 feet south of the track, in the front wall of the brick building occupied by the Dayton Mercantile Co. A standard disk, stamped "T 55 1918 ELEV. 83.32 FT." (25.395 meters or 83.317 feet.)

**U 55.**—At Dayton, Liberty County, on the Southern Pacific Railroad, about 330 feet west of the station, about 330 feet south of the track, in the front wall in the northeast corner of the building occupied by the Dayton Hardware Co., and about 3 feet above the ground. A standard disk, stamped "U 55 1918 ELEV. 84.57 FT." (25.777 meters or 84.570 feet.)

**V 55.**—At Dayton, Liberty County, on the Southern Pacific Railroad, about 400 feet south of the station, in the northeast corner of the abandoned Dayton State Bank Building. A standard disk, stamped "V 55 1918 ELEV. 84.48 FT." (25.750 meters or 84.481 feet.)

**W 55.**—About 1.5 miles east of Dayton, Liberty County, on the Southern Pacific Railroad, about 100 feet north of trestle No. 325-A, at a highway bridge, in the center of the top surface on the south end of the east concrete abutment. A standard disk, stamped "W 55 1918." (8.330 meters or 27.329 feet.) Searched for but not recovered in 1927.

**X 55.**—At Liberty, Liberty County, on the Southern Pacific Railroad, at the bridge over the Trinity River, on the top surface on the south side of the west concrete abutment. A standard disk, stamped "X 55 1918." (8.685 meters or 28.494 feet.) Destroyed; piers were raised by adding more concrete.

**Y 55.**—At Liberty, Liberty County, on the Southern Pacific Railroad, about 400 feet north of the track, at the Liberty Public School, 3 feet west of the south entrance, on the horizontal surface of the concrete stairway. A standard disk, stamped "Y 55 1918 ELEV. 30.45 FT." (11.111 meters or 36.453 feet.)

**Z 55.**—At Liberty, Liberty County, at the county courthouse, 2 feet south of the east entrance, 3 feet above the ground, and in the brick wall. A standard disk, stamped "Z 55 1918 ELEV. 37.46 FT." (11.417 meters or 37.457 feet.)

**A 56.**—At Liberty, Liberty County, at the Masonic Lodge Building, in the southwest corner, 3 feet above the ground, in the brick wall. A standard disk, stamped "A 56 1918 ELEV. 36.62 FT." (11.164 meters or 36.627 feet.)

**B 56.**—At Liberty, Liberty County, at the post-office building, in the southwest corner, 4 feet above the ground, in the brick wall. A standard disk, stamped "B 56 1918 ELEV. 38.47 FT." (11.726 meters or 38.471 feet.)

**C 56.**—About 1.9 miles east of Liberty, Liberty County, on the Southern Pacific Railroad, 6 telegraph poles east of milepost 319, about 100 feet northeast of the mile board for Ames Station, about 50 feet west of trestle No. 318-C, and about 50 feet north of the track. A standard disk, stamped "C 56 1918 ELEV. 38.46 FT.," and set in the top of a concrete post. (11.721 meters or 38.455 feet.)

**D 56.**—At Ames, Liberty County, on the Southern Pacific Railroad, about 260 feet east of the station signboard, about 15 feet east of a wagon-road crossing, and about 83 feet north of the track. A standard disk, stamped "D 56 1918 ELEV. 74.32 FT.," and set in the top of a concrete post. (22.655 meters or 74.327 feet.)

**E 56.**—About 2.1 miles east of Ames, Liberty County, on the Southern Pacific Railroad, 21 telegraph poles east of milepost 316, 5 telegraph poles west of trestle No. 315-A, and about 80 feet south of the track. A standard disk, stamped "E 56 1918 ELEV. 69.82 FT.," and set in the top of a concrete post. (21.280 meters or 69.816 feet.)

**F 56.**—About 1 mile west of Raywood, Liberty County, on the Southern Pacific Railroad, about 100 feet southwest of milepost 314, about 100 feet south of trestle No. 314-A, at a highway bridge, in the north corner of the west concrete abutment. A standard disk, stamped "F 56 1918." (19.471 meters or 63.881 feet.) Reported destroyed.

**G 56.**—At **Raywood**, Liberty County, on the Southern Pacific Railroad, about 1,000 feet west of the station, about 230 feet south of the track, and about 3 feet above the ground in the northwest corner of the brick foundation. A standard disk, stamped "G 56 1918." (20.086 meters or 65.890 feet.) Searched for but not recovered in 1927.

**H 56.**—At **Raywood**, Liberty County, about 400 feet east of the Southern Pacific Railroad station, about 100 feet south of the track, at a highway bridge, in the east top surface of the north concrete guard rail. A standard disk, stamped "H 56 1918." (19.497 meters or 63.966 feet.) Reported destroyed.

**I 56.**—About 0.6 mile east of **Raywood**, Liberty County, on the Southern Pacific Railroad, 23 telegraph poles east of milepost 313, about 115 feet south of trestle No. 312-A, at a highway culvert, in the south corner of the west concrete abutment. A standard disk, stamped "I 56 1918." (18.948 meters or 62.165 feet.) Reported destroyed.

**J 56.**—About 1.8 miles east of **Raywood**, Liberty County, on the Southern Pacific Railroad, 14 telegraph poles west of milepost 311, about 130 feet south of trestle No. 311-C, at a highway bridge, in the north top surface of the west concrete abutment. A standard disk, stamped "J 56 1918." (18.209 meters or 59.741 feet.) Reported destroyed.

**K 56.**—About 2.4 miles west of **Devers**, Liberty County, on the Southern Pacific Railroad, 16 telegraph poles east of milepost 311, about 115 feet south of the track, at a highway culvert, in the north top surface. A standard disk, stamped "K 56 1918." (17.649 meters or 57.903 feet.) Reported destroyed.

**L 56.**—At **Devers**, Liberty County, on the Southern Pacific Railroad, about 65 feet west of the station, and about 33 feet north of the track. A standard disk, stamped "L 56 1918," and set in the top of a concrete post. (17.786 meters or 58.353 feet.) Searched for but not recovered in 1927.

**M 56.**—About 3.1 miles east of **Devers**, Liberty County, on the Southern Pacific Railroad, 6 telegraph poles west of milepost 305, about 130 feet southeast of the section house, and about 15 feet south of the track. A standard disk, stamped "M 56 1918 ELEV. 53.74 FT.," and set in the top of a concrete post. (16.381 meters or 53.743 feet.)

**N 56.**—At **Felicia**, Liberty County, on the Southern Pacific Railroad, about 65 feet east of the station, and about 33 feet south of the track. A standard disk, stamped "N 56 1918," and set in the top of a concrete post. (14.076 meters or 48.150 feet.) Searched for but not recovered in 1927.

**O 56.**—About 2.3 miles east of **Felicia**, Liberty County, on the Southern Pacific Railroad, 4 telegraph poles east of milepost 301, in the concrete base of block signal No. 301. A standard disk, stamped "O 56 1918 ELEV. 48.07 FT." (14.652 meters or 48.071 feet.)

**P 56.**—At **Nome**, Jefferson County, on the Southern Pacific Railroad, about 100 feet west of the station, and about 33 feet north of the track. A standard disk, stamped "P 56 1918 ELEV. 42.31 FT.," and set in the top of a concrete post. (12.896 meters or 42.310 feet.)

**Q 56.**—About 2.1 miles east of **Nome**, Jefferson County, on the Southern Pacific Railroad, about 130 feet northeast of milepost 296, about 200 feet southeast of a frame house, and about 33 feet north of the track. A standard disk, stamped "Q 56 1918 ELEV. 44.04 FT.," and set in the top of a concrete post. (13.425 meters or 44.045 feet.)

**R 56.**—At **China**, Jefferson County, on the Southern Pacific Railroad, about 65 feet south of the station, about 65 feet northwest of the section house, and about 33 feet south of the track. A standard disk, stamped "R 56 1918 ELEV. 41.40 FT.," and set in the top of a concrete post. (12.620 meters or 41.404 feet.)

**S 56.**—At **China**, Jefferson County, on the Southern Pacific Railroad, about 450 feet east of the station, about 40 feet south of the track, in the northeast corner of the concrete foundation of a warehouse, and about 2 feet above the ground. A standard disk, stamped "S 56 1918 ELEV. 42.82 FT." (13.052 meters or 42.821 feet.)

**T 56.**—About 2.5 miles east of **China**, Jefferson County, on the Southern Pacific Railroad, 12 telegraph poles west of milepost 290, about 15 feet west of a wagon-road crossing, and about 33 feet south of the track. A standard disk, stamped "T 56 1918 ELEV. 27.99 FT.," and set in the top of a concrete post. (8.532 meters or 27.992 feet.)

**U 56.**—At **Pine Island**, Jefferson County, 14 telegraph poles west of the Southern Pacific Railroad station, and about 25 feet south of the track. A

standard disk, stamped "U 56 1918 ELEV. 34.92 FT.," and set in the top of a concrete post. (10.642 meters or 34.915 feet.)

V 56.—At Pine Island, Jefferson County, on the Southern Pacific Railroad, 3 telegraph poles east of the station, about 65 feet south of the track, 10 feet west of the northeast corner of the concrete foundation of a warehouse, and about 1 foot above the ground. A standard disk, stamped "V 56 1918 ELEV. 34.30 FT." (10.455 meters or 34.301 feet.)

W 56.—About 2.5 miles east of Pine Island, Jefferson County, on the Southern Pacific Railroad, about 25 feet south of milepost 286, about 330 feet north of a group of farmhouses, about 50 feet southwest of a wagon-road crossing, and about 50 feet south of the track. A standard disk, stamped "W 56 1918 ELEV. 29.42 FT.," and set in the top of a concrete post. (8.968 meters or 29.423 feet.)

X 56.—About 0.3 mile west of Amelia, Jefferson County, on the Southern Pacific Railroad, 10 telegraph poles west of milepost 284, about 65 feet south of trestle No. 284-B, in the north top surface of a concrete highway culvert. A standard disk, stamped "X 56 1918." (9.149 meters or 30.016 feet.) Reported destroyed.

Y 56.—At Amelia, Jefferson County, on the Southern Pacific Railroad, about 1,000 feet north of the station, in the west top surface of a concrete highway culvert. A standard disk, stamped "Y 56 1918." (9.223 meters or 30.259 feet.) Reported destroyed.

Z 56.—At Amelia, Jefferson County, at the Amelia public-school building, 4 feet north of the west entrance, 3 feet above the ground, in the brick wall. A standard disk, stamped "Z 56 1918." (9.676 meters or 31.745 feet.) Reported destroyed.

A 57.—About 1.5 miles west of Beaumont, Jefferson County, on the Southern Pacific Railroad, at the crossing of the Beaumont, Sour Lake & Western Railway, at the switch tower, in the northeast corner of the concrete base. A standard disk, stamped "A 57 1918." (5.987 meters or 19.642 feet.) Reported in 1927 that the cement floor extended from the foundation of the tower now covers the lower 1½ inches of the mark and a lattice covers the remainder of the tablet.

B 57.—At Beaumont, Jefferson County, at the Southern Pacific Railroad station, on the south side, in front of the signal window, 3 feet above the ground, in the brick wall. A standard disk, stamped "B 57 1918 ELEV. 25.50 FT." (7.771 meters or 25.495 feet.)

C 57.—At Beaumont, Jefferson County, at the corner of Orleans and Crockett Streets, at the Crosby House, and 3 feet east of the south entrance. A standard disk, stamped "C 57 1918 ELEV. 25.56 FT." (7.791 meters or 25.561 feet.)

D 57.—At Beaumont, Jefferson County, at the Pearl Street crossing of the Southern Pacific Railroad, at the Ogden Hotel, 15 feet east of the southwest corner of the building, and 3 feet above the ground. A standard disk, stamped "D 57 1918 ELEV. 25.28 FT." (7.704 meters or 25.276 feet.)

E 57.—At Beaumont, Jefferson County, at the corner of Pearl and Bonham Streets, at the post office, in the southwest corner of the building. A standard disk, stamped "E 57 1918 ELEV. 23.48 FT." (7.158 meters or 23.484 feet.)

F 57.—At Beaumont, Jefferson County, at the First National Bank Building, in the west face, 6 feet north of the entrance, and 3 feet above the ground. A standard disk, stamped "F 57 1918 ELEV. 23.20 FT." (7.071 meters or 23.199 feet.)

G 57.—At Beaumont, Jefferson County, on the Southern Pacific Railroad bridge over the Neches River, in the west abutment. A copper bolt. (6.095 meters or 19.997 feet.) Reported in 1927 that dirt was piled on the abutment and covered the mark.

H 57 (U. S. G. S.).—At Beaumont, Jefferson County, on the Southern Pacific Railroad bridge over the Neches River, in the west abutment. A United States Geological Survey standard disk. (2.418 meters or 7.933 feet.) Reported in 1927 that dirt was piled on the abutment and covered the mark.

I 57.—At Beaumont, Jefferson County, about 1,000 feet south of the crossing of the Southern Pacific Railroad and the East Texas Railroad, in the southeast corner of the McFadden-Wiess-Kyle Rice Milling Co. Building. A standard disk, stamped "I 57 1918 ELEV. 26.06 FT." (7.944 meters or 26.063 feet.)

*Spur line, Beaumont to Sabine, Tex.*

**J 57.**—At Beaumont, Jefferson County, on the Texas & New Orleans Railroad, midway between the fifth and sixth telegraph poles south of milepost 28, about 50 feet northwest of a wagon-road crossing, and about 33 feet west of the track. A standard disk, stamped "J 57 1918 ELEV. 22.18 FT.," and set in the top of a concrete post. (6.762 meters or 22.185 feet.)

**K 57.**—At Guffey, Jefferson County, on the Texas & New Orleans Railroad, about 200 feet north of the station, about 33 feet west of the track, in the northeast corner of the section-house yard. A standard disk, stamped "K 57 1918 ELEV. 16.30 FT.," and set in the top of a concrete post. (4.968 meters or 16.299 feet.)

**L 57.**—About 1 mile south of Guffey, Jefferson County, on the Texas & New Orleans Railroad, about 0.3 mile south of milepost 25, about 100 feet west of the track, in the northeast corner of the old portion of the brick pump house of the Magnolia Petroleum Co. A standard disk, stamped "L 57 1918 ELEV. 20.79 FT." (6.338 meters or 20.794 feet.)

**M 57.**—At Herbert, Jefferson County, on the Texas & New Orleans Railroad, at the station, in the southeast brick pier, and 2 feet above the ground. A standard disk, stamped "M 57 1918 ELEV. 19.24 FT." (5.866 meters or 19.245 feet.)

**N 57.**—At Viterbo, Jefferson County, on the Texas & New Orleans Railroad, about 130 feet northeast of the station signboard, about 65 feet east of the track, in the northwest brick foundation pier of a warehouse. A standard disk, stamped "N 57 1918 ELEV. 15.24 FT." (4.647 meters or 15.246 feet.)

**O 57.**—At Delphine, Jefferson County, on the Texas & New Orleans Railroad, about 1,550 feet north of milepost 18, about 160 feet north of the station signboard, about 45 feet southwest of a wagon-road crossing, and about 40 feet west of the track. A standard disk, stamped "O 57 1918 ELEV. 7.74 FT.," and set in the top of a concrete post. (2.359 meters or 7.739 feet.)

**P 57.**—At Elvista, Jefferson County, on the Texas & New Orleans Railroad, about 115 feet south of the station signboard, about 40 feet northwest of a wagon-road crossing, and about 33 feet west of the tracks. A standard disk, stamped "P 57 1918 ELEV. 6.06 FT.," and set in the top of a concrete post. (1.848 meters or 6.063 feet.)

**Q 57.**—About 1.2 miles north of West Port Arthur, Jefferson County, on the Texas & New Orleans Railroad, 13 telegraph poles north of milepost 13, about 50 feet northwest of the cattle gaps and oil pipe-line crossing, and about 33 feet west of the track. A standard disk, stamped "Q 57 1918," and set in the top of a concrete post. (0.852 meter or 2.795 feet.)

**R 57.**—At West Port Arthur, Jefferson County, on the Texas & New Orleans Railroad, about 330 feet north of the track and the highway, in the southwest corner of the "white oil" building of the Gulf Refining Co. plant. A standard disk, stamped "R 57 1918 5.872 ELEV. 5.08 FT." (1.733 meters or 5.686 feet.)

**S 57.**—At West Port Arthur, Jefferson County, on the Texas & New Orleans Railroad, about 160 feet south of the track, in the northeast corner of the brick "chilling plant" building of the Gulf Refining Co. A standard disk, stamped "S 57 1918 6.162 ELEV. 5.98 FT." (1.824 meters or 5.984 feet.)

**T 57.**—At West Port Arthur, Jefferson County, about 130 feet west of the brick "chilling plant" building of the Gulf Refining Co. and about 33 feet south of the highway. A bench mark of the Gulf Refining Co.; a copper plate about 1 inch in diameter set in the top of an 8-inch iron pipe filled with concrete. (0.689 meter or 2.260 feet.) Searched for but not recovered in 1927.

**U 57.**—At West Port Arthur, Jefferson County, on the Texas & New Orleans Railroad, about 500 feet east of the station, in the northwest corner of the Gulf Refining Co.'s pump house No. 13. A standard disk, stamped "U 57 1918 6.894 ELEV. 6.70 FT." (2.045 meters or 6.709 feet.)

**V 57.**—At West Port Arthur, Jefferson County, on the Texas & New Orleans Railroad, about 65 feet south of the station, about 7 feet east of the track, in the top surface of the concrete sea wall at the north end of the drawbridge. A standard disk, stamped "V 57 1918 10.068 ELEV. 9.90 FT." (3.016 meters or 9.895 feet.)

**W 57.**—At Round Lake, Jefferson County, on the Texas & New Orleans Railroad, 5 telegraph poles north of the station signboard, about 330 feet south of the north switch point, and about 33 feet west of the track. A standard disk, stamped "W 57 1918," and set in the top of a concrete post. (1.223 meters or 4.012 feet.) Searched for but not recovered in 1927.

**X 57.**—At Keith Lake, Jefferson County, on the Texas & New Orleans Railroad, 130 feet west of the north end of the trestle, about 280 feet south of the station signboard, and about 33 feet east of the highway. A standard disk, stamped "X 57 1918 ELEV. 2.44 FT.," and set in the top of a concrete post. (0.743 meter or 2.438 feet.)

**Y 57.**—At Sabine Pass, Jefferson County, on the Texas & New Orleans Railroad, about 200 feet south of the station, about 50 feet northeast of a road crossing, and about 40 feet east of the track. A standard disk, stamped "Y 57 1918 ELEV. 3.69 FT.," and set in the top of a concrete post. (1.126 meters or 3.694 feet.)

**Z 57.**—At Sabine, Jefferson County, on the Texas & New Orleans Railroad, about 200 feet northeast of the station, about 80 feet southeast of a road crossing, and about 40 feet east of the track. A standard disk, stamped "Z 57 1918 ELEV. 5.25 FT.," and set in the top of a concrete post. (1.601 meters or 5.253 feet.)

**A 58.**—At Sabine, Jefferson County, on the Texas & New Orleans Railroad, about 1,300 feet south of the station, about 33 feet west of the track in the northeast corner of the section-house yard. A standard disk, stamped "A 58 1918 ELEV. 4.88 FT.," and set in the top of a concrete post. (1.480 meters or 4.885 feet.)

**B 58.**—At Sabine, Jefferson County, 2 blocks west of the Texas & New Orleans Railroad station, on the north side of the road, in the southeast corner of the front yard of the 2-story frame hotel, which is the largest building in town. A standard disk, stamped "B 58 1918 ELEV. 5.44 FT.," and set in the top of a concrete post. (1.661 meters or 5.440 feet.)

**C 58.**—At Sabine, Jefferson County, at the schoolhouse, in the northeast corner of the concrete wall, east of the main entrance and about 4 feet above the ground. A standard disk, stamped "C 58 1918 ELEV. 6.88 FT." (2.069 meters or 6.886 feet.)

### End of spur line.

**D 58.**—At Barkwell, Orange County, on the Southern Pacific Railroad, 4 telegraph poles west of milepost 276, about 65 feet east of a trestle, about 50 feet south of the track, and about 50 feet north of a house. A standard disk, stamped "D 58 1918 P. T. STA. NO. 30 S 1925," and set in the top of a concrete post. (3.521 meters or 11.552 feet.)

**E 58.**—At Connell, Orange County, in the southwest corner of the section-house yard. A standard disk, stamped "E 58 1918 P. T. STA. NO. 29 S 1925 16.48 FT.," and set in the top of a concrete post. (5.024 meters or 16.483 feet.)

**F 58.**—About 1 mile east of Connell, Orange County, on the Southern Pacific Railroad, about 115 feet southeast of a road crossing, and about 65 feet south of the track. A standard disk, stamped "F 58 1918 P. T. STA. NO. 28 S 1925," and set in the top of a concrete post. (5.079 meters or 16.663 feet.)

**G 58.**—About 1.6 miles east of Connell, Orange County, on the Southern Pacific Railroad, 100 feet west of milepost 270, at block signal No. 270, in the concrete base. A standard disk, stamped "G 58 1918," (6.734 meters or 22.093 feet.)

**H 58.**—At Terry, Orange County, on the Southern Pacific Railroad, 8 telegraph poles east of the station, about 260 feet northwest of milepost 263, about 50 feet north of the track, in the southwest corner of the section-house yard. A standard disk, stamped "H 58 1918 P. T. STA. NO. 26 S 1925," and set in the top of a concrete post. (4.924 meters or 16.155 feet.)

**I 58.**—At Oilla, Orange County, on the Southern Pacific Railroad, about 50 feet east of the station signboard, about 40 feet northeast of a wagon-road crossing, and about 33 feet north of the track. A standard disk, stamped "I 58 1918 P. T. STA. NO. 25 S 1925," and set in the top of a concrete post. (3.810 meters or 12.500 feet.)

**J 58.**—At Tulane, Orange County, on the Southern Pacific Railroad, about 7 feet south of the track, in the northwest concrete footing of the railroad water tank, and about 1 foot above the ground. A standard disk, stamped "J 58 1918 NO. 24 S 1925 ELEV. 11.62 FT." (3.544 meters or 11.627 feet.)

**K 58.**—About 1.1 miles east of Tulane, Orange County, on the Southern Pacific Railroad, 16 telegraph poles east of milepost 262, about 33 feet north of the track, in the southeast corner of the section-house yard. A standard disk, stamped "K 58 1918," and set in the top of a concrete post. (3.848 meters or

12.625 feet.) Searched for but not recovered in 1927. A car house has been built at the described location. Probably destroyed.

**L 58.**—About 2.8 miles west of Orange, Orange County, on the Southern Pacific Railroad, about 130 feet west of the crossing of the Orange & Northwestern Railroad, about 100 feet west of the switch tower, and about 33 feet south of the track of the Southern Pacific Railroad. A standard disk, stamped "L 58 1918 P. T. STA. NO. 23 S 1925 17.38 FT.," and set in the top of a concrete post. (5.300 meters or 17.388 feet.)

**M 58.**—At Orange, Orange County, on the Southern Pacific Railroad, 0.6 mile west of the passenger station, at a highway bridge, in the east corner of the south concrete abutment. A standard disk, stamped "M 58 1918." (2.389 meters or 7.838 feet.)

**N 58.**—At Orange, Orange County, on the Southern Pacific Railroad, at the passenger station, in the northwest corner, in the brick wall, and about 3 feet above the ground. A standard disk, stamped "N 58 1918 ELEV. 14.40 FT." (4.388 meters or 14.396 feet.)

**O 58.**—At Orange, Orange County, on the Southern Pacific Railroad, about 650 feet north of the station, in the southwest corner of the brick high-school building. A standard disk, stamped "O 58 1918 ELEV. 11.22 FT." (3.421 meters or 11.224 feet.)

**P 58.**—At Orange, Orange County, on the Southern Pacific Railroad, about 1,300 feet south of the station, in the southwest corner of a granite building, the Luther Memorial First Presbyterian Church. A standard disk, stamped "P 58 1918 ELEV. 12.18 FT." (3.712 meters or 12.178 feet.)

**Q 58.**—About 2.8 miles east of Orange, Orange County, on the Southern Pacific Railroad, at block signal No. 254.1, in the concrete base. A standard disk, stamped "Q 58 1918 ELEV. 17.77 FT." (5.417 meters or 17.772 feet.)

**R 58.**—About 1.1 miles west of Echo, Orange County, on the Southern Pacific Railroad, about 130 feet north of the track, in the west concrete abutment of the south side of the highway bridge. A standard disk, stamped "R 58 1918 ELEV. 9.35 FT." (2.851 meters or 9.354 feet.)

**S 58.**—At Echo, Orange County, on the Southern Pacific Railroad, about 1,000 feet northwest of the station, about 330 feet southeast of the roundhouse, in the southeast corner of the brick railroad office building. A standard disk, stamped "S 58 1918 ELEV. 20.22 FT." (6.162 meters or 20.218 feet.)

**T 58.**—At Echo, Orange County, on the Southern Pacific Railroad, about 100 feet west of the station, and about 33 feet south of the track. A standard disk, stamped "T 58 1918 ELEV. 15.24 FT NO. 9 1917," and set in the top of a concrete post. (4.644 meters or 15.236 feet.)

**U 58.**—At Sabine River, Orange County, on the Southern Pacific Railroad, at the bridge over Sabine River, in the south end of the west abutment. A standard disk, stamped "U 58 1918 ELEV. 14.38 FT." (4.384 meters or 14.383 feet.)

#### LINE XVII, HARLINGEN TO EAGLE PASS, TEX.

This line follows the St. Louis, Brownsville & Mexico Railway from Harlingen to Samfordyce, Tex., thence along the highways paralleling the Rio Grande to Laredo, Tex. The work is then taken up again at Webb, Tex., the section from Laredo to Webb, Tex., over the International & Great Northern Railway being a part of the line San Antonio to Laredo. (See p. 105.) From Webb the highways are followed through Asherton to Eagle Pass, Tex. The field work was done by C. M. Durgin, extra observer, between September 23, 1918, and March 14, 1919.

For bench marks in Harlingen, see page 104.

**A 59.**—About 1 mile west of Harlingen, Cameron County, on the St. Louis, Brownsville & Mexico Railway, about 160 feet east of milepost 1, about 50 feet east of a road crossing, about 13 feet west of the tracks, in the concrete canal flume. A standard disk, stamped "A 59 1918 ELEV. 43.36 FT." (13.215 meters or 43.356 feet.)

**B 59.**—At Leeland, Cameron County, on the St. Louis, Brownsville & Mexico Railway, 7 telegraph poles west of milepost 3, about 40 feet south of the tracks, about 7 feet north of a highway, and directly opposite a small bungalow. A

standard disk, stamped "B 59 1918," and set in the top of a concrete post. (13.839 meters or 45.403 feet.) Reset 2 feet away, but at same elevation, in 1924. Searched for but not recovered in 1927.

**C 59.**—About 0.6 mile west of Leeland, Cameron County, on the St. Louis, Brownsville & Mexico Railway, about opposite milepost 5, about 10 feet north of the track, in the concrete canal flume. A standard disk, stamped "C 59 1918 ELEV. 55.40 FT." (16.888 meters or 55.407 feet.)

**D 59.**—About 1.3 miles east of La Feria, Cameron County, on the St. Louis, Brownsville & Mexico Railway, 7 poles east of milepost 7, about 33 feet east of a road crossing, about 33 feet south of the tracks, and about 16 feet north of the highway. A standard disk, stamped "D 59 1918 ELEV. 53.42 FT.," and set in the top of a concrete post. (16.281 meters or 53.415 feet.)

**E 59.**—At La Feria, Cameron County, in the Cameron County Bank Building, about 3 feet from the entrance, and about 3 feet above the sidewalk. A standard disk, stamped "E 59 1918 ELEV. 59.38 FT." (18.098 meters or 59.377 feet.)

**F 59.**—About 1.5 miles west of La Feria, Cameron County, on the St. Louis, Brownsville & Mexico Railway, about 65 feet north of the tracks, at the end of the canal, in the top of and near the west end of the concrete wall. A standard disk, stamped "F 59 1918." (17.942 meters or 58.865 feet.) Searched for but not recovered in 1927.

**V 58.**—About 0.5 mile east of Lawrence Spur, Cameron County, about 2.9 miles east of Mercedes, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, about 50 feet north of the tracks, about 16 feet north of the highway, and directly opposite a house owned by the Irrigation Co. and occupied by Mr. Oldemeyer. A standard disk, stamped "V 58 1918," and set in the top of a concrete post. (19.694 meters or 64.613 feet.) Searched for but not recovered in 1927; probably destroyed.

**W 58.**—At Lawrence Spur, Cameron County, in the northeast corner of the nearest concrete structure on the north side of the St. Louis, Brownsville & Mexico Railway. A standard disk, stamped "W 58 1918 ELEV. 73.05 FT." (22.267 meters or 73.054 feet.)

**X 58.**—About 0.5 mile east of Mercedes, Hidalgo County, about 80 feet south of the tracks of the St. Louis, Brownsville & Mexico Railway, at a concrete highway bridge, in the west corner of the curbing. An outlined square. (18.257 meters or 59.898 feet.) Reported destroyed.

**Y 58.**—At Mercedes, Hidalgo County, at the corner of Texas Avenue and Second Street, in the wall facing Texas Avenue of the brick building occupied in 1927 by the Family Store, about 33 feet from the northwest corner, and about 5 feet from the sidewalk. A standard disk, stamped "Y 58 1918 ELEV. 70.30 FT." (21.426 meters or 70.295 feet.)

**Z 58.**—At Mercedes, Hidalgo County, at the corner of Texas Avenue and Third Street, in the wall facing Third Street of the brick building occupied in 1927 by the Queen City Pharmacy, about 20 feet from the northeast corner, and about 5 feet from the sidewalk. A standard disk, stamped "Z 58 1918 ELEV. 70.42 FT." (21.465 meters or 70.423 feet.)

**G 59.**—About 1.9 miles west of Mercedes, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, 11 telegraph poles east of milepost 16, about 50 feet north of the tracks, and about 16 feet west of a road crossing. A standard disk, stamped "G 59 1918," and set in the top of a concrete post. (20.079 meters or 65.876 feet.) Searched for but not recovered in 1927.

**H 59.**—At Llano Grande, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, 3 telegraph poles east of milepost 17, about 330 feet east of a road crossing, and about 33 feet north of the tracks. A standard disk, stamped "H 59 1918," and set in the top of a concrete post. (24.525 meters or 80.462 feet.) Searched for but not recovered in 1927.

**I 59.**—About 2.7 miles west of Llano Grande, Hidalgo County, on the south side of the St. Louis, Brownsville & Mexico Railway, in the northwest quarter of a road intersection formed by a road crossing the track and a road paralleling the track. A standard disk, stamped "I 59 1918," and set in the top of a concrete post. (25.807 meters or 84.668 feet.) Searched for but not recovered in 1927.

**M 59** (triangulation station Donna).—About 0.5 mile southeast of Donna, Hidalgo County, on the west side of a large irrigation canal, on land owned by Doctor Roberts, of Donna. It is about 105 feet north of the reference mark, about 82 feet south of a Mexican juca, and about 105 feet east of the longitude pier. A standard triangulation disk, stenciled "Donna 1918," and set in the top of a concrete mass. (28.744 meters or 94.304 feet.) Reported in 1927

that the mark had been dug up. No reference mark was found, and the longitude pier had been turned over.

**J 59** (U. S. G. S.).—At Donna, Hidalgo County, in the southeast corner of the public park. A United States Geological Survey standard cap, stamped "97-1913-S," and riveted on the top of a 3½-inch pipe. (29.472 meters or 96.693 feet.)

**K 59**.—At Donna, Hidalgo County, in the front of the Donna Hotel building. A standard disk, stamped "K 59 1918 ELEV. 100.78 FT." (30.722 meters or 100.794 feet.)

**L 59**.—About 0.6 mile west of Donna, Hidalgo County, north of the St. Louis, Brownsville & Mexico Railway, in the top of the canal flume. A standard disk, stamped "L 59 1918." (29.092 meters or 95.446 feet.) Searched for but not recovered in 1927.

**N 59**.—About 2 miles west of Donna, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, opposite milepost 25, and on the south side of the tracks. A standard disk, stamped "N 59 1918," and set in the top of a concrete post. (28.902 meters or 94.823 feet.) Searched for but not recovered in 1927.

**Y 59** (triangulation station San Juan).—About one-half mile east and one-half mile north of Alamo, Hidalgo County, 0.5 mile north of the St. Louis, Brownsville & Mexico Railway, 15 paces south of the first canal which crosses what is known as the Tower Road, on a small sand ridge. A standard triangulation disk, stamped "SAN JUAN 1917," and set in concrete. (31.384 meters or 102.966 feet.) Reported in 1927 that the dirt has been removed from around the mark until it projects about 10 inches above the surface of the ground.

**Z 59** (reference mark, triangulation station San Juan).—About one-half mile east and one-half mile north of Alamo, Hidalgo County, about 0.5 mile north of the St. Louis, Brownsville & Mexico Railway, in a fence line 94.5 feet S. 17½° W. from triangulation station San Juan which is described above. A standard reference mark disk set in the top of a concrete post. (30.843 meters or 101.191 feet.) Searched for but not recovered in 1927.

**X 59** (U. S. G. S.).—About 5 poles west of Alamo, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, opposite milepost A-27, and on the south side of the track. A United States Geological Survey standard cap, stamped "99.0 1913 S," and riveted on the top of a 3½-inch iron pipe. (30.183 meters or 99.025 feet.)

**O 59**.—About one-half mile west of Alamo, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, about 100 feet south of the former (1918) location of the station Ebenezer and about 13 feet north of the road. A standard disk, stamped "O 59 1918," and set in the top of a concrete post. (30.892 meters or 101.352 feet.) Reported in 1927 that bits of concrete were found near the described location, and the mark is believed to have been destroyed.

**P 59**.—At San Juan, Hidalgo County, in the northeast corner of the San Juan State Bank. A standard disk, stamped "P 59 1918 ELEV. 110.36 FT." (33.042 meters or 110.374 feet.) Reported in 1927 that this building has settled about 0.19 foot.

**Q 59**.—About 0.7 mile west of San Juan, Hidalgo County, at the high-school building, district No. 4, in concrete about 1 foot east of the main entrance. A standard disk, stamped "Q 59 1918 ELEV. 113.48 FT." (34.593 meters or 113.494 feet.) Mark has been reset.

**R 59**.—At Pharr, Hidalgo County, in the building occupied by the Park Front Pharmacy, in the north side of the building, and facing the park. A standard disk, stamped "R 59 1918 ELEV. 114.84 FT." (35.004 meters or 114.842 feet.)

**S 59** (U. S. G. S.).—About 1.3 miles east of McAllen, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, about 1,000 feet east of milepost 33, in the southeast angle of the crossroads. A United States Geological Survey standard cap, stamped "115 1913," and riveted on the top of a 3½-inch iron pipe. (35.433 meters or 116.266 feet.) Searched for but not recovered in 1927.

**T 59**.—At McAllen, Hidalgo County, in the Crow Building, in the southeast angle of the streets just southeast of the station of the St. Louis, Brownsville & Mexico Railway, and in the north side of the building. A standard disk, stamped "T 59 1918 ELEV. 123.28 FT." (37.578 meters or 123.287 feet.)

**U 59**.—At McAllen, Hidalgo County, southwest of the station of the St. Louis, Brownsville & Mexico Railway, in the north side of the building occupied in 1927 by the J. Edelstein Furniture Co. A standard disk, stamped "U 59 1918 ELEV. 123.46 FT." (37.633 meters or 123.468 feet.)

**V 59** (U. S. G. S.).—About 1.9 miles west of **McAllen**, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, opposite milepost 36, in the south right-of-way line. A United States Geological Survey standard cap, stamped "130 1913," and riveted on the top of a 3½-inch iron pipe. (39.617 meters or 129.977 feet.) Searched for but not recovered in 1927.

**W 59**.—About 2 miles west of **McAllen**, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, in the southwest abutment of the bridge over the canal. An outlined square. (39.745 meters or 130.397 feet.)

**A 60** (U. S. G. S.).—About 0.9 mile east of **Mission**, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, about 600 feet east of milepost 39, about 50 feet north of the tracks, in the southeast angle of the crossroads. A United States Geological Survey standard cap, stamped "137.8 1913 S," and riveted on the top of a 3½-inch iron pipe. (42.010 meters or 137.828 feet.)

**B 60**.—At **Mission**, Hidalgo County, in the southwest corner of the Mission State Bank. A standard disk, stamped "B 60 1918 ELEV. 143.84 FT." (43.841 meters or 143.835 feet.)

**C 60** (U. S. G. S.).—About 0.4 mile west of **Mission**, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, on the north side of the tracks, on top of the north end of the concrete canal siphon. A United States Geological Survey standard disk, stamped "148.6 FT. 1913 S." (45.311 meters or 148.658 feet.)

**D 60** (U. S. G. S.).—About 2.5 miles west of **Mission**, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, about 2,400 feet east of milepost 43, about 50 feet north of the tracks, in the southwest angle of the crossroads. A United States Geological Survey standard cap, stamped "132.7 FT. 1913 S," and riveted on the top of a 3½-inch iron pipe. (40.459 meters or 132.739 feet.)

**E 60** (triangulation station Mamie).—About 3 miles west of **Mission**, Hidalgo County, 1 mile west of the siding of the St. Louis, Brownsville & Mexico Railway, at Mamie, 0.4 mile south of the tracks, south of the intersection of two roads, and about 10 feet east of a wire fence which runs south from the railroad past the bench mark. A standard triangulation disk, stamped "MAMIE 1917 ELEV. 141.50 FT.," and set in the top of a mass of concrete. It is about 95 feet from the reference mark of the station. (43.131 meters or 141.506 feet.)

**F 60** (reference mark, triangulation station Mamie).—About 3 miles west of **Mission**, Hidalgo County, 1 mile west of the siding of the St. Louis, Brownsville & Mexico Railway at Mamie, 0.4 mile south of the tracks, and about 95 feet south of triangulation station Mamie, described above. A standard triangulation station reference mark disk, stamped "MAMIE ELEV. 141.08 FT. 1917," and set in the top of a mass of concrete. (43.000 meters or 141.076 feet.)

**G 60** (U. S. G. S.).—About 6.1 miles west of **Mission**, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, opposite milepost 46, in the south right-of-way line. A United States Geological Survey standard cap, stamped "122.9 1913 S," and riveted on the top of a 3½-inch iron pipe. (37.475 meters or 122.949 feet.)

**H 60** (I. B. C.).—Reference point 14 of the International Boundary Commission, about 1 mile west of **Penitas**, Hidalgo County, about 1,100 feet east of milepost 49 of the St. Louis, Brownsville & Mexico Railway, about 20 feet south of the tracks, and south of the Monterey ranch house. A concrete monument with iron in the top and stamped "H 60 ELEV. 124.46 FT." (37.936 meters or 124.462 feet.)

**I 60** (U. S. G. S.).—About 1¼ miles west of **Penitas**, Hidalgo County, about 4.4 miles east of **Samfordyce**, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, opposite milepost 49, in the north right-of-way line. A United States Geological Survey standard cap, stamped "125.0 FT. 1913 S," and riveted on the top of a 3½-inch iron pipe. (38.123 meters or 125.075 feet.)

**J 60** (triangulation station Pedro).—About 3 miles east of **Samfordyce**, Hidalgo County, 1 mile north of the Mission-Rio Grande wagon road, on the hill at the north edge of the Mexican village of Tabasco, in the north center of a small unfenced cemetery, about 69 feet east of the main wagon road running north of the village, about 46 feet north and 7 feet east of the monument marking the grave of Ignacio Trevino. A standard triangulation station disk, stamped "PEDRO 1917 ELEV. 171.60 FT.," and set in the top of a mass of concrete. It is 58.3 feet from the reference mark. (52.305 meters or 171.604 feet.)

**K 60** (reference mark, triangulation station Pedro).—About 3 miles east of **Samfordyce**, Hidalgo County, 1 mile north of the Mission-Rio Grande wagon

road, on the hill at the north edge of the Mexican village of Tabasco, and 58.3 feet N. 72° W. from the station mark described above. A standard triangulation reference mark disk, stamped "PEDRO 1917 ELEV. 171.70 FT.," and set in concrete. (52.334 meters or 171.699 feet.)

**L 60** (U. S. G. S.).—At Havana Village, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, about 30 feet west of the public highway, about 100 feet northeast of the public schoolhouse in the edge of the village, and about 50 feet south of the track. A United States Geological Survey standard cap, stamped "129.1 1913 S," and riveted on the top of a 3½-inch iron pipe. (39.371 meters or 129.170 feet.)

**M 60**.—At Samfordyce, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, and about 35 feet southeast of the station. A standard disk, stamped "M 60 1918," and set in the top of a concrete post. (42.873 meters or 140.659 feet.) Searched for but not recovered in 1927.

**S 60**.—At Samfordyce, Hidalgo County, in the southeast corner of a brick building opposite the post office. A standard disk, stamped "S 60 1918 ELEV. 161.36 FT." (49.187 meters or 161.374 feet.)

**O 60**.—About 0.8 mile west of Samfordyce, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, and in the top of the southwest footing of the water tank. An outlined square. (41.306 meters or 135.518 feet.)

**N 60**.—About 2 miles west of Samfordyce, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, about 330 feet west of the crossing of the military road, in the northeast angle of the crossroads. A standard disk, stamped "N 60 1918 ELEV. 137.52 FT.," and set in the top of a concrete post. (41.916 meters or 137.519 feet.)

**P 60**.—About 4.7 miles west of Samfordyce, Hidalgo County, on the top of a hill, about 10 feet south of the military road, opposite a windmill and the old stone foundation of a house. A standard disk, stamped "P 60 1918 ELEV. 194.40 FT.," and set in the top of a concrete post. (59.255 meters or 194.406 feet.)

**Q 60**.—About 6.6 miles west of Samfordyce, Hidalgo County, about 15 feet south of the military road, about 6 feet east of an iron telephone pole, the eighth pole east of the road leading to the river and along which extends a row of wooden telephone poles. A standard disk, stamped "Q 60 1918 ELEV. 137.56 FT.," and set in the top of a concrete post. (41.932 meters or 137.572 feet.)

**R 60**.—About 7.8 miles west of Samfordyce, Hidalgo County, about 15 feet south of the military road and about 10 feet east of the seventeenth iron telephone pole east of a road leading to the river. A standard disk, stamped "R 60 1918 ELEV. 142.83 FT.," and set in the top of a concrete post. (43.534 meters or 142.828 feet.)

**T 60**.—About 10½ miles west of Samfordyce, Hidalgo County, on the St. Louis, Brownsville & Mexico Railway, 5 poles east of milepost A-63, on the south side of the track. A standard disk, stamped "T 60 1918 ELEV. 149.32 FT.," and set in the top of a concrete post. (45.514 meters or 149.324 feet.)

**U 60**.—At Garcias, Starr County, 0.1 mile east of the post office, about 10 feet south of the military road. A standard disk, stamped "U 60 1918 ELEV. 150.18 FT.," and set in the top of a concrete post. (45.774 meters or 150.177 feet.)

**V 60** (I. B. C.).—Reference point 6 of the International Boundary Commission, located 8 miles east of *Riogrande*, Starr County, in the center of the Canasta ranch on the south side of the Brownsville Road. (47.601 meters or 156.171 feet.)

**W 60** (I. B. C.).—Reference point 5 of the International Boundary Commission, located 6 miles east of *Riogrande*, Starr County, at La Puerta ranch on the north side of the Brownsville Road. (47.359 meters or 155.377 feet.) Reported in 1927 that the dirt has been removed from around the mark to a depth of 3 feet and that the mark is likely to fall over at any time.

**X 60**.—About 6 miles east of *Riogrande*, Starr County, at La Puerta ranch, in a fence corner on the north side of the military road. A standard disk, stamped "X 60 1918," and set in the top of a concrete post. (47.511 meters or 155.876 feet.) Reported in 1927 that a concrete post was found at the described location, but that the disk had been removed.

**Y 60** (I. B. C.).—Reference point 4 of the International Boundary Commission, located 4 miles east of *Riogrande*, Starr County, at Santa Cruz ranch on the north side of the military road, and about 463 feet west of a monument on a hill. (47.930 meters or 157.250 feet.)

**Z 60** (I. B. C.).—Reference point 3 of the International Boundary Commission, 2 miles east of **Riogrande**, Starr County, about 800 feet north of the new concrete bridge on the new highway, in a cultivated field about 15 feet southeast of the sign reading "Olmos" on the St. Louis, Brownsville & Mexico Railway. (49.773 meters or 163.297 feet.)

**A 61**.—About 2 miles east of **Riogrande**, Starr County, in the top of the northeast abutment of the steel bridge. An outlined square. (48.312 meters or 158.504 feet.) Reported destroyed.

**B 61**.—At **Riogrande**, Starr County, in the northwest corner of the headquarters building at Fort Ringgold. A standard disk, stamped "B 61 1918 ELEV. 170.26 FT." (51.894 meters or 170.256 feet.)

**C 61**.—At **Riogrande**, Starr County, in the northeast corner of the building occupied by P. Hinojasa & Bros. A standard disk, stamped "C 61 1918 ELEV. 172.12 FT." (52.461 meters or 172.116 feet.)

**D 61**.—At **Riogrande**, Starr County, about 1 mile southeast from the center of the town, in the north part of the parade ground at Fort Ringgold, 220 feet from the northwest corner of the barracks at the north corner of the parade ground, and 325 feet from the southwest corner of the barracks on the northwest side of the parade ground. A standard magnetic station disk, stamped "ELEV 166.92 FT.," and set in the top of a limestone post 6 inches square and projecting 3 inches above the ground. (50.878 meters or 166.922 feet.)

**E 61** (I. B. C.).—Reference point 1 of the International Boundary Commission, located 2 miles west of **Riogrande**, Starr County, at Garcia ranch, and about 200 feet south of the main road. (51.469 meters or 168.861 feet.) Searched for but not recovered in 1927.

**F 61** (I. B. C.).—Reference point monument 4 of the International Boundary Commission established in 1908-9, about 2.5 miles west of **Riogrande**, Starr County. (52.430 meters or 172.014 feet.)

**G 61** (I. B. C.).—Reference point A of the International Boundary Commission, about 3.8 miles west of **Riogrande**, Starr County, at Villarealas ranch, northwest of the western one of two brick houses. (52.767 meters or 173.120 feet.)

**H 61** (triangulation station Ringgold).—About 5 miles west of **Riogrande**, Starr County, about one-third mile south of the military road, 102 feet north of a reference mark, about 15 feet west of the east fence of a wide road leading from the military road to the river, and about 236 feet southeast of the southeast corner of a Mexican hut on the west side of the road. A standard triangulation station disk, stamped "RINGGOLD 1917," and set in the top of a mass of concrete. (53.026 meters or 174.022 feet.) Reported in 1927 that the disk had been removed from the concrete and that the reference mark was not found.

**I 61** (I. B. C.).—Reference point C of the International Boundary Commission, located 9 miles west of **Riogrande**, Starr County, at the Garceno ranch, on the north side of the road and east of a new (in 1927) box house. (60.048 meters or 197.007 feet.)

**J 61**.—About 9 miles west of **Riogrande**, Starr County, in the northwest corner of the abutment of a bridge. An outlined square. (51.643 meters or 169.432 feet.) Searched for but not recovered in 1927.

**K 61** (I. B. C.).—Reference point D of the International Boundary Commission, located 2 miles east on the main road and then 0.2 mile south from **Roma**, Starr County, at Rancho Nuevo, and about 130 feet northwest of a white brick house. (57.060 meters or 187.204 feet.)

**L 61**.—At **Roma**, Starr County, in the brick corner post at the northeast corner of the churchyard fence. A standard disk, stamped "L 61 1918 ELEV. 227.66 FT." (69.390 meters or 227.657 feet.)

**M 61** (I. B. C.).—Reference point E of the International Boundary Commission, at **Roma**, Starr County, across the street from the northwest corner of the churchyard. (68.531 meters or 224.839 feet.)

**N 61**.—At **Roma**, Starr County, on the right side of the road leading to Zapata, in the last house in **Roma**. A standard disk, stamped "N 61 1918 ELEV. 232.86 FT." (70.977 meters or 232.864 feet.)

**O 61**.—About 3 miles west of **Roma**, Starr County, at the junction of the **Roma-Hebbronville** and the **Roma-Zapata** Roads, and about 13 feet from each road. A standard disk, stamped "O 61 1918 ELEV. 392.47 FT.," and set in the top of a concrete post. (119.626 meters or 392.473 feet.)

**P 61**.—About 6 miles west of **Roma**, Starr County, on the south side of the **Roma-Salineno** Road, just inside the yard of a dumb Mexican, whose house was the only one near the road in 1918-19. A standard disk, stamped "P 61 1918

ELEV. 286.32 FT.," and set in the top of a concrete post. (87.272 meters or 286.325 feet.) The "3" in the elevation stamped on this disk is upside down.

**Q 61.**—About 10 miles west of Roma, Starr County, at the junction of the military road and the Roma-Salineno road, and about 10 feet from each road. A standard disk, stamped "Q 61 1918 ELEV. 324.86 FT.," and set in the top of a concrete post. (99.018 meters or 324.862 feet.) Reported in 1927 that the road had shifted until wheel traffic was passing over the mark, and its elevation may have been changed as a result. This mark should not be used for first-order leveling until a check upon its elevation has been obtained.

**R 61.**—About 15.8 miles west of Roma, Starr County, on the military road, about 650 feet west of a fence corner, about 6 feet east of a telephone pole, on the south side of the road and about 3 feet south of the fence. A standard disk, stamped "R 61 1918 ELEV. 360.60 FT.," and set in the top of a concrete post. (109.910 meters or 360.596 feet.)

**B 62** (reference mark, triangulation station Labra).—About 16 miles northwest of Roma, Starr County, about 100 yards east of the military road from Rio Grande to Laredo, which road has a wire fence on each side. A standard triangulation station reference mark disk, stamped "LABRA 1917," and set in the top of a mass of concrete. (121.300 meters or 397.965 feet.) Reported destroyed.

**C 62** (triangulation station Labra).—About 16 miles northwest of Roma, Starr County, about 100 yards east of the military road from Rio Grande to Laredo, which road has a wire fence on each side and two pink board gates, one on each side of the road, about 650 feet west of the bench mark. A standard triangulation station disk, stamped "LABRA 1917 ELEV. 397.98 FT.," and set in the top of a mass of concrete. (121.304 meters or 397.978 feet.)

**S 61.**—About 21.2 miles west of Roma, Starr County, on the east side of the military road, at the southeast corner of the pasture belonging to T. C. McDermott, of Ramirena, Live Oak County, Tex. A standard disk, stamped "S 61 1918 ELEV. 323.44 FT.," and set in the top of a concrete post. (98.586 meters or 323.444 feet.)

**T 61.**—About 2 miles south of Lopeno, Zapata County, near the third telegraph pole north of El Tigre Arroyo, on the north side of the military road and about 8 feet from the fence. A standard disk, stamped "T 61 1918 ELEV. 239.44 FT.," and set in the top of a concrete post. (72.980 meters or 239.435 feet.)

**U 61.**—At Lopeno, Zapata County, north of the village, in the northwest corner of a field south of the road, opposite the post office. A standard disk, stamped "U 61 1918 ELEV. 251.74 FT.," and set in the top of a concrete post. (76.730 meters or 251.738 feet.)

**V 61.**—About 2.8 miles north of Lopeno, Zapata County, at a right-angle turn in the military road, at the old outpost camp of Guadalupe, in the southeast corner of a yard on the north side of the road. A standard disk, stamped "V 61 1918," and set in the top of a concrete post. This mark was reset in 1927 by Survey Group V, Company B, Twenty-ninth Engineers, United States Army, under command of Lieut. Walter Hodge, and the elevation as determined for the mark in its new location is 253.842 feet. (Old elevation was 78.244 meters or 256.706 feet.)

**W 61.**—About 10.8 miles east of Zapata, Zapata County, at Solidad ranch house, in the fence line about 25 feet south of the gate across the military road. A standard disk, stamped "W 61 1918 ELEV. 268.02 FT.," and set in the top of a concrete post. (81.695 meters or 268.028 feet.)

**X 61.**—About 6.4 miles east of Zapata, Zapata County, in line with the fence, and about 13 feet east of the gate which is the entrance from the military road to the Teposan ranch. A standard disk, stamped "X 61 1918 ELEV. 271.80 FT.," and set in the top of a concrete post. (82.846 meters or 271.804 feet.)

**Rafael.**—About 6 miles southeast of Zapata, Zapata County, on the highest hill in the vicinity, 2 miles northwest of the Sabinito ranch, 2 miles north of the military road, and 250 feet south of the upper road which branches from the military road about one-fourth mile east of the Sabinito ranch. A standard triangulation station disk, stamped "Rafael 1917," and set in the top of a mass of concrete. The elevation of this mark was determined by Survey Group V, Company B, Twenty-ninth Engineers, United States Army, under command of Lieut. Walter Hodge, by means of a Y level line 38.2 miles in length beginning at W 61 and connecting back to X 61, as 401.82 feet.

**D 62** (triangulation station Zapata).—About 1 mile east of Zapata, Zapata County, on top of the highest hill in this vicinity, and about 65 feet south of the military road where the road leading northeast branches off from it. A standard disk, stamped "ZAPATA 1917 ELEV. 371.55 FT.," and set in the top of a mass of concrete about 33 feet east of the reference mark. (113.247 meters or 371.545 feet.)

**E 62** (reference mark, triangulation station Zapata).—About 1 mile east of Zapata, Zapata County, on the top of the highest hill in the vicinity. A standard triangulation station reference mark disk, stamped "ZAPATA 1917 ELEV. 371.14 FT.," and set in the top of a mass of concrete about 33 feet west of the triangulation station described above. (113.124 meters or 371.141 feet.)

**Y 61**.—At Zapata, Zapata County, about 11 feet from the northwest corner of the courthouse. A standard disk, stamped "Y 61 1918 ELEV. 287.20 FT.," and set in the top of a concrete post. (87.538 meters or 287.198 feet.)

**Z 61**.—About 3.1 miles west of Zapata, Zapata County, on the north side of the old military road, opposite the last telegraph pole on the left side where the wires cross over to the north side of the road, and now (1927) about 65 feet south of the new graded road. A standard disk, stamped "Z 61 1918 ELEV. 304.96 FT.," and set in the top of a concrete post. (92.954 meters or 304.967 feet.)

**F 62** (reference mark, triangulation station Urebno).—About 6 miles northwest of Zapata, Zapata County, about 650 feet north of the military road where it passes between two knobs. A standard triangulation station reference mark disk, stamped "UREBENO 1917," and set in the top of a mass of concrete with the arrow pointing to triangulation station Urebno described below. (136.738 meters or 448.615 feet.) Reported destroyed.

**G 62** (triangulation station Urebno).—About 6 miles northwest of Zapata, Zapata County, about 650 feet north of the old military road where it passes between two knobs, about 50 feet east of the top of the hill, and about 350 feet north of the new (1927) graded road. A standard triangulation station disk, stamped "UREBENO 1917 ELEV. 448.82 FT.," and set in the top of a mass of concrete. (136.801 meters or 448.821 feet.)

**H 62** (triangulation station Feoro).—About 8 miles northwest of Zapata, Zapata County, 2 miles west of triangulation station Urebno, on top of the highest part of a flat-topped ridge, the highest in this vicinity, and about 100 feet south of the military road. A standard triangulation station disk, stamped "FEORO 1917 ELEV. 455.80 FT.," and set in the top of a mass of concrete. It is about 40 feet south of the reference mark described below. (138.930 meters or 455.806 feet.)

**I 62** (reference mark, triangulation station Feoro).—About 8 miles northwest of Zapata, Zapata County, 2 miles west of triangulation station Urebno. A standard triangulation station reference mark disk, stamped "FEORO 1917 ELEV. 455.78 FT.," and set in the top of a mass of concrete. It is about 40 feet north of the triangulation station described above. (138.922 meters or 455.780 feet.)

**A 62**.—About 3.2 miles east of San Ygnacio, Zapata County, on the Laredo-Zapata highway, at milepost 37, and about 3 feet inside the fence on the south side of the road. A standard disk, stamped "A 62 1918," and set in the top of a concrete post. (112.348 meters or 368.595 feet.) Searched for but not recovered in 1927.

**J 62**.—At San Ygnacio, Zapata County, in the northeast corner of the store which is diagonally across from the church. A standard disk, stamped "J 62 1918 ELEV. 327.09 FT." (99.698 meters or 327.093 feet.)

**L 62**.—About 3 miles west of San Ygnacio, Zapata County, about 250 feet west of an arroyo crossed by a bridge, near a ranch house owned by Jose Maria Sanche, at a fence corner about 20 feet north of the gate across the military road. A standard disk, stamped "L 62 1918 ELEV. 325.55 FT.," and set in the top of a concrete post. (99.229 meters or 325.554 feet.)

**M 62**.—About 6.9 miles west of San Ygnacio, Zapata County, about 20 feet south of the military road where it passes through a gate which is about 650 feet east of a large arroyo, and about 6 feet south of the fence. A standard disk, stamped "M 62 1918," and set in the top of a concrete post. (103.827 meters or 340.639 feet.) Searched for but not recovered in 1927.

**K 62**.—About 8.9 miles west of San Ygnacio, Zapata County, in the northwest corner of the La Perla store. A standard disk, stamped "K 62 1918 ELEV. 351.43 FT." (107.117 meters or 351.483 feet.)

**N 62.**—About 10.9 miles west of San Ygnacio, Zapata County, on the Laredo-Zapata highway, about 3 feet south of the fence, and about 50 feet west of a gate on the south side of the military road. A standard disk, stamped "N 62 1919 ELEV. 349.52 FT.," and set in the top of a concrete post. (106.535 meters or 349.524 feet.)

**O 62.**—About 20 miles east of Laredo, Webb County, at the La Lajas ranch, in the northwest corner of the yard, and 3 inches below the surface of the ground. A standard disk, stamped "O 62 1919 ELEV. 383.13 FT.," and set in the top of a concrete post. (116.779 meters or 383.132 feet.)

**Q 62.**—About 17.2 miles east of Laredo, Webb County, about 0.2 mile east of milepost 17 on the Laredo-Zapata highway, in the fence line on the south side of the road, and about 15 feet south of a gate across the road. A standard disk, stamped "Q 62 1919 ELEV. 402.61 FT.," and set in the top of a concrete post. (141.005 meters or 462.614 feet.)

**R 62.**—About 14.2 miles east of Laredo, Webb County, about 0.2 mile east of milepost 14 on the Laredo-Zapata highway, at the intersection of the fences, and about 15 feet north of a gate across the road. A standard disk, stamped "R 62 1919," and set in the top of a concrete post. (156.839 meters or 514.563 feet.) Searched for but not recovered in 1927.

**S 62.**—About 10 miles east of Laredo, Webb County, at Santa Rosa farm, inside the corner of the fence on the south side of the Laredo-Zapata highway. A standard disk, stamped "S 62 1919," and set in the top of a concrete post. (128.928 meters or 422.991 feet.) Searched for but not recovered in 1927.

**P 62.**—About 8 miles east of Laredo, Webb County, about 100 yards west of the intersection of the old and new highways, east of a concrete bridge, north of the new highway, and south of the old highway. A standard disk, stamped "P 62 1919 ELEV. 391.06 FT.," and set in the top of a concrete post. (119.195 meters or 391.059 feet.) Reported in 1927 that the concrete post is badly chipped and the dirt has been removed from one side.

**T 62.**—About 5 miles east of Laredo, Webb County, in the front yard of the schoolhouse on the north side of the Laredo-Zapata highway, and about 3 feet inside the fence. A standard disk, stamped "T 62 1919," and set in the top of a concrete post. (135.215 meters or 443.618 feet.) Reported destroyed.

**U 62.**—About 2 miles east of Laredo, Webb County, at the long steel bridge on the Laredo-Zapata highway, in the southwest concrete abutment. A standard disk, stamped "U 62 1919." (116.307 meters or 381.879 feet.) Searched for but not recovered in 1927.

**V 62** (triangulation station Laredo).—In the suburbs east of Laredo, Webb County, on the top of a hill at the southern end of a group of knobs, about 50 feet south of the road passing over the hill, about 650 feet west of a windmill, on range with the Mexican Presbyterian Church and a point midway between the wireless masts. A standard triangulation station disk, stamped "LAREDO 1917," and wedged into a drill hole in bedrock. It is about 40 feet south of the reference mark. (151.796 meters or 498.017 feet.) Searched for but not recovered in 1927.

For additional bench marks at Laredo, Tex., see pages 110 and 111.

**X 62.**—About 4.4 miles north of Webb, Webb County, about 25 feet west of a gate across the Webb-Jefferies ranch road, in the fence line. A standard disk, stamped "X 62 1919," and set in the top of a concrete post. (220.046 meters or 721.934 feet.) Reported in 1927 that the disk has been removed from the top of the post.

**F 63** (reference mark, triangulation station Tajone).—About 6 miles northwest of the station of the International & Great Northern Railway at Webb, Webb County, on the highest part of the ridge one-half mile southwest of the Webb-Jefferies ranch road, and 0.12 mile northwest of the windmill on the Tajone ranch. A standard triangulation station reference mark disk, stamped "TAJONE 1917 ELEV. 779.79 FT.," and set in a mass of concrete, with the arrow pointing to the triangulation station described below. (237.683 meters or 779.798 feet.)

**E 63** (triangulation station Tajone).—About 6 miles northwest of the station of the International & Great Northern Railway at Webb, Webb County, on the highest part of the ridge one-half mile southwest of the Webb-Jefferies ranch road, and 0.12 mile northwest of the windmill at the Tajone ranch. A standard triangulation station disk, stamped "TAJONE 1917 ELEV. 779.84 FT.," and set in the top of a mass of concrete about 41 feet south of the reference mark described above. (237.697 meters or 779.844 feet.)

**Y 62.**—About 6.4 miles north of Webb, Webb County, 20 paces northwest of Tajone ranch house. A standard disk, stamped "Y 62 1919 ELEV. 691.19 FT.," and set in the top of a concrete post. (210.676 meters or 691.193 feet.)

**Z 62.**—About 9.4 miles north of Webb, Webb County, at Trevino ranch, about 33 feet east of the first gate between two houses. A standard disk, stamped "Z 62 1919 ELEV. 634.63 FT.," and set in the top of a concrete post. (193.436 meters or 634.631 feet.)

**A 63.**—About 13.9 miles north of Webb, Webb County, about 15 feet west of the gate behind H. H. Jefferies's barn. A standard disk, stamped "A 63 1918 ELEV. 587.99 FT.," and set in the top of a concrete post. (179.220 meters or 587.991 feet.)

**B 63.**—About 16.1 miles north of Webb, Webb County, 2 miles north of H. H. Jefferies's ranch, about 650 feet south of the Dolivina ranch house and about 20 feet west of the gate. A standard disk, stamped "B 63 1919," and set in the top of a concrete post. (177.471 meters or 582.253 feet.) Reported destroyed.

**C 63.**—About 19 miles north of Webb, Webb County, about 80 feet northwest of the Tiendas ranch house, in the corner of the fence. A standard disk, stamped "C 63 1919 ELEV. 606.32 FT.," and set in the top of a concrete post. (184.806 meters or 606.318 feet.)

**D 63.**—About 20.8 miles north of Webb, Webb County, 1.8 miles north of the Tiendas ranch, on the Tiendas-Asherton road, about 23 feet west of a gate across the road. A standard disk, stamped "D 63 1919 ELEV. 589.11 FT.," and set in the top of a concrete post. (179.561 meters or 589.110 feet.)

**G 63.**—About 23.5 miles north of Webb, Webb County, 4.5 miles north of the Tiendas ranch, 7 miles south of the old Souse ranch, on the Tiendas-Asherton road, about 23 feet west of a gate across the road. A standard disk, stamped "G 63 1919," and set in the top of a concrete post. (182.648 meters or 599.238 feet.) Reported destroyed.

**I 63.**—About 25.9 miles north of Webb, Webb County, 6.9 miles north of the Tiendas ranch, on the Tiendas-Asherton road, about 25 feet west of a gate across the road. A standard disk, stamped "I 63 1919," and set in the top of a concrete post. (186.090 meters or 610.530 feet.) Reported destroyed.

**H 63.**—About 28.2 miles north of Webb, Webb County, 9.2 miles north of the Tiendas ranch, on the Tiendas-Asherton road, 1.2 miles south of the tank and windmill, and about 25 feet west of a gate across the road. A standard disk, stamped "H 63 1919 ELEV. 650.40 FT.," and set in the top of a concrete post. (198.243 meters or 650.402 feet.)

**J 63.**—About 30.6 miles north of Webb, Webb County, 11.6 miles north of the Tiendas ranch, 1.2 miles north of the tank and windmill on the Tiendas-Asherton road, in the southwest angle formed by the junction of this road with the Minerva-Galvan ranch road, and about 100 yards north of a well-traveled cross-road. A standard disk, stamped "J 63 1919 ELEV. 660.70 FT.," and set in the top of a concrete post. (201.382 meters or 660.701 feet.)

**K 63.**—About 26.6 miles south of Asherton, Dimmit County, on the Tiendas-Asherton road, 2.2 miles south of Chocolate Creek, and about 15 feet west of a wire gap across the road. A standard disk, stamped "K 63 1919 ELEV. 641.65 FT.," and set in the top of a concrete post. (195.576 meters or 641.652 feet.)

**L 63.**—About 24.4 miles south of Asherton, Dimmit County, about 35 feet south of the point where the Tiendas-Asherton road crosses Chocolate Creek, and about 15 feet west of the road. A standard disk, stamped "L 63 1919 ELEV. 614.10 FT.," and set in the top of a concrete post. (187.177 meters or 614.087 feet.)

**M 63.**—About 19.7 miles south of Asherton, Dimmit County, on the Tiendas-Asherton road, near a gate across the road where a road branches along the fence to the Buena Vista ranch about 1.5 miles distant, about 20 feet west of the main road. A standard disk, stamped "M 63 1919 ELEV. 548.87 FT.," and set in the top of a concrete post. (167.298 meters or 548.870 feet.)

**N 63.**—About 16.6 miles south of Asherton, Dimmit County, at Valensuela ranch, in the northeast corner of the yard next to the corral. A standard disk, stamped "N 63 1919 ELEV. 632.81 FT.," and set in the top of a concrete post. (192.401 meters or 632.811 feet.)

**O 63.**—About 15 miles south of Asherton, Dimmit County, 1.6 miles north of the Valensuela ranch, on the Valensuela-Asherton road, and about 13 feet east of the gate across the road. A standard disk, stamped "O 63 1919," and set in

the top of a concrete post. (157.938 meters or 518.168 feet.) Reported destroyed.

**P 63.**—About 9.6 miles south of Asherton, Dimmit County, in the northeast angle formed by the road from Valensuela ranch to Asherton and the road from Catarina station to Catarina ranch, and about 3 feet west of a telephone pole. A standard disk, stamped "P 63 1919 ELEV. 613.05 FT.," and set in the top of a concrete post. (186.859 meters or 613.053 feet.) Reported in 1927 that the country in this vicinity has been sectionized and roads graded on section lines. The mark is at the old crossroads as described and about on a quarter-section line.

**Q 63.**—About 6.6 miles south of Asherton, Dimmit County, on top of an open-topped ridge, about 50 feet west of the Valensuela-Asherton road. A standard disk, stamped "Q 63 1919," and set in the top of a concrete post. (206.965 meters or 679.018 feet.) Searched for but not recovered in 1927.

**R 63.**—About 4.4 miles south of Asherton, Dimmit County, on the Asherton-Valensuela road, and about 20 feet east of a red gate across the road. A standard disk, stamped "R 63 1919 ELEV. 654.70 FT.," and set in the top of a concrete post. (199.555 meters or 654.707 feet.)

**S 63.**—At Asherton, Dimmit County, in the northeast corner of the high-school building. A standard disk, stamped "S 63 1919 ELEV. 565.30 FT." (172.306 meters or 565.307 feet.)

**T 63.**—At Asherton, Dimmit County, in the front of the Asherton State Bank. A standard disk, stamped "T 63 1919 ELEV. 552.72 FT." (168.471 meters or 552.725 feet.)

**U 63.**—At Asherton, Dimmit County, in the southeast corner of the store occupied by E. F. Schumann and owned by Mr. Goodman, of Carrizo Springs. A standard disk, stamped "U 63 1919 ELEV. 548.19 FT." (167.000 meters or 548.194 feet.)

**V 63.**—About 1.2 miles north of Asherton, Dimmit County, in the southeast angle formed by the intersection of the Asherton-Dentonio road and the Asherton-Carrizo Springs road. A standard disk, stamped "V 63 1919 ELEV. 532.25 FT.," and set in the top of a concrete post. (162.230 meters or 532.250 feet.)

**W 63.**—About 3.4 miles north of Asherton, Dimmit County, on the Asherton-Carrizo Springs road, at a right-angled turn 0.3 mile north of another right-angled turn, in the corner of the fence on the west side of the road. A standard disk, stamped "W 63 1919 ELEV. 574.43 FT.," and set in the top of a concrete post. (175.087 meters or 574.431 feet.)

**X 63.**—About 6.5 miles north of Asherton, Dimmit County, 2.5 miles south of Carrizo Springs, on the Asherton-Carrizo Springs road, about 13 feet west of the road, in the southeast corner of a field. A standard disk, stamped "X 63 1919," and set in the top of a concrete post. (190.797 meters or 625.973 feet.) Searched for but not recovered in 1927.

**Y 63.**—At Carrizo Springs, Dimmit County, in the southeast corner of the bank building owned by Mr. Goodman, of Carrizo Springs. A standard disk, stamped "Y 63 1919 ELEV. 607.78 FT." (185.253 meters or 607.784 feet.)

**Z 63.**—At Carrizo Springs, Dimmit County, in the northeast corner of the City Drug Store. A standard disk, stamped "Z 63 1919 ELEV. 603.86 FT." (184.058 meters or 603.864 feet.)

**A 64.**—At Carrizo Springs, Dimmit County, in the southwest corner of the high-school building. A standard disk, stamped "A 64 1919 ELEV. 626.42 FT." (190.935 meters or 626.426 feet.)

**B 64.**—About 2 miles north of Carrizo Springs, Dimmit County, about 20 feet west of the Eagle Pass-Carrizo Springs road, in the corner of the fences opposite the auto gap gate. A standard disk, stamped "B 64 1919," and set in the top of a concrete post. (197.753 meters or 648.795 feet.) Searched for but not recovered in 1927.

**C 64.**—About 4.8 miles north of Carrizo Springs, Dimmit County, about 0.6 mile south of Pena Creek, about 15 feet west of the Eagle Pass-Carrizo Springs road, opposite the gate across the road where a road leads off to a ranch to the east, in the corner of the fences. A standard disk, stamped "C 64 1919," and set in the top of a concrete post. (185.382 meters or 608.207 feet.) Searched for but not recovered in 1927.

**D 64.**—About 8 miles north of Carrizo Springs, Dimmit County, about 20 feet east of the Carrizo Springs-Eagle Pass road, in the corner of the fences, and about 10 feet north of the road leading to the Turnalson ranch. A standard disk, stamped "D 64 1919 ELEV. 621.42 FT.," and set in the top of a concrete post. (189.411 meters or 621.426 feet.) Reported in 1927 that the old road

followed by the level party has been abandoned, but that the mark was recovered by means of the above description.

**E 64.**—About 11.9 miles north of Carrizo Springs, Dimmit County, 0.2 mile north of milepost 38 of the San Antonio, Uvalde & Gulf Railroad, in the corner of the fence, about 20 feet west of the old abandoned Eagle Pass-Carrizo Springs Road where it makes a right-angled turn about 1 mile north of Wade White's farm. A standard disk, stamped "E 64 1919 ELEV. 648.92 FT.," and set in the top of a concrete post. (197.790 meters or 648.916 feet.)

**F 64.**—About 2.5 miles south of Cometa, Zavalla County, about 15 feet west of the old abandoned Eagle Pass-Carrizo Springs Road, in the corner of the fence where the road makes a right-angled turn and about 0.2 mile south of the Callahan farm. A standard disk, stamped "F 64 1919 ELEV. 616.48 FT.," and set in the top of a concrete post. (187.905 meters or 616.485 feet.)

**G 64.**—About 0.6 mile south of Cometa, Zavalla County, in the corner of the fence about 13 feet west of the intersection of the old Eagle Pass-Carrizo Springs Road and the Cometa-Crystal City Road. A standard disk, stamped "G 64 1919," and set in the top of a concrete post. (188.230 meters or 617.551 feet.) Reported destroyed.

**H 64.**—About 4 miles north of Cometa, Zavalla County, about 13 feet east of the intersection of the Eagle Pass-Carrizo Springs Road and the road leading to the ranches of Davidson and Vanclive, in the corner of the fence. A standard disk, stamped "H 64 1919 ELEV. 625.50 FT.," and set in the top of a concrete post. (190.655 meters or 625.507 feet.)

**I 64.**—About 5.9 miles north of Cometa, Zavalla County, in the northwest concrete abutment of the bridge on the Eagle Pass-Carrizo Springs Road. A standard disk, stamped "I 64 1919 ELEV. 648.20 FT." (197.572 meters or 648.201 feet.)

**J 64.**—About 24 miles south of Eagle Pass, Maverick County, in the northwest concrete abutment of the bridge on the Eagle Pass-Carrizo Springs Road. A standard disk, stamped "J 64 1919 ELEV. 684.32 FT." (208.584 meters or 684.329 feet.)

**K 64.**—About 22.3 miles south of Eagle Pass, Maverick County, on the Eagle Pass-Carrizo Springs Road, in the northeast concrete abutment of a bridge. A standard disk, stamped "K 64 1919." (214.586 meters or 704.021 feet.) Reported destroyed.

**L 64.**—About 20.4 miles south of Eagle Pass, Maverick County, on the Eagle Pass-Carrizo Springs Road, near the place where the telephone line crosses the road, in line with the telephone poles and about 50 feet west of the road. A standard disk, stamped "L 64 1919 ELEV. 778.42 FT.," and set in the top of a concrete post. (237.264 meters or 778.424 feet.)

**M 64.**—About 15.4 miles south of Eagle Pass, Maverick County, in the northeast concrete abutment of the bridge on the old Eagle Pass-Carrizo Springs Road, about 80 feet north of the new (1927) highway between Eagle Pass and Carrizo Springs. A standard disk, stamped "M 64 1919 ELEV. 785.95 FT." (239.558 meters or 785.950 feet.)

**N 64.**—About 12.4 miles south of Eagle Pass, Maverick County, on the west side of the Eagle Pass-Carrizo Springs road and about 15 feet south of a gate. A standard disk, stamped "N 64 1919," and set in the top of a concrete post. (256.365 meters or 841.091 feet.) Searched for but not recovered in 1927.

**O 64.**—About 10.4 miles south of Eagle Pass, Maverick County, about 20 feet south of a gate on the west side of the old Eagle Pass-Carrizo Springs road, and about 160 feet northeast of the north gate of the new highway. A standard disk, stamped "O 64 1919 ELEV. 839.72 FT.," and set in the top of a concrete post. (255.948 meters or 839.723 feet.)

**P 64.**—About 6.7 miles south of Eagle Pass, Maverick County, near a gate across the Eagle Pass-Carrizo Springs road, in the corner of the fence on the west side of the road. A standard disk, stamped "P 64 1919" and set in the top of a concrete post. (259.020 meters or 849.831 feet.) Reported destroyed.

**Q 64.**—About 3.9 miles south of Eagle Pass, Maverick County, on the old Eagle Pass-Carrizo Springs road, opposite the first red gate on the summit of the second hill from Eagle Pass. A standard disk, stamped "Q 64 1919 ELEV. 865.85 FT.," and set in the top of a concrete post. (263.912 meters or 865.851 feet.)

**R 64** (triangulation station Laplace).—On "Hillcrest," the first hill north-east of Eagle Pass, Maverick County, about one-half mile from the courthouse, about 100 feet southeast and about 80 feet south of the road circling around the hill, about 33 feet north of a line on range with the standpipe on the hill and

the Eagle Pass Clubhouse, and on a range with the courthouse and the south end of the express office. A standard triangulation station disk, stamped "LAPLACE 1918," and set in the top of a mass of concrete about 130 feet west of the reference mark described below. (256.845 meters or 842.666 feet.) Reported in 1927 that the mark was found badly battered.

**S 64** (reference mark, triangulation station Laplace).—On "Hillcrest," the first hill northeast of Eagle Pass, Maverick County, about one-half mile from the courthouse, about 13 feet north of the road. A standard triangulation station reference mark disk, stamped "LAPLACE 1918," and set in solid rock, with the arrow pointing to the station described above. (255.681 meters or 838.847 feet.) Reported in 1927 that the mark was found badly battered.

**T 64**.—At Eagle Pass, Maverick County, at the Southern Pacific Railroad station and in the southeast corner of the express office. A standard disk, stamped "T 64 1919 ELEV. 739.96 FT." (225.539 meters or 739.956 feet.)

For additional bench marks at Eagle Pass, Tex., see pages 87 and 141.

LINE XVIII, HILLSBORO, TEX., TO SHREVEPORT, LA. (PART).

This is the Texas portion of a line which follows the Trinity & Brazos Valley Railway from Hillsboro to Mexia; the Houston & Texas Central Railroad from Mexia to Jewett; the International & Great Northern Railway from Jewett to Jacksonville; the Texas & New Orleans Railroad from Jacksonville to Bonita Junction; the Houston East & West Texas Railway from Bonita Junction, Tex., to Logansport, La.; the Houston & Shreveport Railroad from Logansport to Keithville; and the Texas & Pacific Railway from Keithville to Shreveport, La. From Bonita Junction a spur line was run to Nacogdoches, Tex., over the Houston East & West Texas Railway.

The field work between Hillsboro and Gallatin, Tex., and between Tenaha, Tex., and Shreveport, La., was done by C. M. Durgin, extra observer, between May 14 and August 18, 1919, and December 2 and 31, 1919, respectively. The field work between Tenaha and Gallatin was done by O. W. Ferguson, hydrographic and geodetic engineer, between July 3 and August 13, 1920.

**A 65**.—About 2 miles north of Abbott, Hill County, on the Missouri, Kansas & Texas Railway, west of the track, on a concrete culvert. An outlined square. (198.156 meters or 650.117 feet.)

**B 65**.—About 1.5 miles south of Hillsboro, Hill County, on the Missouri, Kansas & Texas Railway, 0.5 mile south of a coal chute, on the northeast corner of the concrete base of a block-signal tower, west of the track. An outlined square. (185.817 meters or 609.635 feet.)

**Z 64**.—At Hillsboro, Hill County, on the northeast corner of the northeast abutment of the Trinity & Brazos Valley Railway bridge over Waco Street. An outlined square. (183.598 meters or 602.354 feet.)

**U 64**.—At Hillsboro, Hill County, on the east wall of the Trinity & Brazos Valley Railway depot, 8 meters from the northeast corner and 1 meter above the ground. A brass disk. (190.728 meters or 625.747 feet.)

**V 64**.—At Hillsboro, Hill County, on the wall 6 meters (20 feet) from the southwest corner of the brick building owned by A. J. Thompson at the corner of Elm and Bois d'Arc Streets and 1 meter above the ground. A brass disk. (190.707 meters or 625.678 feet.)

**W 64**.—At Hillsboro, Hill County, on the base of the northwest column of the Farmers' National Bank, at the corner of Elm and Covington Streets. A brass disk. (192.206 meters or 630.596 feet.)

**X 64**.—At Hillsboro, Hill County, on the wall at the southwest corner of the courthouse, 0.7 meter above the sidewalk. A brass disk. (193.130 meters or 633.627 feet.)

**Y 64**.—At Hillsboro, Hill County, 6 meters (20 feet) from the northeast corner of the post office, 1 meter above the sidewalk. A brass disk. (192.227 meters or 630.665 feet.)

**C 65.**—At Reunion, Hill County, on the Trinity & Brazos Valley Railway, 25 meters (82 feet) northwest of the station, 6 telegraph poles west of milepost 262 and 9 meters north of the track. A concrete post with disk in top. (226.184 meters or 742.072 feet.)

**D 65.**—About 6.7 miles east of Hillsboro, Hill County, on the Trinity & Brazos Valley Railway, 8 telegraph poles west of milepost 259, and 3 meters south of the track, on the south side of a concrete culvert. A brass disk. (218.582 meters or 717.131 feet.)

**E 65.**—At Bynum, Hill County, on the Trinity & Brazos Valley Railway, 10 telegraph poles east of milepost 257, 14 meters (46 feet) north of the depot, and 11 meters (36 feet) north of the track. A concrete post with disk in top. (200.209 meters or 656.852 feet.)

**F 65.**—About 2.7 miles east of Bynum, Hill County, on the Trinity & Brazos Valley Railway, midway between the first and second telegraph poles east of milepost 254, 16 meters (52 feet) west of a road crossing, and 8 meters south of the track. A concrete post with disk in top. (173.186 meters or 568.104 feet.)

**G 65.**—About 2.5 miles west of Malone, Hill County, on the Trinity & Brazos Valley Railway, in a concrete culvert, 16 telegraph poles east of milepost 252 and 6 telegraph poles east of a road crossing, 2.5 meters south of the track. A brass disk. (159.305 meters or 522.653 feet.)

**H 65.**—At Malone, Hill County, on the southeast corner of the brick building on Fifth Street owned by A. D. Walling, 0.6 meter above the sidewalk. A brass disk. (148.038 meters or 485.688 feet.)

**J 65.**—At Malone, Hill County, in the brick wall, 3 meters west of the southwest corner, of the First State Bank Building, at the southwest corner of Fifth and North Second Streets, 1 meter above the sidewalk. A brass disk. (148.105 meters or 485.908 feet.)

**I 65.**—About 2.3 miles east of Malone, Hill County, on the Trinity & Brazos Valley Railway, on a concrete culvert, 8 telegraph poles east of milepost 247, midway between the first and second telegraph poles east of a road crossing, and 1.3 meters south of the track. A brass disk. (139.897 meters or 458.979 feet.)

**K 65.**—About 2 miles west of Hubbard, Hill County, on the Trinity & Brazos Valley Railway, 11 telegraph poles east of milepost 243, 4 telegraph poles east of a water tank, 3 meters west of a road crossing, and 5 meters south of the track. A concrete post with disk in top. (167.339 meters or 549.011 feet.)

**S 65.**—At Hubbard, Hill County, on the northeast corner of the second concrete block, 12 meters (39 feet) south of the block-signal tower at the crossing of the Trinity & Brazos Valley Railway and the St. Louis Southwestern Railway of Texas. An outlined square. (187.383 meters or 614.772 feet.)

**L 65.**—At Hubbard, Hill County, in the wall, 0.5 meter south of the southwest corner of the brick building owned by Jim Jones, at the southwest corner of Magnolia and North First Streets, 1.2 meters above the sidewalk. A brass disk. (193.217 meters or 633.913 feet.)

**M 65.**—At Hubbard, Hill County, in the wall, 0.7 meter from the northwest corner of the brick building owned by W. J. Jarvis, at the northwest corner of Magnolia and North First Streets, 1 meter above the sidewalk. A brass disk. (192.954 meters or 632.950 feet.)

**N 65.**—At Hubbard, Hill County, in the brick wall of the First State Bank Building at the northeast corner of Magnolia and North Second Streets, 1.2 meters above the sidewalk. A brass disk. (194.552 meters or 638.293 feet.)

**O 65.**—About 3 miles east of Hubbard, Hill County, on the Trinity & Brazos Valley Railway, on a concrete culvert, 9 telegraph poles east of milepost 238 and 1 meter south of the track. A brass disk. (161.600 meters or 530.183 feet.)

**P 65.**—At Munger, Limestone County, on the Trinity & Brazos Valley Railway, 4 telegraph poles west of the depot, 12 telegraph poles west of milepost 234, 5 meters east of a road crossing, and 6 meters south of the track. A concrete post with disk in top. (152.379 meters or 499.930 feet.)

**B 66.**—At Munger, Limestone County, on the Trinity & Brazos Valley Railway, south of the track on the southwest corner of a concrete culvert, midway between the third and fourth telegraph poles west of milepost 234. An outlined square. (149.350 meters or 489.902 feet.)

**T 65.**—At Coolegge, Limestone County, on the Trinity & Brazos Valley Railway, 70 meters (230 feet) from the track, in the east brick wall of the J. S.

Grooms Mercantile Co.'s building on the south side of Bell Street, 0.6 meter above the sidewalk. A brass disk. (161.448 meters or 529.684 feet.)

U 65.—At Cooleedge, Limestone County, in the wall 0.1 meter west of the southwest corner of the 1-story brick building of the J. D. McElroy Furniture Co., on the north side of Bell Street, 1 meter above the sidewalk. A brass disk. (162.829 meters or 534.215 feet.)

V 65.—About 1.8 miles east of Cooleedge, Limestone County, on the Trinity & Brazos Valley Railway, on a concrete culvert, 20 meters (66 feet) east of milepost 228, and 2 meters south of the track. A brass disk. (163.610 meters or 536.777 feet.)

W 65.—About 0.7 mile east of Datura, Limestone County, on the Trinity & Brazos Valley Railway, on a concrete culvert, midway between the sixth and seventh telegraph poles west of milepost 226, and 2 meters south of the track. A brass disk. (149.830 meters or 491.567 feet.)

X 65.—About 2.8 miles east of Datura, Limestone County, on the Trinity & Brazos Valley Railway, on a concrete culvert, 3 telegraph poles west of milepost 224, and 4 meters south of the track. A brass disk. (161.182 meters or 528.811 feet.)

Y 65.—About 0.4 mile east of Tehuacana, Limestone County, on the Trinity & Brazos Valley Railway, on a concrete road culvert, 13 telegraph poles east of the station, 9 telegraph poles east of milepost 222, and 30 meters (98 feet) north of the track. A brass disk. (173.832 meters or 570.314 feet.)

Z 65.—About 2.5 miles east of Tehuacana, Limestone County, on the Trinity & Brazos Valley Railway, on a concrete culvert, 14 telegraph poles east of milepost 220, and 2 meters south of the track. A brass disk. (162.320 meters or 532.545 feet.)

A 66.—At Mexia, Limestone County, on the Trinity & Brazos Valley Railway, 7 meters north of the track, on the south side of Commerce Street at the railroad crossing, in the wall 0.2 meter east of the northwest corner of the 2-story brick building of the Mexia Bottling Works, and 0.7 meter above the ground. A brass disk. (163.202 meters or 535.635 feet.)

Q 65.—At Mexia, Limestone County, in the wall under the ticket window of the Houston & Texas Central Railroad depot, 0.6 meter above the sidewalk. A brass disk. (162.718 meters or 533.851 feet.)

R 65.—At Mexia, Limestone County, in the wall 0.2 meter (0.7 foot) south of the northwest corner of the brick building owned by Mrs. M. B. Kemp, at the southeast corner of Commerce and Sherman Streets, and 1.2 meters above the sidewalk. A brass disk. (164.399 meters or 539.366 feet.)

F 66.—About 1.5 miles east of Mexia, Limestone County, in the southeast corner of a concrete wall, 85 meters (279 feet) east of the crossing of the Houston & Texas Central Railroad and the Trinity & Brazos Valley Railway, and 25 meters (82 feet) north of the Mexia-Nelleva cut-off. An outlined square. (146.806 meters or 481.646 feet.)

C 66.—At Mexia Junction, Limestone County, on the Houston & Texas Central Railroad, 17 meters (56 feet) east of milepost 94 and 4.5 meters south of the track. A concrete post with disk in top. (142.276 meters or 466.784 feet.)

D 66.—At Shiloh, Limestone County, on the Houston & Texas Central Railroad, 3 meters north of the track, on a concrete culvert, 9 telegraph poles east of the depot, and 9 telegraph poles west of milepost 91. A brass disk. (149.710 meters or 491.174 feet.)

E 66.—About 0.7 mile west of Fallon, Limestone County, on the Houston & Texas Central Railroad, 1.5 meters north of the track, on the concrete culvert No. 88A, 10 telegraph poles east of milepost 89. A brass disk. (149.259 meters or 489.694 feet.)

K 66 (triangulation station Fallon).—About 1.1 miles east of Fallon, Limestone County, on the Houston & Texas Central Railroad, 0.2 mile north of the track, on a flat sandy hill known as Gordons Hill and owned by W. S. Hughes, about 225 meters (738 feet) northeast of a house rented by B. S. Johnson. A concrete post with disk in top. (172.660 meters or 566.469 feet.)

G 66.—About 2 miles west of Personville, Limestone County, on the Houston & Texas Central Railroad, 3 meters north of the track, on the concrete culvert No. 83C, 15 telegraph poles east of milepost 84. A brass disk. (135.499 meters or 444.550 feet.)

H 66.—At Personville, Limestone County, on the Houston & Texas Central Railroad, in the top of the west end of a cotton wharf, 75 meters (246 feet)

west of the depot, and 25 meters (82 feet) south of the track. A brass disk. (129.215 meters or 423.933 feet.)

**I 66.**—About 2.6 miles east of **Personville**, Limestone County, on the Houston & Texas Central Railroad, 1.5 meters south of the track on the concrete culvert No. 79A, 7 telegraph poles west of milepost 79. A brass disk. (131.070 meters or 430.019 feet.)

**J 66.**—At **Farrar**, Limestone County, on the Houston & Texas Central Railroad, on a concrete wasteway, 6 telegraph poles east of the depot and 2 meters south of the track. A brass disk. (131.333 meters or 430.882 feet.)

**L 66.**—About 0.6 mile west of **Evansville**, Leon County, on the Houston & Texas Central Railroad, 10 meters (33 feet) south of the track, on the southwest corner of the concrete culvert No. 72A, 11 telegraph poles west of milepost 72, and midway between the second and third telegraph poles east of a coal-mine switch. A brass disk. (127.353 meters or 417.824 feet.)

**M 66.**—About 4 miles west of **Jewett**, Leon County, on the Houston & Texas Central Railroad, 3 meters south of the track, on the horizontal lower base, at the southeast corner of the overhead bridge at the crossing of the Trinity & Brazos Valley Railway. An outlined square. (139.529 meters or 457.771 feet.)

**N 66.**—About 1 mile west of **Jewett**, Leon County, on the Houston & Texas Central Railroad, 1 meter north of the track and 200 meters (656 feet) east of the depot, on the upper horizontal base, at the northwest corner of the concrete overhead bridge, at the crossing of the International & Great Northern Railway. A brass disk. (150.110 meters or 492.486 feet.)

**O 66.**—At **Jewett**, Leon County, on the International & Great Northern Railway, 20 meters (66 feet) west of the depot, on the west side of a water tank, 2 meters south of the track and 1 meter above the ground. A brass disk. (150.104 meters or 492.466 feet.)

**P 66.**—At **Jewett**, Leon County, in the front wall, 0.5 meter from the southeast corner of the brick building, occupied by the Southwestern Telephone Co., and 1 meter above the sidewalk. A brass disk. (151.095 meters or 495.718 feet.)

**Q 66.**—At **Jewett**, Leon County, in the southeast corner of R. H. Evans's brick garage, 0.4 meter north of the corner, and 1 meter above the ground. A brass disk. (151.721 meters or 497.771 feet.)

**R 66.**—About 3.5 miles east of **Jewett**, Leon County, on the International & Great Northern Railway, 3 meters south of the track, on a concrete culvert midway between the twelfth and thirteenth telegraph poles west of milepost 40. A brass disk. (141.809 meters or 465.252 feet.)

**S 66.**—About 3.5 miles west of **Buffalo**, Leon County, on the International & Great Northern Railway, 5 meters north of the track, on a concrete culvert, 10 telegraph poles west of milepost 38. A brass disk. (126.851 meters or 416.177 feet.)

**T 66.**—At **Buffalo**, Leon County, on the wall, 1 meter west of the southeast corner of the brick building at the corner of Commerce and Fairfield Streets, owned by Harrod & Merrill and occupied by the Guaranty State Bank. A brass disk. (118.522 meters or 388.851 feet.)

**U 66.**—At **Buffalo**, Leon County, in the east wall, 0.5 meter north of the entrance of the Buffalo State Bank's brick building, at the corner of Commerce and Center Streets, and 1 meter above the sidewalk. A brass disk. (118.600 meters or 389.304 feet.)

**V 66.**—About 2.8 miles east of **Buffalo**, Leon County, on the International & Great Northern Railway, 2 meters north of the track, on the northeast corner of the concrete culvert No. 32A, 2 telegraph poles west of milepost 32. An outlined square. (95.289 meters or 312.627 feet.)

**W 66.**—About 1.7 miles west of **Keechi**, Leon County, on the International & Great Northern Railway, 15 telegraph poles west of milepost 28, north of the track, and 2 meters south of the right-of-way fence. A concrete post with disk in top. (88.193 meters or 289.347 feet.)

**X 66.**—At **Keechi**, Leon County, on the International & Great Northern Railway, in the southeast corner of the section foreman's yard, and 15 meters (49 feet) north of the track. A concrete post with disk in top. (85.713 meters or 281.210 feet.)

**Y 66.**—About 1 mile east of **Keechi**, Leon County, on the International & Great Northern Railway, on the southwest corner of the concrete culvert No.

26E, 50 meters (164 feet) east of a water tank. A brass disk. (85.358 meters or 280.045 feet.)

**Z 66.**—About 4 miles west of Oakwood, Leon County, on the International & Great Northern Railway, 3 telegraph poles west of milepost 22, and 10 meters (33 feet) north of the track. A concrete post with disk in top. (97.177 meters or 318.822 feet.)

**A 67.**—At Oakwood, Leon County, in the south wall, 4 meters from the southeast corner of the Oakwood State Bank's brick building at the corner of Commerce and Main Streets, and 0.7 meter above the sidewalk. A brass disk. (85.491 meters or 280.482 feet.)

**B 67.**—At Oakwood, Leon County, on the wall, 1 meter west of the southeast corner of the R. L. Knowles Hardware Co.'s two-story brick building at the corner of Commerce and Whitt Streets, and 0.6 meter above the sidewalk. A brass disk. (84.401 meters or 276.906 feet.)

**C 67.**—About 4.2 miles east of Oakwood, Leon County, on the International & Great Northern Railway, on the west abutment of the Trinity River bridge, north of and 3 meters below the track. A brass disk. (69.314 meters or 227.408 feet.)

**F 67** (U. S. E. No. 510).—A bench mark established by the Trinity River survey, about 4.2 miles east of Oakwood, Leon County, on the International & Great Northern Railway, north of the west abutment of the Trinity River bridge. An iron pipe. (65.719 meters or 215.613 feet.)

**D 67.**—At Long Lake, Anderson County, on the International & Great Northern Railway, in a water tank, midway between the second and third telegraph poles east of the depot. A brass disk. (72.380 meters or 237.467 feet.)

**E 67.**—At Tucker, Anderson County, on the International & Great Northern Railway, midway between the first and second telegraph poles east of the depot, 4 meters west of a road crossing and 6 meters south of the track. A concrete post with disk in top. (92.803 meters or 304.471 feet.)

**G 67.**—About 1.3 miles east of Tucker, Anderson County, on the International & Great Northern Railway, 3 meters south of the track, on the south side of a concrete culvert midway between milepost 7 and the first telegraph pole west of the milepost. A brass disk. (101.117 meters or 331.748 feet.)

**H 67.**—About 4.5 miles west of Palestine, Anderson County, on the International & Great Northern Railway, 11 telegraph poles west of milepost 4, and 6 meters south of the track. A concrete post with disk in top. (102.785 meters or 337.220 feet.)

**I 67.**—At Palestine, Anderson County, on the International & Great Northern Railway, in the south wall near the southeast corner of the depot, 0.5 meter above the ground. A brass disk. (149.624 meters or 490.891 feet.)

**J 67.**—At Palestine, Anderson County, at the corner of Sycamore and West Spring Streets, in the east wall of the brick building owned by Mr. Gregg and occupied by the L. Douthitt Drug Co., and 0.4 meter above the ground. A brass disk. (147.559 meters or 484.116 feet.)

**K 67.**—At Palestine, Anderson County, in the granite balustrade at the East Oak Street entrance to the post office. A brass disk. (147.764 meters or 484.780 feet.)

**L 67.**—At Palestine, Anderson County, on the International & Great Northern Railway, 1 meter south of the track, on the southwest abutment of an overhead concrete bridge, 0.7 mile east of the depot. A brass disk. (141.095 meters or 464.878 feet.)

**M 67.**—About 3 miles east of Palestine, Anderson County, on the International & Great Northern Railway, opposite milepost 3 and 1 meter from the right-of-way fence. A concrete post with disk in top. (111.732 meters or 366.738 feet.)

**N 67.**—About 6 miles east of Palestine, Anderson County, on the International & Great Northern Railway, midway between the fifth and sixth telegraph poles east of milepost 6 and 4 meters south of the track. A concrete post with disk in top. (99.300 meters or 325.787 feet.)

**O 67.**—At McDonald Spur, Anderson County, on the International & Great Northern Railway, 9 telegraph poles west of milepost 9 and 15 meters (49 feet) north of the track. A concrete post with disk in top. (124.679 meters or 409.051 feet.)

**P 67.**—At Neches, Anderson County, on the International & Great Northern Railway, north of the track, on the northeast corner of a concrete culvert, 8

telegraph poles west of the depot. A brass disk. (119.576 meters or 392.300 feet.)

**Q 67.**—At **Neches**, Anderson County, on the corner of South and Front Streets, in the northeast corner of the brick building occupied by the Guaranty State Bank and the P. W. Ezell Mercantile Co. A brass disk. (125.758 meters or 412.591 feet.)

**R 67.**—About 1 mile west of **Prices**, Cherokee County, on the International & Great Northern Railway, 1 meter north of the track, on the northeast abutment of the Neches River bridge, 3 telegraph poles west of milepost 16. A brass disk. (86.707 meters or 284.668 feet.)

**S 67.**—About 1.5 miles east of **Prices**, Cherokee County, on the International & Great Northern Railway, 0.5 meter north of the track, on the concrete culvert No. 18C, 21 telegraph poles east of milepost 18. A brass disk. (102.562 meters or 336.489 feet.)

**T 67.**—About 0.5 mile east of **Ironton**, Cherokee County, on the International & Great Northern Railway, opposite milepost 21, and 10 meters (33 feet) south of the track. A concrete post with disk in top. (135.433 meters or 444.333 feet.)

**U 67.**—About 0.6 mile east of **Hume**, Cherokee County, on the International & Great Northern Railway, 2 meters north of the track, on the concrete culvert No. 25C, midway between the fifth and sixth telegraph poles east of milepost 24. A brass disk. (148.874 meters or 488.431 feet.)

**V 67.**—At **Jacksonville**, Cherokee County, on the upper part of the southeast abutment of the overhead bridge where the Texas & New Orleans Railroad crosses the International & Great Northern Railway, and 1 meter south of the track of the former. A brass disk. (161.078 meters or 528.470 feet.)

**W 67.**—At **Jacksonville**, Cherokee County, at the southeast corner of Main and Commerce Streets, 1 meter above the sidewalk, in the north wall 3 meters from the northwest corner of the First National Bank's 5-story brick building. A brass disk. (161.766 meters or 530.694 feet.)

**X 67.**—At **Jacksonville**, Cherokee County, at the northwest corner of Main and Commerce Streets, 1 meter above the sidewalk, in the east wall 5 meters from the southeast corner of the 2-story brick building of the Ragsdale Bros. Mercantile Co. A brass disk. (161.369 meters or 529.425 feet.)

**A 68.**—About 1 mile east of **Jacksonville**, Cherokee County, on the Texas & New Orleans Railroad and 2 meters south of the track, on the southeast corner of the abutment of the overhead bridge crossing the St. Louis Southwestern Railway. A brass disk. (152.817 meters or 501.367 feet.)

**Y 67.**—At **Turney**, Cherokee County, on the Texas & New Orleans Railroad, 15 meters (49 feet) south of and opposite the depot, and 6 meters south of the track. A concrete post with disk in top. (123.709 meters or 406.005 feet.)

**Z 67.**—At **Gallatin**, Cherokee County, on the Texas & New Orleans Railroad, 40 meters (131 feet) northeast of the depot, 10 meters (33 feet) east of a road crossing, and 17 meters (56 feet) north of the track. A concrete post with disk in top. (107.499 meters or 352.686 feet.)

**B 68.**—At **Gallatin**, Cherokee County, on the Texas & New Orleans Railroad, 100 meters (328 feet) southwest of the depot and 60 meters (197 feet) south of the track, in the north wall of the brick bank building. A brass disk. (109.296 meters or 358.582 feet.)

**L 69.**—At **Ponta**, Cherokee County, on the Texas & New Orleans Railroad, north of the track, 3.5 feet above the ground, in the south face of the Guaranty State Bank Building. A brass disk. (85.600 meters or 281.135 feet.)

**K 69.**—About 3 miles east of **Ponta**, Cherokee County, on the Texas & New Orleans Railroad, in the foundation on the north side of the west end of cattle guard No. 185C. A brass disk. (93.533 meters or 306.866 feet.)

**J 69.**—At **Reklaw**, Cherokee County, on the Texas & New Orleans Railroad, 250 yards east of the track, at the corner of Walker and Nacogdoches Streets, in the brick chimney on the north side of A. Peterson's house. A brass disk. (96.801 meters or 317.883 feet.)

**I 69.**—About 2.4 miles west of **Sacul**, Nacogdoches County, on the Texas & New Orleans Railroad, 2 feet below and 3 feet east of the track, in the southwest corner of the west pier of bridge No. 179B. A brass disk. (85.264 meters or 279.737 feet.)

**H 69.**—At **Sacul**, Nacogdoches County, on the west side of the public square, 40 inches above the ground, in the east corner of the brick building owned by Ida Lucas. A brass disk. (94.566 meters or 310.255 feet.)

**M 69.**—At **Sacul**, Nacogdoches County, on the Texas & New Orleans Railroad, about 60 meters (197 feet) north of the depot, 4 feet above the ground, in the east side of the chimney of W. R. Cooper's house. A brass disk. (94.430 meters or 309.809 feet.)

**G 69.**—About 2.5 miles west of **Cushing**, Nacogdoches County, on the Texas & New Orleans Railroad, 400 yards north of the tracks, 4.5 feet above the ground, in the brick chimney on the north side of Andy Pye's house. A brass disk. (125.190 meters or 410.728 feet.)

**F 69.**—At **Cushing**, Nacogdoches County, on the Texas & New Orleans Railroad, 50 meters (164 feet) north of the track, 4 feet above the ground, in the southeast corner of the J. O. Lowe & Bros. building. A brass disk. (127.531 meters or 418.408 feet.)

**E 69.**—About 3 miles southeast of **Cushing**, Nacogdoches County, on the Texas & New Orleans Railroad, at a road crossing, in the brick chimney of a house 50 yards east of the track. A brass disk. (123.816 meters or 406.220 feet.)

**D 69.**—At **Delmont**, Nacogdoches County, on the Texas & New Orleans Railroad, 125 meters (410 feet) west of the main road crossing and 100 feet south of the track; the mark of a cold chisel in the top of the northwest and taller of two anchor pipes. (138.309 meters or 454.064 feet.)

**C 69.**—At **Caro**, Nacogdoches County, on the Texas & New Orleans Railroad, 70 meters (230 feet) north of the depot, in the northeast quarter of a road crossing, 12.5 feet north of the road, and 13.5 feet east of the track, and 3 feet northeast of the crossing signpost. A concrete post with disk in top. (132.033 meters or 433.178 feet.)

**B 69.**—At **Mahl**, Nacogdoches County, on the Texas & New Orleans Railroad, about 160 meters (525 feet) east of the track, on the southwest pier in the south face of the Muhl Schoolhouse. A brass disk. (157.177 meters or 515.672 feet.)

**A 69.**—About 0.8 mile south of **Mahl**, Nacogdoches County, on the Texas & New Orleans Railroad; the extreme northwest bolt of the west girder of an iron viaduct. (167.310 meters or 548.916 feet.)

**Z 68.**—About 4 miles northwest of **Bonita Junction**, Nacogdoches County, on the Texas & New Orleans Railroad, at the Bonita Church crossing, 30 feet northeast of the road and 4.5 feet east of the track, near the north end of a cattle guard; a concrete post with disk in top, set even with the surface of the ground and 1 foot below the top of the rail. (164.370 meters or 539.300 feet.)

**V 68.**—About 3 miles north of **Nacogdoches**, Nacogdoches County, at **Bonita Junction**, on the Houston East & West Texas Railway, about 9 feet south of the track, 10 feet north of the signal station at the crossing of the Texas & New Orleans Railroad, on the highest point of a heavy 30-inch iron sewer pipe. An outlined square. (106.713 meters or 350.108 feet.)

*Spur line to Nacogdoches.*

**XW 68.**—About 2.2 miles north of **Nacogdoches**, Nacogdoches County, on the Houston East & West Texas Railway, on the east end of the concrete culvert No. 140D. A brass disk. (98.232 meters or 322.283 feet.)

**W 68.**—At **Nacogdoches**, Nacogdoches County, on the Houston East & West Texas Railway, 40 meters (131 feet) north of the depot, on the west end of the Nacogdoches Grocery Co.'s Building. A brass disk. (87.382 meters or 286.936 feet.)

**X 68.**—At **Nacogdoches**, Nacogdoches County, on the Houston East & West Texas Railway, in the center of the depot, 2.8 feet above the ground, and 10 feet east of the track. A brass disk. (86.220 meters or 282.803 feet.)

**Y 68.**—At **Nacogdoches**, Nacogdoches County, 40 meters (131 feet) east of the post office, 4 feet above the ground, in the west side of the northwest corner of the Stone Fort Bank Building. A brass disk. (93.640 meters or 307.217 feet.)

**Magnetic station.**—At **Nacogdoches**, Nacogdoches County, 100 meters (328 feet) south of the high-school building, on the highest point of a knoll. A concrete post with disk in top. (96.542 meters or 316.738 feet.)

End of spur line.

**U 68.**—About 0.2 mile east of **Redfield**, Nacogdoches County, on the Houston East & West Texas Railway, at milepost 144, 2 feet south of the track, on a

large pile in the west end of bridge No. 143E. A brass disk. Reported destroyed in 1921. (112.022 meters or 369.494 feet.)

**T 68.**—At **Appleby**, Nacogdoches County, on the Houston East & West Texas Railway, in the northeast quarter of a crossing, 40 inches above the ground, on the west face of the southwest corner of Blacksher & White Co.'s store. A brass disk. (126.165 meters or 413.926 feet.)

**S 68.**—About 0.2 mile west of **Mayotown**, Nacogdoches County, on the Houston East & West Texas Railway, 3 yards north of the track, on the coping on the north end of culvert No. 149E. A brass disk. (109.573 meters or 359.491 feet.)

**R 68.**—At **Mayotown**, Nacogdoches County, on the Houston East & West Texas Railway, 30 yards west of the depot and 2 yards south of the track, on the brick culvert No. 150B. A brass disk. (109.169 meters or 358.165 feet.)

**Q 68.**—About 3 miles east of **Mayotown**, Nacogdoches County, on the Houston East & West Texas Railway, south of the track, on the coping at the south end of the brick culvert No. 153A, 150 yards east of milepost 153. A brass disk. (108.782 meters or 356.896 feet.)

**P 68.**—About 0.8 mile west of **Garrison**, Nacogdoches County, on the Houston East & West Texas Railway, on the coping at the north end of a culvert. An outline square. (115.153 meters or 377.808 feet.)

**O 68.**—At **Garrison**, Nacogdoches County, on Main Street at the northeast corner of the Plaza, 4 feet above the ground, on the south face and 1 foot west of the corner of the brick building owned by Mrs. W. Y. Garrison and occupied by Eli Westfall's store. A brass disk. (120.038 meters or 393.825 feet.)

**M 68.**—About 5 miles west of **Timpson**, Shelby County, and 4 miles east of **Garrison**, on the Houston East & West Texas Railway, in the northeast quarter of a crossing, 143 yards west of the signpost "Gallagher," 11.5 feet east of the road and 10.5 feet north of the track. A concrete post with disk in top. (105.845 meters or 347.200 feet.)

**L 68.**—At **Timpson**, Shelby County, on the Houston East & West Texas Railway, on the southeast corner of the crossing on the main street west of the depot and plaza, 13 bricks above the sidewalk, in the east face of the solid brick wall of the building of H. Schurz. A brass disk. (123.089 meters or 403.834 feet.)

**K 68.**—At **Timpson**, Shelby County, on the south side of the Plaza, on the main street east and west, in the center pillar of the Cotton Belt State Bank Building, 9 inches east of the west corner, in the center of the third stone above the sidewalk. A brass disk. (124.179 meters or 407.411 feet.)

**J 68.**—About 2.8 miles east of **Timpson**, Shelby County, on the Houston East & West Texas Railway, in the southwest quarter of Bryant Crossing, on Frank Bussey's land, east of stock gap No. 169A, 3 feet east of the west road fence and 12 feet south of the track. A concrete post with disk in top. (109.243 meters or 358.408 feet.)

**I 68.**—At **Bobo**, Shelby County, on the Houston East & West Texas Railway, in the southwest quarter of a crossing, 144 feet west of the signpost "Bobo" and 11 feet south of the track. A concrete post with disk in top. (96.797 meters or 317.575 feet.)

**N 68.**—About 2 miles east of **Bobo**, Shelby County, on the Houston East & West Texas Railway, 20 feet south of the track on the east end of a brick culvert, 60 feet east of milepost 174 and 0.5 mile west of some section houses. A brass disk. (101.299 meters or 332.345 feet.)

**G 68.**—At **Tenaha**, Shelby County, on the west side of the public square, 1 meter above the sidewalk, on the wall, 0.2 meter north of the southeast corner of McFarland and Hill's brick building. A brass disk. (108.955 meters or 357.463 feet.)

**H 68.**—At **Tenaha**, Shelby County, on the south side of the public square, 1 meter above the sidewalk, on the brick wall, 0.2 meter east of the northwest corner of the First State Bank Building. A brass disk. (108.361 meters or 355.514 feet.)

**F 68.**—About 1.4 miles west of **Paxton**, Shelby County, on the Houston East & West Texas Railway, midway between the eleventh and twelfth telegraph poles west of milepost 180, and 6 meters north of the track. A concrete post with disk in top. (97.030 meters or 318.339 feet.)

**E 68.**—About 0.8 mile east of **Paxton**, Shelby County, on the Houston East & West Texas Railway, 1 meter north of the track, on a concrete culvert midway

between the fifth and sixth telegraph poles west of milepost 182. A brass disk. (103.199 meters or 338.579 feet.)

D 68.—About 3.6 miles west of Joaquin, Shelby County, on the Houston East & West Texas Railway, 18 telegraph poles west of milepost 185 and about 8 feet south of the track. A concrete post with disk in top. (81.419 meters or 267.122 feet.)

C 68.—At Joaquin, Shelby County, on Main Street, 1 meter above the sidewalk, in the brick wall at the northwest corner of G. M. Crawford's building. A brass disk. (67.993 meters or 223.074 feet.)

#### DESCRIPTIONS AND ELEVATIONS OF SECONDARY POINTS.

The elevations given for the top of the rail in front of railroad stations are those determined at the time the field work was done. Since then there undoubtedly have been many changes in the railroad-track grade, and the elevations should be used with caution.

#### LINE I, BOWIE, TEX., TO ANTHONY, KANS. (PART).

##### *Elevation of top of rail in front of railroad stations.*

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Chicago, Rock Island &amp; Pacific Railway.</i>			<i>Chicago, Rock Island &amp; Pacific Railway—Continued.</i>		
Bowie.....	332.28	1,090.48	Stoneburg.....	284.97	934.94
Bowie (Fort Worth & Denver City Railway crossing).....	331.20	1,086.61	Ringgold.....	271.01	889.14

LINE II, BOWIE, TEX., TO SHREVEPORT, LA. (PART).

Elevation of top of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Fort Worth &amp; Denver City Railway.</i>			<i>Missouri, Kansas &amp; Texas Railway.</i>		
Bowie.....	342.63	1,124.11	Dallas.....	130.81	429.17
Fruitland.....	310.87	1,049.44	Fisher.....	161.75	530.67
Sunset.....	302.33	991.89	Garland.....	164.80	540.68
Alvord.....	288.09	870.56	Rowlett.....	154.89	508.17
Cowen.....	235.87	872.28	Harry (in front of station sign)	127.65	418.80
Decatur.....	322.40	1,057.74	Rockwall.....	168.55	552.98
Herman (in front of station sign)	284.34	932.87	Fato.....	177.82	583.40
Rhome.....	284.58	933.59	Royse City.....	168.66	553.35
Avondale.....	257.20	843.83	Caddo Mills.....	162.27	532.38
Caleb (in front of station sign).	254.91	836.32	Greenville.....	155.04	510.63
Saginaw (Gulf, Colorado & Santa Fe Railway crossing).	220.64	723.88	Campbell.....	178.09	584.28
<i>Chicago, Rock Island &amp; Pacific Railway.</i>			Cumby.....	193.32	634.25
Saginaw (Gulf, Colorado & Santa Fe Railway crossing)	220.72	724.15	Brashear.....	156.21	512.50
Saginaw.....	221.79	727.66	Sulphur Springs.....	150.41	493.47
<i>Texas &amp; Pacific Railway.</i>			Como.....	162.01	531.68
Fort Worth.....	187.03	613.61	Plektion.....	163.25	535.60
Handley.....	179.74	580.70	Winnsboro.....	159.08	521.91
Arlington.....	187.60	615.78	Seroggins.....	109.22	358.33
Grand Prairie.....	160.90	527.89	Leesburg.....	119.94	393.50
Eagle Ford.....	134.32	440.68	Pittsburg.....	119.41	391.76
Trinity River Bridge (center)	129.98	429.44	Faker.....	07.06	318.44
Dallas.....	131.11	430.15	Cason.....	162.61	336.65
			Daingerfield.....	120.84	395.80
			Hughes.....	113.73	373.13
			Avinger.....	120.70	396.29
			Lassater.....	101.79	333.96
			Jofferson.....	58.12	190.68
			Karnack.....	72.09	236.52
			Blocker.....	80.85	265.26
			Waskem.....	90.49	290.88

LINE III, FORT WORTH TO COMANCHE, TEX.

Elevation of top of rail in front of railroad station.

Place.	Standard elevation.	
	Meters.	Feet.
<i>Fort Worth &amp; Rio Grande Railway.</i>		
Primrose.....	235.71	773.33

LINE IV, FORT WORTH TO LAMPASAS, TEX.

Elevation of top of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Missouri, Kansas &amp; Texas Railway.</i>			<i>Missouri, Kansas &amp; Texas Railway—Continued.</i>		
Alvarado.....	211.81	693.27	Troy.....	207.26	679.99
Grand View.....	211.90	695.50	Temple.....	210.64	691.07
Hillsboro.....	189.34	621.19	<i>Gulf, Colorado &amp; Santa Fe Railway.</i>		
Abott.....	217.26	712.79	Nolanville.....	211.83	694.98
West.....	197.54	648.10	Killeen.....	253.67	832.25
Elm Mott.....	187.87	617.95	Copperas Cove.....	331.08	1,085.22
Waco.....	126.89	414.86	Kempner.....	266.93	875.75
Lorena.....	180.74	592.98			
Bruceville.....	180.37	591.76			
Eddy.....	204.91	672.28			

## LINE V, TEMPLE TO HOLLAND, TEX.

Elevation of top of rail in front of railroad stations.

Place.	Standard elevation.	
	Meters.	Feet.
<i>Missouri, Kansas &amp; Texas Railway.</i>		
Little River .....	153.50	503.61
Holland .....	159.37	522.87

## LINE VI, HOLLAND TO NEW BRAUNFELS, TEX.

Elevation of top of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Missouri, Kansas &amp; Texas Railway.</i>			<i>Missouri, Kansas &amp; Texas Railway—Continued.</i>		
Bartlett .....	182.47	598.65	Hills Prairie .....	108.18	354.92
Granger .....	170.28	578.35	Upton .....	104.39	342.49
Circleville .....	167.09	550.18	Fawcett .....	101.16	331.89
Hoxie .....	188.29	611.19	Smithville .....	98.95	324.64
Taylor .....	165.81	543.99	Rosanky .....	151.83	507.97
Coupland .....	159.09	521.95	Homkens .....	133.77	438.88
Elgin .....	173.60	569.55	Tomlin .....	162.72	533.86
Elgin (Houston & Texas Central Railroad crossing) .....	173.55	569.39	Red Rock .....	147.35	483.43
<i>Houston &amp; Texas Central Railroad (spur line).</i>			Bateman .....	144.15	472.03
Elgin (freight station) .....	174.07	571.09	Dale .....	158.43	519.78
Littig .....	139.21	456.72	Lockhart .....	157.85	517.88
Manor .....	180.88	592.82	Blanks .....	171.37	562.24
Daffan .....	187.77	616.04	Clear Fork .....	173.13	568.01
Austin (freight station) .....	141.97	465.78	Maxwell .....	184.34	604.79
<i>Missouri, Kansas &amp; Texas Railway.</i>			Reedville .....	172.42	565.08
Sayersville .....	124.29	407.77	<i>International &amp; Great Northern Railway.</i>		
Bastrop .....	112.31	368.47	San Marcos .....	170.99	560.67
			Hunter .....	191.39	627.92
			Goodwin .....	210.58	690.81
			New Braunfels .....	194.32	637.58

## LINE VII, ALBUQUERQUE, N. MEX., TO EL PASO, TEX. (PART).

Elevation of top of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Atchison, Topeka &amp; Santa Fe Railway.</i>			<i>Southern Pacific Railroad.</i>		
Vinton (siding) .....	1,154.19	3,786.71	El Paso .....	1,135.49	3,725.35
Canutillo (spur) .....	1,147.93	3,766.17	El Paso (Union Station) .....	1,135.50	3,725.39
Montoya (siding) .....	1,144.44	3,754.72			
Whites Spur .....	1,142.19	3,747.34			
El Paso .....	1,130.78	3,709.74			

LINE VIII, SMITHVILLE TO GALVESTON, TEX.

*Elevation of top of rail in front of railroad stations.*

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Missouri, Kansas &amp; Texas Railway.</i>			<i>Galveston, Houston &amp; Henderson Railroad (spur).</i>		
Kirtley.....	94.85	311.19	Houston.....	15.78	51.77
Westpoint.....	91.26	299.41	<i>Missouri, Kansas &amp; Texas Railway.</i>		
Plum.....	91.89	301.48	Houston.....	10.82	35.50
Lagrange.....	81.65	267.65	Houston (San Antonio & Arkansas Pass Railway crossing).....	15.23	49.97
Halsted.....	97.04	318.37	Houston (Galveston, Harrisburg & San Antonio Railway crossing).....	12.07	39.60
Fayetteville.....	120.48	395.27	Dumont.....	11.88	38.98
Hatter.....	98.49	323.13	Genoa.....	14.36	47.11
Pisok.....	88.37	289.93	Webster.....	8.62	28.94
New Ulm.....	119.49	392.03	League City.....	7.03	23.06
Cat Spring.....	93.08	305.88	Dickinson.....	6.65	21.82
Sealy.....	62.02	203.48	Lamarque (four rails north of depot).....	4.75	15.58
Sealy (Gulf, Colorado & Santa Fe Railway crossing).....	60.00	194.85	Texas City Junction.....	3.24	10.63
San Felipe.....	47.42	155.68	Virginia Point.....	2.29	7.51
McDowell.....	39.45	129.43	Galveston.....	1.76	5.77
Brookshire.....	49.77	163.29			
Dorson.....	48.63	159.22			
Katy.....	43.40	142.69			
Birnap.....	38.60	126.64			
Barker.....	82.91	272.97			
Letitia.....	29.82	97.83			
Hillendahl.....	26.63	87.37			
Eureka (Houston & Texas Central Railroad Crossing).....	21.20	69.75			

LINE IX, EL RENO, OKLA., TO JERICHO, TEX. (PART).

*Elevation of top of rail in front of railroad stations.*

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Chicago, Rock Island &amp; Gulf Railway.</i>			<i>Chicago, Rock Island &amp; Gulf Railway—Continued.</i>		
Benonine.....	653.71	2,144.71	McLean.....	871.45	2,859.08
Fuller.....	605.83	1,988.84	Alanroed.....	927.41	3,042.68
Shamrock.....	710.63	2,331.46	Rockledge.....	965.41	3,167.35
Lela.....	736.20	2,416.25	Jericho.....	976.30	3,203.08
Ramsdell.....	781.65	2,564.46			

LINE X, FORT WORTH TO EL PASO, TEX.

Elevation of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Texas &amp; Pacific Railway.</i>			<i>Texas &amp; Pacific Railway—Con.</i>		
Benbrook.....	202.73	665.12	Metr.....	871.57	2,850.48
Iona.....	293.08	961.55	Sand Hills.....	826.02	2,710.03
Earls.....	276.53	907.25	Monahans.....	799.22	2,622.11
Lambert.....	352.89	1,157.77	Aroya.....	813.03	2,667.42
Bonnetts.....	229.89	754.23	Pyote.....	799.07	2,621.62
Santo.....	250.87	823.06	Quito.....	815.66	2,676.04
Judd.....	279.48	910.93	Barstow.....	781.91	2,565.32
Mingus.....	290.70	953.74	Pecos.....	767.62	2,584.05
Strawn.....	305.81	1,003.31	Hermosa.....	832.58	2,731.56
Wiles.....	354.49	1,163.02	Toyah.....	888.30	2,914.36
Ranger.....	439.07	1,440.51	Gomez.....	698.98	3,277.49
Eastland.....	436.82	1,433.13	San Martine.....	1,133.41	3,718.63
Lem.....	458.70	1,504.92	Kent.....	1,283.78	4,211.87
Cisco.....	494.53	1,619.10	Boracho.....	1,350.11	4,459.01
Dothan.....	493.76	1,619.94	Plateau.....	1,202.37	3,944.78
Putnam.....	489.35	1,605.48	Wild Horse.....	1,173.99	3,851.67
Chatauqua.....	485.61	1,627.69	Van Horn.....	1,233.71	4,047.60
Baird.....	523.89	1,718.80	Allamore.....	1,386.94	4,550.32
Clyde.....	606.29	1,989.14	Eagle Flat.....	1,359.91	4,401.64
Abilene.....	524.14	1,719.62	Sierra Blanca.....	1,377.12	4,515.10
Tye.....	548.93	1,800.95			
Merkol.....	570.56	1,871.91	<i>Galveston, Harrisburg &amp; San Antonio Railway.</i>		
Trent.....	583.83	1,915.45	Etholen.....	1,418.47	4,653.76
Eskota.....	591.08	1,941.20	Lasca.....	1,365.61	4,489.34
Sweetwater.....	660.29	2,166.30	Torcer.....	1,302.74	4,274.07
Roscoe.....	727.81	2,387.82	Finlay.....	1,204.27	3,951.01
Lorraine.....	690.97	2,266.96	Tinaja.....	1,173.35	3,849.57
Colorado.....	630.92	2,069.94	Madden.....	1,110.36	3,672.43
Westbrook.....	650.66	2,134.71	Nulo.....	1,088.76	3,570.73
Iatan.....	675.00	2,214.56	Fort Hancock.....	1,095.93	3,595.55
Cnahoma.....	735.32	2,412.46	Iser.....	1,121.82	3,680.50
Big Spring.....	731.82	2,400.68	Polvo.....	1,114.90	3,657.80
Morita.....	754.39	2,475.03	Tornillo.....	1,083.18	3,568.54
Stanton.....	811.08	2,663.67	Fabens.....	1,103.26	3,613.61
Germania.....	858.79	2,791.93	Belon.....	1,113.84	3,654.32
Midland.....	840.48	2,777.16	Ysleta.....	1,118.48	3,669.55
Warfield.....	874.76	2,869.94	Alfalfa.....	1,125.52	3,692.04
Odessa.....	862.84	2,826.45			
Douro.....	940.23	3,084.74			
Judkins.....	850.16	2,807.66			

LINE XI, JERICHO, TEX., TO ISLETA, N. MEX. (PART).

Elevation of top of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Chicago, Rock Island &amp; Gulf Railway.</i>			<i>Aitchison, Topeka &amp; Santa Fe Railway—Continued.</i>		
Groom.....	995.02	3,264.49	Umbarger.....	1,148.52	3,769.10
Lark.....	1,028.63	3,374.70	Dawn.....	1,159.03	3,802.58
Conway.....	1,054.19	3,458.62	Hereford.....	1,162.66	3,814.40
Royal.....	1,097.05	3,599.24	Jool.....	1,148.67	3,769.25
			Summerfield.....	1,200.09	3,937.20
<i>Aitchison, Topeka &amp; Santa Fe Railway.</i>			Black.....	1,217.60	3,994.74
Haney.....	1,110.50	3,643.37	Frlona.....	1,221.42	4,007.28
Canyon.....	1,088.51	3,571.22	Parmerton.....	1,273.71	4,178.63
Lester.....	1,118.25	3,668.70	Bovina.....	1,240.31	4,069.25
			Wilsey.....	1,271.07	4,170.17

LINE XII, CLOVIS, N. MEX., TO PECOS, TEX. (PART).

Elevation of base of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Atchison, Topeka &amp; Santa Fe Railway (Panhandle &amp; Santa Fe).</i>			<i>Atchison, Topeka &amp; Santa Fe Railway—Continued.</i>		
Orla.....	870.81	2,856.98	Patrole.....	797.20	2,613.48
Riverton.....	828.29	2,717.48	<i>Texas &amp; Pacific Railway.</i>		
Dixieland.....	819.02	2,687.07	Pecos.....	787.62	2,584.06
Arno.....	813.84	2,670.07			

LINE XIII, SIERRA BLANCA TO SAN ANTONIO, TEX.

Elevation of base of rail in front of railroad stations.

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Southern Pacific Railroad.</i>			<i>Southern Pacific Railroad—Continued.</i>		
Villa.....	1,380.00	4,388.51	Wendell.....	1,287.43	4,223.84
Bola.....	1,334.56	4,378.47	Rublo.....	1,317.42	4,322.24
Torbert.....	1,325.21	4,347.79	Quebec.....	1,409.28	4,623.61
Hot Wells.....	1,306.05	4,294.93	Galgo.....	1,460.84	4,791.79
Dalberg.....	1,278.06	4,193.10	Marfa.....	1,430.26	4,692.44
Collado.....	1,263.06	4,145.19			
Danube.....	1,234.30	4,049.53			

TEMPORARY BENCH MARKS AND ELEVATIONS OF RAIL IN FRONT OF RAILROAD STATIONS.

*Southern Pacific Railroad.*

- 8.—About 1.8 miles east of Marfa, Presidio County, a spike in milepost 631. (1,442.96 meters or 4,734.11 feet.)
- 9.—About 3.8 miles east of Marfa, Presidio County, a spike in the southeast corner of a railroad culvert near milepost 629. (1,466.50 meters or 4,811.34 feet.)
- 10.—About 0.7 mile west of Nopal, Presidio County, a spike in milepost 627. (1,457.76 meters or 4,782.67 feet.)  
At Nopal, Presidio County, top of rail. (1,467.60 meters or 4,814.95 feet.)
- 11.—About 1.3 miles east of Nopal, Presidio County, a spike in milepost 625. (1,480.52 meters or 4,857.84 feet.)
- 12.—About 3.3 miles east of Nopal, Presidio County, the middle and lowest one of 3 spikes in milepost 623. (1,499.43 meters or 4,919.54 feet.)
- 13.—About 1.6 miles west of Paisano, Presidio County, the middle and lowest one of 3 spikes in milepost 621. (1,521.04 meters or 4,990.28 feet.)  
At Paisano, Presidio County, top of rail. (1,546.16 meters or 5,072.69 feet.)
- 14.—About 0.4 mile east of Paisano, Presidio County, the top of a 2-inch pipe a short distance northeast of milepost 619. (1,543.35 meters or 5,063.47 feet.)
- 15.—About 2.4 miles east of Paisano, Presidio County, a spike in milepost 617. (1,510.91 meters or 4,957.04 feet.)
- 16a.—About 2.8 miles west of Toronto, Brewster County, a spike in milepost 615. (1,479.19 meters or 4,852.98 feet.)
- 16.—About 0.6 mile west of Toronto, Brewster County, a spike in milepost 613. (1,450.59 meters or 4,759.14 feet.)

- At Toronto, Brewster County, top of rail. (1,444.26 meters or 4,738.38 feet.)
- 18.—About 1.4 miles east of Toronto, Brewster County, a spike in milepost 611. (1,424.40 meters or 4,673.22 feet.)
- 19.—About 1.8 miles west of Alpine, Brewster County, a spike in milepost 609. (1,393.42 meters or 4,571.58 feet.)
- At Alpine, Brewster County, top of rail. (1,366.85 meters or 4,484.41 feet.)
- 20.—About 0.1 mile east of Alpine, Brewster County, a spike in the third telegraph pole west of milepost 607. (1,366.48 meters or 4,483.19 feet.)
- 21.—About 2.1 miles east of Alpine, Brewster County, a spike in the first telegraph pole east of milepost 605. (1,361.89 meters or 4,468.13 feet.)
- 22.—About 2.8 miles west of Strobel, Brewster County, a spike in the southeast corner of culvert No. 603A, near milepost 603. (1,370.75 meters or 4,497.20 feet.)
- 23.—About 0.8 mile west of Strobel, Brewster County, a spike in milepost 601. (1,361.18 meters or 4,465.80 feet.)
- At Strobel, Brewster County, top of rail. (1,353.04 meters or 4,439.10 feet.)
- 24.—About 1.2 miles east of Strobel, Brewster County, a spike in milepost 599. (1,352.87 meters or 4,438.54 feet.)
- 25.—About 3.2 miles east of Strobel, Brewster County, a spike in milepost 597. (1,370.71 meters or 4,497.07 feet.)
- 26.—About 5.2 miles east of Strobel, Brewster County, a spike in the south side, 8 feet west of the east end of bridge No. 594C, near milepost 595. (1,387.27 meters or 4,551.40 feet.)
- 27.—About 6.2 miles east of Strobel, Brewster County, a spike in the first telegraph pole east of milepost 594. (1,402.79 meters or 4,602.32 feet.)
- 28.—About 7.2 miles east of Strobel, Brewster County, a spike in first fence post east of milepost 593 on south side of track. (1,407.01 meters or 4,616.17 feet.)
- 29.—About 1.5 miles west of Altuda, Brewster County, a spike in the first telegraph pole east of milepost 593. (1,406.82 meters or 4,615.54 feet.)
- At Altuda, Brewster County, top of rail. (1,415.02 meters or 4,642.44 feet.)
- 30.—About 0.5 mile east of Altuda, Brewster County, the middle one of three spikes in milepost 591. (1,412.12 meters or 4,632.93 feet.)
- About 2.5 miles east of Altuda, Brewster County, at the east end of bridge No. 589C, top of rail. (1,390.77 meters or 4,562.88 feet.)
- 29a.—About 4.4 miles west of Lenox, Brewster County, the middle one of three spikes in the first telegraph pole east of milepost 589. (1,379.73 meters or 4,526.66 feet.)
- 30a.—About 2.4 miles west of Lenox, Brewster County, the middle one of three spikes in milepost 587. (1,348.82 meters or 4,425.25 feet.)
- About 0.4 mile west of Lenox, Brewster County, bridge No. 585B, top of rail. (1,331.21 meters or 4,367.48 feet.)
- 31.—About 0.4 mile west of Lenox, Brewster County, the middle one of three spikes in the first telegraph pole east of milepost 585. (1,323.13 meters or 4,340.97 feet.)
- At Lenox, Brewster County, top of rail. (1,322.84 meters or 4,340.02 feet.)
- 32.—About 1.6 miles east of Lenox, Brewster County, the middle one of three spikes in the southeast end of culvert No. 583A, near milepost 583. (1,299.58 meters or 4,263.71 feet.)
- 33.—About 3.6 miles east of Lenox, Brewster County, a spike in the southeast corner of culvert No. 581A, near milepost 581. (1,268.68 meters or 4,162.33 feet.)
- 34.—About 3 miles west of Marathon, Brewster County, the lowest and middle one of three spikes in the first telegraph pole east of milepost 579. (1,248.99 meters or 4,097.73 feet.)
- 35.—About 1 mile west of Marathon, Brewster County, the lowest and middle one of three spikes in the first telegraph pole east of milepost 577. (1,234.09 meters or 4,048.84 feet.)
- About 0.7 mile west of Marathon, Brewster County, bridge No. 576C, top of rail. (1,231.83 meters or 4,041.43 feet.)
- 36.—About 1 mile east of Marathon, Brewster County, the lowest and middle one of three spikes in the first telegraph pole east of milepost 575. (1,248.66 meters or 4,096.65 feet.)
- About 2.3 miles east of Marathon, Brewster County, bridge No. 573A, top of rail. (1,263.59 meters or 4,145.63 feet.)
- 37.—About 3 miles east of Marathon, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 573. (1,267.65 meters or 4,158.95 feet.)

About 4.2 miles east of **Marathon**, Brewster County, bridge No. 571A, top of rail. (1,261.53 meters or 4,138.87 feet.)

38.—About 5 miles east of **Marathon**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 571. (1,259.38 meters or 4,131.82 feet.)

39.—About 1.6 miles west of **Warwick**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 539. (1,244.69 meters or 4,083.62 feet.)

At **Warwick**, Brewster County, top of rail. (1,241.36 meters or 4,072.70 feet.)

40.—About 0.4 mile east of **Warwick**, Brewster County, the lowest one of three spikes in the northwest end of culvert No. 567A, near milepost 537. (1,240.52 meters or 4,069.94 feet.)

About 0.8 mile east of **Warwick**, Brewster County, bridge No. 566B, top of rail. (1,240.54 meters or 4,070.00 feet.)

41.—About 1.4 miles east of **Warwick**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 536. (1,237.96 meters or 4,061.54 feet.)

42.—About 2.4 miles east of **Warwick**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 535. (1,229.20 meters or 4,032.80 feet.)

43.—About 2.6 miles west of **Haymond**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 533. (1,210.40 meters or 3,971.12 feet.)

About 1.4 miles west of **Haymond**, Brewster County, bridge No. 561E, top of rail. (1,197.71 meters or 3,929.49 feet.)

44.—About 0.6 mile west of **Haymond**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 531. (1,189.29 meters or 3,901.86 feet.)

About 0.4 mile west of **Haymond**, Brewster County, at the east end of bridge No. 560E, top of rail. (1,187.99 meters or 3,897.60 feet.)

At **Haymond**, Brewster County, top of rail. (1,183.60 meters or 3,883.19 feet.)

45.—About 0.4 mile east of **Haymond**, Brewster County, a spike in milepost 530. (1,179.88 meters or 3,870.99 feet.)

46.—About 1.4 miles east of **Haymond**, Brewster County, a spike in the southeast corner of bridge No. 559A, near milepost 559. (1,172.11 meters or 3,845.50 feet.)

About 2.5 miles east of **Haymond**, Brewster County, bridge No. 557E, top of rail. (1,160.71 meters or 3,803.40 feet.)

47.—About 3.4 miles east of **Haymond**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 557. (1,181.93 meters or 3,877.72 feet.)

About 5 miles east of **Haymond**, Brewster County, bridge No. 555B, top of rail. (1,171.78 meters or 3,844.41 feet.)

48.—About 3 miles west of **Tesnus**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 555. (1,166.96 meters or 3,828.60 feet.)

49.—About 1 mile west of **Tesnus**, Brewster County, the middle and lowest one of three spikes in the first telegraph pole east of milepost 553. (1,145.30 meters or 3,757.54 feet.)

At **Tesnus**, Brewster County, top of rail. (1,136.11 meters or 3,727.89 feet.)

50.—About 1 mile east of **Tesnus**, Brewster County, the middle and lowest one of three spikes in milepost 551. (1,121.55 meters or 3,679.62 feet.)

53.—About 3 miles east of **Tesnus**, Brewster County, a spike in the second telegraph pole east of milepost 549. (1,088.62 meters or 3,571.58 feet.)

At **Maxon**, Brewster County, top of rail. (1,080.90 meters or 3,546.25 feet.)

56.—About 1.4 miles east of **Maxon**, Brewster County, the lower one of two spikes in the first telegraph pole east of milepost 547. (1,059.42 meters or 3,475.78 feet.)

59.—About 3.4 miles east of **Maxon**, Brewster County, a spike in the west and north side of bridge No. 544F, near milepost 545. (1,062.71 meters or 3,486.57 feet.)

About 4 miles east of **Maxon**, Brewster County, bridge No. 544C, top of rail. (1,070.09 meters or 3,510.79 feet.)

62.—About 2 miles west of **Rosenfeld**, Brewster County, the lower one of two spikes in the first telegraph pole east of milepost 543. (1,092.31 meters or 3,583.69 feet.)

63.—At Rosenfeld, Brewster County, the lowest one of three spikes in the first telegraph pole east of milepost 541. (1,117.17 meters or 3,685.25 feet.)

At Rosenfeld, Brewster County, top of rail. (1,117.42 meters or 3,680.07 feet.)

64.—About 2 miles east of Rosenfeld, Brewster County, the lowest of three spikes in the first telegraph pole east of milepost 539. (1,096.81 meters or 3,598.81 feet.)

65.—About 4 miles east of Rosenfeld, Brewster County, the lowest of three spikes in the first telegraph pole east of milepost 537. (1,079.99 meters or 3,543.27 feet.)

About 4.2 miles east of Rosenfeld, Brewster County, at the east end and on the south side of bridge No. 536B, top of rail. (1,078.58 meters or 3,538.64 feet.)

66.—About 2.7 miles west of Longfellow, Pecos County, the lowest one of three spikes in the first telegraph pole east of milepost 535. (1,054.39 meters or 3,459.28 feet.)

68.—About 0.7 mile west of Longfellow, Pecos County, the lowest one of three spikes in the first telegraph pole east of milepost 533. (1,034.58 meters or 3,394.28 feet.)

At Longfellow, Pecos County, top of rail. (1,030.08 meters or 3,379.52 feet.)

69.—About 1.3 miles east of Longfellow, Pecos County, the lowest of three spikes in the first telegraph pole east of milepost 531. (1,012.33 meters or 3,321.29 feet.)

70.—About 3.3 miles east of Longfellow, Pecos County, the lowest one of three spikes in the first telegraph pole east of milepost 529. (990.39 meters or 3,249.30 feet.)

71.—About 2.7 miles west of Emerson, Terrell County, the lowest one of three spikes in the first telegraph pole east of milepost 527. (968.98 meters or 3,179.06 feet.)

74.—About 0.7 mile west of Emerson, Terrell County, a spike in the first telegraph pole east of milepost 525. (948.80 meters or 3,096.45 feet.)

At Emerson, Terrell County, top of rail. (948.17 meters or 3,094.38 feet.)

75.—About 1.3 miles east of Emerson, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 523. (927.72 meters or 3,043.69 feet.)

76.—About 3.3 miles east of Emerson, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 521. (904.21 meters or 2,966.56 feet.)

At Gavilan, Terrell County, top of rail. (895.86 meters or 2,939.17 feet.)

77.—About 1.1 miles east of Gavilan, Terrell County, a spike in the first telegraph pole east of milepost 519. (884.11 meters or 2,900.62 feet.)

78.—About 3.1 miles east of Gavilan, Terrell County, a spike in the west end, south side of bridge No. 516B, near milepost 517. (857.46 meters or 2,813.18 feet.)

81.—About 0.9 mile east of Sanderson, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 515. (839.01 meters or 2,752.65 feet.)

82.—About 2.9 miles east of Sanderson, Terrell County, a spike in the first telegraph pole east of milepost 513. (809.89 meters or 2,657.11 feet.)

83.—About 4.9 miles east of Sanderson, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 511. (784.84 meters or 2,573.29 feet.)

84.—About 0.4 mile west of Feodora, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 509. (759.29 meters or 2,491.10 feet.)

At Feodora, Terrell County, top of rail. (754.41 meters or 2,475.09 feet.)

85.—About 1.6 miles east of Feodora, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 507. (732.96 meters or 2,404.72 feet.)

86.—About 3.6 miles east of Feodora, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 505. (714.19 meters or 2,343.14 feet.)

87.—About 1.2 miles west of Mofeta, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 503. (732.90 meters or 2,404.52 feet.)

- At Mofeta, Terrell County, top of rail. (720.72 meters or 2,364.56 feet.)  
 88.—About 0.8 mile east of Mofeta, Terrell County, the lowest of three spikes in the first telegraph pole east of milepost 501. (708.16 meters or 2,323.35 feet.)  
 90.—About 2.8 miles east of Mofeta, Terrell County, a spike in the first telegraph pole east of milepost 499. (685.64 meters or 2,249.47 feet.)  
 91.—About 2.2 miles west of Dryden, Terrell County, a spike in the first telegraph pole east of milepost 497. (664.49 meters or 2,180.08 feet.)  
 92.—About 0.2 mile west of Dryden, Terrell County, a spike in the first telegraph pole east of milepost 495. (645.69 meters or 2,118.40 feet.)  
 At Dryden, Terrell County, top of rail. (642.51 meters or 2,107.97 feet.)  
 95.—About 1.8 miles east of Dryden, Terrell County, a spike in the first telegraph pole east of milepost 493. (633.82 meters or 2,079.46 feet.)  
 100.—About 3.8 miles east of Dryden, Terrell County, a spike in the first telegraph pole east of milepost 491. (607.55 meters or 1,993.27 feet.)  
 About 1.5 miles west of Thurston, Terrell County, Bridge No. 489A, top of rail. (593.86 meters or 1,946.72 feet.)  
 101.—About 1 mile west of Thurston, Terrell County, a spike in the first telegraph pole east of milepost 490. (589.01 meters or 1,932.44 feet.)  
 At Thurston, Terrell County, top of rail. (582.98 meters or 1,912.66 feet.)  
 102.—About 1 mile east of Thurston, Terrell County, a spike in the west side of a mile board near milepost 487. (571.89 meters or 1,876.28 feet.)  
 103.—About 5.5 miles west of Watkins, Terrell County, a spike in milepost 486. (565.45 meters or 1,855.15 feet.)

*Elevation of base of rail in front of railroad stations.*

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>Southern Pacific Railroad.</i>			<i>Southern Pacific Railroad—Con.</i>		
Watkins.....	524.65	1,721.29	Kinney (opposite pumping station).....	310.21	1,017.72
Malvado.....	486.30	1,595.47	Spofford.....	307.53	1,008.95
Lozier.....	460.20	1,509.84	Nora.....	288.98	948.10
Pumpville.....	553.76	1,816.79	Paloma.....	249.35	818.08
Hijito.....	502.70	1,649.27	Olmcos.....	234.41	769.06
Osman.....	474.73	1,557.51	Anascho.....	236.60	773.39
Bean.....	430.62	1,432.15	Pavo.....	317.50	1,041.68
Langtry.....	397.76	1,304.98	Odlaw.....	336.31	1,103.38
Shumla.....	430.80	1,413.38	Cline.....	303.78	994.65
Viaduct.....	472.08	1,550.72	Obl.....	315.70	1,036.03
Rona.....	496.78	1,629.85	Haelanda.....	286.26	939.17
Comstock.....	471.10	1,545.80	Sanson.....	283.67	930.67
Cabra.....	432.44	1,418.79	Knippa.....	300.21	984.94
Feely.....	378.85	1,242.04	Yuca.....	295.44	969.29
Bulls.....	344.82	1,131.80	D'Hanis.....	268.85	882.05
Dovilla River.....	291.04	954.85	Quih.....	254.26	834.15
Del Rio.....	293.60	963.25	Dunlhy.....	302.67	993.09
Johnstone.....	331.41	1,087.30	Noonan.....	236.76	776.77
Amada.....	380.80	1,248.80	Idlewild.....	207.71	681.46
Standart.....	330.87	1,085.53	Withers.....	193.93	636.25
Pinto.....	322.95	1,059.55	Alazan.....	203.76	668.50
Macole.....	320.17	1,050.42			
Kinney.....	313.10	1,027.23			

## LINE XIV, NEW BRAUNFELS TO BROWNSVILLE TO POINT ISABEL, TEX.

*Elevation of top of rail in front of railroad stations.*

Place.	Standard elevation.		Place.	Standard elevation.	
	Meters.	Feet.		Meters.	Feet.
<i>International &amp; Great Northern Railway.</i>			<i>San Antonio &amp; Aransas Pass Railway—Continued.</i>		
New Braunfels.....	193.95	636.32	Hobson.....	89.09	292.29
<i>Missouri, Kansas &amp; Texas Railway.</i>			Karnes City.....	122.48	401.84
Solms.....	198.81	650.62	Kenedy.....	82.10	269.55
Comal.....	216.54	710.43	Green.....	147.93	485.33
Luxello.....	235.00	771.00	Pettus.....	90.92	298.29
Fratt.....	229.02	751.38	Tuleta.....	94.89	311.32
Benz.....	202.37	663.94	Normanna.....	82.06	272.18
<i>Southern Pacific Railroad.</i>			Beville.....	65.04	213.39
San Antonio.....	202.23	663.48	Skidmore.....	48.45	158.06
<i>San Antonio &amp; Aransas Pass Railway.</i>			Papolote.....	27.28	89.50
San Antonio.....	194.37	637.70	St. Paul.....	25.07	82.25
Southton.....	155.55	510.33	Sinton.....	15.11	49.57
Elmendorf.....	153.84	504.07	<i>St. Louis, Brownsville &amp; Mexico Railway.</i>		
Saspamco.....	145.94	478.80	Calallen.....	10.21	33.50
Cslaveras.....	125.77	412.63	Robstown.....	23.63	77.53
Floresville.....	118.46	388.65	Bishop.....	18.88	61.94
Poth.....	123.03	403.64	Garita.....	10.87	35.66
Falls City.....	93.95	308.23	Yturria.....	12.53	41.11
			Raymondville.....	10.08	33.07
			Lylord.....	11.06	36.25
			San Benito.....	11.51	37.76
			Brownsville.....	10.19	33.43

## LINE XV, SAN ANTONIO TO LAREDO.

## TEMPORARY BENCH MARKS AND ELEVATION OF RAIL IN FRONT OF RAILROAD STATIONS.

*International & Great Northern Railway.*

196.—At Kirk, Bexar County, a spike in milepost 275. (197.89 meters or 649.24 feet.)

197.—About 1 mile north of Atascosa, Bexar County, a spike in the second telegraph pole north of milepost 277. (195.03 meters or 639.80 feet.)

198.—About 1 mile south of Atascosa, Bexar County, a spike in milepost 279. (217.74 meters or 714.37 feet.)

199.—About 1 mile north of Lytle, Atascosa County, 12 meters (39 feet) north of milepost 281; a bolt in bridge No. 281E. (211.31 meters or 693.27 feet.)

200.—About 1.7 miles north of Natalia, Medina County, a spike in milepost 285. (231.94 meters or 760.93 feet.)

201.—About 1 mile north of Natalia, Medina County, 25 meters (82 feet) south of milepost 286 and 6 meters (20 feet) west of the track; a spike in the sign "Station 1 mile." (213.65 meters or 700.95 feet.)

202.—At Natalia, Medina County, at the east end of the sidetrack, a spike in milepost 287, about 25 meters (82 feet) east of the track. (207.38 meters or 680.38 feet.)

At Natalia, Medina County, base of rail. (207.27 meters or 680.02 feet.)

203.—About 2 miles south of Natalia, Medina County, a spike in milepost 289, east of the track. (207.16 meters or 679.66 feet.)

204.—About 1.2 miles north of Devine, Medina County, a spike in milepost 291, east of the track. (198.90 meters or 652.56 feet.)

230.—About 1.8 miles south of Devine, Medina County, a spike in the second telegraph pole north of milepost 293, east of the track. (197.60 meters or 648.29 feet.)

231.—About 2.7 miles south of Devine, Medina County, a spike in the second telegraph pole north of milepost 294, east of the track. (196.43 meters or 644.45 feet.)

205.—About 3.7 miles south of Devine, Medina County, a spike in the first telegraph pole south of milepost 295, east of the track. (194.17 meters or 637.04 feet.)

At Wipff, Medina County, base of rail. (194.24 meters or 637.27 feet.)

206.—About 3 miles north of Moore, Frio County, a spike in milepost 297, east of the track. (192.35 meters or 631.07 feet.)

207.—About 1 mile north of Moore, Frio County, a spike in the first telegraph pole south of milepost 299, east of the track. (203.33 meters or 667.09 feet.)

208.—About 1 mile south of Moore, Frio County, a spike in the sixth telegraph pole north of milepost 301. (208.09 meters or 682.71 feet.)

209.—About 3 miles south of Moore, Frio County, a spike in the second telegraph pole north of milepost 303, west of the track. (234.93 meters or 770.77 feet.)

210.—About 5 miles south of Moore, Frio County, a spike in the first telegraph pole north of milepost 305, east of the track. (215.95 meters or 708.50 feet.)

211.—About 5.7 miles south of Moore, Frio County, a spike in the eleventh telegraph pole north of milepost 306, 11 meters (36 feet) west of the track. (211.71 meters or 694.59 feet.)

212.—About 5.7 miles north of Pearsall, Frio County, a spike in milepost 307, east of the track. (204.97 meters or 672.47 feet.)

213.—About 3.7 miles north of Pearsall, Frio County, a spike in the second telegraph pole north of milepost 309, east of the track. (205.78 meters or 675.13 feet.)

214.—About 1.5 miles north of Pearsall, Frio County, the south bolt on the east side of the bridge marked "311A," between the fifteenth and sixteenth telegraph poles north of milepost 311. (196.50 meters or 644.68 feet.)

215.—About 1 mile north of Pearsall, Frio County, a spike in milepost 311, east of the track. (193.09 meters or 633.50 feet.)

216.—At Pearsall, Frio County, a spike in the telegraph pole just north of the station, the twenty-third pole south of milepost 312. (190.34 meters or 624.47 feet.)

217.—About 0.2 mile south of Pearsall, Frio County, a spike in milepost 313, east of the track. (190.31 meters or 624.38 feet.)

218.—About 2.2 miles south of Pearsall, Frio County, a spike in milepost 315, east of the track. (182.97 meters or 600.29 feet.)

219.—At Stedman, Frio County, a spike in milepost 317, east of the track. (183.90 meters or 603.35 feet.)

At Stedman, Frio County, base of rail. (173.84 meters or 570.34 feet.)

220.—About 2 miles north of Derby, Frio County, a spike in milepost 319, east of the track. (166.01 meters or 544.65 feet.)

221.—At Derby, Frio County, a spike in milepost 321, east of the track. (159.54 meters or 523.42 feet.)

At Derby, Frio County, base of rail. (157.63 meters or 517.16 feet.)

222.—About 2 miles south of Derby, Frio County, a spike in milepost 323, east of the track. (143.24 meters or 469.95 feet.)

223.—About 2.5 miles south of Derby, Frio County, the northerly stringer bolt on the easterly guard or stringer of the Frio River trestle, nearly 12 telegraph poles south of milepost 323. (144.22 meters or 473.16 feet.)

224.—About 3.5 miles south of Derby, Frio County, a spike in the second telegraph pole north of milepost 324, east of the track. (144.59 meters or 474.38 feet.)

225.—About 3.8 miles north of Dilley, Frio County, a spike in milepost 325, east of the track. (151.90 meters or 498.36 feet.)

226.—About 1.8 miles north of Dilley, Frio County, a spike in milepost 327, east of the track. (161.23 meters or 528.97 feet.)

227.—About 0.2 mile north of Dilley, Frio County, a spike in the tenth telegraph pole north of milepost 329, east of the track. (171.27 meters or 561.91 feet.)

228.—About 0.2 mile south of Dilley, Frio County, a spike in the second telegraph pole south of milepost 320, east of the track. (166.80 meters or 547.24 feet.)

229.—About 2.2 miles south of Dilley, Frio County, a spike in the second telegraph pole south of milepost 331, east of the track. (167.89 meters or 550.82 feet.)

232.—About 2 miles north of Millett, La Salle County, a spike in the first telegraph pole south of milepost 333, east of the track. (150.26 meters or 492.98 feet.)

233.—At Millett, La Salle County, a spike in milepost 335, east of the track. (143.58 meters or 471.06 feet.)

234.—About 0.5 mile south of Millett, La Salle County, a spike in the nineteenth telegraph pole south of milepost 335, west of the track. (147.32 meters or 483.33 feet.)

235.—About 2.2 miles south of Millett, La Salle County, a spike in the first telegraph pole south of milepost 337, east of the track. (167.14 meters or 548.36 feet.)

236.—About 1.5 miles north of Gardendale, La Salle County, a spike in the tenth telegraph pole north of milepost 339, east of the track. (175.83 meters or 576.87 feet.)

At Gardendale, La Salle County, base of rail. (174.70 meters or 573.16 feet.)

237.—About 1 mile south of Gardendale, La Salle County, a spike in the fourth telegraph pole south of milepost 341, east of the track. (155.61 meters or 510.53 feet.)

238.—About 2.2 miles north of Cotulla, La Salle County, a spike in the first telegraph pole north of milepost 343, east of the track. (138.55 meters or 454.56 feet.)

239.—About 0.2 mile north of Cotulla, La Salle County, a spike in the second telegraph pole north of milepost 345, east of the track. (125.26 meters or 410.96 feet.)

240.—About 1.8 miles south of Cotulla, La Salle County, a spike in milepost 347, east of the track. (118.18 meters or 387.73 feet.)

241.—About 3.7 miles south of Cotulla, La Salle County, a spike in the fourth telegraph pole north of milepost 349, east of the track. (136.26 meters or 447.05 feet.)

242.—About 5.6 miles south of Cotulla, La Salle County, the southerly bolt on easterly stringer of bridge, seven telegraph poles north of milepost 351. (153.89 meters or 504.80 feet.)

243.—About 5.9 miles south of Cotulla, La Salle County, a spike in the second telegraph pole south of milepost 351, east of the track. (159.63 meters or 523.72 feet.)

244.—About 3 miles north of Artesia Wells, La Salle County, a spike in milepost 353, east of the track. (158.10 meters or 518.70 feet.)

245.—About 1 mile north of Artesia Wells, La Salle County, northerly bolt on westerly stringer of bridge marked "356A," halfway between the third and fourth telegraph poles south of milepost 355. (144.26 meters or 473.29 feet.)

246.—At Artesia Wells, La Salle County, a spike in the fourth telegraph pole north of milepost 356, east of the track. (140.82 meters or 462.01 feet.)

247.—About 1 mile south of Artesia Wells, La Salle County, southerly bolt on easterly stringer of bridge marked "358A," about 35 meters south of milepost 357. (131.97 meters or 432.97 feet.)

248.—About 3 miles south of Artesia Wells, La Salle County, a spike in the first telegraph pole south of milepost 359, east of the track. (134.87 meters or 440.85 feet.)

249.—About 4 miles south of Artesia Wells, La Salle County, a spike in the first telegraph pole north of milepost 360, west of the track. (140.63 meters or 461.38 feet.)

250.—About 5 miles south of Artesia Wells, La Salle County, a spike in the first telegraph pole south of milepost 361, east of the track. (152.48 meters or 500.26 feet.)

251.—About 5 miles south of Artesia Wells, La Salle County, a spike in the second telegraph pole south of milepost 361, west of the track. (153.41 meters or 503.31 feet.)

252.—About 3.2 miles north of Atlee, La Salle County, the fourth bolt from the southerly end of the westerly stringer of bridge marked "364A," about 6 meters north of milepost 363. (168.46 meters or 552.60 feet.)

253.—About 2.2 miles north of Atlee, La Salle County, a spike in the second telegraph pole north of milepost 364, west of the track. (160.14 meters or 525.39 feet.)

254.—About 1.2 miles north of Atlee, La Salle County, a spike in milepost 365, east of the track. (160.09 meters or 525.23 feet.)

At Atlee, La Salle County, base of rail. (157.01 meters or 515.12 feet.)

255.—About 0.8 mile south of Atlee, La Salle County, a spike in the second telegraph pole north of milepost 367, east of the track. (159.03 meters or 521.91 feet.)

256.—About 2.8 miles south of Atlee, La Salle County, a spike in milepost 369, east of the track. (158.72 meters or 520.73 feet.)

257.—About 2.3 miles north of Encinal, La Salle County, southerly bolt on easterly stringer of bridge marked "372A," about 25 meters (82 feet) south of milepost 371. (161.20 meters or 528.87 feet.)

258.—About 0.3 mile north of Encinal, La Salle County, northerly bolt on westerly stringer of bridge marked "373A," about 40 meters (131 feet) north of milepost 373. (165.98 meters or 544.55 feet.)

259.—About 1.3 miles south of Encinal, La Salle County, northerly bolt on easterly stringer of bridge marked "376A," halfway between the sixth and seventh telegraph poles south of milepost 375. (161.26 meters or 529.07 feet.)

260.—About 2.5 miles south of Encinal, La Salle County, a spike in the eighth telegraph pole south of milepost 376, east of the track. (162.32 meters or 532.54 feet.)

261.—About 3.5 miles south of Encinal, La Salle County, a spike in milepost 377, east of the track. (166.31 meters or 545.64 feet.)

262.—About 3.8 miles north of Cactus, Webb County, a spike in the first telegraph pole north of milepost 379, west of the track. (163.36 meters or 537.60 feet.)

263.—About 2.8 miles north of Cactus, Webb County, northerly bolt on westerly stringer of bridge marked "381A," near second telegraph pole south of milepost 380. (168.86 meters or 554.00 feet.)

264.—About 1.8 miles north of Cactus, Webb County, northerly bolt on easterly stringer of bridge marked "382A," about 25 meters (82 feet) south of milepost 381. (166.42 meters or 546.00 feet.)

265.—About 0.8 mile north of Cactus, Webb County, a spike in the first telegraph pole north of milepost 382. (170.02 meters or 557.81 feet.)

266.—At Cactus, Webb County, a spike in milepost 383. (174.71 meters or 573.19 feet.)

268.—About 2 miles south of Cactus, Webb County, a lag screw in the sixth telegraph pole south of milepost 385, east of the track. (183.23 meters or 617.55 feet.)

267.—About 4.5 miles north of Webb, Webb County, northerly bolt on the westerly stringer of bridge, one telegraph pole north of milepost 387. (182.22 meters or 597.83 feet.)

268.—About 2.5 miles north of Webb, Webb County, a lag screw in the seventh telegraph pole south of milepost 389, east of the track. (193.72 meters or 635.56 feet.)

269.—About 0.5 mile north of Webb, Webb County, a lag screw in the fifth telegraph pole north of milepost 391, west of the track. (188.54 meters or 618.57 feet.)

At Webb, Webb County, base of rail. (191.25 meters or 627.46 feet.)

270.—At Webb, Webb County, a lag screw in the thirteenth telegraph pole south of milepost 391, west of the track. (190.73 meters or 625.75 feet.)

271.—About 1.5 miles south of Webb, Webb County, a lag screw in a telegraph pole about 25 meters (82 feet) south of milepost 393, west of the track. (200.73 meters or 658.56 feet.)

272.—About 3.5 miles south of Webb, Webb County, a lag screw in the first telegraph pole south of milepost 395, east of the track. (213.84 meters or 699.93 feet.)

273.—About 5.5 miles south of Webb, Webb County, a lag screw in the second telegraph pole north of milepost 397, east of the track. (205.17 meters or 673.13 feet.)

274.—About 7.5 miles south of Webb, Webb County, a lag screw in the fifth telegraph pole north of milepost 399, east of the track. (207.01 meters or 679.17 feet.)

275.—About 9.5 miles south of Webb, Webb County, southerly bolt on westerly stringer of bridge marked "401C," halfway between the first and second telegraph poles north of milepost 401. (175.22 meters or 574.87 feet.)

276.—About 9 miles north of Laredo, Webb County, a spike in the first telegraph pole south of milepost 403, east of the track. (168.97 meters or 554.36 feet.)

277.—About 7 miles north of Laredo, Webb County, a spike in the fifth telegraph pole north of milepost 405, east of the track. (151.85 meters or 498.19 feet.)

278.—About 5 miles north of Laredo, Webb County, a spike in the third telegraph pole south of milepost 407, east of the track. (131.57 meters or 431.66 feet.)

279.—About 3 miles north of Laredo, Webb County, the southwesterly spike holding down switch stand to switch tie, 3 meters west of the track and between the sixth and seventh telegraph poles south of milepost 409. (129.66 meters or 425.39 feet.)

280.—About 1 mile north of Laredo, Webb County, a spike in the first telegraph pole north of milepost 411, east of the track. (128.03 meters or 420.05 feet.)

281.—At Laredo, Webb County, the northwesterly spike holding down switch stand to switch tie at the first switch north of the International & Great Northern Railway Co.'s depot, and halfway between the first and second telegraph poles south of milepost 412. (125.95 meters or 413.22 feet.)

#### LINE XVI, SINTON, TEX., TO NEW ORLEANS, LA.

##### TEMPORARY BENCH MARKS AND ELEVATION OF RAIL IN FRONT OF RAILROAD STATIONS.

##### *St. Louis, Brownsville & Mexico Railway.*

At Sinton, San Patricio County, top of rail. (15.60 meters or 51.18 feet.)

1.—About 0.9 mile north of Sinton, San Patricio County, a lag screw in the second telegraph pole north of milepost 163. (13.76 meters or 45.14 feet.)

2.—About 1.9 miles north of Sinton, San Patricio County, a lag screw in milepost 164. (17.10 meters or 56.10 feet.)

3.—About 3.9 miles north of Sinton, San Patricio County, a lag screw in the first telegraph pole south of milepost 166. (16.67 meters or 54.69 feet.)

4.—About 4.9 miles north of Sinton, San Patricio County, a lag screw in milepost 167. (15.80 meters or 51.84 feet.)

5.—About 5.9 miles north of Sinton, San Patricio County, a lag screw in milepost 168. (15.47 meters or 50.75 feet.)

6.—About 2 miles north of Ewelder, Refugio County, a lag screw in the first telegraph pole north of milepost 171. (13.20 meters or 43.31 feet.)

7.—About 3 miles north of Ewelder, Refugio County, a lag screw in the first telegraph pole north of milepost 172. (15.19 meters or 49.84 feet.)

8.—About 4 miles north of Ewelder, Refugio County, a lag screw in milepost 173. (13.82 meters or 45.34 feet.)

9.—About 0.7 mile north of Cranell, Refugio County, a lag screw in the ninth telegraph pole north of milepost 174. (14.22 meters or 46.65 feet.)

10.—About 2.5 miles north of Cranell, Refugio County, a lag screw in the first telegraph pole north of milepost 176. (14.58 meters or 47.83 feet.)

11.—About 3.5 miles north of Cranell, Refugio County, a lag screw in milepost 177. (13.87 meters or 45.51 feet.)

12.—About 1.8 miles south of Woodsboro, Refugio County, a lag screw in telegraph pole south of road crossing. (12.34 meters or 40.49 feet.)

13.—About 1 mile south of Woodsboro, Refugio County, a lag screw in telegraph pole just north of road crossing, 6 telegraph poles north of milepost 179. (13.10 meters or 42.98 feet.)

At Woodsboro, Refugio County, top of rail. (15.43 meters or 50.62 feet.)

14.—About 1 mile north of Woodsboro, Refugio County, a lag screw in milepost 181. (13.20 meters or 43.31 feet.)

At La Rosa, Refugio County, top of rail. (13.08 meters or 42.91 feet.)

15.—About 1.8 miles south of Refugio, Refugio County, a lag screw in the fourth telegraph pole north of milepost 184. (14.13 meters or 46.36 feet.)

At Refugio, Refugio County, top of rail. (15.65 meters or 51.35 feet.)

16.—About 1.2 miles north of Refugio, Refugio County, a lag screw in the sixth telegraph pole north of milepost 187. (14.96 meters or 49.08 feet.)

17.—About 3.5 miles north of Refugio, Refugio County, a lag screw in the fourteenth telegraph pole north of milepost 189. (16.09 meters or 52.79 feet.)

18.—About 4.2 miles north of Refugio, Refugio County, a lag screw in the third telegraph pole north of milepost 190. (17.07 meters or 56.00 feet.)

19.—About 1.2 miles south of Greta, Refugio County, a lag screw in the ninth telegraph pole north of milepost 192. (18.60 meters or 61.02 feet.)

20.—About 0.8 mile north of Greta, Refugio County, a lag screw in the ninth telegraph pole north of milepost 194. (19.78 meters or 64.89 feet.)

21.—About 1.6 miles north of Greta, Refugio County, a lag screw in the third telegraph pole north of milepost 195. (19.82 meters or 65.03 feet.)

22.—About 3.5 miles north of Greta, Refugio County, a lag screw in the third telegraph pole north of milepost 197. (20.59 meters or 67.55 feet.)

At Vidauri, Refugio County, top of rail. (22.44 meters or 73.62 feet.)

24.—About 1.2 miles north of Vidauri, Refugio County, a lag screw in the fifteenth telegraph pole north of milepost 199. (21.58 meters or 70.80 feet.)

25.—About 2.6 miles north of Vidauri, Refugio County, a lag screw in milepost 201. (21.70 meters or 71.39 feet.)

26.—About 3.0 miles south of Inari, Refugio County, a lag screw in milepost 202. (22.32 meters or 73.23 feet.)

27.—About 1.6 miles south of Inari, Refugio County, a lag screw in milepost 204. (23.14 meters or 75.92 feet.)

28.—About 0.6 mile south of Inari, Refugio County, a lag screw in milepost 205. (23.36 meters or 76.64 feet.)

At Inari, Refugio County, top of rail. (24.00 meters or 78.74 feet.)

29.—About 0.6 mile north of Inari, Refugio County, a lag screw in the eighth telegraph pole north of milepost 206. (21.51 meters or 70.57 feet.)

30.—About 1 mile south of Marianna, Victoria County, a lag screw in the eleventh telegraph pole north of milepost 208. (17.48 meters or 57.35 feet.)

At Marianna, Victoria County, top of rail. (23.73 meters or 77.85 feet.)

31.—About 1 mile north of Marianna, Victoria County, a lag screw on the twelfth telegraph pole north of milepost 210. (20.62 meters or 67.65 feet.)

32.—About 2 miles north of Marianna, Victoria County, a lag screw in the sixth telegraph pole north of milepost 211. (19.86 meters or 65.16 feet.)

33.—About 3.5 miles north of Marianna, Victoria County, a lag screw in the seventh telegraph pole south of milepost 213. (19.83 meters or 65.06 feet.)

34.—About 3 miles south of Black Bayou, Victoria County, a lag screw in the third telegraph pole south of milepost 214. (14.11 meters or 46.29 feet.)

35.—About 1 mile south of Black Bayou, Victoria County, a lag screw in the third telegraph pole north of milepost 216. (4.71 meters or 15.45 feet.)

36.—About 0.9 mile south of Bloomington, Victoria County, a lag screw in the eleventh telegraph pole north of milepost 218, one telegraph pole north of road crossing. (14.62 meters or 47.97 feet.)

Near Bloomington, Victoria County, crossing of branch line from Victoria to Port O'Connor, top of rail. (18.76 meters or 61.55 feet.)

At Bloomington, Victoria County, top of rail. (18.99 meters or 62.30 feet.)

37.—About 1 mile north of Bloomington, Victoria County, a lag screw in the first telegraph pole south of road crossing, nine telegraph poles north of milepost 220. (17.92 meters or 58.79 feet.)

38.—About 2 miles north of Bloomington, Victoria County, a lag screw in eighth telegraph pole north of milepost 221. (17.06 meters or 55.97 feet.)

39.—About 1 mile south of Placedo, Victoria County, a lag screw in the ninth telegraph pole north of milepost 223. (17.28 meters or 56.69 feet.)

Near Placedo, Victoria County, Southern Pacific Railroad crossing, top of rail. (16.85 meters or 55.28 feet.)

At Placedo, Victoria County, top of rail. (16.85 meters or 55.28 feet.)

*Spur line to Port Lavaca—Southern Pacific Railroad.*

40.—About 1.1 miles east of Placedo, Victoria County, a lag screw in the second telegraph pole from a road crossing. (15.09 meters or 49.51 feet.)

41.—About 2.1 miles east of Placedo, Victoria County, lag screw in first telegraph pole west of milepost 12. (14.27 meters or 46.82 feet.)

At Zillah, Victoria County, top of rail. (13.41 meters or 44.00 feet.)

42.—About 0.8 mile east of Zillah, Calhoun County, a lag screw in first telegraph pole east of milepost 10. (11.33 meters or 37.17 feet.)

43.—About 1.8 miles east of Zillah, Calhoun County, a lag screw in first telegraph pole east of milepost 9. (11.09 meters or 36.38 feet.)

At Kamey, Calhoun County, top of rail. (10.59 meters or 34.74 feet.)

44.—About 0.9 mile east of Kamey, Calhoun County, a lag screw in first telegraph pole east of milepost 7. (8.63 meters or 28.31 feet.)

At Clarks, Calhoun County, top of rail. (8.86 meters or 29.07 feet.)

45.—About 0.5 mile east of Clarks, Calhoun County, a lag screw in first pole east of milepost 5. (8.35 meters or 27.39 feet.)

46.—About 3 miles west of Port Lavaca, Calhoun County, a lag screw in the first telegraph pole west of milepost 8, 5 poles east of road crossing. (6.30 meters or 20.67 feet.)

47.—About 2 miles west of Port Lavaca, Calhoun County, a lag screw in the first telegraph pole west of milepost 2. (5.81 meters or 19.08 feet.)

48.—About 1 mile west of Port Lavaca, Calhoun County, a lag screw in the first telegraph pole east of milepost 1. (6.15 meters or 20.18 feet.)

At Port Lavaca, Calhoun County, top of rail. (0.16 meters or 20.21 feet.)

### End of spur line.

#### *St. Louis, Brownsville & Mexico Railway.*

49.—About 1.7 miles south of Mitchell, Victoria County, a lag screw in the fourteenth telegraph pole north of milepost 226. (14.35 meters or 47.08 feet.)

50.—About 0.7 mile south of Mitchell, Victoria County, a lag screw in the fourteenth telegraph pole north of milepost 227. (13.50 meters or 44.29 feet.)

51.—About 3 miles south of Keeran, Victoria County, a lag screw in the third telegraph pole south of milepost 231, halfway between the fourth and fifth telegraph poles south of trestle No. 231.1. (11.57 meters or 37.96 feet.)

52.—About 1 mile south of Keeran, Victoria County, a lag screw in milepost 233. (11.32 meters or 37.14 feet.)

53.—About 1 mile south of Ben West, Jackson County, a lag screw in milepost 235. (7.27 meters or 23.85 feet.)

54.—About 2 miles south of Vanderbilt, Jackson County, a lag screw in the fifteenth telegraph pole south of milepost 239. (10.97 meters or 35.99 feet.)  
At Vanderbilt, Jackson County, top of rail. (12.25 meters or 40.19 feet.)

55.—About 1 mile north of Vanderbilt, Jackson County, a lag screw in the first telegraph pole north of milepost 241. (9.31 meters or 30.54 feet.)

56.—About 3.5 miles north of Vanderbilt, Jackson County, a lag screw in the eleventh telegraph pole south of milepost 244. (5.67 meters or 18.60 feet.)  
At Lolita, Jackson County, top of rail. (12.81 meters or 42.03 feet.)

57.—About 1.2 miles north of Lolita, Jackson County, a lag screw in the seventh telegraph pole north of milepost 246. (11.84 meters or 38.84 feet.)

58.—About 3 miles north of Lolita, Jackson County, a spike in milepost 248. (12.18 meters or 39.96 feet.)

59.—About 0.8 mile south of La Ward, Jackson County, a spike in milepost 249. (12.52 meters or 41.08 feet.)

At La Ward, Jackson County, top of rail. (13.19 meters or 43.27 feet.)

60.—About 1.3 miles north of La Ward, Jackson County, a spike in milepost 251. (11.02 meters or 36.15 feet.)

61.—About 2.3 miles north of La Ward, Jackson County, a spike in milepost 252. (9.96 meters or 32.68 feet.)

62.—About 4.4 miles north of La Ward, Jackson County, a spike in the fifth telegraph pole north of milepost 254. (9.81 meters or 32.18 feet.)

63.—About 5.6 miles north of La Ward, Jackson County, a spike in the eleventh telegraph pole north of milepost 255. (10.03 meters or 32.91 feet.)

64.—About 1 mile south of Francitas, Jackson County, a spike in the twelfth telegraph pole north of milepost 256. (10.75 meters or 35.27 feet.)

At Francitas, Jackson County, top of rail. (11.30 meters or 37.07 feet.)

65.—About 1.1 miles north of Francitas, Jackson County, a lag screw in the fifteenth telegraph pole north of milepost 258. (9.52 meters or 31.23 feet.)

66.—About 4 miles south of Blessing, Matagorda County, a lag screw in the thirteenth telegraph pole south of milepost 261. (8.62 meters or 28.28 feet.)

67.—About 3.3 miles south of Blessing, Matagorda County, a lag screw in the tenth telegraph pole north of milepost 261. (9.07 meters or 29.76 feet.)

68.—About 1.6 miles south of Blessing, Matagorda County, a lag screw on the first pole south of milepost 263. (12.02 meters or 39.44 feet.)

69.—About 0.6 mile south of Blessing, Matagorda County, a lag screw on milepost 264. (12.33 meters or 40.45 feet.)

At Blessing, Matagorda County, top of rail. (13.20 meters or 43.31 feet.)

Near Blessing, Matagorda County, Southern Pacific crossing, top of rail. (13.07 meters or 42.88 feet.)

70.—About 1.3 miles northeast of Blessing, Matagorda County, a lag screw in the first telegraph pole south of milepost 266. (11.85 meters or 38.88 feet.)

71.—About 1.6 miles south of Elmaton, Matagorda County, a lag screw in the first telegraph pole north of milepost 268. (10.34 meters or 33.92 feet.)

- 72.—About 0.9 mile south of Elmaton, Matagorda County, a lag screw in the sixth telegraph pole south of milepost 269. (10.07 meters or 33.04 feet.)  
 At Elmaton, Matagorda County, top of rail. (12.90 meters or 42.32 feet.)
- 73.—About 0.8 mile north of Elmaton, Matagorda County, a lag screw in the sixteenth telegraph pole south of milepost 271. (11.70 meters or 38.39 feet.)
- 74.—About 4.1 miles south of Buckeye, Matagorda County, a lag screw in the fifteenth telegraph pole south of milepost 272, halfway between the fifth and sixth telegraph poles south of wagon-road crossing. (11.22 meters or 36.81 feet.)
- 75.—About 2.4 miles south of Buckeye, Matagorda County, a lag screw in the sixth telegraph pole north of milepost 273. (11.17 meters or 36.65 feet.)
- 76.—About 1.2 miles south of Buckeye, Matagorda County, a lag screw in the fourth telegraph pole north of milepost 274. (11.01 meters or 36.12 feet.)  
 At Buckeye, Matagorda County, top of rail. (13.83 meters or 45.54 feet.)
- 77.—About 0.6 mile north of Buckeye, Matagorda County, a lag screw in the first telegraph pole south of milepost 276. (13.05 meters or 42.81 feet.)
- 78.—About 6.3 miles south of Bay City, Matagorda County, a lag screw in the sixteenth telegraph pole south of milepost 278. (12.33 meters or 40.45 feet.)
- 79.—About 5.6 miles south of Bay City, Matagorda County, a lag screw in the ninth telegraph pole north of milepost 278. (14.23 meters or 46.69 feet.)
- 80.—About 4.6 miles south of Bay City, Matagorda County, a lag screw in the sixth telegraph pole north of milepost 279. (13.72 meters or 45.01 feet.)
- 81.—About 2.5 miles south of Bay City, Matagorda County, a lag screw in the ninth telegraph pole north of milepost 281. (14.41 meters or 47.28 feet.)
- 82.—About 1 mile south of Bay City, Matagorda County, a lag screw in the first telegraph pole south of milepost 283. (15.13 meters or 49.64 feet.)  
 At Bay City, Matagorda County, top of rail. (15.76 meters or 51.71 feet.)  
 Near Bay City, Matagorda County, Gulf, Colorado & Santa Fe Railway crossing, top of rail. (15.78 meters or 51.71 feet.)

*Spur line to Matagorda—Gulf, Colorado & Santa Fe Railway.*

- 84.—About 0.4 mile east of Bay City, Matagorda County, a lag screw in the fourth telegraph pole east of milepost 69. (15.34 meters or 50.33 feet.)
- 85.—About 2.4 miles east of Bay City, Matagorda County, a lag screw in the second telegraph pole east of milepost 71. (13.11 meters or 43.01 feet.)
- 86.—About 3.3 miles east of Bay City, Matagorda County, a lag screw in the south side of the west abutment of railway trestle 71C, one meter south of the track near milepost 72. (13.40 meters or 43.96 feet.)  
 At Culver, Matagorda County, top of rail. (10.31 meters or 33.83 feet.)
- 87.—About 1.7 miles west of Sims, Matagorda County, a lag screw in the north end of the west abutment of railway trestle 74A, three telegraph poles east of milepost 74. (9.85 meters or 32.32 feet.)
- 88.—About 0.7 mile west of Sims, Matagorda County, a lag screw in the first telegraph pole east of milepost 75. (9.11 meters or 29.89 feet.)  
 At Sims, Matagorda County, top of rail. (9.54 meters or 31.30 feet.)
- 89.—About 1.3 miles east of Sims, Matagorda County, a lag screw in the first telegraph pole east of milepost 77. (9.94 meters or 32.61 feet.)
- 90.—At Rymer, Matagorda County, a lag screw in the third telegraph pole east of milepost 78. (10.62 meters or 34.84 feet.)  
 At Rymer, Matagorda County, top of rail. (10.83 meters or 35.53 feet.)
- 91.—About 0.8 mile west of Wadsworth, Matagorda County, a lag screw in the first telegraph pole west of milepost 79. (9.80 meters or 32.15 feet.)  
 At Wadsworth, Matagorda County, top of rail. (10.73 meters or 35.20 feet.)
- 92.—About 1.5 miles east of Wadsworth, Matagorda County, a lag screw in the first telegraph pole west of milepost 81. (8.47 meters or 27.70 feet.)
- 93.—About 2.5 miles east of Wadsworth, Matagorda County, a lag screw in the first telegraph pole west of milepost 82. (7.39 meters or 24.25 feet.)  
 At Stewart, Matagorda County, top of rail. (7.58 meters or 24.70 feet.)
- 94.—About 1.1 miles east of Stewart, Matagorda County, a lag screw in the fifth telegraph pole east of milepost 84. (4.74 meters or 15.55 feet.)
- 95.—About 1.9 miles east of Stewart, Matagorda County, a lag screw in the first telegraph pole east of milepost 85. (2.26 meters or 7.41 feet.)  
 At Big Hill, Matagorda County, top of rail. (4.17 meters or 13.68 feet.)
- 96.—About 3 miles west of Matagorda, Matagorda County, a lag screw in the fourth telegraph pole west of milepost 87. (3.37 meters or 11.06 feet.)

98.—About 0.9 mile west of **Matagorda**, Matagorda County, a lag screw in the first telegraph pole east of milepost 89. (2.60 meters or 8.53 feet.)

At **Matagorda**, Matagorda County, top of rail. (3.10 meters or 10.17 feet.)

End of spur line.

*St. Louis, Brownsville & Mexico Railway.*

100.—About 1 mile northeast of **Bay City**, Matagorda County, a lag screw in the third telegraph pole southwest of milepost 285. (15.53 meters or 50.95 feet.)

101.—About 3.2 miles northeast of **Bay City**, Matagorda County, a lag screw in telegraph pole No. 287. (12.50 meters or 41.01 feet.)

102.—About 4.2 miles northeast of **Bay City**, Matagorda County, a lag screw in milepost 288. (14.02 meters or 46.00 feet.)

103.—About 6.2 miles northeast of **Bay City**, Matagorda County, a lag screw in the second telegraph pole southwest of milepost 200. (10.99 meters or 36.06 feet.)

About 1 mile southwest of **Allenhurst**, Matagorda County, crossing of Southern Pacific line to Hawkinsville, top of rail. (12.91 meters or 42.36 feet.)

104.—About 0.9 mile southwest of **Allenhurst**, Matagorda County, a lag screw in the sixth telegraph pole southwest of milepost 291. (11.72 meters or 38.45 feet.)

At **Allenhurst**, Matagorda County, top of rail. (13.45 meters or 44.13 feet.)

105.—About 1.2 miles northeast of **Allenhurst**, Matagorda County, a lag screw in the sixth telegraph pole southwest of milepost 203. (10.91 meters or 35.79 feet.)

106.—About 1.1 miles southwest of **Hasima**, Matagorda County, a lag screw in milepost 295. (10.12 meters or 33.20 feet.)

At **Hasima**, Matagorda County, top of rail. (10.96 meters or 35.96 feet.)

107.—About 0.9 mile northeast of **Hasima**, Matagorda County, a lag screw in milepost 297. (8.77 meters or 28.77 feet.)

108.—About 1.9 miles southwest of **Sweeney**, Brazoria County, a lag screw in the second telegraph pole southwest of milepost 299. (10.32 meters or 33.86 feet.)

109.—About 1 mile southwest of **Sweeney**, Brazoria County, a lag screw in the sixth telegraph pole southwest of milepost 300. (9.51 meters or 31.20 feet.)

At **Sweeney**, Brazoria County, top of rail. (11.03 meters or 36.19 feet.)

110.—About 0.9 mile northeast of **Sweeney**, Brazoria County, a lag screw in the eighth telegraph pole southwest of milepost 302. (7.84 meters or 25.72 feet.)

111.—About 1 mile southwest of **San Bernardo**, Brazoria County, a lag screw in the twelfth telegraph pole southwest of milepost 303. (6.43 meters or 21.10 feet.)

At **San Bernardo**, Brazoria County, top of rail. (7.31 meters or 23.98 feet.)

112.—About 1.1 miles northeast of **San Bernardo**, Brazoria County, a spike in the seventh telegraph pole southwest of milepost 305. (4.97 meters or 16.31 feet.)

113.—About 1.4 miles southwest of **Brazoria**, Brazoria County, a lag screw in the twenty-first telegraph pole southwest of milepost 308. (5.21 meters or 17.09 feet.)

At **Brazoria**, Brazoria County, top of rail. (9.04 meters or 29.66 feet.)

114.—About 1.1 miles southwest of **Burke**, Brazoria County, a spike in the fifteenth telegraph pole northeast of milepost 310. (7.64 meters or 25.07 feet.)

115.—About 0.8 mile northeast of **Burke**, Brazoria County, a lag screw in a timber on the east side of the south abutment of railway trestle No. 312.5. (8.42 meters or 27.62 feet.)

116.—About 1.6 miles northeast of **Burke**, Brazoria County, a lag screw in the seventh telegraph pole northeast of milepost 313. (5.88 meters or 19.29 feet.)

117.—About 5 telegraph poles southwest of beginning of spur track at **Retrieve**, Brazoria County, a lag screw in the third telegraph pole northeast of milepost 315. (6.87 meters or 22.54 feet.)

At **Edmonds**, Brazoria County, top of rail. (9.22 meters or 30.25 feet.)

118.—About 1.1 miles northeast of **Edmonds**, Brazoria County, a lag screw in the thirtieth telegraph pole northeast of milepost 317. (7.34 meters or 24.08 feet.)

119.—About 1.3 miles southwest of **Angleton**, Brazoria County, a lag screw in the second telegraph pole west of wagon-road crossing, 13 poles southwest of milepost 320. (7.95 meters or 26.08 feet.)

Near **Angleton**, Brazoria County, Houston & Brazos Valley Railway crossing, top of rail. (9.47 meters or 31.07 feet.)

At **Angleton**, Brazoria County, top of rail. (8.97 meters or 29.43 feet.)

*Spur line to Freeport—Houston & Brazos Valley Railway.*

120.—About 1 mile southeast of the **St. Louis, Brownsville & Mexico Railway** and the **Houston & Brazos Valley Railway** crossing at **Angleton**, Brazoria County, a lag screw on the north end of the east timber abutment of railway trestle 22, one telegraph pole east of milepost 16. (7.70 meters or 25.26 feet.)

121.—About 2.8 miles southeast of the **St. Louis, Brownsville & Mexico Railway**, and the **Houston & Brazos Valley Railway** crossing at **Angleton**, Brazoria County, a lag screw in the sixth telegraph pole northwest of milepost 14. (6.19 meters or 20.31 feet.)

122.—About 5 poles southeast of **Rucks**, Brazoria County, a lag screw in the first telegraph pole northwest of milepost 12. (3.89 meters or 12.76 feet.)

123.—About 1 mile north of **Ross**, Brazoria County, a lag screw on the north side of east abutment of trestle 16, seven telegraph poles southeast of milepost 11. (5.27 meters or 17.29 feet.)

124.—About 0.5 mile southeast of **Ross**, Brazoria County, a lag screw in the north side of the east abutment of railway trestle 15. (5.83 meters or 19.13 feet.)

125.—About 1 mile northwest of **Clute**, Brazoria County, a lag screw in the sixth telegraph pole northwest of milepost 8. (4.51 meters or 14.80 feet.)

At **Clute**, Brazoria County, top of rail. (5.58 meters or 18.31 feet.)

126.—About 1.2 miles southeast of **Clute**, Brazoria County, a lag screw in the eleventh telegraph pole northwest of milepost 6. (2.16 meters or 7.09 feet.)

127.—About 4.2 miles northwest of **Freeport**, Brazoria County, a lag screw in the east abutment of the trestle, five telegraph poles northwest of milepost 4. (1.59 meters or 5.22 feet.)

128.—About 3.2 miles northwest of **Freeport**, Brazoria County, a lag screw in the sixth telegraph pole west of milepost 3. (1.15 meters or 3.77 feet.)

At **Velasco**, Brazoria County, top of rail. (3.21 meters or 10.53 feet.)

129.—About 2 miles northwest of **Freeport**, Brazoria County, a lag screw in the north side of the east abutment of railway trestle. (1.70 meters or 5.58 feet.)

At **Freeport**, Brazoria County, top of rail. (1.18 meters or 3.87 feet.)

End of spur line.

*St. Louis, Brownsville & Mexico Railway.*

130.—About 1.1 miles northeast of **Angleton**, Brazoria County, a lag screw in the first telegraph pole northeast of milepost 322. (7.57 meters or 24.84 feet.)

131.—About 3.4 miles northeast of **Angleton**, Brazoria County, a lag screw in the ninth telegraph pole northeast of milepost 324. (6.01 meters or 19.72 feet.)

132.—About 5 miles northeast of **Angleton**, Brazoria County, a lag screw in the third telegraph pole southwest of milepost 326. (6.38 meters or 20.95 feet.)

133.—About 0.9 mile southwest of **Danbury**, Brazoria County, a lag screw in the twelfth telegraph pole southwest of milepost 327. (6.27 meters or 20.57 feet.)

At **Danbury**, Brazoria County, top of rail. (7.96 meters or 26.12 feet.)

134.—About 0.9 mile northeast of **Danbury**, Brazoria County, a lag screw in the ninth telegraph pole northeast of milepost 328. (6.44 meters or 21.13 feet.)

135.—About 2.6 miles southwest of **Liverpool**, Brazoria County, a lag screw in the fifth telegraph pole southwest of milepost 331. (7.92 meters or 25.98 feet.)

136.—About 0.9 mile southwest of **Liverpool**, Brazoria County, a lag screw in the eighteenth telegraph pole northeast of milepost 332. (7.23 meters or 23.72 feet.)

At Liverpool, Brazoria County, top of rail. (7.10 meters or 23.29 feet.)

137.—About 1.2 miles northeast of Liverpool, Brazoria County, a spike in the tenth telegraph pole southwest of milepost 335. (6.08 meters or 19.95 feet.)

At Chocolate Bayou, Brazoria County, top of rail. (8.75 meters or 28.71 feet.)

138.—About 1.1 miles northeast of Chocolate Bayou, Brazoria County, a spike in the ninth telegraph pole southwest of milepost 337. (7.71 meters or 25.30 feet.)

139.—About 1.3 miles northeast of Pyeatt, Brazoria County, a lag screw in the first telegraph pole northeast of milepost 339. (8.83 meters or 28.97 feet.)

140.—About 2.1 miles southwest of Algoa, Brazoria County, a spike in the third telegraph pole northeast of milepost 341. (10.04 meters or 32.94 feet.)

141.—About 1.2 miles southwest of Algoa, Brazoria County, a lag screw in the first telegraph pole northeast of milepost 342. (11.77 meters or 38.62 feet.)

At Algoa, Brazoria County, top of rail. (11.71 meters or 38.42 feet.)

*Gulf, Colorado & Santa Fe Railway.*

142.—About 1 mile northwest of Algoa, Galveston County, a lag screw in a pile of trestle 25A, one telegraph pole northwest of milepost 25. (10.71 meters or 35.14 feet.)

143.—About 2.9 miles northwest of Algoa, Brazoria County, a lag screw in the second telegraph pole southeast of milepost 27. (12.17 meters or 39.93 feet.)

At Alvin, Brazoria County, top of rail. (14.39 meters or 47.21 feet.)

144.—About 0.9 mile north of Alvin, Brazoria County, a lag screw in the second telegraph pole south of milepost 1. (13.37 meters or 43.86 feet.)

145.—About 2.9 miles north of Alvin, Brazoria County, a lag screw in the second telegraph pole south of milepost 3. (13.61 meters or 44.65 feet.)

146.—About 0.6 mile north of Hastings, Brazoria County, a lag screw in the eleventh telegraph pole south of milepost 5. (13.48 meters or 44.23 feet.)

147.—About 3.7 miles south of Pearland, Brazoria County, a lag screw in the ninth telegraph pole north of milepost 6, west of the track. (14.41 meters or 47.28 feet.)

148.—About 2.9 miles south of Pearland, Brazoria County, a lag screw in the west end of the north abutment of railway trestle 7A. (14.86 meters or 48.75 feet.)

149.—About 1 mile south of Pearland, Brazoria County, a lag screw in the first telegraph pole west of milepost 9. (15.51 meters or 50.89 feet.)

At Pearland, Brazoria County, top of rail. (16.78 meters or 55.05 feet.)

150.—About 1 mile north of Pearland, Brazoria County, a lag screw in the second telegraph pole north of milepost 11, west of the track. (16.16 meters or 53.02 feet.)

151.—About 0.9 mile south of Mykawa, Harris County, a lag screw in the third telegraph pole north of milepost 13. (15.31 meters or 50.23 feet.)

At Mykawa, Harris County, top of rail. (17.53 meters or 57.68 feet.)

152.—About 1 mile north of Mykawa, Harris County, a lag screw in the first telegraph pole west of milepost 15. (15.00 meters or 49.21 feet.)

153.—About 2 miles north of Mykawa, Harris County, a lag screw in the first telegraph pole, west of the track, south of milepost 16. (12.89 meters or 42.29 feet.)

154.—About 6.6 miles south of Union Station, Houston, Harris County, a lag screw in the fifth telegraph pole south of milepost 18. (13.29 meters or 43.60 feet.)

155.—About 5.7 miles south of Union Station, Houston, Harris County, a lag screw, west of the track, in the eighth telegraph pole south of milepost 19. (13.10 meters or 42.98 feet.)

About 5 miles south of Houston, Harris County, Southern Pacific Railroad crossing, top of rail. (13.43 meters or 44.06 feet.)

156.—About 3.4 miles south of Union Station, Houston, Harris County, southeast head of bolt on block signal north base, 100 meters north of the water tank. (13.88 meters or 45.54 feet.)

*Southern Pacific Railroad.*

1.—At Houston, Harris County, seven telegraph poles east of milepost 860, the easternmost bolt on trestle 359F, south of the westbound track, and 3 meters (10 feet) east of wagon-road crossing. (16.08 meters or 52.76 feet.)

2.—At Houston, Harris County, at the intersection of the Southern Pacific Railroad and Cushing Avenue, Southern Pacific crossing No. 358C, the north-east corner of the concrete base of the block-signal tower. (15.82 meters or 51.90 feet.)

3a.—At Englewood, Harris County, the top of the center bolt of a 4 by 2 feet tank, 5 meters (16 feet) south of the highway, 20 meters (66 feet) north of the track, 3 telegraph poles west of milepost 358. (16.33 meters or 53.58 feet.)

At Englewood, Harris County, top of rail. (15.19 meters or 49.84 feet.)

Near Englewood, Harris County, Houston Belt & Terminal Railway crossing, top of rail. (15.05 meters or 49.38 feet.)

3.—About 1.1 miles east of the Houston Belt & Terminal Railway crossing, a lag screw in the tenth telegraph pole east of milepost 350, south of the track. (14.35 meters or 47.08 feet.)

4.—About 1.2 miles west of Greens, Harris County, a lag screw in the sixth telegraph pole east of milepost 355. (14.61 meters or 47.93 feet.)

At Greens, Harris County, top of rail. (14.72 meters or 48.29 feet.)

At Fauna, Harris County, top of rail. (15.15 meters or 49.70 feet.)

5.—About 0.6 mile east of Fauna, Harris County, a lag screw in the first telegraph pole east of milepost 349. (13.78 meters or 45.21 feet.)

6.—About 1.5 miles east of Fauna, Harris County, a lag screw in the first telegraph pole west of milepost 348. (14.04 meters or 46.06 feet.)

At Sheldon, Harris County, top of rail. (16.00 meters or 52.49 feet.)

7.—About 1.1 miles east of Sheldon, Harris County, a lag screw in the south side of the west abutment of the trestle over San Jacinto River. (9.54 meters or 31.30 feet.)

8.—About 0.8 mile west of Crosby, Harris County, a lag screw in telegraph pole 342. (12.70 meters or 41.67 feet.)

At Crosby, Harris County, top of rail. (14.90 meters or 48.88 feet.)

9.—About 1.1 miles east of Crosby, Harris County, a lag screw in the sixth telegraph pole east of milepost 340. (16.45 meters or 53.97 feet.)

10.—About 2.3 miles east of Crosby, Harris County, a lag screw in the eighth telegraph pole east of milepost 339. (17.85 meters or 58.56 feet.)

11.—About 4 miles east of Crosby, Harris County, a lag screw in the first telegraph pole west of milepost 337. (17.11 meters or 56.14 feet.)

12.—About 5.2 miles east of Crosby, Harris County, a lag screw in the seventh telegraph pole east of milepost 336. (17.52 meters or 57.48 feet.)

13.—About 0.8 mile east of Walley, Liberty County, a lag screw in the first telegraph pole east of milepost 333. (20.13 meters or 66.04 feet.)

At Stilson, Liberty County, top of rail. (22.10 meters or 72.51 feet.)

At Dayton, Liberty County, top of rail. (25.46 meters or 83.53 feet.)

14.—About 0.6 mile east of Dayton, Liberty County, a lag screw in the north end of the east abutment of trestle 326B. (21.42 meters or 70.28 feet.)

15.—About 2.5 miles east of Dayton, Liberty County, a lag screw in the twenty-fourth telegraph pole east of milepost 325, north of the track. (5.70 meters or 18.70 feet.)

16.—About 1 mile west of drawbridge over Trinity River, a lag screw in the thirteenth telegraph pole west of milepost 323, north of the track, 30 meters (98 feet) west of railroad trestle 323C. (6.75 meters or 22.15 feet.)

At Liberty, Liberty County, top of rail. (10.16 meters or 33.33 feet.)

17.—About 0.9 mile east of Liberty, Liberty County, a lag screw in the fifth telegraph pole east of milepost 320, two poles east of a road crossing. (12.78 meters or 41.93 feet.)

18.—About 0.5 mile west of Ames, Liberty County, a lag screw in the third telegraph pole west of milepost 318. (22.60 meters or 74.15 feet.)

At Ames, Liberty County, top of rail. (23.26 meters or 76.31 feet.)

19.—About 1.3 miles east of Ames, Liberty County, a lag screw in the twenty-sixth telegraph pole east of milepost 317. (21.68 meters or 71.13 feet.)

20.—About 1.5 miles west of Raywood, Liberty County, a lag screw in the sixteenth telegraph pole east of milepost 315. (20.53 meters or 67.36 feet.)

At Raywood, Liberty County, top of rail. (20.31 meters or 66.63 feet.)

21.—About 1.1 miles east of Raywood, Liberty County, a lag screw in the south end of the east abutment of railroad trestle No. 311D, five telegraph poles east of milepost 312. (18.78 meters or 61.61 feet.)

21A.—About 1.8 miles west of Devers, Liberty County, a bolt in the north side of the east abutment of railroad trestle 310A, 2 telegraph poles west of milepost 310 and 1 foot below the track. (18.90 meters or 60.04 feet.)

22.—About 1 mile west of **Devers**, Liberty County, a lag screw in the twelfth telegraph pole west of milepost 309. (17.60 meters or 57.74 feet.)

At **Devers**, Liberty County, top of rail. (18.46 meters or 60.56 feet.)

23.—About 1.3 miles east of **Devers**, Liberty County, a lag screw in the north end of the east abutment of railroad trestle 307A. (17.38 meters or 57.02 feet.)

24.—About 2.3 miles east of **Devers**, Liberty County, a lag screw in the fourth telegraph pole west of milepost 306. (17.20 meters or 56.43 feet.)

25.—About 1 mile west of **Felicia**, Liberty County, a lag screw in the seventh telegraph pole west of milepost 304. (15.16 meters or 49.74 feet.)

At **Felicia**, Liberty County, top of rail. (14.99 meters or 49.18 feet.)

26.—About 1 mile east of **Felicia**, Liberty County, a lag screw in the eighth telegraph pole west of milepost 302. (14.10 meters or 46.26 feet.)

27.—About 3 miles east of **Felicia**, Liberty County, a bolt in the north end of the east abutment of railroad trestle 300A, two telegraph poles west of milepost 300. (13.94 meters or 45.73 feet.)

28.—About 0.9 mile west of **Nome**, Jefferson County, a lag screw in the third telegraph pole west of milepost 299. (12.51 meters or 41.04 feet.)

At **Nome**, Jefferson County, top of rail. (13.65 meters or 44.78 feet.)

29.—About 1.1 miles east of **Nome**, Jefferson County, a lag screw in the second telegraph pole west of milepost 297, five poles east of road crossing. (13.49 meters or 44.26 feet.)

30.—About 2 miles west of **China**, Jefferson County, a lag screw in the third telegraph pole east of milepost 295. (12.46 meters or 40.88 feet.)

31.—About 1.1 miles west of **China**, Jefferson County, a lag screw in the third telegraph pole east of milepost 294. (12.80 meters or 41.99 feet.)

At **China**, Jefferson County, top of rail. (13.25 meters or 43.47 feet.)

32.—About 1 mile east of **China**, Jefferson County, a lag screw in the ninth telegraph pole east of milepost 292, north of the track. (10.66 meters or 34.97 feet.)

33.—About 1.9 miles east of **China**, Jefferson County, a lag screw in the third telegraph pole east of milepost 291, north of the track. (9.84 meters or 32.28 feet.)

34.—About 0.6 mile west of **Pine Island**, Jefferson County, a lag screw in the twelfth telegraph pole west of milepost 289, north of the track. (9.99 meters or 32.78 feet.)

At **Pine Island**, Jefferson County, top of rail. (10.56 meters or 34.65 feet.)

35.—About 1.5 miles east of **Pine Island**, Jefferson County, a lag screw in the fourth telegraph pole west of milepost 287, north of the track. (11.08 meters or 36.35 feet.)

36.—About 1.3 miles west of **Amelia**, Jefferson County, a lag screw in the fifth telegraph pole west of milepost 285, north of the track. (10.05 meters or 32.97 feet.)

At **Amelia**, Jefferson County, top of rail. (9.01 meters or 29.56 feet.)

37.—About 0.5 mile east of **Amelia**, Jefferson County, the northwest corner of the concrete base of a block signal south of the track. (8.60 meters or 28.22 feet.)

38.—About 1.5 miles east of **Amelia**, Jefferson County, a lag screw in the fifteenth telegraph pole west of milepost 282, 20 meters (66 feet) south of the sign post "1 mile to Amelia." (6.56 meters or 21.52 feet.)

39.—About 2.9 miles west of **Beaumont**, Jefferson County, the southeast corner of the iron base of block signal No. 281.5. (6.37 meters or 20.90 feet.)

40.—About 2.3 miles west of **Beaumont**, Jefferson County, a spike in the south end of the lowest timber of the east abutment of trestle 280G, six poles east of milepost 281. (5.40 meters or 17.72 feet.)

41.—About 0.5 mile west of Southern Pacific station, **Beaumont**, Jefferson County, the northeast bolt on the concrete base of the bell signal at a street crossing tower. (6.68 meters or 21.92 feet.)

At **Beaumont**, Jefferson County, top of rail. (6.84 meters or 22.44 feet.)

*Spur line to Sabine.—Texas & New Orleans Railroad.*

42.—About 1.3 miles south of the East Texas Railroad crossing, a spike in milepost 29. (5.80 meters or 19.03 feet.)

43.—About 1.3 miles north of **Guffey**, Jefferson County, a lag screw in the eighth telegraph pole north of milepost 27. (5.47 meters or 17.95 feet.)

44.—About 0.8 mile north of **Guffey**, Jefferson County, a lag screw in the eighth telegraph pole north of milepost 26, 10 meters south of an irrigation canal. (5.43 meters or 17.81 feet.)

At **Guffey**, Jefferson County, top of rail. (5.81 meters or 19.06 feet.)

45.—About 0.9 mile north of **Herbert**, Jefferson County, a lag screw in the seventh telegraph pole south of milepost 24. (5.41 meters or 17.75 feet.)

At **Herbert**, Jefferson County, top of rail. (6.57 meters or 21.56 feet.)

46.—About 0.8 mile south of **Herbert**, Jefferson County, a lag screw in the sixth telegraph pole north of milepost 22. (4.97 meters or 16.31 feet.)

47.—About 0.8 mile north of **Viterbo**, Jefferson County, a lag screw in the first telegraph pole northeast of a wagon-road crossing 21A. (4.72 meters or 15.49 feet.)

At **Viterbo**, Jefferson County, top of rail. (5.15 meters or 16.90 feet.)

48.—About 0.6 mile south of **Viterbo**, Jefferson County, a lag screw in the west end of the south abutment of railroad trestle No. 19D, 1 telegraph pole south of milepost 20. (3.65 meters or 11.98 feet.)

49.—About 0.9 mile north of **Delphine**, Jefferson County, a lag screw in the fourth telegraph pole north of milepost 19. (3.01 meters or 9.88 feet.)

At **Delphine**, Jefferson County, top of rail. (3.45 meters or 11.32 feet.)

50.—About 1 mile south of **Delphine**, Jefferson County, a lag screw in the seventh telegraph pole north of milepost 17. (1.87 meters or 6.14 feet.)

At **Elvista**, Jefferson County, top of rail. (2.42 meters or 7.94 feet.)

51.—About 0.6 mile south of **Elvista**, Jefferson County, a lag screw in the ninth telegraph pole north of milepost 15. (0.71 meter or 2.33 feet.)

52.—About 1.6 miles south of **Elvista**, Jefferson County, a spike in the whistle board, 22 telegraph poles south of milepost 15. (1.34 meters or 4.40 feet.)

53.—About 0.8 mile north of **West Port Arthur**, Jefferson County, a lag screw in the south abutment at the west end of trestle 12C. (1.30 meters or 4.27 feet.)

At **West Port Arthur**, Jefferson County, top of rail. (2.74 meters or 8.99 feet.)

54.—About 0.9 mile south of **West Port Arthur**, Jefferson County, a lag screw in the tenth telegraph pole north of milepost 11. (1.82 meters or 5.97 feet.)

55.—About 1.9 miles south of **West Port Arthur**, Jefferson County, a lag screw in the fifth telegraph pole north of trestle 10A. (1.69 meters or 5.54 feet.)

56.—About 0.9 mile north of **Round Lake**, Jefferson County, a lag screw in the first telegraph pole north of trestle 9A. (0.88 meter or 2.89 feet.)

57.—About 1 mile south of **Round Lake**, Jefferson County, a lag screw in the sixteenth telegraph pole south of milepost 8. (0.93 meter or 3.05 feet.)

At **Keith Lake**, Jefferson County, top of rail. (1.70 meters or 5.58 feet.)

58.—About 1 mile south of **Keith Lake**, Jefferson County, a lag screw in the tenth telegraph pole south of milepost 6. (1.02 meters or 3.35 feet.)

59.—About 2.1 miles north of **Sabine Pass**, Jefferson County, in the west end of the north abutment of trestle 4B, between the fifteenth and sixteenth telegraph poles south of milepost 5. (1.11 meters or 3.64 feet.)

59a.—About 1 mile north of **Sabine Pass**, Jefferson County, a spike in the eighteenth telegraph pole south of milepost 14. (0.63 meter or 2.07 feet.)

At **Sabine Pass**, Jefferson County, top of rail. (1.85 meters or 6.07 feet.)

60.—About 1 mile south of **Sabine Pass**, Jefferson County, a lag screw in the fourteenth telegraph pole south of milepost 2, 30 meters (98 feet) south of cattle gap 1D. (1.15 meters or 3.77 feet.)

At **Sabine**, Jefferson County, top of rail. (1.80 meters or 5.91 feet.)

End of spur line.

#### *Southern Pacific Railroad.*

East of **Beaumont**, Jefferson County, Kansas City Southern Railway crossing, top of rail. (4.46 meters or 14.63 feet.)

61.—About 0.9 mile west of **Fletcher**, Orange County, and 1 mile east of the Texas & New Orleans Railroad bridge over the Neches River, a lag screw in the first telegraph pole east of the Kansas City Southern Railway crossing, one pole east of milepost 277. (1.98 meters or 6.50 feet.)

At **Fletcher**, Orange County, top of rail. (4.27 meters or 14.01 feet.)

62.—About 1 mile east of **Fletcher**, Orange County, a lag screw in telegraph pole 275. (2.75 meters or 9.02 feet.)

63.—About 2 miles east of **Fletcher**, Orange County, a lag screw in the second telegraph pole east of milepost 274. (5.66 meters or 18.57 feet.)

At **Diana**, Orange County, top of rail. (5.93 meters or 19.46 feet.)

64.—About 0.3 mile west of **Connell**, Orange County, a lag screw in the fourth telegraph pole east of milepost 272. (5.01 meters or 16.44 feet.)

At **Connell**, Orange County, top of rail. (5.99 meters or 19.65 feet.)

65.—About 1 mile east of **Connell**, Orange County, a lag screw in the seventeenth telegraph pole east of milepost 271. (6.09 meters or 19.98 feet.)

66.—About 1 mile west of **Terry**, Orange County, a lag screw in the seventh telegraph pole west of milepost 269. (5.65 meters or 18.54 feet.)

At **Terry**, Orange County, top of rail. (5.49 meters or 18.01 feet.)

67.—About 1.1 miles east of **Terry**, Orange County, the top of a bolt in the south end of the east abutment of trestle 266C, 1 telegraph pole east of milepost 267. (5.02 meters or 16.47 feet.)

At **Oilla**, Orange County, top of rail. (4.85 meters or 14.27 feet.)

68.—About 0.6 mile east of **Oilla**, Orange County, a lag screw in milepost 265. (4.73 meters or 15.52 feet.)

69.—About 1.6 miles east of **Oilla**, Orange County, the northwest corner of the concrete base of block signal 264.0, 1 pole west of milepost 264. (4.76 meters or 15.62 feet.)

At **Tulane**, Orange County, top of rail. (8.59 meters or 11.78 feet.)

70.—About 1.9 miles east of **Tulane**, Orange County, a lag screw in the fifth telegraph pole east of milepost 261, north of the track. (3.72 meters or 12.20 feet.)

71.—About 2.6 miles east of **Tulane**, Orange County, a lag screw in the fourth telegraph pole west of milepost 260. (3.57 meters or 11.71 feet.)

About 2.8 miles west of **Orange**, Orange County, Orange & Northwestern Railroad crossing, top of rail. (5.57 meters or 18.27 feet.)

72.—About 1.8 miles west of **Orange**, Orange County, a lag screw in the fifteenth telegraph pole west of milepost 258, north of the track. (4.12 meters or 13.52 feet.)

At **Orange**, Orange County, top of rail. (3.24 meters or 10.63 feet.)

73.—About 1.1 miles east of **Orange**, Orange County, a lag screw in the twenty-third telegraph pole east of milepost 256. (2.47 meters or 8.10 feet.)

74.—About 1.9 miles east of **Orange**, Orange County, a lag screw in the south end of the east abutment of trestle 254B, 8 poles east of milepost 255. (3.71 meters or 12.17 feet.)

75.—About 1.9 miles west of **Echo**, Orange County, a lag screw in the twelfth telegraph pole west of milepost 253. (4.45 meters or 14.60 feet.)

76.—About 0.8 mile west of **Echo**, Orange County, a lag screw in the seventh telegraph pole west of milepost 252. (4.69 meters or 15.39 feet.)

At **Echo**, Orange County, top of rail. (5.08 meters or 16.67 feet.)

77.—About 0.5 mile west of the railroad bridge over the **Sabine River**, Orange County, a lag screw in the first telegraph pole west of a spur track to an oil tank. (3.66 meters or 12.01 feet.)

#### LINE XVII, HARLINGEN TO EAGLE PASS, TEX.

##### TEMPORARY BENCH MARKS.

##### *St. Louis, Brownsville & Mexico Railway.*

1.—About 1.2 miles west of **Harlingen**, Cameron County, a spike in the sixth telephone pole west of milepost 1. (12.76 meters or 41.86 feet.)

2.—About 2 miles east of **Leeland**, Cameron County, a spike in a telephone pole, the first east of a road crossing and the tenth west of milepost 2. (13.35 meters or 43.80 feet.)

3.—About 0.7 mile east of **Leeland**, Cameron County, a spike in the fourth telephone pole west of a road crossing. (14.79 meters or 48.52 feet.)

4.—At **Leeland**, Cameron County, the corner of the top of the brick in the ledge of the north brick pillar at the northwest entrance to the **Leeland Community House**. (15.46 meters or 50.72 feet.)

5.—About 1.1 miles west of **Leeland**, Cameron County, a spike in the fourth telephone pole west of the **Leeland station mile board**. (16.72 meters or 54.86 feet.)

6.—About 1.3 miles east of **La Feria**, Cameron County, the nut on a bolt in a whistle post almost opposite milepost 7. (17.38 meters or 57.02 feet.)

7.—About 1 mile west of **La Feria**, Cameron County, the nut on a bolt in a railroad-crossing sign. (19.19 meters or 62.96 feet.)

8.—About 100 meters (328 feet) west of the station signboard for **Bixby**, Cameron County, the northwest spike of the switch stand at the Bixby switch. (18.82 meters or 61.75 feet.)

9.—About 1.8 miles east of **Mercedes**, Hidalgo County, a spike in the fourth telephone pole west of milepost 12. (18.66 meters or 61.22 feet.)

10.—About 0.6 mile west of **Mercedes**, Hidalgo County, a nail in the top of a white section post 15 telephone poles east of milepost 15. (20.01 meters or 65.65 feet.)

11.—About 1.5 miles west of **Mercedes**, Hidalgo County, the head of an end bolt on the northwest corner of the outer edge of trestle No. 15.3. (19.71 meters or 64.67 feet.)

12.—About 0.7 mile east of **Llano Grande**, Hidalgo County, a spike in the eighth telephone pole west of milepost 16. (20.18 meters or 66.21 feet.)

13.—About 0.8 mile east of **Llano Grande**, Hidalgo County, a spike in the tenth telephone pole east of milepost 18. (23.62 meters or 77.49 feet.)

14.—About 1.5 miles west of **Llano Grande**, Hidalgo County, a spike in the twenty-third telephone pole west of milepost 18. (22.50 meters or 73.82 feet.)

15.—About 2.2 miles west of **Llano Grande**, Hidalgo County, a spike in the fifth telephone pole west of milepost 19. (25.12 meters or 82.41 feet.)

16.—About 3.1 miles west of **Llano Grande**, Hidalgo County, a spike in the fifteenth telephone pole west of milepost 20, 8 miles east of a road crossing. (25.05 meters or 82.18 feet.)

17.—About 4.3 miles west of **Llano Grande**, Hidalgo County, a spike in the eighth telephone pole west of milepost 21, 1 pole west of a road crossing. (26.74 meters or 87.73 feet.)

18.—About 5.1 miles west of **Llano Grande**, Hidalgo County, a spike in the second telephone pole west of milepost 22, 1 pole west of a road crossing. (26.42 meters or 86.68 feet.)

19.—About 1 mile west of **Donna**, Hidalgo County, a spike in the seventh telephone pole west of milepost 24. (28.99 meters or 95.11 feet.)

20.—About 3 miles west of **Donna**, Hidalgo County, a spike in the eighth telephone pole east of milepost 26. (28.99 meters or 95.11 feet.)

21.—About 3.5 miles west of **Donna**, Hidalgo County, a spike in the thirteenth telephone pole west of milepost 26. (29.77 meters or 97.67 feet.)

22.—About 1 mile east of **San Juan**, Hidalgo County, a spike in the second telephone pole east of the signpost "1 mile to station." (32.27 meters or 105.87 feet.)

23.—About 0.4 mile west of **San Juan**, Hidalgo County, a spike in the fifth telephone pole east of milepost 30. (33.50 meters or 109.91 feet.)

24.—About 1 mile west of **San Juan**, Hidalgo County, a spike in the second telephone pole south of the signpost "1 mile to station." (34.47 meters or 113.09 feet.)

25.—About 1 mile east of **McAllen**, Hidalgo County, a spike in the northwest corner of the switch stand at a spur track. (36.41 meters or 119.46 feet.)

26.—About 0.8 mile west of **McAllen**, Hidalgo County, a spike in the northwest corner of a switch stand. (39.49 meters or 129.56 feet.)

27.—About 2.5 miles west of **McAllen**, Hidalgo County, the top of the tap to the lower bolt of a whistle post. (40.66 meters or 133.40 feet.)

28.—At **Sharyland**, Hidalgo County, a spike in the northwest corner of the switch stand at the west end of a side track. (40.73 meters or 133.63 feet.)

29.—About 1.4 miles east of **Mission**, Hidalgo County, a spike in the eleventh telephone pole west of milepost 38. (40.73 meters or 133.63 feet.)

30.—About 1.3 miles west of **Mission**, Hidalgo County, the top of the tap of the lower bolt in the base of a whistle post. (42.71 meters or 140.12 feet.)

31.—About 3 miles west of **Mission**, Hidalgo County, a spike in the sixth telephone pole west of milepost 43. (42.44 meters or 139.24 feet.)

32.—About 4 miles west of **Mission**, Hidalgo County, a spike in the first telephone pole west of milepost 44. (37.61 meters or 123.39 feet.)

33.—About 5 miles west of **Mission**, Hidalgo County, a spike in the ninth telephone pole east of milepost 45. (41.37 meters or 135.73 feet.)

34.—About 5.5 miles west of **Mission**, Hidalgo County, a spike in the eleventh telephone pole west of milepost 45. (38.93 meters or 125.75 feet.)

35.—About 6.6 miles west of **Mission**, Hidalgo County, a spike in the twenty-third telephone pole west of milepost 46. (38.07 meters or 124.90 feet.)

36.—About 1.25 miles west of **Closner**, Hidalgo County, a spike in the second telephone pole east of milepost 48. (37.98 meters or 124.61 feet.)

37.—About 1.5 miles west of Closner, Hidalgo County, a spike in the seventh telephone pole west of milepost 48. (37.75 meters or 123.85 feet.)

38.—About 3 miles west of Closner, Hidalgo County, a spike in the tenth telephone pole east of milepost 50. (37.90 meters or 124.34 feet.)

39.—About 1 mile east of Havana Village, Hidalgo County, a spike in the fifteenth telephone pole west of milepost 50. (37.92 meters or 124.41 feet.)

40.—About 1.2 miles east of Samfordyce, Hidalgo County, the second bolt from the west corner of railroad trestle No. 52.0. (42.33 meters or 138.88 feet.)

41.—About 2.5 miles west of Samfordyce, Hidalgo County, a spike in the twenty-first telephone pole east of a schoolhouse on a hill on the south side of where the Military Road passes between two hills. (41.84 meters or 137.27 feet.)

42.—About 3.3 miles west of Samfordyce, Hidalgo County, a spike in a telephone pole on the south side of the Military Road opposite a schoolhouse on a hill. (47.82 meters or 156.89 feet.)

43.—About 4.0 miles west of Samfordyce, Hidalgo County, a spike in a telephone pole on the north side of the Military Road in the yard of a ranch house at the foot of a very steep hill. (42.84 meters or 140.55 feet.)

44.—About 4.5 miles west of Samfordyce, Hidalgo County, a spike in a telephone pole on the south side of the Military Road where the line crosses the road. (55.12 meters or 180.84 feet.)

45.—About 5.8 miles west of Samfordyce, Hidalgo County, a spike in the second telephone pole on the north side of the Military Road from where the telephone line begins to follow the road. (41.59 meters or 136.45 feet.)

46.—About 8.8 miles west of Samfordyce, Hidalgo County, a spike in the fourteenth telephone pole west of a road leading to the river. (42.78 meters or 140.35 feet.)

47.—About 9.8 miles west of Samfordyce, Hidalgo County, a spike in a mesquite tree which overhangs the road on the right-hand side, 14 telephone poles west of where the Samfordyce-Riogrande City Road divides, on the north side of a gravel road. (46.60 meters or 152.89 feet.)

48.—About 11.7 miles west of Samfordyce, Hidalgo County, a spike in the eighth telephone pole west of where the old and the new Samfordyce-Riogrande roads join. (46.22 meters or 151.64 feet.)

49.—About 1 mile west of Garcias, Starr County, a spike in a stump on the north side of the road opposite the fifth telephone pole west of a road leading to the Canasta ranch. (48.58 meters or 159.32 feet.)

50.—About 3 miles west of Garcias, Starr County, and 1 mile west of Garcias ranch; a nail in the top of a 2 by 4 inch hub on the south side of the Military Road, 4 meters (13 feet) east of an iron telephone pole. (44.40 meters or 145.66 feet.)

51.—About 5.0 miles east of Riogrande, Starr County, a spike in a telephone pole on the south side of the Military Road, 1 mile west of the Puerta ranch. (46.76 meters or 153.41 feet.)

52.—About 2.0 miles west of Riogrande, Starr County, a spike in the sign-board which reads "1 mile to Gating Post," on the north side of the Military Road. (48.96 meters or 160.63 feet.)

53.—About 1 mile west of Riogrande, Starr County, a spike in a telephone pole on the south side of the road. (50.57 meters or 165.91 feet.)

54.—About 4.9 miles west of Riogrande, Starr County, a nail in the top of a 2 by 4 inch hub in the southwest angle of the road leading to the river. (54.21 meters or 177.85 feet.)

55.—About 6 miles west of Riogrande, Starr County, a nail in the top of a 2 by 4 inch hub on the south side of the Military Road, 3 meters east of the second telephone pole east of the telephone pole on which is the sign "6 miles to Riogrande City Garage." (55.61 meters or 182.45 feet.)

56.—About 6.9 miles west of Riogrande, Starr County, a nail in the top of a 2 by 4 inch hub on the south side of the road, 2 meters east of the telephone pole on which is the sign "7 miles to Riogrande City Garage." (54.42 meters or 178.54 feet.)

57.—About 10 miles west of Riogrande, Starr County, a nail in the top of a 2 by 4 inch hub at the corner of the fence on the north side of the Military Road, on the first ranch west of the Garceno ranch. (54.89 meters or 180.08 feet.)

58.—About 11 miles west of Riogrande, Starr County, a nail in a 2 by 4 inch hub, 200 meters (656 feet) west of a wooden bridge and 4 meters south of the Military Road. (55.90 meters or 183.40 feet.)

59.—About 1.2 miles east of **Roma**, Starr County, a nail in a 2 by 4 inch hub opposite the cemetery and on the north side of the Military Road, 2 meters west of a telephone pole. (67.72 meters or 189.37 feet.)

60.—About 0.4 mile east of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 4 meters north of the Military Road and opposite the sign "14 miles to Rio-grande City Garage." (59.00 meters or 193.57 feet.)

61.—About 1.1 miles west of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 4 meters south of the Military Road and 70 meters (230 feet) west of a braced telephone pole. (78.98 meters or 259.12 feet.)

62.—About 2.1 miles west of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 5 meters south of the Military Road and 100 meters (328 feet) west of a braced telephone pole. (100.15 meters or 328.58 feet.)

63.—About 4.3 miles west of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 6 meters south of the Military Road and 250 meters (820 feet) east of a braced telephone pole. (115.16 meters or 377.82 feet.)

64.—About 5.4 miles west of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 8 meters south of the Military Road, opposite a braced telephone pole. (100.53 meters or 329.82 feet.)

65.—About 6.6 miles west of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 125 meters (410 feet) east of a braced telephone pole, and 5 meters south of the Military Road. (82.69 meters or 271.29 feet.)

66.—About 7.6 miles west of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 4 meters south of the Military Road, and 10 meters (33 feet) west of the west bank of the arroyo "Las Minatas." (73.90 meters or 242.45 feet.)

67.—About 8.6 miles west of **Roma**, Starr County, a nail in a 2 by 4 inch hub, 6 meters south of the Military Road and 100 meters (328 feet) east of a braced telephone pole. (94.85 meters or 311.19 feet.)

68.—About 10.5 miles west of **Roma**, Starr County, a nail in a round hub, 6 meters south of the Military Road, 2 meters east of a braced telephone pole at the point where a road leads to Salineno. (91.79 meters or 301.15 feet.)

69.—About 11.5 miles west of **Roma**, Starr County, a nail in a round hub, 10 meters (33 feet) south of the Military Road and 2 meters west of a braced telephone pole where the Military Road turns sharply to the north before going down a series of steep hills. (91.38 meters or 299.80 feet.)

70.—About 12.0 miles west of **Roma**, Starr County, a nail in a round hub, 3 meters south of the Military Road, 1 meter west of a telephone pole, and 20 meters (66 feet) west of the first arroyo west of Salineno. (71.03 meters or 233.04 feet.)

71.—About 13.0 miles west of **Roma**, Starr County, a nail in a round hub, 3 meters south of the Military Road, and 1 meter east of the first telephone pole south of the road after the telephone wire crosses the road. (83.52 meters or 274.02 feet.)

72.—About 13.8 miles west of **Roma**, Starr County, a nail in a round hub, 1 meter east of a braced telephone pole. (102.20 meters or 335.30 feet.)

73.—About 16 miles west of **Roma**, Starr County, a nail in a round hub on top of a hill, 1 meter south of a fence on the south side of the Military Road. (118.60 meters or 389.11 feet.)

74.—About 17 miles west of **Roma**, Starr County, a nail in a round hub, 1 meter south of the Military Road, and 200 meters (656 feet) east of the line between Starr and Zapata Counties. (88.01 meters or 288.75 feet.)

75.—About 18 miles west of **Roma**, Starr County, a nail in a round hub, 2 meters south of the Military Road, and opposite the pole from which the telephone wire branches off to Ramireno, Tex. (80.84 meters or 263.58 feet.)

76.—About 19.5 miles west of **Roma**, Starr County, a nail in a round hub 2 meters north of the Military Road, and 0.6 mile west of the corner of the fence around the pasture owned by T. C. McDermott. (104.51 meters or 342.88 feet.)

77.—About 20.5 miles west of **Roma**, Starr County, a nail in a round hub, 1 meter north of the Military Road in a little run between two knolls. (107.78 meters or 353.61 feet.)

78.—About 3.8 miles east of **Lopeno**, Zapata County, a nail in a round hub, 2 meters north of the Military Road, and 50 meters (164 feet) west of a braced telephone pole. (101.01 meters or 331.40 feet.)

79.—About 1.2 miles east of **Lopeno**, Zapata County, a nail in a stump, 3 meters south of the Military Road, and 30 meters (98 feet) west of a road which branches off to Lopeno. (81.20 meters or 266.40 feet.)

80.—About 1.3 miles west of **Lopeno**, Zapata County, a nail in a round hub, 3 meters south of the Military Road, and 60 meters (197 feet) west of an arroyo. (75.98 meters or 249.28 feet.)

81.—About 1 mile west of Guadeloupe, Zapata County, a nail in a round hub, 8 meters south of the Military Road, and 15 meters (49 feet) east of a road. (82.18 meters or 269.62 feet.)

82.—About 2 miles west of Guadeloupe, Zapata County, a nail in a round hub, 6 meters south of the Military Road, and 200 meters (656 feet) east of the corner of the fence. (80.85 meters or 265.26 feet.)

83.—About 3 miles west of Guadeloupe, Zapata County, a nail in a round hub, 3 meters south of the Military Road, 10 meters (33 feet) east of a telephone pole. (82.02 meters or 269.09 feet.)

84.—About 4.1 miles west of Guadeloupe, Zapata County, a nail in a round hub, 3 meters north of the Military Road, and 200 meters (656 feet) west of a road leading to a ranch. (79.56 meters or 261.02 feet.)

85.—About 10 miles east of Zapata, Zapata County, a nail in a hub, 8 meters south of the Military Road, and 40 meters west of the corner of a fence. (81.51 meters or 267.42 feet.)

86.—About 8.8 miles east of Zapata, Zapata County, a nail in a hub, 3 meters south of the Military Road, and 50 meters (164 feet) west of the west bank of a deep arroyo. (81.58 meters or 267.65 feet.)

87.—About 7.7 miles east of Zapata, Zapata County, a nail in a hub, 2 meters south of the Military Road, and 40 meters (131 feet) west of the more western of two arroyos close together. (82.49 meters or 270.64 feet.)

88.—About 5.5 miles east of Zapata, Zapata County, a nail in a hub, 3 meters south of the Military Road, and 200 meters (656 feet) east of an arroyo. (85.24 meters or 279.66 feet.)

89.—About 4.4 miles east of Zapata, Zapata County, a nail in a hub, 30 meters (98 feet) south of the Military Road, and 100 meters (328 feet) east of where the Military Road crosses Arroyo Vellaño. (79.76 meters or 261.68 feet.)

90.—About 8.9 miles east of Zapata, Zapata County, a nail in a hub, 30 meters (98 feet) west of Arroyo Vellaño, and 3 meters (7 feet) south of the Military Road. (82.89 meters or 271.95 feet.)

91.—About 2.7 miles east of Zapata, Zapata County, a nail in a hub, 5 meters north of the Military Road, on a mound 25 meters (82 feet) east of a gate. (93.68 meters or 307.35 feet.)

92.—About 1.5 miles east of Zapata, Zapata County, a nail in a hub, 3 meters south of the Military Road on a ridge along which the road passes. (112.33 meters or 368.54 feet.)

93.—About 1.1 mile west of Zapata, Zapata County, a nail in a hub, 5 meters south of the Military Road, 250 meters (820 feet) west of a gate across the road. (101.45 meters or 332.84 feet.)

94.—About 2.1 miles west of Zapata, Zapata County, a nail in a hub, 5 meters north of the Military Road, 200 meters (656 feet) west of a gate at the south side of the road. (93.78 meters or 307.51 feet.)

95.—About 4.1 miles west of Zapata, Zapata County, a nail in a hub, 5 meters south of the Military Road, and opposite the cliff on the north side of the road. (87.71 meters or 287.76 feet.)

96.—About 4.9 miles west of Zapata, Zapata County, a nail in a hub, 2 meters north of the Military Road, and opposite a large mail box. (104.95 meters or 344.32 feet.)

97.—About 6.9 miles west of Zapata, Zapata County, a nail in a hub, 2 meters south of the Military Road, 10 meters (33 feet) west of an arroyo with a water hole. (105.60 meters or 346.46 feet.)

98.—About 9.7 miles west of Zapata, Zapata County, a nail in a hub, 2 meters south of the Military Road, near a little palm tree. (122.68 meters or 402.49 feet.)

99.—About 10.8 miles west of Zapata, Zapata County, a nail in a hub, 3 meters north of the Military Road, and 20 meters (66 feet) east of a very wide arroyo. (92.54 meters or 303.61 feet.)

100.—About 39 miles east of Laredo, Webb County, a nail in the top of the milepost. (97.41 meters or 319.59 feet.)

101.—About 38 miles east of Laredo, Webb County, a nail in the top of the milepost. (111.18 meters or 364.70 feet.)

102.—About 37 miles east of Laredo, Webb County, a nail in the top of the milepost. (119.55 meters or 392.22 feet.)

103.—About 36 miles east of Laredo, Webb County, a nail in the top of the milepost. (106.17 meters or 348.33 feet.)

- 104.—About 35 miles east of Laredo, Webb County, a nail in the top of the milepost. (98.02 meters or 324.54 feet.)
- 105.—About 33 miles east of Laredo, Webb County, a nail in the top of the milepost. (101.43 meters or 332.77 feet.)
- 106.—About 32 miles east of Laredo, Webb County, a nail in the top of the milepost. (119.09 meters or 390.71 feet.)
- 107.—About 30 miles east of Laredo, Webb County, a nail in the top of the milepost. (103.65 meters or 340.06 feet.)
- 108.—About 29 miles east of Laredo, Webb County, a nail in the top of the milepost. (107.68 meters or 353.28 feet.)
- 109.—About 28 miles east of Laredo, Webb County, a nail in the top of the milepost. (105.72 meters or 346.85 feet.)
- 110.—About 26 miles east of Laredo, Webb County, a nail in the top of the milepost. (107.40 meters or 352.36 feet.)
- 111.—About 24 miles east of Laredo, Webb County, a nail in the top of the milepost. (107.86 meters or 353.87 feet.)
- 112.—About 22 miles east of Laredo, Webb County, a nail in the top of the milepost. (99.90 meters or 328.05 feet.)
- 113.—About 21 miles east of Laredo, Webb County, a nail in the top of the milepost. (117.70 meters or 386.15 feet.)
- 114.—About 19 miles east of Laredo, Webb County, a nail in the top of the milepost. (132.30 meters or 434.35 feet.)
- 115.—About 18 miles east of Laredo, Webb County, a nail in the top of the milepost. (143.04 meters or 469.29 feet.)
- 116.—About 16 miles east of Laredo, Webb County, a nail in the top of the milepost. (148.04 meters or 485.69 feet.)
- 117.—About 14 miles east of Laredo, Webb County, a nail in the top of the milepost. (133.39 meters or 437.63 feet.)

LINE XVIII, HILLSBORO, TEX., TO SHREVEPORT, LA.

TEMPORARY BENCH MARKS AND ELEVATION OF RAIL IN FRONT OF RAILROAD STATIONS.

*Trinity & Brazos Valley Railway.*

- At Hillsboro, Hill County, top of rail. (189.34 meters or 621.19 feet.)
- 19.—About 0.8 mile southeast of Reunion, Hill County, a lag screw in the base of the thirteenth telegraph pole east of milepost 262. (235.88 meters or 775.88 feet.)
- 20.—About 1.6 miles southeast of Reunion, Hill County, a lag screw in the base of the seventh telegraph pole east of milepost 261. (236.20 meters or 775.23 feet.)
- 21.—About 2.4 miles southeast of Reunion, Hill County, a lag screw in the base of milepost 260. (227.95 meters or 747.87 feet.)
- 22.—About 1.8 miles northwest of Bynum, Hill County, a lag screw in the base of the seventeenth telegraph pole east of milepost 259. (209.15 meters or 686.19 feet.)
- 23.—About 1 mile northwest of Bynum, Hill County, a lag screw in the base of the thirteenth telegraph pole east of milepost 258. (203.91 meters or 668.99 feet.)
- 24.—About 1 mile southeast of Bynum, Hill County, a lag screw in the base of the tenth telegraph pole each of milepost 256. (188.17 meters or 617.35 feet.)
- 25.—About 2 miles southeast of Bynum, Hill County, a lag screw in the base of the thirteenth telegraph pole east of milepost 255. (179.58 meters or 589.17 feet.)
- 26.—About 3.8 miles southeast of Bynum, Hill County, a lag screw in the base of milepost 253. (105.65 meters or 348.47 feet.)
- 27.—About 3 miles northwest of Malone, Hill County, a square cut south of the track in a concrete culvert, a short distance east of milepost 252 and the same distance west of a telegraph pole. (153.69 meters or 504.64 feet.)
- 28.—About 1.5 miles northwest of Malone, Hill County, a lag screw in the base of the seventeenth telegraph pole east of milepost 251. (156.19 meters or 512.43 feet.)
- 29.—About 0.7 mile northwest of Malone, Hill County, a lag screw in the base of the eighth telegraph pole east of milepost 250. (152.88 meters or 501.57 feet.)

At **Malone**, Hill County, International & Great Northern Railway crossing, top of rail. (145.34 meters or 476.84 feet.)

30.—About 1 mile southeast of **Malone**, Hill County, six telegraph poles west of milepost 248, a lag screw in a pile at the west end of a trestle and south of the track. (141.08 meters or 462.86 feet.)

31.—About 1.5 miles southeast of **Malone**, Hill County, a lag screw in the fifteenth telegraph pole east of milepost 248. (141.15 meters or 463.09 feet.)

32.—About 3 miles southeast of **Malone**, Hill County, a lag screw in the base of milepost 246. (141.73 meters or 464.99 feet.)

33.—About 4 miles southeast of **Malone**, Hill County, a lag screw in the base of milepost 245. (142.68 meters or 468.11 feet.)

34.—About 3.4 miles northwest of **Hubbard**, Hill County, a lag screw in the base of the fourth telegraph pole west of milepost 244. (150.90 meters or 495.08 feet.)

35.—About 2.6 miles northwest of **Hubbard**, Hill County, a lag screw in the base of the twelfth telegraph pole west of milepost 243. (160.93 meters or 527.98 feet.)

36.—About 1.3 miles northwest of **Hubbard**, Hill County, 2 telegraph poles west of milepost 242, a lag screw in the northeast piling of a trestle. (173.95 meters or 570.70 feet.)

37.—About 0.5 mile northwest of **Hubbard**, Hill County, a lag screw in the base of the tenth telegraph pole west of milepost 241. (181.78 meters or 596.39 feet.)

38.—About 1 mile southeast of **Hubbard**, Hill County, 7 telegraph poles east of milepost 240, a lag screw in the piling of a trestle. (174.51 meters or 572.54 feet.)

39.—About 2 miles southeast of **Hubbard**, Hill County, a lag screw in the base of the eleventh telegraph pole east of milepost 239. (165.79 meters or 543.93 feet.)

40.—About 2.6 miles northwest of **Munger**, Limestone County, opposite milepost 237, a square cut on the northwest corner of a concrete culvert. (158.14 meters or 518.83 feet.)

41.—About 1.7 miles northwest of **Munger**, Limestone County, a lag screw in the base of the fifth telegraph pole west of milepost 236. (154.27 meters or 506.13 feet.)

42.—About 0.7 mile northwest of **Munger**, Limestone County, a lag screw in the base of the eighth telegraph pole west of milepost 235. (148.25 meters or 486.38 feet.)

At **Munger**, Limestone County, top of rail. (151.46 meters or 496.92 feet.)

43.—About 1.5 miles southeast of **Munger**, Limestone County, a lag screw in the base of the first telegraph pole east of milepost 233. (145.20 meters or 476.38 feet.)

44.—About 2.4 miles southeast of **Munger**, Limestone County, a lag screw in the base of the third telegraph pole west of milepost 232. (148.47 meters or 487.11 feet.)

45.—About 1.2 miles northwest of **Coolidge**, Limestone County, a lag screw in the base of the third telegraph pole west of milepost 231. (150.44 meters or 493.57 feet.)

46.—About 0.2 mile northwest of **Coolidge**, Limestone County, 4 telegraph poles west of milepost 230, the head of a bolt in the southwest corner of a concrete culvert. (159.82 meters or 524.34 feet.)

47.—About 1 mile southeast of **Coolidge**, Limestone County, a lag screw in the base of the third telegraph pole east of milepost 229. (160.38 meters or 526.18 feet.)

48.—About 0.2 mile northwest of **Datura**, Limestone County, a lag screw in the base of the fourth telegraph pole west of milepost 227. (159.24 meters or 522.44 feet.)

49.—About 1.3 miles southeast of **Datura**, Limestone County, a lag screw in the base of the fifteenth telegraph pole east of milepost 226. (153.78 meters or 504.53 feet.)

50.—About 2 miles southeast of **Datura**, Limestone County, a lag screw in the base of the fifth telegraph pole east of milepost 225. (159.92 meters or 524.53 feet.)

51.—About 1.2 miles northwest of **Tehuacana**, Limestone County, a lag screw in the base of the twentieth telegraph pole east of milepost 224. (172.01 meters or 564.34 feet.)

52.—About 0.5 mile northwest of **Tehuacana**, Limestone County, a lag screw in the base of the thirteenth telegraph pole east of milepost 223. (172.52 meters or 566.01 feet.)

53.—About 1.4 miles southeast of **Tehuacana**, Limestone County, a lag screw in the base of the tenth telegraph pole east of milepost 221. (166.03 meters or 544.72 feet.)

54.—About 2 miles southeast of **Tehuacana**, Limestone County, a lag screw in the base of the fourth telegraph pole west of milepost 220. (160.79 meters or 527.53 feet.)

55.—About 1 mile northwest of **Mexia**, Limestone County, a lag screw in the base of the eighth telegraph pole east of milepost 219. (159.59 meters or 523.59 feet.)

56.—About 0.4 mile northwest of **Mexia**, Limestone County, 6 telegraph poles west of milepost 218; the head of a bolt in the southwest corner of a concrete culvert. (159.24 meters or 522.44 feet.)

*Houston & Texas Central Railroad.*

58.—About 0.6 mile northwest of **Mexia Junction**, Limestone County, a lag screw in the base of the eighth telegraph pole east of milepost 179. (139.83 meters or 458.76 feet.)

59.—About 1 mile southeast of **Mexia Junction**, Limestone County, a lag screw in the base of the third telegraph pole west of milepost 93. (138.03 meters or 452.85 feet.)

60.—About 1 mile northwest of **Shiloh**, Limestone County, a lag screw in the base of the eighth telegraph pole west of milepost 92. (145.63 meters or 477.79 feet.)

61.—About 1 mile southeast of **Shiloh**, Limestone County, a lag screw in the base of the twenty-sixth telegraph pole east of milepost 91. (157.79 meters or 517.68 feet.)

62.—About 1.5 miles northwest of **Fallon**, Limestone County, a lag screw in the base of the sixteenth telegraph pole east of milepost 90. (154.30 meters or 506.23 feet.)

63.—About 0.2 mile southeast of **Fallon**, Limestone County, a lag screw in the base of the first telegraph pole east of milepost 88. (156.12 meters or 512.20 feet.)

64.—About 0.7 mile southeast of **Fallon**, Limestone County, a lag screw in the base of the twenty-second telegraph pole east of milepost 88. (154.56 meters or 507.09 feet.)

65.—About 1.5 miles southeast of **Fallon**, Limestone County, a lag screw in the base of the fourteenth telegraph pole east of milepost 87. (158.23 meters or 519.13 feet.)

66.—About 2.2 miles southeast of **Fallon**, Limestone County, a lag screw in the base of the second telegraph pole east of milepost 86. (154.57 meters or 507.12 feet.)

67.—About 3.2 miles southeast of **Fallon**, Limestone County, a lag screw in the base of the second telegraph pole east of milepost 85. (145.62 meters or 477.75 feet.)

68.—About 2.7 miles northwest of **Personville**, Limestone County, a lag screw in the base of the twenty-sixth telegraph pole east of milepost 85. (144.48 meters or 474.01 feet.)

69.—About 0.8 mile northwest of **Personville**, Limestone County, a lag screw in the base of the twenty-first telegraph pole east of milepost 83. (133.18 meters or 436.94 feet.)

70.—About 0.7 mile southeast of **Personville**, Limestone County, a lag screw in the base of the second telegraph pole east of milepost 81. (122.65 meters or 402.89 feet.)

71.—About 1.8 miles southeast of **Personville**, Limestone County, a lag screw in the base of the fourth telegraph pole east of milepost 80. (125.60 meters or 412.07 feet.)

72.—About 1.8 miles northwest of **Farrar**, Limestone County, a lag screw in the base of the twenty-seventh telegraph pole east of milepost 79. (124.94 meters or 409.91 feet.)

73.—About 1 mile northwest of **Farrar**, Limestone County, a lag screw in the base of the twenty-first telegraph pole east of milepost 78. (124.15 meters or 407.32 feet.)

At **Farrar**, Limestone County, top of rail. (131.59 meters or 431.72 feet.)

74.—About 0.3 mile southeast of **Farrar**, Limestone County, a lag screw in the base of the seventh telegraph pole west of milepost 76. (135.91 meters or 445.90 feet.)

75.—About 1.1 miles southeast of **Farrar**, Limestone County, a lag screw in the base of the fifteenth telegraph pole west of milepost 45. (141.04 meters or 462.73 feet.)

76.—About 2 miles southeast of **Farrar**, Limestone County, the top of the north end of culvert No. 74B. (141.39 meters or 463.88 feet.)

77.—About 2 miles northwest of **Evansville**, Leon County, a lag screw in the base of the twenty-third telegraph pole west of milepost 73. (136.89 meters or 449.11 feet.)

78.—About 1.4 miles northwest of **Evansville**, Leon County, a lag screw in the base of the second telegraph pole east of milepost 73. (134.30 meters or 440.62 feet.)

79.—About 0.4 mile southeast of **Evansville**, Leon County, a lag screw in the base of the tenth telegraph pole west of milepost 71. (129.18 meters or 423.82 feet.)

80.—About 1.4 miles southeast of **Evansville**, Leon County, a lag screw in the base of the twelfth telegraph pole west of milepost 70. (130.80 meters or 429.13 feet.)

81.—About 2.1 miles southeast of **Evansville**, Leon County, a lag screw in the base of the nineteenth telegraph pole west of milepost 69. (137.78 meters or 451.87 feet.)

82.—About 3.5 miles northwest of **Jewett**, Leon County, a lag screw in the base of the seventeenth telegraph pole west of milepost 63. (140.83 meters or 462.04 feet.)

83.—About 3 miles northwest of **Jewett**, Leon County, a lag screw in the base of the ninth telegraph pole east of milepost 68. (141.06 meters or 462.79 feet.)

84.—About 2.4 miles northwest of **Jewett**, Leon County, a lag screw in the base of the fourth telegraph pole west of milepost 67. (141.54 meters or 464.37 feet.)

85.—About 1.7 miles northwest of **Jewett**, Leon County, a lag screw in the base of the twenty-fifth telegraph pole east of milepost 67. (145.09 meters or 476.02 feet.)

*International & Great Northern Railway.*

86.—About 0.5 mile northwest of **Jewett**, Leon County, a lag screw in the base of the thirteenth telegraph pole west of milepost 44. (143.99 meters or 472.41 feet.)

At **Jewett**, Leon County, top of rail. (149.38 meters or 490.09 feet.)

87.—About 0.9 mile northeast of **Jewett**, Leon County, a lag screw in the base of the second telegraph pole east of milepost 43. (151.56 meters or 497.24 feet.)

88.—About 1.6 miles northeast of **Jewett**, Leon County, a lag screw in the base of the fifth telegraph pole west of milepost 42. (148.57 meters or 487.43 feet.)

89.—About 2.4 miles northeast of **Jewett**, Leon County, a lag screw in the base of the thirteenth telegraph pole west of milepost 41. (149.96 meters or 491.99 feet.)

90.—About 4.5 miles northeast of **Jewett**, Leon County, a lag screw in the base of the thirteenth telegraph pole west of milepost 39. (131.68 meters or 432.02 feet.)

91.—About 2.9 miles southwest of **Buffalo**, Leon County, a lag screw in the base of the fifteenth telegraph pole east of milepost 38. (127.54 meters or 418.44 feet.)

93.—About 1 mile southwest of **Buffalo**, Leon County, a lag screw in the base of the second telegraph pole east of milepost 36. (125.04 meters or 410.24 feet.)

94.—About 0.4 mile southwest of **Buffalo**, Leon County, a lag screw in the base of the tenth telegraph pole west of milepost 35. (115.87 meters or 380.15 feet.)

95.—About 0.8 mile northeast of **Buffalo**, Leon County, a lag screw in the base of the second telegraph pole east of milepost 34. (116.11 meters or 380.94 feet.)

96.—About 1.8 miles northeast of **Buffalo**, Leon County, a lag screw in the base of milepost 33. (106.73 meters or 350.16 feet.)

97.—About 3.6 miles northeast of Buffalo, Leon County, a lag screw in the base of the eighth telegraph pole west of milepost 31. (87.57 meters or 287.30 feet.)

98.—About 4 miles southwest of Keechi, Leon County, a lag screw in the base of the eleventh telegraph pole east of milepost 31. (77.77 meters or 255.15 feet.)

99.—About 3.2 miles southwest of Keechi, Leon County, a lag screw in the base of the second telegraph pole east of milepost 30. (77.34 meters or 253.74 feet.)

100.—About 2.3 miles southwest of Keechi, Leon County, a lag screw in the base of the sixth telegraph pole west of milepost 29. (77.46 meters or 254.13 feet.)

101.—About 1 mile southwest of Keechi, Leon County, a lag screw in the base of the sixth telegraph pole east of milepost 28. (96.18 meters or 315.55 feet.)

102.—About 0.7 mile northeast of Keechi, Leon County, a lag screw in the base of the eighth telegraph pole west of milepost 26. (89.76 meters or 294.49 feet.)

103.—About 2 miles northeast of Keechi, Leon County, a lag screw in the base of the second telegraph pole east of milepost 25. (98.23 meters or 322.28 feet.)

104.—About 3 miles northeast of Keechi, Leon County, a lag screw in the base of the third telegraph pole east of milepost 24. (117.08 meters or 384.12 feet.)

105.—About 4 miles northeast of Keechi, Leon County, a lag screw in the base of the second telegraph pole west of milepost 23. (110.81 meters or 363.55 feet.)

106.—About 3.3 miles southwest of Oakwood, Leon County, a lag screw in the base of the fifteenth telegraph pole west of milepost 21. (84.59 meters or 277.53 feet.)

107.—About 2.5 miles southwest of Oakwood, Leon County, the head of a bolt on the southeast corner of trestle No. 21C. (77.27 meters or 253.51 feet.)

108.—About 1.7 miles southwest of Oakwood, Leon County, a lag screw in the base of the seventh telegraph pole east of milepost 20. (88.78 meters or 291.27 feet.)

109.—About 0.8 mile southwest of Oakwood, Leon County, a lag screw in the base of the fourth telegraph pole east of milepost 19. (87.51 meters or 287.11 feet.)

110.—About 1.2 miles northeast of Oakwood, Leon County, a lag screw in the base of the fourth telegraph pole east of milepost 17. (83.55 meters or 274.11 feet.)

111.—About 2 miles northeast of Oakwood, Leon County, the head of a bolt on the south side of trestle No. 17A. (78.27 meters or 256.79 feet.)

112.—About 2.3 miles northeast of Oakwood, Leon County, a lag screw in the base of the eighth telegraph pole east of milepost 16. (77.93 meters or 255.68 feet.)

113.—About 3.3 miles northeast of Oakwood, Leon County, a lag screw in the base of the fifth telegraph pole east of milepost 15. (77.92 meters or 255.64 feet.)

114.—About 1.7 miles southwest of Long Lake, Anderson County, a lag screw in the base of the second telegraph pole west of milepost 14. (76.63 meters or 251.41 feet.)

115.—About 0.6 mile southwest of Long Lake, Anderson County, three telegraph poles east of milepost 13, the head of a bolt on the southeast corner of a trestle. (71.59 meters or 234.87 feet.)

116.—About 0.5 mile northeast of Long Lake, Anderson County, a lag screw in the base of the sixth telegraph pole east of milepost 12. (71.94 meters or 236.02 feet.)

117.—About 1.4 miles northeast of Long Lake, Anderson County, a lag screw in the base of the first telegraph pole east of milepost 11. (73.51 meters or 241.17 feet.)

118.—About 2 miles southwest of Tucker, Anderson County, a lag screw in the base of the ninth telegraph pole west of milepost 10. (80.35 meters or 263.61 feet.)

119.—About 1 mile southwest of Tucker, Anderson County, a lag screw in the base of the thirteenth telegraph pole west of milepost 9. (89.10 meters or 292.32 feet.)

120.—About 0.5 mile southwest of **Tucker**, Anderson County, a lag screw in the base of the fourth telegraph pole east of milepost 9. (90.47 meters or 296.82 feet.)

121.—About 0.4 mile northeast of **Tucker**, Anderson County, a square cut in the northwest concrete abutment of culvert No. 8C. (98.32 meters or 322.57 feet.)

122.—About 1.7 miles northeast of **Tucker**, Anderson County, a lag screw in the base of the fifteenth telegraph pole east of milepost 7. (109.80 meters or 360.24 feet.)

123.—About 2.3 miles northeast of **Tucker**, Anderson County, a lag screw in the base of the fourth telegraph pole west of milepost 6. (110.22 meters or 361.61 feet.)

124.—About 2.6 miles northeast of **Tucker**, Anderson County, a lag screw in the base of the ninth telegraph pole east of milepost 6. (107.43 meters or 352.46 feet.)

125.—About 3.3 miles northeast of **Tucker**, Anderson County, a lag screw in the base of the fifth telegraph pole west of milepost 5. (100.98 meters or 331.80 feet.)

126.—About 4 miles southwest of **Palestine**, Anderson County, a lag screw in the base of the twelfth telegraph pole east of milepost 4. (105.76 meters or 346.98 feet.)

127.—About 3.3 miles southwest of **Palestine**, Anderson County, a lag screw in the base of the third telegraph pole west of milepost 3. (113.90 meters or 371.72 feet.)

128.—About 2.6 miles southwest of **Palestine**, Anderson County, a lag screw in the base of the seventeenth telegraph pole west of milepost 2. (122.15 meters or 400.75 feet.)

129.—About 2 miles southwest of **Palestine**, Anderson County, a lag screw in the base of the fourth telegraph pole east of milepost 2. (131.76 meters or 432.28 feet.)

130.—About 1 mile southwest of **Palestine**, Anderson County, a lag screw in the base of the first telegraph pole west of milepost 1. (142.07 meters or 466.11 feet.)

131.—About 0.5 mile southwest of **Palestine**, Anderson County, a lag screw in the base of the twentieth telegraph pole east of milepost 1. (148.90 meters or 488.52 feet.)

At **Palestine**, Anderson County, top of rail. (148.24 meters or 486.85 feet.)

132.—About 1 mile northeast of **Palestine**, Anderson County, a lag screw in the base of the first telegraph pole east of milepost 1. (133.02 meters or 436.42 feet.)

133.—About 1.9 miles northeast of **Palestine**, Anderson County, a lag screw in the base of the eighth telegraph pole west of milepost 2. (116.86 meters or 383.40 feet.)

134.—About 2.4 miles northeast of **Palestine**, Anderson County, a lag screw in the base of the tenth telegraph pole east of milepost 2. (112.46 meters or 368.96 feet.)

135.—About 4.1 miles northeast of **Palestine**, Anderson County, a lag screw in the base of milepost 4. (104.50 meters or 342.85 feet.)

136.—About 4.3 miles northeast of **Palestine**, Anderson County, a lag screw in the base of the seventh telegraph pole east of milepost 4. (105.02 meters or 344.55 feet.)

137.—About 5.1 miles northeast of **Palestine**, Anderson County, a lag screw in the base of the first telegraph pole west of milepost 5. (102.78 meters or 337.20 feet.)

138.—About 5.7 miles northeast of **Palestine**, Anderson County, 13 telegraph poles west of milepost 6; a lag screw in the southeast end of trestle No. 6E. (100.81 meters or 330.74 feet.)

139.—About 2.1 miles southwest of **McDonald Spur**, Anderson County, 6 telegraph poles west of milepost 7; a lag screw in the southeast end of trestle No. 7D. (98.86 meters or 322.70 feet.)

140.—About 1.4 miles southwest of **McDonald Spur**, Anderson County, a lag screw in the base of the eighteenth telegraph pole west of milepost 8. (111.18 meters or 364.60 feet.)

141.—About 0.9 mile southwest of **McDonald Spur**, Anderson County, a lag screw in the base of the first telegraph pole east of milepost 8. (116.47 meters or 382.12 feet.)

142.—About 0.2 mile northeast of **McDonald Spur**, Anderson County, a lag screw in the base of the fifth telegraph pole east of milepost 9. (112.52 meters or 369.16 feet.)

143.—About 1.1 miles northeast of **McDonald Spur**, Anderson County, a lag screw in the base of the first telegraph pole east of milepost 10. (120.86 meters or 396.52 feet.)

144.—About 1.2 miles southwest of **Neches**, Anderson County, a lag screw in the base of the seventeenth telegraph pole west of milepost 11. (115.39 meters or 378.58 feet.)

145.—About 0.8 mile southwest of **Neches**, Anderson County, a lag screw in the base of milepost 11. (122.58 meters or 402.16 feet.)

146.—About 0.3 mile northeast of **Neches**, Anderson County, a lag screw in the base of the second telegraph pole east of milepost 12. (122.21 meters or 400.95 feet.)

147.—About 1 mile northeast of **Neches**, Anderson County, a lag screw in the base of the tenth telegraph pole west of milepost 13. (118.75 meters or 373.19 feet.)

148.—About 1.6 miles northeast of **Neches**, Anderson County, a lag screw in the base of the fifteenth telegraph pole east of milepost 13. (104.98 meters or 342.39 feet.)

149.—About 2.3 miles northeast of **Neches**, Anderson County, a lag screw in the base of the first telegraph pole east of milepost 14. (96.77 meters or 317.49 feet.)

151.—About 2 miles southwest of **Prices**, Cherokee County, a lag screw in the base of the second telegraph pole east of milepost 15. (90.82 meters or 297.97 feet.)

152.—About 0.2 mile southwest of **Prices**, Cherokee County, 10 telegraph poles west of milepost 17; a lag screw in culvert No. 17D. (87.17 meters or 285.99 feet.)

153.—About 0.2 mile northeast of **Prices**, Cherokee County, a lag screw in the base of the eleventh telegraph pole east of milepost 17. (97.72 meters or 320.60 feet.)

154.—About 1.1 miles northeast of **Prices**, Cherokee County, a lag screw in the base of the eighth telegraph pole east of milepost 18. (111.13 meters or 364.60 feet.)

155.—About 1.9 miles southwest of **Ironton**, Cherokee County, a lag screw in the base of the tenth telegraph pole west of milepost 19. (118.10 meters or 387.47 feet.)

156.—About 1.3 miles southwest of **Ironton**, Cherokee County, a lag screw in the base of the tenth telegraph pole east of milepost 19. (127.72 meters or 419.03 feet.)

157.—At **Ironton**, Cherokee County, a lag screw in the base of the twentieth telegraph pole west of milepost 21. (135.74 meters or 445.34 feet.)

158.—About 1.1 miles northeast of **Ironton**, Cherokee County, a lag screw in the base of the thirteenth telegraph pole west of milepost 22. (139.23 meters or 456.70 feet.)

159.—About 1.5 miles northeast of **Ironton**, Cherokee County, a lag screw in the base of the second telegraph pole west of milepost 22. (141.28 meters or 463.52 feet.)

160.—About 0.7 mile southwest of **Hume**, Cherokee County, a lag screw in the base of the seventh telegraph pole west of milepost 23. (155.43 meters or 509.94 feet.)

161.—About 0.1 mile southwest of **Hume**, Cherokee County, a lag screw in the base of the sixteenth telegraph pole east of milepost 23. (155.85 meters or 511.32 feet.)

162.—About 1.2 miles northeast of **Hume**, Cherokee County, a lag screw in the base of the eleventh telegraph pole west of milepost 25. (142.37 meters or 467.00 feet.)

163.—About 1.7 miles northeast of **Hume**, Cherokee County, a lag screw in the base of the eighth telegraph pole east of milepost 25. (135.57 meters or 444.78 feet.)

164.—About 0.8 mile southwest of the crossing of the Texas & New Orleans Railroad and the International & Great Northern Railway at **Jacksonville**, Cherokee County, a lag screw in the base of the first telegraph pole east of milepost 26. (145.10 meters or 476.05 feet.)

*Texas & New Orleans Railroad.*

167.—About 0.6 mile east of the crossing of the Texas & New Orleans Railroad and the International & Great Northern Railway, at Jacksonville, Cherokee County, a lag screw in the base of the thirteenth telegraph pole west of milepost 201. (157.25 meters or 515.91 feet.)

168.—About 1 mile east of the crossing of the Texas & New Orleans Railroad and the International & Great Northern Railway at Jacksonville, Cherokee County, a lag screw in the base of the second telegraph pole east of milepost 201. (150.82 meters or 494.82 feet.)

169.—About 2.2 miles east of the crossing of the Texas & New Orleans Railroad and the International & Great Northern Railway at Jacksonville, Cherokee County, a lag screw in the base of the ninth telegraph pole east of milepost 200. (147.34 meters or 483.40 feet.)

170.—About 3.5 miles west of Turney, Cherokee County, a lag screw in the base of the first telegraph pole east of milepost 199. (140.90 meters or 462.27 feet.)

171.—About 2.6 miles west of Turney, Cherokee County, a lag screw in the base of the fourth telegraph pole west of milepost 198. (129.04 meters or 423.36 feet.)

172.—About 2 miles west of Turney, Cherokee County, a lag screw in the base of the fifteenth telegraph pole west of milepost 197. (128.89 meters or 422.87 feet.)

173.—About 1.5 miles west of Turney, Cherokee County, a lag screw in the base of the third telegraph pole east of milepost 197. (136.04 meters or 446.32 feet.)

174.—About 1 mile west of Turney, Cherokee County, a lag screw in the base of the nineteenth telegraph pole east of milepost 197. (129.05 meters or 423.39 feet.)

175.—About 0.4 mile east of Turney, Cherokee County, a lag screw in the base of the fifth telegraph pole west of milepost 195. (119.43 meters or 391.83 feet.)

176.—About 1 mile east of Turney, Cherokee County, a lag screw in the base of the fourteenth telegraph pole east of milepost 195. (111.97 meters or 367.35 feet.)

177.—About 1.5 miles west of Gallatin, Cherokee County, a lag screw in the base of the third telegraph pole east of milepost 194. (105.10 meters or 344.82 feet.)

178.—About 0.4 mile west of Gallatin, Cherokee County, a lag screw in the base of the sixth telegraph pole east of milepost 193. (103.18 meters or 338.52 feet.)

At Gallatin, Cherokee County, top of rail. (107.04 meters or 351.18 feet.)

R. R. B. M. 192.—About 0.5 mile east of Gallatin, Cherokee County, the top of an upright rail in the ground near the track. (101.93 meters or 334.42 feet.)

t 81.—About 1 mile east of Gallatin, Cherokee County, a spike in a chiseled square on the west bulkhead of cattle guard No. 191C. (102.14 meters or 335.10 feet.)

R. R. B. M. 191.—About 1.5 miles east of Gallatin, Cherokee County, at milepost 191 and 10 meters (33 feet) southwest of cattle guard No. 190E. The top of an upright rail in the ground near the track. (104.71 meters or 343.54 feet.)

t 80.—About 2 miles east of Gallatin, Cherokee County, a spike circumscribed by a chiseled cut on the cap on the north side of the west end of bridge No. 190C. (95.19 meters or 312.30 feet.)

R. R. B. M. 190.—About 1.2 miles west of Ponta, Cherokee County, 40 meters (131 feet) east of bridge No. 190A and 25 feet south of the track. The top of an upright rail in the ground near the track. (84.59 meters or 277.53 feet.)

t 79.—About 0.8 mile west of Ponta, Cherokee County, a bolt in the third retaining timber from the top on the south side of the west end of bridge No. 189C. (84.47 meters or 277.13 feet.)

At Ponta, Cherokee County, top of rail. (84.47 meters or 277.13 feet.)

t 78.—About 0.8 mile east of Ponta, Cherokee County, a nail in a tie 800 meters (984 feet) east of a section house, 40 meters (131 feet) west of a farm crossing at the southwest corner of a woods. (84.00 meters or 275.59 feet.)

t 77.—About 1.5 miles east of **Ponta**, Cherokee County, a spike on the west cap of cattle guard No. 186G, 10 inches south of the north rail. (83.31 meters or 273.83 feet.)

t 76.—About 2.2 miles east of **Ponta**, Cherokee County, the top of an old spike in the retaining timber on the south side of the east end of bridge No. 186A. (89.29 meters or 292.95 feet.)

t 75.—About 3 miles east of **Ponta**, Cherokee County, a nail in the center of a tie 200 meters (656 feet) east of bridge No. 185E in the center of a cut. (95.33 meters or 312.76 feet.)

R. R. B. M. 185.—About 2.2 miles west of **Reklaw**, Cherokee County, the top of an upright rail in the ground near the track at milepost 185. (97.14 meters or 318.70 feet.)

t 74.—About 2 miles west of **Reklaw**, Cherokee County, a chiseled cross on a buried terra cotta pipe at the west end of a cut, 4 feet north of the rail, and at the edge of the ditch. (96.03 meters or 315.06 feet.)

R. R. B. M. 184.—About 1.2 miles west of **Reklaw**, Cherokee County, the top of an upright rail in the ground near the track at milepost 184. (95.35 meters or 312.83 feet.)

t 73.—About 1.2 miles west of **Reklaw**, Cherokee County, a nail in a tie 30 meters (98 feet) east of the farm crossing No. 183E. (90.76 meters or 297.77 feet.)

t 72.—About 0.8 mile west of **Reklaw**, Cherokee County, a bolt circumscribed by a chiseled cut on the middle cap on the south side of the west end of bridge No. 183A. (83.76 meters or 274.80 feet.)

t 71.—At **Reklaw**, Cherokee County, a nail in the southeast root of a large white oak tree 70 meters (230 feet) northwest of the depot. (87.47 meters or 286.97 feet.)

At **Reklaw**, Cherokee County, top of rail. (87.22 meters or 286.15 feet.)

R. R. B. M. 182.—About 0.8 mile east of **Reklaw**, Cherokee County, the top of an upright rail in the ground near the track at milepost 182. (81.14 meters or 266.21 feet.)

t 70.—About 0.8 mile east of **Reklaw**, Cherokee County, a nail in the middle retaining timber of the south side of the west end of bridge No. 181D. (82.78 meters or 271.59 feet.)

t 69.—About 3.5 miles west of **Sacul**, Nacogdoches County, a nail in the end of the cap on a bend at the north side of the east end of bridge No. 181A. (89.39 meters or 293.27 feet.)

t 68.—About 3 miles west of **Sacul**, Nacogdoches County, a nail in a tie 30 meters (98 feet) south of culvert No. 180B and 15 meters (49 feet) north of a switch. (92.58 meters or 303.74 feet.)

t 67.—About 2 miles west of **Sacul**, Nacogdoches County, the top of a bolt in a square on the cap at the south side of cattle guard No. 178C. (82.92 meters or 272.05 feet.)

t 66.—About 1.5 miles west of **Sacul**, Nacogdoches County, a nail on the west bulkhead of the bridge over the Angeline River. (83.01 meters or 272.34 feet.)

t 65.—About 1 mile west of **Sacul**, Nacogdoches County, a nail in the center of a tie 200 meters (656 feet) east of the east end of the bridge over the Angeline River and 10 meters (33 feet) east of the west end of a cut. (85.38 meters or 280.12 feet.)

t 64.—About 0.5 mile east of **Sacul**, Nacogdoches County, a nail in the center of a tie 10 feet east of bridge No. 176B. (89.65 meters or 294.13 feet.)

R. R. B. M. 176.—About 1.2 miles east of **Sacul**, Nacogdoches County, the top of an upright rail in the ground near the track at milepost 176. (94.10 meters or 308.73 feet.)

t 63.—About 1.2 miles east of **Sacul**, Nacogdoches County, a nail in the top of the road filling timber at a farm crossing and 10 feet south of the track. (94.33 meters or 309.48 feet.)

R. R. B. M. 175.—About 2 miles east of **Sacul**, Nacogdoches County, the top of an upright rail in the ground near the track. (99.15 meters or 325.29 feet.)

R. R. B. M. 174.5.—About 2.5 miles west of **Cushing**, Nacogdoches County, the top of an upright rail in the ground near the track. (108.47 meters or 355.87 feet.)

R. R. B. M. 174.—About 2 miles west of **Cushing**, Nacogdoches County, the top of an upright rail in the ground near the track at milepost 174. (106.90 meters or 350.72 feet.)

t 62.—About 1.8 miles west of **Cushing**, Nacogdoches County, a spike in the center of a tie 100 meters (328 feet) east of a whistling post and opposite a clearing. (106.54 meters or 349.54 feet.)

**R. R. B. M. 173.**—About 1 mile west of **Cushing**, Nacogdoches County, the top of an upright rail in the ground near the track at milepost 173. (117.72 meters or 386.22 feet.)

At **Cushing**, Nacogdoches County, top of rail. (126.12 meters or 413.78 feet.)

t 61.—About 0.8 mile east of **Cushing**, Nacogdoches County, a nail in a tie, at the west end of a curve and 70 meters (230 feet) east of milepost 171B. (118.89 meters or 390.06 feet.)

**R. R. B. M. 171.**—About 0.8 mile east of **Cushing**, Nacogdoches County, the top of an upright rail in the ground near the track at milepost 171. (116.66 meters or 382.74 feet.)

t 60.—About 1.5 miles east of **Cushing**, Nacogdoches County, a nail in the center of a tie, 150 meters (492 feet) west of the crossing No. 170C, 60 meters (197 feet) west of a square house, and at the west end of a small cut. (111.03 meters or 364.27 feet.)

t 59.—About 2.2 miles east of **Cushing**, Nacogdoches County, a nail in the center of a tie at the west end of a cut and the east end of a tangent. (121.32 meters or 398.03 feet.)

**R. R. B. M. 50529.**—About 1.6 miles west of **Delmont**, Nacogdoches County, (123.74 meters or 405.97 feet.)

t 58.—About 1.4 miles west of **Delmont**, Nacogdoches County, a nail in a square on the cap at the southwest corner of bridge No. 158A, and 2 feet south of the south rail. (124.50 meters or 408.46 feet.)

t 57.—About 0.8 mile west of **Delmont**, Nacogdoches County, a spike in the center of the track in the west bulkhead of cattle guard No. 167E. (132.50 meters or 434.71 feet.)

t 56.—About 0.2 mile southeast of **Delmont**, Nacogdoches County, a nail in the center of a fat pine or lightwood stump at the corner of the fence, 13 feet east of a whistling post and 45 feet south of the track. (138.52 meters or 454.46 feet.)

t 55.—About 0.5 mile west of **Trawick**, Nacogdoches County, the top of a terra-cotta pipe, 1 inch in diameter, opposite a section house, near the corner of the tool house. (129.53 meters or 424.97 feet.)

t 54.—At **Trawick**, Nacogdoches County, a nail in a deep set tie, 70 meters (230 feet) south of the depot and 7 feet south of a road crossing. (132.19 meters or 433.69 feet.)

At **Trawick**, Nacogdoches County, top of rail. (132.74 meters or 435.50 feet.)

t 53.—About 1.2 miles west of **Caro**, Nacogdoches County, a nail in a tie 20 feet east of the sign "Trawick 1 mile." (132.78 meters or 435.63 feet.)

**R. R. B. M.**—About 1 mile west of **Caro**, Nacogdoches County, 120 meters (394 feet) east of the sign "Caro 1 mile." The top of an upright rail in the ground near the track. (133.04 meters or 436.48 feet.)

t 52.—About 0.6 mile west of **Caro**, Nacogdoches County, a nail in a tie 8 meters east of the cattle guard No. 163B. (131.59 meters or 431.72 feet.)

t 51.—At **Caro**, Nacogdoches County, a nail in a large fat pine stump, 19 meters (62 feet) north of the depot. (131.88 meters or 432.68 feet.)

At **Caro**, Nacogdoches County, top of rail. (132.35 meters or 434.22 feet.)

**R. R. B. M.**—At **Caro**, Nacogdoches County, the top of an upright rail in the ground near the track at the depot. (132.59 meters or 435.01 feet.)

t 50.—About 0.5 mile southeast of **Caro**, Nacogdoches County, a nail in the tie timber at the southwest corner of bridge No. 162D. (126.47 meters or 414.93 feet.)

t 49.—About 1 mile southeast of **Caro**, Nacogdoches County, a nail in a tie 8 meters (26 feet) south of the sign "Caro 1 mile." (134.71 meters or 441.96 feet.)

t 48.—About 1.3 miles northwest of **Mahl**, Nacogdoches County, the top of a spike in the retaining timber in the northeast corner of bridge No. 161A, and 29 inches east of the east rail. (143.87 meters or 472.01 feet.)

t 47.—About 0.8 mile northwest of **Mahl**, Nacogdoches County, a nail in an embedded tie, 110 meters (361 feet) north of culvert No. 160F, at the north end of a cornfield. (151.32 meters or 496.46 feet.)

At **Mahl**, Nacogdoches County, top of rail. (153.17 meters or 518.93 feet.)

t 46.—About 0.4 mile south of **Mahl**, Nacogdoches County, a nail in a tie 40 meters (131 feet) south of ravine No. 159, opposite a house on a hill. (160.93 meters or 527.98 feet.)

t 45.—About 3.3 miles north of **Bonita Junction**, **Nacogdoches County**, a nail in an embedded tie 1 mile south of the **Bonita** section house and 49 meters (161 feet) north of milepost 58. (154.65 meters or 507.38 feet.)

t 44.—About 2.7 miles north of **Bonita Junction**, **Nacogdoches County**, a nail in a tie 18 meters (59 feet) north of bridge No. 157B. (145.99 meters or 478.97 feet.)

t 43.—About 2.2 miles north of **Bonita Junction**, **Nacogdoches County**, a spike in an embedded tie near the center of the track, about 50 meters (164 feet) north of bridge No. 156I. (137.97 meters or 452.66 feet.)

t 42.—About 1.7 miles north of **Bonita Junction**, **Nacogdoches County**, a nail in a tie 50 meters (164 feet) south of a cut and new grading, and 45 meters (148 feet) east of a pile of plates. (129.67 meters or 425.43 feet.)

t 41.—About 1.3 miles north of **Bonita Junction**, **Nacogdoches County**, a nail in a large mudsill on the north side of the north cattle guard at a crossing, in the center of the track. (121.35 meters or 398.13 feet.)

t 40.—About 0.5 mile north of **Bonita Junction**, **Nacogdoches County**, a nail in the cap on the southeast quarter of bridge No. 155B. (110.84 meters or 363.65 feet.)

*Spur to Nacogdoches.—Houston East & West Texas Railway.*

t 38.—About 0.7 mile southwest of **Bonita Junction**, **Nacogdoches County**, a nail in an embedded tie opposite a projection of the woods and 100 meters (328 feet) east of a knoll. (99.97 meters or 327.98 feet.)

R. R. B. M. 140.—About 2 miles east of **Nacogdoches**, **Nacogdoches County**, the top of an upright rail in the ground near the track at milepost 140. (95.93 meters or 314.80 feet.)

R. R. B. M. 139.5.—About 1.5 miles east of **Nacogdoches**, **Nacogdoches County**, the top of an upright rail in the ground 30 feet west of the track (set back of a wooden stake in the high grass). (92.86 meters or 304.66 feet.)

t 39.—About 0.4 mile east of **Nacogdoches**, **Nacogdoches County**, a cross on the lower step of the cement area in front of the gate of a yellow house, 200 meters (656 feet) west of a water tank. (88.63 meters or 290.78 feet.)

End of spur.

R. R. B. M. 141.5.—About 125 meters (410 feet) east of **Bonita Junction**, **Nacogdoches County**, the top of an upright rail in the ground near the track. (109.53 meters or 359.35 feet.)

R. R. B. M. 142.—About 0.6 mile east of **Bonita Junction**, **Nacogdoches County**, the top of an upright rail in the ground near the track at milepost 142. (118.67 meters or 389.34 feet.)

t 37.—About 1 mile northeast of **Bonita Junction**, **Nacogdoches County**, at **Millard Crossing**; a spike in the east bulkhead of the west cattle guard No. 142D, 20 inches north of the north rail. (127.18 meters or 417.26 feet.)

t 36.—About 1 mile west of **Redfield**, **Nacogdoches County**, a spike in the east bulkhead of the west cattle guard at crossing No. 142E, and 18 inches north of the north rail. (125.51 meters or 411.78 feet.)

t 35.—About 0.1 mile southwest of **Redfield**, **Nacogdoches County**, a nail in the center of an embedded tie, 30 meters (98 feet) west of the sign "Redfield." (116.76 meters or 383.07 feet.)

At **Redfield**, **Nacogdoches County**, top of rail. (115.03 meters or 377.39 feet.)

t 34.—About 1 mile northeast of **Redfield**, **Nacogdoches County**, a spike in the first telegraph pole west of a grove and the second west of the sign "Redfield 1 mile." (109.43 meters or 359.02 feet.)

R. R. B. M. 145.5.—About 1.8 miles south of **Appleby**, **Nacogdoches County**, the top of an upright rail in the ground near the track. (107.75 meters or 353.51 feet.)

t 33.—About 1.4 miles south of **Appleby**, **Nacogdoches County**, a nail in the center of a tie 80 meters (262 feet) east of milepost 146 and the sign "Appleby 1 mile." (109.73 meters or 360.01 feet.)

R. R. B. M. 147.—About 0.5 mile south of **Appleby**, **Nacogdoches County**, the top of an upright rail in the ground near the track at milepost 147. (120.55 meters or 395.50 feet.)

At **Appleby**, **Nacogdoches County**, top of rail. (124.98 meters or 410.04 feet.)

t 32.—About 0.4 mile north of **Appleby**, **Nacogdoches County**, a spike in a tie at crossing No. 147E. (128.25 meters or 420.77 feet.)

**R. R. B. M. 148.5.**—About 1 mile north of **Appleby**, Nacogdoches County, 20 meters (66 feet) west of the sign "Appleby 1 mile." The top of an upright rail in the ground near the track. (124.82 meters or 409.51 feet.)

**R. R. B. M. 149.**—About 1 mile south of **Mayotown**, Nacogdoches County, the top of an upright rail in the ground near the track at milepost 149. (125.77 meters or 412.63 feet.)

**t 31.**—About 1 mile south of **Mayotown**, Nacogdoches County, a spike in a tie at the top of the grade, 120 meters (394 feet) east of a dead tree. (123.90 meters or 406.50 feet.)

At **Mayotown**, Nacogdoches County, top of rail. (110.33 meters or 361.97 feet.)

**t 30.**—About 0.7 mile northeast of **Mayotown**, Nacogdoches County, a nail in the center of a tie opposite a lone sassafras tree in the south fence and 100 meters (328 feet) east of a pond on the north side of the track. (99.68 meters or 327.03 feet.)

**t 29.**—About 1.4 miles northeast of **Mayotown**, Nacogdoches County, a spike in a tie 20 meters (66 feet) east of bridge No. 151B. (94.37 meters or 309.61 feet.)

**t 28.**—About 2 miles northeast of **Mayotown**, Nacogdoches County, a spike in the north stringer on the west end of bridge No. 152B. (92.77 meters or 304.36 feet.)

**R. R. B. M. 153.**—About 1.5 miles west of **Fitze**, Nacogdoches County, the top of an upright rail in the ground near the track at milepost 153. (107.13 meters or 351.48 feet.)

**t 27.**—About 0.8 mile west of **Fitze**, Nacogdoches County, a spike in the center of a tie, 10 feet east of milepost 153E. (123.70 meters or 405.84 feet.)

**R. R. B. M. 154.**—About 0.5 mile west of **Fitze**, Nacogdoches County, the top of an upright rail in the ground near the track at milepost 154. (132.75 meters or 435.53 feet.)

**R. R. B. M. 154.5.**—About 120 meters (394 feet) east of the section house at **Fitze**, Nacogdoches County, the top of an upright rail in the ground on the north side of the track. (138.80 meters or 455.38 feet.)

At **Fitze**, Nacogdoches County, top of rail. (138.18 meters or 453.35 feet.)

**t 26.**—About 0.8 mile east of **Fitze**, Nacogdoches County, a nail in a tie at the east end of a long cut, and 20 meters (66 feet) west of milepost 155B. (120.37 meters or 394.91 feet.)

**t 25.**—About 2.4 miles southwest of **Garrison**, Nacogdoches County, a nail in the center of a tie 50 meters (164 feet) east of milepost 156 and 50 meters (164 feet) west of a bridge, on a curve. (101.51 meters or 333.04 feet.)

**t 24.**—About 1.5 miles southwest of **Garrison**, Nacogdoches County, a nail in the center of a tie 50 meters (164 feet) east of a lone oak tree in the north fence, and opposite a cornfield south of the track. (98.98 meters or 324.74 feet.)

**R. R. B. M. 157.5.**—About 1 mile west of **Garrison**, Nacogdoches County, the top of an upright rail in the ground near the track. (115.67 meters or 379.49 feet.)

At **Garrison**, Nacogdoches County, top of rail. (117.38 meters or 385.10 feet.)

**t 22.**—About 0.6 mile east of **Garrison**, Nacogdoches County, a nail in the center of a tie, between two houses across the track from each other and 100 meters (328 feet) west of cattle guard No. 158 D. (115.30 meters or 378.28 feet.)

**t 21.**—About 1.5 miles east of **Garrison**, Nacogdoches County, 0.1 mile west of a curve; a spike in the base of an oak tree in the south road fence just west of a cabin. (114.51 meters or 375.69 feet.)

**t 20.**—About 1.6 miles east of **Garrison**, Nacogdoches County, a 4 by 4 inch railroad iron opposite milepost 160. (109.54 meters or 359.38 feet.)

**t 19.**—About 2.2 miles east of **Garrison**, Nacogdoches County, a spike in a tie between two road crossings opposite a cotton gin. (99.38 meters or 326.05 feet.)

**t 18.**—About 1.2 miles west of **Gallagher**, Shelby County, a spike on the bridge over the **Attoyac River**, 16 feet west of the third barrel. (89.74 meters or 294.42 feet.)

**t 17.**—About 0.7 mile west of **Gallagher**, Shelby County, a spike in an embedded tie opposite the sign "Deadening." (92.68 meters or 304.07 feet.)

**t 16.**—At **Gallagher**, Shelby County, a spike in the signal post at the north-east quarter of the crossing. (106.18 meters or 348.36 feet.)

t 4.—About 3.5 miles west of Timpson, Shelby County, the top of the east spike in the north end of the cap in the northwest corner of bridge No. 163D. (110.81 meters or 363.55 feet.)

t 3.—About 2.5 miles west of Timpson, Shelby County, a spike in a tie, 40 feet east of milepost 146 A. (112.04 meters or 367.58 feet.)

t 2.—About 1.8 miles west of Timpson, Shelby County, about 25 yards east of milepost 165; a staple in a small oak stump 45 feet west of a pile of ties, on a curve. (119.39 meters or 391.70 feet.)

t 1.—About 0.9 mile west of Timpson, Shelby County, a circle on a small boulder west of a stump. (126.31 meters or 414.40 feet.)

At Timpson, Shelby County, top of rail. (121.96 meters or 400.13 feet.)

t 5.—About 0.2 mile east of Timpson, Shelby County, the top of an abandoned rail. (119.55 meters or 392.22 feet.)

t 6.—About 1 mile east of Timpson, Shelby County, a spike in the center of a tie 150 feet east of milepost 168. (113.20 meters or 371.39 feet.)

t 7.—About 2 miles east of Timpson, Shelby County, a spike in an oak stump 200 meters (656 feet) west of milepost 169. (110.54 meters or 362.66 feet.)

t 8.—About 1.4 miles west of Bobo, Shelby County, a spike in the center of a tie 25 feet east of milepost 170A. (91.77 meters or 301.08 feet.)

t 9.—About 0.8 mile west of Bobo, Shelby County, a spike in the center of a tie 80 meters (262 feet) east of cattle guard No. 170G. (88.45 meters or 290.19 feet.)

t 15.—About 0.5 mile east of Bobo, Shelby County, a spike in a tie 200 meters (656 feet) east of milepost 172. (100.59 meters or 330.02 feet.)

t 14.—About 1.1 miles east of Bobo, Shelby County, a spike in the center of an embedded tie 100 meters (328 feet) west of cattle guard No. 172D and an oblique road crossing. (87.70 meters or 287.73 feet.)

t 13.—About 1.8 miles east of Bobo, Shelby County, a spike in a tie 190 meters (623 feet) west of a large bridge. (90.40 meters or 296.59 feet.)

R. R. B. M. 174.—About 2 miles east of Bobo, Shelby County, the top of an upright rail in the ground near the track at milepost 174. (102.06 meters or 334.84 feet.)

t 12.—About 2.5 miles west of Tenaha, Shelby County, a spike in a tie 10 yards east of milepost 174B. (104.56 meters or 343.04 feet.)

R. R. B. M. 175.—About 1.6 miles west of Tenaha, Shelby County, the top of an upright rail in the ground near the track at milepost 175. (89.83 meters or 294.72 feet.)

t 11.—About 1.5 miles west of Tenaha, Shelby County, a spike in a tie 60 feet east of a tall pine tree. (93.70 meters or 307.41 feet.)

t 10.—About 0.8 mile west of Tenaha, Shelby County, a spike in a tie 60 meters (197 feet) west of a whistling post. (98.06 meters or 321.72 feet.)

At Tenaha, Shelby County, top of rail. (108.84 meters or 357.09 feet.)

222.—About 0.7 mile east of Tenaha, Shelby County, a spike in the base of milepost 177. (104.87 meters or 344.06 feet.)

223.—About 1.7 miles east of Tenaha, Shelby County, a spike in the first telegraph pole west of milepost 178. (105.88 meters or 347.37 feet.)

224.—About 2.5 miles east of Tenaha, Shelby County, a spike in the eighth telegraph pole west of milepost 179. (95.88 meters or 314.57 feet.)

225.—About 0.9 mile west of Paxton, Shelby County, a spike in the ninth telegraph pole east of milepost 180. (99.92 meters or 327.82 feet.)

227.—About 1.1 miles east of Paxton, Shelby County, a spike in the ninth telegraph pole east of milepost 182. (99.03 meters or 324.90 feet.)

228.—About 1.8 miles east of Paxton, Shelby County, a spike in the base of the fifth telegraph pole west of milepost 183. (96.80 meters or 317.53 feet.)

230.—About 3.3 miles west of Joaquin, Shelby County, a spike in the fourth telegraph pole west of milepost 185. (80.90 meters or 265.42 feet.)

231.—About 2.3 miles west of Joaquin, Shelby County, a spike in the seventh telegraph pole west of milepost 186. (73.30 meters or 240.49 feet.)

At Joaquin, Shelby County, top of rail. (66.46 meters or 218.04 feet.)



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